

2016 FDOT D4 Level of Service Report

Prepared for
Florida Department of Transportation, District 4



March 2018

Table of Contents

Disclaimer	1
Introduction	2
Methodology	4
Map Series.....	6
General Instruction.....	6
GIS Map Packages	7
General Instruction.....	7

Appendix

- A. 2012 FDOT Q/LOS Tables
- B FDOT Central Office Annual LOS Reporting - D4 Tables
- C FDOT Central Office Annual LOS Reporting - Turnpike Tables

Disclaimer

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The traffic volumes and the Level of Service are made available based on 2016 Florida Traffic Information DVD at the time of the analysis. Users are responsible for carefully examining the AADT figures and determine their applicability for their own intended purposes.

Introduction

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address quality of service. With the "A" through "F" LOS scheme, traffic professionals have a tool to explain to the general public and elected officials operating and design concepts of roadways. Users can refer to [2013 FDOT Quality/Level of Service Handbook](#) and [Highway Capacity Manual 2010](#) for further detail regarding roadway LOS grades and their meanings.

The purpose of this report is to document the existing 2016 daily LOS along major roadways in the five counties within Florida Department of Transportation District Four (FDOT D4): Broward, Palm Beach, Martin, St. Lucie, and Indian River. The 2016 existing LOS are derived for:

- Strategic Intermodal System (SIS) corridors - Florida’s high priority network of transportation facilities important to the state’s economy,
- State Highway System (SHS) corridors - roads under the jurisdiction of the Florida Department of Transportation, state-chartered expressway authorities, and other state agencies,
- Florida’s Turnpike System - obtained from the Florida’s Turnpike Enterprise (FTE), and
- Other major county and city roadways.

This report presents usage of LOS information and summarizes data, methodology, and references utilized to develop LOS and LOS maps of the five counties.

In addition to LOS, this report provides estimated annual average daily traffic (AADT) and number of lanes information of 2016 existing conditions along SIS, SHS, and major non-SHS facilities.

For 2016 existing conditions, this report covers 1,238 centerline miles of state roadways and an additional 2,337 centerline miles on local roadways - a 189% increase in coverage of the FDOT Annual LOS Reporting. Table 1 below shows a summary of report covered centerline miles of state roads, local roads, and Turnpike within D4 area, and each county.

Table 1. Centerline Miles by County

	D4		Broward		Palm Beach		Martin		St Lucie		Indian River	
	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%
State Hwy	1,238	31%	424	35%	439	34%	140	37%	131	24%	104	30%
Non-State Hwy	2,337	58%	719	60%	802	62%	213	57%	375	69%	228	67%
Turnpike	481	12%	55	5%	45	3%	20	5%	35	6%	10	3%
Total	4,056	100%	1,198	100%	1,285	100%	373	100%	542	100%	342	100%

Table 2 through Table 5 below summarizes % of roadways falling into each LOS grade, by county.

Table 2. All Roads LOS Summary

LOS	D4		Broward		Palm Beach		Martin		St Lucie		Indian River	
	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%
LOS B	619	15%	94	8%	135	10%	100	27%	94	17%	66	19%
LOS C	2,484	61%	664	55%	814	63%	234	63%	394	73%	238	70%
LOS D	650	16%	281	23%	231	18%	34	9.2%	42	8%	34	10%
LOS E	65	2%	30	2%	22	2%	2	0%	0	0%	3	1%
LOS F	237	6%	129	11%	83	6%	3	0.9%	12	2%	0	0%
Total	4,056	100%	1,198	100%	1,285	100%	373	100%	542	100%	342	100%

Table 3. State Roads LOS Summary

LOS	D4		Broward		Palm Beach		Martin		St Lucie		Indian River	
	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%
LOS B	402	32%	76	18%	126	29%	83	60%	60	46%	56	54%
LOS C	580	47%	213	50%	215	49%	51	37%	58	44%	43	41%
LOS D	135	11%	56	13%	60	14%	3	2%	11	9%	4	4%
LOS E	28	2%	14	3%	14	3%	0	0%	0	0%	0	0%
LOS F	93	8%	65	15%	23	5%	2	2%	3	2%	0	0%
Total	1,238	100%	424	100%	439	100%	140	100%	131	100%	104	100%

Table 4. Non-Roads LOS Summary

LOS	D4		Broward		Palm Beach		Martin		St Lucie		Indian River	
	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%
LOS B	5	0%	5	1%	0	0%	0	0%	0	0%	0	0%
LOS C	1,720	74%	424	59%	586	73%	179	84%	336	89%	195	86%
LOS D	456	20%	216	30%	148	19%	31	15%	31	8%	30	13%
LOS E	25	1%	13	2%	8	1%	2	1%	0	0%	3	1%
LOS F	130	6%	60	8%	60	7%	1	0.5%	9	2%	0	0%
Total	2,337	100%	719	100%	802	100%	213	100%	375	100%	228	100%

Table 5. Turnpike LOS Summary

LOS	D4		Broward		Palm Beach		Martin		St Lucie		Indian River	
	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%	Mile	%
LOS B	212	44%	12	22%	9	19%	16	81%	35	99%	10	100%
LOS C	185	38%	27	49%	14	30%	4	19%	0.4	1%	0	0%
LOS D	59	12%	9	17%	22	50%	0	0%	0	0%	0	0%
LOS E	11	2%	3	5%	0	0%	0	0%	0	0%	0	0%
LOS F	14	3%	4	7%	0	0%	0	0%	0	0%	0	0%
Total	481	100%	55	100%	45	100%	20	100%	35	100%	10	100%

The report is to be used for planning purpose only. Users can refer to [2014 FDOT Traffic Analysis Handbook](#) and [FHWA Traffic Analysis Toolbox](#) for appropriate analysis tools for their practices.

Methodology

The 2016 Florida Department of Transportation (FDOT) LOS Update presents 2016 daily LOS along RCI roadways in the five counties within FDOT District 4: Broward, Palm Beach, Martin, St. Lucie, and Indian River. Analyzed RCI roadways include Strategic Intermodal System (SIS) corridors, State Highway System (SHS) corridors, Florida's Turnpike System, and non-state roads. The analysis of 2016 daily LOS for SIS and SHS corridors were conducted by CTS. FDOT Central Office provided the 2016 daily LOS for Florida's Turnpike System. This report documents the methodology, data, and references used to develop 2016 daily LOS along non-state roads.

For non-state roads within FDOT District 4, the 2016 Average Annual Daily Traffic (AADT) from the *2016 Florida Traffic Information CD* were used to represent daily traffic volumes. The Generalized Service Volume Tables, found at the [2013 FDOT Quality/Level of Service Handbook](#), was used to provide maximum service volumes for each given LOS. Other roadway characteristics were obtained from the FDOT District 4 RCI database, including area types, facility types, posted speed number of lanes, median, turn lanes, and one-way facilities. For non-state roads that do not have posted speed records in the RCI database, manual coding was conducted by visually checking speed limit signs on Google maps.

The Generalized Service Volume Tables include maximum service volumes for three area types: Urbanized, Transitioning, And Rural. Each area type has subset for three facility types: Signalized Arterials, Freeways, and Uninterrupted Highways. The tables for signalized arterials are further subdivided into two classes: Class I for those with 40 mph or higher posted speed; and Class II for those with 35 mph or slower posted speed. Using a roadway's area type, facility type, number of lanes, and posted speed information, a maximum service volumes could be found in the Generalized Service Volume Tables. This number will be further adjusted based on the roadway's other characteristics. Details of adjustment are shown as followed.

For Signalized Arterials, the following adjustments are made to the maximum service volumes:

- If the road is non-state road, multiply by 0.9.
- If there are two total lanes,
 - Multiply by 1.05 if the roadway is not divided and a left turn lane is present.
 - Multiply by 0.75 if the roadway is not divided and there is not a left turn lane.
- If there are more than two total lanes,
 - Multiply by 0.95 if the roadway is divided and a left turn lane is present.
 - Multiply by 0.80 if the roadway is not divided and there is not a left turn lane.
- A 5% increase is allowed if a right turn lane is present. This in addition to any other correction.
- If the road is one-way, multiply by 0.6.

For Freeways, the following adjustments are made to the maximum service volumes:

- Multiplied by 1.05 if ramp metering is present.
- Plus 20,000 if auxiliary lanes are present.

For Uninterrupted Highways, the following adjustments are made to the maximum service volumes:

- If the road is one-way, multiply by 0.6.
- If there are two total lanes
 - Multiply by 1.05 if the roadway is divided and a left turn lane is present.
- If there are more than two total lanes
 - Multiply by 0.95 if the roadway is divided and a left turn lane is present.
 - Multiply by 0.75 if the roadway is not divided and there is not a left turn lane.

Once the maximum service volumes was calculated, it will be used as a threshold to compare a roadway's AADT. Roadways with AADT that exceed the maximum service volumes were determined to be operating at the next level of service. For instance, a roadway that exceeded the LOS C maximum service volume, would be determined to be operating at LOS D or worse.

Map Series

One major product of this effort is a collection of map series shown at the end of this report. This chapter provides general instructions and sample applications of the LOS maps.

General Instruction

The report contains two sets of maps: LOS, and AADT and Number of Lanes, for each county:

1. LOS Maps
 - a. 2016 Level of Service – Broward
 - b. 2016 Level of Service – Palm Beach
 - c. 2016 Level of Service – Martin
 - d. 2016 Level of Service – St. Lucie
 - e. 2016 Level of Service – Indian River
2. AADT and Number of Lanes Maps
 - a. 2016 AADT and Number of Lanes– Broward
 - b. 2016 AADT and Number of Lanes– Palm Beach
 - c. 2016 AADT and Number of Lanes– Martin
 - d. 2016 AADT and Number of Lanes– St. Lucie
 - e. 2016 AADT and Number of Lanes– Indian River

Map series start with index maps showing subsequent map insets of the county. Users can refer to page numbers shown on index maps for corresponding enlarged maps. LOS and number of lanes are color coded, while AADTs (shown in hundreds) are expressed in numeric labels.

GIS Map Packages

The other major product of this effort is a collection of GIS (produced using ArcGIS 10.3) map packages available for download. The map packages include map templates, data sources, defined legends, labels, symbology, and queries. This chapter provides instructions and reference for technical users of the map packages.

General Instruction

Similar to map series, the report contains two sets of map packages:

1. LOS
 - a. 2016 Level of Service – Broward
 - b. 2016 Level of Service – Palm Beach
 - c. 2016 Level of Service – Martin
 - d. 2016 Level of Service – St. Lucie
 - e. 2016 Level of Service – Indian River
2. AADT and Number of Lanes
 - a. 2016 AADT and Number of Lanes– Broward
 - b. 2016 AADT and Number of Lanes– Palm Beach
 - c. 2016 AADT and Number of Lanes– Martin
 - d. 2016 AADT and Number of Lanes– St. Lucie
 - e. 2016 AADT and Number of Lanes– Indian River

Generally, each map package includes GIS shapefiles and layers of map labels, map series data, basefiles, and map insets. Map labels are text label such as roadway names and roadway IDs. Map series data contains primary data sources. Basefiles includes background data such as county boundaries, basemap, airports, and waterbodies. Map insets are enlarged map areas where roadway densities are high and information cannot be shown clearly with regular map scale.

LOS Maps:

2016 Level of Service – Broward

2016 Level of Service – Palm Beach

2016 Level of Service – Martin

2016 Level of Service – St. Lucie

2016 Level of Service – Indian River

2016 DAILY LEVEL OF SERVICE: INDEX MAP

SERIES INFORMATION

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the roadway right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions. With the "A" through "F" LOS scheme, traffic engineers are much better able to explain to the general public and elected officials operating and design concepts of roadways. Level of Service is calculated based on a number of different variables, including (but not limited to) number of lanes, traffic volume, speed limit, frequency and spacing of signalized intersections and median type.

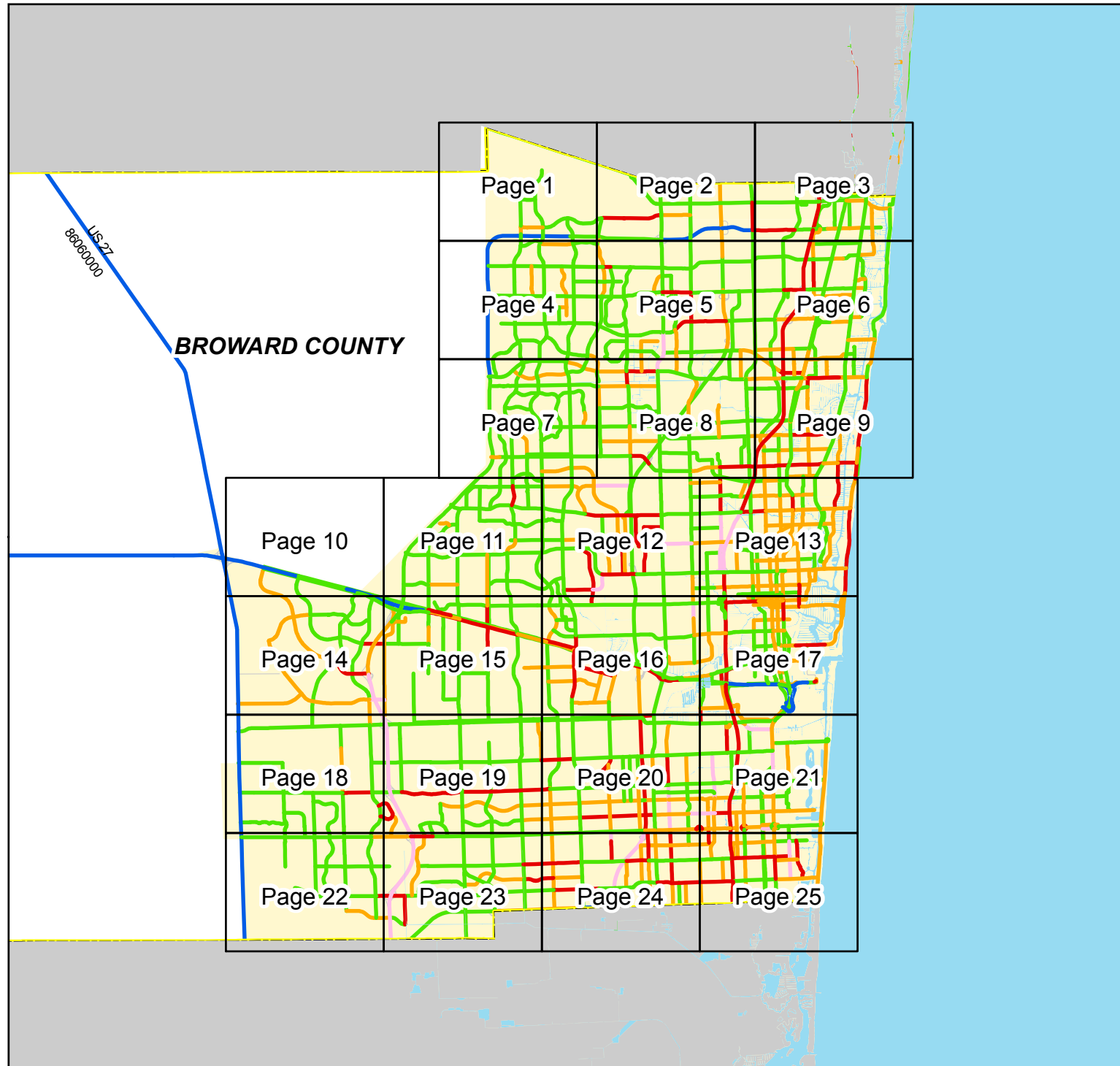
For more information, visit <http://www.dot.state.fl.us/planning/systems/programs/sm/los/default.shtm>

Notes:

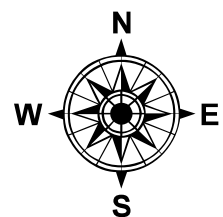
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. The 2016 LOS reported along State Highway System (SHS) facilities are consistent with the FDOT Annual LOS Reporting.
4. The 2016 LOS reported along the off-system facilities are derived from Florida Transportation Information 2016 DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Level of Service

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

CONTACT INFORMATION

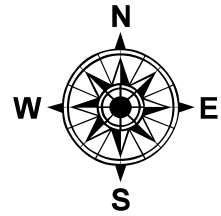
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659






FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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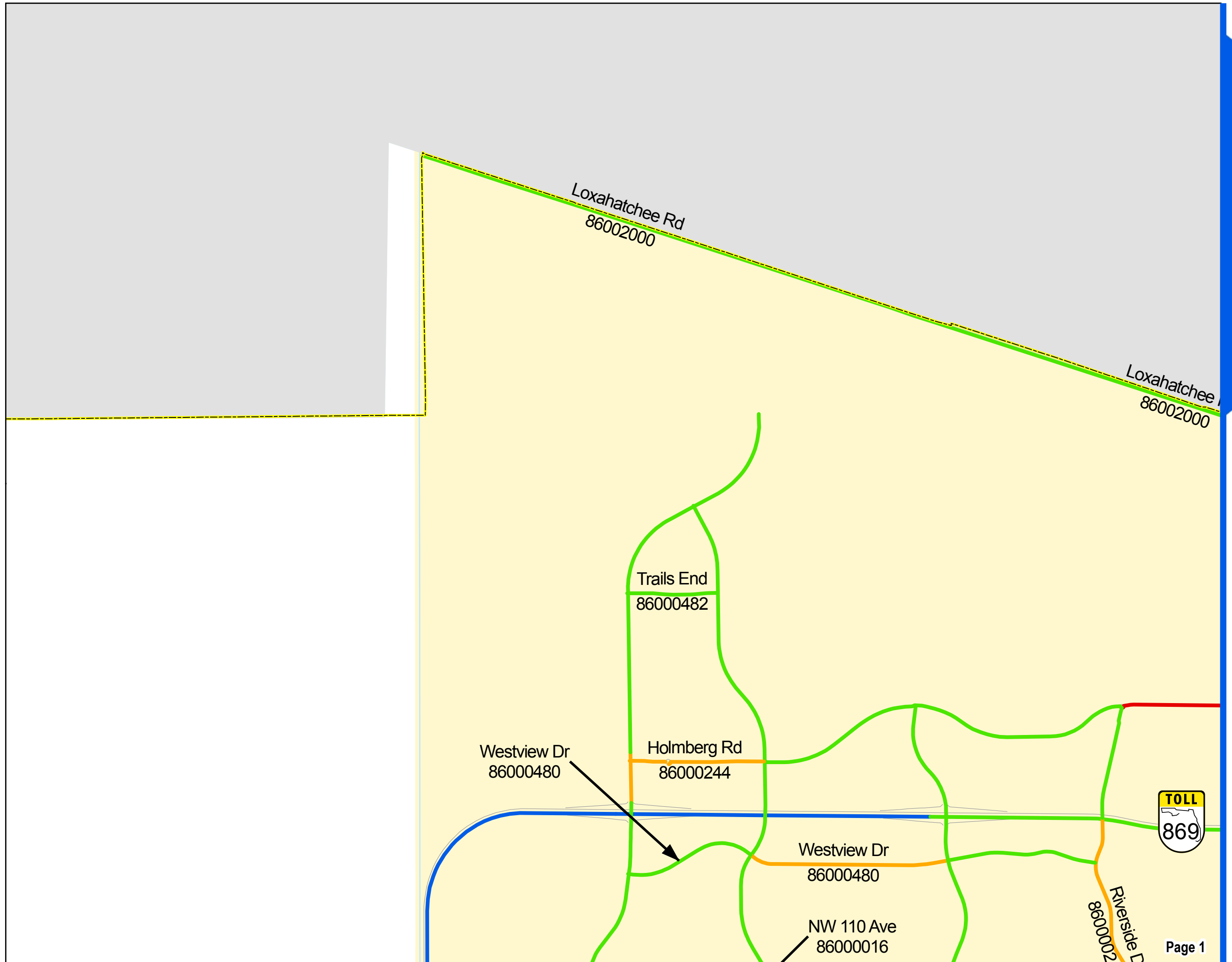
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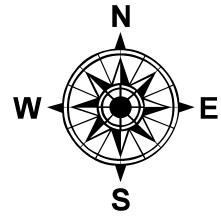
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FDOT DISTRICT IV

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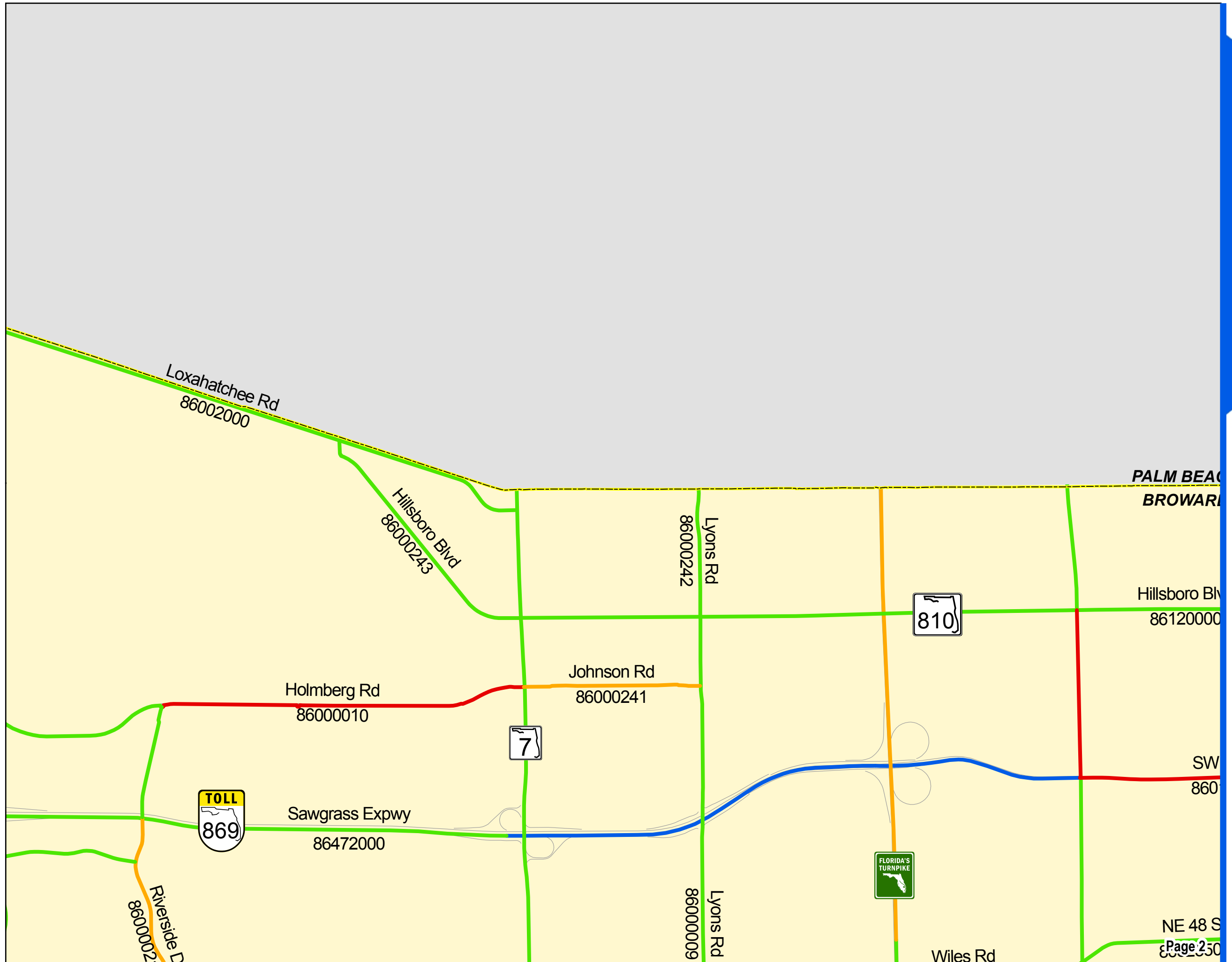
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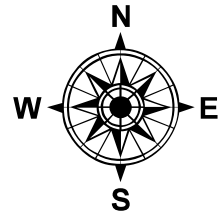
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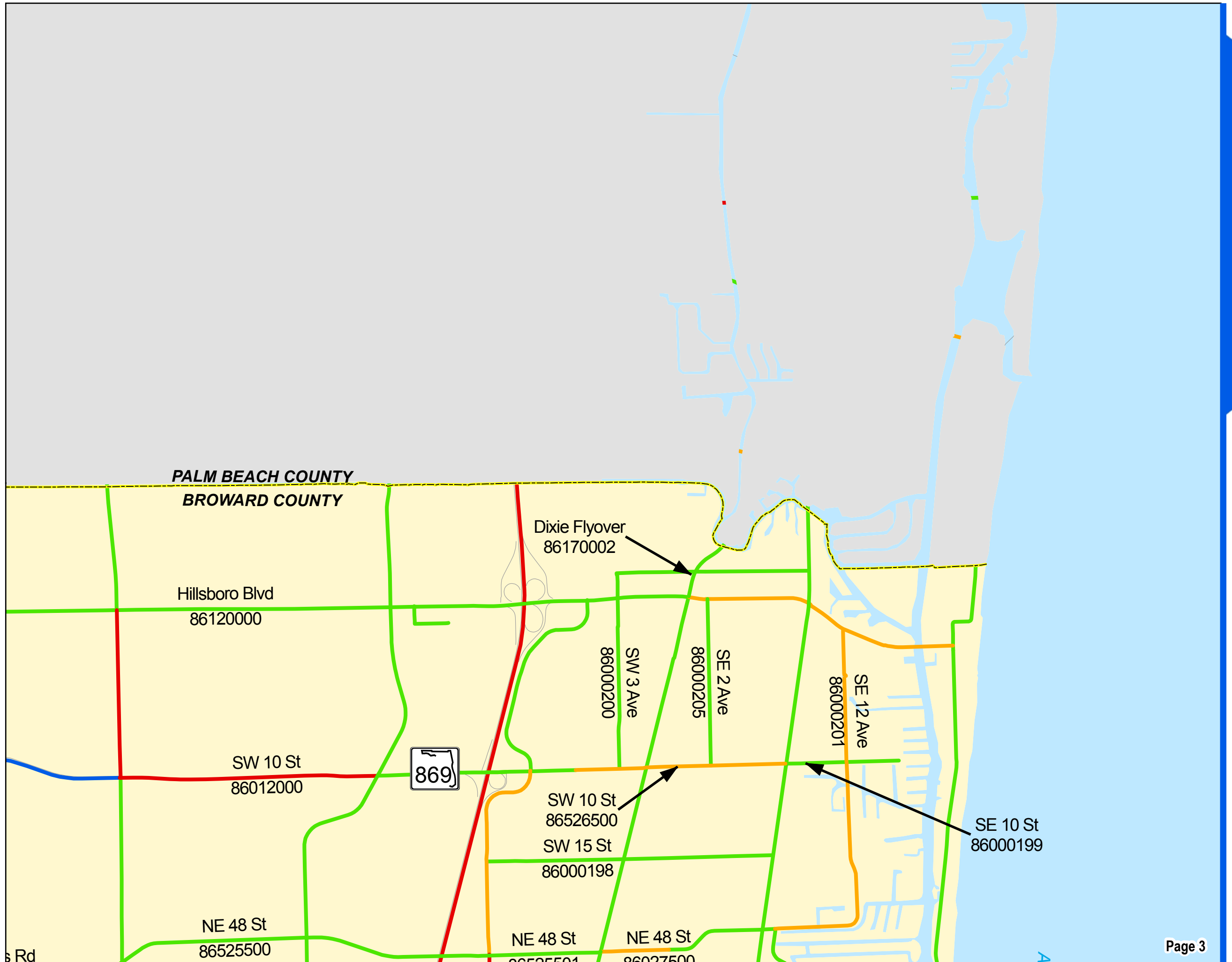
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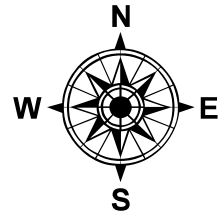
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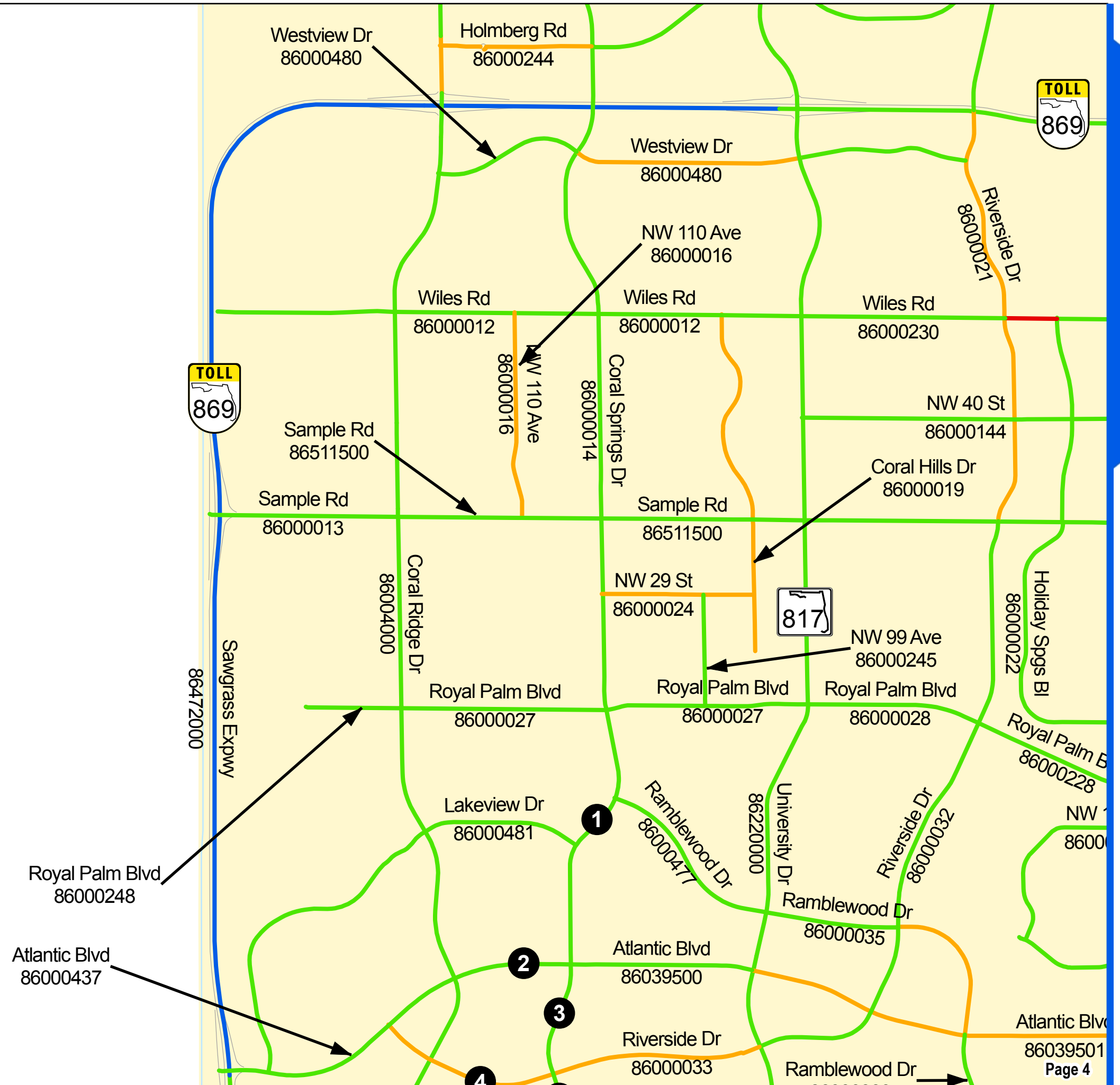
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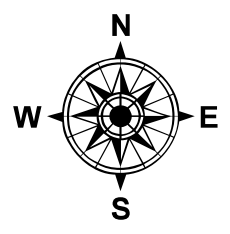


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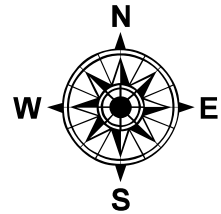


BROWARD COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)






FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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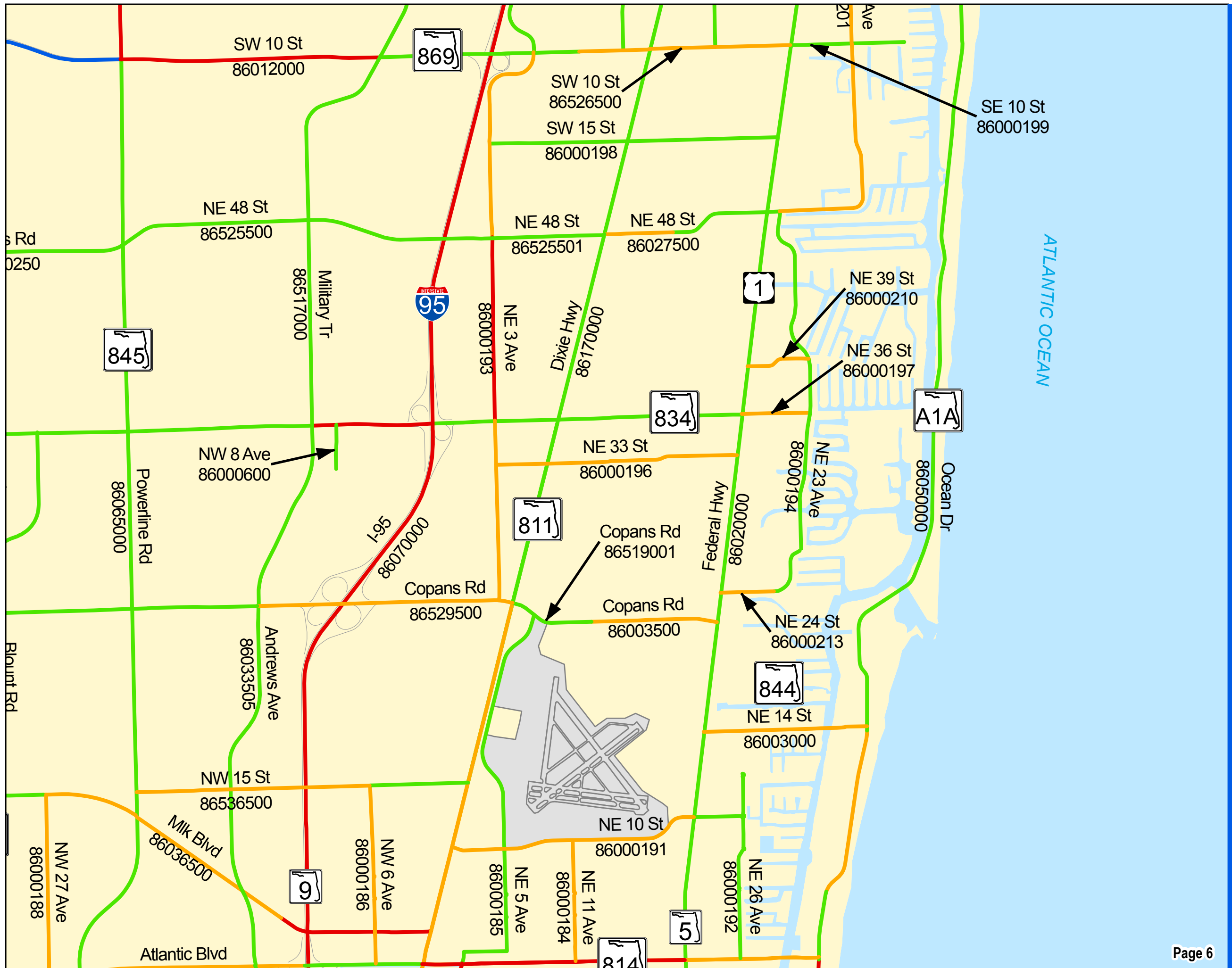
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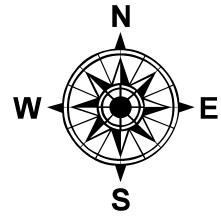
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FDOT DISTRICT IV

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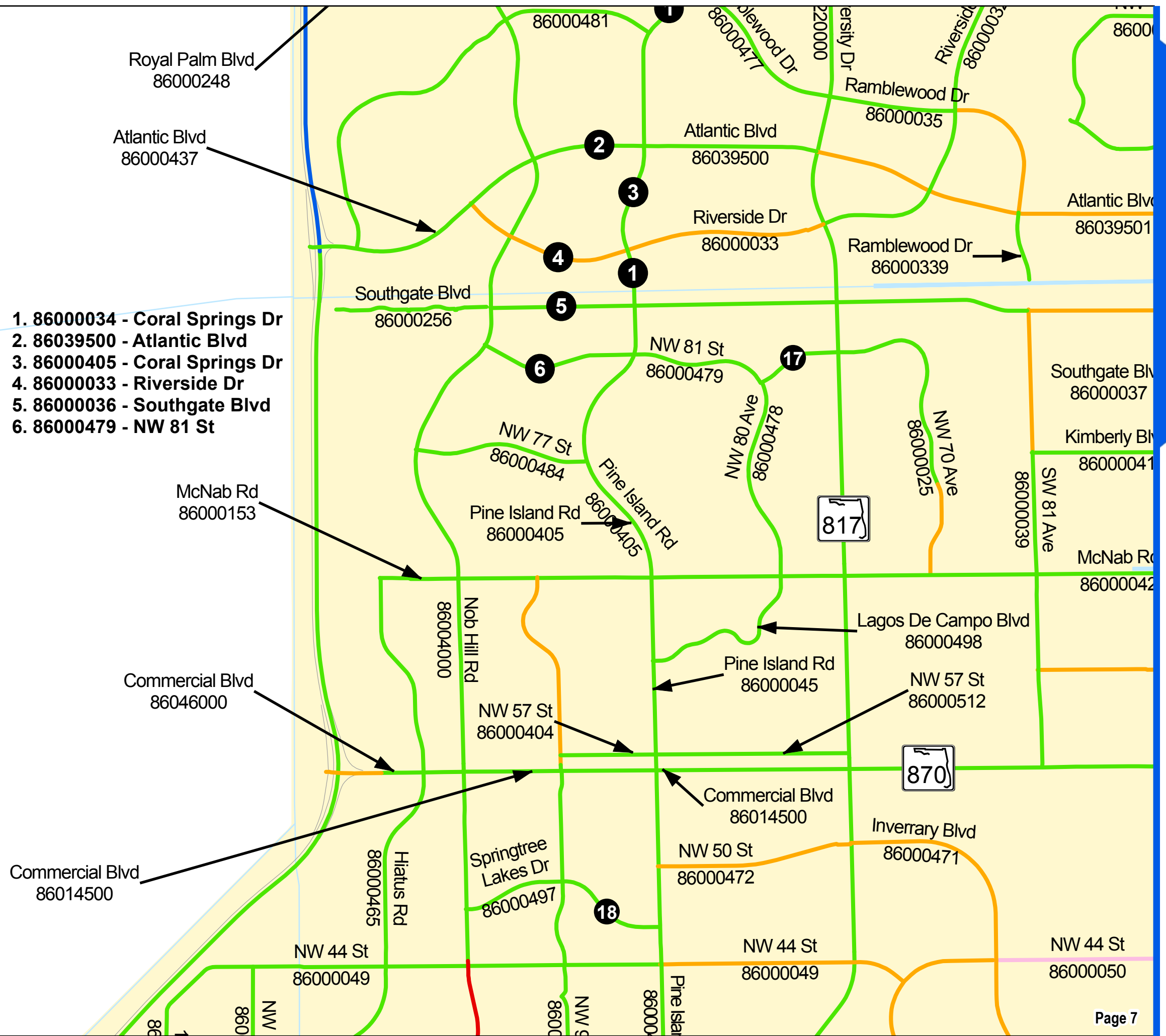
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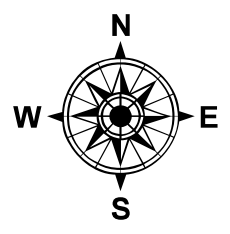
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2. 86039500 - Atlantic Blvd
3. 86000405 - Coral Springs Dr
4. 86000033 - Riverside Dr
5. 86000036 - Southgate Blvd
6. 86000479 - NW 81 St



FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



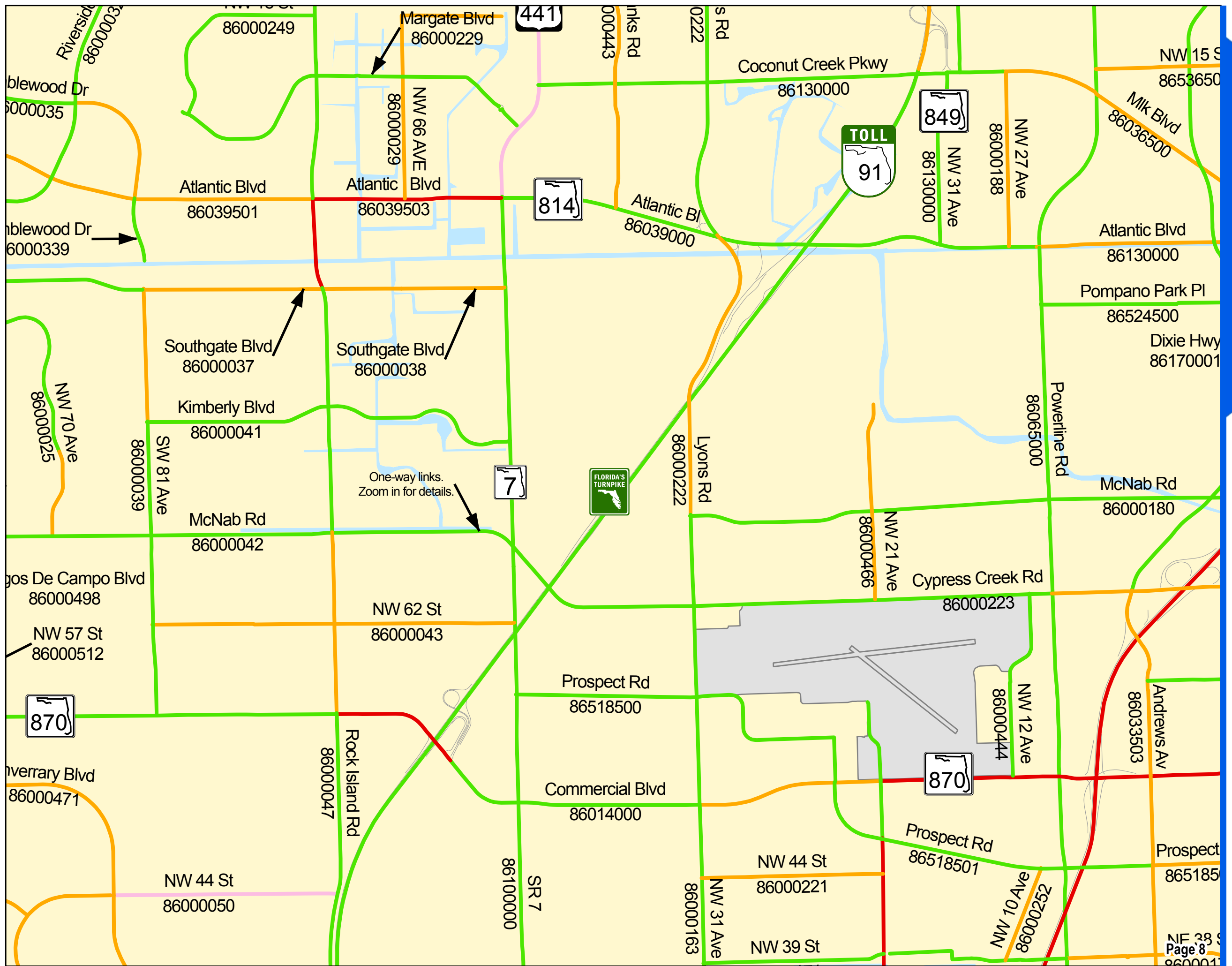
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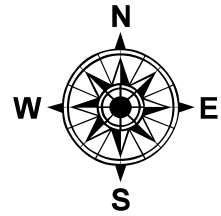


BROWARD COUNTY

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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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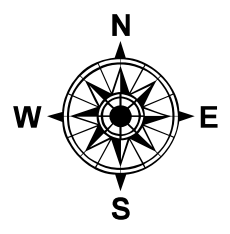


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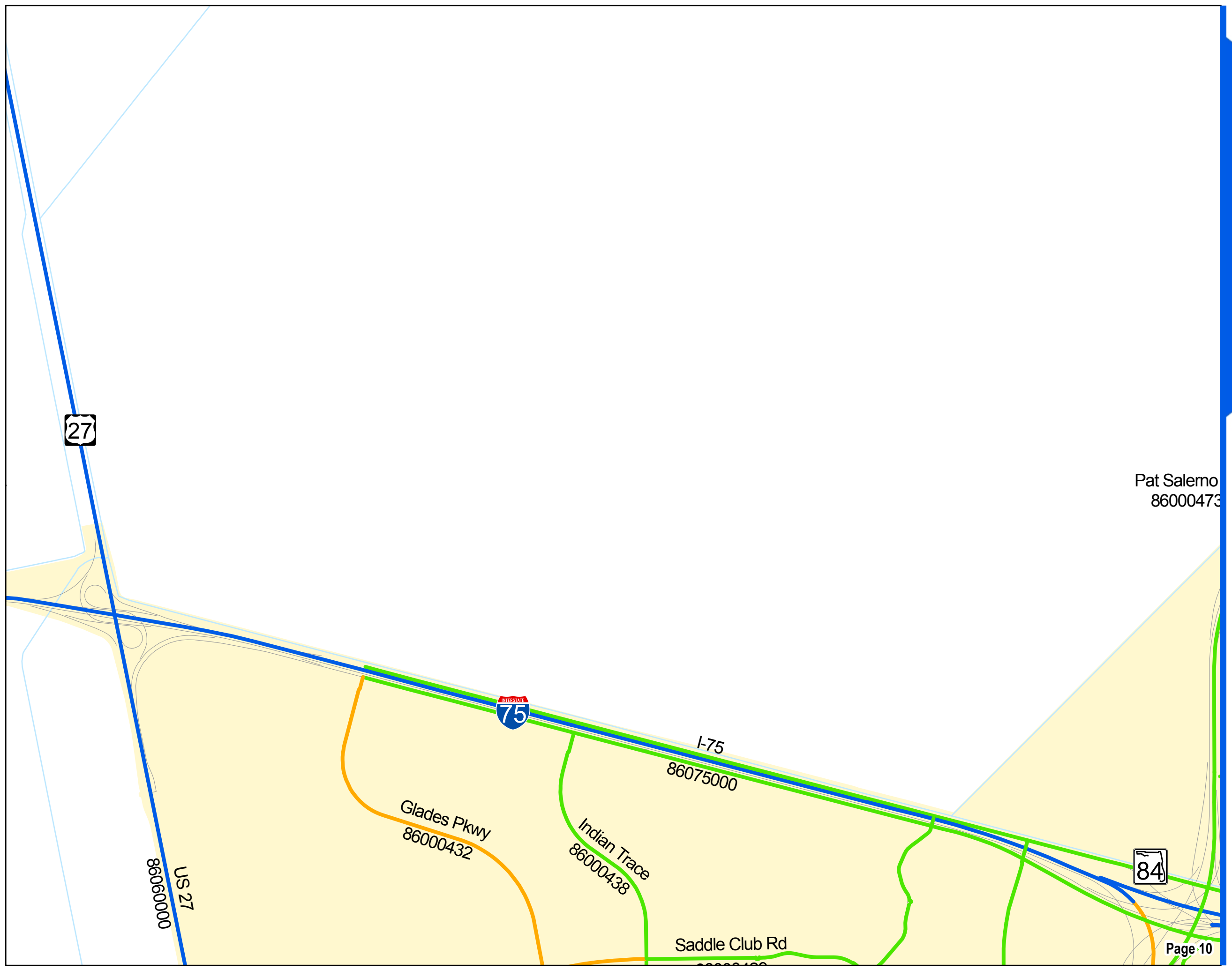
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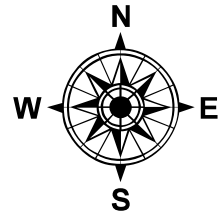
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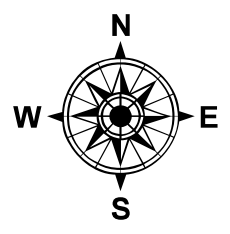
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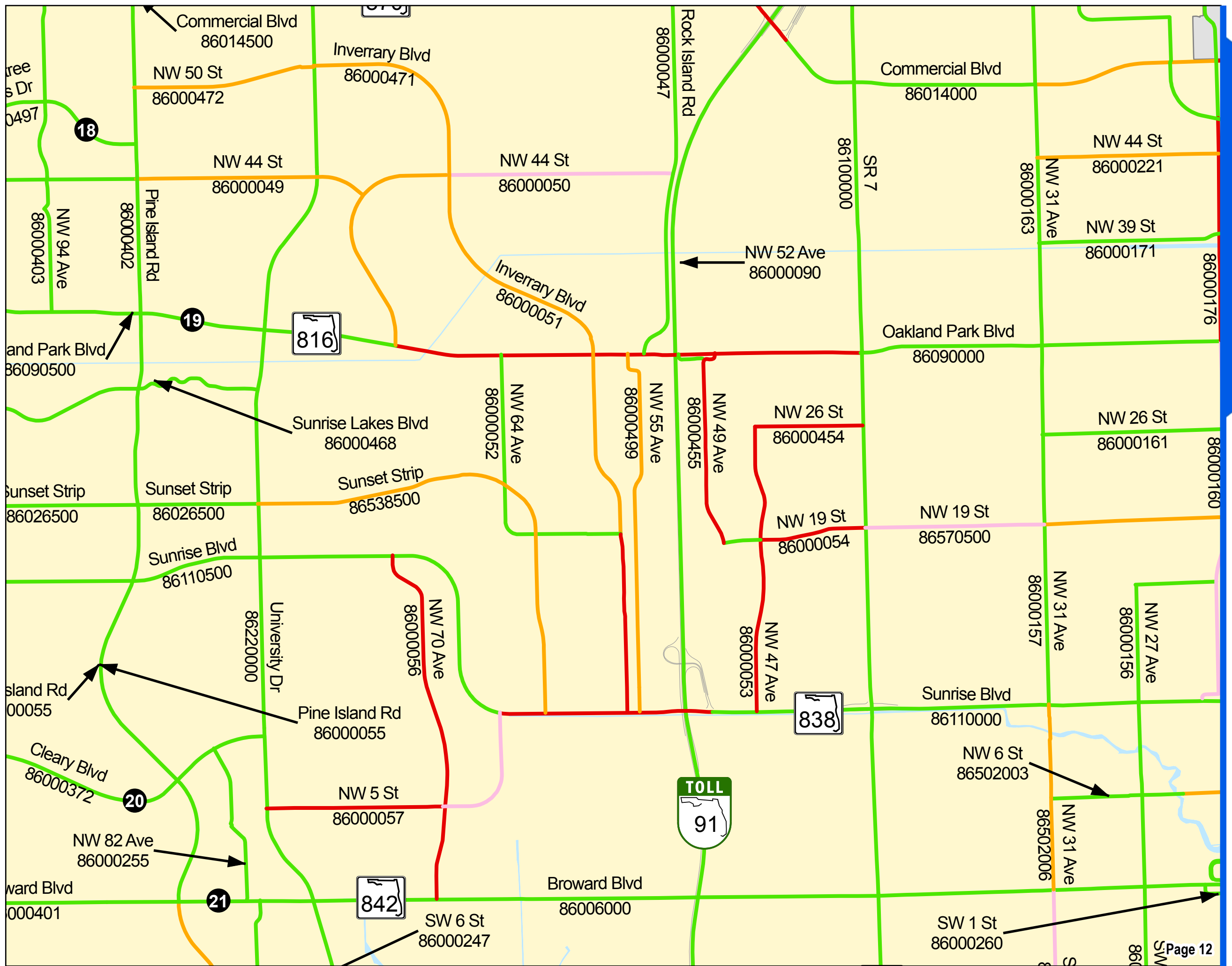
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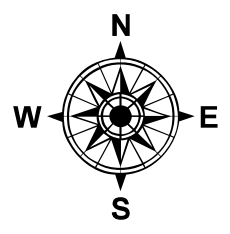
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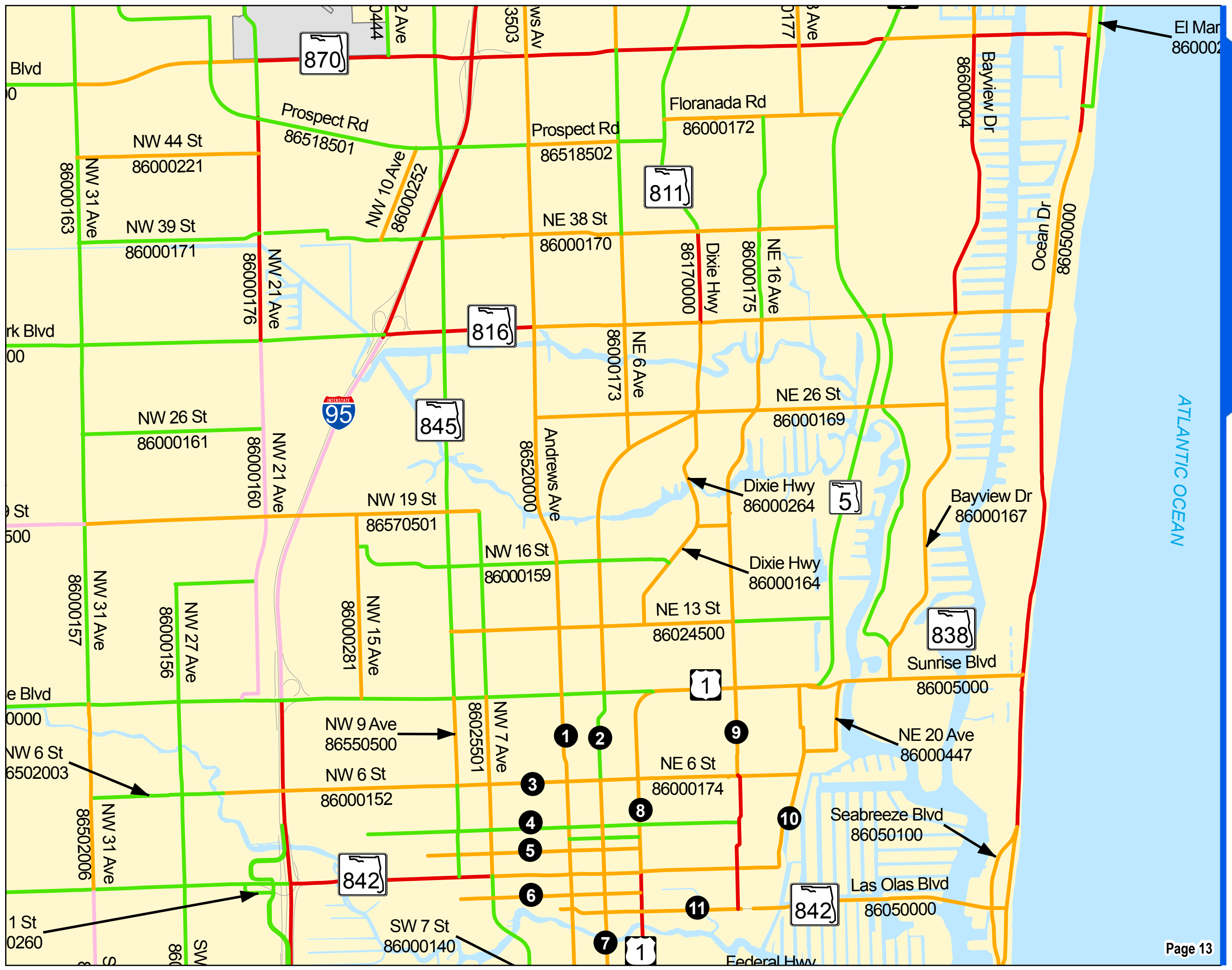
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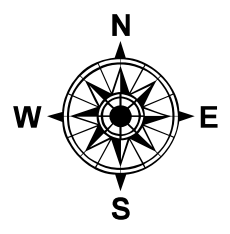


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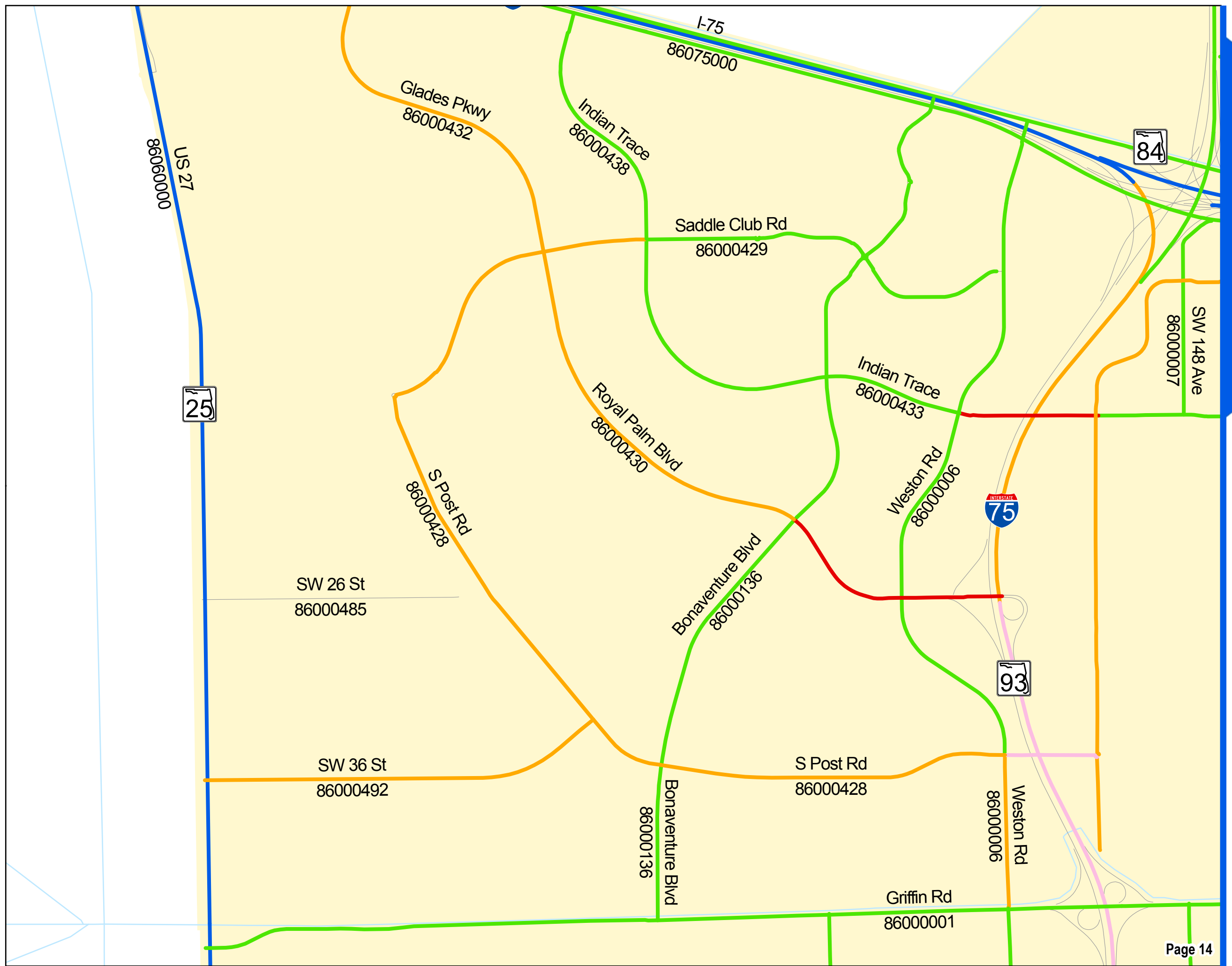
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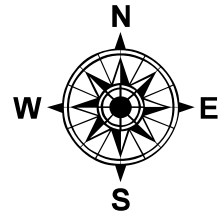
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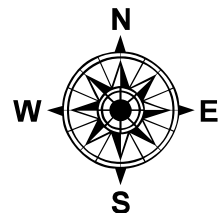
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



BROWARD COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

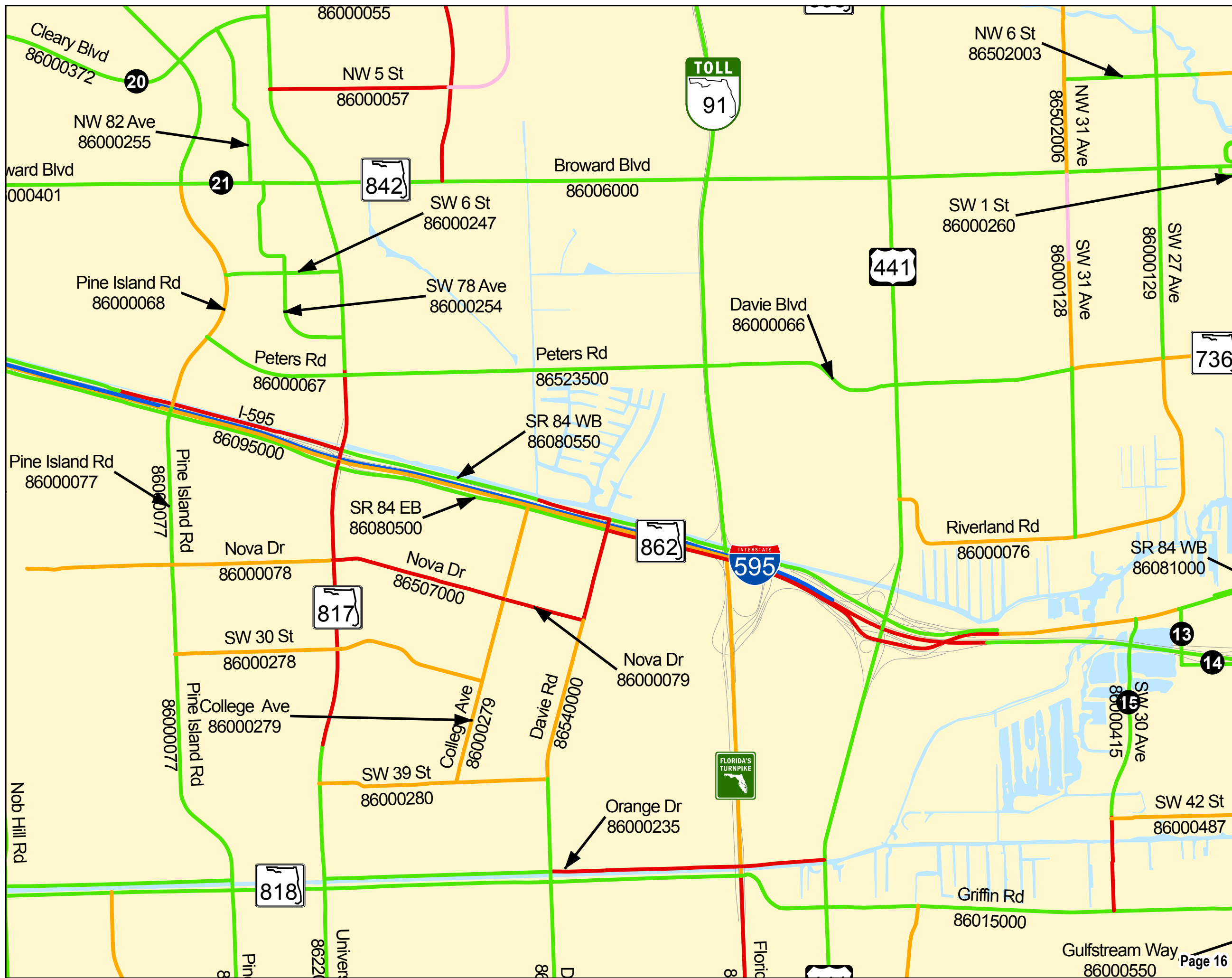
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

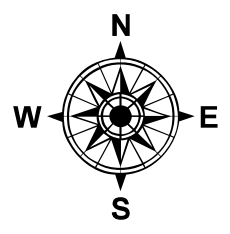
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BROWARD COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



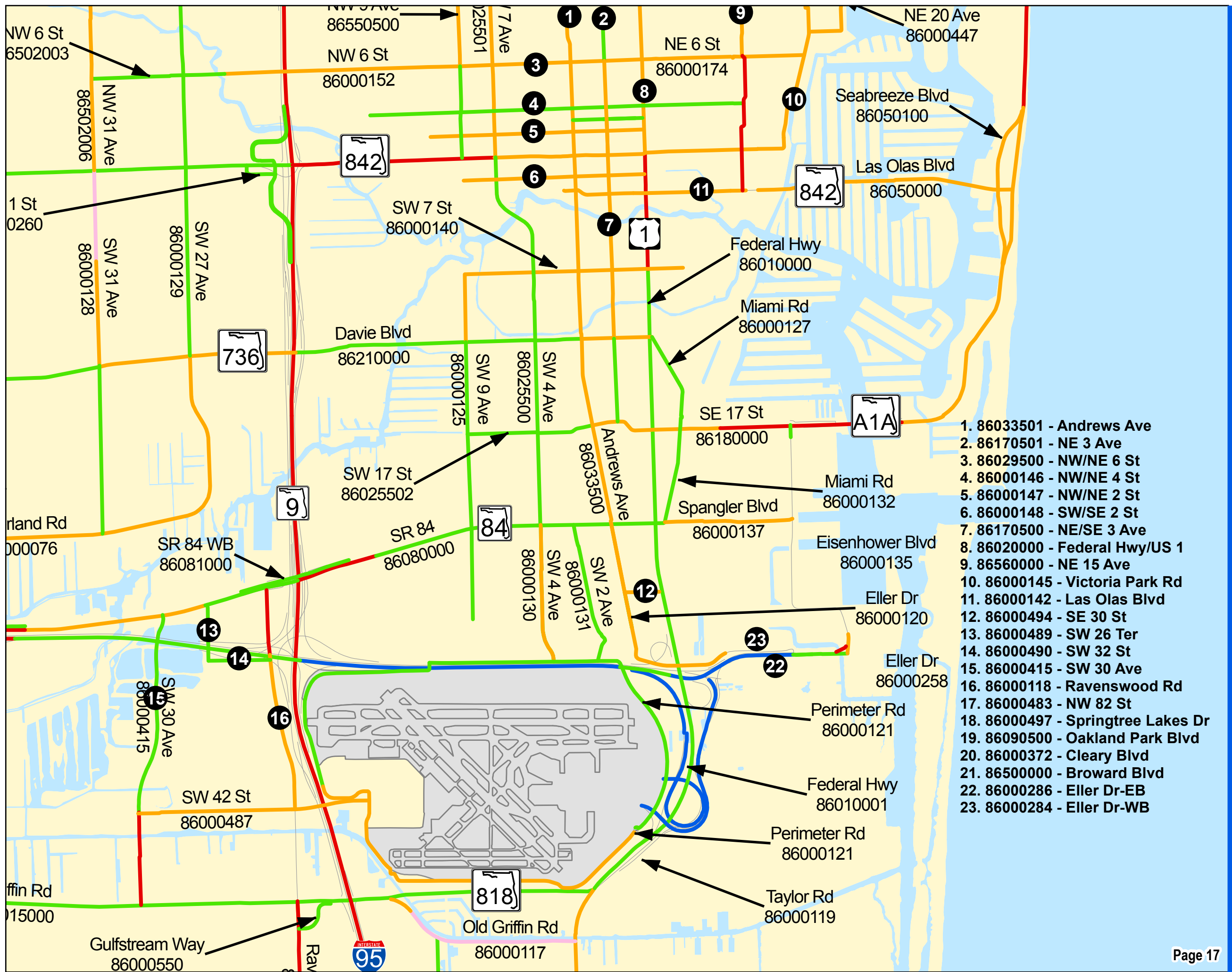
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- Level of Service**
- B
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 - F



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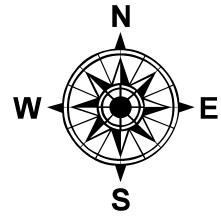
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



1. 86033501 - Andrews Ave
2. 86170501 - NE 3 Ave
3. 86029500 - NW/NE 6 St
4. 86000146 - NW/NE 4 St
5. 86000147 - NW/NE 2 St
6. 86000148 - SW/SE 2 St
7. 86170500 - NE/SE 3 Ave
8. 86020000 - Federal Hwy/US 1
9. 86560000 - NE 15 Ave
10. 86000145 - Victoria Park Rd
11. 86000142 - Las Olas Blvd
12. 86000494 - SE 30 St
13. 86000489 - SW 26 Ter
14. 86000490 - SW 32 St
15. 86000415 - SW 30 Ave
16. 86000118 - Ravenswood Rd
17. 86000483 - NW 82 St
18. 86000497 - Springtree Lakes Dr
19. 86090500 - Oakland Park Blvd
20. 86000372 - Cleary Blvd
21. 86500000 - Broward Blvd
22. 86000286 - Eller Dr-EB
23. 86000284 - Eller Dr-WB

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

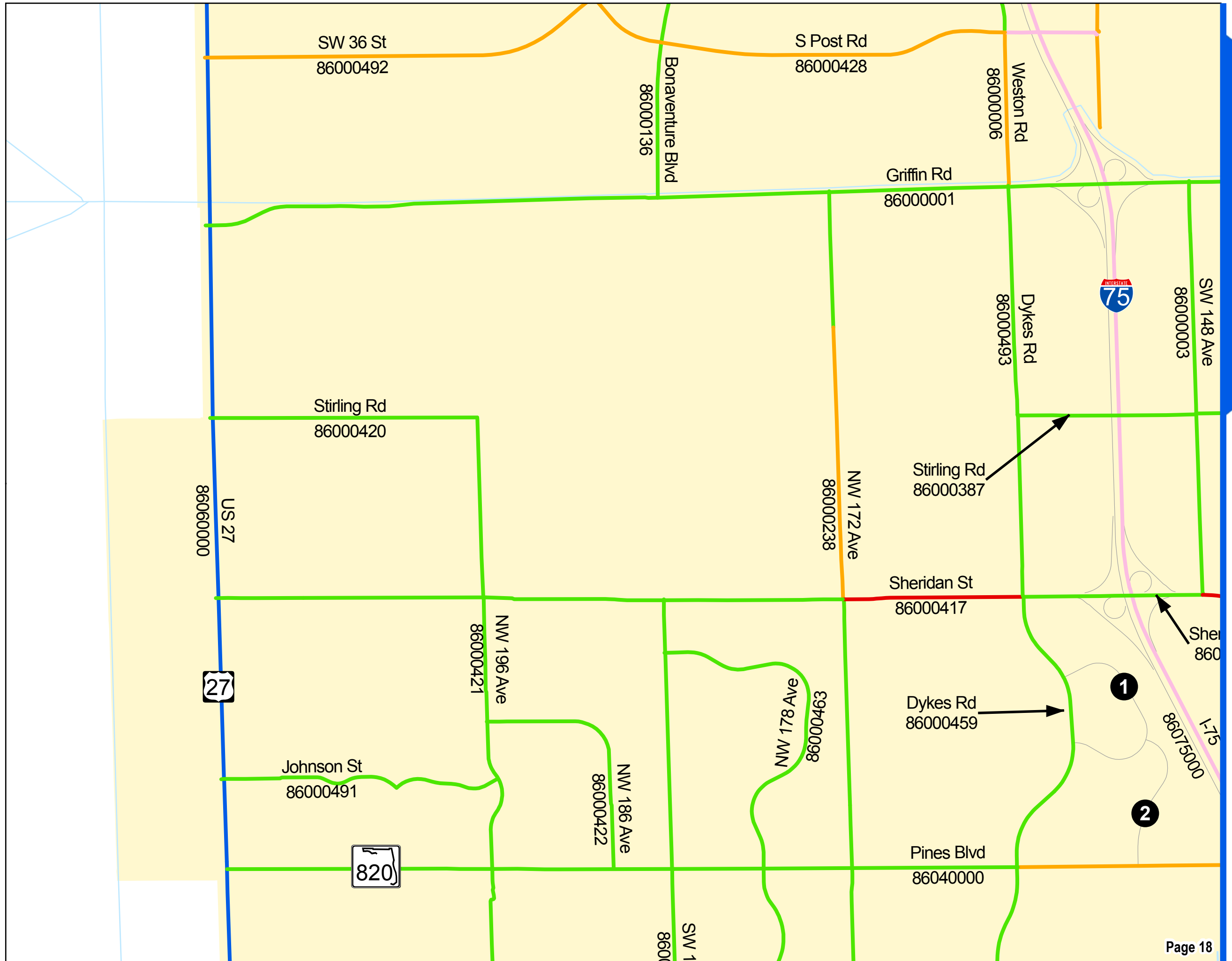
Level of Service

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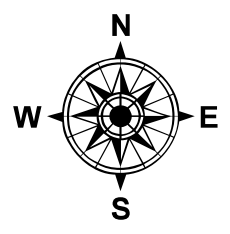


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



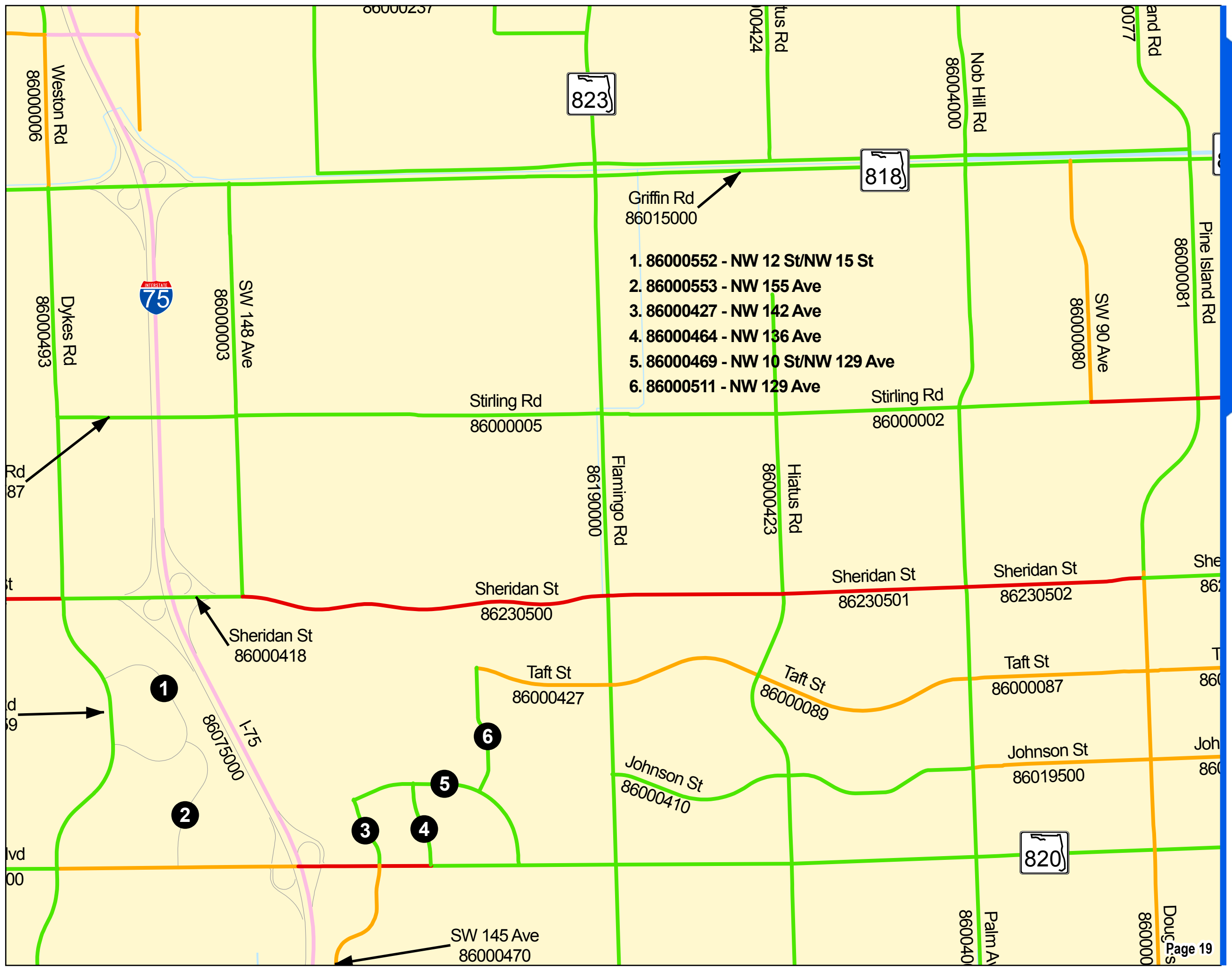
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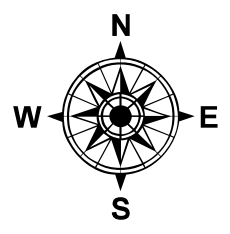
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1. 86000552 - NW 12 St/NW 15 St
2. 86000553 - NW 155 Ave
3. 86000427 - NW 142 Ave
4. 86000464 - NW 136 Ave
5. 86000469 - NW 10 St/NW 129 Ave
6. 86000511 - NW 129 Ave

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

- Level of Service**
- B
 - C
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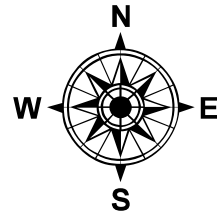
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FDOT DISTRICT IV

LEVEL OF SERVICE ASSESSMENT REPORT



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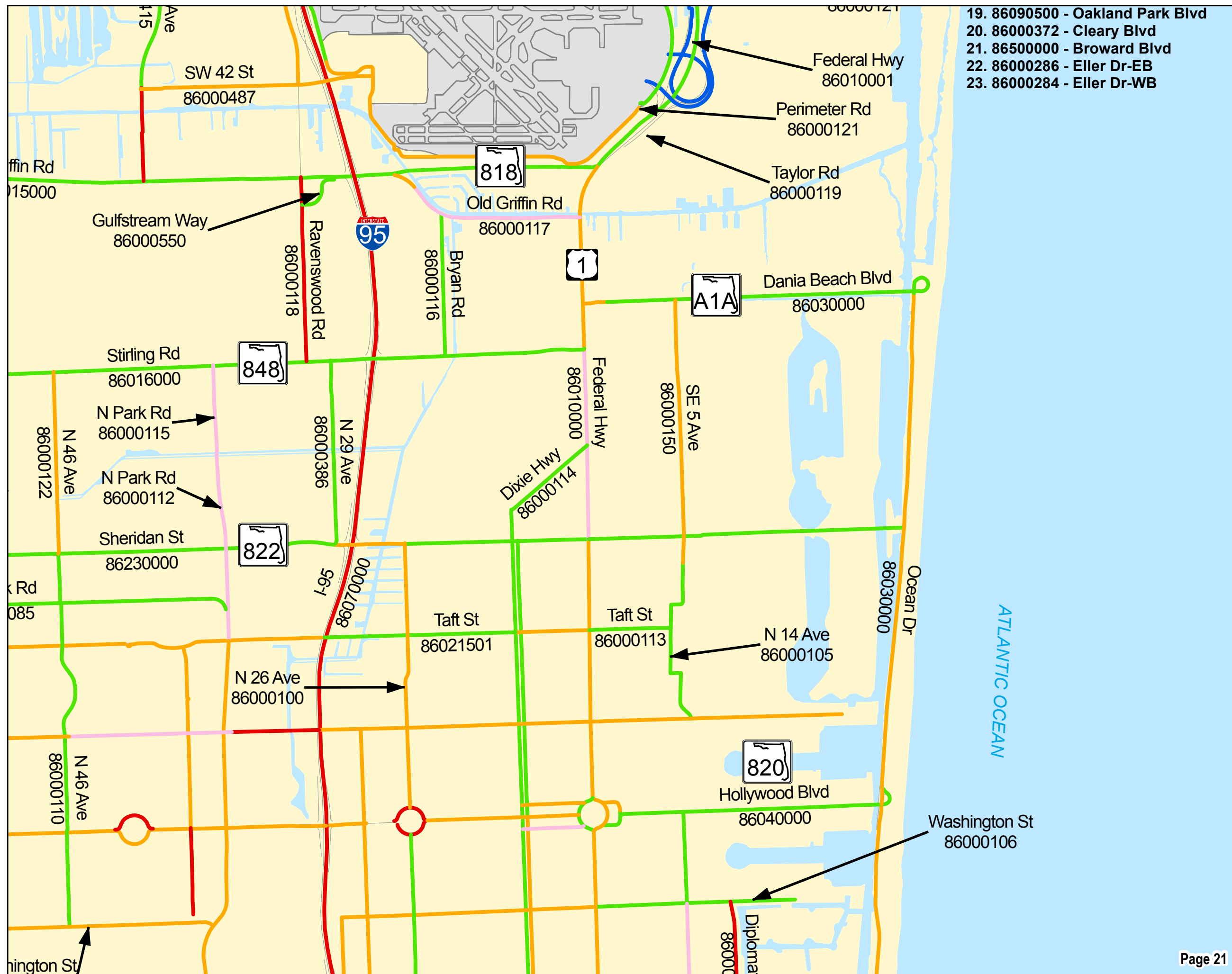
Level of Service

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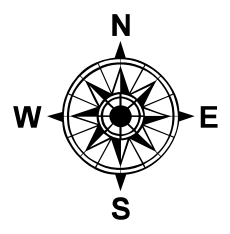
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- 19. 86090500 - Oakland Park Blvd
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- 21. 86500000 - Broward Blvd
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- 23. 86000284 - Eller Dr-WB

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



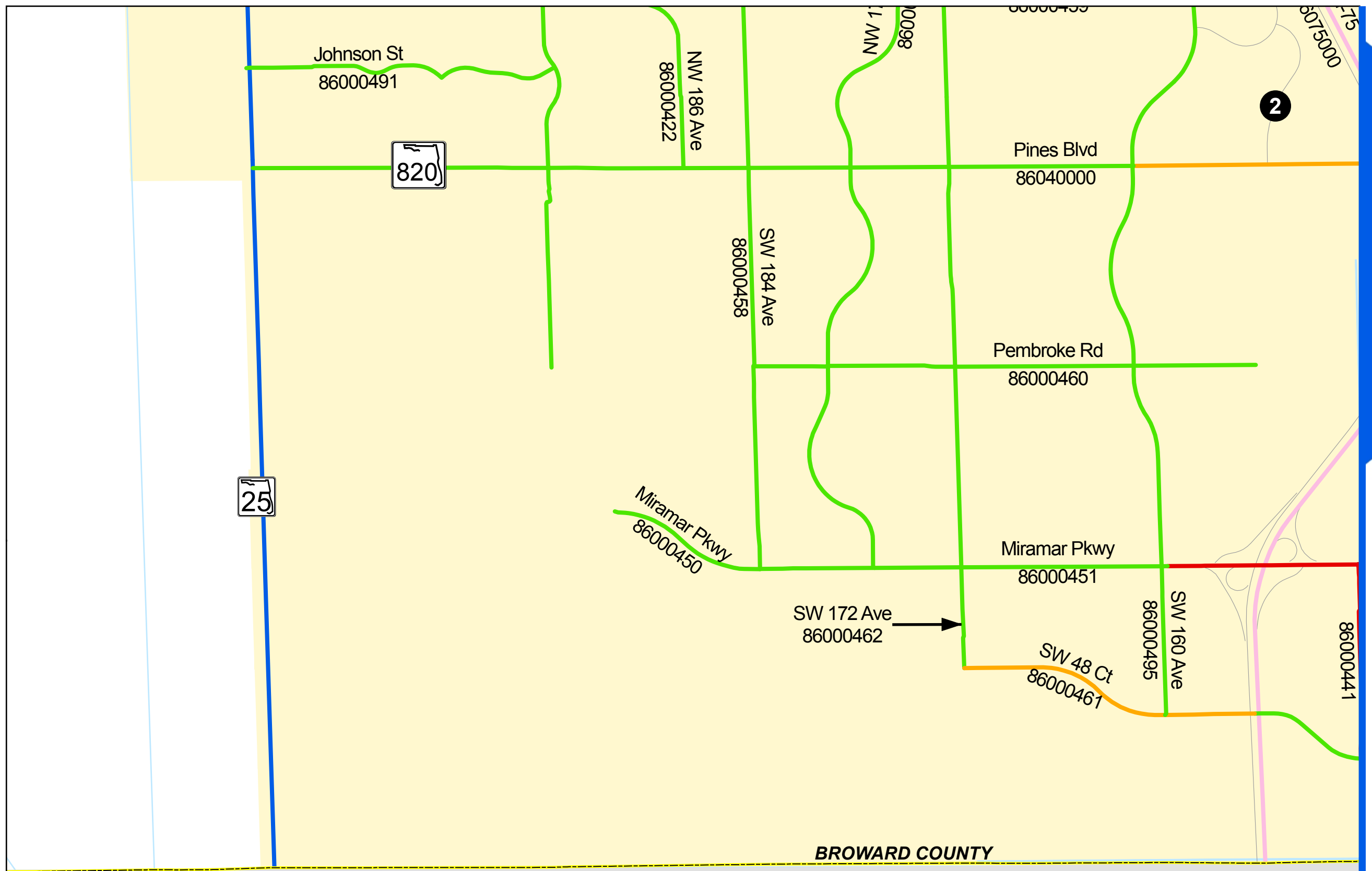
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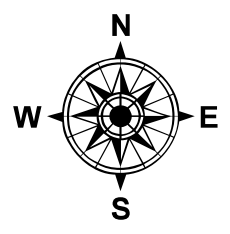
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BROWARD COUNTY
MIAMI-DADE COUNTY

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



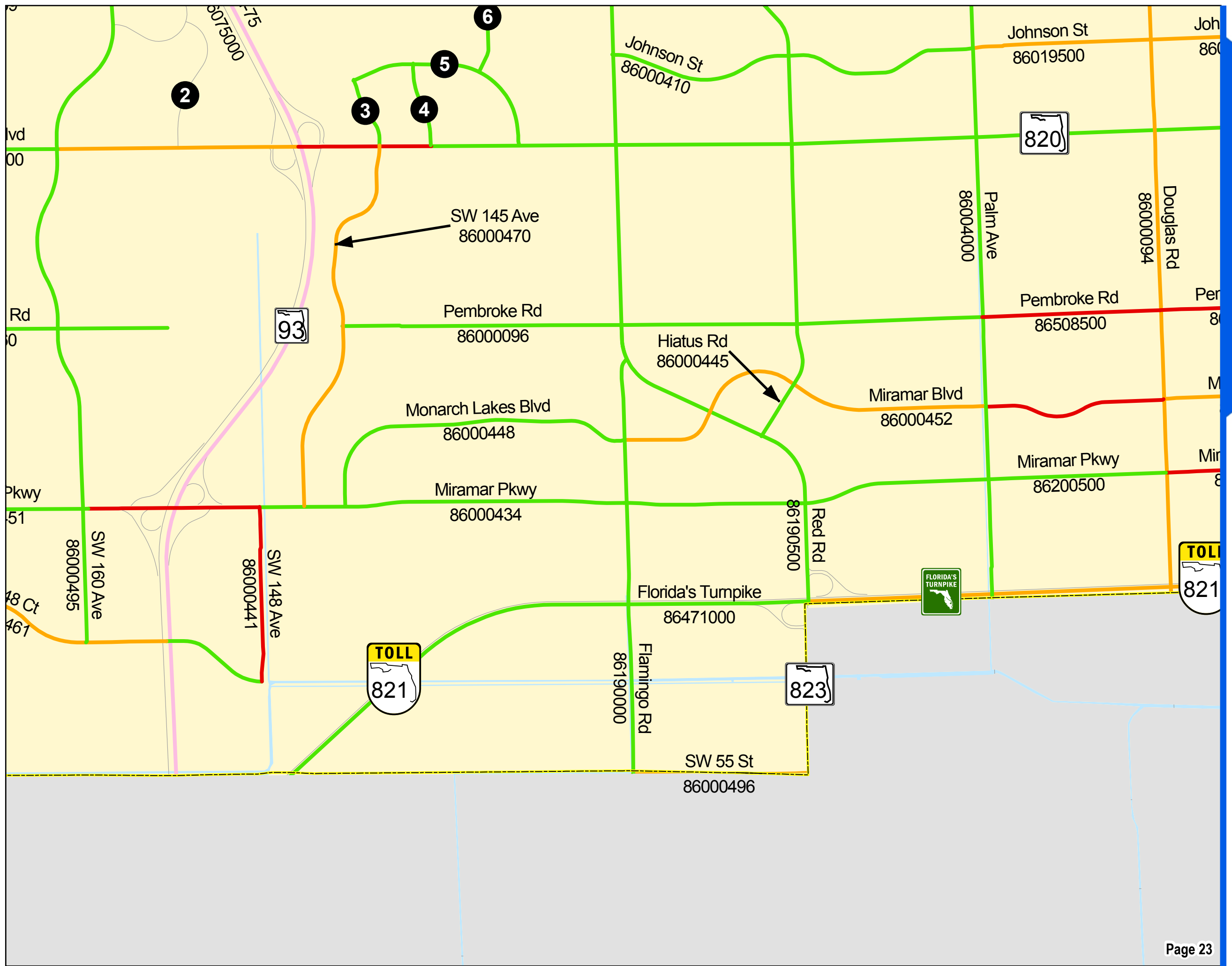
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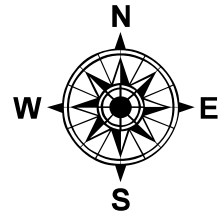
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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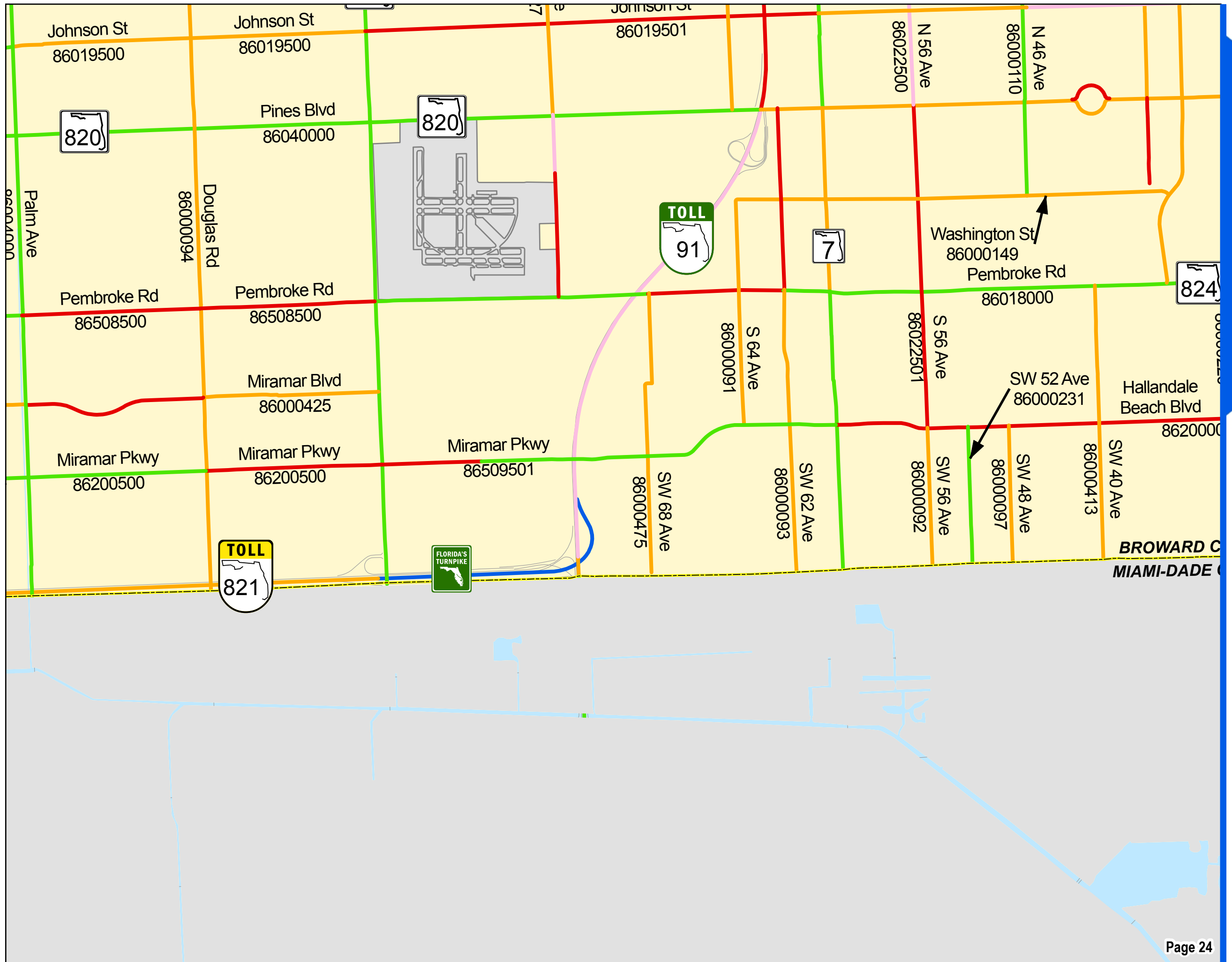
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-  F

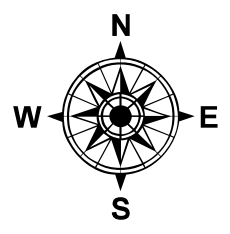


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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Production Date: 11/12/2017

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2016 DAILY LEVEL OF SERVICE: INDEX MAP

SERIES INFORMATION

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the roadway right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions. With the "A" through "F" LOS scheme, traffic engineers are much better able to explain to the general public and elected officials operating and design concepts of roadways. Level of Service is calculated based on a number of different variables, including (but not limited to) number of lanes, traffic volume, speed limit, frequency and spacing of signalized intersections and median type.

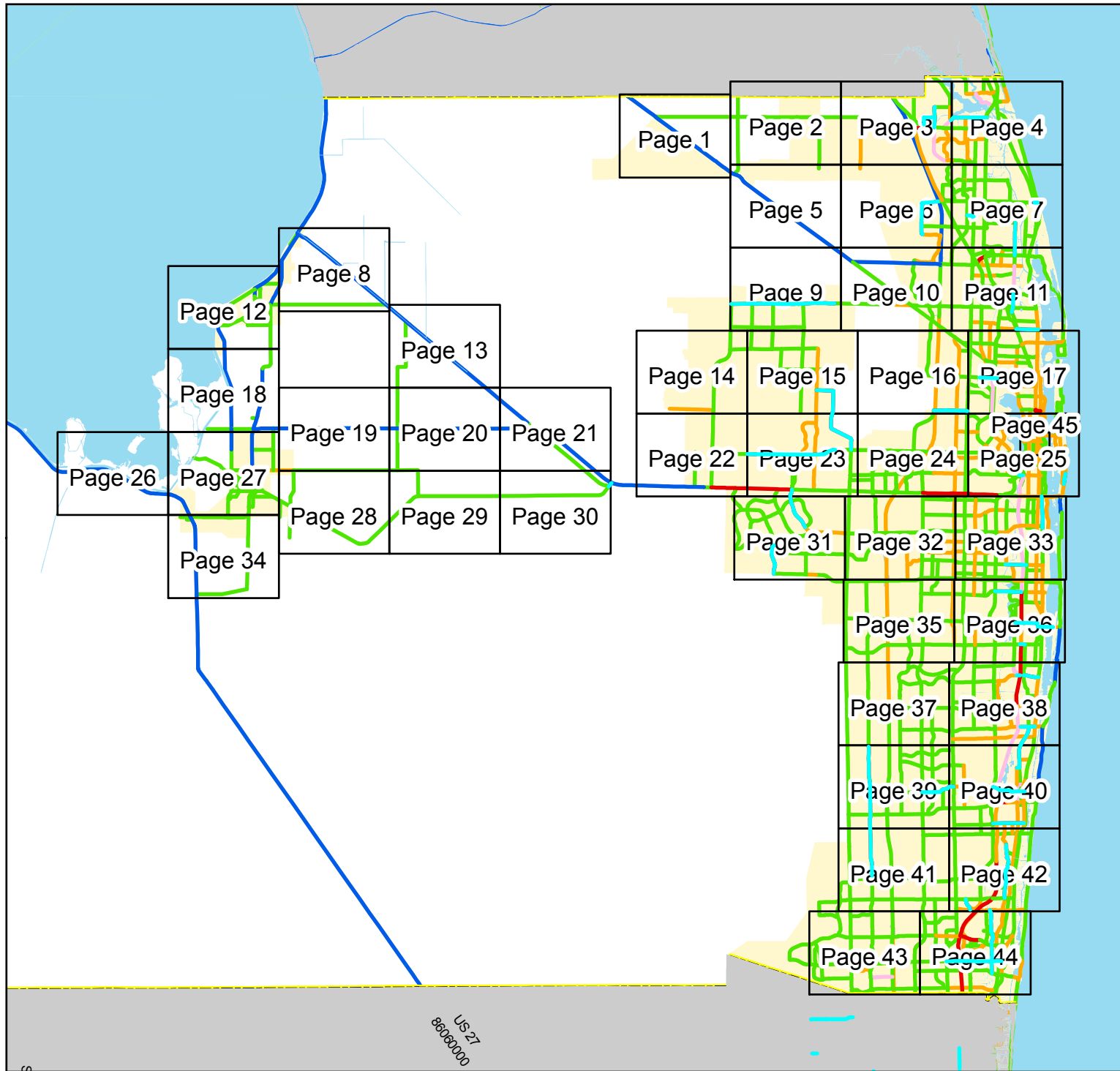
For more information, visit <http://www.dot.state.fl.us/planning/systems/programs/sm/los/default.shtm>

Notes:

1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. The 2016 LOS reported along State Highway System (SHS) facilities are consistent with the FDOT Annual LOS Reporting.
4. The 2016 LOS reported along the off-system facilities are derived from Florida Transportation Information 2016 DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND

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CONTACT INFORMATION

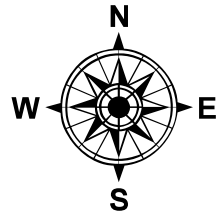
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

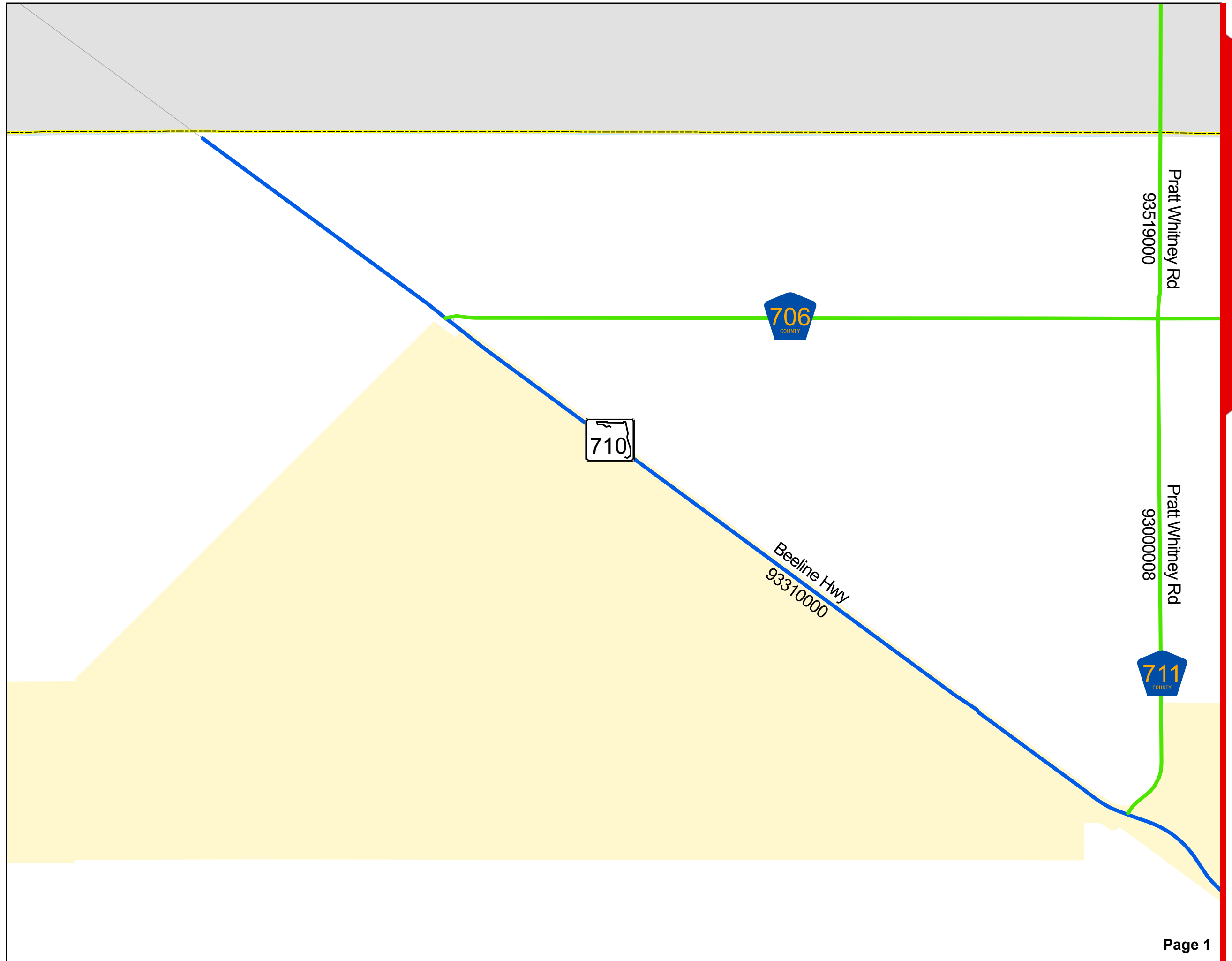
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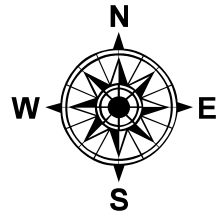
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

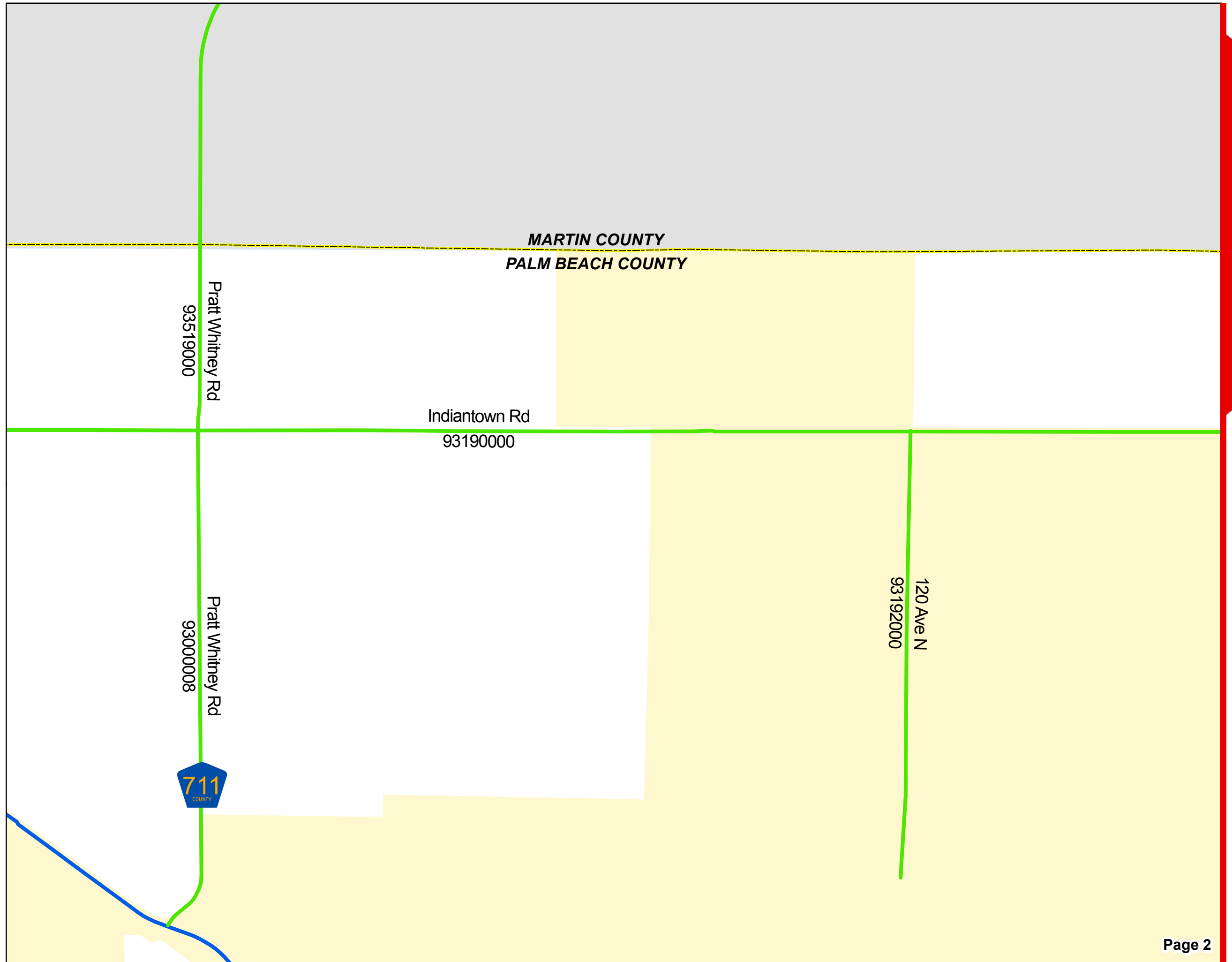
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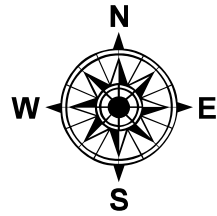
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FDOT DISTRICT IV

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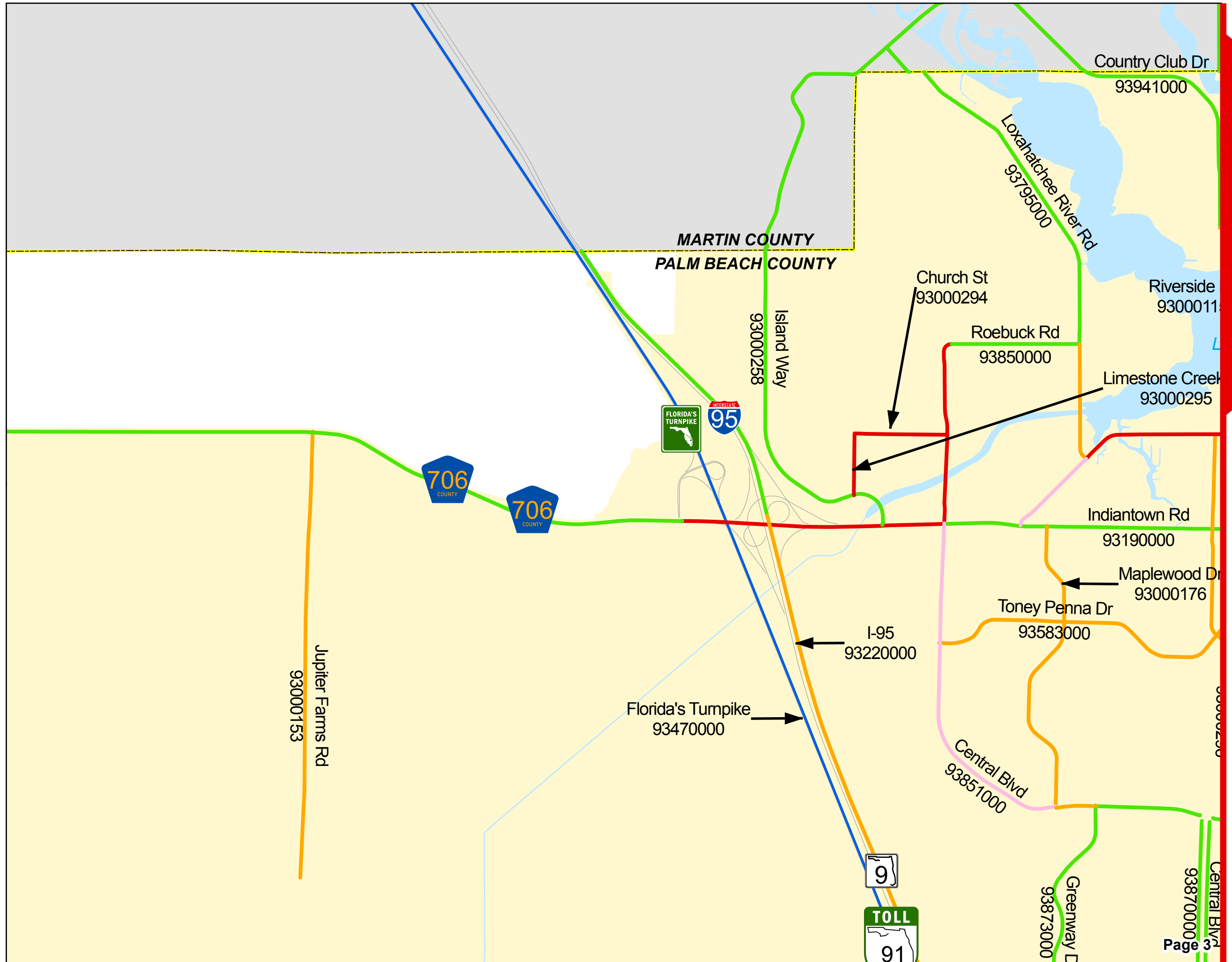
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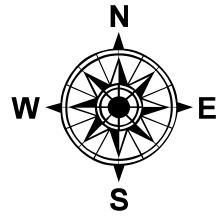


PALM BEACH COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

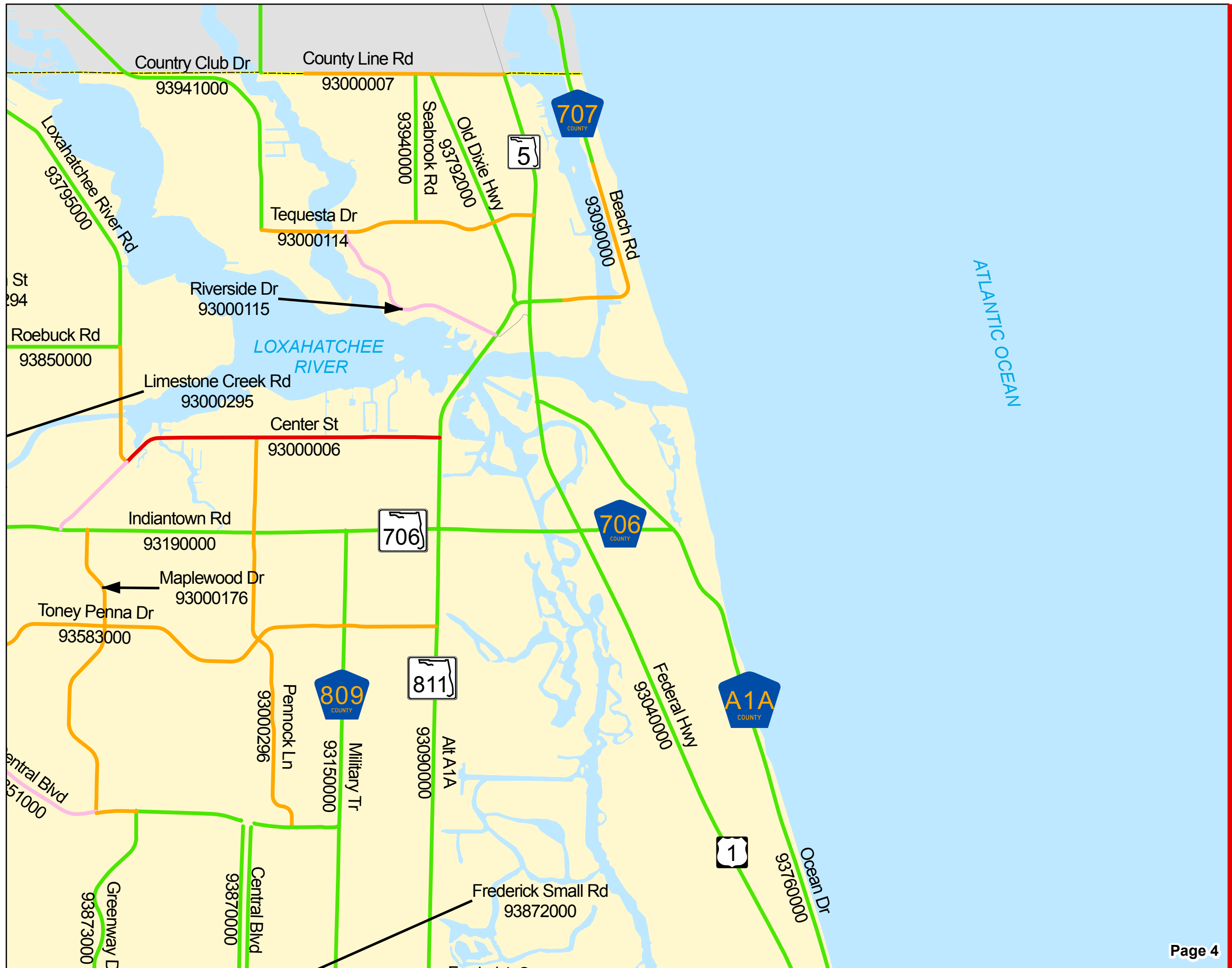
Level of Service

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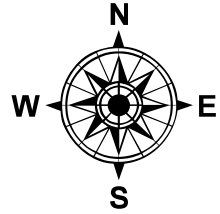
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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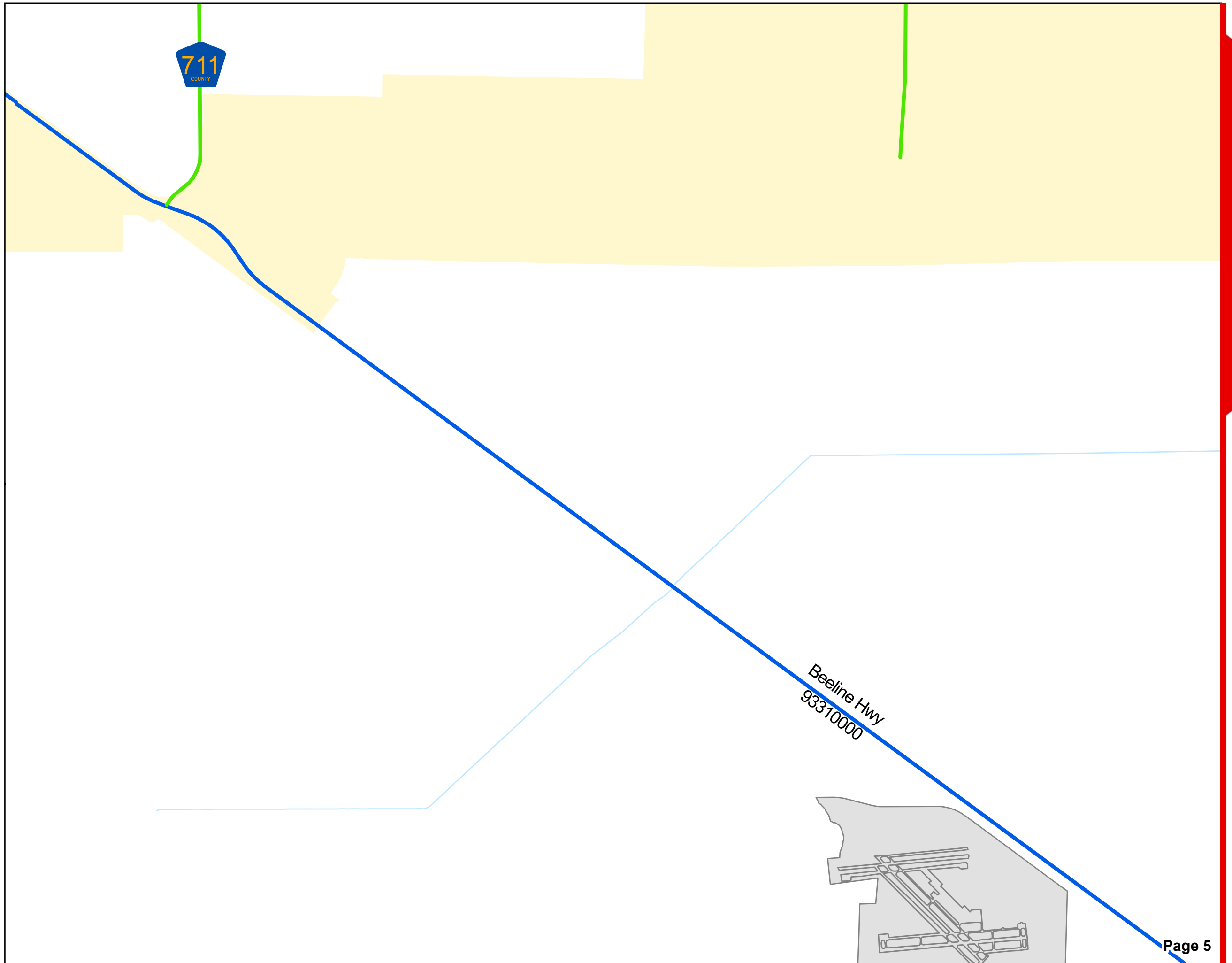
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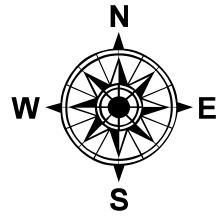
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FDOT DISTRICT IV

LEVEL OF SERVICE
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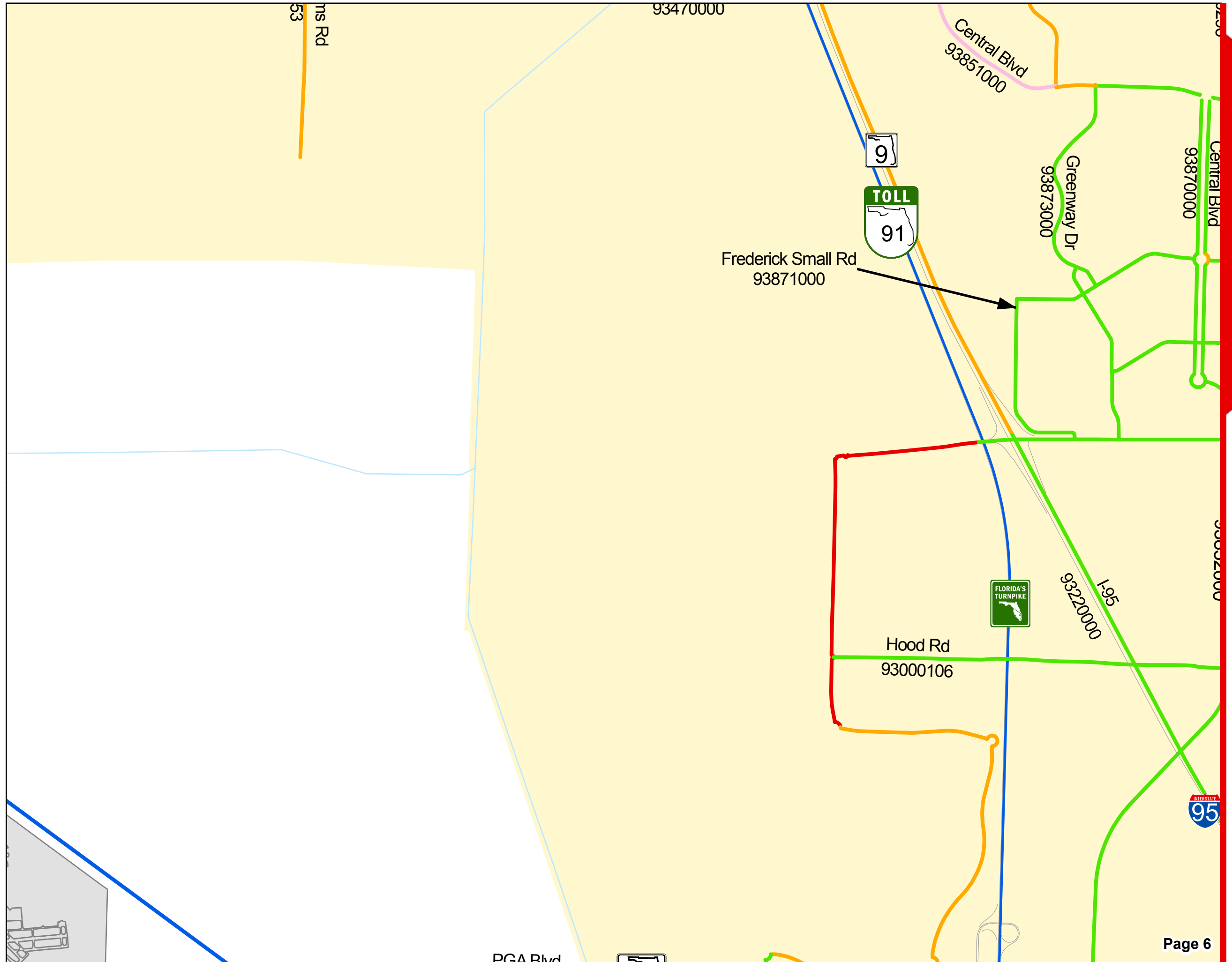
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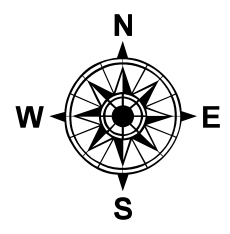


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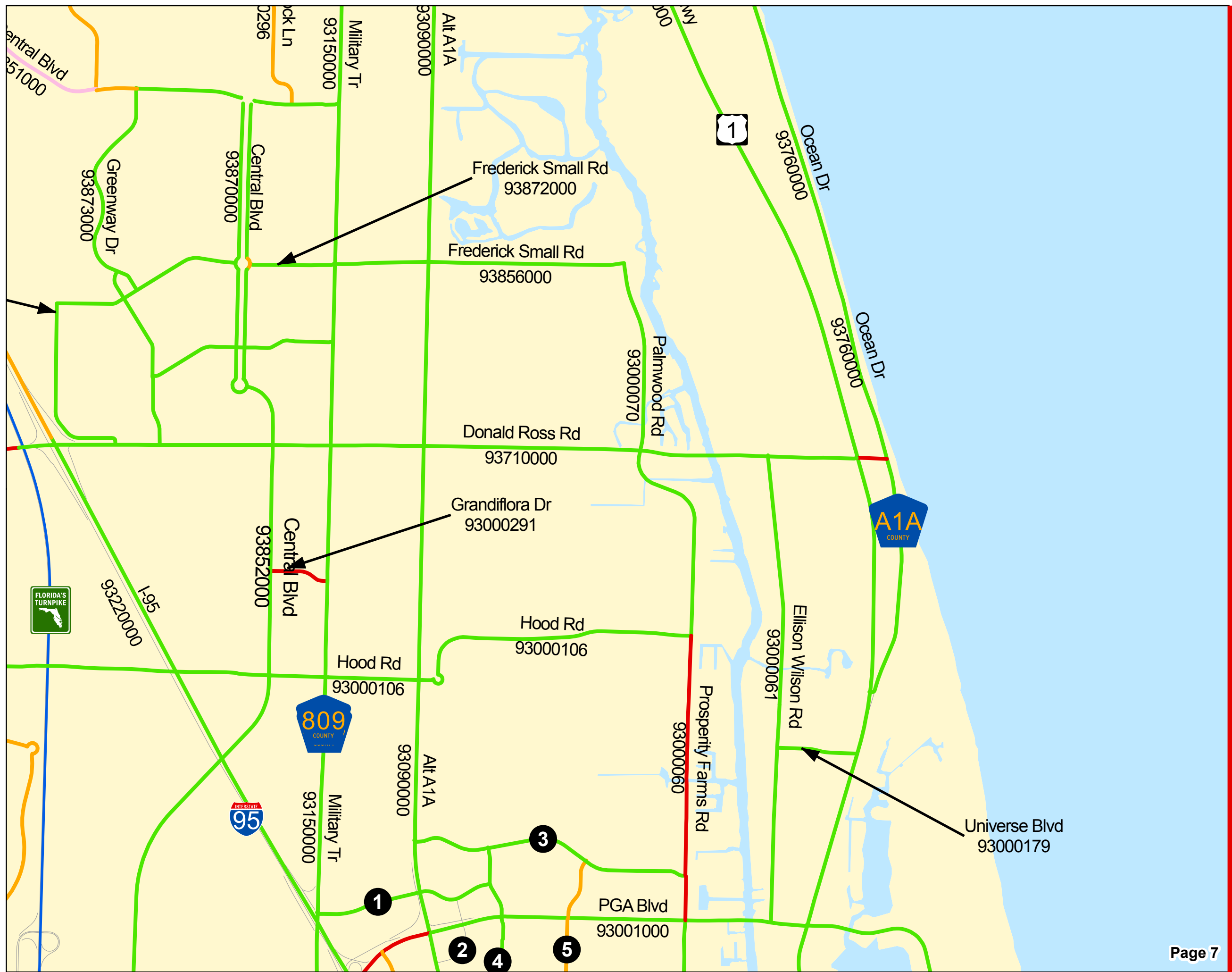
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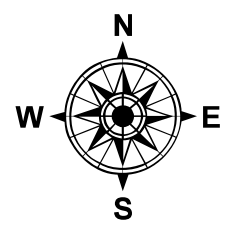


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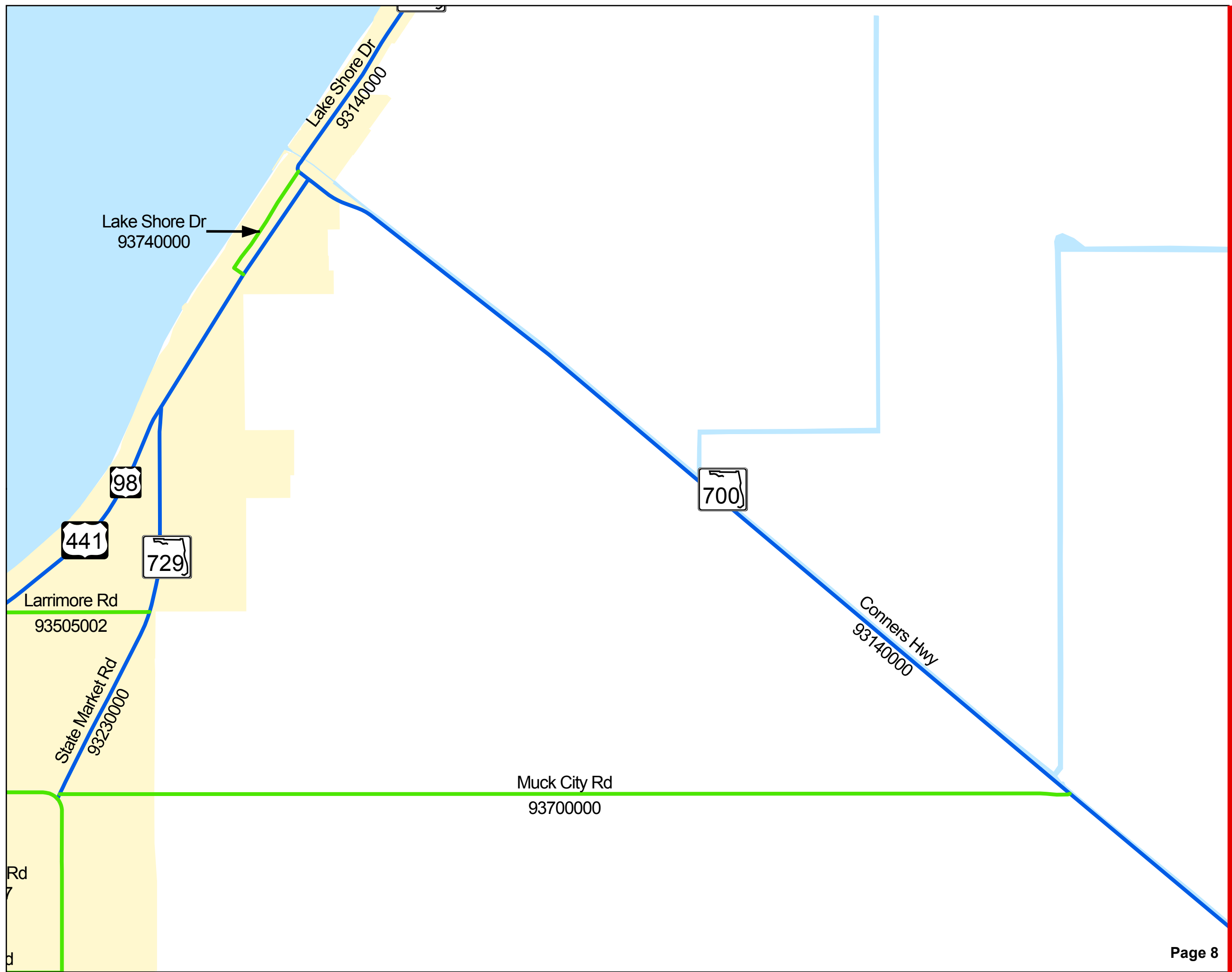
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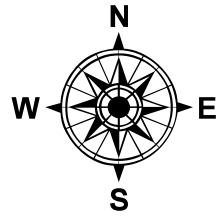
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FDOT DISTRICT IV

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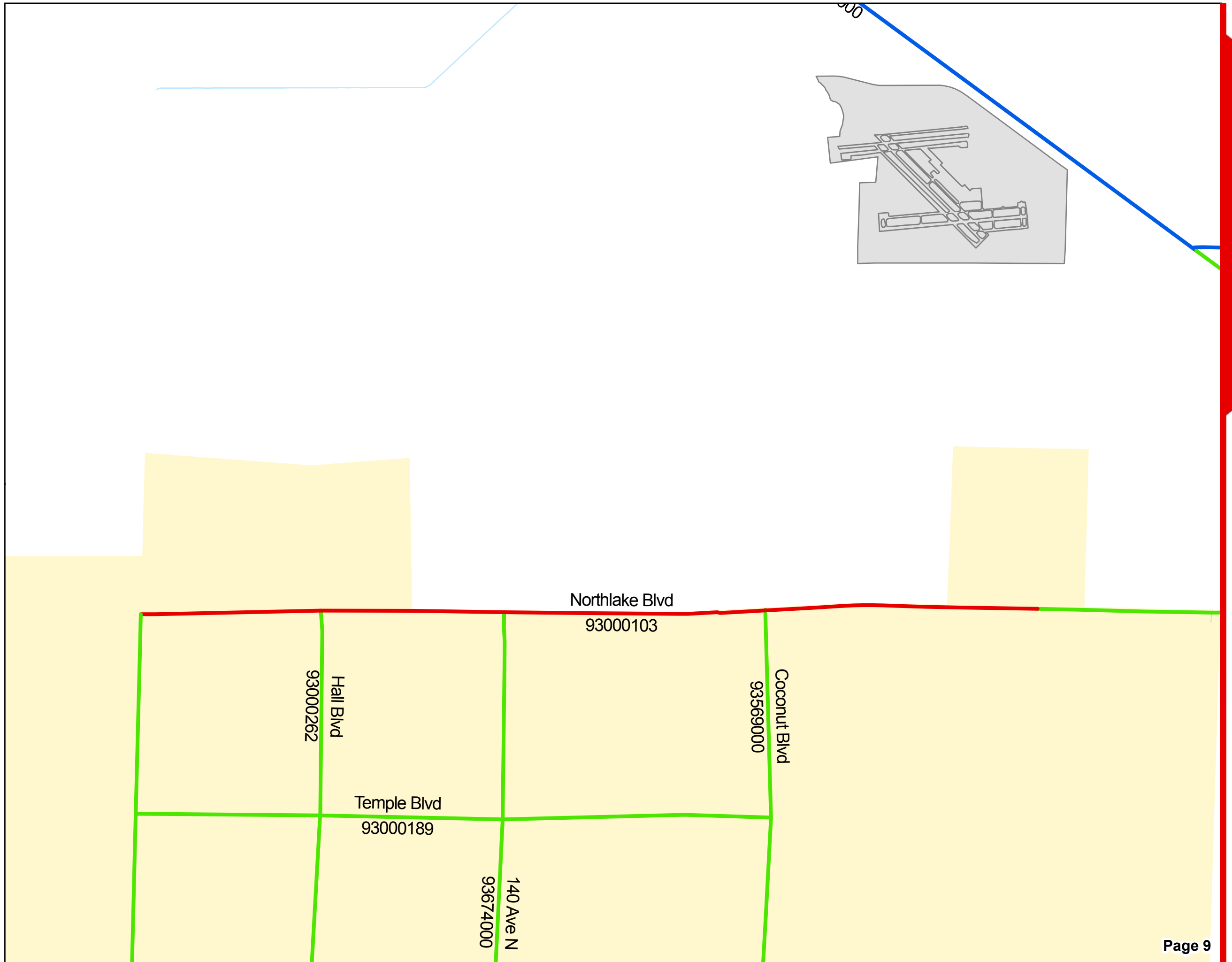
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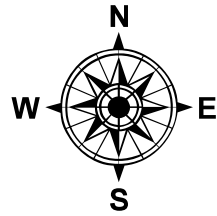
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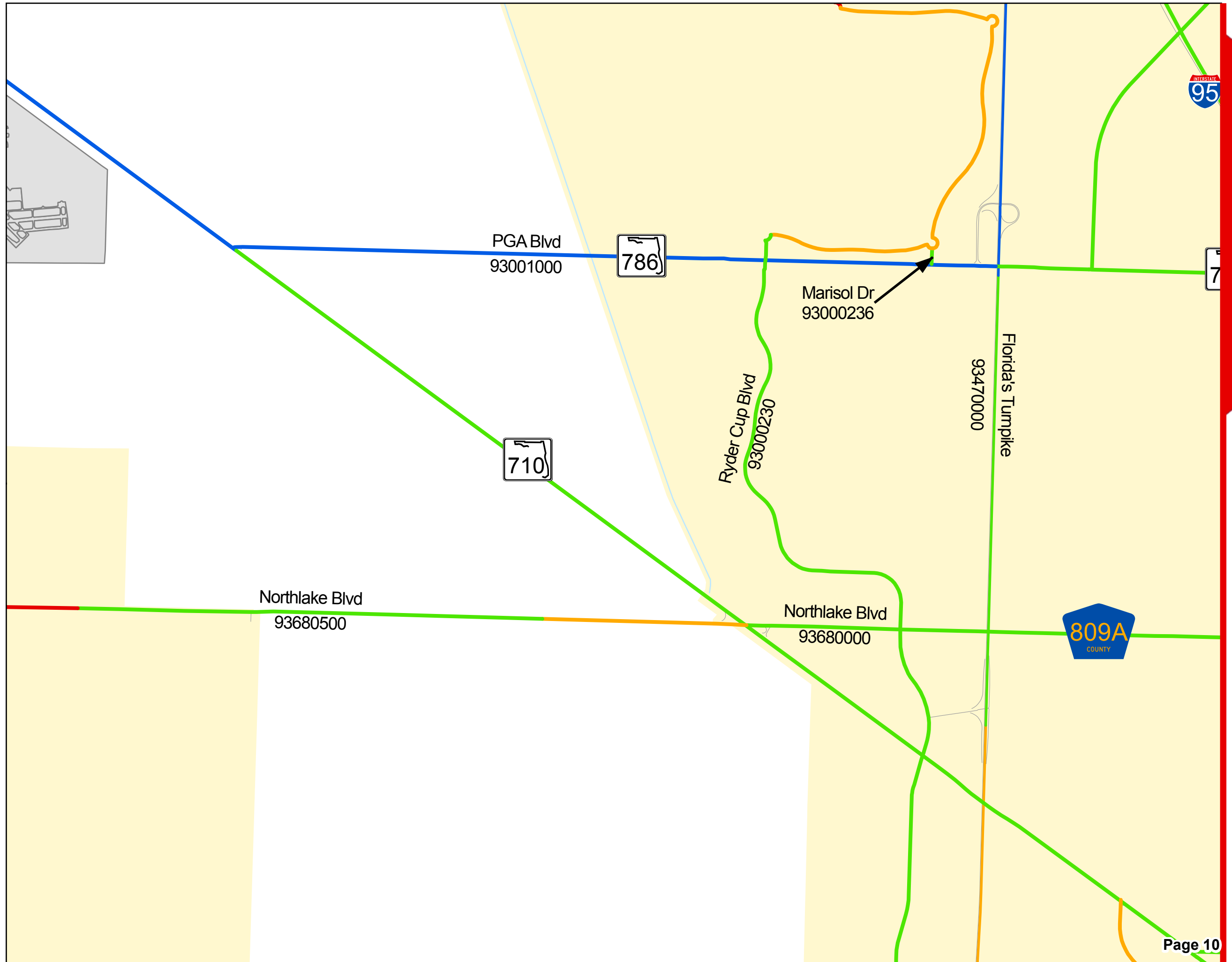
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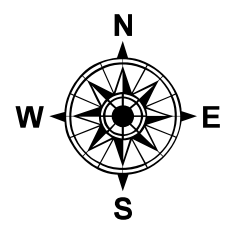


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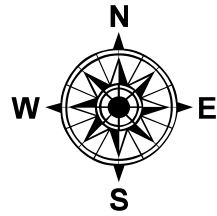
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1. 93000257 - Kyoto Gardens Dr
2. 93001003 - Lake Victoria Gardens Dr
3. 93000291 - Gardens Pkwy
4. 93000289 - Fairchild Gardens Ave
5. 93000193 - Campus Dr/Kew Gardens Ave

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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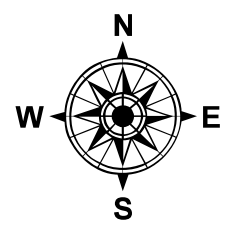


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**FDOT DISTRICT IV
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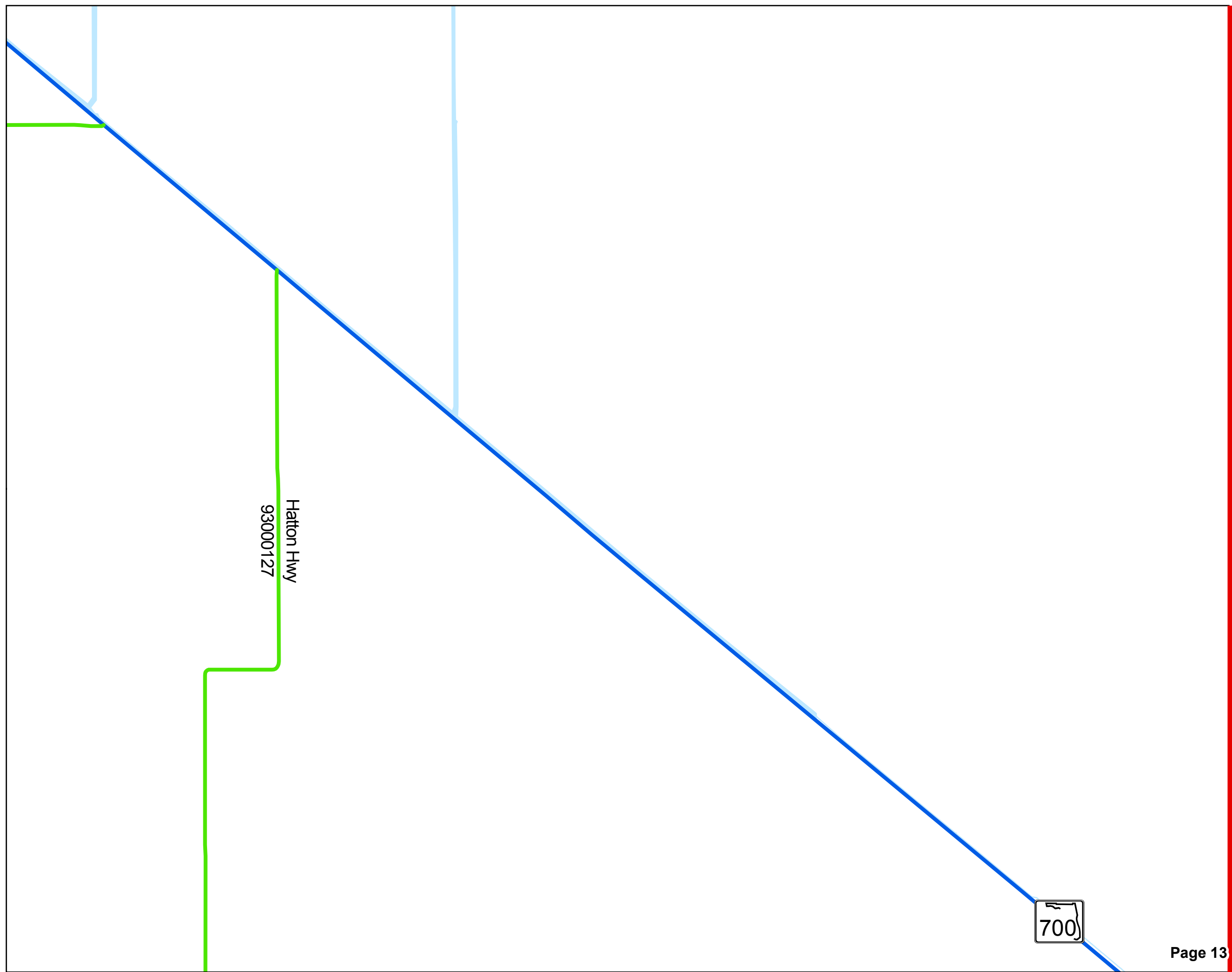
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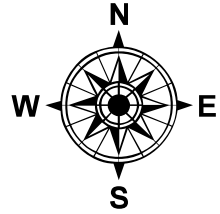
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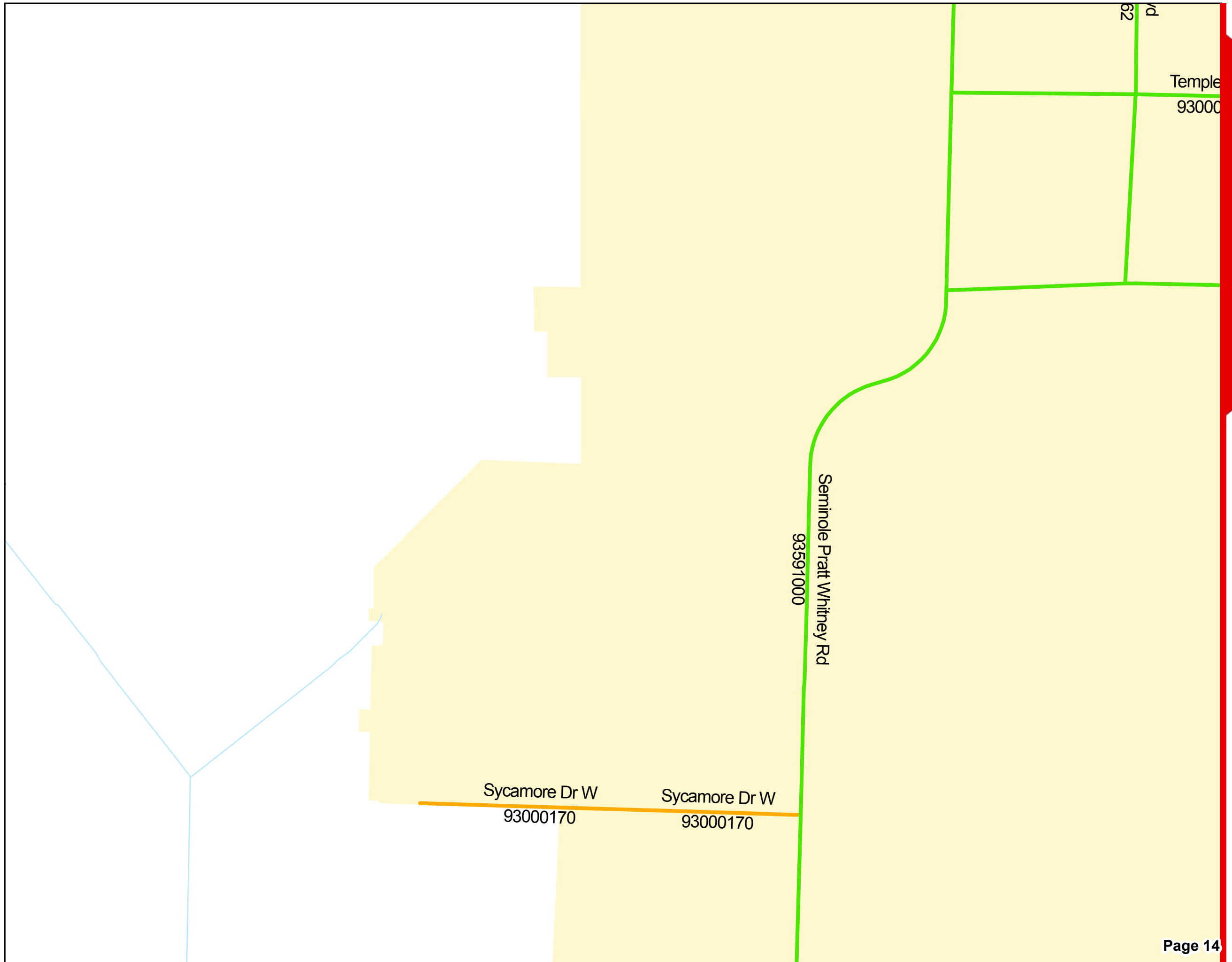
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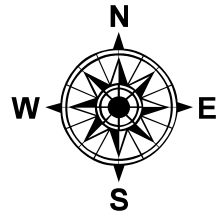
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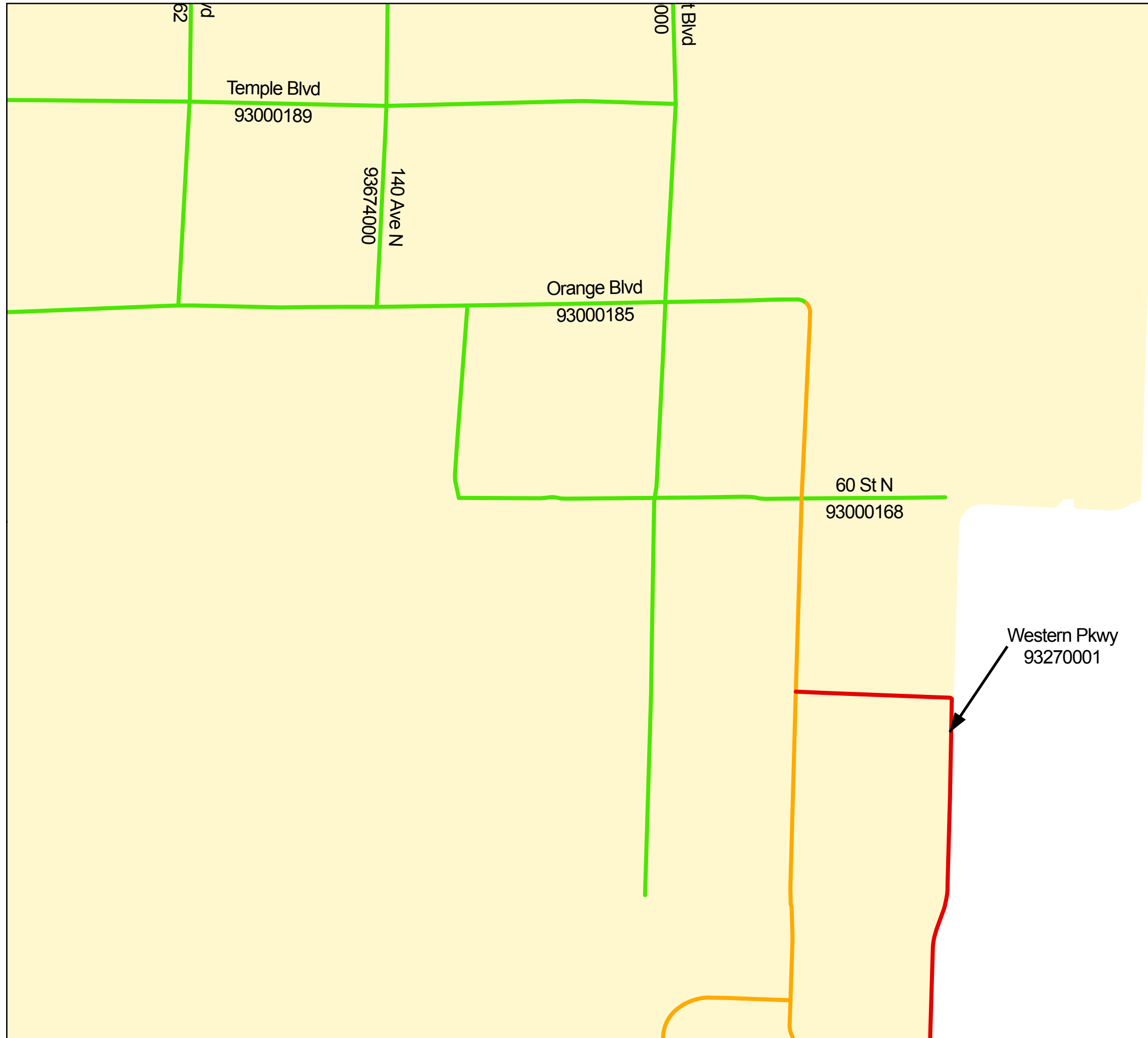
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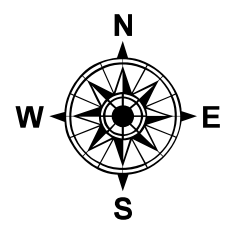


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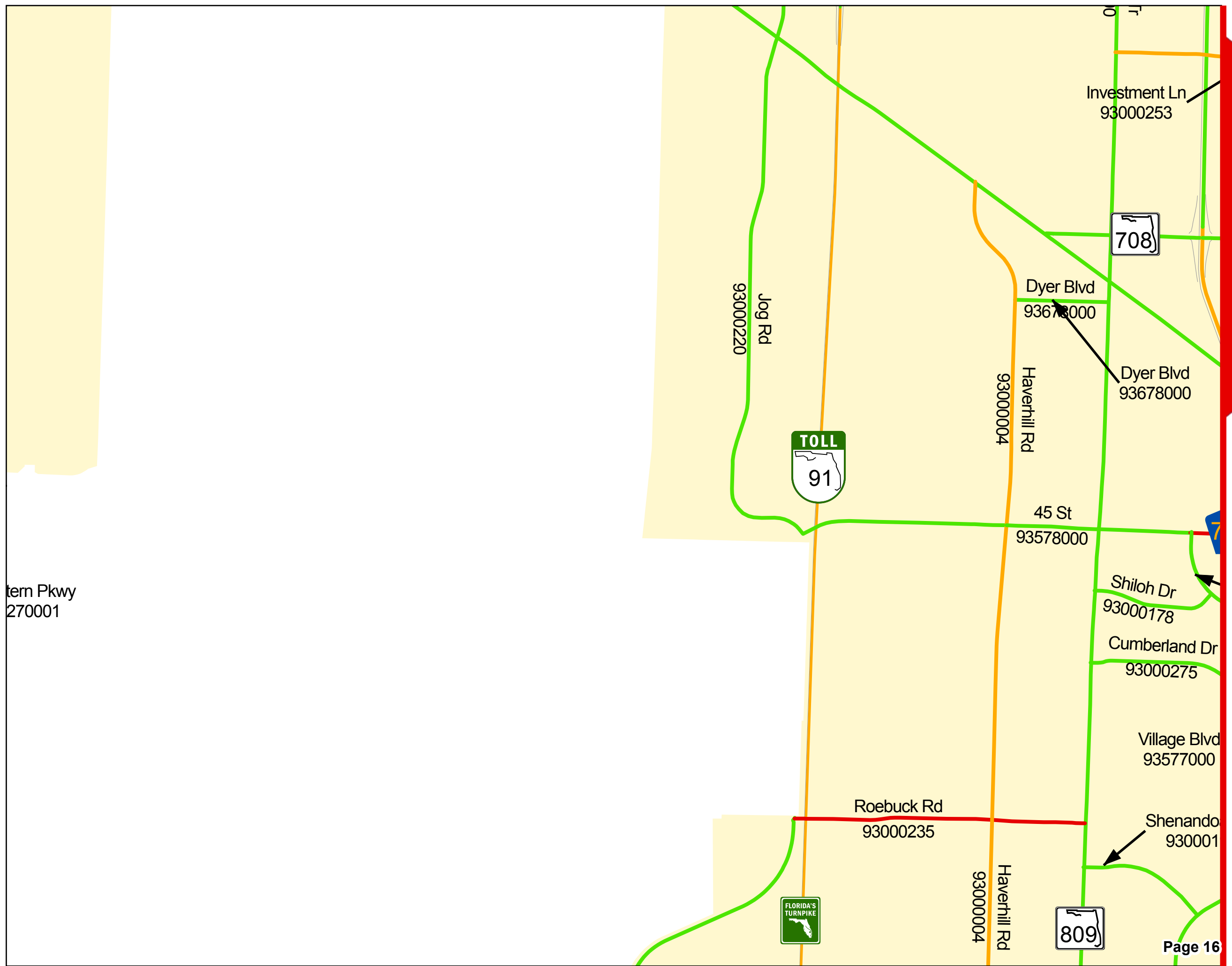
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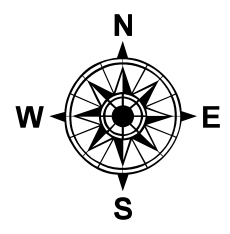
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PALM BEACH COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

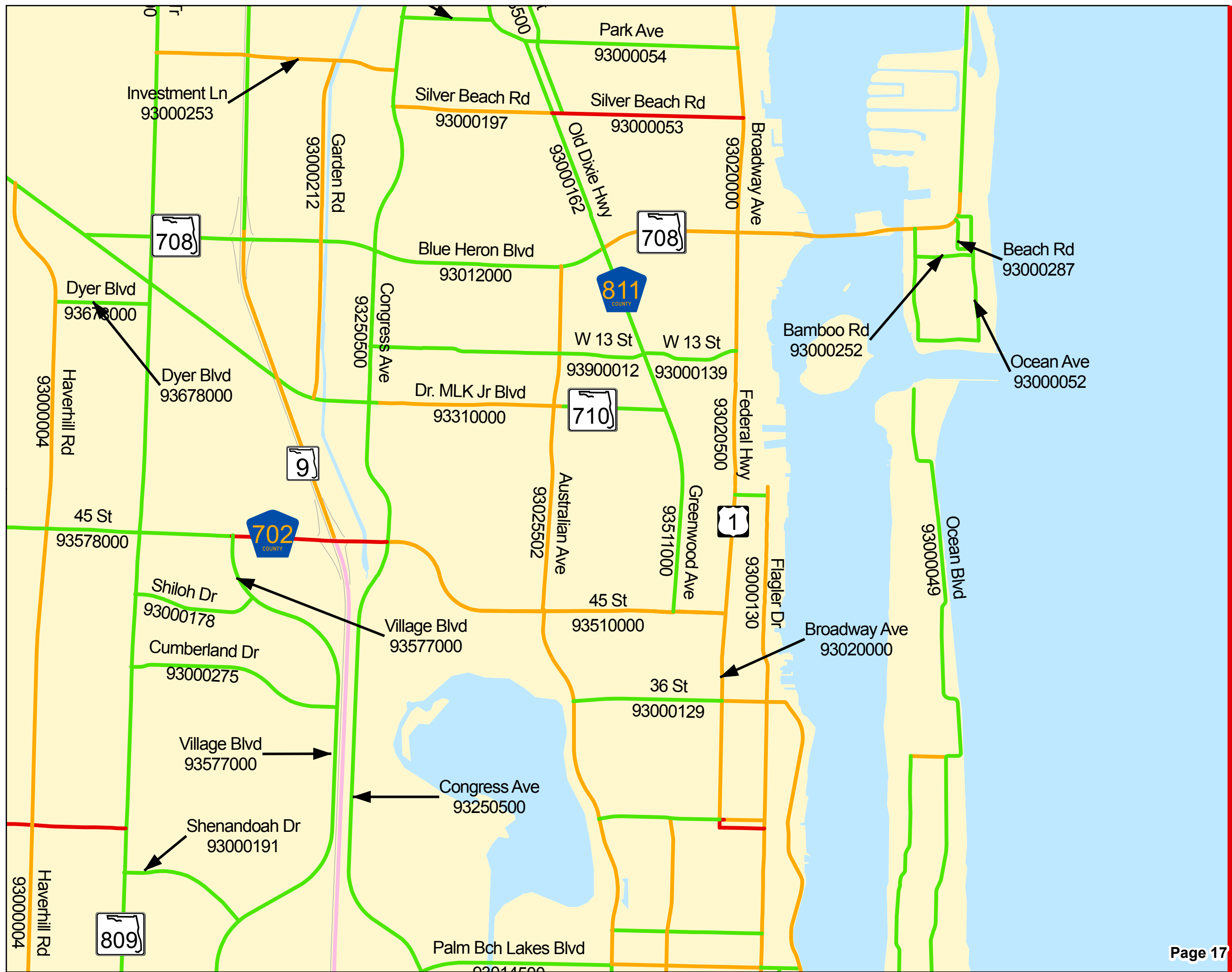
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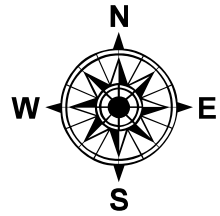
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FDOT DISTRICT IV

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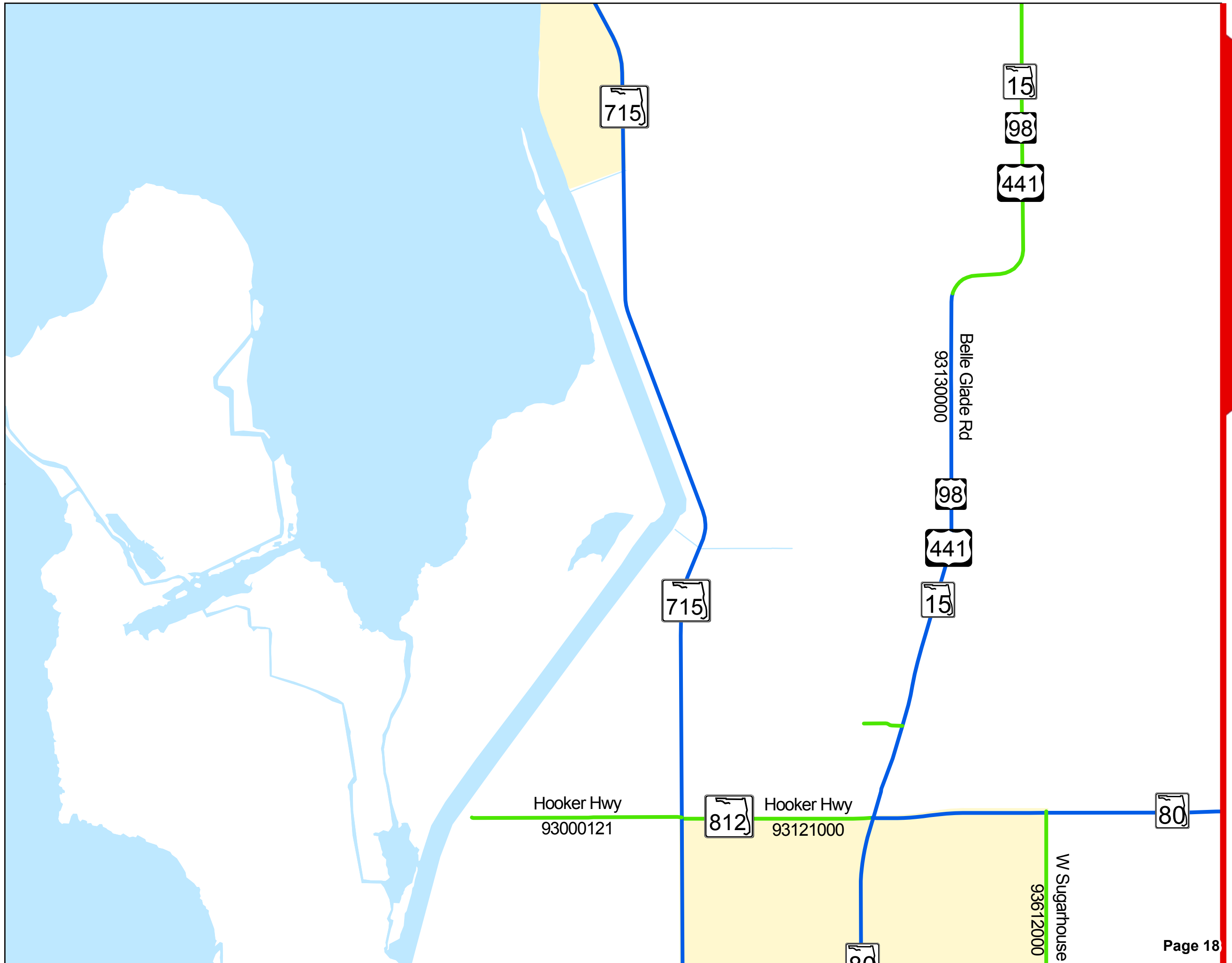
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- F

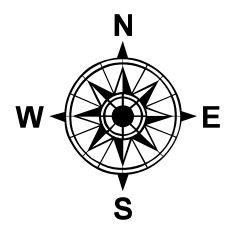


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

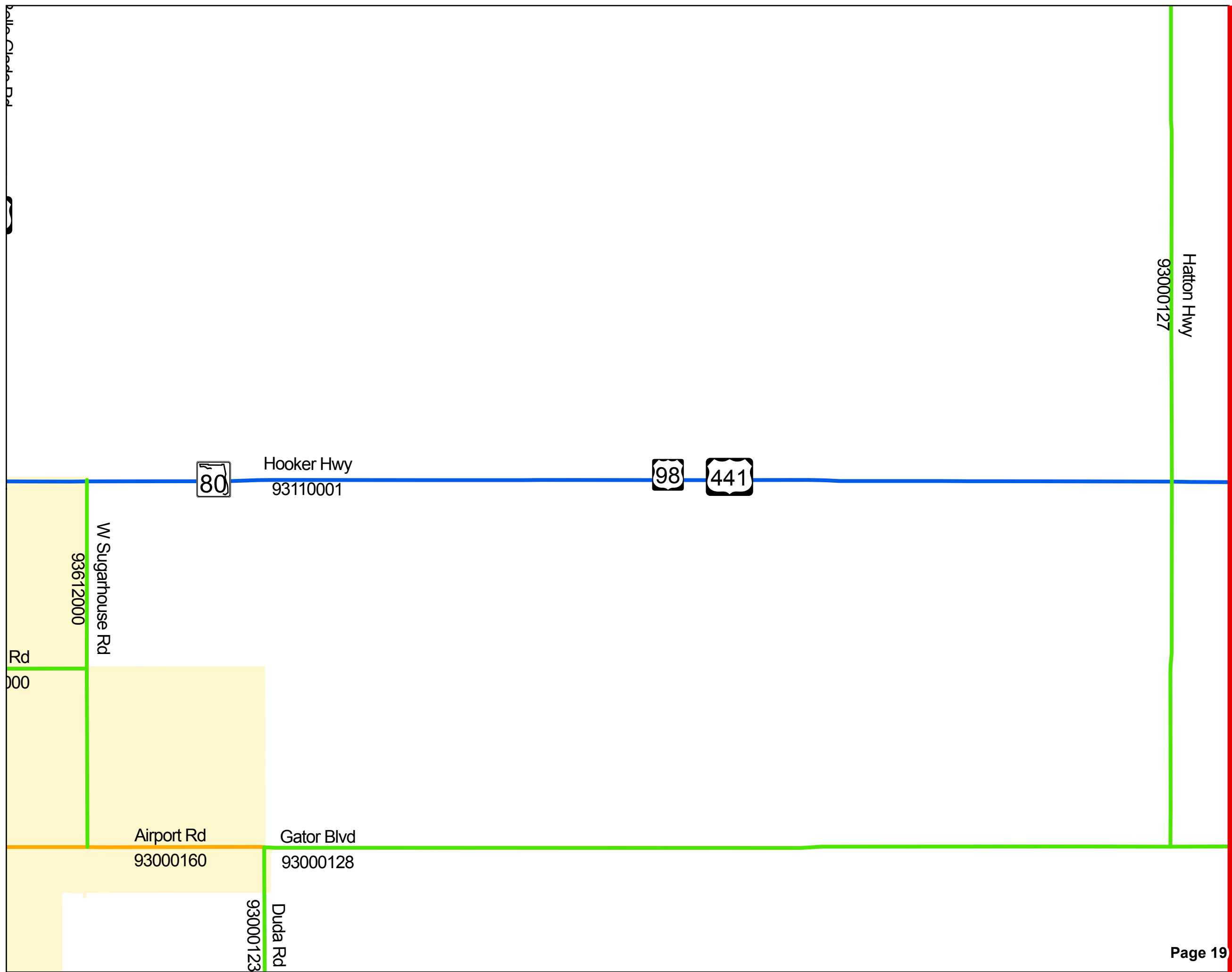
Level of Service

- B
- C
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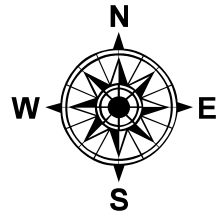
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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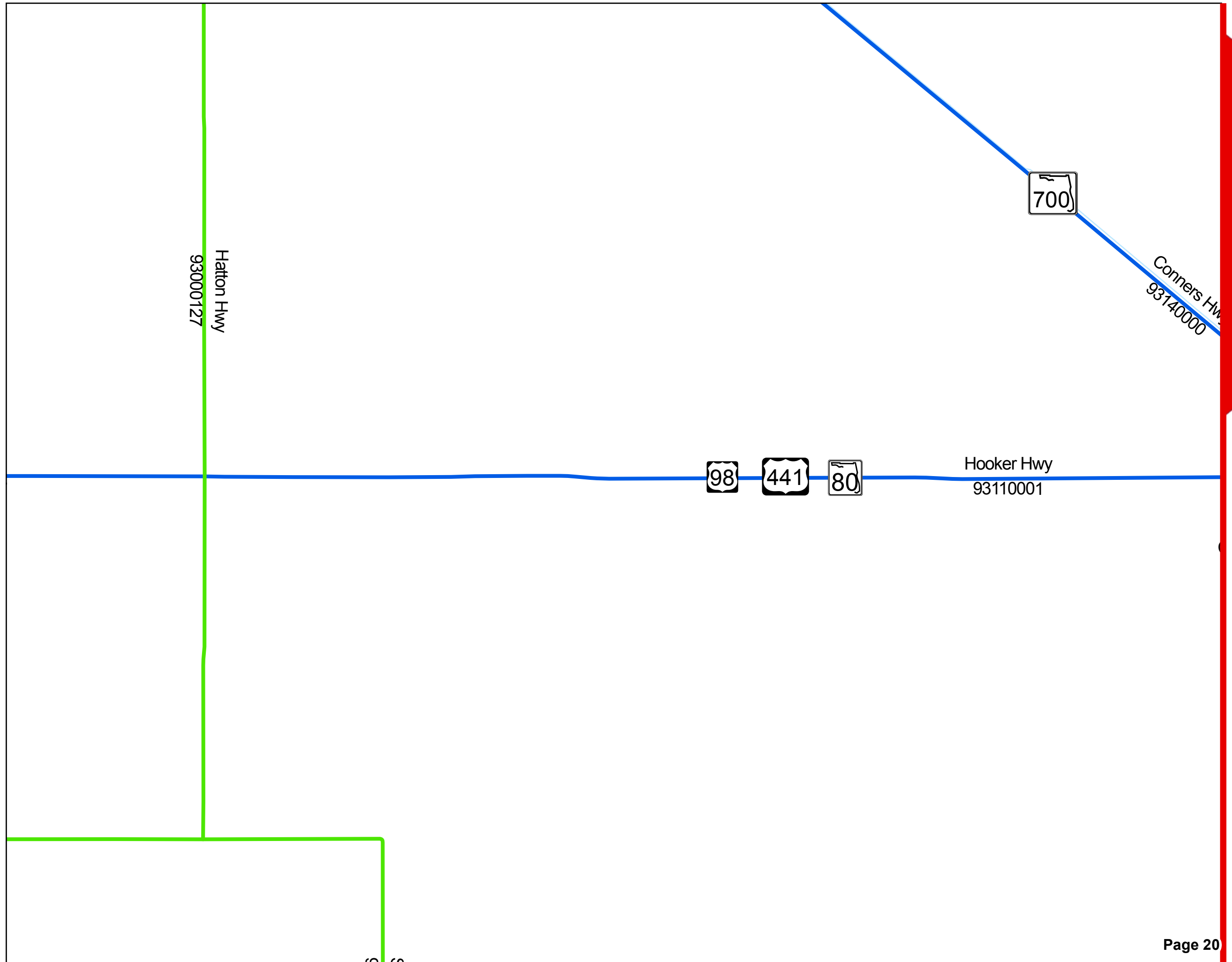
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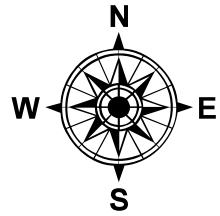
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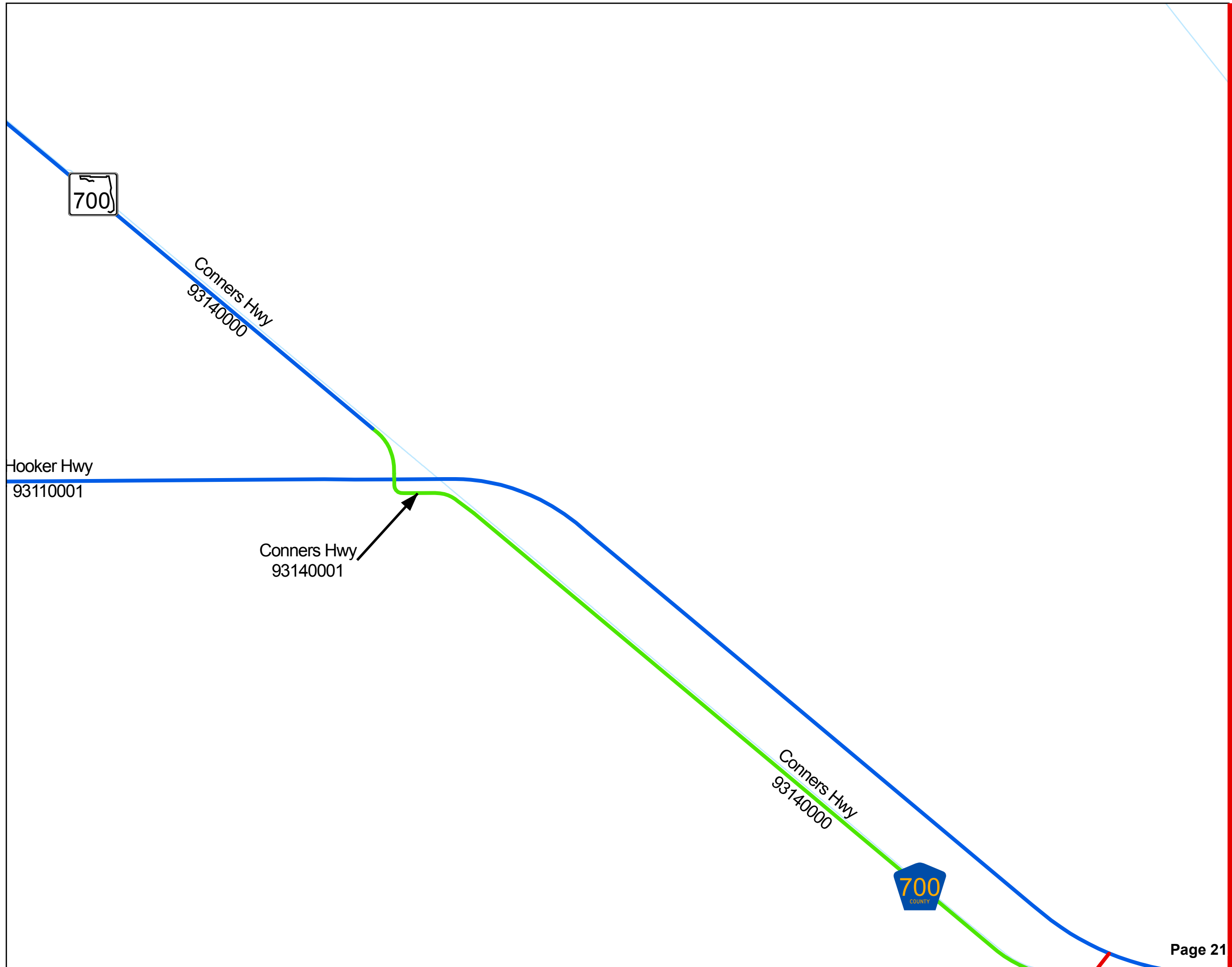
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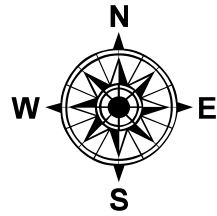
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FDOT DISTRICT IV

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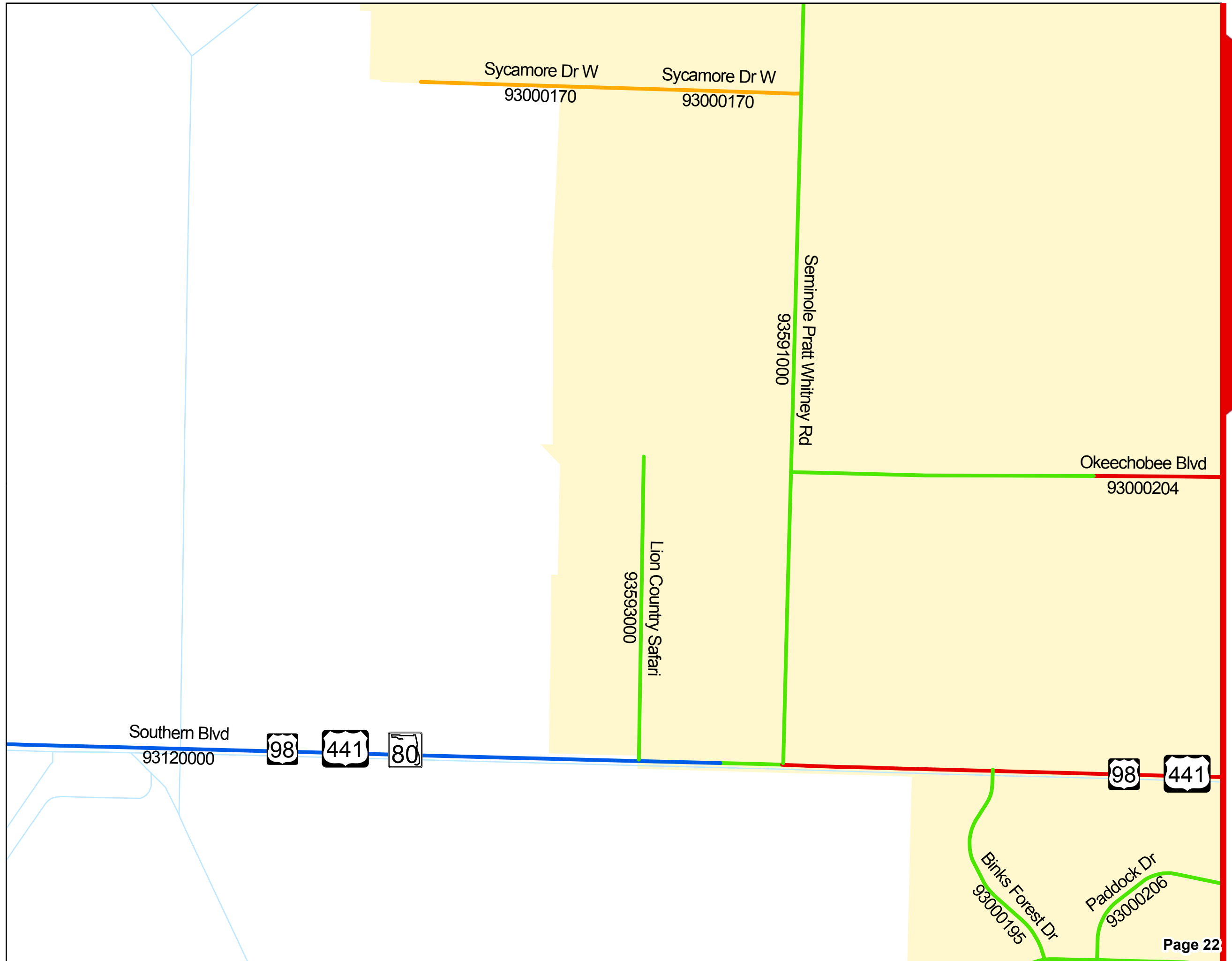
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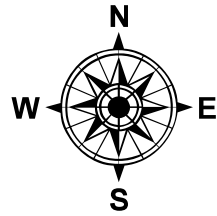
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FDOT DISTRICT IV

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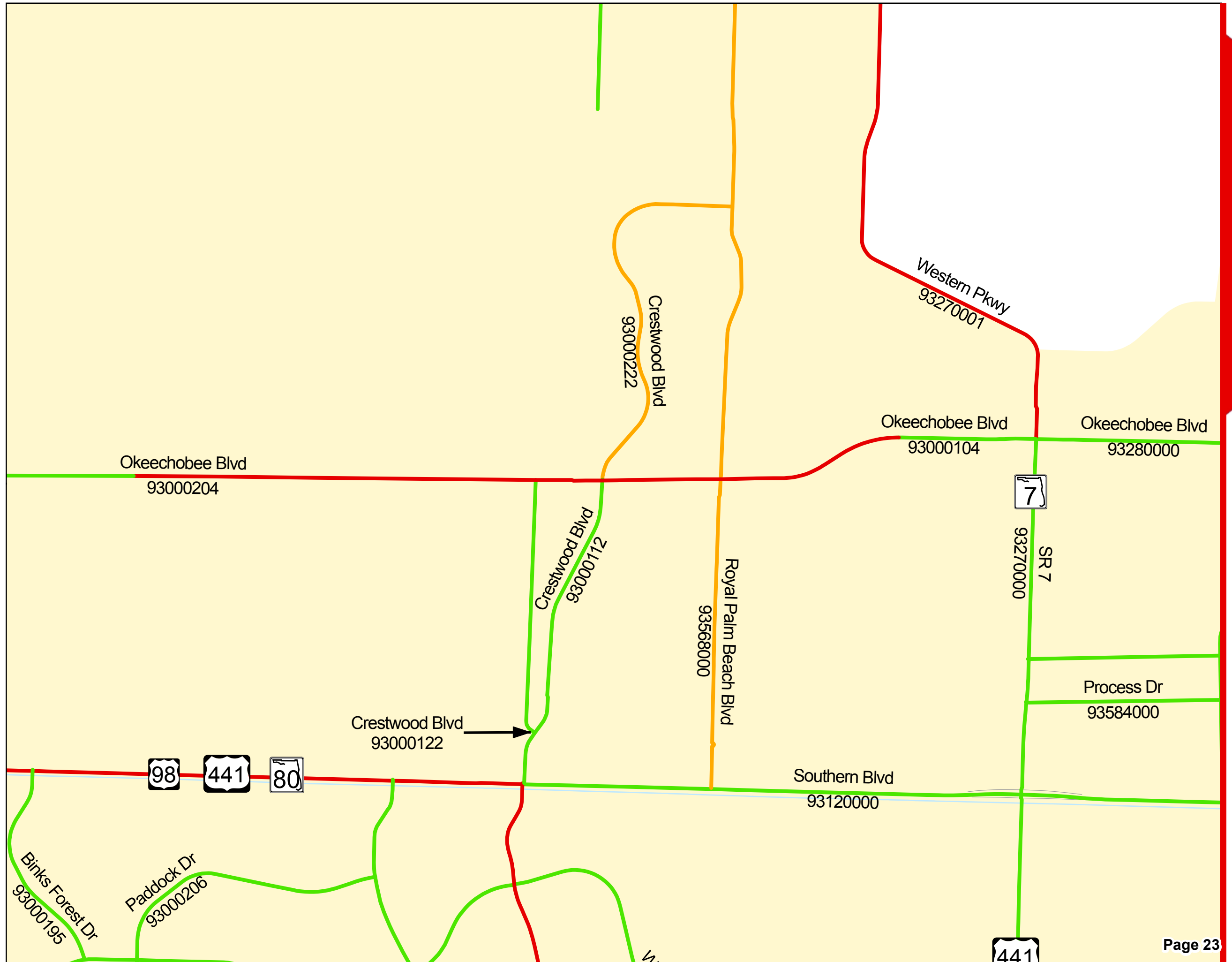
Level of Service

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- E
- F



Production Date: 11/12/2017

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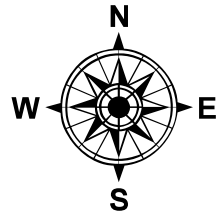


PALM BEACH COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

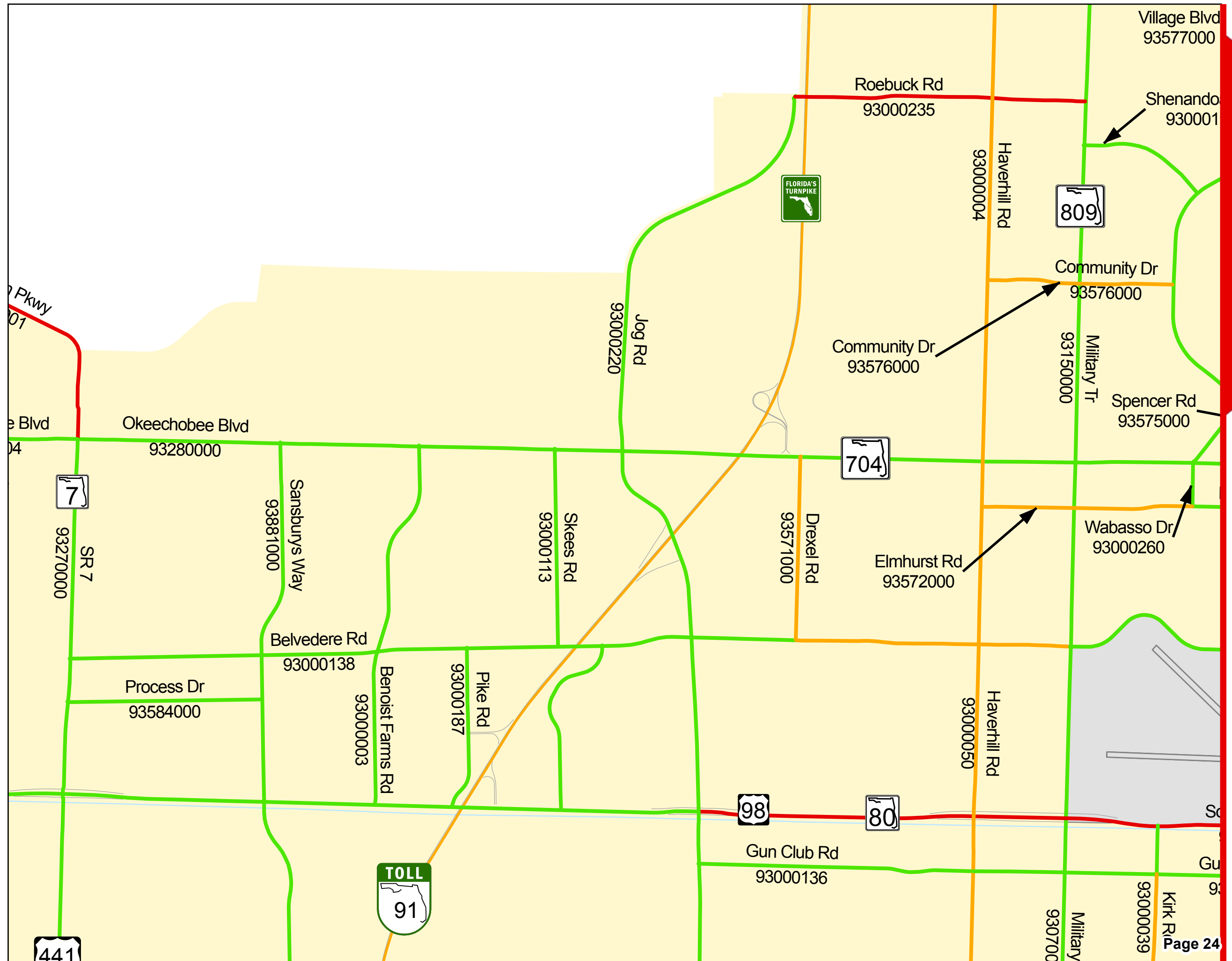
Level of Service

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- D
- E
- F



Production Date: 11/12/2017

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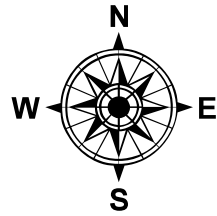


PALM BEACH COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

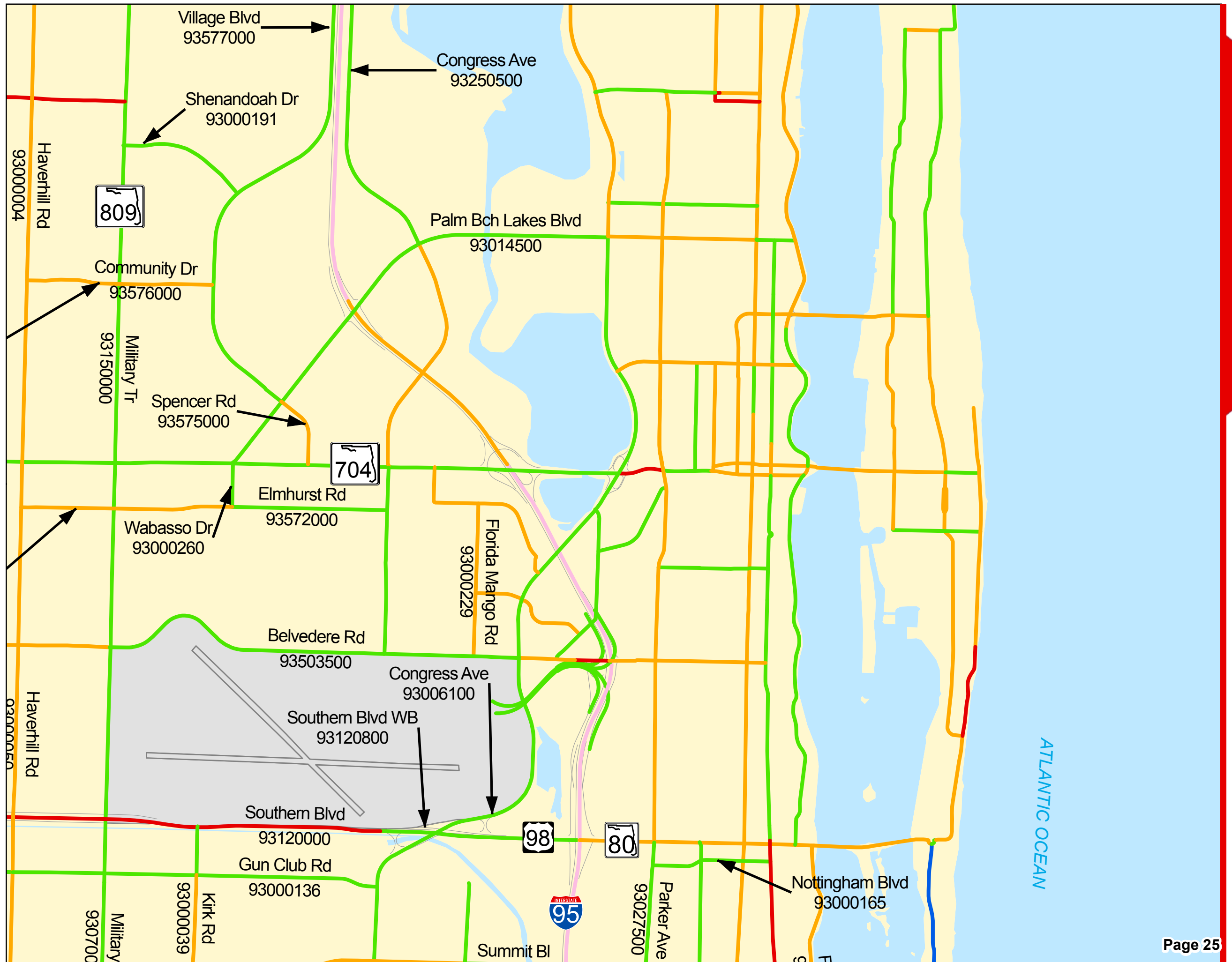
Level of Service

- B
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- D
- E
- F



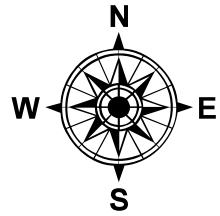
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F

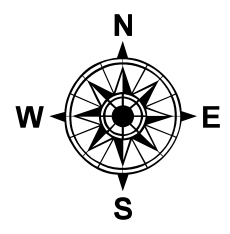


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

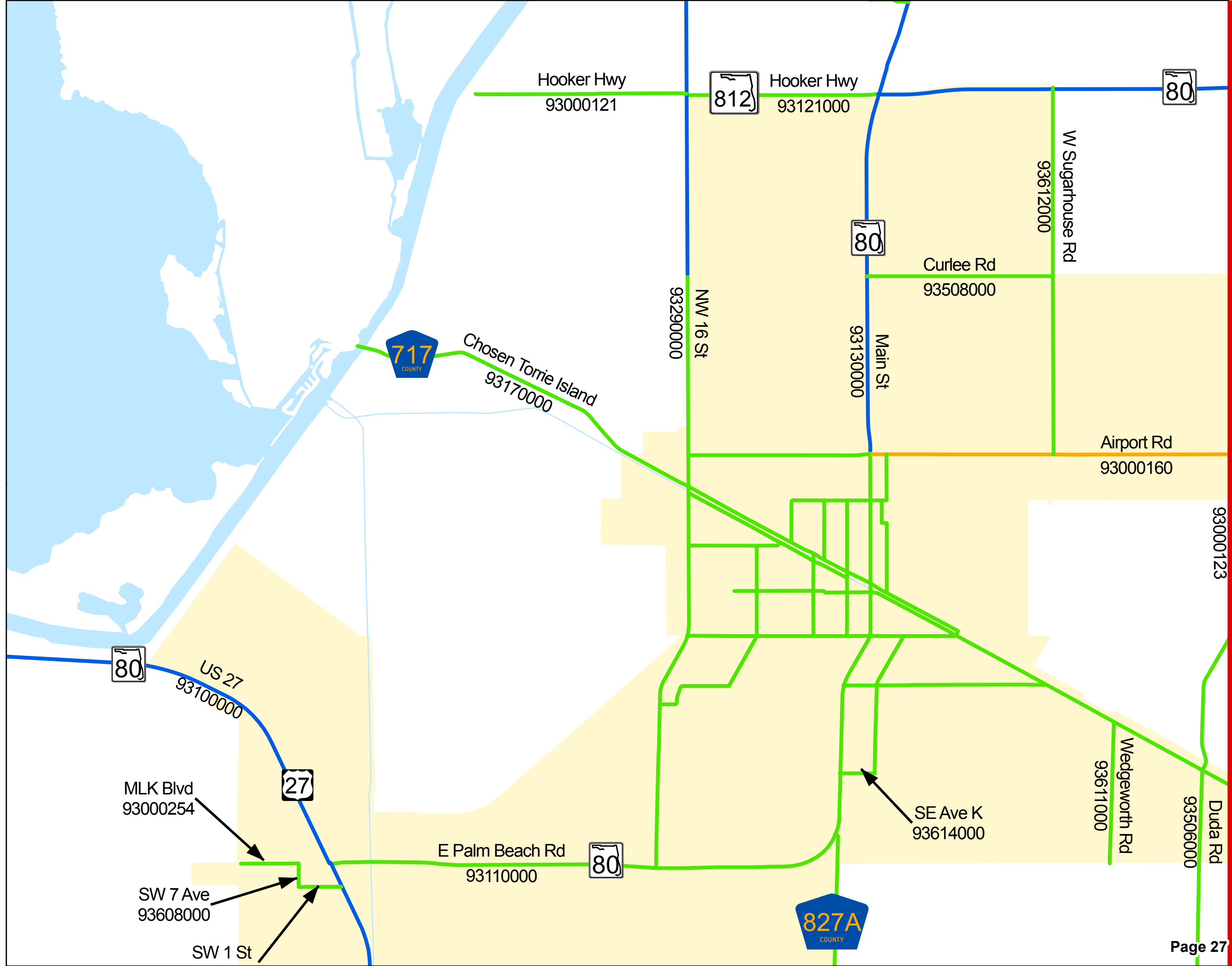
Level of Service

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- C
- D
- E
- F



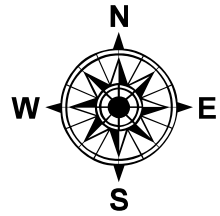
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FDOT DISTRICT IV

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ASSESSMENT REPORT**



LEGEND

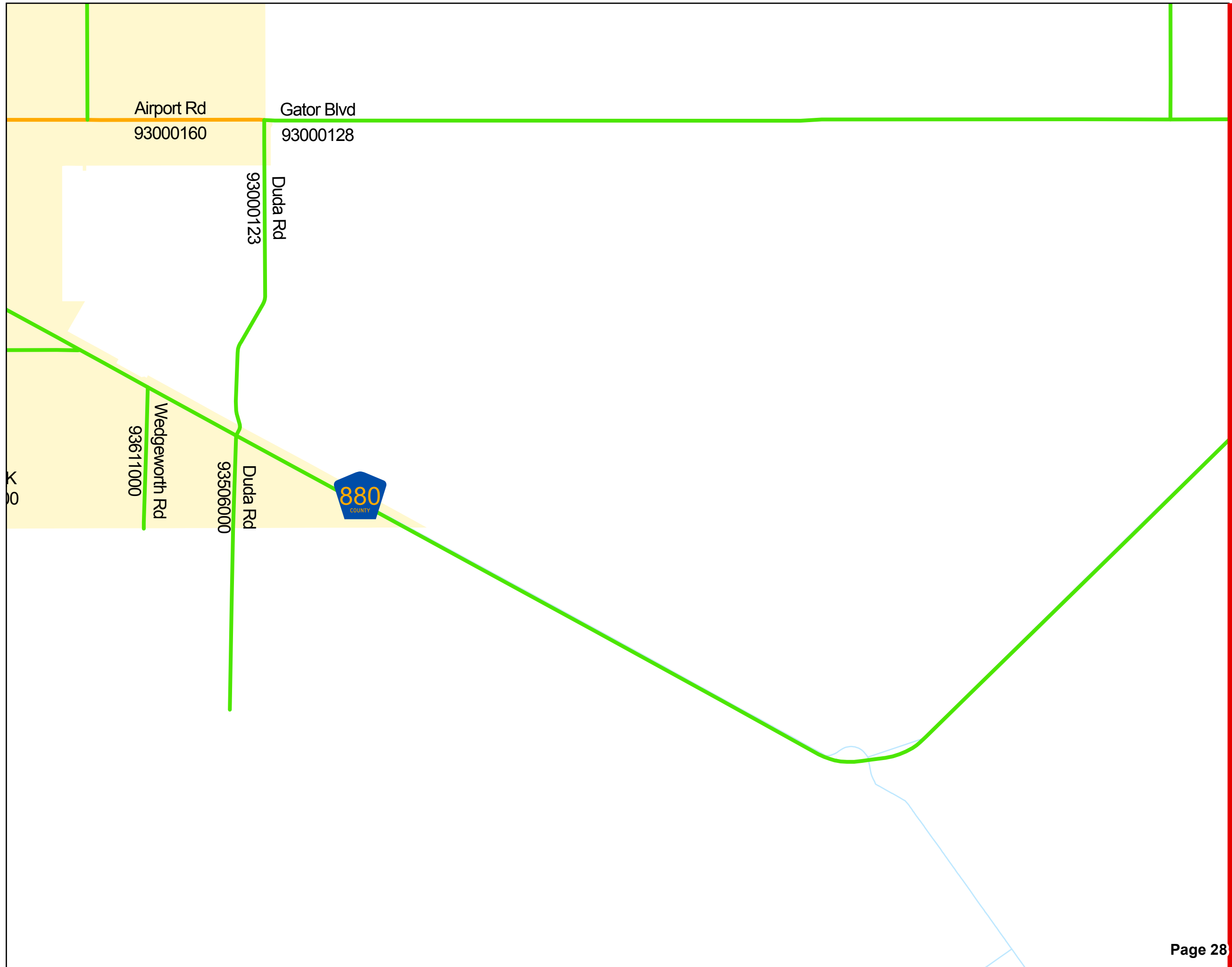
Level of Service

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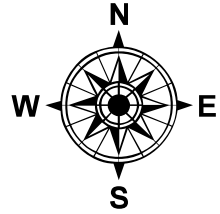
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FDOT DISTRICT IV

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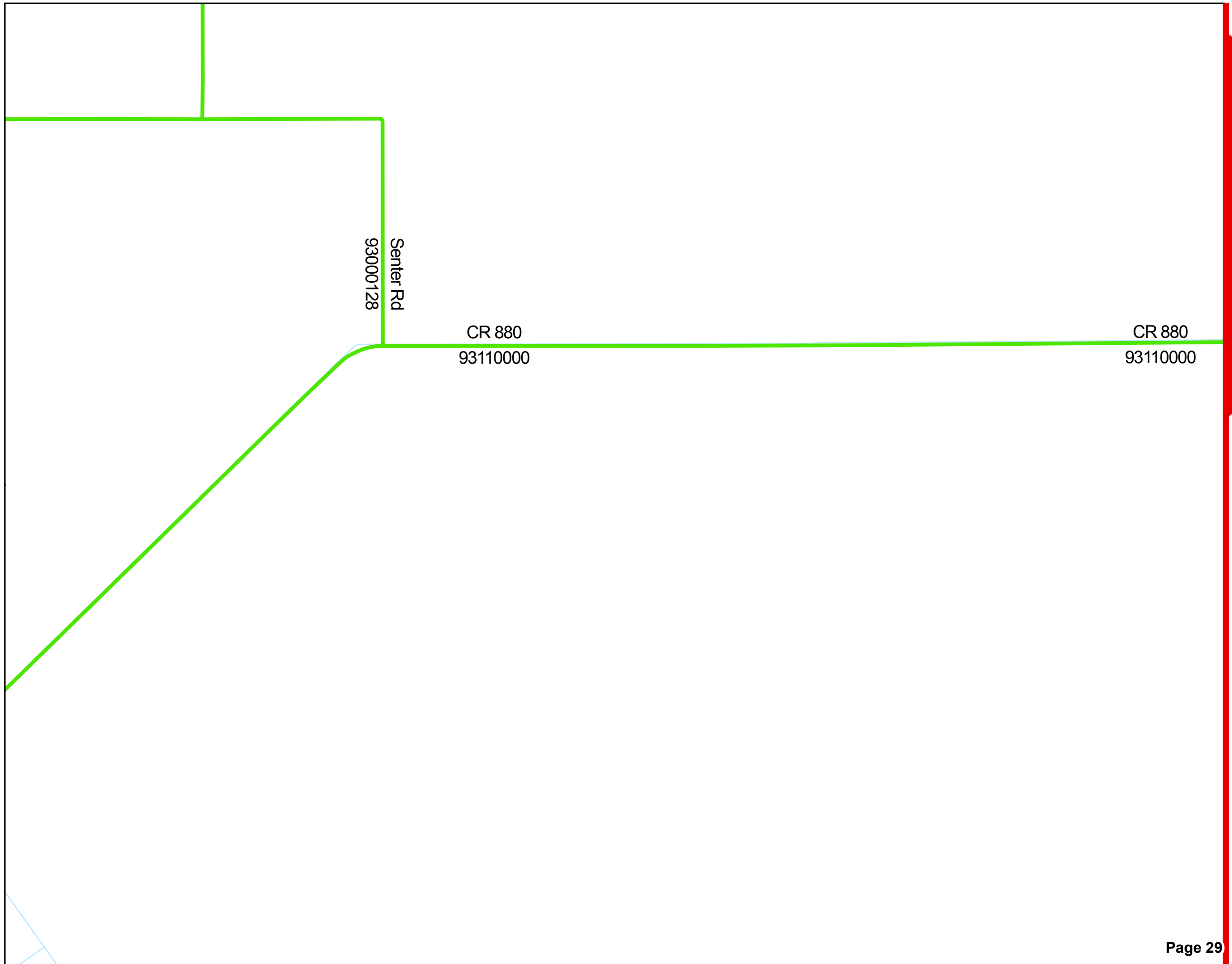
Level of Service

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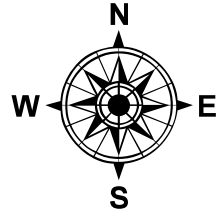
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FDOT DISTRICT IV

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ASSESSMENT REPORT**



LEGEND

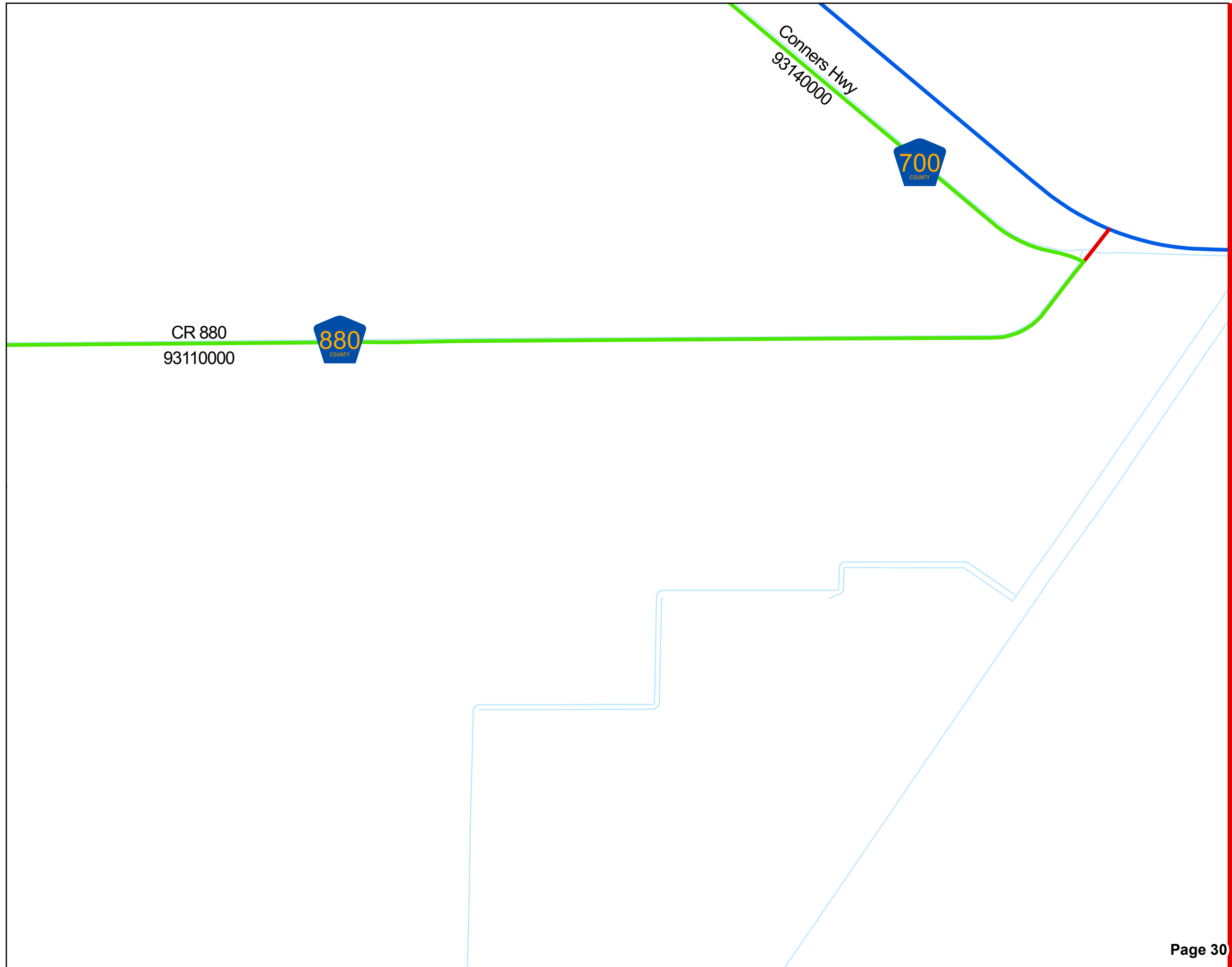
Level of Service

-  B
-  C
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-  E
-  F



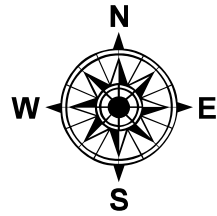
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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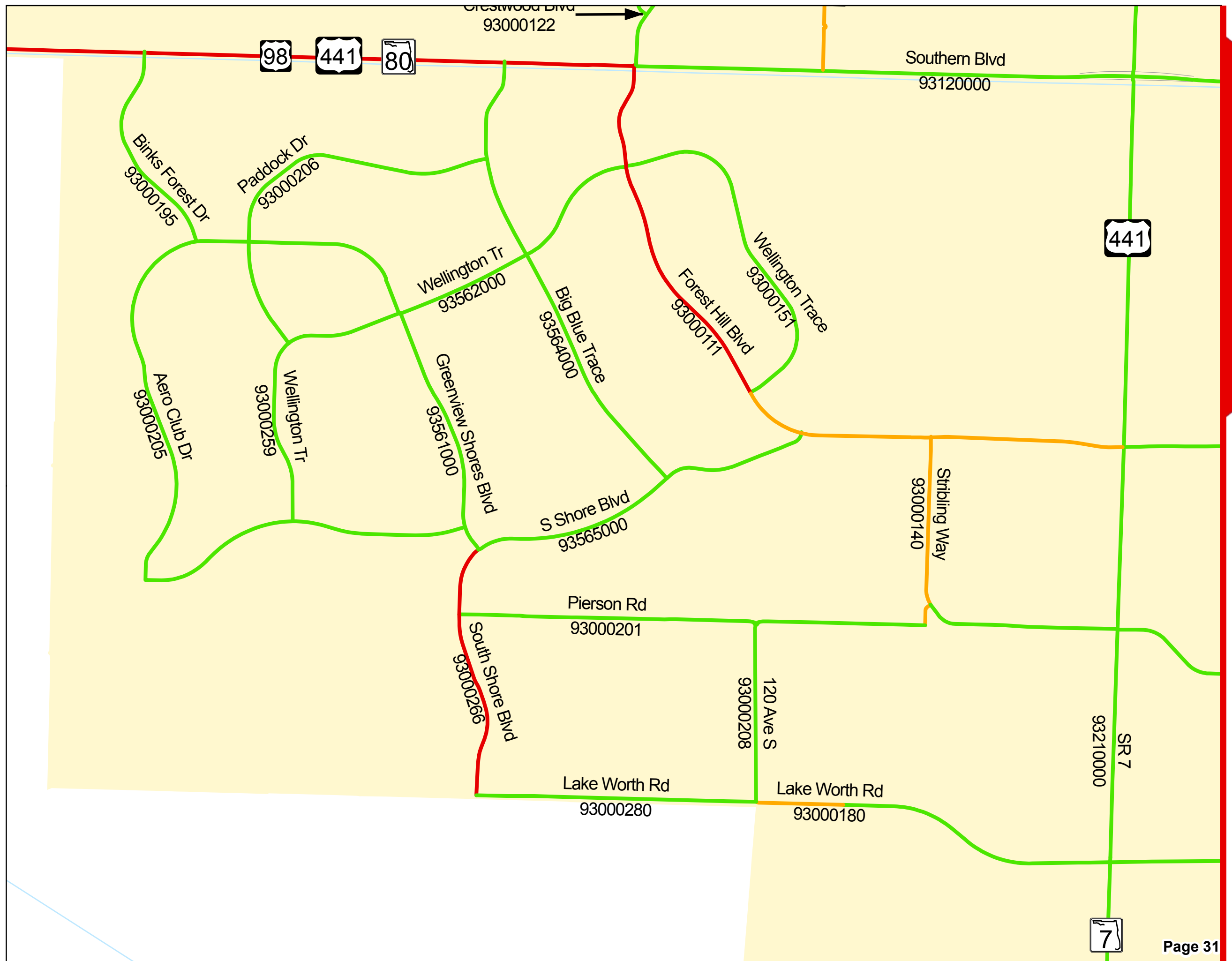
Level of Service

-  B
-  C
-  D
-  E
-  F

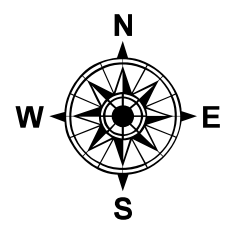


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

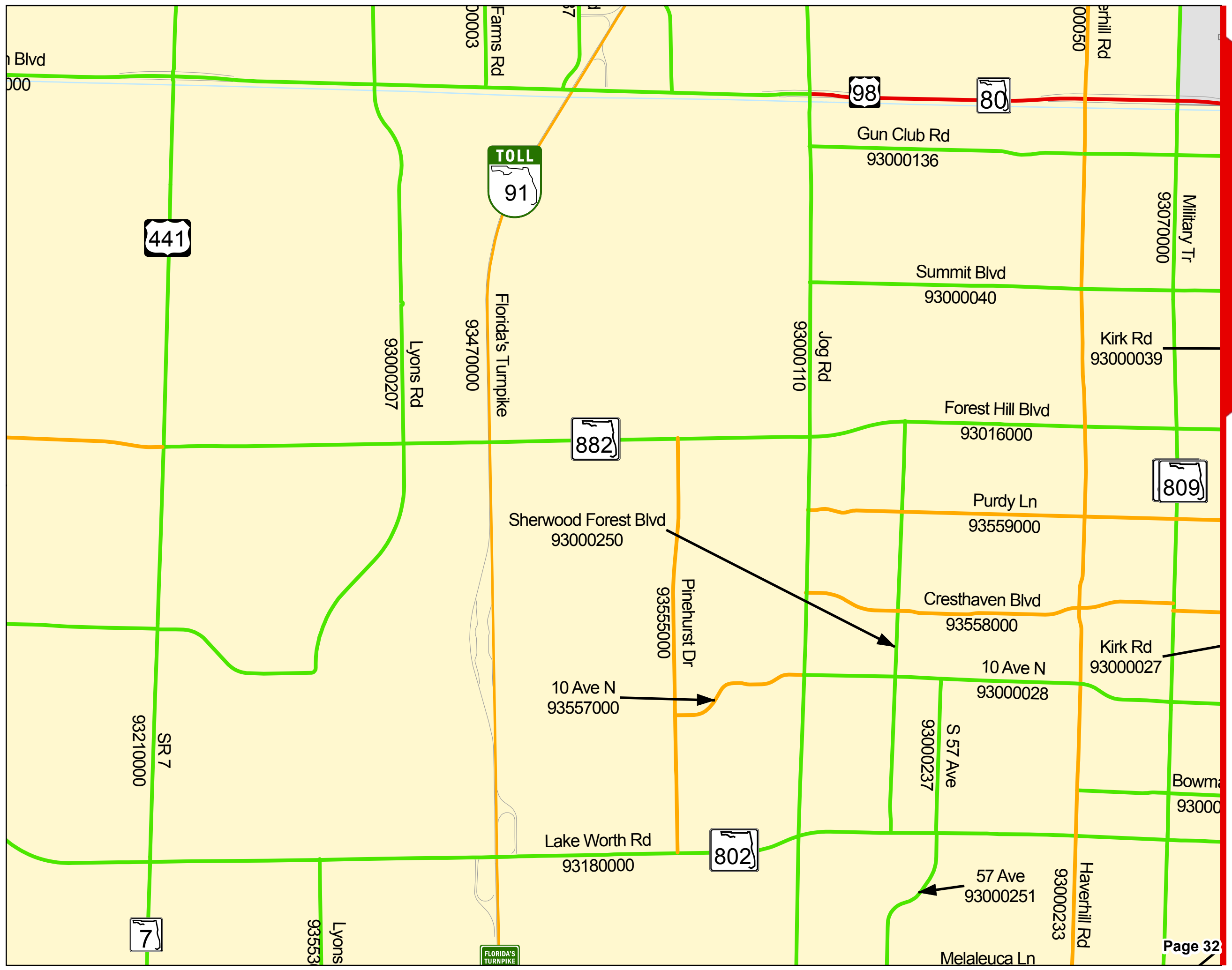
Level of Service

- B
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- D
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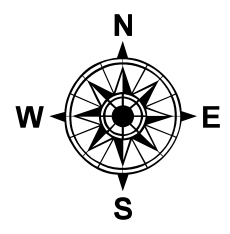


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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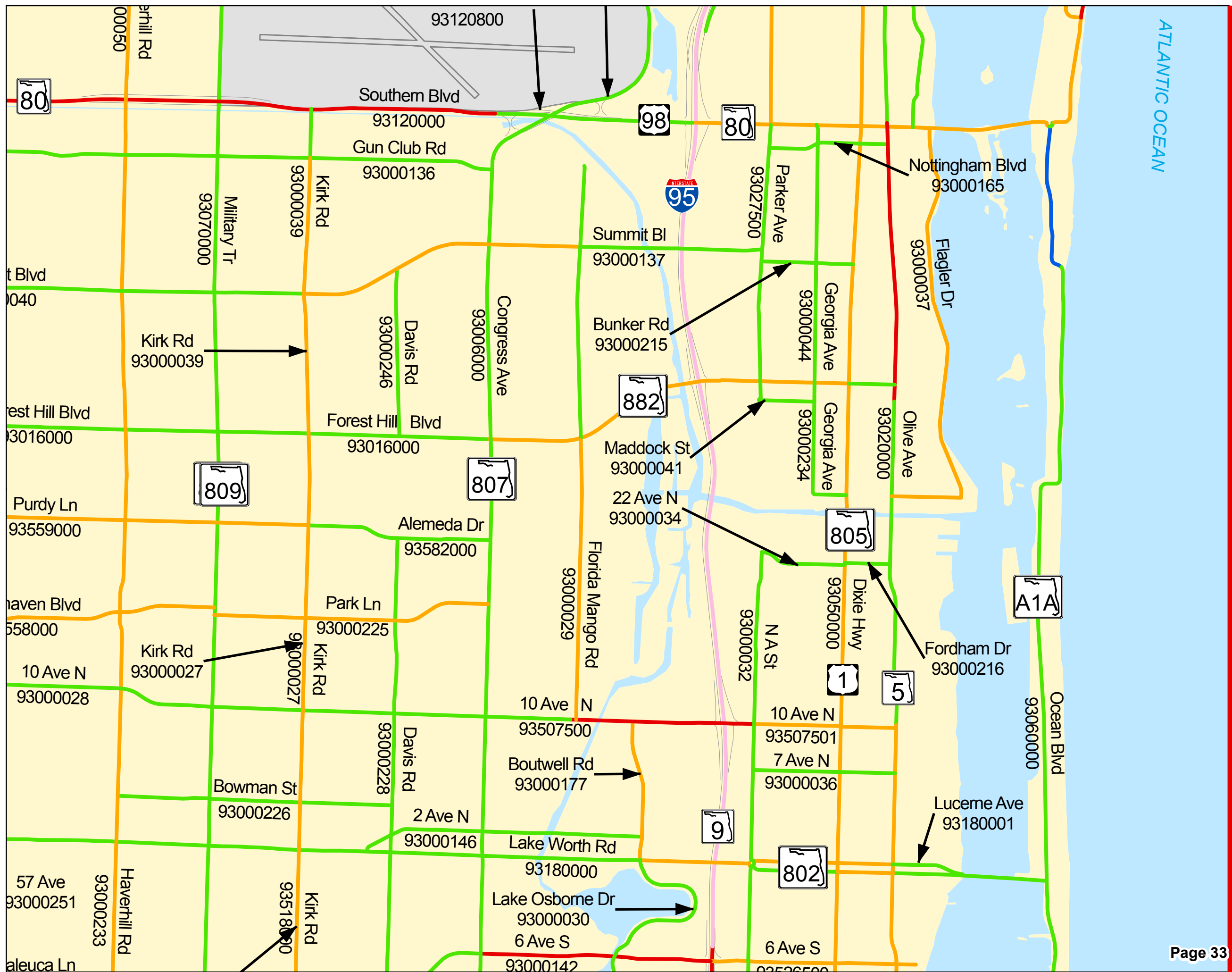
Level of Service

- B
- C
- D
- E
- F

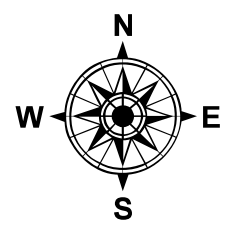


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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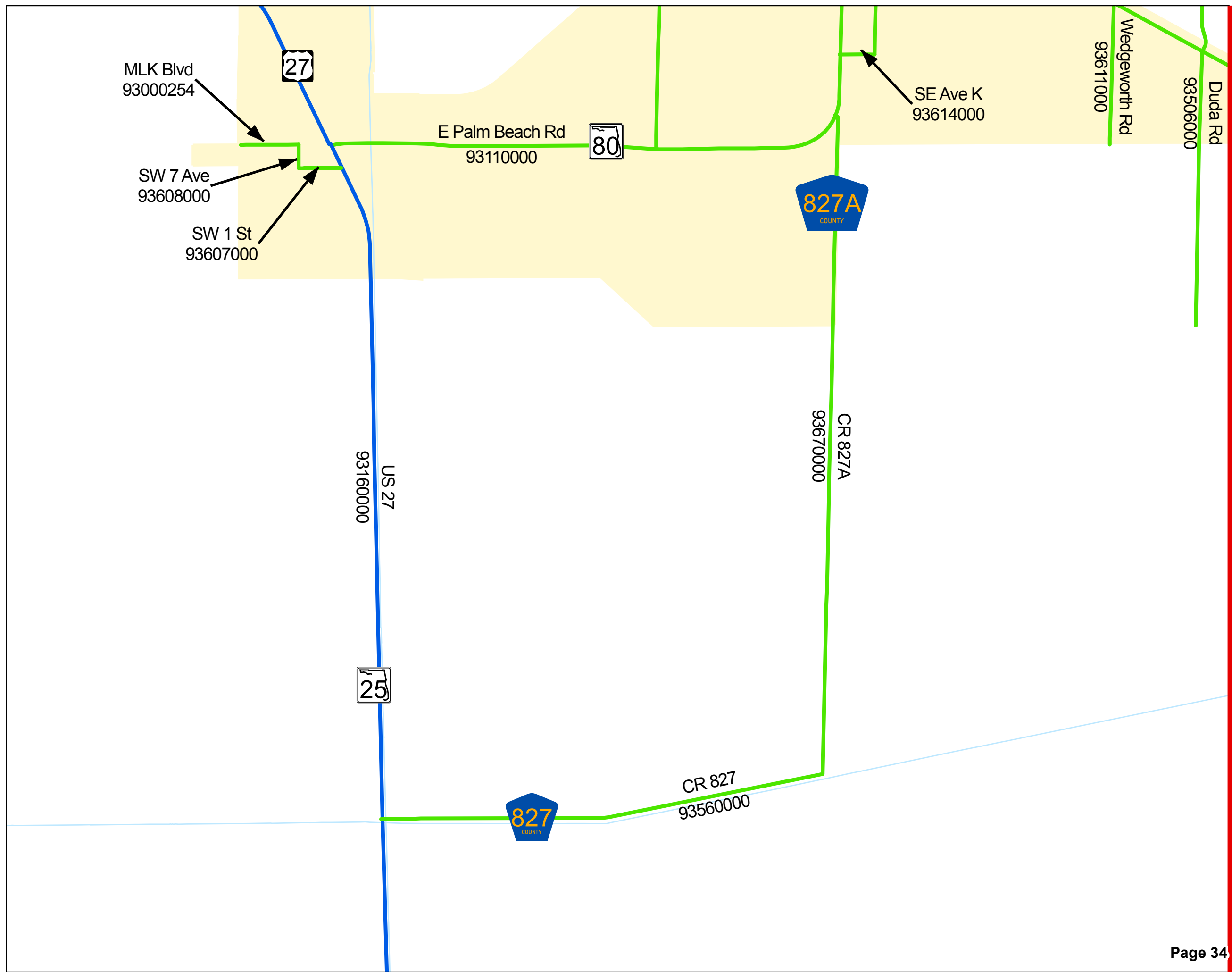
Level of Service

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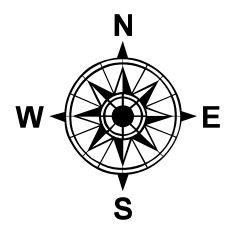


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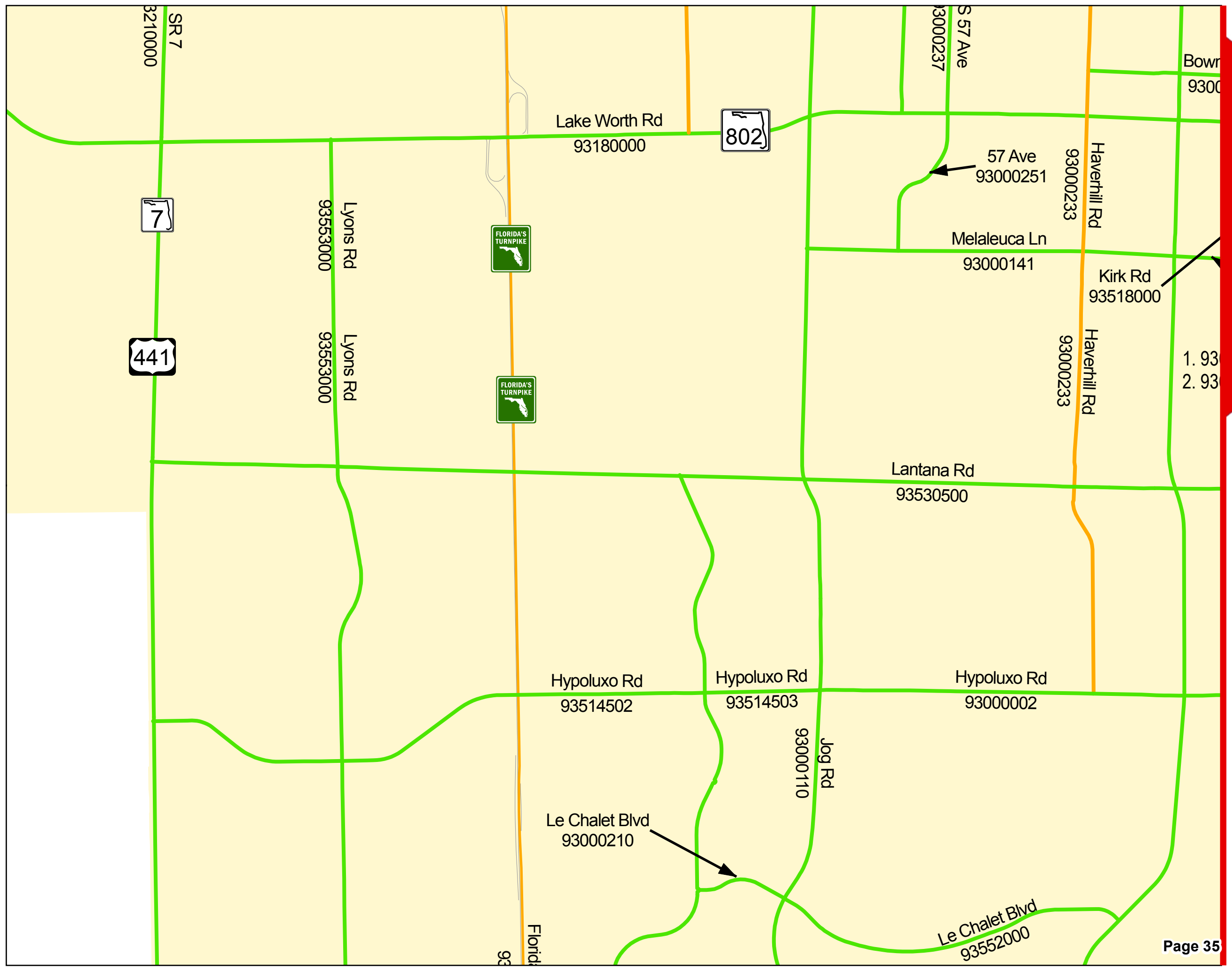
Level of Service

- B
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- E
- F



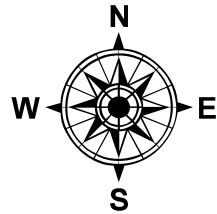
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FDOT DISTRICT IV

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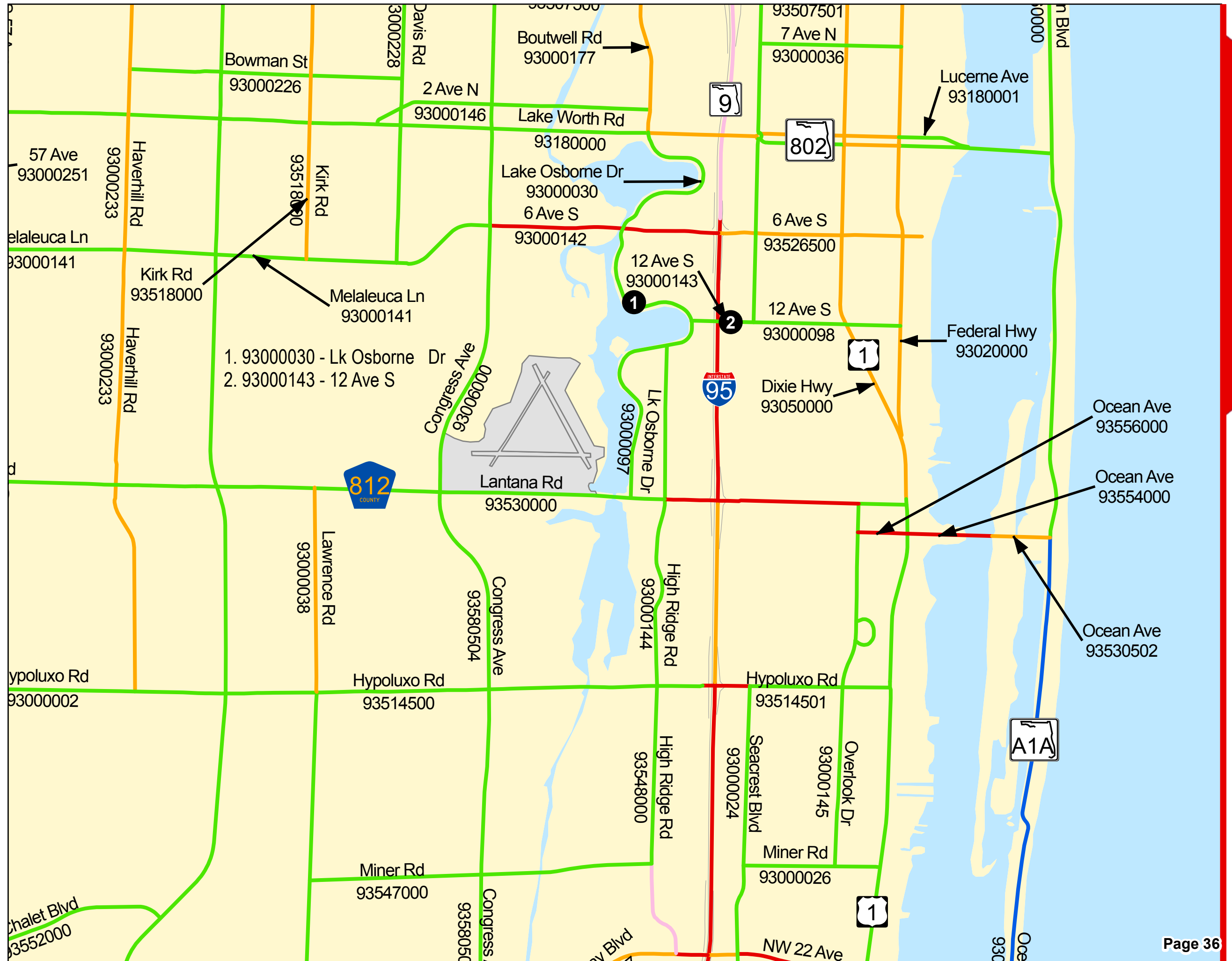
Level of Service

- B
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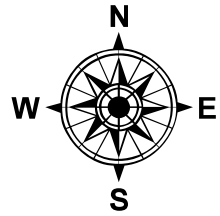
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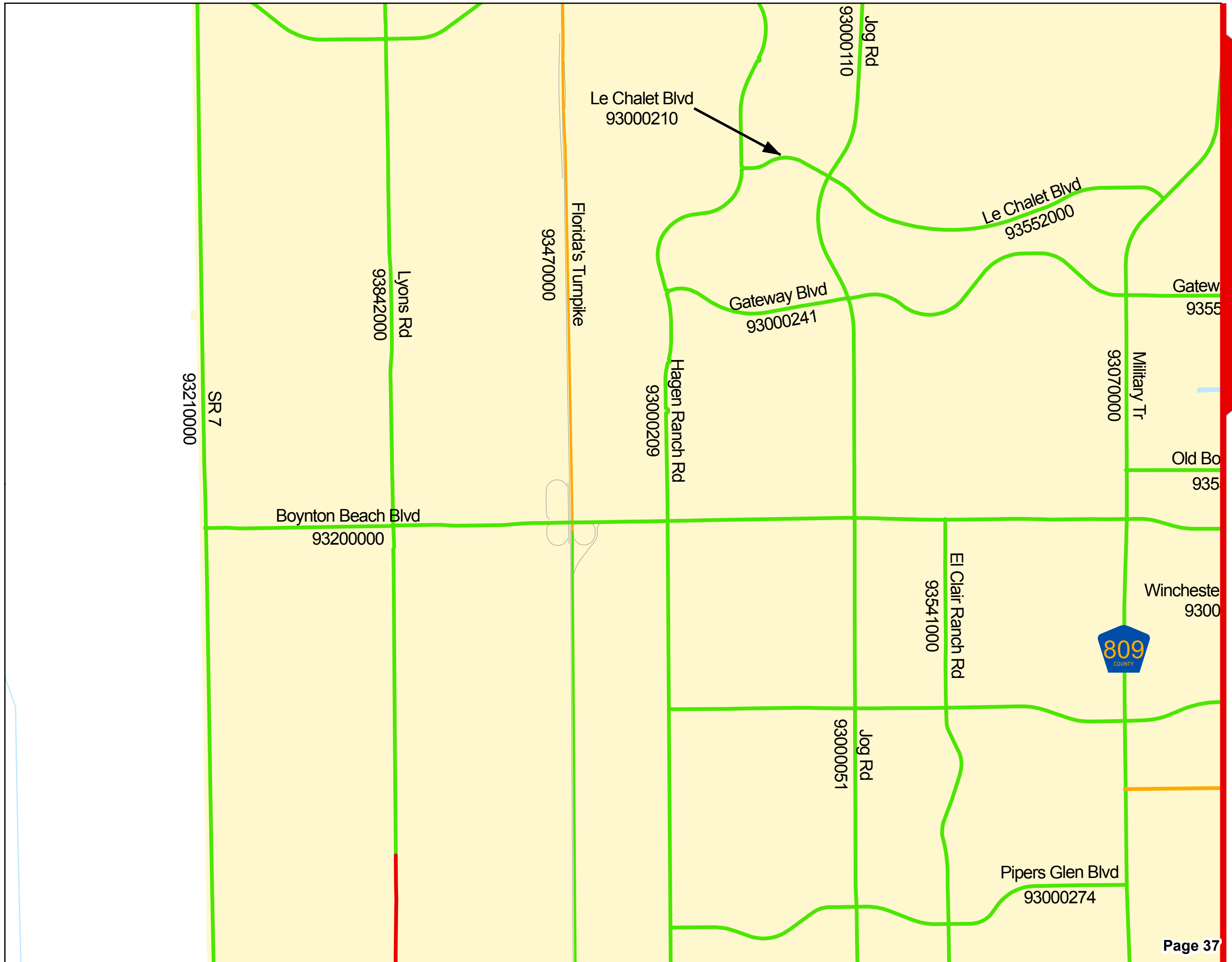
Level of Service

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-  C
-  D
-  E
-  F

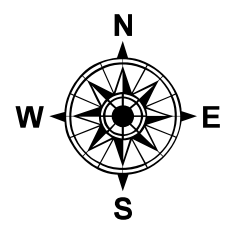


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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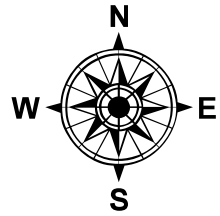
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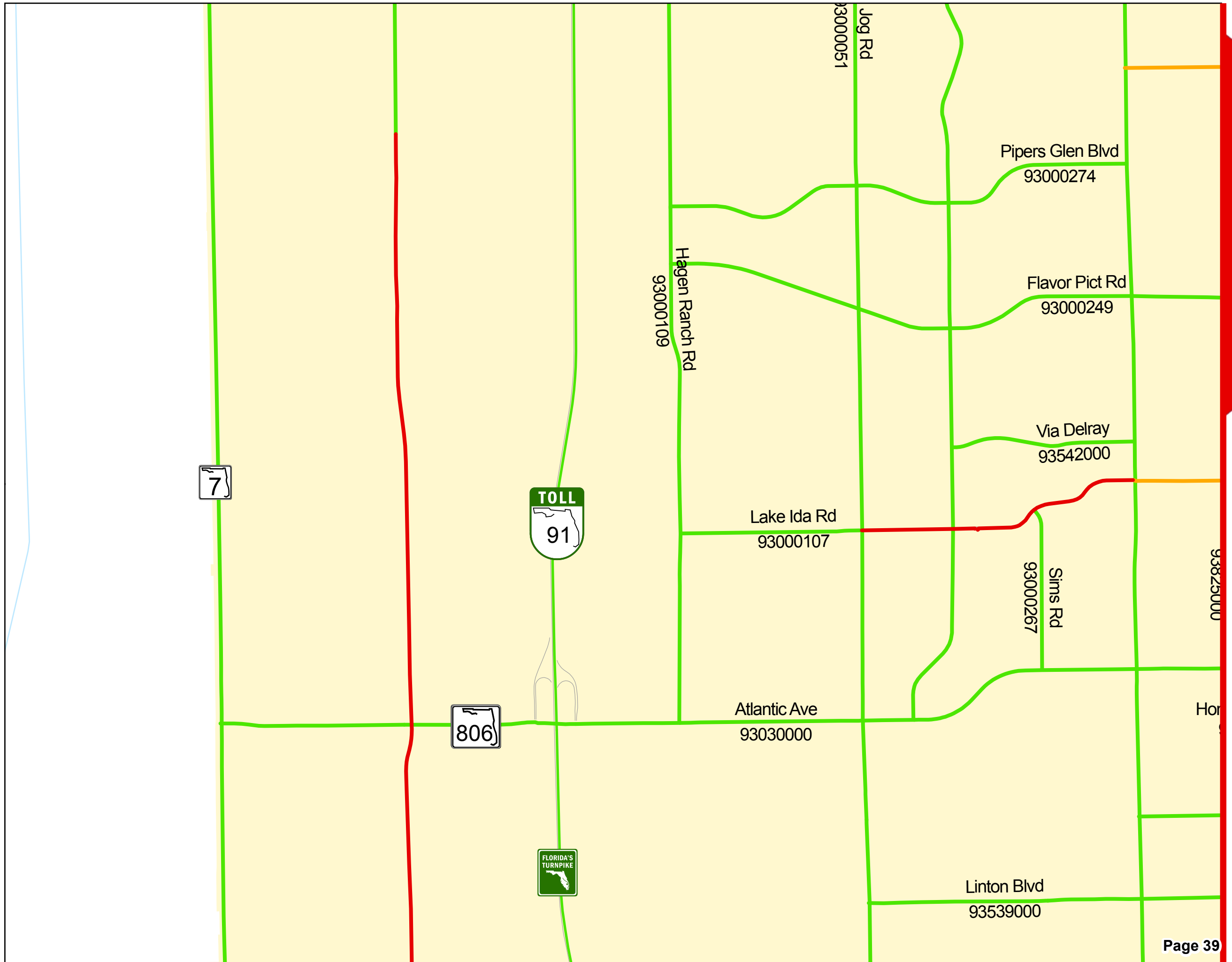
Level of Service

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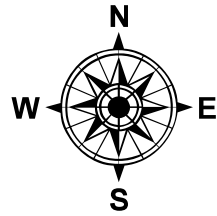
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FDOT DISTRICT IV

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Production Date: 11/12/2017

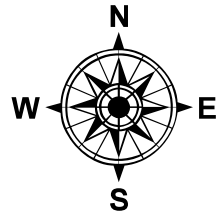
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- 3. 93010500 - George Bush Blvd
- 4. 93000239 - NE 2 Ave
- 5. 93010000 - NE 6 Ave (US 1 NB)
- 6. 93010101 - NE 5 Ave (US 1 SB)
- 7. 93000194 - NE 1 St
- 8. 93000181 - SE 1 St






FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

-  B
-  C
-  D
-  E
-  F



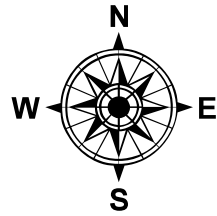
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FDOT DISTRICT IV

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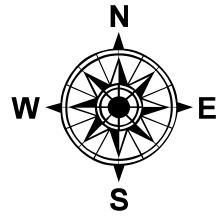
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5. 93010000 - NE 6 Ave (US 1 NB)
6. 93010101 - NE 5 Ave (US 1 SB)
7. 93000194 - NE 1 St
8. 93000181 - SE 1 St

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

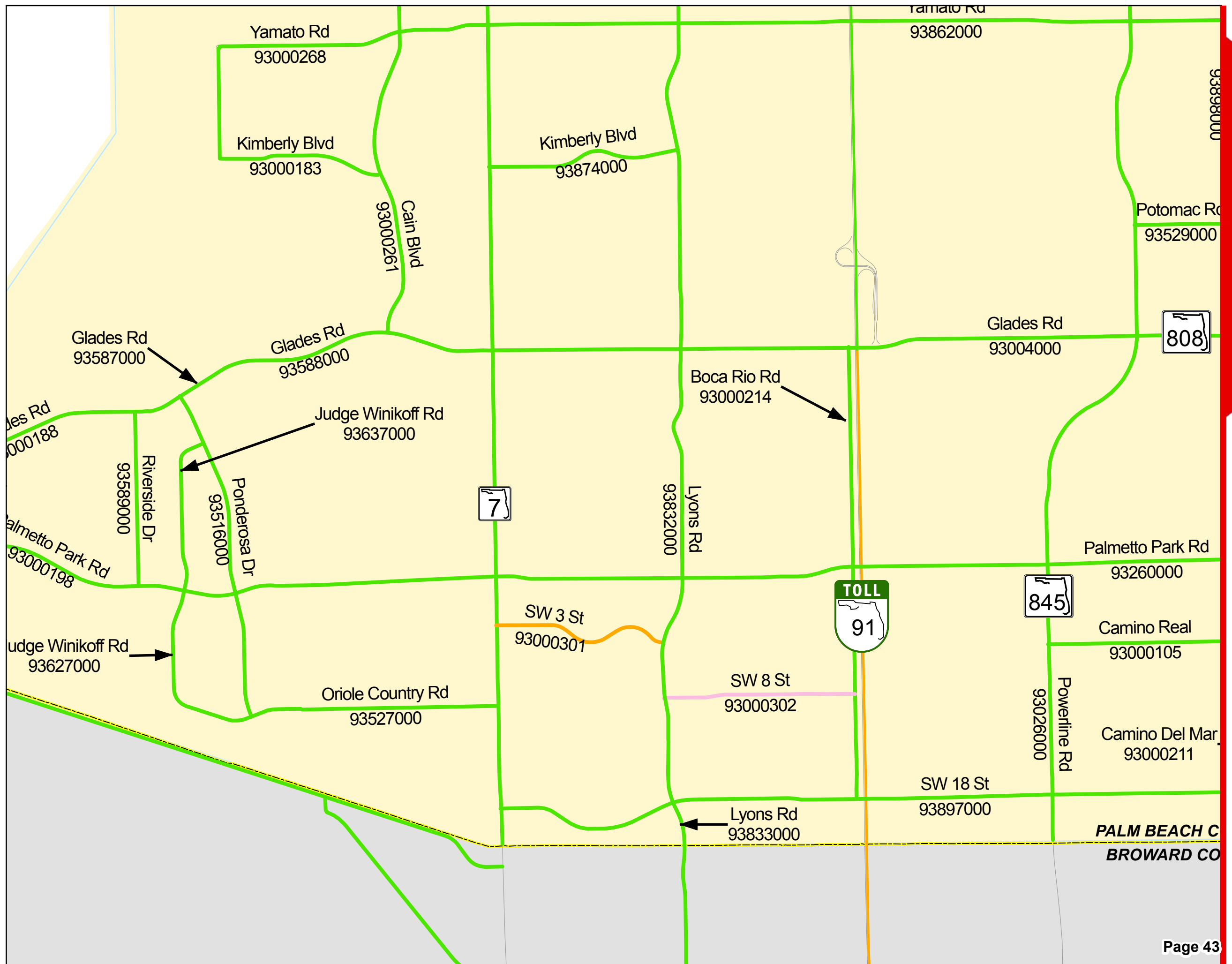
Level of Service

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- D
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Production Date: 11/12/2017

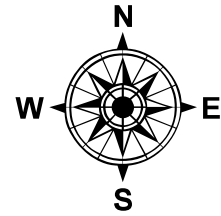
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**PALM BEACH COUNTY
BROWARD COUNTY**

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

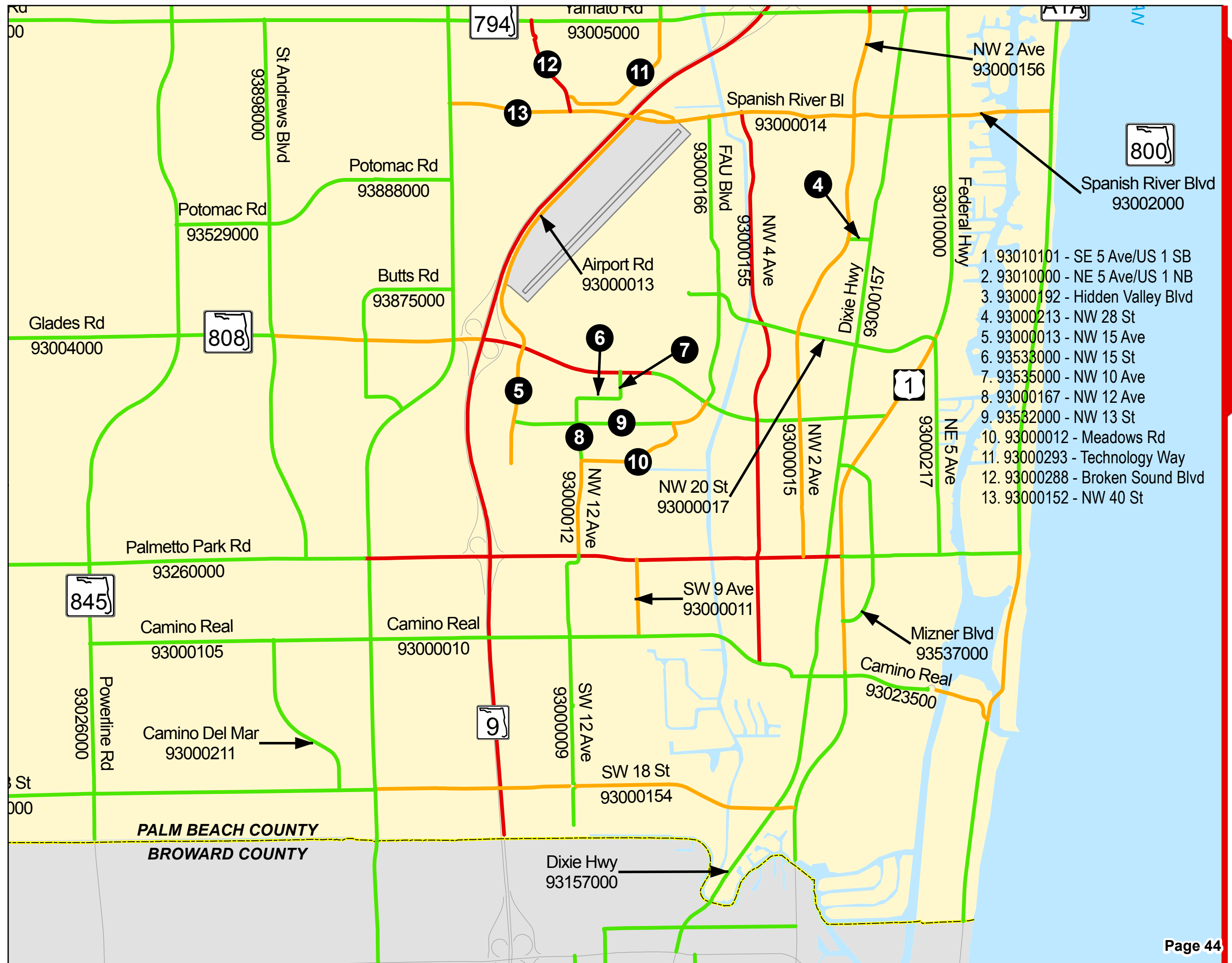
Level of Service

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- C
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- E
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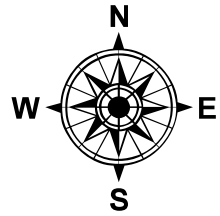
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

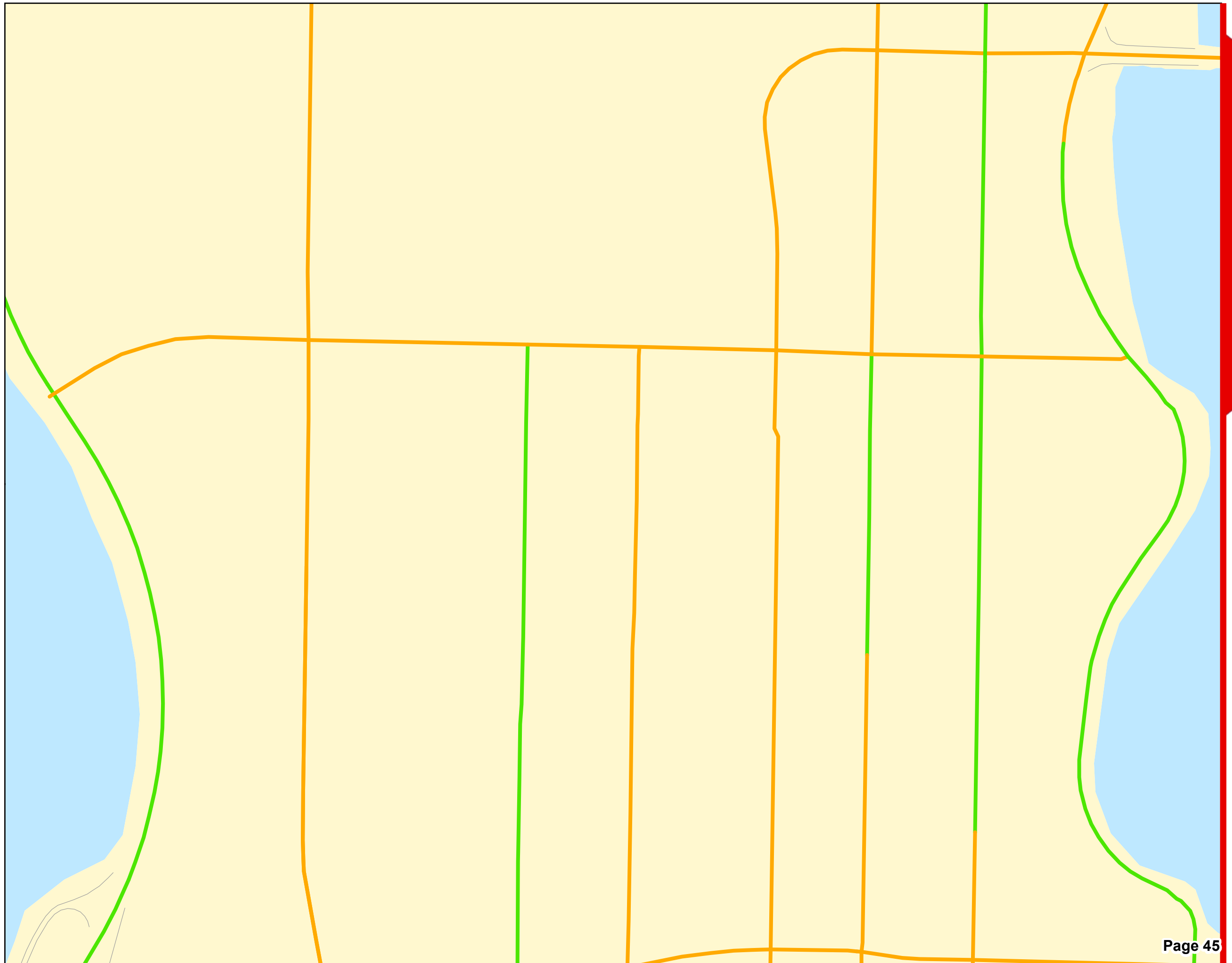
Level of Service

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-  F



Production Date: 11/12/2017

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2016 DAILY LEVEL OF SERVICE: INDEX MAP

SERIES INFORMATION

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the roadway right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions. With the "A" through "F" LOS scheme, traffic engineers are much better able to explain to the general public and elected officials operating and design concepts of roadways. Level of Service is calculated based on a number of different variables, including (but not limited to) number of lanes, traffic volume, speed limit, frequency and spacing of signalized intersections and median type.

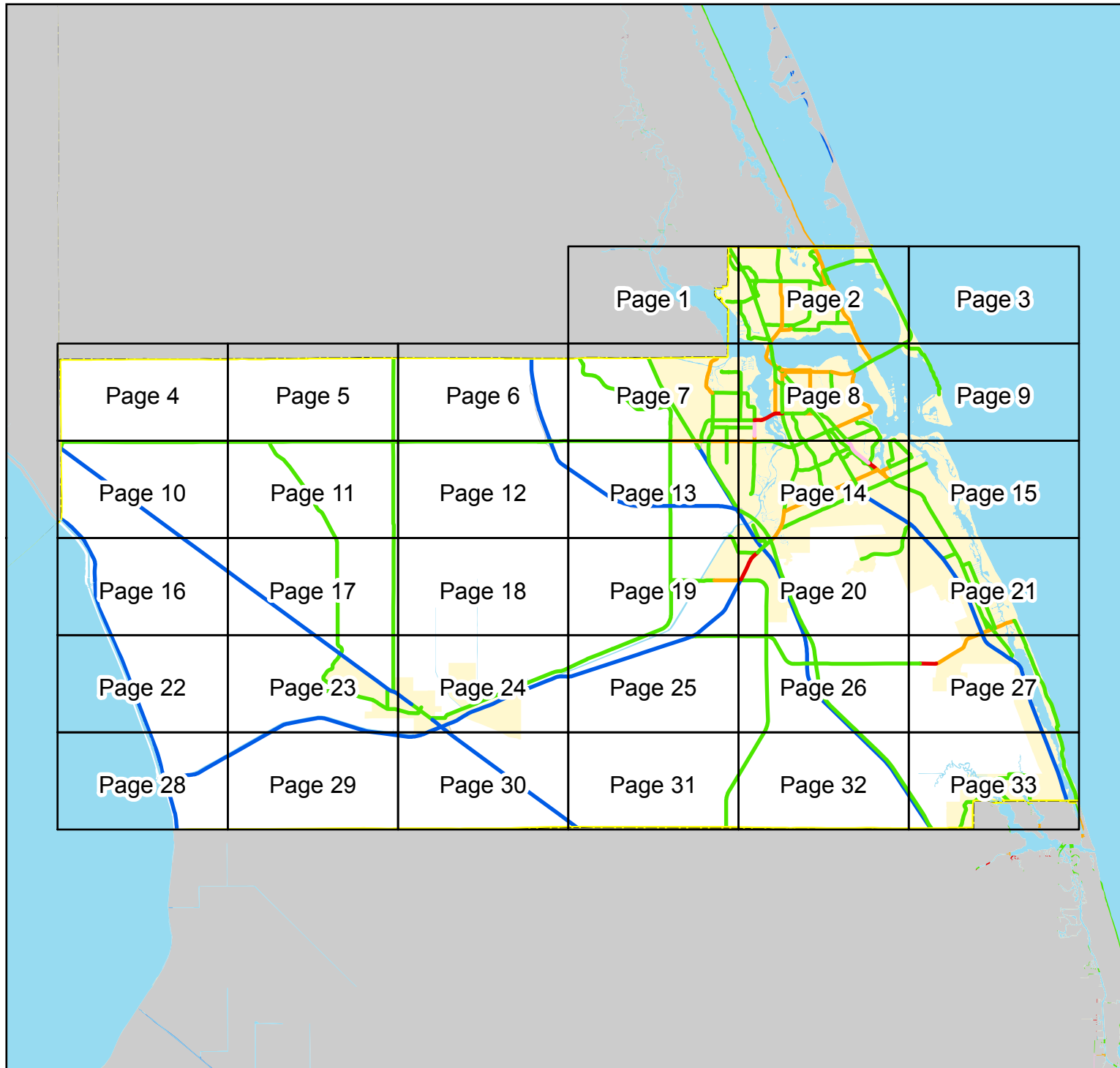
For more information, visit <http://www.dot.state.fl.us/planning/systems/programs/sm/los/default.shtm>

Notes:

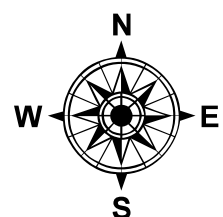
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. The 2016 LOS reported along State Highway System (SHS) facilities are consistent with the FDOT Annual LOS Reporting.
4. The 2016 LOS reported along the off-system facilities are derived from Florida Transportation Information 2016 DVD.



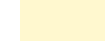
Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.








LEGEND



-  County Boundaries
-  Road Network
-  FHWA Urban Area

Level of Service

-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F

CONTACT INFORMATION

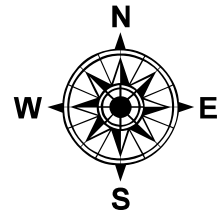
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

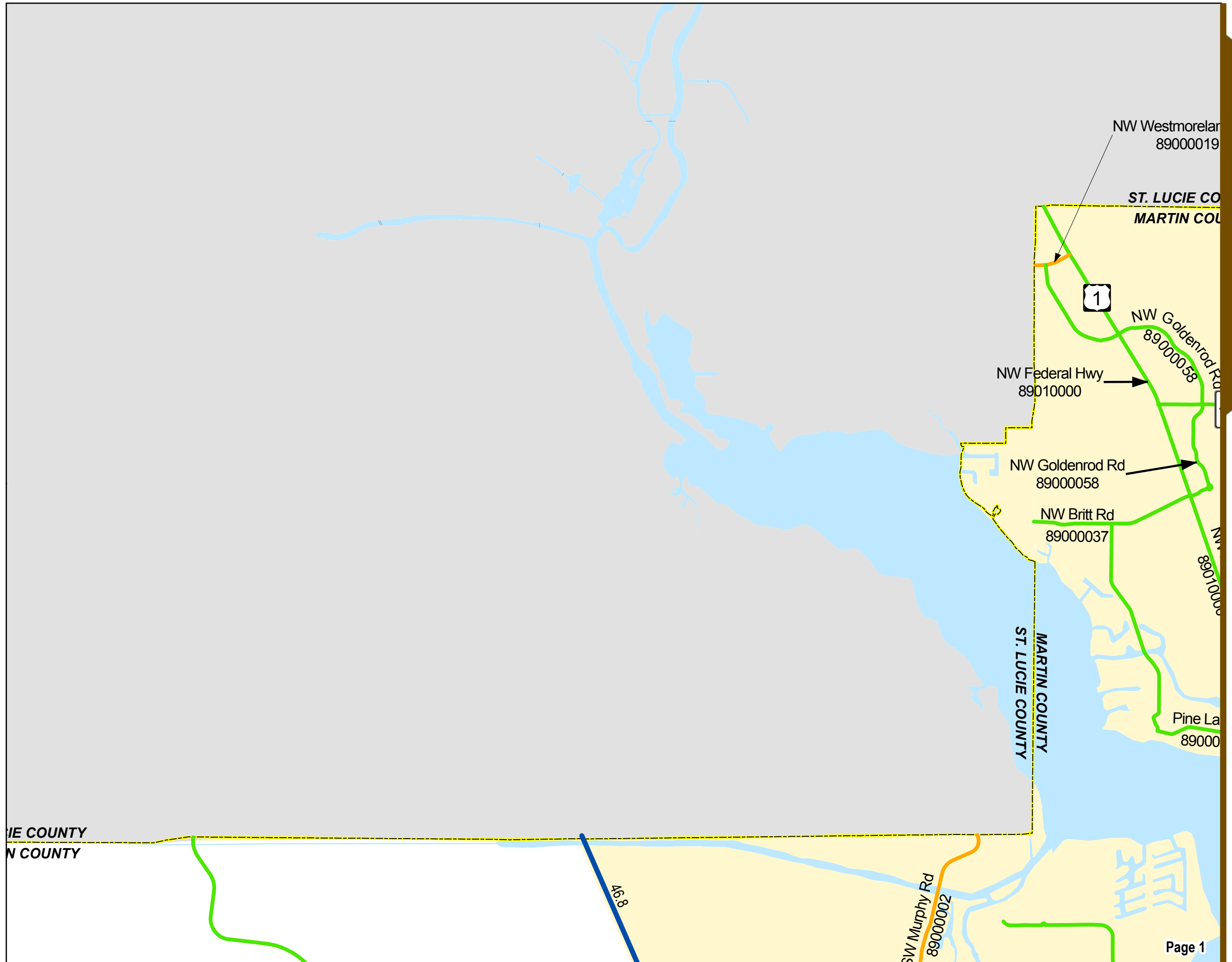
Level of Service

- B
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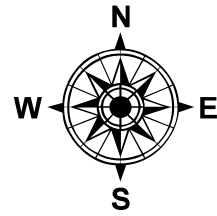


MARTIN COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

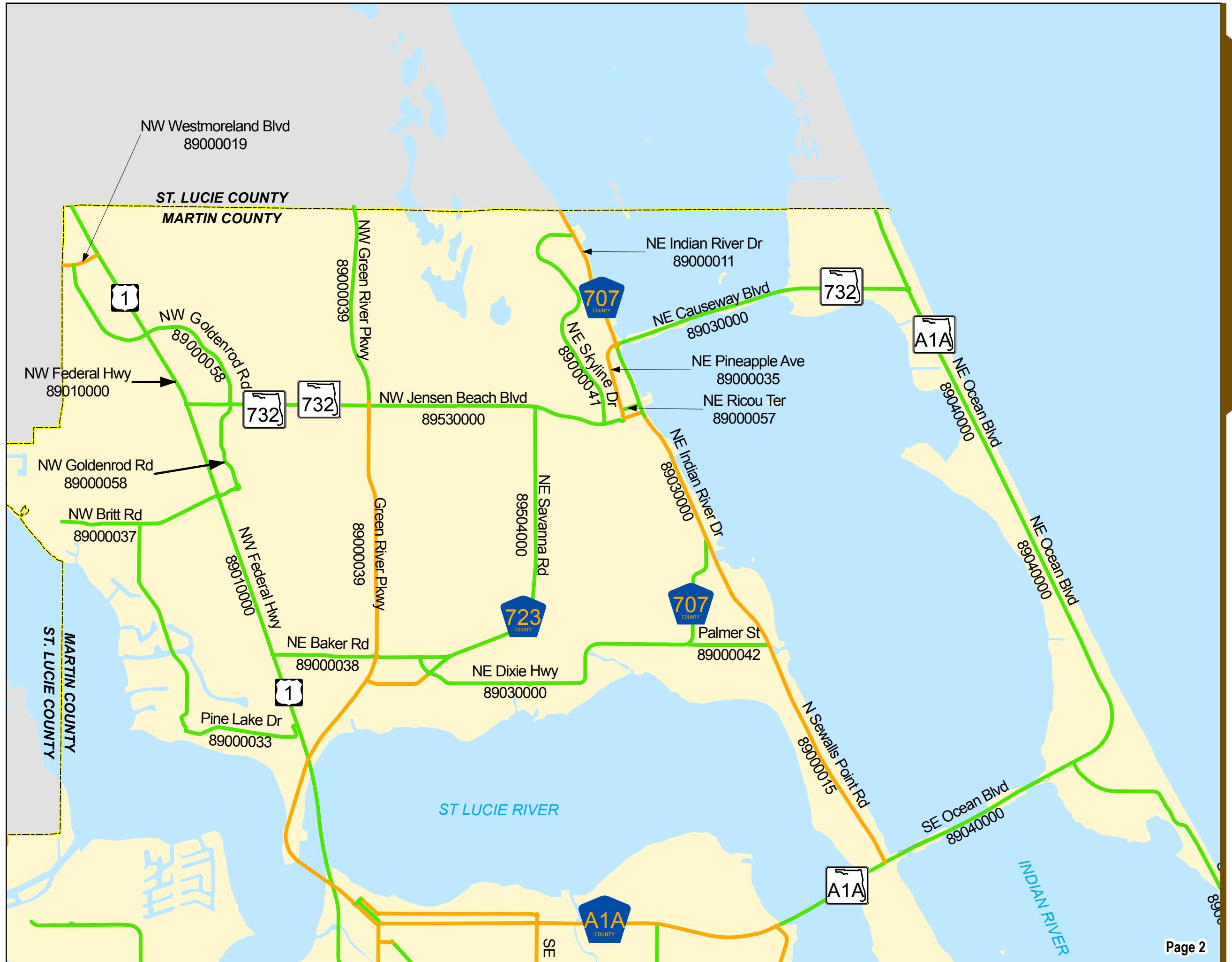
Level of Service

- B
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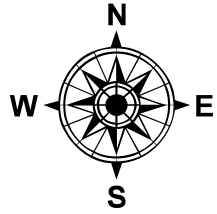
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

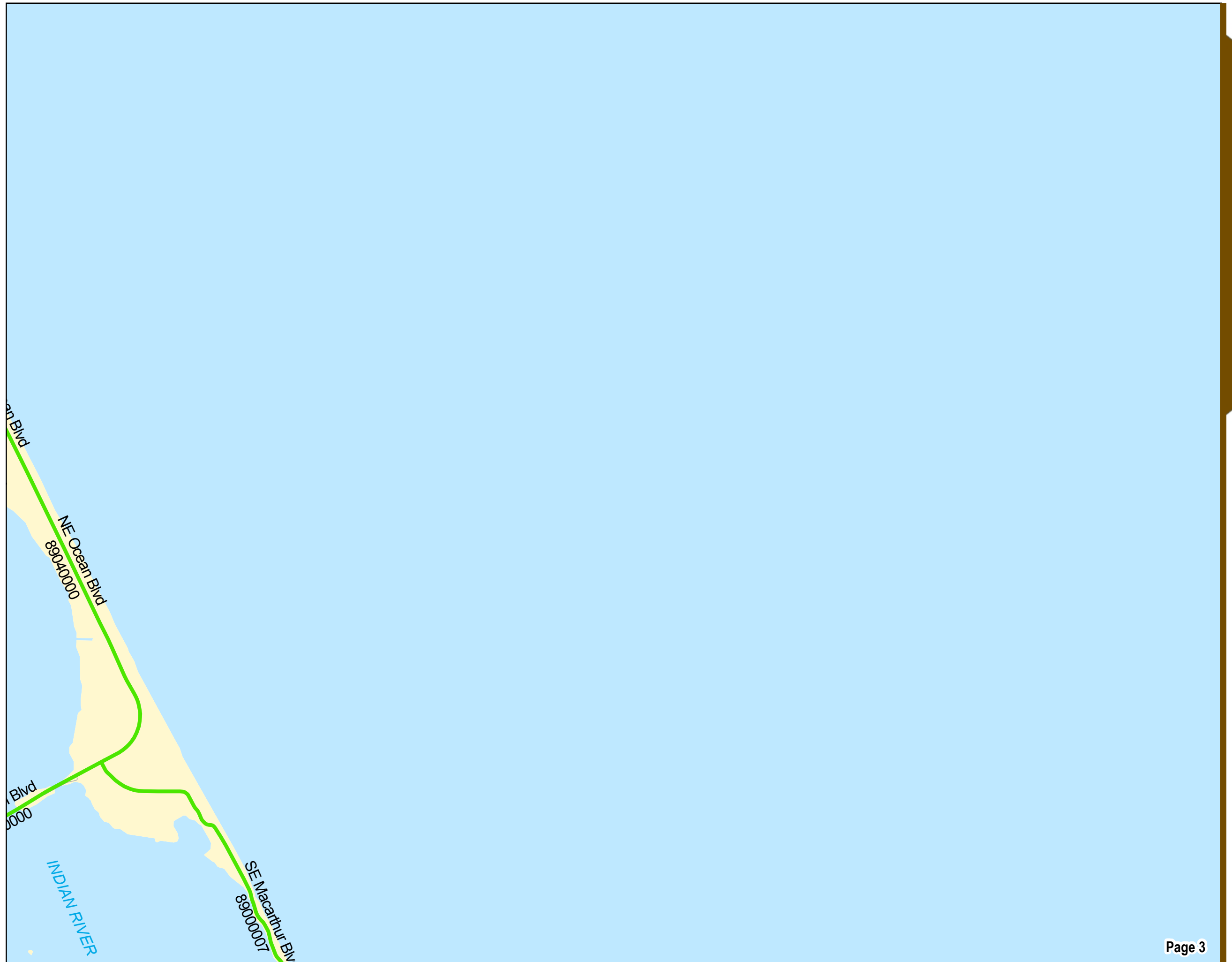
Level of Service

- B
- C
- D
- E
- F



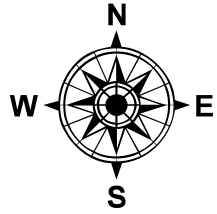
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F



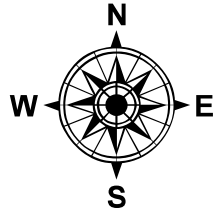
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F

0 0.5
Miles

Production Date: 11/12/2017

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LUCIE COUNTY
MARTIN COUNTY

SW Martin Hwy
89090500

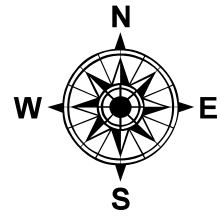


SW Martin Hwy
89090500

SW Allapattah Rd
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

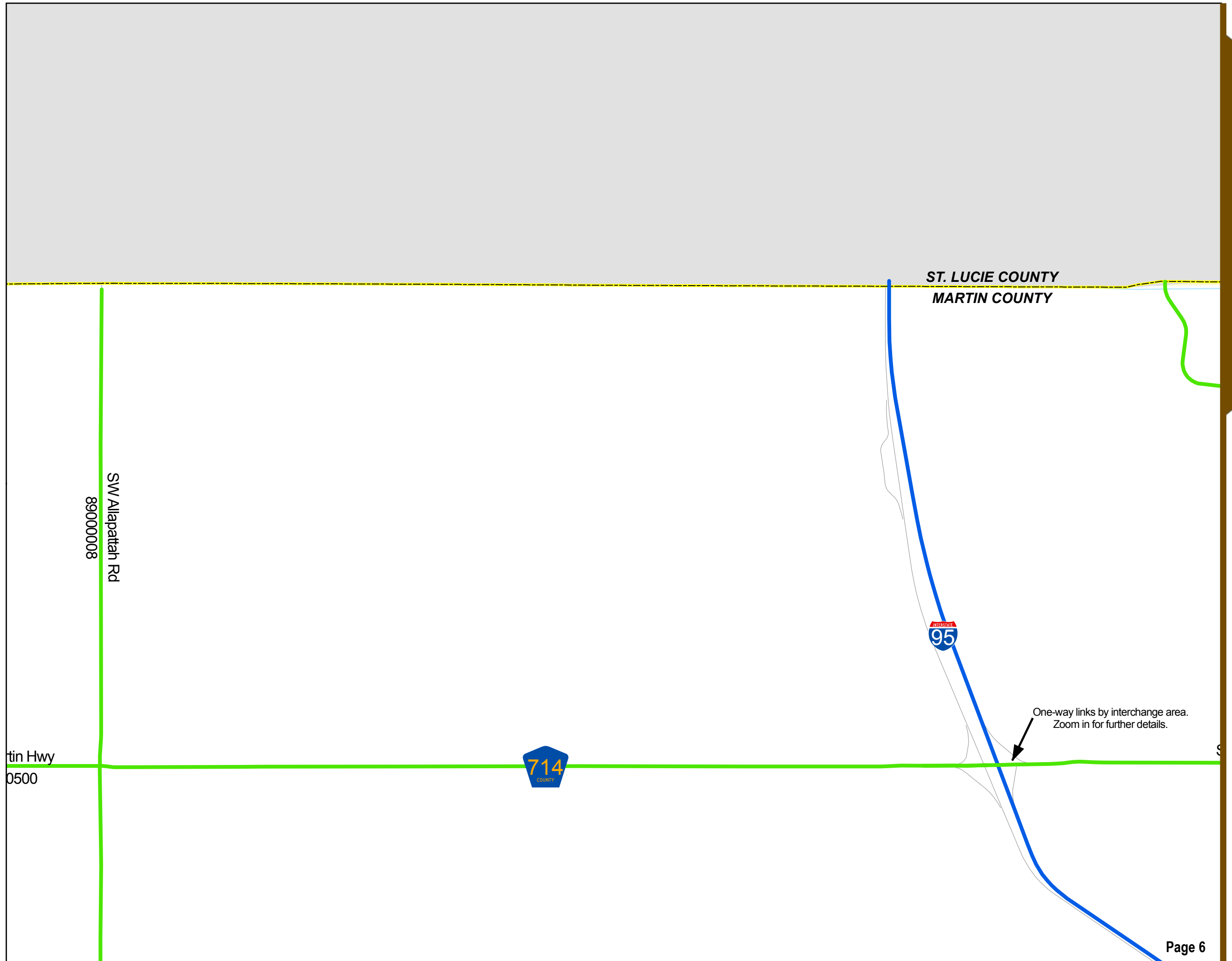
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- F

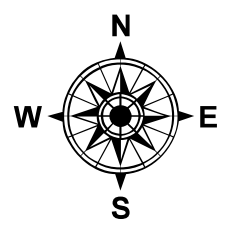


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FDOT DISTRICT IV
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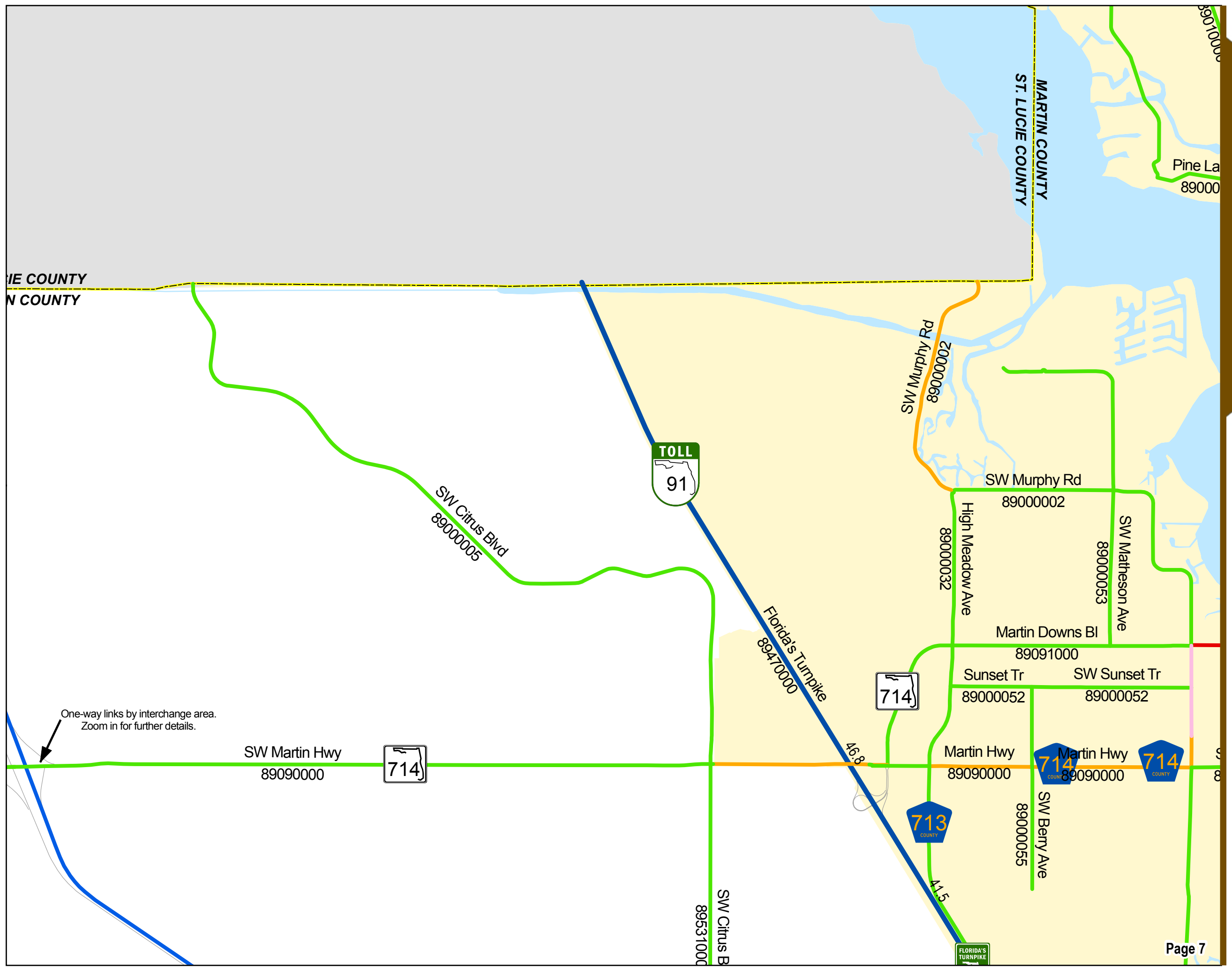
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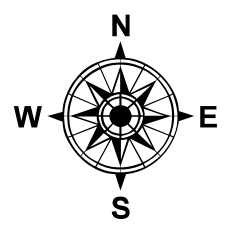


One-way links by interchange area.
 Zoom in for further details.

MARTIN COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

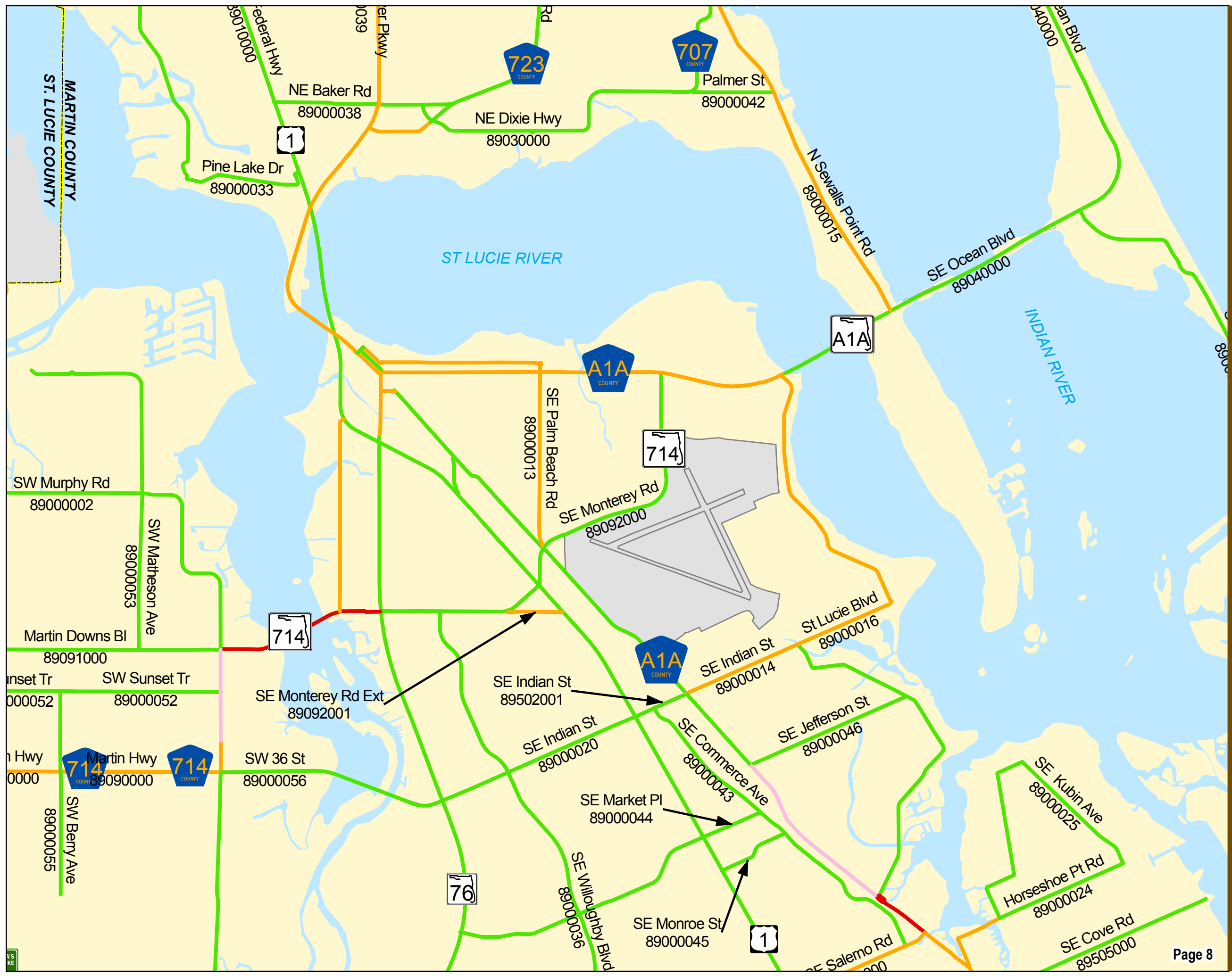
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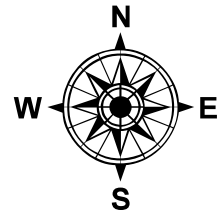
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F

0 0.5
Miles

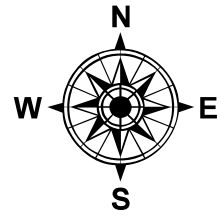
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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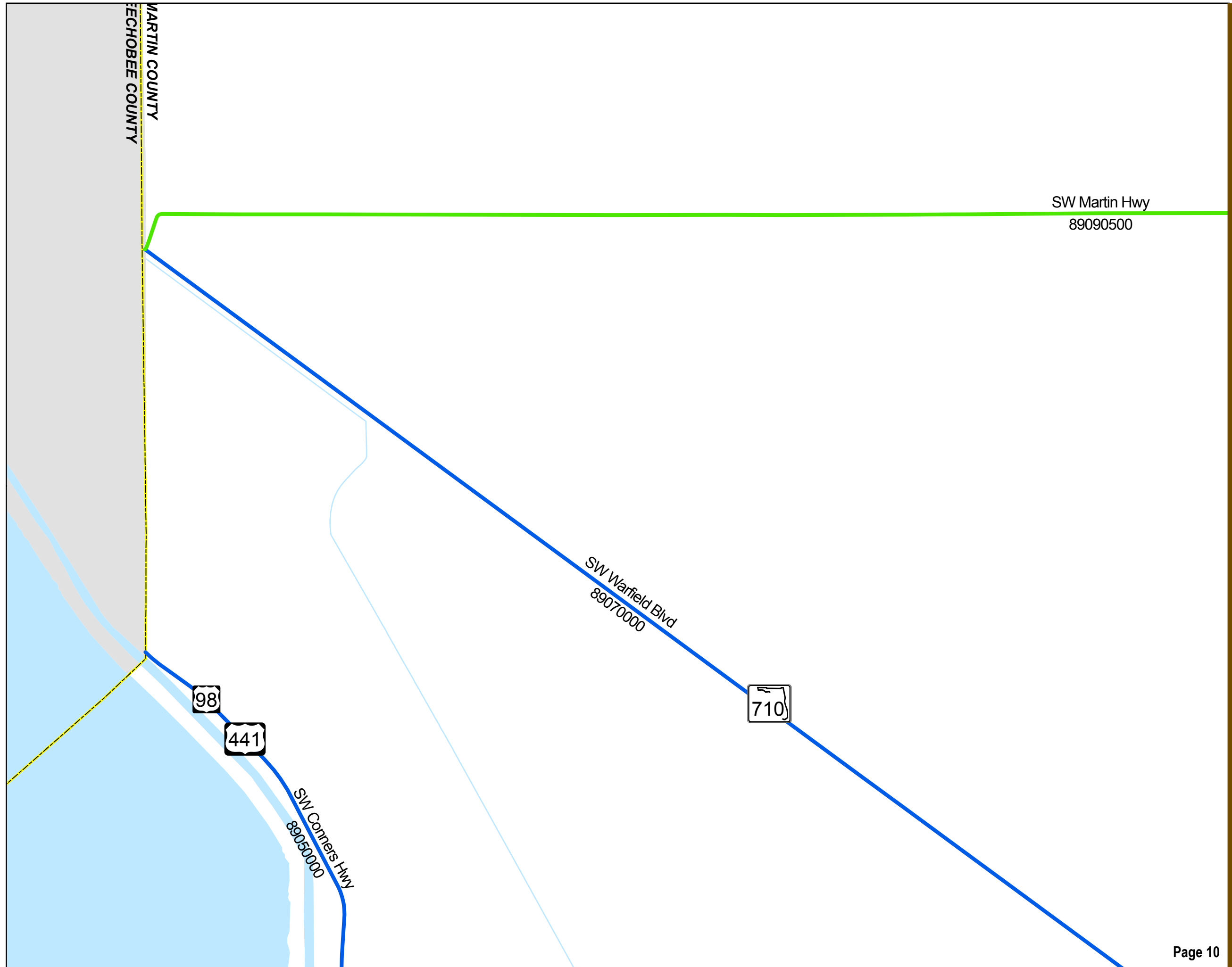
Level of Service

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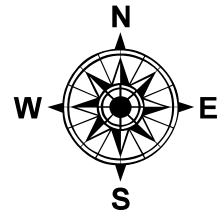
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FDOT DISTRICT IV

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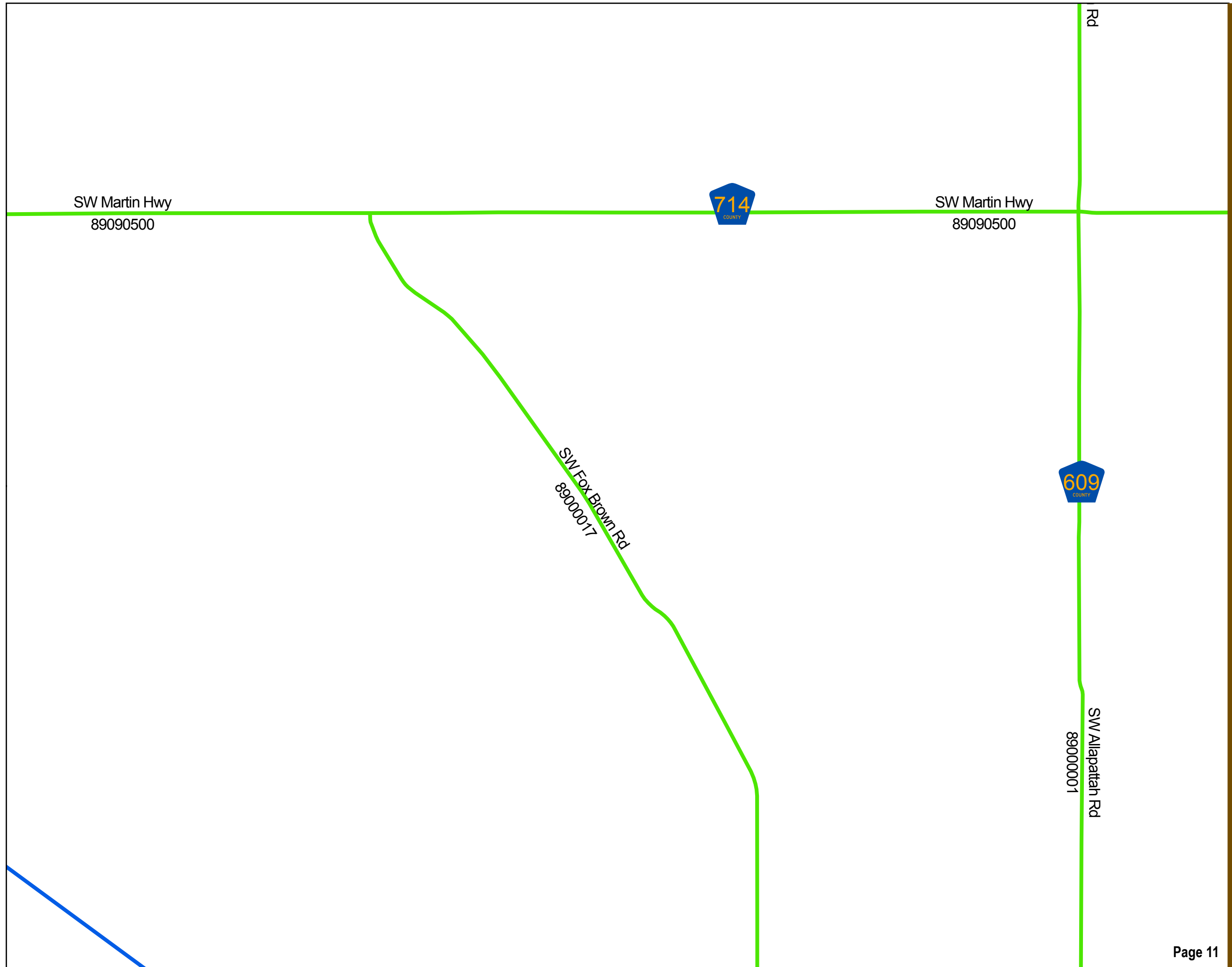
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- F

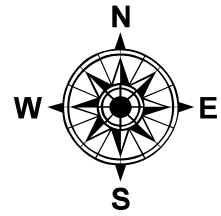


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**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



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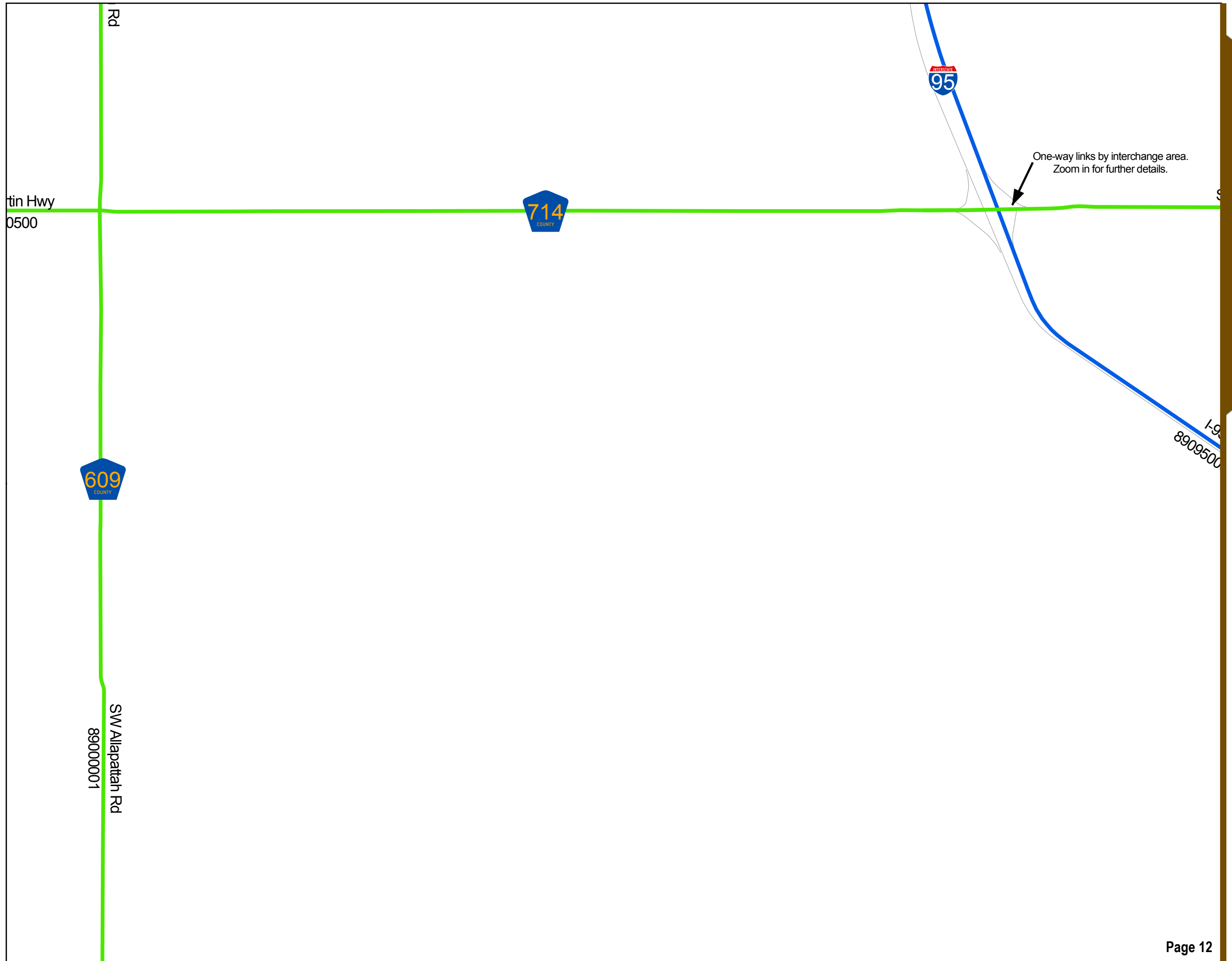
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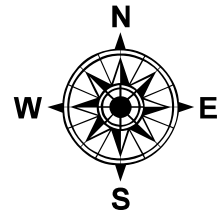
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

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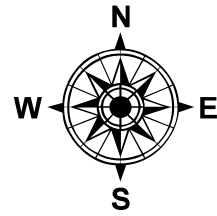
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FDOT DISTRICT IV

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LEGEND

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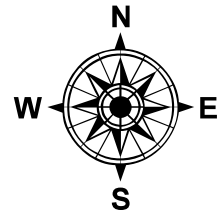
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**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

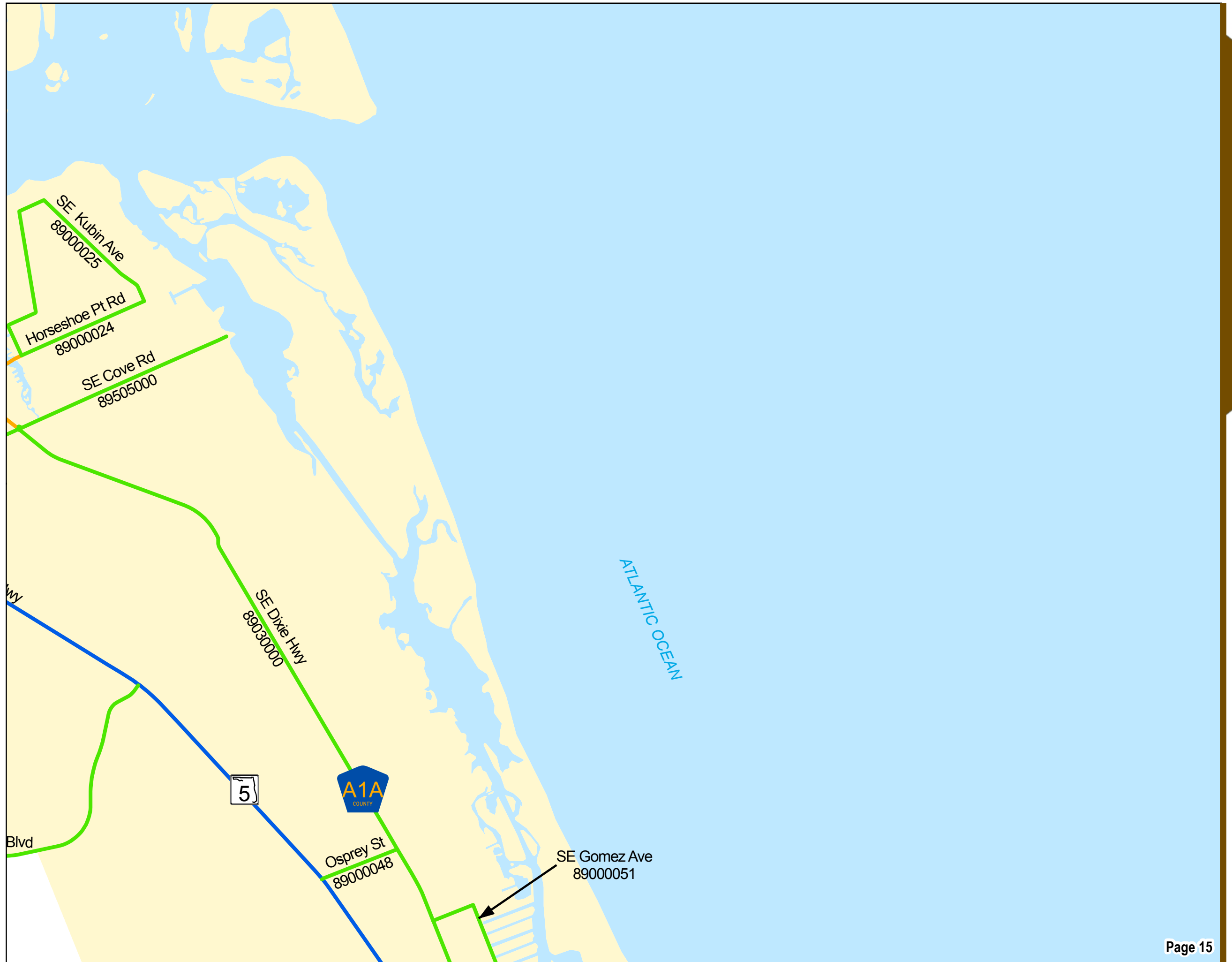
Level of Service

- B
- C
- D
- E
- F



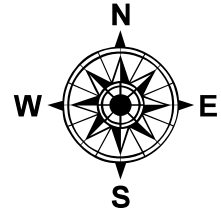
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FDOT DISTRICT IV

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ASSESSMENT REPORT**



LEGEND

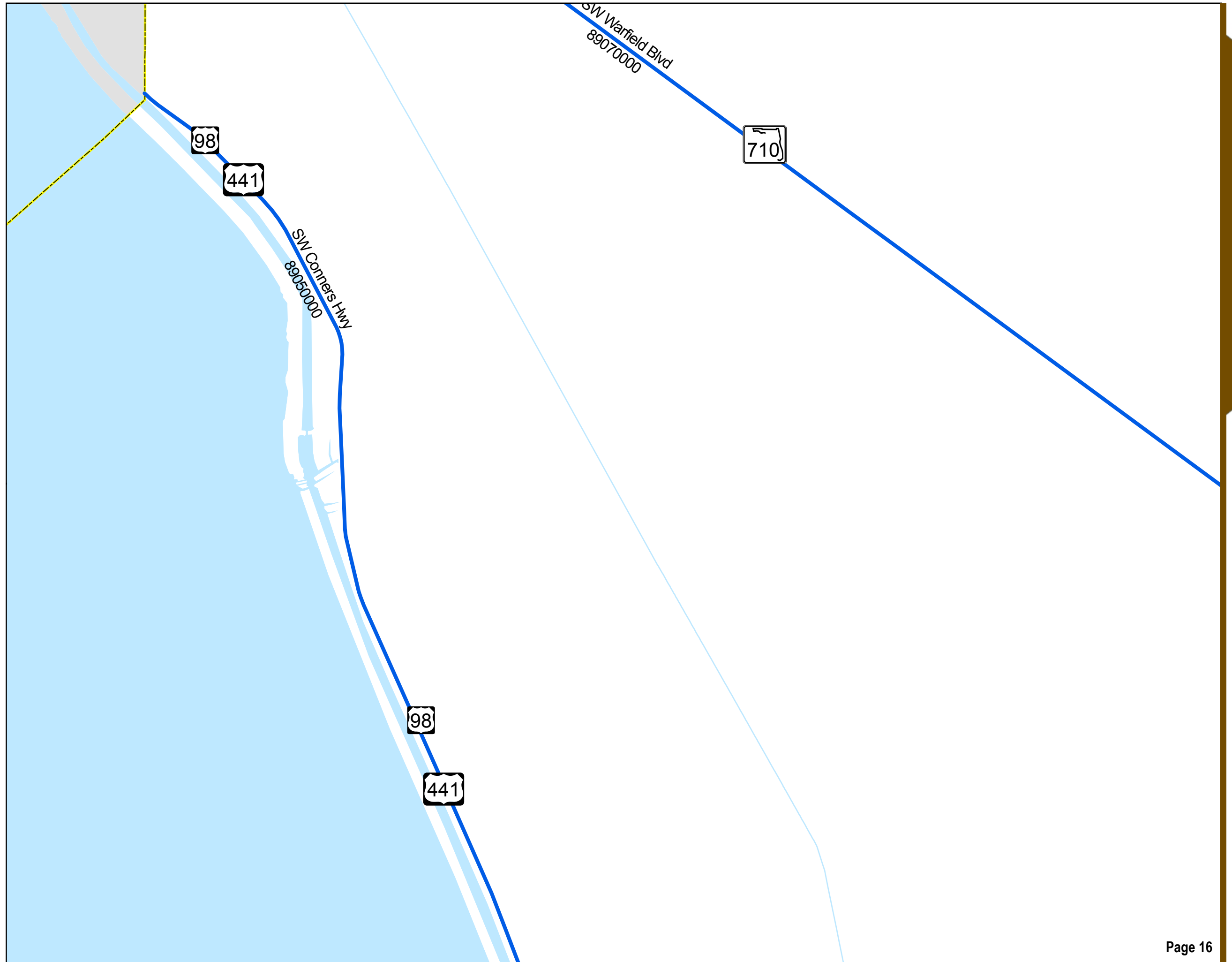
Level of Service

- B
- C
- D
- E
- F

0 0.5
Miles

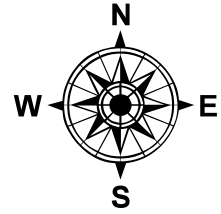
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

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- E
- F



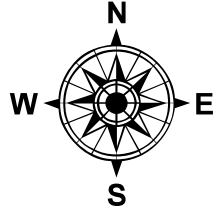
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

-  B
-  C
-  D
-  E
-  F



Production Date: 11/12/2017

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SW Allapattah Rd
89000001

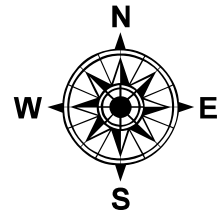


SW Allapattah Rd
89000001



FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

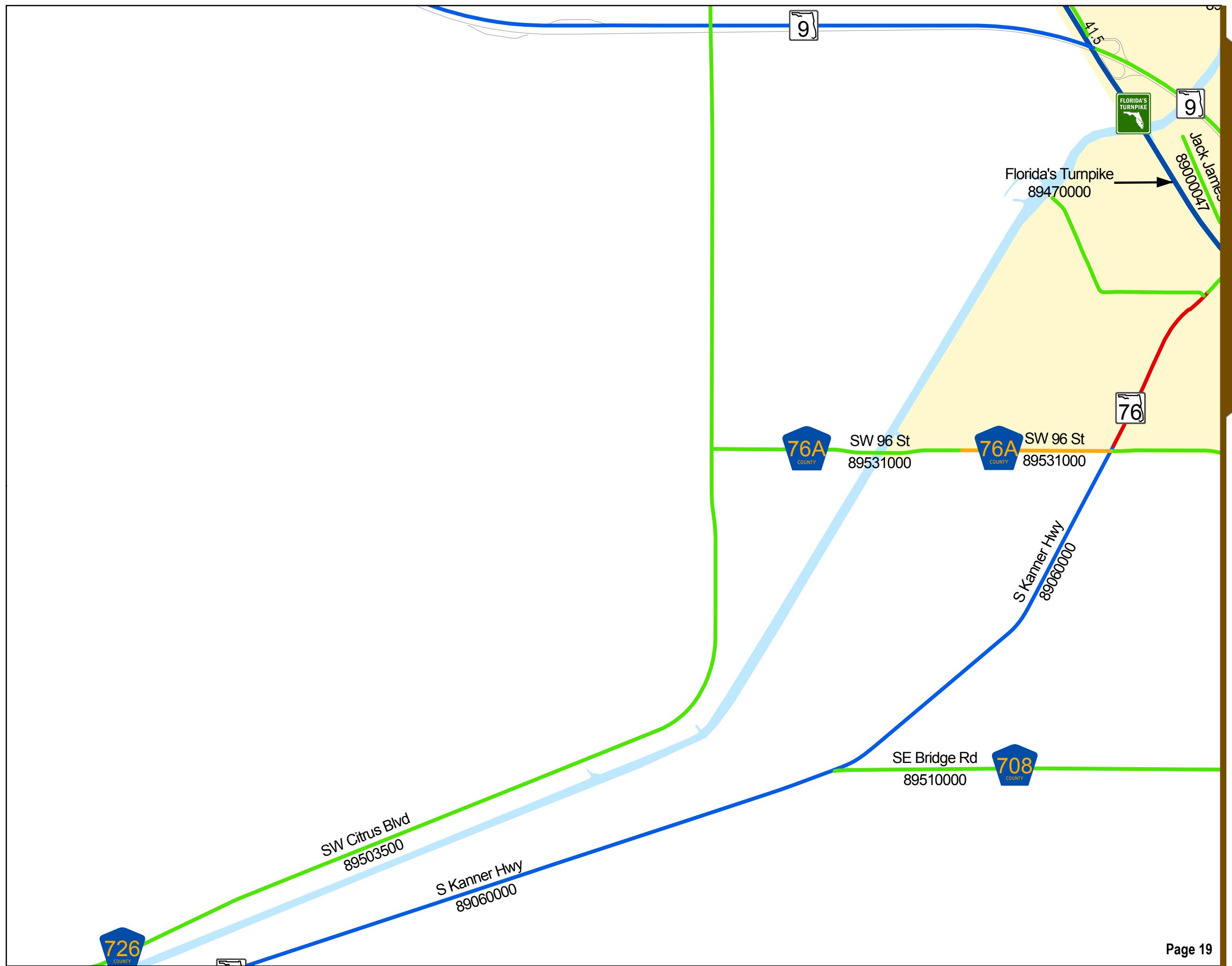
Level of Service

- B
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- F



Production Date: 11/12/2017

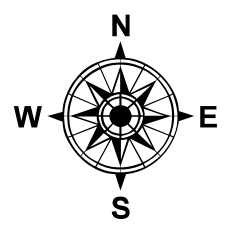
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MARTIN COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

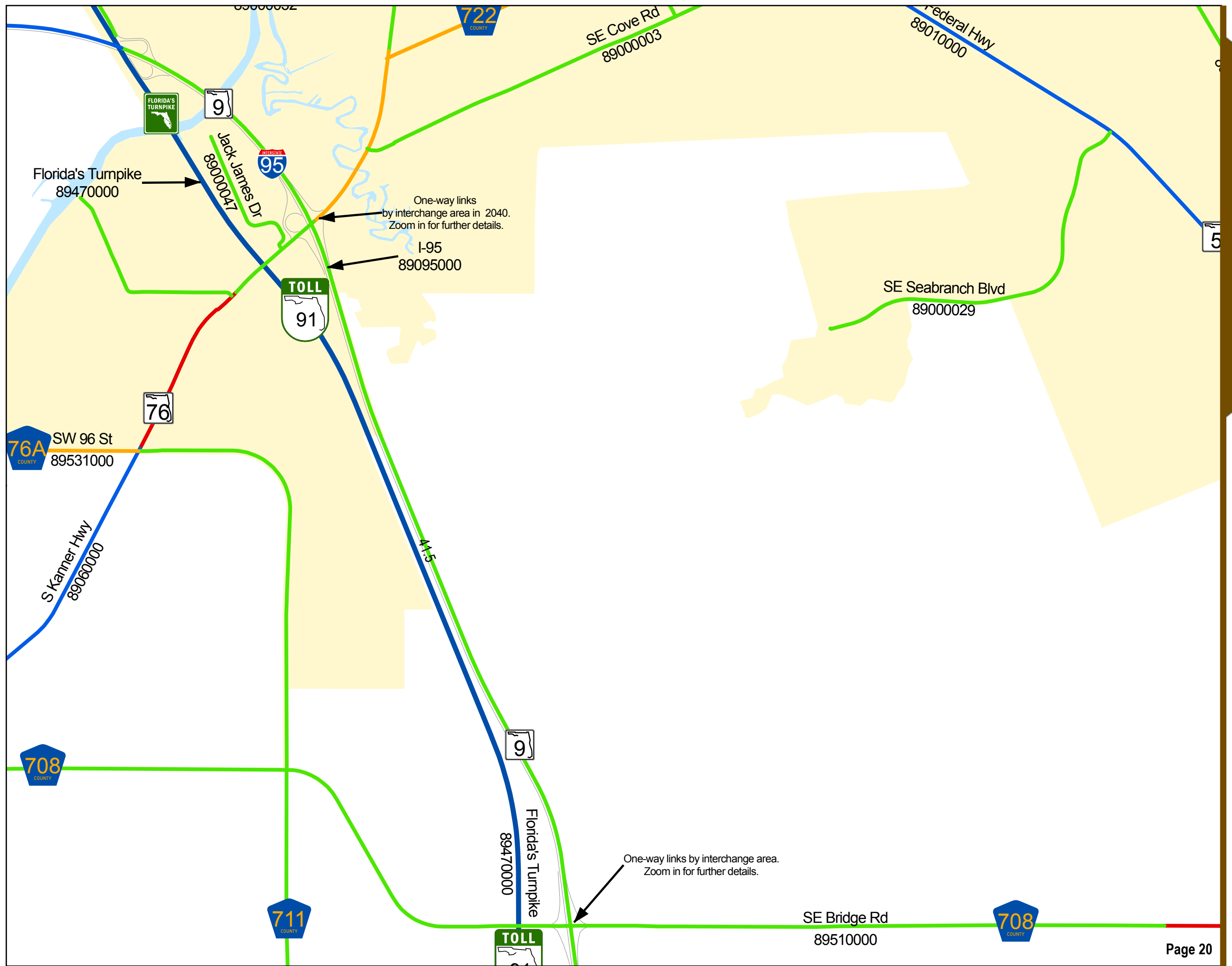
Level of Service

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- C
- D
- E
- F



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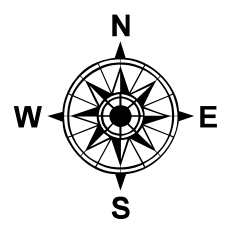
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MARTIN COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

- B
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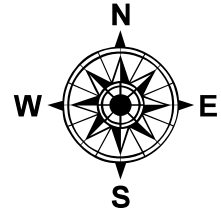
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

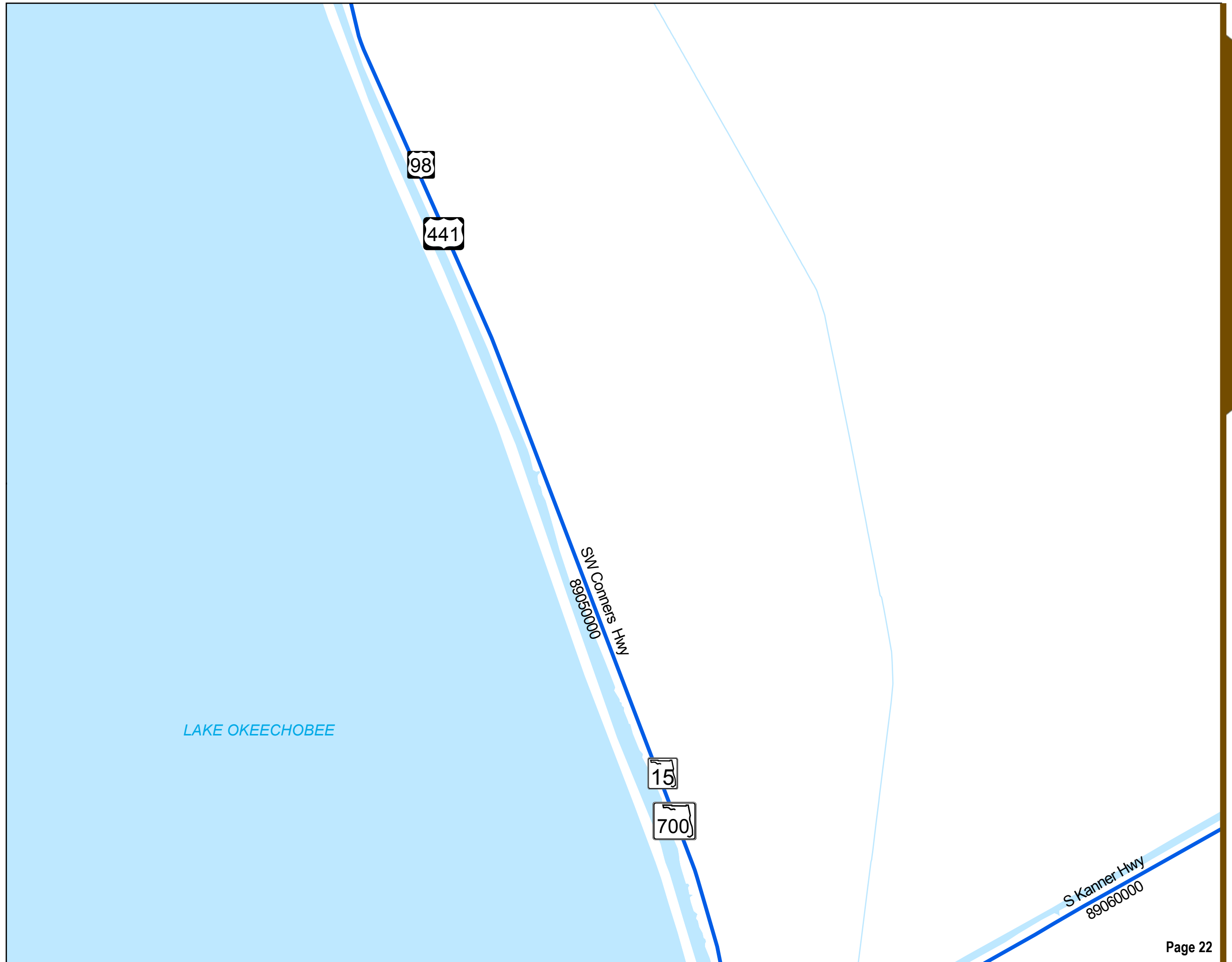
Level of Service

- B
- C
- D
- E
- F

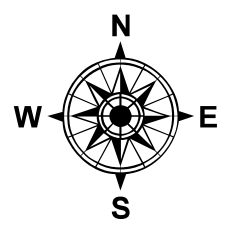


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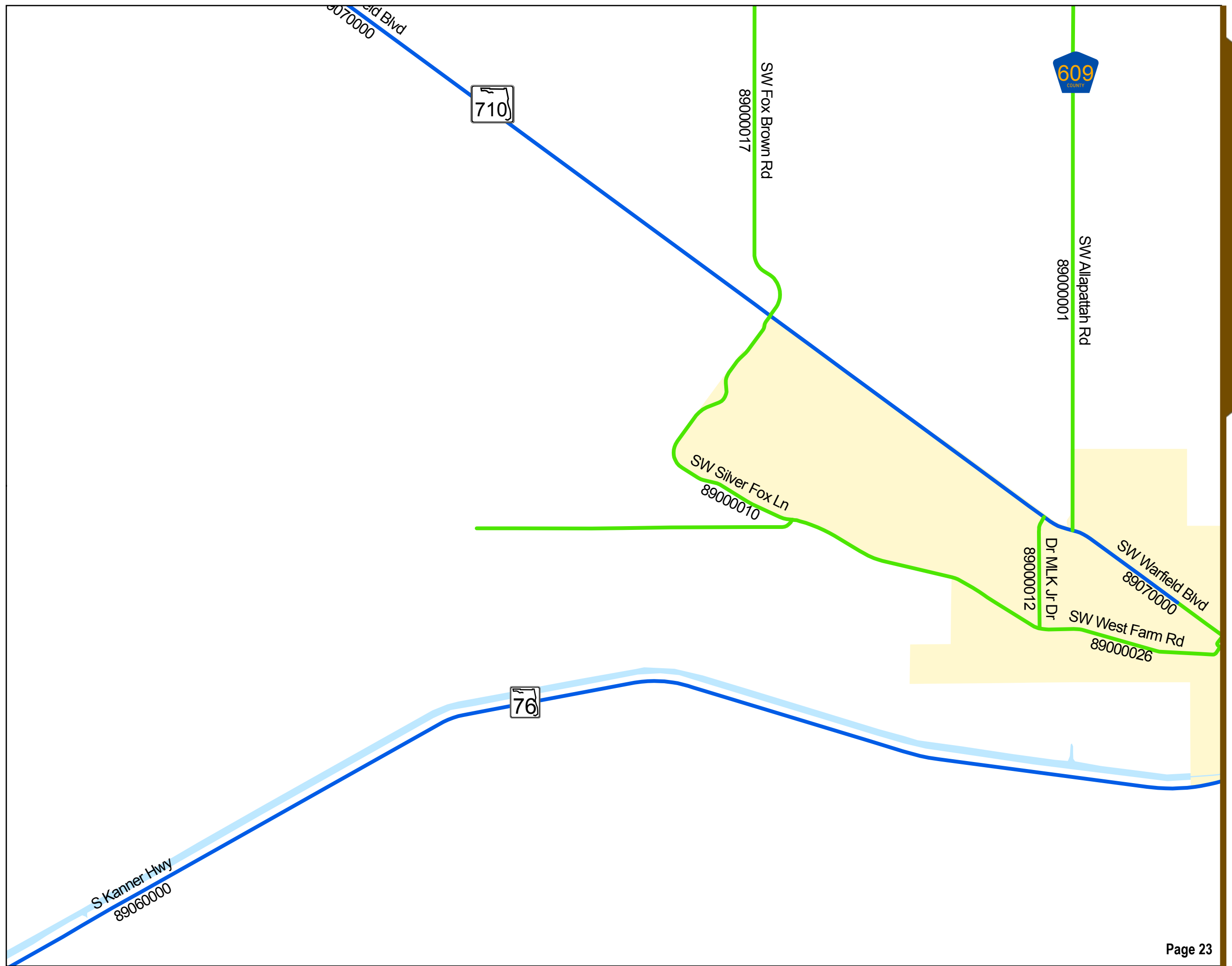
Level of Service

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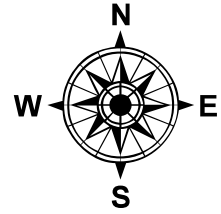
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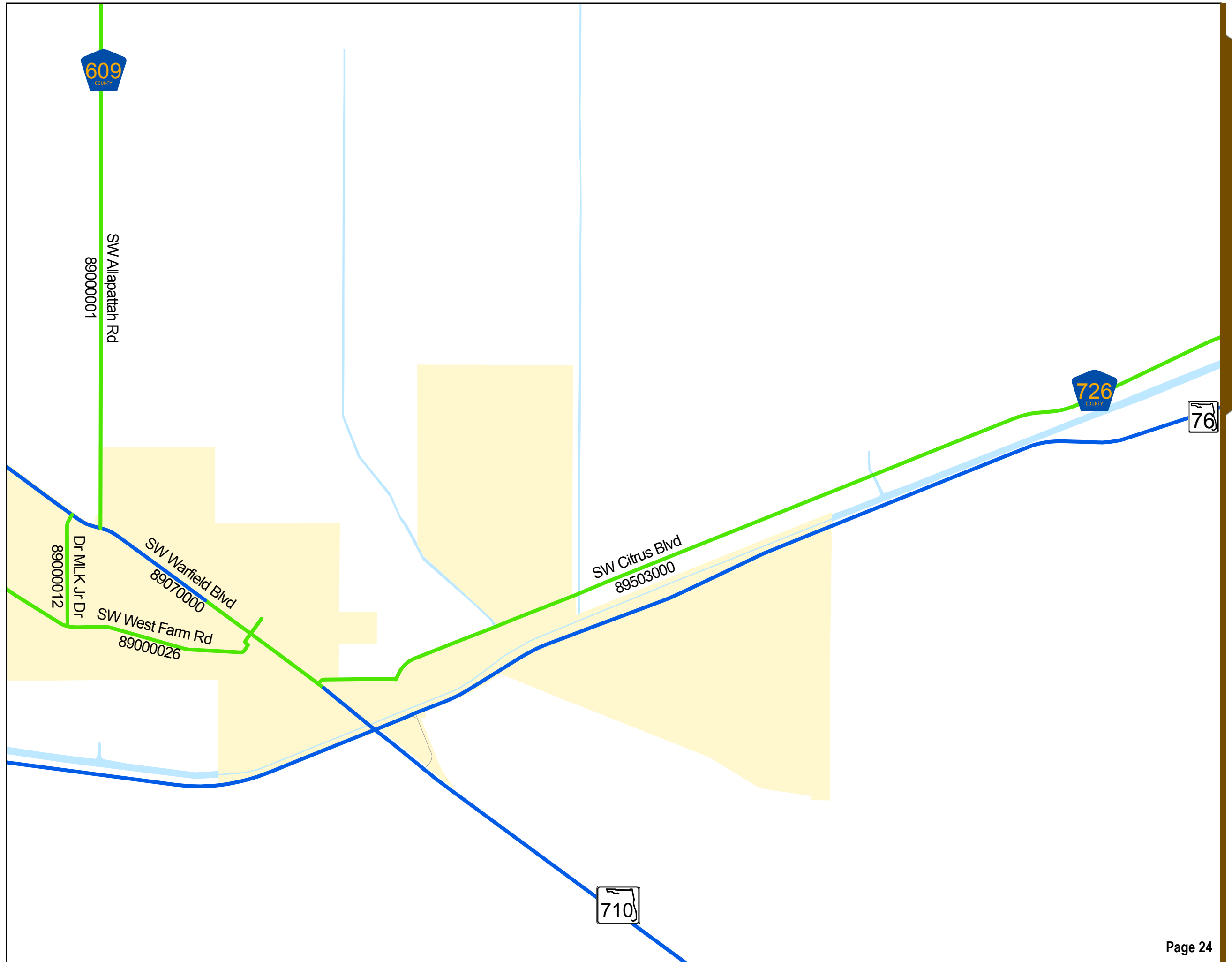
Level of Service

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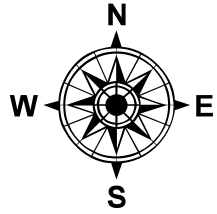
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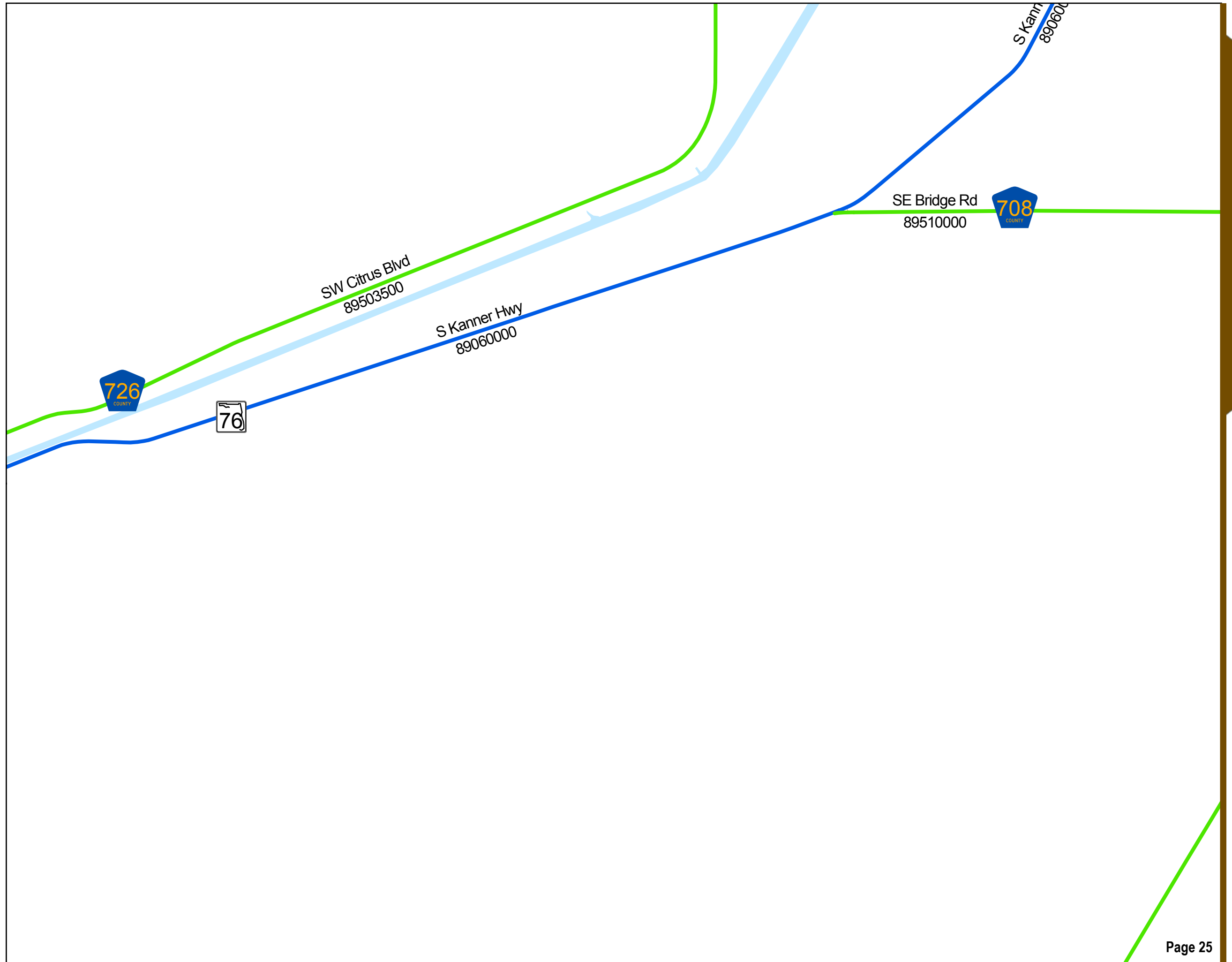
Level of Service

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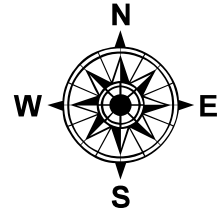
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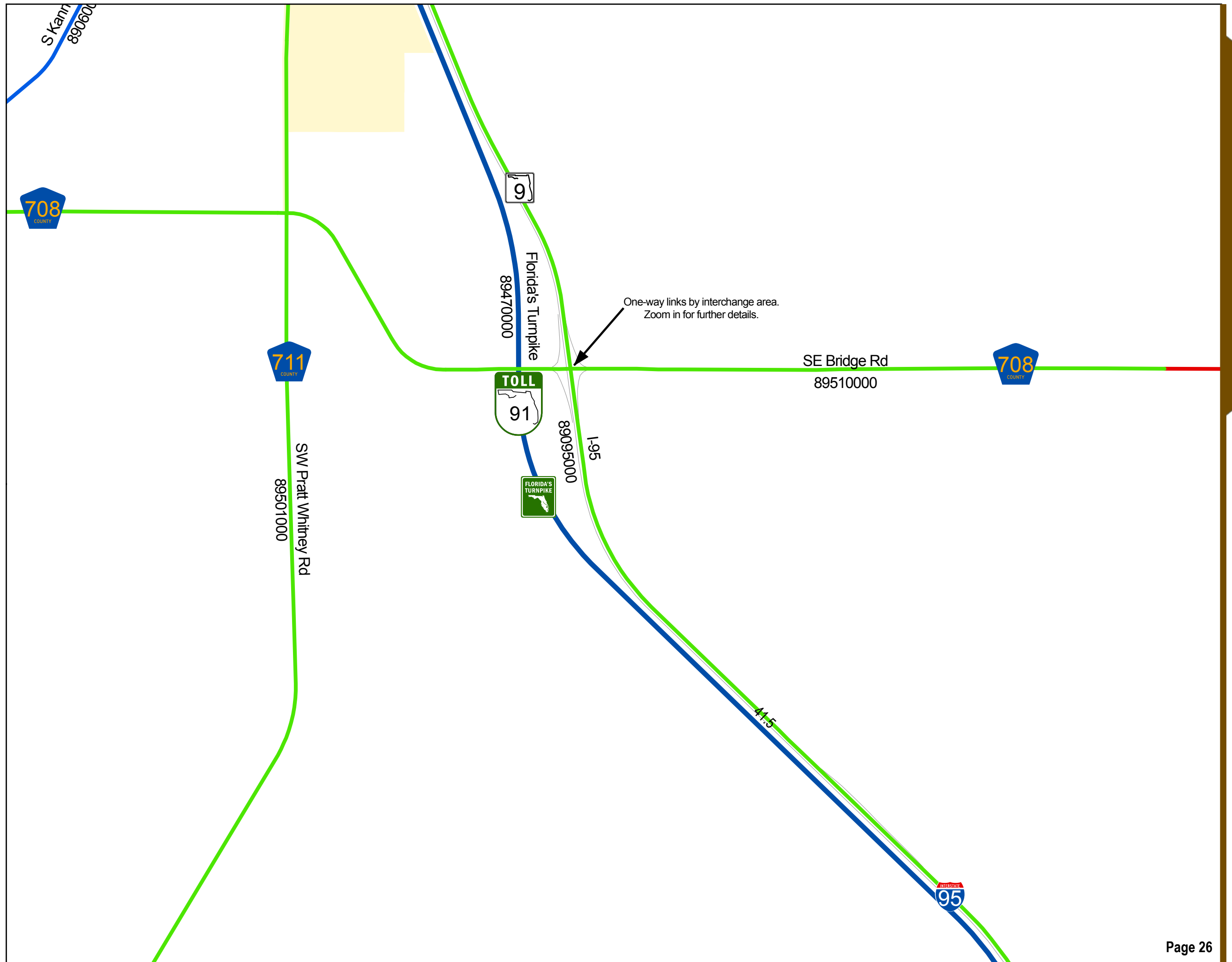
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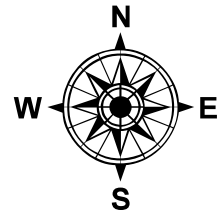
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FDOT DISTRICT IV

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ASSESSMENT REPORT**



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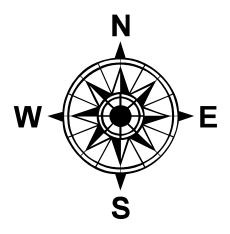
0 0.5
Miles

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LEVEL OF SERVICE
ASSESSMENT REPORT



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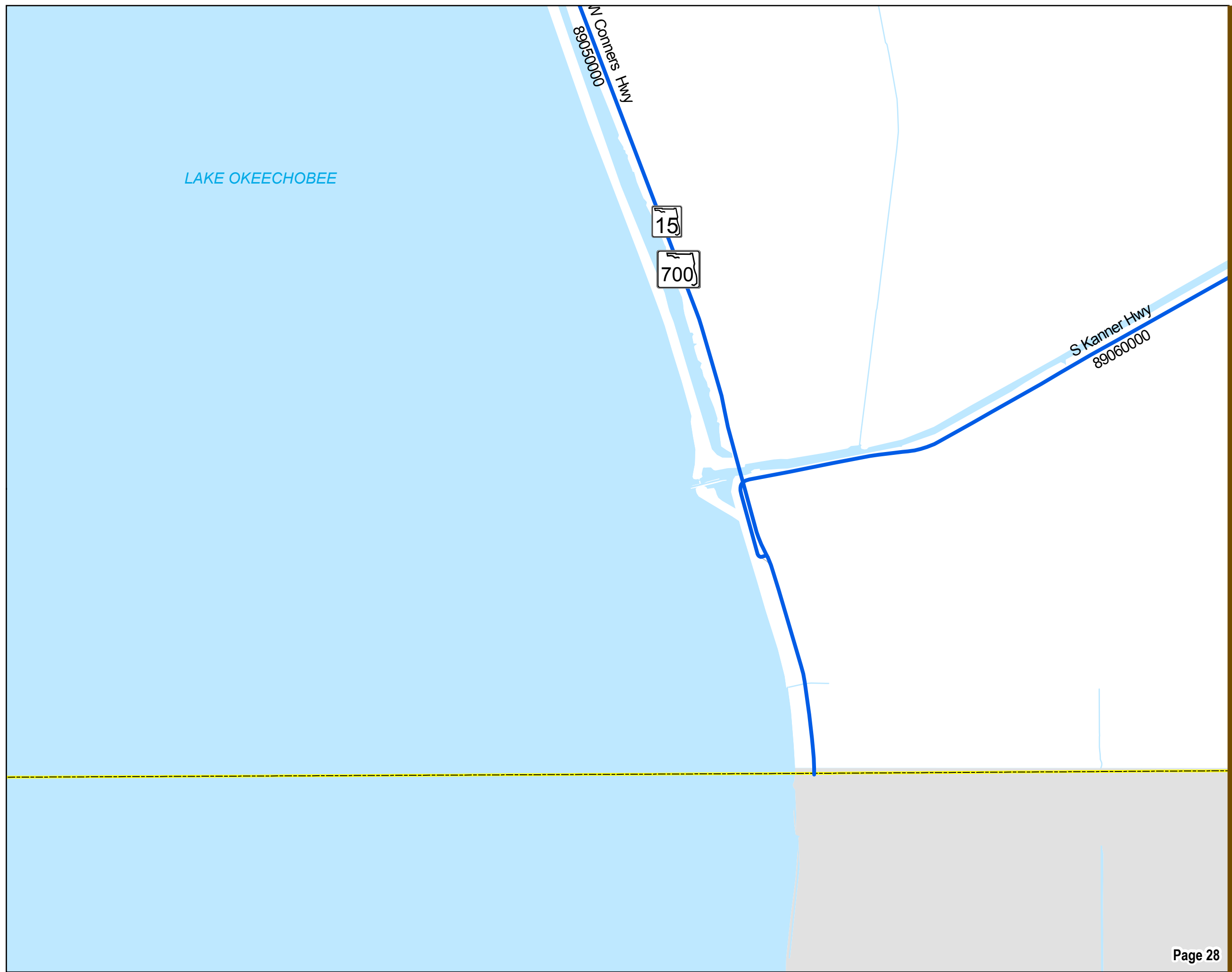
Level of Service

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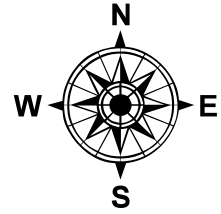
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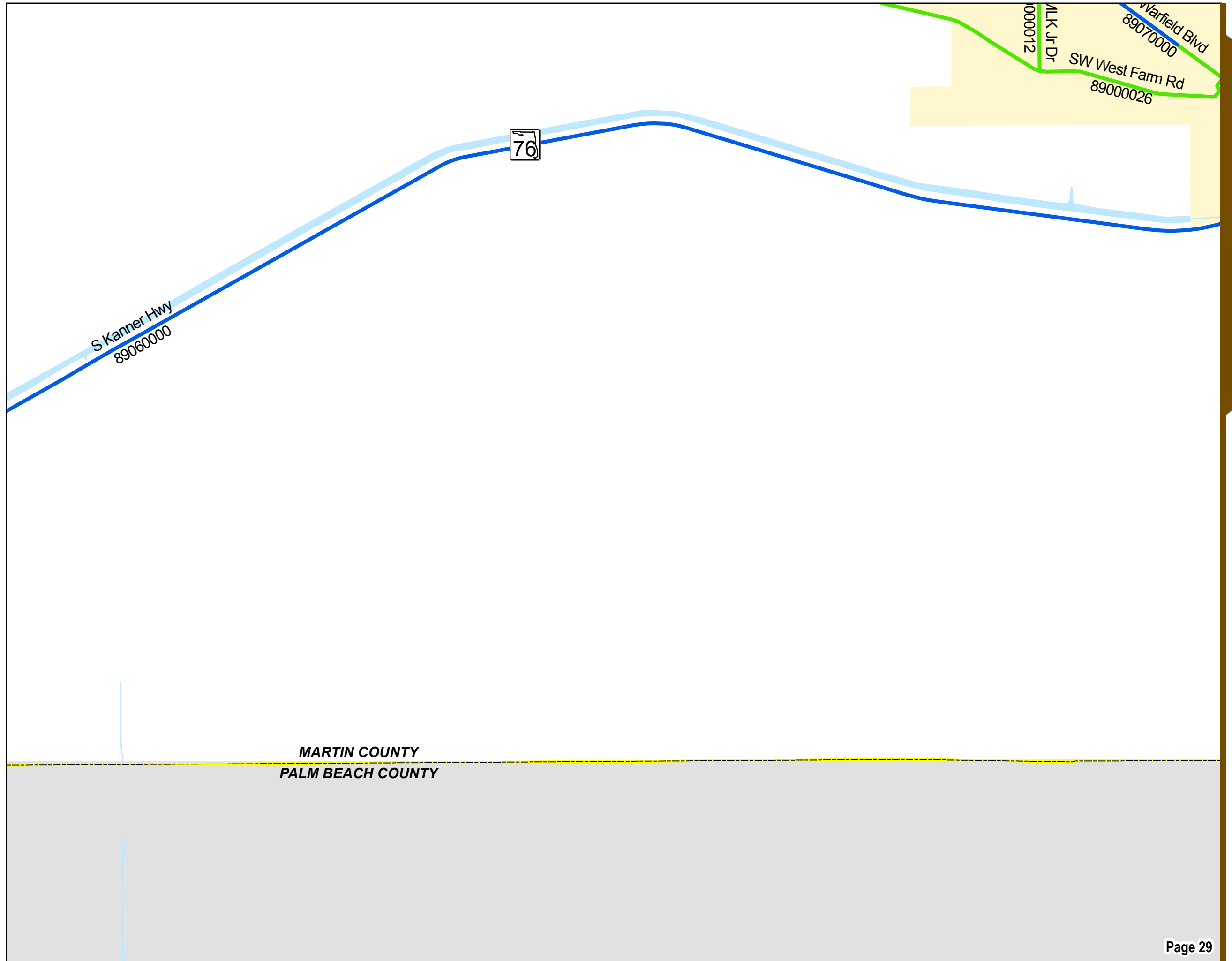
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Miles

Production Date: 11/12/2017

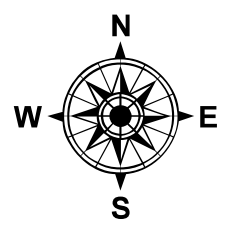
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MARTIN COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

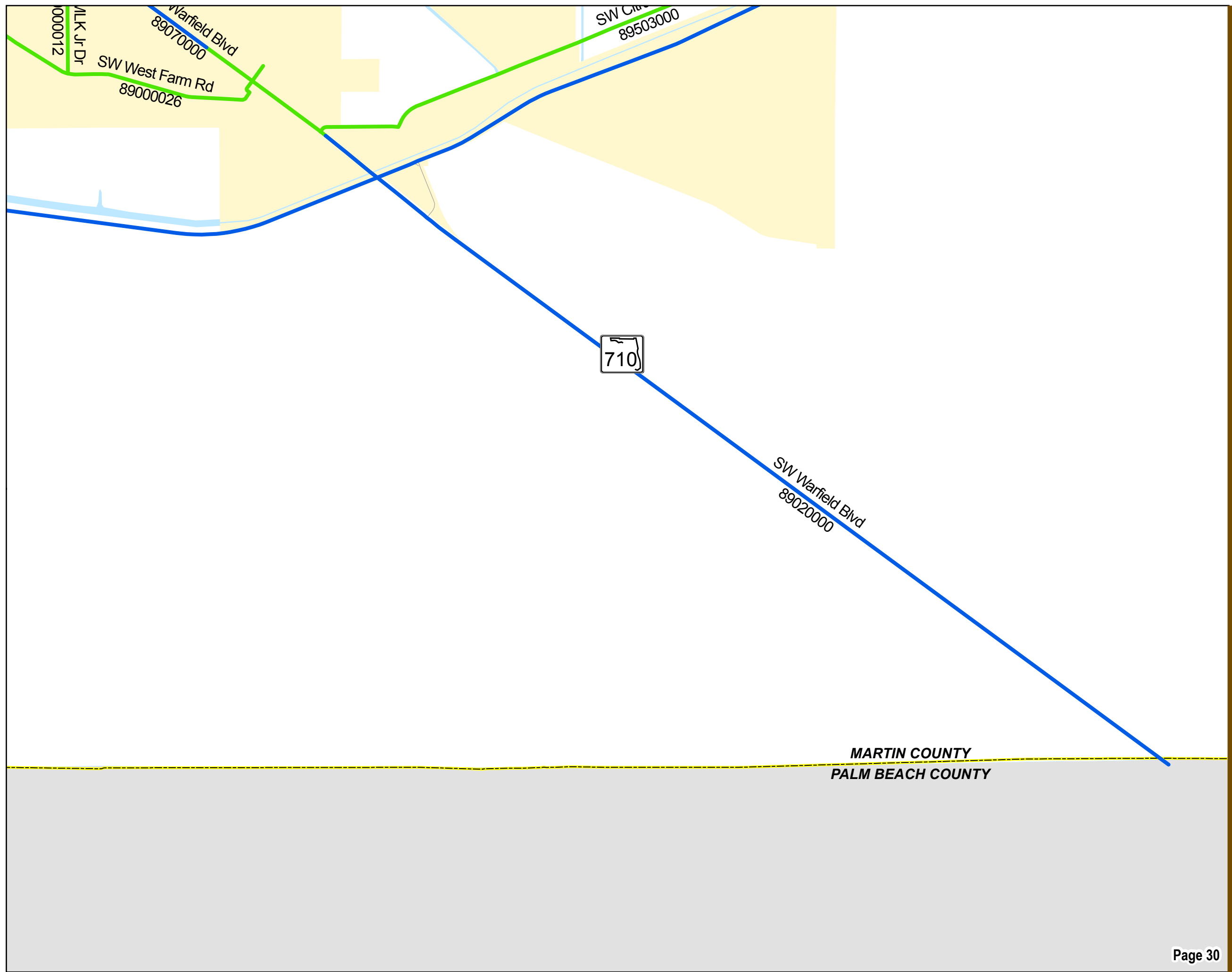
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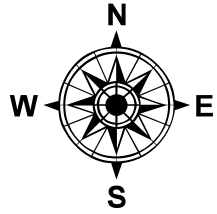
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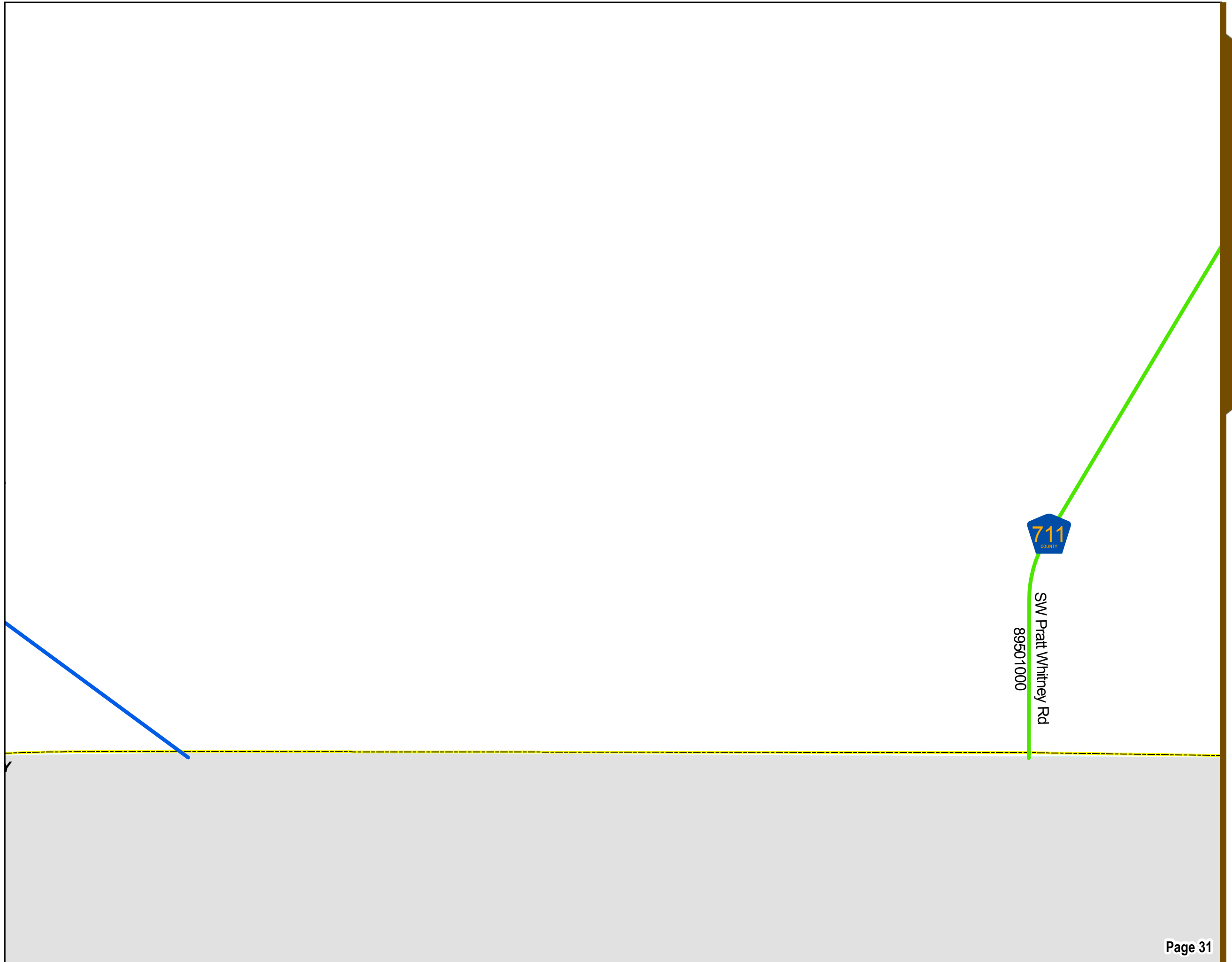
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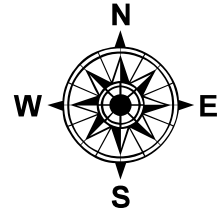
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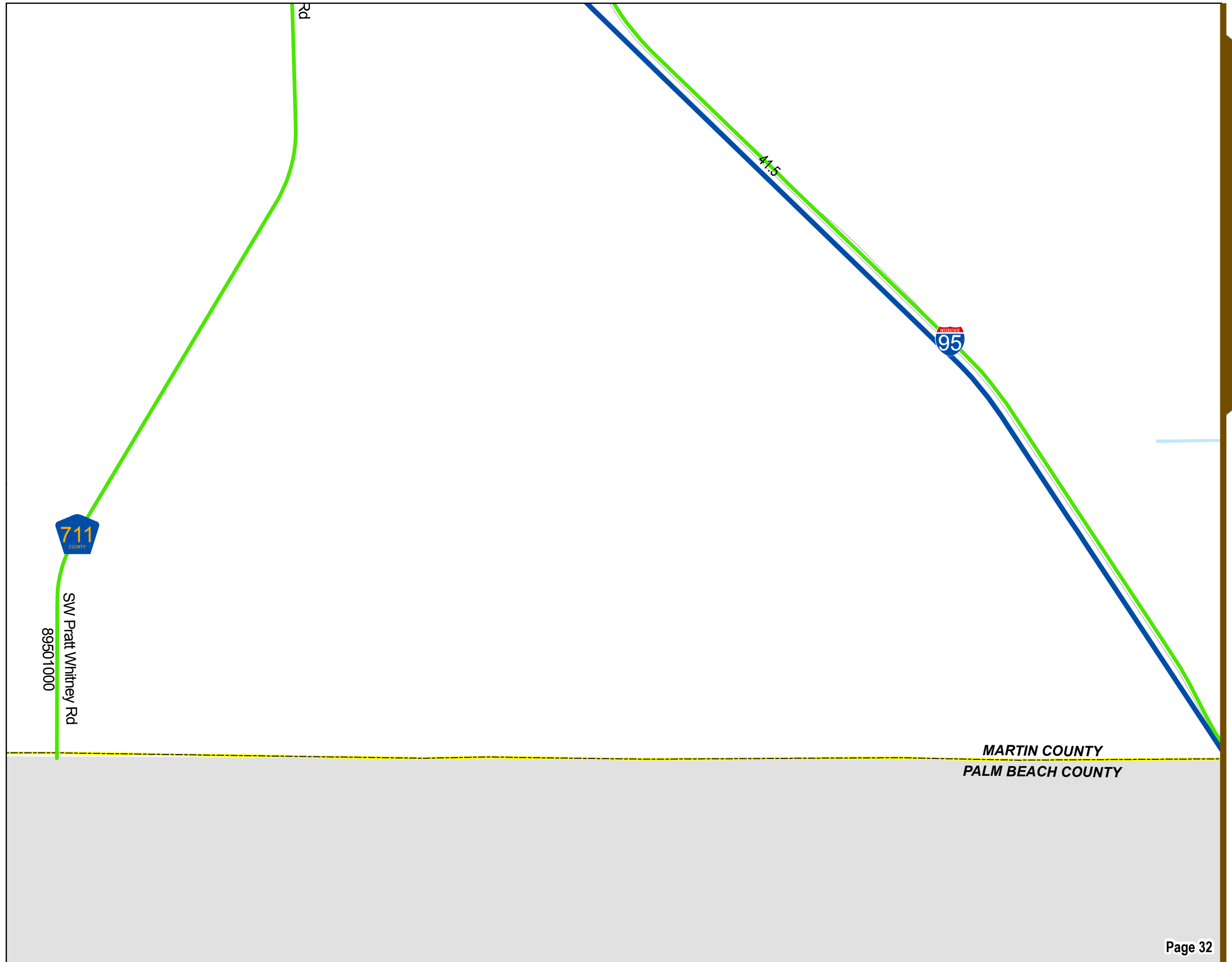
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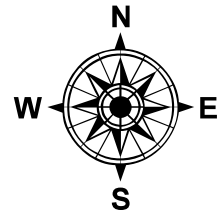
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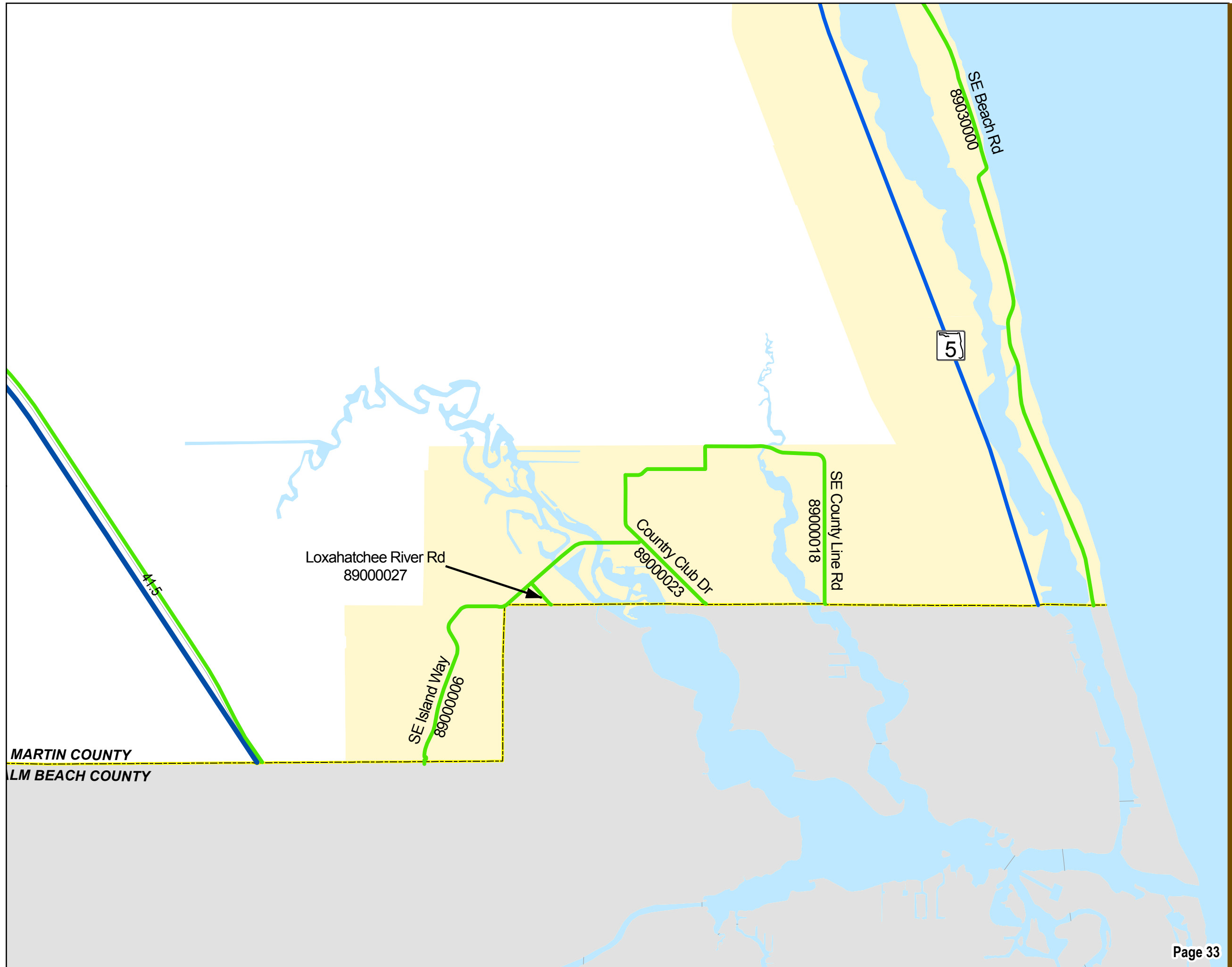
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Production Date: 11/12/2017

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2016 DAILY LEVEL OF SERVICE: INDEX MAP

SERIES INFORMATION

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the roadway right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions. With the "A" through "F" LOS scheme, traffic engineers are much better able to explain to the general public and elected officials operating and design concepts of roadways. Level of Service is calculated based on a number of different variables, including (but not limited to) number of lanes, traffic volume, speed limit, frequency and spacing of signalized intersections and median type.

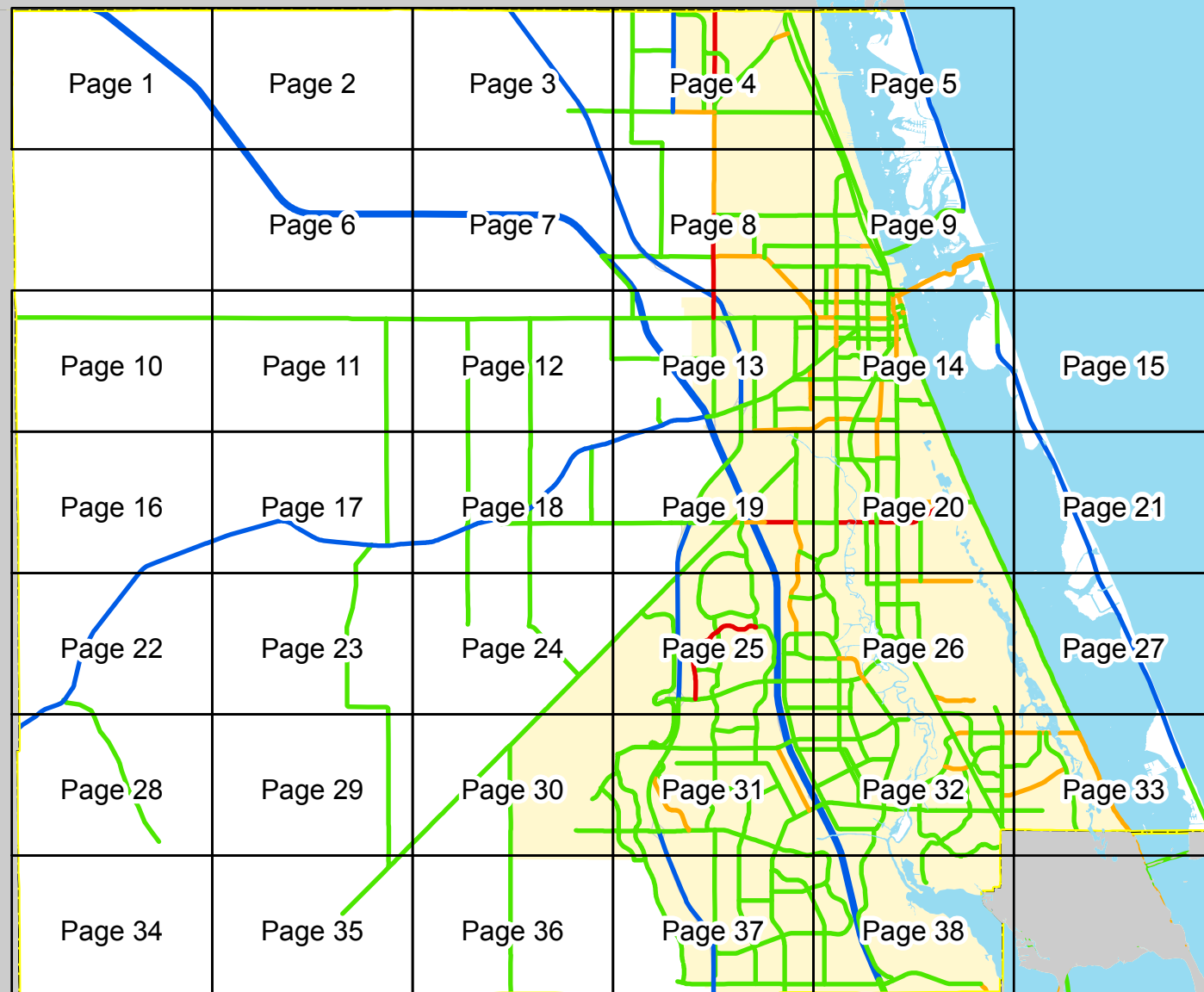
For more information, visit <http://www.dot.state.fl.us/planning/systems/programs/sm/los/default.shtm>

Notes:

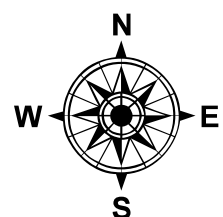
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. The 2016 LOS reported along State Highway System (SHS) facilities are consistent with the FDOT Annual LOS Reporting.
4. The 2016 LOS reported along the off-system facilities are derived from Florida Transportation Information 2016 DVD.



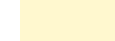
Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.








LEGEND



-  County Boundaries
-  Road Network
-  FHWA Urban Area

Level of Service

-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F

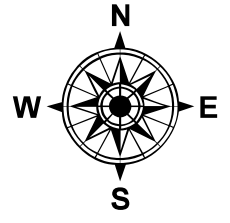
CONTACT INFORMATION

Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

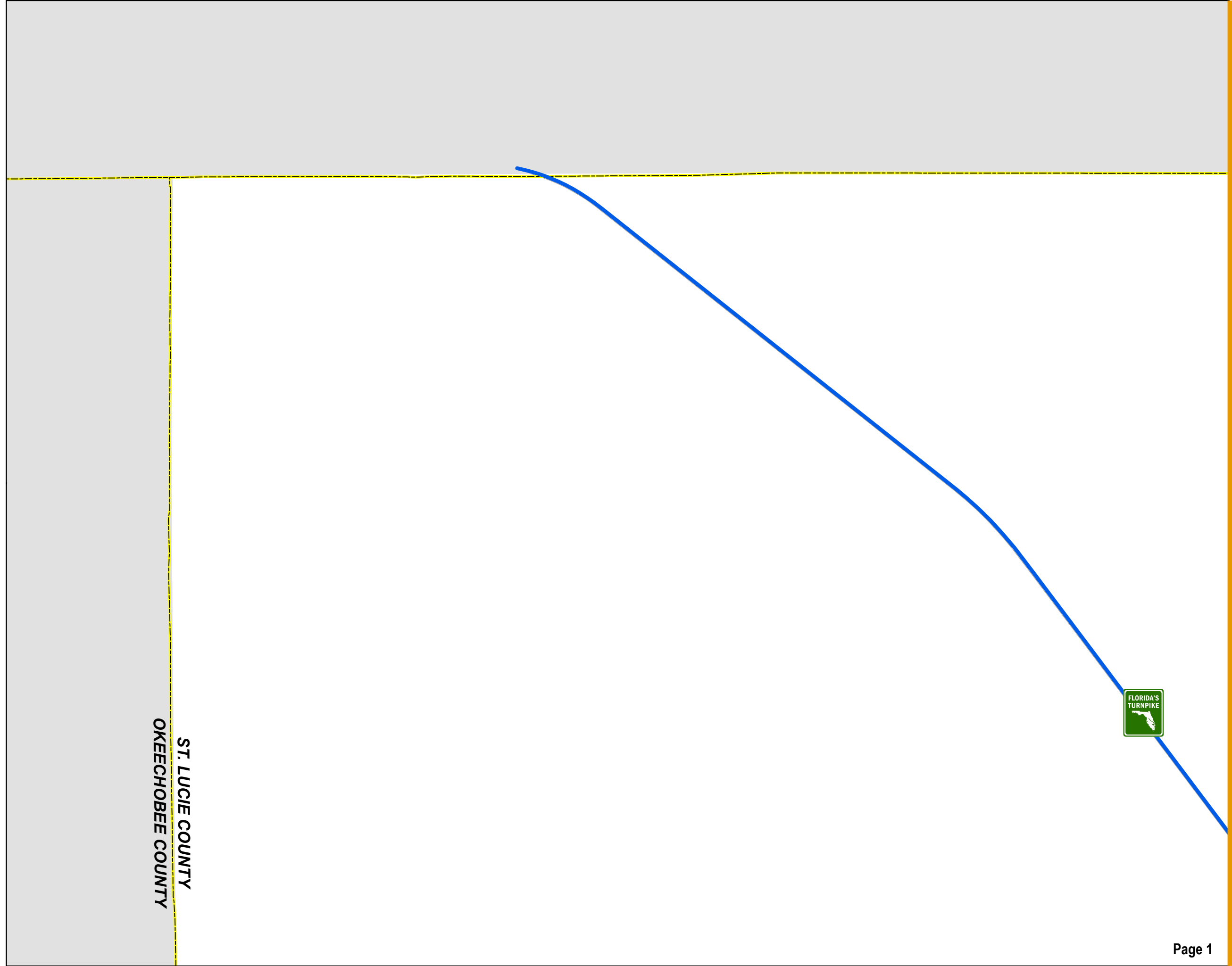
Level of Service

- B
- C
- D
- E
- F



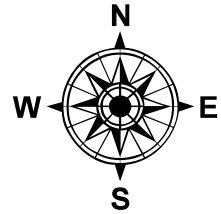
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

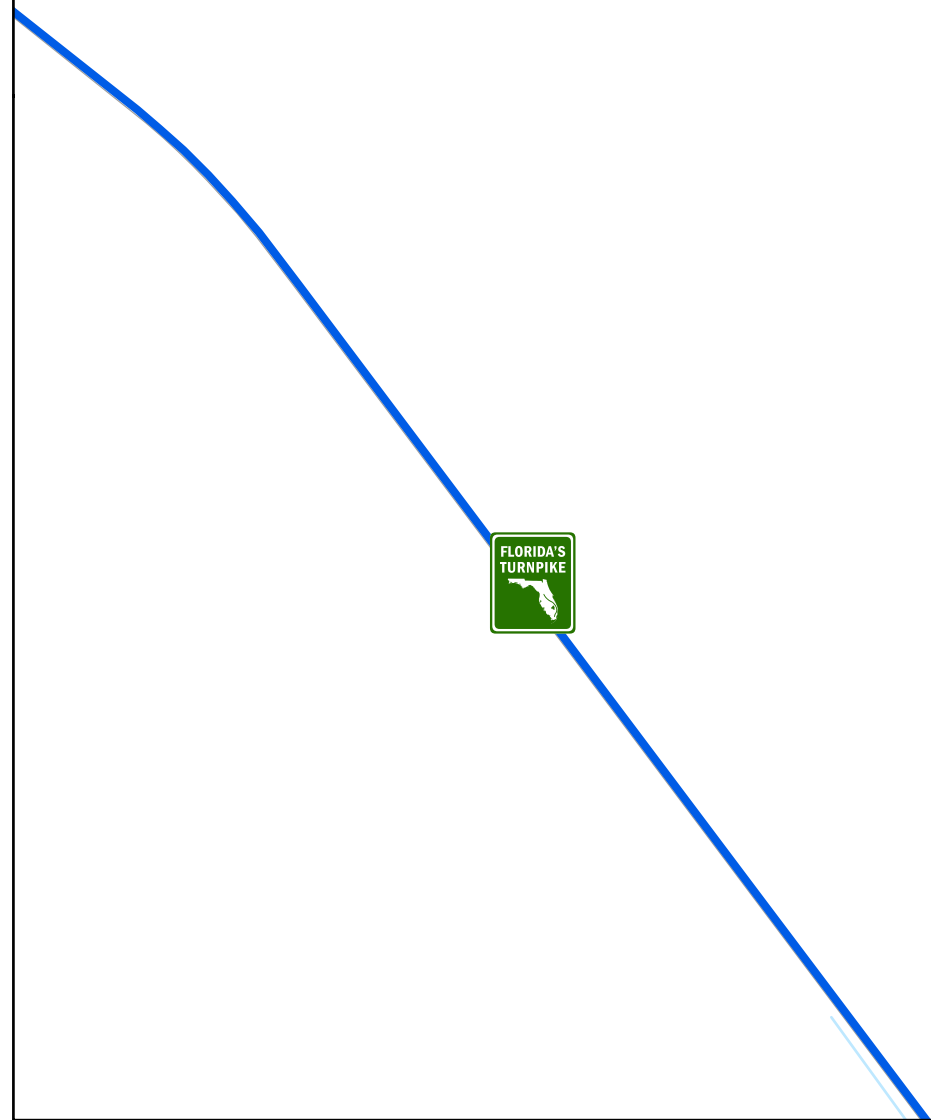
- B
- C
- D
- E
- F



Production Date: 11/12/2017

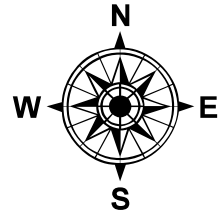
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INDIAN RIVER COUNTY
ST. LUCIE COUNTY



FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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Y

There may be one-way links at interchange area in 2040. Zoom in for detailed information.

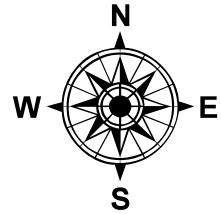
Johnston Rd
94620000

Johnston
940000

I-95
94001000

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

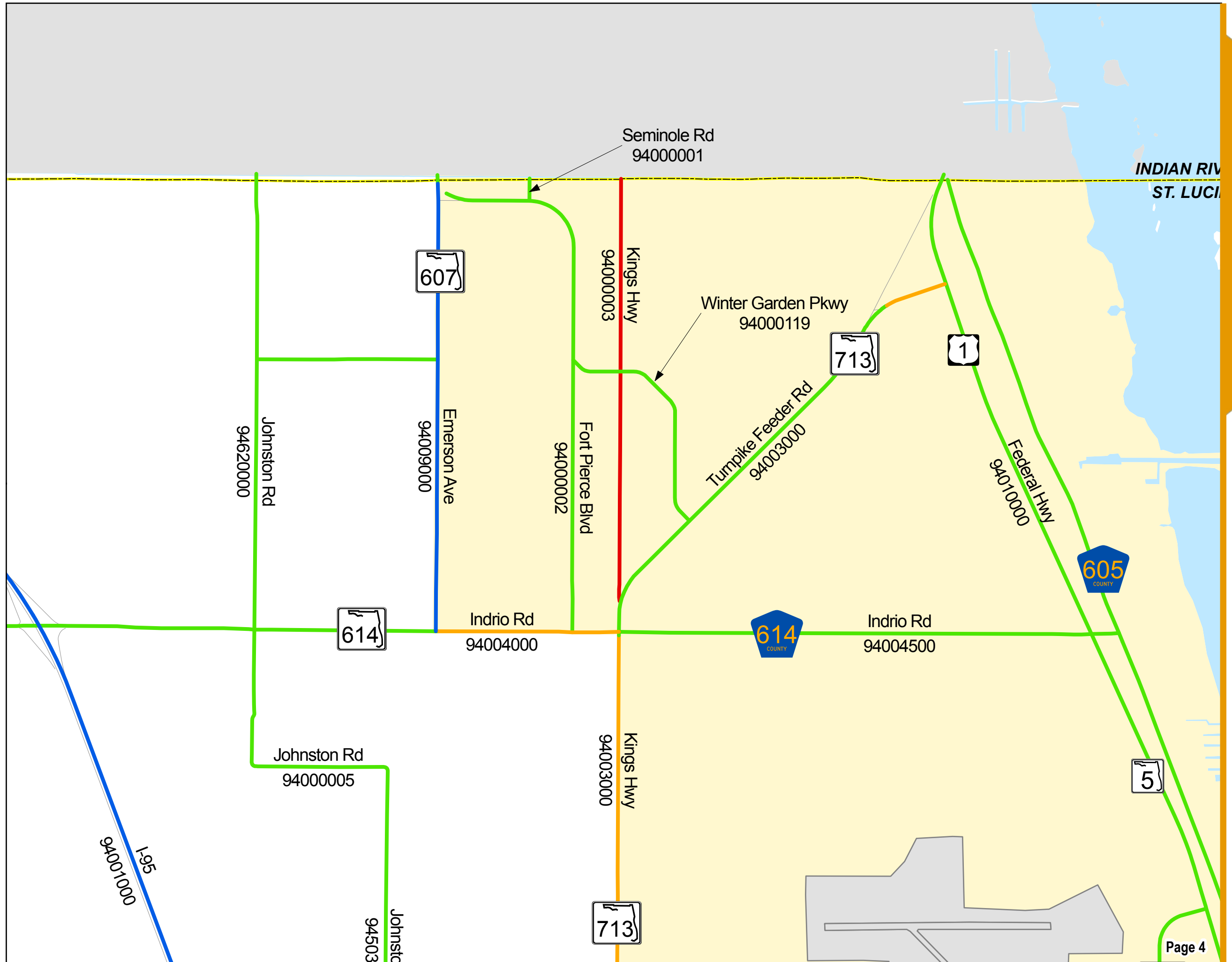
Level of Service

- B
- C
- D
- E
- F

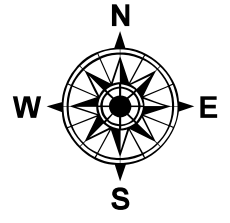


Production Date: 11/12/2017

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**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

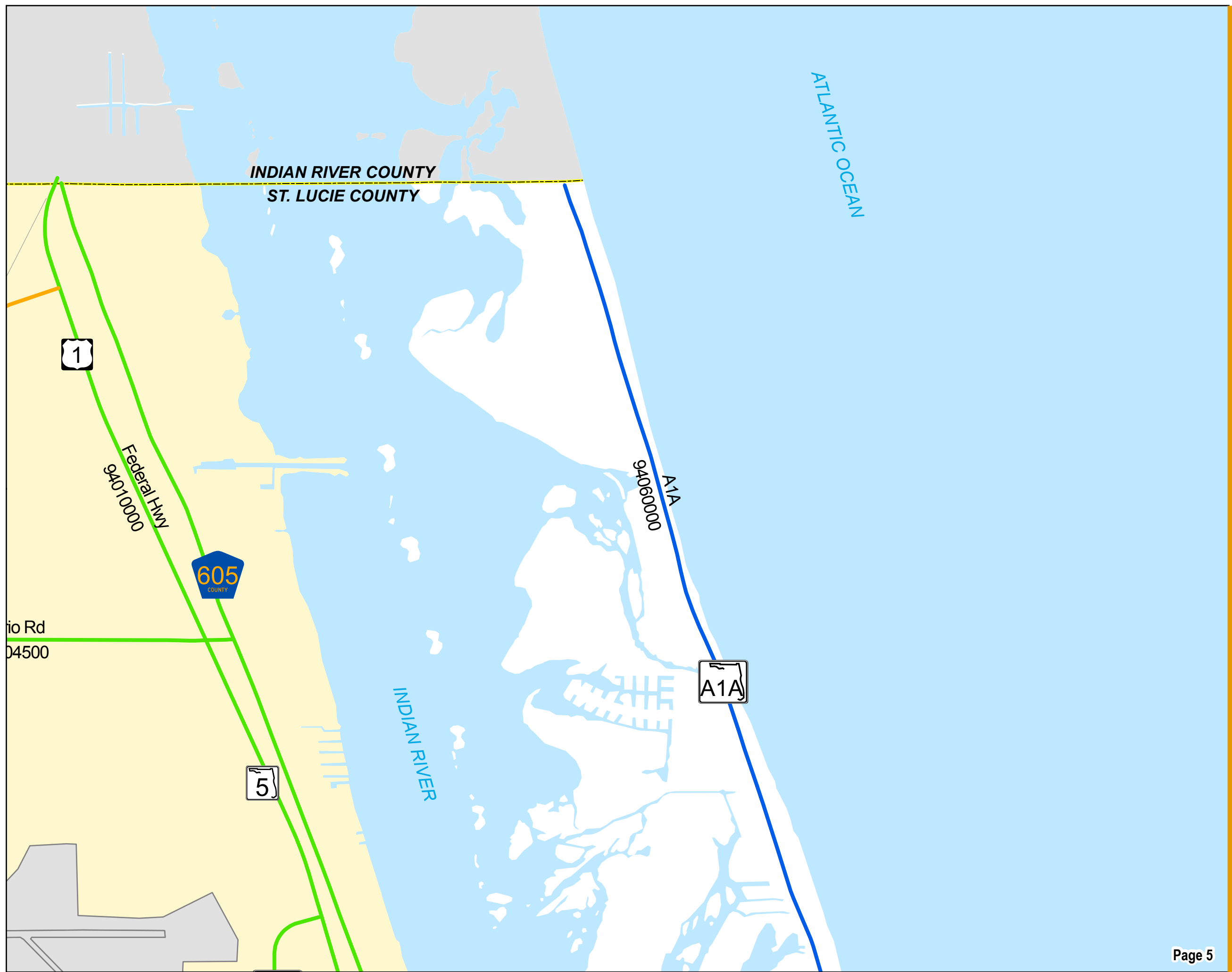
Level of Service

- B
- C
- D
- E
- F



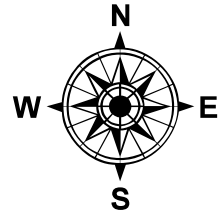
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

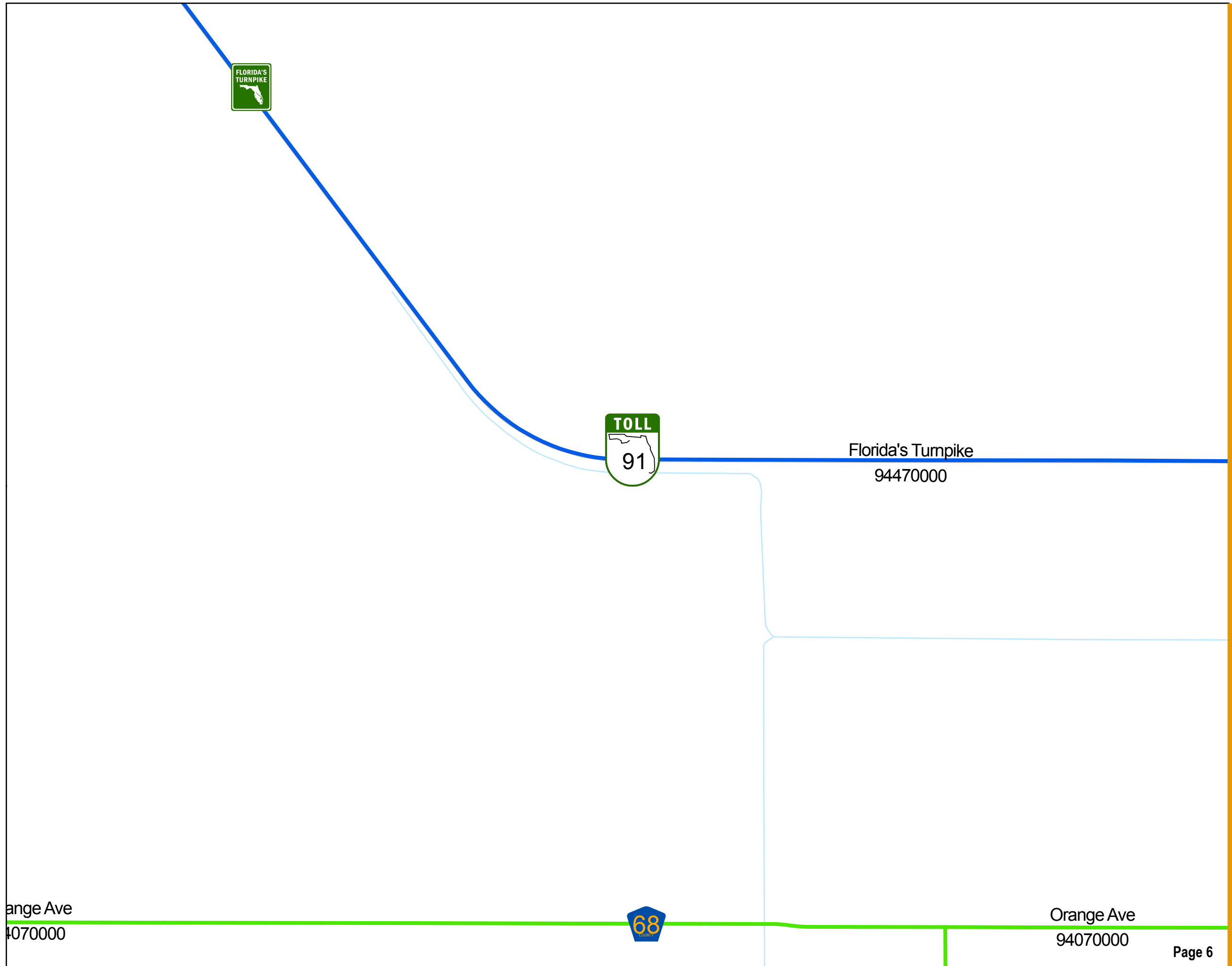
Level of Service

- B
- C
- D
- E
- F



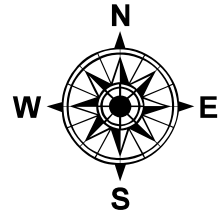
Production Date: 11/12/2017

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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

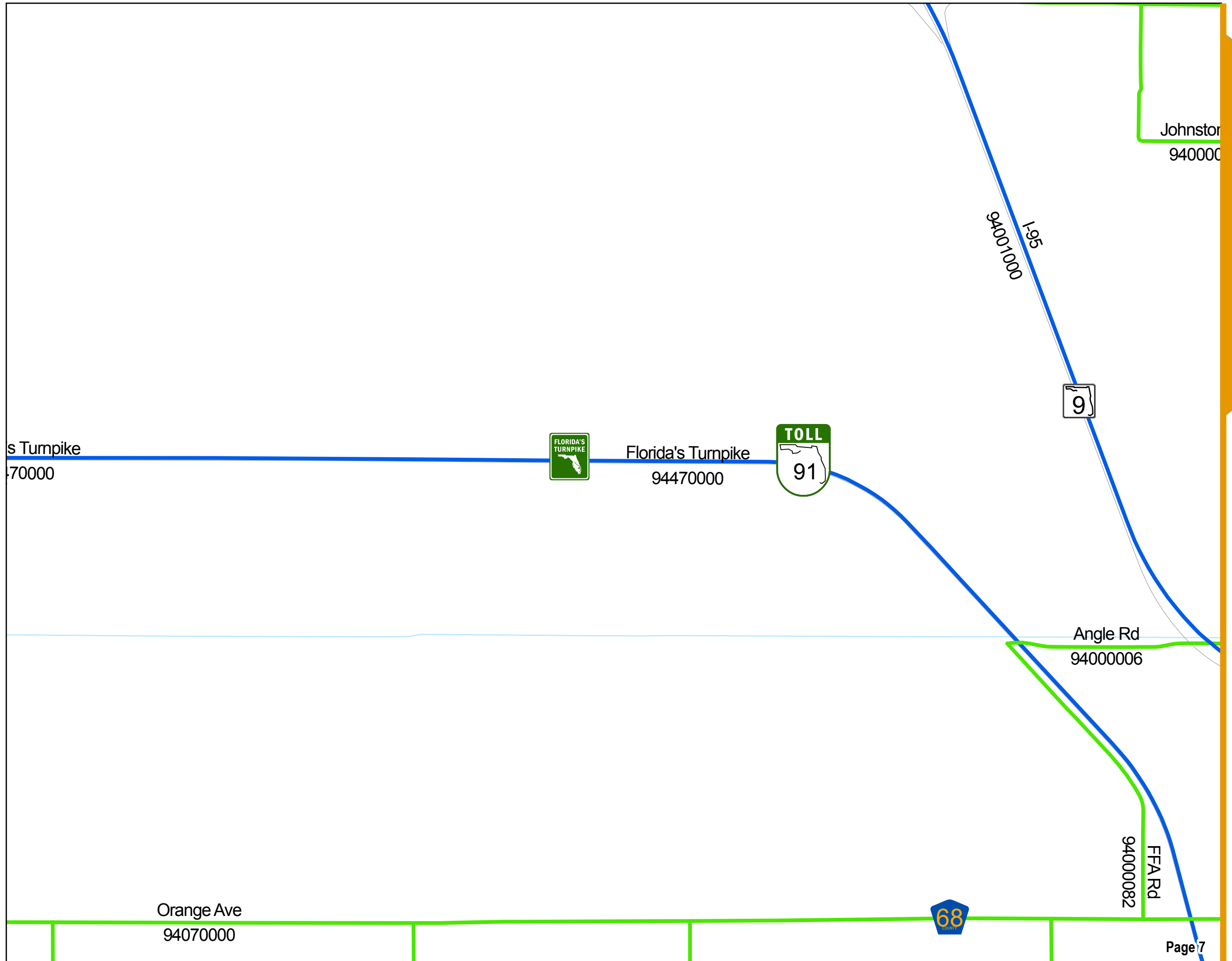
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

Johnston
940000

9

TOLL
91

FLORIDA'S
TURNPIKE

s Turnpike
9470000

Florida's Turnpike
94470000

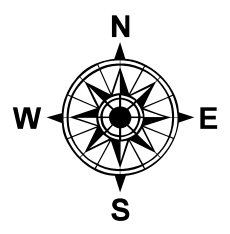
Angle Rd
94000006

94000082
FFA Rd

Orange Ave
94070000

68

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

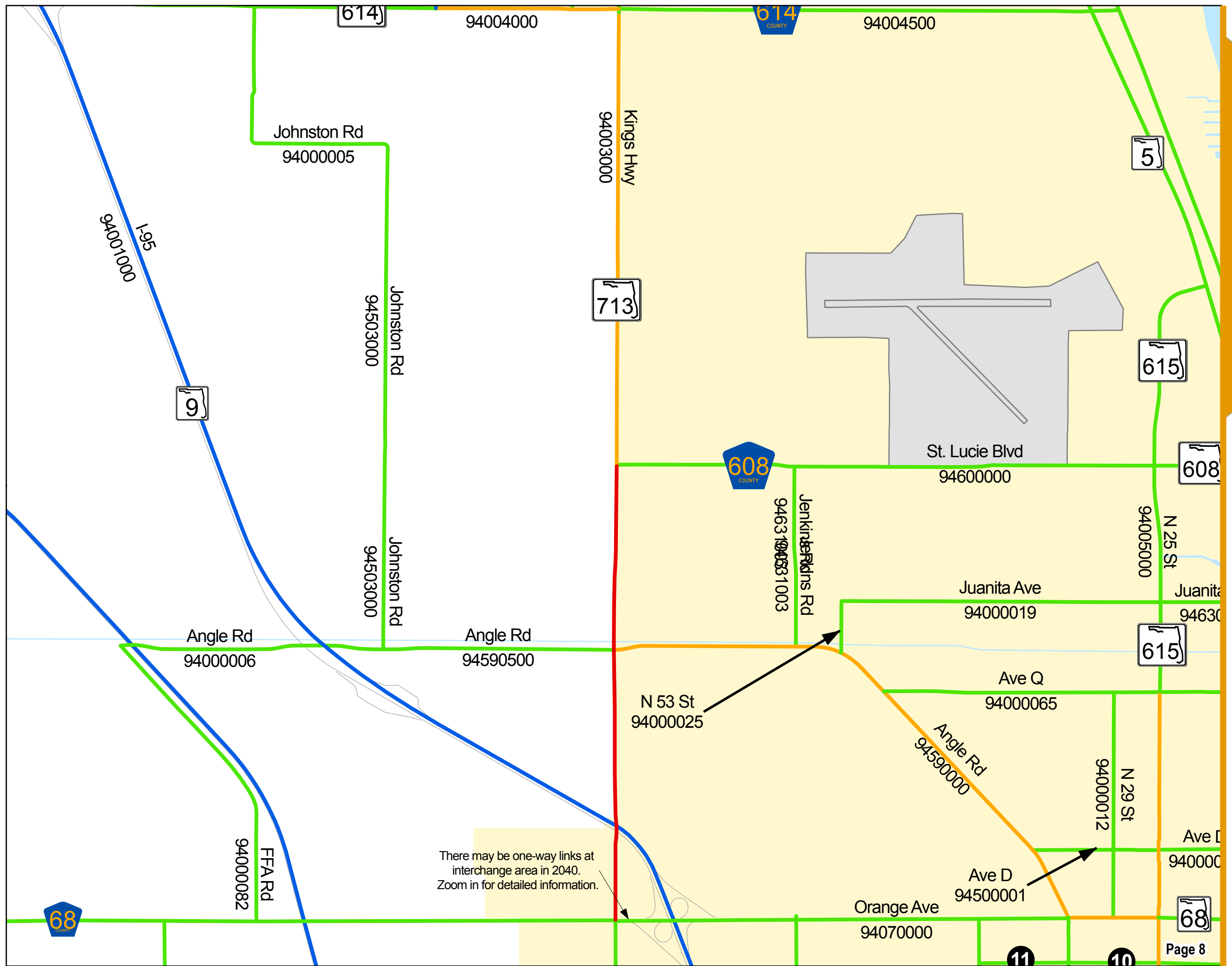
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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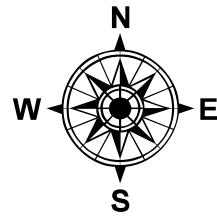


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

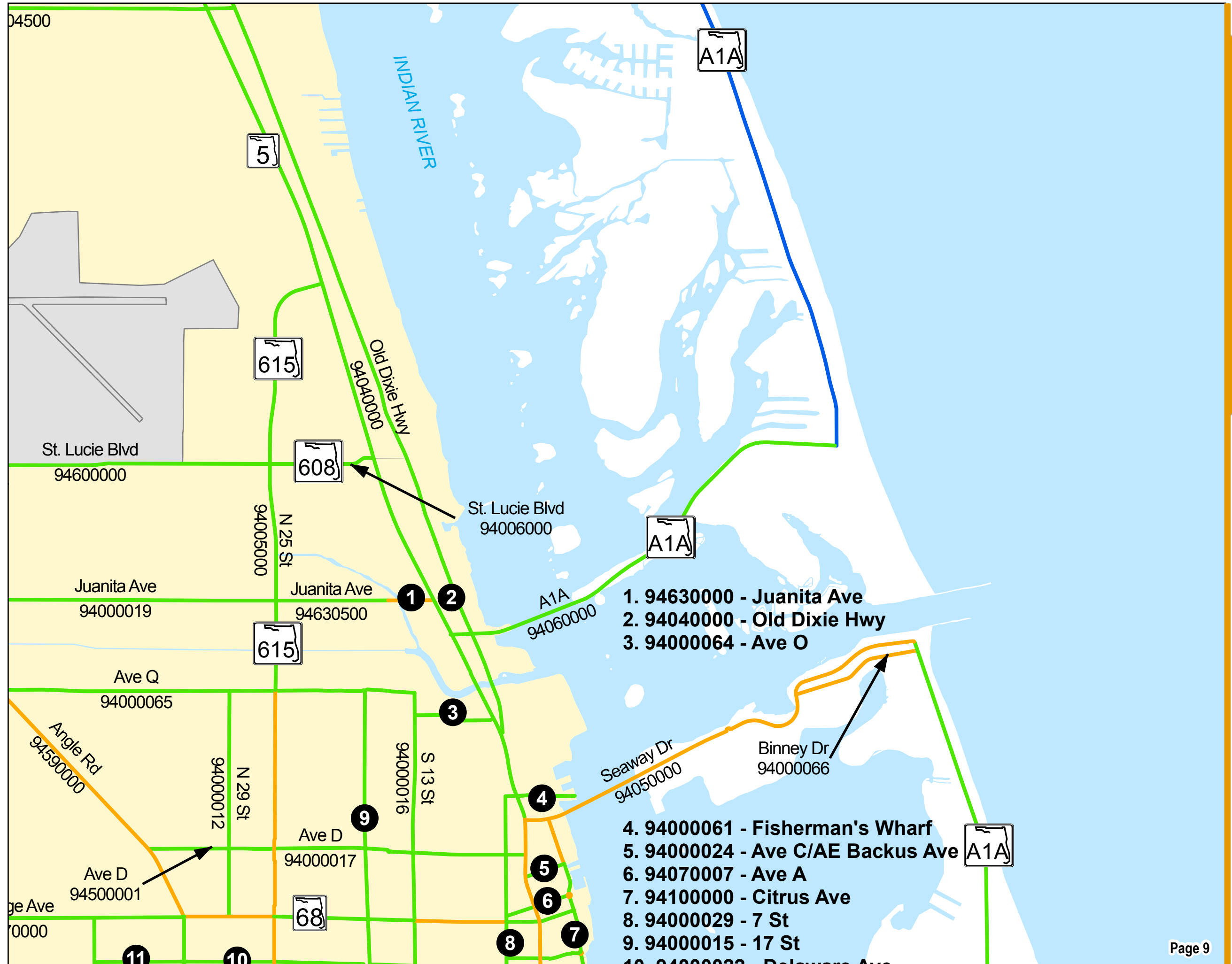
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.

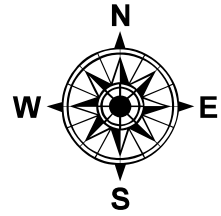


- 1. 94630000 - Juanita Ave**
- 2. 94040000 - Old Dixie Hwy**
- 3. 94000064 - Ave O**

- 4. 94000061 - Fisherman's Wharf**
- 5. 94000024 - Ave C/AE Backus Ave**
- 6. 94070007 - Ave A**
- 7. 94100000 - Citrus Ave**
- 8. 94000029 - 7 St**
- 9. 94000015 - 17 St**
- 10. 94000022 - Delaware Ave**

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

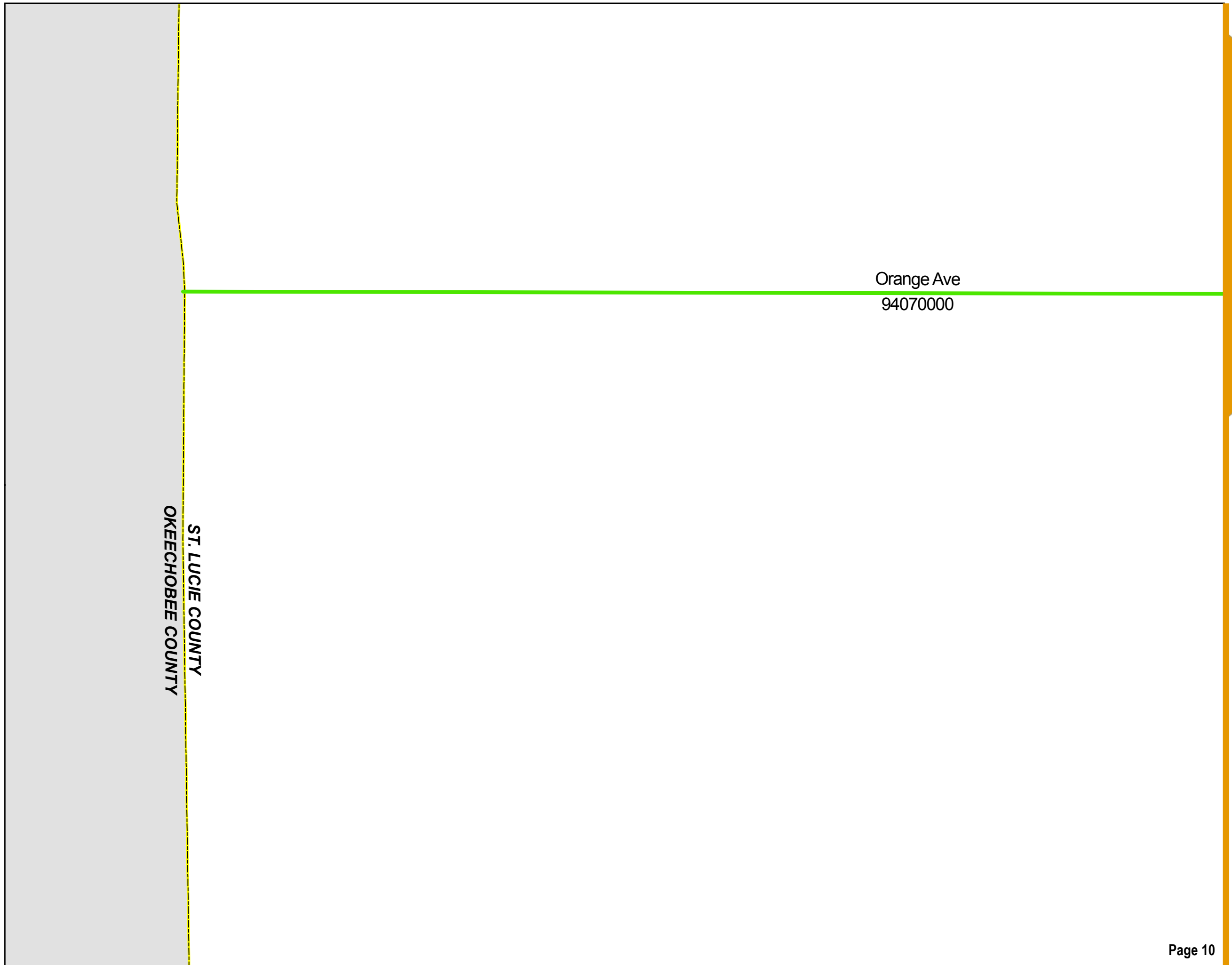
Level of Service

- B
- C
- D
- E
- F



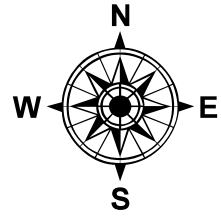
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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Orange Ave
94070000



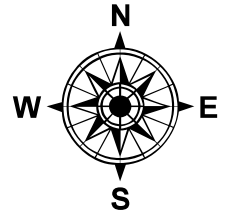
Orange Ave
94070000



Sneed Rd
94635000

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

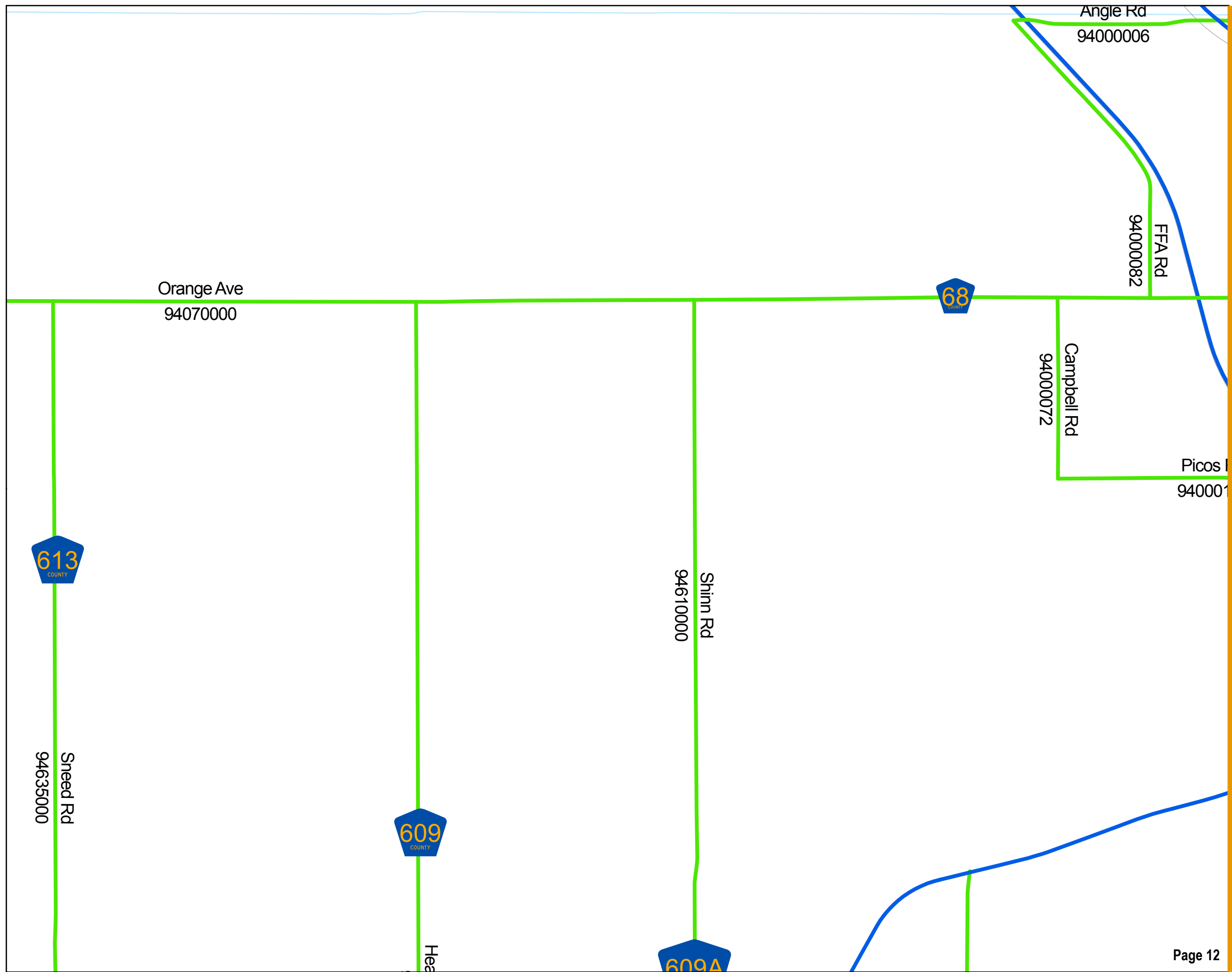
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

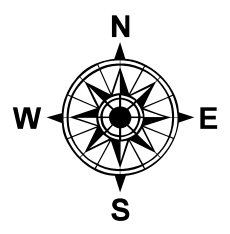
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

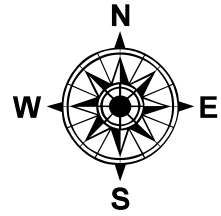
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



- 3. 94000064 - Ave O
- 4. 94000061 - Fisherman's Wharf
- 5. 94000024 - Ave C/AE Backus Ave
- 6. 94070007 - Ave A
- 7. 94100000 - Citrus Ave
- 8. 94000029 - 7 St
- 9. 94000015 - 17 St
- 10. 94000022 - Delaware Ave
- 11. 94500003 - Delaware Ave
- 12. 94000026 - Georgia Ave






FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

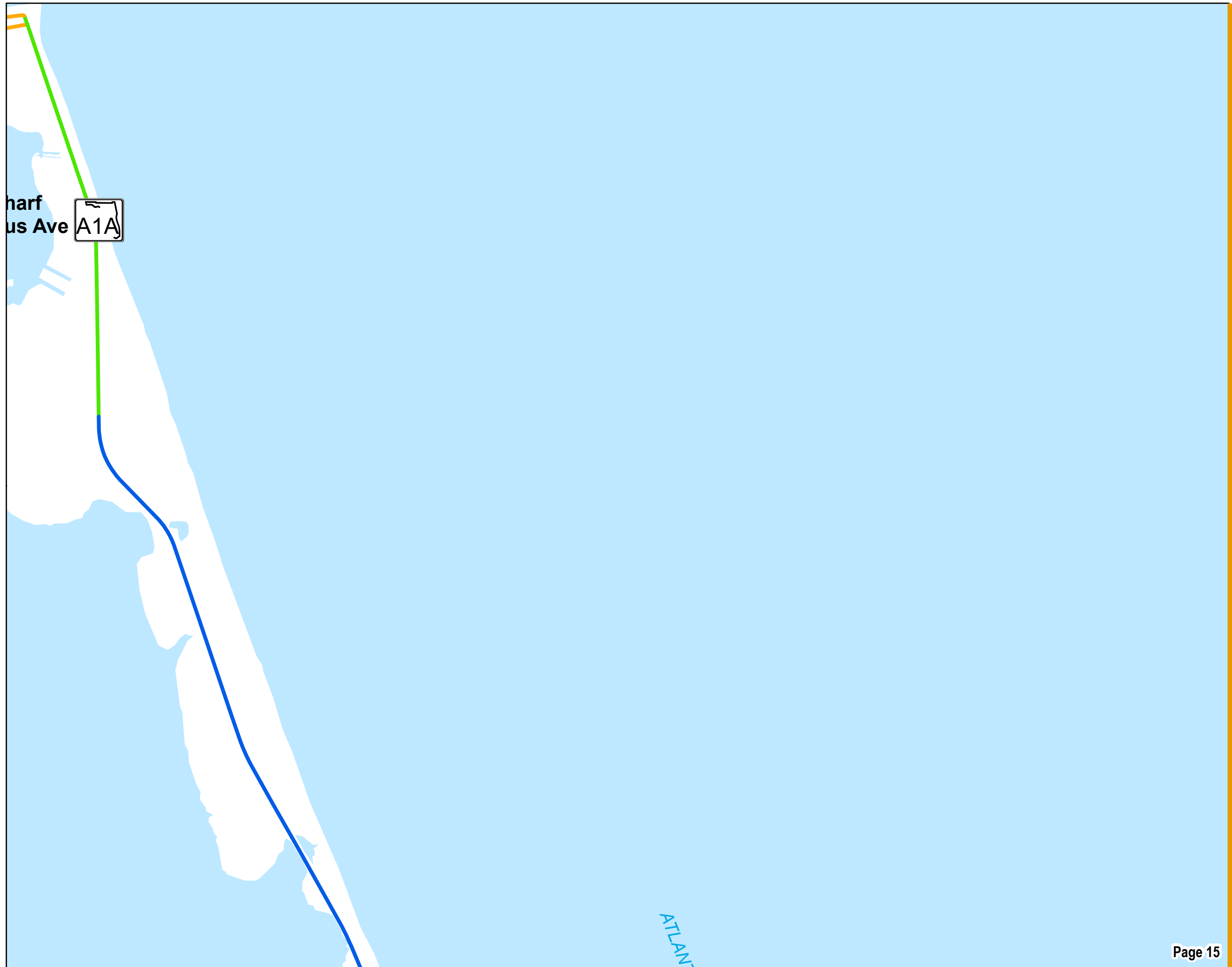
Level of Service

-  B
-  C
-  D
-  E
-  F



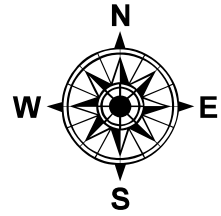
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

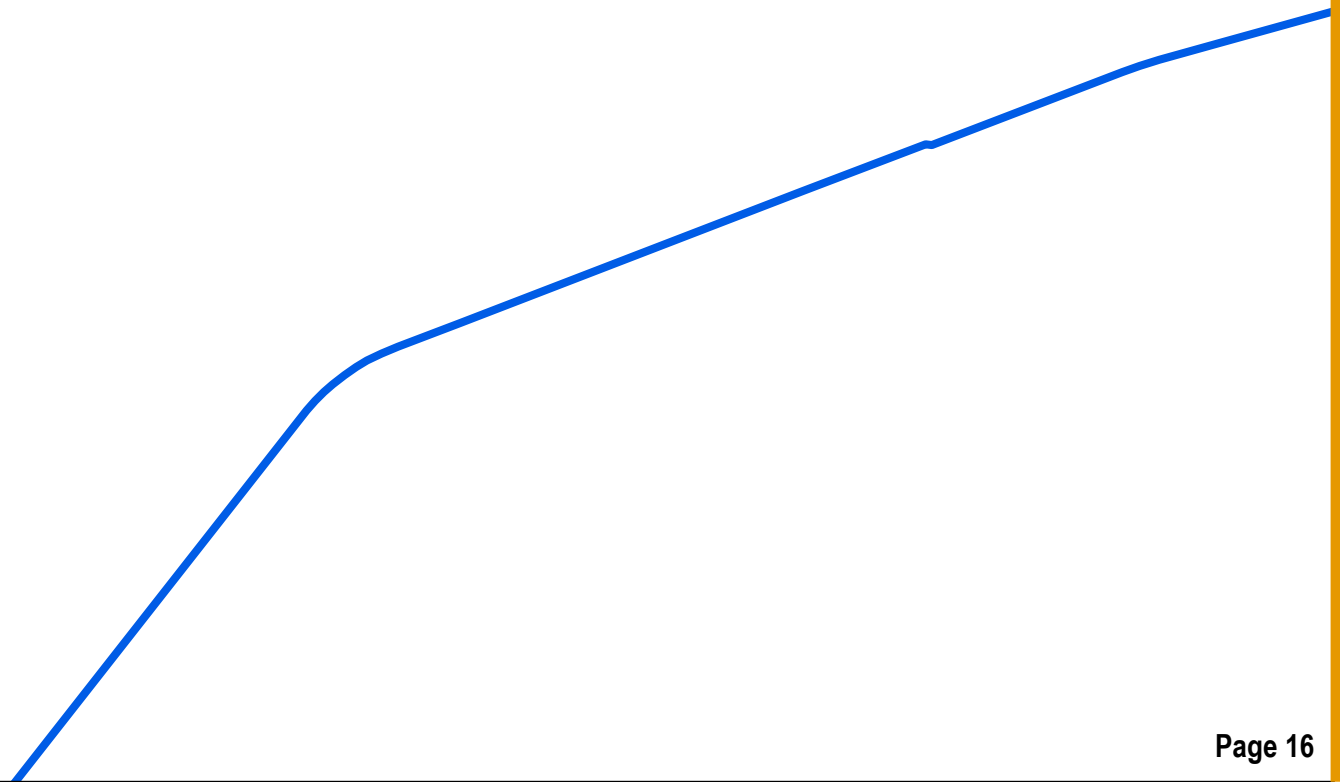
- B
- C
- D
- E
- F



Production Date: 11/12/2017

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UNTY
COUNTY

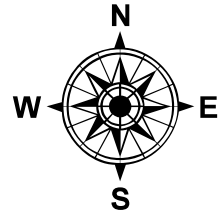


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

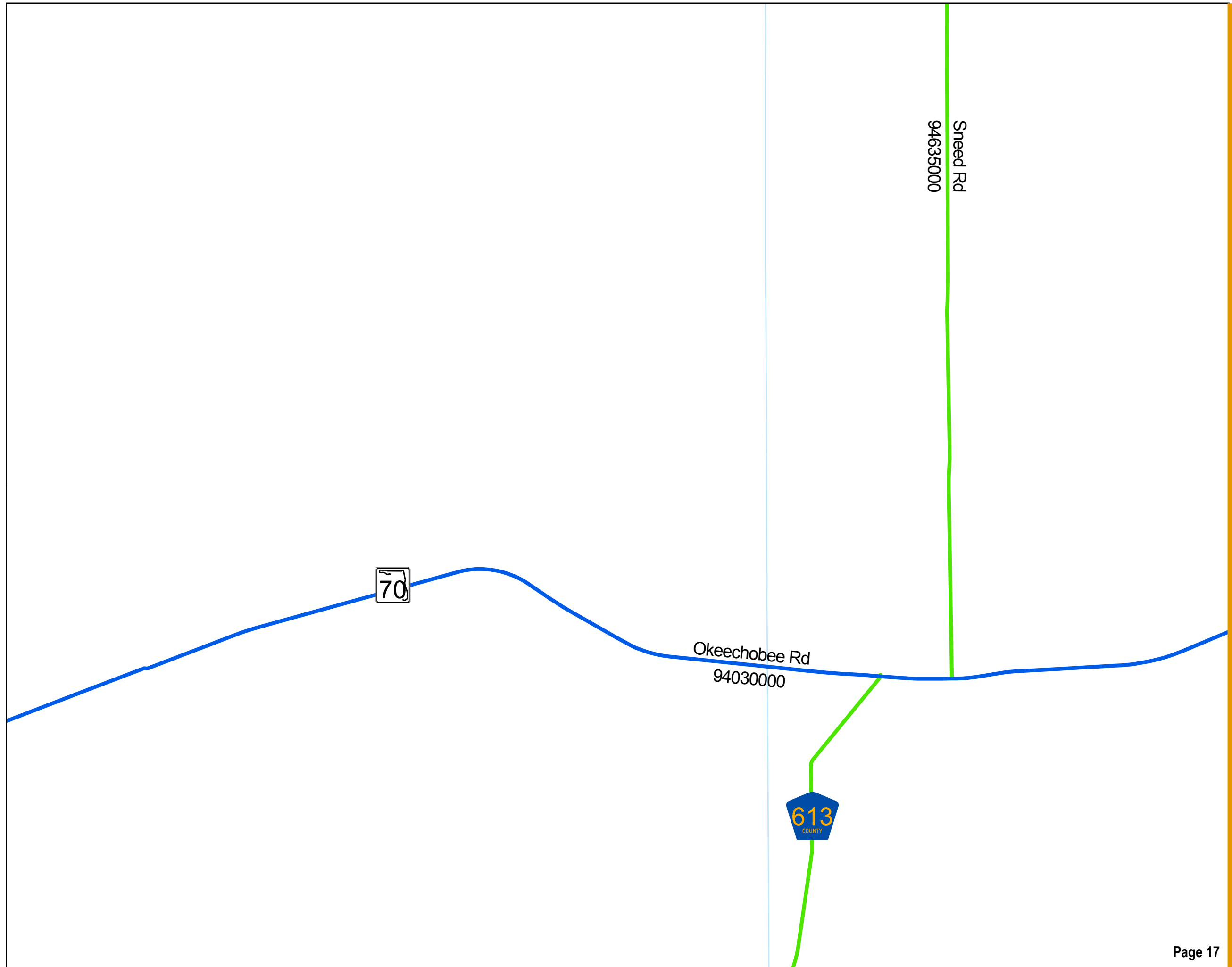
Level of Service

- B
- C
- D
- E
- F

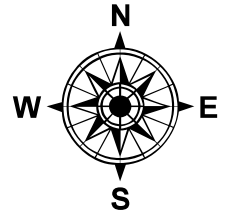


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

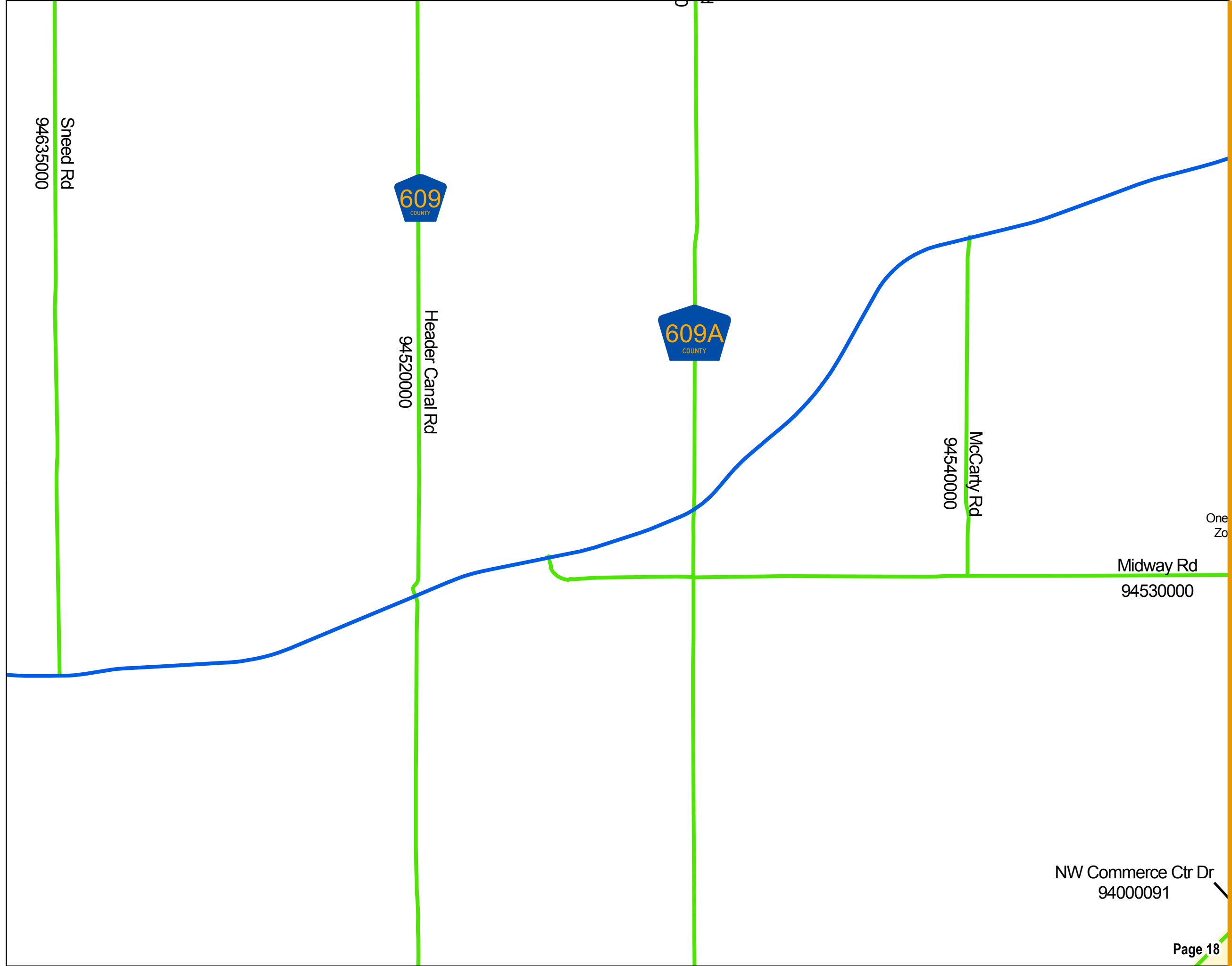
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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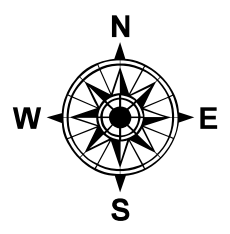


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

NW Commerce Ctr Dr
 94000091

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

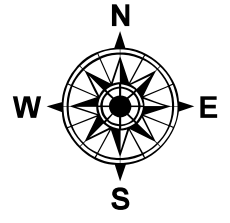
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ST LUCIE COUNTY

(LOS) DAILY LEVEL OF SERVICE (LOS) 9102

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

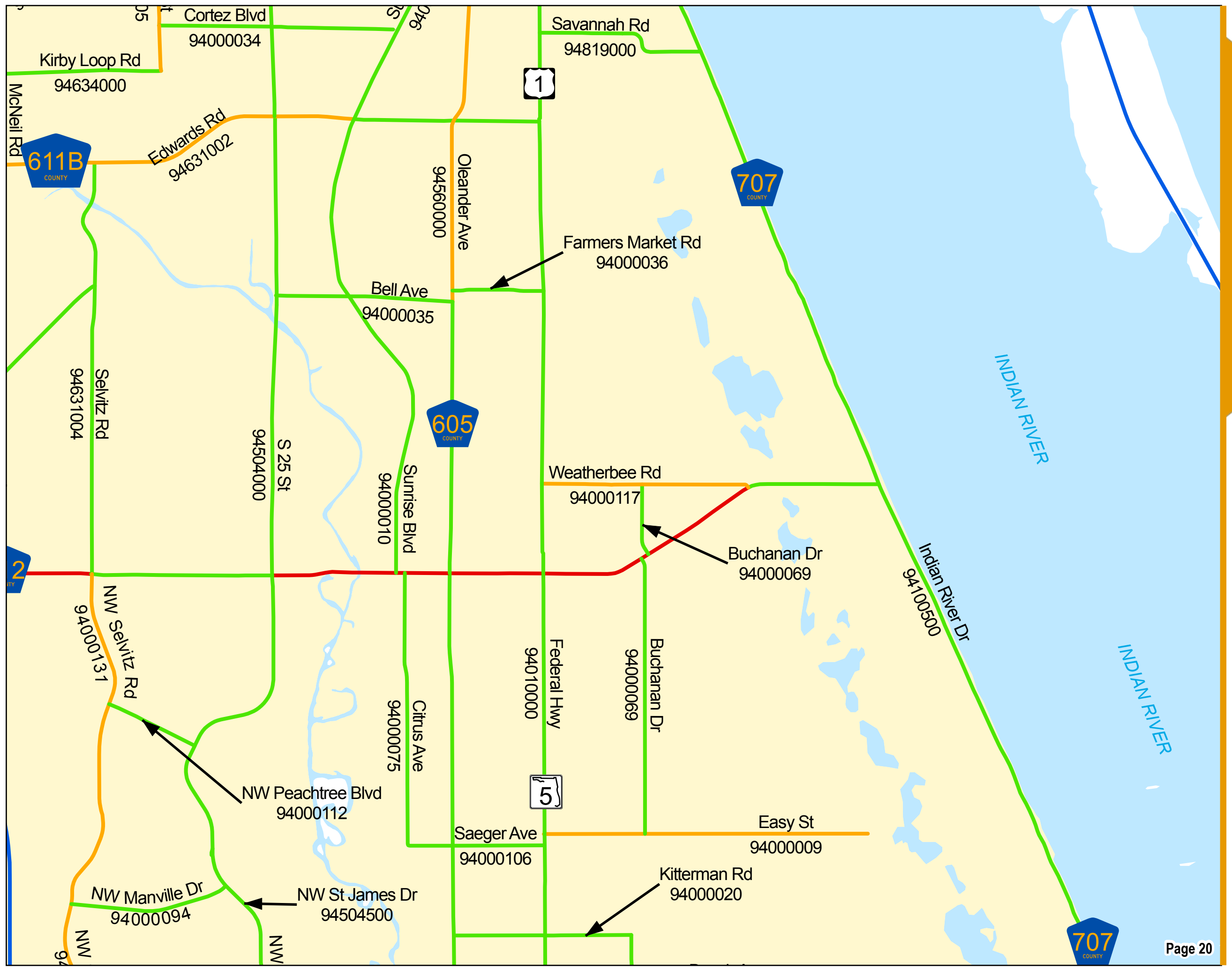
Level of Service

- B
- C
- D
- E
- F



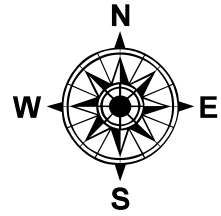
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

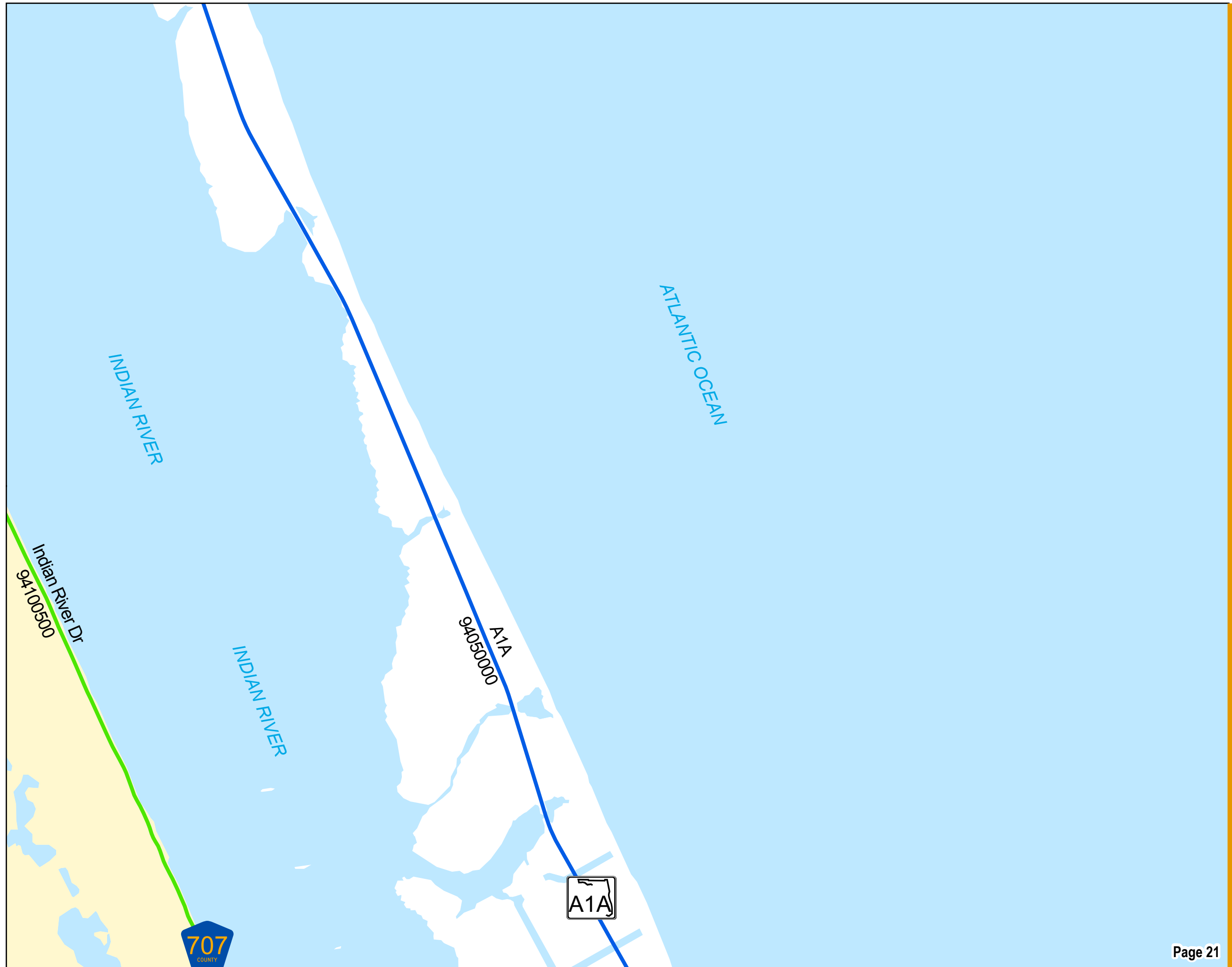
Level of Service

- B
- C
- D
- E
- F



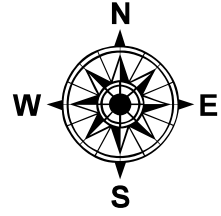
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

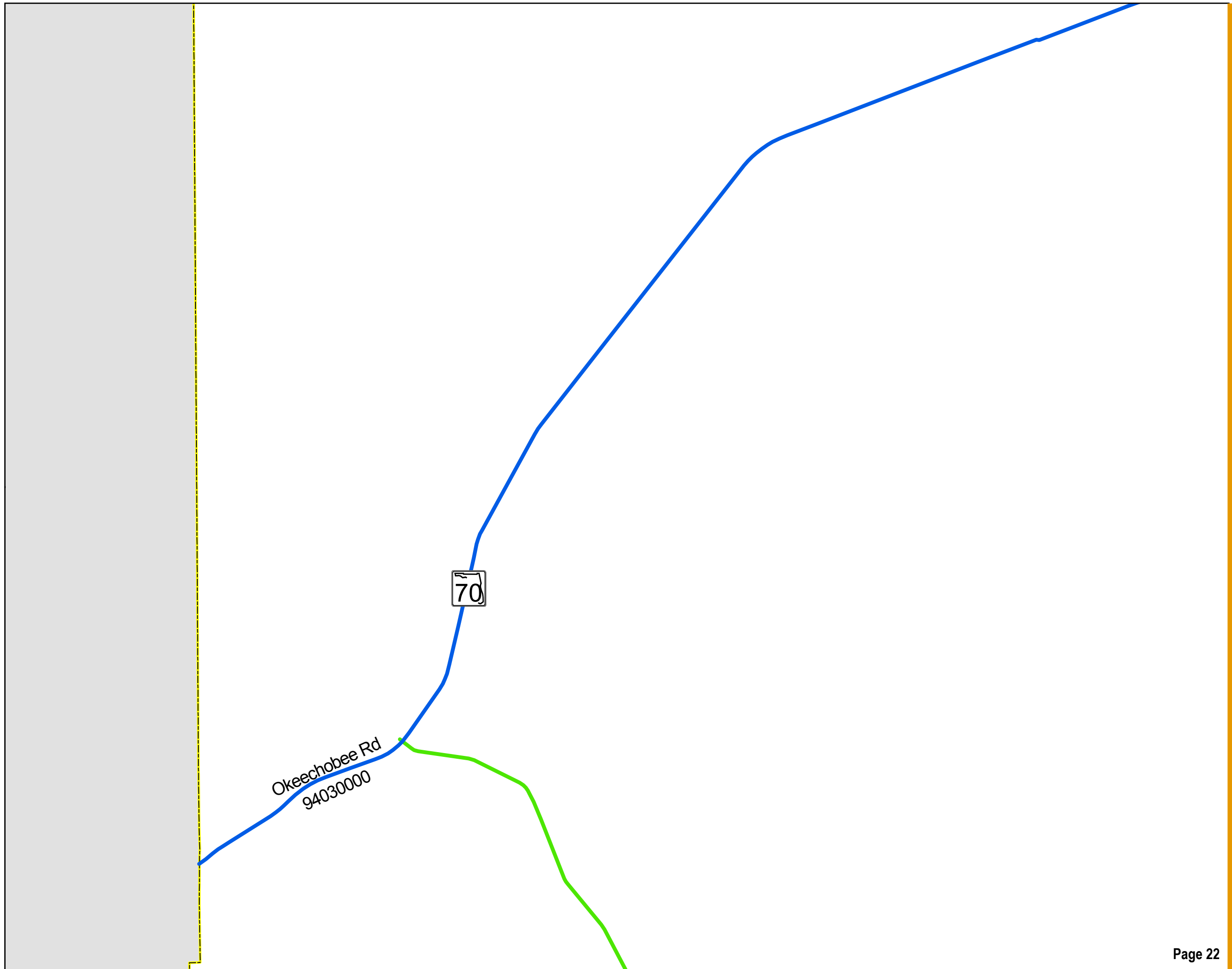
Level of Service

- B
- C
- D
- E
- F



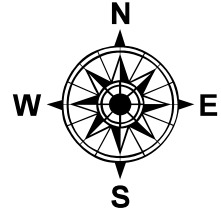
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

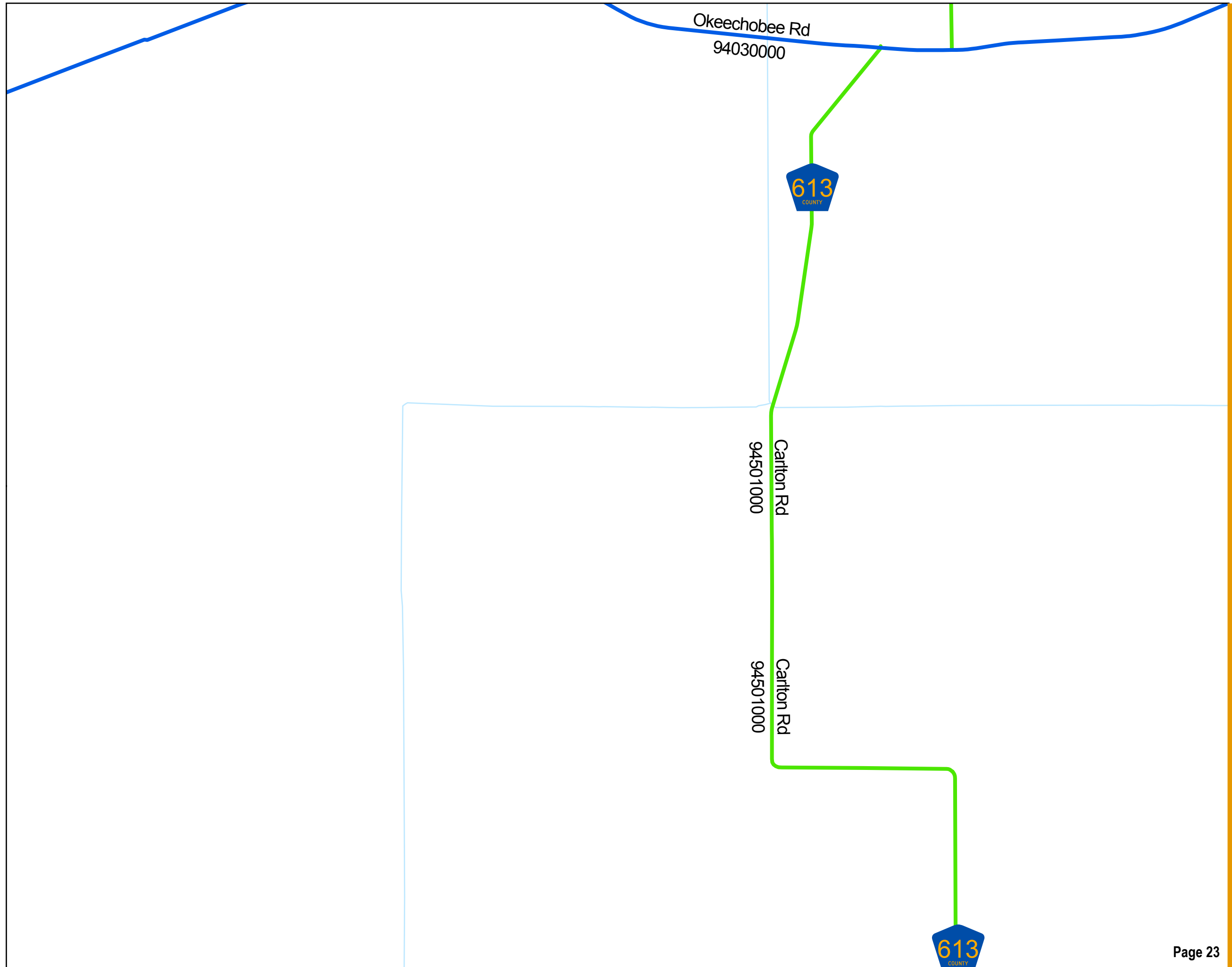
Level of Service

-  B
-  C
-  D
-  E
-  F



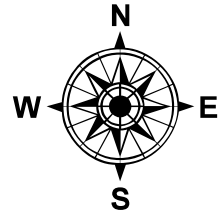
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

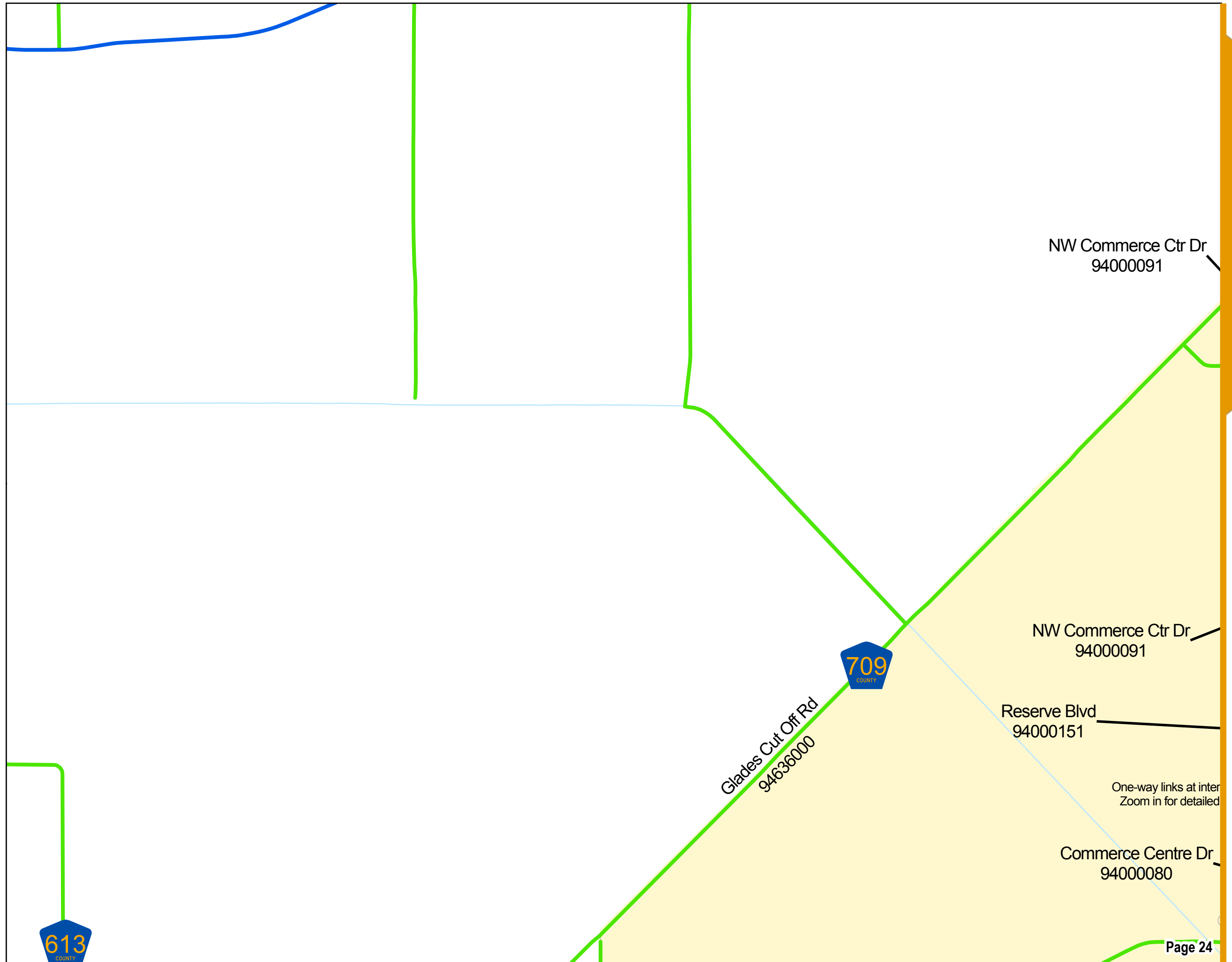
Level of Service

- B
- C
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Production Date: 11/12/2017

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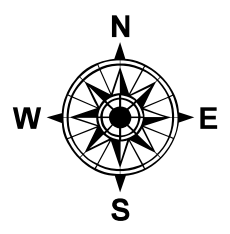


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

One-way links at inter-
Zoom in for detailed

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

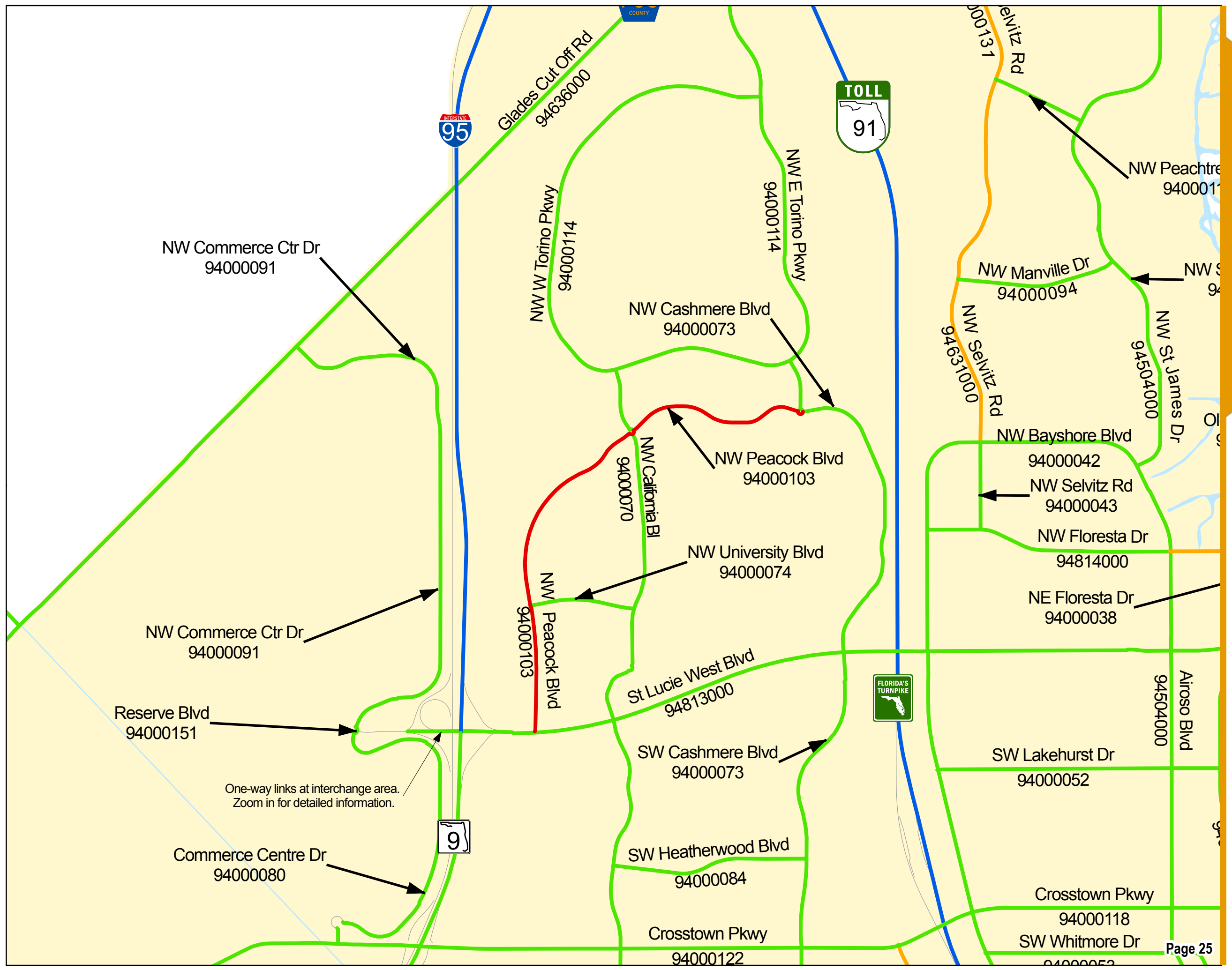
Level of Service

- B
- C
- D
- E
- F



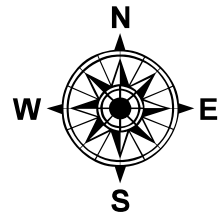
Production Date: 11/12/2017

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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

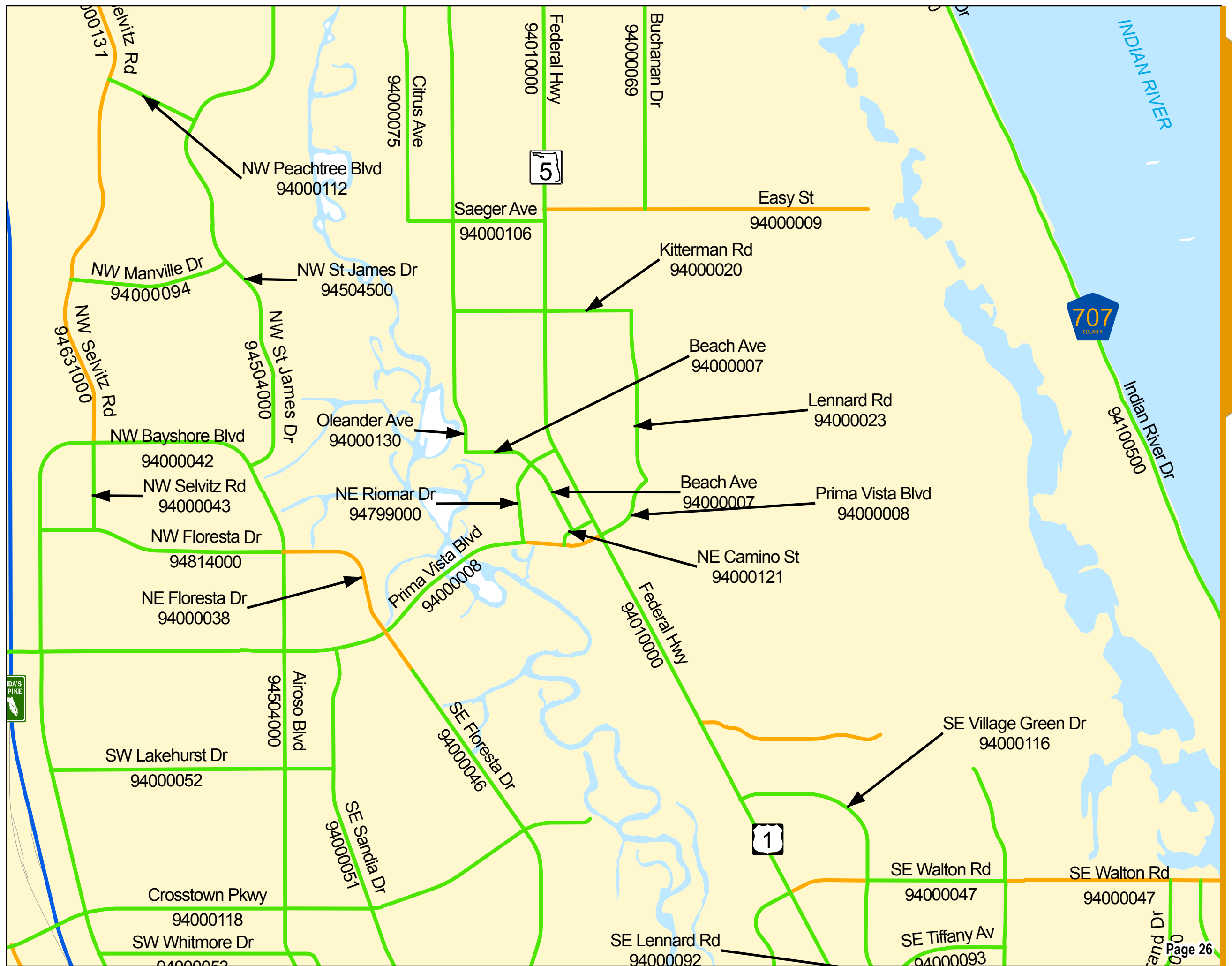
Level of Service

- B
- C
- D
- E
- F

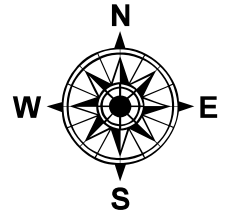


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

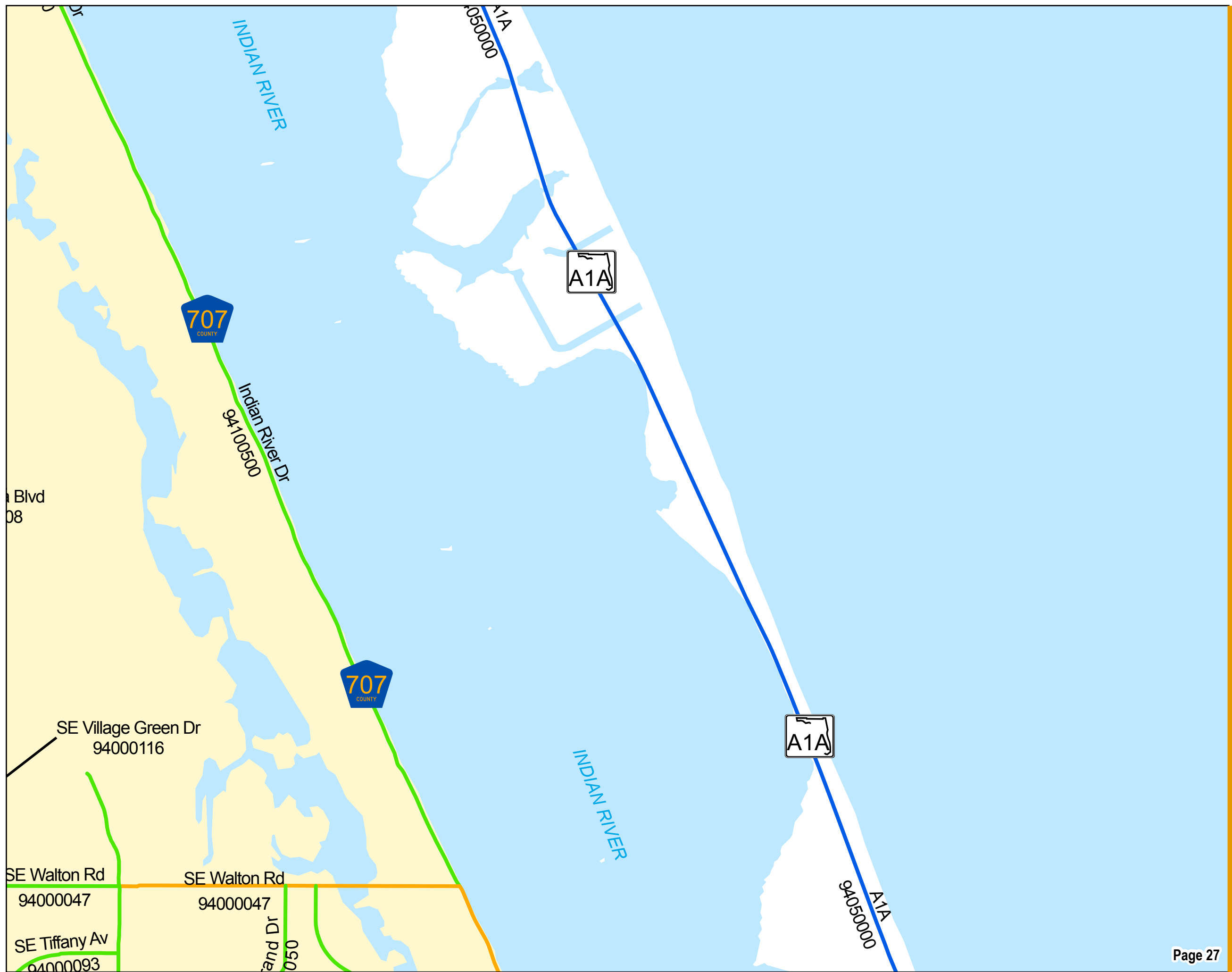
Level of Service

- B
- C
- D
- E
- F

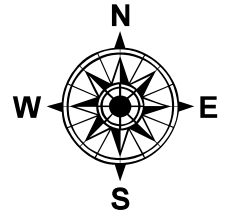


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

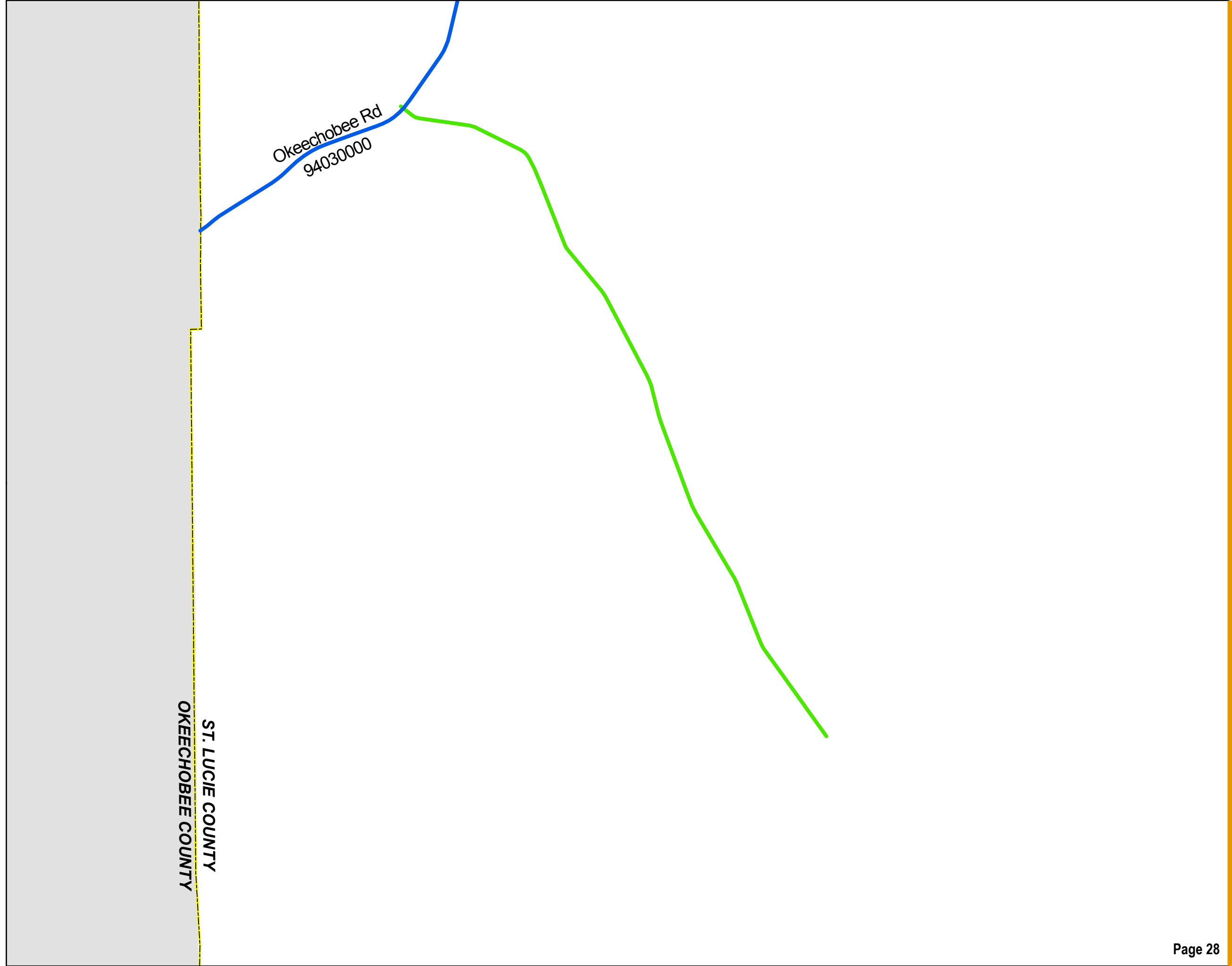
Level of Service

- B
- C
- D
- E
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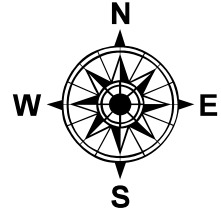
Production Date: 11/12/2017

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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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- B
- C
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- F



Production Date: 11/12/2017

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Carlton Rd
94501000

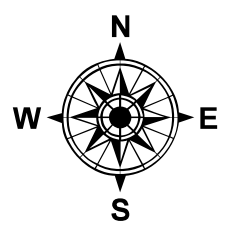


Carlton Rd
94501500

Glades Cut Off Rd
94636500



FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

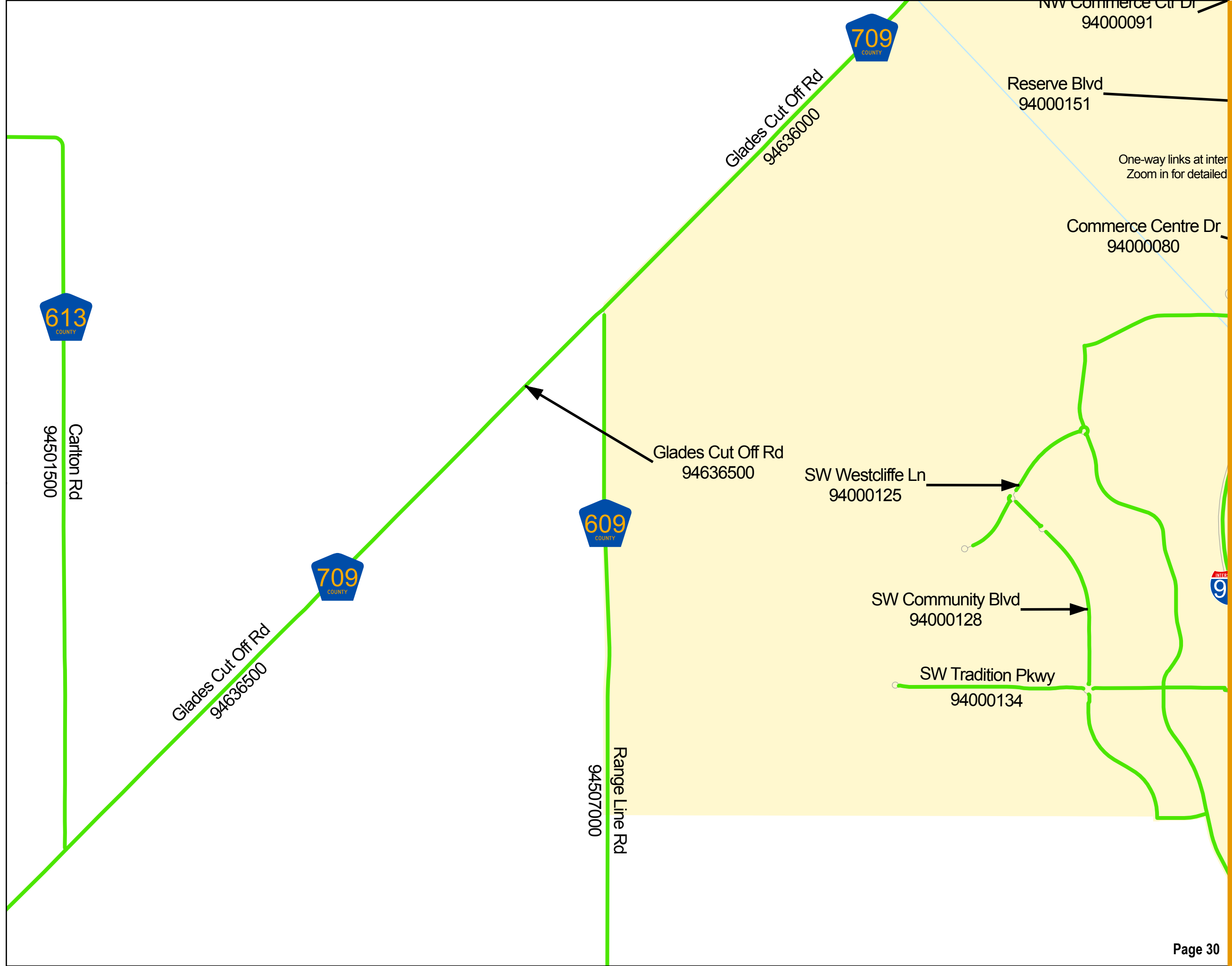
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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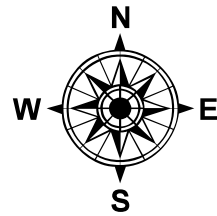


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F

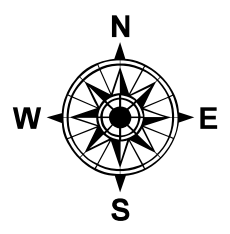


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

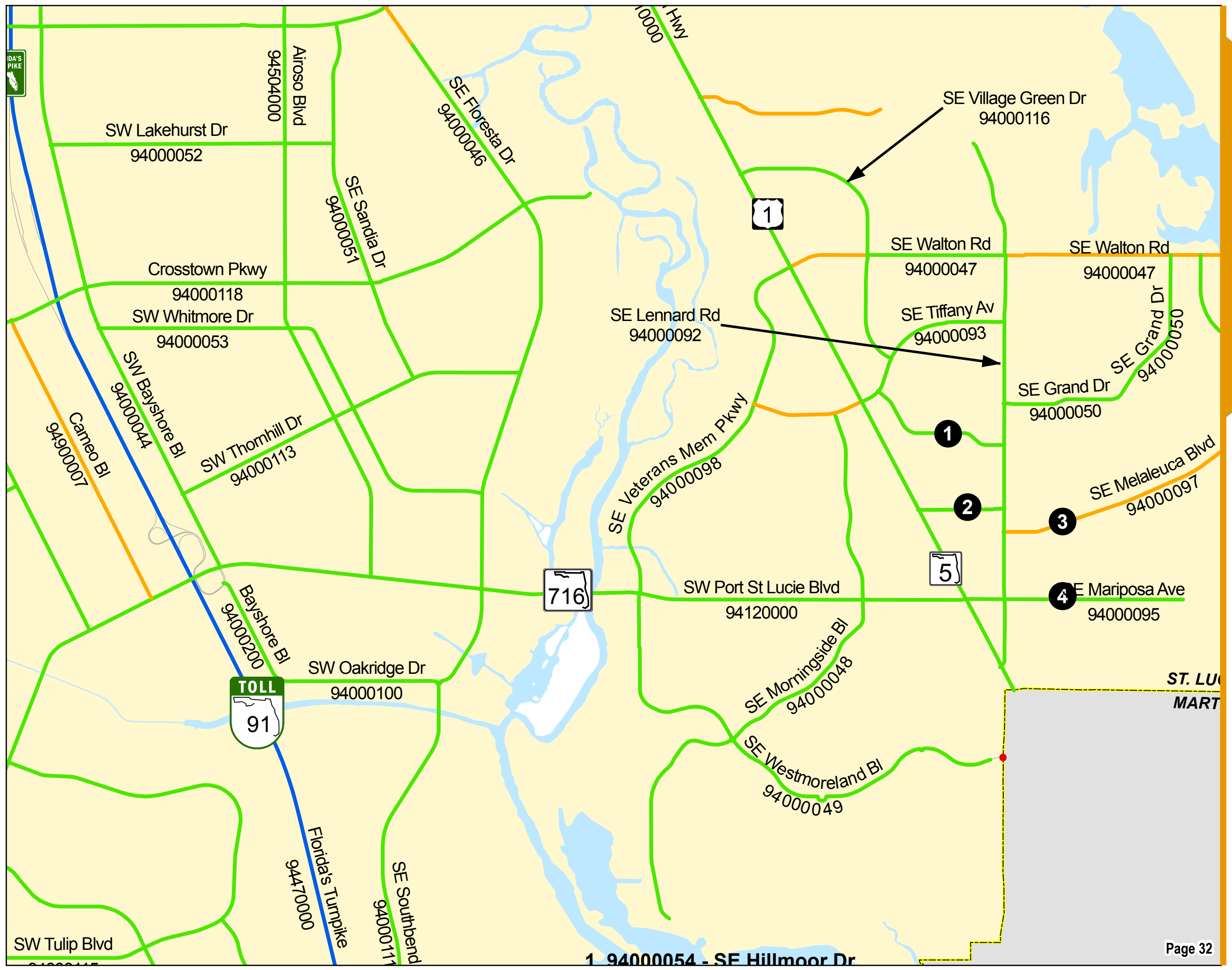
Level of Service

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- D
- E
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Production Date: 11/12/2017

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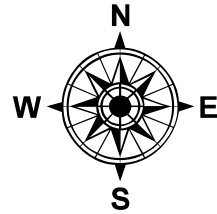


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

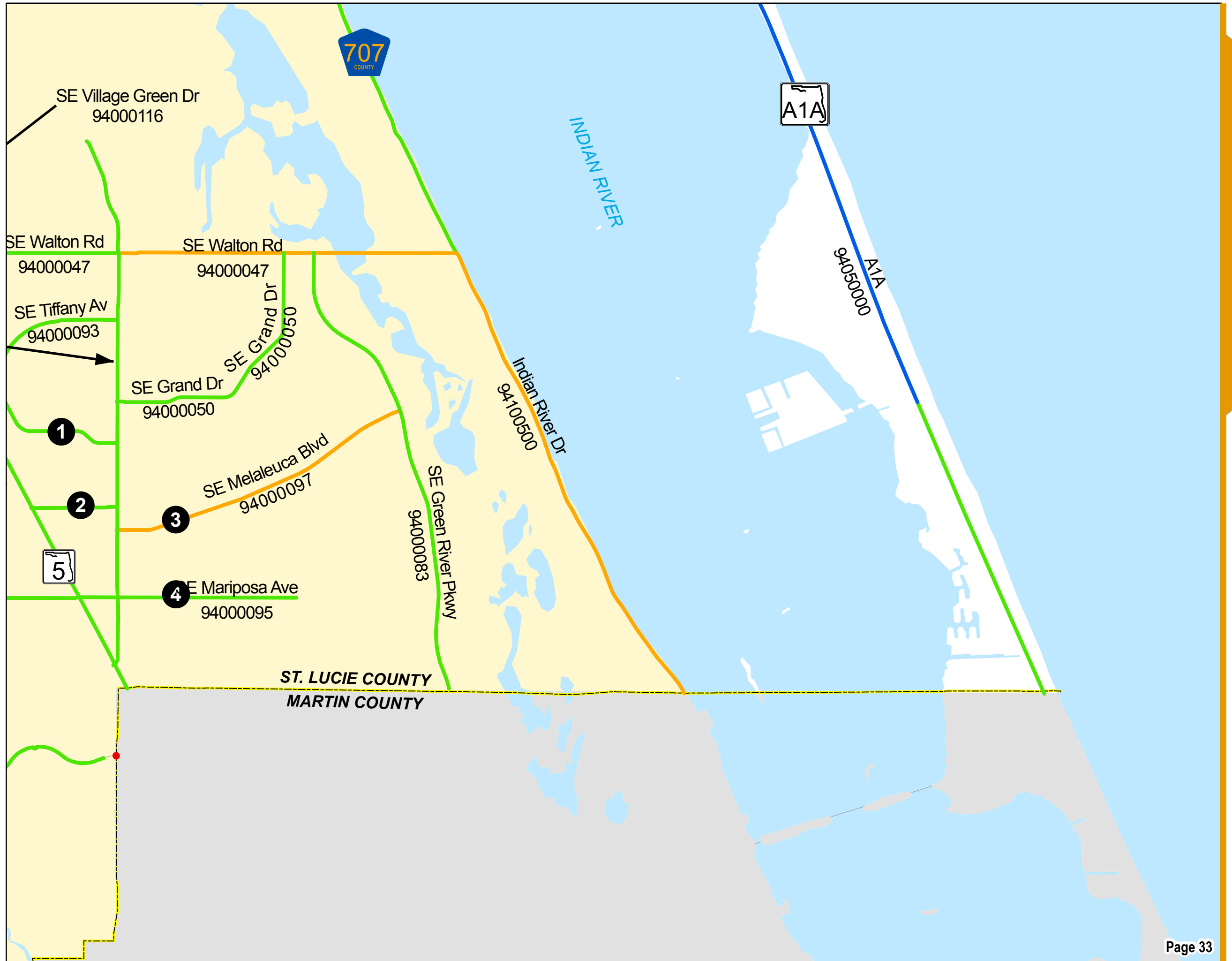
Level of Service

- B
- C
- D
- E
- F

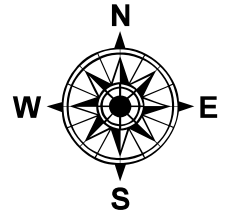


Production Date: 11/12/2017

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**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

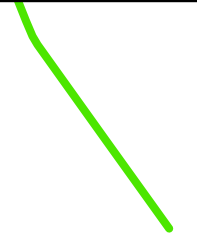
- B
- C
- D
- E
- F



Production Date: 11/12/2017

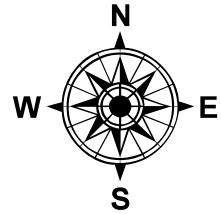
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**ST. LUCIE COUNTY
OKEECHOBEE COUNTY**








FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

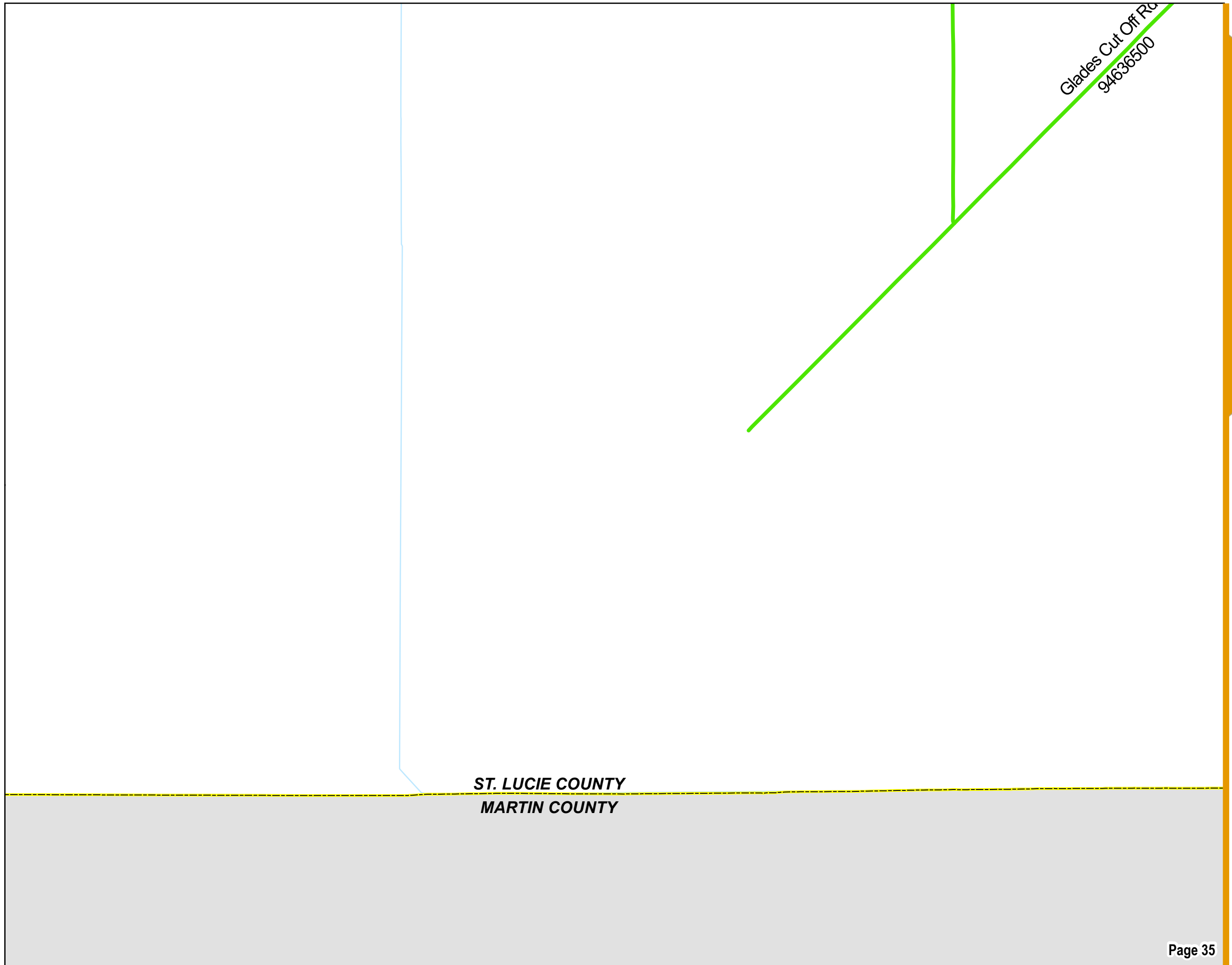
Level of Service

-  B
-  C
-  D
-  E
-  F

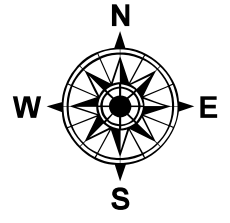


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

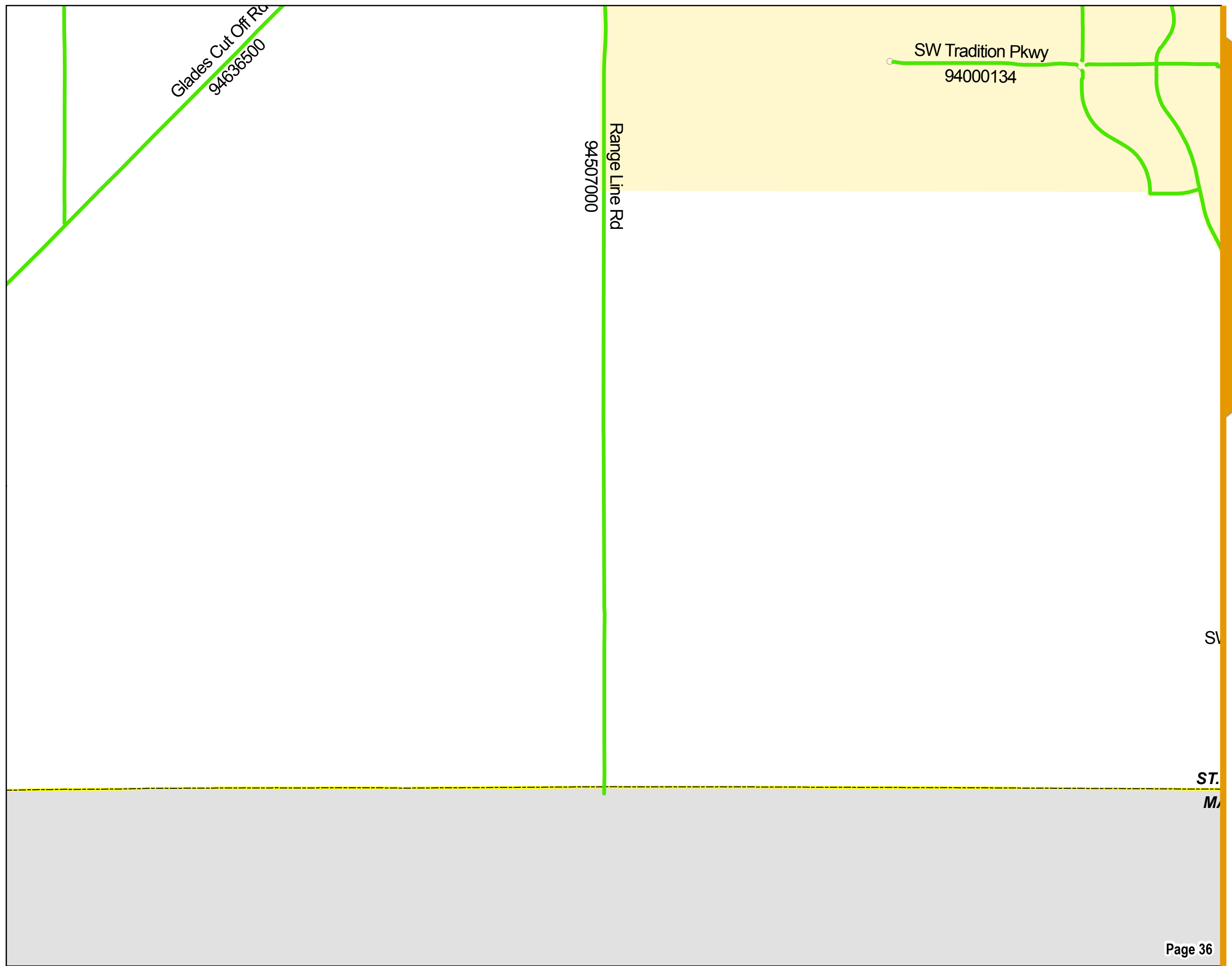
Level of Service

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- C
- D
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- F



Production Date: 11/12/2017

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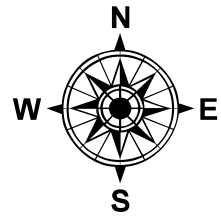


ST LUCIE COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

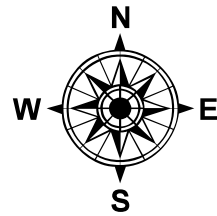
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**ST. LUCIE COUNTY
MARTIN COUNTY**






FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

-  B
-  C
-  D
-  E
-  F



Production Date: 11/12/2017

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2016 DAILY LEVEL OF SERVICE: INDEX MAP

SERIES INFORMATION

Level of Service (LOS) is a quantitative stratification of the quality of service of a roadway into six letter grade levels, "A" through "F", with "A" being the best and "F" being the worst. LOS provides a planning and preliminary engineering technique to address multimodal service inside the roadway environment (essentially inside the roadway right-of-way). Capacity conceptually relates to the maximum number of vehicles or persons that can pass a point on a roadway in a given amount of time under prevailing conditions. With the "A" through "F" LOS scheme, traffic engineers are much better able to explain to the general public and elected officials operating and design concepts of roadways. Level of Service is calculated based on a number of different variables, including (but not limited to) number of lanes, traffic volume, speed limit, frequency and spacing of signalized intersections and median type.

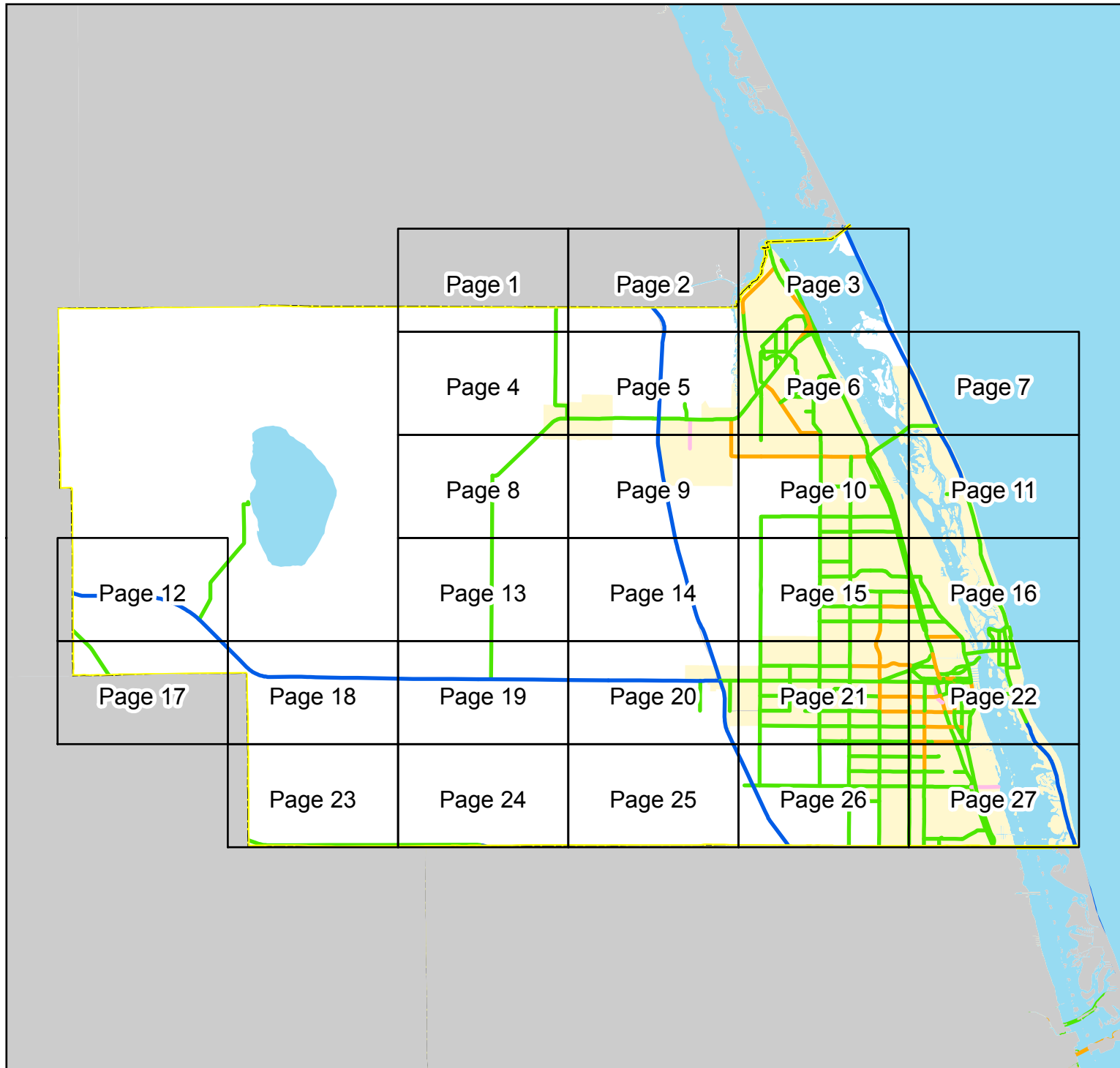
For more information, visit <http://www.dot.state.fl.us/planning/systems/programs/sm/los/default.shtm>

Notes:

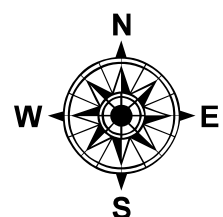
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. The 2016 LOS reported along State Highway System (SHS) facilities are consistent with the FDOT Annual LOS Reporting.
4. The 2016 LOS reported along the off-system facilities are derived from Florida Transportation Information 2016 DVD.



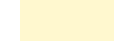
Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.








LEGEND



-  County Boundaries
-  Road Network
-  FHWA Urban Area

Level of Service

-  LOS B
-  LOS C
-  LOS D
-  LOS E
-  LOS F

CONTACT INFORMATION

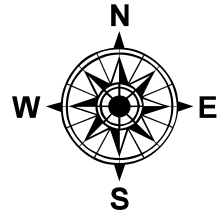
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

- B
- C
- D
- E
- F



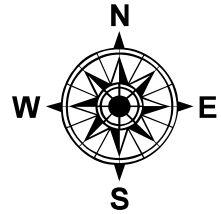
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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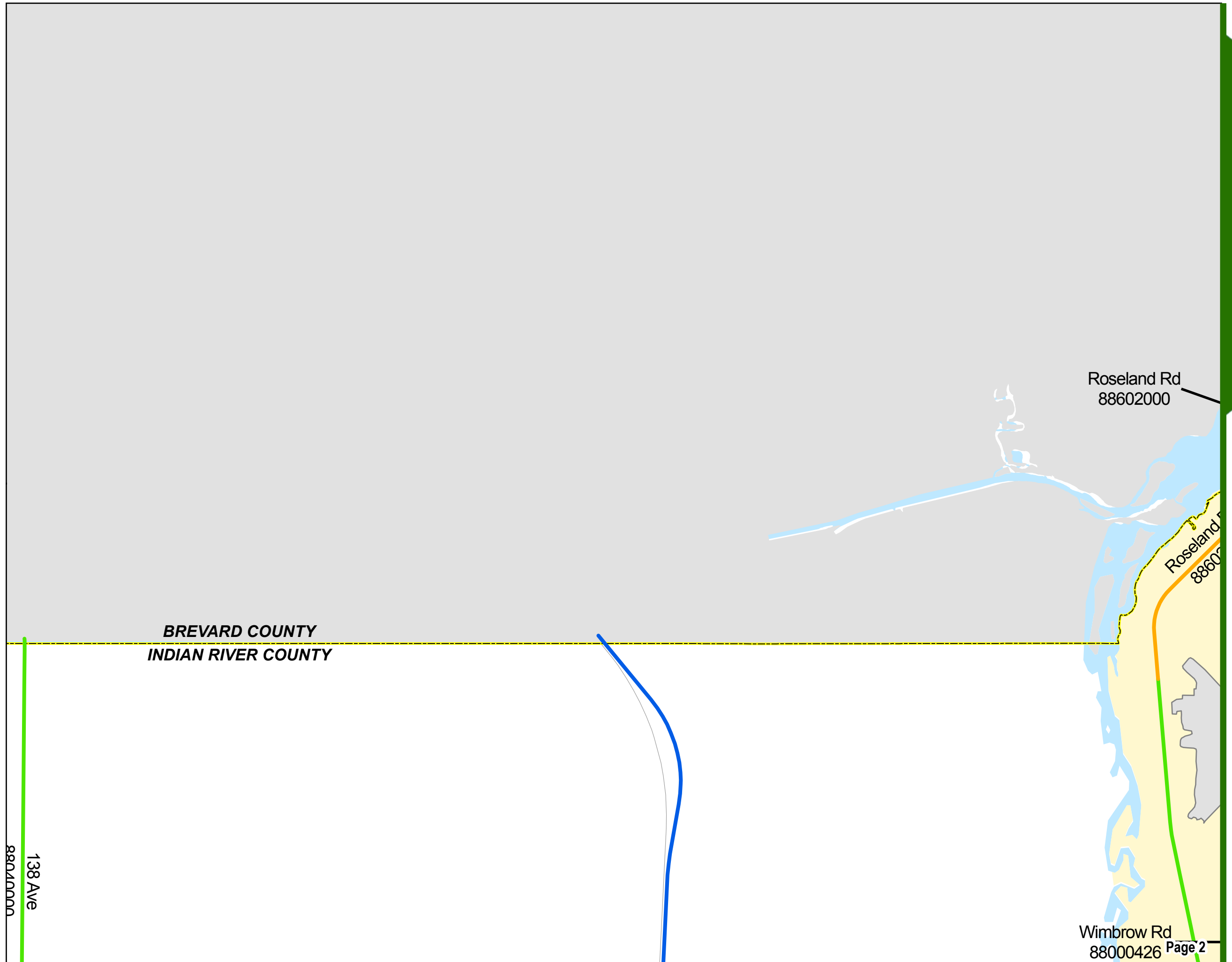
Level of Service

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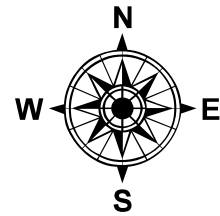
INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

Wimbrow Rd
88000426 Page 2

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Level of Service

- B
- C
- D
- E
- F



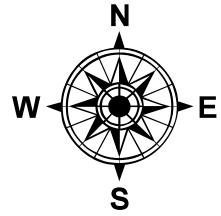
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Level of Service

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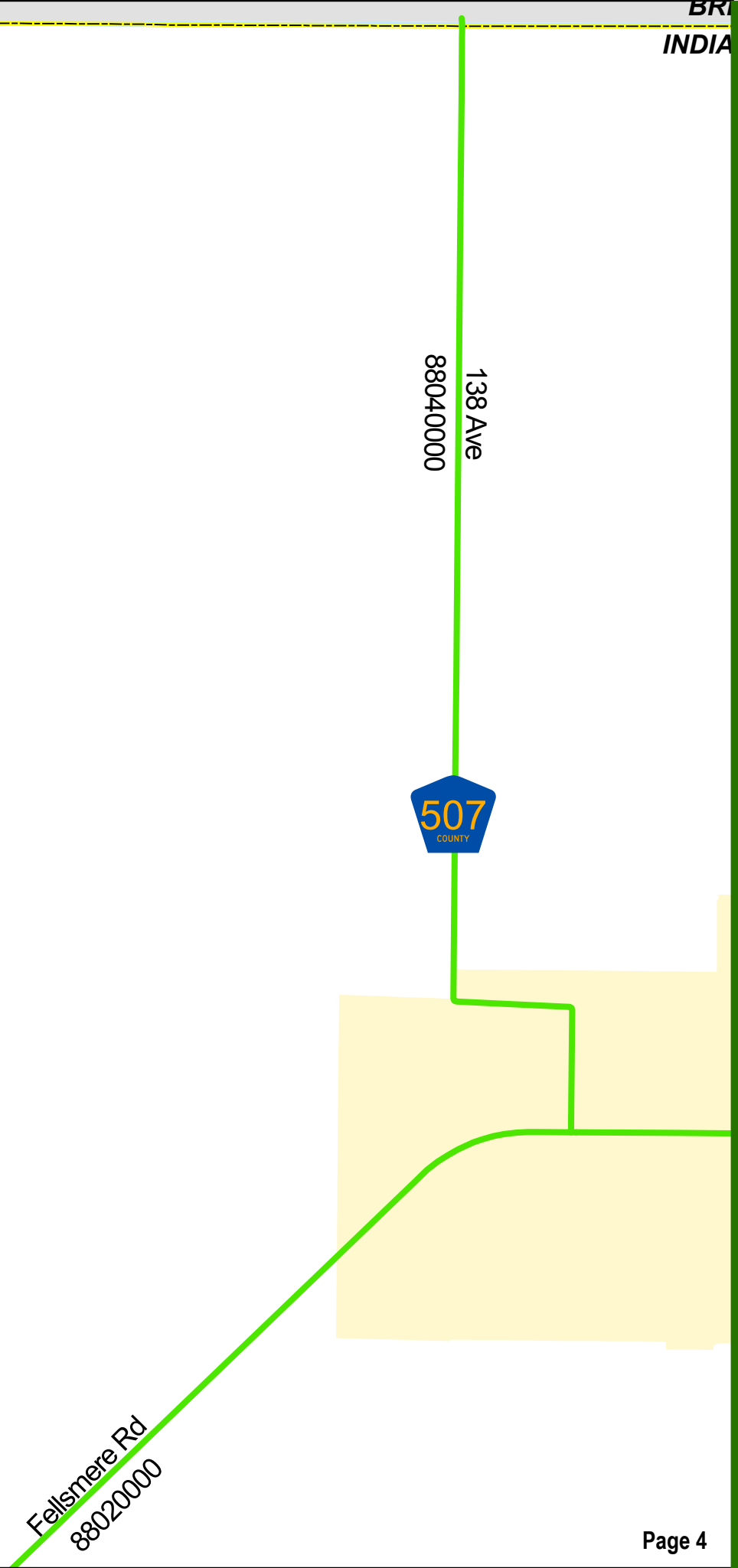
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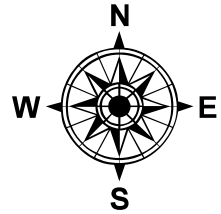
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INDIA

INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)



FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

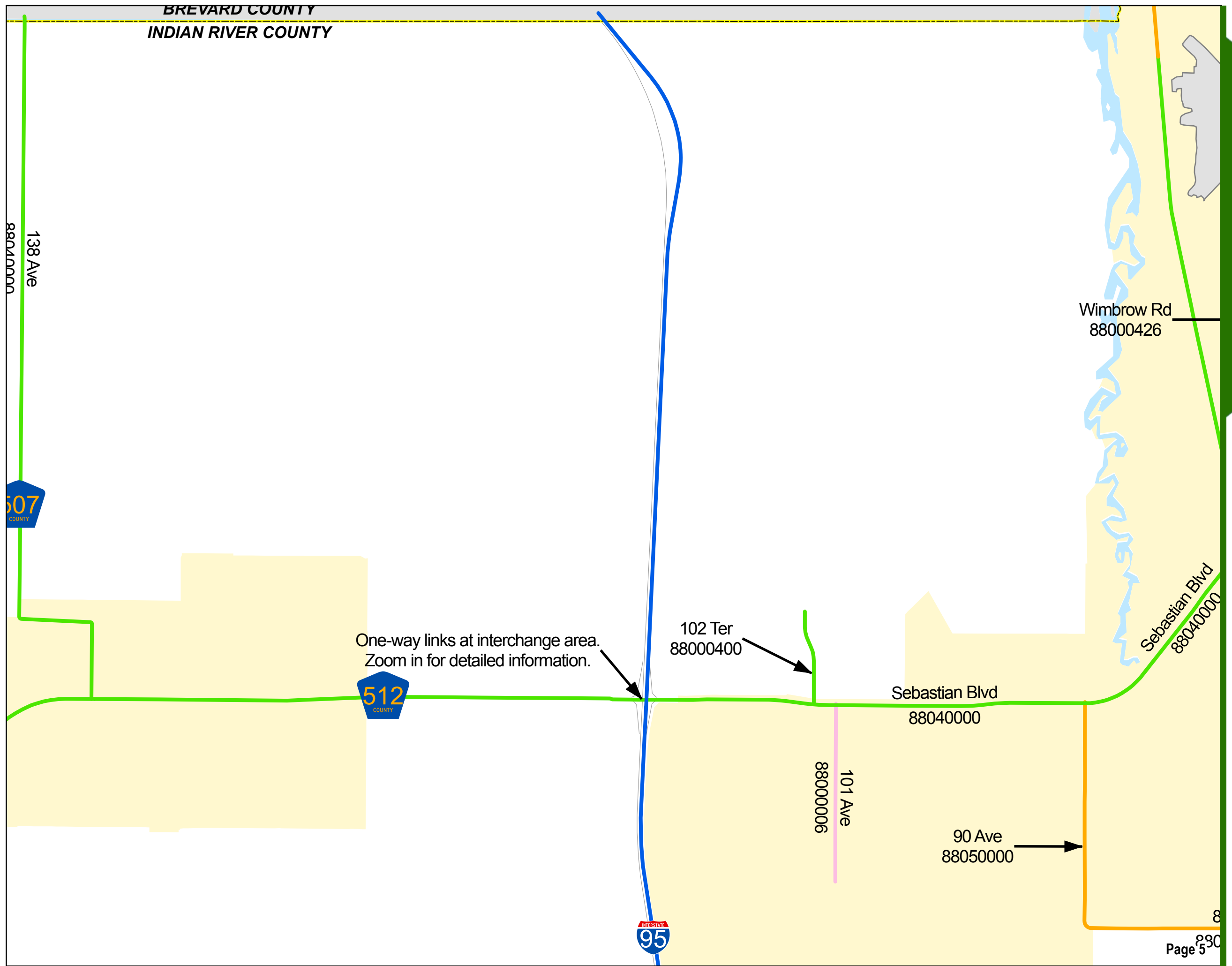
Level of Service

- B
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- F



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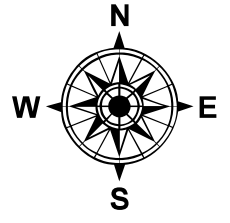
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INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

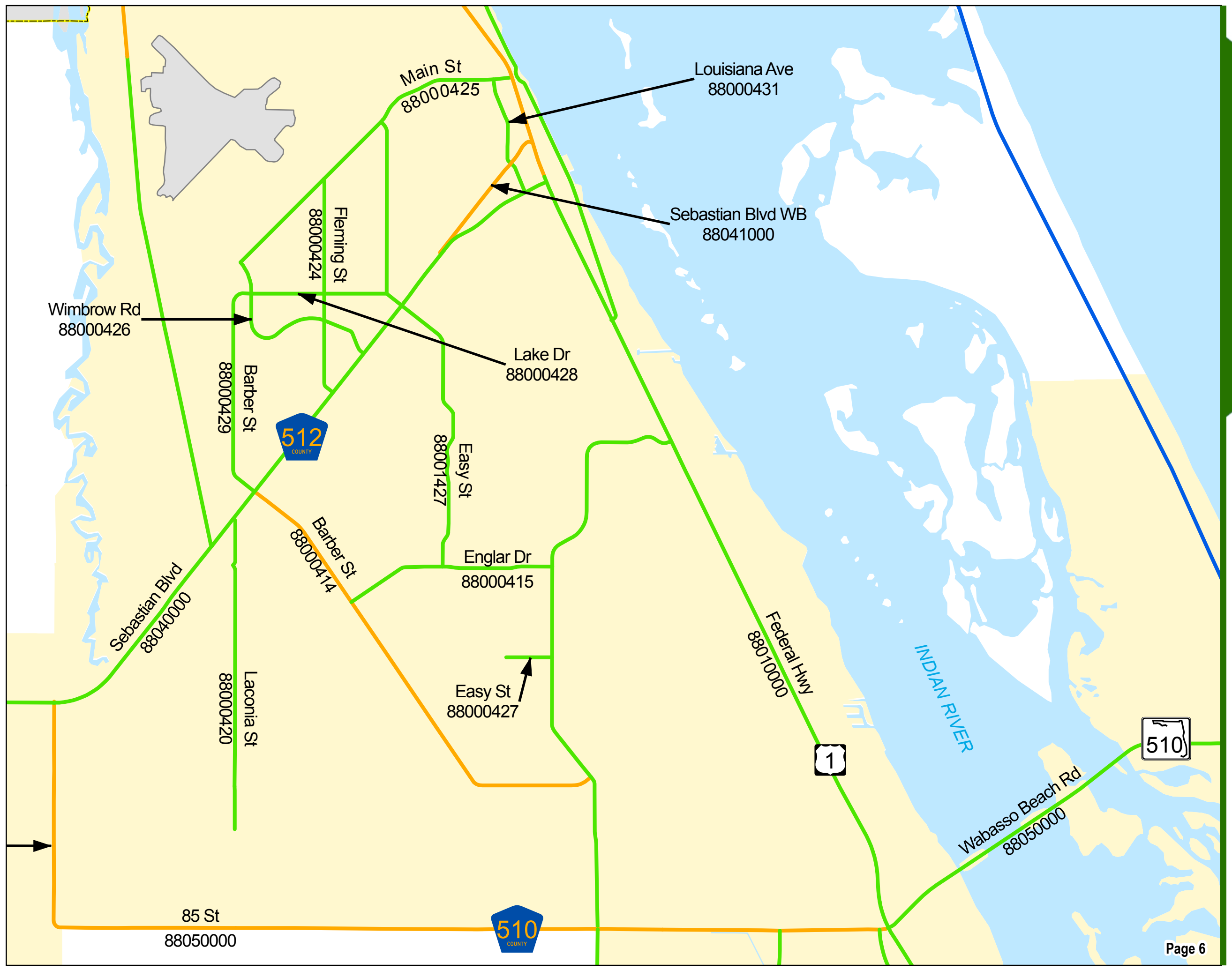
Level of Service

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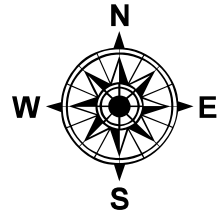
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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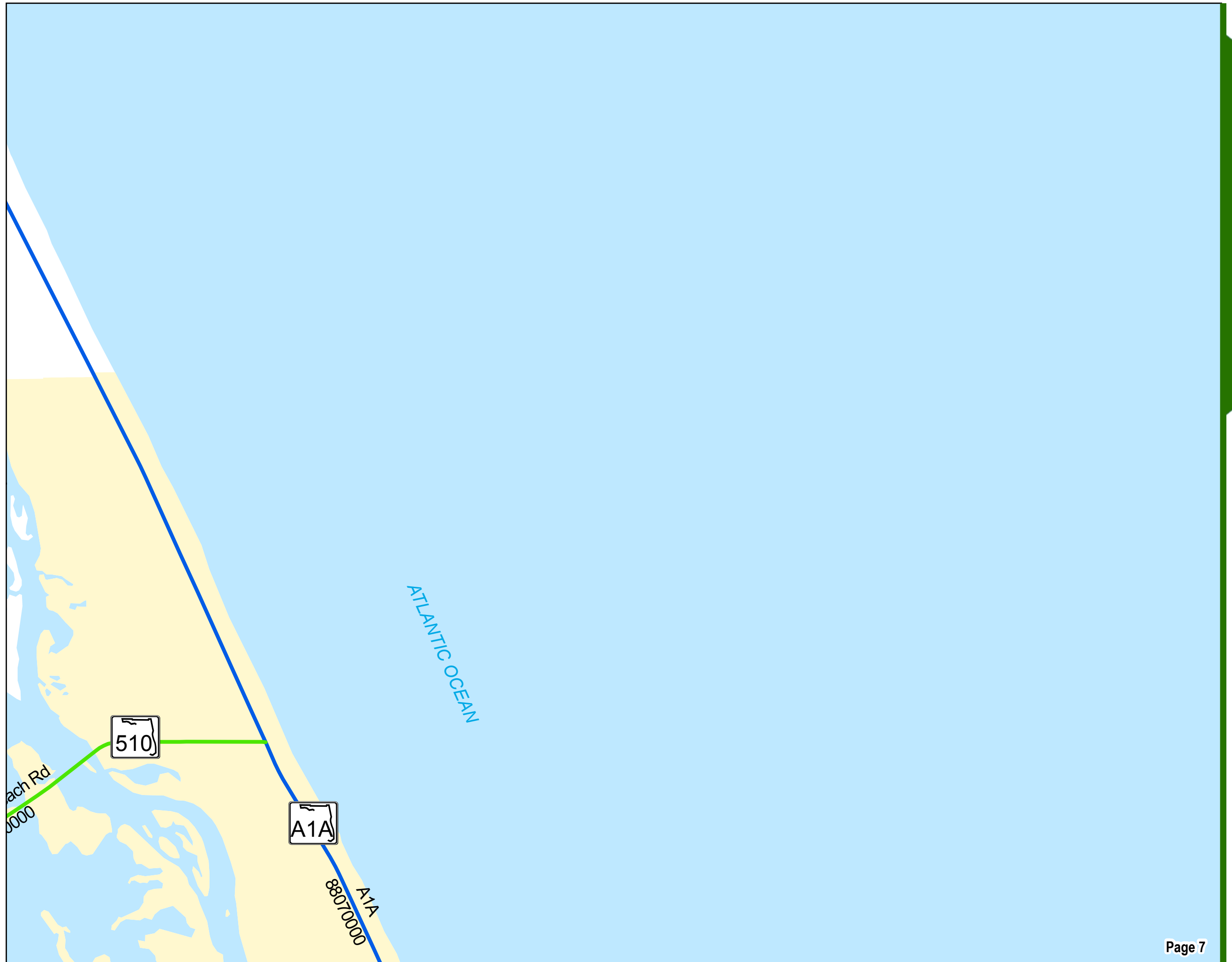
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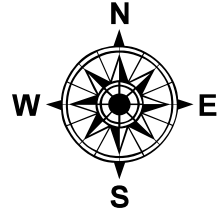
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FDOT DISTRICT IV

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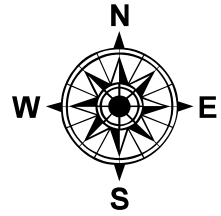
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Fellsmere Rd
88540000

Fellsmere Rd
88020000

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

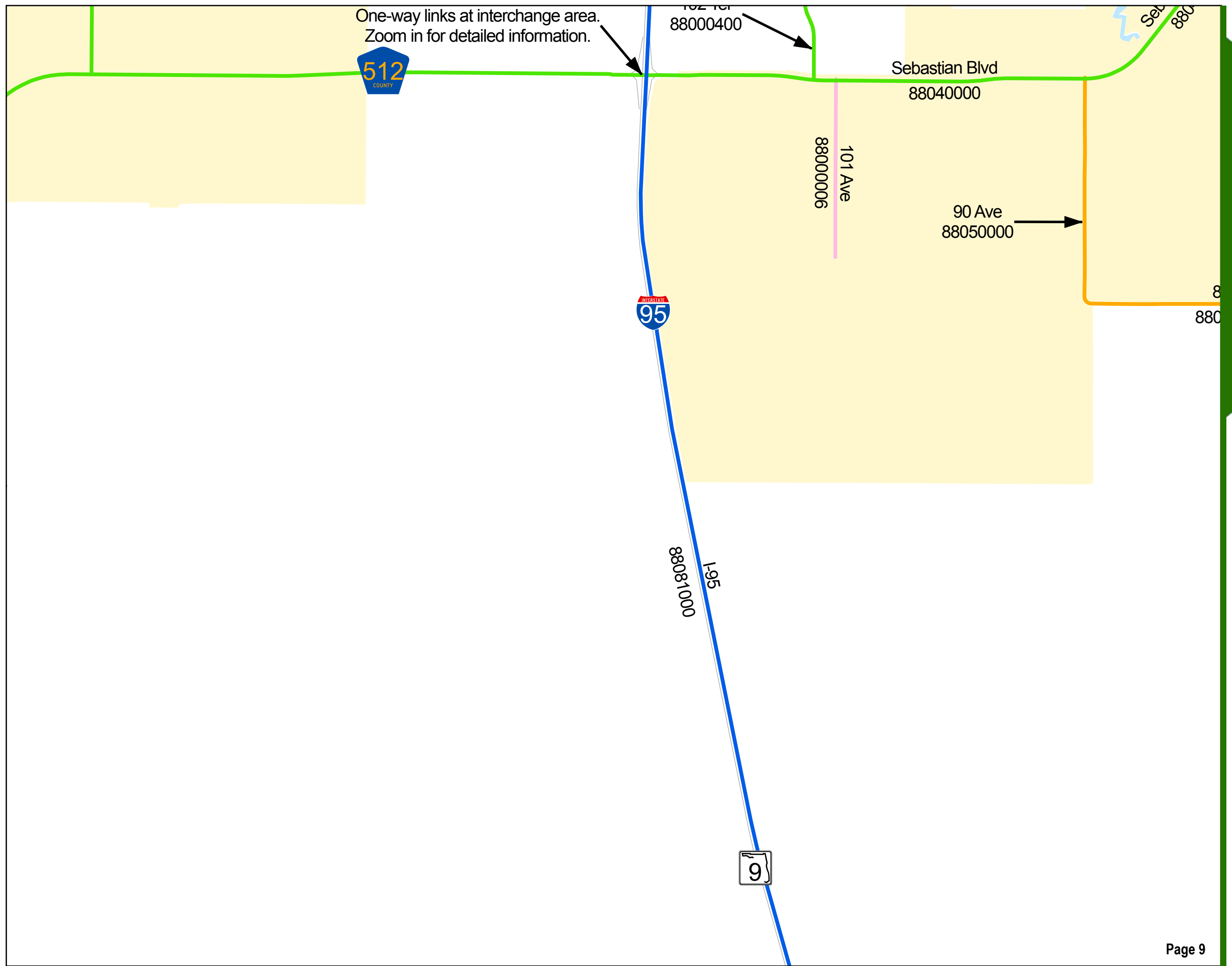
Level of Service

- B
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- F

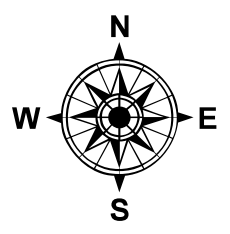


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

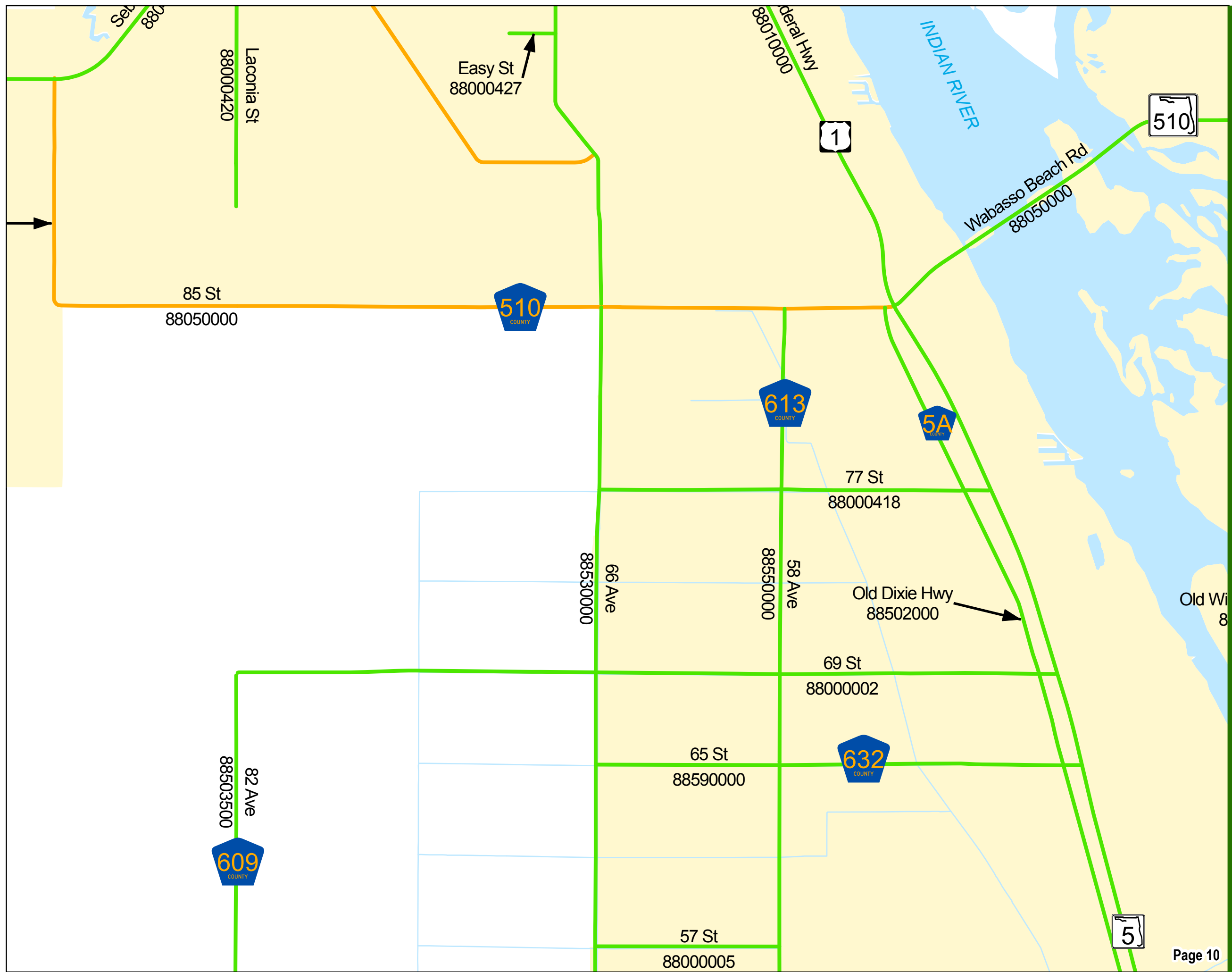
Level of Service

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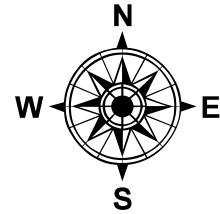


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

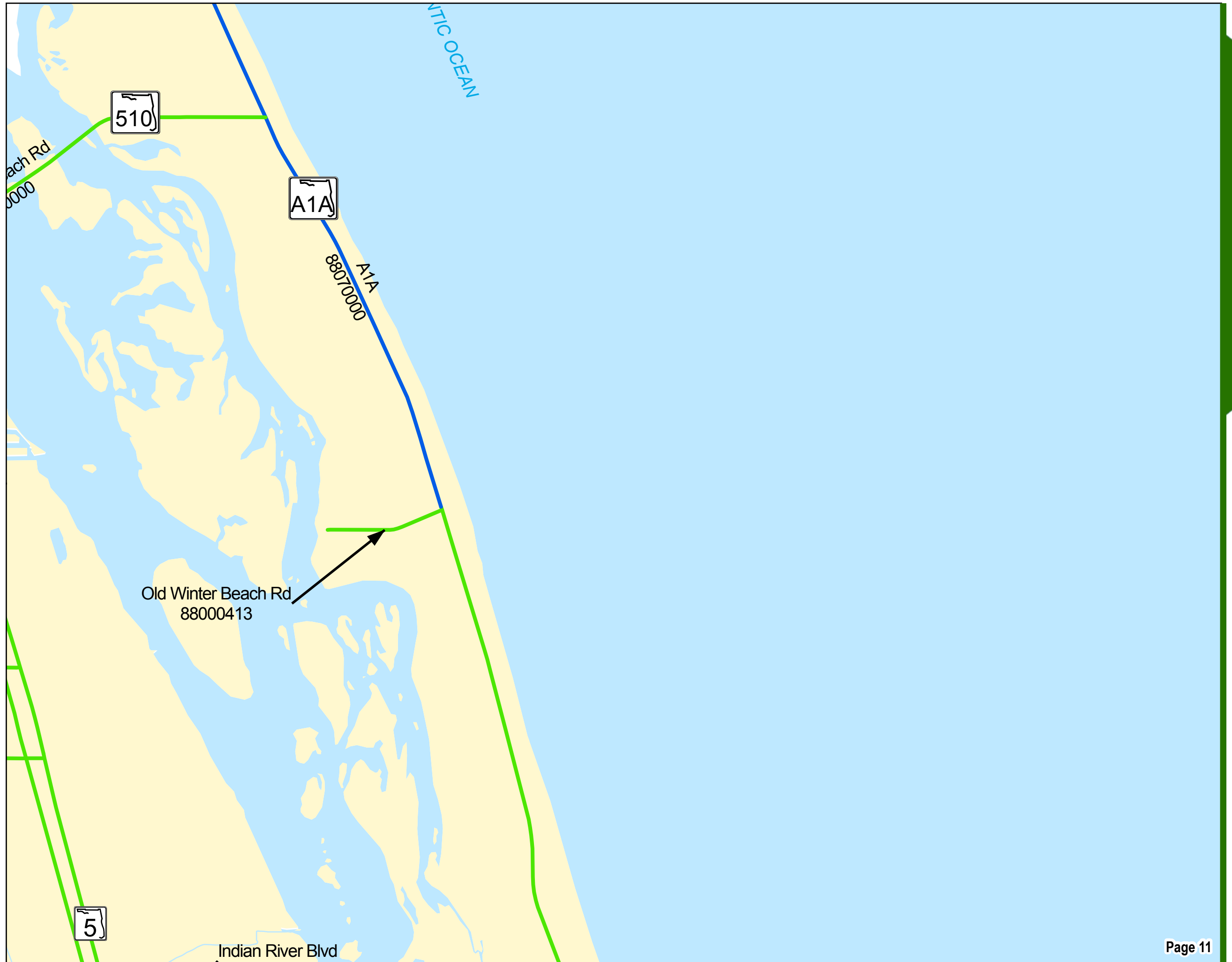
Level of Service

- B
- C
- D
- E
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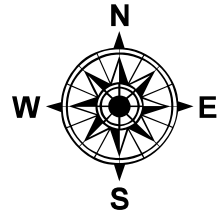
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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- B
- C
- D
- E
- F



Production Date: 11/12/2017

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OSCEOLA COUNTY

INDIAN RIVER COUNTY



Florida's Turnpike
88470000

SR 60
88060000



Blue Cypress Lake
88000001

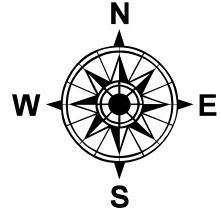
Blue Cypress Lake Rd
88000001

2016 DAILY LEVEL OF SERVICE (LOS)

INDIAN RIVER COUNTY

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

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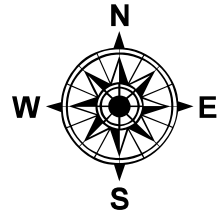
Fellsmere Rd
88540000



Fellsmere Rd
88540000

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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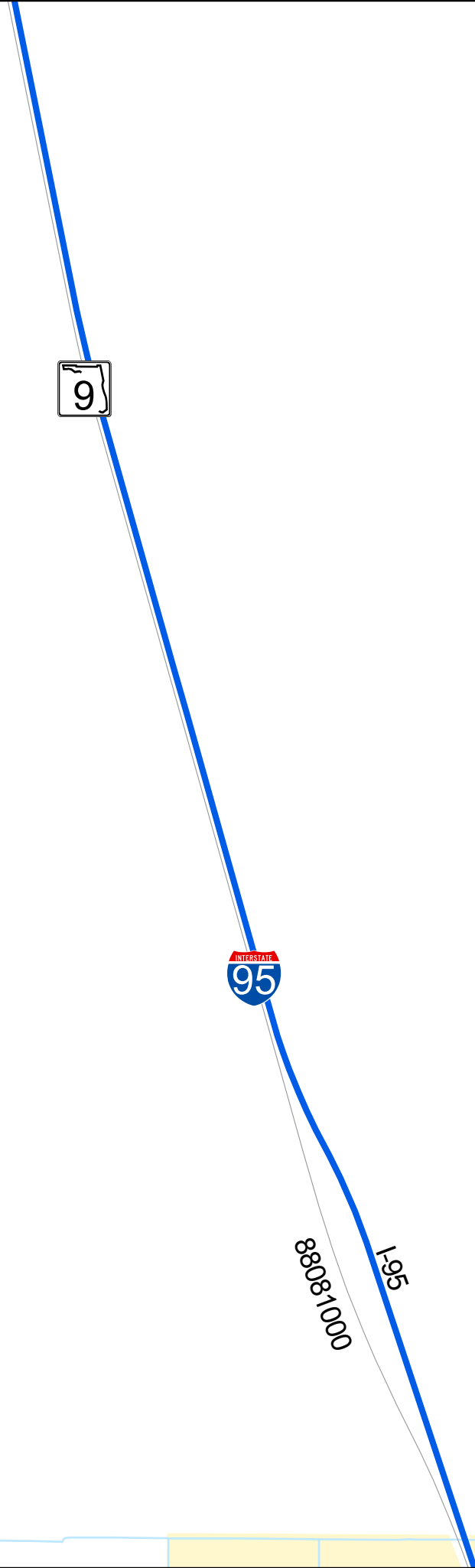
Level of Service

- B
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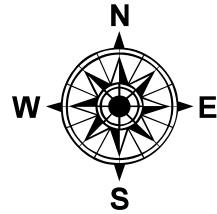
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



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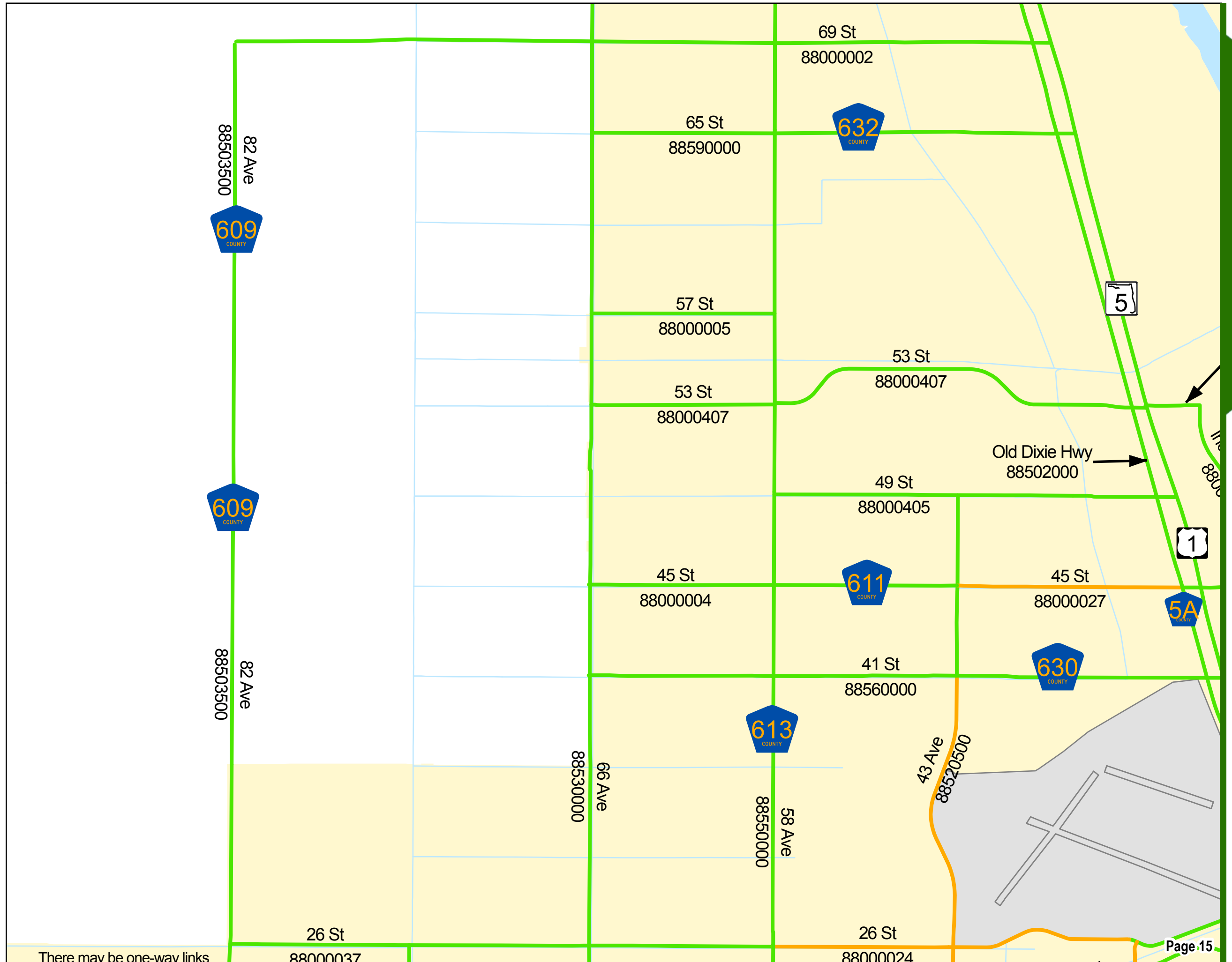
Level of Service

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Production Date: 11/12/2017

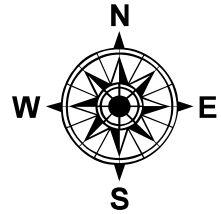
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There may be one-way links

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

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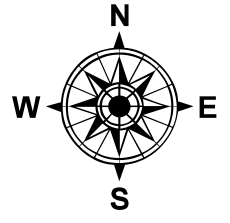


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FDOT DISTRICT IV
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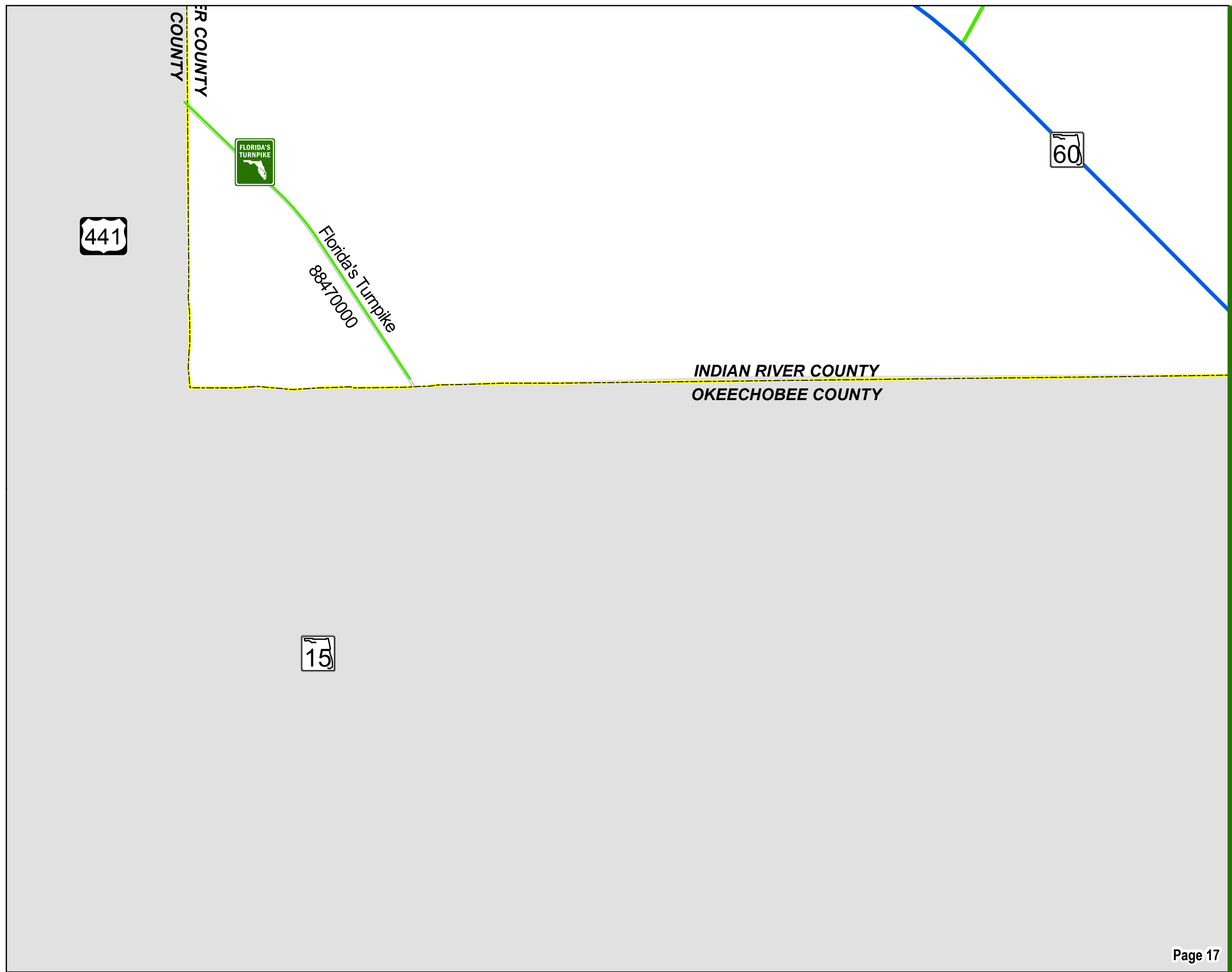
Level of Service

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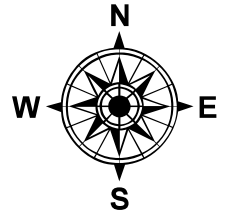


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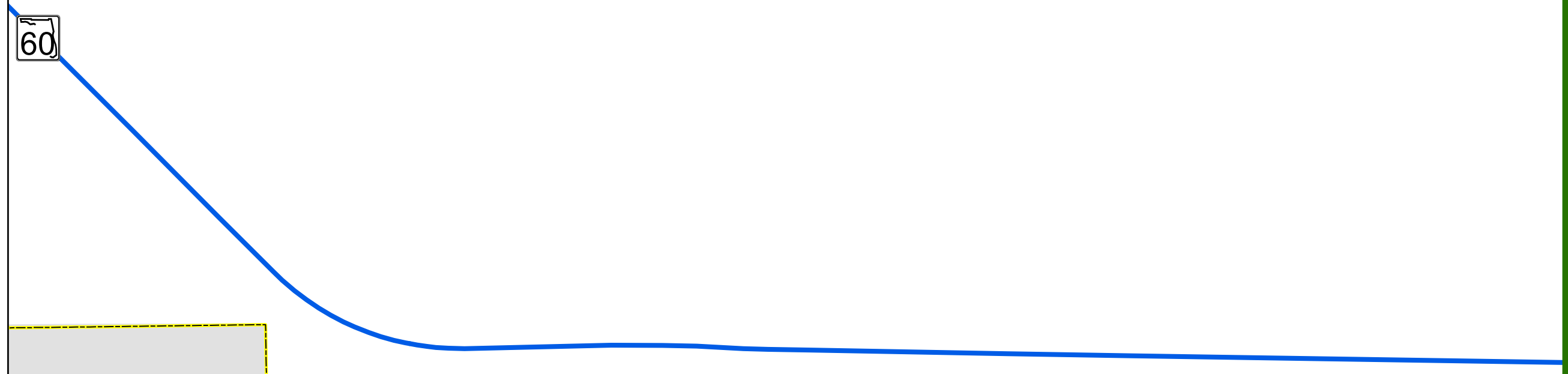
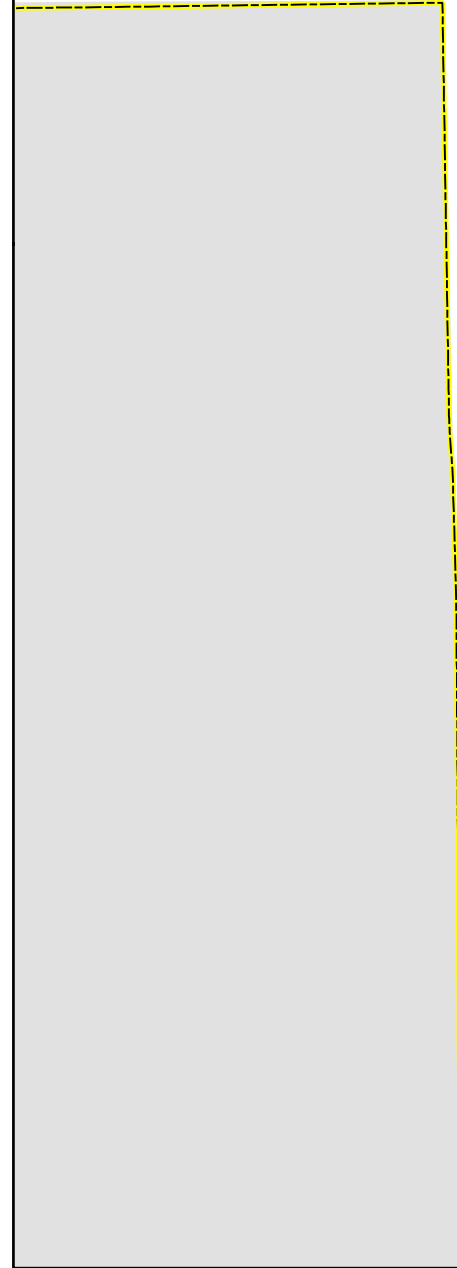
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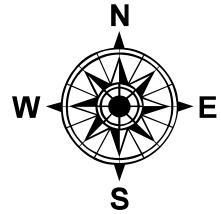
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FDOT DISTRICT IV

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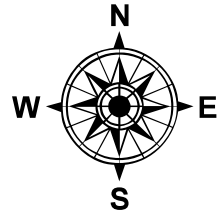
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Fellsmere Rd
88540000

SR 60
88060000

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

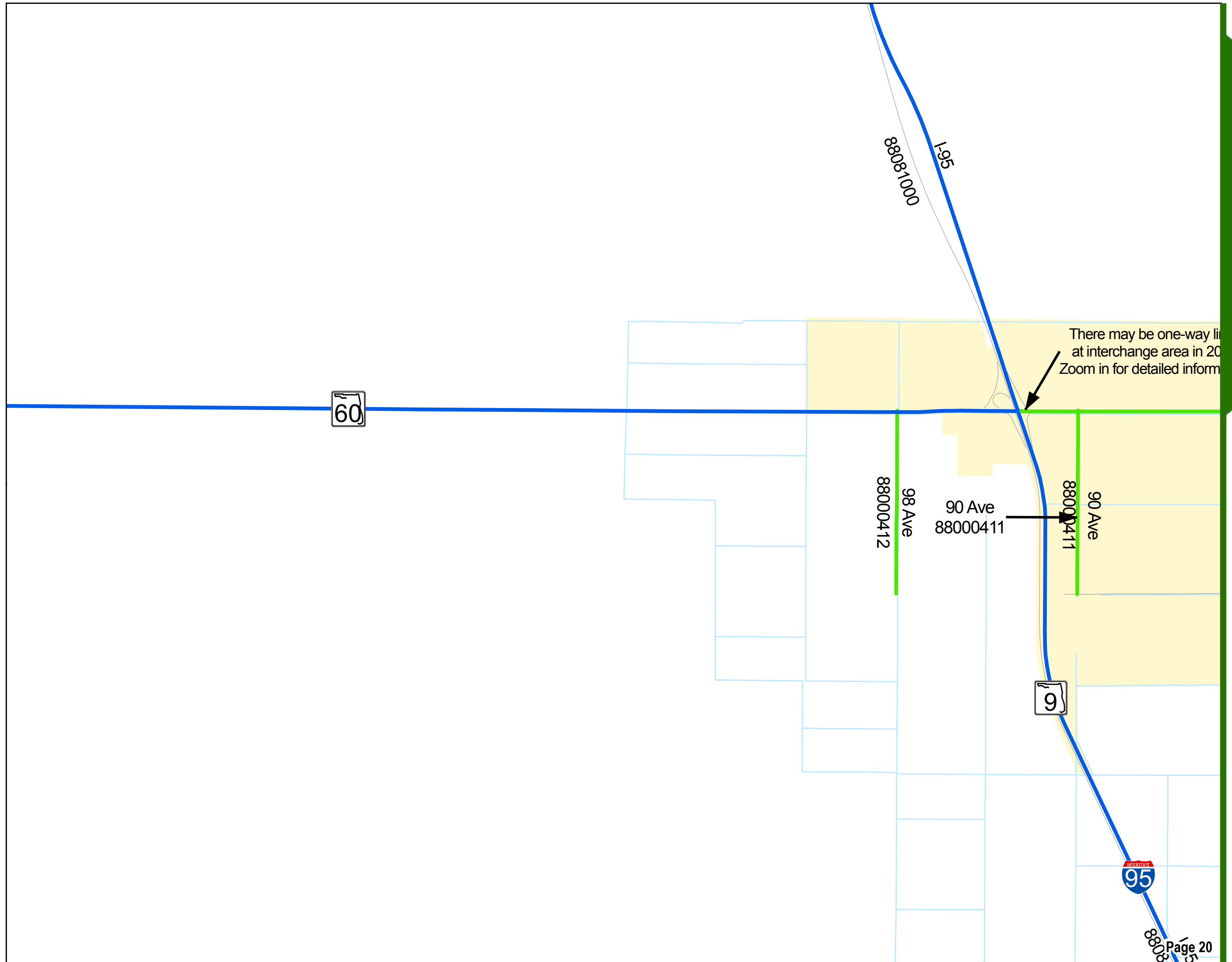
Level of Service

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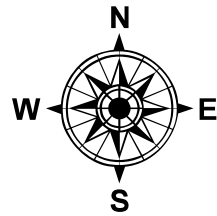
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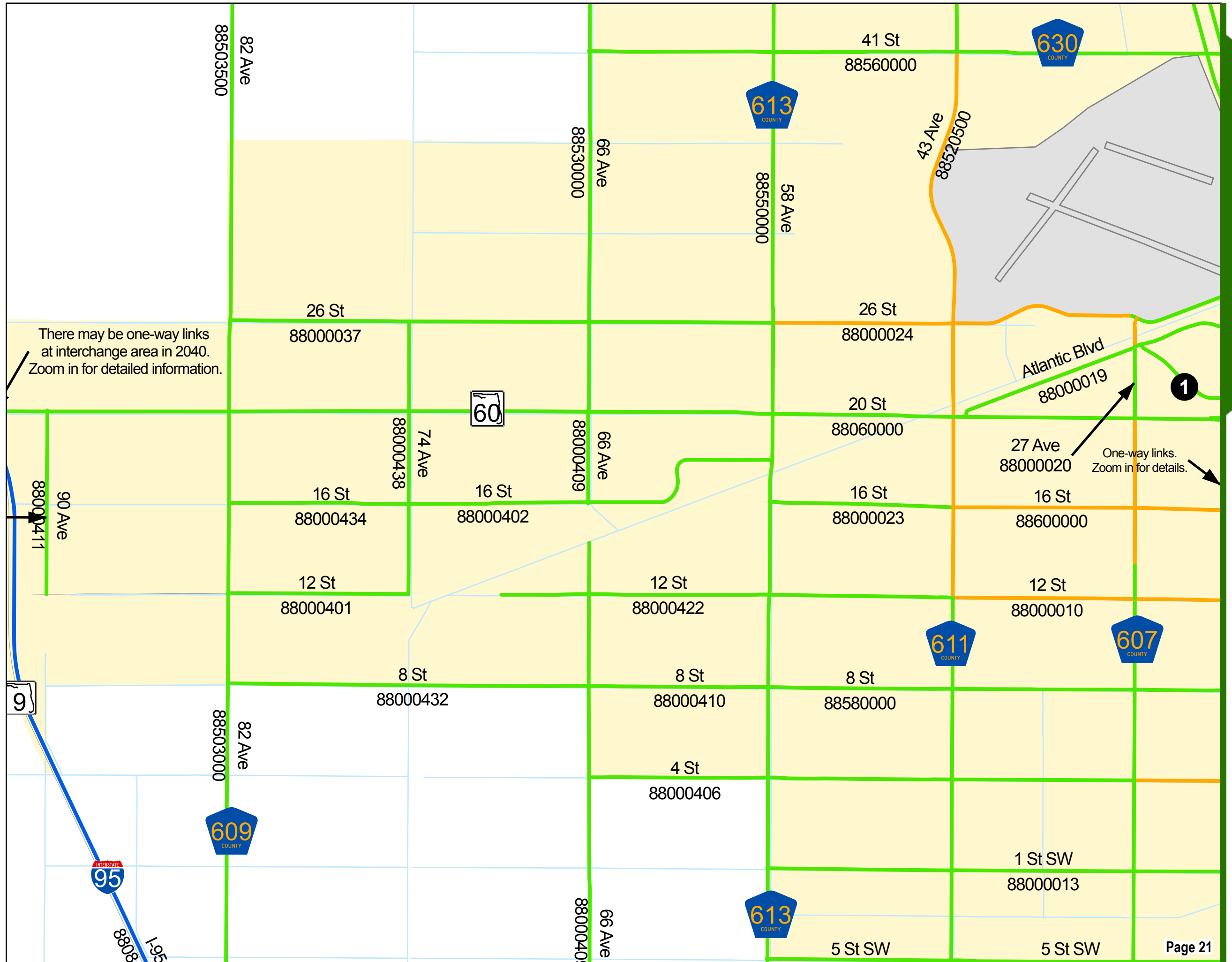
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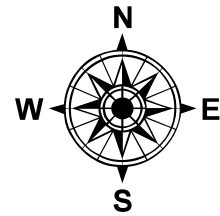


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

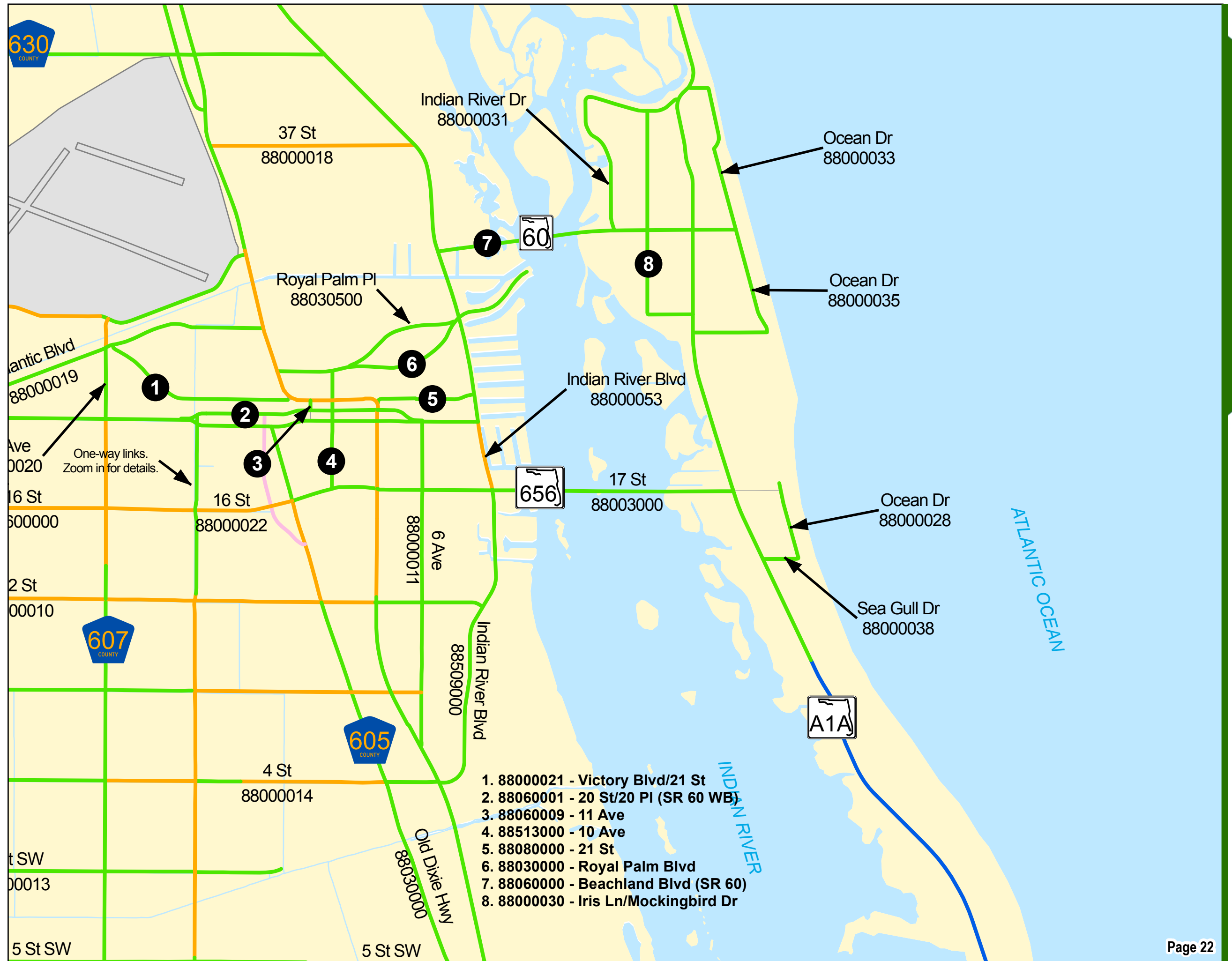
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Production Date: 11/12/2017

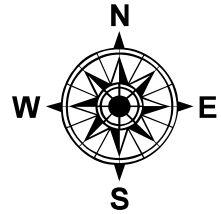
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1. 88000021 - Victory Blvd/21 St
2. 88060001 - 20 St/20 PI (SR 60 WB)
3. 88060009 - 11 Ave
4. 88513000 - 10 Ave
5. 88080000 - 21 St
6. 88030000 - Royal Palm Blvd
7. 88060000 - Beachland Blvd (SR 60)
8. 88000030 - Iris Ln/Mockingbird Dr

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

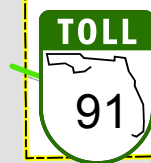
Level of Service

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Production Date: 11/12/2017

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Florida's Turnpike

88470000

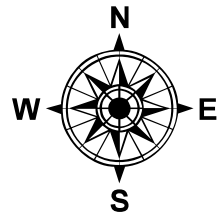
INDIAN RIVER COUNTY
OKEECHOBEE COUNTY

Florida's Turnpike

88470000

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

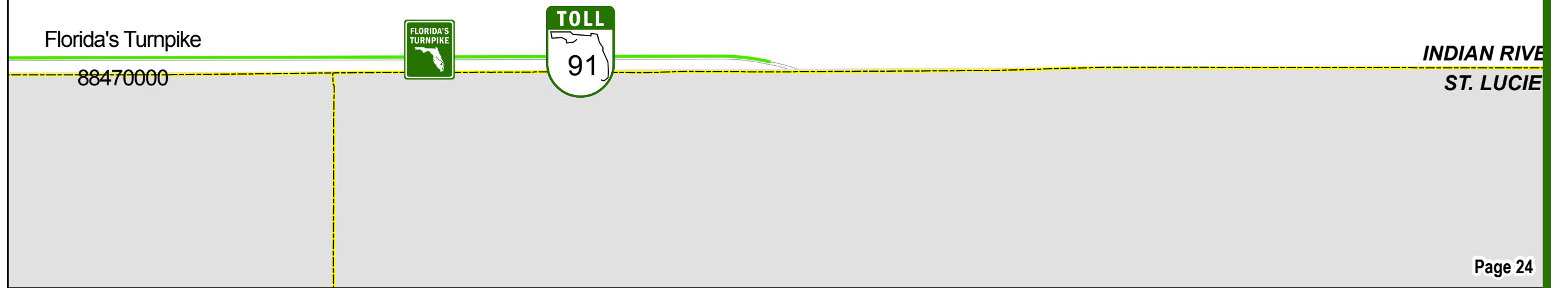
Level of Service

- B
- C
- D
- E
- F



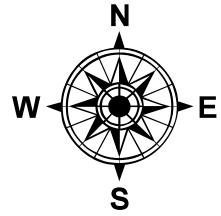
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

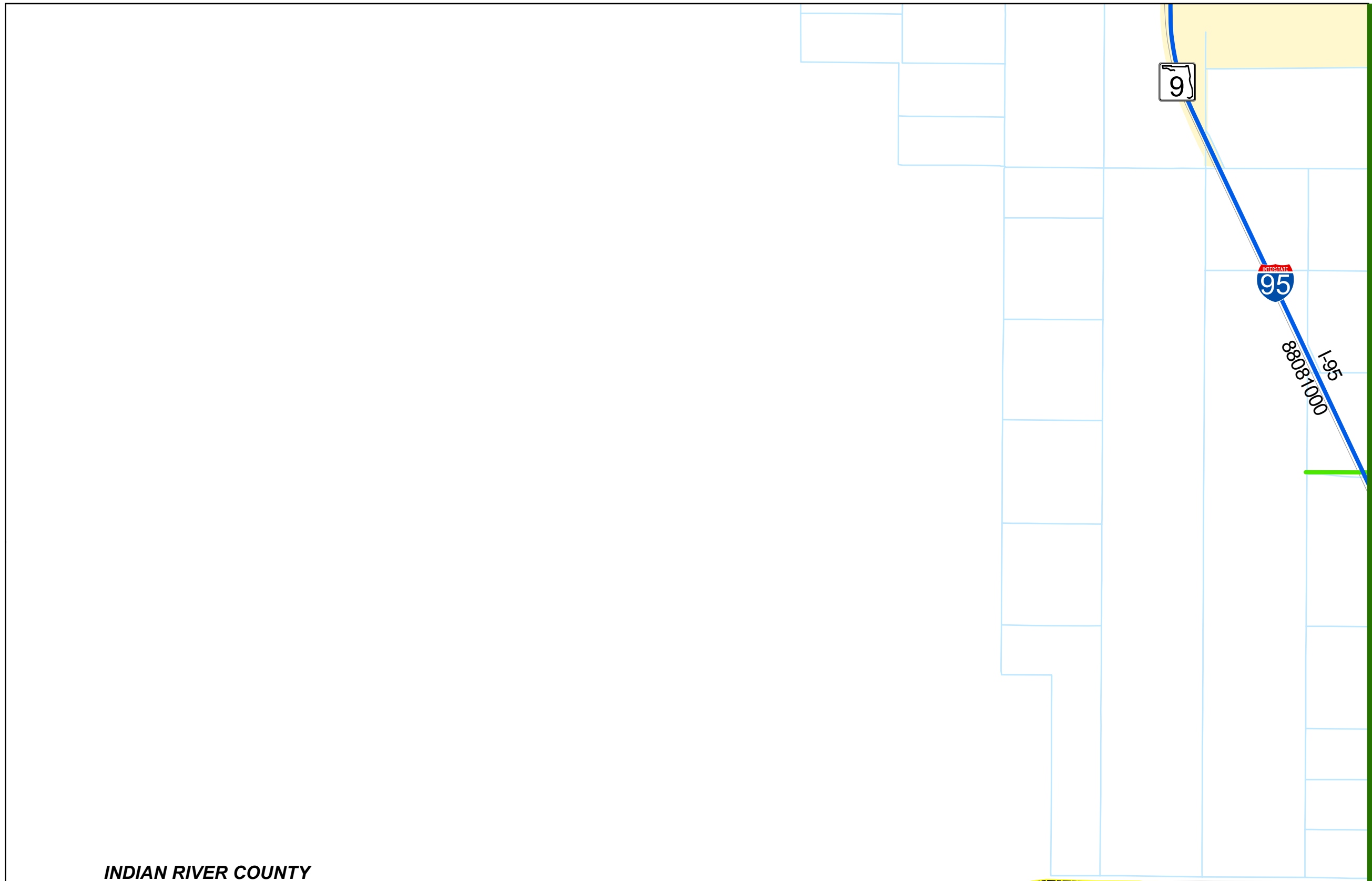
Level of Service

- B
- C
- D
- E
- F

0 0.5
Miles

Production Date: 11/12/2017

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.

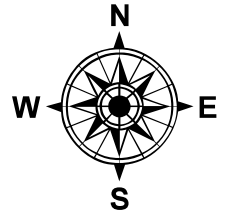


INDIAN RIVER COUNTY
ST. LUCIE COUNTY

INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

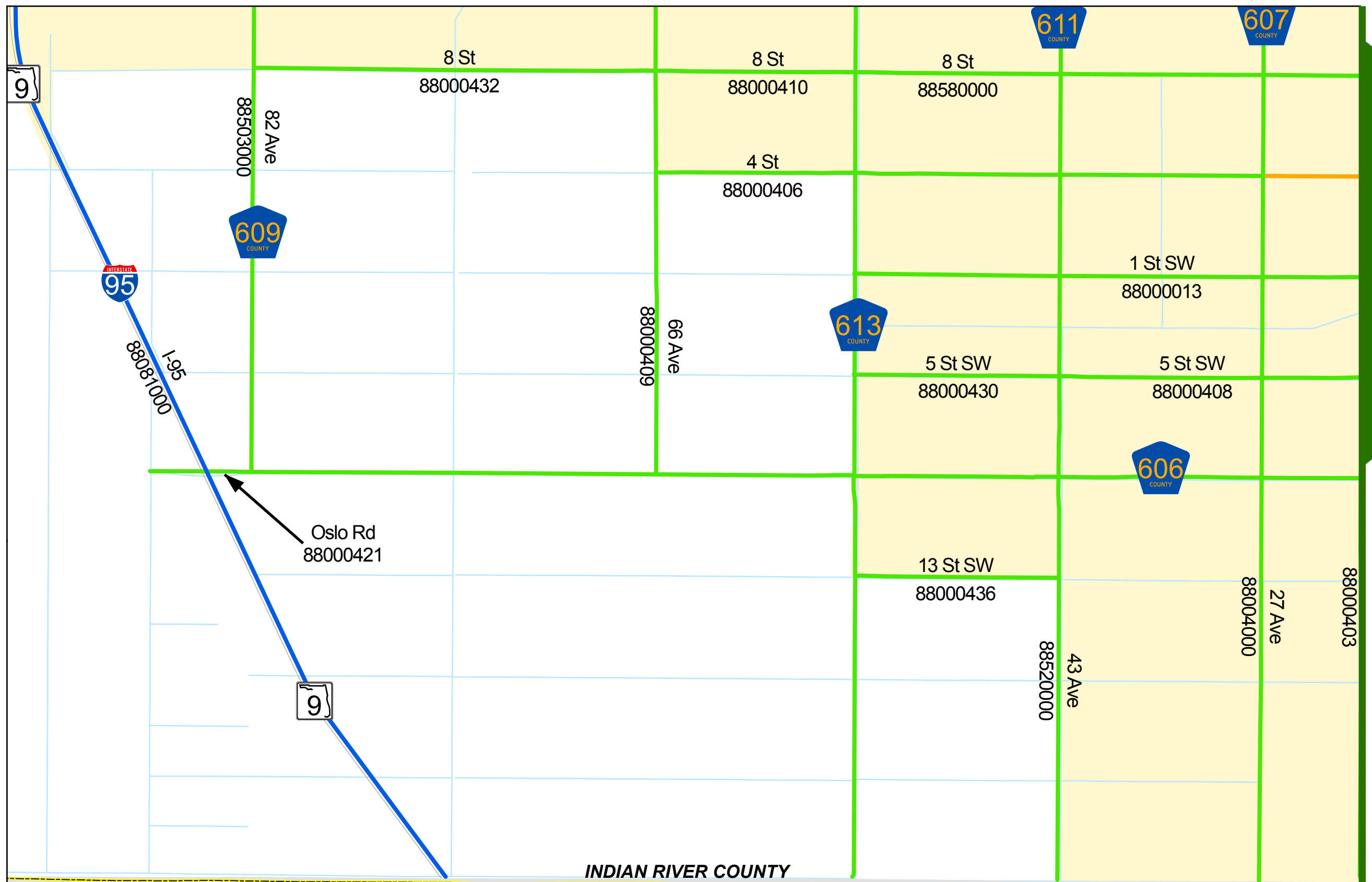
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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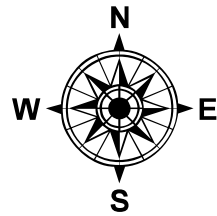


**INDIAN RIVER COUNTY
ST. LUCIE COUNTY**

INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

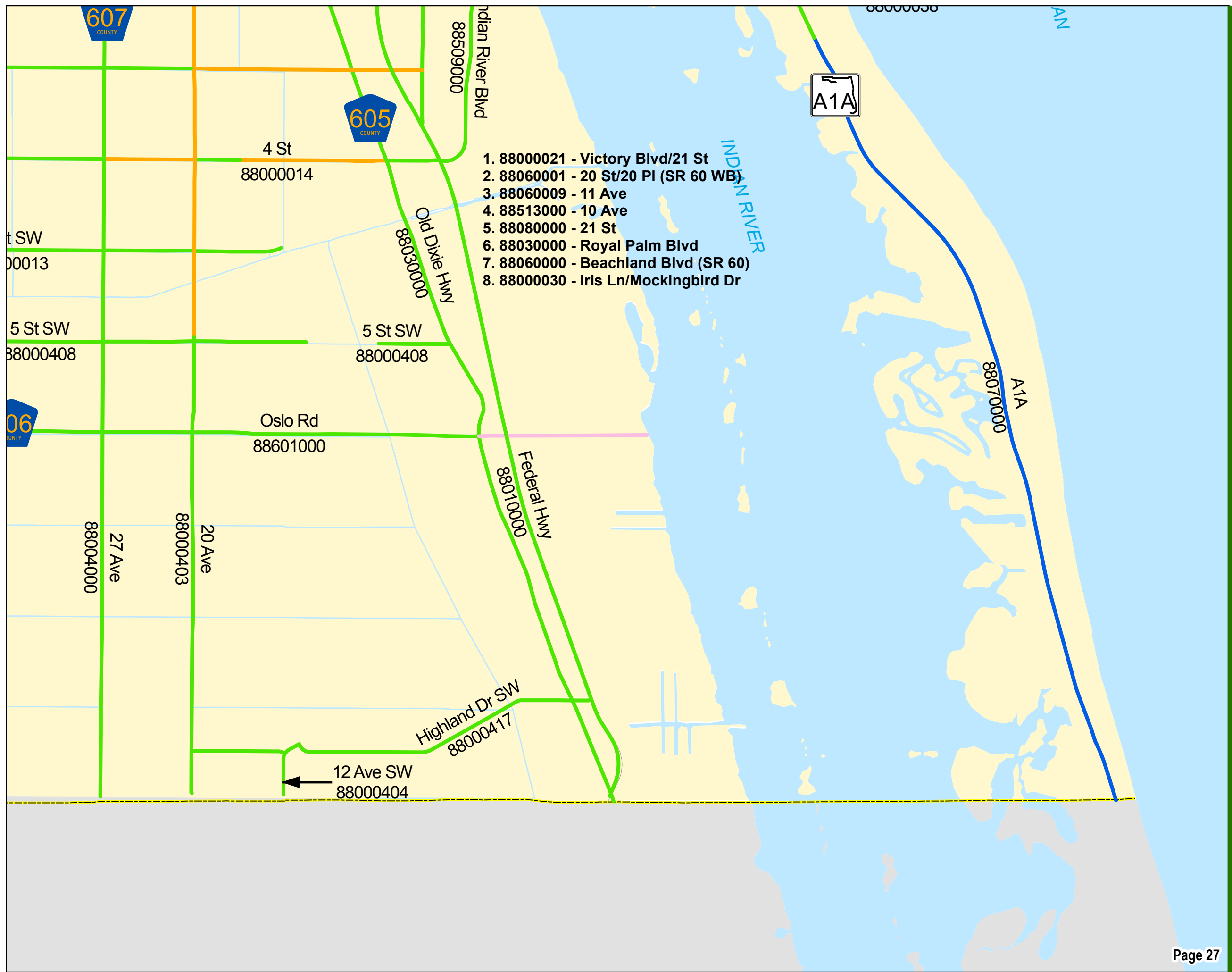
Level of Service

- B
- C
- D
- E
- F



Production Date: 11/12/2017

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AADT and Number of Lanes Maps

2016 AADT and Number of Lanes– Broward

2016 AADT and Number of Lanes– Palm Beach

2016 AADT and Number of Lanes– Martin

2016 AADT and Number of Lanes– St. Lucie

2016 AADT and Number of Lanes– Indian River

2016 AADT AND NUMBER OF LANES: INDEX MAP

SERIES INFORMATION

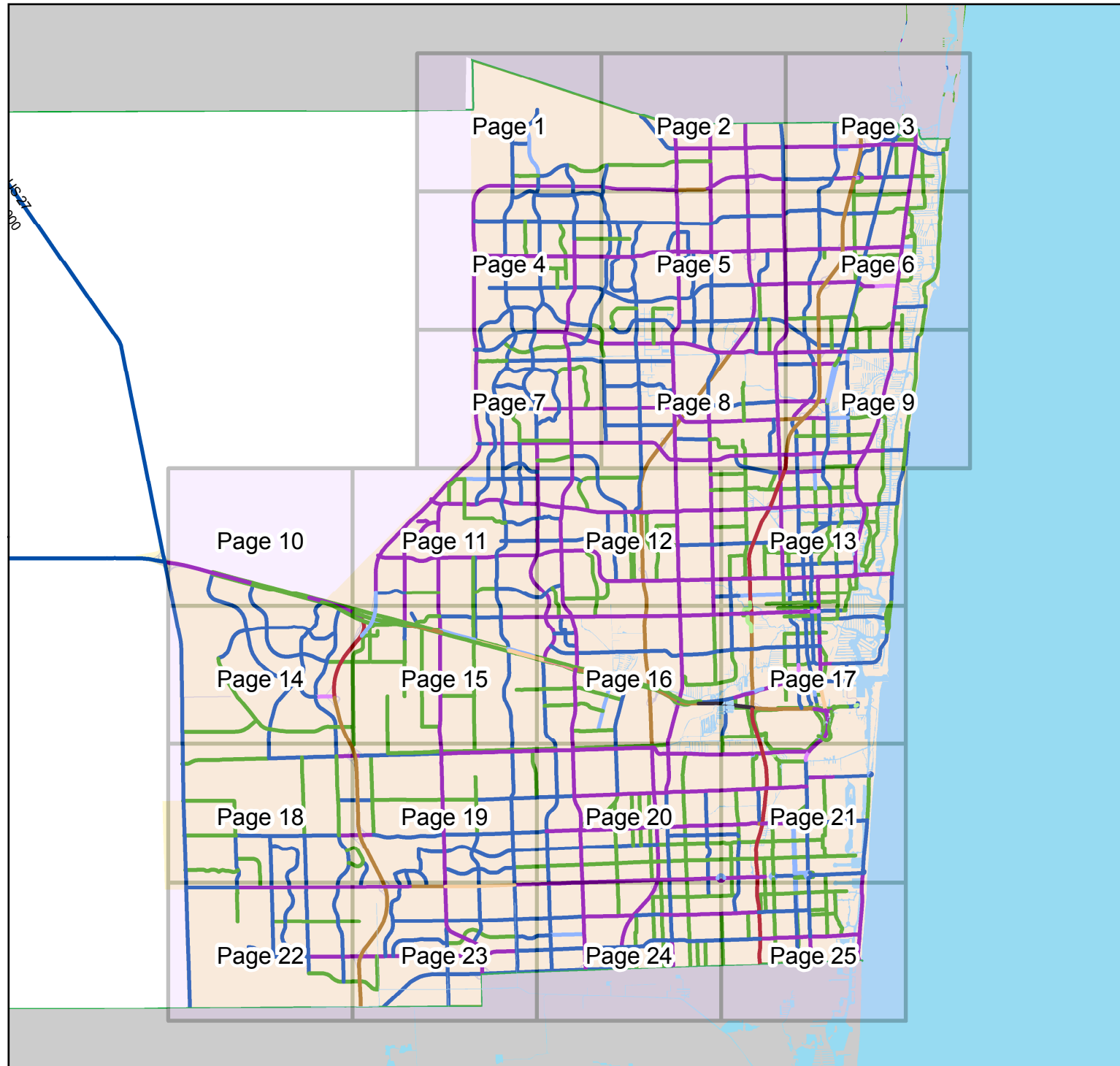
Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. For one-way street segments, number of lanes indicates total number of through lanes of the street segment.

Note:

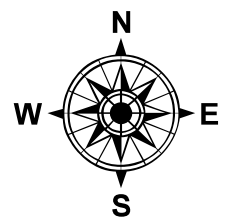
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. All AADT are expressed in thousands.
4. The 2016 AADT and Number of Lanes reported along state roadways are consistent with the FDOT Annual LOS Reporting.
5. The 2016 AADT and Number of Lanes reported along the non-state roadways are from 2016 Florida Transportation Information DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Number of Lanes

- | | | |
|---|---|--|
| — 1 | — 5 | — 9 |
| — 2 | — 6 | — 10 |
| — 3 | — 7 | — >10 |
| — 4 | — 8 | |

CONTACT INFORMATION

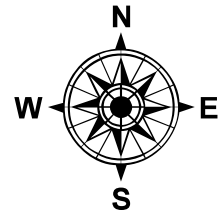
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

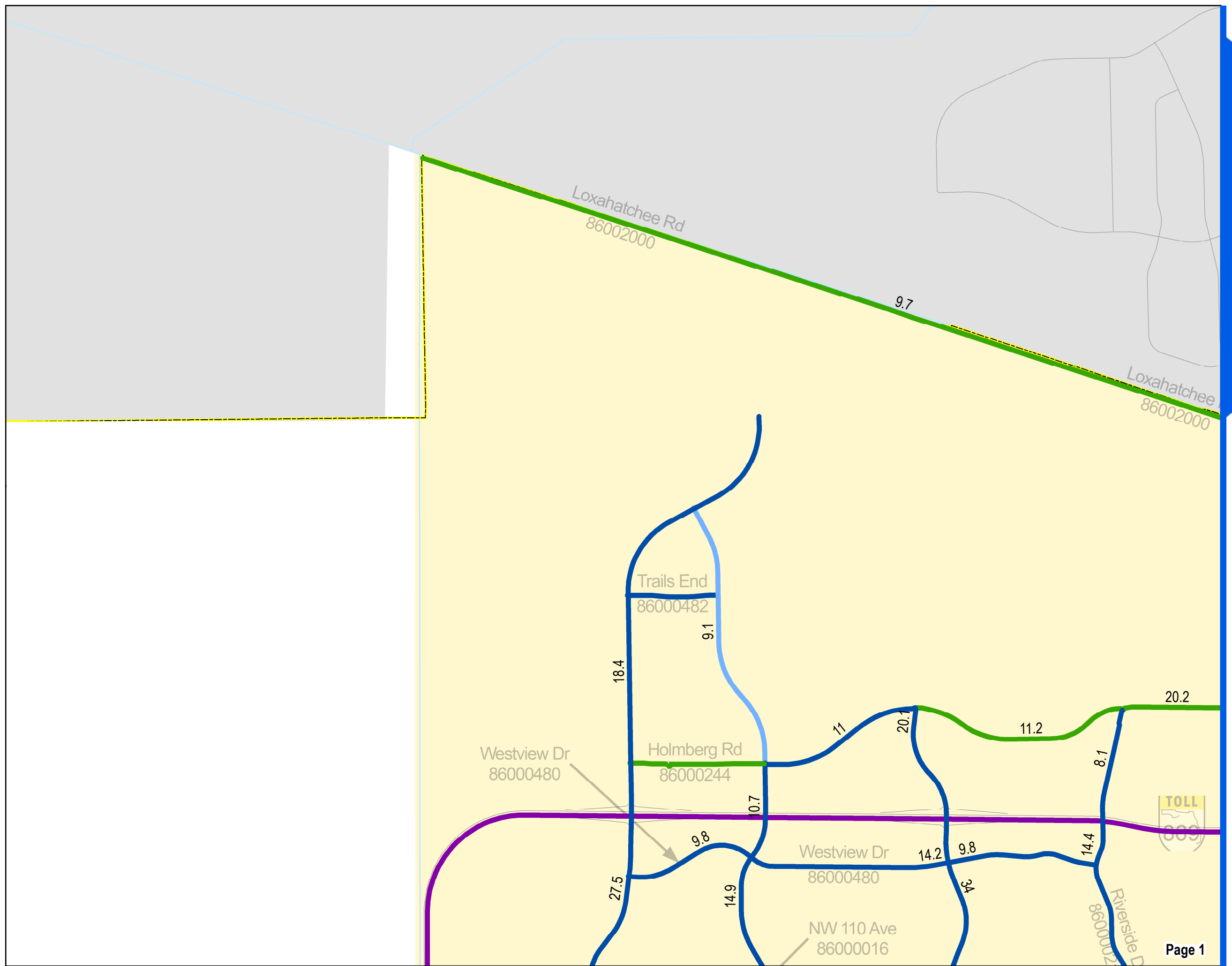


xxx: AADT in 1,000s



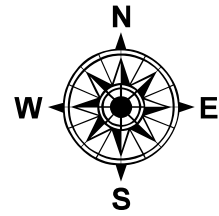
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

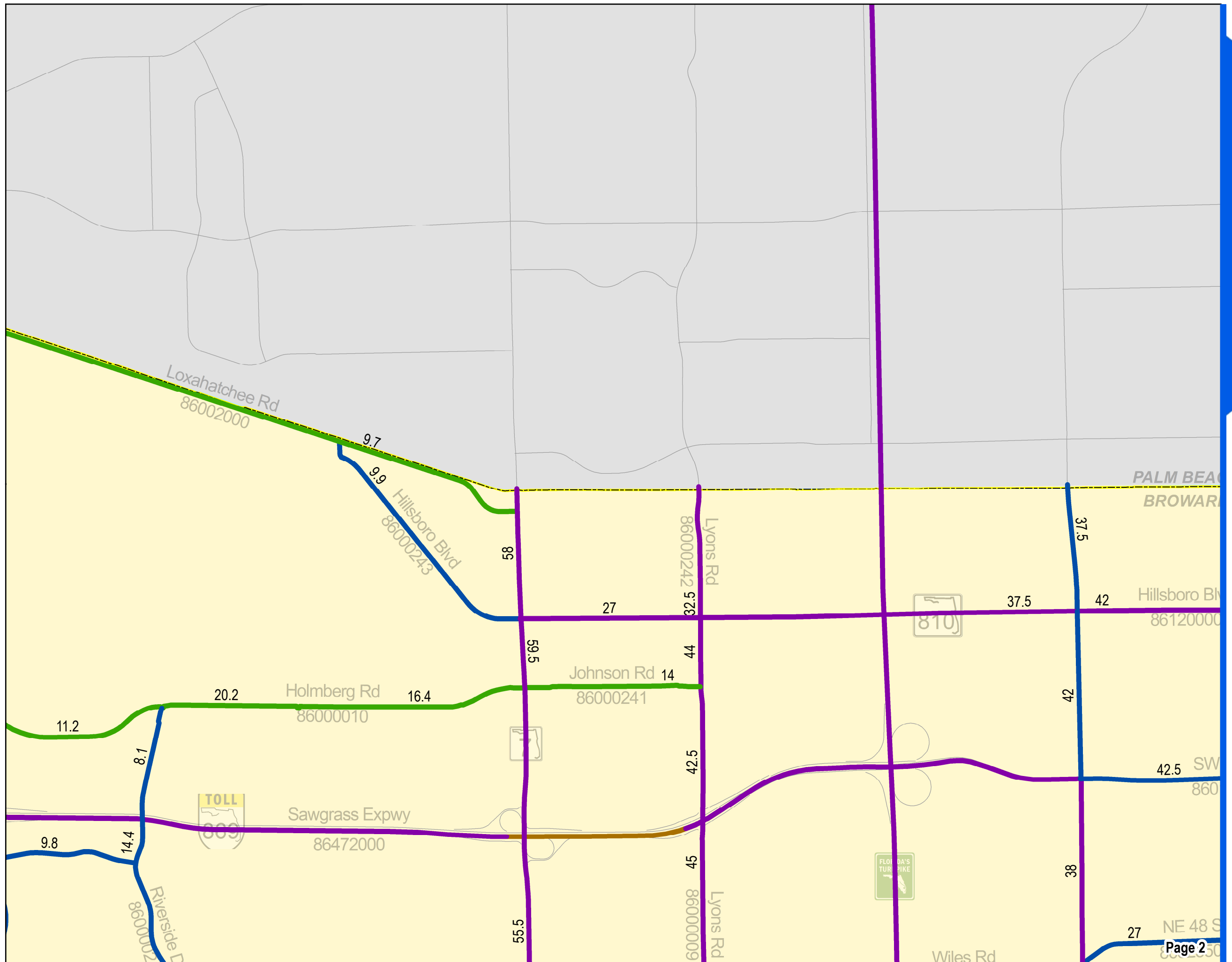


xxx: AADT in 1,000s

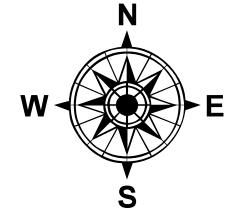


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

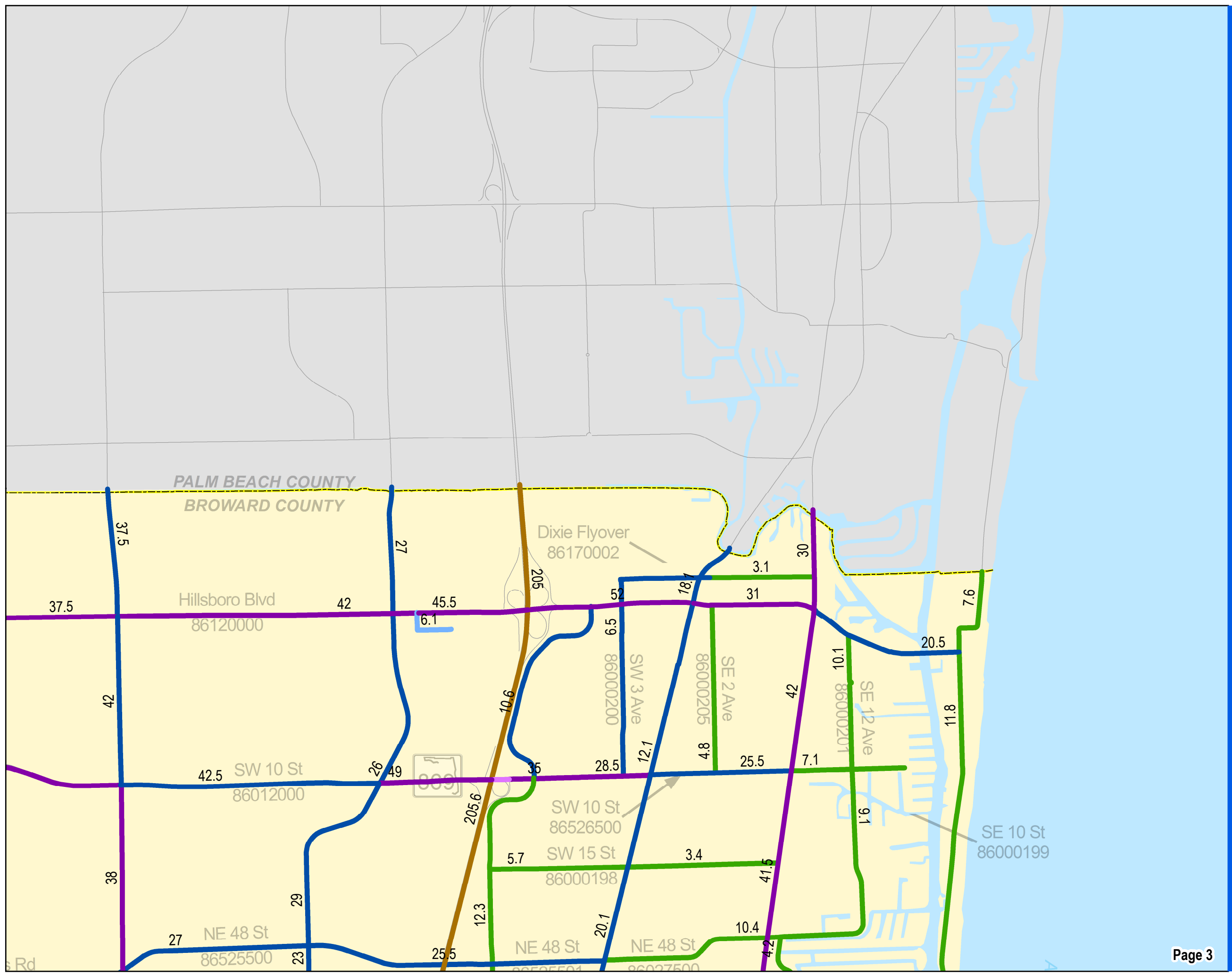
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- 9
- 10
- >10

xxx: AADT in 1,000s



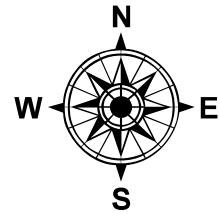
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

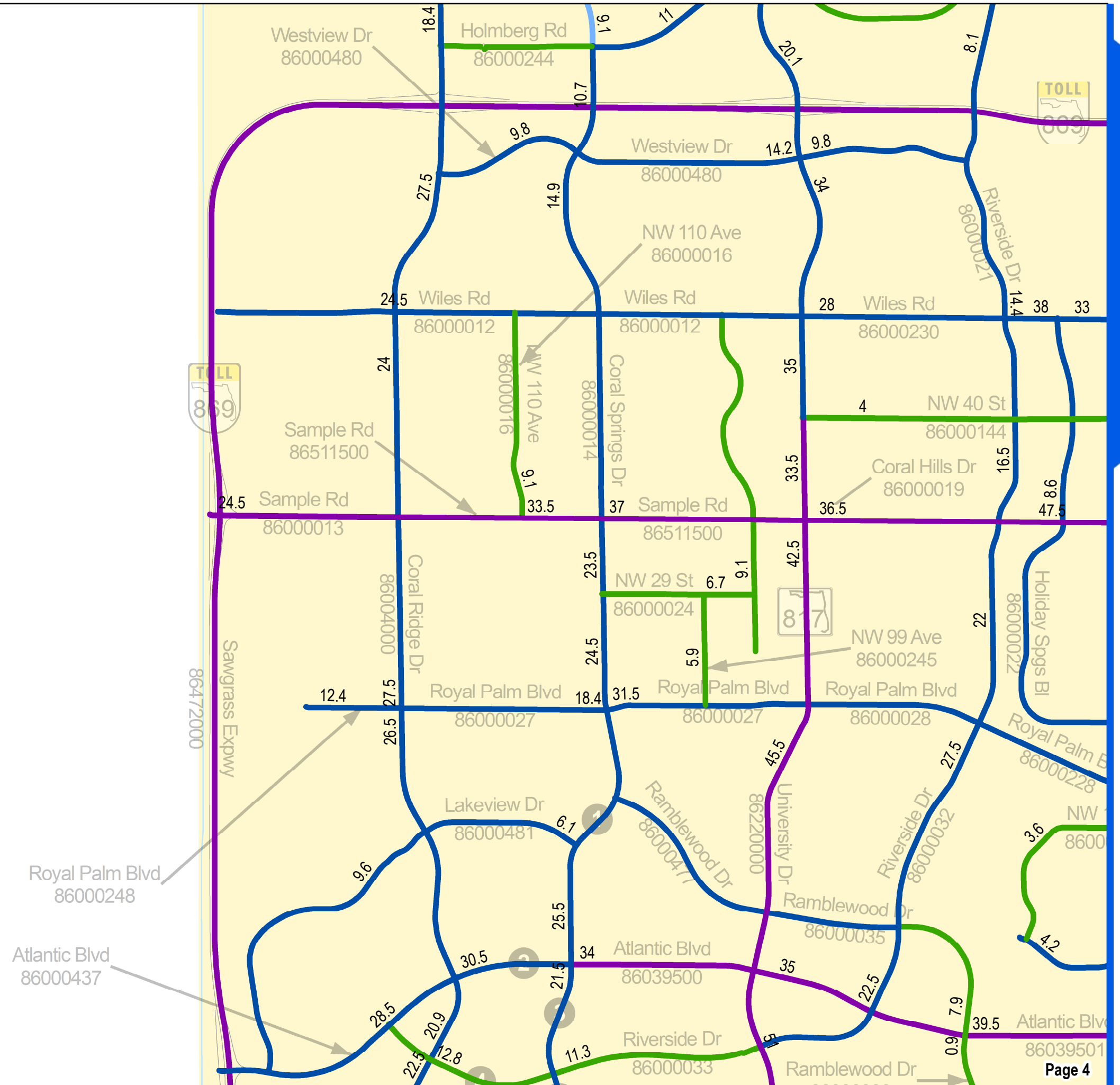


xxx: AADT in 1,000s

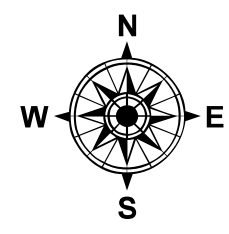


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

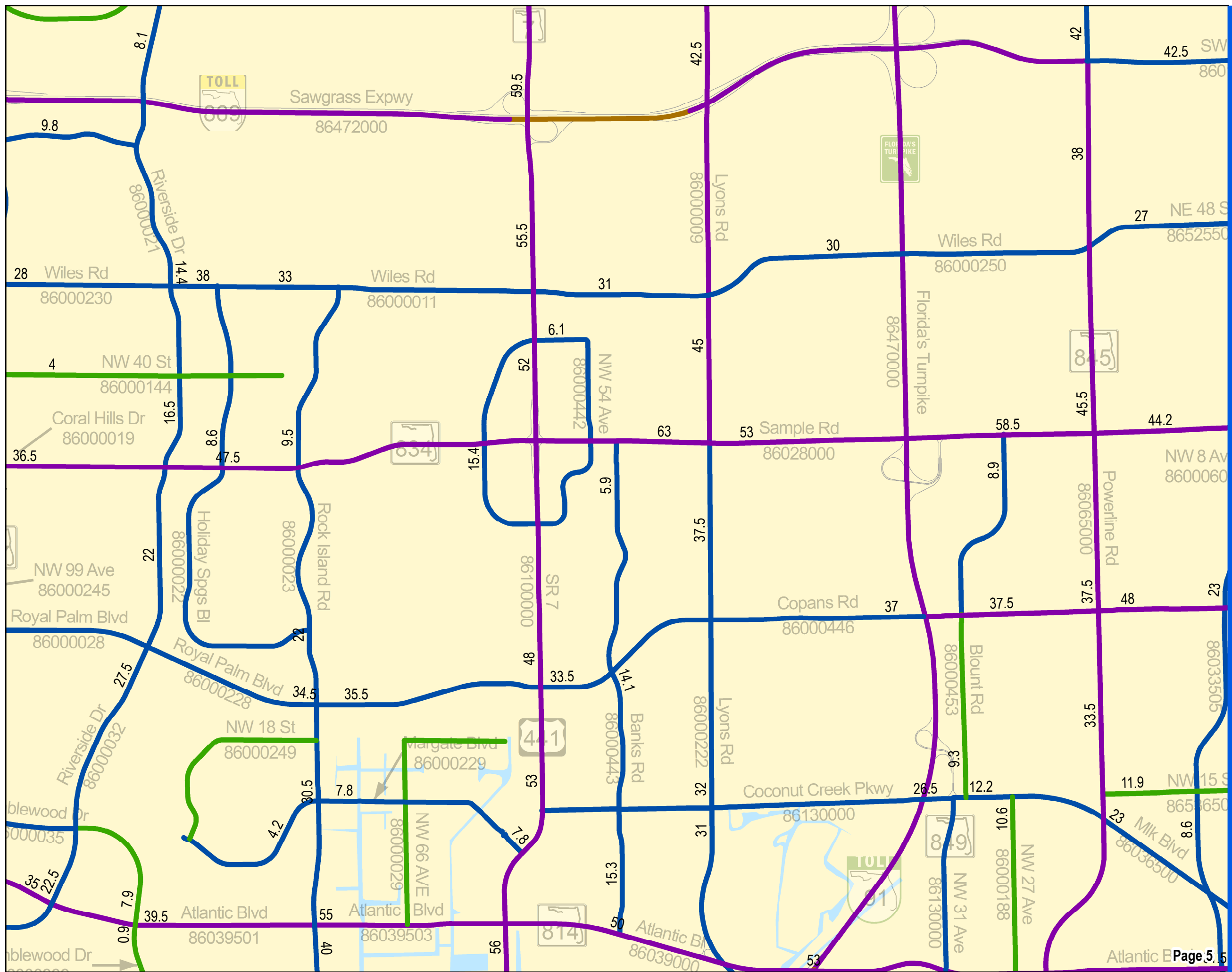
- 1
- 2
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- 8
- 9
- 10
- >10

xxx: AADT in 1,000s

Miles

Production Date: 11/12/2017

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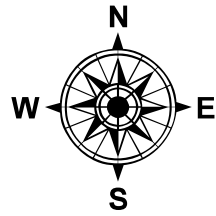


BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

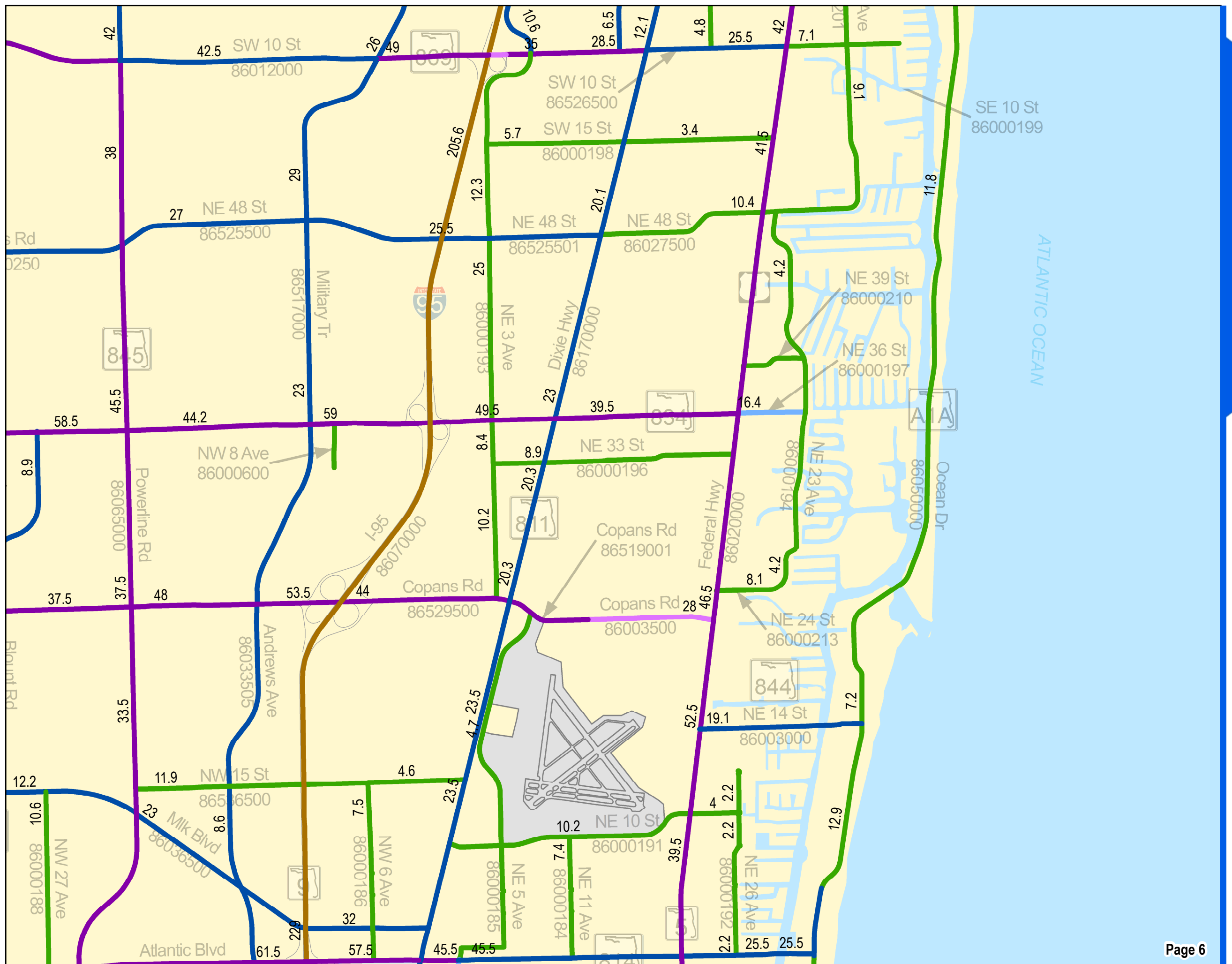


xxx: AADT in 1,000s



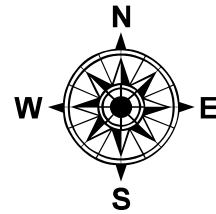
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



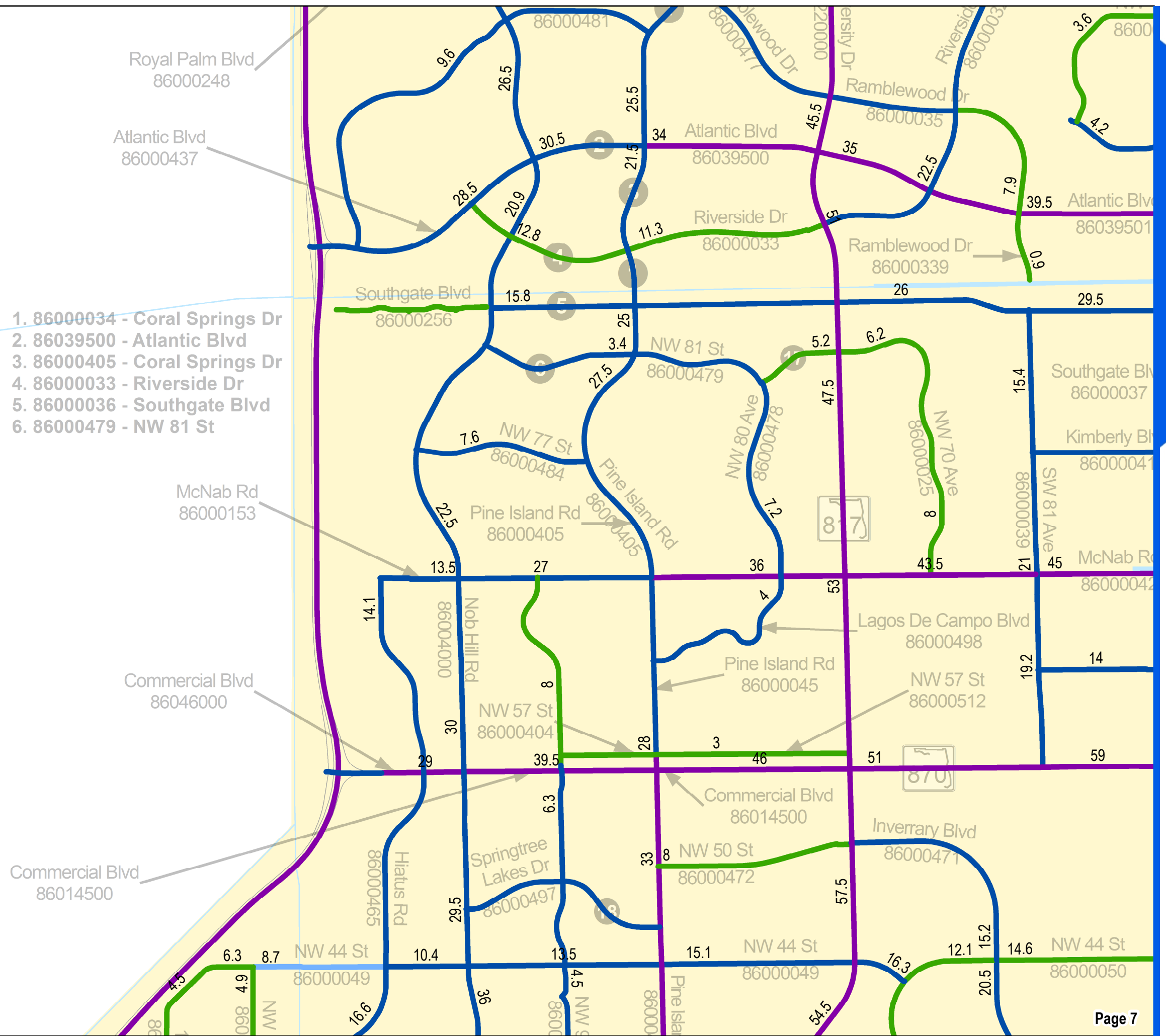
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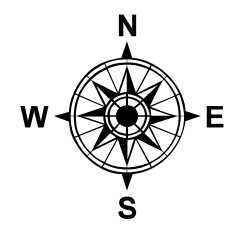
Production Date: 11/12/2017

This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.

1. 86000034 - Coral Springs Dr
2. 86039500 - Atlantic Blvd
3. 86000405 - Coral Springs Dr
4. 86000033 - Riverside Dr
5. 86000036 - Southgate Blvd
6. 86000479 - NW 81 St



FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

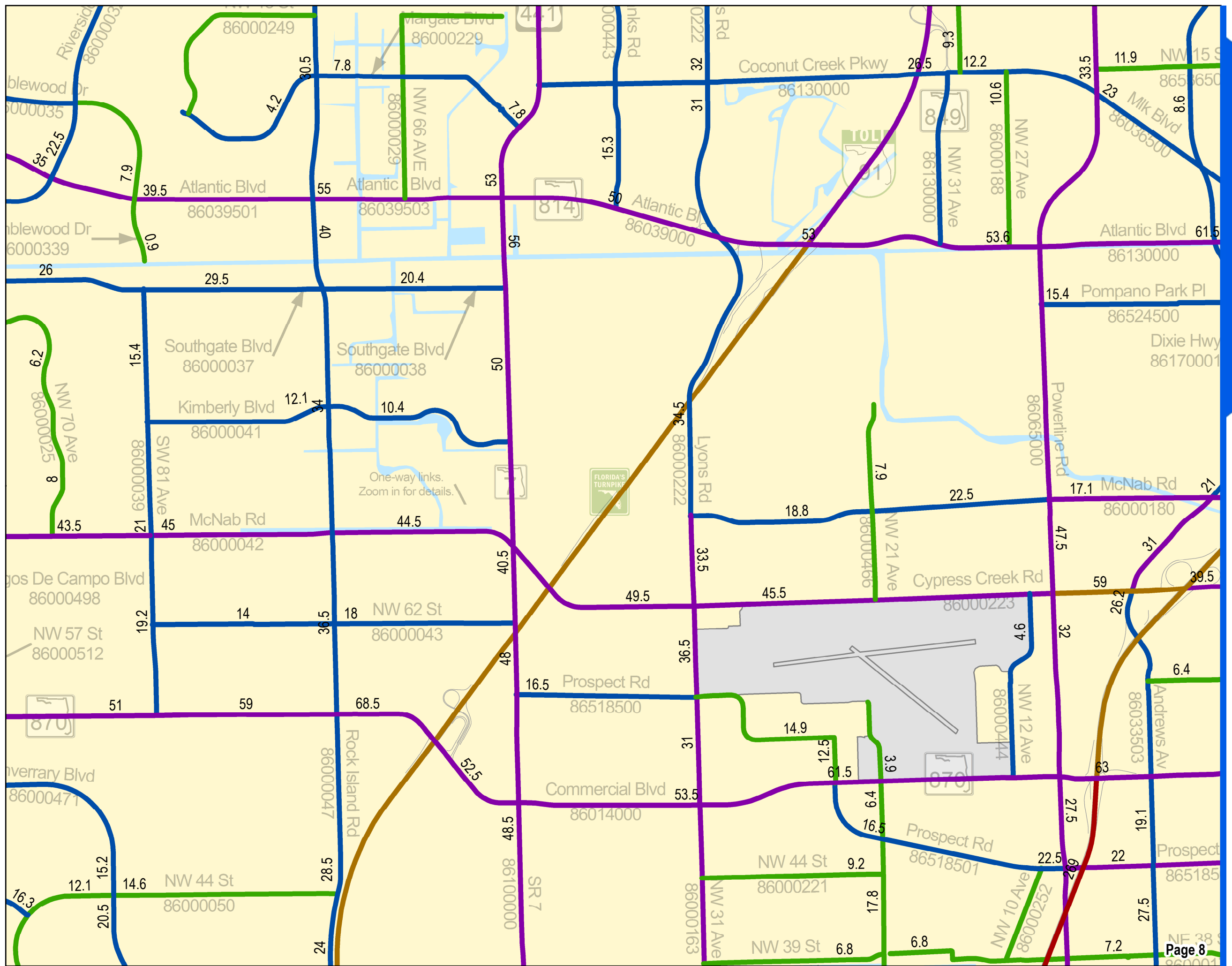


xxx: AADT in 1,000s



Production Date: 11/12/2017

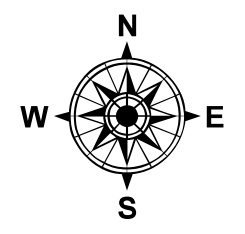
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BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
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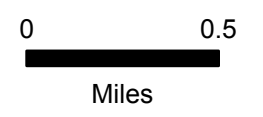


LEGEND

Number of Lanes

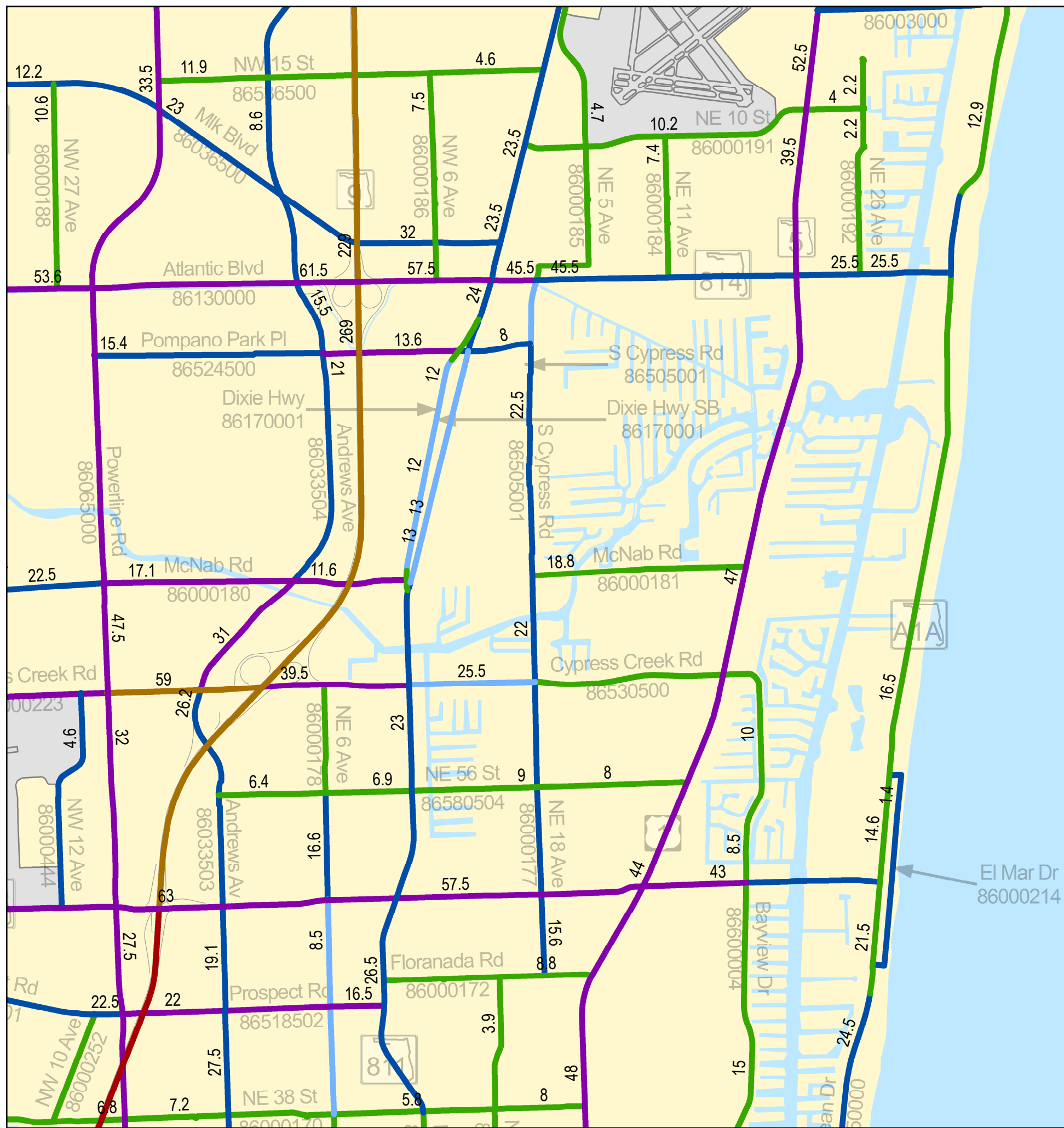


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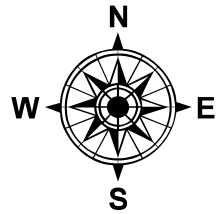
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
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LEGEND

Number of Lanes

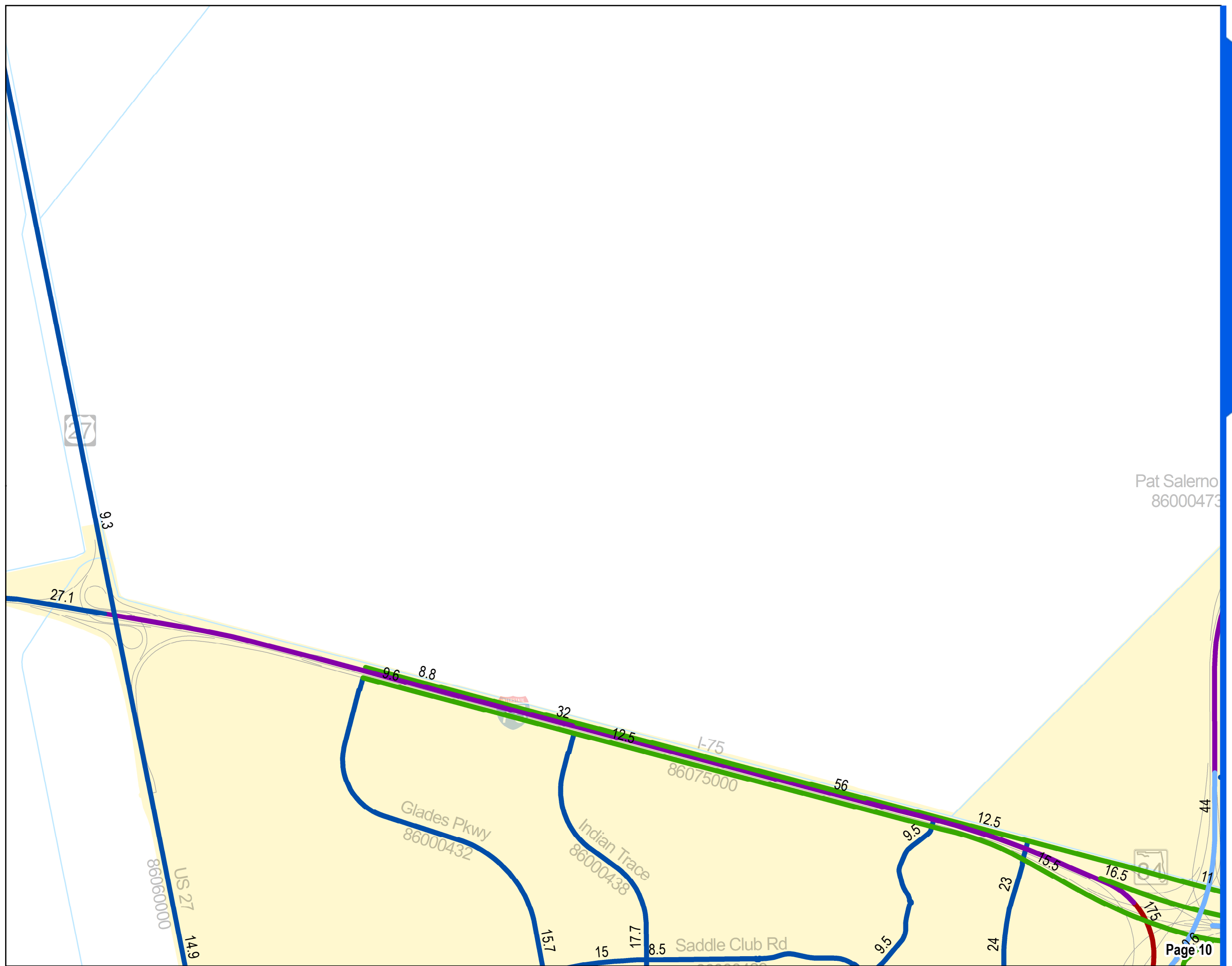


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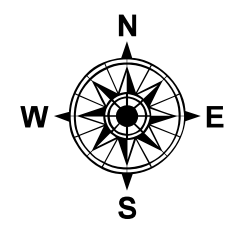
Production Date: 11/12/2017

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Pat Salerno
86000473

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

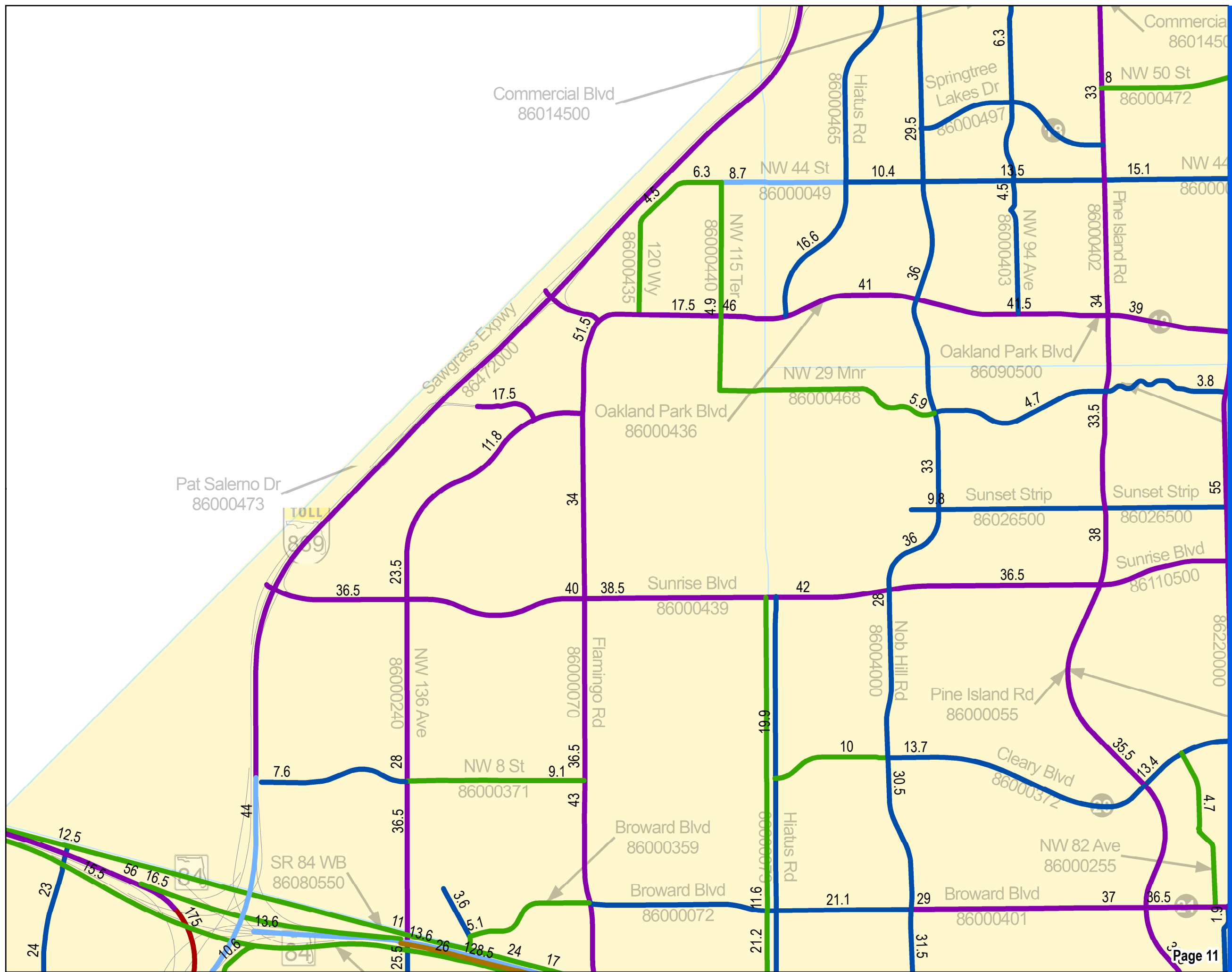
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- 2 (green line)
- 3 (light blue line)
- 4 (blue line)
- 5 (purple line)
- 6 (dark purple line)
- 7 (orange line)
- 8 (brown line)
- 9 (red line)
- 10 (dark red line)
- >10 (black line)

xxx: AADT in 1,000s

0 0.5
Miles

Production Date: 11/12/2017

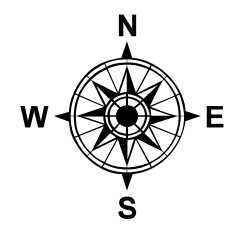
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BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT

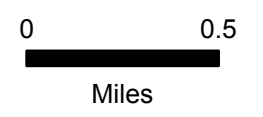


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Number of Lanes

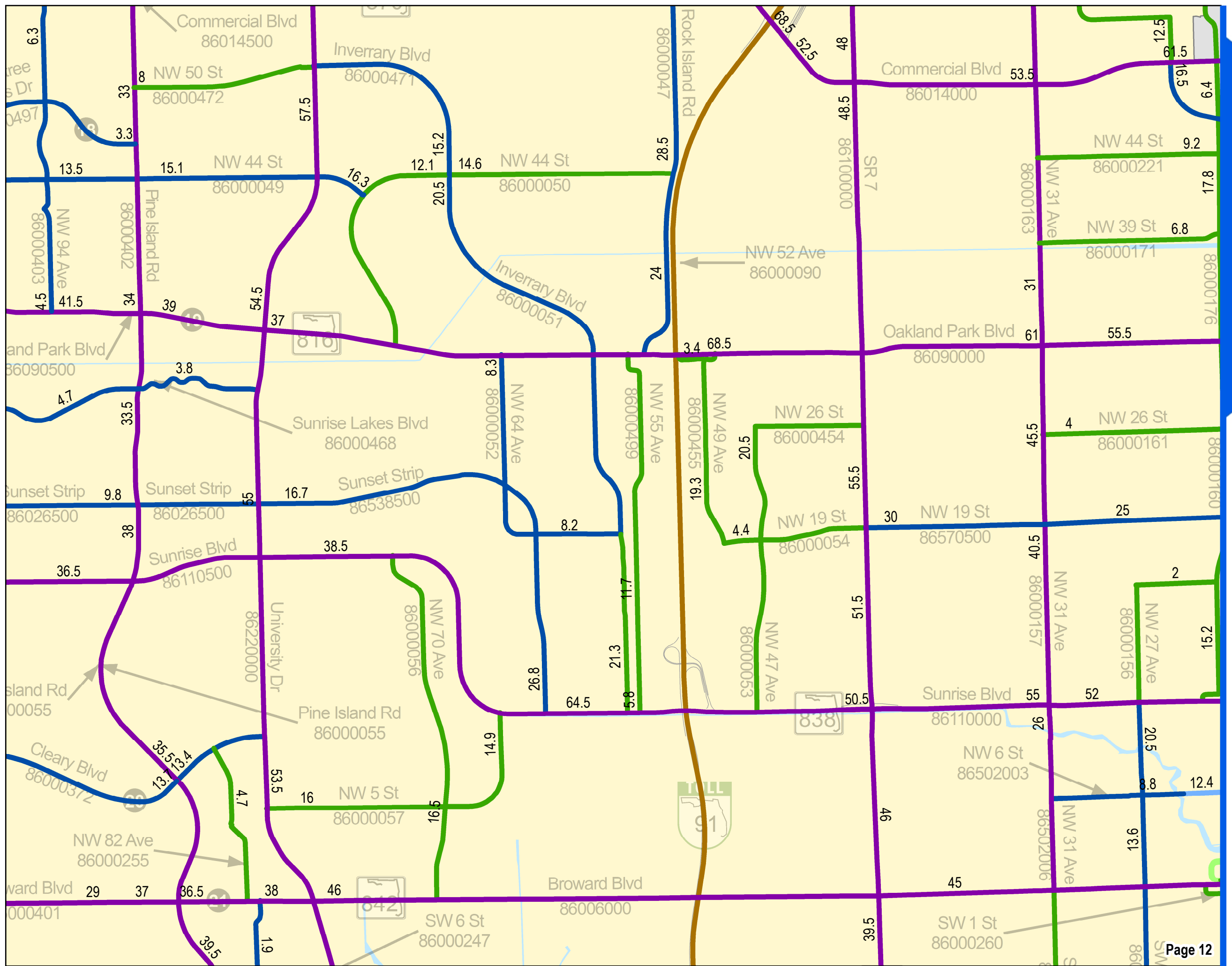


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Production Date: 11/12/2017

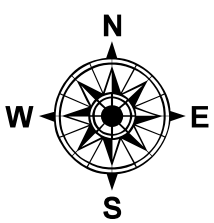
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BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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Number of Lanes

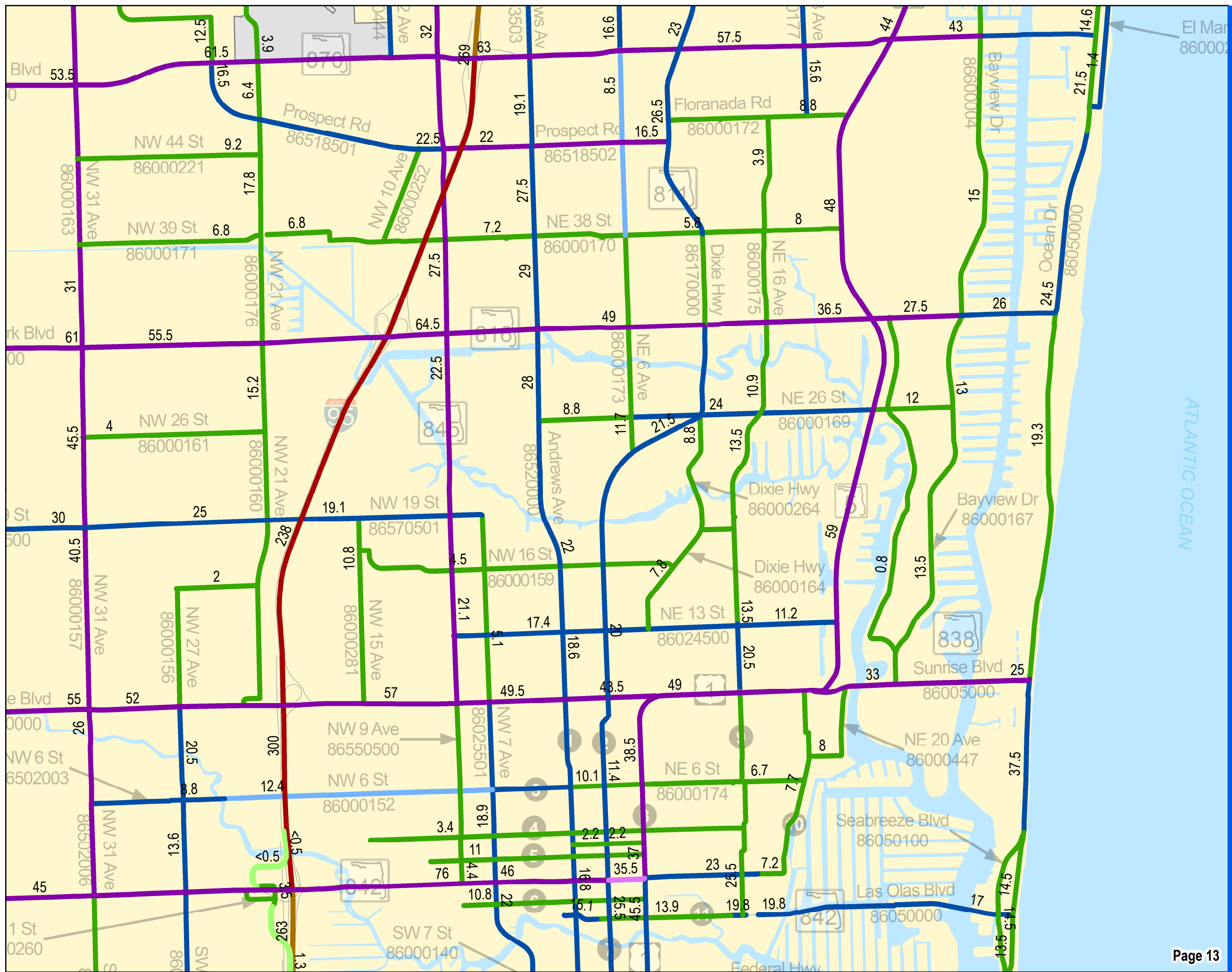
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xxx: AADT in 1,000s

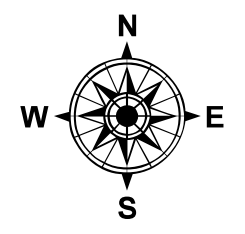


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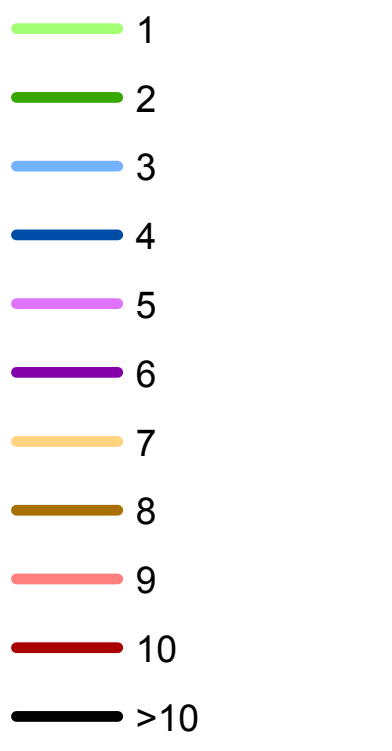


FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT

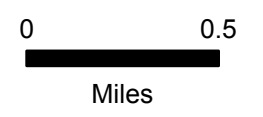


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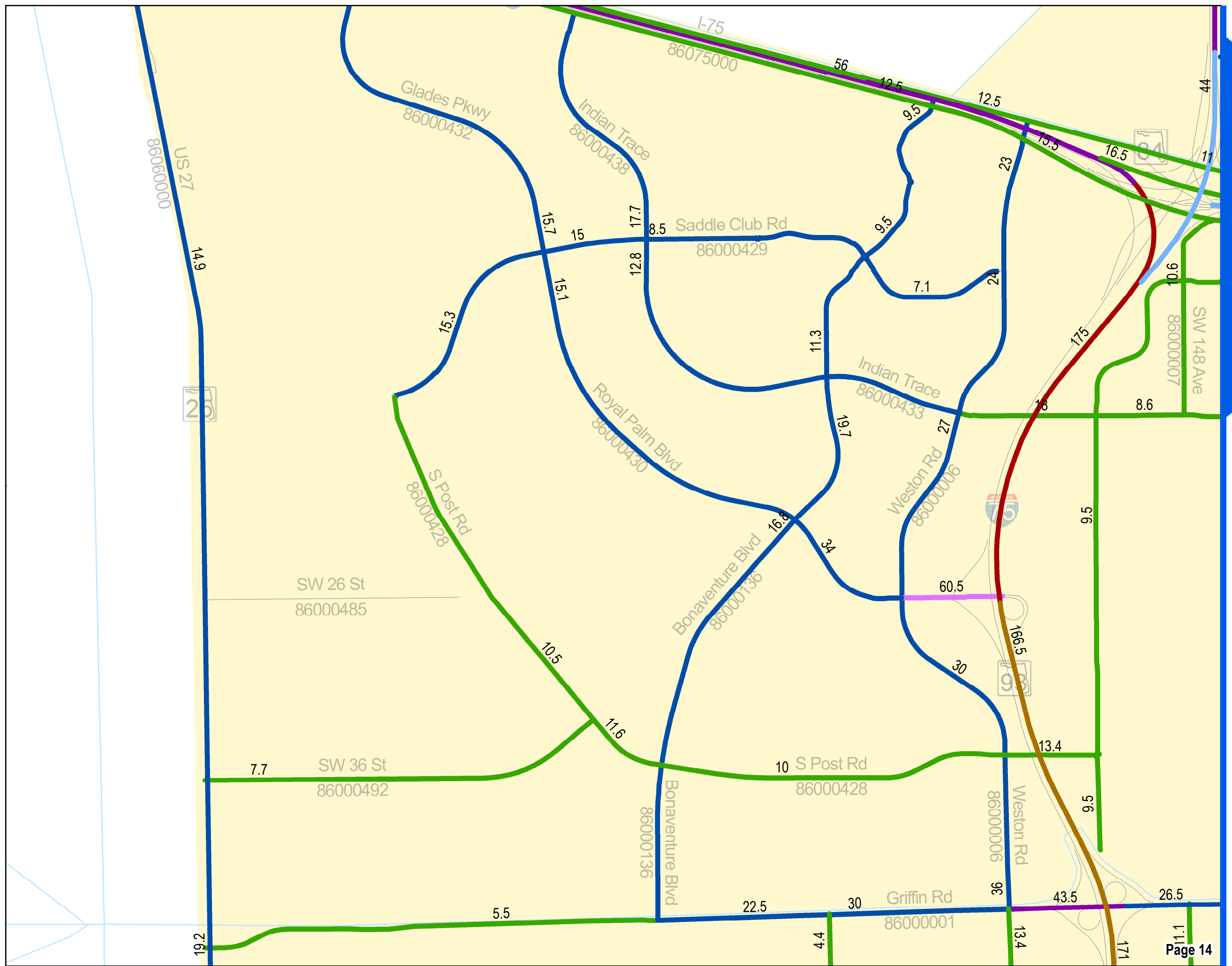


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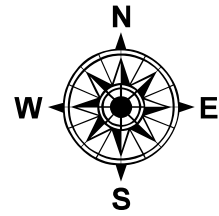


BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

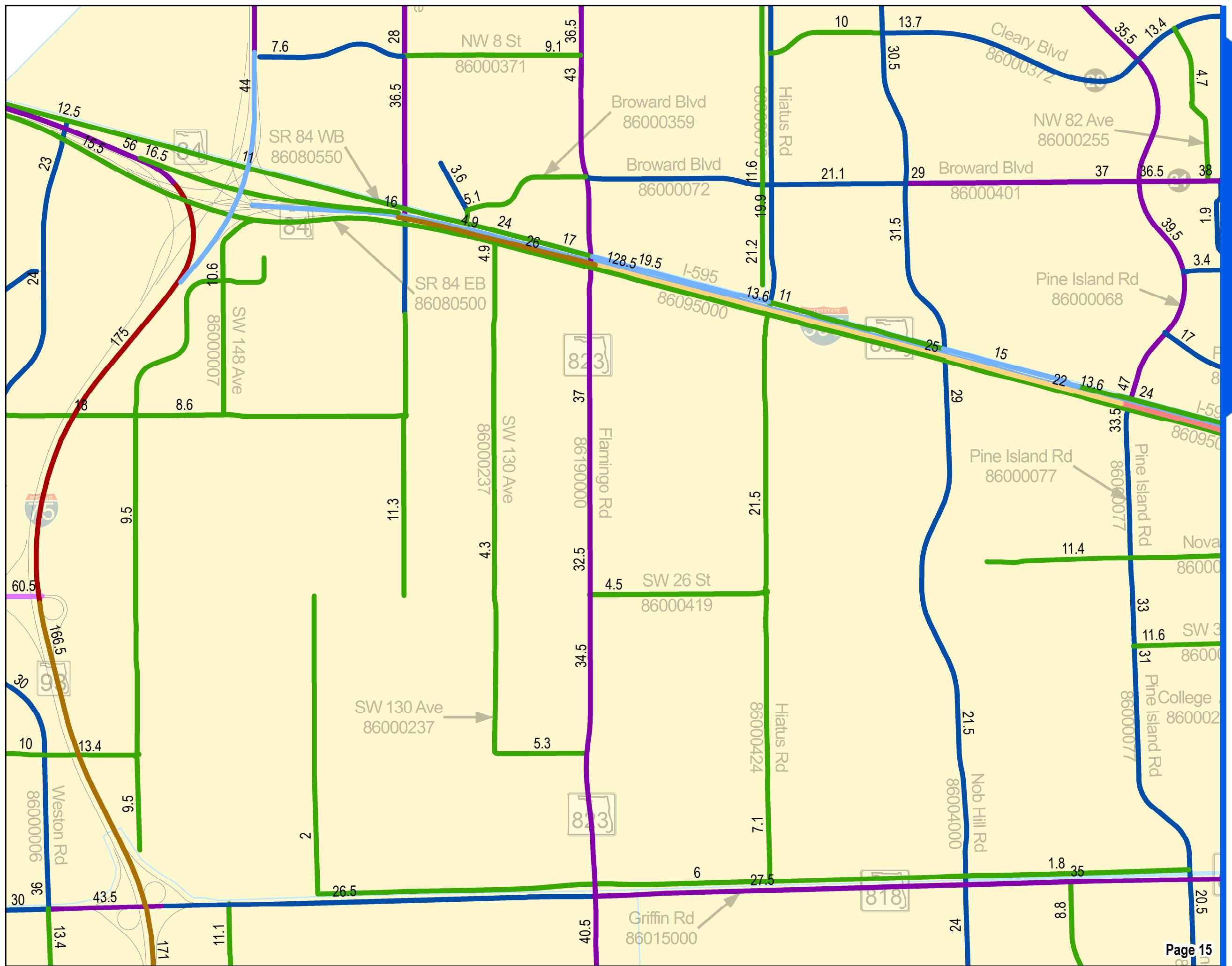


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Production Date: 11/12/2017

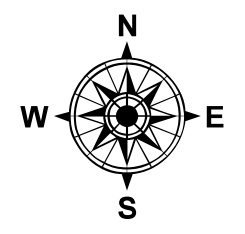
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BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
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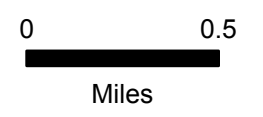


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Number of Lanes

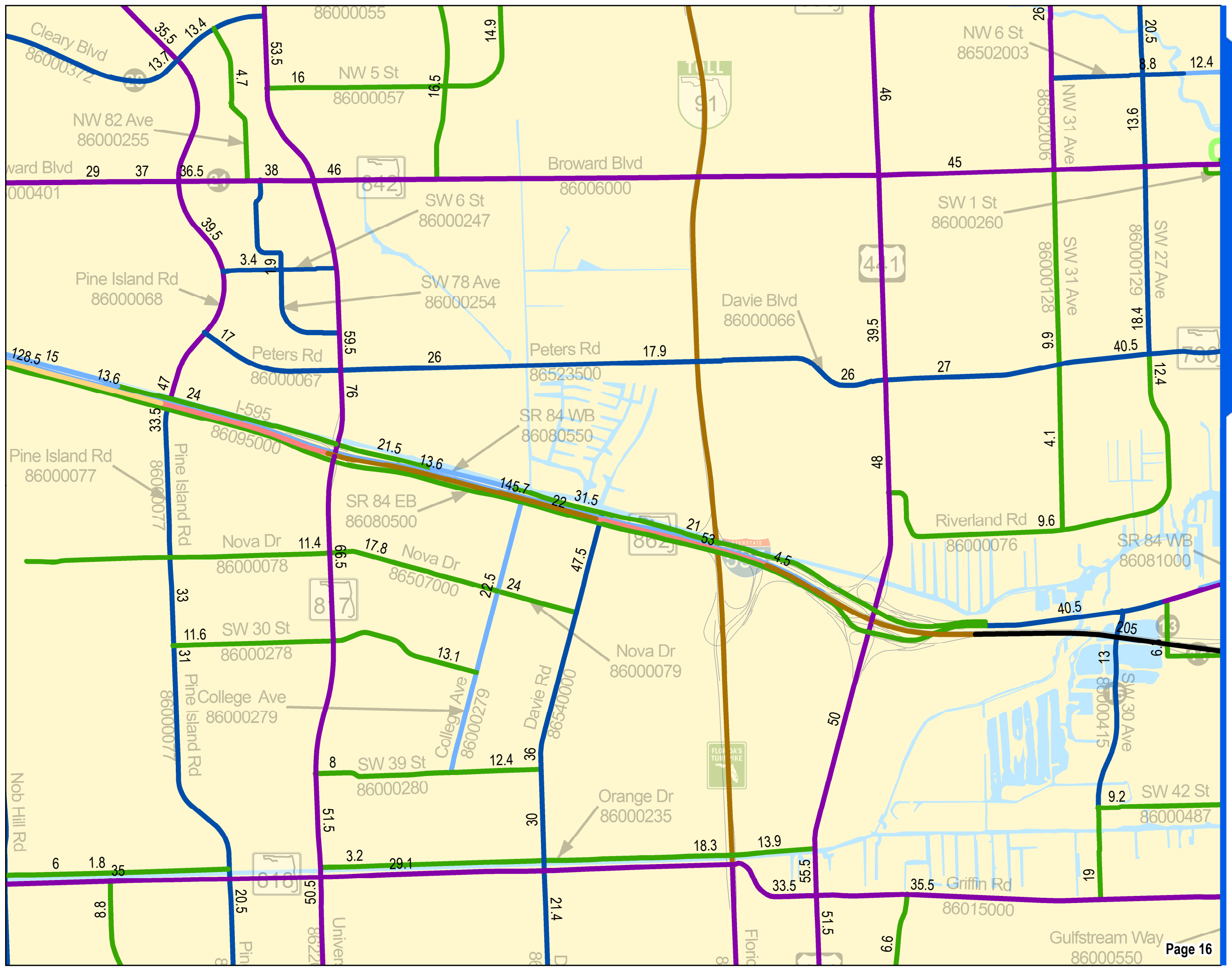


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Production Date: 11/12/2017

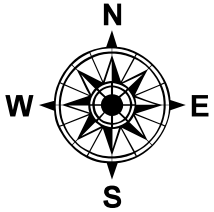
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BROWARD COUNTY

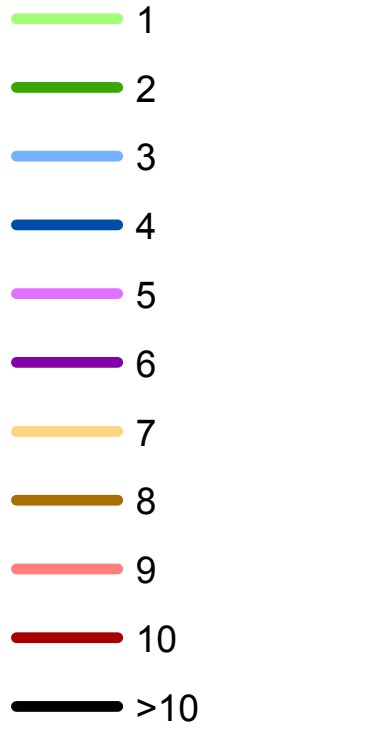
2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

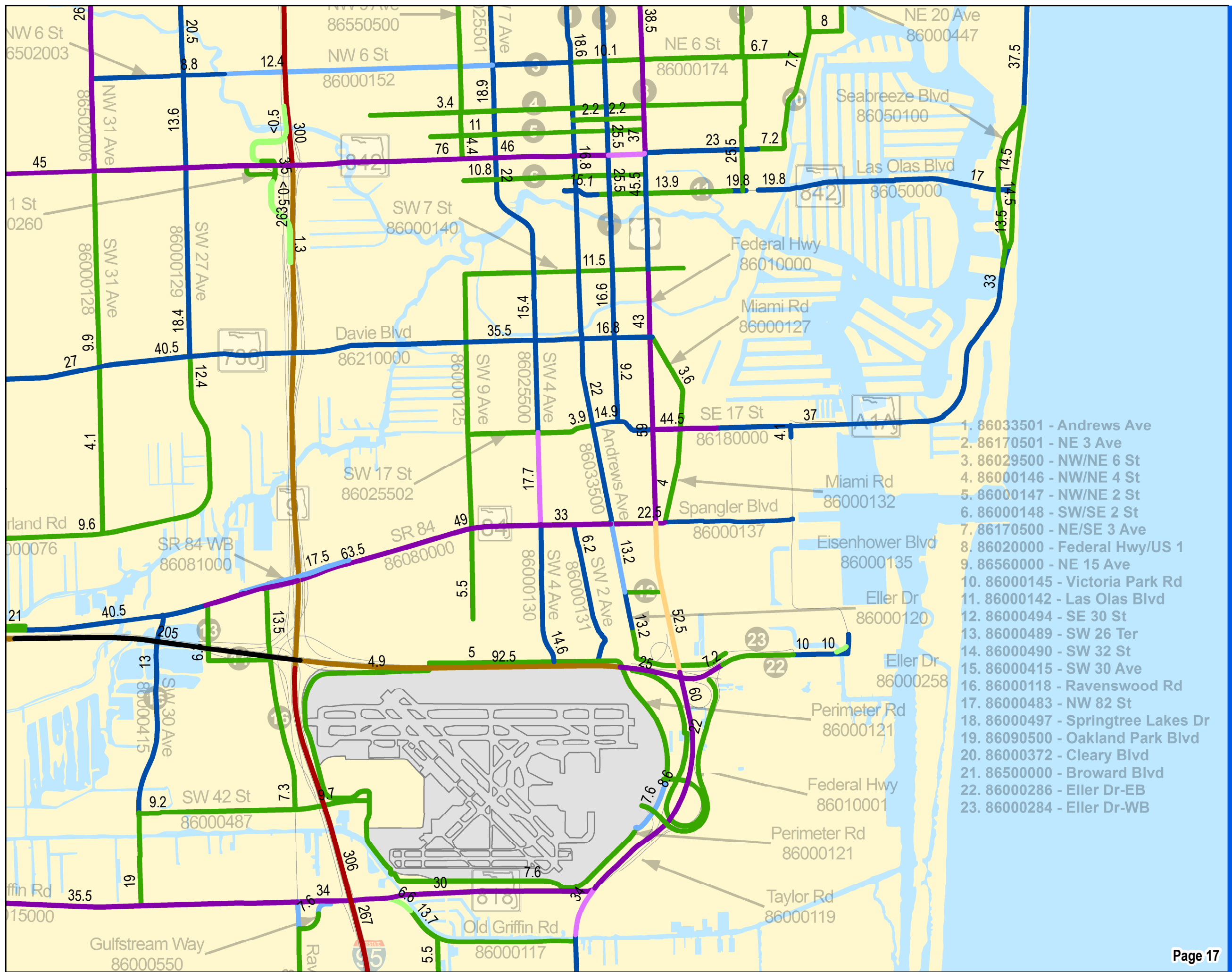


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Production Date: 11/12/2017

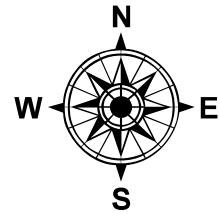
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1. 86033501 - Andrews Ave
2. 86170501 - NE 3 Ave
3. 86029500 - NW/NE 6 St
4. 86000146 - NW/NE 4 St
5. 86000147 - NW/NE 2 St
6. 86000148 - SW/SE 2 St
7. 86170500 - NE/SE 3 Ave
8. 86020000 - Federal Hwy/US 1
9. 86560000 - NE 15 Ave
10. 86000145 - Victoria Park Rd
11. 86000142 - Las Olas Blvd
12. 86000494 - SE 30 St
13. 86000489 - SW 26 Ter
14. 86000490 - SW 32 St
15. 86000415 - SW 30 Ave
16. 86000118 - Ravenswood Rd
17. 86000483 - NW 82 St
18. 86000497 - Springtree Lakes Dr
19. 86090500 - Oakland Park Blvd
20. 86000372 - Cleary Blvd
21. 86500000 - Broward Blvd
22. 86000286 - Eller Dr-EB
23. 86000284 - Eller Dr-WB

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

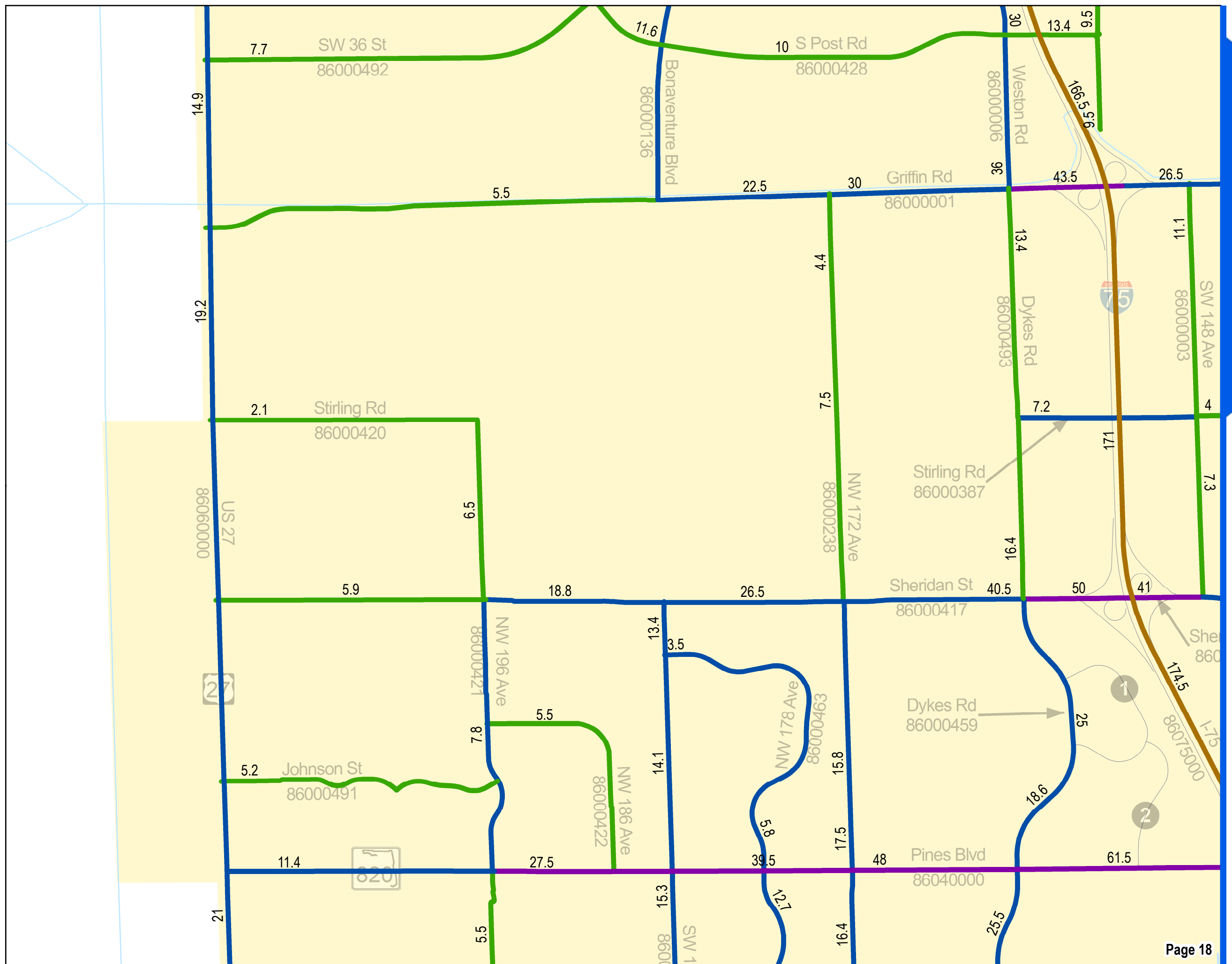


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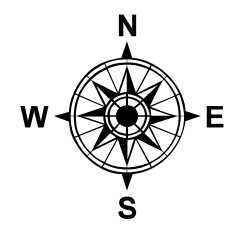


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FDOT DISTRICT IV
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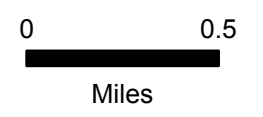


LEGEND

Number of Lanes

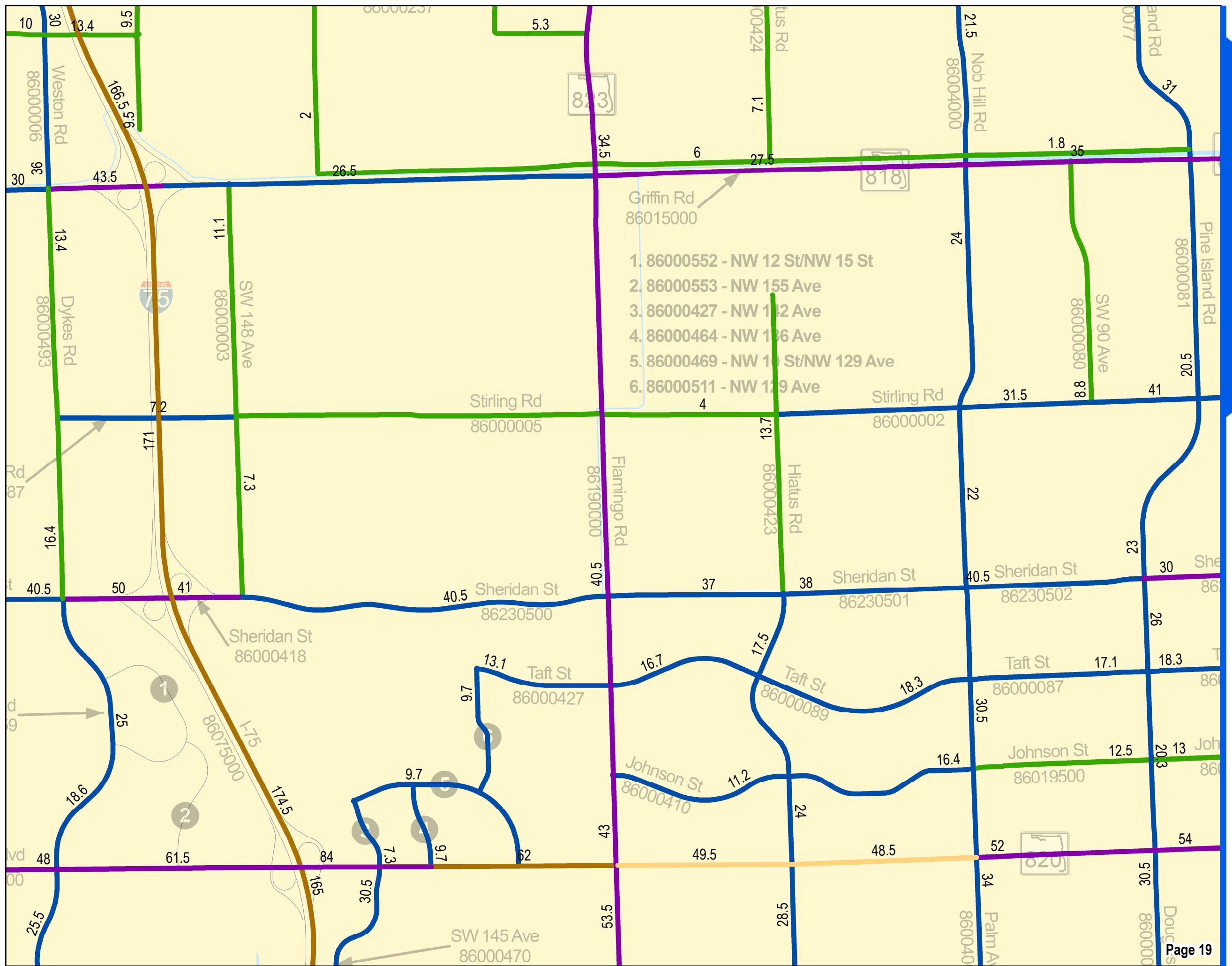


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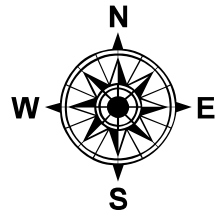
Production Date: 11/12/2017

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1. 86000552 - NW 12 St/NW 15 St
2. 86000553 - NW 155 Ave
3. 86000427 - NW 112 Ave
4. 86000464 - NW 136 Ave
5. 86000469 - NW 119 St/NW 129 Ave
6. 86000511 - NW 129 Ave

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

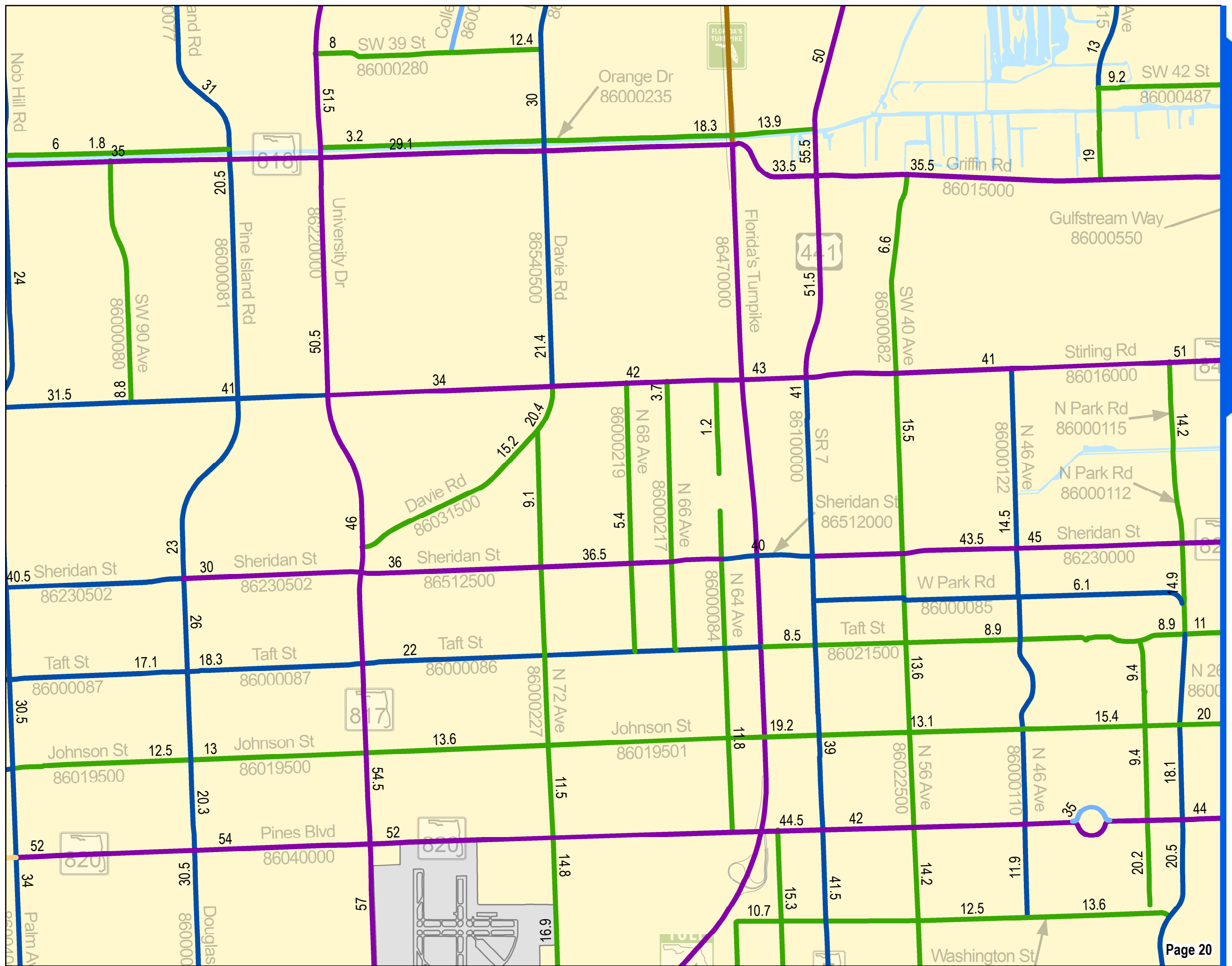


xxx: AADT in 1,000s



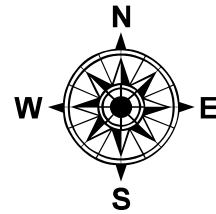
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

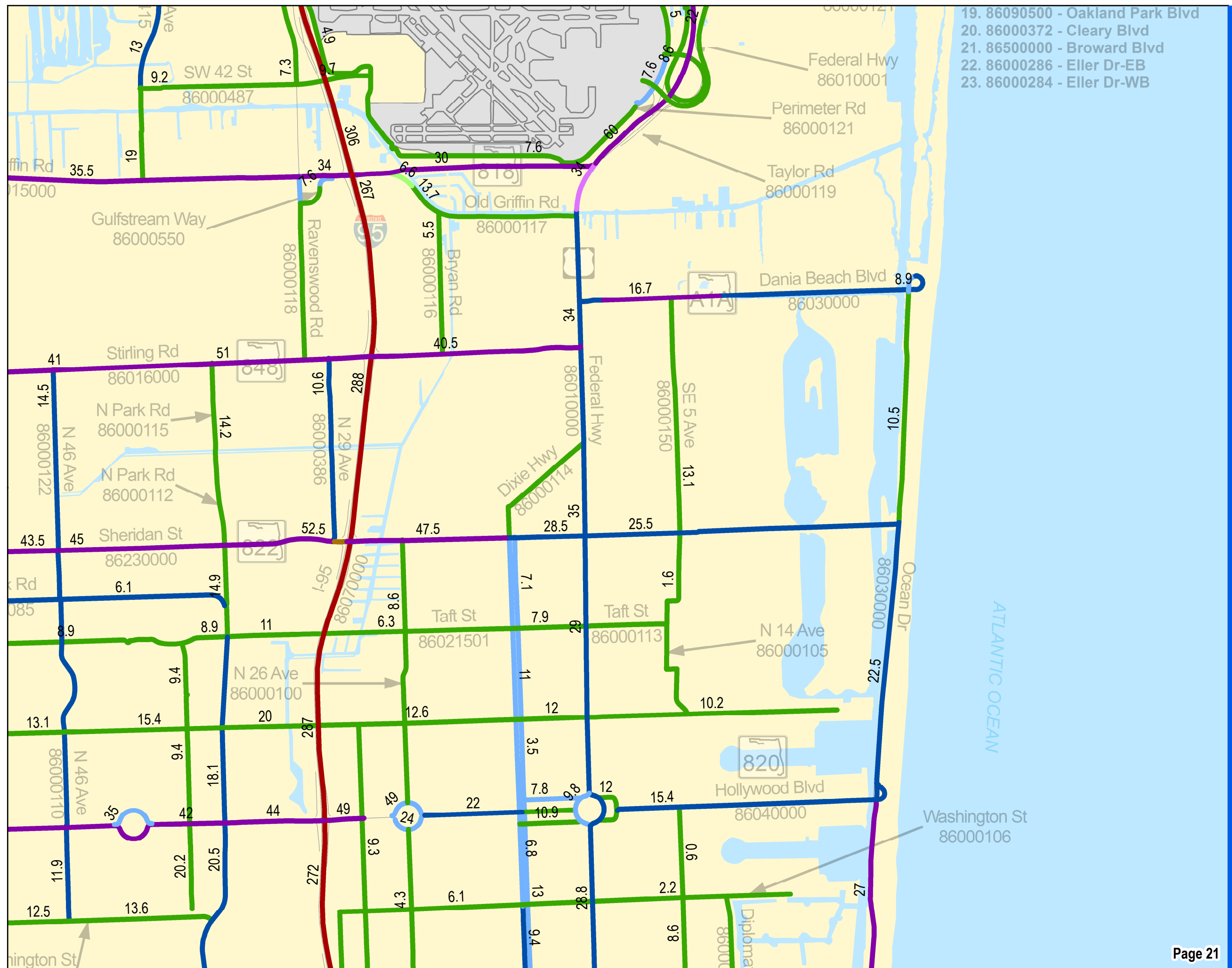


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Production Date: 11/12/2017

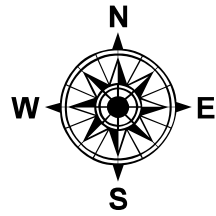
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



- 19. 86090500 - Oakland Park Blvd
- 20. 86000372 - Cleary Blvd
- 21. 86500000 - Broward Blvd
- 22. 86000286 - Eller Dr-EB
- 23. 86000284 - Eller Dr-WB

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

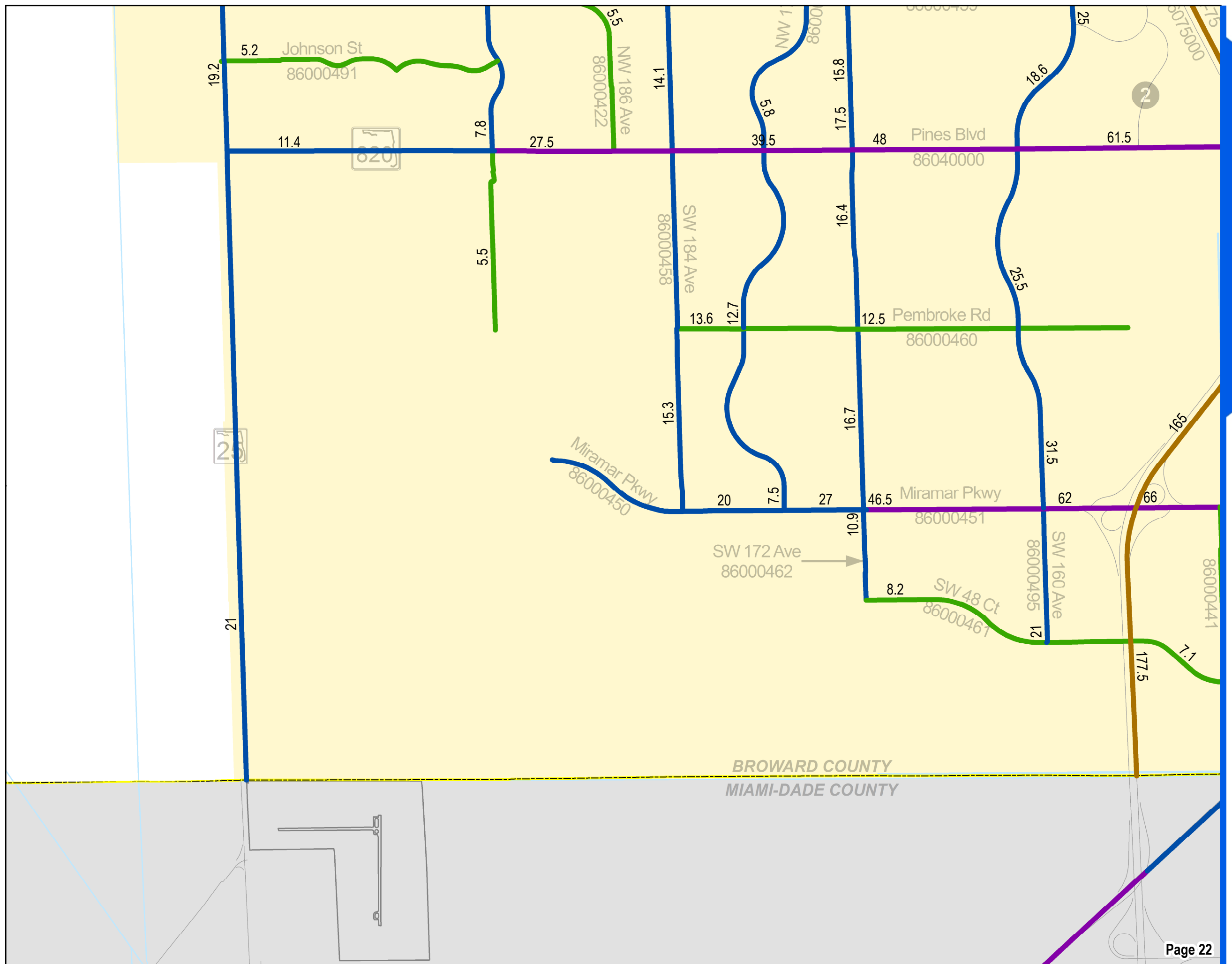


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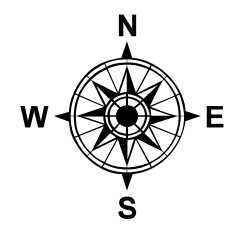


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



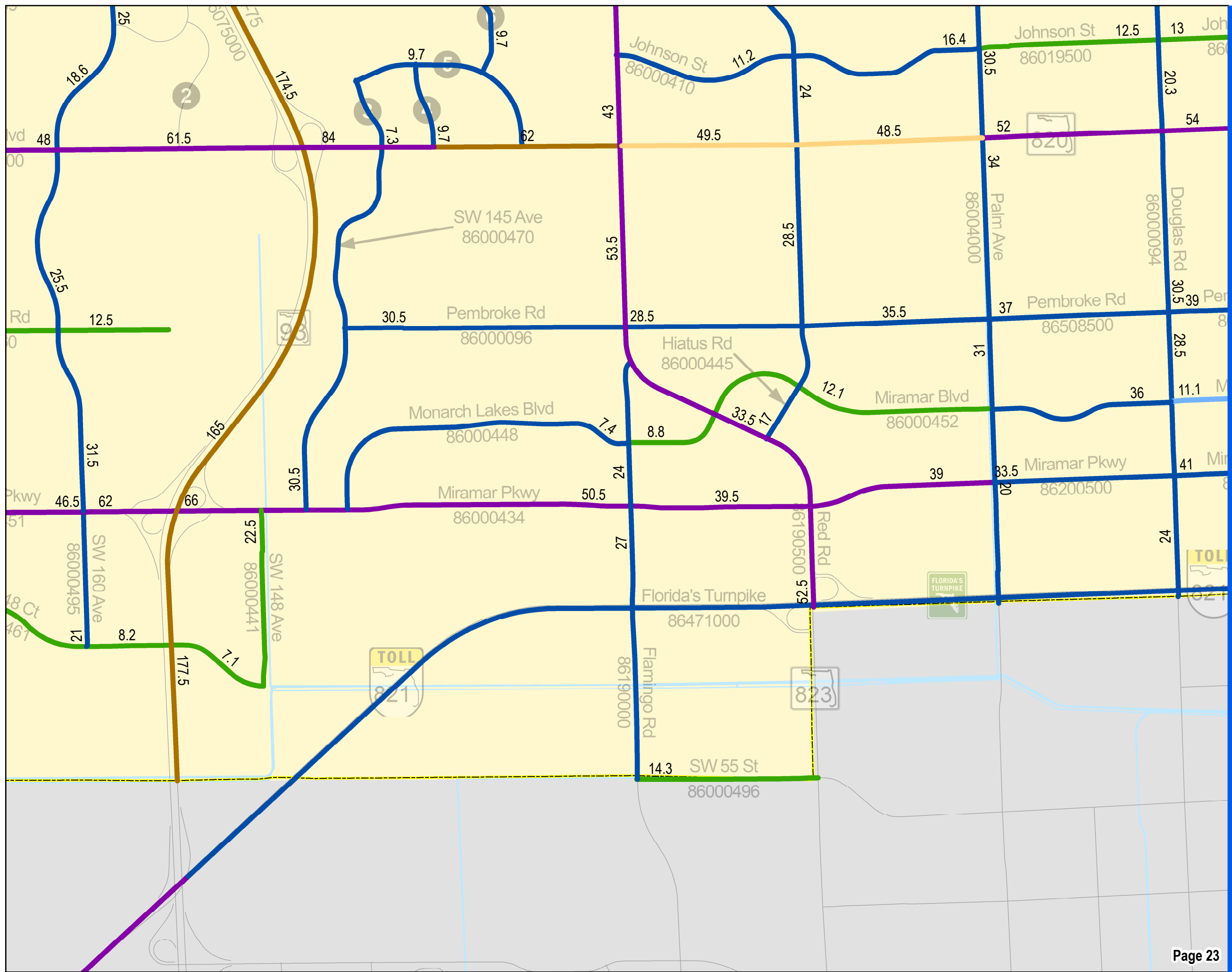
LEGEND

Number of Lanes

- 1 (lightest green line)
- 2 (green line)
- 3 (light blue line)
- 4 (blue line)
- 5 (purple line)
- 6 (dark purple line)
- 7 (orange line)
- 8 (brown line)
- 9 (red line)
- 10 (dark red line)
- >10 (black line)

xxx: AADT in 1,000s

Production Date: 11/12/2017



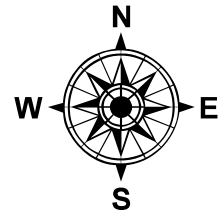
BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

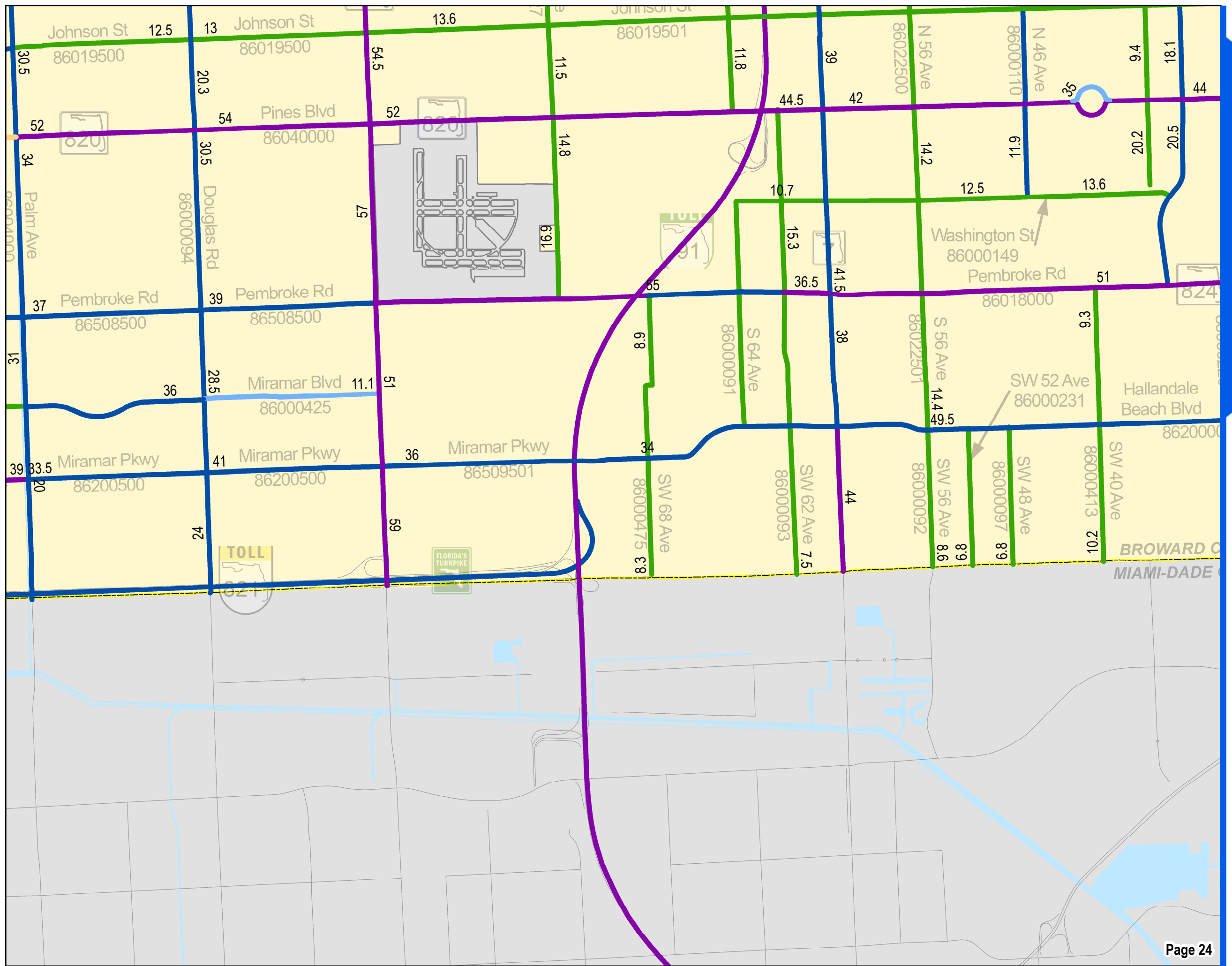


xxx: AADT in 1,000s



Production Date: 11/12/2017

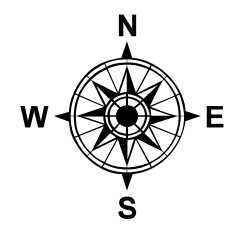
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



BROWARD COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT

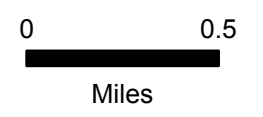


LEGEND

Number of Lanes

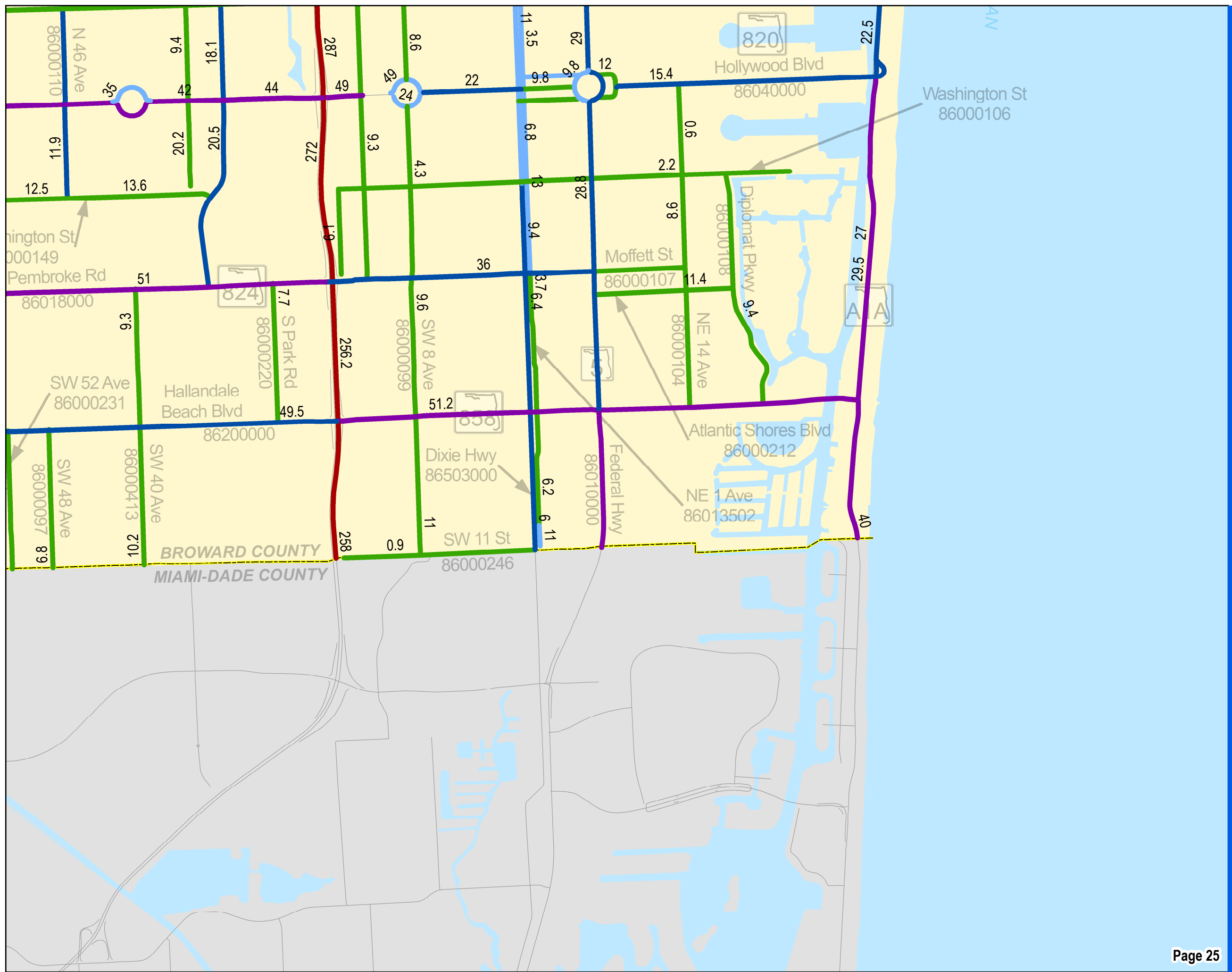


xxx: AADT in 1,000s



Production Date: 11/12/2017

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2016 AADT AND NUMBER OF LANES: INDEX MAP

SERIES INFORMATION

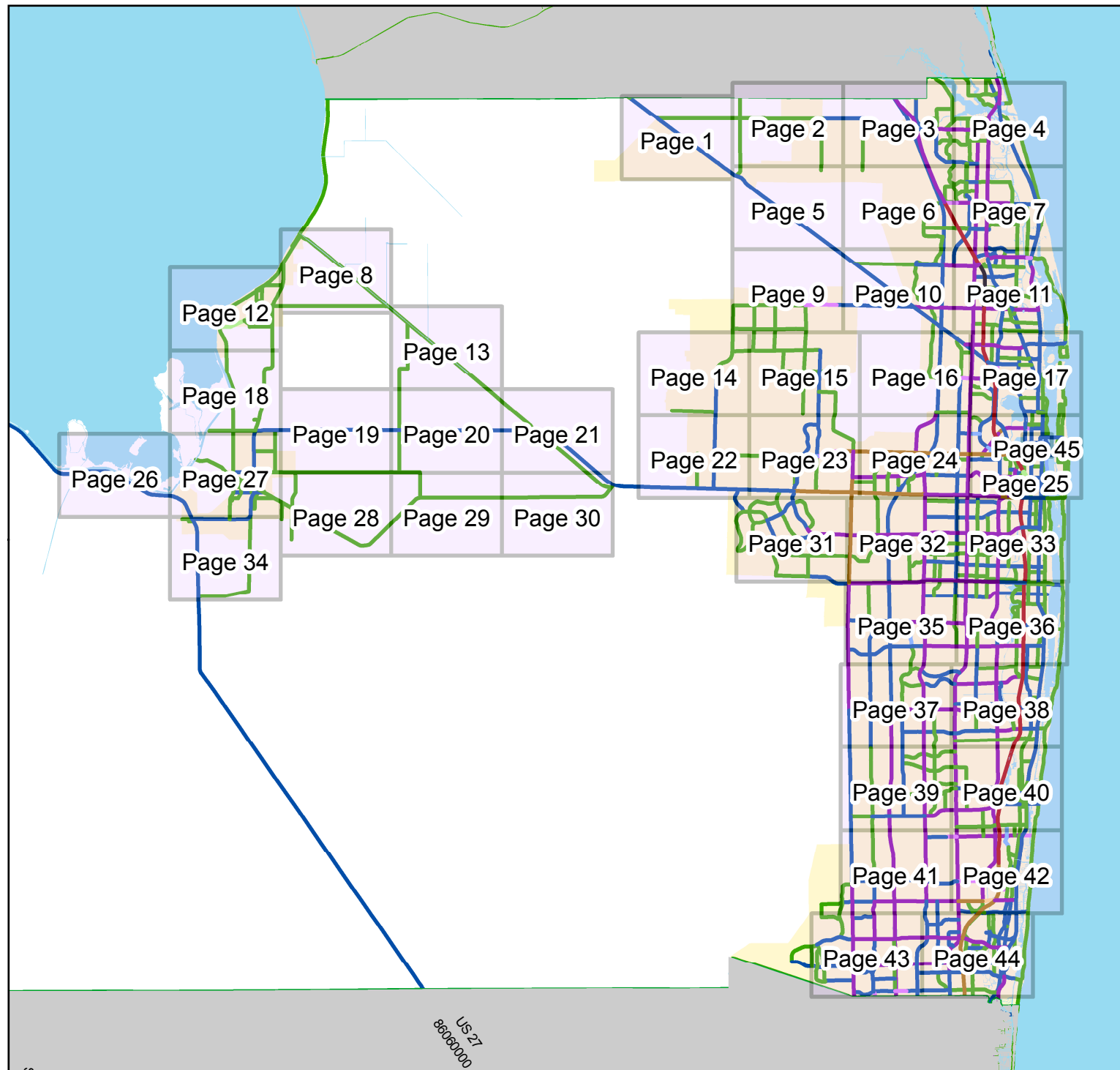
Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. For one-way street segments, number of lanes indicates total number of through lanes of the street segment.

Note:

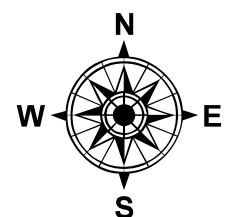
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. All AADT are expressed in thousands.
4. The 2016 AADT and Number of Lanes reported along state roadways are consistent with the FDOT Annual LOS Reporting.
5. The 2016 AADT and Number of Lanes reported along the non-state roadways are from 2016 Florida Transportation Information DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Number of Lanes

- | | | |
|---|---|--|
| — 1 | — 5 | — 9 |
| — 2 | — 6 | — 10 |
| — 3 | — 7 | — >10 |
| — 4 | — 8 | |

CONTACT INFORMATION

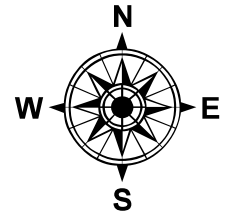
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

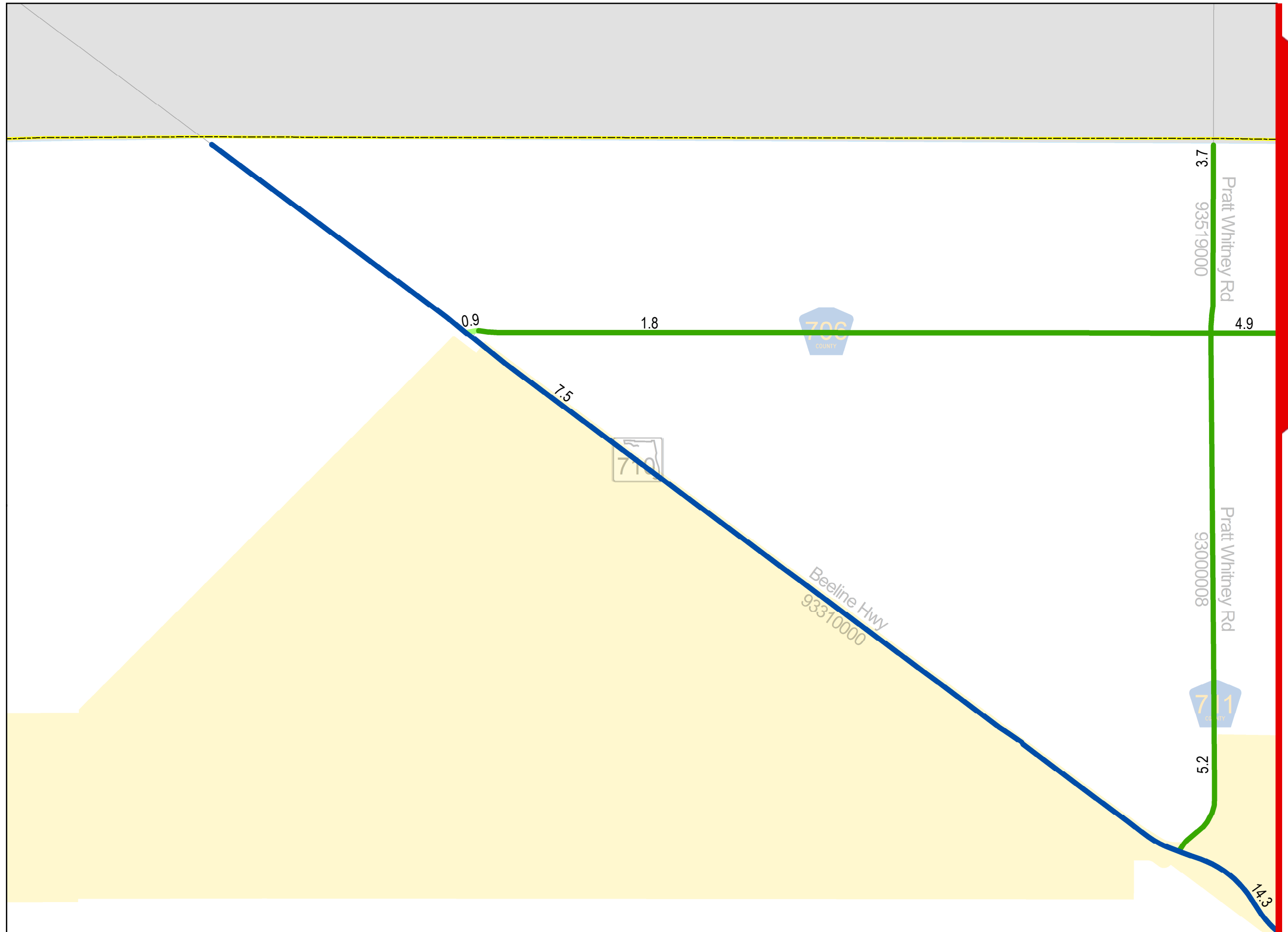
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xxx: AADT in 1,000s



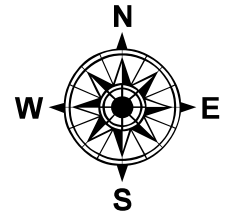
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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Number of Lanes

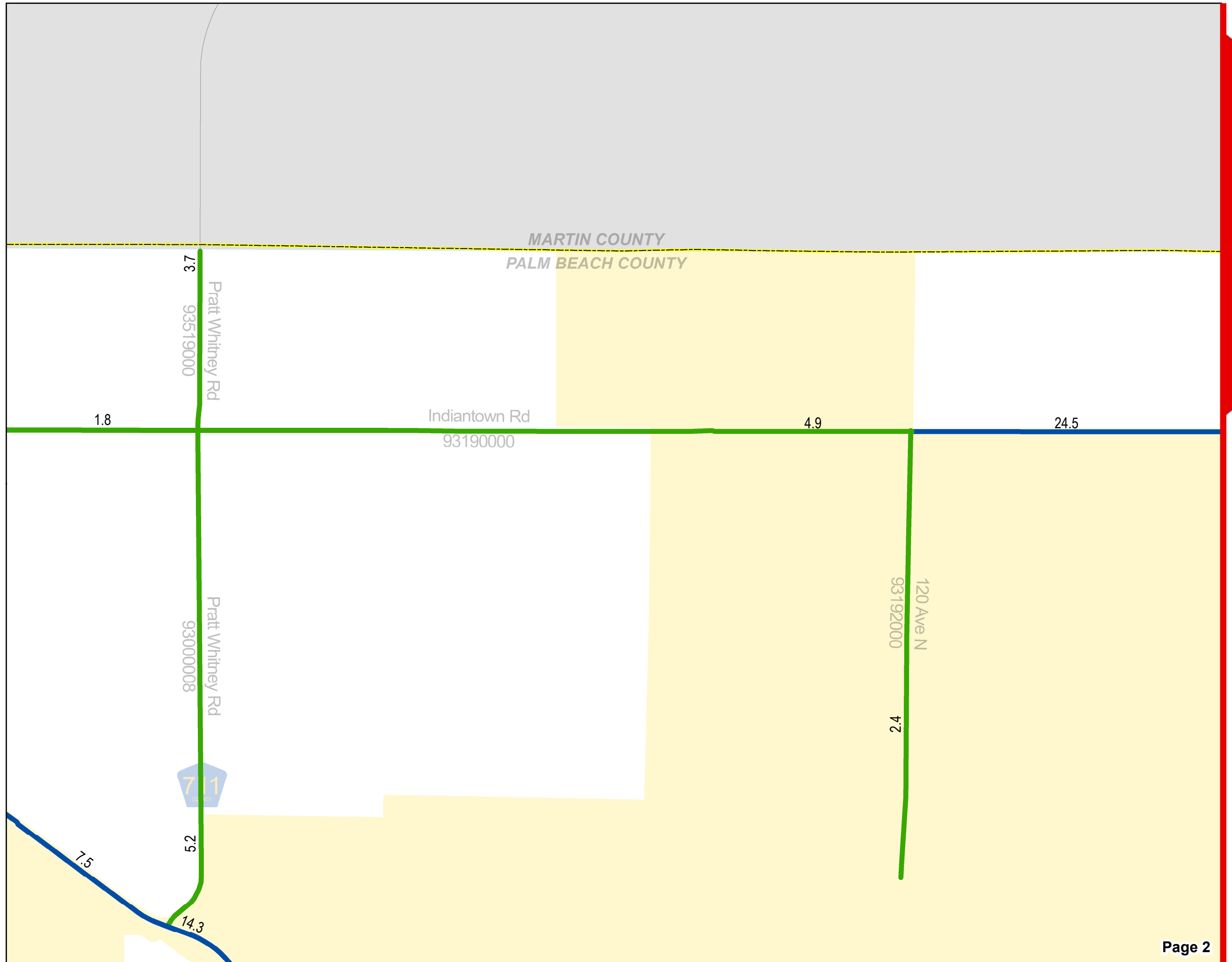


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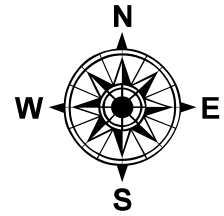
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes

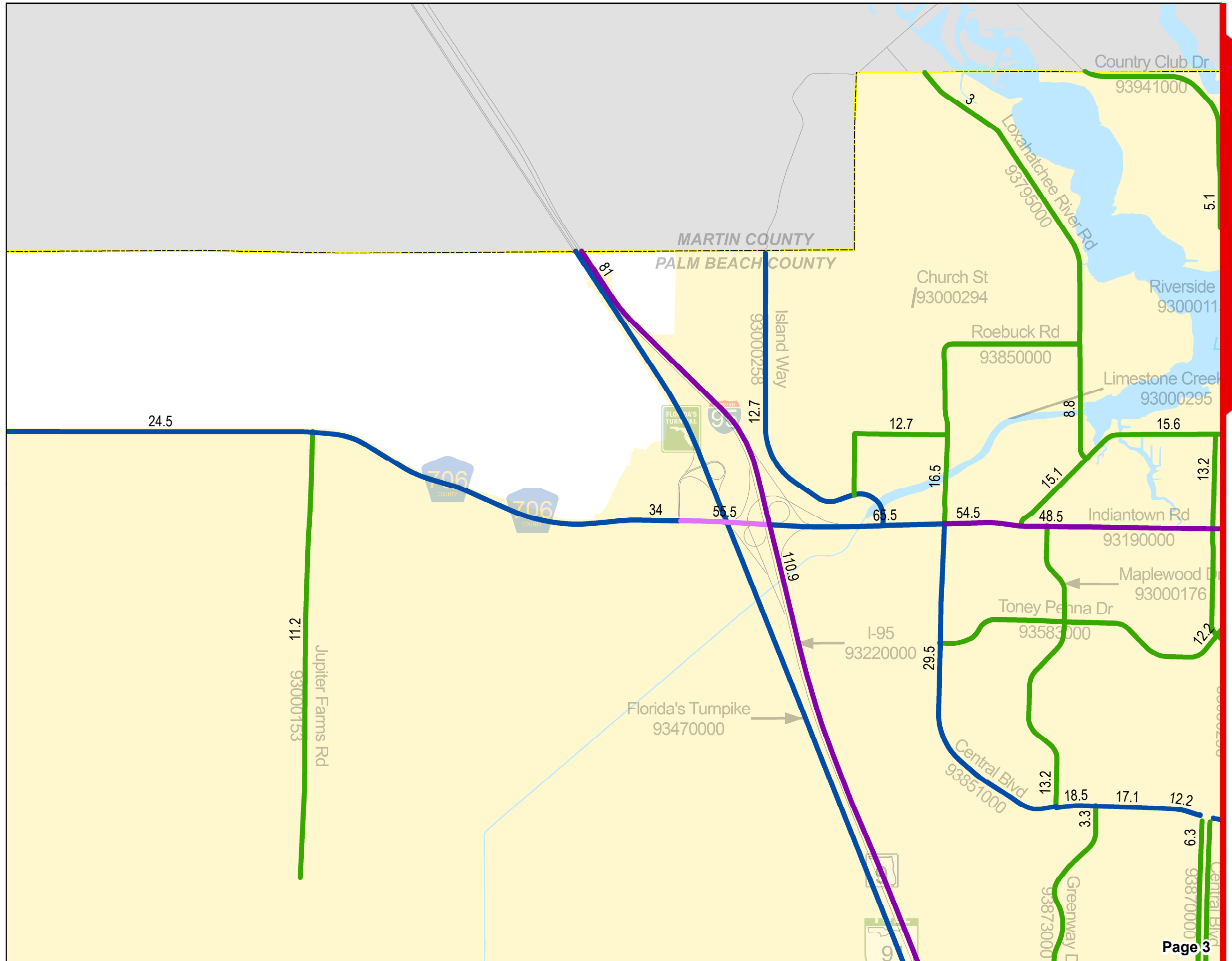


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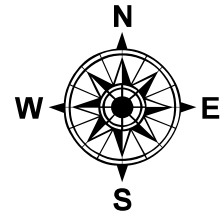
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FDOT DISTRICT IV

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Number of Lanes

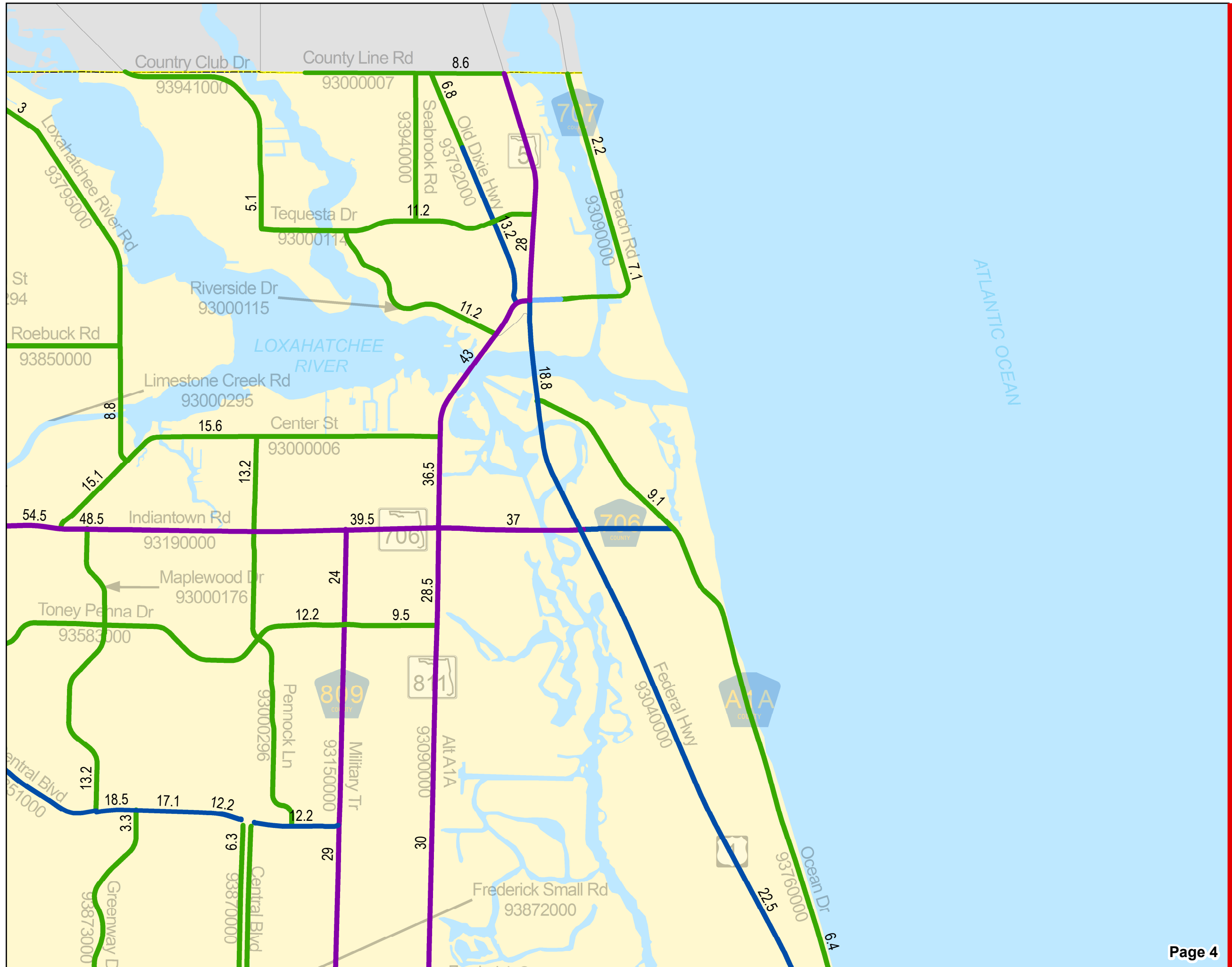


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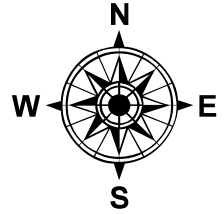
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FDOT DISTRICT IV

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ASSESSMENT REPORT



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Number of Lanes

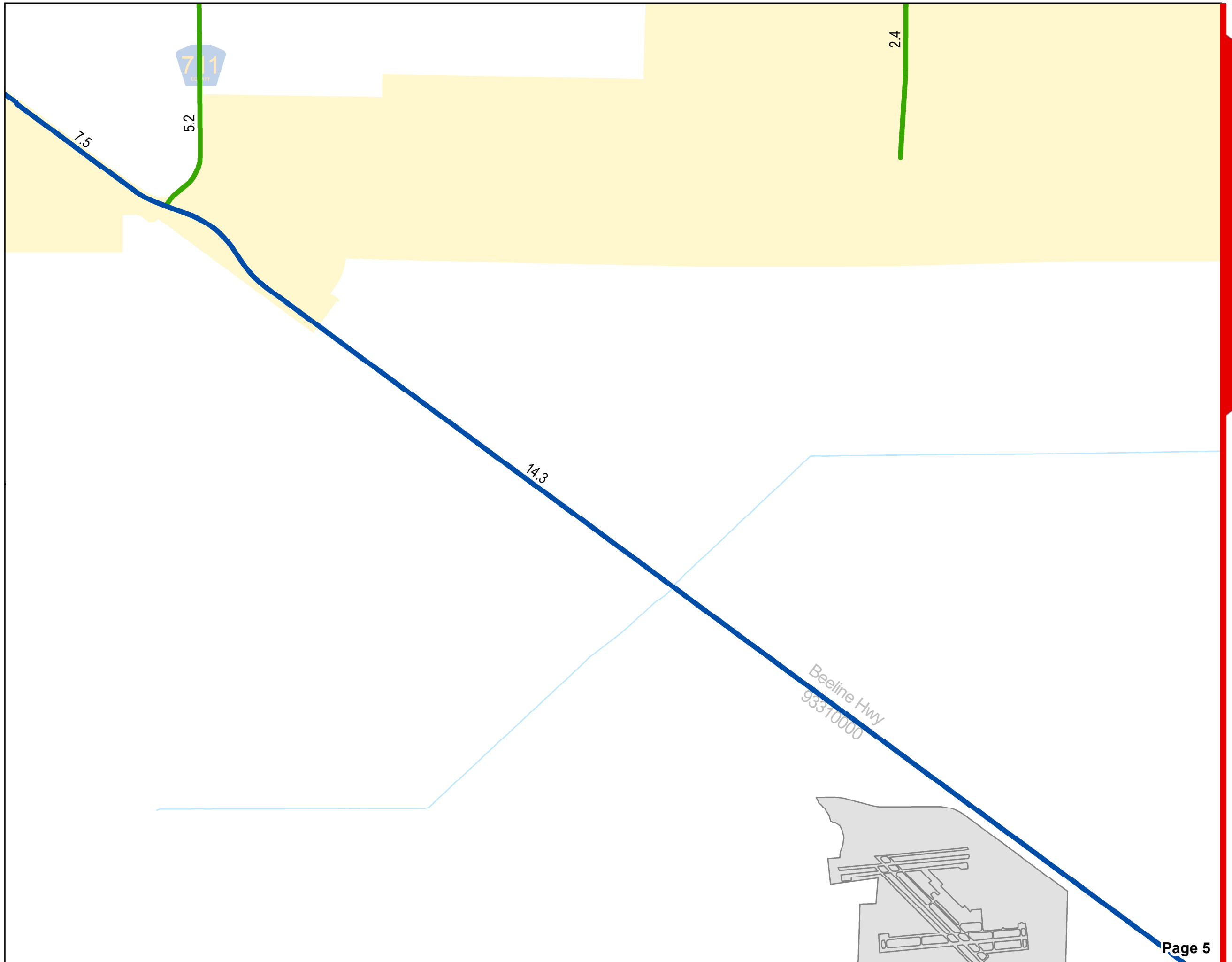


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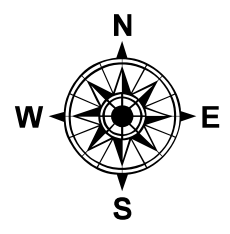


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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Number of Lanes

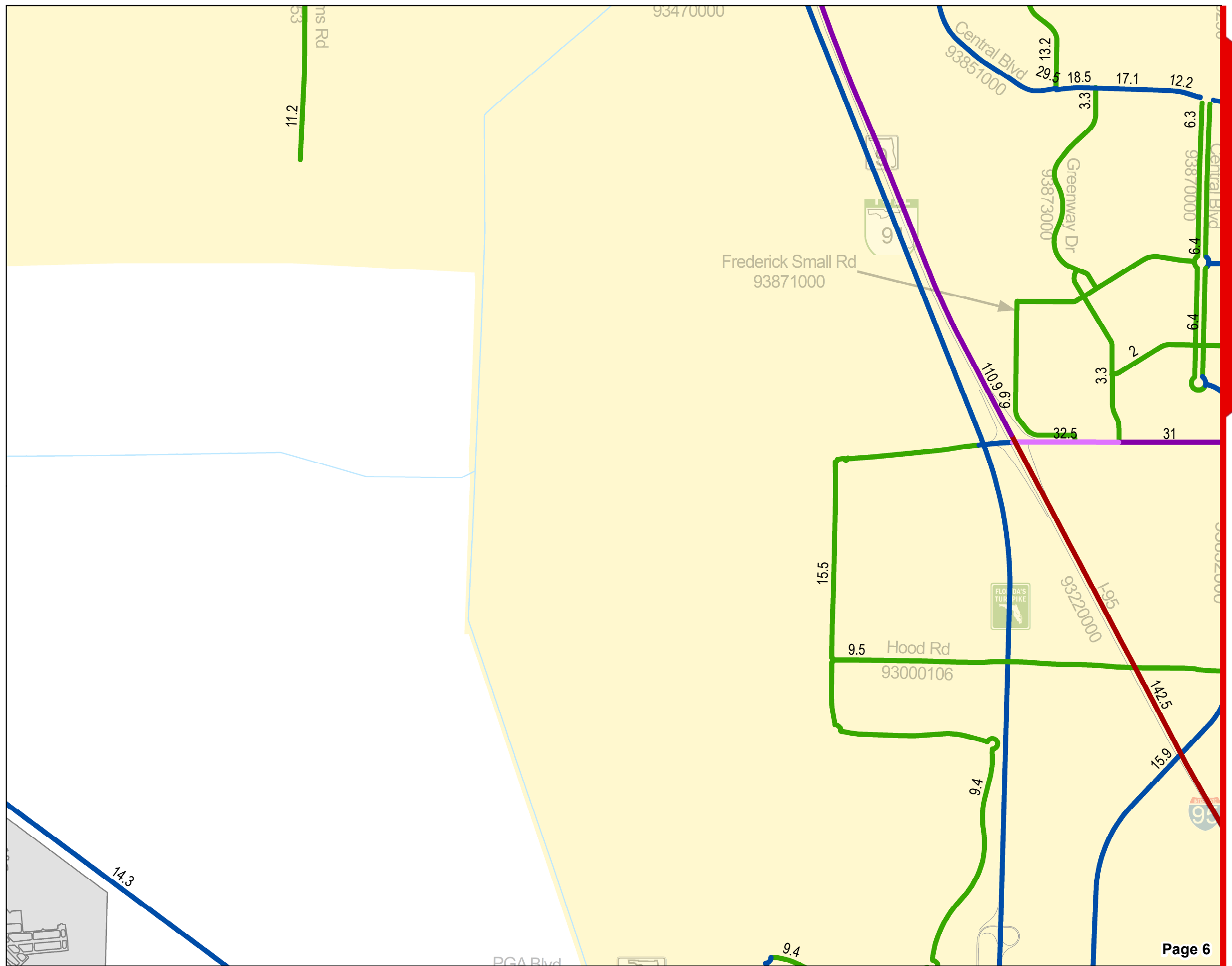
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xxx: AADT in 1,000s

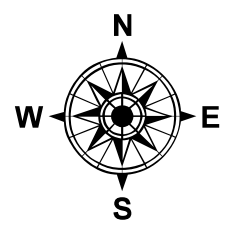


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FDOT DISTRICT IV
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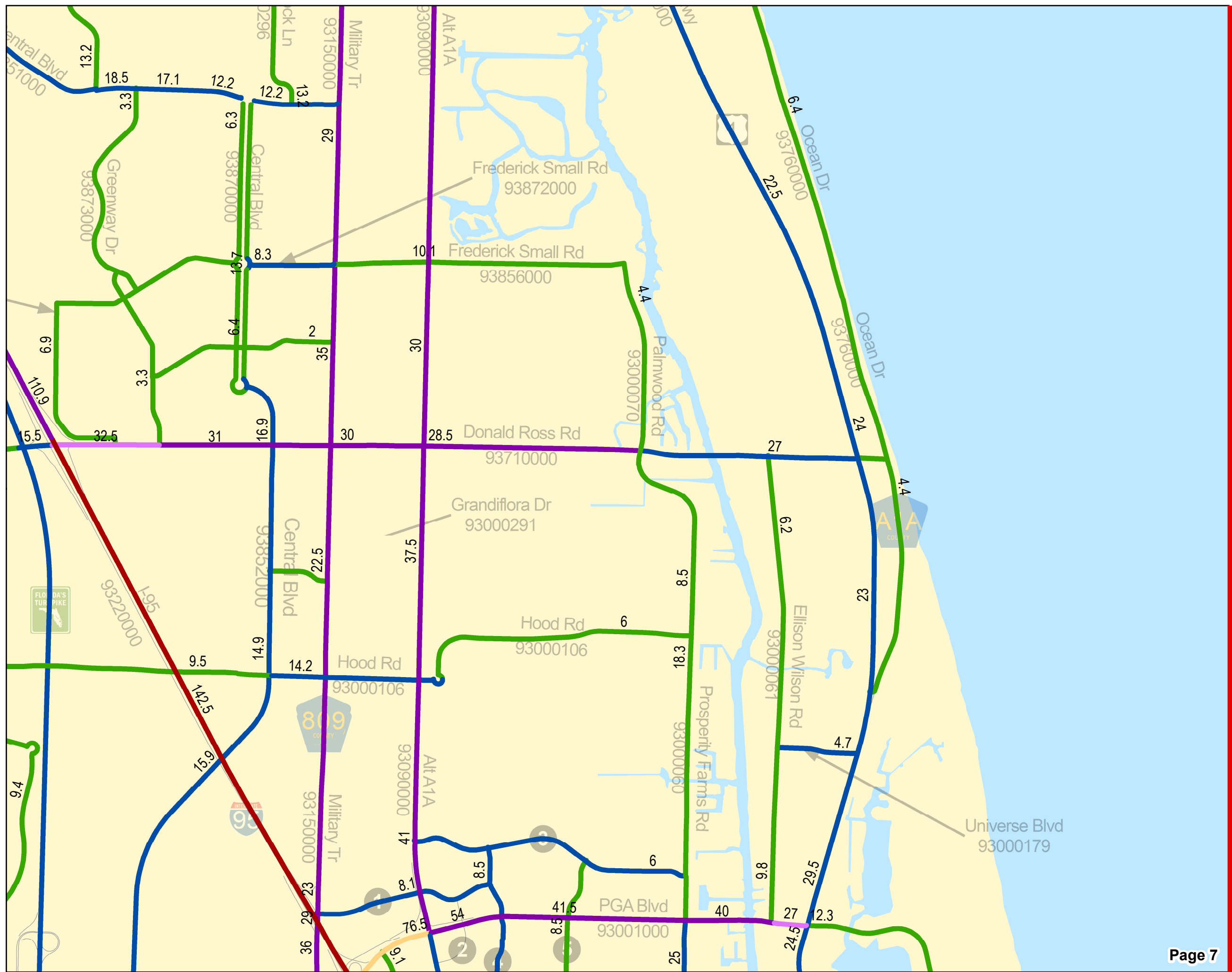


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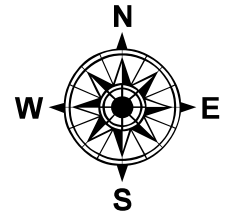
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FDOT DISTRICT IV

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Number of Lanes

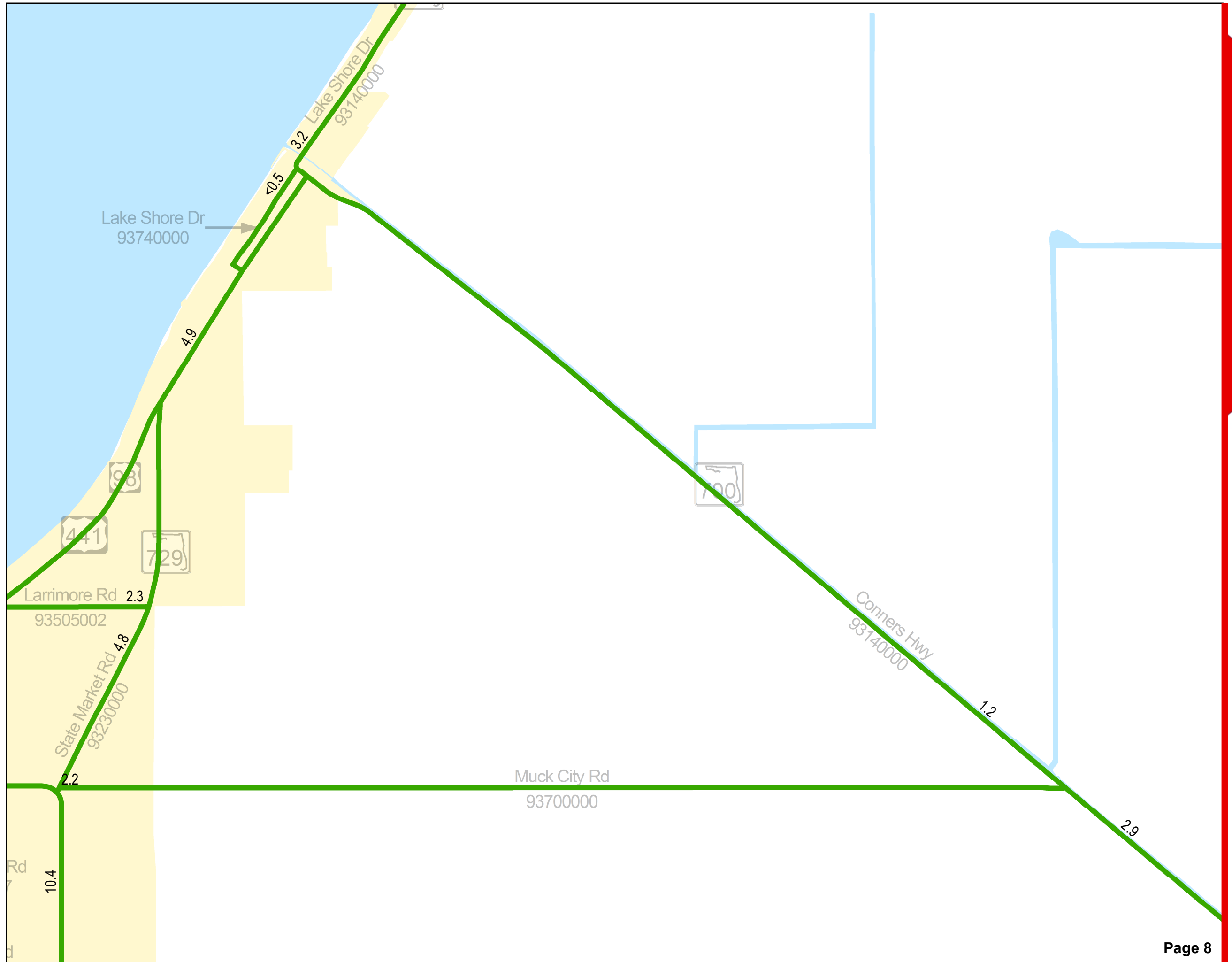


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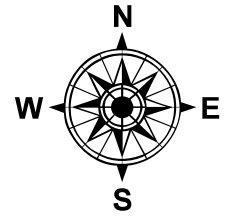
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FDOT DISTRICT IV

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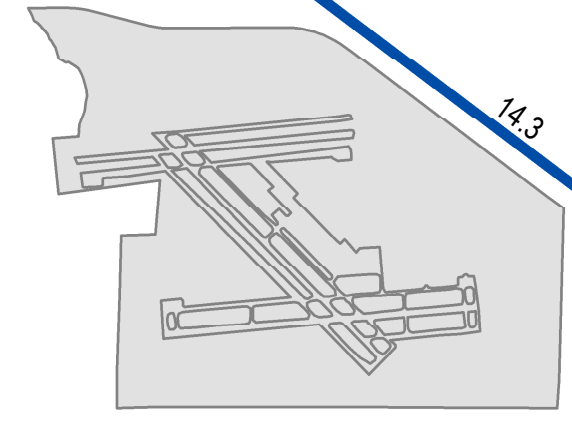
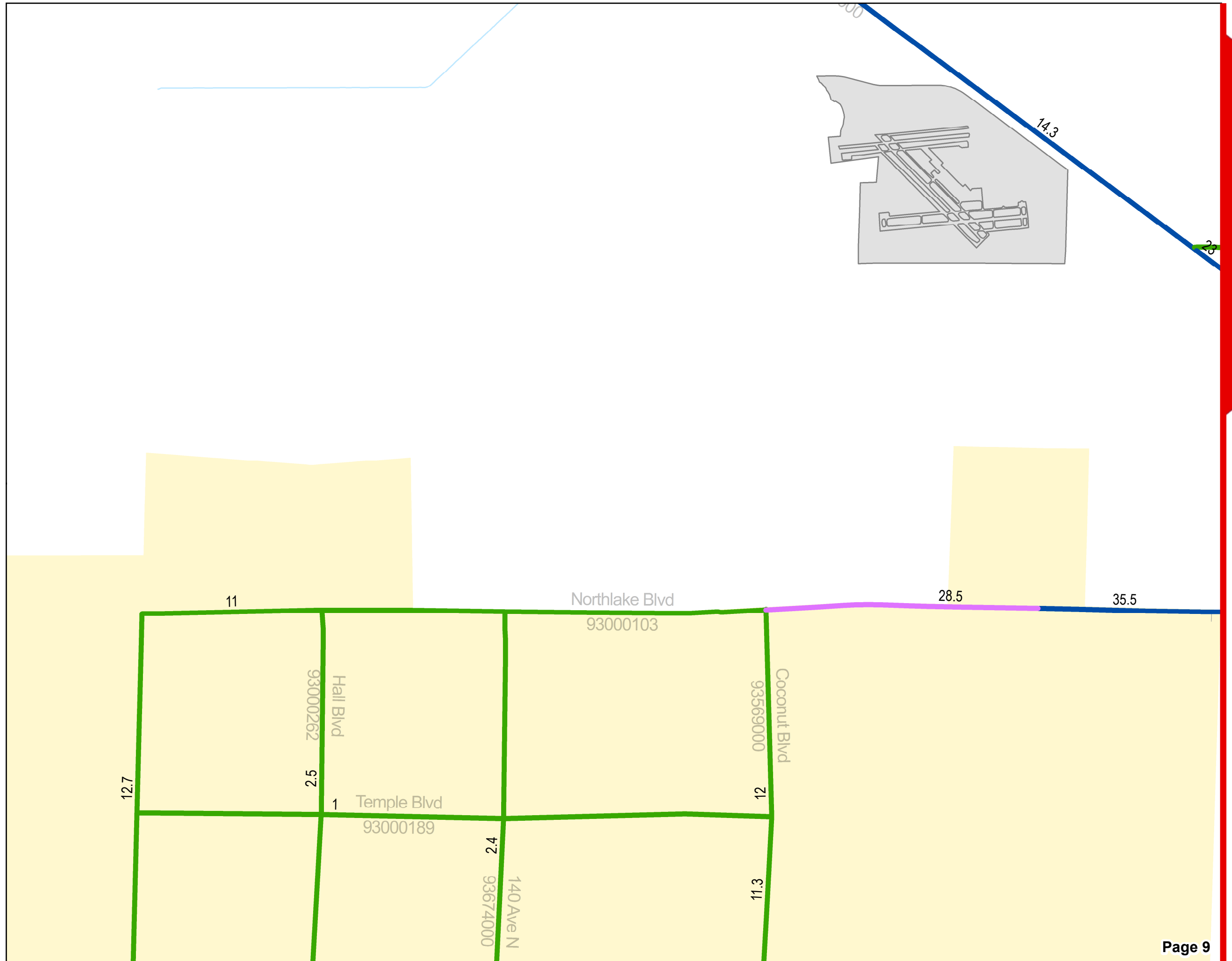


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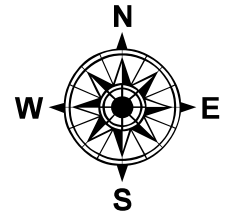
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FDOT DISTRICT IV

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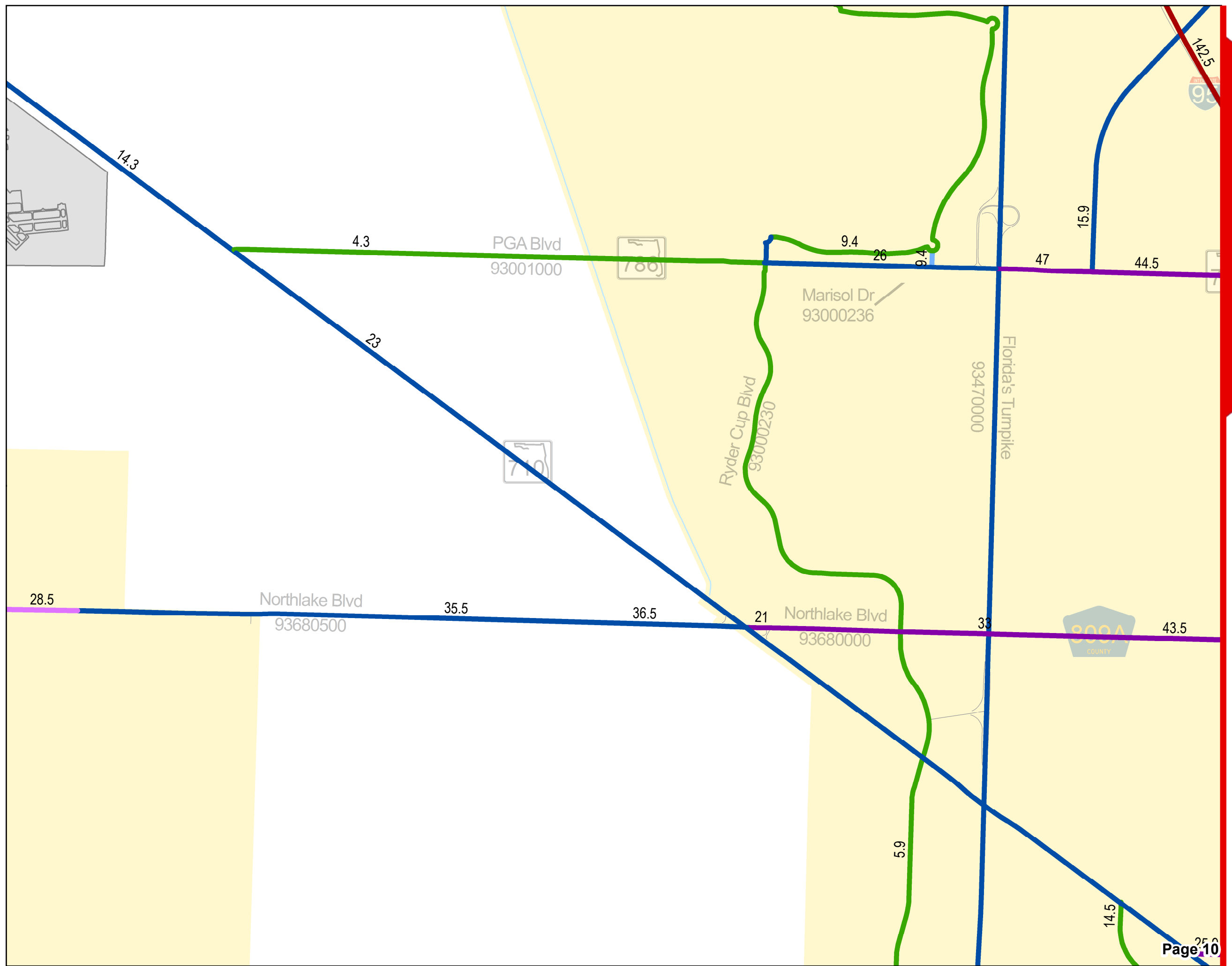


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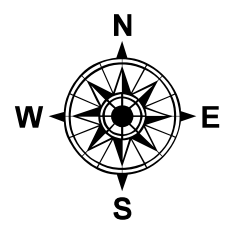


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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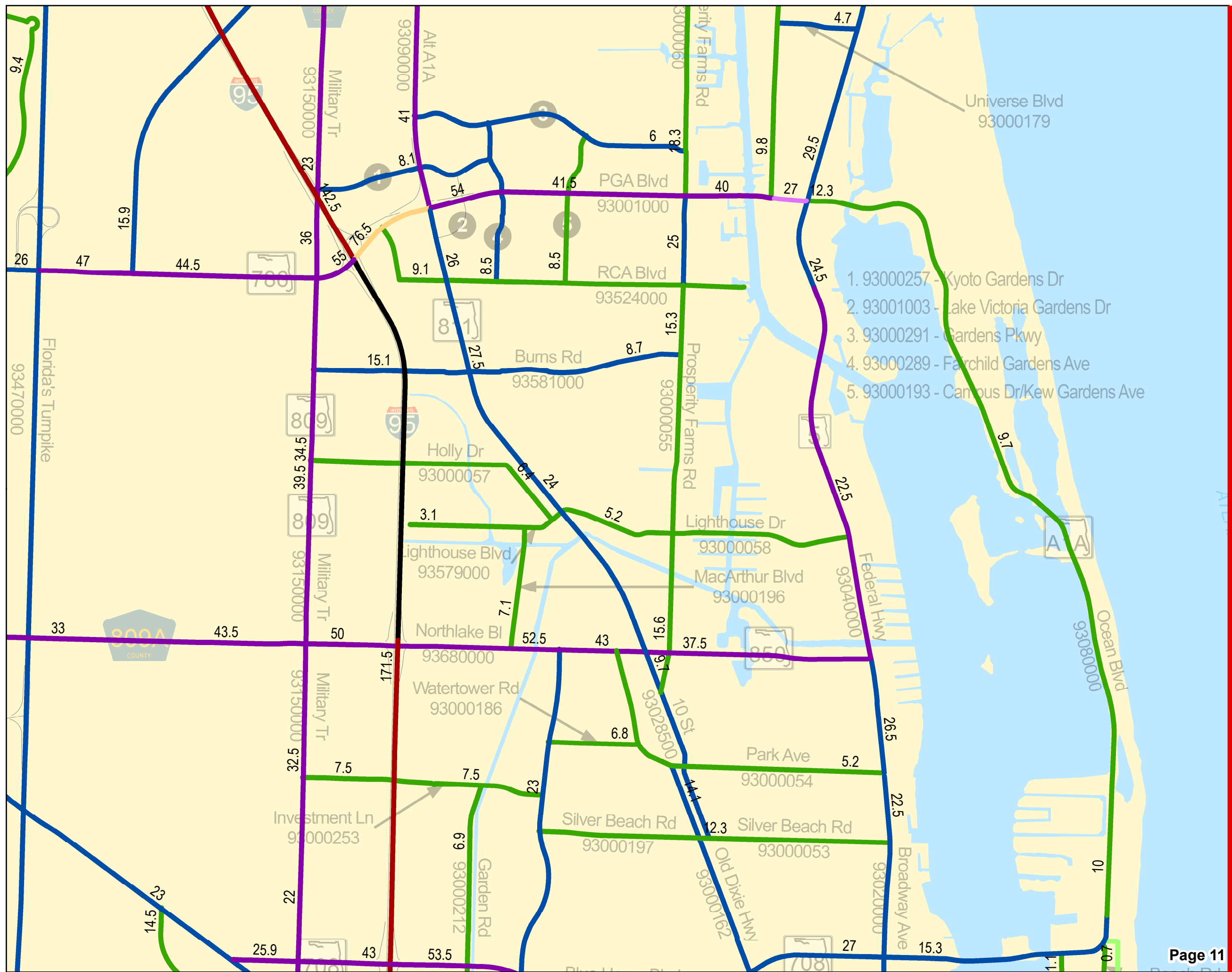


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Production Date: 11/12/2017

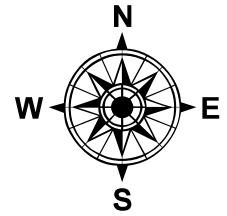
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1. 93000257 - Kyoto Gardens Dr
2. 93001003 - Lake Victoria Gardens Dr
3. 93000291 - Gardens Pkwy
4. 93000289 - Fairchild Gardens Ave
5. 93000193 - Campus Dr/Kew Gardens Ave

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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Number of Lanes

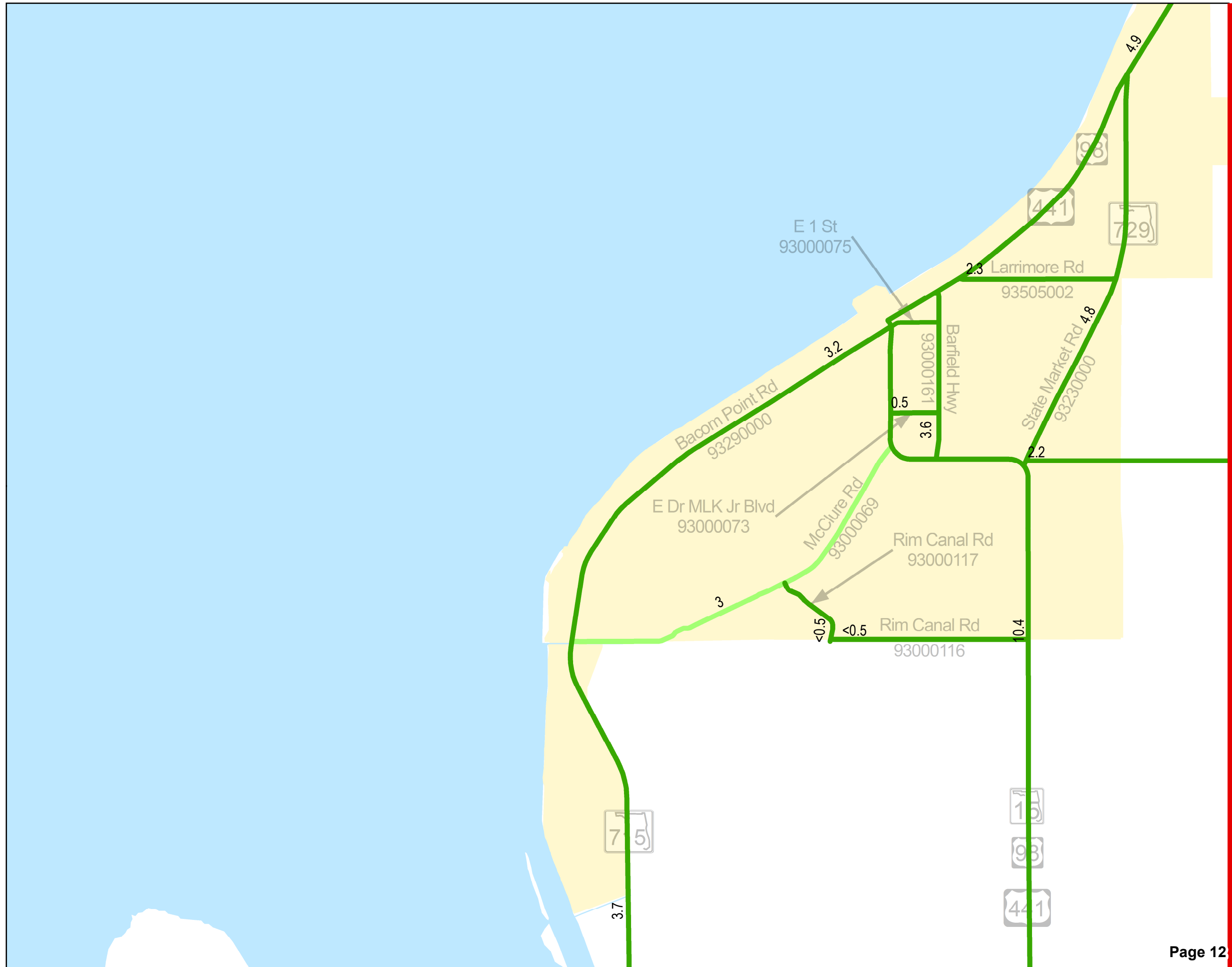


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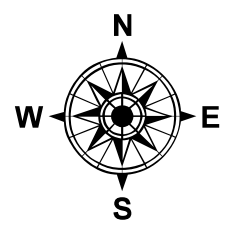


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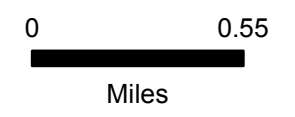


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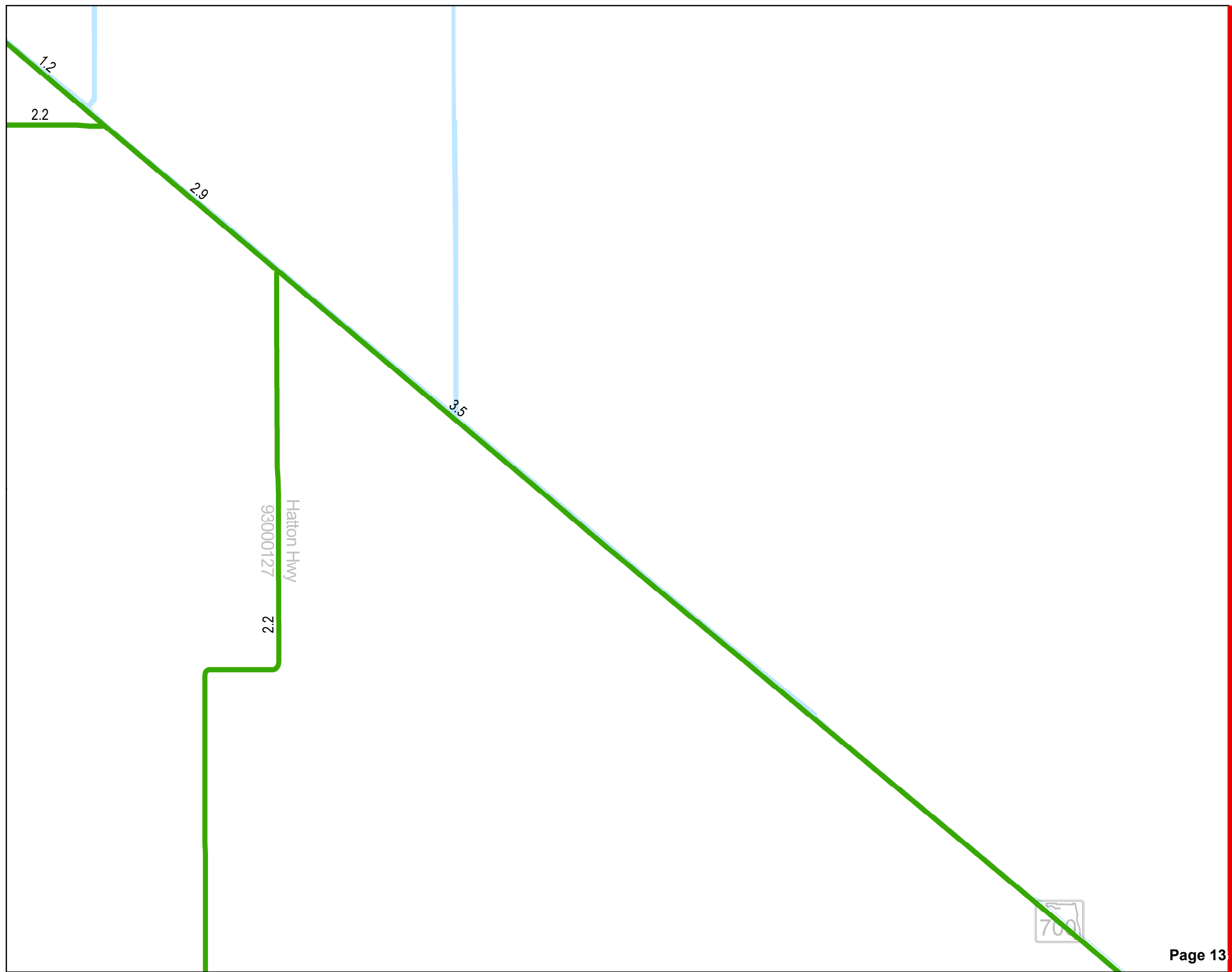
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xxx: AADT in 1,000s



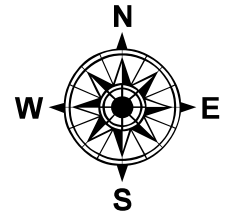
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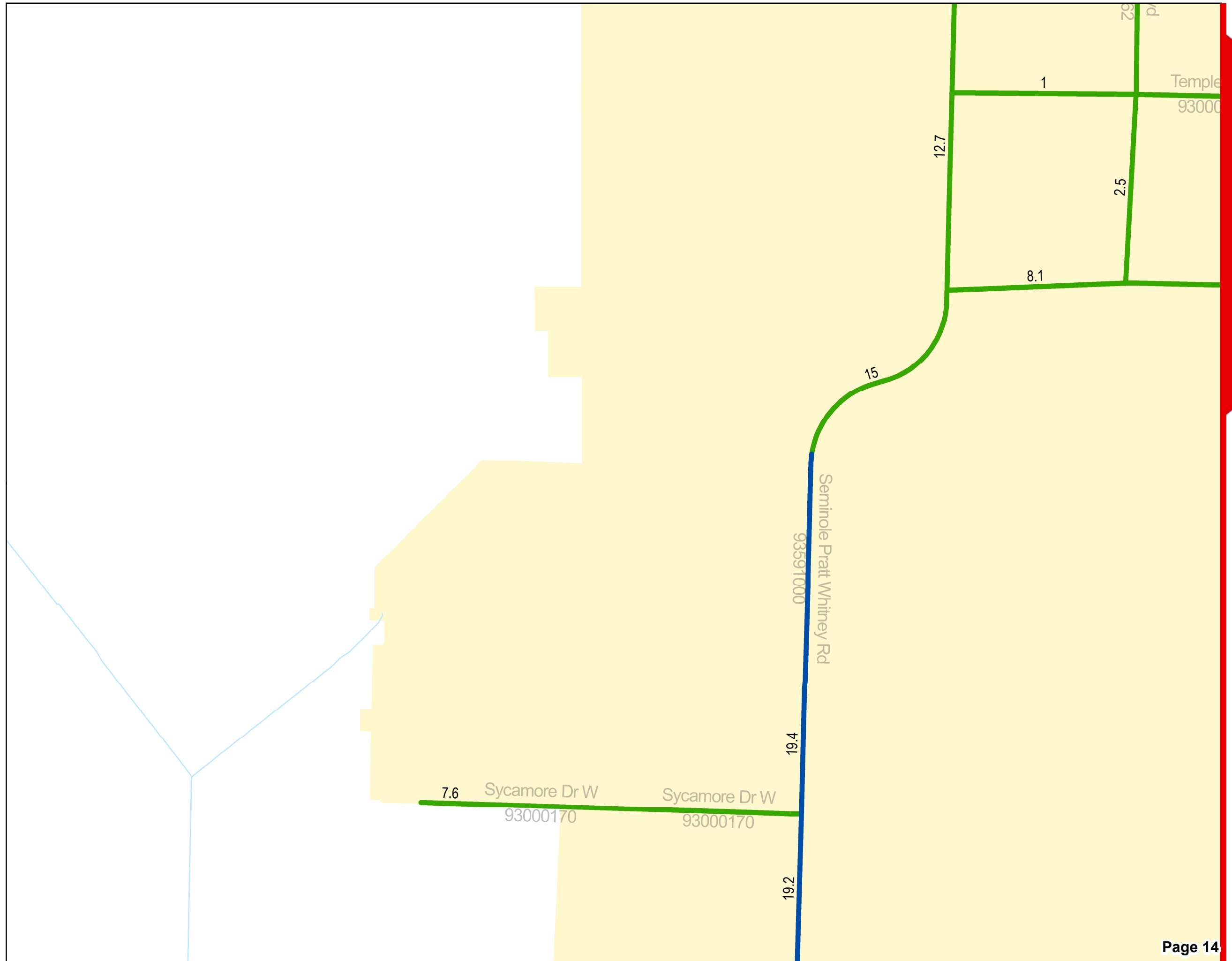


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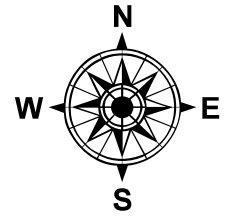
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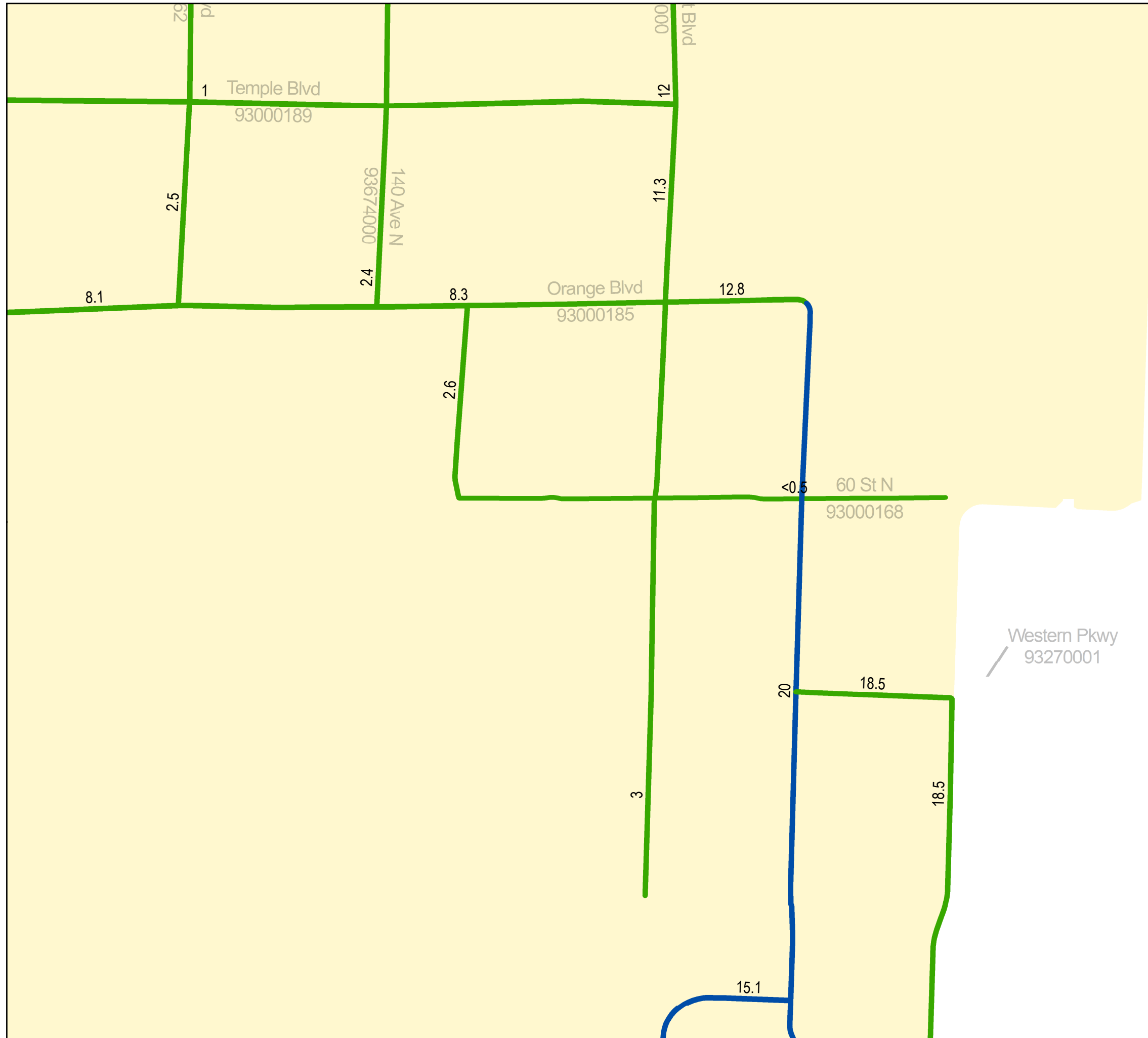


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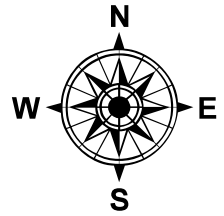


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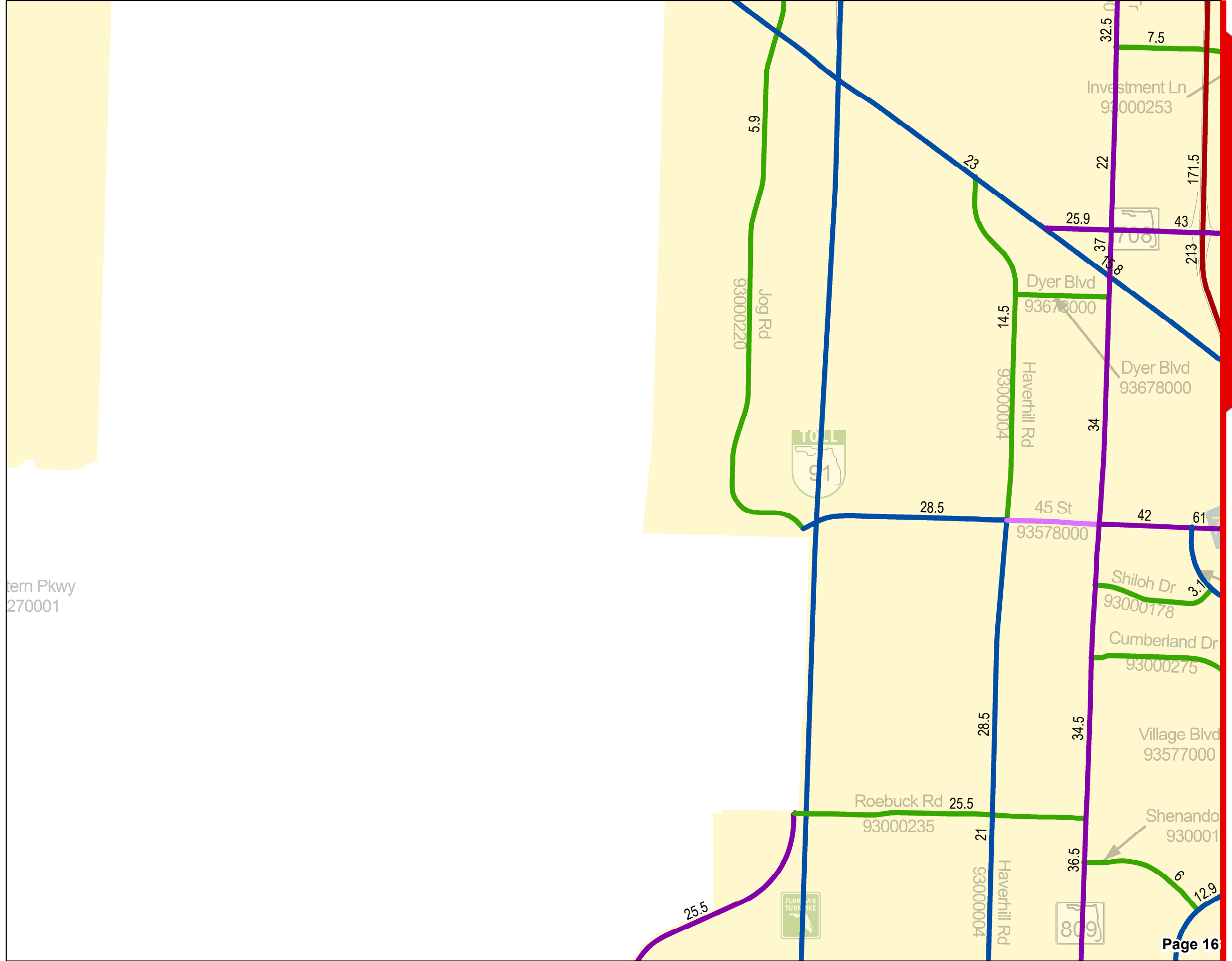


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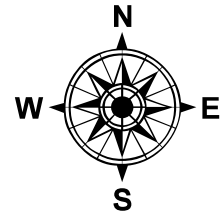
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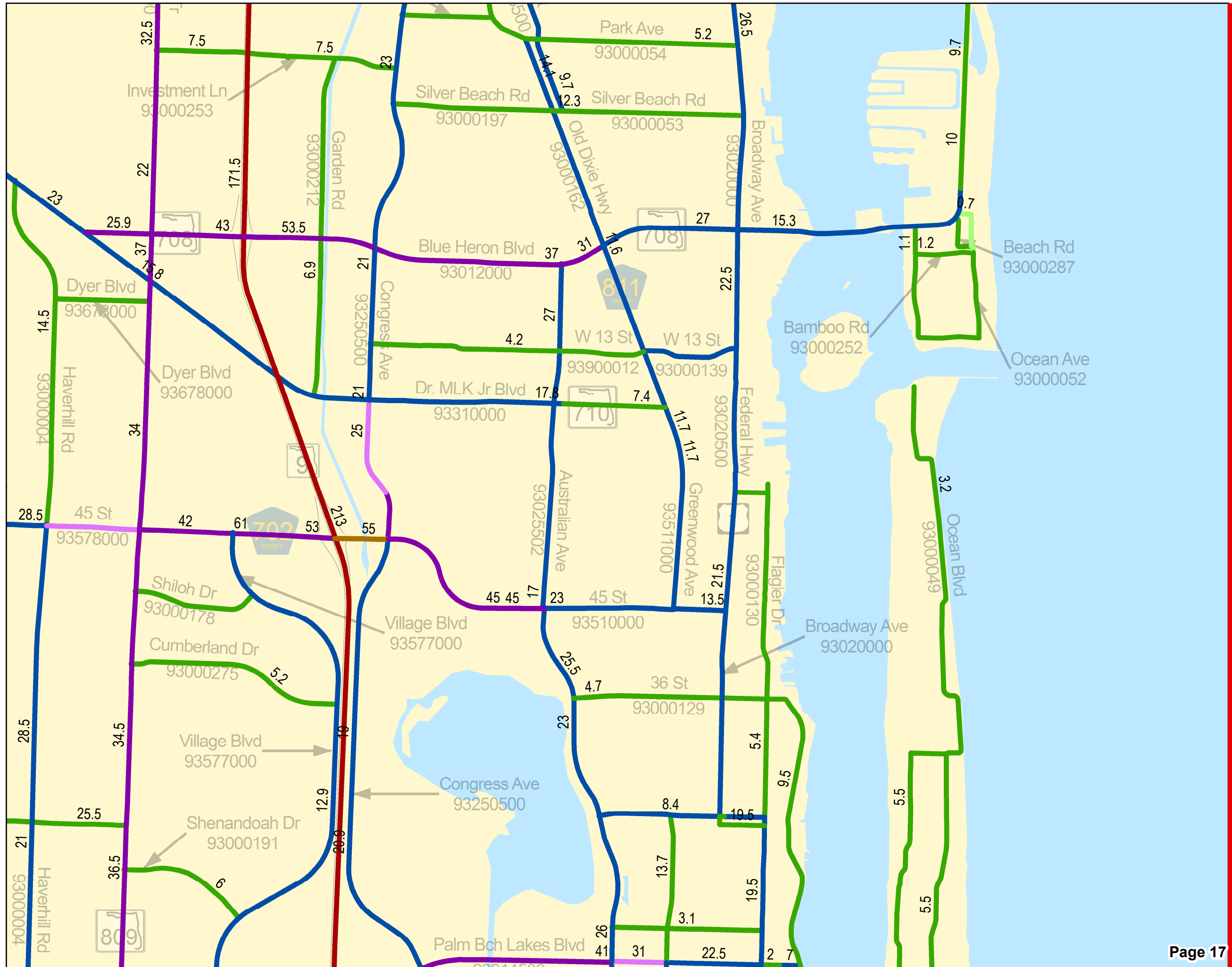


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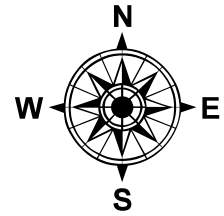
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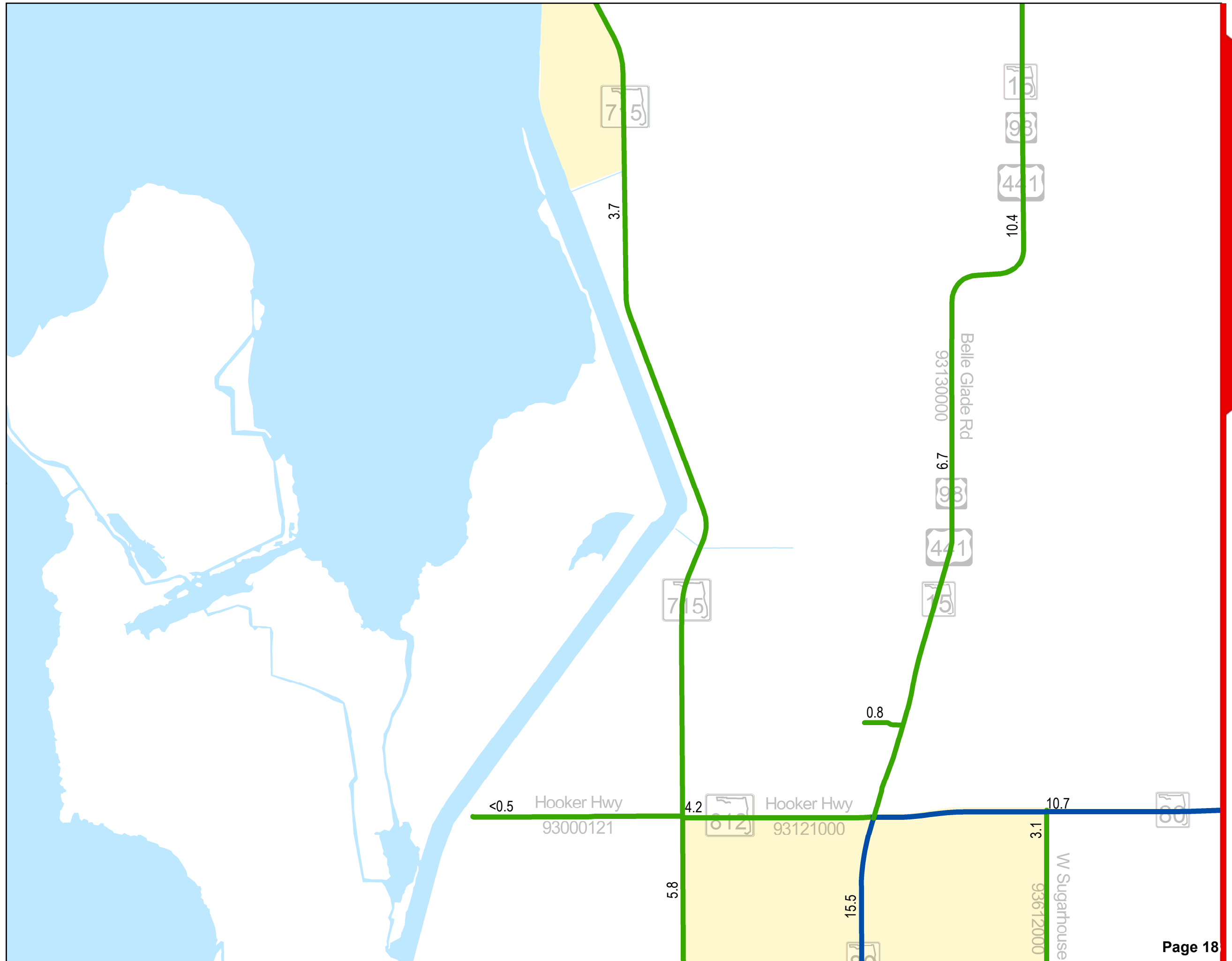


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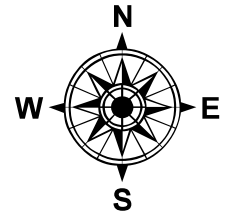
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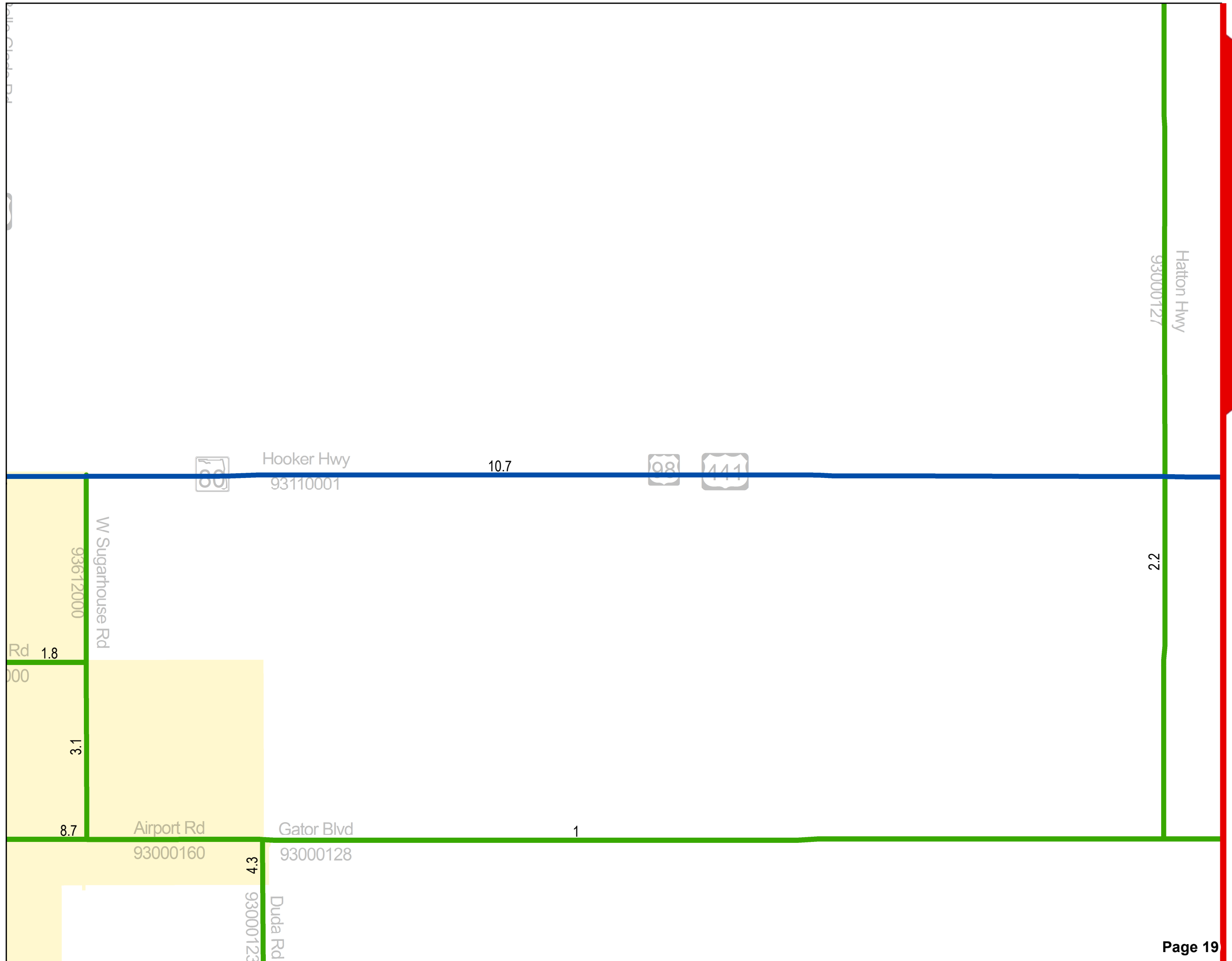


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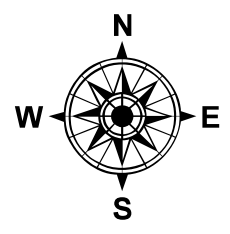


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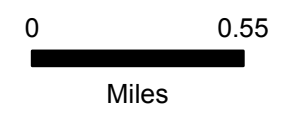


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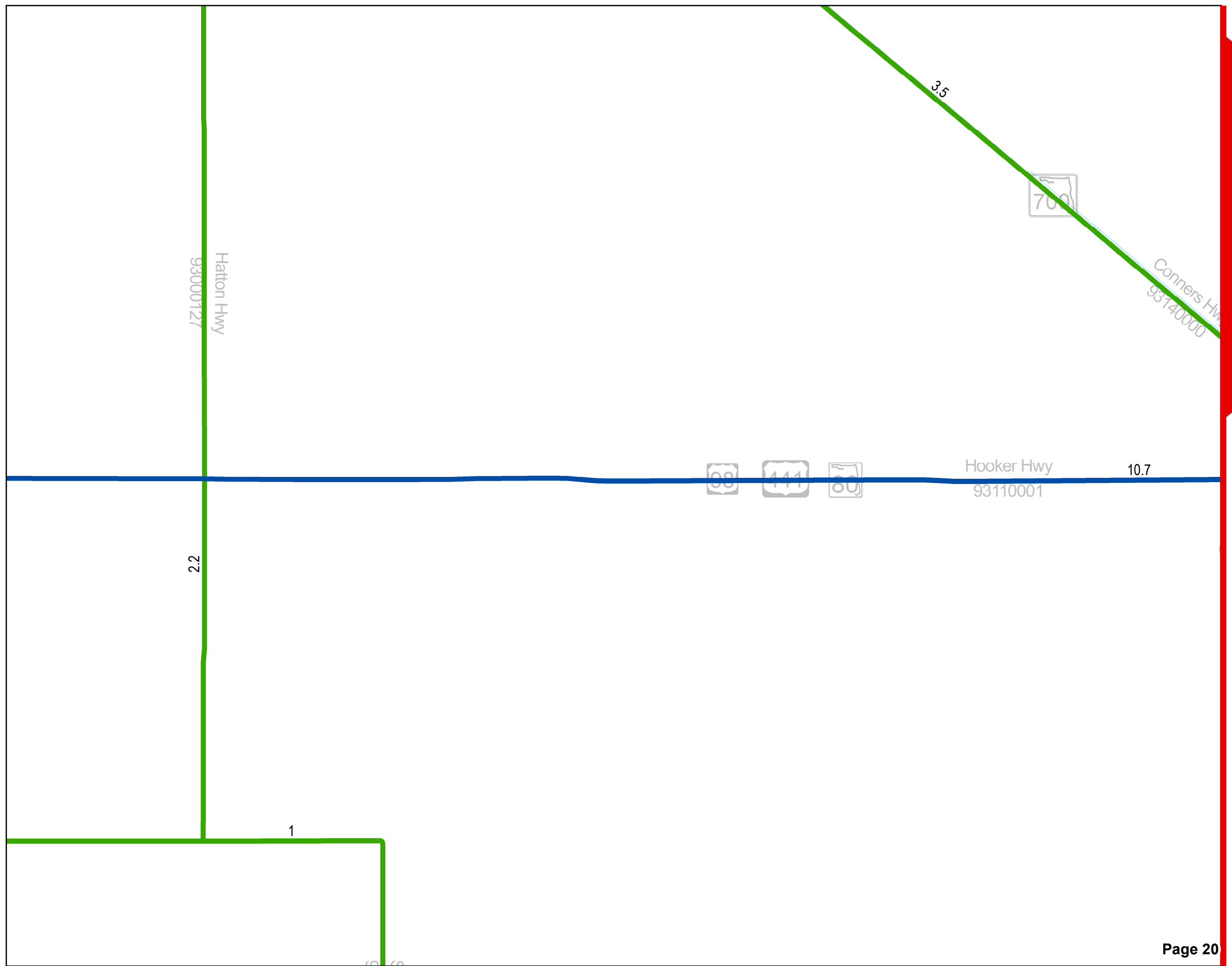
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xxx: AADT in 1,000s



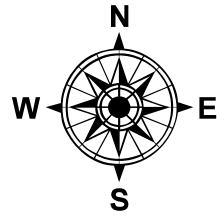
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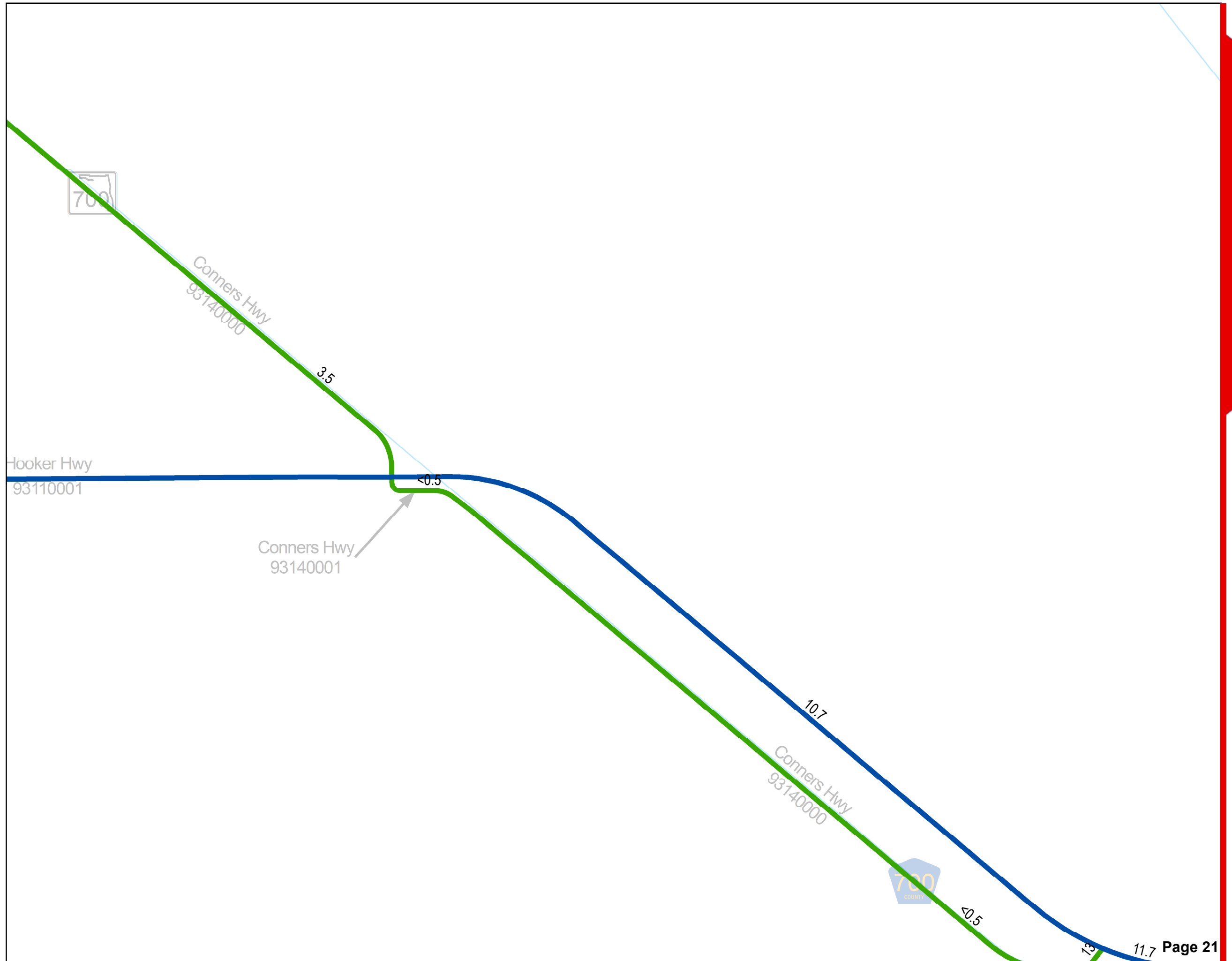


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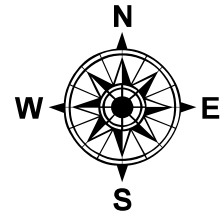
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

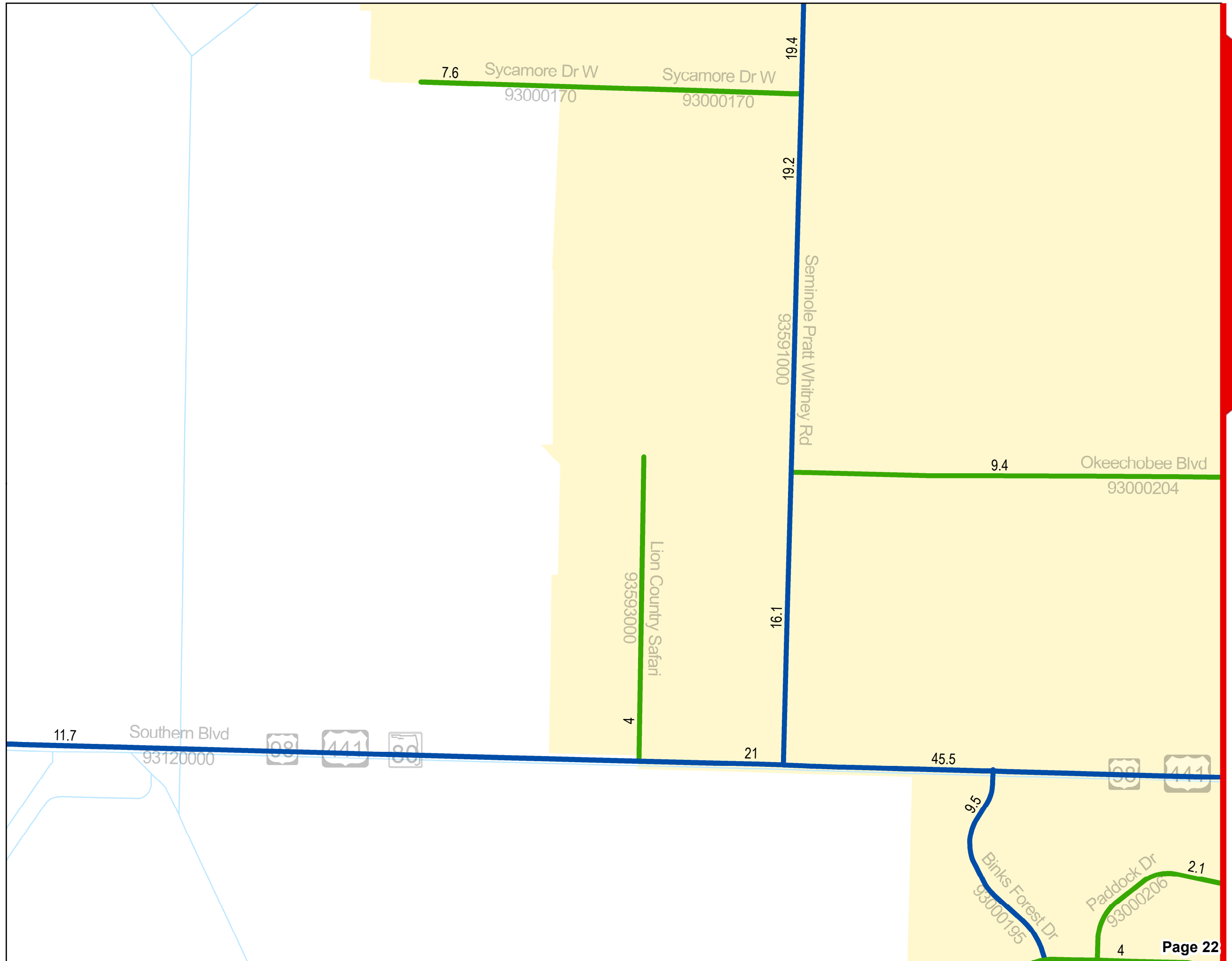


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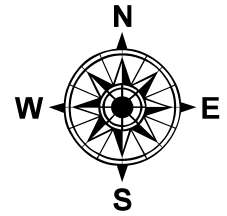


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

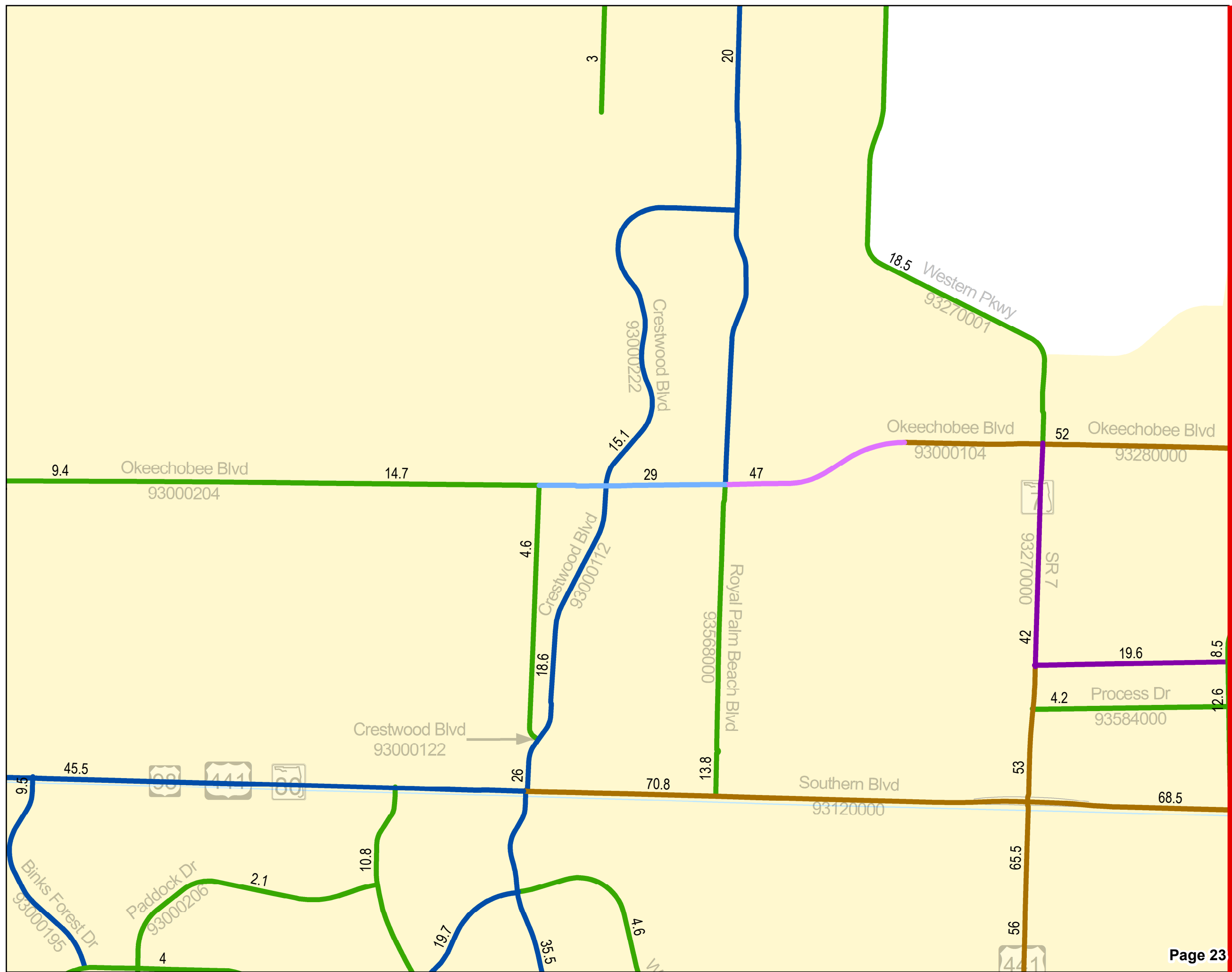


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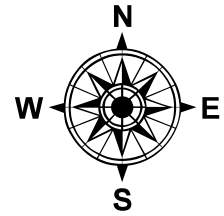
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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LEGEND

Number of Lanes

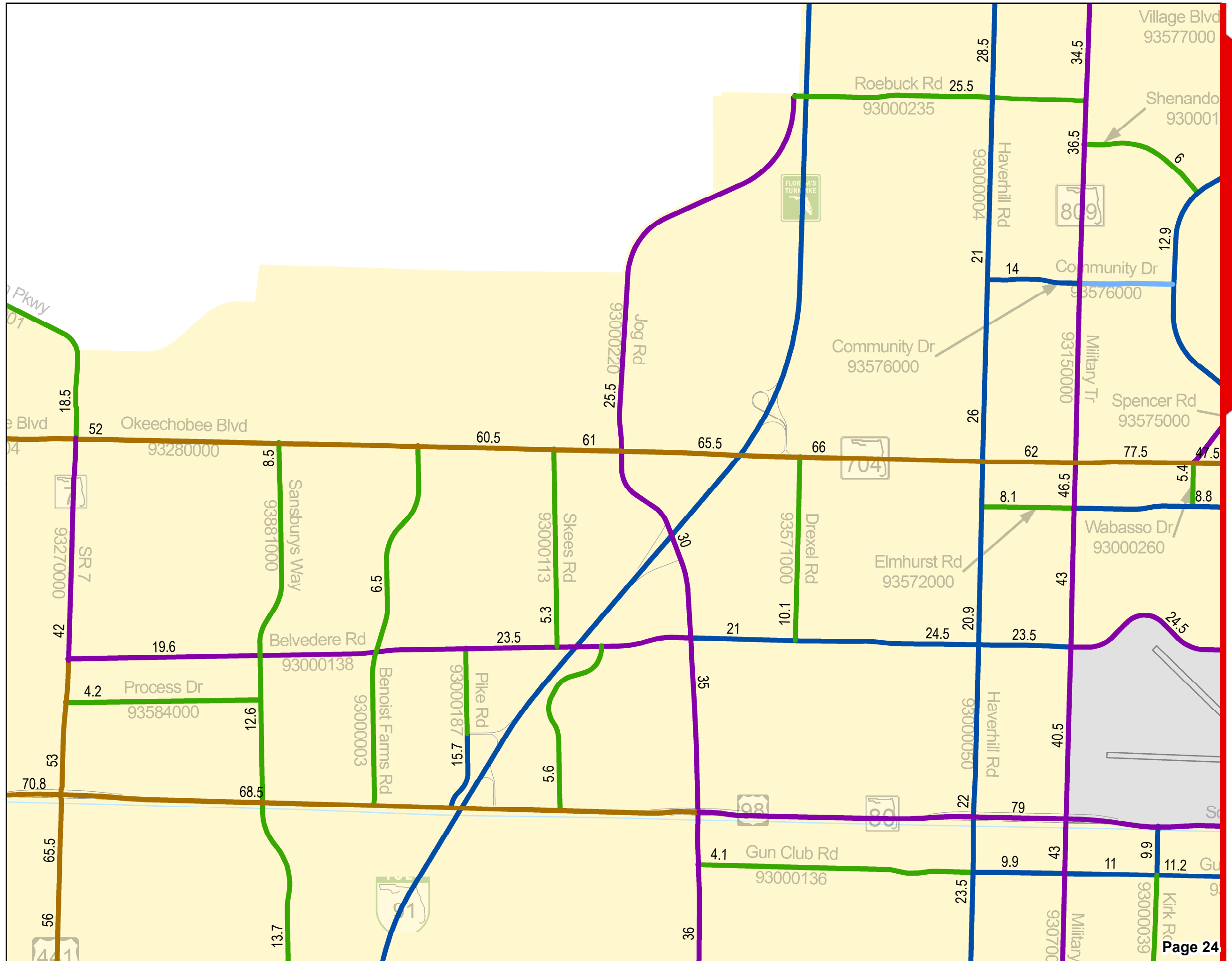


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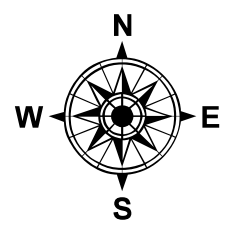


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FDOT DISTRICT IV
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LEGEND

Number of Lanes

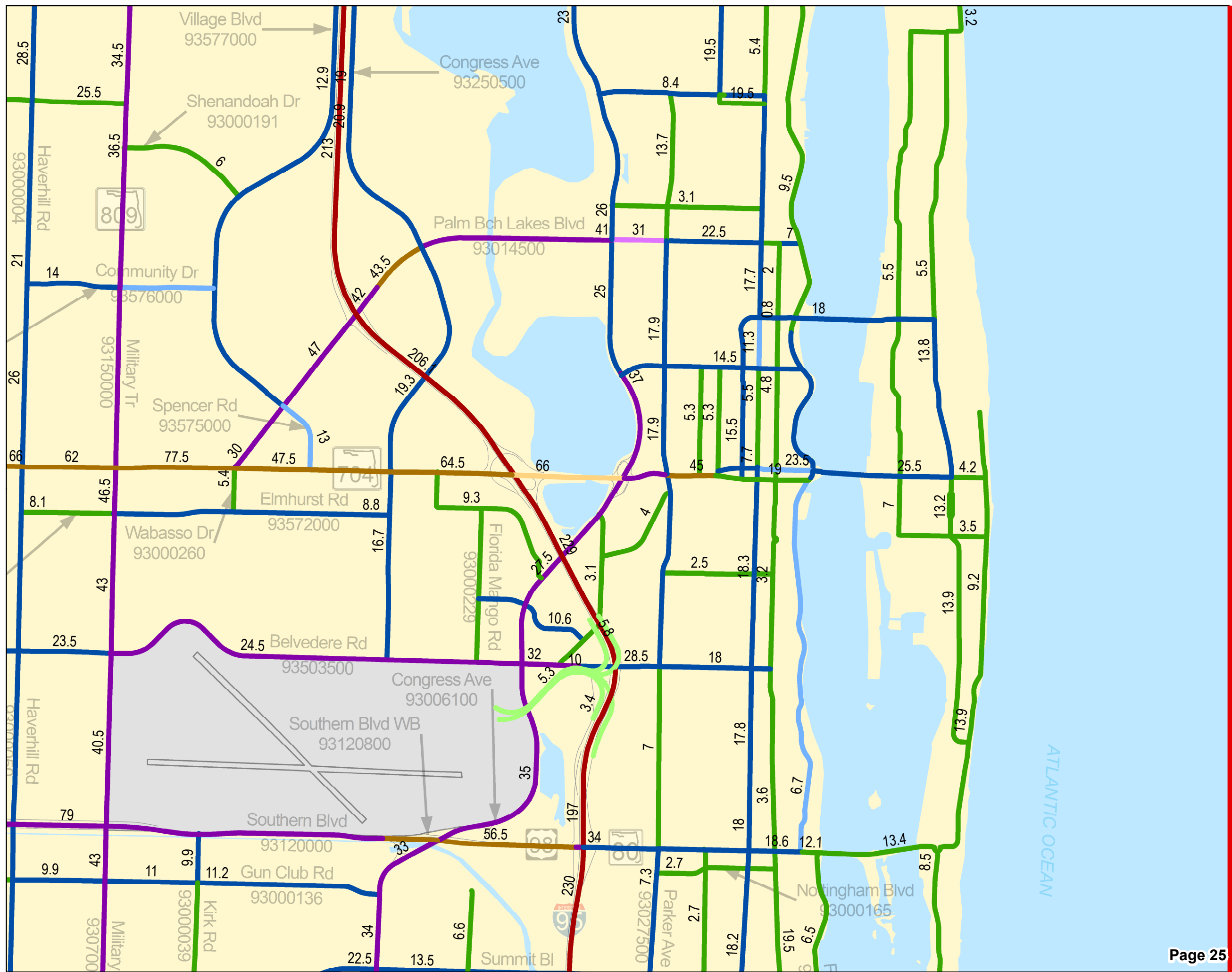


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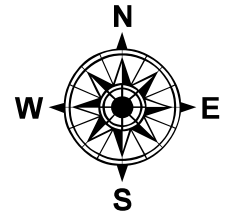
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FDOT DISTRICT IV

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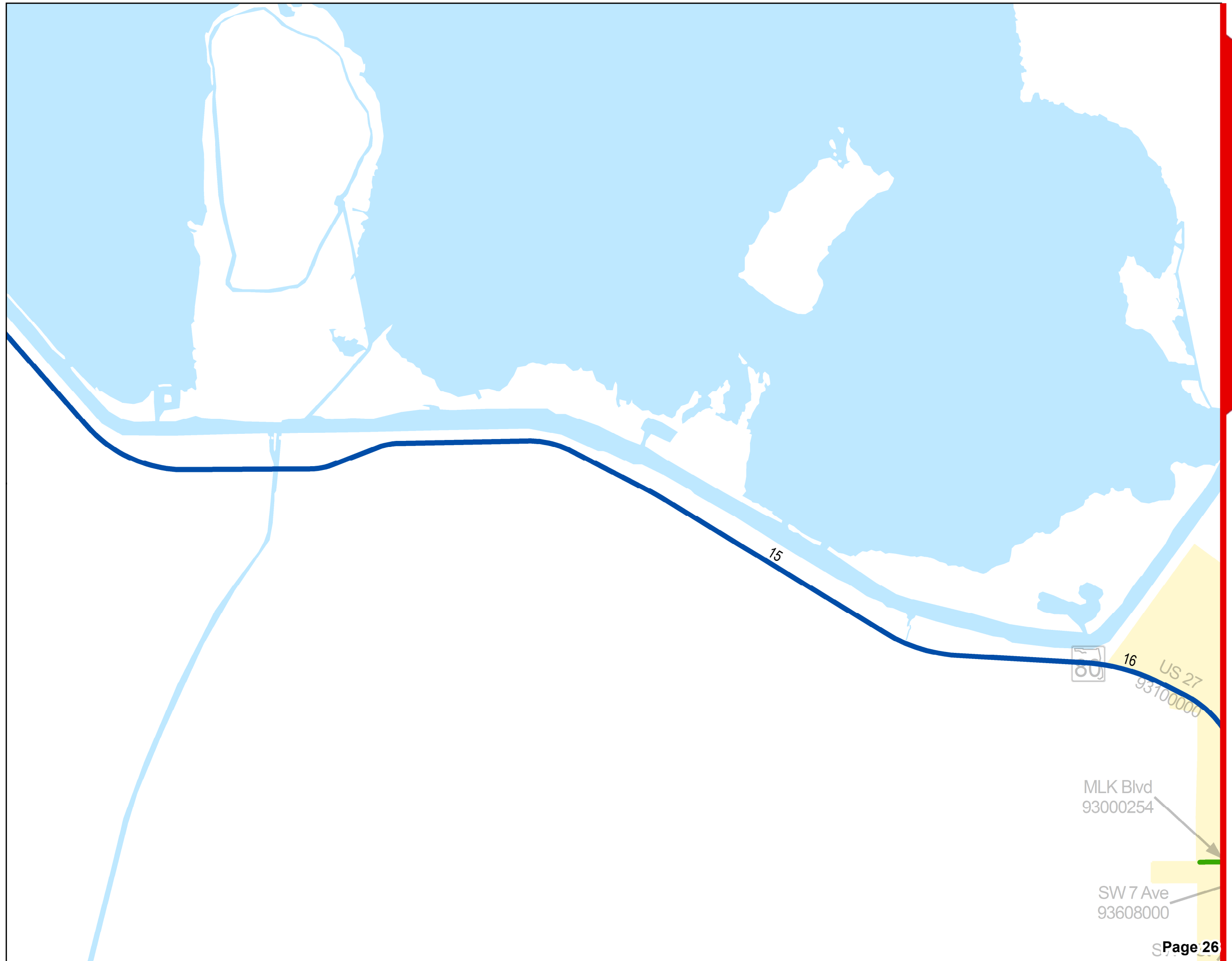


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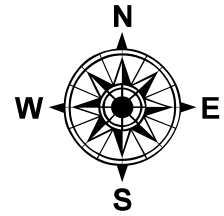
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes

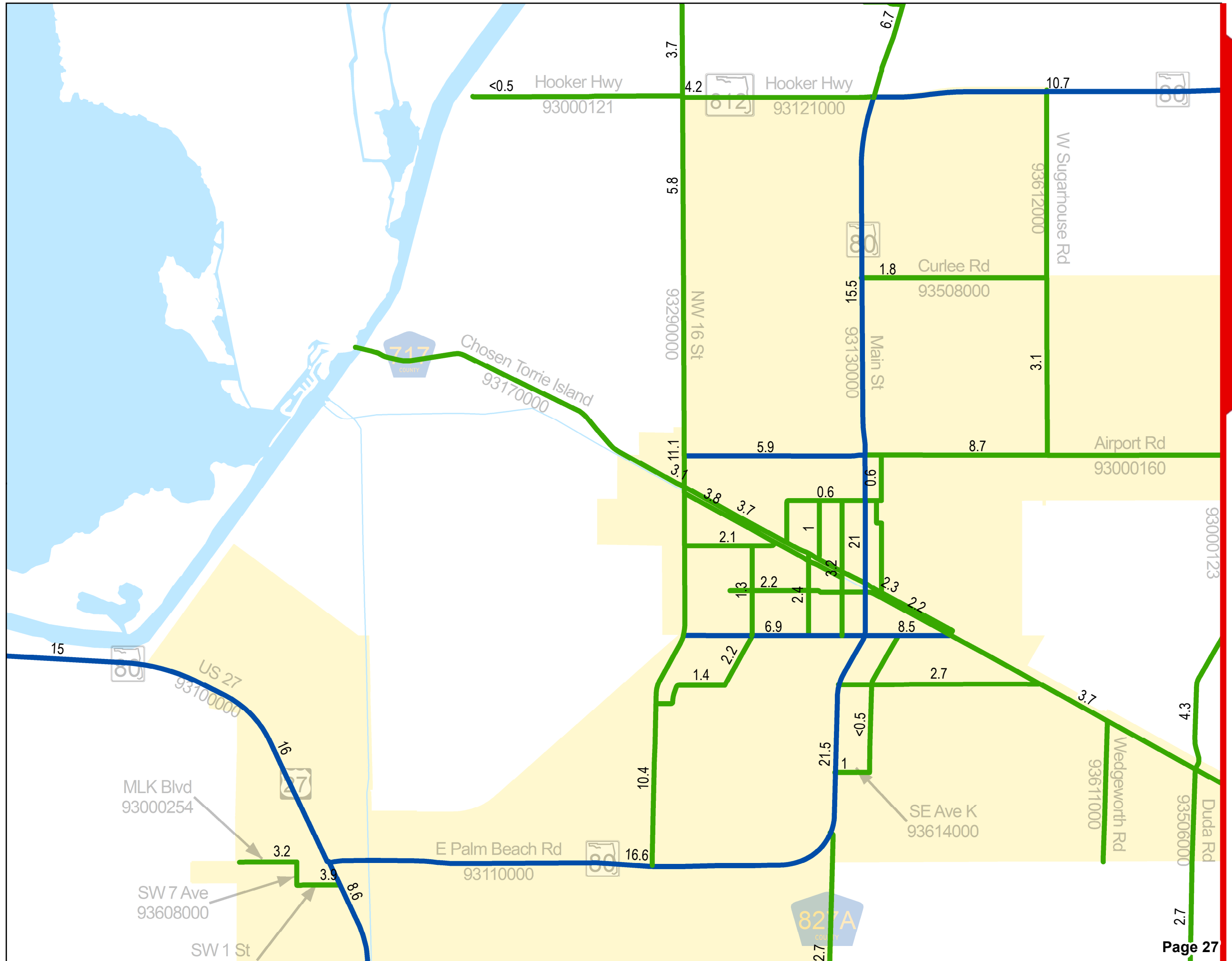


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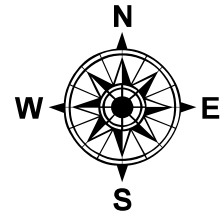
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

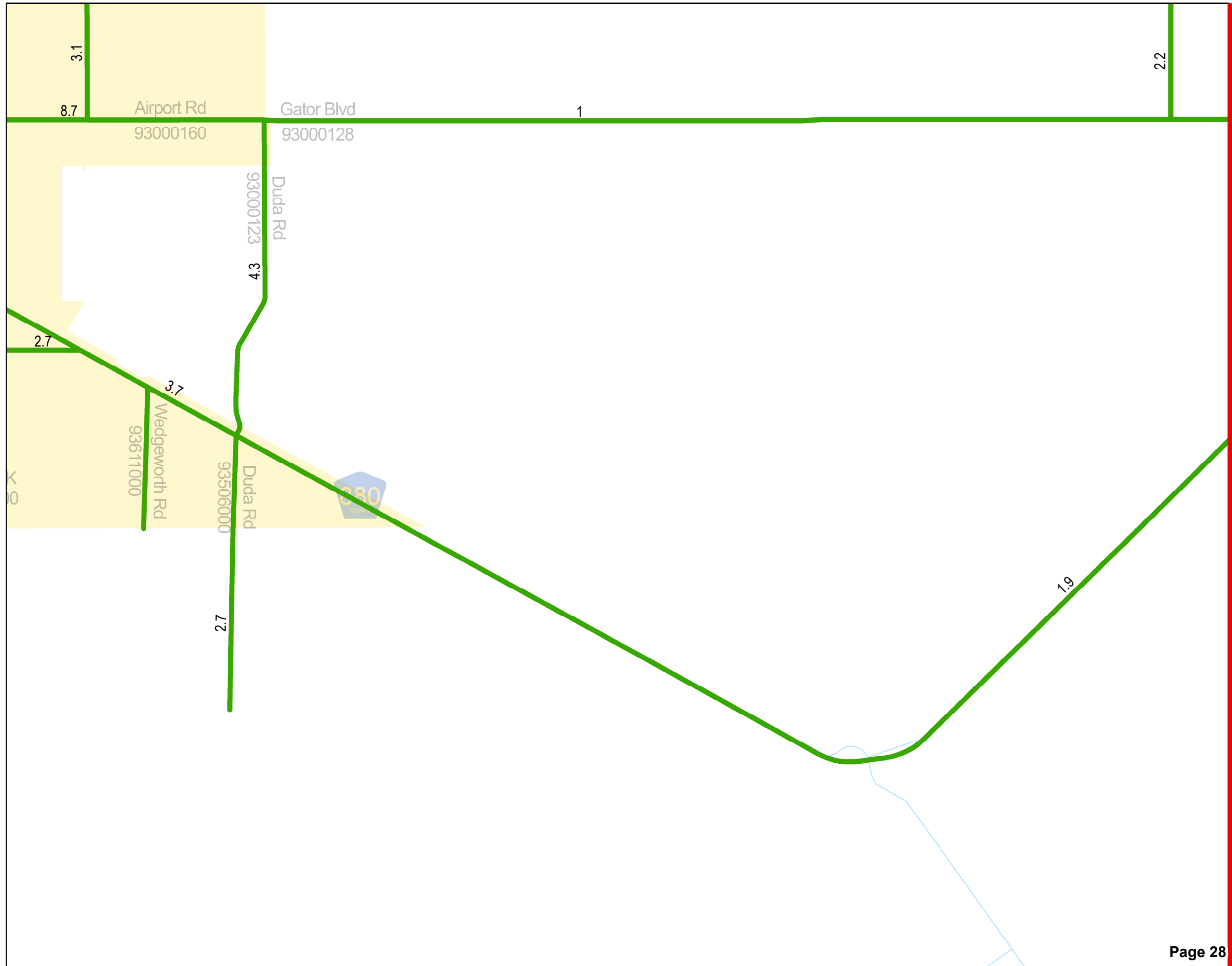


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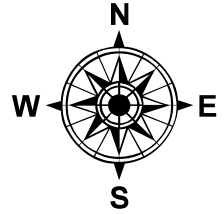
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

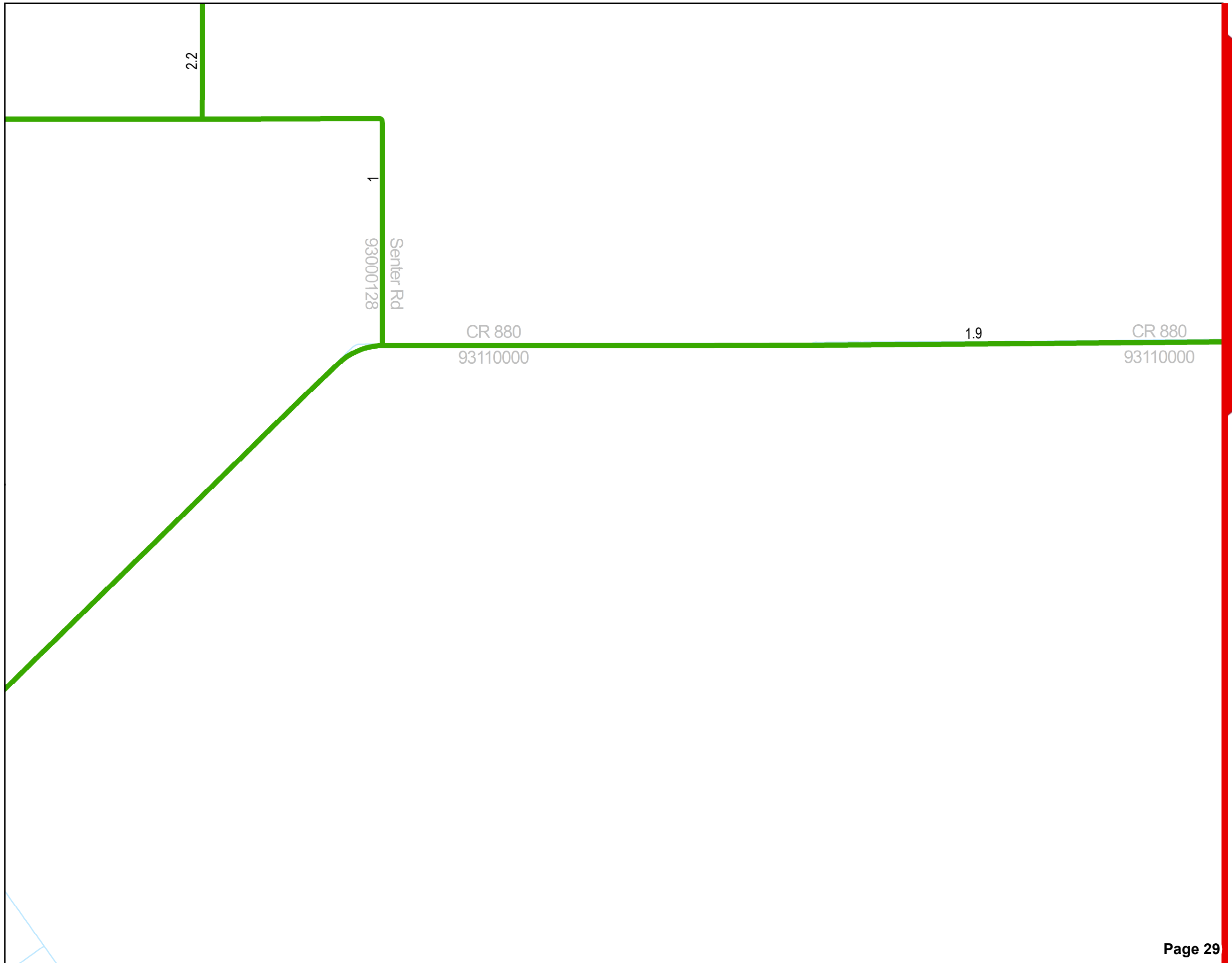


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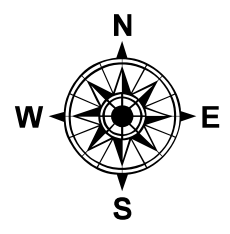


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

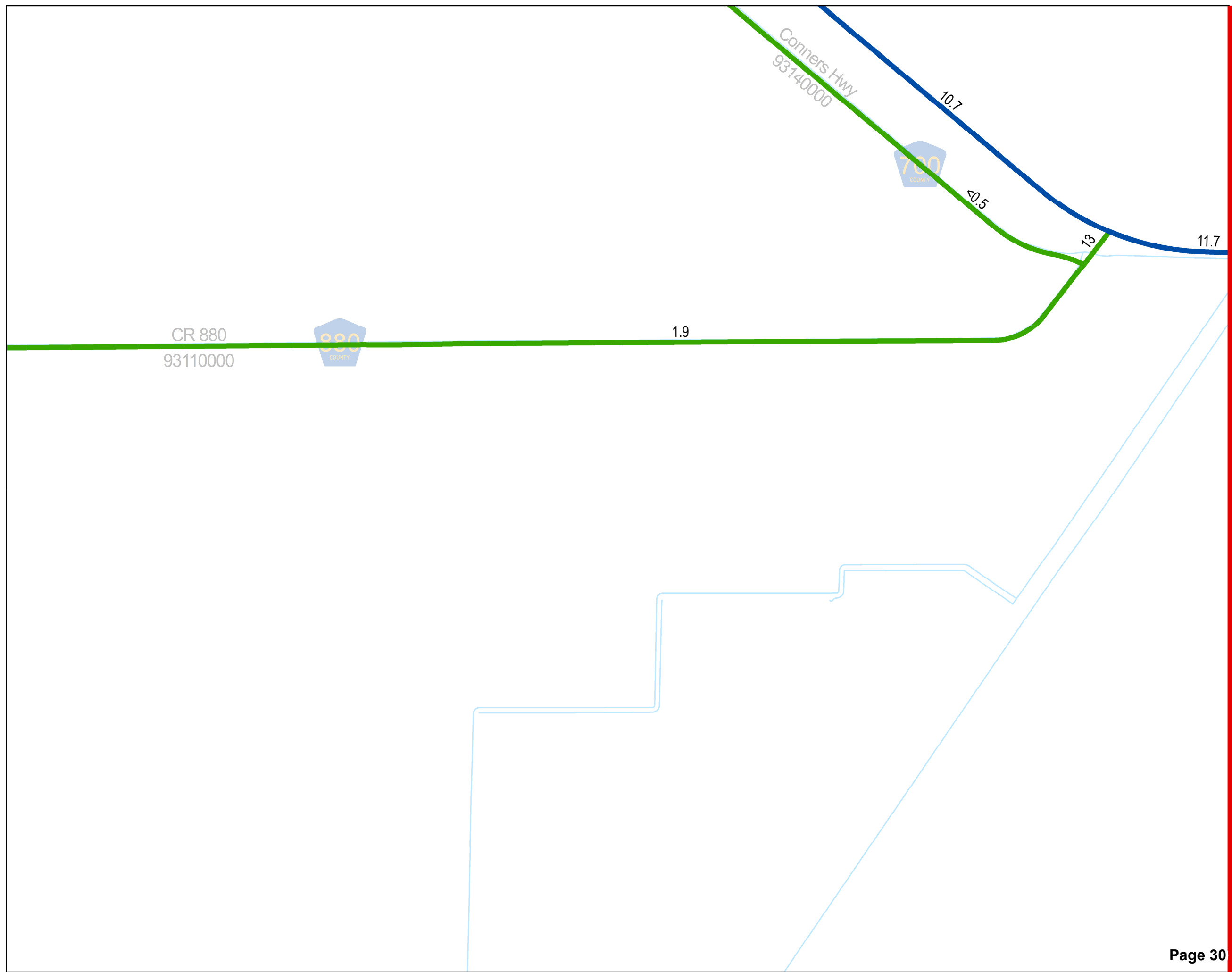
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- 7
- 8
- 9
- 10
- >10

xxx: AADT in 1,000s



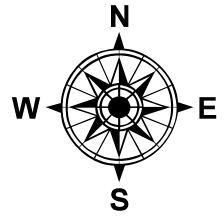
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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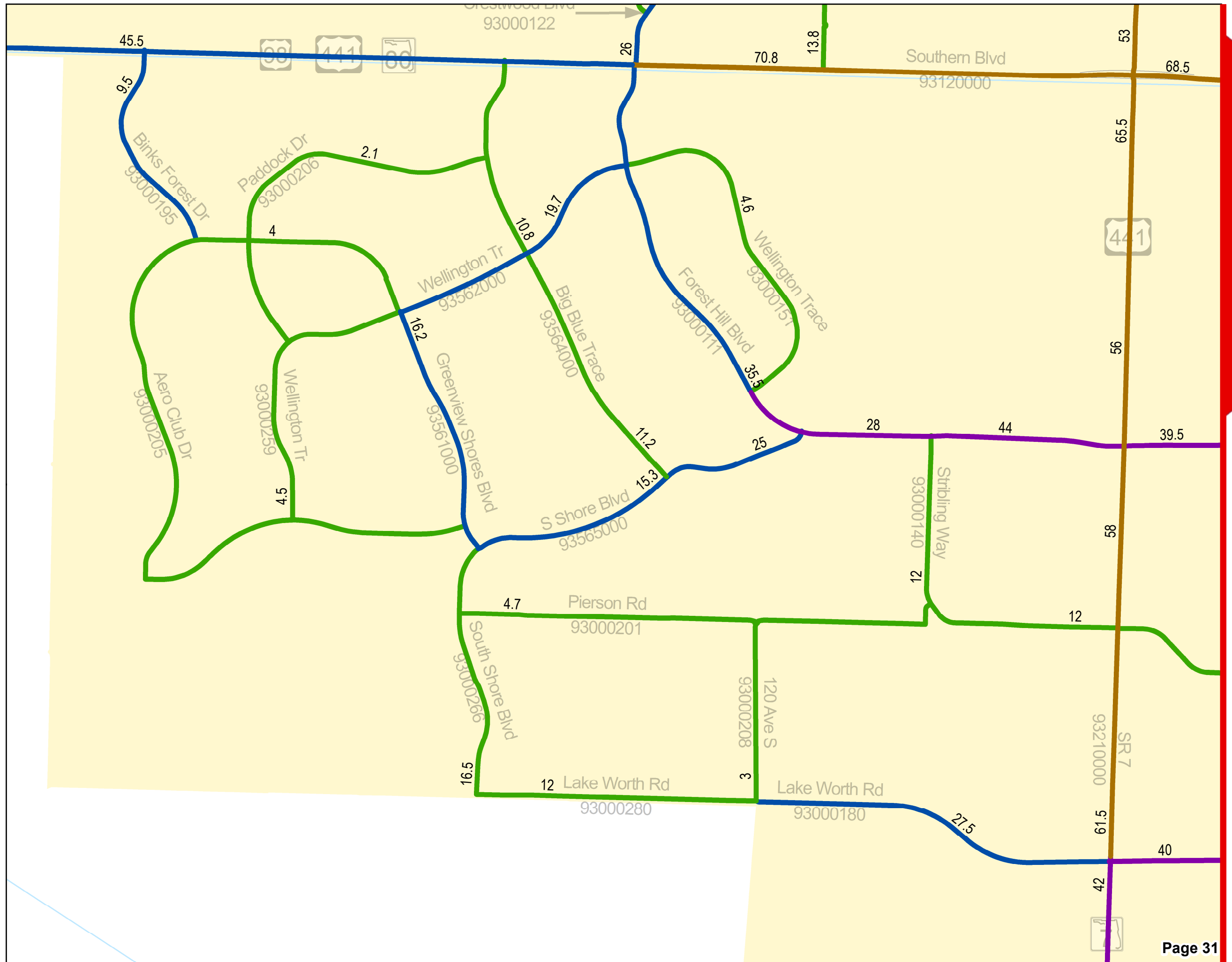
- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- >10

xxx: AADT in 1,000s



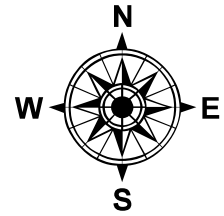
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FDOT DISTRICT IV

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Number of Lanes

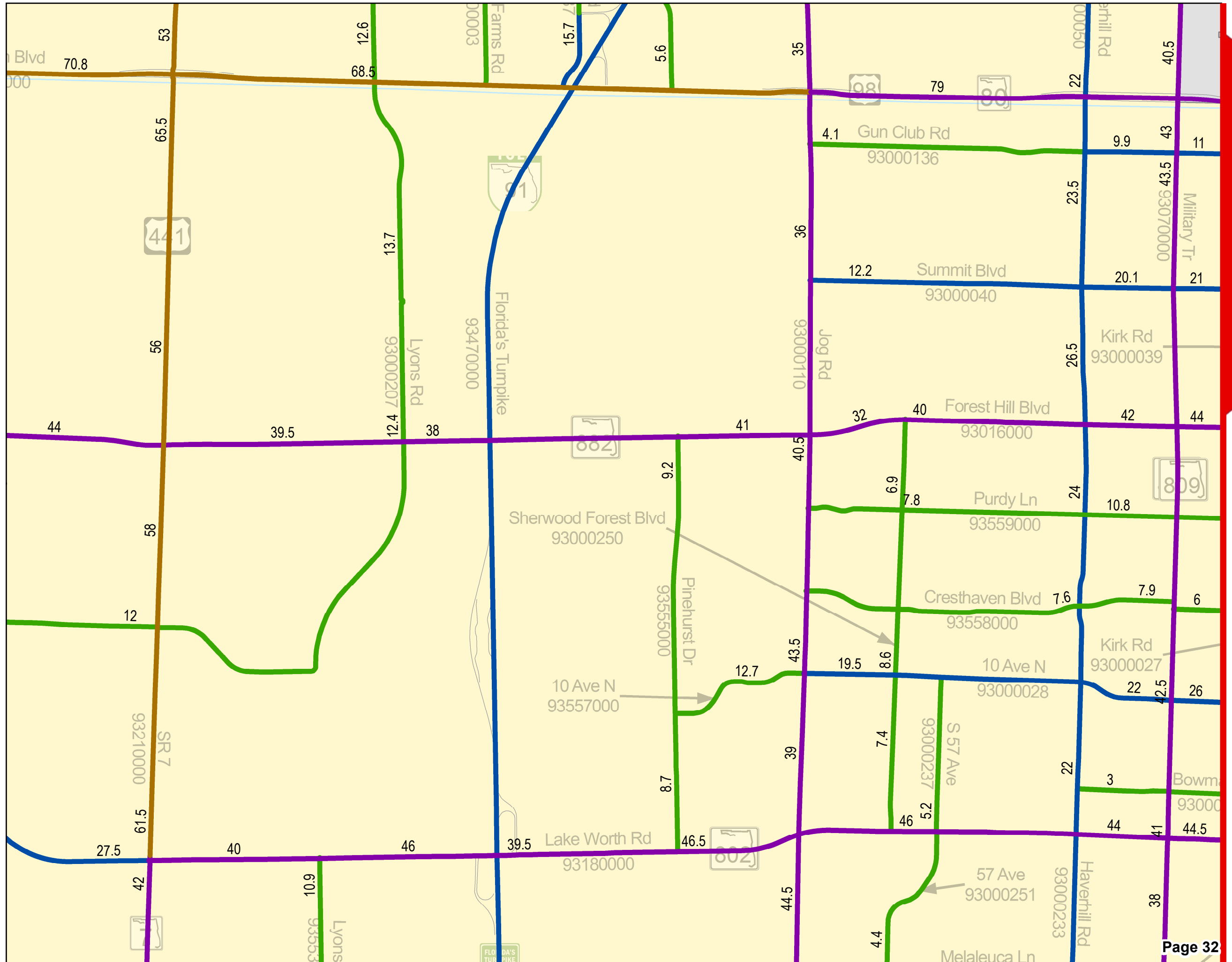


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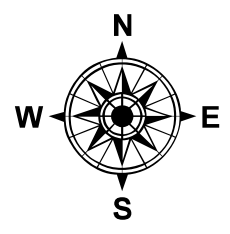


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FDOT DISTRICT IV
LEVEL OF SERVICE
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Number of Lanes

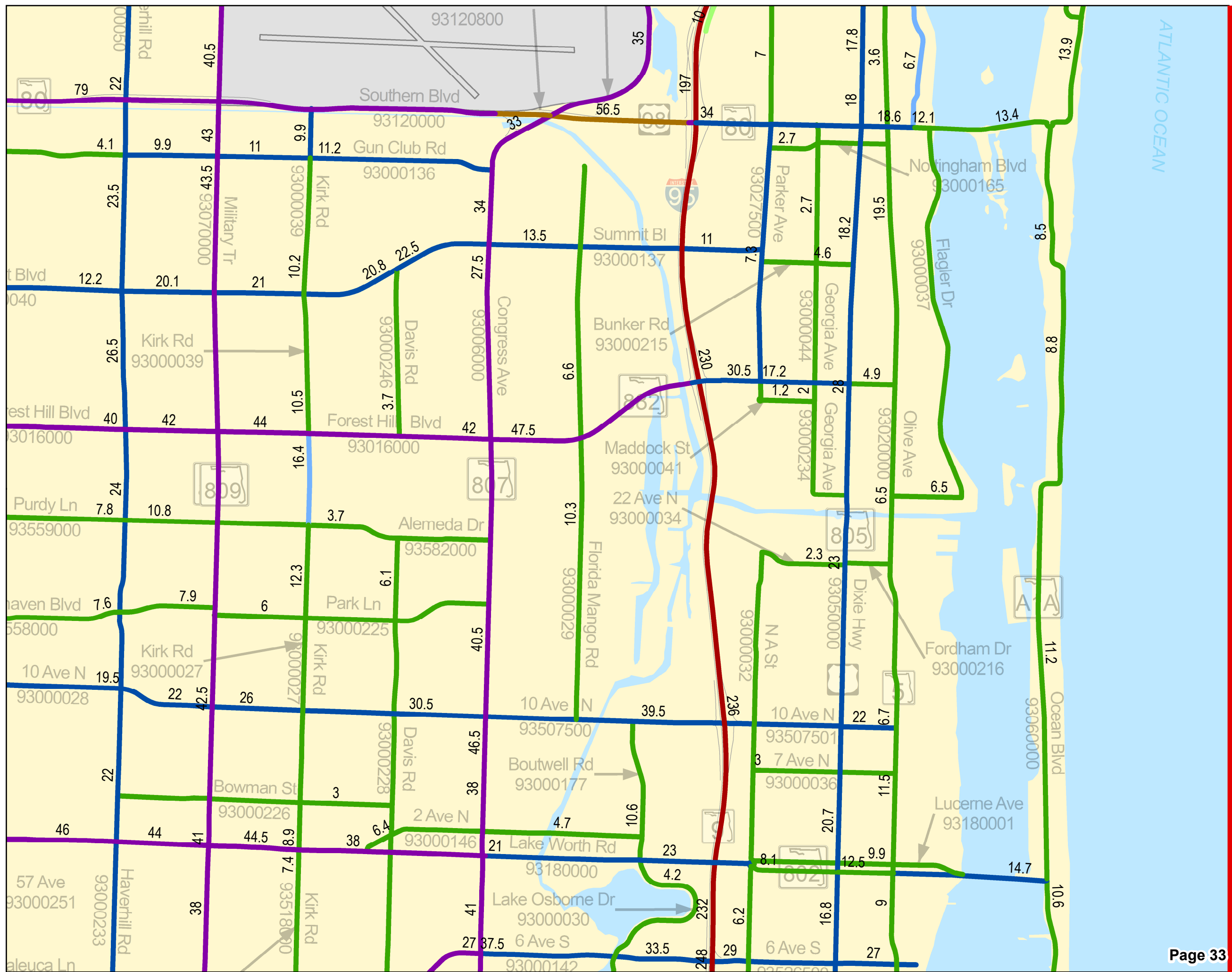


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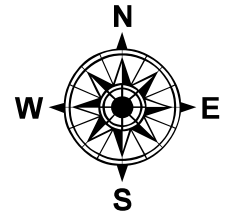
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Number of Lanes

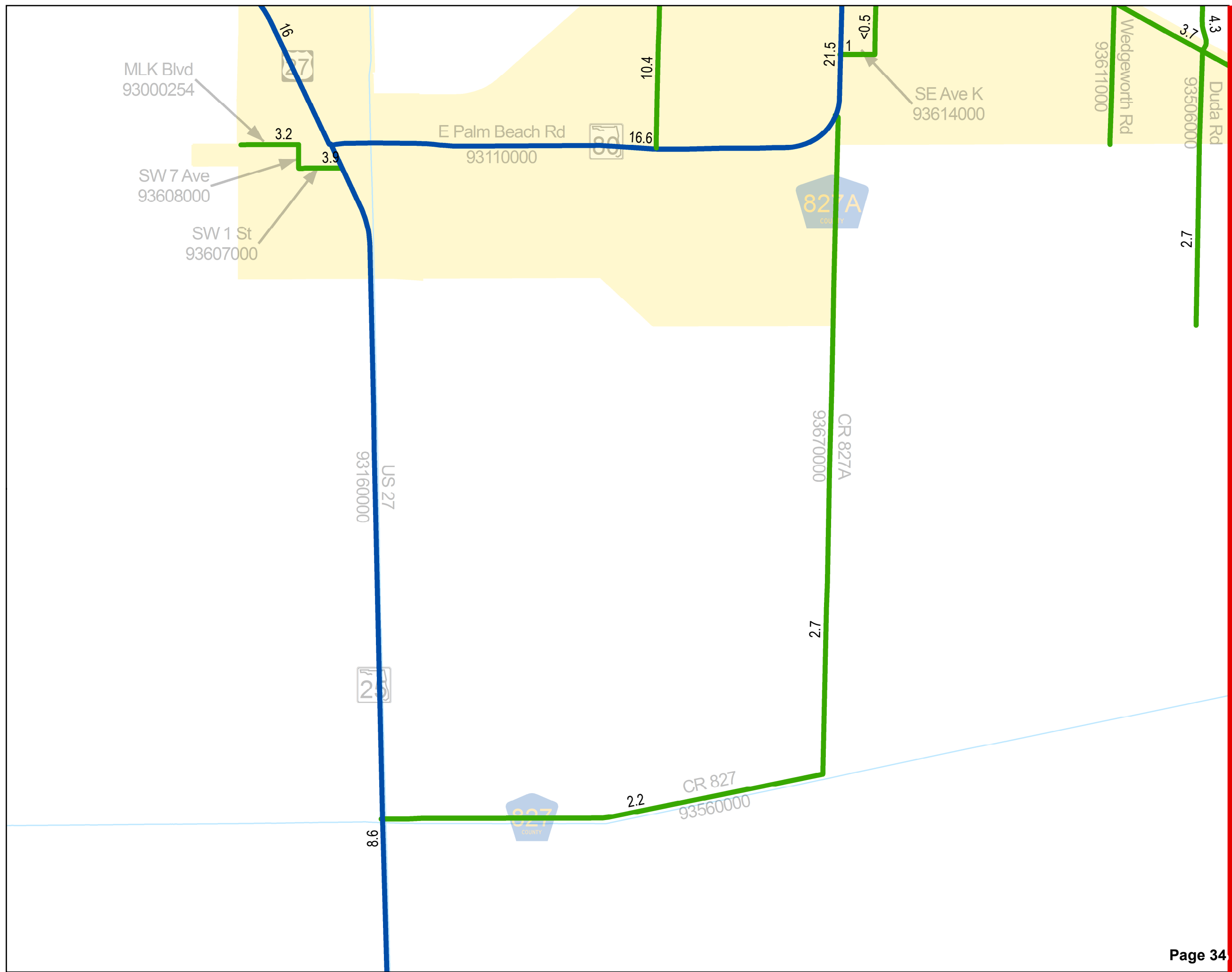


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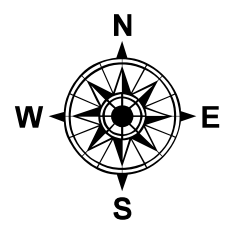


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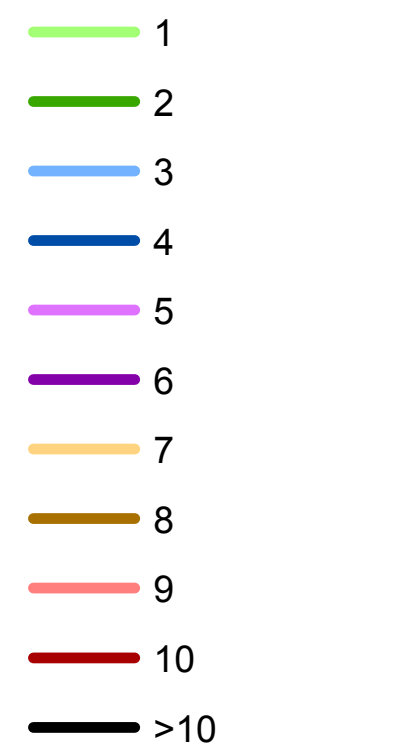


FDOT DISTRICT IV
LEVEL OF SERVICE
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LEGEND

Number of Lanes

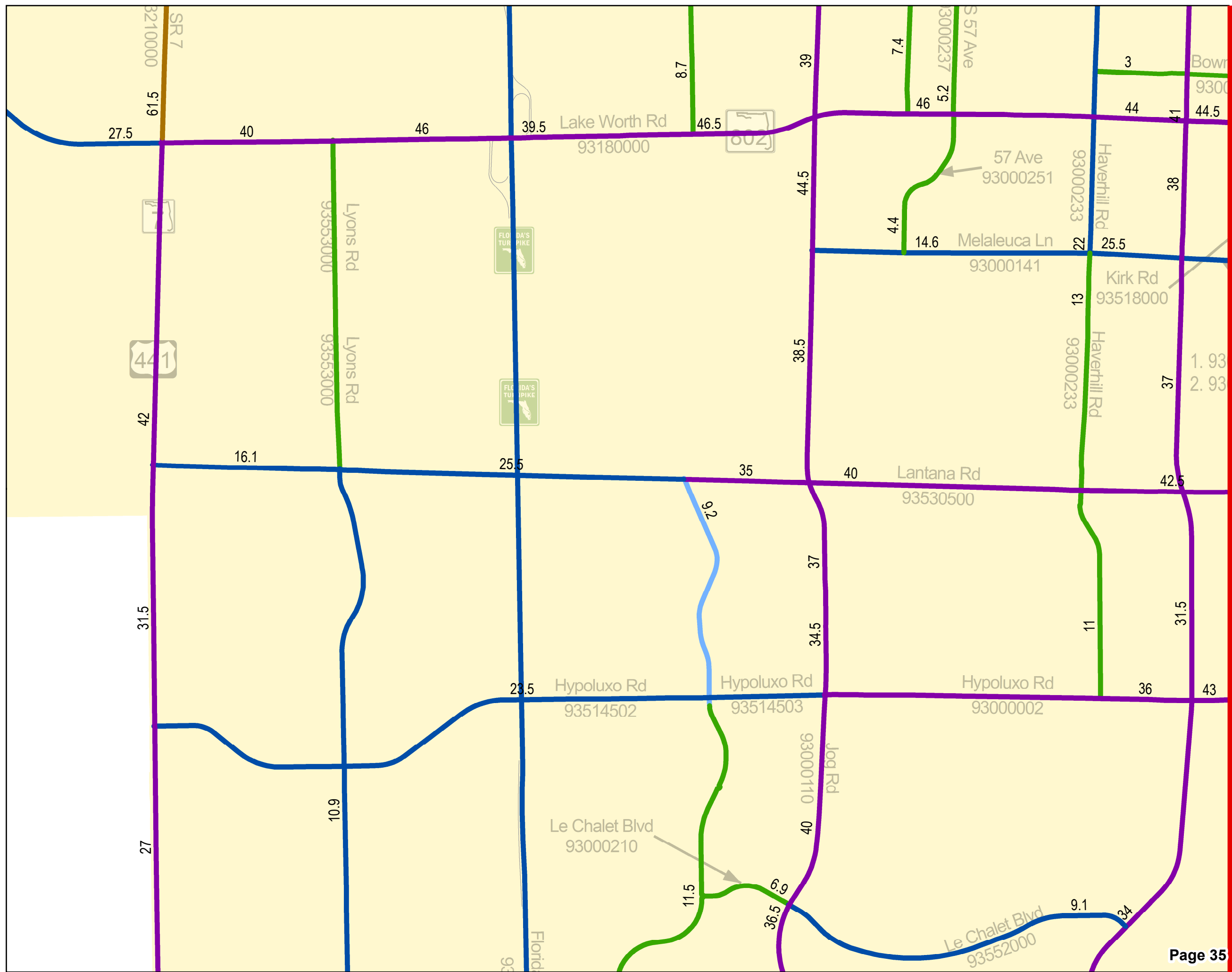


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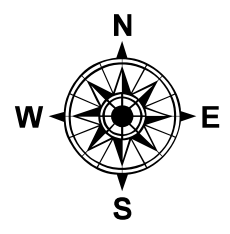


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FDOT DISTRICT IV
LEVEL OF SERVICE
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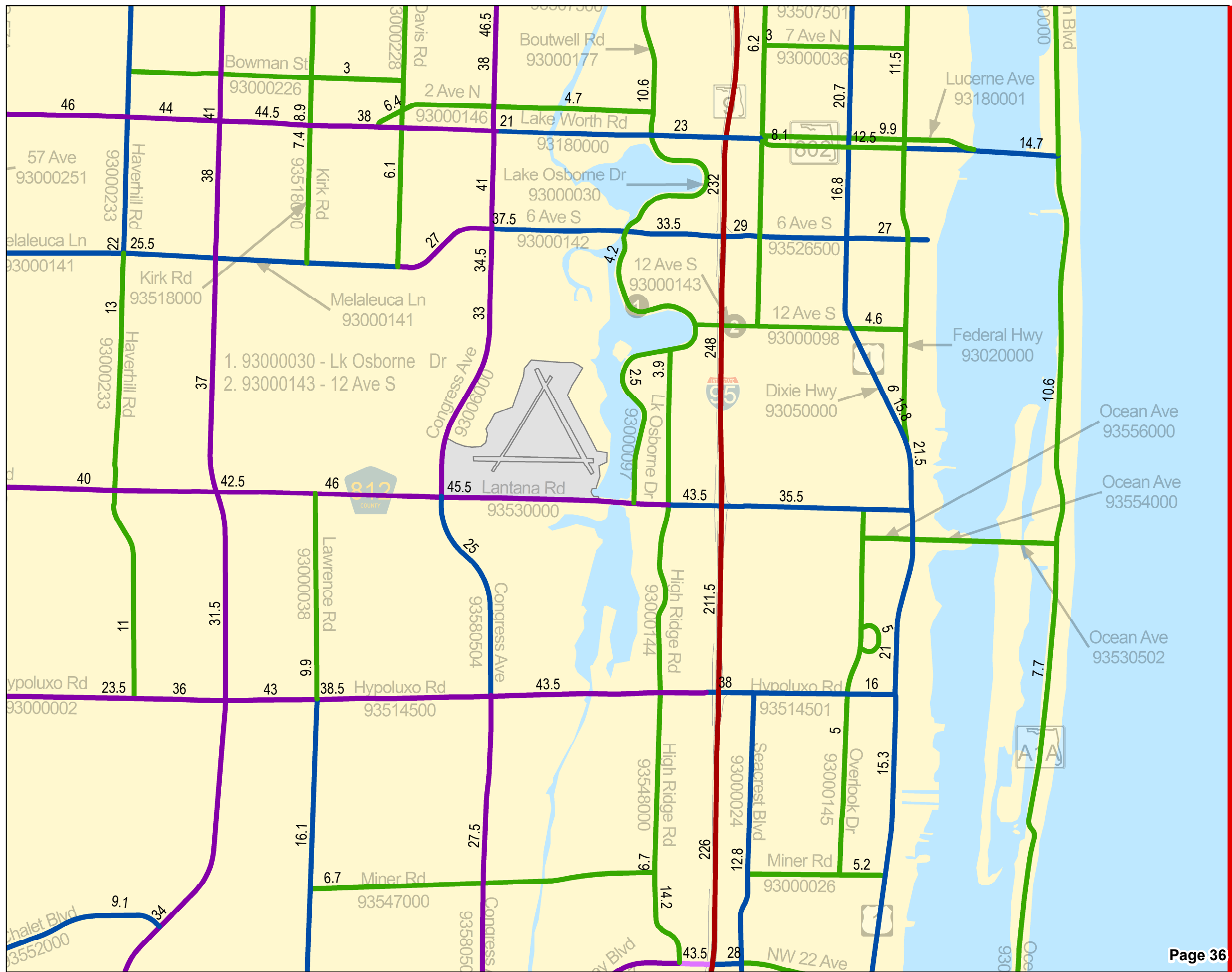


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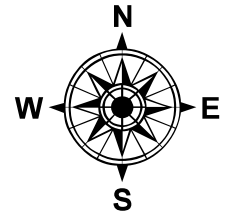
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FDOT DISTRICT IV

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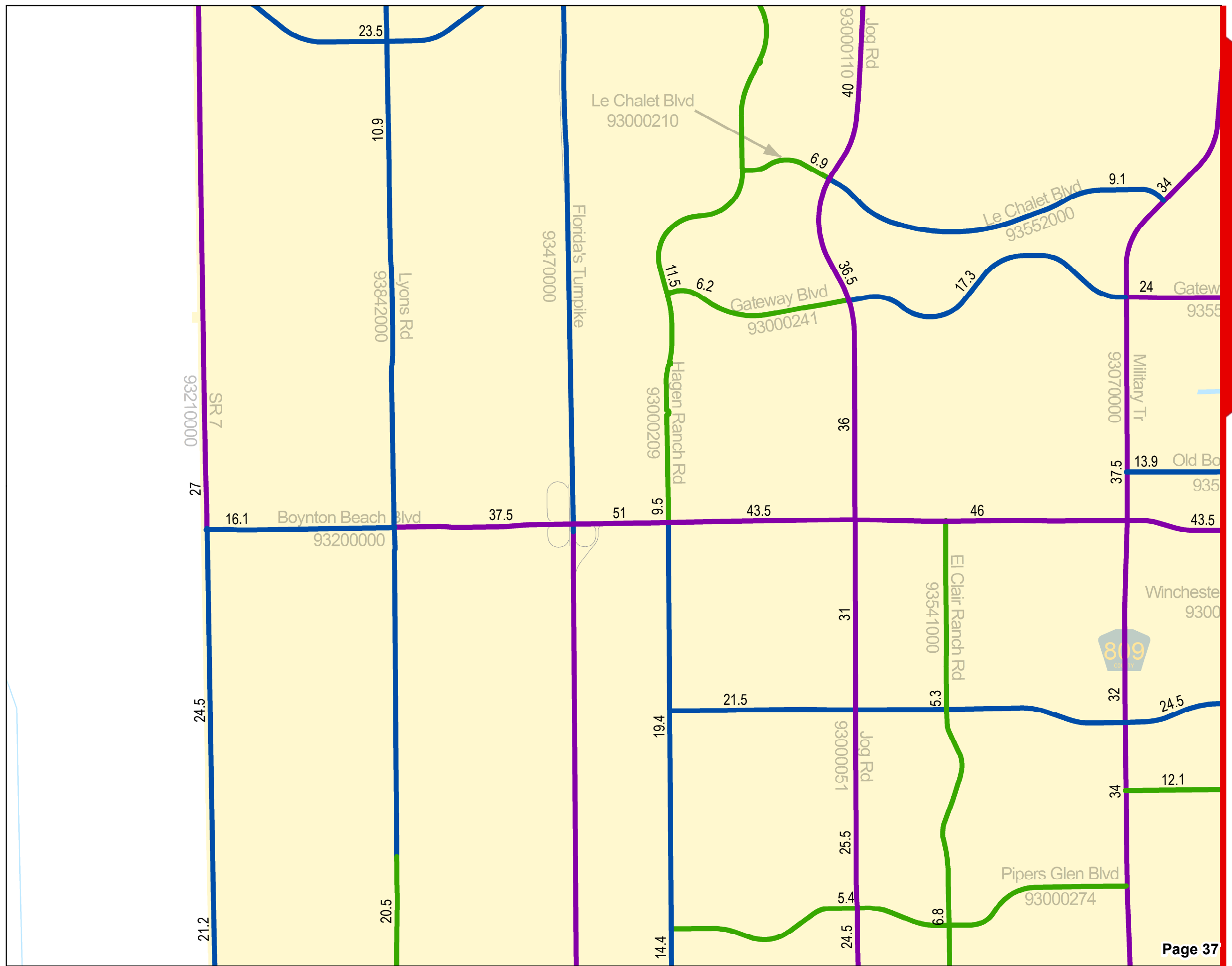


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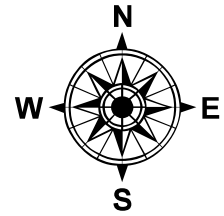
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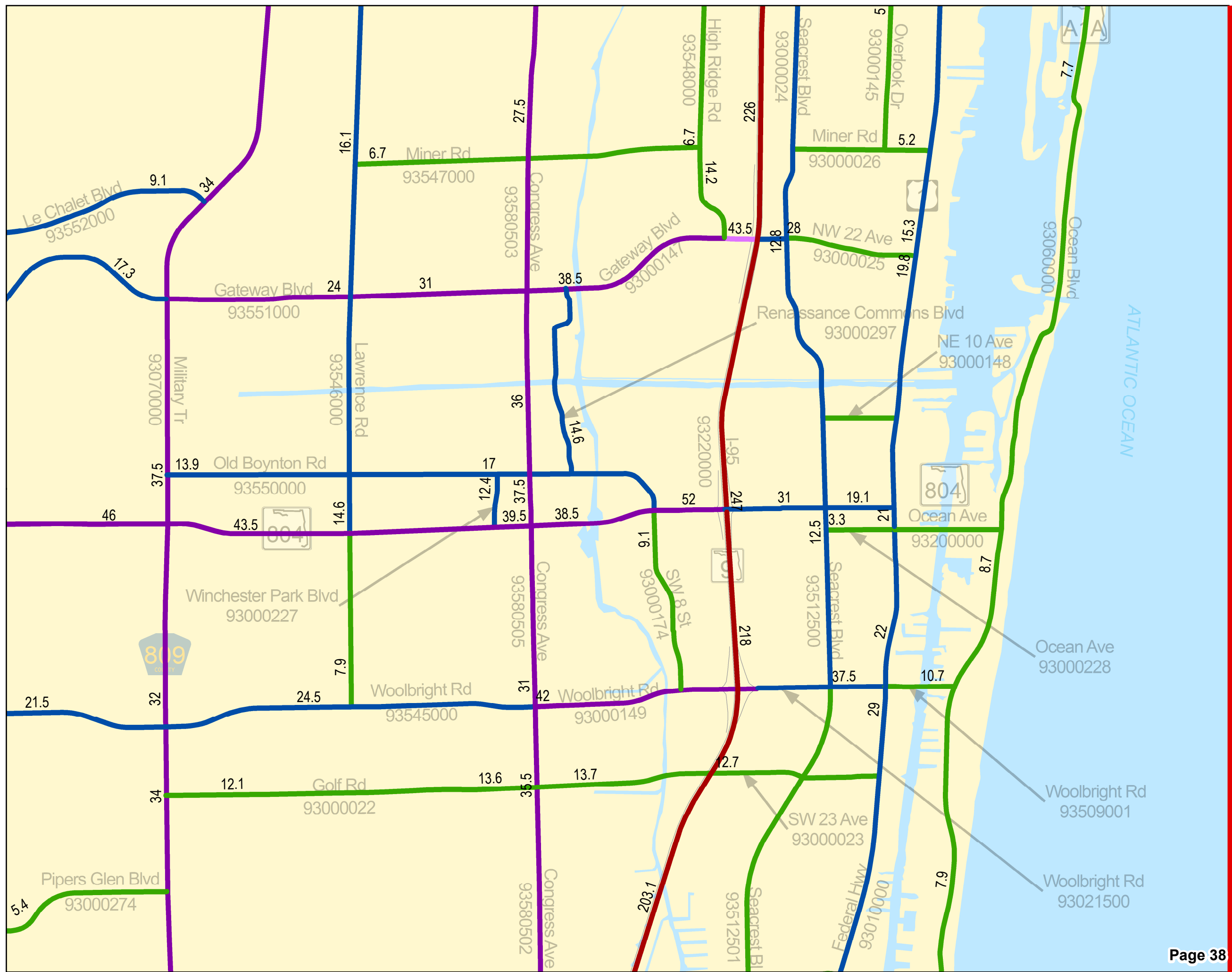


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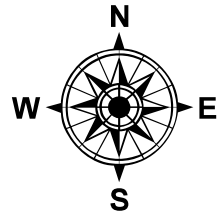


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FDOT DISTRICT IV
LEVEL OF SERVICE
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Number of Lanes

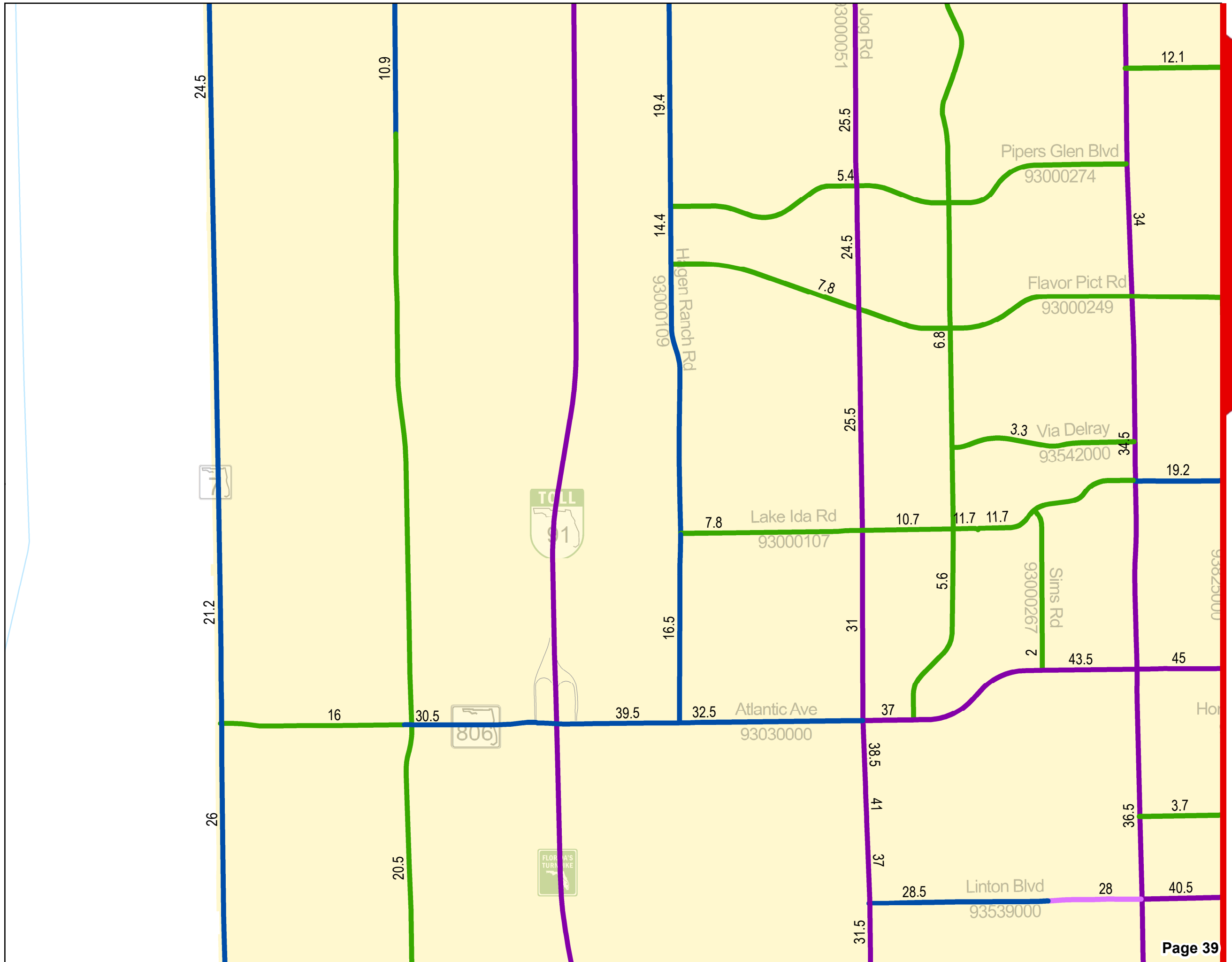


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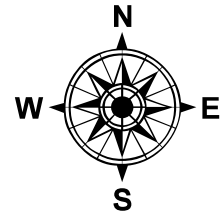
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FDOT DISTRICT IV

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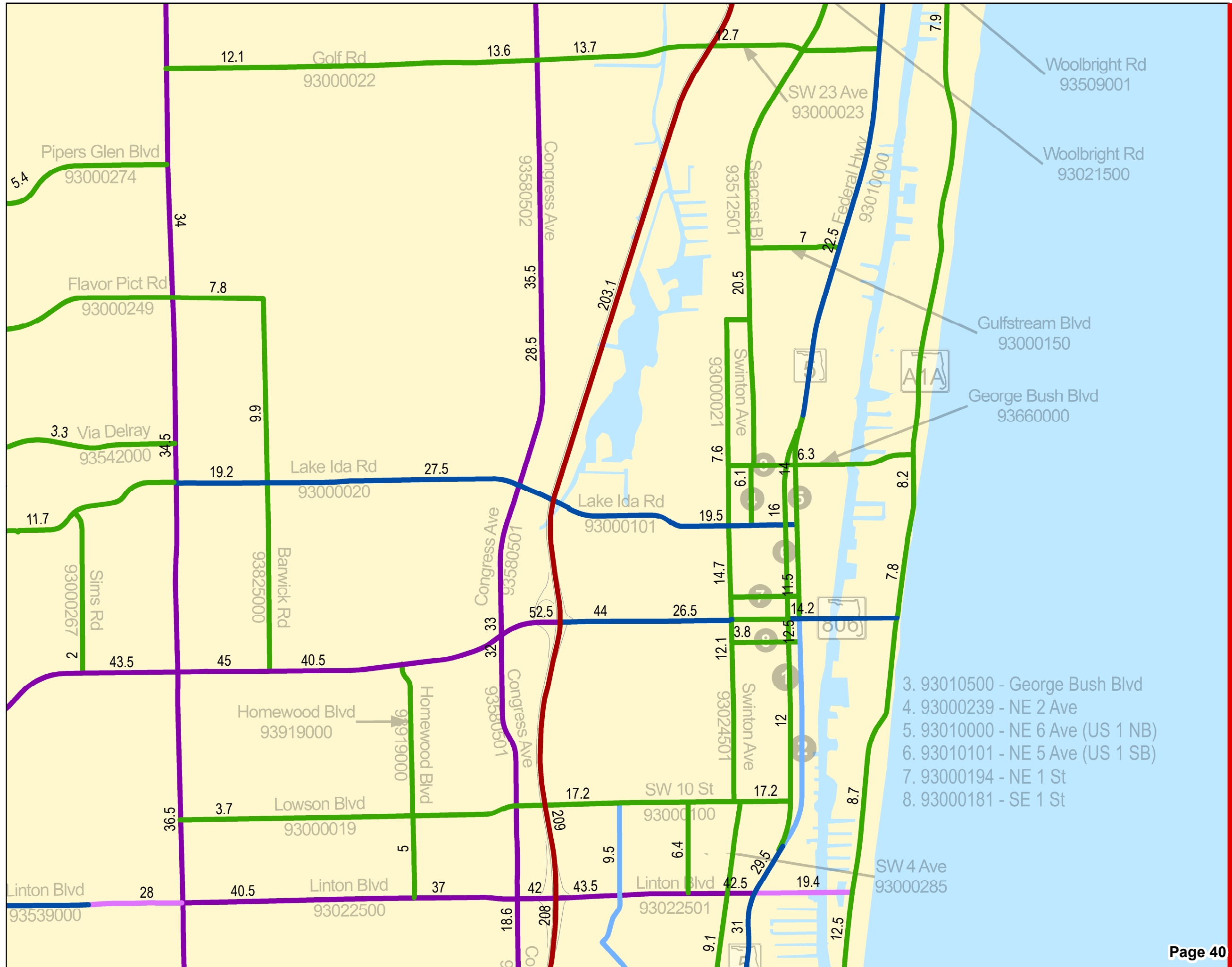


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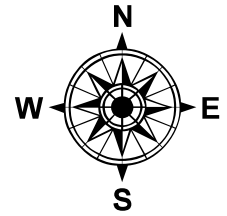
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- 3. 93010500 - George Bush Blvd
- 4. 93000239 - NE 2 Ave
- 5. 93010000 - NE 6 Ave (US 1 NB)
- 6. 93010101 - NE 5 Ave (US 1 SB)
- 7. 93000194 - NE 1 St
- 8. 93000181 - SE 1 St

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

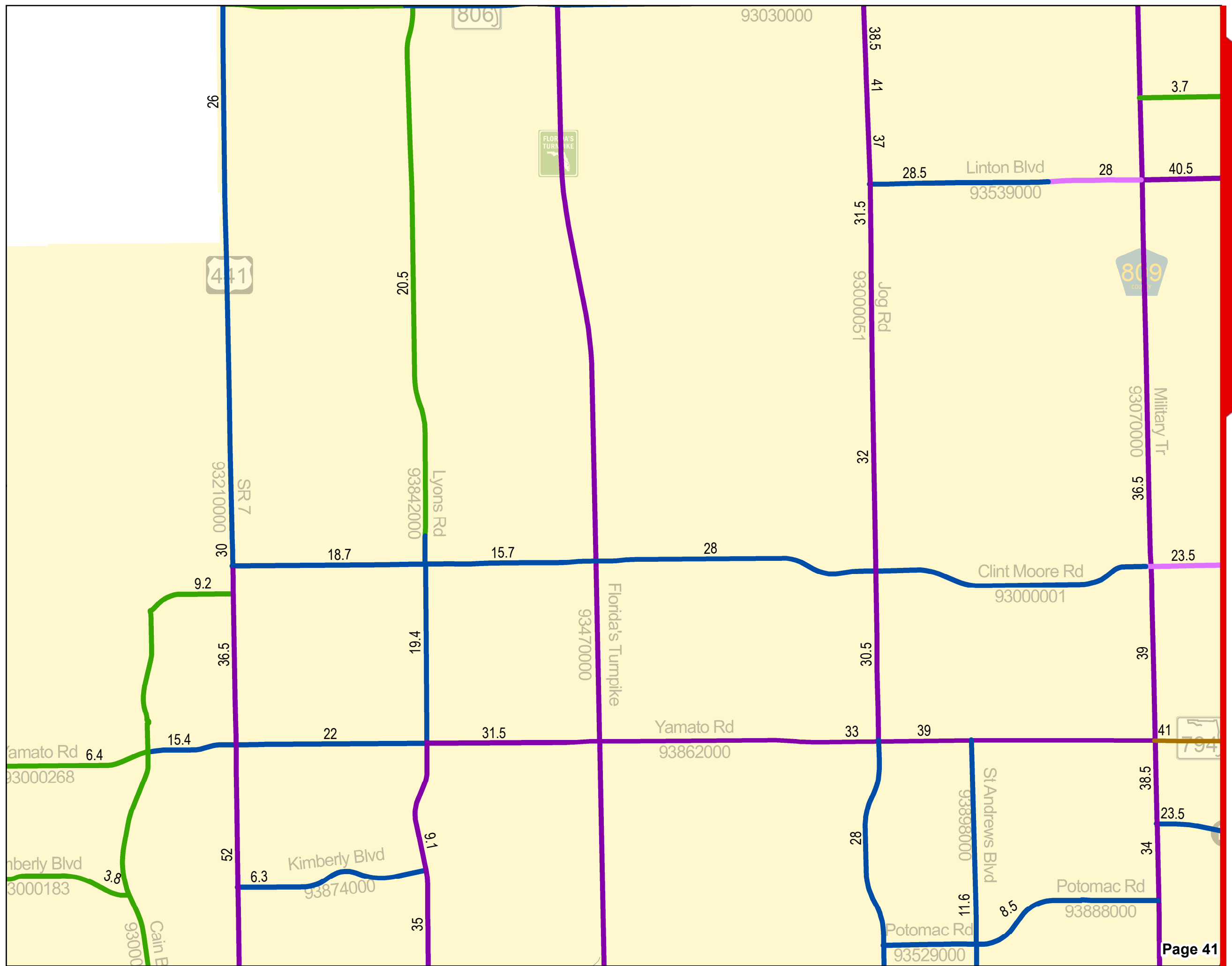


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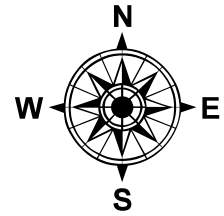
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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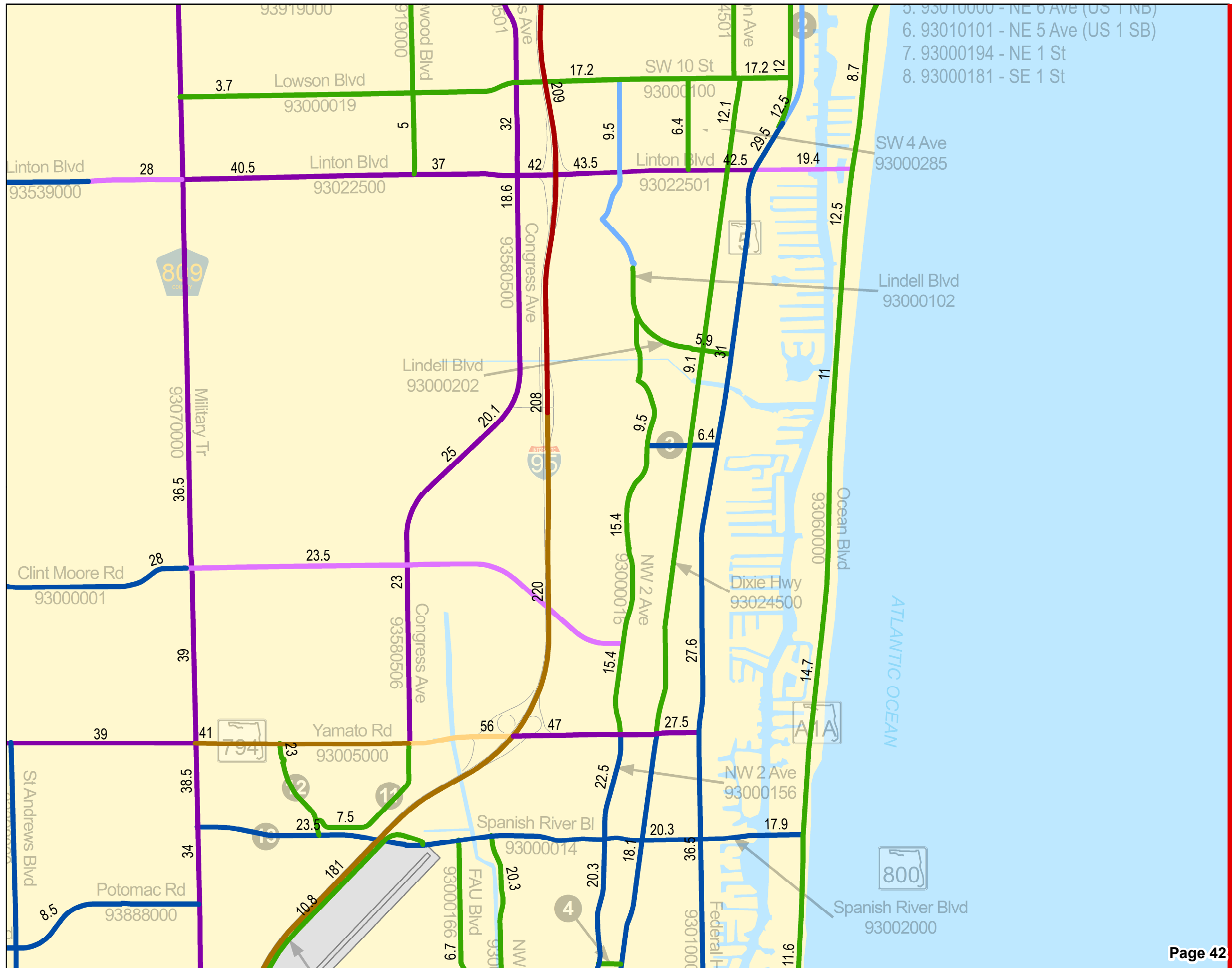


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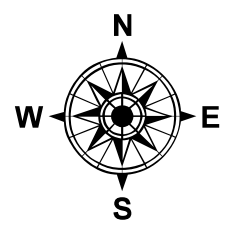
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5. 93010000 - NE 6 Ave (US 1 NB)
6. 93010101 - NE 5 Ave (US 1 SB)
7. 93000194 - NE 1 St
8. 93000181 - SE 1 St

FDOT DISTRICT IV
LEVEL OF SERVICE
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Number of Lanes

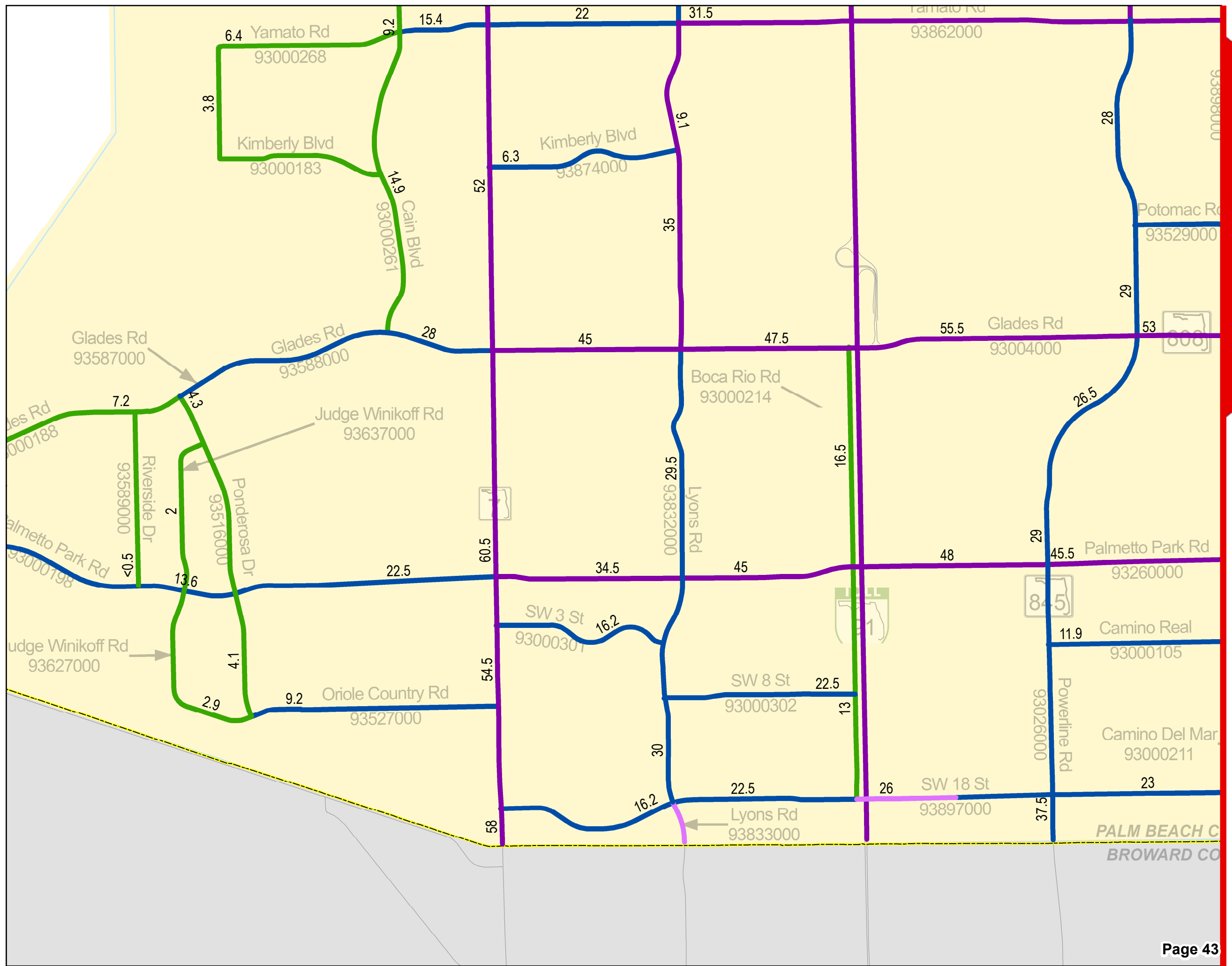


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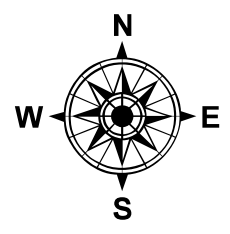


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FDOT DISTRICT IV
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Number of Lanes

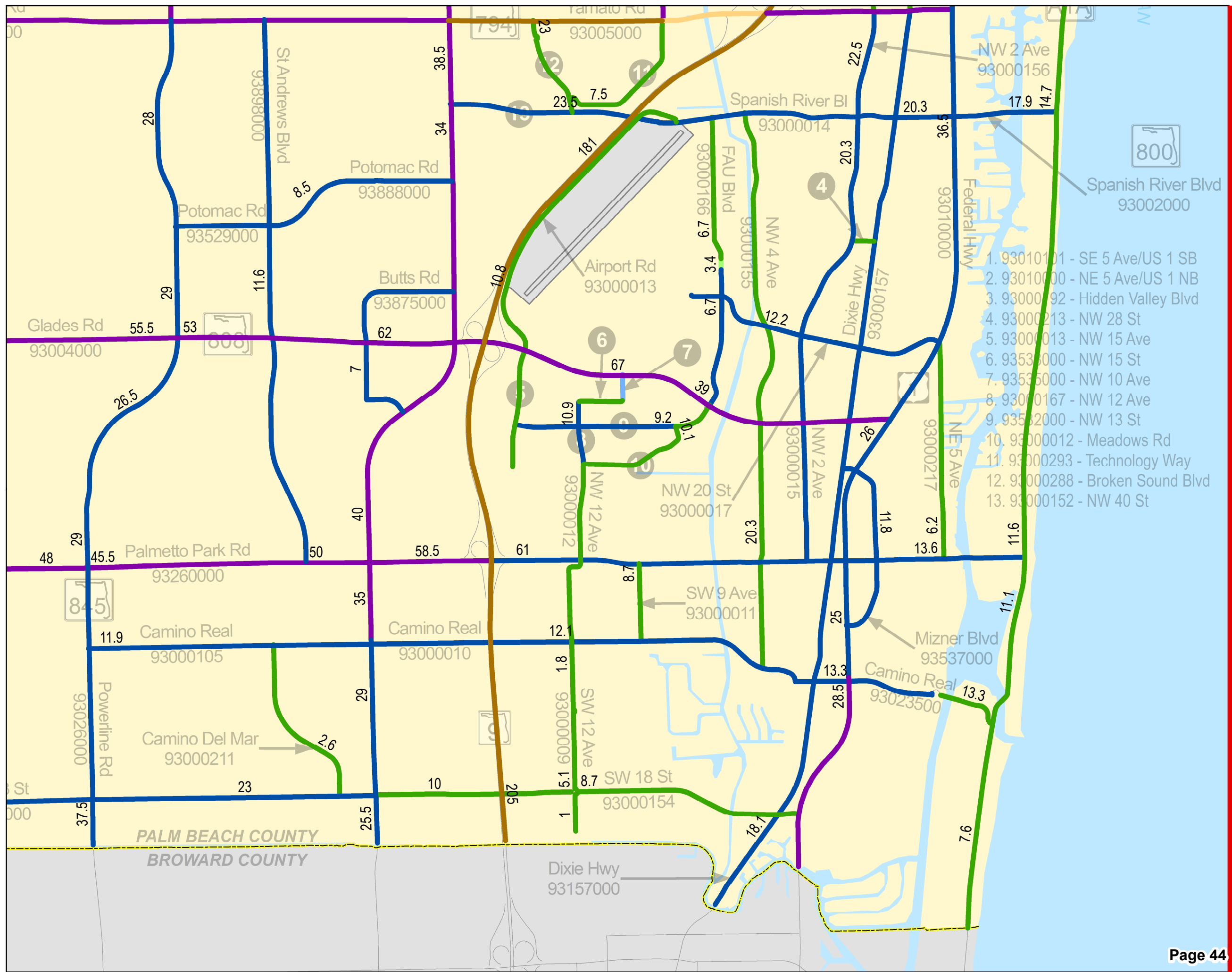


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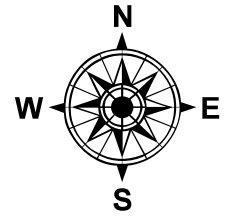
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1. 93010101 - SE 5 Ave/US 1 SB
2. 93010000 - NE 5 Ave/US 1 NB
3. 93000092 - Hidden Valley Blvd
4. 93000213 - NW 28 St
5. 93000013 - NW 15 Ave
6. 93535000 - NW 15 St
7. 93535000 - NW 10 Ave
8. 93000167 - NW 12 Ave
9. 93532000 - NW 13 St
10. 93000012 - Meadows Rd
11. 93000293 - Technology Way
12. 93000288 - Broken Sound Blvd
13. 93000152 - NW 40 St

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

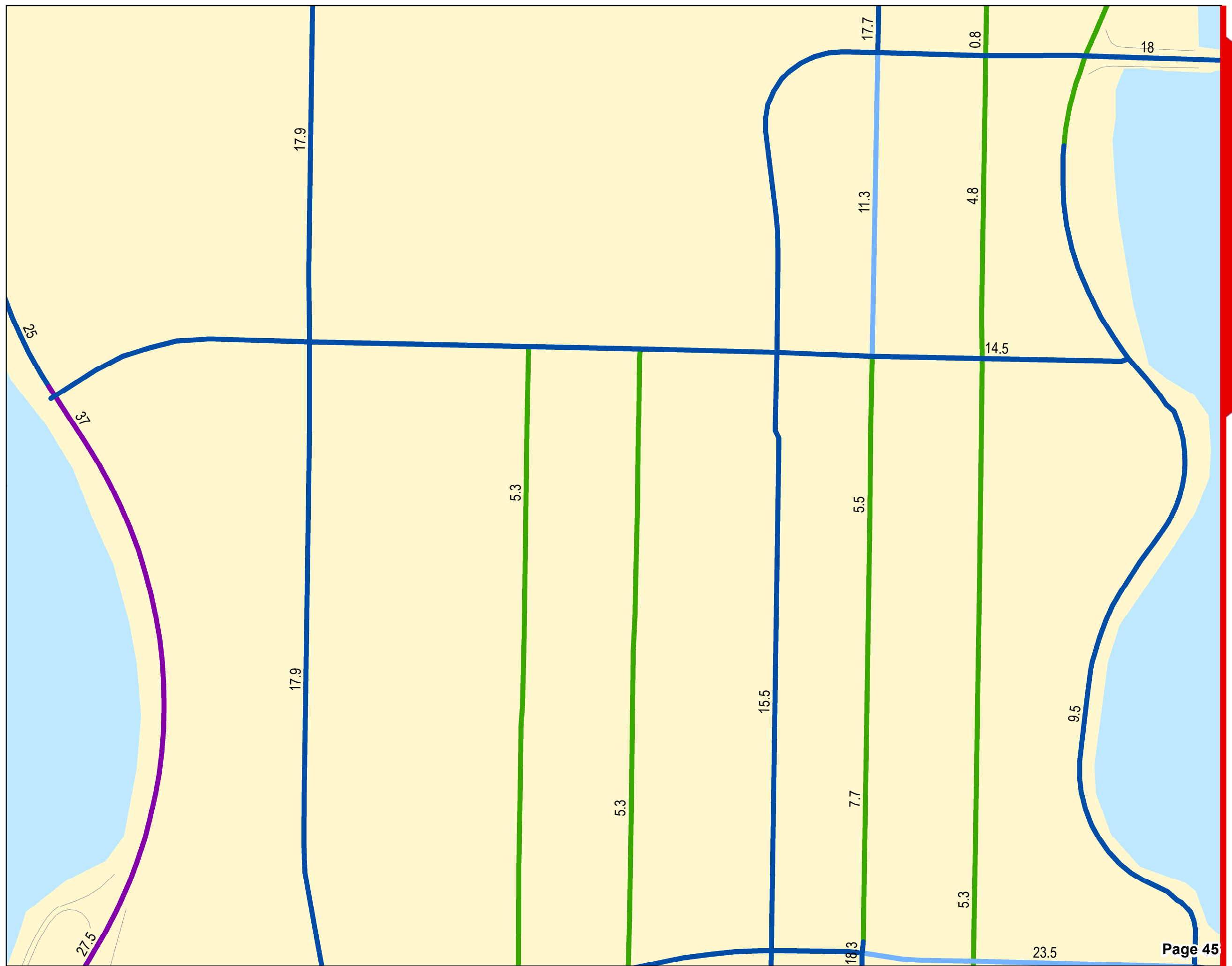


xxx: AADT in 1,000s



Production Date: 11/12/2017

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2016 AADT AND NUMBER OF LANES: INDEX MAP

SERIES INFORMATION

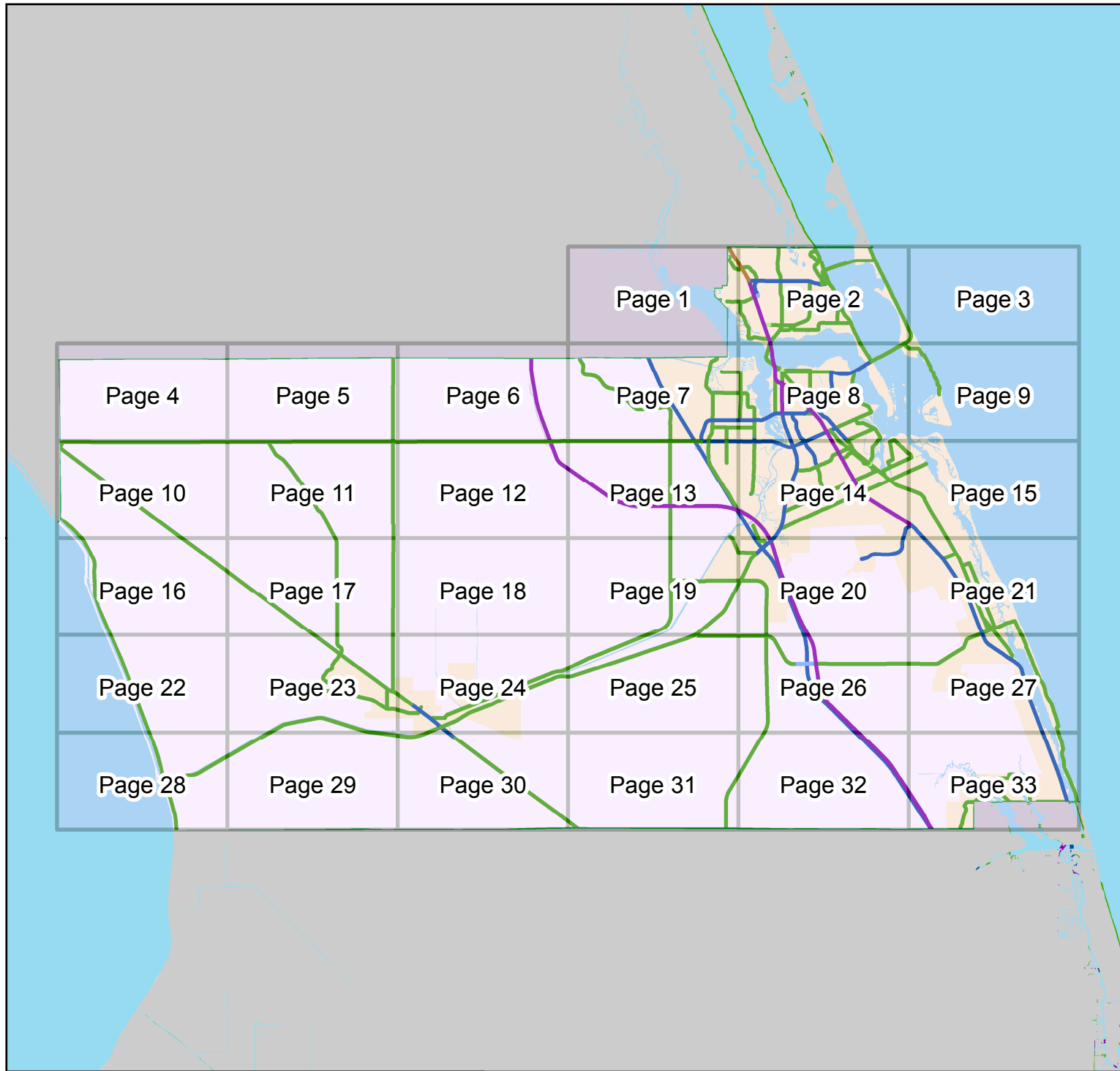
Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. For one-way street segments, number of lanes indicates total number of through lanes of the street segment.

Note:

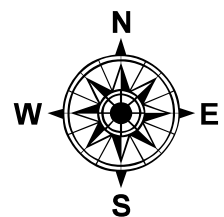
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. All AADT are expressed in thousands.
4. The 2016 AADT and Number of Lanes reported along state roadways are consistent with the FDOT Annual LOS Reporting.
5. The 2016 AADT and Number of Lanes reported along the non-state roadways are from 2016 Florida Transportation Information DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Number of Lanes

- | | | |
|---|---|---|
| — 1 | — 5 | — 9 |
| — 2 | — 6 | — 10 |
| — 3 | — 7 | — >10 |
| — 4 | — 8 | |

CONTACT INFORMATION

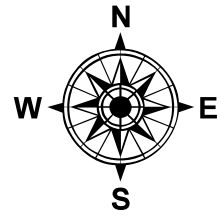
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
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LEGEND

Number of Lanes

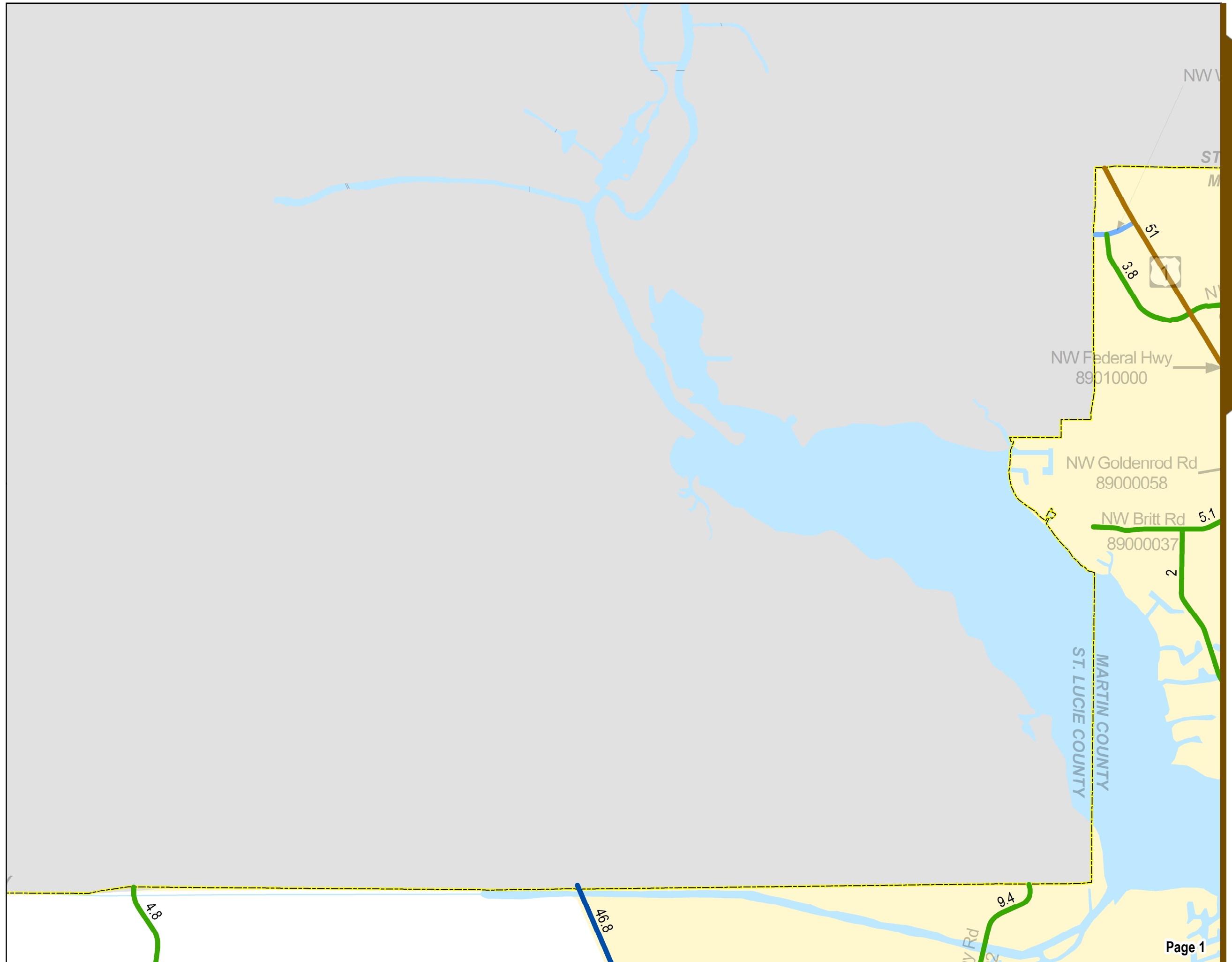


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Production Date: 11/12/2017

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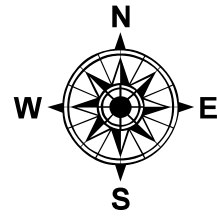


MARTIN COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

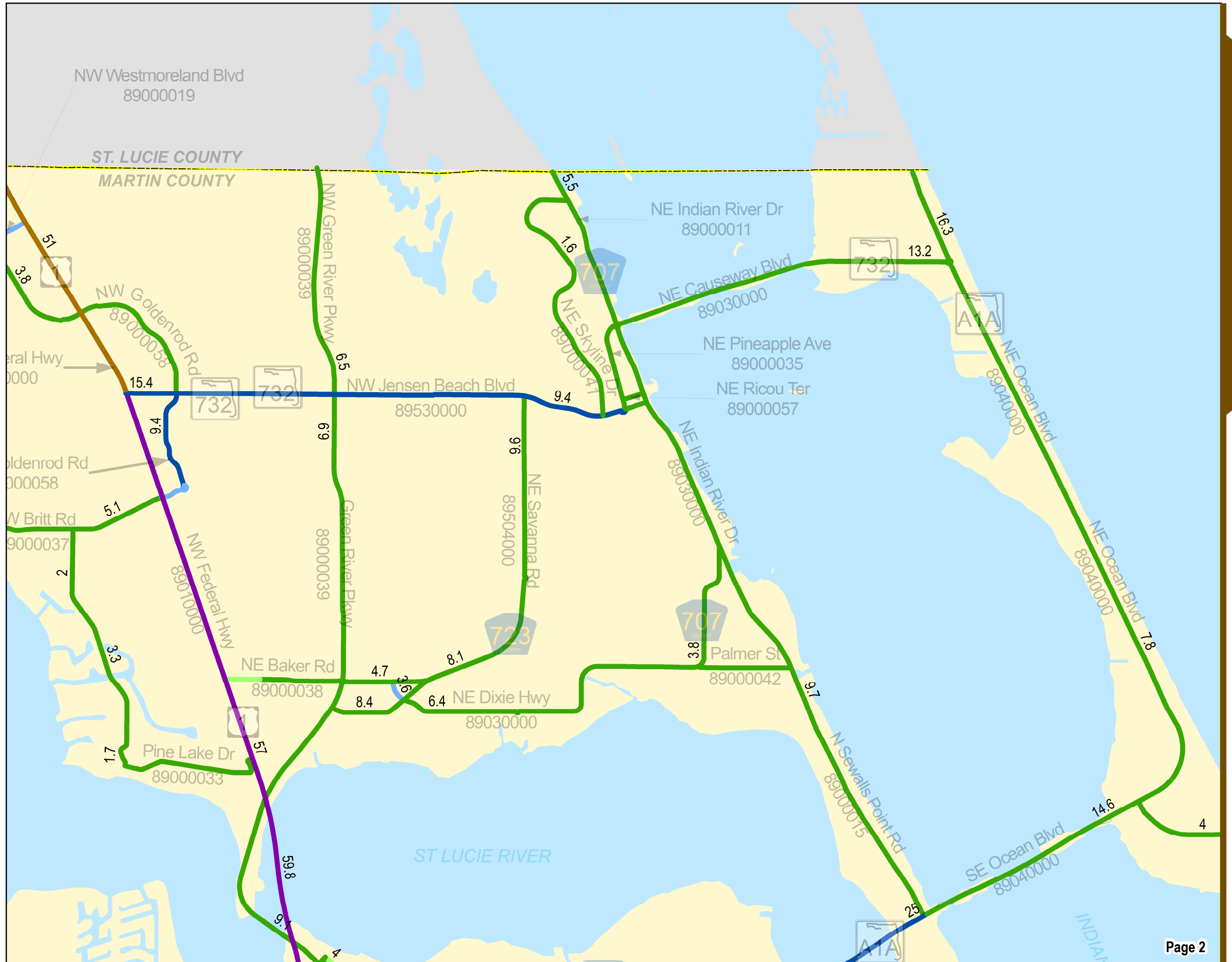


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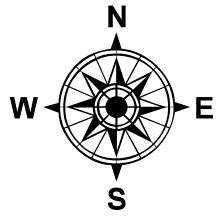
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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LEGEND

Number of Lanes

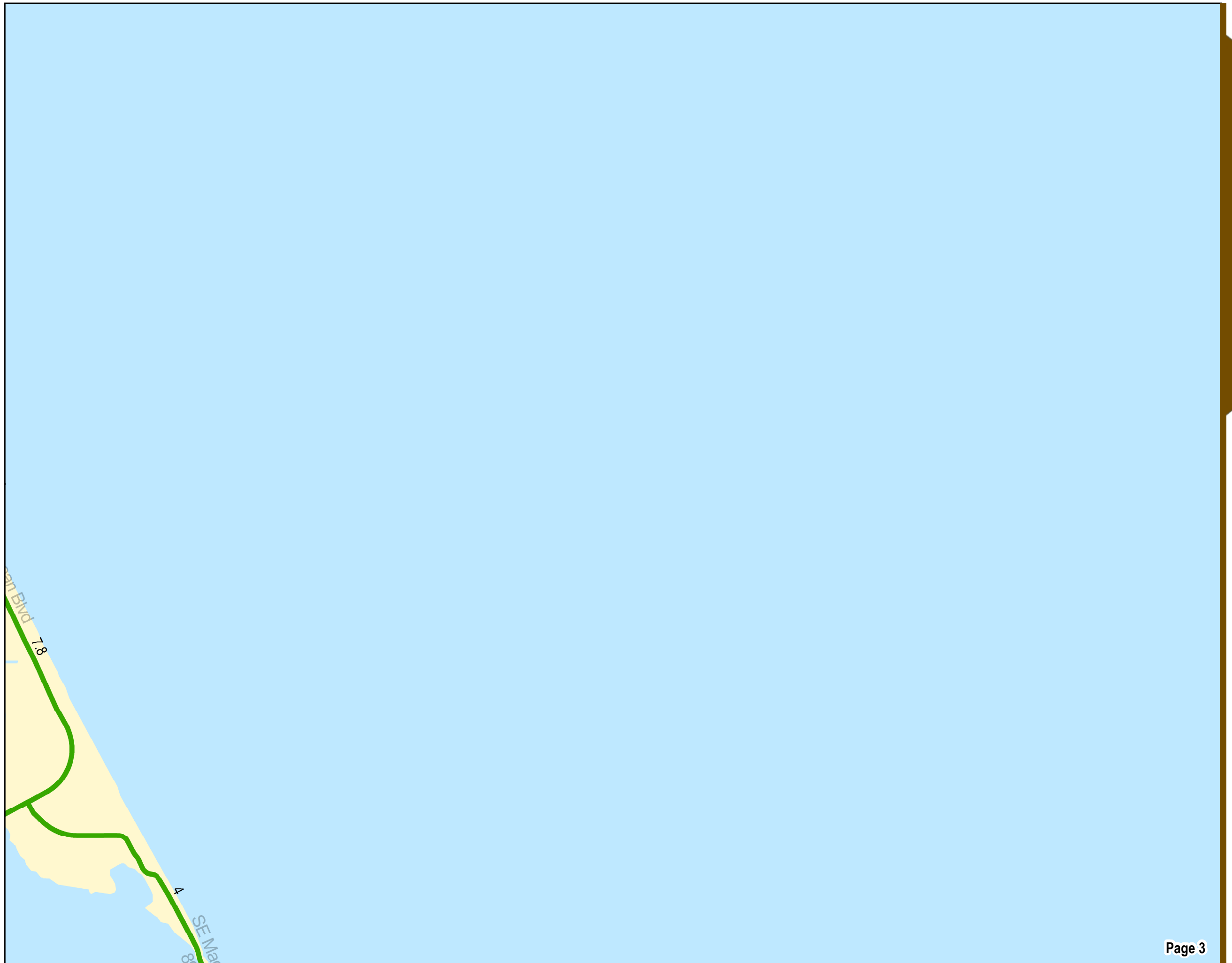


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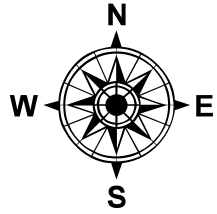
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



xxx: AADT in 1,000s



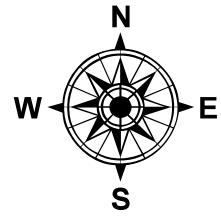
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FDOT DISTRICT IV

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Number of Lanes

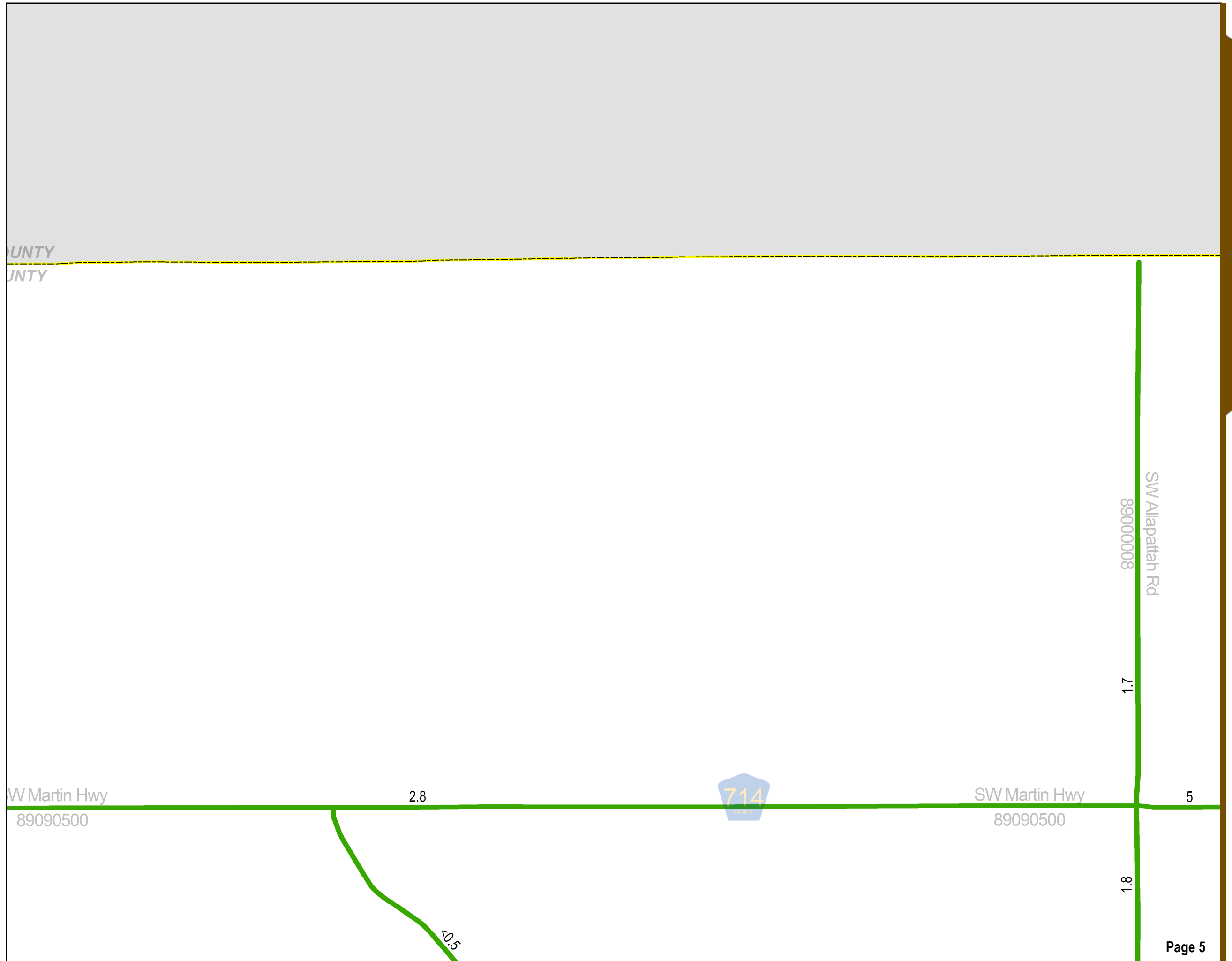


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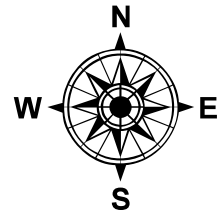
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



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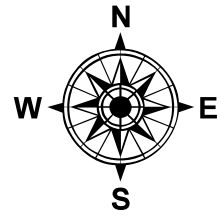
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

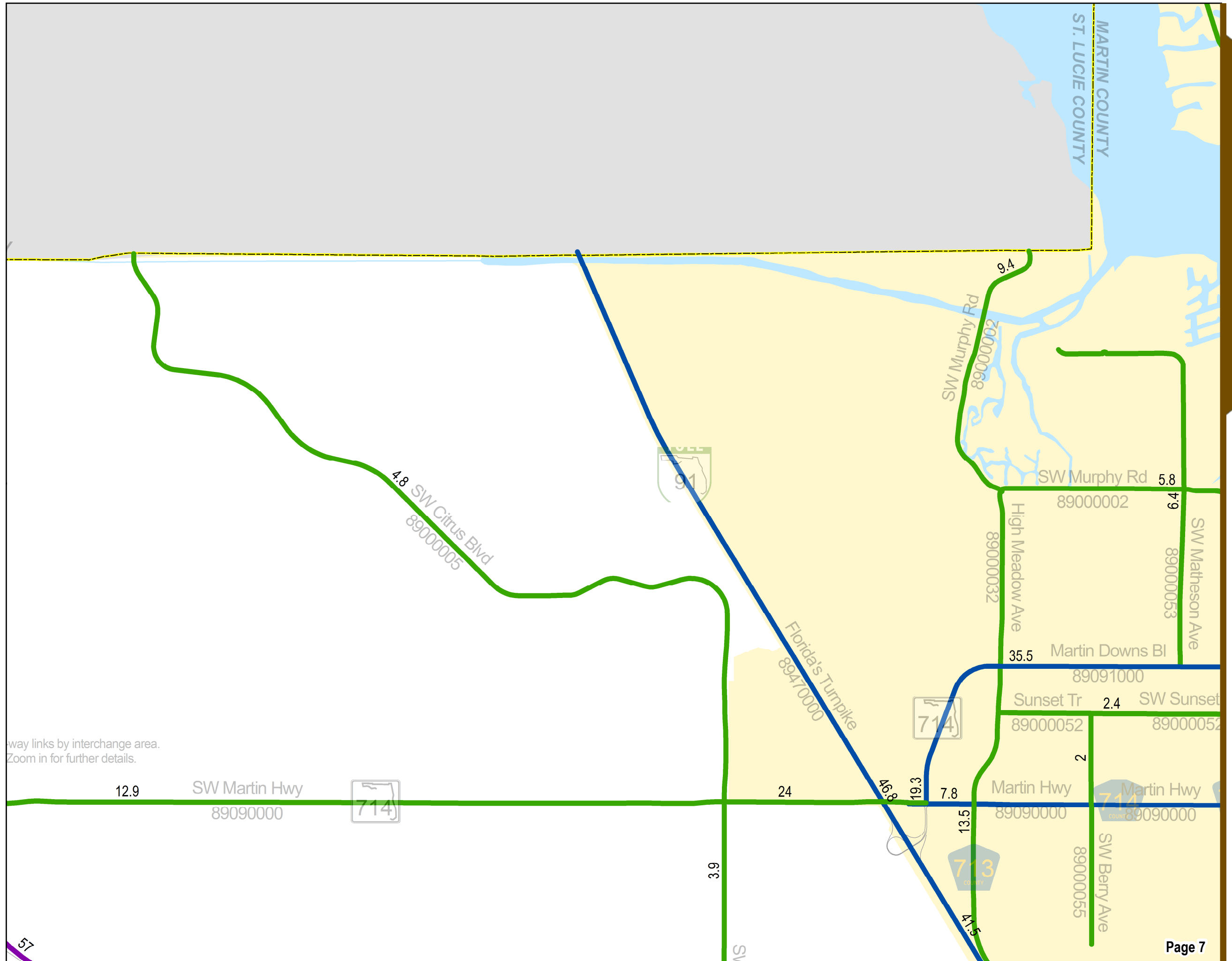


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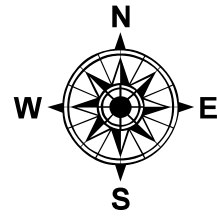
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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LEGEND

Number of Lanes

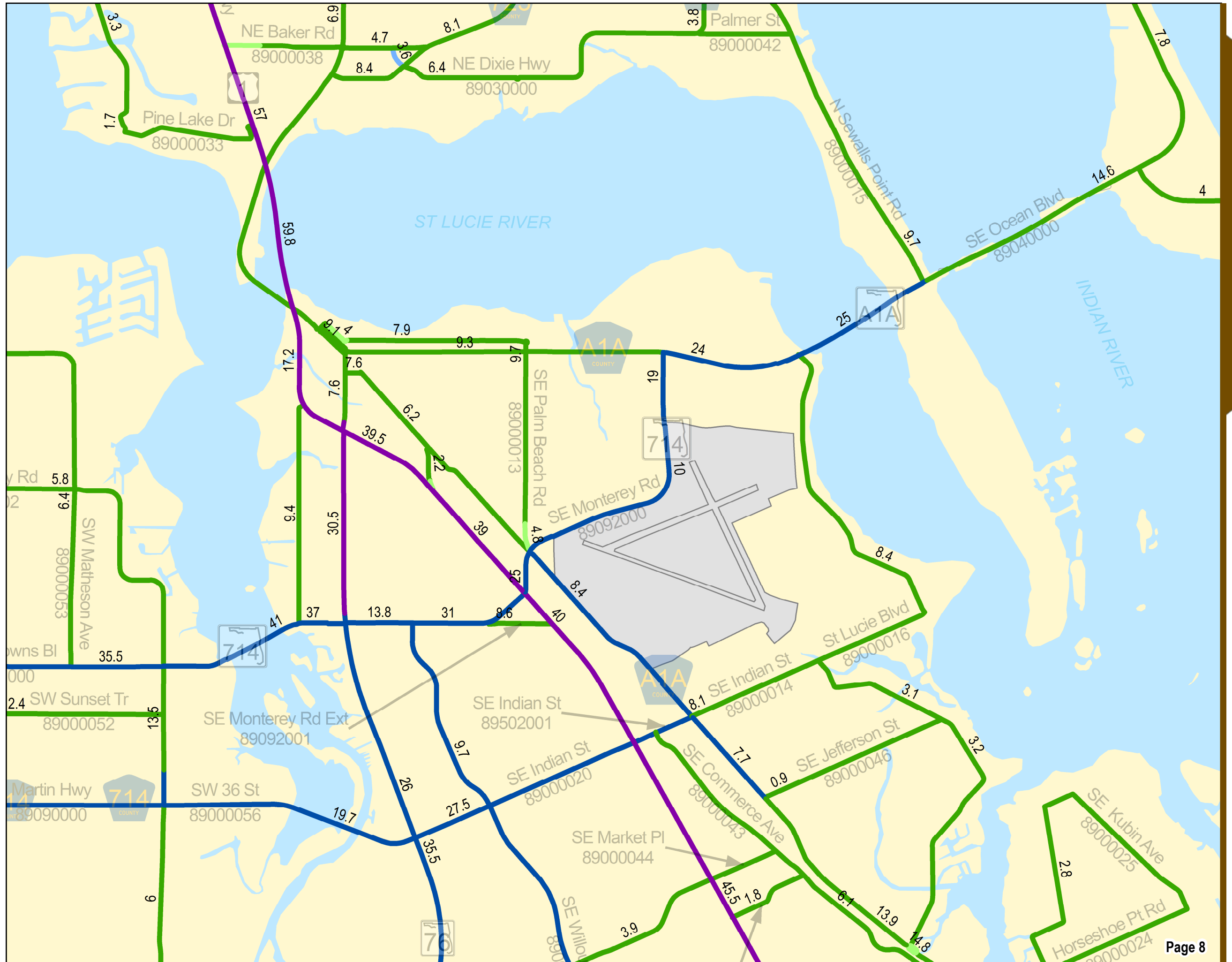


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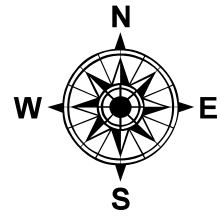
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FDOT DISTRICT IV

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Number of Lanes

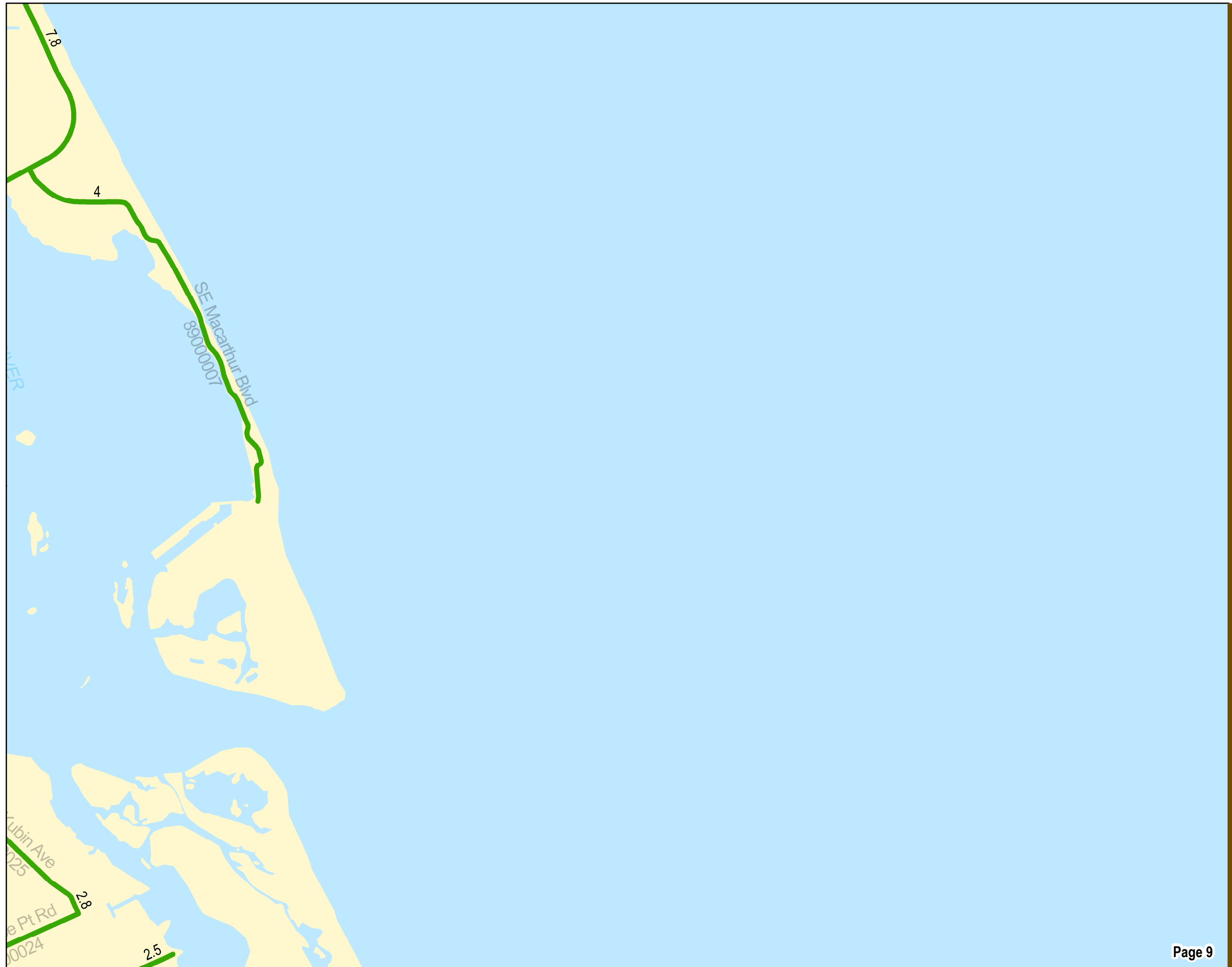


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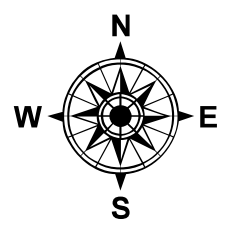


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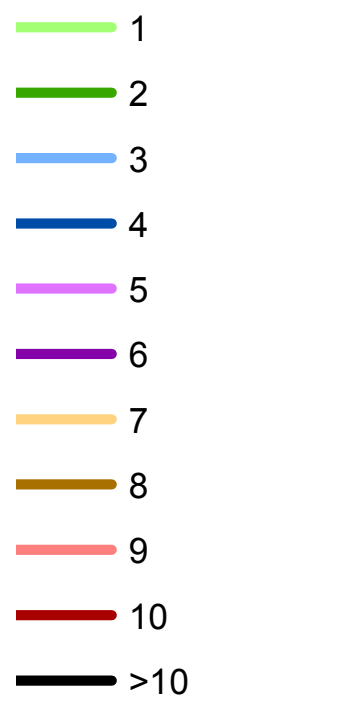


FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

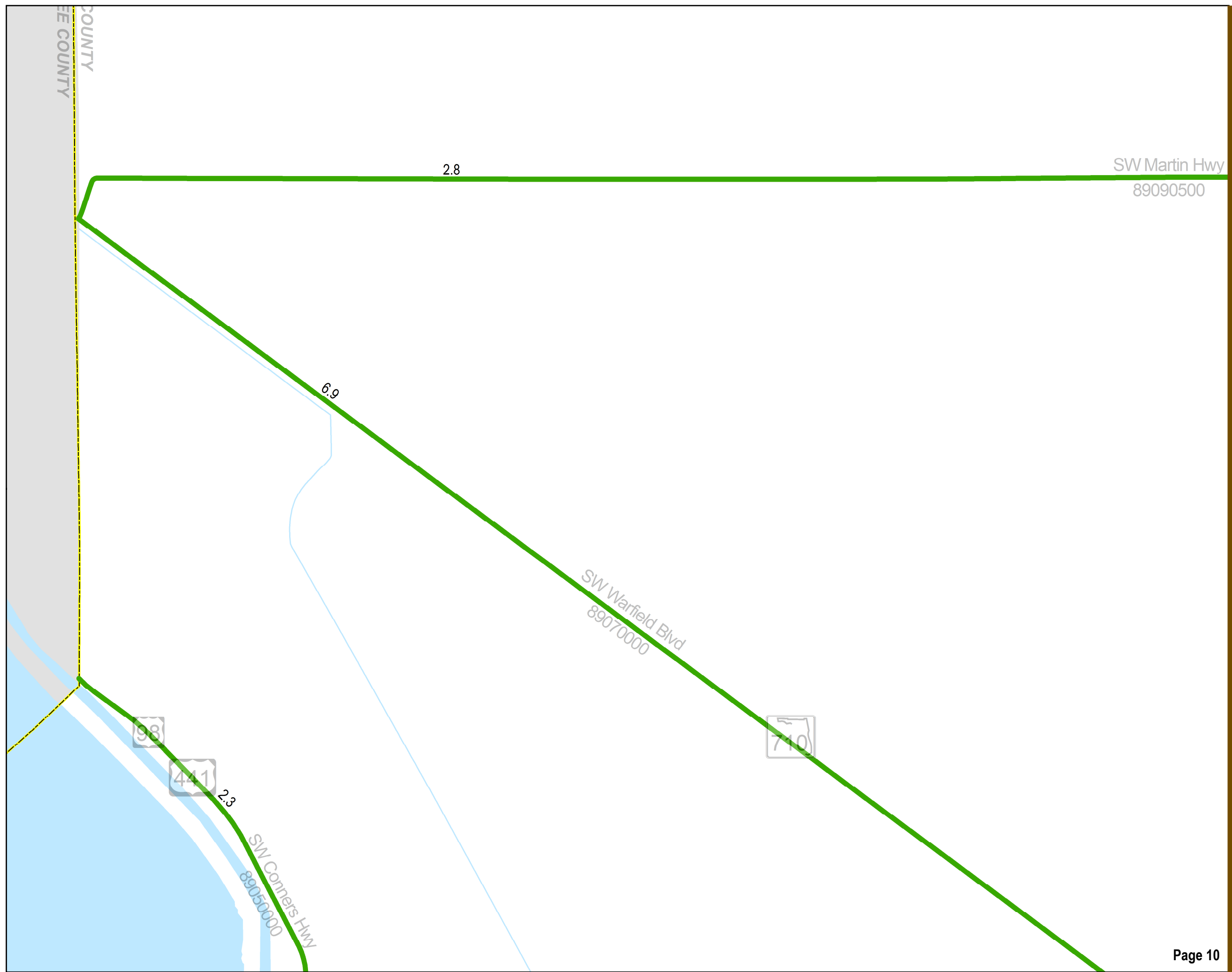


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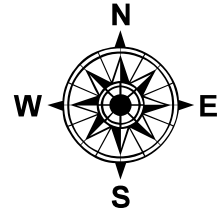
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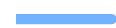
FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

-  1
-  2
-  3
-  4
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-  7
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-  >10

xxx: AADT in 1,000s



Production Date: 11/12/2017

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89090500

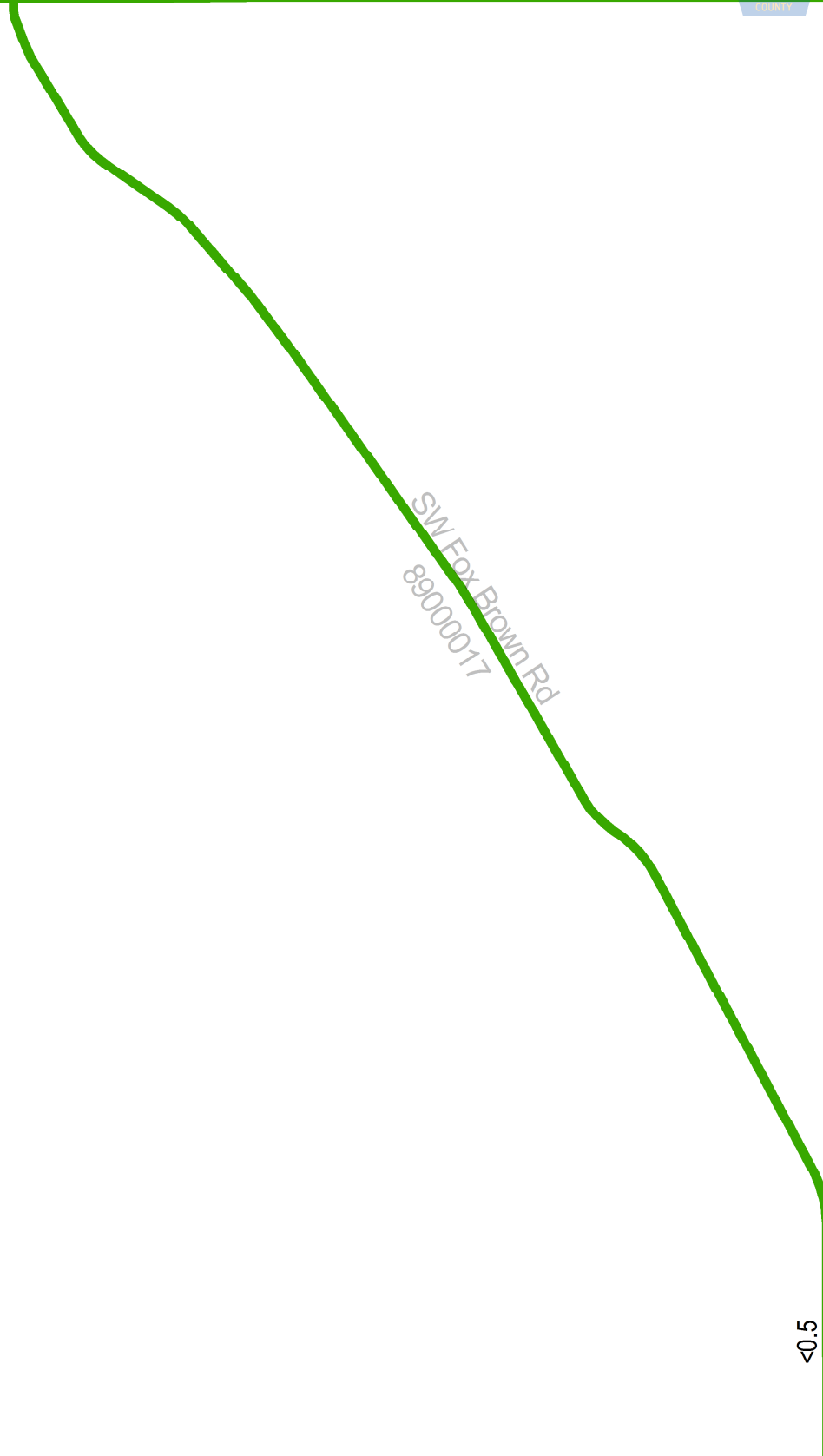
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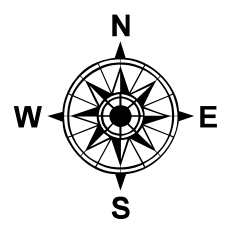
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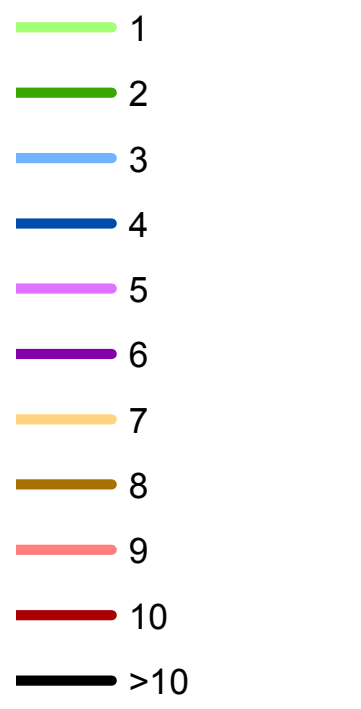


**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

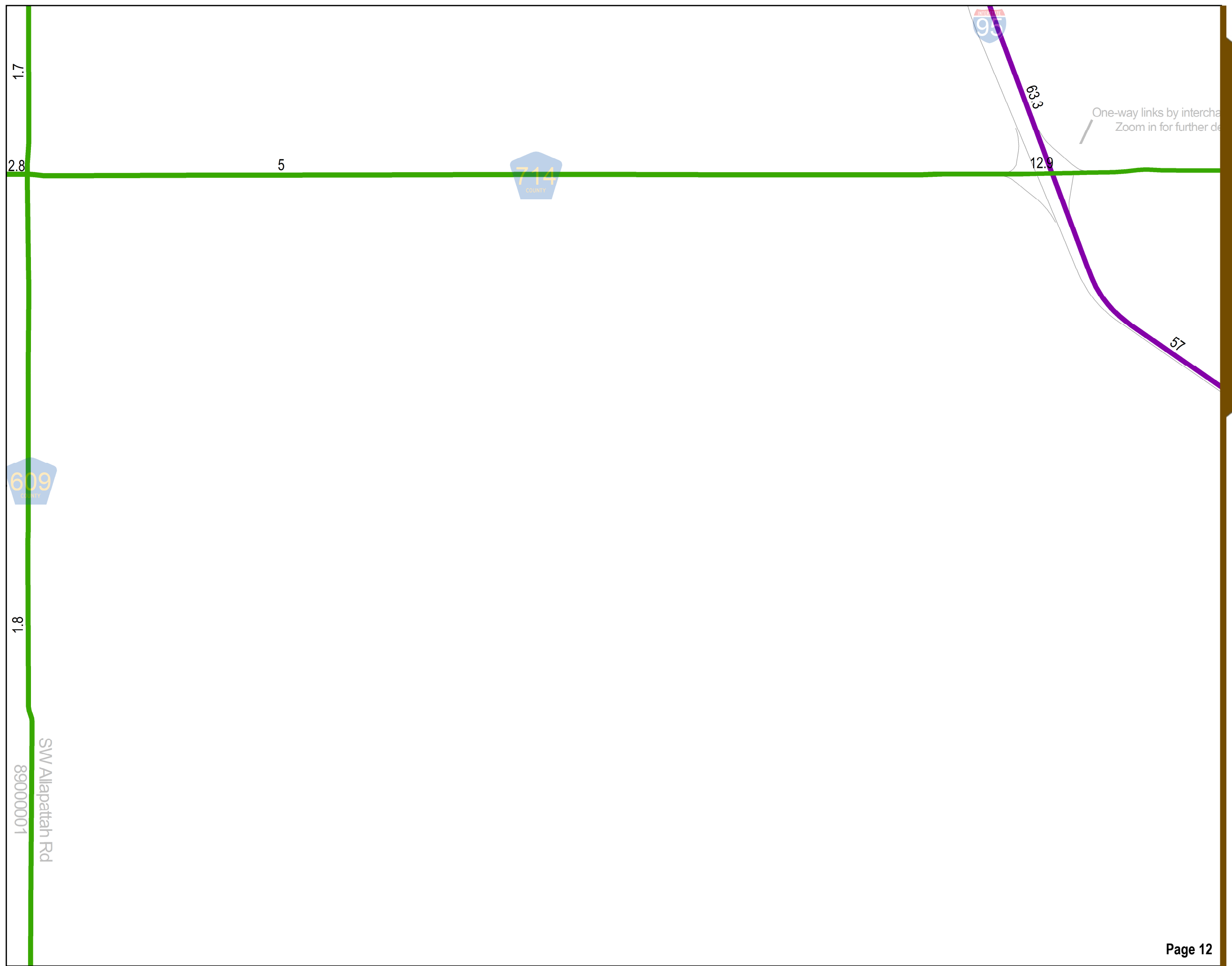


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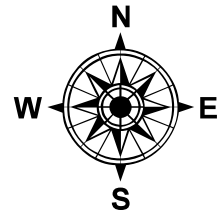
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MARTIN COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes



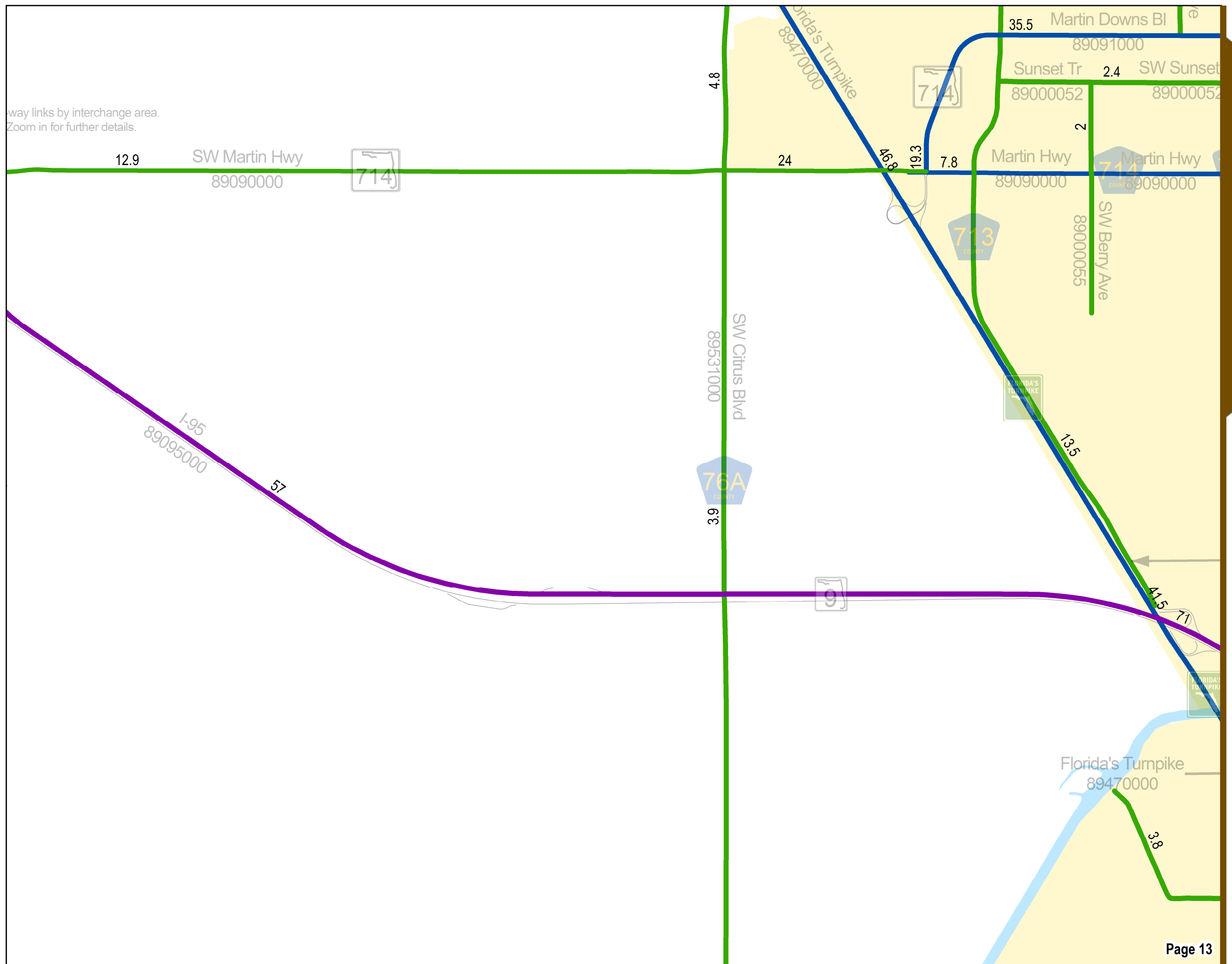
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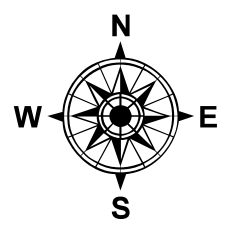
Production Date: 11/12/2017

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way links by interchange area.
 Zoom in for further details.

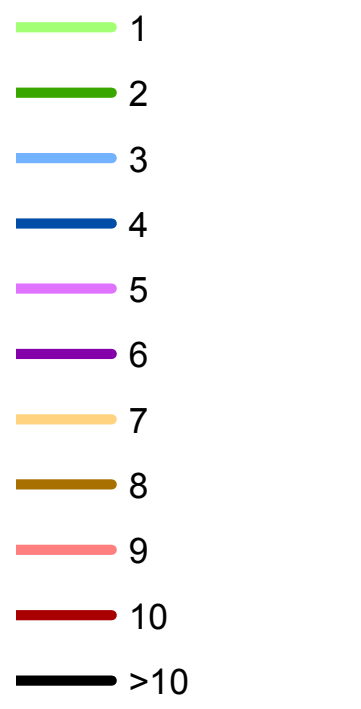


FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

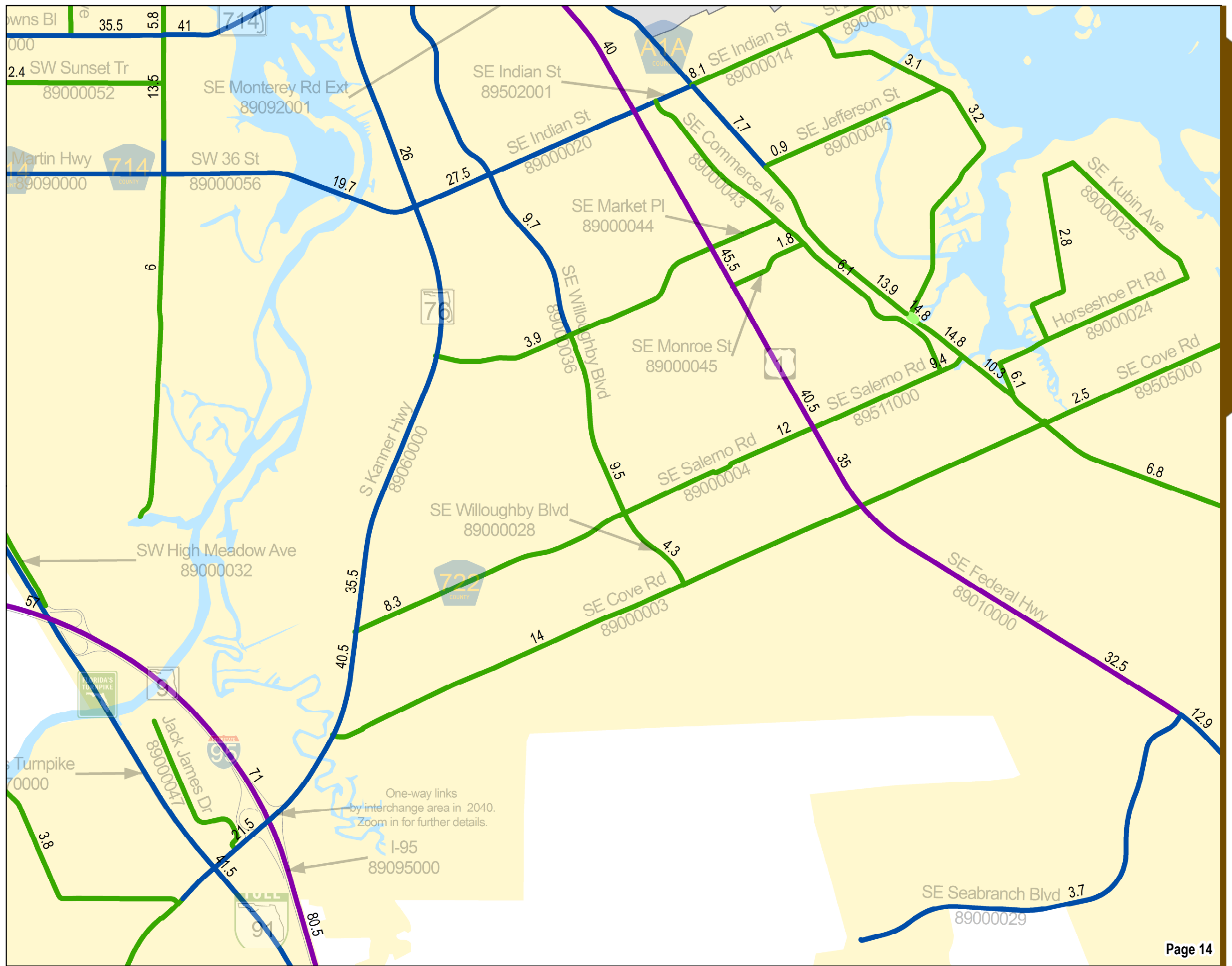


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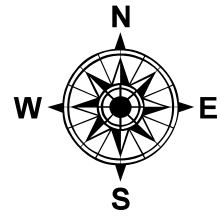
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One-way links
 by interchange area in 2040.
 Zoom in for further details.

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

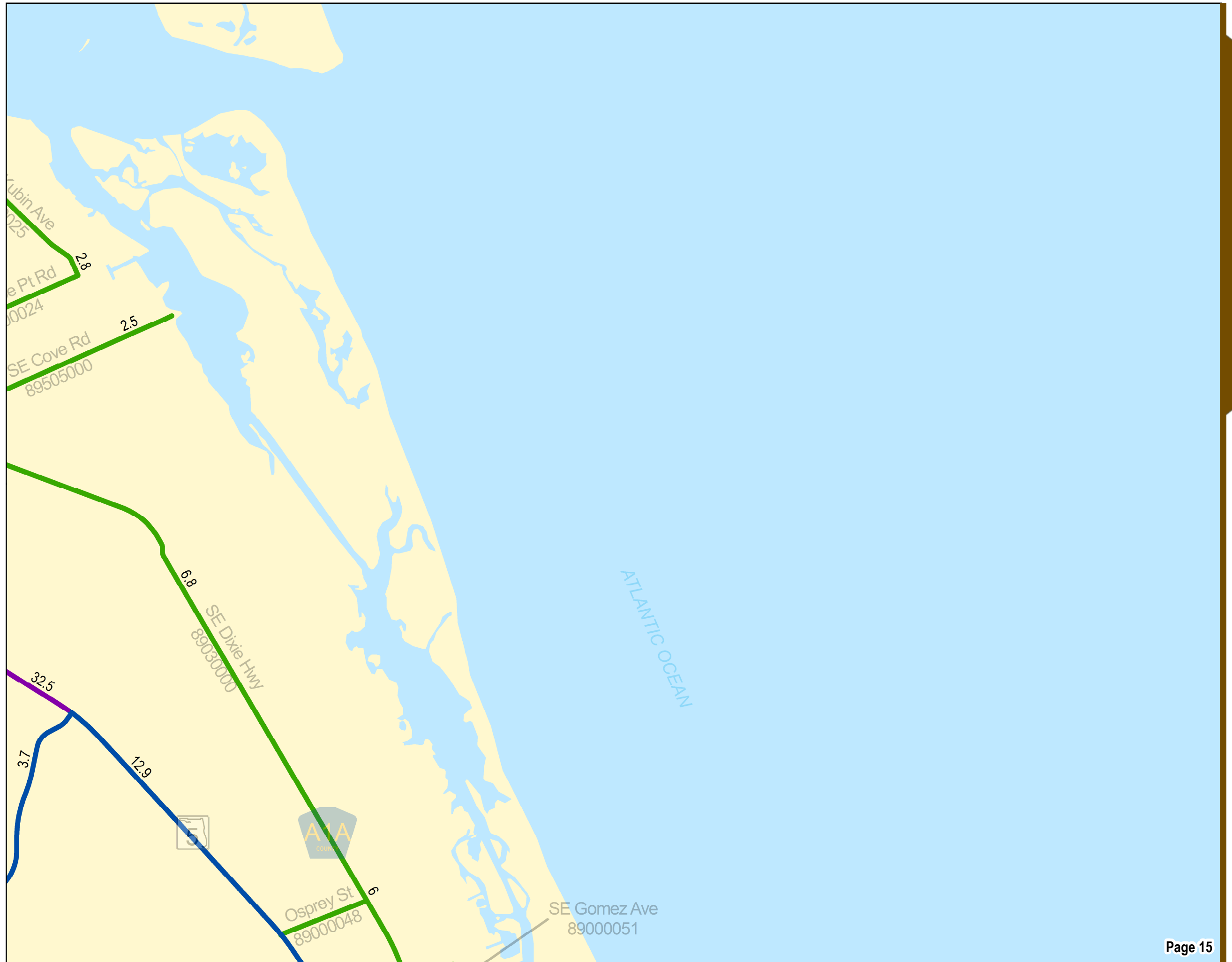


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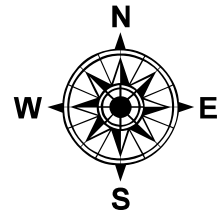
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



xxx: AADT in 1,000s



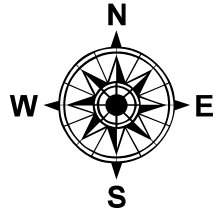
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

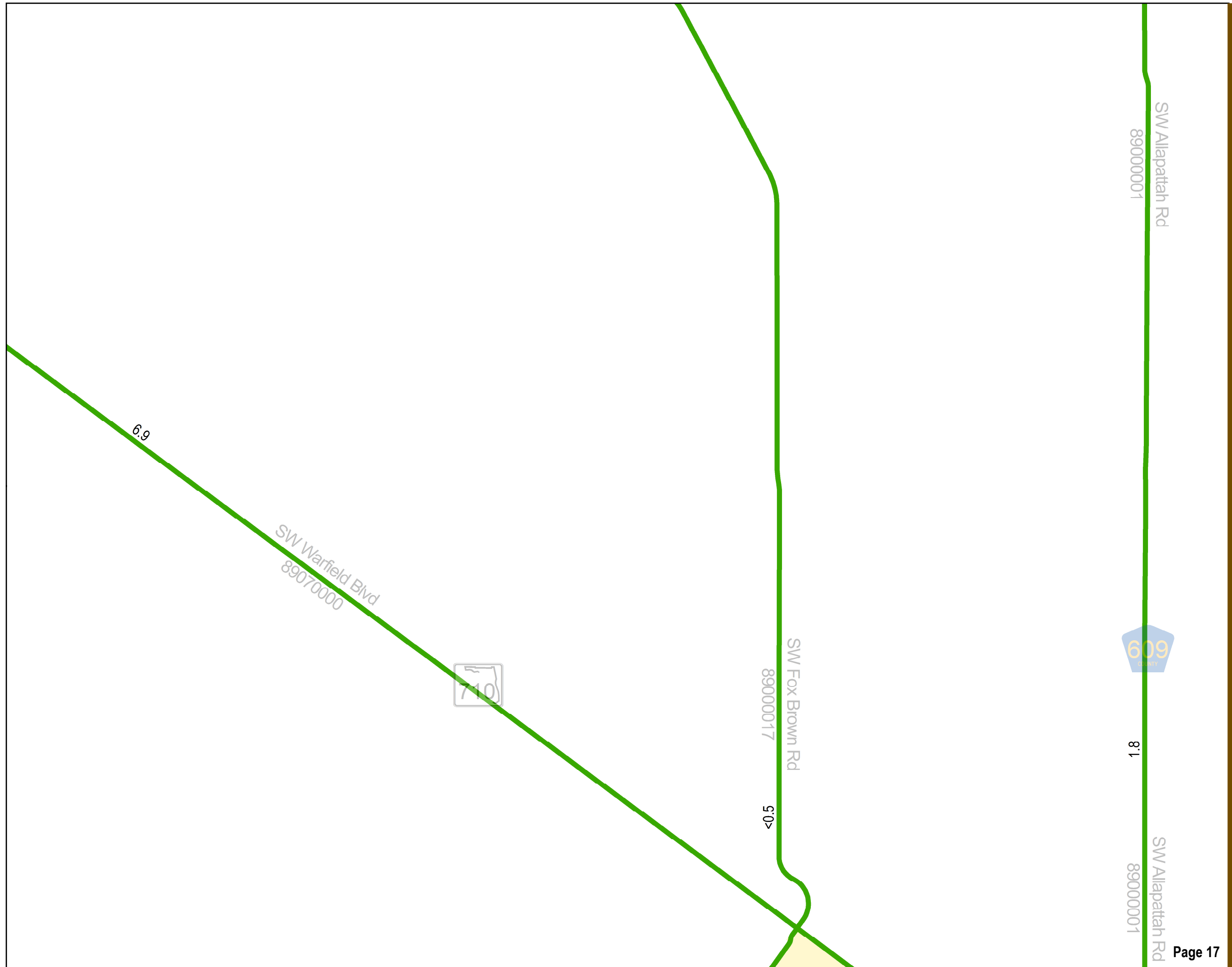


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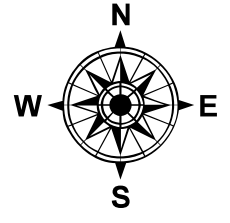


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**FDOT DISTRICT IV
LEVEL OF SERVICE
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LEGEND

Number of Lanes

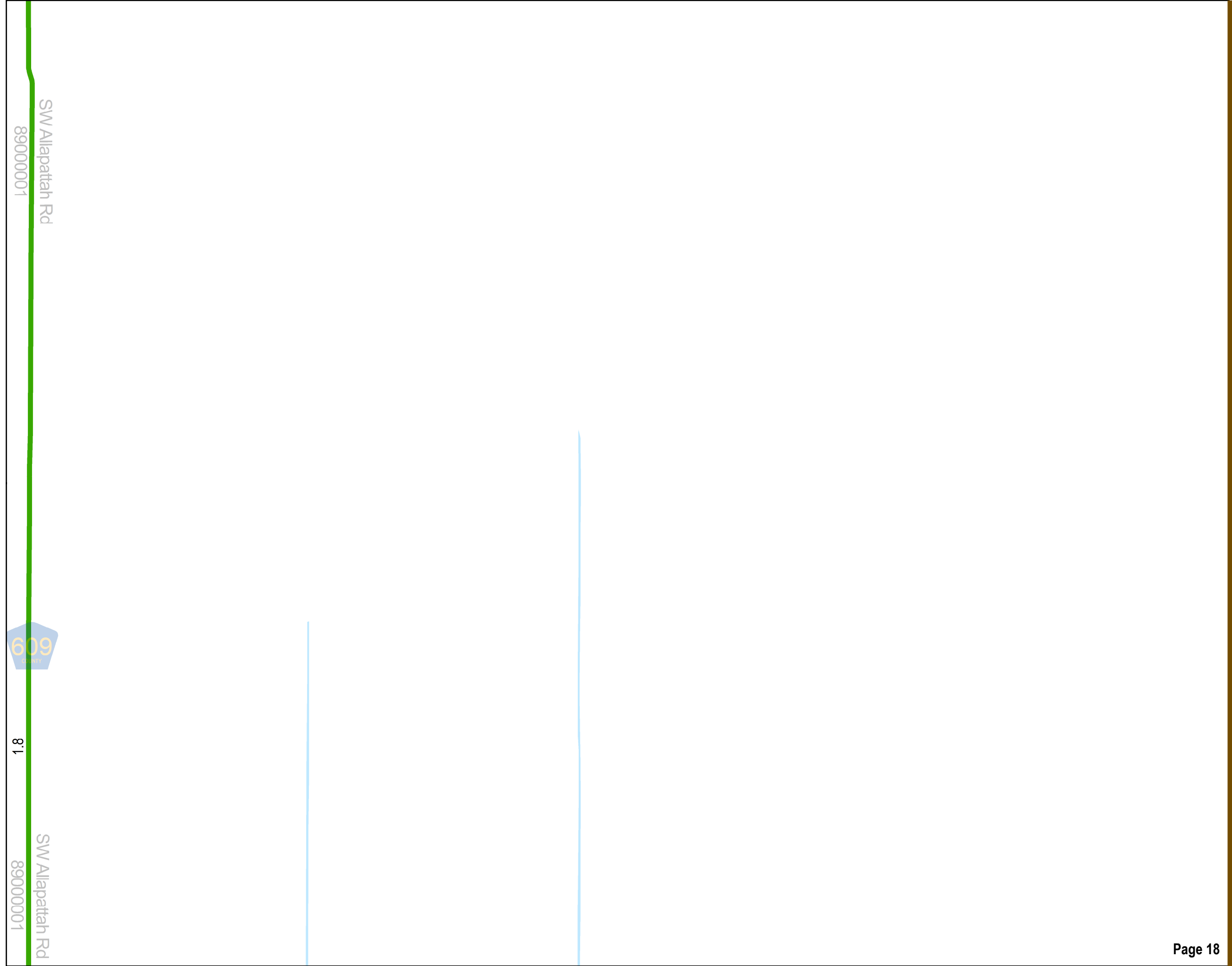
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xxx: AADT in 1,000s



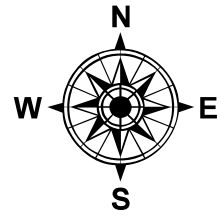
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



xxx: AADT in 1,000s



Production Date: 11/12/2017

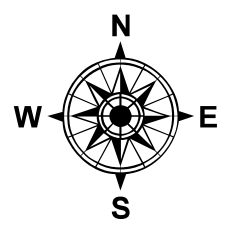
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MARTIN COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

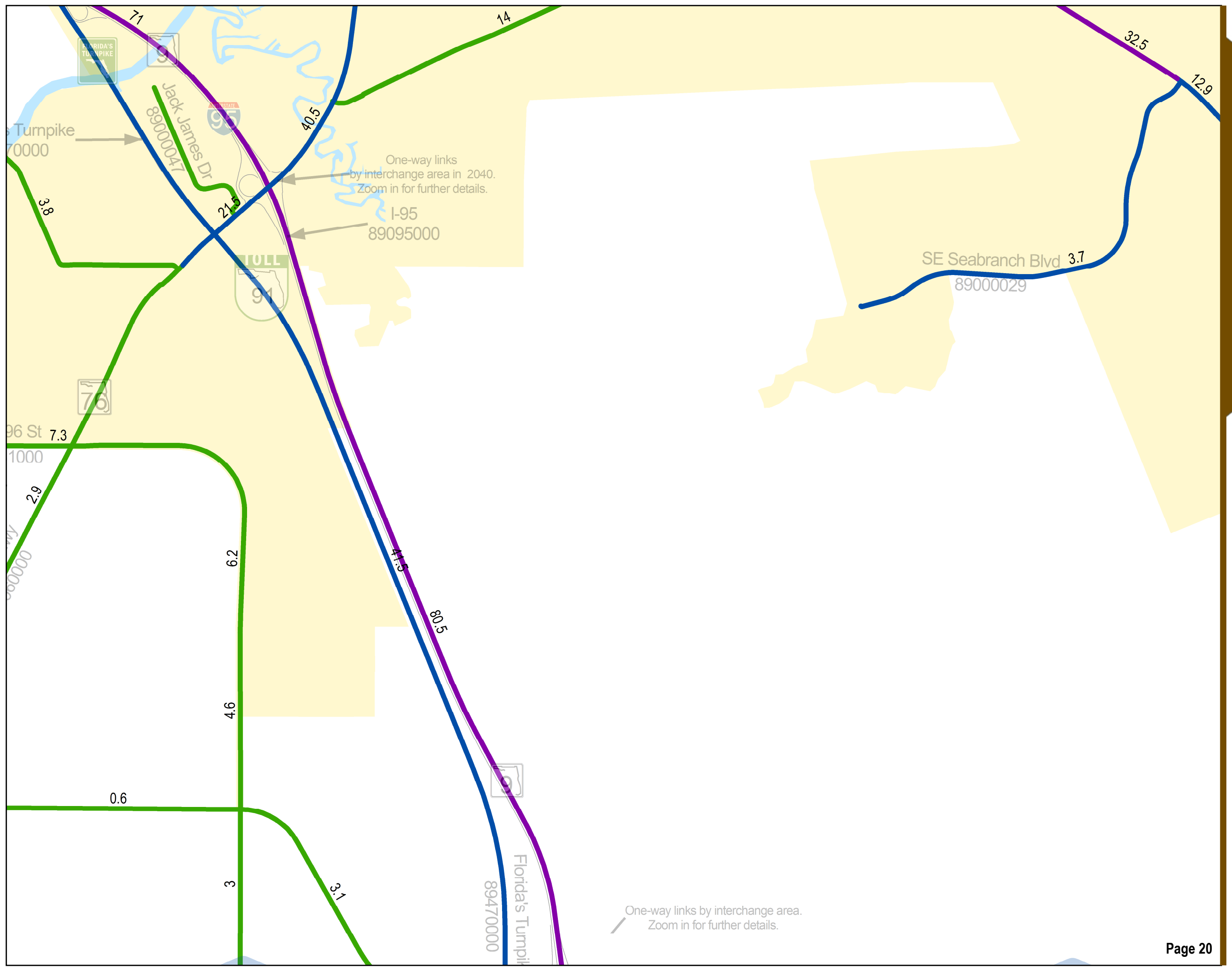


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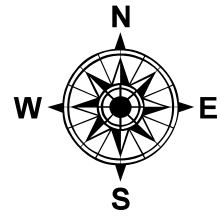
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes



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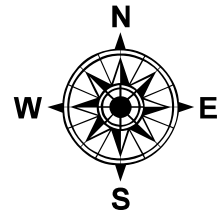
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes



xxx: AADT in 1,000s



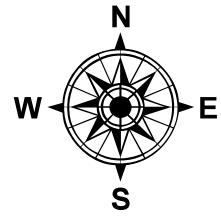
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Number of Lanes



xxx: AADT in 1,000s

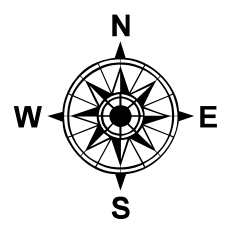


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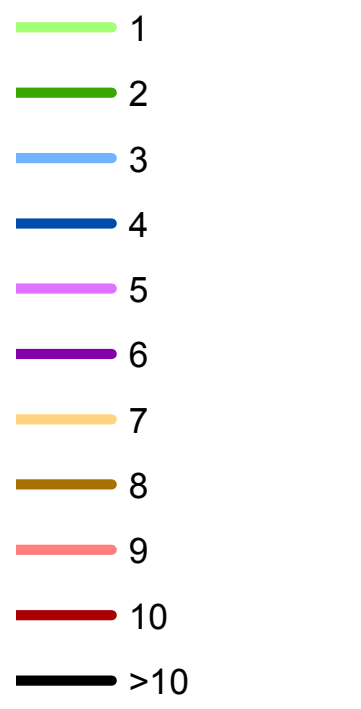


FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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Number of Lanes

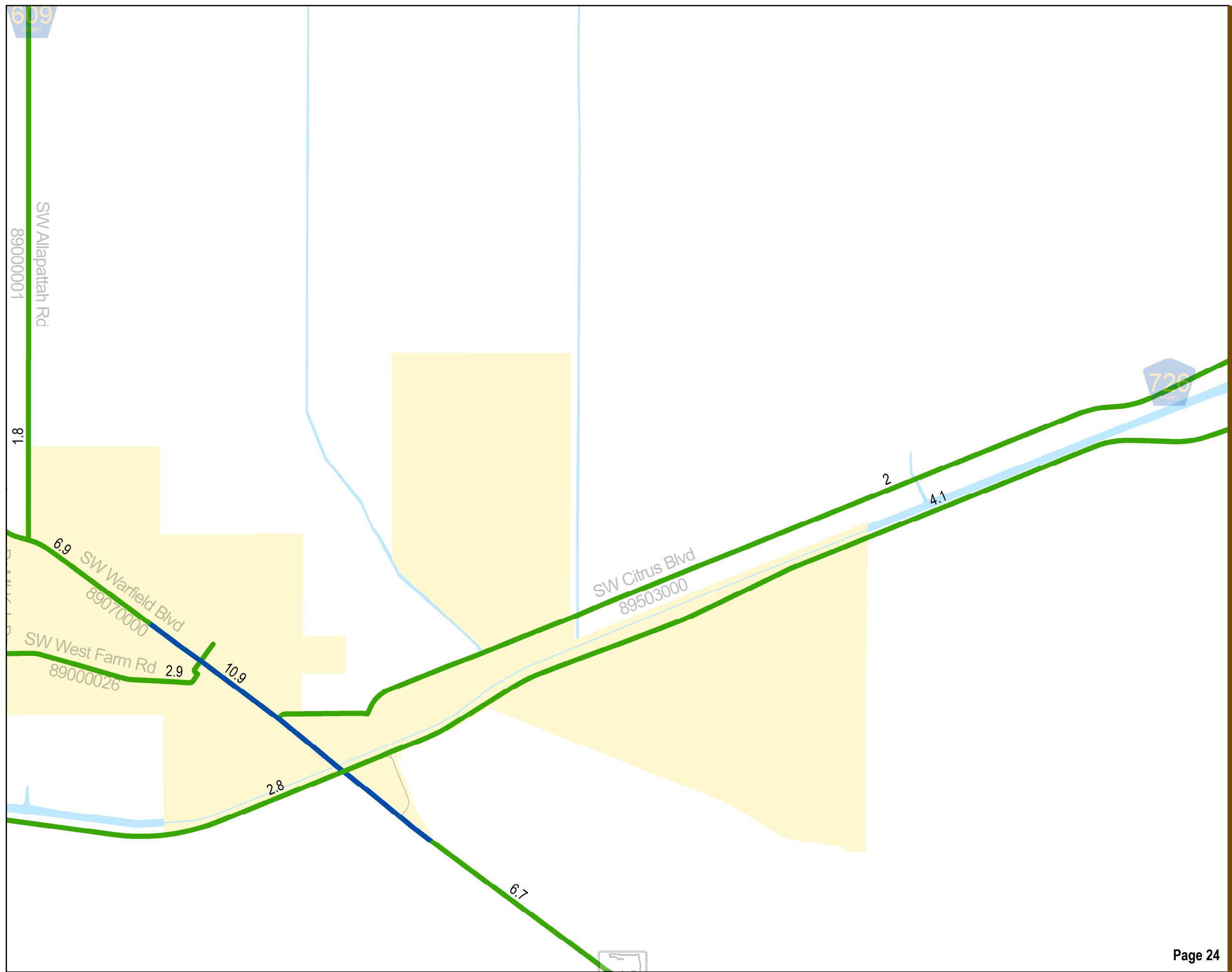


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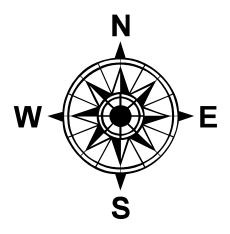


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Number of Lanes

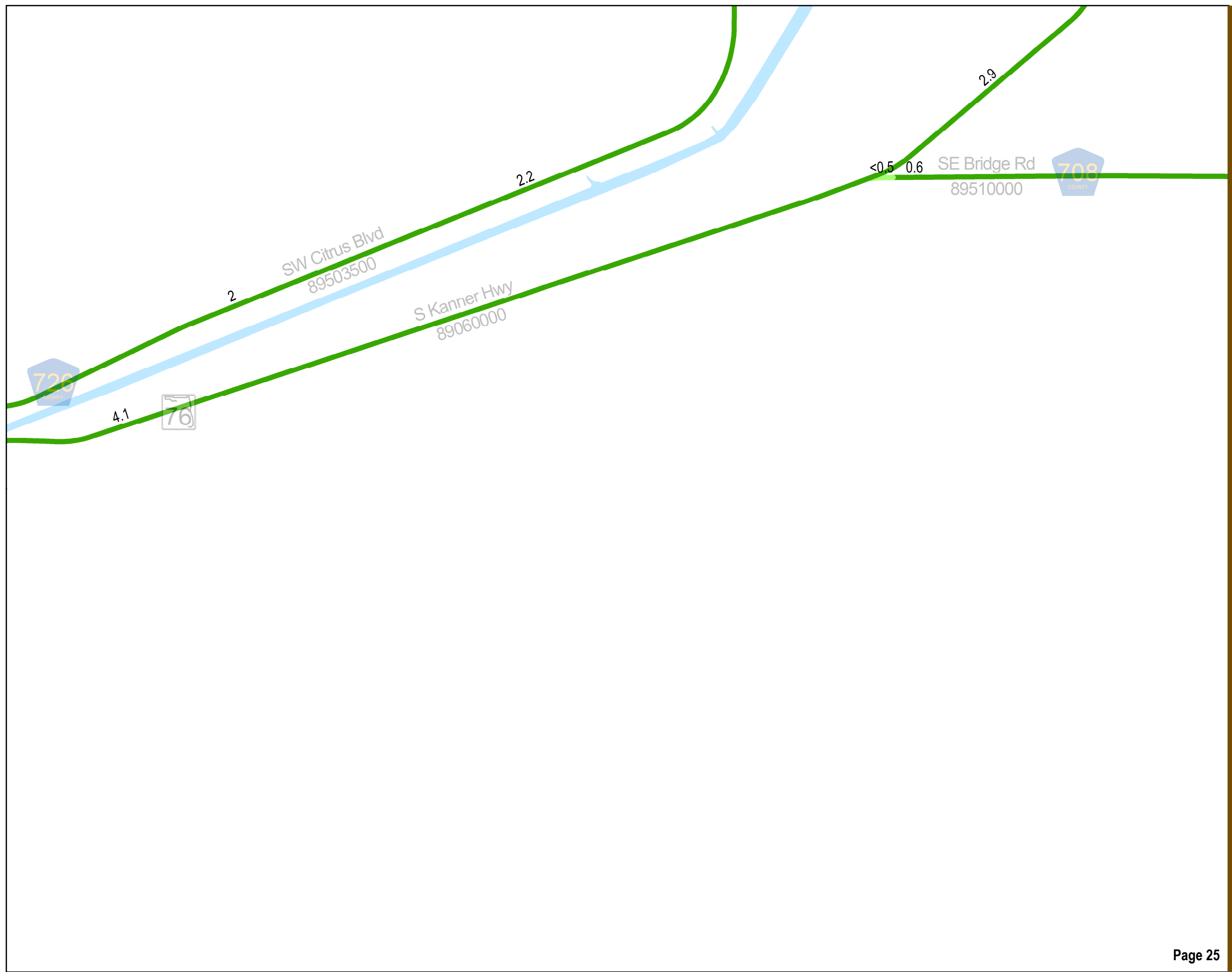
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xxx: AADT in 1,000s



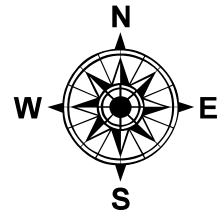
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FDOT DISTRICT IV

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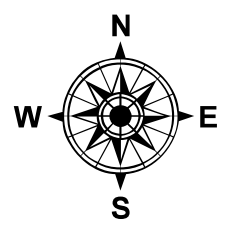


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Number of Lanes

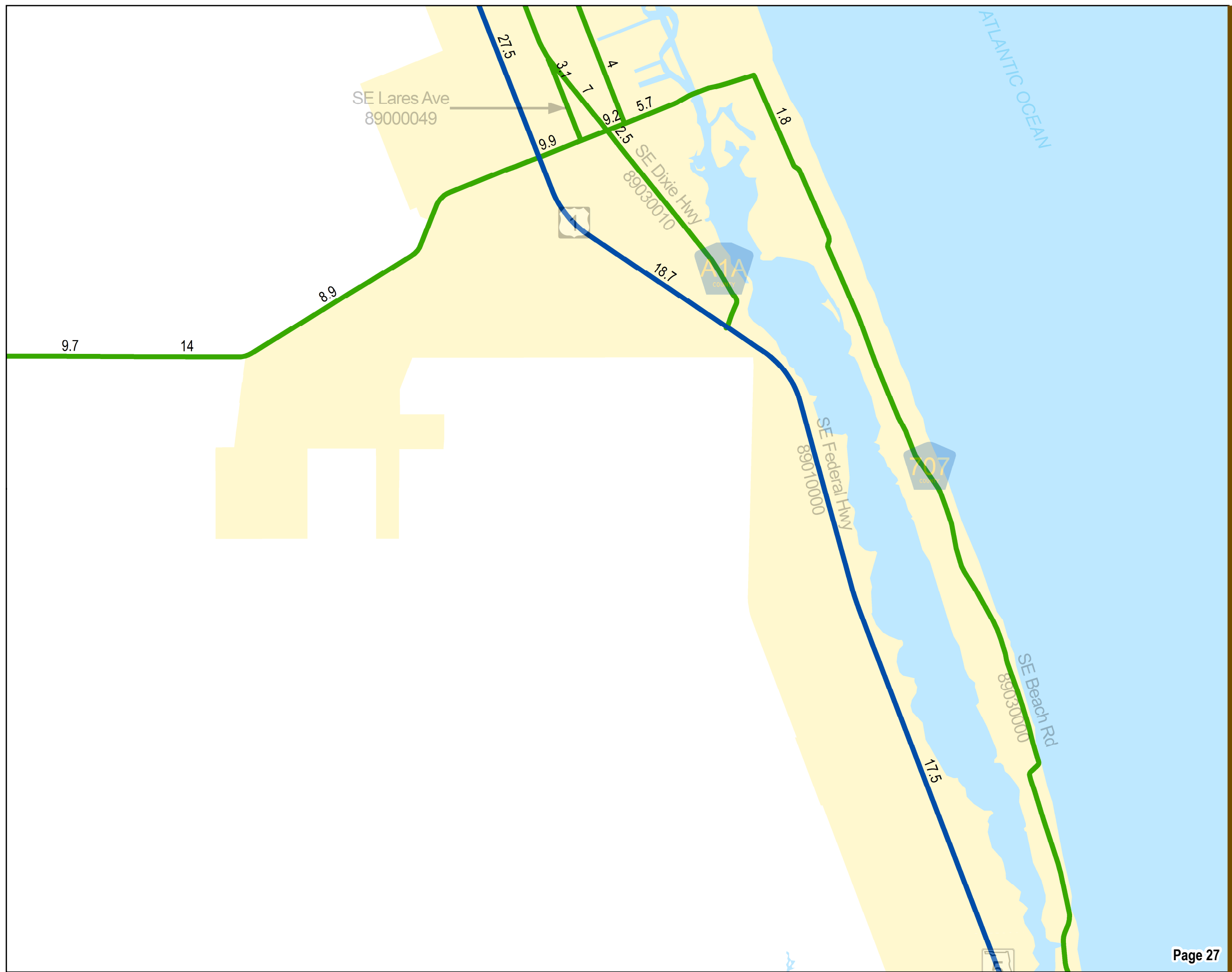


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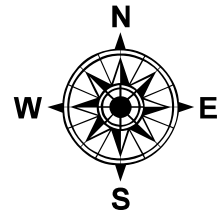
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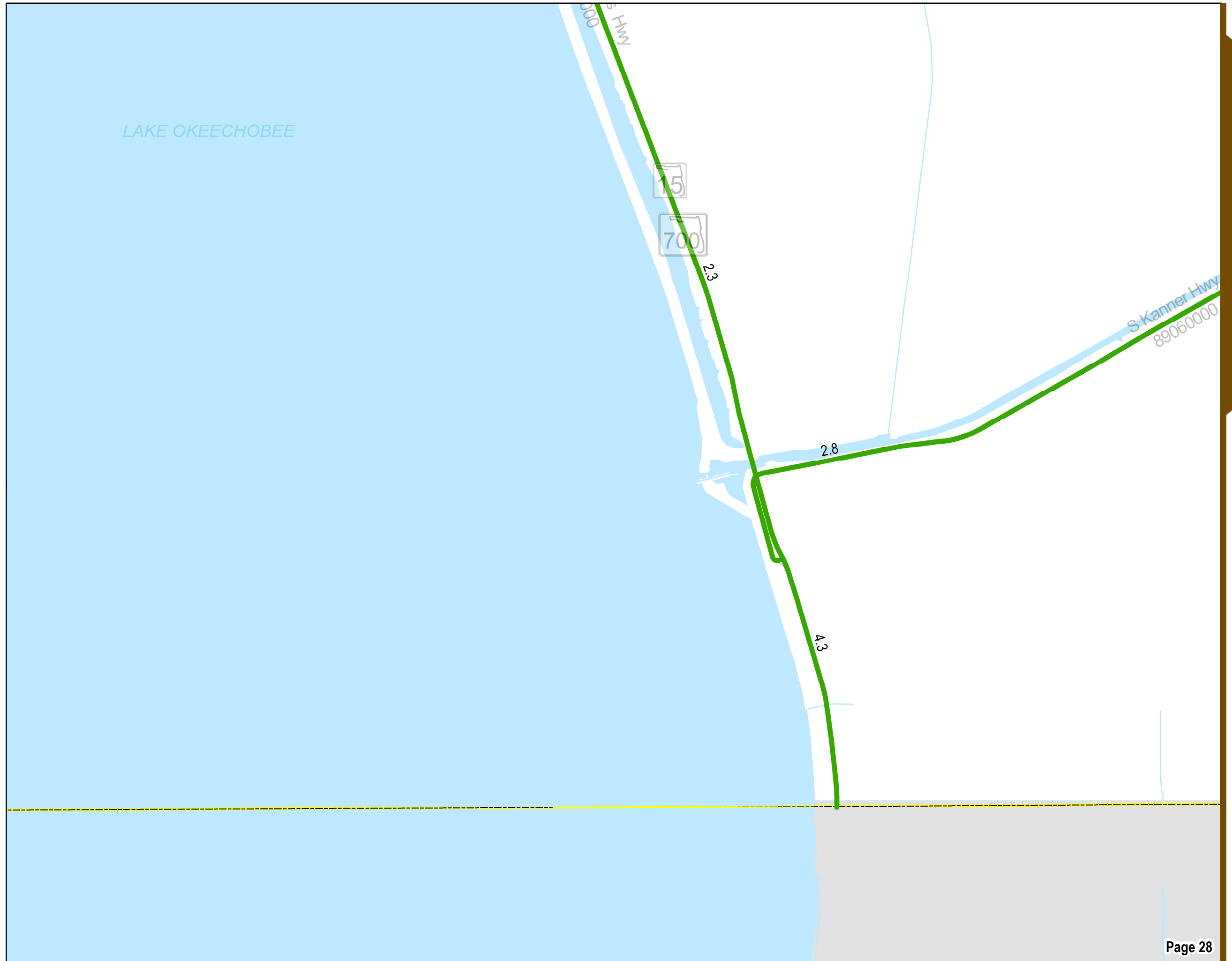


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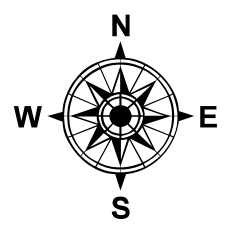


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

- 1
- 2
- 3
- 4
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- 6
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- 8
- 9
- 10
- >10

xxx: AADT in 1,000s

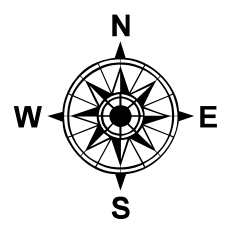


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LEVEL OF SERVICE
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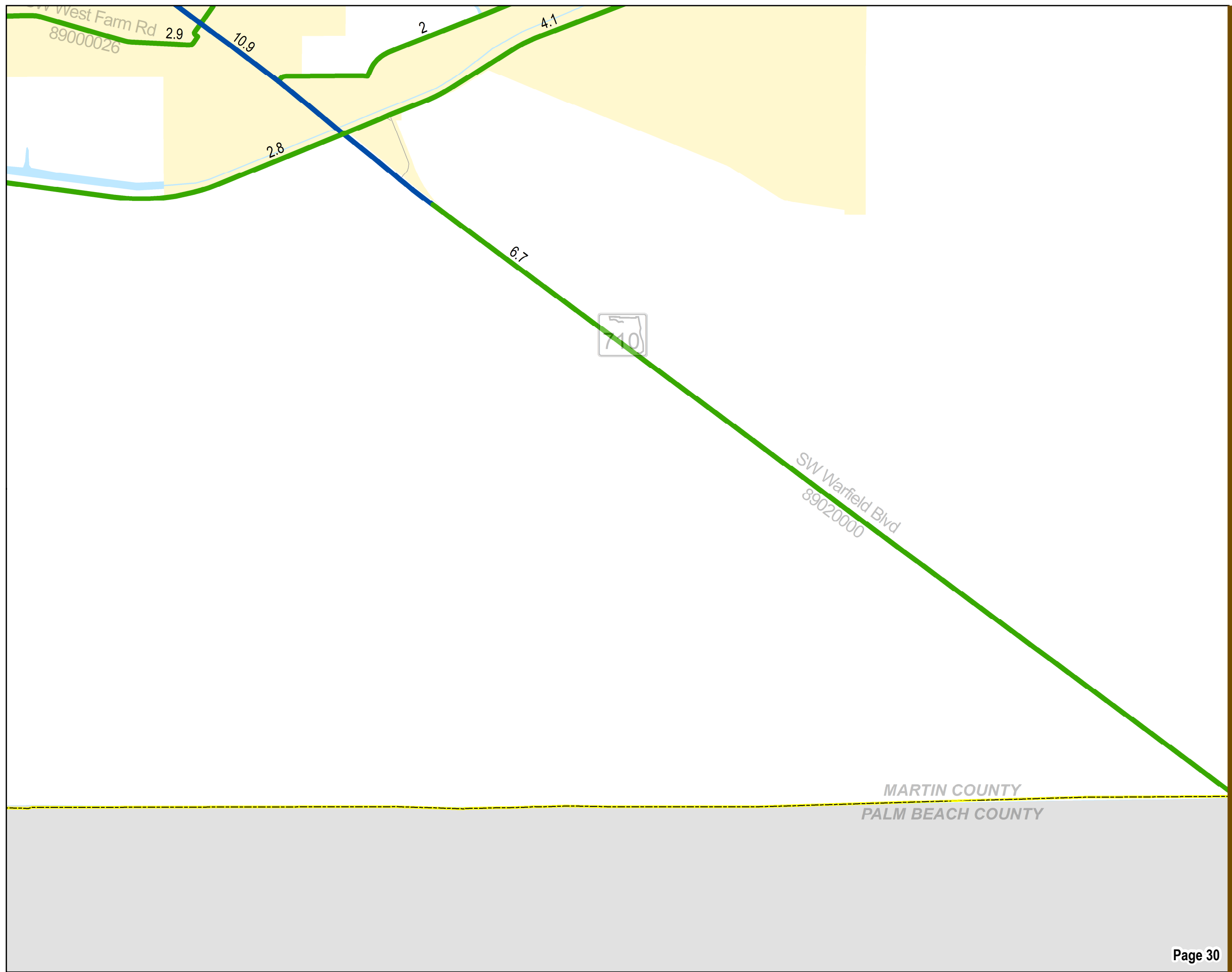
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xxx: AADT in 1,000s



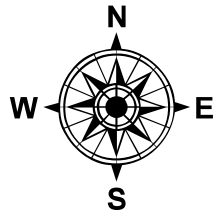
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FDOT DISTRICT IV

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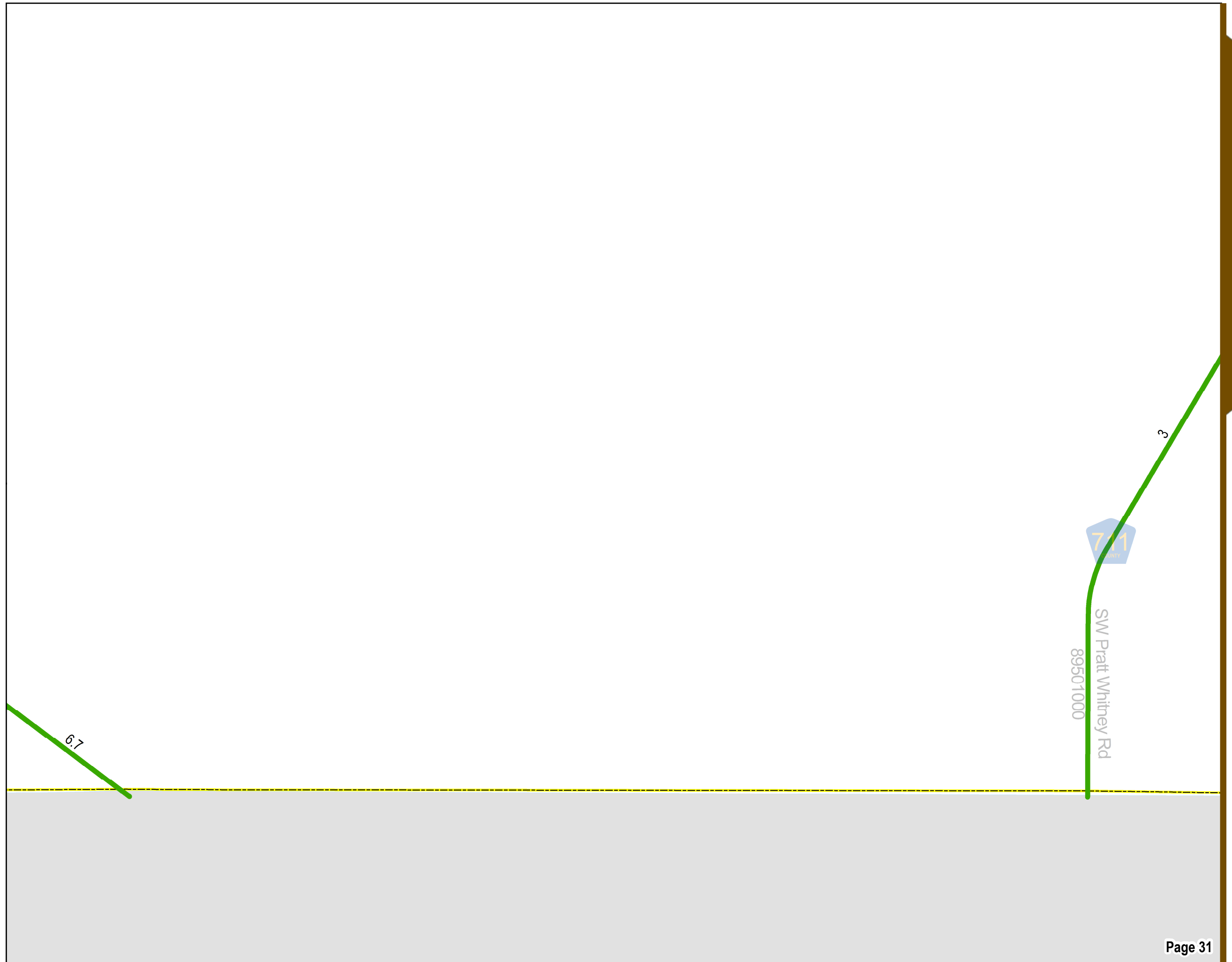


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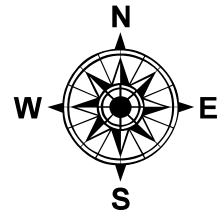
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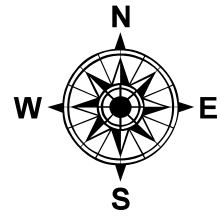
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FDOT DISTRICT IV

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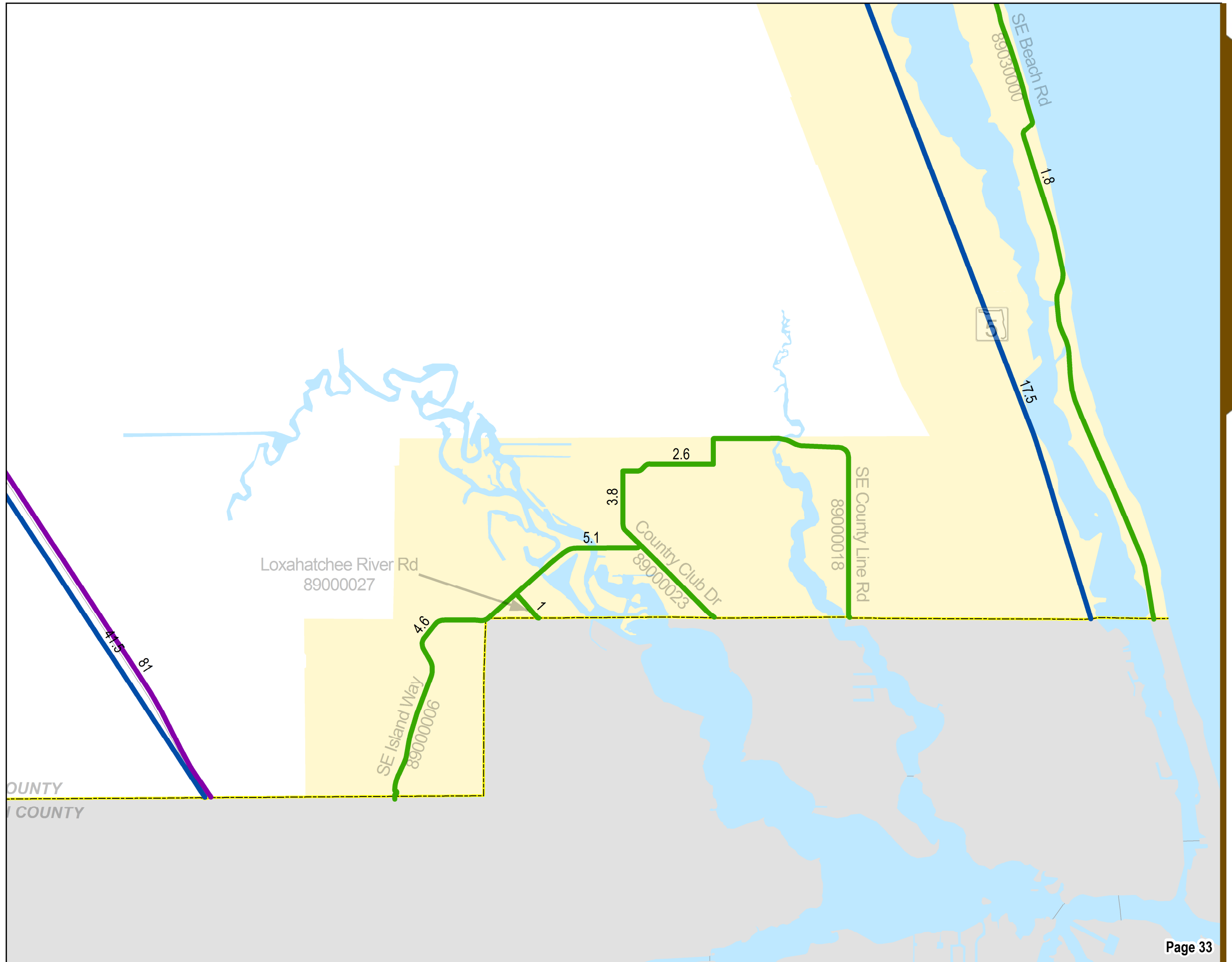


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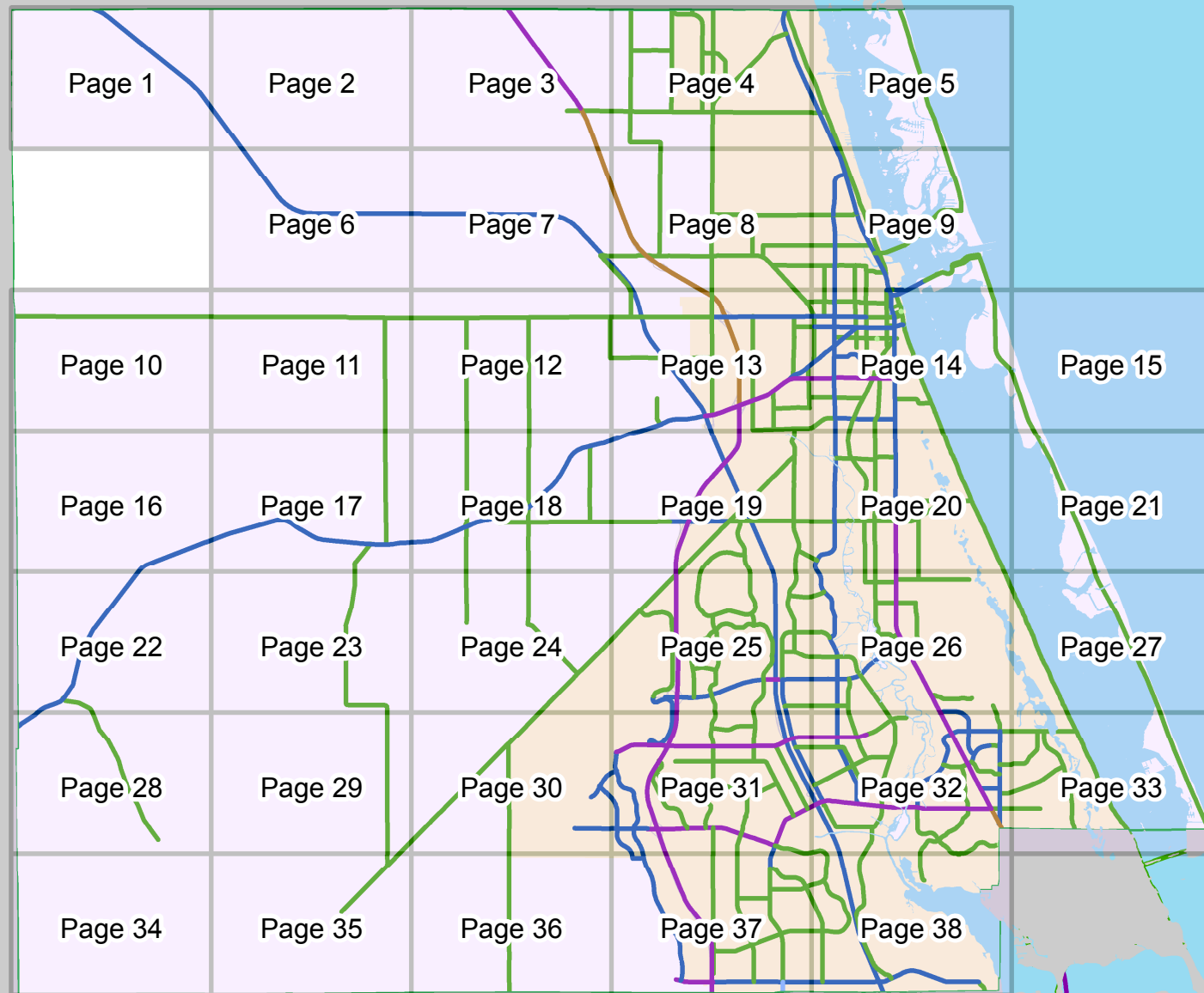


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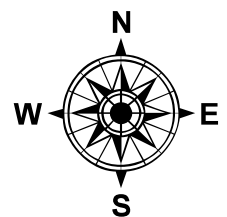
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2016 AADT AND NUMBER OF LANES: INDEX MAP



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Number of Lanes

- | | | |
|---|---|---|
| — 1 | — 5 | — 9 |
| — 2 | — 6 | — 10 |
| — 3 | — 7 | — >10 |
| — 4 | — 8 | |

SERIES INFORMATION

Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. For one-way street segments, number of lanes indicates total number of through lanes of the street segment.

Note:

1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. All AADT are expressed in thousands.
4. The 2016 AADT and Number of Lanes reported along state roadways are consistent with the FDOT Annual LOS Reporting.
5. The 2016 AADT and Number of Lanes reported along the non-state roadways are from 2016 Florida Transportation Information DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.

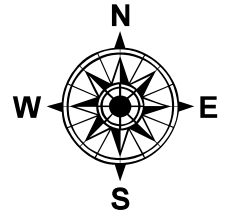
CONTACT INFORMATION

Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- >10

xxx: AADT in 1,000s

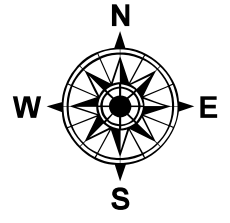


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FDOT DISTRICT IV
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LEGEND

Number of Lanes

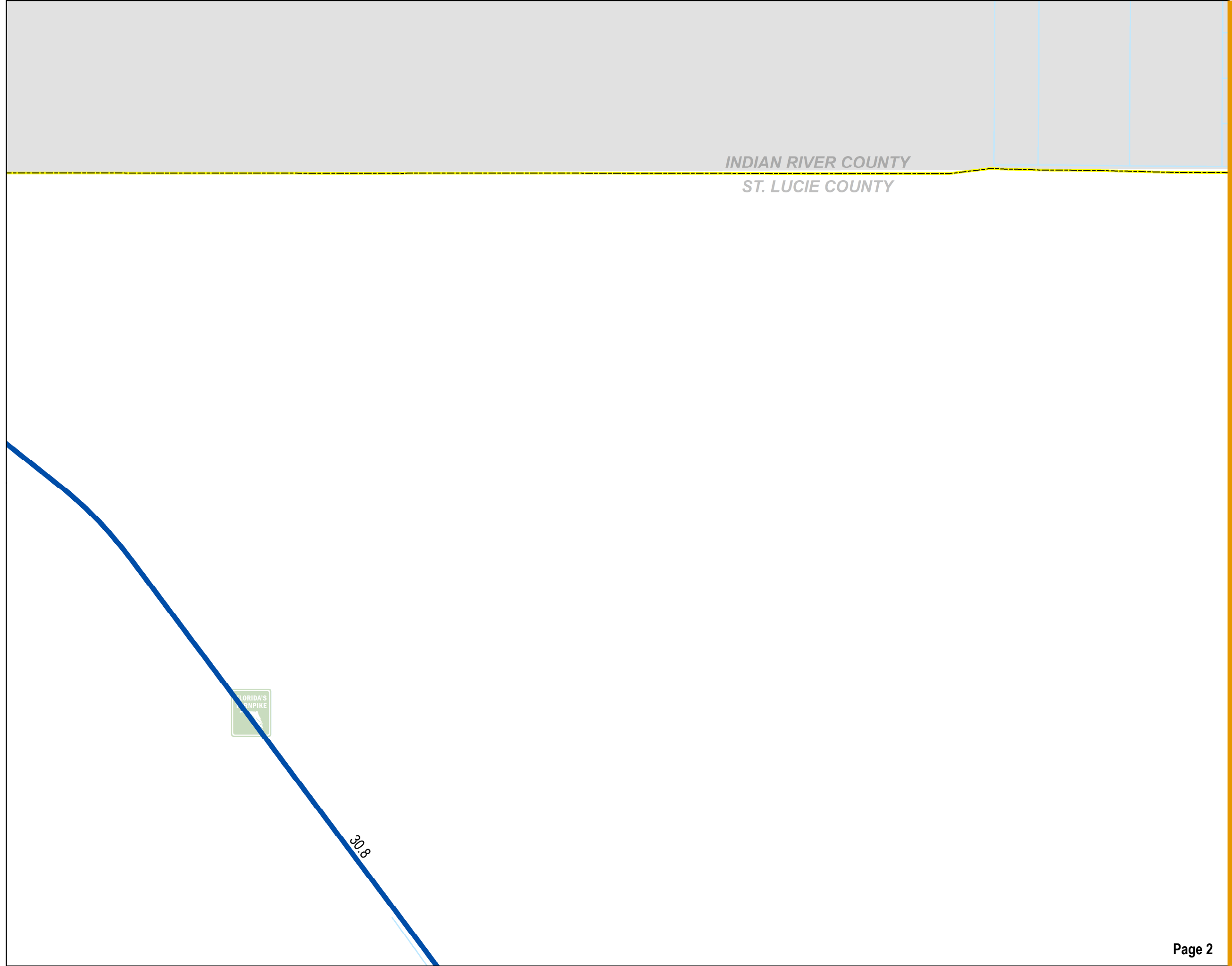
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Production Date: 11/12/2017

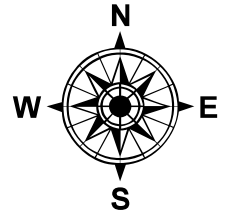
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

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xxx: AADT in 1,000s



Production Date: 11/12/2017

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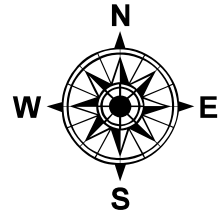


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

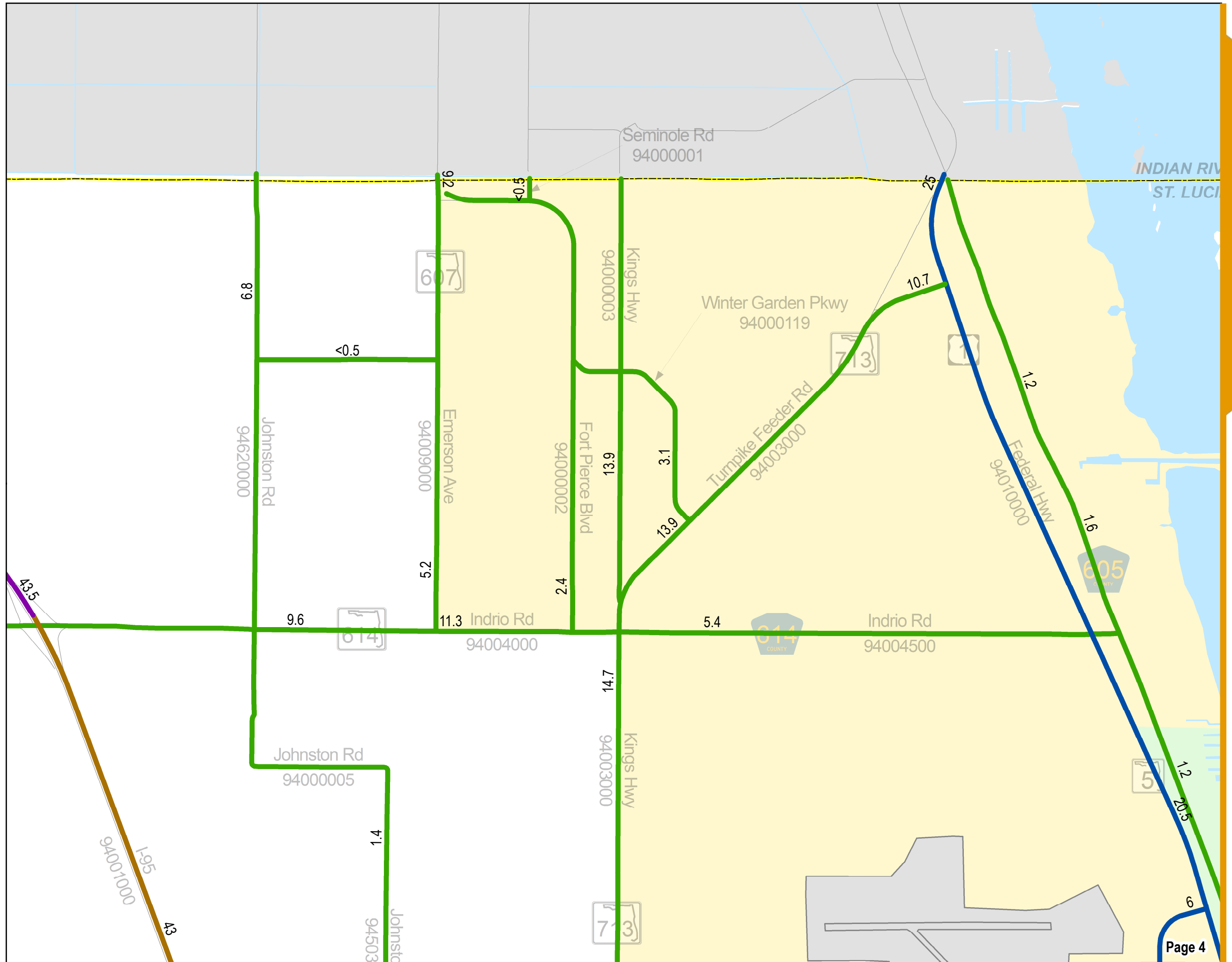


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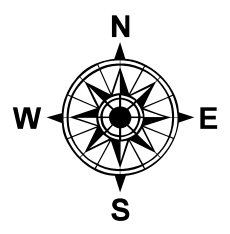


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

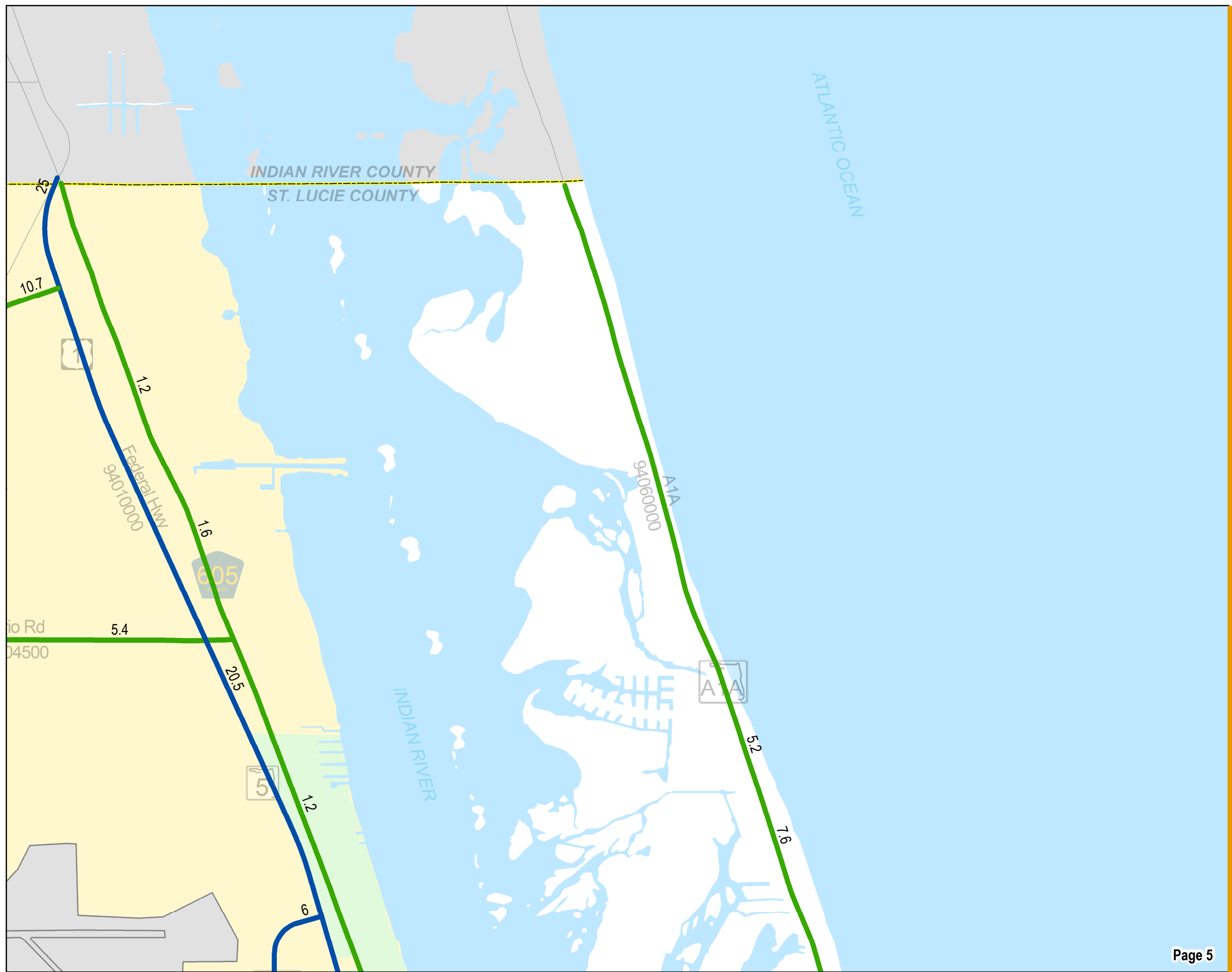


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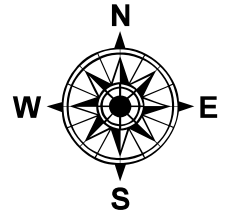


Production Date: 11/12/2017

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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

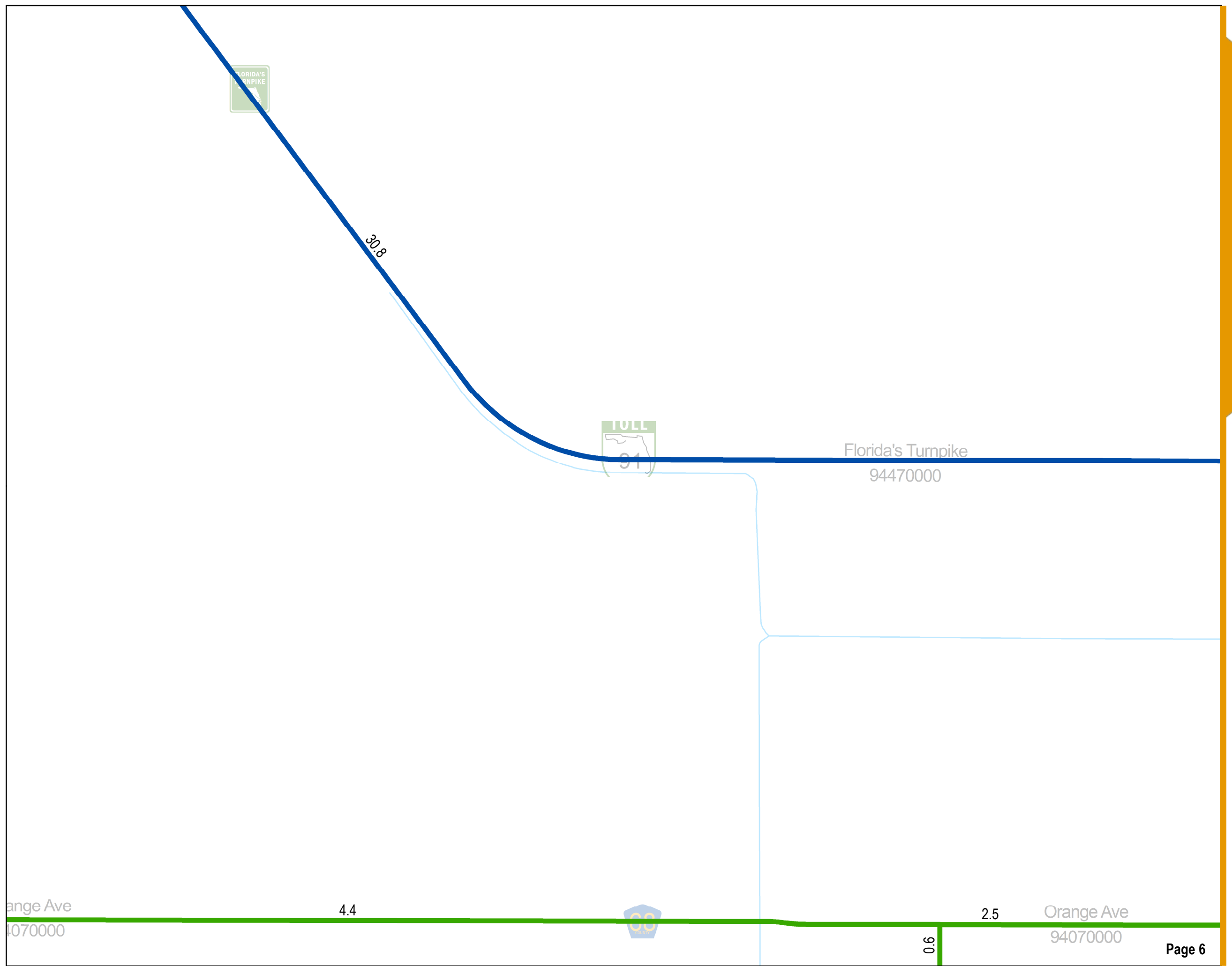
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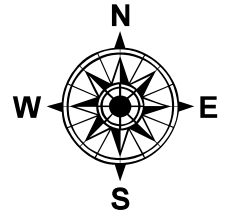


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

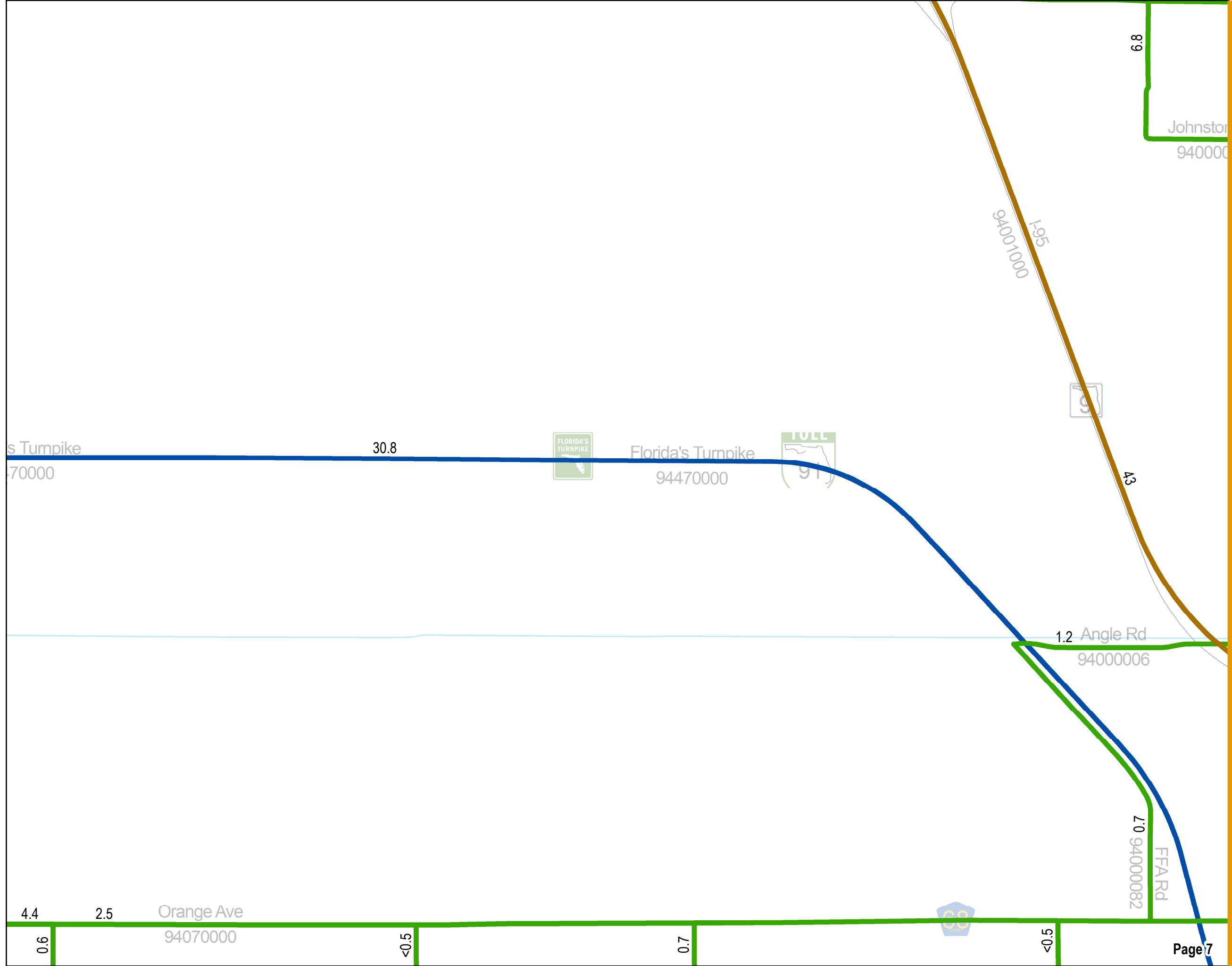


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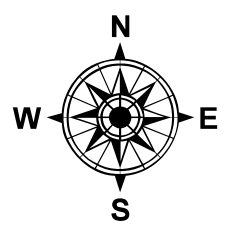
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ST LUCIE COUNTY

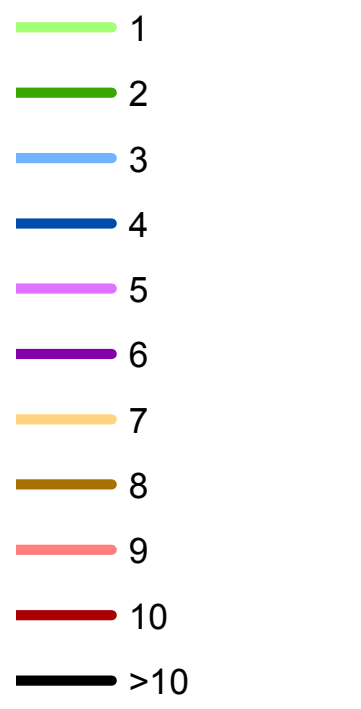
2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

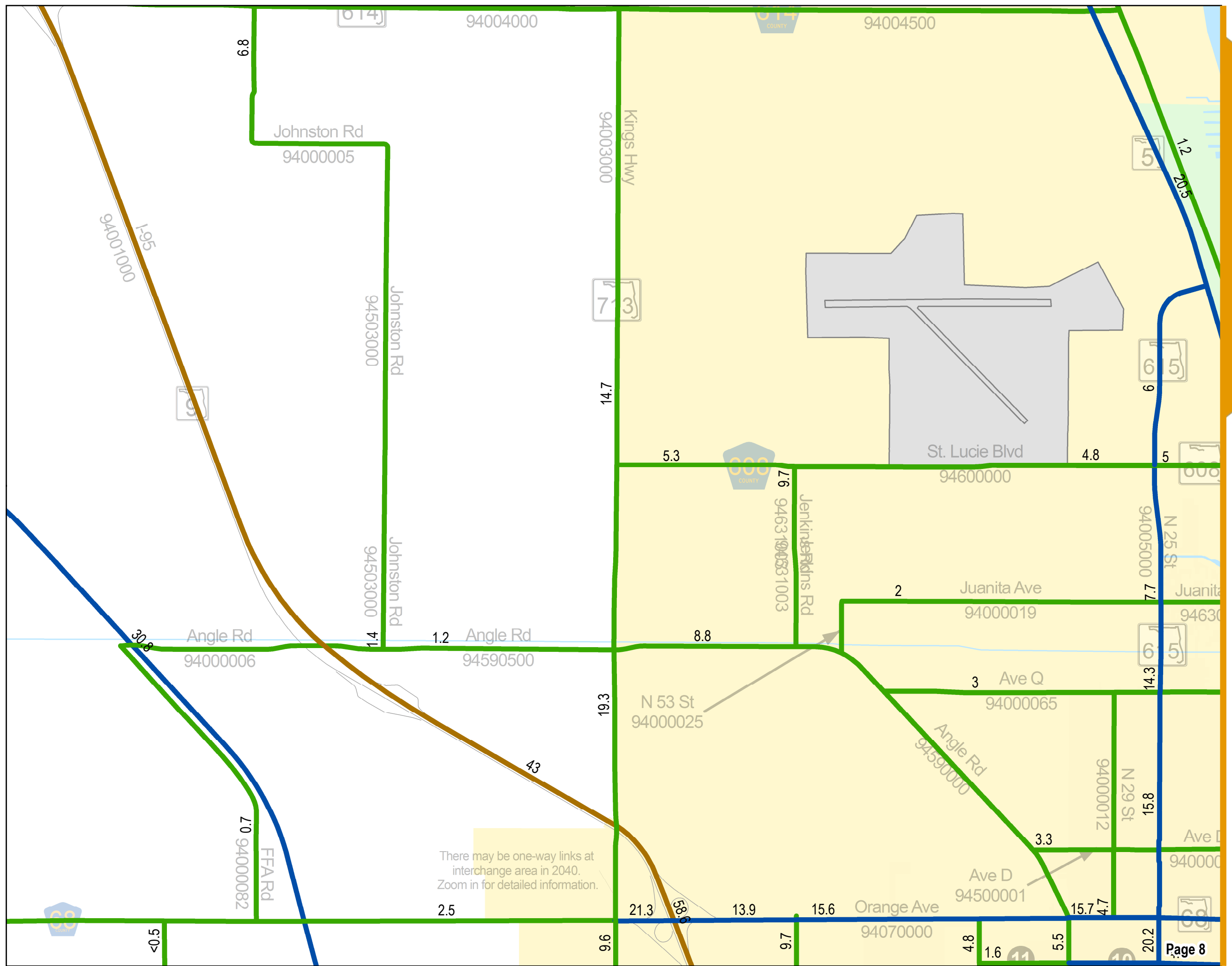


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Production Date: 11/12/2017

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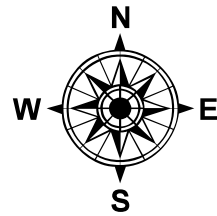
There may be one-way links at interchange area in 2040. Zoom in for detailed information.

ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

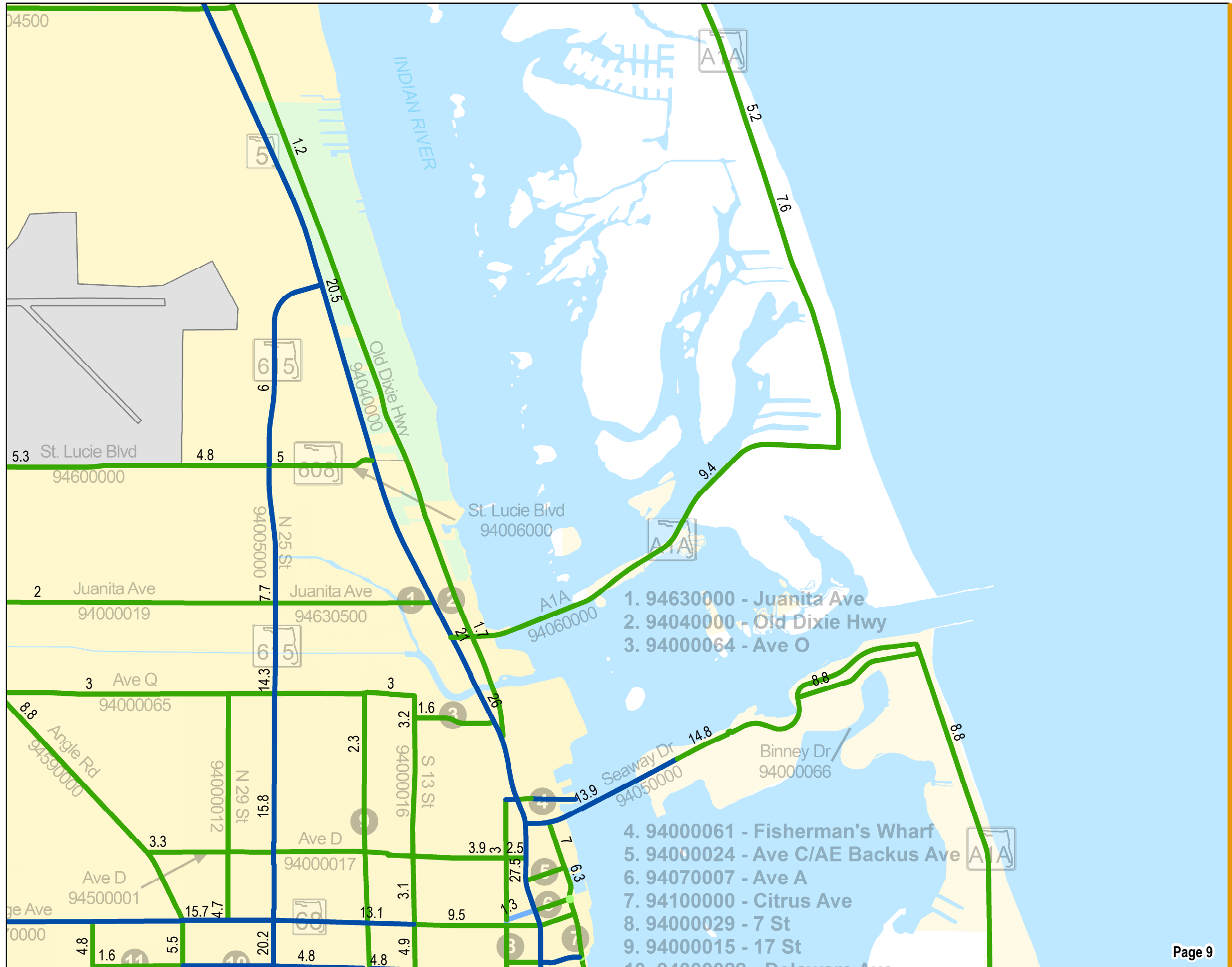


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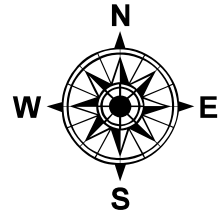


- 1. 94630000 - Juanita Ave
- 2. 94040000 - Old Dixie Hwy
- 3. 94000064 - Ave O

- 4. 94000061 - Fisherman's Wharf
- 5. 94000024 - Ave C/AE Backus Ave
- 6. 94070007 - Ave A
- 7. 94100000 - Citrus Ave
- 8. 94000029 - 7 St
- 9. 94000015 - 17 St
- 10. 94000022 - Delaware Ave

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

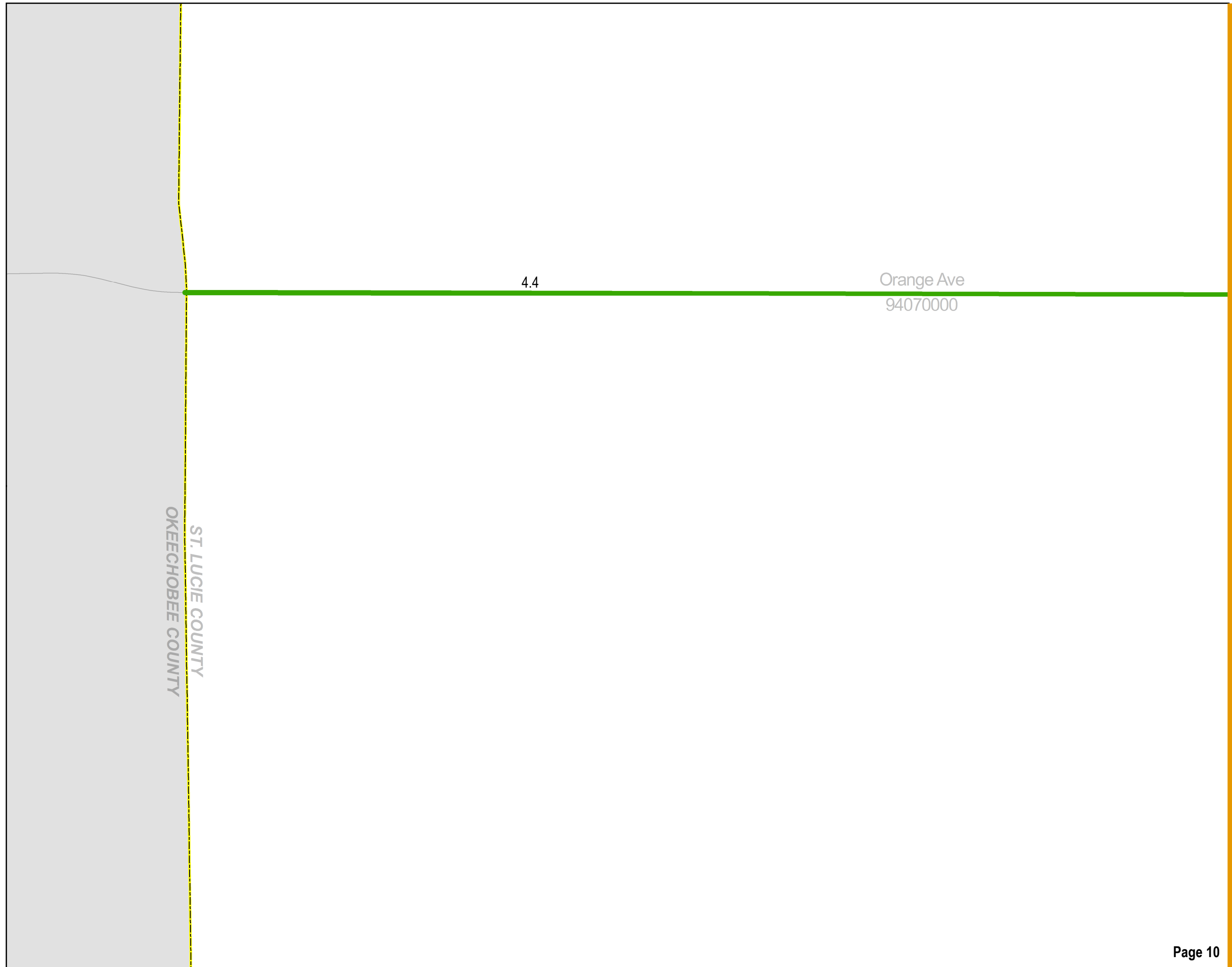


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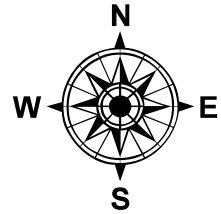
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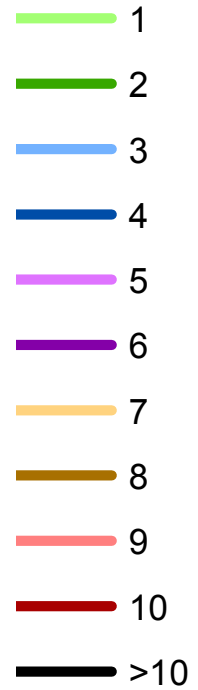
FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

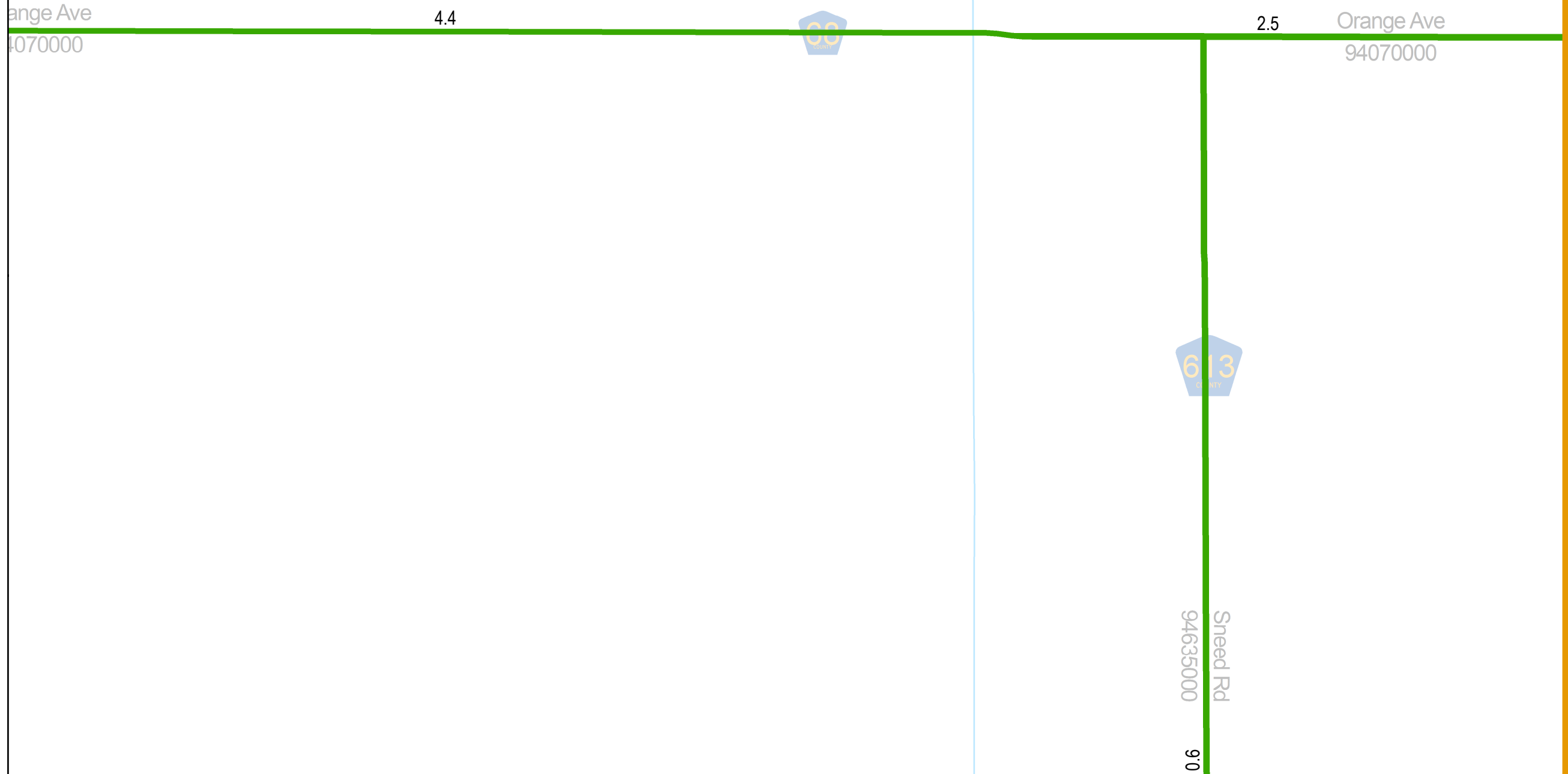


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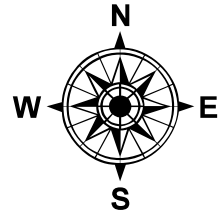
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

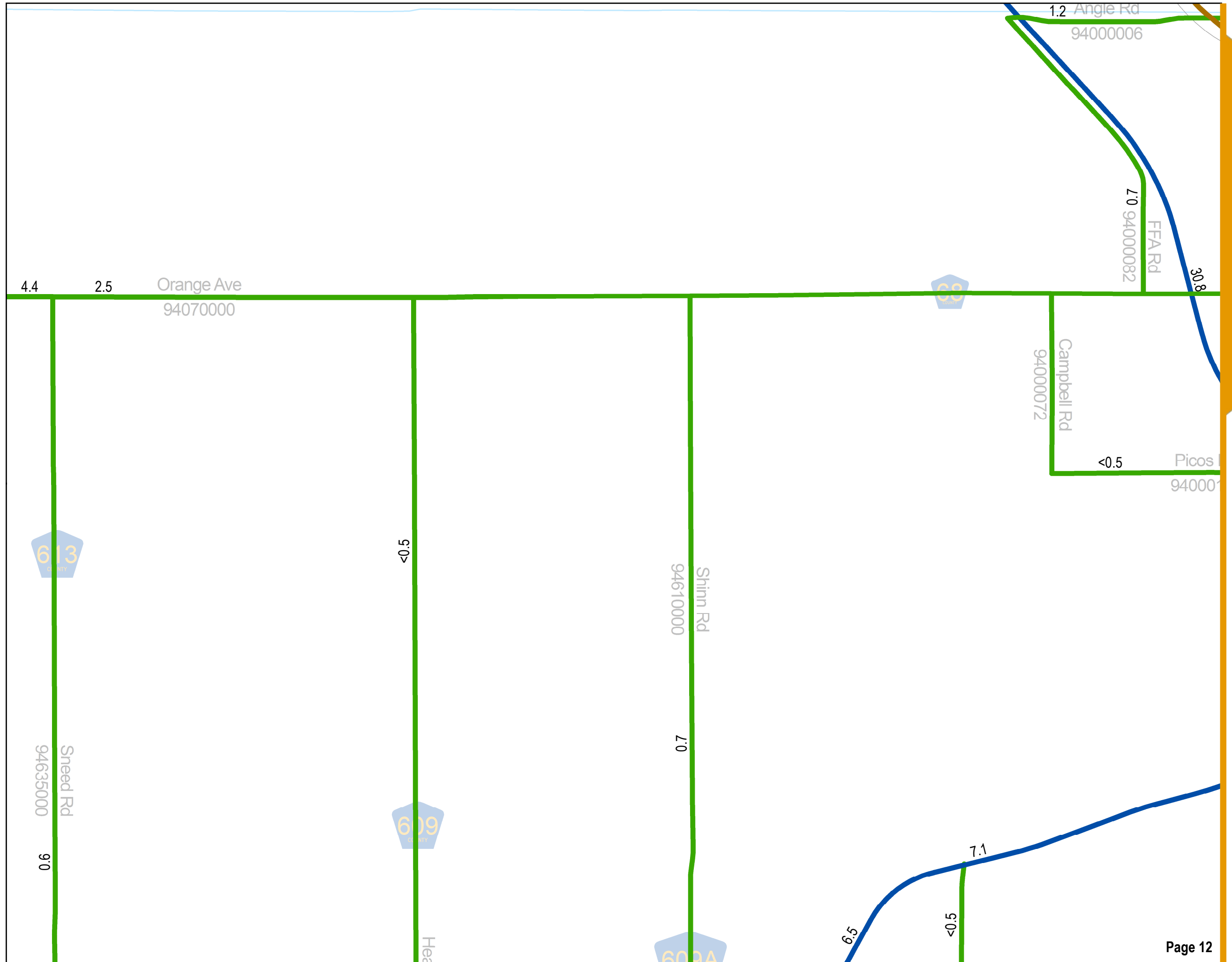


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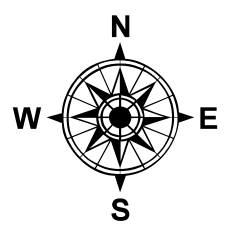
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FDOT DISTRICT IV

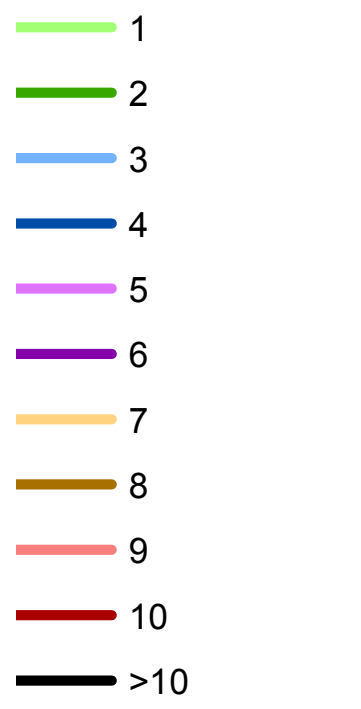
LEVEL OF SERVICE

ASSESSMENT REPORT



LEGEND

Number of Lanes

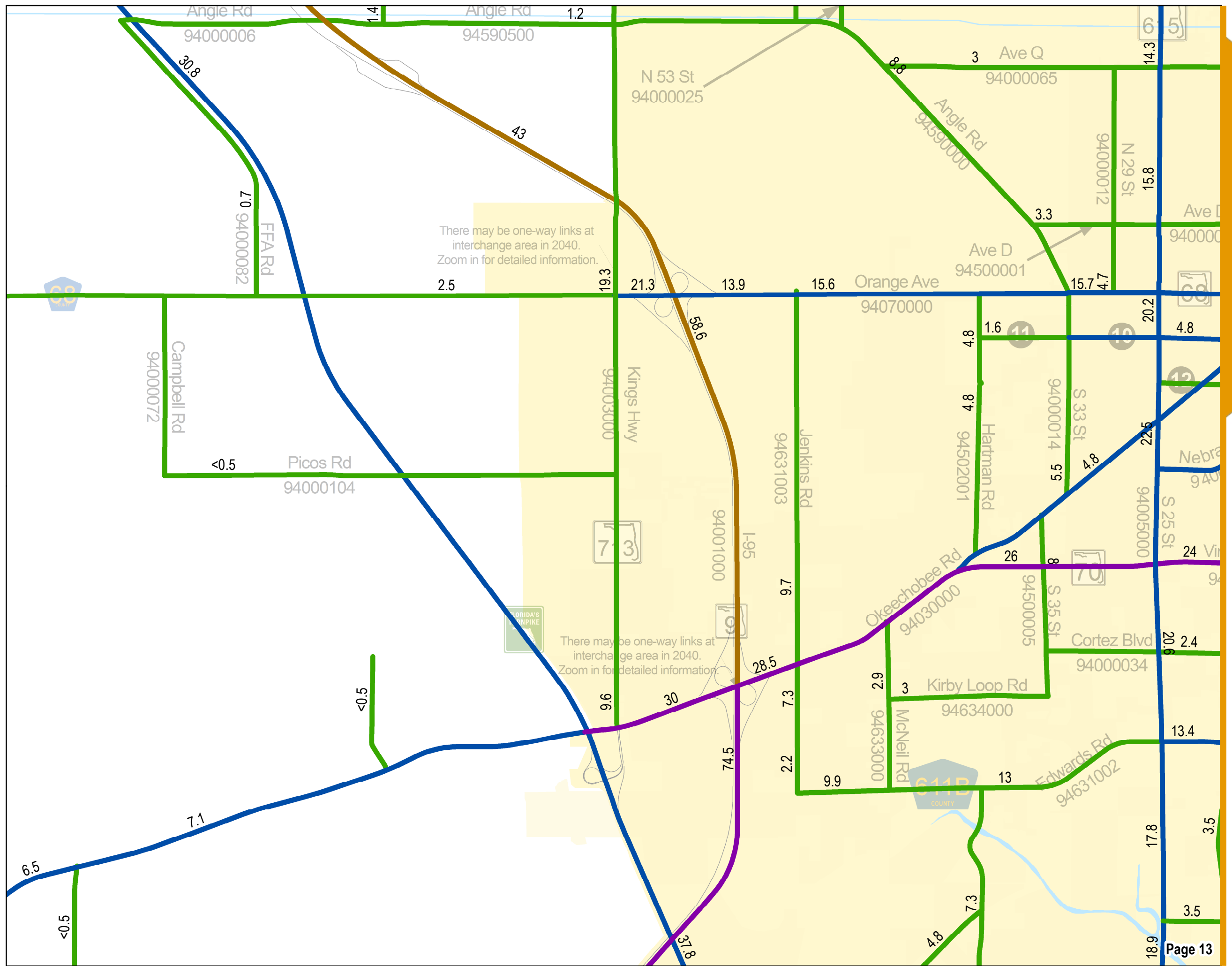


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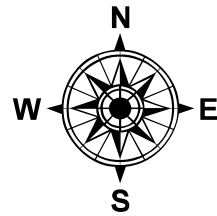


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

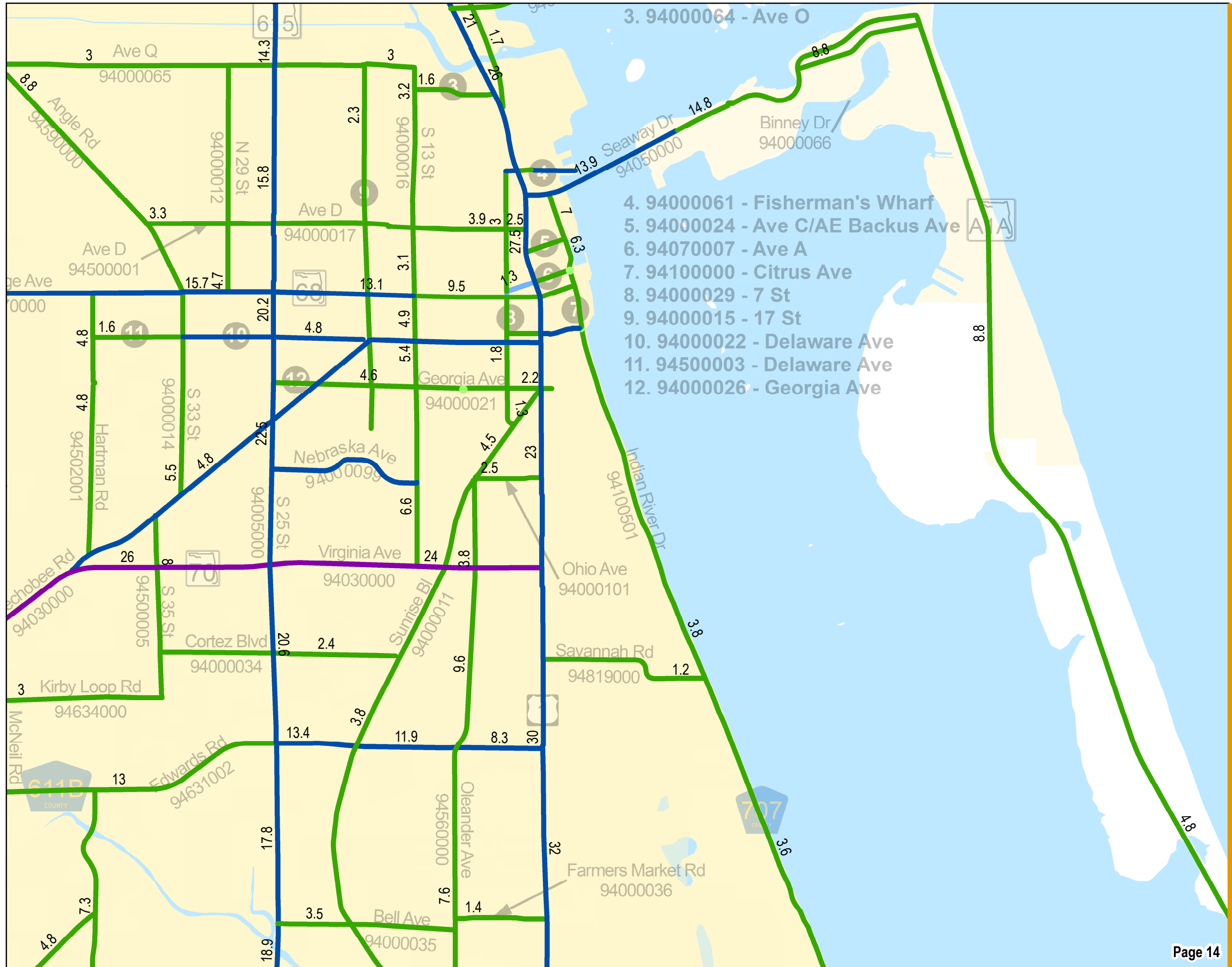


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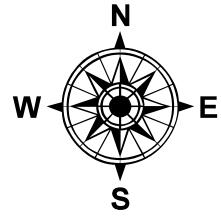
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- 3. 94000064 - Ave O
- 4. 94000061 - Fisherman's Wharf
- 5. 94000024 - Ave C/AE Backus Ave
- 6. 94070007 - Ave A
- 7. 94100000 - Citrus Ave
- 8. 94000029 - 7 St
- 9. 94000015 - 17 St
- 10. 94000022 - Delaware Ave
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- 12. 94000026 - Georgia Ave

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

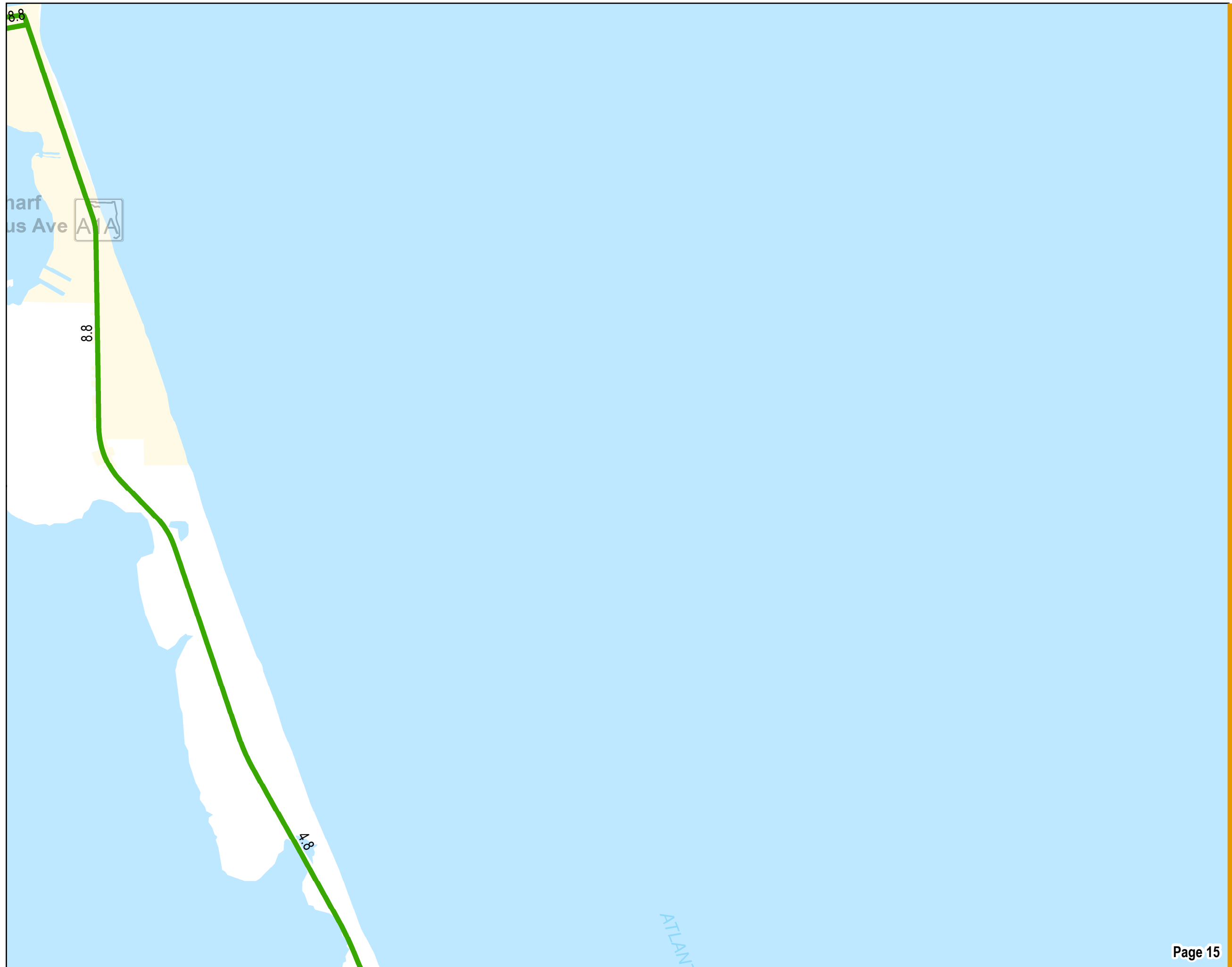


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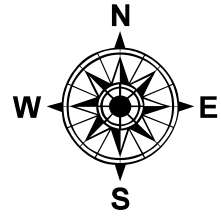
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



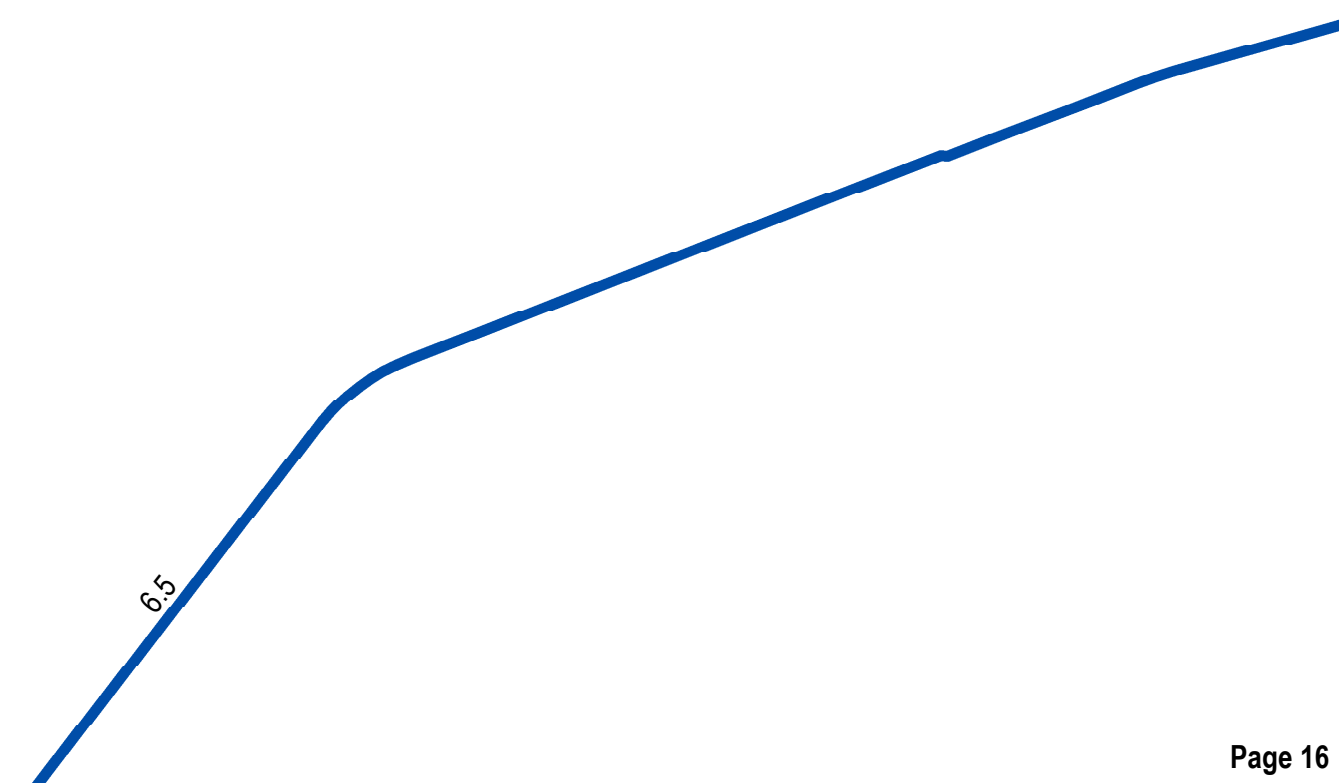
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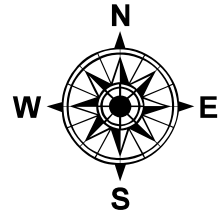
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

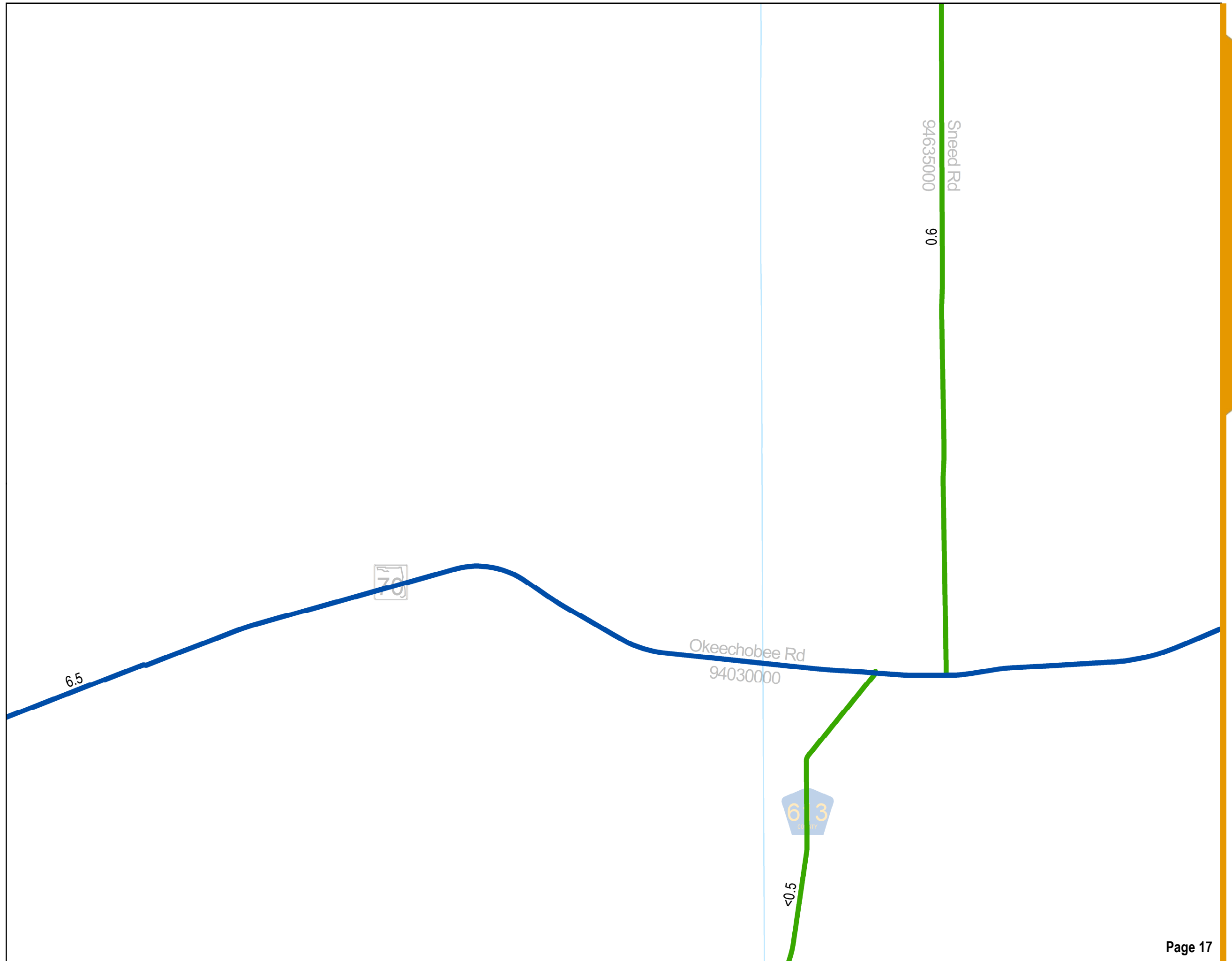


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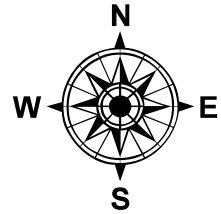
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FDOT DISTRICT IV

LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

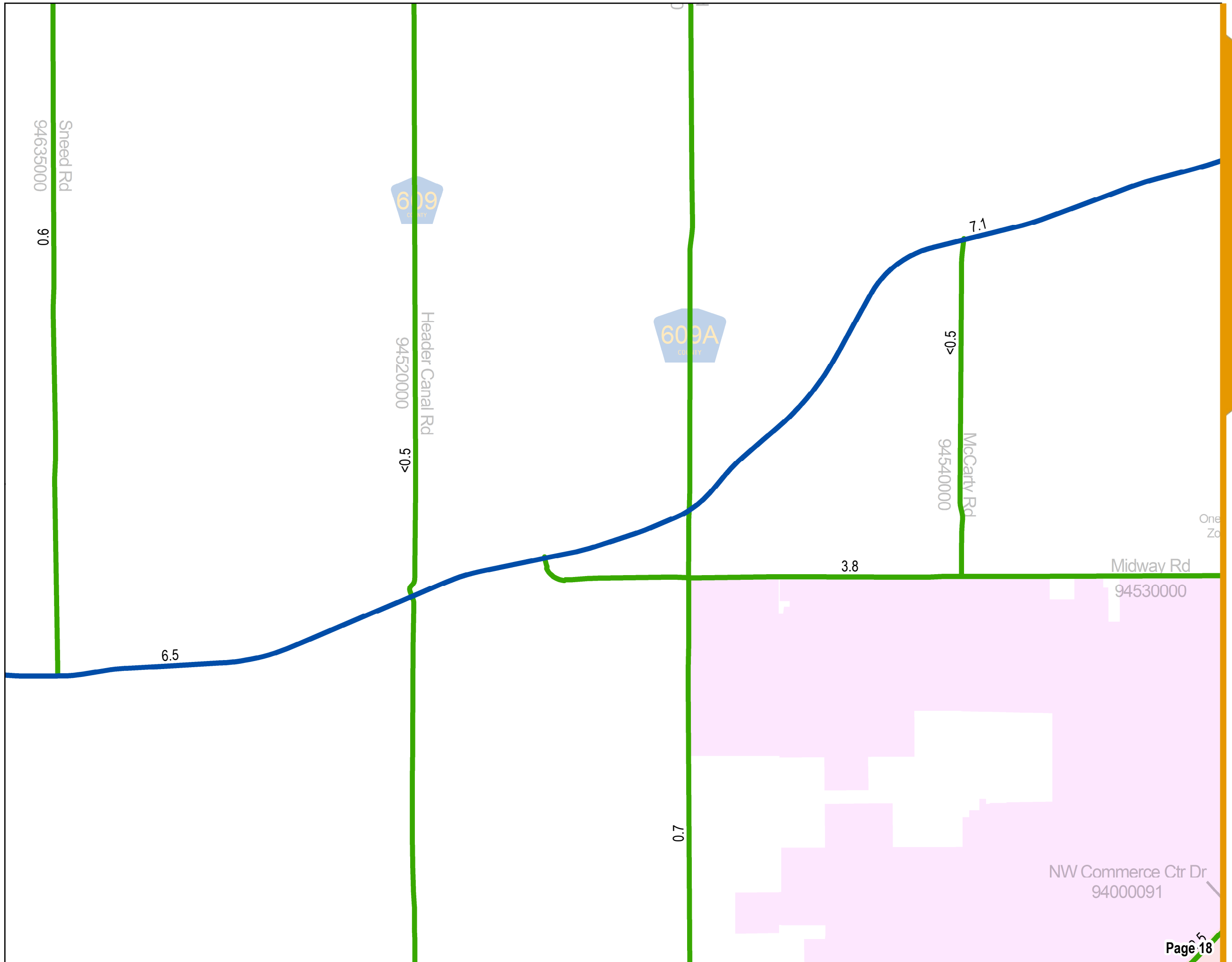


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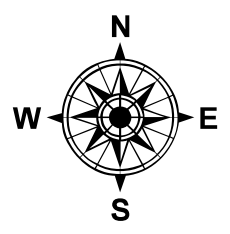


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

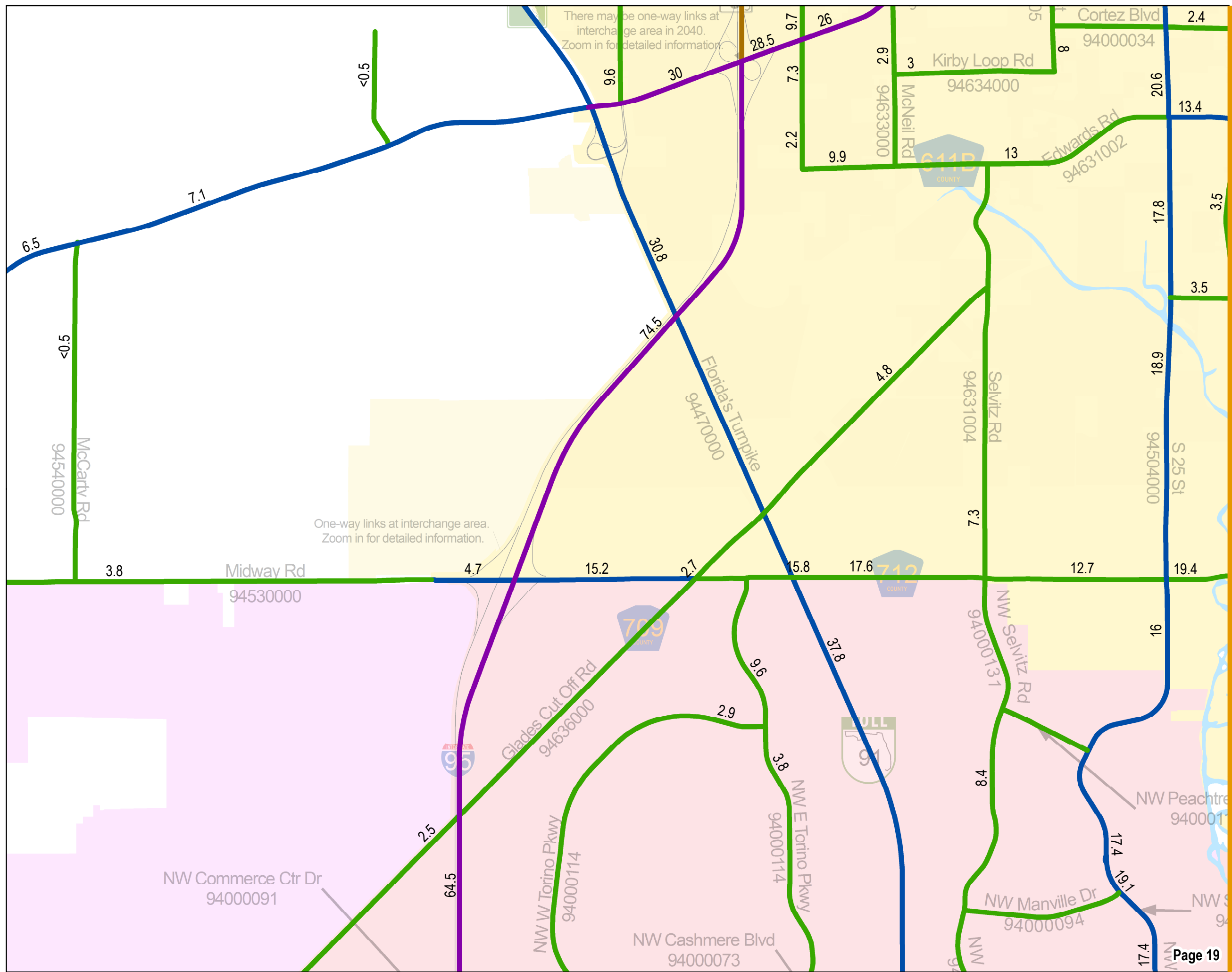
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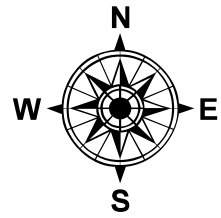


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

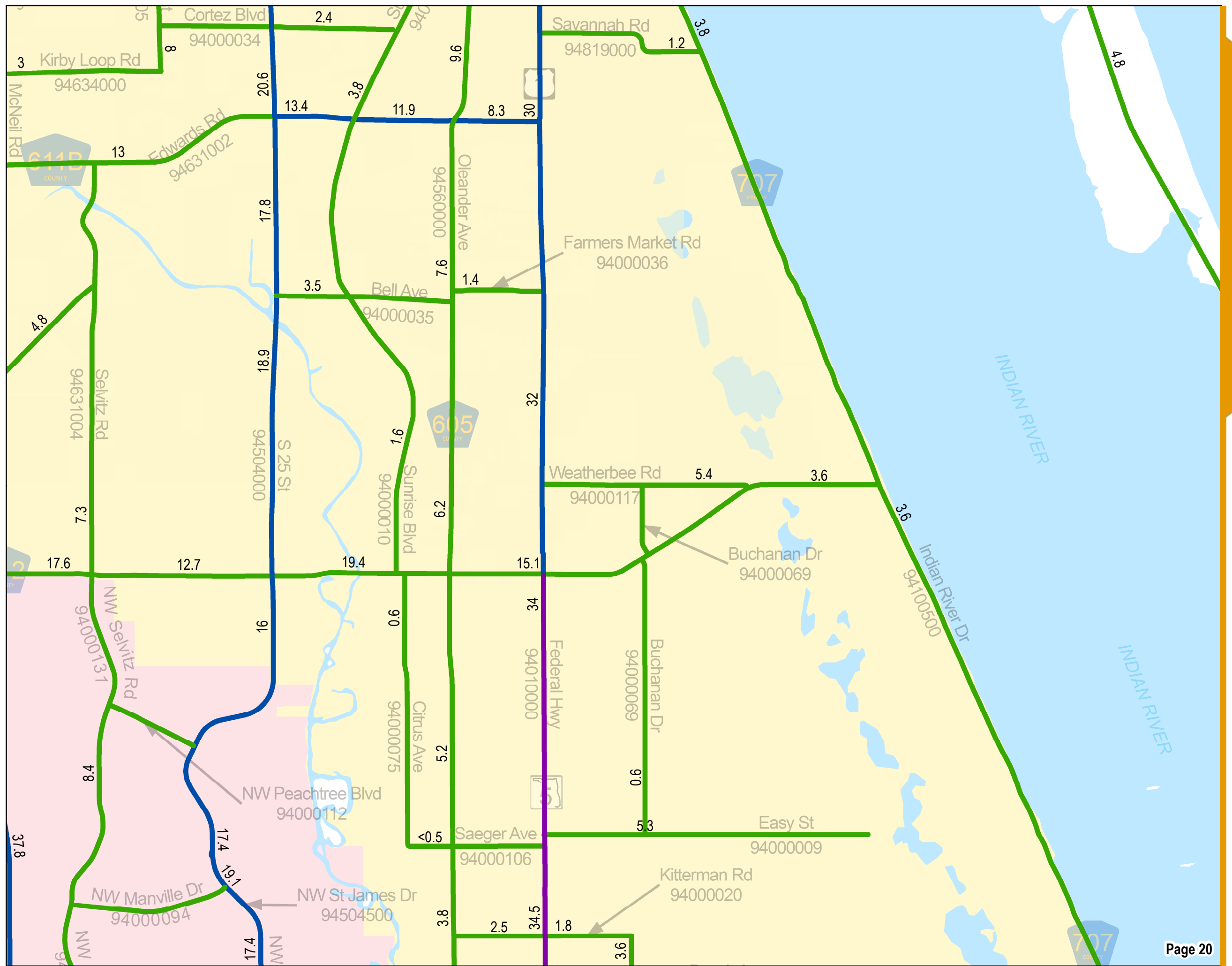


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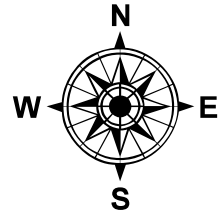
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



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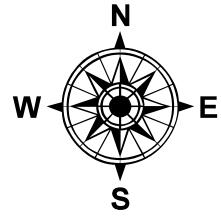
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

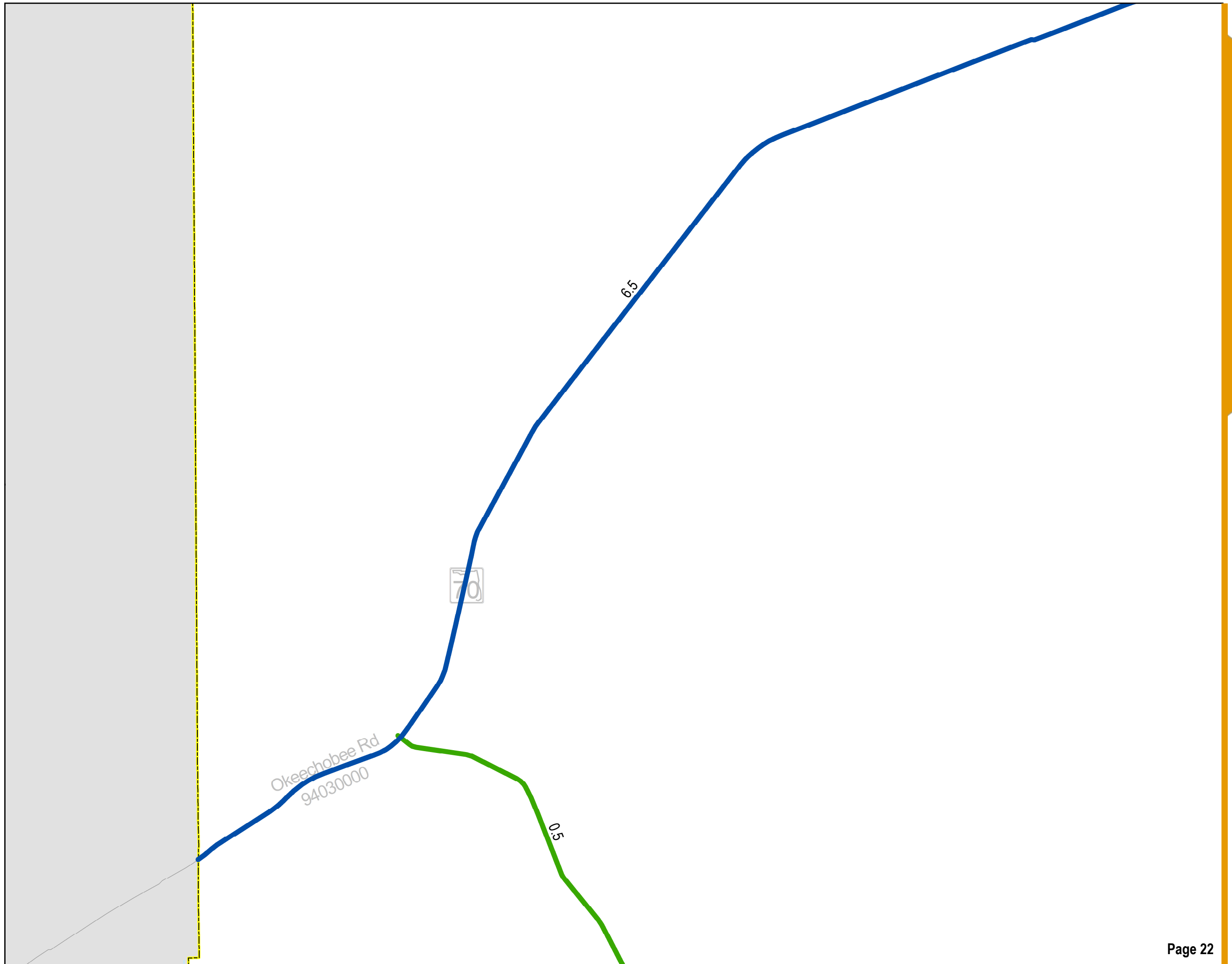


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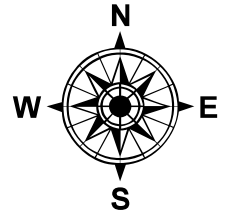


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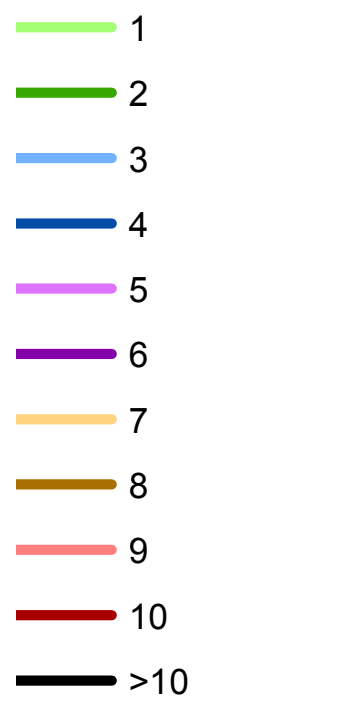


FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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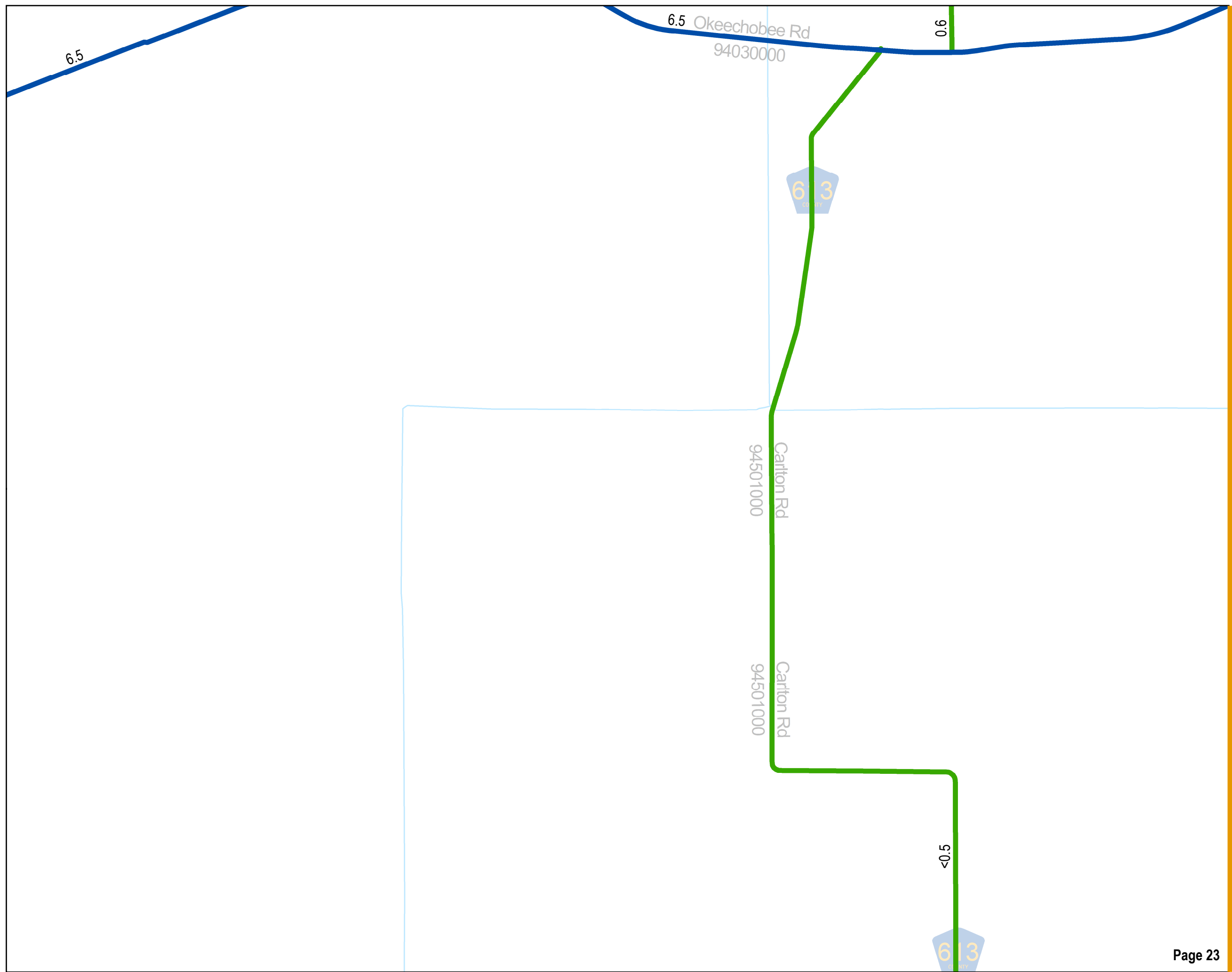


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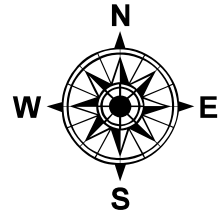
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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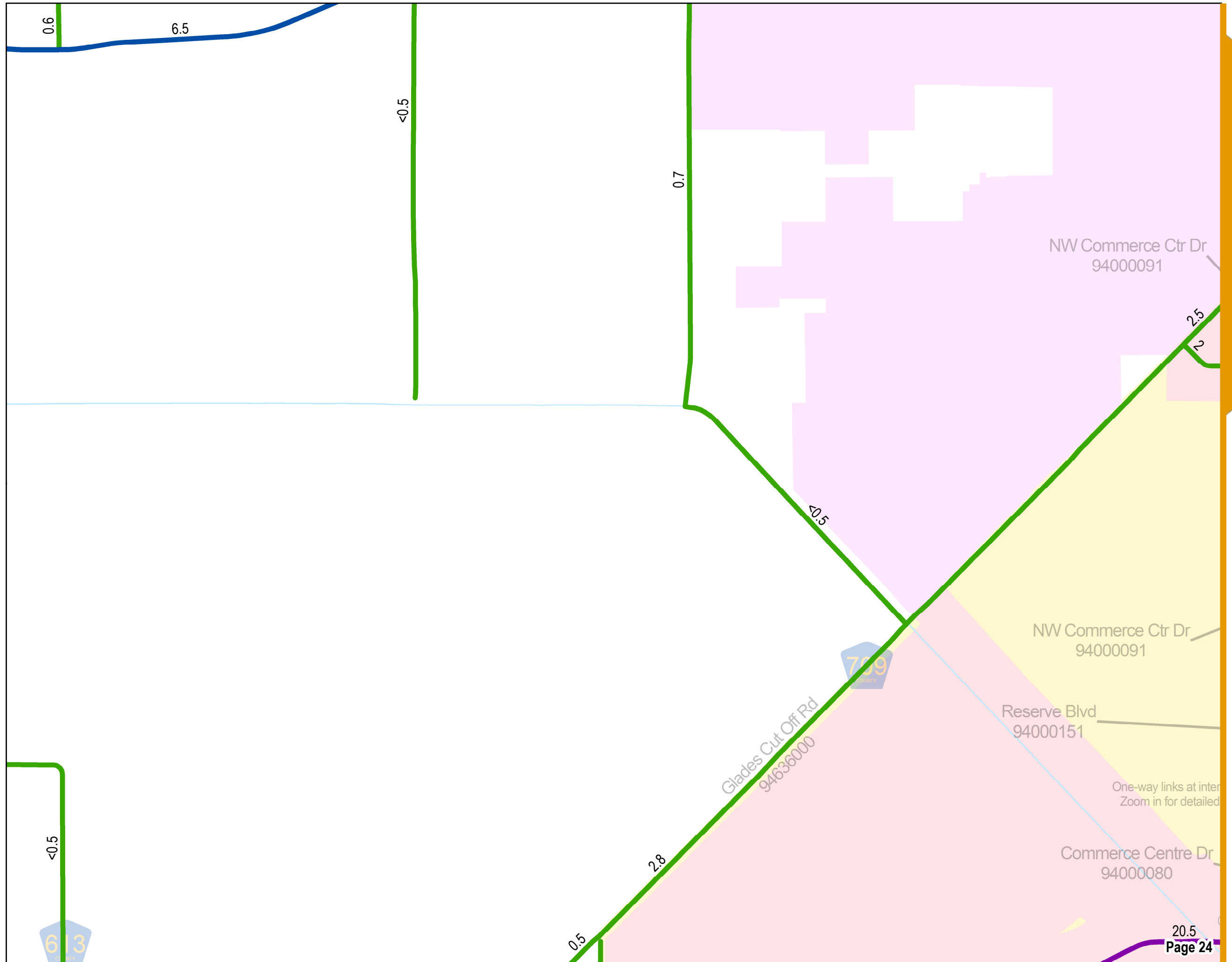


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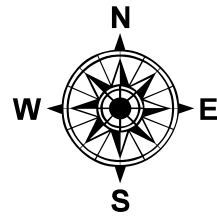
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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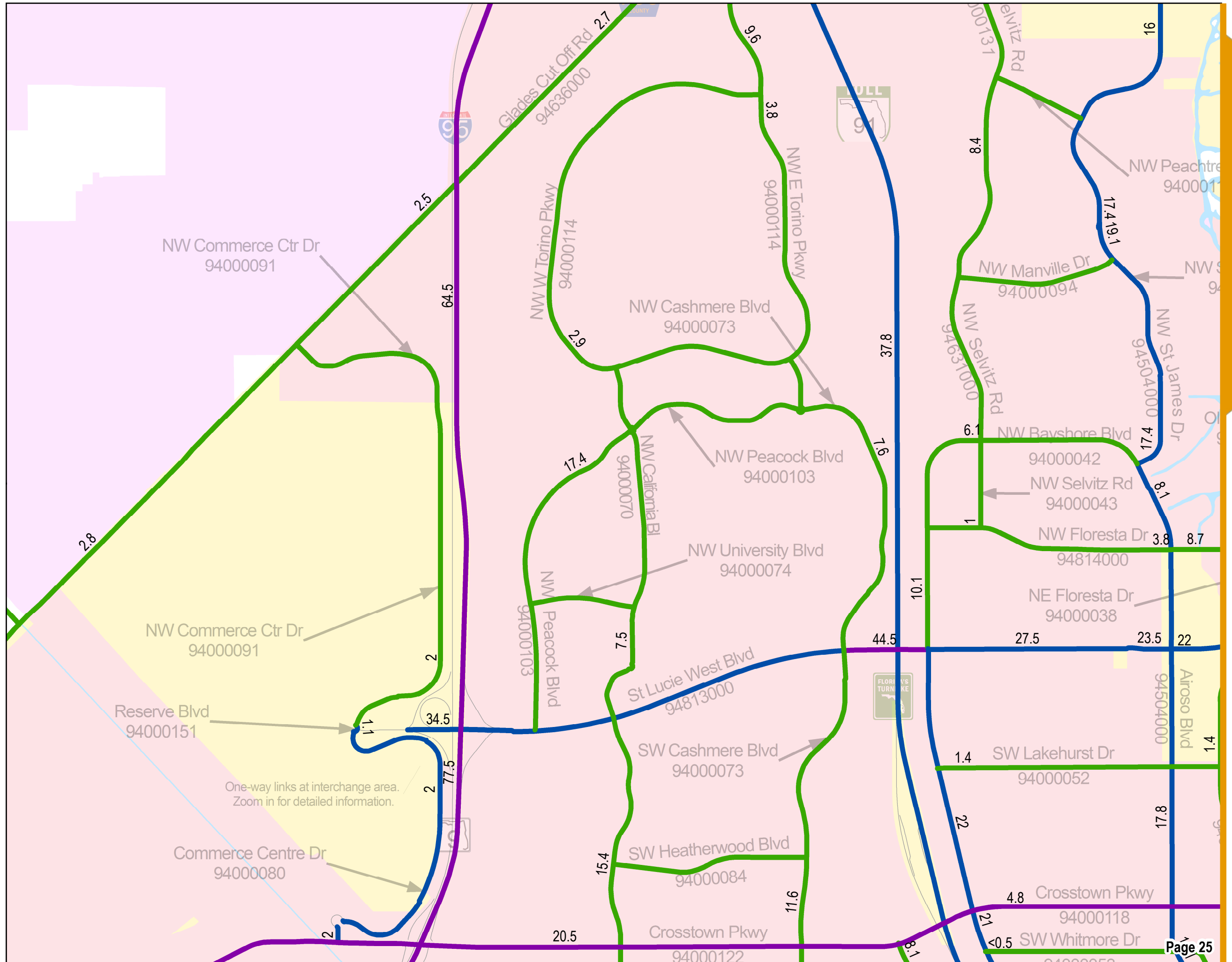


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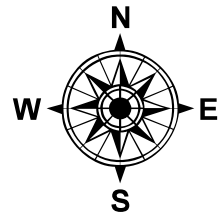
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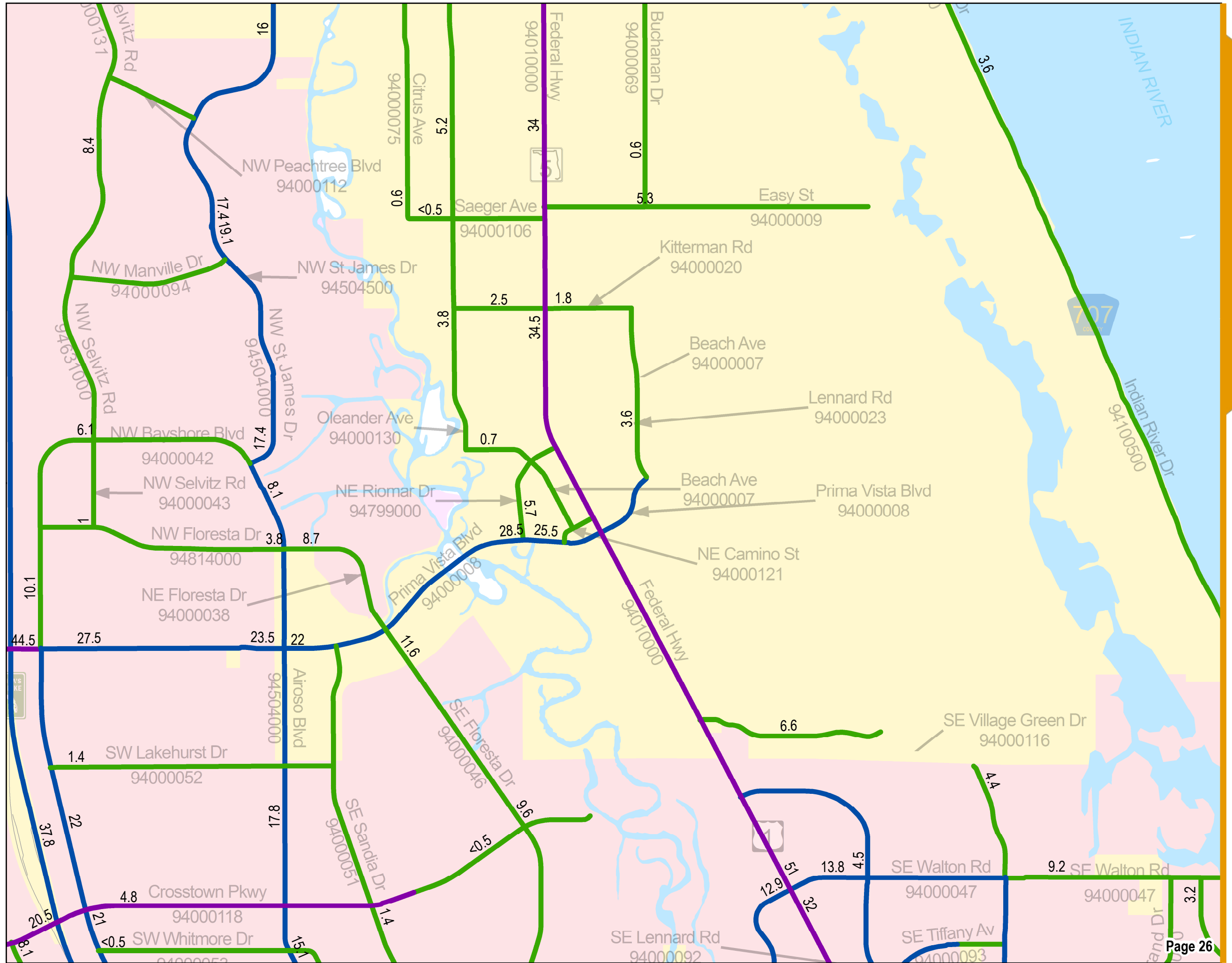


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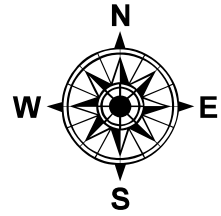
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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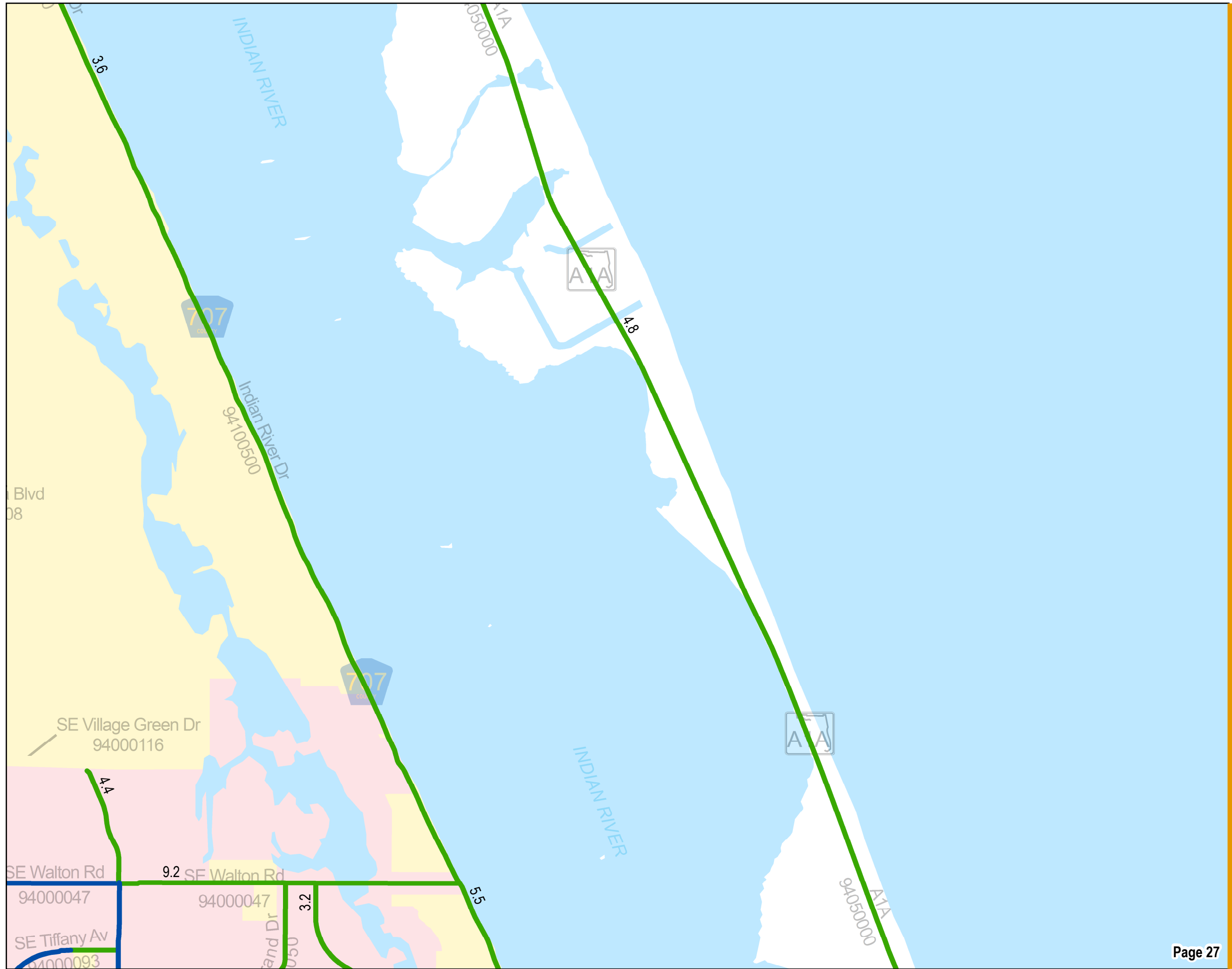
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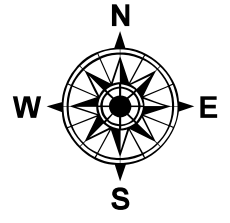


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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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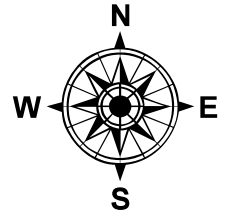


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FDOT DISTRICT IV
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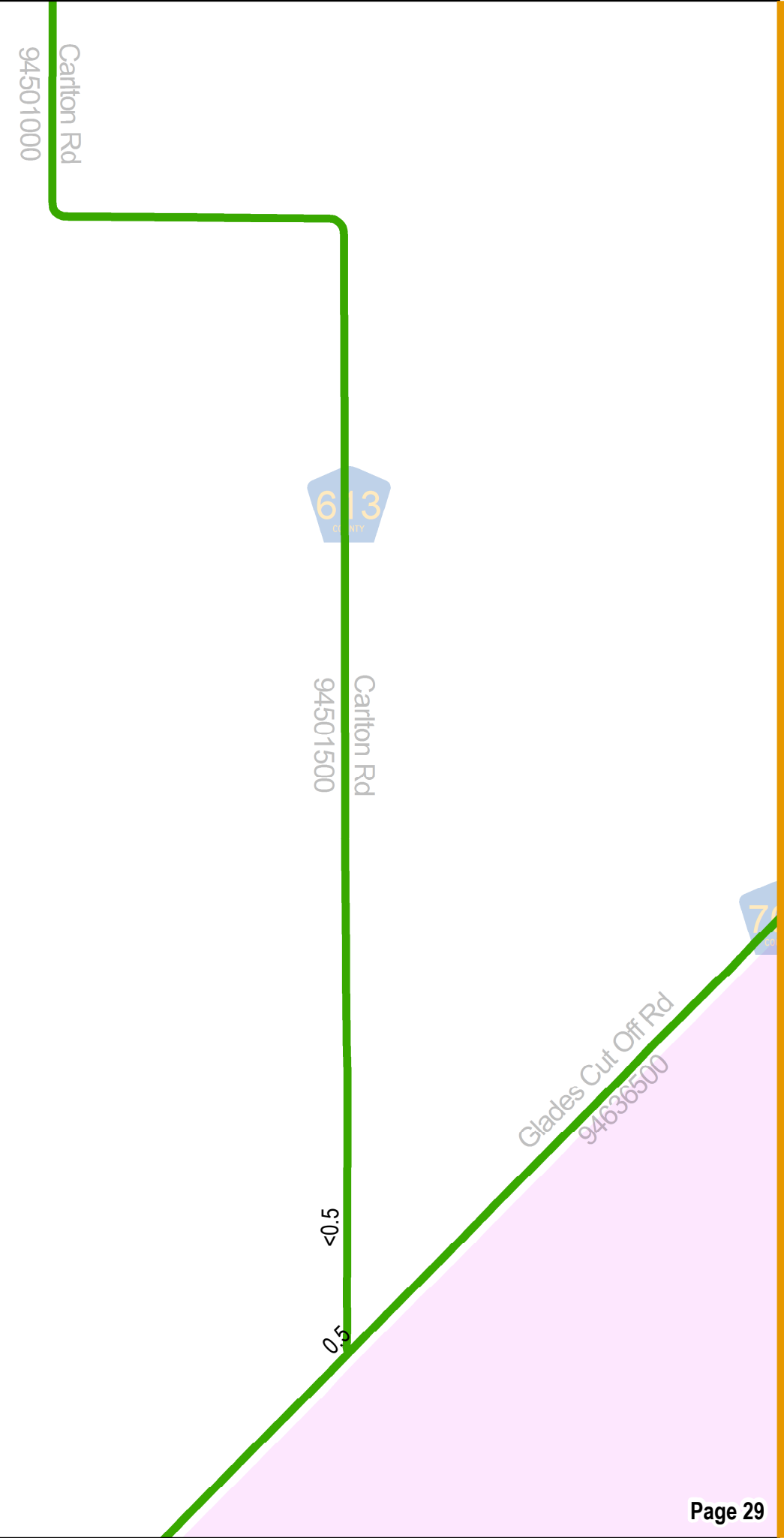
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xxx: AADT in 1,000s



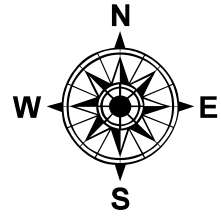
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FDOT DISTRICT IV

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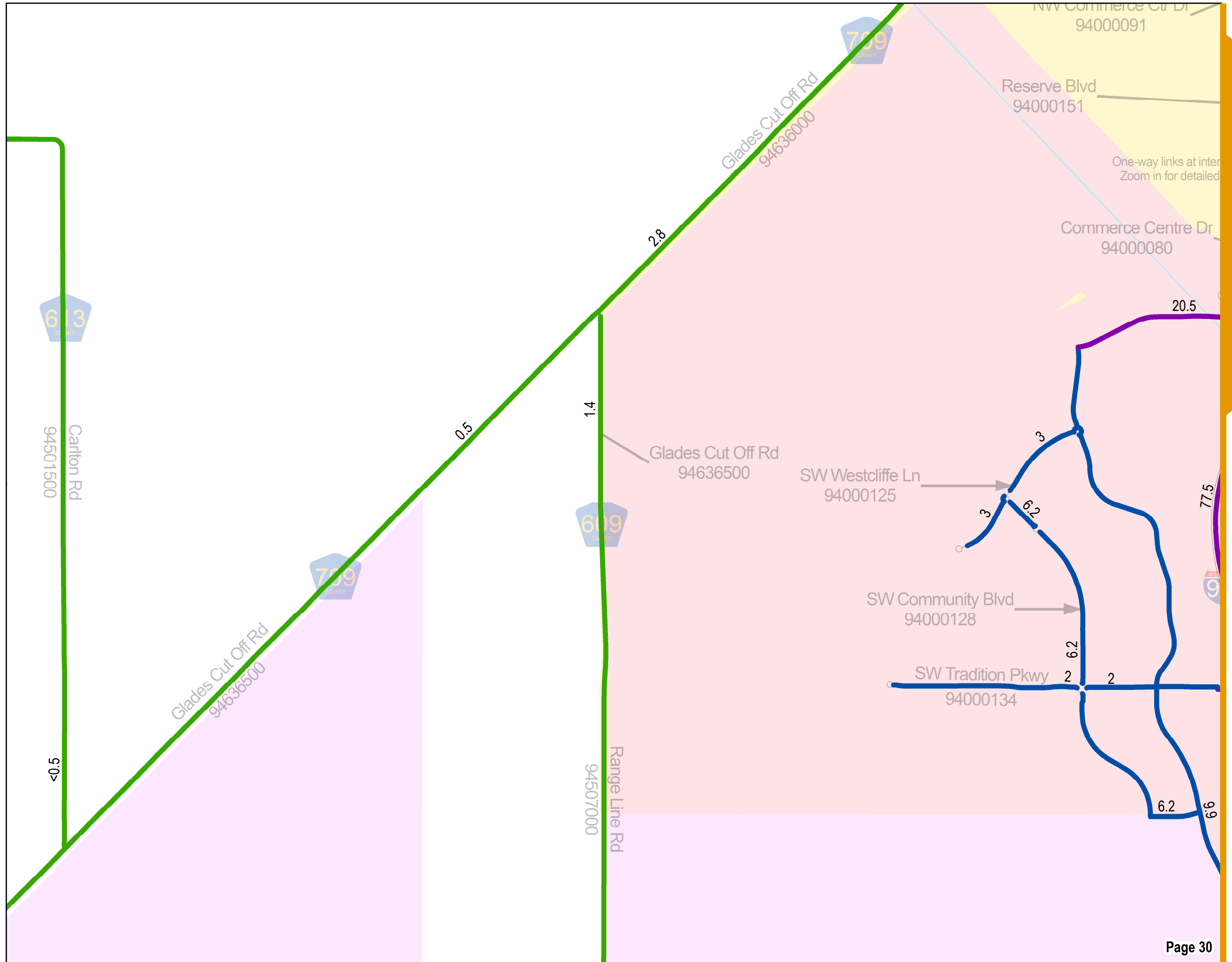


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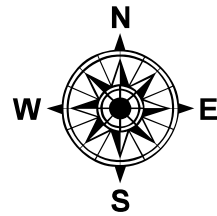
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes

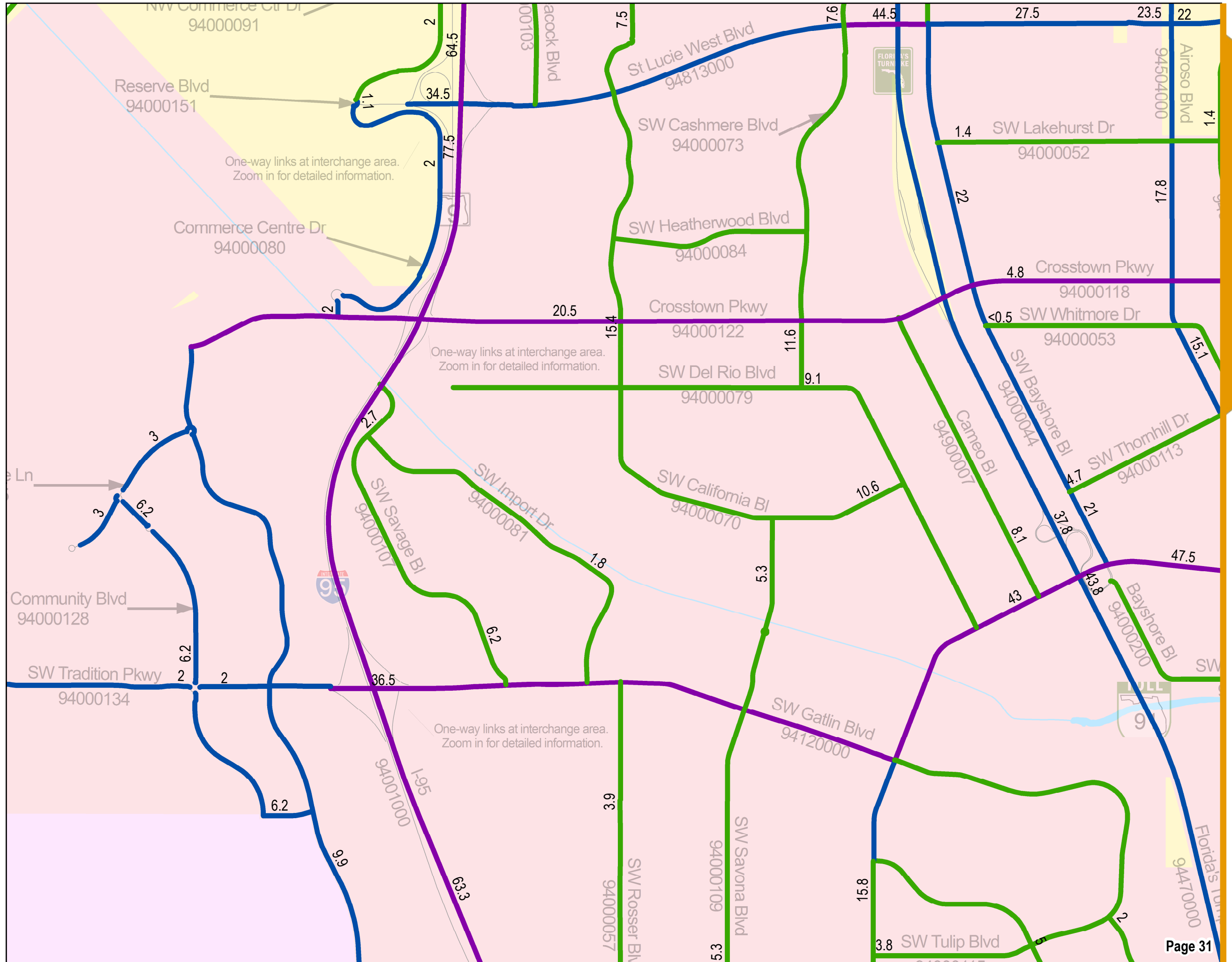


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Production Date: 11/12/2017

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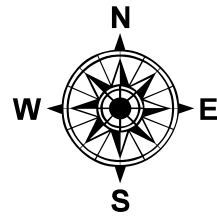


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

LEVEL OF SERVICE ASSESSMENT REPORT



LEGEND

Number of Lanes

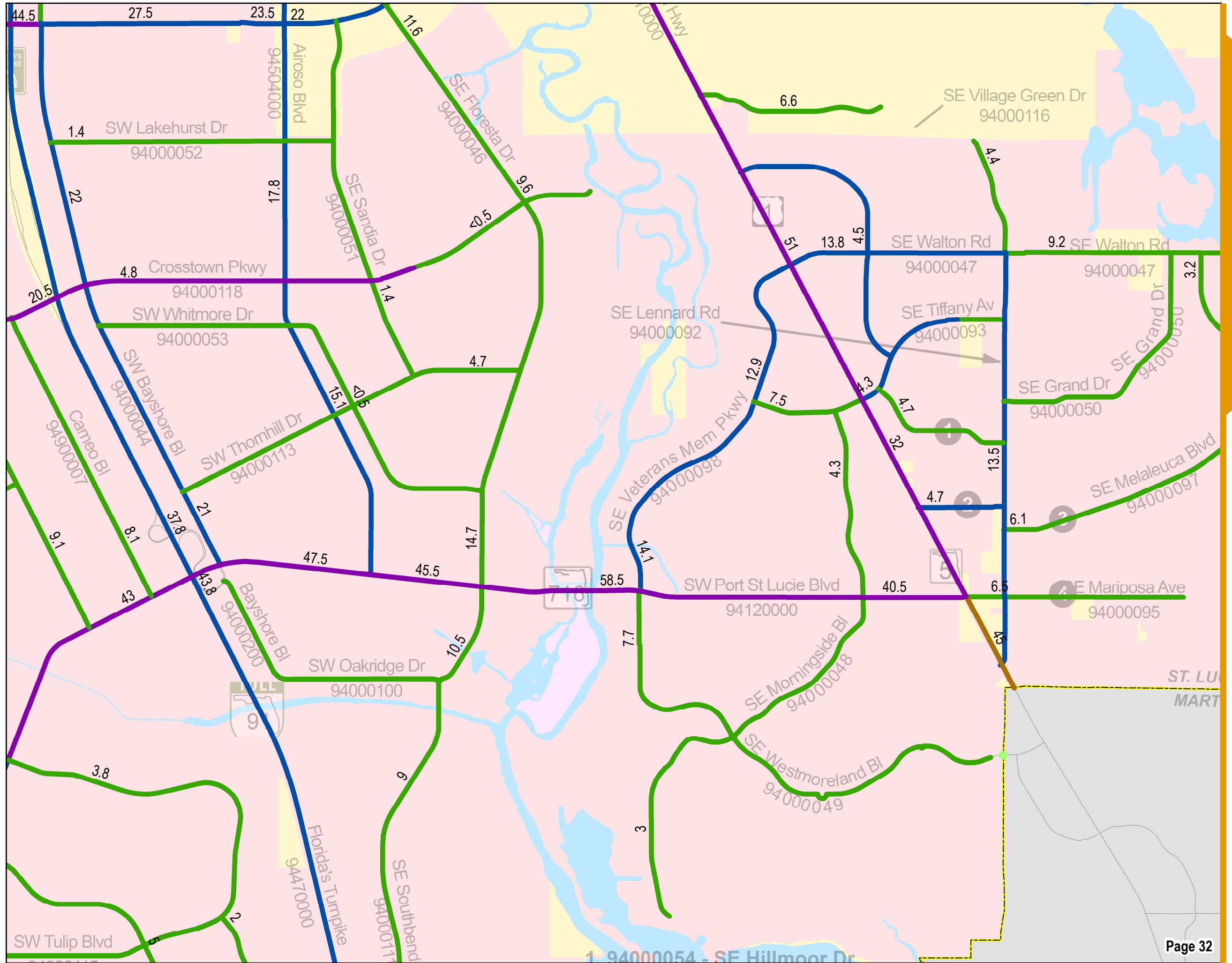


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Production Date: 11/12/2017

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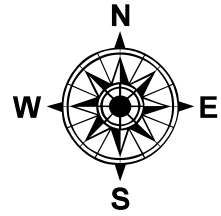


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

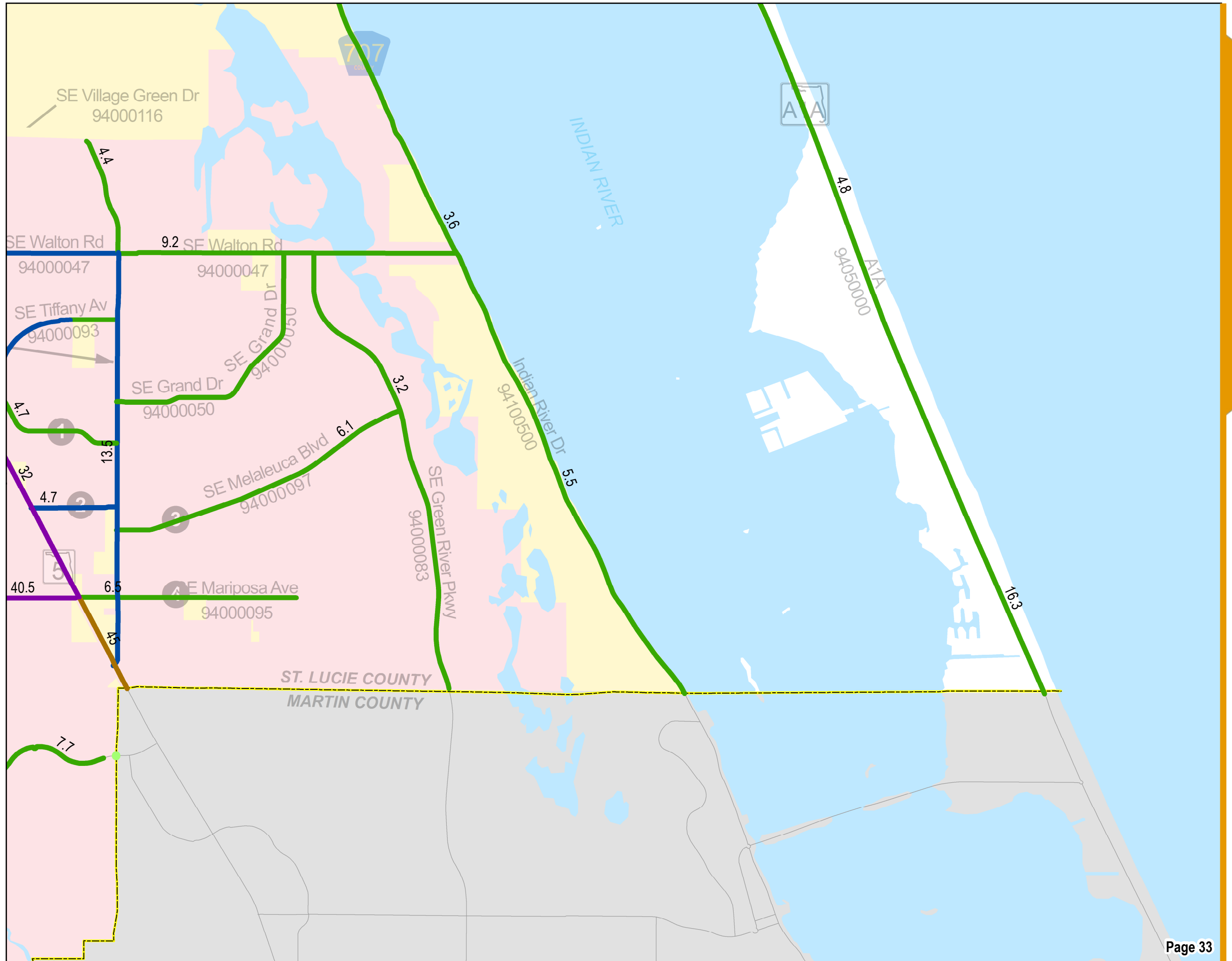


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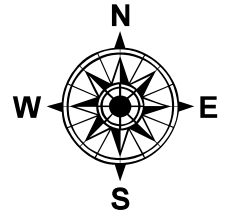


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**FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

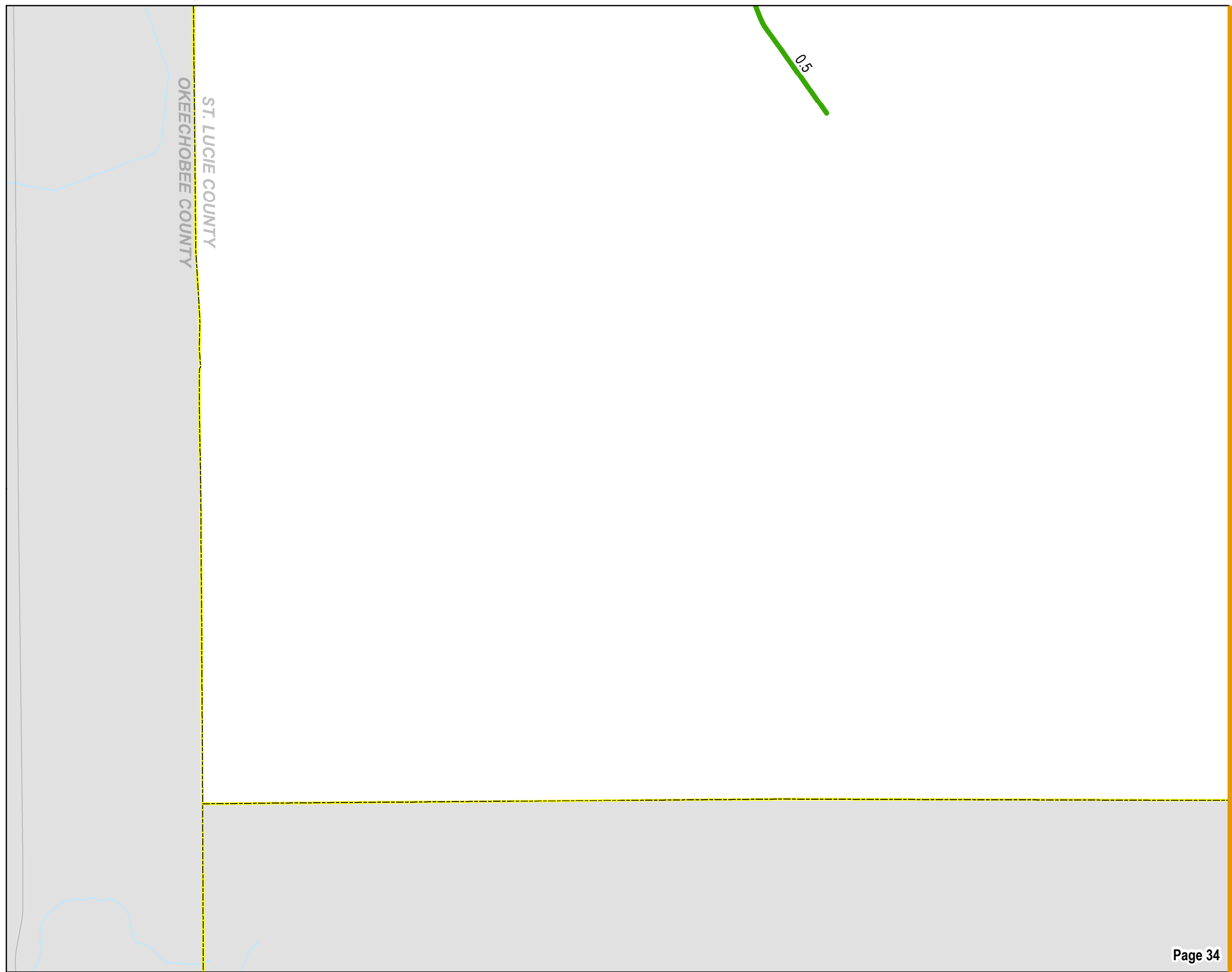
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xxx: AADT in 1,000s



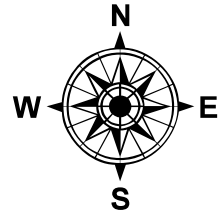
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

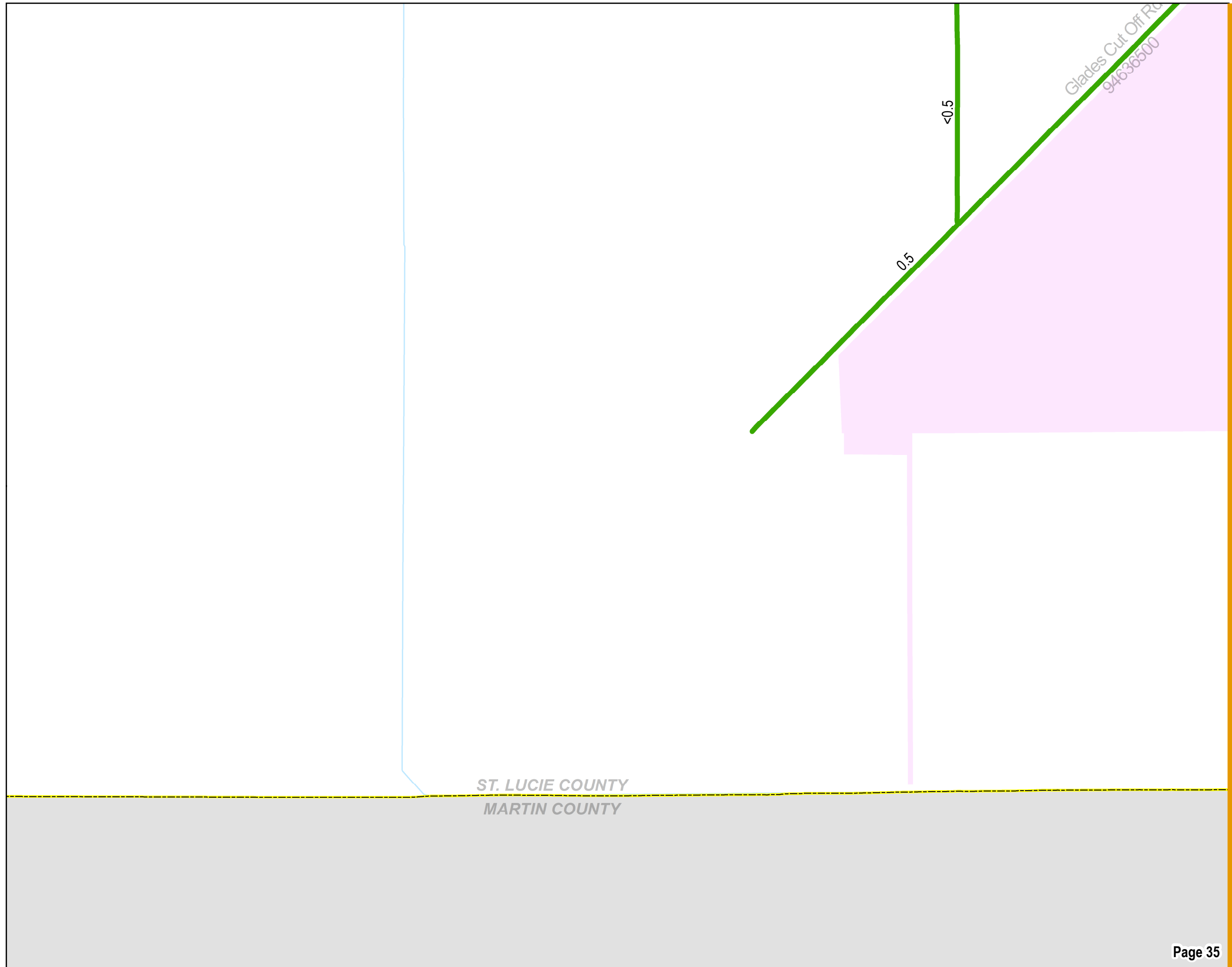


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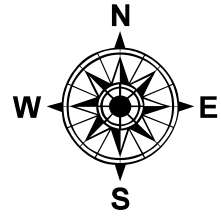


ST LUCIE COUNTY

2016 AADT AND NUMBER OF LANES

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

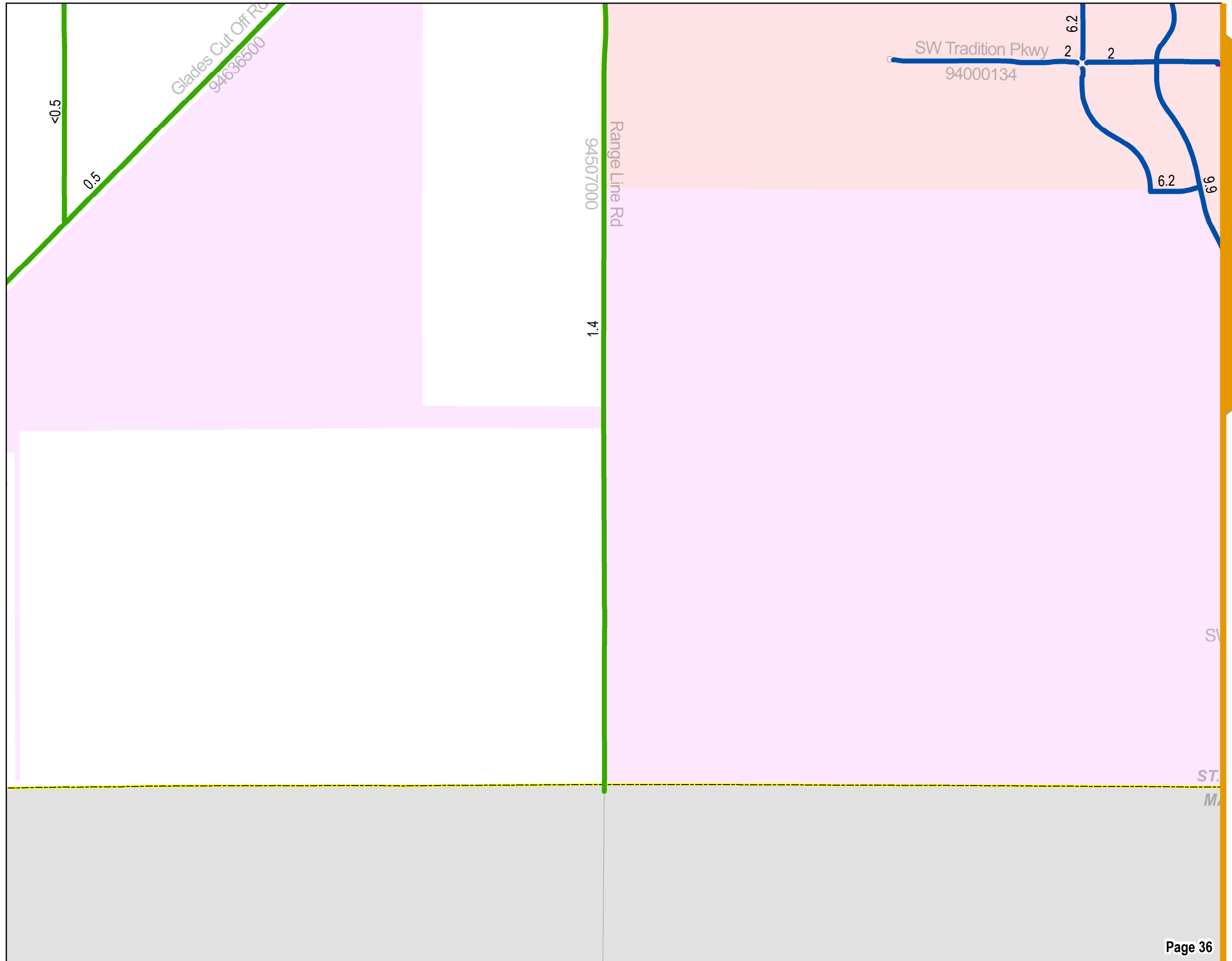


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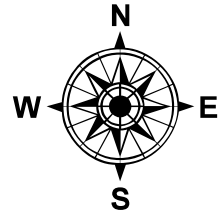
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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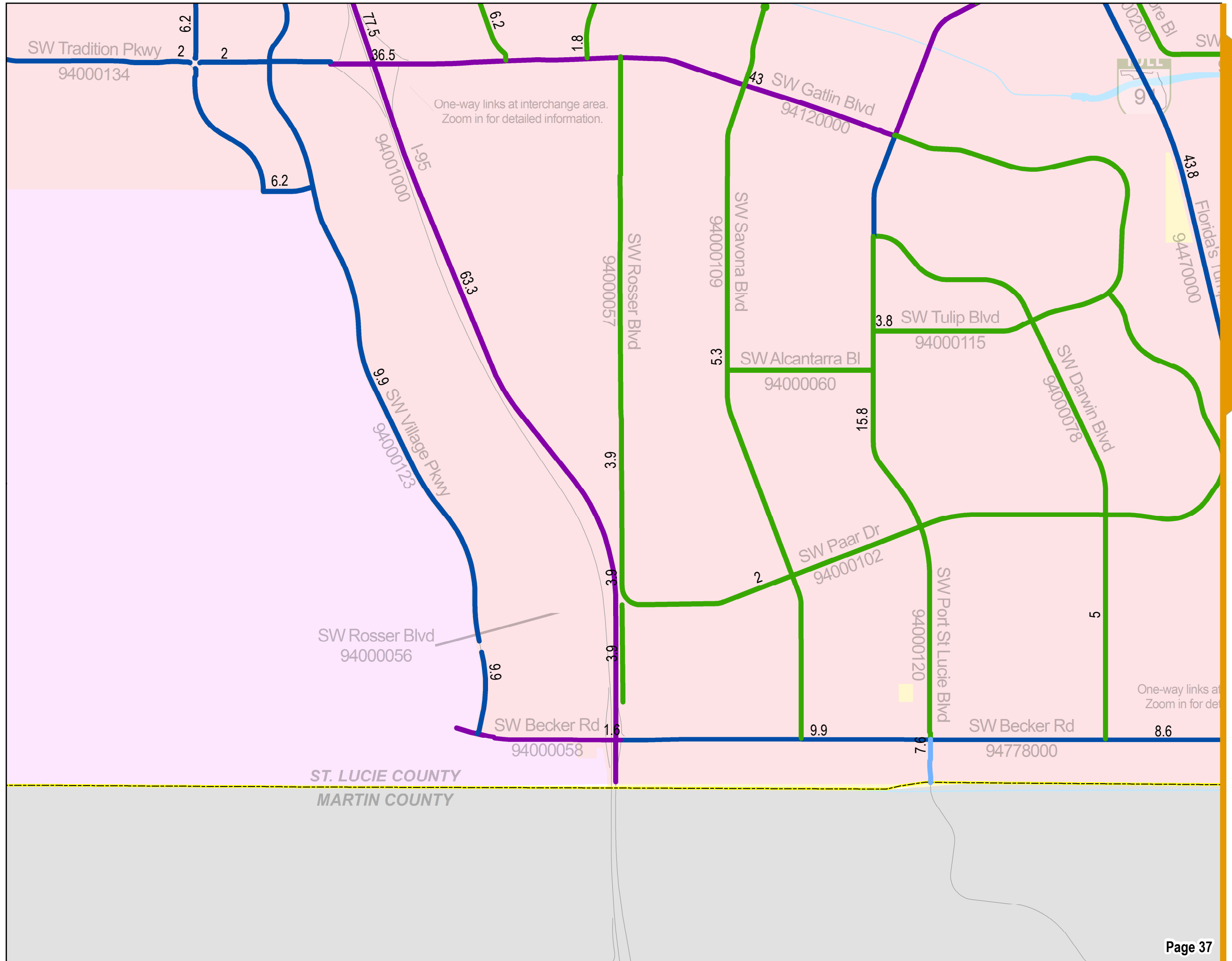


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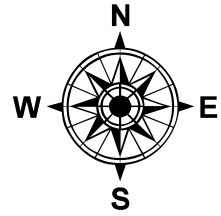
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FDOT DISTRICT IV

**LEVEL OF SERVICE
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Number of Lanes

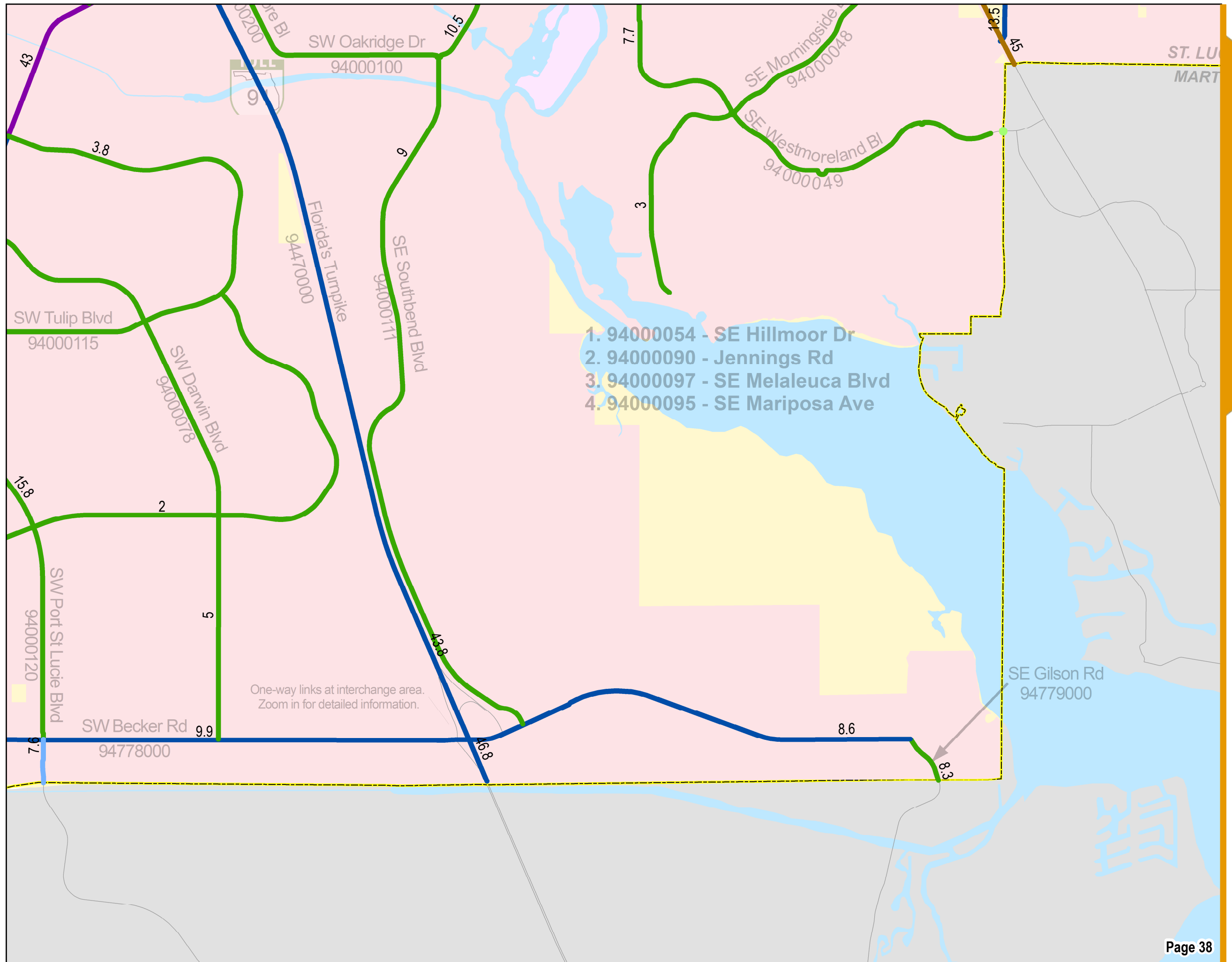


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Production Date: 11/12/2017

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2016 AADT AND NUMBER OF LANES: INDEX MAP

SERIES INFORMATION

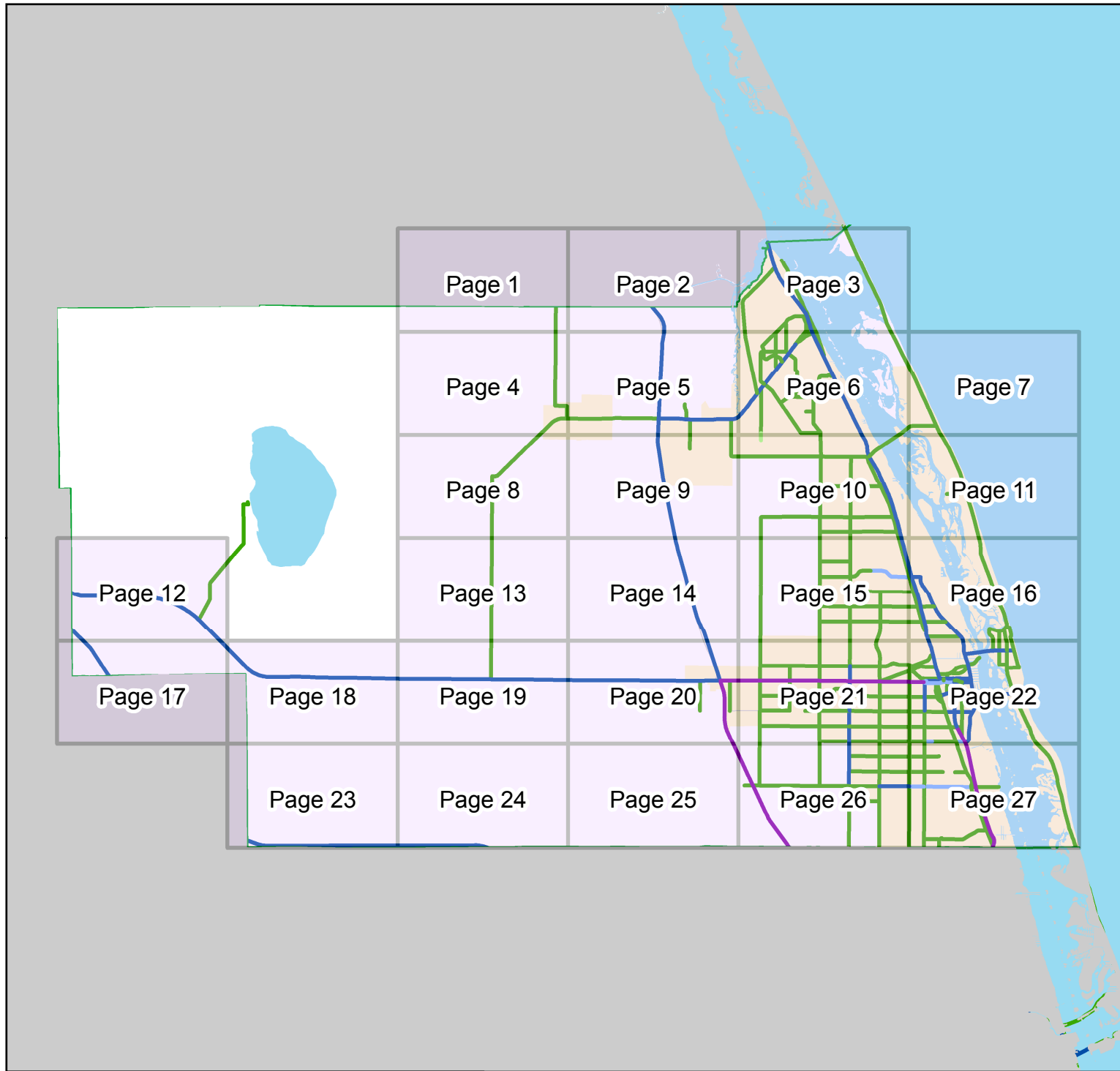
Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. Annual Average Daily Traffic (AADT) measures how busy a roadway is. AADT is defined as total traffic volume of a roadway for a year divided by 365. Number of lanes in the maps indicates total number of through lanes on both directions of a roadway segment. For one-way street segments, number of lanes indicates total number of through lanes of the street segment.

Note:

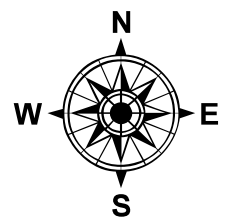
1. The data presented in this map series is accurate up to date of production.
2. The maps are intended for planning purposes only.
3. All AADT are expressed in thousands.
4. The 2016 AADT and Number of Lanes reported along state roadways are consistent with the FDOT Annual LOS Reporting.
5. The 2016 AADT and Number of Lanes reported along the non-state roadways are from 2016 Florida Transportation Information DVD.

Data Source:

1. Florida Transportation Information 2016.
2. FDOT Annual LOS reporting, July 2017.
3. Base map is developed and maintained by the FDOT Transportation Statistics (TranStat) Office.



LEGEND



- County Boundaries
- Road Network
- FHWA Urban Area

Number of Lanes

- | | | |
|---|---|-----|
| 1 | 5 | 9 |
| 2 | 6 | 10 |
| 3 | 7 | >10 |
| 4 | 8 | |

CONTACT INFORMATION

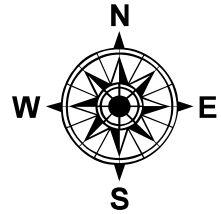
Shi-Chiang Li
Chon Wong

shi-chiang.li@dot.state.fl.us
chon.wong@dot.state.fl.us

(954) 777-4655
(954) 777-4659

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

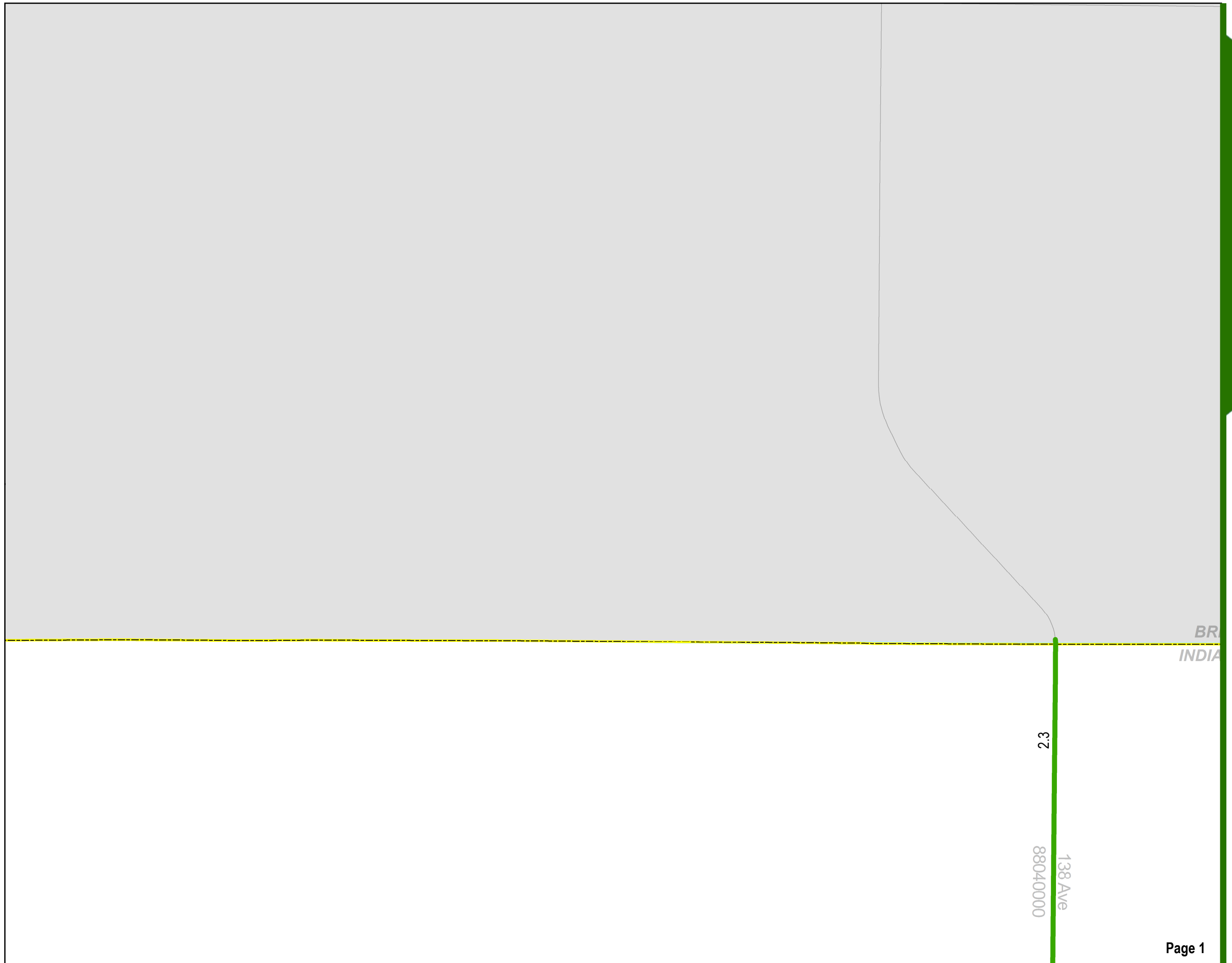


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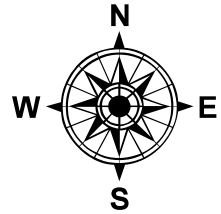
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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Number of Lanes

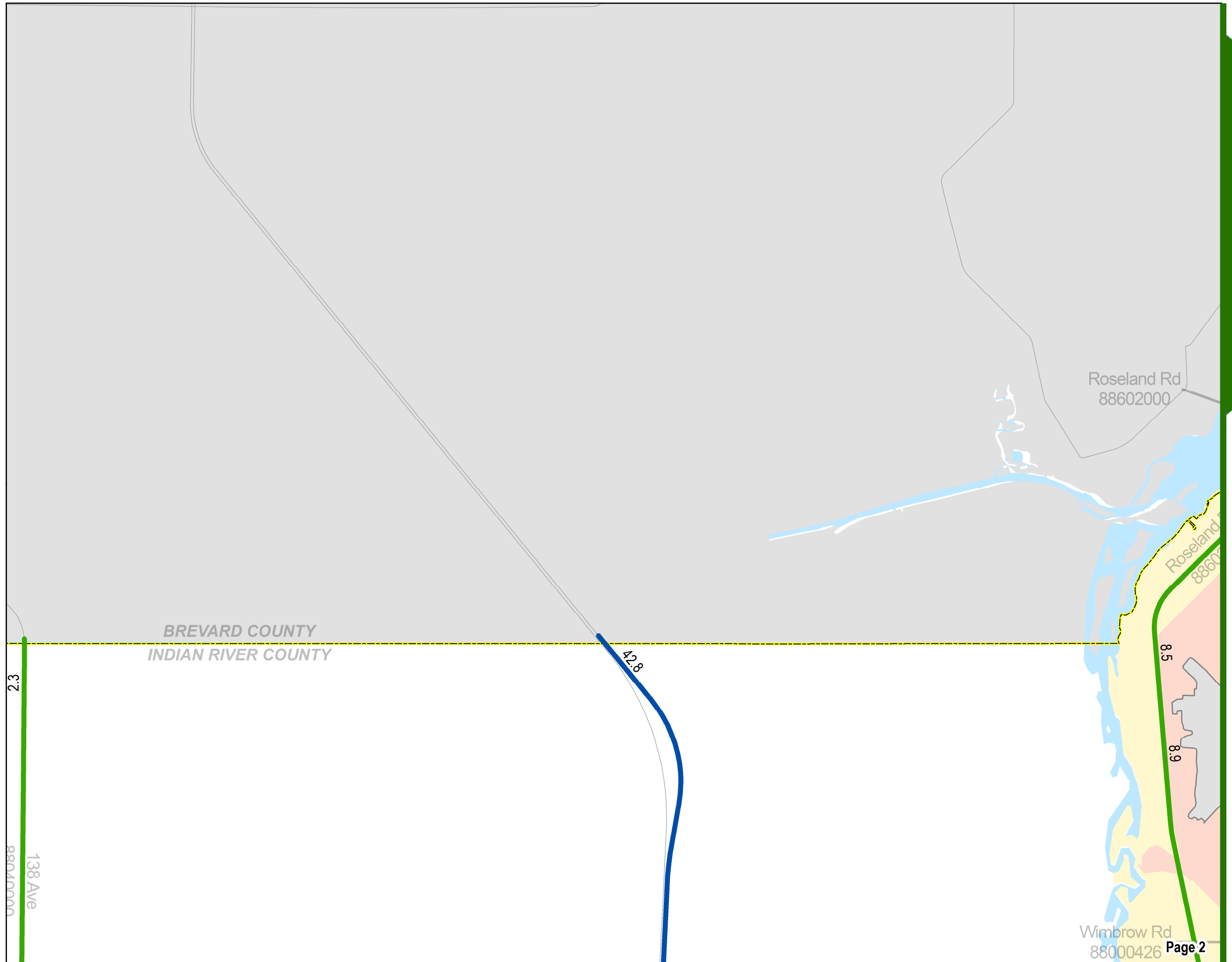


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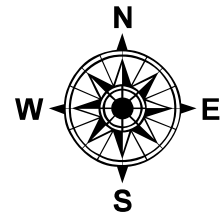
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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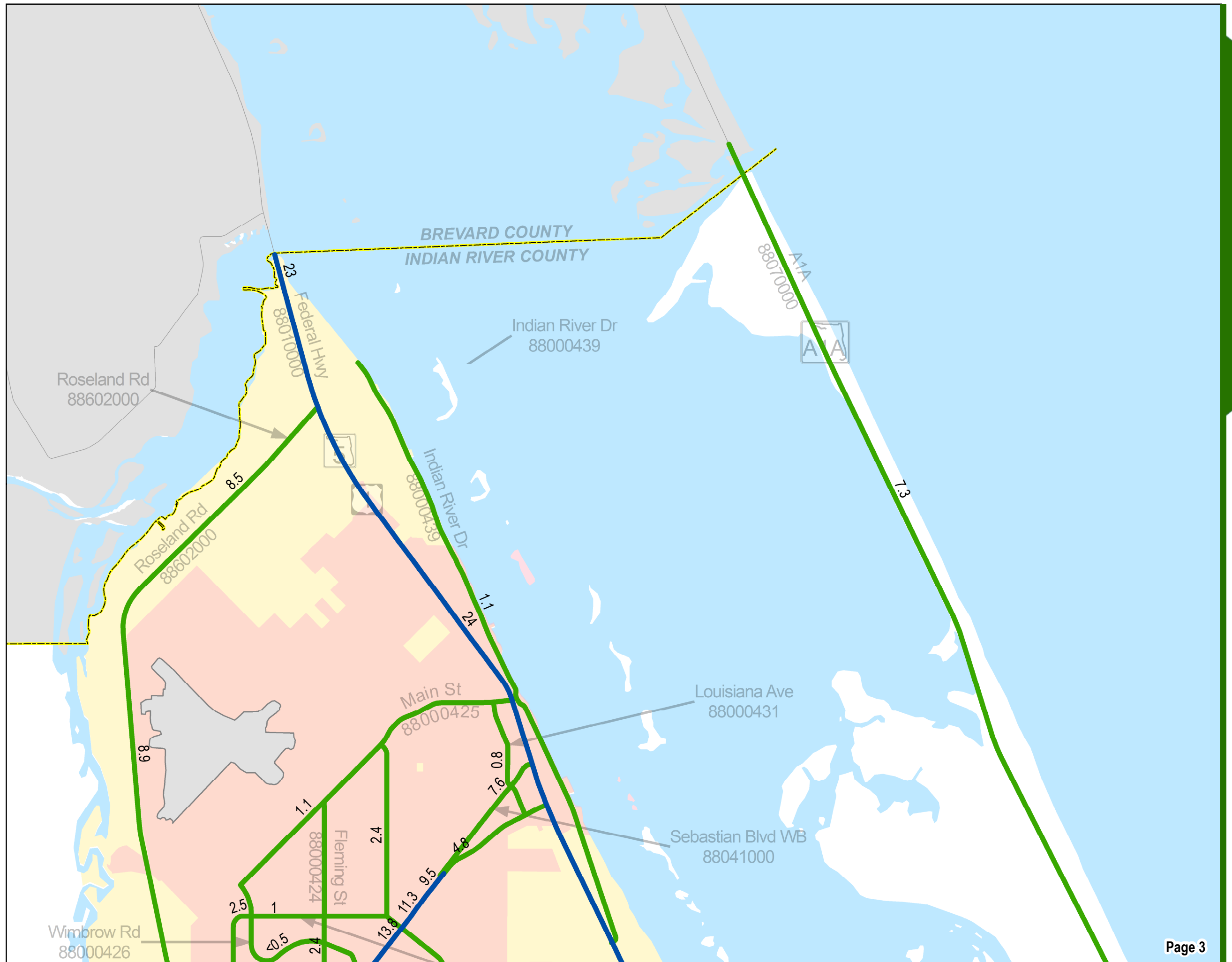


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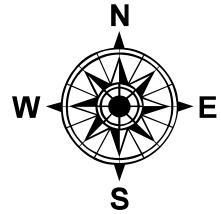
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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes



xxx: AADT in 1,000s



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BR
INDIA

INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

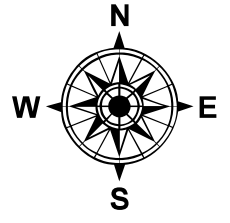
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88020000

2.3
138 Ave
88040000



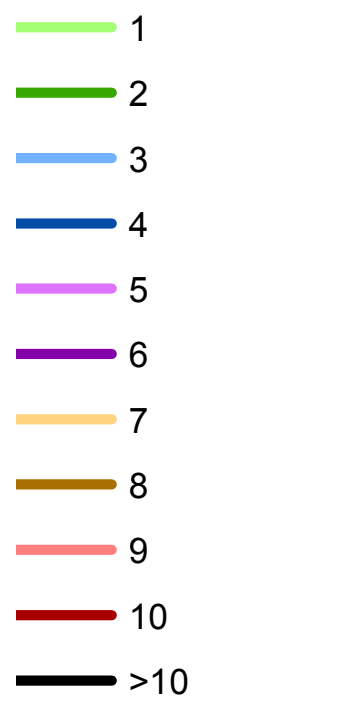
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FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

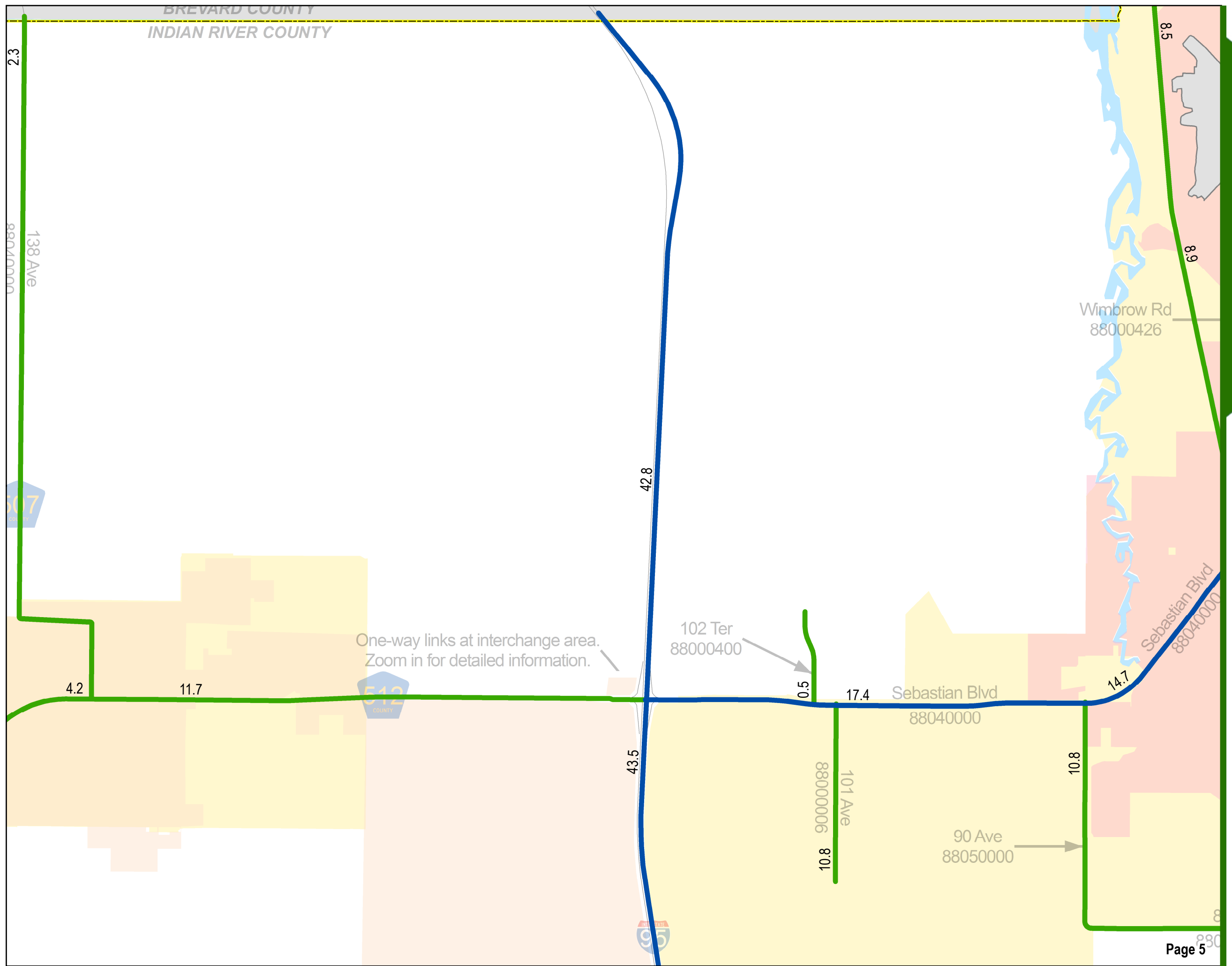


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Production Date: 11/12/2017

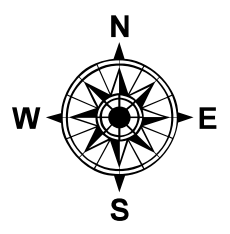
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INDIAN RIVER COUNTY

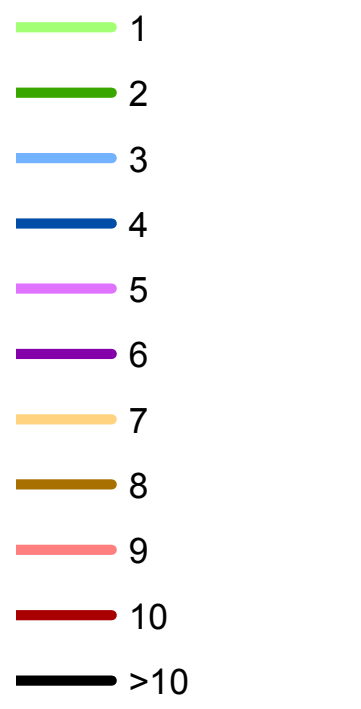
2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



LEGEND

Number of Lanes

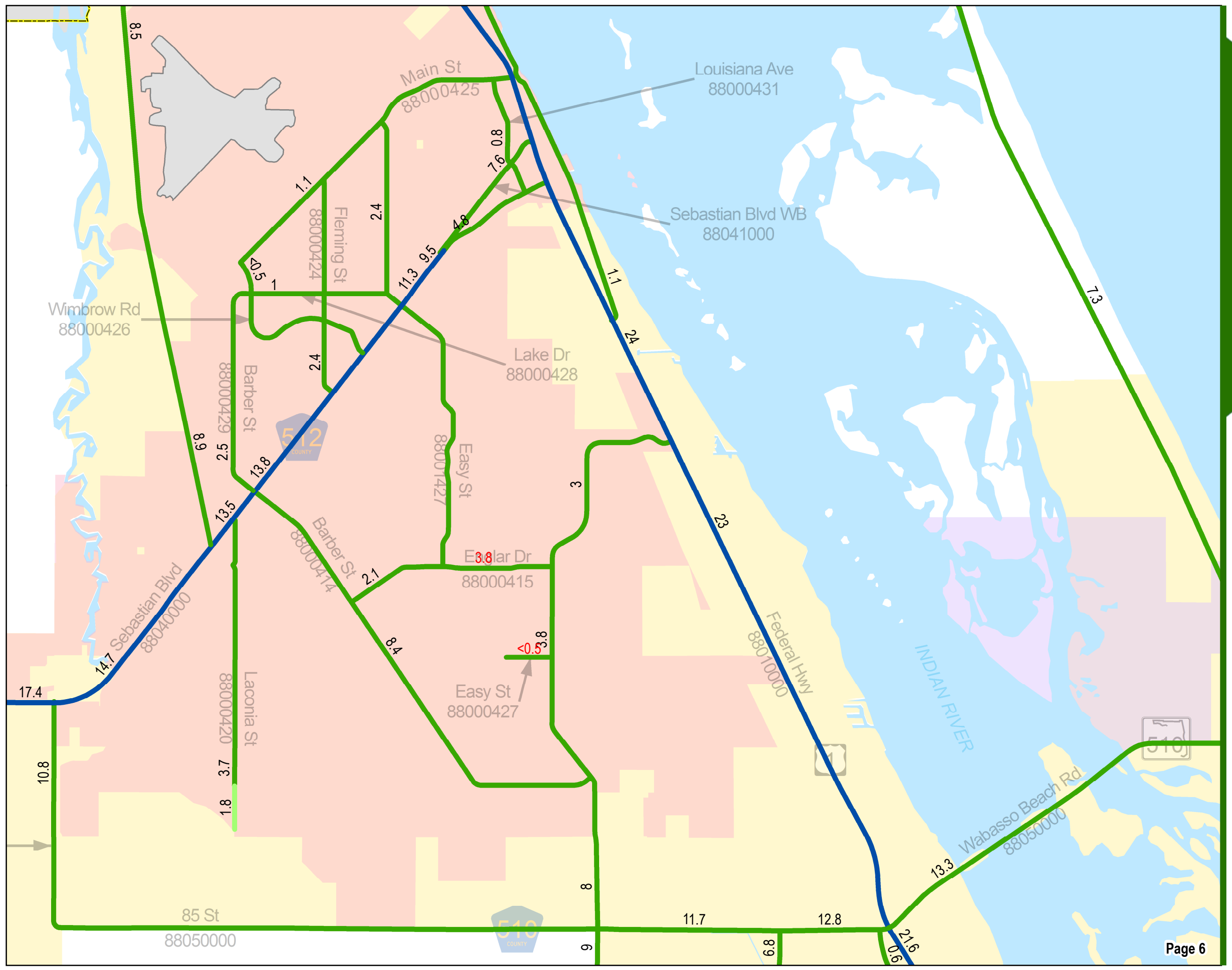


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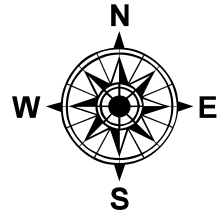


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



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Number of Lanes

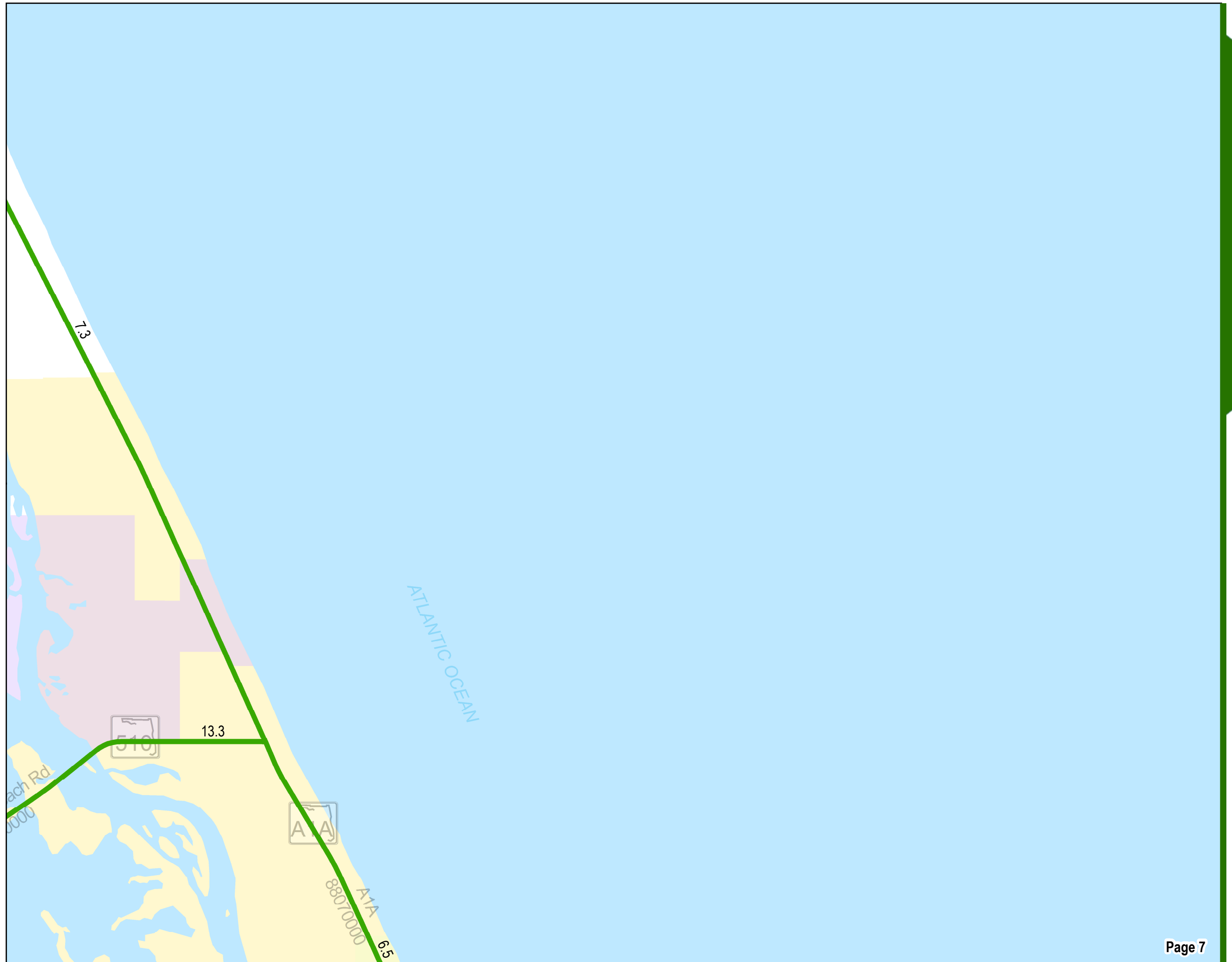


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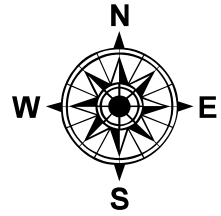
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FDOT DISTRICT IV

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Number of Lanes

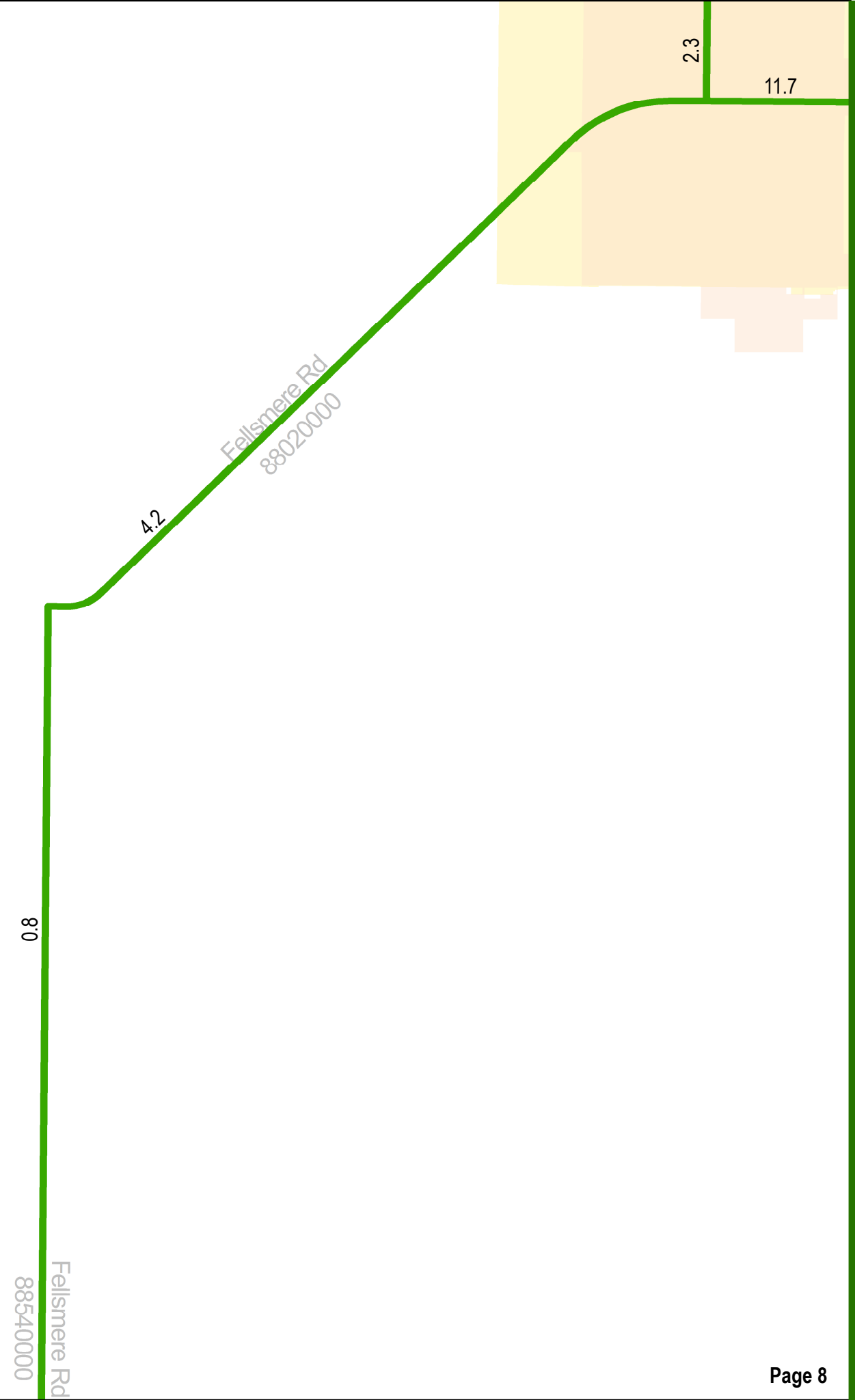


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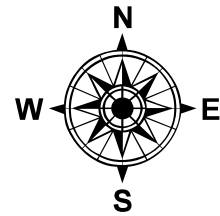
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FDOT DISTRICT IV

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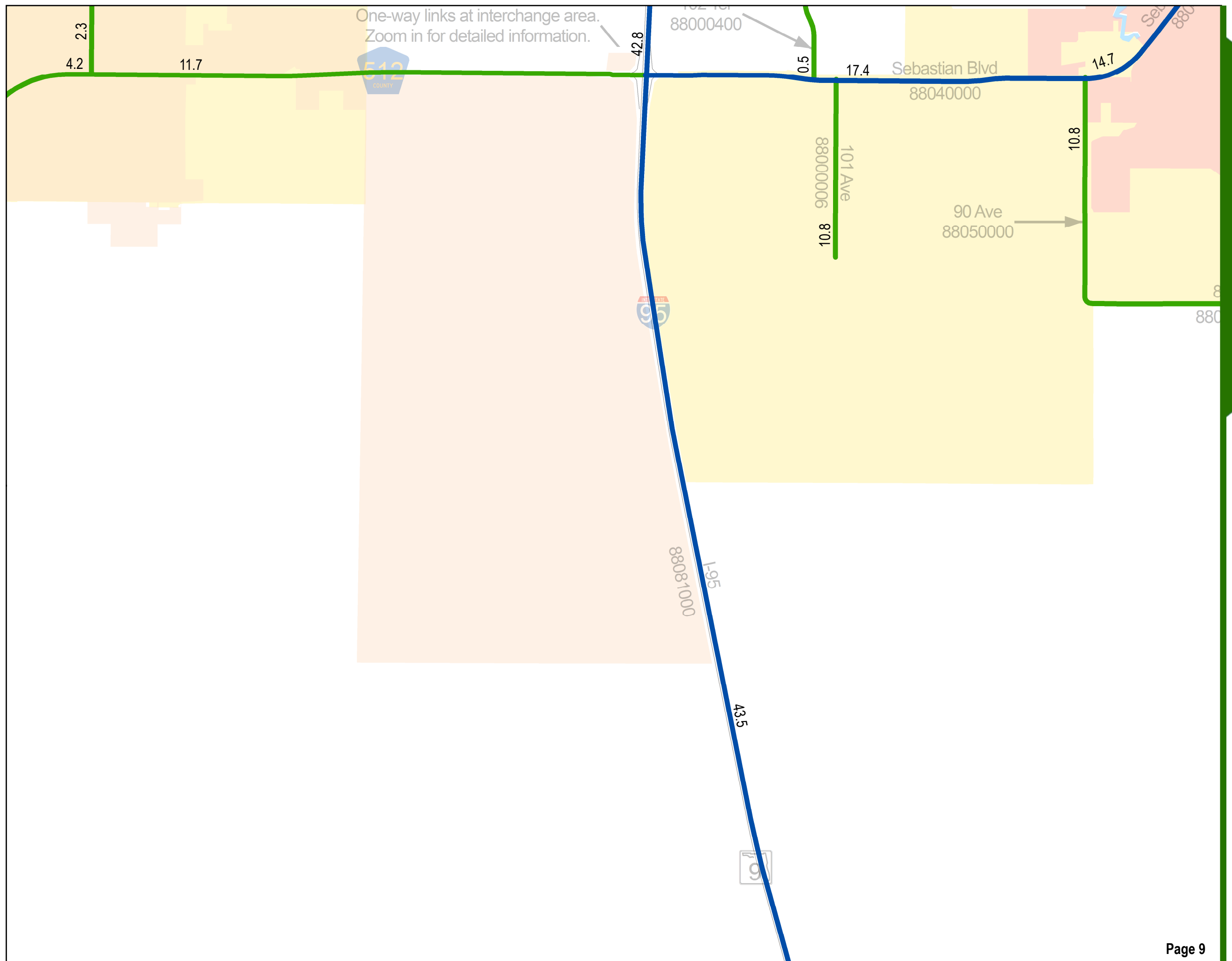


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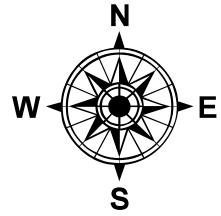
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2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

LEVEL OF SERVICE ASSESSMENT REPORT



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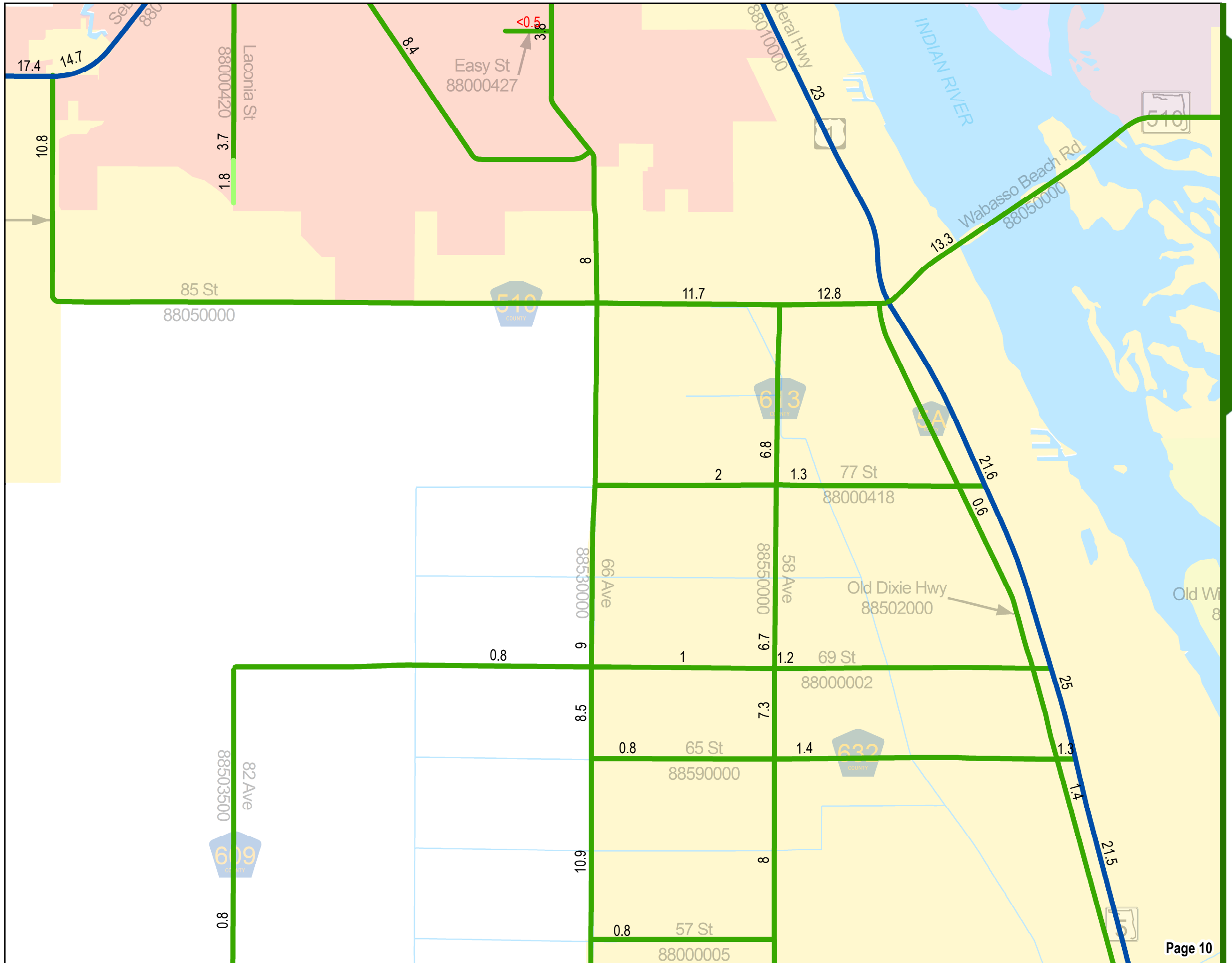


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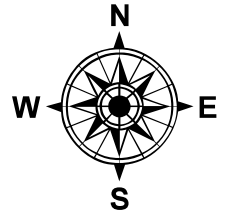


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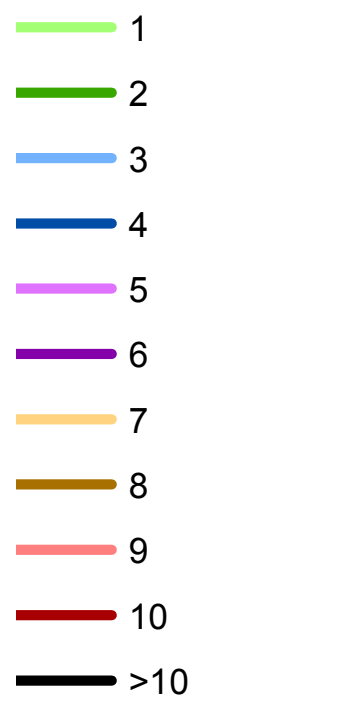


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LEVEL OF SERVICE
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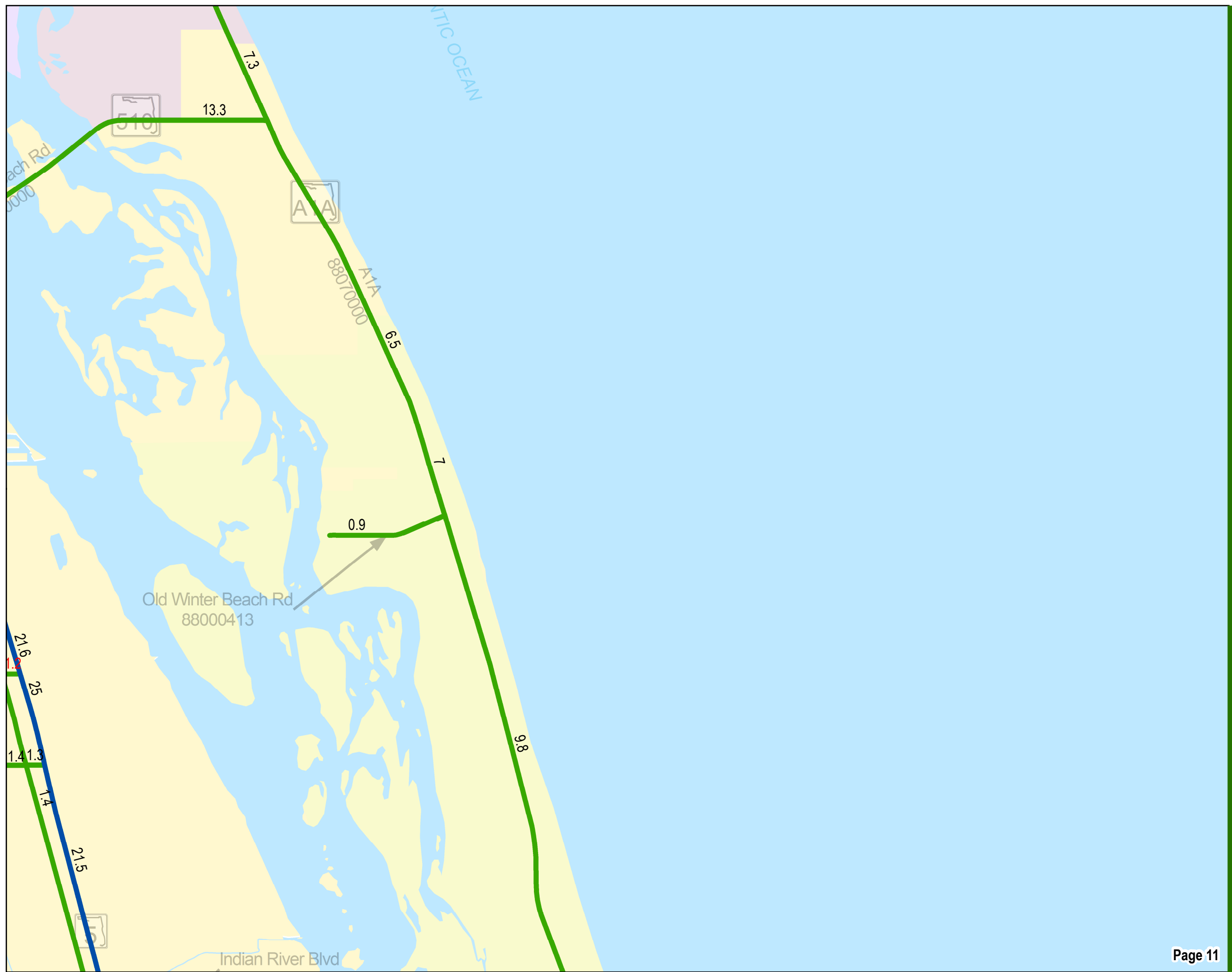


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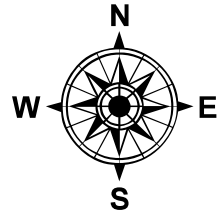
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FDOT DISTRICT IV

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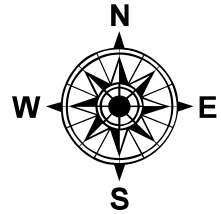
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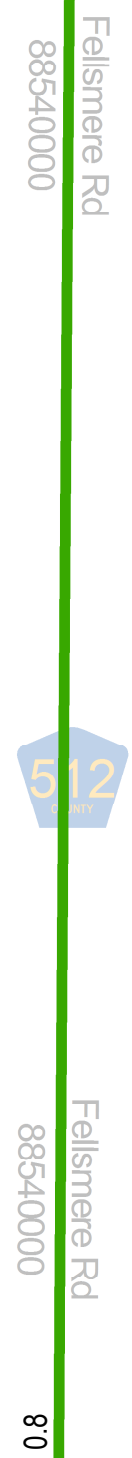


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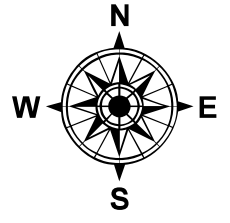


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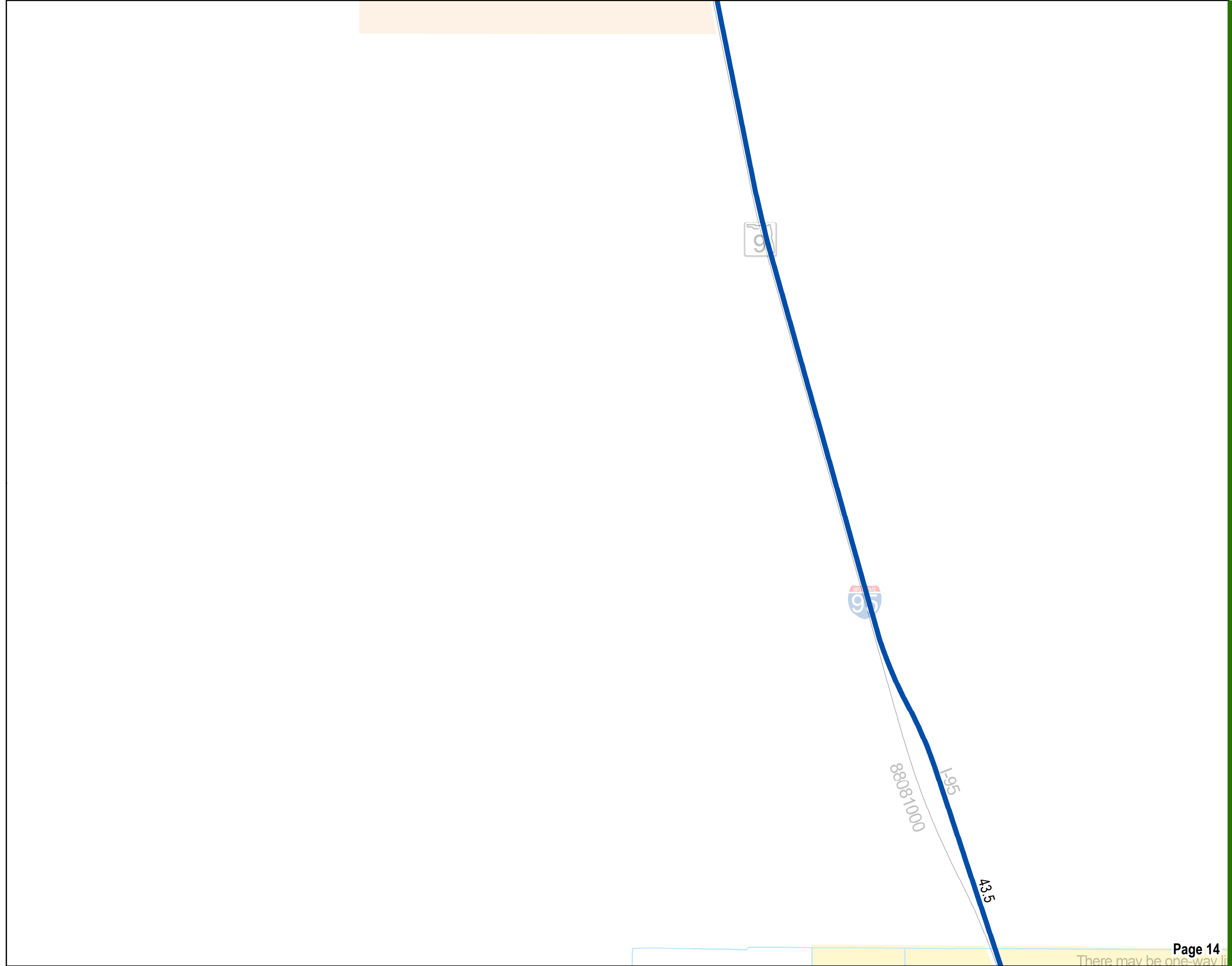


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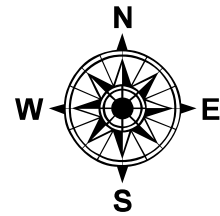
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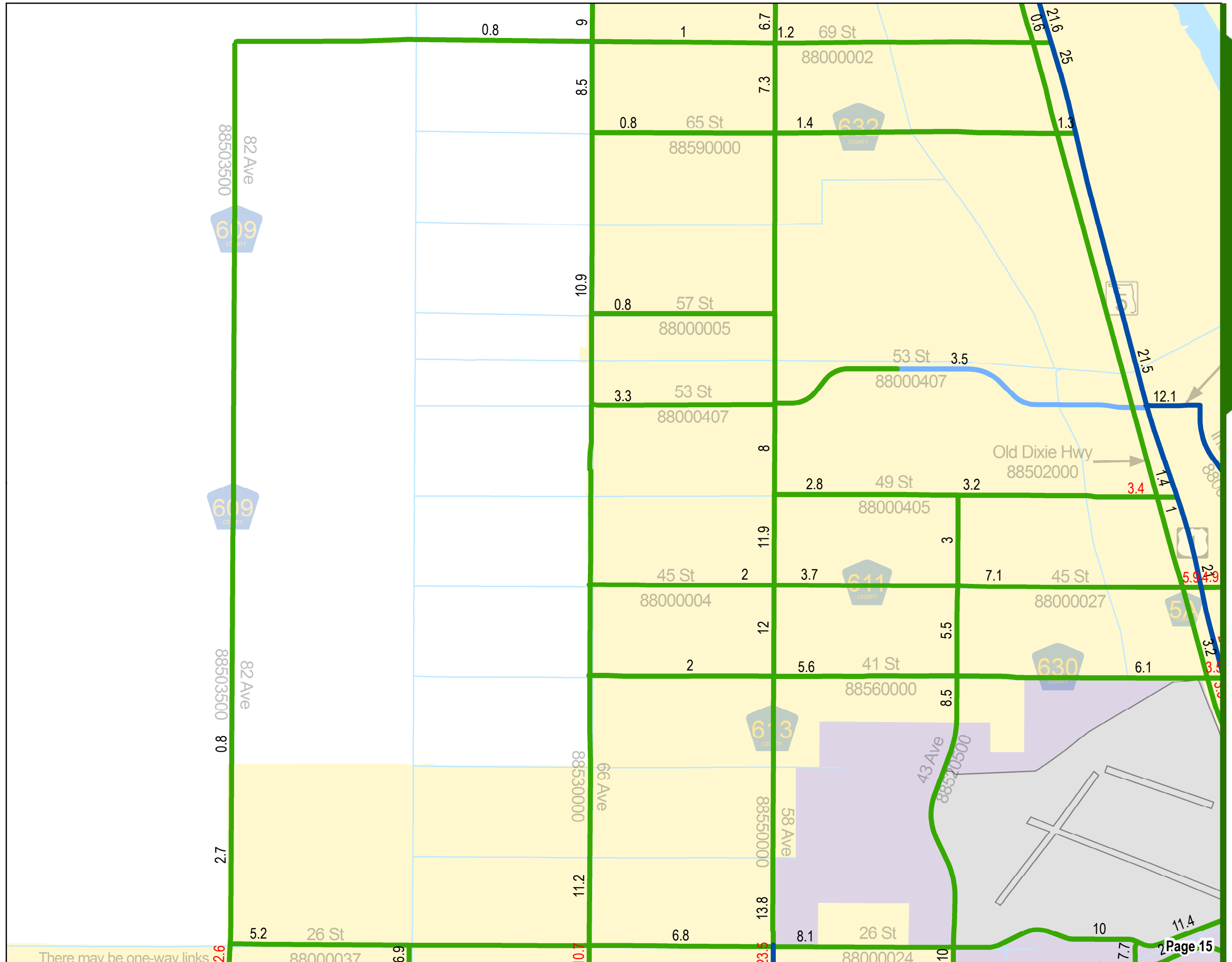


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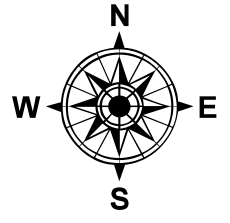
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INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV
LEVEL OF SERVICE
ASSESSMENT REPORT



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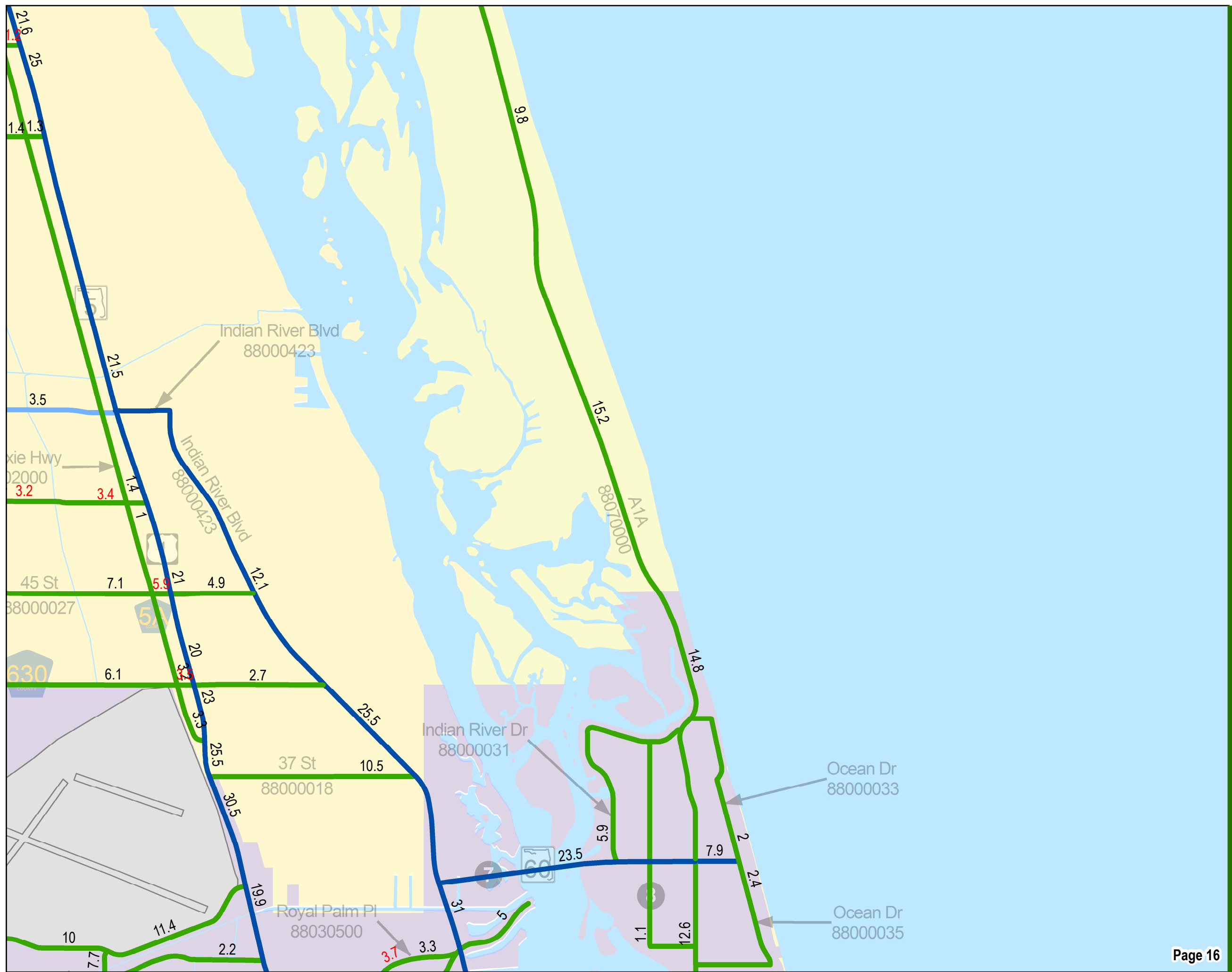
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xxx: AADT in 1,000s

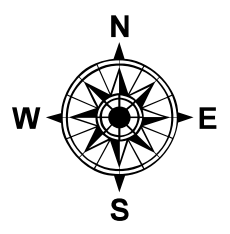


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ASSESSMENT REPORT



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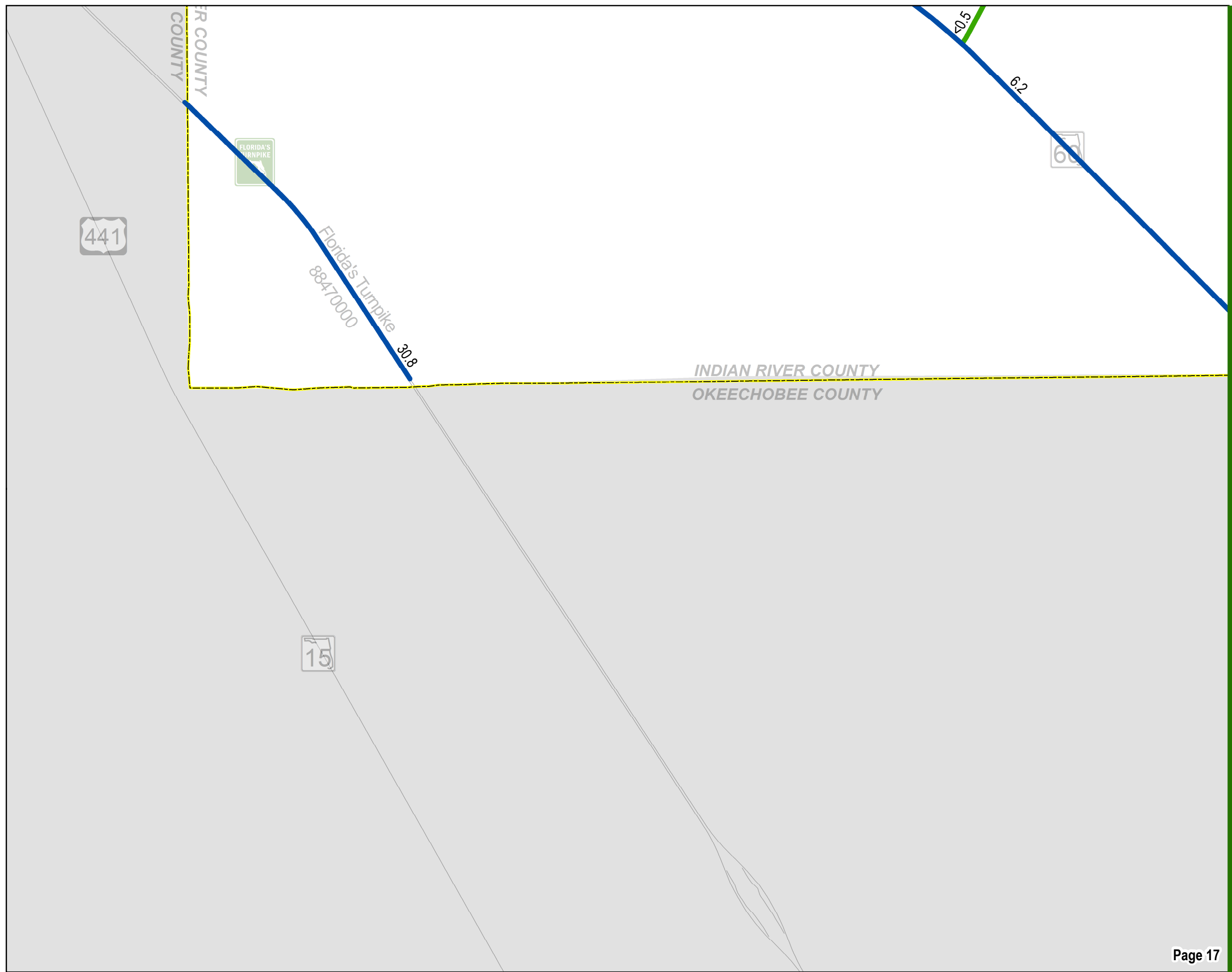
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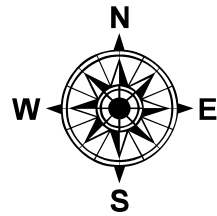


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

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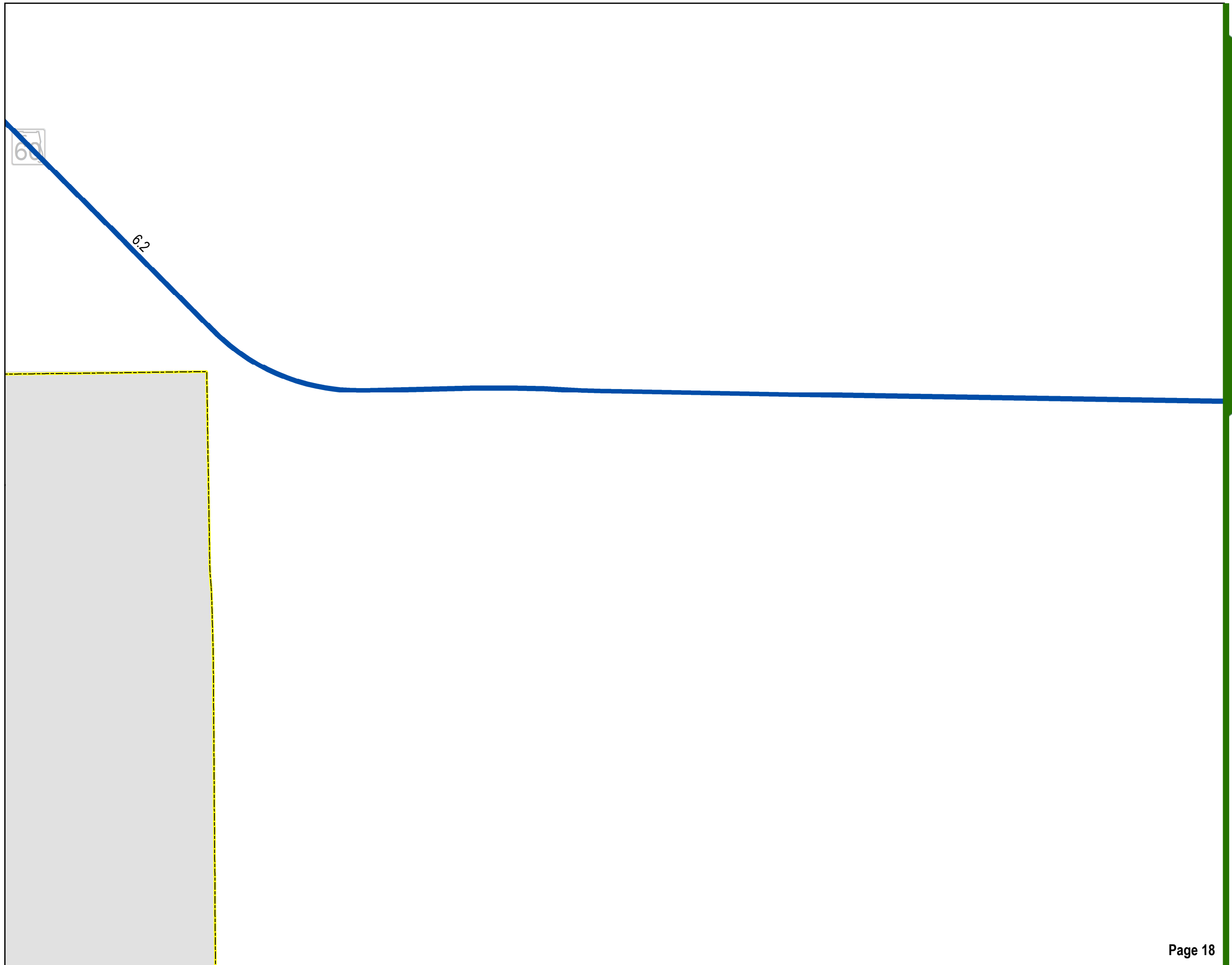
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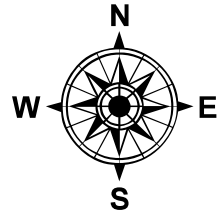
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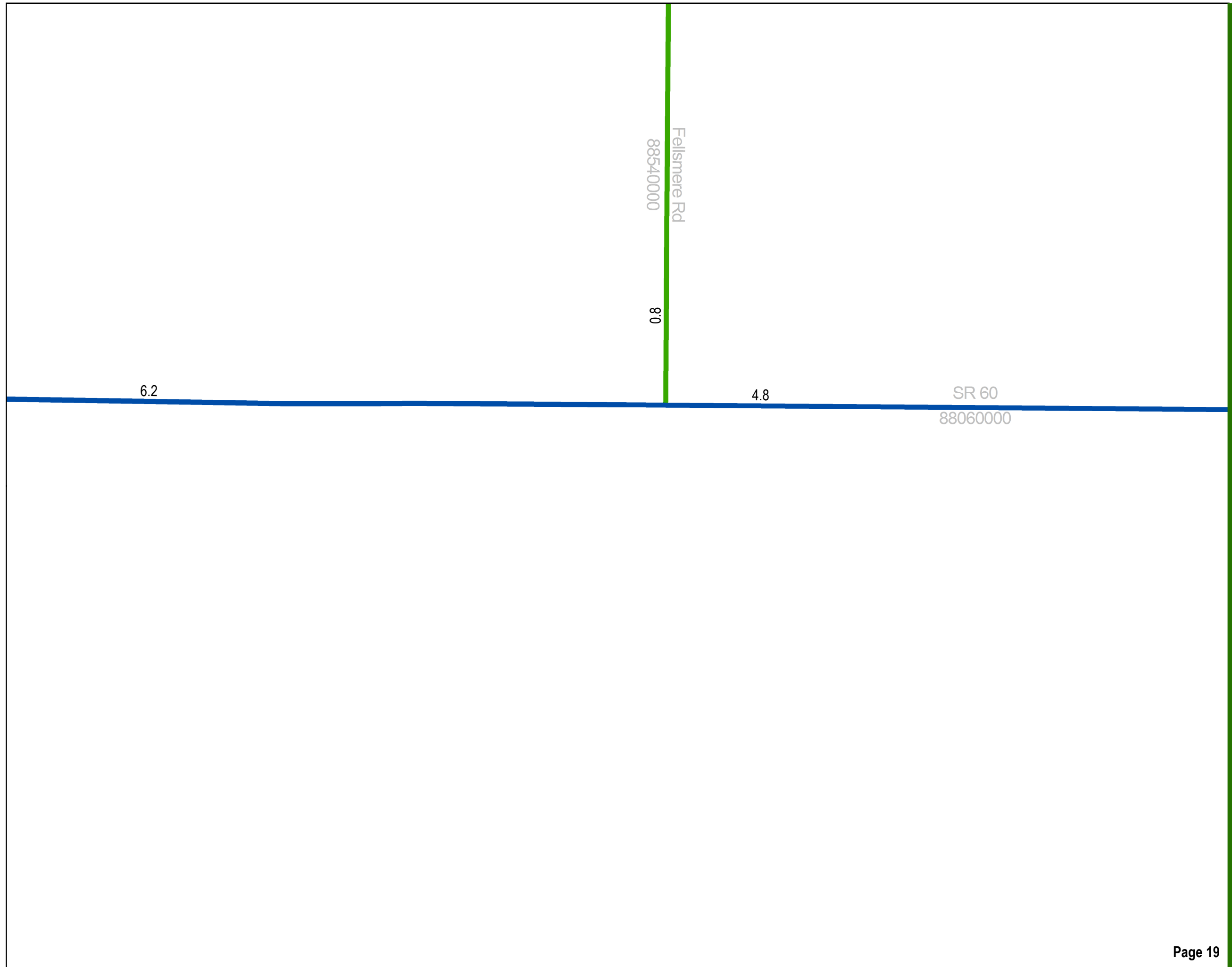


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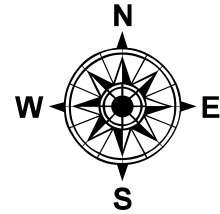
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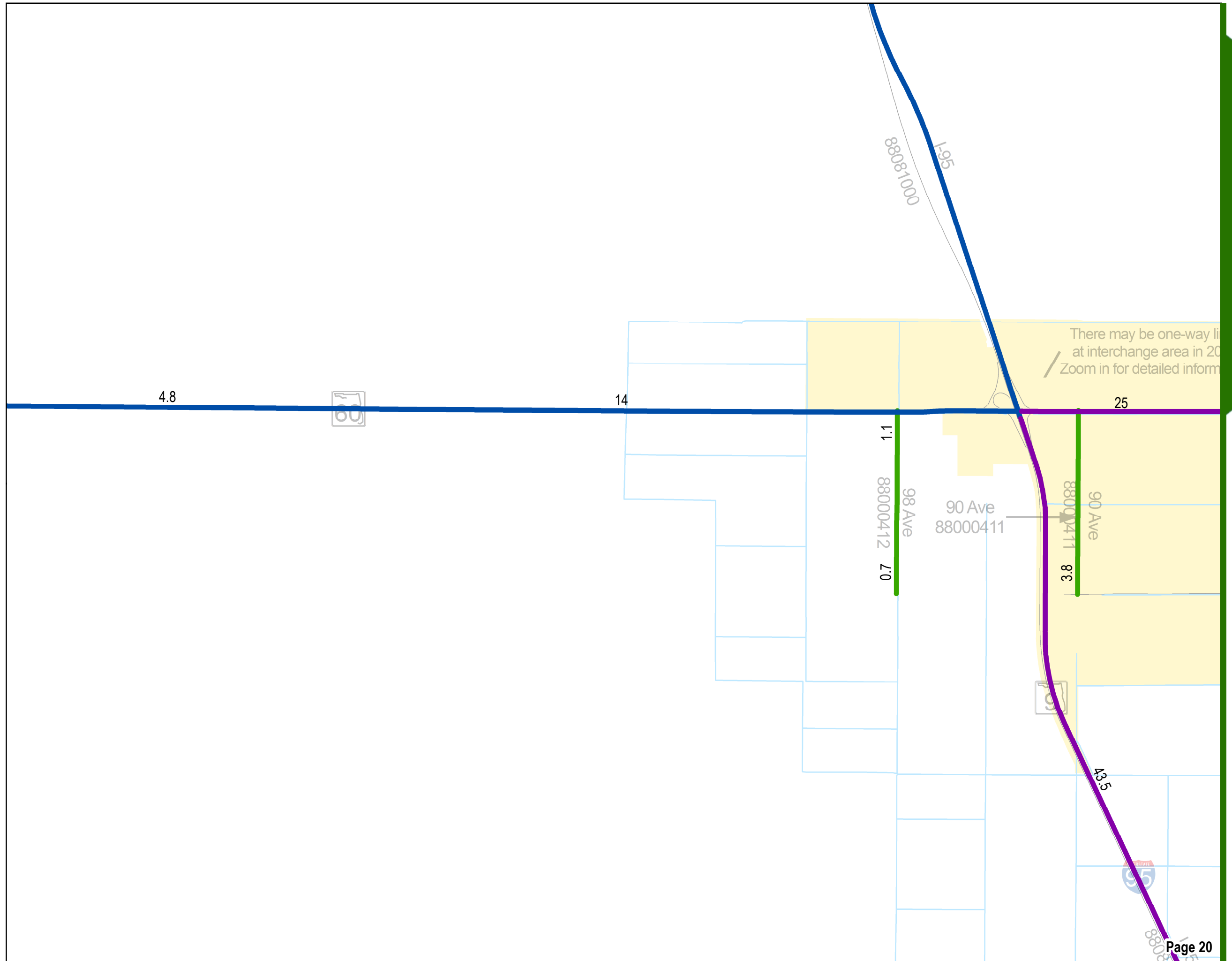


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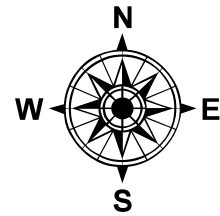
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LEGEND

Number of Lanes

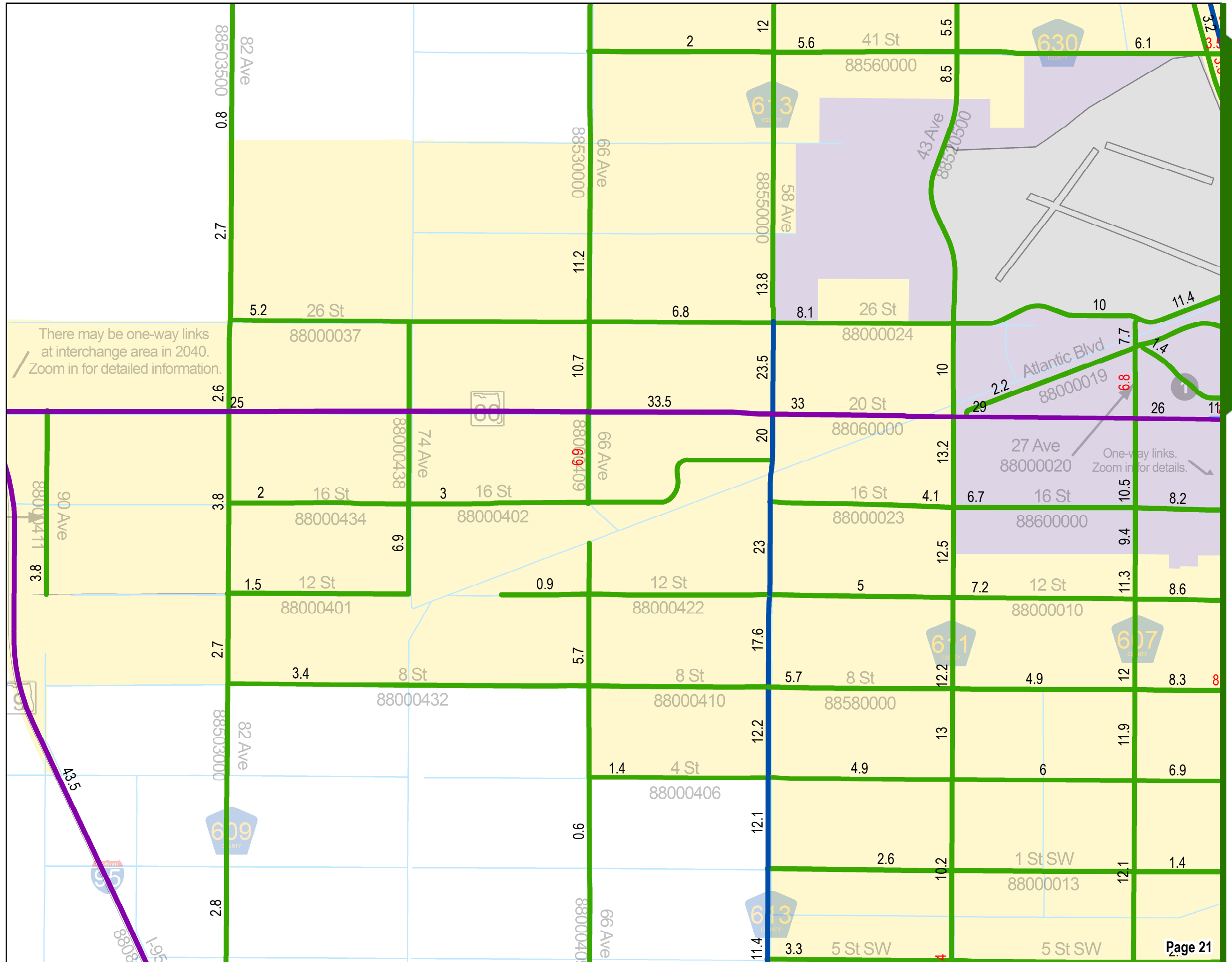


xxx: AADT in 1,000s



Production Date: 11/12/2017

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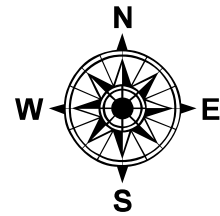


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

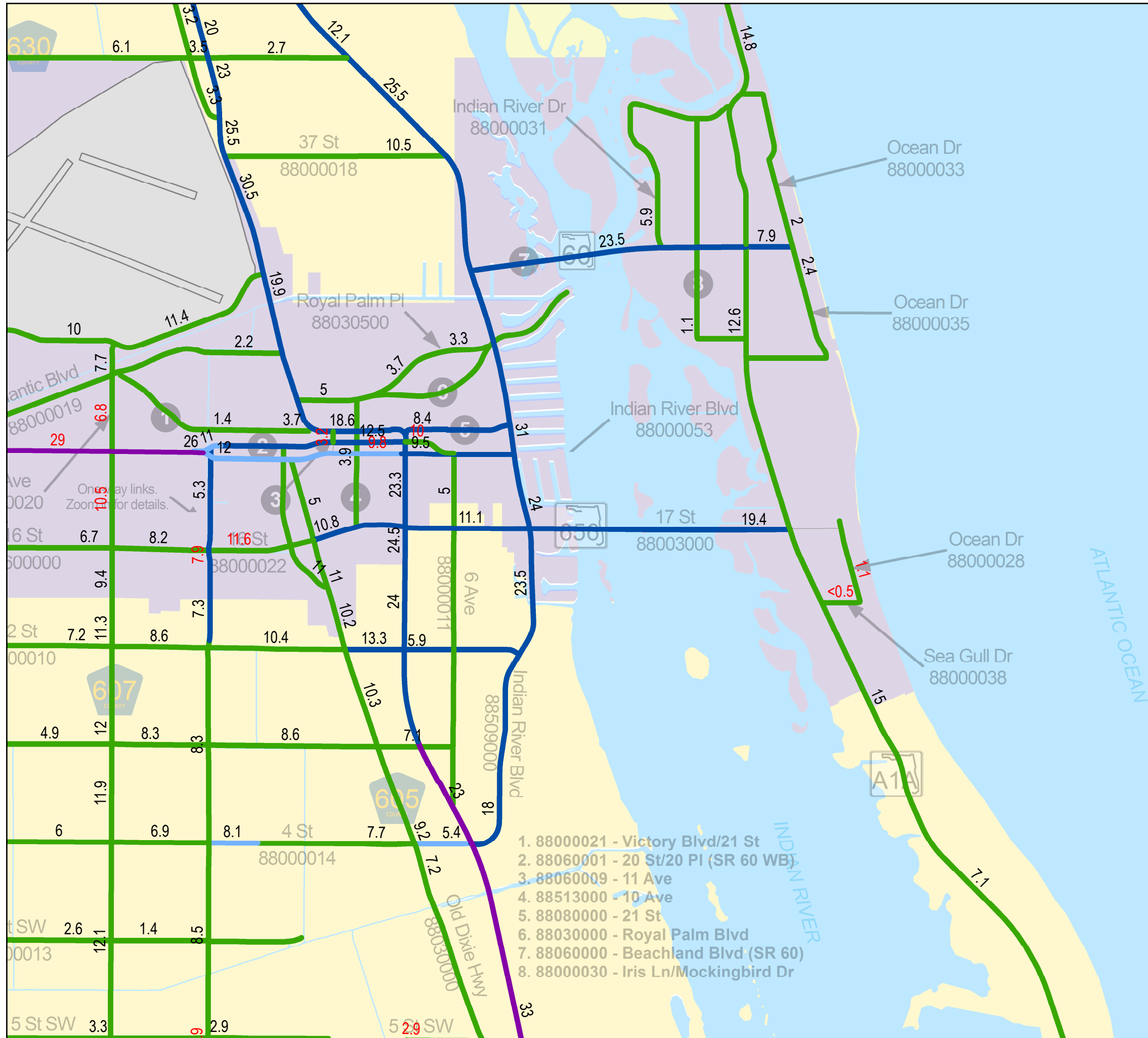


xxx: AADT in 1,000s



Production Date: 11/12/2017

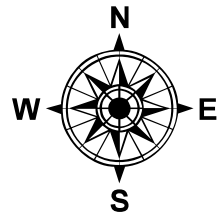
This data is accurate up to date of production. For further details, please reference the general disclaimer found in front of the document.



1. 88000021 - Victory Blvd/21 St
2. 88060001 - 20 St/20 PI (SR 60 WB)
3. 88060009 - 11 Ave
4. 88513000 - 10 Ave
5. 88080000 - 21 St
6. 88030000 - Royal Palm Blvd
7. 88060000 - Beachland Blvd (SR 60)
8. 88000030 - Iris Ln/Mockingbird Dr

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

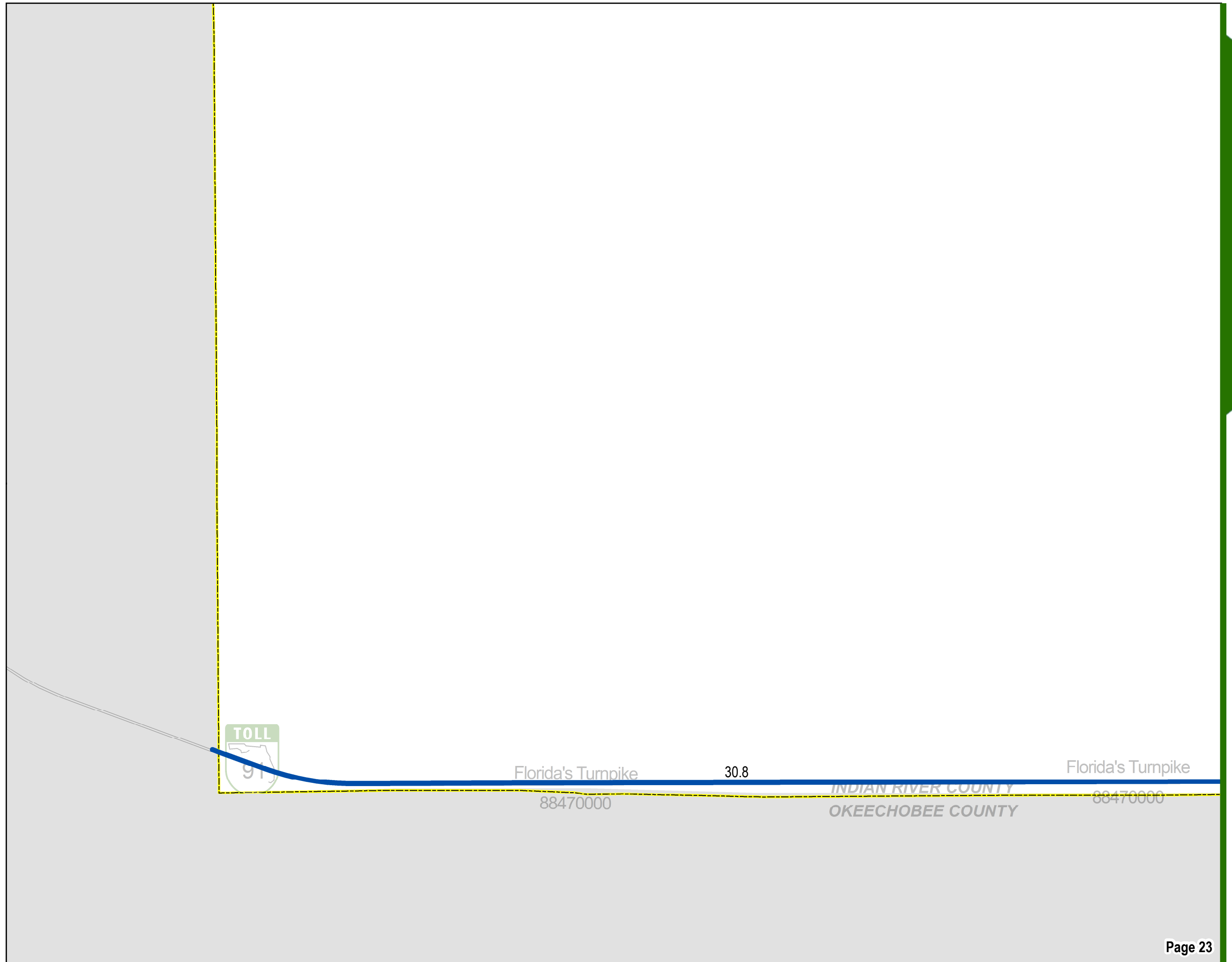


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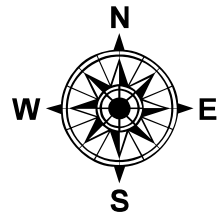
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

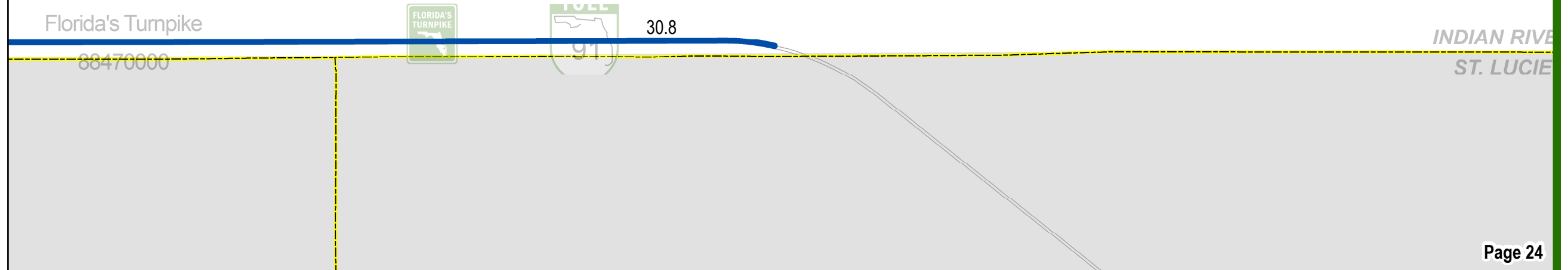
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- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- >10

xxx: AADT in 1,000s



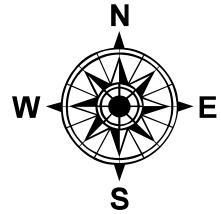
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

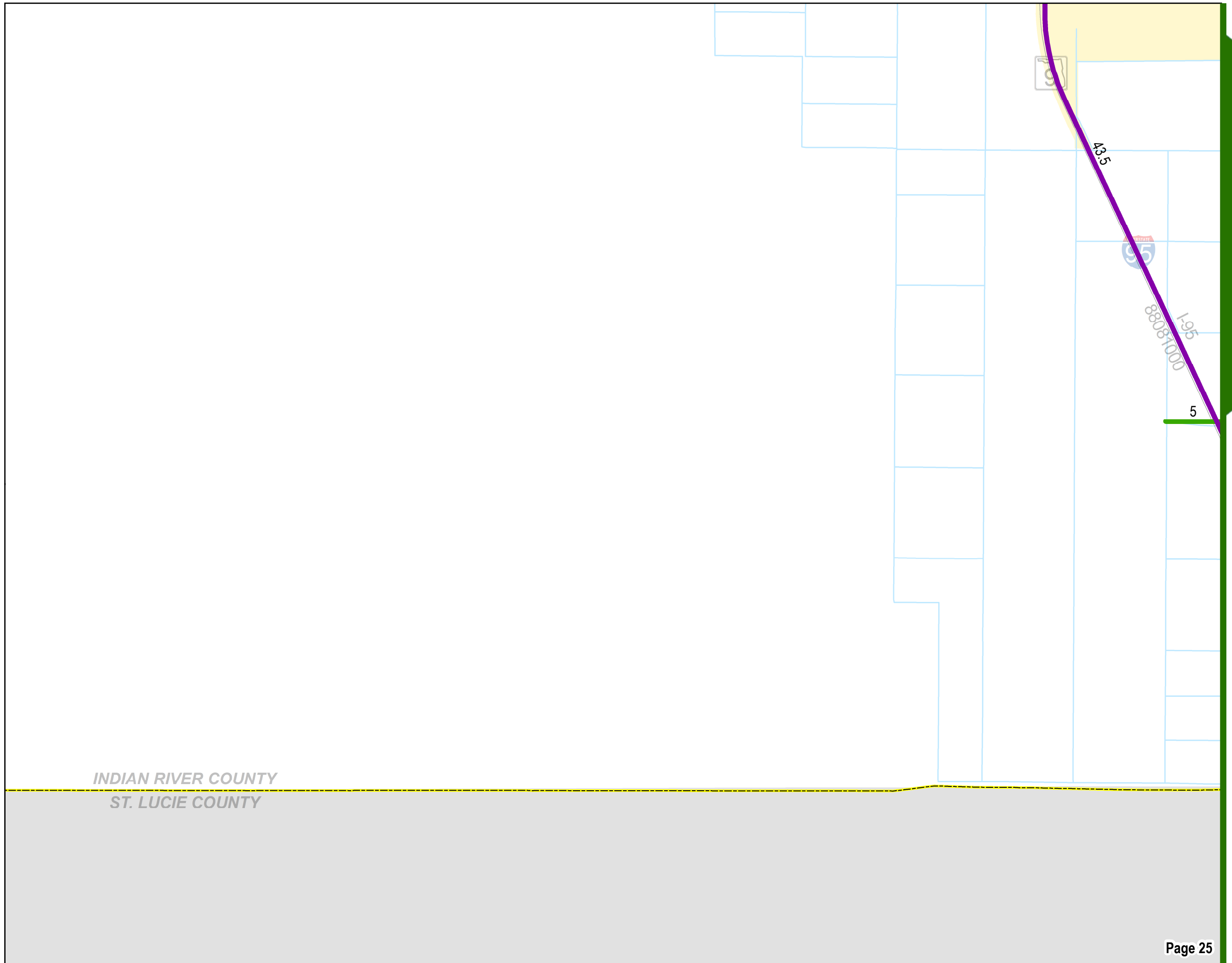


xxx: AADT in 1,000s



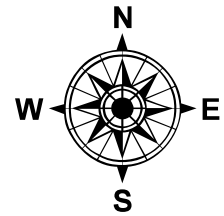
Production Date: 11/12/2017

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FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

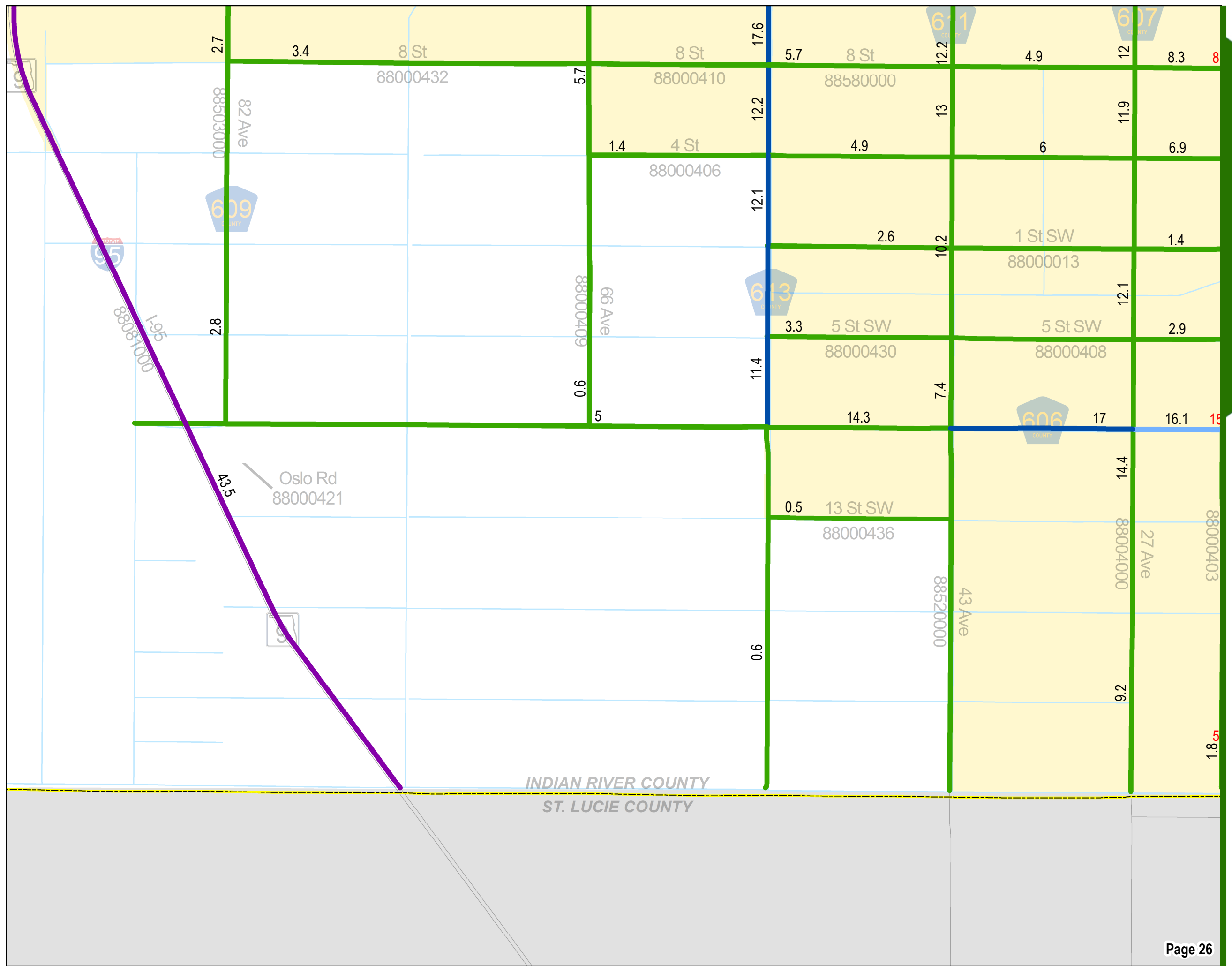


xxx: AADT in 1,000s



Production Date: 11/12/2017

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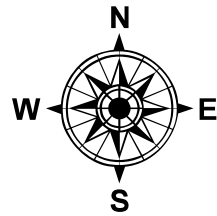


INDIAN RIVER COUNTY

2016 DAILY LEVEL OF SERVICE (LOS)

FDOT DISTRICT IV

**LEVEL OF SERVICE
ASSESSMENT REPORT**



LEGEND

Number of Lanes

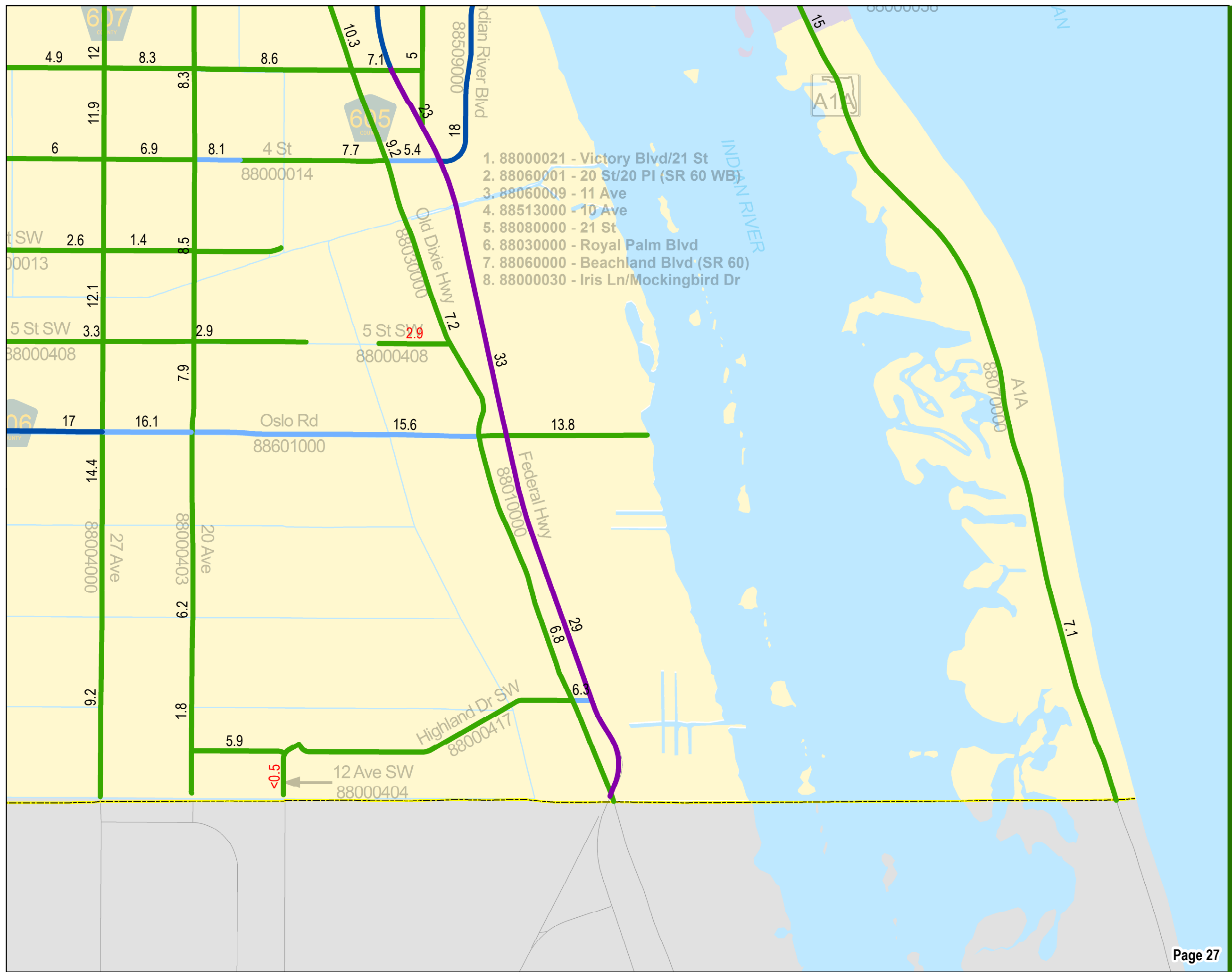


xxx: AADT in 1,000s



Production Date: 11/12/2017

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Appendix

A. 2012 FDOT Q/LOS Tables

B. FDOT Central Office Annual LOS Reporting - D4 Tables

C. FDOT Central Office Annual LOS Reporting - Turnpike Tables

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

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
	B	C	D	E		³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*	2,900	7,600	19,700		* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** 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.					
85-100%	9,300	19,700	>19,700	**		Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (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							

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					
	Freeways	Core Freeways	Highways		State Arterials				Class I	
					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	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
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

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 2

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	44,100	57,600	68,900	71,700		
2	Undivided	*	14,400	16,200	**	6	65,100	85,600	102,200	111,000		
4	Divided	*	34,000	35,500	**	8	85,100	113,700	135,200	150,000		
6	Divided	*	52,100	53,500	**	10	106,200	141,700	168,800	189,000		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 20,000			Ramp Metering + 5%			
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%						UNINTERRUPTED FLOW HIGHWAYS						
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E	
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		2	Undivided	9,200	17,300	24,400	33,300	
2	Divided	Yes	No	+5%		4	Divided	35,300	49,600	62,900	69,600	
2	Undivided	No	No	-20%		6	Divided	52,800	74,500	94,300	104,500	
Multi	Undivided	Yes	No	-5%		Uninterrupted Flow Highway Adjustments						
Multi	Undivided	No	No	-25%		Lanes	Median	Exclusive left lanes	Adjustment factors			
-	-	-	Yes	+ 5%		2	Divided	Yes	+5%			
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						Multi	Undivided	Yes	-5%			
						Multi	Undivided	No	-25%			
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.						
Paved Shoulder/Bicycle Lane Coverage						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.						
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.						
0-49%		*	2,600	6,100	19,500	* Cannot be achieved using table input value defaults.						
50-84%		1,900	5,500	18,400	>19,500	** 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.						
85-100%		7,500	19,500	>19,500	**							
PEDESTRIAN MODE² (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							
						<i>Source:</i> 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					
	Freeways	Highways		State Arterials				Class I	
				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	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
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

**Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹**

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	12,900	14,200	**	4	28,800	43,000	52,300	60,000	
4	Divided	*	29,300	30,400	**	6	43,000	64,000	78,300	92,500	
6	Divided	*	45,200	45,800	**	8	57,500	85,400	104,400	123,500	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 20,000					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	4,700	8,400	14,300	28,600
Multi	Undivided	Yes	No	-5%		4	Divided	25,700	40,300	51,000	57,900
Multi	Undivided	No	No	-25%		6	Divided	38,800	60,400	76,700	86,800
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						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
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle Lane Coverage						Lanes	Median	Exclusive left lanes		Adjustment factors	
0-49%						2	Divided	Yes		+5%	
50-84%						Multi	Undivided	Yes		-5%	
85-100%						Multi	Undivided	No		-25%	
Developed Areas						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
0-49%						* Cannot be achieved using table input value defaults.					
50-84%						** 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.					
85-100%											
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
Sidewalk Coverage											
0-49%											
50-84%											
85-100%											

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)	1	1	1	1	1	1	1	1	1	1
% 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

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas¹

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	4,120	5,540	6,700	7,190		
2	Undivided	*	1,510	1,600	**	6	6,130	8,370	10,060	11,100		
4	Divided	*	3,420	3,580	**	8	8,230	11,100	13,390	15,010		
6	Divided	*	5,250	5,390	**	10	10,330	14,040	16,840	18,930		
8	Divided	*	7,090	7,210	**	12	14,450	18,880	22,030	22,860		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes			Ramp			
2	Undivided	*	660	1,330	1,410	Present in Both Directions			Metering			
4	Divided	*	1,310	2,920	3,040	+ 1,800			+ 5%			
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 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	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
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

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 5

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E		
Lanes	Median	B	C	D	E	4	3,970	5,190	6,200	6,460		
2	Undivided	*	1,300	1,460	**	6	5,860	7,710	9,190	9,990		
4	Divided	*	3,060	3,200	**	8	7,660	10,230	12,170	13,500		
6	Divided	*	4,690	4,820	**	10	9,550	12,750	15,190	17,010		
Class II (35 mph or slower posted speed limit)						Freeway Adjustments						
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800			Ramp Metering + 5%			
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 MODE² (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 MODE² (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 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					
	Freeways	Highways		State Arterials				Class I	
				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	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
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

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 6

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,220	1,350	**	4	3,020	4,510	5,490	6,300	
4	Divided	*	2,790	2,890	**	6	4,510	6,720	8,220	9,720	
6	Divided	*	4,300	4,350	**	8	6,040	8,970	10,960	12,970	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped					
2	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
2	Undivided	No	No	-20%		2	Undivided	440	790	1,350	2,710
Multi	Undivided	Yes	No	-5%		4	Divided	2,440	3,820	4,840	5,500
Multi	Undivided	No	No	-25%		6	Divided	3,680	5,730	7,280	8,240
-	-	-	Yes	+ 5%		Developed Areas					
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						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
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
Rural Undeveloped						Uninterrupted Flow Highway Adjustments					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	Lanes	Median	Exclusive left lanes	Adjustment factors		
	0-49%	*	120	190	300	2	Divided	Yes	+5%		
	50-84%	100	200	310	>1,010	Multi	Undivided	Yes	-5%		
	85-100%	250	370	1,760	>1,760	Multi	Undivided	No	-25%		
Developed Areas						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.					
Paved Shoulder/Bicycle	Lane Coverage	B	C	D	E	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.					
	0-49%	*	220	460	1,480	* Cannot be achieved using table input value defaults.					
	50-84%	170	430	1,270	>1,760	** 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.					
	85-100%	560	1,760	>1,760	**	<i>Source:</i> Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	Lane Coverage	B	C	D	E						
	0-49%	*	*	220	840						
	50-84%	*	120	780	1,390						
	85-100%	320	940	1,560	>1,820						

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

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940	
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080	
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220	
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360	
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000	+ 5%				
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											
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						
						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%							
						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)	1	1	1	1	1	1	1	1	1
% 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	Multilane	Class I	Class II	Score	Score	Buses/hr.	
		%ffs	Density						ats
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

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 8

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,200	2,880	3,440	3,580	
1	Undivided	*	710	800	**	3	3,260	4,280	5,100	5,540	
2	Divided	*	1,740	1,820	**	4	4,260	5,680	6,760	7,500	
3	Divided	*	2,670	2,740	**	5	5,300	7,080	8,440	9,440	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	330	680	720	+ 1,000	+ 5%				
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%						UNINTERRUPTED FLOW HIGHWAYS					
Median & Turn Lane Adjustments						Lanes	Median	B	C	D	E
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		1	Undivided	450	850	1,200	1,640
1	Divided	Yes	No	+5%		2	Divided	1,740	2,450	3,110	3,440
2	Undivided	No	No	-20%		3	Divided	2,610	3,680	4,660	5,170
Multi	Undivided	Yes	No	-5%		Uninterrupted Flow Highway Adjustments					
Multi	Undivided	No	No	-25%		Lanes	Median	Exclusive left lanes	Adjustment factors		
-	-	-	Yes	+ 5%		1	Divided	Yes	+5%		
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						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.					
Paved Shoulder/Bicycle Lane Coverage						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.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
	0-49%	*	140	320	1,000	* Cannot be achieved using table input value defaults.					
	50-84%	100	280	940	>1,000	** 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.					
	85-100%	380	1,000	>1,000	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
	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											
	0-84%	> 5	≥ 4	≥ 3	≥ 2						
	85-100%	> 4	≥ 3	≥ 2	≥ 1						
						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					
	Freeways	Highways		State Arterials				Class I	
				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

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 9

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES						
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Lanes	Median	B	C	D	E	Lanes	B	C	D	E		
1	Undivided	*	670	740	**	2	1,680	2,500	3,040	3,500		
2	Divided	*	1,530	1,580	**	3	2,500	3,720	4,560	5,400		
3	Divided	*	2,360	2,400	**	4	3,360	4,980	6,080	7,200		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,000						
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS						
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Rural Undeveloped						
1	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E	
1	Undivided	No	No	-20%		1	Undivided	240	430	740	1,490	
Multi	Undivided	Yes	No	-5%		2	Divided	1,340	2,100	2,660	3,020	
Multi	Undivided	No	No	-25%		3	Divided	2,020	3,150	4,000	4,530	
-	-	-	Yes	+ 5%		Developed Areas						
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2						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	
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length						
Rural Undeveloped						Uninterrupted Flow Highway Adjustments						
Paved Shoulder/Bicycle						Lanes	Median	Exclusive left lanes	Adjustment factors			
Lane Coverage						1	Divided	Yes	+5%			
0-49%							Multi	Undivided	Yes	-5%		
50-84%							Multi	Undivided	No	-25%		
85-100%												
Developed Areas												
Paved Shoulder/Bicycle												
Lane Coverage												
0-49%												
50-84%												
85-100%												
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)												
Sidewalk Coverage												
0-49%												
50-84%												
85-100%												

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

Appendix B - FDOT Central Office Annual LOS Reporting - D4 Tables

MD	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSYPE	LOSIN	LOSADJ	ADJUSTMENT	LOSADMT	LOS	LOSSTD	LOSADF	ESTATUS	SISFACTP	LOSIN15	LOSADMT15
4	17TH ST	8803000	0.000	0.639	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	11800	C	d	ON				
4	17TH ST	8803000	0.639	1.278	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	11800	C	d	ON				
4	20th PI	8806001	0.000	0.266	UZ	Urban	A	Arterial	1	Class I	2	1	3-way; multiply the corresponding two-directional volumes by 0.6.	9700	C	d	ON				
4	20th PI	8806001	0.266	1.218	UZ	Urban	A	Arterial	1	Class I	4	1	3-way; multiply the corresponding two-directional volumes by 0.6.	11500	C	d	ON				
4	20th PI	8806001	1.218	1.864	UZ	Urban	A	Arterial	1	Class I	4	1	3-way; multiply the corresponding two-directional volumes by 0.6.	11500	C	d	ON				
4	25th Street North	9405000	2.496	3.093	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15900	C	d	ON				
4	25th Street South	9405000	0.000	0.991	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22000	C	d	ON				
4	26th Street North	9405000	3.030	3.756	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15900	D	d	ON				
4	26th Street South	9405000	0.991	1.796	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22000	C	d	ON				
4	27th Street North	9405000	3.756	4.249	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	14500	C	d	ON				
4	27th Street South	9405000	1.796	2.244	UZ	Urban	A	Arterial	1	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22000	D	d	ON				
4	28th Street North	9405000	4.249	4.584	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	14500	C	d	ON				
4	28th Street South	9405000	2.244	2.496	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17000	D	d	ON				
4	29th Street North	9405000	4.584	5.016	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	8300	F	d	ON				
4	30th Street North	9405000	5.016	5.620	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	4600	C	d	ON				
4	31st Street North	9405000	5.620	6.188	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	4600	C	d	ON				
4	45th St	9351000	1.083	1.380	UZ	Urban	A	Arterial	2	Class II	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43500	D	d	ON				
4	45th St	9351000	1.380	2.297	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	D	d	ON				
4	45th St	9351000	2.297	2.422	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	D	d	ON				
4	45th St	9351000	2.422	3.425	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	21000	D	d	ON				
4	A1A	9306000	0.000	1.127	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	11300	D	d	ON				
4	A1A	9306000	1.127	2.085	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10200	D	d	ON				
4	A1A	9306000	2.085	3.966	UZ	Urban	H	Highway	2		2		No adjustment	10700	C	d	ON				
4	A1A	9306000	3.966	4.559	UZ	Urban	H	Highway	2		2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10600	C	d	ON				
4	A1A	9306000	4.559	5.985	UZ	Urban	H	Highway	2		2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	11300	C	d	ON				
4	A1A	9306000	5.985	7.716	UZ	Urban	H	Highway	2		2		No adjustment	10000	C	d	ON				
4	A1A	9306000	7.716	8.237	UZ	Urban	H	Highway	2		2		No adjustment	12600	C	d	ON				
4	A1A	9306000	8.237	9.784	UZ	Urban	H	Highway	2		2		No adjustment	10000	C	d	ON				
4	A1A	9306000	9.784	10.275	UZ	Urban	H	Highway	2		2		No adjustment	8900	C	d	ON				
4	A1A	9306000	10.275	10.692	UZ	Urban	H	Highway	2		2		No adjustment	8100	B	d	ON				
4	A1A	9306000	10.692	13.461	UZ	Urban	H	Highway	2		2		No adjustment	8000	B	d	ON				
4	A1A	9306000	13.461	15.700	UZ	Urban	H	Highway	2		2		No adjustment	8100	B	d	ON				
4	A1A	9306000	15.700	18.391	UZ	Urban	H	Highway	2		2		No adjustment	6400	C	d	ON				
4	A1A	9306000	18.391	19.069	UZ	Urban	H	Highway	2		2		No adjustment	9700	C	d	ON				
4	A1A	9306000	19.069	20.543	UZ	Urban	H	Highway	2		2		No adjustment	10600	C	d	ON				
4	A1A	9306000	20.543	22.393	UZ	Urban	H	Highway	2		2		No adjustment	11600	C	d	ON				
4	A1A	9306000	22.393	24.000	UZ	Urban	H	Highway	2		2		No adjustment	8300	B	d	ON				
4	A1A	9306000	24.000	24.806	UZ	Urban	H	Highway	2		2		No adjustment	12100	C	d	ON				
4	A1A	9306000	24.806	24.846	UZ	Urban	H	Highway	2		2		No adjustment	13200	C	d	ON				
4	A1A	9306000	24.846	26.711	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	13200	C	d	ON				
4	A1A	9306000	26.711	27.044	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10600	D	d	ON				
4	A1A	9306000	27.044	27.914	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service volume by 5% for Multi-Lanes with Exclusive Left Turn Lanes facility.	12400	C	d	ON				
4	A1A	9308000	0.000	1.390	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16900	D	d	ON				
4	A1A	9308000	1.390	1.928	UZ	Urban	H	Highway	2		2		No adjustment	11400	C	d	ON				
4	A1A	9308000	1.928	5.349	UZ	Urban	H	Highway	2		2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	8500	B	d	ON				
4	A1A	9308000	5.349	6.207	UZ	Urban	H	Highway	2		2		No adjustment	14600	C	d	ON				
4	ATLANTIC AVE	9303000	0.000	1.020	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15000	C	d	ON				
4	ATLANTIC AVE	9303000	1.020	1.972	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	30000	C	d	ON				
4	ATLANTIC AVE	9303000	1.972	2.548	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34000	C	d	ON				
4	ATLANTIC AVE	9303000	2.548	3.560	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	33500	C	d	ON				
4	ATLANTIC AVE	9303000	3.560	3.847	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37500	C	d	ON				
4	ATLANTIC AVE	9303000	3.847	5.165	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON				
4	ATLANTIC AVE	9303000	5.165	5.679	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	44500	C	d	ON				
4	ATLANTIC AVE	9303000	5.679	6.966	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40500	C	d	ON				
4	ATLANTIC AVE	9303000	6.966	7.323	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46500	D	d	ON				
4	ATLANTIC AVE	9303000	7.323	7.720	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37500	D	d	ON				
4	ATLANTIC AVE	9303000	7.720	8.270	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26000	D	d	ON				
4	ATLANTIC AVE	9303000	8.270	9.180	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	13400	C	d	ON				
4	Access Road at FLL Amtrak Tri-Rail Station	8600051	0.000	0.139	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	2400	C	d	ON				
4	Andrews Ave	8601300	0.000	1.389	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10000	C	d	ON				
4	Atlantic Blvd	8601900	0.000	1.230	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON				
4	Atlantic Blvd	8601900	1.230	2.482	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	51000	C	d	ON				
4	Atlantic Blvd	8601900	2.482	3.228	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15000	C	d	ON				
4	Atlantic Blvd	8601900	3.228	3.775	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	52000	C	d	ON				
4	Atlantic Blvd	8601900	3.775	5.033	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	56000	C	d	ON				
4	Atlantic Blvd	8601900	5.033	5.676	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	54000	C	d	ON				
4	Atlantic Blvd	8601900	5.676	5.995	UZ	Urban	A	Arterial													

4	Commercial Blvd	86014000	7.587	8.758	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	53000	E	d	ON			
4	Commercial Blvd	86014000	8.758	9.256	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	D	d	ON			
4	Commercial Blvd	86014000	9.256	9.898	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	F	d	ON			
4	Congress Ave	93255000	5.786	6.631	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18700	C	d	26681	OFF		23
4	County Road	93060101	0.000	0.145	UZ	Urban	A	Arterial	2	Class II	2	1	3-way; multiply the corresponding two-directional volumes by 0.6.	16000	D	d	ON			
4	DIXIE HWY	93050000	0.000	1.218	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16000	D	d	ON			
4	DIXIE HWY	93050000	1.218	1.721	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15200	D	d	ON			
4	DIXIE HWY	93050000	1.721	2.523	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	20000	D	d	ON			
4	DIXIE HWY	93050000	2.523	3.096	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service volume by 5% for Multi-Lanes with Exclusive Left Turn Lanes facility.	20400	D	d	ON			
4	DIXIE HWY	93050000	3.096	3.951	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	21500	D	d	ON			
4	DIXIE HWY	93050000	3.951	5.076	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23000	D	d	ON			
4	DIXIE HWY	93050000	5.076	5.838	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17800	D	d	ON			
4	DIXIE HWY	93050000	5.838	6.117	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service volume by 5% for Multi-Lanes with Exclusive Left Turn Lanes facility.	16800	D	d	ON			
4	DIXIE HWY	93050000	6.117	6.844	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17400	D	d	ON			
4	Dania Bch Blvd	86030000	5.601	6.677	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	8700	C	d	ON			
4	Dania Bch Blvd	86030000	6.677	7.314	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18500	C	d	ON			
4	Dania Bch Blvd	86030000	7.314	7.449	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18500	D	d	ON			
4	Dave Blvd	86210000	0.981	2.063	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	38000	C	d	ON			
4	Dave Blvd	86210000	2.063	3.657	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40500	D	d	ON			
4	Dave Blvd	86210000	3.657	4.033	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18700	D	d	ON			
4	Diex Hwy	86170000	2.238	2.837	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	29500	F	d	ON			
4	Diex Hwy	86170000	2.837	3.929	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25000	C	d	ON			
4	Diex Hwy	86170000	3.929	5.445	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	20500	C	d	ON			
4	Diex Hwy	86170000	5.445	6.580	UZ	Urban	A	Arterial	2	Class II	4	1	3-way; multiply the corresponding two-directional volumes by 0.6.	10500	C	d	ON			
4	Diex Hwy	86170000	6.580	6.936	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25500	D	d	ON			
4	Diex Hwy	86170000	6.936	7.967	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	D	d	ON			
4	Diex Hwy	86170000	7.967	8.991	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON			
4	Diex Hwy	86170000	8.991	10.038	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18400	C	d	ON			
4	Diex Hwy	86170000	10.038	11.088	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22400	C	d	ON			
4	Diex Hwy	86170000	11.088	12.145	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16700	C	d	ON			
4	Diex Hwy	86170000	12.145	13.131	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	12900	C	d	ON			
4	Eller Drive	86040000	0.000	0.115	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	8600	C	d	9700	OFF		21
4	Emerson Ave	94090000	0.000	0.477	UZ	Urban	H	Highway	2	No adjustment	2	2	No adjustment	5000	B	d	ON			
4	Emerson Ave	94090000	0.477	2.525	UZ	Urban	H	Highway	2	No adjustment	2	2	No adjustment	9000	C	d	ON			
4	FEDERAL HWY	93010000	0.000	1.123	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26500	C	d	ON			
4	FEDERAL HWY	93010000	1.123	1.787	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26600	D	d	ON			
4	FEDERAL HWY	93010000	1.787	2.070	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26000	D	d	ON			
4	FEDERAL HWY	93010000	2.070	3.143	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26000	D	d	ON			
4	FEDERAL HWY	93010000	3.143	4.988	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32000	C	d	ON			
4	FEDERAL HWY	93010000	4.988	6.238	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26982	C	d	ON			
4	FEDERAL HWY	93010000	6.238	6.581	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26782	C	d	ON			
4	FEDERAL HWY	93010000	6.581	8.122	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	29000	C	d	ON			
4	FEDERAL HWY	93010000	8.122	8.397	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	27500	C	d	ON			
4	FEDERAL HWY	93010000	8.397	9.910	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	29000	C	d	ON			
4	FEDERAL HWY	93010000	9.910	13.398	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26000	D	d	ON			
4	FEDERAL HWY	93010000	13.398	14.258	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	D	d	ON			
4	FEDERAL HWY	93010000	14.258	14.393	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23000	D	d	ON			
4	FEDERAL HWY	93010000	14.393	15.799	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18600	D	d	ON			
4	FEDERAL HWY	93010000	15.799	17.377	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15300	C	d	ON			
4	FEDERAL HWY	93010000	17.377	18.402	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	19600	C	d	ON			
4	FEDERAL HWY	93010000	18.402	18.749	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service volume by 5% for Multi-Lanes with Exclusive Left Turn Lanes facility.	23500	D	d	ON			
4	FEDERAL HWY	93020000	0.000	1.138	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	7900	D	d	ON			
4	FEDERAL HWY	93020000	1.138	1.645	UZ	Urban	A	Arterial	2	Class II	2	2	No adjustment	7900	D	d	ON			
4	FEDERAL HWY	93020000	1.645	2.446	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	9300	D	d	ON			
4	FEDERAL HWY	93020000	2.446	3.651	UZ	Urban	A	Arterial	2	Class II	2	2	Increase service volume by 5% for Ramp Merge or 2 lanes with Exclusive Left Turn Lanes facility.	36000	C	d	ON			
4	FOREST HILL BLVD	93016000	0.000	1.339	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	38000	C	d	ON			
4	FOREST HILL BLVD	93016000	1.339	2.864	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37000	C	d	ON			
4	FOREST HILL BLVD	93016000	2.864	3.597	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	36500	C	d	ON			
4	FOREST HILL BLVD	93016000	3.597	4.131	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37000	C	d	ON			
4	FOREST HILL BLVD	93016000	4.131	5.127	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39000	C	d	ON			
4	FOREST HILL BLVD	93016000	5.127	5.633	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41000	C	d	ON			
4	FOREST HILL BLVD	93016000	5.633	6.139	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42500	C	d	ON			
4	FOREST HILL BLVD	93016000	6.139	7.133	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40000	C	d	ON			
4	FOREST HILL BLVD	93016000	7.133	8.361	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	49000	D	d	ON			
4	FOREST HILL BLVD	93016000	8.361	8.716	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	29000	D	d	ON			
4	FOREST HILL BLVD	93016000	8.716	9.203	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17600	D	d	ON			
4	FOREST HILL BLVD	93016000	9.203	9.231	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17400	D	d	ON			
4	Flamingo Rd	86190000	2.384	3.498	UZ	Urban	A</													

4	Hollywood Blvd	8604000	13.642	13.990	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43500	D	d	ON		
4	Hollywood Blvd	8604000	13.990	16.047	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	D	d	ON		
4	Hollywood Blvd	8604000	16.047	15.517	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46000	D	d	ON		
4	Hollywood Blvd	8604000	18.394	19.956	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	14518	C	d	ON		
4	Hooker Hwy	9312100	0.000	1.054	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	4100	C	d	ON		
4	I-595	8609500	8.304	10.892	UZ	Urban	F	Freeway	1	Class I	12		No adjustment	202800	C	d	20862	ON	11
4	I-595	8609500	10.492	12.267	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	103500	C	d	117200	ON	11
4	I-595	8609500	12.267	12.543	UZ	Urban	F	Freeway	1	Class I	6		No adjustment	59500	B	d	67400	ON	11
4	I-595	8609500	12.543	12.860	UZ	Urban	F	Freeway	1	Class I	6		No adjustment	6000	B	d	6800	ON	11
4	I-595 General Purpose Lane	8609500	0.000	0.065	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	126500	D	d	136954	ON	11
4	I-595 General Purpose Lane	8609500	0.065	1.126	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	113100	C	d	128000	ON	11
4	I-595 General Purpose Lane	8609500	1.126	2.088	UZ	Urban	F	Freeway	1	Class I	7		No adjustment	113100	D	d	128000	ON	11
4	I-595 General Purpose Lane	8609500	2.088	1.158	UZ	Urban	F	Freeway	1	Class I	7		No adjustment	113100	D	d	151598	ON	11
4	I-595 General Purpose Lane	8609500	3.158	4.155	UZ	Urban	F	Freeway	1	Class I	7		No adjustment	113100	D	d	146084	ON	11
4	I-595 General Purpose Lane	8609500	4.158	5.130	UZ	Urban	F	Freeway	1	Class I	9		No adjustment	130600	C	d	140321	ON	11
4	I-595 General Purpose Lane	8609500	5.130	6.669	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	130600	D	d	177354	ON	11
4	I-595 General Purpose Lane	8609500	6.669	7.655	UZ	Urban	F	Freeway	1	Class I	9		No adjustment	130600	C	d	182371	ON	11
4	I-595 General Purpose Lane	8609500	7.655	8.304	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	144300	D	d	156763	ON	11
4	I-595 Ramp to ILL Airport	86095071	0.000	0.500	UZ	Urban	F	Freeway	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.5.	2500	B	d	2900	EXCLUSIVE	21
4	I-595 to I-75 WB Ramp	86075045	0.000	0.141	UZ	Urban	F	Freeway	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.5.	1250	B	d	16318	EXCLUSIVE	11
4	I-595 to I-75 WB Ramp	86075045	0.141	0.559	UZ	Urban	F	Freeway	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.5.	1250	B	d	16318	EXCLUSIVE	11
4	I-595 to I-75 WB Ramp	86075045	0.559	1.495	UZ	Urban	F	Freeway	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.5.	11500	B	d	16318	EXCLUSIVE	11
4	I-75	86075000	0.000	1.514	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	169598	D	d	228337	ON	11
4	I-75	86075000	1.514	3.749	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	158500	E	d	188855	ON	11
4	I-75	86075000	3.749	5.425	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	167000	E	d	174157	ON	11
4	I-75	86075000	5.425	7.699	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	141500	D	d	210400	ON	11
4	I-75	86075000	7.699	9.480	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	148500	D	d	206000	ON	11
4	I-75	86075000	9.480	12.100	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	168000	D	d	214800	ON	11
4	I-75	86075000	12.100	13.693	UZ	Urban	F	Freeway	1	Class I	6		No adjustment	5500	B	d	74125	ON	11
4	I-75	86075000	13.693	15.390	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	55000	D	d	57470	ON	11
4	I-75	86075000	15.390	18.058	UZ	Urban	F	Freeway	1	Class I	6		No adjustment	29500	B	d	51159	ON	11
4	I-75	86075000	18.058	19.670	R	Urban	F	Freeway	1	Class I	4		No adjustment	2537	B	c	31059	ON	11
4	I-75	86075000	19.670	45.361	R	Urban	F	Freeway	1	Class I	4		No adjustment	2537	B	c	35253	ON	11
4	I-75 to SR-869/Sawgrass Expwy NB Ramp	86075040	0.000	0.255	UZ	Urban	F	Freeway	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	4050	B	d	4600	EXCLUSIVE	11
4	I-75 to SR-869/Sawgrass Expwy NB Ramp	86075040	0.255	0.947	UZ	Urban	F	Freeway	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	4050	B	d	4600	EXCLUSIVE	11
4	I-75 to SR-869/Sawgrass Expwy NB Ramp	86075040	0.947	1.224	UZ	Urban	F	Freeway	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	4050	B	d	4600	EXCLUSIVE	11
4	I-75 to SR-869/Sawgrass Expwy NB Ramp	86075040	1.224	1.293	UZ	Urban	F	Freeway	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	4050	B	d	4600	EXCLUSIVE	11
4	I-75 to SR-869/Sawgrass Expwy NB Ramp	86075040	1.293	0.747	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	28800	F	d	35360	ON	11
4	I-95	8607000	0.747	1.517	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	248000	F	d	370000	ON	11
4	I-95	8607000	1.517	2.539	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	264000	F	d	384220	ON	11
4	I-95	8607000	2.539	4.117	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	274500	F	d	399820	ON	11
4	I-95	8607000	4.117	5.147	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	278000	F	d	402980	ON	11
4	I-95	8607000	5.147	6.163	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	277500	F	d	407350	ON	11
4	I-95	8607000	6.163	7.495	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	235000	F	d	391410	ON	11
4	I-95	8607000	7.495	8.891	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	259000	F	d	293000	ON	11
4	I-95	8607000	8.891	10.276	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	281000	F	d	287622	ON	11
4	I-95	8607000	10.276	11.298	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	296000	F	d	403940	ON	11
4	I-95	8607000	11.298	13.442	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	234000	E	d	272000	ON	11
4	I-95	8607000	13.442	15.075	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	281000	F	d	306000	ON	11
4	I-95	8607000	15.075	16.248	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	262000	F	d	279000	ON	11
4	I-95	8607000	16.248	18.407	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	241000	F	d	276000	ON	11
4	I-95	8607000	18.407	20.411	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	239000	F	d	263000	ON	11
4	I-95	8607000	20.411	21.558	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	207700	F	d	238000	ON	11
4	I-95	8607000	21.558	23.650	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	204150	F	d	236000	ON	11
4	I-95	8607000	23.650	24.612	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	221000	F	d	233000	ON	11
4	I-95	8607000	24.612	25.334	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	207000	F	d	217000	ON	11
4	I-95	88081000	0.000	6.099	TR	Transitioning	F	Freeway	1	Class I	6		No adjustment	3600	B	c	91800	ON	11
4	I-95	88081000	6.099	15.228	TR	Transitioning	F	Freeway	1	Class I	4		No adjustment	43500	B	c	79300	ON	11
4	I-95	88081000	15.228	19.198	TR	Transitioning	F	Freeway	1	Class I	4		No adjustment	40653	B	c	68600	ON	11
4	I-95	8909500	0.000	7.475	TR	Transitioning	F	Freeway	1	Class I	6		No adjustment	76000	C	d	96000	ON	11
4	I-95	8909500	7.475	12.240	TR	Transitioning	F	Freeway	1	Class I	6		No adjustment	73500	C	d	90500	ON	11
4	I-95	8909500	12.240	13.919	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	63000	B	d	90000	ON	11
4	I-95	8909500	13.919	21.667	TR	Transitioning	F	Freeway	1	Class I	6		No adjustment	51500	B	d	93300	ON	11
4	I-95	8909500	21.667	24.835	TR	Transitioning	F	Freeway	1	Class I	6		No adjustment	59125	B	d	104700	ON	11
4	I-95	9322000	0.000	1.540	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	207000	F	d	217000	ON	11
4	I-95	9322000	1.540	2.777	UZ	Urban	F	Freeway	1	Class I	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	205500	F	d	210410	ON	11
4	I-95	9322000	2.777	5.251	UZ	Urban	F	Freeway	1	Class I	8		No adjustment	173000	E	d	219800	ON	11
4	I-95	9322000	5.251	7.075	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	210000	F	d	232520	ON	11
4	I-95	9322000	7.075	8.375	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	202000	D	d	258797	ON	11
4	I-95	9322000	8.375	9.938	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	203000	D	d	266185	ON	11
4	I-95	9322000	9.938	11.786	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	195661	E	d	263500	ON	11
4	I-95	9322000	11.786	14.748	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	223000	E	d	262000	ON	11
4	I-95	9322000	14.748	16.258	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	232000	E	d	266000	ON	11
4	I-95	9322000	16.258	17.791	UZ	Urban	F	Freeway	1	Class I	10		No adjustment	209000	E	d	247000	ON	11
4	I-95	9322000	17.791	18.785	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	202500	D	d	251000	ON	11
4	I-95	9322000	18.785	20.371	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	198000	D	d	251000	ON	11
4	I-95	9322000	20.371	21.588	UZ	Urban	F	Freeway	1	Class I	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	196000	D	d	279000	ON	11
4	I-95	9322000	21.588	23															

4	Indrio Rd	9404000	2,583	3,584	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10100	D	d	ON			
4	Kings Hwy North	9403000	4,919	7,439	R	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	14200	D	c	ON			
4	Kings Hwy North	9403000	7,439	9,853	UZ	Urban	A	Arterial	1	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	12900	C	d	ON			
4	Kings Hwy North	9403000	9,853	10,198	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	4900	C	d	ON			
4	Kings Hwy South	9403000	0.000	2,399	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18400	C	d	ON			
4	Kings Hwy South	9403000	2,399	4,919	R	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	13600	D	c	ON			
4	LAKE WORTH RD	9318000	0.000	0,948	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46000	C	d	ON			
4	LAKE WORTH RD	9318000	0.948	1,933	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43000	C	d	ON			
4	LAKE WORTH RD	9318000	1,933	2,937	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON			
4	LAKE WORTH RD	9318000	2,937	4,914	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43500	C	d	ON			
4	LAKE WORTH RD	9318000	3,614	5,170	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43000	C	d	ON			
4	LAKE WORTH RD	9318000	5,170	5,671	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42500	C	d	ON			
4	LAKE WORTH RD	9318000	5,671	6,182	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	52500	C	d	ON			
4	LAKE WORTH RD	9318000	6,182	7,191	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37000	C	d	ON			
4	LAKE WORTH RD	9318000	7,191	8,053	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	21900	C	d	ON			
4	LAKE WORTH RD	9318000	8,053	8,467	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22500	D	d	ON			
4	LAKE WORTH RD	9318000	8,467	8,671	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25000	D	d	ON			
4	LAKE WORTH RD	9318000	8,671	9,180	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	8100	C	d	ON			
4	LAKE WORTH RD	9318000	9,180	9,466	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	10500	D	d	ON			
4	LAKE WORTH RD	9318000	9,466	10,313	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	13500	C	d	ON			
4	LAKE WORTH RD	9318001	0.397	0.701	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	8800	D	d	ON			
4	LAKE WORTH RD	9318001	0.701	1.157	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	7800	C	d	ON			
4	Lake Worth Road Roundabout	9318010	0.000	0.098	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	7800	C	d	ON			
4	Las Olas Blvd	8605000	1,173	1,959	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	14300	C	d	ON			
4	MARTIN LUTHER KING JR BLVD	9311000	21,478	22,009	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15100	C	d	ON	17248	22	
4	MARTIN LUTHER KING JR BLVD	9311000	22,009	23,042	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17100	C	d	ON			
4	MARTIN LUTHER KING JR BLVD	9311000	23,042	23,655	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	6700	C	d	ON	14045	21	
4	MILITARY TRL	9307000	20,359	21,122	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON			
4	MILITARY TRL	9307000	21,122	21,672	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40000	C	d	ON			
4	MILITARY TRL	9307000	21,672	22,443	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON			
4	MILITARY TRL	9307000	22,443	23,407	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON			
4	MILITARY TRL	9307000	23,407	24,160	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON			
4	MILITARY TRL	9307000	24,160	24,991	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42500	C	d	ON			
4	MILITARY TRL	9315000	0.000	0.970	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON			
4	MILITARY TRL	9315000	0.970	1,744	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43000	C	d	ON			
4	MILITARY TRL	9315000	1,744	2,008	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	ON			
4	MILITARY TRL	9315000	2,008	4,010	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34600	C	d	ON			
4	MILITARY TRL	9315000	4,010	5,658	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	35500	C	d	ON			
4	MILITARY TRL	9315000	5,658	7,039	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32500	C	d	ON			
4	MILITARY TRL	9315000	7,039	7,297	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	36500	C	d	ON			
4	MILITARY TRL	9315000	7,297	8,311	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	27500	C	d	ON			
4	MILITARY TRL	9315000	8,311	9,054	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25000	C	d	ON			
4	MILITARY TRL	9315000	9,054	10,046	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37500	C	d	ON			
4	MILITARY TRL	9315000	10,046	11,070	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40000	C	d	ON			
4	Martin L. King Blvd	9311000	3,958	4,471	UZ	Urban	A	Arterial	2	Class II	2	4	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	6700	C	d	ON			
4	N Dixie Hwy	8617000	0.000	0.731	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16400	D	d	ON			
4	N Dixie Hwy	8617000	0.731	2,338	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18600	D	d	ON			
4	NE 14 St	8603000	0.000	0.902	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16900	D	d	ON			
4	NE 3rd Ave	8617000	1,448	1,677	UZ	Urban	A	Arterial	2	Class II	4	4	Decrease service volume by 5% for Multi-Lanes with Exclusive Left Turn Lanes facility.	21900	D	d	ON	24000	21	
4	NE 3rd Street	8605006	0.169	0.349	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	1750	C	d	ON	2000	OFF	21
4	OCEAN AVE	9320000	9,235	9,843	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	6800	C	d	ON			
4	OKECHOBEE BLVD	9328000	0.000	0.141	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	52000	C	d	ON			
4	OKECHOBEE BLVD	9328000	0.141	1,911	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	49500	C	d	ON			
4	OKECHOBEE BLVD	9328000	1,911	2,670	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	59500	C	d	ON			
4	OKECHOBEE BLVD	9328000	2,670	3,034	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	59000	C	d	ON			
4	OKECHOBEE BLVD	9328000	3,034	4,010	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	58000	C	d	ON			
4	OKECHOBEE BLVD	9328000	4,010	5,053	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	56500	C	d	ON			
4	OKECHOBEE BLVD	9328000	5,053	5,564	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	65000	C	d	ON			
4	OKECHOBEE BLVD	9328000	5,564	6,214	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	69000	C	d	ON			
4	OKECHOBEE BLVD	9328000	6,214	7,084	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	44500	C	d	ON			
4	OKECHOBEE BLVD	9328000	7,084	7,741	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	63000	C	d	ON			
4	OKECHOBEE BLVD	9328000	7,741	8,359	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	65000	C	d	ON	66018	21	
4	OKECHOBEE BLVD	9328000	8,359	8,590	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	62500	D	d	ON	67877	21	
4	OKECHOBEE BLVD	9328000	8,590	8,731	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46600	C	d	ON			
4	OKECHOBEE BLVD	9328000	8,731	8,869	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46600	C	d	ON			
4	OKECHOBEE BLVD	9328000	8,869	9,120	UZ	Urban	A	Arterial	2	Class II	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	19000	D	d	ON			
4	Oakland Pk Blvd	8609000	0.000	0.741	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39000	C	d	ON			
4	Oakland Pk Blvd	8609000	0.741	3,322	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	61900	C	d	ON			
4	Oakland Pk Blvd	8609000	3,322	4,341	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	58						

4	Pines Blvd	8604000	8.477	9.502	UZ	Urban	A	Arterial	1	Class I	7	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	51000	C	d	ON			
4	Pines Blvd	8604000	9.502	10.496	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	51000	C	d	ON			
4	Pines Blvd	8604000	10.496	11.470	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	58000	C	d	ON			
4	Port St Lucie Blvd	9412000	4.931	5.972	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43500	C	d	ON			
4	Port St Lucie Blvd	9412000	5.972	6.596	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	45500	C	d	ON			
4	Port St Lucie Blvd	9412000	6.596	7.897	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	57500	C	d	ON			
4	Port St Lucie Blvd	9412000	7.897	8.719	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	35000	C	d	ON			
4	Port St Lucie Blvd	9412000	8.719	9.286	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	35000	C	d	ON			
4	Powerline Rd	8606500	0.000	1.027	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	20400	C	d	ON			
4	Powerline Rd	8606500	1.027	2.036	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON			
4	Powerline Rd	8606500	2.036	3.051	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34000	C	d	ON			
4	Powerline Rd	8606500	3.051	3.570	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34000	C	d	ON			
4	Powerline Rd	8606500	3.570	4.589	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37000	C	d	ON			
4	Powerline Rd	8606500	4.589	6.511	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	C	d	ON			
4	Powerline Rd	8606500	6.511	8.631	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	31500	C	d	ON			
4	Powerline Rd	8606500	8.631	9.612	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32500	C	d	ON			
4	Powerline Rd	8606500	9.612	10.649	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43000	C	d	ON			
4	Powerline Rd	8606500	10.649	11.971	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34500	C	d	ON			
4	Powerline Rd	8606500	11.971	12.605	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39000	C	d	ON			
4	Powerline Rd	8606500	12.605	13.314	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	35500	C	d	ON			
4	ROYAL PALM BRIDGE	9328000	9.120	9.401	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	19000	F	d	ON			
4	ROYAL PALM BRIDGE	9328000	9.401	10.199	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18100	D	d	ON			
4	ROYAL POINCIANA WAY	9306000	27.914	28.885	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	17000	D	d	ON			
4	Ramp from FLI Airport to I-95 WB	8609572	0.000	1.221	UZ	Urban	F	Freeway	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	20000	B	d	27863	EXCLUSIVE	21	
4	Ramp from I-95 EB/US-1 SB to FLI Airport	8601006	0.000	1.064	UZ	Urban	A	Arterial	1	Class I	2	1	1-way; multiply the corresponding two-directional volumes by 0.6.	31700	F	d	60513	EXCLUSIVE	21	
4	Raywood Rd	8600018	0.861	1.013	UZ	Urban	A	Arterial	2	Class II	3	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18000	D	d	39426	OFF	21	
4	Red Rd	8619050	0.000	0.021	UZ	Urban	A	Arterial	1	Class I	6	3	No adjustment	51500	C	d	ON			
4	Red Rd	8619050	0.021	0.561	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	51500	C	d	ON			
4	Red Rd	8619050	0.561	1.998	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39000	C	d	ON			
4	S Andrews Avenue	8600012	0.000	0.200	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10000	F	d	19431	ON	21	
4	S Dixie Hwy	9302001	0.000	0.413	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15900	D	d	ON			
4	S Dixie Hwy	9302001	1.238	2.356	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15400	D	d	ON			
4	SR 5	8601001	0.000	0.285	UZ	Urban	A	Arterial	2	Class II	5	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	36000	D	d	ON			
4	SR 5	8601050	0.000	0.248	UZ	Urban	A	Arterial	1	Class I	6	3	1-way; multiply the corresponding two-directional volumes by 0.6.	11500	D	d	ON			
4	SR 5	8901500	0.000	1.171	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	59332	C	d	ON			
4	SR 5	9302000	9.237	10.270	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18300	D	d	ON			
4	SR 5	9302000	10.270	10.283	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18300	F	d	ON			
4	SR 5	9302002	0.000	0.045	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18300	F	d	ON			
4	SR 5	9302002	0.045	0.291	UZ	Urban	A	Arterial	2	Class II	2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	18300	F	d	ON			
4	SR 5	9401000	20.899	21.451	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON			
4	SR 60	8806000	26.072	27.088	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32000	C	d	ON			
4	SR 60	8806000	27.088	28.095	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	33000	C	d	ON			
4	SR 60	8806000	28.095	29.101	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	30000	C	d	ON			
4	SR 60	8806000	29.101	29.588	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26500	C	d	ON			
4	SR 60	8806000	29.588	30.090	UZ	Urban	A	Arterial	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	12500	C	d	ON			
4	SR 60	8806000	30.090	30.371	UZ	Urban	A	Arterial	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	12000	C	d	ON			
4	SR 60	8806000	30.371	30.618	UZ	Urban	A	Arterial	1	Class I	3	1	1-way; multiply the corresponding two-directional volumes by 0.6.	10750	C	d	ON			
4	SR 60	8806000	30.618	31.172	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	7900	C	d	ON			
4	SR 60	8806000	31.172	32.280	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	31500	C	d	ON			
4	SR 60	8806000	32.280	32.592	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	21500	C	d	ON			
4	SR 60	8600009	0.057	0.114	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	3200	C	d	ON			
4	SR 608	9400000	0.000	0.569	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	4800	C	d	ON			
4	SR 7	8610000	0.000	0.815	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	C	d	ON			
4	SR 7	8610000	0.815	1.548	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37000	C	d	ON			
4	SR 7	8610000	1.548	2.569	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41000	D	d	ON			
4	SR 7	8610000	2.569	4.099	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	38500	C	d	ON			
4	SR 7	8610000	4.099	5.099	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40500	C	d	ON			
4	SR 7	8610000	5.099	6.226	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	50500	C	d	ON			
4	SR 7	8610000	6.226	6.472	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47500	C	d	ON			
4	SR 7	8610000	6.472	6.472	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46000	C	d	ON			
4	SR 7	8610000	7.778	8.512	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON			
4	SR 7	8610000	8.512	9.142	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON			
4	SR 7	8610000	9.142	10.284	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	40500	C	d	ON			
4	SR 7	8610000	10.284	11.314	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	43000	C	d	ON			
4	SR 7	8610000	11.314	12.315	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	48500	C	d	ON			
4	SR 7	8610000	12.315	13.300	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	52000	C	d	ON			
4	SR 7	8610000	13.300	14.794	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	50000	C	d	ON			
4	SR 7	8610000	14.794	15.788	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	C	d	ON			
4	SR 7	8610000	15.788	16.099	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39500	C	d	ON			
4	SR 7	8610000	16.099	16.798	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39500	C	d	ON			
4	SR 7	8610000	16.798	17.651	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47500	C	d	ON			
4	SR 7	8610000	17.651	18.154	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	48500	C	d	ON			
4	SR 7	8610000	18.154	19.525	UZ	Urban	A	Arterial	2	Class II	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	53000	E	d	ON			
4	SR 7	8610000	19.525	20.887	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	49500	C	d	ON			
4	SR 7	8610000	20.887	21.710	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	47000	C	d	ON			
4	SR 7	8610000	21.710	22.672	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	54000	C	d	ON			
4	SR 7	8610000	22.672	23.489	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	55000	C	d	ON			
4	SR 7	8610000	23.4																	

4	SR-700	9314000	19,293	19,357	RD	Rural Developed	H	Highway			2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	4300	B	c	ON		
4	SR-700	9314001	0.560	0.848	R	Urban	A	Arterial			2	5	Decrease service volume by 20% for 2 Lanes without any Turn Lanes facility.	3600	C	c	ON		
4	SR-708(Blue Heron Blvd)	9301200	0.000	0.000	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18100	B	d	26105	ON	11
4	SR-708(Blue Heron Blvd)	9301200	0.361	0.875	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41500	C	d	54247	ON	11
4	SR-710(Baseline Hwy)	9311000	0.000	0.636	UZ	Urban	H	Highway			2	2	No adjustment	7100	B	d	9679	ON	11
4	SR-710(Baseline Hwy)	9311000	6.396	13.521	UZ	Urban	H	Highway			2	2	No adjustment	13100	B	d	18666	ON	11
4	SR-710(Baseline Hwy)	9311000	13.521	20.150	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25500	C	d	45544	ON	11
4	SR-710(Baseline Hwy)	9311000	20.150	21.478	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15100	C	d	ON		
4	SR-710(SW Warfield Blvd)	8902000	0.552	6.124	RD	Rural Developed	H	Highway			2	2	No adjustment	7400	B	c	14100	ON	11
4	SR-710(Warfield Blvd)	8907000	0.000	16.074	RD	Rural Developed	H	Highway			2	2	No adjustment	7400	B	c	16700	ON	11
4	SR-710(Warfield Blvd)	8907000	10.674	15.738	RD	Rural Developed	H	Highway			2	2	No adjustment	7100	B	c	10700	ON	11
4	SR-710(Warfield Blvd)	8907000	15.738	16.672	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	10900	C	d	18300	ON	11
4	SR-710(Warfield Blvd)	8907000	16.672	17.722	UZ	Urban	H	Highway			4	4	No adjustment	10900	B	d	17500	ON	11
4	SR-714 (Martin Downs Blvd)	8909100	0.000	0.958	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	19100	C	d	ON		
4	SR-714 (Martin Downs Blvd)	8909100	0.958	2.475	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	34000	C	d	ON		
4	SR-714 (Martin Hwy)	8909000	5.222	10.050	RD	Rural Developed	H	Highway			2	2	No adjustment	11800	C	c	ON		
4	SR-714 (Martin Hwy)	8909000	10.050	11.154	UZ	Urban	H	Highway			2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	D	d	ON		
4	SR-714 (Monterey Rd)	8909200	0.256	0.640	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	13400	C	d	ON		
4	SR-714 (Monterey Rd)	8909200	0.640	1.067	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	28000	C	d	ON		
4	SR-714 (Monterey Rd)	8909200	1.067	1.324	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	28000	C	d	ON		
4	SR-714 (Monterey Rd)	8909200	1.324	1.567	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22500	C	d	ON		
4	SR-714 (Monterey Rd)	8909200	1.567	2.773	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	19000	C	d	ON		
4	SR-714 (Monterey Rd)	8909200	2.773	3.166	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	18800	C	d	ON		
4	SR-714 (Palm City Bridge)	8909000	13.849	14.660	UZ	Urban	A	Arterial	2	Class II	4	4	No adjustment	39000	F	d	ON		
4	SR-715	9329000	0.000	1.865	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	11100	C	d	ON		
4	SR-715	9329000	1.865	3.312	UZ	Urban	H	Highway			2	2	No adjustment	10000	C	d	ON		
4	SR-715	9329000	3.312	4.309	UZ	Urban	H	Highway			2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	5299	B	c	ON		
4	SR-715	9329000	4.309	10.786	RD	Rural Developed	H	Highway			2	2	No adjustment	3700	B	c	ON		
4	SR-715	9329000	10.786	12.072	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	3400	C	d	ON		
4	SR-717	9317000	0.000	0.540	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	2100	B	c	ON		
4	SR-717	9317000	0.540	1.727	UZ	Urban	A	Arterial	2	Class II	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	3200	C	d	ON		
4	SR-729	9323000	0.000	2.290	UZ	Urban	H	Highway			2	2	No adjustment	5200	B	c	ON		
4	SR-732 (Causway Blvd)	8903000	26.400	28.552	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15700	C	d	ON		
4	SR-732 (Causway Blvd)	8953000	0.000	2.213	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15300	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	0.000	11.204	RD	Rural Developed	H	Highway			2	2	No adjustment	2200	B	c	ON		
4	SR-76 (Kanner Hwy)	8906000	11.204	20.934	RD	Rural Developed	H	Highway			2	2	No adjustment	4000	B	c	ON		
4	SR-76 (Kanner Hwy)	8906000	20.934	23.676	RD	Rural Developed	H	Highway			2	2	No adjustment	2917	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	23.676	24.834	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	F	d	ON		
4	SR-76 (Kanner Hwy)	8906000	24.834	25.500	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	25.500	26.121	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37500	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	26.121	26.714	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	37500	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	26.714	29.182	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32500	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	29.182	30.442	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	26000	C	d	ON		
4	SR-76 (Kanner Hwy)	8906000	30.442	31.504	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39000	C	d	ON		
4	SR-80(Kicker Hwy)	9311001	0.000	12.246	RD	Rural Developed	H	Highway			2	2	No adjustment	9700	F	d	16905	ON	11
4	SR-80/Martin L King Blvd	9311000	0.000	1.796	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16100	C	d	18000	ON	11
4	SR-80/Martin L King Blvd	9311000	1.796	3.998	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23000	C	d	26000	ON	11
4	SR-80/Southern Blvd	9312000	0.228	4.708	RD	Rural Developed	H	Highway			4	4	No adjustment	13900	B	c	26276	ON	11
4	SR-80/Southern Blvd	9312000	4.708	6.051	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	19800	C	d	41123	ON	11
4	SR-80/Southern Blvd	9312000	6.051	8.940	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	42000	F	d	52220	ON	11
4	SR-80/Southern Blvd	9312000	8.940	11.735	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	69098	C	d	81881	ON	11
4	SR-80/Southern Blvd	9312000	11.735	15.280	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	71500	C	d	91632	ON	11
4	SR-80/Southern Blvd	9312000	15.280	18.857	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	81000	F	d	83520	ON	11
4	SR-80/Southern Blvd	9312000	18.857	19.160	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	53000	C	d	60000	ON	11
4	SR-80/Southern Blvd	9312000	19.160	19.928	UZ	Urban	A	Arterial	1	Class I	8	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	62500	C	d	71000	ON	11
4	SR-80/Southern Blvd	9312000	19.928	19.967	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	32800	C	d	43985	ON	11
4	SR-811	9309000	0.000	1.247	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	35000	C	d	ON		
4	SR-811	9309000	1.247	3.090	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON		
4	SR-811	9309000	3.090	3.605	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	23500	C	d	ON		
4	SR-811	9309000	3.605	4.015	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	22800	C	d	ON		
4	SR-811	9309000	4.015	5.413	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41000	C	d	ON		
4	SR-811	9309000	5.413	6.720	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	30500	C	d	ON		
4	SR-811	9309000	6.720	9.706	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	30000	C	d	ON		
4	SR-811	9309000	9.706	10.249	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	25400	C	d	ON		
4	SR-811	9309000	10.249	10.750	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	36000	C	d	ON		
4	SR-811	9309000	10.750	11.702	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	39500	C	d	ON		
4	SR-869(SW 10 St)	8601200	0.000	1.429	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	46500	F	d	53000	ON	11
4	SR-869(SW 10 St)	8601200	1.429	2.051	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	54000	F	d	56979	ON	11
4	SR-A1A (Ocean Blvd)	8904000	1.765	2.537	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	24500	D	d	ON		
4	SR-A1A (Ocean Blvd)	8904000	2.537	3.347	UZ	Urban	A	Arterial	1	Class I	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	24000	C	d	ON		
4	SR-A1A (Ocean Blvd)	8904000	3.347	4.699	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	15000	C	d	ON		
4	SR-A1A (Ocean Blvd)	8904000	4.699	8.142	UZ	Urban	A	Arterial	1	Class I	2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	7706	C	d	ON		
4	SR-A1A (Ocean Blvd)	8904000	8.142	8.630	UZ	Urban	H	Highway			2	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	16100	C	d	ON		
4	SW 10 St	8601200	2.055	2.152	UZ	Urban	A	Arterial	1	Class I	5	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	28000	C	d	ON		
4	SW 4 Ave	8600130	0.000	0.773	UZ	Urban	A	Arterial	2	Class II	4	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	12900	C	d	14028	OFF	21
4	Sample Rd	8602800	0.000	0.953	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	41000	C	d	ON		
4	Sample Rd	8602800	0.953	3.019	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	55000	C	d	ON		
4	Sample Rd	8602800	3.019	3.975	UZ	Urban	A	Arterial	1	Class I	6	3	Increase service volume by 5% for Exclusive Right Turn Lanes facility.	54000	C	d	ON		
4	Sample Rd	8602800	3.975	5.															

Appendix C - FDOT Central Office Annual LOS Reporting - Turnpike Tables

MD	FACILITY	ROADWAY	BEGIN_POST	END_POST	LOSAT	AREATYPE	LOSFT	FACILITYTYPE	LOSCL	CLASSTYPE	LOSLN	LOSADJ	ADJUSTMENT	LOSAADT	LOS	LOSSTD	LOSFADT	CSTATUS	SISFACTP	LOSLN15	LOSAADT15
8	Beachline East	70470000	0.000	0.815	R		F	Freeway			4		No adjustment	39400	C	c	73200	ON	11		
8	Beachline East	70470000	0.815	1.670	R		F	Freeway			2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	19700	C	c	36600	ON	11		
8	Beachline East	70470000	1.670	5.650	UZ	Urban	F	Freeway	1	Class I	4		No adjustment	32800	B	d	62200	ON	11		
8	Beachline East	70470000	5.650	9.956	UZ	Urban	F	Freeway	1	Class I	4		No adjustment	31800	B	d	57800	ON	11		
8	Beachline East	75475000	0.000	4.957	R		F	Freeway			4		No adjustment	39400	C	c	73200	ON	11		
8	Beachline East (WB)	70470100	0.000	0.908	R		F	Freeway			2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	19700	C	c	36600	ON	11		
8	Beachline West	75471000	0.000	0.820	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	84600	F	d	136900	ON	11		
8	Beachline West	75471000	0.820	1.880	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	83600	F	d	134700	ON	11		
8	Beachline West	75471000	1.880	3.090	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	87800	F	d	140400	ON	11		
8	Beachline West	75471000	3.090	4.288	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	74800	E	d	118400	ON	11		
8	Beachline West	75471000	4.288	4.650	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	55300	B	d	85100	ON	11		
8	Beachline West	75471000	4.650	8.421	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	78800	C	d	123100	ON	11		
8	HEFT	86471000	0.000	3.220	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	53600	C	d	115300	ON	11		
8	HEFT	86471000	3.220	6.180	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	70800	D	d	134800	ON	11		
8	HEFT	86471000	6.180	7.706	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	43300	B	d	68400	ON	11		
8	HEFT	87471000	0.284	3.110	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	37100	B	d	70100	ON	11		
8	HEFT	87471000	3.110	5.250	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	57100	C	d	100900	ON	11		
8	HEFT	87471000	5.250	6.080	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	65900	D	d	109700	ON	11		
8	HEFT	87471000	6.080	9.190	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	77900	E	d	138600	ON	11		
8	HEFT	87471000	9.190	11.790	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	84900	F	d	138100	ON	11		
8	HEFT	87471000	11.790	12.880	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	73400	D	d	116900	ON	11		
8	HEFT	87471000	12.880	13.890	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	125900	F	d	193900	ON	11		
8	HEFT	87471000	13.890	16.200	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	152000	E	d	235700	ON	11		
8	HEFT	87471000	16.200	17.900	UZ	Urban	F	Freeway	2	Class II	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	183200	E	d	268000	ON	11		
8	HEFT	87471000	17.900	18.420	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	95800	F	d	166300	ON	11		
8	HEFT	87471000	18.420	20.430	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	106700	D	d	173500	ON	11		
8	HEFT	87471000	20.430	23.540	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	131600	F	d	208200	ON	11		
8	HEFT	87471000	23.540	25.660	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	148600	D	d	227600	ON	11		
8	HEFT	87471000	25.660	26.770	UZ	Urban	F	Freeway	2	Class II	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	165000	D	d	245100	ON	11		
8	HEFT	87471000	26.770	27.120	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	115000	C	d	201300	ON	11		
8	HEFT	87471000	27.120	29.180	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	121900	C	d	210500	ON	11		
8	HEFT	87471000	29.180	31.187	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	120600	C	d	210200	ON	11		
8	HEFT	87471000	31.187	33.104	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	111500	D	d	197800	ON	11		
8	HEFT	87471000	33.104	35.300	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	105200	D	d	181100	ON	11		
8	HEFT	87471000	35.300	39.370	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	96900	D	d	152200	ON	11		
8	HEFT	87471000	39.370	40.150	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	53600	C	d	115300	ON	11		
8	I-4 Connector - Z Move	10472500	0.000	1.378	UZ	Urban	F	Freeway	1	Class I	2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	9600	B	d	22100	EXCLUSIVE	11		
8	I4 EB Off to SR 429	92473001	0.489	0.835	UZ	Urban	F	Freeway	2	Class II	1	1	1-way: multiply the corresponding two-directional volumes by 0.6.	8500	B	d	24350	EXCLUSIVE	11		
8	N. Coin	11470000	0.000	11.050	TR	Transitioning	F	Freeway			4		No adjustment	47100	C	c	95300	ON	11		
8	N. Coin	11470000	11.050	14.790	R		F	Freeway			4		No adjustment	37000	C	c	61200	ON	11		
8	N. Coin	11470000	14.790	22.396	R		F	Freeway			4		No adjustment	43100	D	c	73200	ON	11		
8	N. Coin	11470000	22.396	23.876	R		F	Freeway			4		No adjustment	42900	C	c	72300	ON	11		
8	N. Coin	18470000	0.000	7.280	R		F	Freeway			4		No adjustment	42900	C	c	72300	ON	11		
8	N. Coin	18470000	7.280	10.670	R		F	Freeway			4		No adjustment	37900	C	c	61600	ON	11		
8	N. Coin	75470000	0.000	1.445	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	64700	D	d	131500	ON	11		
8	N. Coin	75470000	1.445	5.700	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	59900	C	d	125700	ON	11		
8	N. Coin	75470000	5.700	6.069	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	76300	B	d	135400	ON	11		
8	N. Coin	75470000	6.069	10.050	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	83100	B	d	154700	ON	11		
8	N. Coin	75470000	10.050	16.678	UZ	Urban	F	Freeway	2	Class II	8		No adjustment	80500	B	d	134800	ON	11		
8	N. Coin	75470000	16.678	17.810	UZ	Urban	F	Freeway	2	Class II	10	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	112000	B	d	177000	ON	11		
8	N. Coin	75470000	17.810	18.579	TR	Transitioning	F	Freeway			10		No adjustment	76600	B	c	123000	ON	11		
8	N. Coin	75470000	18.579	18.774	TR	Transitioning	F	Freeway			8		No adjustment	67200	B	c	109400	ON	11		
8	N. Coin	75470000	18.774	23.730	TR	Transitioning	F	Freeway			8		No adjustment	78900	B	c	132900	ON	11		
8	N. Coin	75470000	23.730	24.913	TR	Transitioning	F	Freeway			4		No adjustment	47100	C	c	95300	ON	11		
8	N. Coin	92471000	30.900	34.040	TR	Transitioning	F	Freeway			4		No adjustment	39500	B	c	81000	ON	11		
8	N. Coin	92471000	34.040	36.070	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	38200	B	d	100300	ON	11		
8	N. Coin	92471000	36.070	40.250	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	55500	C	d	112500	ON	11		
8	N. Coin	92471000	40.250	40.760	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	64700	D	d	131500	ON	11		
8	Polk	16470000	0.000	0.039	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	25700	B	d	45800	ON	31		
8	Polk	16470000	0.039	0.555	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	25700	B	d	45800	ON	11		
8	Polk	16470000	0.555	2.854	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	27700	B	d	50500	ON	11		
8	Polk	16470000	2.854	4.133	UZ	Urban	F	Freeway	2	Class II	4	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	28300	B	d	50600	ON	11		
8	Polk	16470000	4.133	5.555	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	28700	B	d	49900	ON	11		
8	Polk	16470000	5.555	6.712	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	29400	B	d	50900	ON	11		
8	Polk	16470000	6.712	8.727	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	31600	B	d	54500	ON	11		
8	Polk	16470000	8.727	10.152	UZ	Urban	F	Freeway	2	Class II	4	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	30900	B	d	53100	ON	11		
8	Polk	16470000	10.152																		

8	S. Coin	87470000	3.200	3.342	UZ	Urban	F	Freeway	2	Class II	6	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	94600	C	d	146600	ON	11		
8	S. Coin	93470000	0.000	2.710	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	100000	D	d	160700	ON	11		
8	S. Coin	93470000	2.710	8.620	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	92900	C	d	149500	ON	11		
8	S. Coin	93470000	8.620	13.740	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	85600	C	d	140900	ON	11		
8	S. Coin	93470000	13.740	19.900	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	73700	D	d	126800	ON	11		
8	S. Connector	75472000	0.000	2.192	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	26900	B	d	42400	ON	11		
8	S. Connector	92472000	0.000	1.012	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	18400	B	d	31800	ON	11		
8	S. Connector	92472000	1.012	2.310	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	24600	B	d	40400	ON	11		
8	S. Connector	92472000	2.310	2.906	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	26900	B	d	42400	ON	11		
8	SR 407	70471000	0.000	0.828	R		F	Freeway			1	1	1-way: multiply the corresponding two-directional volumes by 0.6.	3200	B	c	5650	ON			
8	SR 407	70471000	0.828	4.345	R		F	Freeway			2		No adjustment	6400	B	c	11300	ON			
8	SR 407	70471000	4.345	6.788	UZ	Urban	H	Highway			2		No adjustment	6400	B	d	11300	ON			
8	SR 408	75474000	0.000	0.759	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	42300	B	d	73400	ON	11		
8	SR 417 SB to I-4 WB	92472002	0.000	0.221	UZ	Urban	F	Freeway	2	Class II	2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	9200	B	d	16200	EXCLUSIVE	11		
8	SR 589 SB On Ramp from US 98	08470012	0.000	0.391	TR	Transitioning	F	Freeway			2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	2850	B	c	5700	EXCLUSIVE	11		
8	Sawgrass	86472000	0.000	1.040	UZ	Urban	F	Freeway	2	Class II	6	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	104100	C	d	152400	ON	11		
8	Sawgrass	86472000	1.040	2.200	UZ	Urban	F	Freeway	2	Class II	6	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	89000	C	d	130900	ON	11		
8	Sawgrass	86472000	2.200	3.230	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	82900	C	d	121900	ON	11		
8	Sawgrass	86472000	3.230	5.440	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	87000	C	d	131000	ON	11		
8	Sawgrass	86472000	5.440	8.190	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	78000	C	d	123300	ON	11		
8	Sawgrass	86472000	8.190	10.910	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	67400	B	d	105300	ON	11		
8	Sawgrass	86472000	10.910	13.800	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	56900	B	d	88900	ON	11		
8	Sawgrass	86472000	13.800	15.550	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	66600	B	d	101400	ON	11		
8	Sawgrass	86472000	15.550	18.540	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	80700	C	d	120000	ON	11		
8	Sawgrass	86472000	18.540	19.540	UZ	Urban	F	Freeway	2	Class II	8	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	76400	B	d	115300	ON	11		
8	Sawgrass	86472000	19.540	20.680	UZ	Urban	F	Freeway	2	Class II	6	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	76900	B	d	117200	ON	11		
8	Sawgrass	86472000	20.680	20.785	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	37400	B	d	60900	ON	11		
8	Sawgrass	86472000	20.785	20.806	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	37400	B	d	60900	ON			
8	Sawgrass	86472000	20.806	21.835	UZ	Urban	F	Freeway	2	Class II	6		No adjustment	37400	B	d	60900	ON	11		
8	Seminole	77470000	0.000	0.480	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	60600	C	d	126000	ON	11		
8	Seminole	77470000	0.480	3.650	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	51000	C	d	108600	ON	11		
8	Seminole	77470000	3.650	6.500	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	47500	C	d	100600	ON	11		
8	Seminole	77470000	6.500	11.310	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	45300	B	d	96000	ON	11		
8	Seminole	77470000	11.310	12.187	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	37900	B	d	77800	ON	11		
8	Seminole	77470000	12.187	14.496	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	37100	B	d	75700	ON	11		
8	Seminole	77470000	14.496	17.039	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	36700	B	d	80800	ON	11		
8	Seminole	77470000	17.039	17.445	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	25000	B	d	47200	ON	11		
8	Suncoast	08470000	0.000	0.018	TR	Transitioning	F	Freeway			4		No adjustment	19700	B	c	34900	ON	11		
8	Suncoast	08470000	0.018	3.471	TR	Transitioning	F	Freeway			4		No adjustment	14900	B	c	29000	ON	11		
8	Suncoast	08470000	3.471	7.233	TR	Transitioning	F	Freeway			4		No adjustment	10800	B	c	23000	ON	11		
8	Suncoast	08470000	7.233	17.731	TR	Transitioning	F	Freeway			4		No adjustment	5700	B	c	11300	ON	11		
8	Suncoast	10470000	12.219	12.815	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	36900	B	d	71900	ON	11		
8	Suncoast	10470000	12.815	16.052	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	37300	B	d	69000	ON	11		
8	Suncoast	14470000	0.000	1.282	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	34700	B	d	62700	ON	11		
8	Suncoast	14470000	1.282	11.105	TR	Transitioning	F	Freeway			4		No adjustment	25900	B	c	49400	ON	11		
8	Suncoast	14470000	11.105	19.865	TR	Transitioning	F	Freeway			4		No adjustment	19700	B	c	34900	ON	11		
8	TPK SB Off to SR 408	75470151	0.415	0.585	UZ	Urban	F	Freeway	2	Class II	2	1	1-way: multiply the corresponding two-directional volumes by 0.6.	18450	B	d	29000	EXCLUSIVE	11		
8	Ticket	88470000	0.000	7.992	R		F	Freeway			4		No adjustment	30800	C	c	56200	ON	11		
8	Ticket	88470000	15.464	17.452	R		F	Freeway			4		No adjustment	30800	C	c	56200	ON	11		
8	Ticket	89470000	0.000	16.450	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	41500	B	d	76800	ON	11		
8	Ticket	89470000	16.450	20.249	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	46800	C	d	82300	ON	11		
8	Ticket	91470000	0.000	7.472	R		F	Freeway			4		No adjustment	30800	C	c	56200	ON	11		
8	Ticket	92470000	0.000	2.610	R		F	Freeway			4		No adjustment	30800	C	c	56200	ON	11		
8	Ticket	92470000	2.610	17.972	R		F	Freeway			4		No adjustment	29300	C	c	48600	ON	11		
8	Ticket	92471000	0.000	30.900	R		F	Freeway			4		No adjustment	29300	C	c	48600	ON	11		
8	Ticket	93470000	19.900	24.210	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	69200	D	d	124800	ON	11		
8	Ticket	93470000	24.210	26.256	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	69200	D	d	123800	ON	11		
8	Ticket	93470000	26.256	26.800	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	64400	D	d	110000	ON	11		
8	Ticket	93470000	26.800	33.400	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	64800	D	d	110600	ON	11		
8	Ticket	93470000	33.400	35.900	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	56900	C	d	100800	ON	11		
8	Ticket	93470000	35.900	42.760	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	44900	B	d	82400	ON	11		
8	Ticket	93470000	42.760	44.561	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	41500	B	d	76800	ON	11		
8	Ticket	94470000	0.000	0.350	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	46800	C	d	82300	ON	11		
8	Ticket	94470000	0.350	4.910	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	43800	B	d	77300	ON	11		
8	Ticket	94470000	4.910	13.800	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	37800	B	d	69200	ON	11		
8	Ticket	94470000	13.800	34.959	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	30800	B	d	56200	ON	11		
8	Veterans	10470000	0.741	1.300	UZ	Urban	F	Freeway	2	Class II	4	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	68700	C	d	128400	ON	11		
8	Veterans	10470000	1.300	3.330	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	69000	D	d	128800	ON	11		
8	Veterans	10470000	3.330	3.970	UZ	Urban	F	Freeway	2	Class II	4	7	Increase service volume by 20000 for Urbanized or Transitioning Freeway Auxiliary Lanes.	59900	B	d	114500	ON	11		
8	Veterans	10470000	3.970	4.900	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	57200	C	d	106200	ON	11		
8	Veterans	10470000	4.900	5.510	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	48200	C	d	90400	ON	11		
8	Veterans	10470000	5.510	6.990	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	52500	C	d	100000	ON	11		
8	Veterans	10470000	6.990	7.930	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	52100	C	d	99400	ON	11		
8	Veterans	10470000	7.930	9.850	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	46300	C	d	89500	ON	11		
8	Veterans	10470000	9.850	12.219	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	47300	C	d	91500	ON	11		
8	Veterans Spur	10471000	0.000	3.036	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	10400	B	d	19600	ON	11		
8	Western Beltway, Part C	75473000	0.000	2.200	UZ	Urban	F	Freeway	2	Class II	4		No adjustment	16300	B	d	49400	ON	11		
8	Western Beltway, Part C	75473000	2.200	5.312	TR	Transitioning	F	Freeway			4		No adjustment	20100	B	c	56200	ON	11		
8	Western Beltway, Part C	7547																			