CONGESTION MANAGEMENT PROCESS PLAN

Bay County TPO

Adopted: September 26, 2018

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Bay County Transportation Planning Organization (TPO)

Congestion Management Process Plan

Adopted: September 26, 2018

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Glossary

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

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

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1.0 Introduction

Congestion of any roadway network can be closely linked to demand. As the number of vehicles increase on a roadway segment, the capacity of the roadway decreases. Congestion can also be perceived on how well the roadway facility is meeting the needs of the users. The Congestion Management Process Plan (CMPP) is organized into nine sections: (1) Introduction; (2) Goals and Objectives; (3) Networks; (4) Performance Measures; (5) Performance Measures Assessment; (6) Corridor Management Planning & Planning for Constrained Facilities; (7) Data Collection Needs and Sources; (8) CMPP Coordination and Integration; and (9) Conclusion. The CMPP is a state and federally mandated document designed to support the transportation planning process.

Code of Federal Regulations (CFR) 450.320 requires any area with a population over 200,000 designated as a Transportation Management Area (TMA) to address congestion through a process that provides for safe and effective integrated management and operations of multimodal transportation system based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operation management strategies. Although the Bay County Transportation Planning Organization is not a designated TMA, Florida Department of Transportation (FDOT) policy extends this stipulation to all metropolitan planning organizations in an effort to emphasize mobility management. Moving ahead for Progress in the 21st Century (MAP-21) is the federal transportation law that will provide federal funding for highway and transit improvements as of October 1, 2012. The goal of MAP-21 is "to achieve a significant reduction in congestion on the National Highway System."

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

The Panama City Urbanized Area is located in the southern portion of Bay County in Northwest Florida. The Bay County Transportation Planning Organization (TPO) serves as the coordinating entity for transportation planning among the local governments, FDOT, and the Federal Highway Administration. The Bay County TPO CMPP is developed for and implemented within the Metropolitan Planning Area. Figure 1.2 identifies the boundaries that are used in the CMPP.

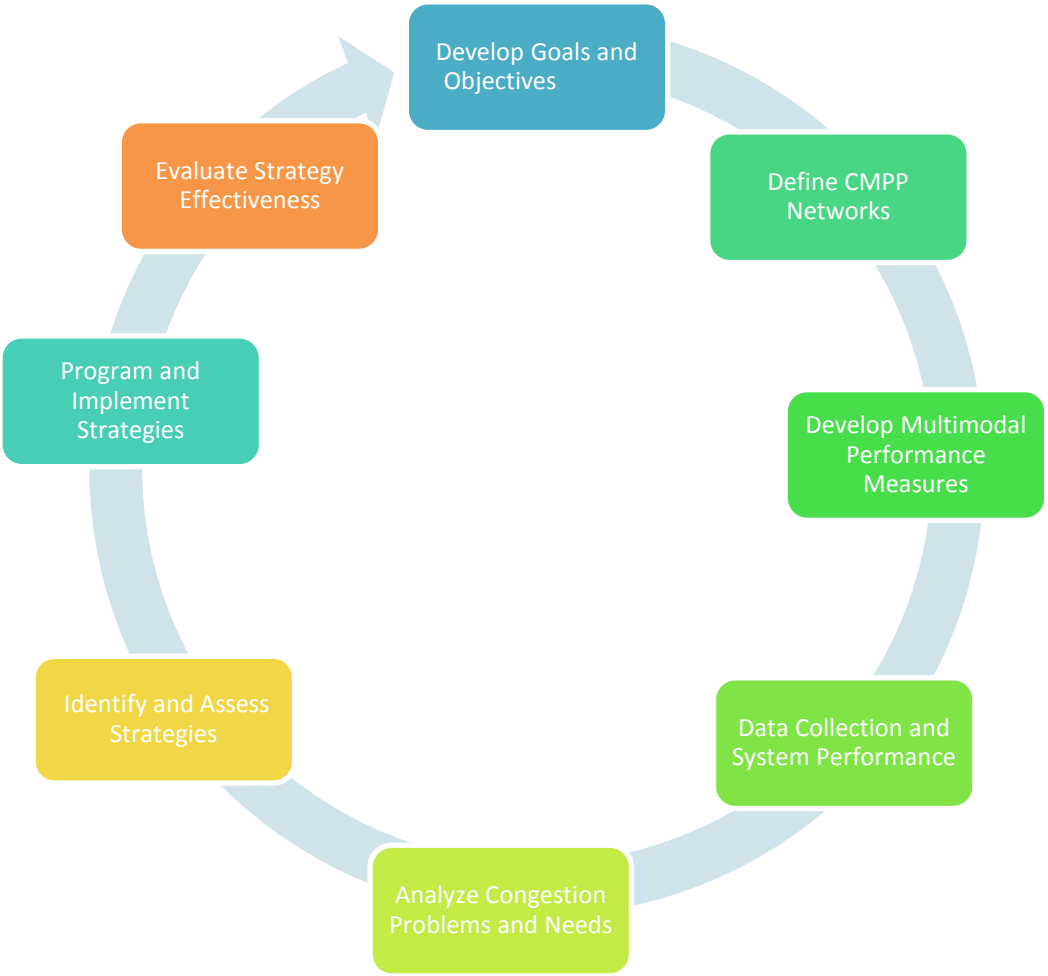
The southern study area boundary is formed by the Gulf of Mexico. The western boundary is formed by the Walton County line and West Bay, while the Gulf County line and the Tyndall Air Force Base military boundary form the eastern boundary. The northern border generally follows CR388 north of Southport and Bayou George to include the Port of

Panama City Industrial Park. This boundary is determined jointly by the TPO and FDOT after review of census population data to reflect the area expected to be urbanized in the next 20 years.

Significant geographic features include the Gulf of Mexico, North, East and West, and St. Andrew's Bays, the Intracoastal Waterway and numerous smaller creeks and bayous. A major land use feature in this region is Tyndall Air Force Base, located south of Panama City on a peninsula.

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

Figure 1.1. Major Steps of the Congestion Management Process.

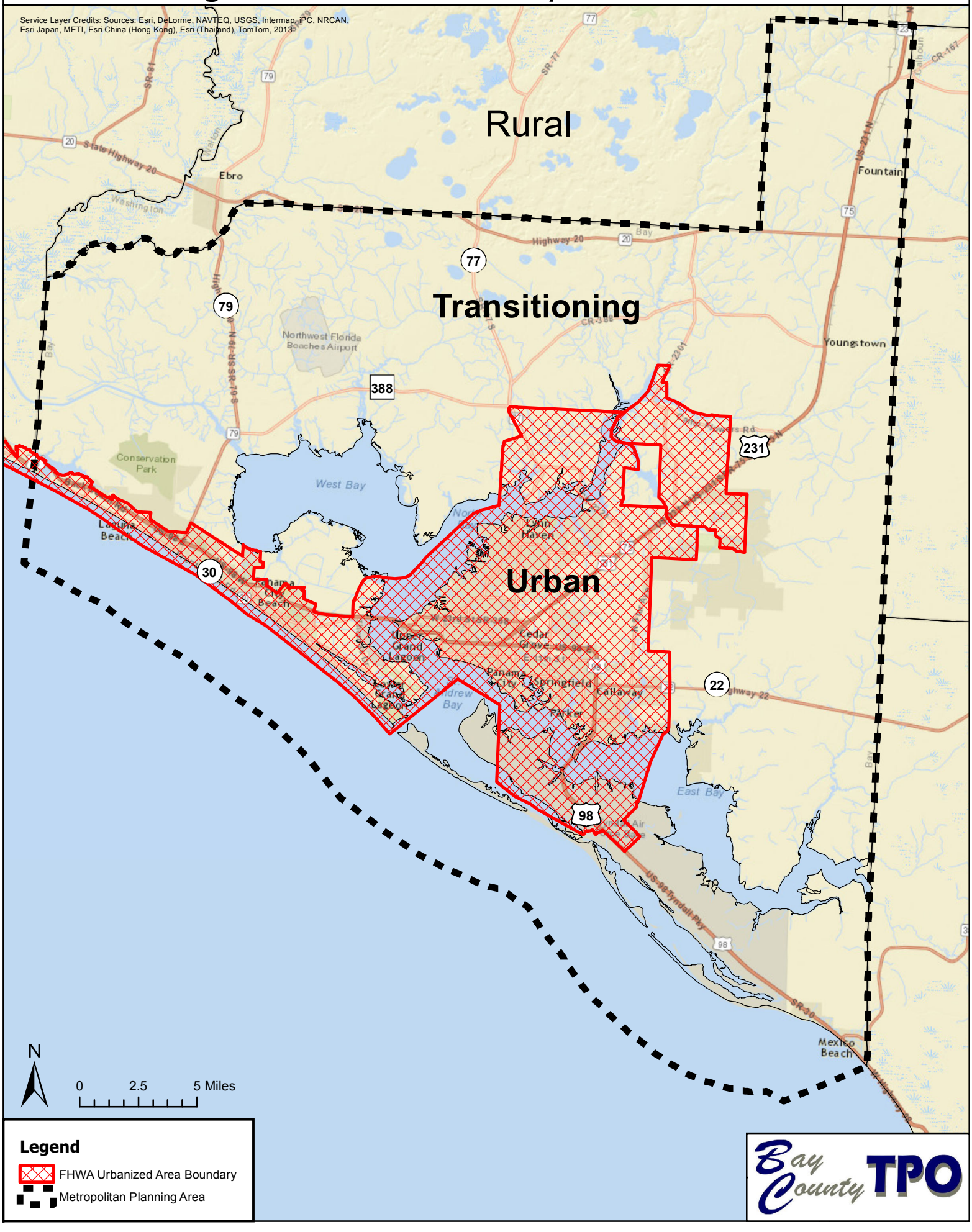


Source: Congestion Management Process Guidebook

1.1 Bay County TPO Boundary and Level of Service (LOS) Area

The boundary for the Bay County TPO is shown below in Figure 1.2. This map shows the Metropolitan Planning Area Boundary, which is the boundary for the TPO, as well as the FHWA Urbanized Area Boundary. For LOS analysis purposes, land within the FHWA Urbanized Area Boundary is considered 'Urbanized.' Land within the Metropolitan Planning Area Boundary is considered 'Transitioning,' and land outside of the Urbanized and Transitioning boundaries is considered 'Rural.'

Figure 1.2 TPO Boundary and LOS Area



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2.0 CMPP Goals and Objectives

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

2.1 Goals

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

Table 2.1 Bay County TPO 2040 Long Range Transportation Goals

Goal 1:	A multi-modal network of integrated transportation systems for the movement of people and goods.
Goal 2:	A multi-modal transportation system that is safe.
Goal 3:	A multi-modal transportation system that is operated and maintained efficiently.
Goal 4:	A multi-modal transportation system that protects, preserves and enhances a high quality of life.
Goal 5:	A multi-modal transportation system that includes consistent, continuing, cooperative and comprehensive planning processes.
Goal 6:	A multi-modal transportation system that supports economic vitality
Goal 7:	A multi-modal transportation system that provides for the security of residents, visitors and commerce.
Goal 8:	A multi-modal transportation system that maintains acceptable roadway level of service on all major facilities

2.2 Objectives and Congestion Mitigation Strategies

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

Table 2.2. Congestion Management Process Objectives and Congestion Mitigation Strategies

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

The purpose of the CMPP is to meet the goals and objectives laid out in Tables 2.1 and 2.2 by working to reduce travel demand and improve the security, safety, and reliability of the transportation system. Specific performance measures that will be used to evaluate how well this is being accomplished are found in Section 4.3. Two of the concepts listed above in Table 2.2 are more complex, and therefore will be discussed more in-depth below.

2.3 Reducing Travel Demand

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

One way that the TPO has been working to reduce travel is through the ride-On program. The ride-On program is funded by the Florida Department of Transportation and staffed by the West Florida Regional Planning Council. The ride-On program offers employer-based programs to assist in reducing single occupant vehicle travel to work sites. The Commuter Assistance Program coordinates users on a computer database with mapping capabilities to assist in forming carpools and vanpools. Figure 3.4 shows the location of the Park and Ride Lots as designated by the Florida Department of Transportation as well as the population density in the TPO area by zip code.

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

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

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

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

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

In the TPO Service Area, the Bay County Advanced Transportation Management Center (TMC) is currently is housed in the Administration Building on Eleventh Street in Panama City.

This TMC supports the existing and new traffic signal control upgrades/expansion and ITS deployment initiatives within the Bay County Panama City region and FDOT district. The fiber optic network allows direct communication from the TMC to all parts of the traffic system, such as: the controllers at the traffic signals, Dynamic Message Signs for traveler information, weather station information, emergency pre-emption, and live stream video from traffic cameras that have been placed at intersections as part of this project. TMC operators monitor live traffic conditions and have the ability to adjust the signal timing at each intersection to improve traffic flow or respond to a roadway incident.

Source: Bay County

3.0 Networks

Transportation planning is not just planning for roadways. It also entails planning for other modes of transportation such as public transportation, bicycles, pedestrians, and freight. To that extent, the following networks are identified in this CMPP report: (1) Roadway; (2) Transit; (3) Travel Demand; (4) Bicycle/Pedestrian; and (5) Freight.

3.1. Roadway Network

The roadway network is functionally classified based on the Federal Highway Administration (FHWA) Functional Classification System. A functional classification system is a grouping of streets and highways based upon the type of service they are intended to provide. There are three types of functionally classified systems in this report: 1) Freeways and Tolls; 2) Arterials; and 3) Collectors. Local roads are not included in the roadway network that is analyzed in the CMPP.

The roadway network that is analyzed for the CMPP is comprised of state roads and major county roads as well as an integrated system of airports, rail systems, multi-modal, and inter-modal facilities totaling 315 miles (See Figure 3.1). Regional roadway corridors serving the Urbanized Area include US231, US98, SR 79, SR 77 and SR20. Other major urban arterials include SR 390 (St. Andrews Boulevard), SR22 (Wewa Highway) and CR2327 (Transmitter Road).

Major bridge facilities include the Hathaway Bridge connecting Panama City Beach with Panama City via US98 and the Dupont Bridge connecting Panama City to Tyndall Air Force Base and points east along US98. Other bridge facilities include B.V. Buchanan Bridge (SR 79), the Phillips Inlet Bridge on US98 and North Bridge (SR 77). Intermodal connections are provided by the Northwest Florida Beaches International Airport, the Port of Panama City and Greyhound bus service in Panama City.

Based on a review of the 2014 FDOT Functional Classifications for Bay County roadways the following additional and changes were made to the roadway network:

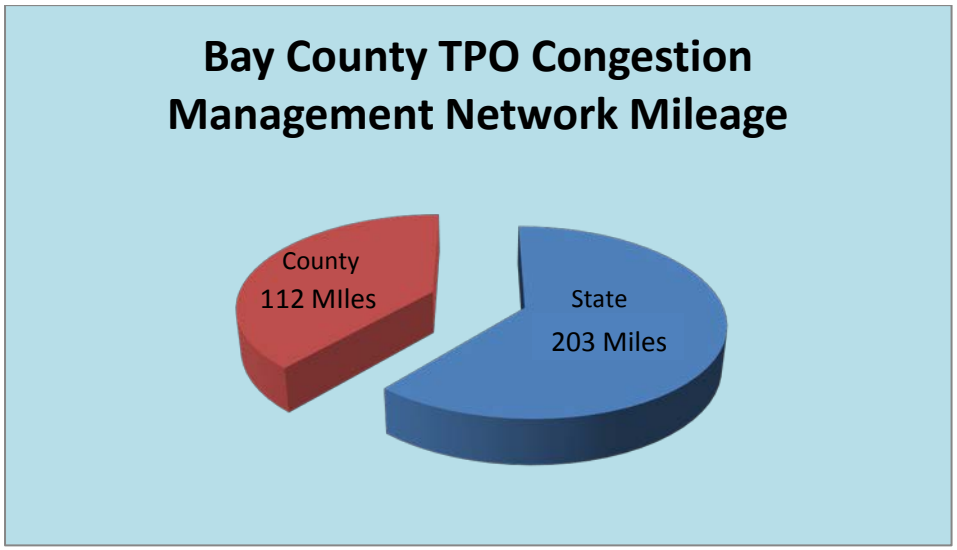
Roadway Additions

- CR2322 (7th Street) from School Avenue to Transmitter Road
- CR3026 (Cherry Street) from Berth Avenue to Star Avenue
- Everitt Avenue from US98 to Cherry Street
- 19th Street from US98 to Frankford Avenue

Network Edits

- CR399 from SR77 to SR79 was changed to SR399 and moved to the State Road tables.

Figure 3.1 Congestion Management Process Plan Roadway Mileage



Source: Bay County TPO Congestion Management Process Plan Network

The major roadway network is shown in Figure 3.2.

Figure 3.2 CMPP Roadway Network

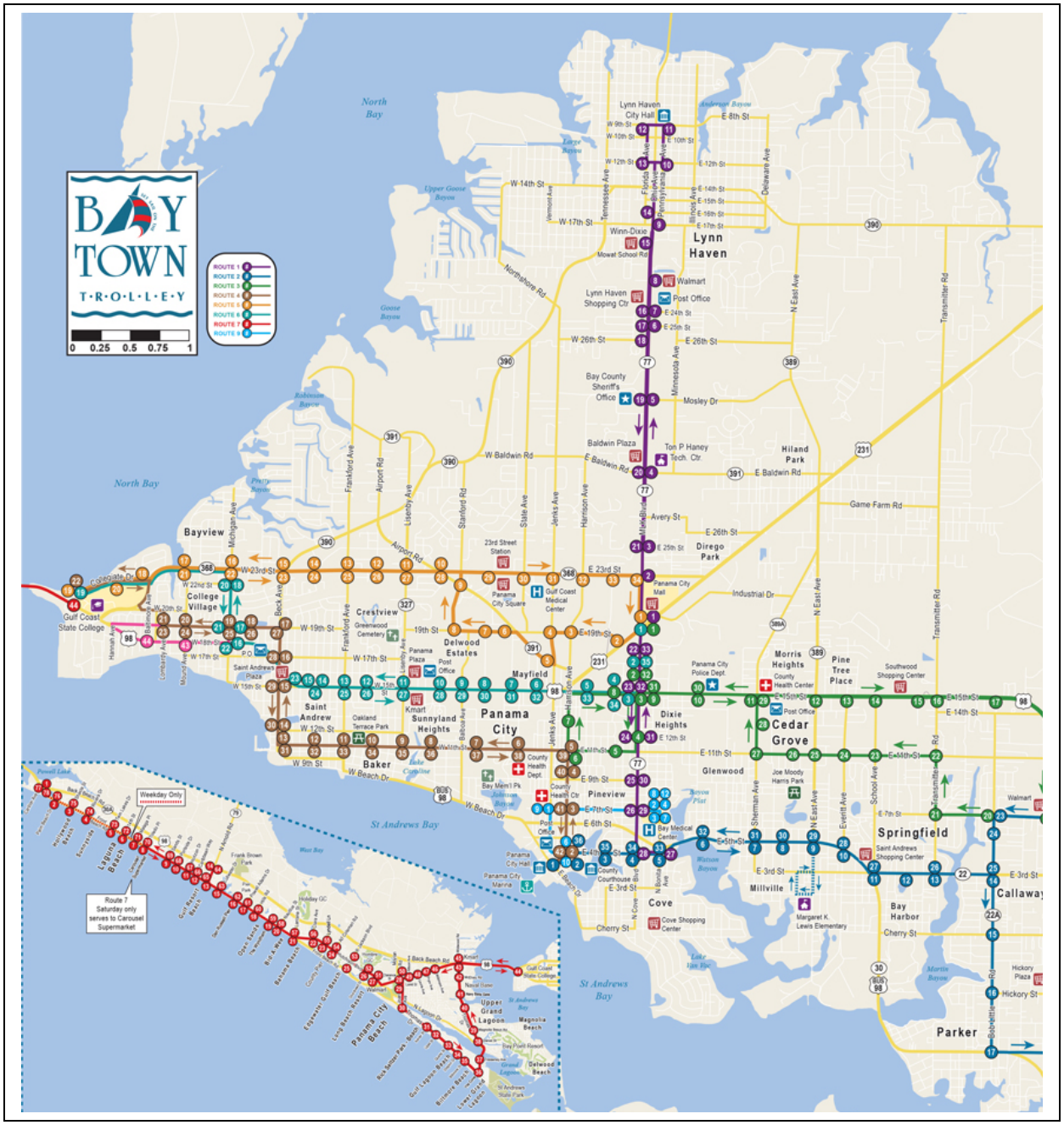
3.2 Transit Network

Bay Town Trolley (BTT) provides a fixed-route service with deviation to Bay County. BTT operates 10 local routes, as shown below in Figure 3.3. Some of the routes operate Monday through Saturday, while others operate on weekdays only. BTT offers headways between one and two hours on its routes.

Service may be provide beyond the fixed routes though a request to deviate from the fixed system. Requests for pick-up or drop-off are typically accommodated within a specified zone around the existing routes. The deviation-zone may or may not be strictly bounded. Typical deviations are between one-half and three-quarters of a mile from the route. Three-quarters of a mile from is the distance mandated by the Americans with Disabilities Act (ADA) for paratransit service complementing a fixed-route service.

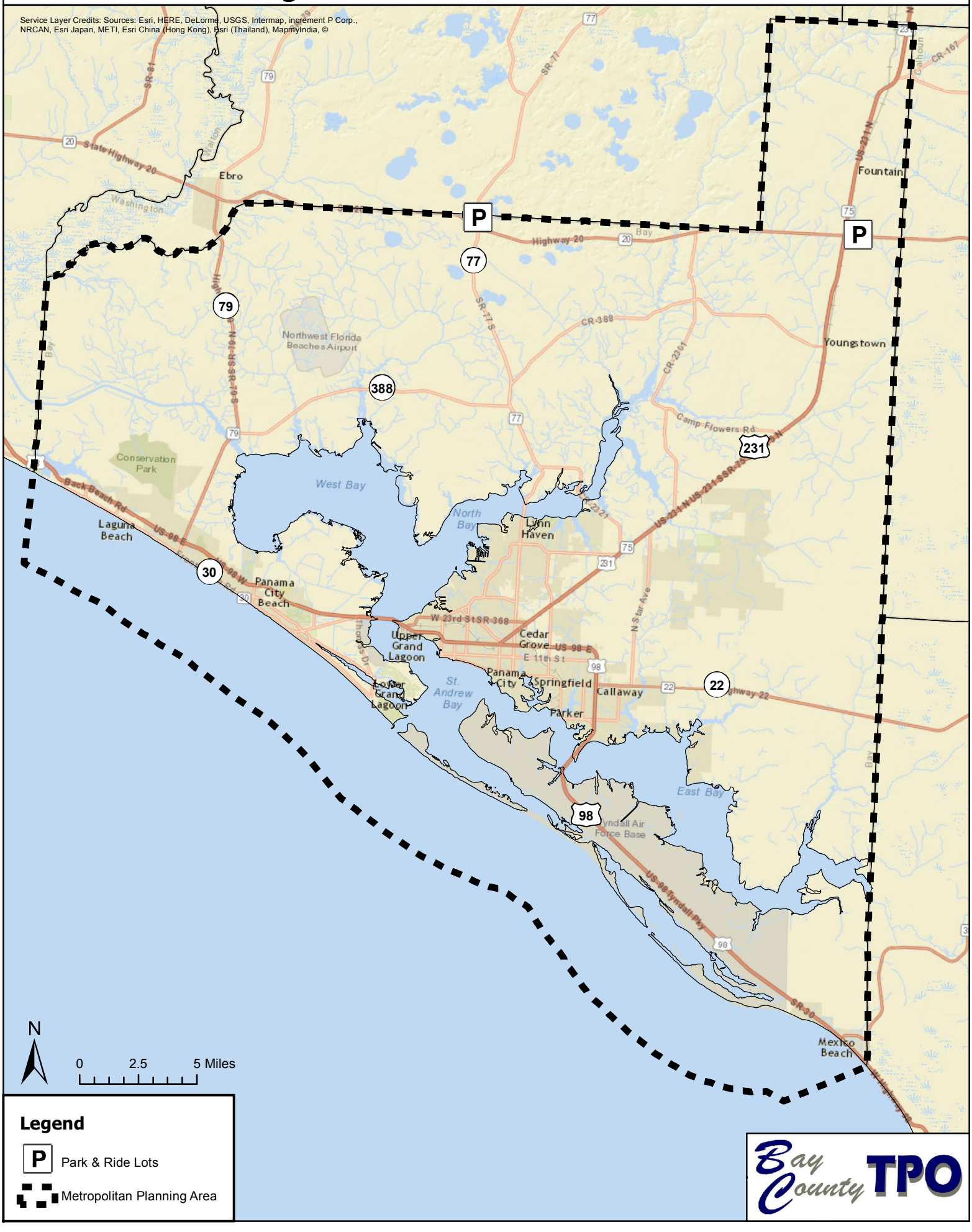
The basic charge for riding the BTT is $1.50. Students, seniors, Medicare card holders, and persons with disabilities ride for $.75. Children under 5 ride for free. BTT also offers day passes for $4 and monthly passes for $35.

Figure 3.3 Bay Town Trolley System Map



Source: Bay Town Trolley

Figure 3.4 Park and Ride Lots



3.3 Demand Response Transit Service

Bay Area Transportation currently provides demand response transit service in Bay County. This service provides door to door transportation services to and from the agencies congregate Meal Sites, Respite Center and agency program trips. The service gives mobility and self-sufficiency to senior adults who are transportation disadvantaged.

Bay Transportation provides nearly 20,000 trips per year. This service currently operates Monday through Friday from 6:30 AM - 5:00 PM

3.4 Bicycle and Pedestrian Network

The on-road bicycle network is identical to the CMPP network. Bike lanes and paved shoulders are considered on-road facilities. A bicycle lane is designated as a bicycle facility typically at least 4 feet wide and has an indication on the road. Paved shoulders serve as a means for a bicyclist to travel and a place of refuge for vehicles with mechanical problems. In the Bicycle Pedestrian Master Plan, paved shoulders at least 4 feet wide were noted as an undesignated bicycle facility. Paved shoulders are generally used as undesignated bicycle facilities along suburban and rural roadways.

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

Figure 3.5 Bicycle and Pedestrian Routes and Trails

1, 9	Intracoastal Waterway Canoe Trail
2	Pine Log Trail
3	Florida Trail
4,5	Florida Trail Connector
6	Ecofina Creek State Canoe Trail
7	Florida National Scenic Trail
8	St. Joseph Peninsula Trail

Bay County TPO

3.5 Freight Network

The freight network is composed of the CMPP network. Although rail, water, and air cargo are available, the movement of goods is primarily by truck. Depending on vehicle type, some freight movement is restricted on some of the roadways. Table 3.1 denotes the highways that support commerce in the TPO area.

A statewide Freight Plan is required in MAP-21 and the next major update to the Congestion Management Process Plan needs to reference this plan as well as the Strategic Intermodal System and its connection to the Highway of Commerce.

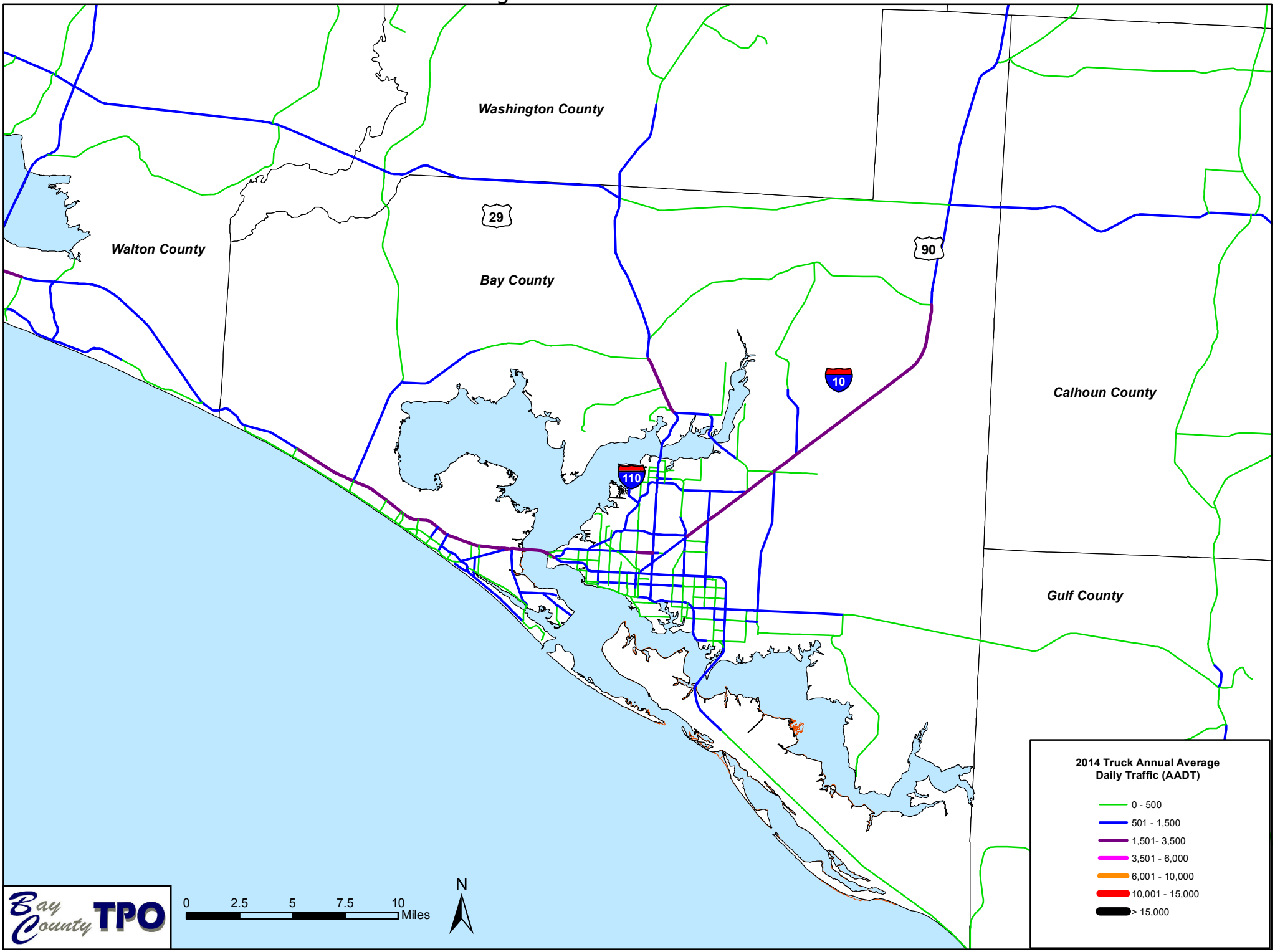
Table 3.1 Highways of Commerce

County	Highway of Commerce	From	To
Bay	US 98/SR 30	Walton Co. Line	Gulf County Line
	US 98 Business	Chevron Fuel Terminal	US 98/SR 30
	SR 22/Wewa Hwy	US 98 Business	Gulf County Line
	US 231/SR 75	US 98/SR 30	Jackson Co. Line
	SR 77	US 231	SR 390
	SR 77	SR 390	Washington Co. Line
	SR 79	US 98/SR 30	CR 388
	SR 79	CR 388	Washington Co. Line
	CR 390	US 231/SR 75	SR 77
	SR 390	SR 77	SR 368
	SR 368/W. 23rd St	SR 390	US 98/SR 30
	CR 2315/Star Ave	SR 22/Wewa Hwy	US 231/SR 75
	CR 2327/Transmitter Rd	SR 22/Wewa Hwy	US 231/SR 75
	CR 389/N. East Ave	S. of SR 22/ Wewa Hwy	CR 390
	CR 388	US 231	SR 79
	Thomas Dr	US 98	Coastal Palms Blvd
	SR 368/W. 23rd St	SR 390	US 98/SR 30
	CR 2297	SR 22	End

Source: TPO's Regional Freight Plan

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

Figure 3.6 2014 Truck Volumes



3.5 ride On Program

The West Florida Regional Planning Council (WFRPC) continues operating and managing the rideOn program for District Three of the Florida Department of Transportation (FDOT). rideOn currently serves as FDOT's District Three Commuter Assistance Program (CAP) in the ten (10) western counties of the District. These counties are Bay, Calhoun, Escambia, Gulf, Holmes, Jackson, Okaloosa, Santa Rosa, Walton, and Washington (the Panhandle of Florida). Calhoun and Jackson Counties are shared with Commuter Services of North Florida because some residents in these Counties commute to jobs in the Panama City Urbanized Area and some commute to the Tallahassee Urbanized Area.

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

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

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

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

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

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

3.6 Park and Ride

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

Current Park and Ride locations:

- Highway 77/Highway 20 – Northwest corner of intersection
- Highway 231/Highway 20 – Northeast corner of intersection
- The Curve at Thomas Drive on Panama City Beach (near Bay Town Trolley stop)
- Highway 98 / Wildwood Ave – K-Mart parking lot in Panama City Beach
- Pier Park – Panama City Beach – facing Front Beach Rd. across from pier (near Bay Town Trolley stop)
- Winn-Dixie parking lot at west end of Panama City Beach (near Bay Town Trolley stop)

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4.0 Performance Measures

Performance measures are a quantifiable method for analyzing the performance of the transportation system and the effectiveness of congestion management strategies. The employment of performance measures illustrates to what degree the CMPP is achieving its objectives. Developing performance measures can: (1) identify congested areas; (2) evaluate the effectiveness of mitigation strategies; (3) monitor the effectiveness and efficiency of the transportation system, and (4) identify, evaluate, track, and communicate the degree to which the transportation system satisfies its requirements.

4.1 Level of Service Performance Measure

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

A LOS analysis is a quantitative examination of the quality of service provided by the transportation system. The LOS tables are based on the generalized tables within the 2013 Quality/Level of Service (QLOS) Handbook. Maximum threshold levels are determined by the state and local governments based on the analysis of a segment's functional classification and facility type.

4.2 LOS Analysis Methodology

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

Over the last four years, the FDOT has updated and revised the way that LOS is calculated in its two QLOS handbook releases (2009 and 2013) and Generalized LOS tables releases (2009, 2010, and 2012). In the most recent update, the Generalized LOS tables now define arterials as Class I or II based on the posted speed limit of the roadway, and freeways in the urbanized area are divided into 'Core Urbanized' and 'Urbanized.' Additionally, the "*K Factor*" has been revised and has been standardized to utilize the latest research and provide a time savings to FDOT. The "*K Factor*" denotes peak hour to annual average daily traffic. FDOT personnel have conducted numerous traffic and

signalization studies and have modified the initial values to reflect average conditions in Florida. Daily and directional data were derived from FDOT's continuous traffic count stations throughout Florida. Signal timing data was obtained from analyses of traffic signal timings in Miami, Tampa, Tallahassee, Gainesville, DeLand and Lake City, as well as several rural developed areas. FDOT's intent has been to develop the most realistic numbers based on actual traffic, roadway and signalization data.

The steps for determining the CMPP network roadway congestion levels are described below:

1) Determine the geographic area type in which the roadway segment (Urbanized Area, Transitioning Area, or Rural Area) is located. Retrieve the appropriate table.
2) Determine the type of roadway to be analyzed: State two-way arterial, freeway, or non-state roadway and go to the corresponding portion of the table.
3) For arterial roadways, determine the posted speed limit on the segment of roadway and appropriate class designation (Class I, II, etc.) on the table.
4) Determine the number of through lanes on the segment and whether it is divided or undivided, or whether it has any adjustments to be made based on the presence or lack of median and turn lanes.
5) Find the appropriate row in the table under the proper class designation.
6) Look up the AADT count two-way traffic volume for the roadway segment. **Note:** If more than one count station exists on a roadway segment, the median count should be used to represent the average conditions.
7) Using the proper table, the appropriate Class designation, and the correct row, you can determine the LOS Classification in which the AADT falls.

4.3 Performance Measures for Congestion Mitigation Strategies

When MAP-21 replaced SAFETEA-LU, several key modifications were made that affect the metropolitan transportation planning process. MAP-21 focus' on performance-based planning, or planning that is performance-driven and outcome-based. Metropolitan Planning Organizations (MPOs) are required to establish and use a performance-based approach to transportation decision making and the development of transportation plans. To incorporate performance-based planning into this CMPP major update, performance measures that will be used to assess the congestion mitigation strategies have been created. These measures are specific, measurable, and tie directly to the individual congestion management strategies. They are shown below in Table 4.1.

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

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
1	Reduce number and length of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies -Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Track VMT and public transportation annual passenger miles of travel →Monitor travel times to work →Continue to promote public awareness of the Commuter Assistance Program →Promote BTT services →Produce electronic bicycle and pedestrian route maps for the public by December 2016 and printed maps by December 2017 →Encourage telecommuting and flexible work hours programs → Reduce travel time to work
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities	→Monitor transit usage →Monitor means of transportation to work →Track rideOn participation →Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 20 traffic signals annually? →Monitor congestion measures annually to discover congestion problems
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash “hot spots” -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide $800K of funding through the Year 2040 for separated bicycle and pedestrian facilities.

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
5	Preserve the existing transportation system	-Monitor traffic conditions in real time -Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio -Prioritize low-cost, operational improvements that will reduce congestion	→Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest $350K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) annually.

5.0 Performance Measure Assessment

5.1 Level of Service Analysis

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

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

- SR 30 A (US 98) from Mandy Lane to R. Jackson Boulevard;
- SR 30 A (US 98) from SR 30 / US 98A / Front Beach Road to Thomas Drive / CR 3031;
- SR 30 A (US 98) on the Hathaway Bridge from Bullnose W end of bridge to 23rd Street; and
- SR 390 from 23rd Street to SR 77 / Ohio Avenue.

5.2 Safety Analysis

Number of Crashes and Crash Rate Analysis

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

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

The most recent FDOT crash data (2012) was analyzed using the crash rate formula. This yields the frequency of crashes that occur on a roadway segment relative to the exposure of traffic on that segment. The crash rates shown in Figure 5.1 are 2012 segment crash rates and are presented as crashes per million vehicle miles traveled.

Figure 5.2 presents the change over five years, between 2008 and 2012, in the number of crashes on the Bay County TPO CMPP Roadway Network. These figures show whether crashes have increased, decreased, or stayed the same.

Traffic Fatalities

The National Highway Traffic Safety Administration annually publishes traffic fatalities by county. Figure 5.3 below shows the number of traffic fatalities in Bay County from 2008 through 2012. As shown in Figure 5.3, the number of traffic fatalities in Bay County was higher in 2012 than in any of the previous years back to 2008.

Figure 5.1. 2012 Crash Rate

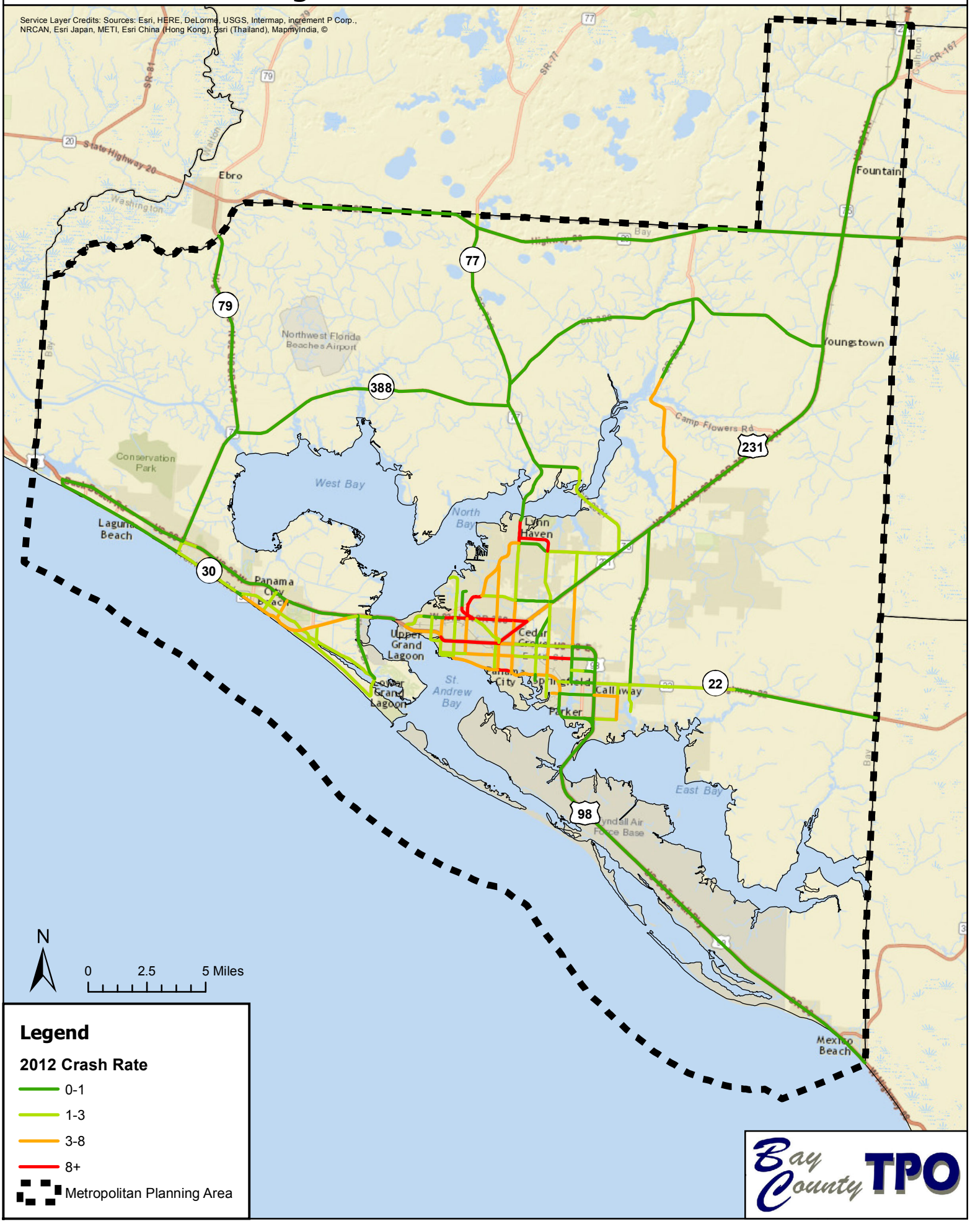
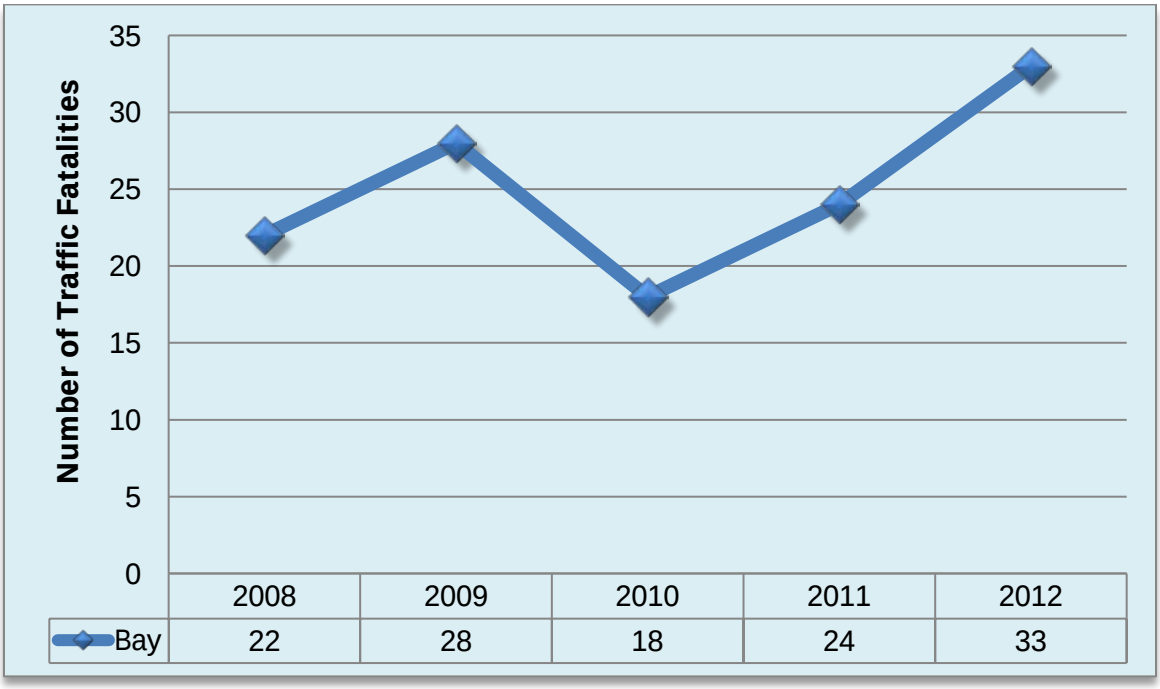


Figure 5.2 Change in Number of Crashes, 2008-2012

Figure 5.3. Number of Traffic Fatalities in Bay County, 2008-2012.



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

Pedestrian and Bicyclist Safety

The Panama City Metropolitan Statistical Area (MSA) is often not analyzed as individually as a region by national organizations for pedestrian statistics because of the MSA's smaller size (approximately 175,000 residents). Typically, a threshold of 500,000 residents is used in order to analyze the largest metropolitan areas.

However, State of Florida statistics regarding pedestrian and bicyclist safety are published through the National Highway Traffic Safety Administration. These statistics show that in 2012, Florida was the third highest number of pedestrian fatalities (California was #1, and Texas was #2). For bicycle fatalities, Florida had the second highest number of fatalities with 122 fatalities, with only California having a slightly higher number (124). The data for pedestrian and bicycle fatalities in Florida is shown below in Table 5.1.

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

Area	Traffic Fatalities (2003-2012)	Pedestrian Fatalities (2003-2012)	% of Traffic deaths that were pedestrians	Annual pedestrian deaths per 100,000 (2008-12)	% of Pedestrian deaths by posted speed limit			% of pedestrian fatalities on arterials
					>20 mph	>30 mph	40 mph and over	
Bay County	316	68	21.5%	4.11	1.5%	1.5%	66.2%	79.4%
Panama City-Lynn Haven-Panama City Beach, FL	316	68	21.5%	3.43	1.5%	1%	66%	79.4%

Source: Dangerous by Design 2014, Smart Growth America.

As shown in Table 5.1, the vast majority of pedestrian deaths occurring in the TPO area happen on arterial roadways that have a posted speed limit of 40 miles per hour or more.

5.3 Behavioral Analysis

Congestion is directly tied to the number of people, commuters, and peak travelers; to the number of miles traveled; and to the transportation choices of those travelers.

Means of Transportation to Work

Means of Transportation to work is reported by the American Community Survey and shows how workers 16 years and over get to work: whether they went in an automobile, walked, biked, used public transportation, used a taxicab, motorcycle, or others means; whether they worked from home; and whether they drove alone or carpooled. Table 5.2 below shows the results for Bay County for a three year period: 2011-2013. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.2. Means of Transportation to Work for Bay County, 2011-2013.

Means of Transportation to Work:	2011-13
Car, Truck, or Van	93.8%
Drove Alone	83.5%
Carpooled	10.2%
In 2 Person Carpool	8.7%
In 3 Person Carpool	1.2%
In 4 or more Person Carpool	0.4%
Workers per car, truck, or van	1.06
Public Transportation (excluding taxi)	0.7%
Walked	1.7%
Bicycle	0.5%
Taxicab, motorcycle, or other means	1.0%
Worked at home	2.4%

Source: American Community Survey.

As shown in Table 5.2, the vast majority of Bay County residents use a car, truck, or van as their means of transportation to work (94%). More than three quarters of residents are driving alone (83.5%) to work. Less than 3% of workers are using public transportation, walking, or bicycling.

Travel Time to Work

Also reported by the American Community Survey is travel time to work. Table 5.3 below shows the results for Bay County for 2011-2013. It is important to note that the margin of error can be up to five percent for the American Community Survey measures.

Table 5.3. Travel Time to Work for Bay County, 2011-2013.

Travel Time to Work:	2011-2013
Less than 10 minutes	16.6%
10 to 14 minutes	17.3%
15 to 19 minutes	18.0%
20 to 24 minutes	15.6%
25 to 29 minutes	6.5%
30 to 34 minutes	14.3%
35 to 44 minutes	2.6%
45 to 59 minutes	4.5%
60 or more minutes	4.7%
Mean travel time to work (minutes)	21.7

Source: American Community Survey.

Table 5.3 above shows that between 2011 and 2013, nearly three quarters (74%) of Bay County residents had a travel time to work of 30 minutes or less. Less than 10% have a travel time of 45 minutes or more.

5.4 Congestion Analysis

There are many ways to measure congestion. For the purposes of this CMPP, congestion measures were pulled from the Northwest Florida Regional Planning Model for years 2006 and 2040. Results are discussed below.

Figure 5.4. 2006 Congestion in Bay County.

Bay County Congestion:

5,338,167 Vehicle Miles Traveled (VMT)

241,185 Vehicle Hours Traveled (VHT)

Percent of Congested Travel: 27% (as a percent of VMT)

Percent of System Congestion: 11% (as a percent of VHT)

Source: Northwest Florida Regional Planning Model.

In 2006, over five million vehicle miles were traveled in Bay County. Twenty seven percent of those vehicle miles are considered congested travel, which is travel on links with a volume to capacity LOS E ratio of 0.85 and higher. Eleven percent of the system was considered congested out of the total number of lane miles. A total of approximately 250,000 vehicle hours were traveled.

6.0 Corridor Management Planning and Planning for Constrained Facilities

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

6.1 Corridor Management Planning

Based on the recommendation of this report, the TPO may undertake Corridor Management Plans (CMP) to examine corridors holistically. The purpose of these plans is to identify safety, operational and access management improvements and priorities needed to support all modes of transportation including roadway capacity, public transit and bicycle and pedestrian movements.

The following roadways are recommended for corridor/multimodal studies:

- US98 (15th Street) from Beck Avenue to US98A (This segment may be divided into smaller segments)
- 23rd Street from SR390 to US231

7.0 Data Collection Needs and Sources

This section defines the process for identifying, screening, and evaluating strategies for addressing congestion management data collection and system performance. The process can be incorporated at the system- and corridor-levels as a guide to selecting strategies to manage congestion.

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

7.1 Traffic Volume Data for LOS Tables

FDOT annually collects traffic volumes and usually publishes the data by late spring. Traffic volumes are counted at various locations throughout Florida and noted using station numbers. This information can be obtained from the Florida Traffic Information and Highway Data CD or from FDOT's Florida Traffic Online interactive website.

The traffic volumes noted for each count station are used to update AADTs on the LOS table. Other information contained in the tables includes: the functional classification of the roadway, the facility type, the total number of signals on the segment, the number of signals per mile, the segment length, the LOS area, the LOS standard and corresponding maximum allowable volume for the segment, the FDOT count stations for the segment, the current Annual Average Daily Traffic (AADT) count for each station, the historical counts and corresponding LOS. All of the analysis information contained in these tables is based on the 2013 Quality/Level of Service Handbook.

7.2 Crash Data

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

7.3 ITS and Operations Data

As mentioned in Section 2, Dynamic Message Signs, Closed Circuit Television cameras, Vehicle Detector Stations, and Road Weather Information Systems are used to collect and disseminate information in the TPO service area.

7.4 Speed and Travel Time Data

Travel time and speed samples can be collected using GPS technology in a probe vehicle to measure link-speeds. This information is typically used for corridor-level analyses of

recurring congestion. The TPO may choose to collect and incorporate this data into the CMPP.

7.5 Travel Survey Data

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

7.6 Travel Demand Model Data

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

8.0 CMPP Coordination and Integration

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

8.1 Integration in the Long Range Transportation Plan (LRTP)

The CMPP will be an integral part of the TPO's planning process, including the LRTP, Transportation Improvement Program (TIP), Unified Planning Work Program, (UPWP), and the Public Participation Plan (PPP). The CMPP guides the planning process by:

1) Identifying operations and management projects that can be included in the TPO's TIP and LRTP; and
2) Identifying a set of congestion mitigation strategies that can be applied to congested corridors.

8.2 Integration in the Transportation Improvement Program (TIP)

Congested corridors will be considered for the TIP, although there is no designated funding for implementing mitigation strategies. Projects are implemented through Transportation System Management (TSM) projects, Corridor Management Plans, and the inclusion of other local and FDOT projects. The TPO's TSM planner will be charged with tracking projects and recommendations related to congestion management for implementation and/or consideration in the TIP.

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

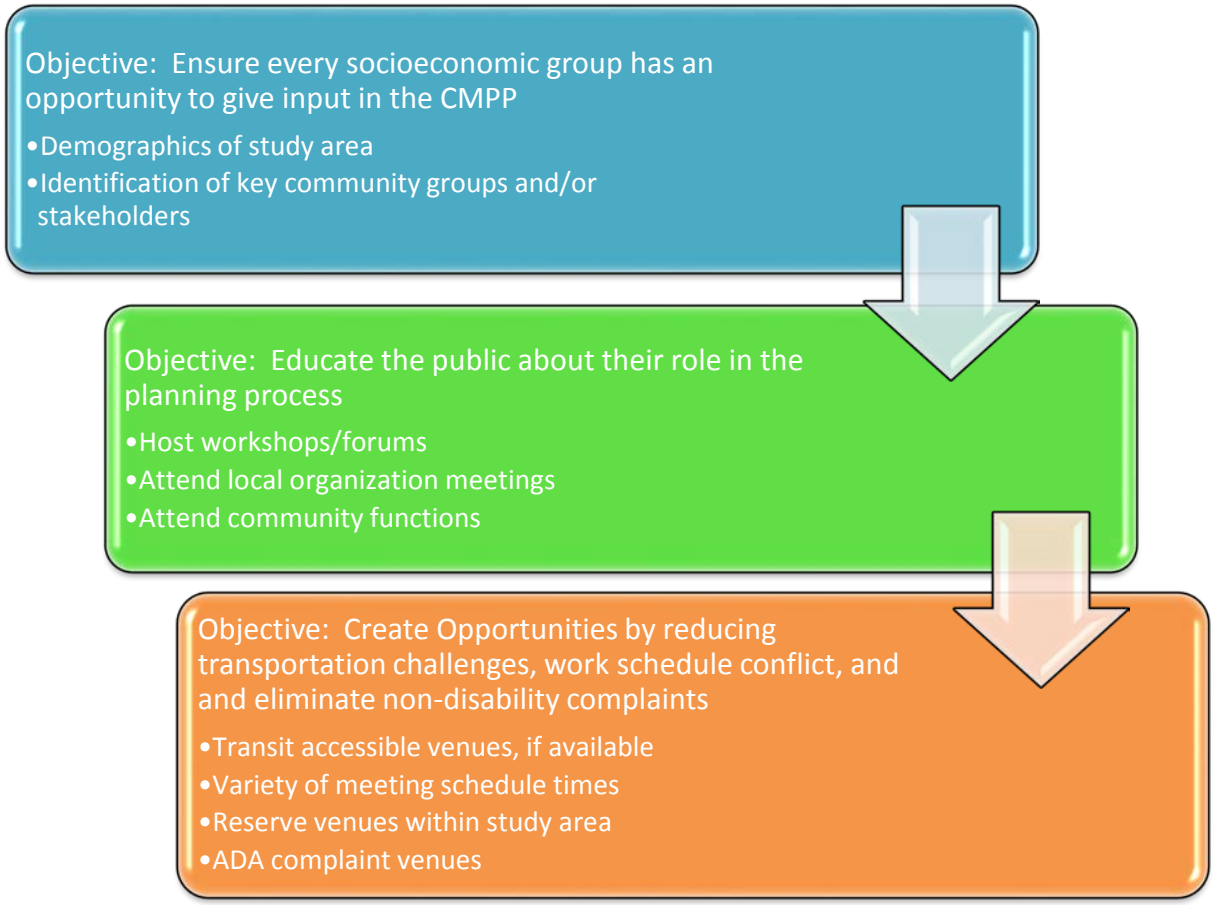
The Bay County TPO adopted the Regional Intelligent Transportation Systems (ITS) Plan in 2010 along with two other TPOs in Northwest Florida. ITS is a technological tool and system that local governments use to manage transportation operations. The plan identifies the current and future needs of the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

8.5 Integration with the Public Participation Process Plan

Public Involvement (PI) is a process that attempts to involve all persons in a community, regardless of race, income, or status, being affected positively or negatively by a future transportation project. The Public Involvement Plan (PIP) is a working document that will serve as a guide for the selection and application of PI tools and strategies in the

CMPP. The development of a PIP is the first action taken in developing the CMPP. This plan denotes the process of incorporating the impacted community in the selected study area. Once the study area is defined, community members and other stakeholders are invited to join the team. The goal of the PIP is to increase the public involvement of impacted communities and businesses to define congestion deficiencies and develop low-cost, short-term mitigation strategies. The steps taken to fulfill the goal are listed in Figure 8.1.

Figure 8.1 Public Involvement Objectives



8.6 Implementation of the CMPP

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

8.7 Monitoring and Tracking

The effectiveness of the congestion mitigation strategies and performance measures will be monitored and tracked along with the major update to the CMPP every five years. The collection of data over time will permit a more comprehensive analysis in identifying trends, and compare data across projects and the geographical region. When determining the effectiveness of adopted strategies, the LOS tables can provide an analysis of the previous and current conditions. However, the impacts of some mitigation strategies will not be as apparent as others. In the case of Transportation Demand Management (TDM), the impacts will become noticeable over a long period of time versus the impacts of an auxiliary left-hand turn lane which could have an immediate result.

8.8 Implementation Schedule

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

8.9 Implementation Responsibilities

Depending upon the recommendations in the next major update to the CMPP, funding responsibilities will be sent to the Bay County TPO, FDOT, or local governments for potential implementation.

8.10 Role of Decision Makers and Elected Officials

There are several agencies involved during the planning process. Representatives from various agencies serve on the TCC. The TCC serves as a forum for agencies to collaborate for the betterment of regional welfare, to review and comment on the draft CMPP, and

to make formal endorsements to the TPO. In Table 8.1, a list of representative agencies composing the TCC is provided.

Table 8.1 Technical Coordinating Committee Members

Non-Voting	Voting
Federal Highway Administration (FHWA)	Bay County
Florida Department of Transportation	Bay Town Trolley
Florida State University	City of Callaway
Gulf Coast Community College	Community Transportation Coordinator
Florida Department of Environmental Protection	City of Lynn Haven
Utilities	City of Mexico City Beach
West Florida Regional Planning Council	Panama City
	Panama City / Bay County Airport
	Panama City Beach
	Panama City Port
	Parker
	Springfield
	U.S. Air Force
	U.S. Navy

The Bay County TPO representatives include city and county elected officials within the urbanized area. There are ten commissioners and nine city council members serving on the TPO's board (See Table 8.2). The TPO is provided the opportunity to review and comment on drafted documents and final document before motioning to approve documents. Since the CMPP is included in the LRTP, the TPO will also review the list of proposed projects recommended to mitigate congestion.

Table 8.2 Bay County TPO Elected Officials Representation

Elected Officials Governing Locality	Number of Representatives
Bay County Commission	5 Commissioners
City of Lynn Haven	2 Council Members
City of Mexico Beach	1 Council Member
City of Panama City Beach	2 Council Members
City of Parker	1 Council Member
City of Springfield	1 Council Member
City of Callaway	2 Council Members
Panama City Commission	5 Commissioners

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9.0 Conclusion

Previously, the CMPP was updated annually. In alternating years, a study was completed of a congested segment and the following year it analyzed what mitigation strategies had been implemented. This CMPP update is a major update that will be completed in conjunction with the LRTP's update. This CMPP major update will be included as an additional element to the LRTP once adopted by the TPO.

The previous CMPP used Level of Service of Tables to determine which roadway segments had a deficient level of service. These deficient segments were ranked with evaluation criteria to determine which segment would be analyzed by a study team of the TPO's Technical Coordinating Committee and Citizens' Advisory Committee to develop recommendations to improve congestion for the particular roadway segment. The annual, or minor, update to the CMPP will continue to be the Level of Service Tables in Appendices B and C as well as the Safety Maps (Figures 5.1 and 5.2). However, with the implementation of performance measures in this plan update, major updates (that occur concurrently with the LRTP Update) will include an analysis of the results of the performance measures.

As presented in section 4, below are the recommended strategies and corresponding measures.

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

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
1	Reduce number and length of automobile trips	- Decrease vehicle miles traveled (VMT) - Implement Transportation Demand Management Strategies -Encourage carpooling and use of the Commuter Assistance Program -Encourage other modes of transportation	→Track VMT and public transportation annual passenger miles of travel →Monitor travel times to work →Continue to promote public awareness of the Commuter Assistance Program →Promote BTT services →Produce electronic bicycle and pedestrian route maps for the public by December 2016 and printed maps by December 2017 →Encourage telecommuting and flexible work hours programs → Reduce travel time to work

	Objectives	Congestion Mitigation Strategies	Performance Measures for Congestion Mitigation Strategies
2	Promote alternate modes of transportation	- Improve access to transit by supporting transit expansion - Increase bicycle and pedestrian connectivity by expanding bicycle and pedestrian facilities	→Monitor transit usage →Monitor means of transportation to work →Track rideOn participation →Prioritize bike lane and sidewalk projects that create connectivity between existing multi-modal facilities
3	Improve functionality and reliability of the transportation system	- Improve traffic flow - Implement Transportation System Management and Operation Strategies	→ Increase ITS capabilities to give travelers greater access to system information →Re-time 20 traffic signals annually? →Monitor congestion measures annually to discover congestion problems
4	Enhance the safety for motorized and non-motorized users	- Reduce the rate of accidents - Seek out high-crash "hot spots" -Separate travel modes to reduce conflict points	→Track and bring awareness to the number of traffic and pedestrian fatalities →Implement access management strategies to reduce conflict points →Map and review crash locations for high-crash hot spots annually as a part of the CMP →Provide $800K of funding through the Year 2040 for separated bicycle and pedestrian facilities.
5	Preserve the existing transportation system	-Monitor traffic conditions in real time -Prioritize capacity improvements for roadways with a deficient LOS / volume to capacity ratio -Prioritize low-cost, operational improvements that will reduce congestion	→Seek out capital and operating funding for traffic monitoring, management, and control facilities and programs →Update LOS tables annually and prioritize projects that have a failing LOS →Invest $350K in operational roadway improvements (including intersection improvements, removal of bottlenecks, and addition of turn lanes) annually.

Appendix A

Bay County Level of Service Analysis

CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR 20																
Washington County Line to SR77	Principal Arterial	2	Undivided 60 MPH	1	0.12578616	7.950	Trans	(C) 14,400	249 Washington County Station	3,700	2007	3,300	C	(C) 710	163	C
											2008	3,000	C		149	C
											2009	2,900	C		144	C
											2010	3,000	C		149	C
											2011	3,000	C		149	C
											2012	3,000	C		149	C
											2013	3,000	C		149	C
											2014	3,300	C		163	C
											2015	3,400	C		168	C
0.000 - 7.733										% of MV	2016	3,700	C		183	C
Roadway ID 46050000										23.61%	2017	3,400	C		168	C
Segment is on the Strategic Intermodal System.										26.07%	2022	3,754	C		186	C
Count station 249 from Washington County was used.										28.78%	2027	4,145	C		205	C
SR77 to SR 75 / US231	Principal Arterial	2	Undivided 60 MPH	1	0.06369427	15.700	Trans	(C) 14,400	192T	2,389	2007	1,974	C	(C) 710	98	C
											2008	1,847	C		91	C
											2009	1,864	C		92	C
											2010	2,058	C		102	C
											2011	1,754	C		87	C
											2012	1,741	C		86	C
											2013	1,742	C		86	C
											2014	1,868	C		92	C
											2015	2,112	C		105	C
7.733 -23.449										% of MV	2016	2,279	C		113	C
Roadway ID 46050000										16.59%	2017	2,389	C		118	C
Segment is on the Strategic Intermodal System.										18.32%	2022	2,638	C		131	C
										20.22%	2027	2,912	C		144	C
SR 75 / US231 to Calhoun County Line	Principal Arterial	2	Undivided 60 MPH	0	0.000	2.420	Trans	(C) 17,300	1	4,800	2007	4,100	B	(C) 850	203	B
											2008	4,200	B		208	B
											2009	3,600	B		178	B
											2010	3,800	B		188	B
											2011	3,800	B		188	B
											2012	3,900	B		193	B
											2013	4,100	B		203	B
											2014	3,800	B		188	B
											2015	4,600	B		228	B
										% of MV	2016	4,700	B		233	B
23.449 - 25.871										27.75%	2017	4,800	B		238	B
Roadway ID 46050000										30.63%	2022	5,300	B		262	B
										33.82%	2027	5,851	B		290	B

Updated 2018, using 2012 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2017/18 Transportation Planning Organization Congestion Management Process.

CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR22																
Wewa Highway	Minor	2	Undivided	1	1.78571429	0.560	Urbanized	(D)	5016	10,500	2007	13,000	D	(D)	661	D
SR 30 / Business 98 to	Arterial		35 MPH					14,800			2008	12,000	D	750	610	D
CR 2327/Transmitter Road											2009	12,500	D		636	D
											2010	11,500	D		585	D
											2011	11,000	D		559	D
											2012	10,500	D		534	D
											2013	14,000	D		712	D
											2014	11,000	D		559	D
											2015	11,000	D		559	D
										% of MV	2016	10,500	D		534	D
										70.95%	2017	10,500	D		534	D
0.000 - 0.561										78.33%	2022	11,593	D		589	D
Roadway ID 46080000										86.48%	2027	12,799	D		651	D
CR 2327/Transmitter Road	Minor	2	Undivided	2	2.000	1.000	Urbanized	(D)	5192	9,800	2007	11,850	C	(D)	587	C
to SR 30A / US 98 /	Arterial		45 MPH					17,700	1601	10,200	2008	11,450	C	880	567	C
Tyndall Parkway											2009	11,750	C		582	C
											2010	11,000	C		545	C
											2011	10,600	C		525	C
											2012	10,150	C		502	C
											2013	10,650	C		527	C
											2014	9,450	C		468	C
											2015	10,300	C		510	C
										% of MV	2016	10,350	C		512	C
										56.50%	2017	10,000	C		495	C
0.561 - 1.560										62.38%	2022	11,041	C		547	C
Roadway ID 46080000										68.87%	2027	12,190	C		603	C
SR 30A/ US 98 / Tyndall	Minor	2	Undivided	2	1.32450331	1.510	Urbanized	(D)	5189	14,500	2007	18,000	F*	(D)	891	F*
Parkway to CR 2315 /	Arterial		45 MPH					17,700	5195	17,900	2008	16,000	C	880	792	C
Star Avenue											2009	18,750	F*		928	F*
											2010	16,000	C		792	C
											2011	15,250	C		755	C
											2012	15,250	C		755	C
											2013	15,000	C		743	C
											2014	15,500	C		767	C
											2015	16,350	C		809	C
										% of MV	2016	16,450	C		814	C
										92.37%	2017	16,350	C		809	C
1.560 - 3.069										101.99%	2022	18,052	F*		894	F*
Roadway ID 46080000										112.60%	2027	19,931	F*		987	F*

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR22 (cont.)																
CR 2315 / Star Avenue	Minor	2	Undivided	0	0	4.420	Urbanized	(D)	1625	7,000	2007	7,800	B	(D)	386	B
to Bay County Urbanized	Arterial		55 MPH					24,200			2008	7,300	B	1,190	361	B
Boundary (west of Callaway											2009	7,300	B		361	B
Road)											2010	7,200	B		356	B
											2011	6,800	B		337	B
											2012	6,600	B		327	B
											2013	7,400	B		366	B
											2014	7,200	B		356	B
											2015	7,800	B		386	B
										% of MV	2016	7,800	B		386	B
										28.93%	2017	7,000	B		347	B
3.069 - 7.500										31.94%	2022	7,729	B		383	B
Roadway ID 46080000										35.26%	2027	8,533	B		422	C
Bay County Urbanized	Minor	2	Undivided	0	0	6.180	Trans	(C)	260	4,200	2007	4,500	B	(C)	223	B
Boundary (west of	Arterial		60 MPH					17,300	13	N/A	2008	3,500	B	850	173	B
Callaway Road) to Gulf											2009	3,900	B		193	B
County Line (MPA Boundary)											2010	4,300	B		213	B
											2011	4,000	B		198	B
											2012	3,900	B		193	B
											2013	3,900	B		193	B
											2014	3,800	B		188	B
											2015	4,100	B		203	B
										% of MV	2016	4,400	B		218	B
										24.28%	2017	4,200	B		208	B
7.500 - 13.681										26.80%	2022	4,637	B		230	B
Roadway ID 46080000										29.59%	2027	5,120	B		253	B
SR 30A (US98)																
Walton County line to	Principal	4	Divided	1	0.64683053	1.546	Urbanized	(D)	284	26,000	2007	19,200	C	(D)	968	C
Front Beach Road	Arterial		45 MPH					39,800			2008	15,300	C	2,000	771	C
											2009	16,800	C		847	C
											2010	17,500	C		882	C
											2011	18,000	C		907	C
											2012	18700	C		942	C
											2013	20,400	C		1,028	C
											2014	21,000	C		1,058	C
											2015	24,000	C		1,210	C
0.000 - 1.106 Walton Co. Line to Begin Reailignment										% of MV	2016	25,000	C		1,260	C
Roadway ID 46010000										65.33%	2017	26,000	C		1,310	C
0.000 - 0.440 Begin Realignment to Front Beach Rd										72.13%	2022	28,706	C		1,447	C
Roadway ID 46010001										79.63%	2027	31,694	C		1,597	C

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											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
Panama City Beach Parkway Front Beach Road to Cobb Road	Principal Arterial	4	Divided 45 MPH	1	0.20383204	4.906	Urbanized	(D) 39,800	216 273	27,000 32,500	2007	20,250	C	(D) 2,000	1,021	C
											2008	17,200	C		867	C
											2009	18,000	C		907	C
											2010	20,200	C		1,018	C
											2011	19,850	C		1,000	C
											2012	20,400	C		1,028	C
											2013	23,000	C		1,159	C
											2014	23,000	C		1,159	C
											2015	25,000	C		1,260	C
										% of MV	2016	28,000	C		1,411	C
										74.75%	2017	29,750	C		1,499	C
0.271 - 5.177										82.53%	2022	32,846	C		1,655	C
Roadway ID 46160000										91.12%	2027	36,265	C		1,828	C
Cobb Road to the beginning of the six-lane section	Principal Arterial	4	Divided 45 MPH	1	2.17391304	0.460	Urbanized	(D) 65,600	276	39,000	2007	30,000	B	(D) 3,240	1,512	B
											2008	30,500	B		1,537	B
											2009	27,500	B		1,386	B
											2010	31,000	B		1,562	B
											2011	29,500	B		1,487	B
											2012	30,000	B		1,512	B
											2013	31,500	B		1,588	B
											2014	34,000	B		1,714	B
											2015	37,500	C		1,890	C
										% of MV	2016	37,000	C		1,865	C
										59.45%	2017	39,000	C		1,966	C
5.177 - 5.694										65.64%	2022	43,059	C		2,170	C
Roadway ID 46160000										72.47%	2027	47,541	C		2,396	C
Beginning of the six-lane section to SR 79	Principal Arterial	6	Divided 45 MPH	1	2.222	0.450	Urbanized	(D) 59,900	276	39,000	2007	30,000	C	(D) 3,020	1,512	C
											2008	30,500	C		1,537	C
											2009	27,500	C		1,386	C
											2010	31,000	C		1,562	C
											2011	29,500	C		1,487	C
											2012	30000	C		1,512	C
											2013	31,500	C		1,588	C
											2014	31,500	C		1,588	C
											2015	37,500	C		1,890	C
										% of MV	2016	37,000	C		1,865	C
										65.11%	2017	39,000	C		1,966	C
5.694 - 6.067										71.89%	2025	43,059	C		2,170	C
Roadway ID 46160000										79.37%	2027	47,541	C		2,396	C

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SR30A (US98) (cont.)																
Panama City Beach Parkway SR79 to Mandy Lane	Principal Arterial	6	Divided 45 MPH	0	0.000	0.700	Urbanized	(D) 98,300	275	47,500	2007	37,000	B	(D) 4,860	1,865	B
											2008	34,500	B		1,739	B
											2009	31,500	B		1,588	B
											2010	38,000	B		1,915	B
											2011	38,500	B		1,940	B
											2012	40,000	B		2,016	B
											2013	39,000	B		1,966	B
											2014	45,500	B		2,293	B
											2015	46,000	B		2,318	B
										% of MV	2016	45,500	B		2,293	B
										48.32%	2017	47,500	B		2,394	B
6.067 - 6.760										53.35%	2022	52,444	B		2,643	B
Roadway ID 46160000										58.90%	2027	57,902	C		2,918	C
Mandy Lane to R. Jackson Boulevard	Principal Arterial	4	Divided 45 MPH	5	1.111	4.500	Urbanized	(D) 39,800	277	54,000	2007	37,500	C	(D) 2,000	1,890	C
											2008	36,500	C		1,840	C
											2009	42,500	F*		2,142	F*
											2010	44,000	F*		2,218	F*
											2011	42,500	F*		2,142	F*
											2012	39,500	D		1,991	D
											2013	43,000	F*		2,167	F*
											2014	46,500	F*		2,344	F*
											2015	46,500	F*		2,344	F*
										% of MV	2016	49,000	F*		2,470	F*
										135.68%	2017	54,000	F*		2,722	F*
6.760 - 11.290										149.80%	2022	59,620	F*		3,005	F*
Roadway ID 46160000										165.39%	2027	65,826	F*		3,318	F*
R. Jackson Boulevard to SR 30 / US 98A / Front Beach Road	Principal Arterial	4	Divided 55 MPH	1	0.340	2.939	Urbanized	(D) 39,800	203	40,500	2007	30,000	C	(D) 2,000	1,512	C
											2008	31,500	C		1,588	C
											2009	33,000	C		1,663	C
											2010	36,500	C		1,840	C
											2011	34,500	C		1,739	C
											2012	37,000	C		1,865	C
											2013	37,500	C		1,890	C
											2014	37,500	C		1,890	C
											2015	40,500	F*		2,041	F*
										% of MV	2016	40,500	F*		2,041	F*
										99.25%	2017	39,500	D		1,991	D
11.290 - 14.229										109.58%	2022	43,611	F*		2,198	F*
Roadway ID 46160000										120.98%	2027	48,150	F*		2,427	F*

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SR30A (US98) (cont.)																
Panama City Beach Parkway SR 30 / US 98A / Front Beach Road to Thomas Drive / CR 3031	Principal Arterial	4	Divided 45 MPH	1	2.41545894	0.414	Urbanized	(D) 39,800	100	54,000	2007	42,700	F*	(D) 2,000	2,152	F*
											2008	41,800	F*		2,107	F*
											2009	41,000	F*		2,066	F*
											2010	47,500	F*		2,394	F*
											2011	46,500	F*		2,344	F*
											2012	44,500	F*		2,243	F*
											2013	51,500	F*		2,596	F*
											2014	53,000	F*		2,671	F*
											2015	53,500	F*		2,696	F*
										% of MV	2016	53,000	F*		2,671	F*
										135.68%	2017	54,000	F*		2,722	F*
0 - 0.414										149.80%	2022	59,620	F*		3,005	F*
Roadway ID 46010100										165.39%	2027	65,826	F*		3,318	F*
Thomas Drive / CR 3031 to Hathaway Bridge (west approach)	Principal Arterial	6	Divided 45 MPH	1	1.706	0.586	Urbanized	(D) 59,900	1609	58,500	2007	48,000	C	(D) 3,020	2,419	C
											2008	54,000	C		2,722	C
											2009	54,000	C		2,722	C
											2010	50,000	C		2,520	C
											2011	53,000	C		2,671	C
											2012	50,500	C		2,545	C
											2013	55,000	C		2,772	C
											2014	55,000	C		2,772	C
											2015	58,500	D		2,948	D
										% of MV	2016	58,500	D		2,948	D
										97.66%	2017	58,500	D		2,948	D
0.414 - 1.00										107.83%	2022	64,589	F*		3,255	F*
Roadway ID 46010100										119.05%	2027	71,311	F*		3,594	F*
Hathaway Bridge (west approach) Bullnose W end of bridge to Bullnose E end of bridge	Principal Arterial	6	Divided 45 MPH	1	1.049	0.953	Urbanized	(D) 59,900	5221 5084	68,000 N/A	2007	65,000	F*	(D) 3,020	3,276	F*
											2008	55,000	C		2,772	C
											2009	61,500	F*		3,100	F*
											2010	60,000	F*		3,024	F*
											2011	61,000	F*		3,074	F*
											2012	59,000	D		2,974	D
											2013	60,500	F*		3,049	F*
											2014	61,500	F*		3,100	F*
											2015	62,000	F*		3,125	F*
										% of MV	2016	66,000	F*		3,326	F*
										113.52%	2017	68,000	F*		3,427	F*
1.00 - 1.953										125.34%	2022	75,077	F*		3,784	F*
Roadway ID 46010100										138.38%	2027	82,892	F*		4,178	F*

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SR30A (US98) (cont.)																
Bullnose E end of bridge to 23rd Street	Principal Arterial	6	Divided 45 MPH	1	6.667	0.150	Urbanized	(D) 59,900	5221 5084	68,000 N/A	2007	65,000	F*	(D) 3,020	3,276	F*
											2008	55,000	C		2,772	C
											2009	61,500	F*		3,100	F*
											2010	60,000	F*		3,024	F*
											2011	61,000	F*		3,074	F*
											2012	59000	D		2,974	D
											2013	60,500	F*		3,049	F*
											2014	61,500	F*		3,100	F*
											2015	62,000	F*		3,125	F*
0.742 - 1.295										% of MV	2016	66,000	F*		3,326	F*
Roadway ID 46020000										113.52%	2017	68,000	F*		3,427	F*
Segment is on the Strategic Intermodal System.										125.34%	2022	75,077	F*		3,784	F*
										138.38%	2027	82,892	F*		4,178	F*
15th Street 23rd Street to SR 390/ Beck Avenue	Principal Arterial	4	Divided 45 MPH	2	1.198	1.670	Urbanized	(D) 39,800	5083 5082 5081	N/A 38,000 38,500	2007	39,000	D	(D) 2,000	1,966	D
											2008	35,500	C		1,789	C
											2009	37,000	C		1,865	C
											2010	39,000	D		1,966	D
											2011	36,500	C		1,840	C
											2012	34,000	C		1,714	C
											2013	36,000	C		1,814	C
											2014	36,250	C		1,827	C
											2015	36,000	C		1,814	C
										% of MV	2016	38,750	D		1,953	D
										90.45%	2017	38,250	D		1,928	D
1.295 - 2.962										106.11%	2022	42,231	F*		2,128	F*
Roadway ID 46020000										117.15%	2027	46,627	F*		2,350	F*
SR 390 / Beck Avenue to CR 327 / Lisenby Avenue	Principal Arterial	4	Divided 45 MPH	2	1.770	1.130	Urbanized	(D) 39,800	5043 5204	36,000 31,500	2007	33,750	C	(D) 2,000	1,701	C
											2008	36,500	C		1,840	C
											2009	32,250	C		1,625	C
											2010	31,750	C		1,600	C
											2011	31,250	C		1,575	C
											2012	30,250	C		1,525	C
											2013	31,250	C		1,575	C
											2014	31,500	C		1,588	C
											2015	33,500	C		1,688	C
										% of MV	2016	34,250	C		1,726	C
										84.80%	2017	33,750	C		1,701	C
0.000 - 1.136										93.62%	2022	37,263	C		1,878	C
Roadway ID 46020003										103.37%	2027	41,141	F*		2,074	C

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SR30A (US98) (cont.)																
15th Street	Principal	4	Divided	4	2.835	1.411	Urbanized	(D)	5142	33,000	2007	32,167	C	(D)	1,621	C
CR 327 / Lisenby Avenue	Arterial		45 MPH					39,800	1615	33,500	2008	36,333	C	2,000	1,831	C
to US231 / SR 75 /									5131	32,000	2009	30,833	C		1,554	C
Harrison Avenue											2010	32,833	C		1,655	C
											2011	30,833	C		1,554	C
											2012	30,500	C		1,537	C
											2013	32,167	C		1,621	C
											2014	30,000	C		1,512	C
											2015	32,167	C		1,621	C
										% of MV	2016	30,667	C		1,546	C
										82.49%	2017	32,833	C		1,655	C
1.136 - 2.547										91.08%	2022	36,250	C		1,827	C
Roadway ID 46020003										100.56%	2027	40,023	F*		2,017	C
US231 / SR 75 /	Principal	4	Divided	1	1.684	0.594	Urbanized	(D)	5040	22,500	2007	24,000	C	(D)	1,210	C
Harrison Avenue to	Arterial		45 MPH					39,800			2008	22,500	C	2,000	1,134	C
SR77 / MLK Boulevard											2009	22,000	C		1,109	C
											2010	24,000	C		1,210	C
											2011	23,000	C		1,159	C
											2012	23,000	C		1,159	C
											2013	21,500	C		1,084	C
											2014	21,500	C		1,084	C
											2015	22,500	C		1,134	C
										% of MV	2016	21,500	C		1,084	C
										56.53%	2017	22,500	C		1,134	C
2.547 - 3.141										62.42%	2022	24,842	C		1,252	C
Roadway ID 46020003										68.91%	2027	27,427	C		1,382	C
SR77 / MLK Boulevard	Principal	4	Divided	3	1.182	2.539	Urbanized	(D)	5038T	N/A	2007	31,500	C	(D)	1,588	C
to CR 2327 / Transmitter	Arterial		45 MPH					39,800	1638	28,500	2008	27,000	C	2,000	1,361	C
Road									1620	28,000	2009	26,000	C		1,310	C
									1608	N/A	2010	29,000	C		1,462	C
											2011	27,000	C		1,361	C
											2012	27,000	C		1,361	C
											2013	27,500	C		1,386	C
											2014	26,250	C		1,323	C
											2015	28,000	C		1,411	C
										% of MV	2016	28,500	C		1,436	C
										70.98%	2017	28,250	C		1,424	C
3.141 - 5.680										78.37%	2022	31,190	C		1,572	C
Roadway ID 46020003										86.52%	2027	34,437	C		1,736	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
15th Street	Principal	4	Divided	2	0.857	2.334	Urbanized	(D)	5161	35,000	2007	40,250	F*	(D)	2,029	F*
CR 2327 / Transmitter	Arterial		45 MPH					39,800	5193	40,000	2008	34,750	C	2,000	1,751	C
Road to SR 22 / Wewa											2009	34,750	C		1,751	C
Highway											2010	36,750	C		1,852	C
											2011	33,750	C		1,701	C
											2012	35,500	C		1,789	C
											2013	35,500	C		1,789	C
											2014	34,250	C		1,726	C
											2015	35,750	C		1,802	C
										% of MV	2016	35,500	C		1,789	C
										94.22%	2017	37,500	C		1,890	C
5.680 - 8.014										104.03%	2022	41,403	F*		2,087	F*
Roadway ID 46020003										114.86%	2027	45,712	F*		2,304	F*
Tyndall Parkway	Principal	4	Divided	4	2.223	1.799	Urbanized	(D)	5194	33,500	2007	30,000	C	(D)	1,512	C
SR22 / Wewa Highway	Arterial		45 MPH					39,800	5187	25,500	2008	27,750	C	2,000	1,399	C
to Business 98									5181	18,800	2009	27,000	C		1,361	C
											2010	28,250	C		1,424	C
											2011	24,000	C		1,210	C
											2012	24,900	C		1,255	C
											2013	25,200	C		1,270	C
											2014	25,234	C		1,272	C
											2015	26,267	C		1,324	C
										% of MV	2016	26,500	C		1,336	C
										65.16%	2017	25,933	C		1,307	C
8.014 - 9.813										71.94%	2022	28,632	C		1,443	C
Roadway ID 46020003										79.43%	2027	31,612	C		1,593	C
Business US 98	Principal	4	Divided	1	0.465	2.150	Urbanized	(D)	5182	N/A	2007	29,000	C	(D)	1,462	C
US 98 Tyndall Pkw.	Arterial		45 MPH					39,800	1624	20,500	2008	25,500	C	2,000	1,285	C
to S. End of DuPont Bridge											2009	26,500	C		1,336	C
											2010	28,000	C		1,411	C
											2011	22,500	C		1,134	C
											2012	23,500	C		1,184	C
											2013	23,000	C		1,159	C
											2014	20,000	C		1,008	C
											2015	20,000	C		1,008	C
										% of MV	2016	20,500	N/A		N/A	N/A
										51.51%	2017	20,500	C		1,033	C
12.064 - 14.214										56.87%	2022	22,634	C		1,141	C
Roadway ID 46020000										62.79%	2027	24,989	C		1,259	C

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											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30A (US98) (cont.)																
Tyndall Bridge (south end)	Principal	4	Divided	2	0.748	2.673	Urbanized	(D)	1624	20,500	2007	25,500	C	(D)	1,285	C
to Tyndall Drive	Arterial		45 MPH					39,800			2008	23,000	C	2,000	1,159	C
											2009	25,000	C		1,260	C
											2010	22,000	C		1,109	C
											2011	19,300	C		973	C
											2012	21,500	C		1,084	C
											2013	19,600	C		988	C
											2014	20,000	C		1,008	C
											2015	20,000	C		1,008	C
										% of MV	2016	20,500	C		1,033	C
										51.51%	2017	20,500	C		1,033	C
0.000 - 2.673										56.87%	2022	22,634	C		1,141	C
Roadway ID 46030000										62.79%	2027	24,989	C		1,259	C
Tyndall Drive to	Principal	2	Undivided	0	0.000	4.197	Urbanized	(D)	214	5,900	2007	7,900	B	(D)	391	B
Bay Urbanized Boundary	Arterial		45 MPH					24,200			2008	6,200	B	1,190	307	B
(2.5 mi E of Ammo Road)											2009	6,900	B		342	B
											2010	6,900	B		342	B
											2011	6,300	B		312	B
											2012	6,500	B		322	B
											2013	6,400	B		317	B
											2014	6,200	B		307	B
											2015	6,500	B		322	B
										% of MV	2016	6,700	B		332	B
										24.38%	2017	5,900	B		292	B
2.673 - 6.870										26.92%	2022	6,514	B		322	B
Roadway ID 46030000										29.72%	2027	7,192	B		356	B
Bay Urbanized Boundary	Principal	2	Undivided	0	0.000	11.563	Trans	(C)	214	N/A	2007	7,900	B	(C)	391	B
(2.5 mi E of Ammo Road)	Arterial		45 MPH					17,300	318	7,700	2008	6,200	B	850	307	B
to Gulf County Line /											2009	6,900	B		342	B
Bay MPA Boundary											2010	6,900	B		342	B
											2011	6,300	B		312	B
											2012	6,500	B		322	B
											2013	6,400	B		317	B
											2014	8,000	B		396	B
											2015	8,500	B		421	B
										% of MV	2016	8,600	B		426	B
										44.51%	2017	7,700	B		381	B
6.870 - 18.433										49.14%	2022	8,501	B		421	B
Roadway ID 46030000										54.26%	2027	9,386	C		465	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR30 (US98A)																
Front Beach Road	Minor	2	Undivided	1	0.176	5.697	Urbanized	(D)	125	10,800	2007	7,067	C	(D)	359	C
US98 to SR79	Arterial		35 MPH					14,800	181	3,900	2008	6,333	C	750	322	C
									124	5,100	2009	6,033	C		307	C
											2010	5,800	C		295	C
											2011	5,533	C		281	C
											2012	5,967	C		303	C
											2013	6,000	C		305	C
											2014	5,967	C		303	C
											2015	6,367	C		324	C
										% of MV	2016	6,533	C		332	C
										44.59%	2017	6,600	C		336	C
1.729 - 7.426										49.24%	2022	7,287	C		371	D
Roadway ID 46010000										54.36%	2027	8,045	D		409	D
Front Beach Road	Minor	2	Undivided	4	0.964	4.148	Urbanized	(D)	101	N/A	2007	11,379	D	(D)	579	D
SR79 to SR 392 /	Arterial		35 MPH					14,800	166T	12,373	2008	11,598	D	750	590	D
Hutchison Blvd West /											2009	11,970	D		609	D
Middle Beach Road											2010	11,767	D		598	D
											2011	12,301	D		626	D
											2012	12,709	D		646	D
											2013	12,482	D		635	D
											2014	12,522	D		637	D
											2015	12,585	D		640	D
7.426 - 10.408 SR 79 to Begin Realignment										% of MV	2016	12,464	D		634	D
Roadway ID 46010000										83.60%	2017	12,373	D		629	D
0.000 - 1.166 Begin Realignment to Hutchinson Blvd West										93.88%	2022	13,661	D		707	D
Roadway ID 46010005 /MB Rd										103.66%	2027	15,083	E*		780	E*
Hutchison Road to	Minor	2	Undivided	3	1.595	1.881	Urbanized	(D)	102	14,000	2007	13,500	D	(D)	686	D
R. Jackson Boulevard	Arterial		35 MPH					14,800			2008	8,900	D	750	453	D
											2009	16,000	F*		814	F*
											2010	11,500	D		585	D
											2011	12,000	D		610	D
											2012	13,000	D		661	D
											2013	14,000	D		712	D
											2014	13,500	D		686	D
											2015	15,000	E*		763	E*
0.166 to 0.254 SR 392/Hutchinson Blvd W to End Realignment										% of MV	2016	13,500	D		686	D
Roadway ID 46010005										94.59%	2017	14,000	D		712	D
10.649 - 12.442 End Realignment to R Jackson Blvd										104.44%	2022	15,457	E*		786	E*
Roadway ID 46010000										115.31%	2027	17,066	F*		868	F*

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											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30 (US98A) (cont)																
R. Jackson Boulevard	Minor	2	Undivided	0.87	0.695	1.252	Urbanized	(D)	103	15,600	2007	18,000	F*	(D)	915	F*
to SR 392 / Hutchison	Arterial		35 MPH					14,800			2008	17,000	F*	750	864	F*
Boulevard East/ Middle											2009	19,500	F*		992	F*
Beach Road/ North											2010	11,500	D		585	D
Thomas Drive											2011	13,500	D		686	D
											2012	14,700	D		747	D
											2013	14,000	D		712	D
											2014	13,100	D		666	D
											2015	15,600	E*		793	E*
										% of MV	2016	16,000	F*		814	F*
										105.41%	2017	15,600	E*		793	E*
12.442 - 13.694										116.38%	2022	17,224	F*		876	F*
Roadway ID 46010000										128.49%	2027	19,016	F*		967	F*
SR 292/Hutchison Boulevard	Minor	4	Divided	4	1.928	2.075	Urbanized	(D)	98	24,300	2007	21,400	D	(D)	1,079	D
(Middle Beach Road)	Arterial		35 MPH					32,400	99	20,700	2008	21,750	D	1,630	1,096	D
North Thomas Drive to									95	16,700	2009	21,400	D		1,079	D
SR30A (US98) Panama City											2010	21,300	D		1,074	D
Beach Parkway											2011	20,950	D		1,056	D
											2012	18,950	D		955	D
											2013	21,250	D		1,071	D
											2014	22,900	D		1,154	D
											2015	21,667	D		1,092	D
										% of MV	2016	21,500	D		1,084	D
										63.48%	2017	20,567	D		1,037	D
13.694 - 15.769										70.09%	2022	22,708	D		1,144	D
Roadway ID 46010000										77.38%	2027	25,071	D		1,264	D
SR30 (Business 98)																
US98 / SR30A to CR 385/	Minor	2	Undivided	3	2.256	1.330	Urbanized	(D)	5080	13,000	2007	8,700	D	(D)	442	D
Frankford Avenue	Arterial		35 MPH					14,800	5077	4,400	2008	7,800	D	750	397	D
											2009	8,050	D		409	D
											2010	8,100	D		412	D
											2011	7,400	D		376	D
											2012	8,500	D		432	D
											2013	7,550	D		384	D
											2014	8,200	D		417	D
											2015	8,800	D		447	D
										% of MV	2016	9,100	D		463	D
										58.78%	2017	8,700	D		442	D
2.962 - 4.292										64.90%	2022	9,606	D		488	D
Roadway ID 46020000										71.66%	2027	10,605	D		539	D

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STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR30 (Business 98) (cont)																
CR 385 / Frankford Avenue to 6th Street	Minor Arterial	2	Undivided 35 MPH	1	0.585	1.710	Urbanized	(D) 14,800	5152 5075 5076	13,000 14,400 12,000	2007 2008 2009	13,167 12,233 11,900	D D D	(D) 750	670 622 605	D D D
											2010	12,066	D		614	D
											2011	11,000	D		559	D
											2012	11,567	D		588	D
											2013	11,300	D		575	D
											2014	11,267	D		573	D
											2015	11,733	D		597	D
										% of MV	2016	12,567	D		639	D
										88.74%	2017	13,133	D		668	D
4.292 - 6.002										97.97%	2022	14,500	D		737	D
Roadway ID 46020000										108.17%	2027	16,009	F*		814	F*
6th Street to US 231 / SR 75 / Harrison Avenue	Minor Arterial	2	Undivided 35 MPH	3	8.333	0.360	Urbanized	(D) 14,800	1606	11,600	2007 2008 2009	14,000 14,000 11,500	D D D	(D) 750	712 712 585	D D D
											2010	11,500	D		585	D
											2011	11,500	D		585	D
											2012	10,600	D		539	D
											2013	10,200	D		519	D
											2014	10,400	D		529	D
											2015	10,700	D		544	D
										% of MV	2016	11,300	D		575	D
										78.38%	2017	11,600	D		590	D
6.002 - 6.362										86.54%	2022	12,807	D		651	D
Roadway ID 46020000										95.54%	2027	14,140	D		719	D
US 231 / SR 75 / Harrison Avenue to Hamilton Avenue	Minor Arterial	2	Undivided 35 MPH	2	4.193	0.477	Urbanized	(D) 14,800	5073	15,000	2007 2008 2009	17,000 17,000 15,000	F* F* E*	(D) 750	864 864 763	F* F* E*
											2010	13,000	D		661	D
											2011	13,500	D		686	D
											2012	13,500	D		686	D
											2013	13,500	D		686	D
											2014	12,000	D		610	D
											2015	12,500	D		636	D
										% of MV	2016	14,000	D		712	D
										101.35%	2017	15,000	E*		763	E*
6.362 - 6.839										111.90%	2022	16,561	F*		842	F*
Roadway ID 46020000										123.55%	2027	18,285	F*		930	F*

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SR30 (Business 98) (cont)																
Hamilton Avenue to	Minor	4	Undivided	7	2.518	2.780	Urbanized	(D)	5022	14,200	2007	20,600	D	(D)	1,038	D
CR 3026 / Cherry Street	Arterial		35 MPH					32,400	5067	21,500	2008	19,067	D	1,630	961	D
									5069	21,500	2009	18,333	D		924	D
Excl Left									5068	17,000	2010	17,366	D		875	D
									5071	N/A	2011	17,267	D		870	D
									1628	18,500	2012	16,433	D		828	D
											2013	16,000	D		806	D
											2014	15,600	D		786	D
											2015	16,420	D		828	D
										% of MV	2016	15,600	D		786	D
										57.22%	2017	18,540	D		934	D
6.839 - 9.619										63.18%	2022	20,470	D		1,032	D
Roadway ID 46020000										69.75%	2027	22,600	D		1,139	D
Cherry Street to	Minor	2	Undivided	2	0.818	2.445	Urbanized	(D)	1603	8,600	2007	9,533	D	(D)	485	D
US98 / SR30A / Tyndall	Arterial		35 MPH					14,800	5176	7,800	2008	8,567	D	750	436	D
Parkway									5178	8,500	2009	8,567	D		436	D
											2010	9,100	D		463	D
											2011	8,033	D		408	D
											2012	8,433	D		429	D
											2013	7,667	D		390	D
											2014	7,900	D		402	D
											2015	7,733	D		393	D
										% of MV	2016	8,100	D		412	D
										56.08%	2017	8,300	D		422	D
9.619 -12.064										61.92%	2022	9,164	D		466	D
Roadway ID 46020000										68.36%	2027	10,118	D		514	D
SR75 (US231)																
Business 98 / 6th Street to	Principal	4	Undivided	2	3.226	0.620	Urbanized	(D)	5032	7,300	2007	10,400	C	(D)	524	C
CR 28 / 11th Street	Arterial		30 MPH					32,400	315 T	7,788	2008	9,365	C	1,630	472	C
									5030	N/A	2009	8,186	C		413	C
Excl Left											2010	8,361	C		421	C
											2011	7,924	C		399	C
											2012	7,930	C		400	C
											2013	7,952	C		401	C
											2014	7,551	C		381	C
											2015	7,890	C		398	C
										% of MV	2016	8,146	C		411	C
										23.28%	2017	7,544	C		380	C
0.000 - 0.620										25.71%	2022	8,329	C		420	C
Roadway ID 46040000										28.38%	2027	9,196	C		463	C

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											AADT			PK HR. / PK DIR.		
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SR75 (US231) (cont)																
CR 28 / 11th Street to US98 / SR 30A / 15th St.	Principal Arterial	4	Undivided 30 MPH	2	3.968	0.504	Urbanized	(D) 32,400	5028	10,000	2007	13,000	C	(D) 1,630	655	C
											2008	13,100	C		660	C
											2009	10,600	C		534	C
											2010	10,300	C		519	C
											2011	9,600	C		484	C
											2012	10,400	C		524	C
											2013	10,600	C		534	C
											2014	9,800	C		494	C
											2015	11,000	C		554	C
										% of MV	2016	10,500	C		529	C
										30.86%	2017	10,000	C		504	C
0.620 - 1.124										34.08%	2022	11,041	C		556	C
Roadway ID 46040000										37.62%	2027	12,190	C		614	C
US98 / SR 30A / 15th Street to CR 368 / 23rd Street	Principal Arterial	4	Divided 45 MPH	3	1.974	1.520	Urbanized	(D) 39,800	5025 1604	15,200 18,000	2007	17,850	C	(D) 2,000	900	C
											2008	18,550	C		935	C
											2009	15,400	C		776	C
											2010	16,500	C		832	C
											2011	16,350	C		824	C
											2012	17,900	C		902	C
											2013	16,400	C		827	C
											2014	16,300	C		822	C
											2015	16,900	C		852	C
1.124 - 2.644										% of MV	2016	16,150	C		814	C
Roadway ID 46040000										41.71%	2017	16,600	C		837	C
Segment is on the Strategic Intermodal System.										46.05%	2022	18,328	C		924	C
										50.84%	2027	20,235	C		1,020	C
CR 368/ 23rd Street to SR 2312 / Baldwin Road	Principal Arterial	4	Divided 45 MPH	1	0.715	1.399	Urbanized	(D) 39,800	5196	32,000	2007	31,500	C	(D) 2,000	1,588	C
											2008	30,500	C		1,537	C
											2009	28,000	C		1,411	C
											2010	30,000	C		1,512	C
											2011	34,000	C		1,714	C
											2012	30,000	C		1,512	C
											2013	28,500	C		1,436	C
											2014	31,000	C		1,562	C
											2015	30,000	C		1,512	C
2.644 - 4.043										% of MV	2016	30,000	C		1,512	C
Roadway ID 46040000										80.40%	2017	32,000	C		1,613	C
Segment is on the Strategic Intermodal System.										88.77%	2022	35,331	C		1,781	C
										98.01%	2027	39,008	D		1,966	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR75 (US231) (cont)																
SR 2312 / Baldwin Road to CR 2327 / Transmitter Road	Principal Arterial	4	Divided 55 MPH	1	0.846	1.182	Urbanized	(D) 39,800	5169	30,000	2007	29,500	C	(D) 2,000	1,487	C
											2008	29,500	C		1,487	C
											2009	26,500	C		1,336	C
											2010	26,500	C		1,336	C
											2011	27,500	C		1,386	C
											2012	24,500	C		1,235	C
											2013	26,500	C		1,336	C
											2014	27,000	C		1,361	C
											2015	26,000	C		1,310	C
4.043 - 5.225										% of MV	2016	27,500	C		1,386	C
Roadway ID 46040000										75.38%	2017	30,000	C		1,512	C
Segment is on the Strategic Intermodal System.										83.22%	2022	33,122	C		1,669	C
										91.88%	2027	36,570	C		1,843	C
CR 2327 / Transmitter Road to CR 390	Principal Arterial	4	Divided 55 MPH	1	0.453	2.209	Urbanized	(D) 39,800	1630	31,500	2007	31,000	C	(D) 2,000	1,562	C
											2008	31,500	C		1,588	C
											2009	27,500	C		1,386	C
											2010	27,000	C		1,361	C
											2011	28,500	C		1,436	C
											2012	28,500	C		1,436	C
											2013	32,000	C		1,613	C
											2014	27,000	C		1,361	C
											2015	27,500	C		1,386	C
5.225 - 7.434										% of MV	2016	28,500	C		1,436	C
Roadway ID 46040000										79.15%	2017	31,500	C		1,588	C
Segment is on the Strategic Intermodal System.										87.38%	2022	34,779	C		1,753	C
										96.48%	2027	38,398	D		1,935	D
CR 390 to CR 2293 / Star Avenue	Principal Arterial	4	Divided 55 MPH	3	1.785	1.681	Urbanized	(D) 39,800	84	26,000	2007	24,500	C	(D) 2,000	1,235	C
											2008	24,500	C		1,235	C
											2009	22,500	C		1,134	C
											2010	22,500	C		1,134	C
											2011	21,000	C		1,058	C
											2012	22,000	C		1,109	C
											2013	19,400	C		978	C
											2014	22,500	C		1,134	C
											2015	24,500	C		1,235	C
7.434 - 9.115										% of MV	2016	22,500	C		1,134	C
Roadway ID 46040000										65.33%	2017	26,000	C		1,310	C
Segment is on the Strategic Intermodal System.										72.13%	2022	28,706	C		1,447	C
										79.63%	2027	31,694	C		1,597	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT ANALYSIS YEAR	AADT VOLUME	AADT LOS	PK HR. / PK DIR. LOS STD/ MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR75 (US231) (cont)																
CR 2293 / Star Avenue to Jonny Lane	Principal Arterial	4	Divided 55 MPH	2	0.422	4.744	Urbanized	(D) 39,800	82	28,000	2007	26,500	C	(D) 2,000	1,336	C
											2008	26,500	C		1,336	C
											2009	23,000	C		1,159	C
											2010	20,200	C		1,018	C
											2011	20,000	C		1,008	C
											2012	20,500	C		1,033	C
											2013	21,500	C		1,084	C
											2014	24,500	C		1,235	C
											2015	25,500	C		1,285	C
9.115 - 13.859										% of MV	2016	23,500	C		1,184	C
Roadway ID 46040000										70.35%	2017	28,000	C		1,411	C
Segment is on the Strategic Intermodal System.										77.67%	2022	30,914	C		1,558	C
										85.76%	2027	34,132	C		1,720	C
Jonny Lane to CR 388	Principal Arterial	4	Divided 55 MPH	1	0.153	6.556	Trans	(C) 34,000	93	13,700	2007	14,100	C	(C) 1,740	723	C
											2008	12,200	C		626	C
											2009	13,900	C		713	C
											2010	12,200	C		626	C
											2011	12,700	C		652	C
											2012	11,700	C		600	C
											2013	11,700	C		600	C
											2014	12,900	C		662	C
											2015	13,700	C		703	C
13.859 - 20.415										% of MV	2016	13,200	C		677	C
Roadway ID 46040000										44.12%	2017	15,000	C		770	C
Segment is on the Strategic Intermodal System.										48.71%	2022	16,561	C		850	C
										53.78%	2027	18,285	C		938	C
CR388 to SR 20	Prinicpal Arterial	4	Divided 55 MPH	1	0.208	4.818	Trans	(C) 34,000	283	N/A	2007	15,716	C	(C) 1,740	806	C
									53	N/A	2008	14,528	C		745	C
									9907 T	15,200	2009	14,835	C		761	C
											2010	14,238	C		730	C
											2011	13,634	C		699	C
											2012	13,505	C		693	C
											2013	13,400	C		687	C
											2014	13,824	C		709	C
											2015	14,474	C		743	C
20.415 - 25.233										% of MV	2016	14,643	C		751	C
Roadway ID 46040000										44.71%	2017	15,200	C		780	C
Segment is on the Strategic Intermodal System.										49.36%	2022	16,782	C		861	C
										54.50%	2027	18,529	C		951	C

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SR75 (US231) (cont)																
SR20 to Jackson County Line	Prinicpal Arterial	4	Divided 45 MPH	0	0.000	9.541	Trans	(C) 49,600	97 131 359 T	7,200 N/A 11,517	2007	10,318	B	(C) 2,450	529	B
											2008	11,533	B		592	B
											2009	10,238	B		525	B
											2010	9,073	B		465	B
											2011	8,596	B		441	B
											2012	8,806	B		452	B
											2013	8,619	B		442	B
											2014	8,805	B		452	B
											2015	9,411	B		483	B
25.223 - 34.764										% of MV	2016	9,339	B		479	B
Roadway ID 46040000										18.87%	2017	9,359	B		480	B
Segment is on the Strategic Intermodal System.										20.83%	2022	10,333	B		530	B
										23.00%	2027	11,409	B		585	B
SR77																
SR 30 / Business 98 to CR 28 / 11th Street	Urban Collector	4	Divided 45 MPH	2	2.805	0.713	Urbanized	(D) 39,800	5033 1607	17,000 12,800	2007	16,350	C	(D) 2,000	824	C
											2008	14,350	C		723	C
											2009	15,350	C		774	C
											2010	15,800	C		796	C
											2011	15,250	C		769	C
											2012	15,950	C		804	C
											2013	14,950	C		753	C
											2014	14,150	C		713	C
											2015	13,750	C		693	C
										% of MV	2016	14,550	C		733	C
0.000 - 0.713										37.44%	2017	14,900	C		751	C
Roadway ID 46060000										41.33%	2022	16,451	C		829	C
										45.64%	2027	18,163	C		915	C
CR 28 / 11th Street to SR 30A/ US98/ 15th Street	Principal Arterial	4	Divided 45 MPH	1	1.992	0.502	Urbanized	(D) 39,800	5035	19,900	2007	20,000	C	(D) 2,000	1,008	C
											2008	19,500	C		983	C
											2009	20,500	C		1,033	C
											2010	19,700	C		993	C
											2011	18,600	C		937	C
											2012	19,200	C		968	C
											2013	18,800	C		948	C
											2014	18,800	C		948	C
											2015	18,900	C		953	C
										% of MV	2016	20,400	C		1,028	C
0.713 - 1.215										50.00%	2017	19,900	C		1,003	C
Roadway ID 46060000										55.20%	2022	21,971	C		1,107	C
										60.95%	2027	24,258	C		1,223	C

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											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR77 (cont.)																
SR 30A/ US98/ 15th Street	Principal	4	Divided	3	3.009	0.997	Urbanized	(D)	1627	25,500	2007	29,500	C	(D)	1,487	C
to SR 368 / 23rd Street	Arterial		45 MPH					39,800	5037	29,000	2008	27,250	C	2,000	1,373	C
											2009	25,750	C		1,298	C
											2010	26,250	C		1,323	C
											2011	25,000	C		1,260	C
											2012	26,000	C		1,310	C
											2013	26,000	C		1,310	C
											2014	25,500	C		1,285	C
											2015	27,250	C		1,373	C
										% of MV	2016	25,500	C		1,285	C
										68.47%	2017	27,250	C		1,373	C
1.215 - 2.212										75.59%	2022	30,086	C		1,516	C
Roadway ID 46060000										83.46%	2027	33,218	C		1,674	C
SR 368 / 23rd Street to	Principal	4	Divided	2	2.255	0.887	Urbanized	(D)	5158	28,000	2007	27,500	C	(D)	1,386	C
CR 2312 / Baldwin Road	Arterial		45 MPH					39,800			2008	28,000	C	2,000	1,411	C
											2009	27,000	C		1,361	C
											2010	28,000	C		1,411	C
											2011	27,000	C		1,361	C
											2012	27,000	C		1,361	C
											2013	25,000	C		1,260	C
											2014	27,000	C		1,361	C
											2015	27,500	C		1,386	C
										% of MV	2016	27,500	C		1,386	C
										70.35%	2017	28,000	C		1,411	C
2.212 - 3.089										77.67%	2022	30,914	C		1,558	C
Roadway ID 46060000										85.76%	2027	34,132	C		1,720	C
CR 2312 / Baldwin Road	Principal	4	Divided	3	1.233	2.434	Urbanized	(D)	1635	29,500	2007	29,417	C	(D)	1,483	C
to SR 390 / W. 14th Street	Arterial		45 MPH					39,800	5210	N/A	2008	27,282	C	2,000	1,375	C
									308 T	30,636	2009	27,014	C		1,362	C
											2010	29,243	C		1,474	C
											2011	27,449	C		1,383	C
											2012	27,686	C		1,395	C
											2013	25,895	C		1,305	C
											2014	28,023	C		1,412	C
											2015	27,616	C		1,392	C
										% of MV	2016	28,919	C		1,458	C
										75.55%	2017	30,068	C		1,515	C
3.089 - 5.523										83.41%	2022	33,198	C		1,673	C
Roadway ID 46060000										92.09%	2027	36,653	C		1,847	C

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											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR77 (cont.)																
SR390 / W. 14th Street	Principal	4	Divided	2	2.068	0.967	Urbanized	(C)	5003	31,000	2007	28,250	D	(C)	1,424	D
to 4th Street	Arterial		35 MPH					14,500	5002	N/A	2008	26,500	D	730	1,336	D
									5011	29,000	2009	26,250	D		1,323	D
									5001	N/A	2010	26,750	D		1,348	D
											2011	25,250	D		1,273	D
											2012	27,000	D		1,361	D
											2013	26,250	D		1,323	D
											2014	26,500	D		1,336	D
											2015	28,750	D		1,449	D
5.523 - 6.490										% of MV	2016	26,500	D		1,336	D
Roadway ID 46060000										206.90%	2017	30,000	D		1,512	D
Segment is on the Strategic Intermodal System.										228.43%	2022	33,122	E*		1,669	E*
										252.21%	2027	36,570	F*		1,843	F*
4th Street to CR2300	Principal	4	Divided	1	0.253	3.954	Urbanized	(D)	3	19,900	2007	20,150	C	(D)	1,016	C
	Arterial		45 MPH					39,800	4	N/A	2008	18,533	C	2,000	934	C
									1632	26,000	2009	22,000	C		1,109	C
											2010	22,233	C		1,121	C
											2011	18,833	C		949	C
											2012	19,333	C		974	C
											2013	20,300	C		1,023	C
0.000 - 1.238											2014	18,950	C		955	C
Roadway ID 46060001											2015	21,050	C		1,061	C
7.731 - 10.447										% of MV	2016	21,350	C		1,076	C
Roadway ID 46060000										57.66%	2017	22,950	C		1,157	C
Segment is on the Strategic Intermodal System.										63.66%	2022	25,339	C		1,277	C
										70.29%	2027	27,976	C		1,410	C
CR2300 to CR388W	Principal	4	Divided	1	0.661	1.512	Urbanized	(D)	5	21,000	2007	15,000	C	(D)	756	C
	Arterial		55 MPH					39,800			2008	14,200	C	2,000	716	C
											2009	14,400	C		726	C
											2010	16,000	C		806	C
											2011	15,000	C		756	C
											2012	14,600	C		736	C
											2013	16,600	C		837	C
											2014	16,200	C		816	C
											2015	18,400	C		927	C
										% of MV	2016	18,000	C		907	C
										52.76%	2017	21,000	C		1,058	C
10.447 - 11.959										58.26%	2022	23,186	C		1,169	C
Roadway ID 46060000										64.32%	2027	25,599	C		1,290	C

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SR77 (cont.)																
CR388W to	Principal	4	Divided	1	1.038	0.963	Urbanized	(D)	105	18,000	2007	14,000	C	(D)	706	C
CR 388E	Arterial		55 MPH					39,800			2008	13,600	C	2,000	685	C
											2009	14,100	C		711	C
											2010	15,200	C		766	C
											2011	13,500	C		680	C
											2012	13,200	C		665	C
											2013	16,600	C		837	C
											2014	13,700	C		690	C
											2015	16,500	C		832	C
11.959 - 12.922										% of MV	2016	16,200	C		816	C
Roadway ID 46060000										45.23%	2017	18,000	C		907	C
Segment is on the Strategic Intermodal System.										49.93%	2022	19,873	C		1,002	C
										55.13%	2027	21,942	C		1,106	C
CR 388E to	Principal	4	Divided	1	0.143	6.985	Trans	(C)	106	12,000	2007	9,800	C	(C)	494	C
SR 20	Arterial		55 MPH					34,000			2008	9,600	C	1,740	484	C
											2009	10,100	C		509	C
											2010	10,500	C		529	C
											2011	9,500	C		479	C
											2012	9,500	C		479	C
											2013	9,800	C		494	C
											2014	10,000	C		504	C
											2015	11,000	C		554	C
12.922 - 19.907										% of MV	2016	11,400	C		575	C
Roadway ID 46060000										35.29%	2017	12,000	C		605	C
Segment is on the Strategic Intermodal System.										38.97%	2022	13,249	C		668	C
										43.02%	2027	14,628	C		737	C
SR20 to Washington	Principal	4	Divided	0	0.000	0.533	Trans	(C)	107	8,600	2007	8,200	B	(C)	413	B
County Line	Arterial		55 MPH					49,600			2008	7,500	B	2,450	378	B
											2009	7,800	B		393	B
											2010	8,700	B		438	B
											2011	7,400	B		373	B
											2012	6,800	B		343	B
											2013	7,200	B		363	B
											2014	7,100	B		358	B
											2015	8,400	B		423	B
19.907 - 20.440										% of MV	2016	8,000	B		403	B
Roadway ID 46060000										17.34%	2017	8,600	B		433	B
Segment is on the Strategic Intermodal System.										19.14%	2022	9,495	B		479	B
										21.14%	2027	10,483	B		528	B

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR79																
SR 30 / US 98A / Front Beach Road to SR 30A / US98 / Panama City Beach Parkway	Minor Arterial	2	Undivided 35 MPH	1	1.815	0.551	Urbanized	(D) 14,800	117	9,100	2007	8,700	D	(D) 750	442	D
											2008	7,200	C		366	C
											2009	8,500	D		432	D
											2010	7,900	D		402	D
											2011	8,000	D		407	D
											2012	8,200	D		417	D
											2013	8,700	D		442	D
											2014	8,500	D		432	D
											2015	9,200	D		468	D
										% of MV	2016	9,300	D		473	D
										61.49%	2017	9,100	D		463	D
0.000 - 0.551										67.89%	2022	10,047	D		511	D
Roadway ID 46090000										74.95%	2027	11,093	D		564	D
SR 30A / US98 / Panama City Beach Parkway to Bay Urbanized Boundary (north of Power Line Road) (north of Power Line Road)	Principal Arterial	4	Divided 45 MPH	0	0.000	0.949	Urbanized	(D) 65,600	258	13,800	2007	7,900	B	(D) 3,240	398	B
											2008	6,500	B		328	B
											2009	7,800	B		393	B
											2010	8,000	B		403	B
											2011	9,000	B		454	B
											2012	8,700	B		438	B
											2013	11,900	B		600	B
											2014	9,600	B		484	B
											2015	12,500	B		630	B
0.551 - 1.500										% of MV	2016	13,600	B		685	B
Roadway ID 46090000										21.04%	2017	13,800	B		696	B
Segment is on the Strategic Intermodal System.										23.23%	2022	15,236	B		768	B
										25.64%	2027	16,822	B		848	B
Bay Urbanized Boundary (north of Power Line Road) to CR388	Principal Arterial	4	Divided 45 MPH	0	0.000	4.288	Trans	(C) 49,600	118	14,300	2007	8,000	B	(C) 2,450	403	B
											2008	6,200	B		312	B
											2009	6,900	B		348	B
											2010	8,400	B		423	B
											2011	9,500	B		479	B
											2012	8,800	B		444	B
											2013	9,400	B		474	B
											2014	10,700	B		539	B
											2015	12,000	B		605	B
1.500 - 5.788										% of MV	2016	11,900	B		600	B
Roadway ID 46090000										28.83%	2017	14,300	B		721	B
Segment is on the Strategic Intermodal System.										31.83%	2022	15,788	B		796	B
										35.14%	2027	17,432	B		879	B

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SR79 (cont)																
CR388 to Washington	Principal	4	Divided	0	0.000	8.560	Trans	(C)	138	9,200	2007	6,400	B	(C)	328	B
County Line / Bay County	Arterial		55 MPH					49,600			2008	5,100	B	2,450	262	B
MPA Boundary											2009	6,200	B		318	B
											2010	5,800	B		298	B
											2011	6,600	B		339	B
											2012	6,000	B		308	B
											2013	6,500	B		333	B
											2014	6,900	B		354	B
											2015	7,700	B		395	B
5.788 - 14.348										% of MV	2016	8,700	B		446	B
Roadway ID 46090000										18.55%	2017	9,200	B		472	B
Segment is on the Strategic Intermodal System.										20.48%	2022	10,158	B		521	B
										22.61%	2027	11,215	B		575	B
SR327 (Lisenby Avenue)																
SR 368 / 23rd Street to	Urban	2	Undivided	2	3.396	0.589	Urbanized	(D)	1617	N/A	2007	5,200	C	(D)	264	C
SR390 / St. Andrews	Collector		35 MPH					14,800	5150	4,600	2008	4,900	C	750	249	C
Boulevard											2009	4,300	C		219	C
											2010	3,700	C		188	C
											2011	3,500	C		178	C
											2012	3,700	C		188	C
											2013	3,700	C		188	C
											2014	3,700	C		188	C
											2015	4,100	C		208	C
1.001 - 1.590										% of MV	2016	4,100	C		208	C
Roadway ID 46002000										31.08%	2017	4,600	C		234	C
Segment is on the Strategic Intermodal System.										34.32%	2022	5,079	C		258	C
										37.89%	2027	5,607	C		285	C
SR368 (23rd Street)																
US 98 / SR 30A to SR390	Minor	4	Divided	3	1.656	1.812	Urbanized	(D)	5222	27,500	2007	32,167	C	(D)	1,621	C
Beck Avenue/ St. Andrews	Arterial		45 MPH					39,800	5200	31,500	2008	30,833	C	2,000	1,554	C
Boulevard									5087	35,000	2009	31,333	C		1,579	C
											2010	32,500	C		1,638	C
											2011	31,000	C		1,562	C
											2012	33,750	C		1,701	C
											2013	29,167	C		1,470	C
0.000 - 0.989	**Realignment - US 98/30A to Mound Ave/**										2014	29,000	C		1,462	C
Roadwy ID 46140001	**End Realginment**										2015	31,167	C		1,571	C
1.198- 2.021	**Mound Ave/End Realignment to SR 390**									% of MV	2016	32,167	C		1,621	C
Roadway ID 46140000	**Beck Ave/St Andrews Blvd**									78.73%	2017	31,333	C		1,579	C
Segment is on the Strategic Intermodal System.										86.92%	2022	34,594	C		1,744	C
										95.97%	2027	38,195	D		1,925	D

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SR368 (23rd Street)																
SR390 / Beck Avenue /	Minor	4	Divided	2	1.946	1.028	Urbanized	(D)	5134	N/A	2007	28,500	C	(D)	1,436	C
St. Andrews Boulevard to	Arterial		45 MPH					39,800	5203	26,500	2008	34,000	C	2,000	1,714	C
CR 327 / Lisenby Avenue											2009	26,500	C		1,336	C
											2010	27,500	C		1,386	C
											2011	24,500	C		1,235	C
											2012	28,000	C		1,411	C
											2013	25,000	C		1,260	C
											2014	24,000	C		1,210	C
											2015	24,000	C		1,210	C
										% of MV	2016	26,500	C		1,336	C
										60.30%	2017	24,000	C		1,210	C
0.000 - 1.028										66.58%	2022	26,498	C		1,335	C
Roadway ID 46001000										73.51%	2027	29,256	C		1,474	C
Lisenby Avenue to	Minor	4	Divided	8	3.990	2.005	Urbanized	(D)	5125	32,000	2007	37,125	C	(D)	1,871	C
SR77 / MLK Boulevard	Arterial		45 MPH					39,800	5207	N/A	2008	37,000	C	2,000	1,865	C
									1616	34,500	2009	32,333	C		1,630	C
									5211	36,500	2010	31,500	C		1,588	C
									5198	34,000	2011	29,833	C		1,504	C
											2012	33,133	C		1,670	C
											2013	32,333	C		1,630	C
											2014	30,750	C		1,550	C
											2015	32,250	C		1,625	C
										% of MV	2016	33,625	C		1,695	C
										86.06%	2017	34,250	C		1,726	C
1.028 - 3.033										95.01%	2022	37,815	C		1,906	C
Roadway ID 46001000										104.90%	2027	41,751	F*		2,104	F*
SR77 / MLK Boulevard to	Minor	4	Divided	1	1.835	0.545	Urbanized	(D)	5197	23,000	2007	23,000	C	(D)	1,159	C
US231 / SR 75	Arterial		45 MPH					39,800	5167	16,800	2008	20,850	C	2,000	1,051	C
											2009	18,750	C		945	C
											2010	19,950	C		1,005	C
											2011	21,000	C		1,058	C
											2012	20,250	C		1,021	C
											2013	18,700	C		942	C
											2014	19,100	C		963	C
											2015	20,400	C		1,028	C
										% of MV	2016	20,700	C		1,043	C
										50.00%	2017	19,900	C		1,003	C
3.033 - 3.578										55.20%	2022	21,971	C		1,107	C
Roadway ID 46001000										60.95%	2027	24,258	C		1,223	C

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											AADT			PK HR. / PK DIR.		
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SR389 (East Avenue) (cont)																
SR 30 / Business 98 /	Urban	2	Undivided	2	1.605	1.246	Urbanized	(D)	5056	N/A	2007	8,500	D	(D)	432	D
5th Street to SR 30A /	Collector		35 MPH					14,800	5093	9,000	2008	7,533	D	750	383	D
US98 / 15th Street									1612	8,500	2009	8,433	D		429	D
											2010	7,533	D		383	D
											2011	7,367	D		375	D
											2012	7,100	C		361	C
											2013	7,567	D		385	D
											2014	7,750	D		394	D
											2015	7,500	D		381	D
										% of MV	2016	8,050	D		409	D
										59.12%	2017	8,750	D		445	D
0.000 - 1.246										65.28%	2022	9,661	D		491	D
Roadway ID 46130000										72.07%	2027	10,666	D		542	D
SR 30A / US98 / 15th Street	Urban	2	Undivided	1	0.56053812	1.784	Urbanized	(D)	5054	15,900	2007	15,067	E*	(D)	766	E*
to US 231 / SR 75	Collector		35 MPH					14,800	1622	11,800	2008	15,033	E*	750	764	E*
									5053	19,500	2009	15,167	E*		771	E*
											2010	14,100	D		717	D
											2011	14,600	D		742	D
											2012	8,134	D		414	D
											2013	14,367	D		731	D
											2014	13,700	D		697	D
											2015	13,533	D		688	D
										% of MV	2016	14,133	D		719	D
										106.30%	2017	15,733	F*		800	F*
1.246 - 3.030										117.37%	2022	17,371	F*		883	F*
Roadway ID 46130000										129.58%	2027	19,178	F*		975	F*
SR390 (Beck Avenue/St. Andrews Boulevard)																
SR 30 / US98 to SR 368 /	Minor	2	Undivided	2	2.427	0.824	Urbanized	(D)	5089	7,300	2007	7,200	C	(D)	366	C
23rd Street	Arterial		35 MPH					14,800	5202	7,200	2008	6,050	C	750	308	C
											2009	6,500	C		331	C
											2010	6,750	C		343	C
											2011	6,600	C		336	C
											2012	6,800	C		346	C
											2013	6,500	C		331	C
											2014	6,600	C		336	C
											2015	6,600	C		336	C
										% of MV	2016	6,600	C		336	C
										48.99%	2017	7,250	C		369	C
0.000 - 0.824										54.09%	2022	8,005	D		407	D
Roadway ID 46140005										59.71%	2027	8,838	D		449	D

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SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																
SR 368 / 23rd Street to	Minor	2	Undivided	3	2.463	1.218	Urbanized	(D)	5147	20,500	2007	18,750	F*	(D)	928	F*
SR 327 / Lisenby Avenue	Arterial		45 MPH					17,700	1614	17,700	2008	18,250	F*	880	903	F*
											2009	20,000	F*		990	F*
											2010	20,000	F*		990	F*
											2011	18,250	F*		903	F*
											2012	19,300	F*		955	F*
											2013	18,300	F*		906	F*
											2014	18,250	F*		903	F*
											2015	18,300	F*		906	F*
2.021 - 3.239										% of MV	2016	18,700	F*		926	F*
Roadway ID 46140000										107.91%	2017	19,100	F*		945	F*
Segment is on the Strategic Intermodal System.										119.14%	2022	21,088	F*		1,044	F*
										131.54%	2027	23,283	F*		1,152	F*
SR 327 / Lisenby Avenue	Minor	2	Undivided	1	1.276	0.784	Urbanized	(D)	5145	24,000	2007	22,500	F*	(D)	1,114	F*
to CR 2312 / Baldwin Road	Arterial		45 MPH					17,700			2008	24,000	F*	880	1,188	F*
											2009	23,500	F*		1,163	F*
											2010	24,000	F*		1,188	F*
											2011	22,000	F*		1,089	F*
											2012	23,500	F*		1,163	F*
											2013	22,000	F*		1,089	F*
											2014	22,000	F*		1,089	F*
											2015	22,500	F*		1,114	F*
3.239 - 4.023										% of MV	2016	23,000	F*		1,139	F*
Roadway ID 46140000										135.59%	2017	24,000	F*		1,188	F*
Segment is on the Strategic Intermodal System.										149.71%	2022	26,498	F*		1,312	F*
										165.29%	2027	29,256	F*		1,448	F*
CR 2312 / Baldwin Road to	Minor	2	Undivided	1	0.664	1.507	Urbanized	(D)	1618	18,000	2007	19,700	F*	(D)	975	F*
Jenks Avenue/ North	Arterial		45 MPH					17,700	5208	21,000	2008	19,000	F*	880	941	F*
Shore Road											2009	19,500	F*		965	F*
											2010	19,250	F*		953	F*
											2011	17,800	F*		881	F*
											2012	19,050	F*		943	F*
											2013	17,900	F*		886	F*
											2014	18,100	F*		896	F*
											2015	18,500	F*		916	F*
4.023 - 5.530										% of MV	2016	19,100	F*		945	F*
Roadway ID 46140000										110.17%	2017	19,500	F*		965	F*
Segment is on the Strategic Intermodal System.										121.64%	2022	21,530	F*		1,066	F*
										134.30%	2027	23,770	F*		1,177	F*

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SR390 (Beck Avenue/St. Andrews Boulevard) (cont)																
Jenks Avenue/ North	Minor	2	Undivided	2	1.313	1.523	Urbanized	(D)	1636	20,000	2007	19,500	F*	(D)	992	F*
Shore Road to SR 77 /	Arterial		35 MPH					14,800	5004	17,000	2008	19,000	F*	750	966	F*
Ohio Avenue											2009	18,750	F*		953	F*
											2010	19,000	F*		966	F*
											2011	17,250	F*		877	F*
											2012	18,000	F*		915	F*
											2013	17,500	F*		890	F*
											2014	17,500	F*		890	F*
											2015	18,000	F*		915	F*
5.530 - 7.053										% of MV	2016	18,750	F*		953	F*
Roadway ID 46140000										125.00%	2017	18,500	F*		941	F*
Segment is on the Strategic Intermodal System.										138.01%	2022	20,425	F*		1,039	F*
										152.37%	2027	22,551	F*		1,147	F*
SR391 (Airport Road)																
SR 75 / US 231 to	Urban	2	Undivided	5	3.218	1.554	Urbanized	(D)	5223	N/A	2007	6,350	C	(D)	323	C
23rd Street	Collector		35 MPH					14,800	5206	4,900	2008	5,700	C	750	290	C
									5027	7,100	2009	5,400	C		275	C
											2010	5,050	C		257	C
											2011	5,050	C		257	C
											2012	5,650	C		287	C
											2013	5,650	C		287	C
											2014	5,650	C		287	C
											2015	5,850	C		297	C
										% of MV	2016	6,050	C		308	C
										40.54%	2017	6,000	C		305	C
0.000 - 1.554										44.76%	2022	6,624	C		337	C
Roadway ID 46110000										49.42%	2027	7,314	D		372	D
23rd Street to SR 390 /	Urban	2	Undivided	1	1.391	0.719	Urbanized	(D)	1605	3,800	2007	5,000	C	(D)	254	C
St. Andrews Boulevard	Collector		35 MPH					14,800	5229	2,500	2008	5,200	C	750	264	C
											2009	4,600	C		234	C
											2010	3,600	C		183	C
											2011	3,600	C		183	C
											2012	3,600	C		183	C
											2013	3,700	C		188	C
											2014	2,900	C		147	C
											2015	3,100	C		158	C
										% of MV	2016	2,950	C		150	C
										21.28%	2017	3,150	C		160	C
1.554 - 2.273										23.50%	2022	3,478	C		177	C
Roadway ID 46110000										25.94%	2027	3,840	C		195	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY STATE ROADS																	
											AADT			PK HR. / PK DIR.		
STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SIG PER MI.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
SR392 (Hutchison Boulevard)																
SR 30 / US 98A / Front Beach Road to CR 3033 / R. Jackson Boulevard	Minor Arterial	4	Divided 45 MPH	4	2.079	1.924	Urbanized	(D) 39,800	281 285	8,600 18,100	2007	11,500	C	(D) 2,000	580	C
											2008	11,600	C		585	C
											2009	9,250	C		466	C
											2010	9,200	C		464	C
											2011	9,900	C		499	C
											2012	10,200	C		514	C
											2013	10,700	C		539	C
											2014	11,400	C		575	C
											2015	12,650	C		638	C
										% of MV	2016	11,400	C		575	C
										30.65%	2017	12,200	C		615	C
0.166 - 2.090										33.84%	2022	13,470	C		679	C
Roadway ID 46010002										37.37%	2027	14,872	C		750	C
CR 3033 / Beckrich Road to SR 30 / US 98A / Front Beach Road	Minor Arterial	4	Divided 45 MPH	3	2.515	1.193	Urbanized	(D) 39,800	280	22,500	2007	21,500	C	(D) 2,000	1,084	C
											2008	24,000	C		1,210	C
											2009	19,200	C		968	C
											2010	21,300	C		1,074	C
											2011	19,500	C		983	C
											2012	17,300	C		872	C
											2013	18,500	C		932	C
											2014	21,200	C		1,068	C
											2015	23,000	C		1,159	C
										% of MV	2016	23,500	C		1,184	C
										56.53%	2017	22,500	C		1,134	C
2.090 - 3.283										62.42%	2022	24,842	C		1,252	C
Roadway ID 46010002										68.91%	2027	27,427	C		1,382	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR28 (11th St)																
Beck Avenue to Lisenby Avenue	Urban Collector	2	Undivided 35 MPH	2	1.883	1.062	Urbanized	(D) 14,800	5048 5049 5050	6,300 N/A 6,400	2007	6,600	C	(D) 750	336	C
											2008	5,833	C		297	C
											2009	5,633	C		286	C
											2010	5,800	C		295	C
											2011	5,133	C		261	C
											2012	5,933	C		302	C
											2013	5,900	C		300	C
											2014	6,300	C		320	C
											2015	6,000	C		305	C
										% of MV	2016	6,500	C		331	C
1.905 - 2.967										42.91%	2017	6,350	C		323	C
										47.37%	2022	7,011	C		357	C
Roadway ID # 46510000										52.30%	2027	7,741	D		394	D
Lisenby Avenue to Harrison Avenue	Urban Collector	2	Undivided 35 MPH	3	2.131	1.408	Urbanized	(D) 14,800	5051 1611	11,500 N/A	2007	11,000	D	(D) 750	559	D
											2008	10,500	D		534	D
											2009	10,000	D		509	D
											2010	10,000	D		509	D
											2011	9,100	D		463	D
											2012	10,000	D		509	D
											2013	9,800	D		498	D
											2014	10,500	D		534	D
											2015	11,000	D		559	D
										% of MV	2016	12,000	D		610	D
2.967 - 4.375										77.70%	2017	11,500	D		585	D
										85.79%	2022	12,697	D		646	D
Roadway ID # 46510000										94.72%	2027	14,018	D		713	D
Harrison Avenue to SR77	Urban Collector	2	Undivided 35 MPH	1	1.678	0.596	Urbanized	(D) 14,800	5055	11,000	2007	11,000	D	(D) 750	559	D
											2008	10,000	D		509	D
											2009	10,000	D		509	D
											2010	10,000	D		509	D
											2011	8,700	D		442	D
											2012	10,500	D		534	D
											2013	10,500	D		534	D
											2014	10,500	D		534	D
											2015	10,500	D		534	D
										% of MV	2016	10,500	D		534	D
4.375 -4.971										74.32%	2017	11,000	D		559	D
										82.06%	2022	12,145	D		618	D
Roadway ID # 46510000										90.60%	2027	13,409	D		682	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR28 (11th St) (cont.)																
SR77 to East Avenue	Urban Collector	2	Undivided 35 MPH	3	1.992	1.506	Urbanized	(D) 14,800	5091	9,700	2007	9,500	D	(D) 750	483	D
											2008	9,400	D		478	D
											2009	8,900	D		453	D
											2010	8,300	D		422	D
											2011	6,800	C		346	C
											2012	8,600	D		437	D
											2013	8,900	D		453	D
											2014	9,000	D		458	D
											2015	9,400	D		478	D
										% of MV	2016	10,000	D		509	D
										65.54%	2017	9,700	D		493	D
4.971 - 6.477										72.36%	2022	10,710	D		545	D
Roadway ID # 46510000										79.89%	2027	11,824	D		601	D
East Avenue to Transmitter Road	Urban Collector	2	Undivided 35 MPH	2	1.932	1.035	Urbanized	(D) 14,800	5172	7,700	2007	6,500	C	(D) 750	331	C
											2008	6,900	C		351	C
											2009	5,700	C		290	C
											2010	5,200	C		264	C
											2011	4,800	C		244	C
											2012	6,200	C		315	C
											2013	6,300	C		320	C
											2014	6,300	C		320	C
											2015	6,800	C		346	C
										% of MV	2016	7,200	C		366	C
										52.03%	2017	7,700	D		392	D
6.477 - 7.512										57.44%	2022	8,501	D		432	D
Roadway ID # 46510000										63.42%	2027	9,386	D		477	D
Transmitter Rd to US98 (Tyndall Pkwy)	Urban Collector	2	Undivided 35 MPH	0	0.000	1.003	Urbanized	(D) 24,200	5213	2,400	2007	1,700	B	(D) 1,190	84	B
											2008	1,500	B		74	B
											2009	1,500	B		74	B
											2010	1,500	B		74	B
											2011	1,500	B		74	B
											2012	2,000	B		99	B
											2013	2,100	B		104	B
											2014	2,300	B		114	B
											2015	2,400	B		119	B
										% of MV	2016	2,400	B		119	B
										9.92%	2017	2,400	B		119	B
7.512 - 8.515										10.95%	2022	2,650	B		131	B
Roadway ID # 46510000										12.09%	2027	2,926	B		145	B

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR327 (Lisenby Avenue)																
11th St. to US98	Not Classifed	2	Undivided 30 MPH	1	1.996	0.501	Urbanized	(D) 14,800	5133	5,400	2007	5,800	C	(D) 750	295	C
											2008	5,900	C		300	C
											2009	5,600	C		285	C
											2010	5,000	C		254	C
											2011	5,000	C		254	C
											2012	5,000	C		254	C
											2013	5,100	C		259	C
											2014	4,800	C		244	C
											2015	5,200	C		264	C
										% of MV	2016	5,800	C		295	C
										36.49%	2017	5,400	C		275	C
0.146 - 0.647										40.28%	2022	5,962	C		303	C
Roadway Id # 46000016										44.48%	2027	6,583	C		335	C
US98 to 23rd St.	Urban Collector	2	Undivided 30 MPH	1	0.999	1.001	Urbanized	(D) 14,800	5132 5205	10,500 8,800	2007	10,250	D	(D) 750	521	D
											2008	9,400	D		478	D
											2009	8,900	D		453	D
											2010	9,450	D		481	D
											2011	8,400	D		427	D
											2012	8,500	D		432	D
											2013	8,250	D		420	D
											2014	8,100	D		412	D
											2015	8,250	D		420	D
										% of MV	2016	9,500	D		483	D
										65.20%	2017	9,650	D		491	D
0.000 - 1.001										71.99%	2022	10,654	D		542	D
Roadway Id # 46002000										79.48%	2027	11,763	D		598	D
CR385 (Frankford Avenue)																
Bus98 to US98	Urban Collector	2	Undivided 35 MPH	1	1.642	0.609	Urbanized	(D) 14,800	5046	8,600	2007	7,800	D	(D) 750	397	D
											2008	6,800	C		346	C
											2009	7,100	C		361	C
											2010	7,000	C		356	C
											2011	6,100	C		310	C
											2012	7,800	D		397	D
											2013	6,700	C		341	C
											2014	7,300	C		371	D
											2015	7,100	C		361	C
										% of MV	2016	7,900	D		402	D
										58.11%	2017	8,600	D		437	D
0.000 - 0.609										64.16%	2022	9,495	D		483	D
Roadway Id # 46560001										70.83%	2027	10,483	D		533	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR385 (Frankford Avenue) (cont.)																
US98 to 23rd St.	Urban	2	Undivided	1	1.001	0.999	Urbanized	(D)	5126	N/A	2007	8,300	D	(D)	422	D
	Collector		35 MPH					14,800	5127	8,000	2008	7,700	D	750	392	D
											2009	7,600	D		386	D
											2010	7,800	D		397	D
											2011	7,300	C		371	D
											2012	14,800	D		753	E*
											2013	7,800	D		397	D
											2014	7,400	D		376	D
											2015	7,700	D		392	D
										% of MV	2016	7,400	D		376	D
										54.05%	2017	8,000	D		407	D
0.609 - 1.608										59.68%	2022	8,833	D		449	D
Roadway Id # 46560001										65.89%	2027	9,752	D		496	D
23rd St to St. Andrews	Urban	2	Undivided	1	3.106	0.322	Urbanized	(D)	1610	4,300	2007	4,300	C	(D)	219	C
Blvd	Collector		35 MPH					14,800			2008	4,500	C	750	229	C
											2009	4,600	C		234	C
											2010	4,400	C		224	C
											2011	4,600	C		234	C
											2012	4,600	C		234	C
											2013	4,300	C		219	C
											2014	4,000	C		203	C
											2015	4,200	C		214	C
										% of MV	2016	4,100	C		208	C
1.608 - 1.930										29.05%	2017	4,300	C		219	C
Roadway Id # 46560001										32.08%	2022	4,748	C		241	C
										35.42%	2027	5,242	C		267	C
St. Andrews Blvd to	Urban	2	Undivided	0	0.000	1.697	Urbanized	(D)	5148	4,100	2007	3,300	B	(D)	168	B
Roadway Terminus	Collector		35 MPH					24,200			2008	3,900	B	1,190	198	B
											2009	3,800	B		193	B
											2010	3,900	B		198	B
											2011	4,000	B		203	B
											2012	4,000	B		203	B
											2013	3,600	B		183	B
											2014	3,500	B		178	B
											2015	3,400	B		173	B
										% of MV	2016	3,600	B		183	B
										16.94%	2017	4,100	B		208	B
1.930 - 3.627										18.71%	2022	4,527	B		230	B
Roadway Id # 46560001										20.65%	2027	4,998	B		254	B

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
19th Street																
US 98 to Frankford Avenue	Urban Collector	2	Undivided 35 MPH	1	0.495	2.019	Urbanized	(D) 24,200	5149 5140	3,900 3,700	2007	3400	B	(D)	173	B
											2008	3350	B	1,190	170	B
											2009	3300	B		168	B
											2010	3600	B		183	B
											2011	3300	B		168	B
											2012	3400	B		173	B
											2013	3,600	B		183	B
											2014	4000	B		203	B
										% of MV	2015	4600	B		234	B
										% of MV	2016	4250	B		216	B
										15.70%	2017	3800	B		193	B
0.000-2.019										17.34%	2022	4,196	B		213	B
Roadway Id # 46560011										19.14%	2027	4,632	B		236	B
CR388																
SR 79 to Airport Entrance	Minor Arterial	2	Undivided 45 MPH	0	0.000	4.147	Urbanized	(D) 24,200	271	6,900	2007	N/A	N/A	(D)	N/A	N/A
Note: FDOT Mile Post Used											2008	N/A	N/A	1,190	N/A	N/A
											2009	N/A	N/A		N/A	N/A
											2010	4,600	B		228	B
											2011	5,100	B		252	B
											2012	5,300	B		262	B
0.000 - 4.147											2013	5,100	B		252	B
Roadway ID # 46070000											2014	5,200	B		257	B
Segment is on the Strategic Intermodal System.											2015	6,300	B		312	B
										% of MV	2016	6,700	B		332	B
										28.51%	2017	6,900	B		342	B
										31.48%	2022	7,618	B		377	B
										34.76%	2027	8,411	B		416	C
Airport Entrance to SR 77	Minor Arterial	2	Undivided 45 MPH	1	0.122	8.192	Urbanized	(D] 17,700	128	5,900	2007	N/A	N/A	(D)	N/A	N/A
											2008	N/A	N/A	880	N/A	N/A
											2009	N/A	N/A		N/A	N/A
											2010	5,200	C		257	C
											2011	4,300	C		213	C
											2012	4,500	C		223	C
											2013	4,700	C		233	C
											2014	4,700	C		233	C
											2015	5,400	C		267	C
										% of MV	2016	5,900	C		292	C
										33.33%	2017	5,900	C		292	C
4.147 - 12.339										36.80%	2022	6,514	C		322	C
Roadway ID # 46070000										40.63%	2027	7,192	C		356	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR388 (cont)																
SR 77 to	Minor	2	Undivided	0	0.000	1.45	Urbanized	(D)	104	2,050	2007	1,550	B	(D)	77	B
Bay Urban Boundary	Arterial		55 MPH					24,200			2008	1,600	B	1,190	79	B
											2009	1,550	B		77	B
											2010	1,550	B		77	B
											2011	1,550	B		77	B
											2012	1,400	B		69	B
											2013	1,650	B		82	B
											2014	1,750	B		87	B
											2015	1,850	B		92	B
										% of MV	2016	1,750	B		87	B
										8.47%	2017	2,050	B		101	B
0.000 - 1.450										9.35%	2022	2,263	B		112	B
Roadway ID # 46640000										10.33%	2027	2,499	B		124	B
Bay Urban Boundary to	Minor	2	Undivided	0	0.000	13.747	Trans.	(C)	237	1,000	2007	950	B	(C)	47	B
US 231	Arterial		55 MPH					17,300			2008	1,300	B	850	64	B
											2009	1,100	B		54	B
											2010	1,100	B		54	B
											2011	1,000	B		50	B
											2012	1,000	B		50	B
											2013	1,000	B		50	B
											2014	900	B		45	B
											2015	1,000	B		50	B
										% of MV	2016	950	B		47	B
										5.78%	2017	1,000	B		50	B
1.450 - 15.197										6.38%	2022	1,104	B		55	B
Roadway ID # 46640000										7.05%	2027	1,219	B		60	B
CR392 (Thomas Dr)																
South Thomas Dr (CR 745)	Urban	2	Undivided	0	0.000	0.856	Urbanized	(D)	202	12,500	2007	9,400	C	(D)	465	C
Front Beach Rd to	Collector		45 MPH					24,200			2008	10,500	C	1,190	520	C
Thomas Dr											2009	11,500	C		569	C
											2010	5,500	B		272	B
											2011	10,500	C		520	C
											2012	8,600	B		426	C
											2013	11,000	C		545	C
											2014	13,000	C		644	C
											2015	13,000	C		644	C
										% of MV	2016	13,000	C		644	C
										51.65%	2017	12,500	C		619	C
0.000 - 0.856										57.03%	2022	13,801	C		683	C
Roadway ID # 46170000										62.96%	2027	15,237	C		754	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR392 (Thomas Dr) (cont)																
North Thomas Dr (CR 392/N)	Urban	2	Undivided	1	0.976	1.025	Urbanized	(D)	201	16,000	2007	14,000	D	(D)	712	D
Front Beach Rd to	Collector		30 MPH					14,800	210	16,500	2008	12,150	D	750	618	D
Joan Ave											2009	13,250	D		674	D
											2010	10,500	D		534	D
											2011	12,250	D		623	D
											2012	11,500	D		585	D
											2013	13,500	D		686	D
											2014	14,500	D		737	D
											2015	16,500	F*		839	F*
										% of MV	2016	15,250	E*		775	E*
										109.80%	2017	16,250	F*		826	F*
0.000 - 1.025										121.23%	2022	17,941	F*		912	F*
Roadway ID # 46170500										133.84%	2027	19,809	F*		1,007	F*
Joan Ave to	Urban	4	Divided	1	0.324	3.085	Urbanized	(D)	253	12,500	2007	13,000	C	(D)	655	C
Thomas Dr (CR3030)	Collector		35 MPH					32,400			2008	11,000	C	1,630	554	C
											2009	12,000	C		605	C
											2010	10,400	C		524	C
											2011	10,400	C		524	C
											2012	12,000	C		605	C
											2013	11,200	C		564	C
											2014	11,300	C		570	C
											2015	13,800	C		696	C
										% of MV	2016	12,700	C		640	C
										38.58%	2017	12,500	C		630	C
1.025 - 4.110										42.60%	2022	13,801	C		696	C
Roadway ID # 46170500										47.03%	2027	15,237	D		768	D
CR2301																
US231 to	Major	2	Undivided	0	0.000	6.24	Urbanized	(D)	236	8,800	2007	5,100	B	(D)	252	B
Bay Urban Boundary	Collector		45 MPH					24,200	316	3,800	2008	4,567	B	1,190	226	B
									317	2,500	2009	4,433	B		219	B
											2010	4,300	B		213	B
											2011	4,300	B		213	B
											2012	4,333	B		214	B
											2013	4,300	B		213	B
											2014	4,200	B		208	B
											2015	4,267	B		211	B
										% of MV	2016	4,400	B		218	B
										20.80%	2017	5,033	B		249	B
0.000 - 6.240										22.96%	2022	5,557	B		275	B
Roadway ID # 46610000										25.35%	2027	6,135	B		304	B

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2301, Continued																
Bay Urban Boundary to	Major	2	Undivided	0	0.000	3.757	Urbanized	(D)	211	1,250	2007	1,200	B	(D)	59	B
CR 388	Collector		45 MPH					24,200			2008	1,200	B	1,190	59	B
											2009	1,200	B		59	B
											2010	1,100	B		54	B
											2011	1,100	B		54	B
											2012	1,000	B		50	B
											2013	1,000	B		50	B
											2014	1,100	B		54	B
											2015	1,200	B		59	B
										% of MV	2016	1,100	B		54	B
										5.17%	2017	1,250	B		62	B
6.240 - 9.997										5.70%	2022	1,380	B		68	B
Roadway ID # 4661000										6.30%	2027	1,524	B		75	B
CR2312 (Baldwin Rd)																
St. Andrews Blvd to	Urban	2	Undivided	4	2.743	1.458	Urbanized	(D)	5209	10,600	2007	11,800	D	(D)	600	D
to SR77	Collector		35 MPH					14,800	5216	17,300	2008	12,450	D	750	633	D
											2009	13,000	D		661	D
											2010	12,200	D		620	D
											2011	12,600	D		641	D
											2012	12,100	D		615	D
St. Andrews to Minnesota Avenue		4	Divided	4	2.743	1.458	Urbanized	(D)			2013	12,050	D	(D)	613	D
scheduled to be 4-laned after 2014.			35 MPH					32,400			2014	12,000	D	1,630	610	D
											2015	12,000	D		610	D
										% of MV	2016	12,350	D		628	D
0.000 - 1.458										94.26%	2017	13,950	D		709	D
Roadway ID 46000006										104.07%	2022	15,402	E*		783	E*
										114.90%	2027	17,005	F*		865	F*
SR77 to US231	Urban	2	Undivided	1	0.612	1.634	Urbanized	(D)	1637	9,600	2007	9,100	D	(D)	463	D
	Collector		35 MPH					14,800	5157	8,200	2008	9,100	D	750	463	D
											2009	9,400	D		478	D
											2010	8,000	D		407	D
											2011	8,250	D		420	D
											2012	8,400	D		427	D
											2013	8,100	D		412	D
0.000 - 1.241	**(SR 77 to Bradenton)**										2014	8,350	D		425	D
Roadway ID 46505000											2015	7,350	D		374	D
0.000 - 0.249	**(Bradenton to East Avenue)**										2016	7,700	D		392	D
Roadway ID 46505500										60.14%	2017	8,900	D		453	D
0.144	**(East Avenue to US 231)**									66.39%	2022	9,826	D		500	D
Roadway ID N/A										73.30%	2027	10,849	D		552	D

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR3026 (Cherry St)																
Everitt Ave to Business 98	Urban Collector	2	Undivided 40 MPH	1	3.012	0.332	Urbanized	(D) 17,700	5063	1,500	2007	2,400	C	(D) 880	119	C
											2008	2,400	C		119	C
											2009	1,600	C		79	C
											2010	2,600	C		129	C
											2011	1,900	C		94	C
											2012	1,700	C		84	C
											2013	2,500	C		124	C
											2014	2,300	C		114	C
											2015	2,600	C		129	C
										% of MV	2016	1,750	C		87	C
										8.47%	2017	1,500	C		74	C
0.698 - 1.030										9.36%	2022	1,656	C		82	C
Roadway ID # 46020004										10.33%	2027	1,828	C		91	C
Business 98 to US 98	Urban Collector	2	Undivided 35 MPH	1	0.684	1.462	Urbanized	(D) 14,800	5188 1626	8,300 6,500	2007	7,450	D	(D) 750	379	D
											2008	7,400	D		376	D
											2009	6,850	C		348	C
											2010	6,850	C		348	C
											2011	6,000	C		305	C
											2012	6,250	C		318	C
											2013	6,450	C		328	C
											2014	6,050	C		308	C
											2015	6,950	C		353	C
										% of MV	2016	7,050	C		358	C
										50.00%	2017	7,400	D		376	D
0.000 - 1.462										55.20%	2022	8,170	D		415	D
Roadway ID # 46503000										60.95%	2027	9,021	D		459	D
US 98 to Berthe Ave (CR2323)	Urban Collector	2	Undivided 35 MPH	2	1.998	1.001	Urbanized	(D) 14,800	5185 5183	N/A 7,700	2007	10,850	D	(D) 750	552	D
											2008	10,450	D		531	D
											2009	9,950	D		506	D
											2010	9,500	D		483	D
											2011	9,300	D		473	D
											2012	8,850	D		450	D
											2013	9,150	D		465	D
											2014	6,900	C		351	C
											2015	7,700	D		392	D
										% of MV	2016	7,600	D		386	D
										52.03%	2017	7,700	D		392	D
1.462 - 2.463										57.44%	2022	8,501	D		432	D
Roadway ID # 46503000										63.42%	2027	9,386	D		477	D
Berth Ave (CR2323) to Star Ave	Urban Collector	2	Undivided 35 MPH	0	0	0.503	Urbanized	(D) 14,800	5230	6,500	2014	5,900	B		300	C
											2015	6,300	B		320	C
											2016	6,400	B		325	C
											2017	6,500	B		331	C
2.463-2.966											2022	6,956	B		354	C
Roadway ID # 46503000											2027	7,680	B		391	D

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
Everitt Ave																
Cherry St to US 98 Bus.	Urban Collector	2	Undivided 35 MPH	0	0	0.698	Urbanized	(D) 17,700	1613	2,600	2007	2,500	B	(D) 880	127	C
											2008	2,100	B		107	C
											2009	2,600	B		132	C
											2010	2,300	B		117	C
											2011	2,300	B		117	C
											2012	2,600	B		132	C
											2013	2,900	B		147	C
											2014	2,300	B		117	C
											2015	2,600	B		132	C
											2016	2,400	B		122	C
											2017	2,600	B		132	C
0.000-0.698											2022	2,871	B		146	C
Roadway ID # 46020004											2027	3,169	B		161	C
CR2321																
SR 77 to CR 2302	Urban Collector	2	Undivided 45 MPH	0	0.000	1.659	Urbanized	(D) 24,200	291	5,900	2007	5,500	B	(D) 1,190	272	B
									307	8,400	2008	5,850	B		290	B
									252	10,000	2009	5,450	B		270	B
											2010	5,500	B		272	B
											2011	5,000	B		248	B
											2012	5,250	B		260	B
											2013	5,800	B		287	B
											2014	7,700	B		381	B
											2015	8,300	B		411	B
										% of MV	2016	7,367	B		365	B
										33.47%	2017	8,100	B		401	B
1.907-3.566										36.95%	2022	8,943	C		443	C
Roadway ID # 46630000										40.80%	2027	9,874	C		489	C

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2321 (cont)																
CR 2302 to US 231	Urban Collector	2	Undivided 55 MPH	0	0.000	4.484	Urbanized	(D) 24,200	252 314 291	10,000 7,500 5,900	2007 2008 2009	8,200 7,500 6,900	B B B	(D) 1,190	406 371 342	B B B
											2010	6,800	B		337	B
											2011	6,350	B		314	B
											2012	6,300	B		312	B
											2013	7,200	B		356	B
											2014	5,300	B		262	B
											2015	5,600	B		277	B
										% of MV	2016	6,000	B		297	B
										32.23%	2017	7,800	B		386	B
3.566 - 8.050										35.59%	2022	8,612	C		426	C
Roadway ID # 46630000										39.29%	2027	9,508	C		471	C
CR2323 (Berthe Ave/Boat Race Rd)																
Business 98 to US 98	Urban Collector	2	Undivided 35 MPH	1	2.793	0.358	Urbanized	(D) 14,800	5214	2,600	2007 2008 2009	3,300 2,500 2,400	C C C	(D) 750	168 127 122	C C C
											2010	3,600	C		183	C
											2011	2,400	C		122	C
											2012	2,200	C		112	C
											2013	2,700	C		137	C
											2014	2,300	C		117	C
											2015	2,200	C		112	C
										% of MV	2016	2,400	C		122	C
										17.57%	2017	2,600	C		132	C
0.000 - 0.358										19.40%	2022	2,871	C		146	C
Roadway ID # 46531000										21.41%	2027	3,169	C		161	C
US98 to Berthe Ave	Urban Collector	2	Undivided 35 MPH	1	1.007	0.993	Urbanized	(D) 14,800	5180	5,800	2007 2008 2009	6,700 5,800 6,200	C C C	(D) 750	341 295 315	C C C
											2010	6,200	C		315	C
											2011	5,700	C		290	C
											2012	5,700	C		290	C
											2013	5,600	C		285	C
											2014	5,500	C		280	C
											2015	5,900	C		300	C
										% of MV	2016	5,700	C		290	C
										39.19%	2017	5,800	C		295	C
0.358 - 1.351										43.27%	2022	6,404	C		326	C
Roadway ID # 46531000										47.77%	2027	7,070	C		360	C

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CR2323 (Berthe Ave/Boat Race Rd) (cont)																
Boat Race Road to	Urban	2	Undivided	0	0.000	0.989	Urbanized	(D)	5184	4,900	2007	4,100	B	(D)	208	B
Cherry Street	Collector		35 MPH					24,200			2008	4,500	B	1,190	229	B
											2009	3,300	B		168	B
											2010	3,400	B		173	B
											2011	3,500	B		178	B
											2012	3,500	B		178	B
											2013	3,800	B		193	B
											2014	4,600	B		234	B
											2015	4,600	B		234	B
										% of MV	2016	3,700	B		188	B
										20.25%	2017	4,900	B		249	B
1.351 - 2.340										22.36%	2022	5,410	B		275	B
Roadway ID # 46531000										24.68%	2027	5,973	B		304	B
Cherry Street to	Urban	2	Undivided	1	1.894	0.528	Urbanized	(D)	1629	4,800	2007	3,900	C	(D)	198	C
SR22 (Wewa Hwy)	Collector		35 MPH					14,800			2008	4,100	C	750	208	C
											2009	4,300	C		219	C
											2010	4,400	C		224	C
											2011	4,400	C		224	C
											2012	4,500	C		229	C
											2013	4,500	C		229	C
											2014	4,500	C		229	C
											2015	4,600	C		234	C
										% of MV	2016	4,500	C		229	C
2.340 - 2.868										32.43%	2017	4,800	C		244	C
Roadway ID # 46531000										35.81%	2022	5,300	C		269	C
										39.53%	2027	5,851	C		298	C
CR2327 (Transmitter Rd)																
Wewa Hwy to US 98	Urban	2	Undivided	1	0.663	1.509	Urbanized	(D)	5101	8,200	2007	7,900	C	(D)	391	C
	Collector		40 MPH					17,700	5124	5,800	2008	6,900	C	880	342	C
											2009	6,800	C		337	C
											2010	7,050	C		349	C
											2011	6,950	C		344	C
											2012	6,600	C		327	C
											2013	7,000	C		347	C
											2014	6,200	C		307	C
											2015	6,950	C		344	C
										% of MV	2016	7,050	C		349	C
										39.55%	2017	7,000	C		347	C
0.000 - 1.509										43.66%	2022	7,729	C		383	C
Roadway ID 46540000										48.21%	2027	8,533	C		422	C

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											AADT			PK HR. / PK DIR.		
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US98 to US 231	Minor Arterial	2	Undivided 40 MPH	1	0.380	2.635	Urbanized	(D) 17,700	1621 5162 1623	11,700 N/A 16,500	2007	14,050	C	(D) 880	695	C
											2008	12,750	C		631	C
											2009	12,800	C		634	C
											2010	12,600	C		624	C
											2011	12,400	C		614	C
											2012	12,250	C		606	C
											2013	13,000	C		644	C
											2014	12,350	C		611	C
											2015	13,250	C		656	C
										% of MV	2016	14,550	C		720	C
1.509 - 4.144										79.66%	2017	14,100	C		698	C
Roadway ID 46540000										87.95%	2022	15,568	C		771	C
										97.11%	2027	17,188	D		851	D
CR2327 (Transmitter Rd) (cont.)																
US231to CR 390	Minor Arterial	2	Undivided 35 MPH	1	0.719	1.39	Urbanized	(D) 14,800	1639	7,200	2007	5,600	C	(D) 750	285	C
											2008	5,300	C		270	C
											2009	7,300	C		371	D
											2010	5,600	C		285	C
											2011	5,600	C		285	C
											2012	5,700	C		290	C
											2013	6,000	C		305	C
											2014	6,100	C		310	C
											2015	6,500	C		331	C
										% of MV	2016	6,700	C		341	C
0.000 - 1.390										48.65%	2017	7,200	C		366	C
Roadway ID 46000001										53.71%	2022	7,949	D		404	D
										59.30%	2027	8,777	D		446	D
CR 2341 (Jenks Avenue)																
6th St to US98	Urban Collector	2	Undivided 30 MPH	2	1.779	1.124	Urbanized	(D) 14,800	5153 5116 5212	5,300 7,200 11,600	2007	10,433	D	(D) 750	531	D
											2008	10,433	D		531	D
											2009	9,833	D		500	D
											2010	8,200	D		417	D
											2011	7,700	D		392	D
											2012	7,933	D		403	D
											2013	7,600	D		386	D
											2014	7,834	D		398	D
											2015	8,100	D		412	D
										% of MV	2016	8,200	D		417	D
0.000 - 1.124										54.28%	2017	8,033	D		408	D
Roadway ID 46560006										59.93%	2022	8,869	D		451	D
										66.16%	2027	9,792	D		498	D

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2341 (Jenks Avenue) (cont.)																
US98 to 23rd St	Urban Collector	2	Undivided 30 MPH	3	3.000	1	Urbanized	(D) 14,800	5217 5219	13,100 10,900	2007	13,100	D	(D) 750	666	D
											2008	13,400	D		681	D
											2009	12,100	D		615	D
											2010	11,650	D		592	D
											2011	11,550	D		587	D
											2012	11,950	D		608	D
											2013	12,150	D		618	D
											2014	12,050	D		613	D
											2015	12,700	D		646	D
										% of MV	2016	12,250	D		623	D
										81.08%	2017	12,000	D		610	D
1.124 - 2.124										89.52%	2022	13,249	D		674	D
Roadway ID 46560006										98.84%	2027	14,628	D		744	D
23rd St to Baldwin Road	Urban Collector	2	Undivided 35 MPH	1	0.995	1.005	Urbanized	(D) 14,800	5218	11,500	2007	12,000	D	(D) 750	610	D
											2008	12,000	D		610	D
											2009	12,500	D		636	D
											2010	11,500	D		585	D
											2011	12,000	D		610	D
											2012	10,600	D		539	D
											2013	11,200	D		570	D
											2014	10,500	D		534	D
											2015	11,500	D		585	D
										% of MV	2016	11,500	D		585	D
										77.70%	2017	11,500	D		585	D
2.124 - 3.129										85.79%	2022	12,697	D		646	D
Roadway ID 46560006										94.72%	2027	14,018	D		713	D
Baldwin Road to SR390	Urban Collector	2	Undivided 35 MPH	1	0.756	1.322	Urbanized	(D) 14,800	5220	11,800	2007	10,000	D	(D) 750	509	D
											2008	11,000	D		559	D
											2009	11,000	D		559	D
											2010	11,000	D		559	D
											2011	11,500	D		585	D
											2012	11,400	D		580	D
											2013	11,500	D		585	D
											2014	11,200	D		570	D
											2015	11,700	D		595	D
										% of MV	2016	13,100	D		666	D
										79.73%	2017	11,800	D		600	D
3.129 - 4.451										88.03%	2022	13,028	D		662	D
Roadway ID 46560006										97.19%	2027	14,384	D		731	D

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR3030 (Thomas Dr)																
North Lagoon Driveto	Urban	4	Divided	1	1.209	0.827	Urbanized	(D)	279	16,400	2007	16,500	F*	(D)	839	F*
Thomas Dr (CR392)	Collector		45 MPH					39,800			2008	13,000	D	2,000	661	D
											2009	15,000	E*		763	E*
											2010	12,500	D		636	D
											2011	14,500	D		737	D
											2012	13,700	D		697	D
											2013	13,100	D		666	D
											2014	14,600	D		742	D
											2015	16,700	F*		849	F*
										% of MV	2016	14,100	D		717	D
										41.21%	2017	16,400	F*		834	F*
3.309 - 4.136										45.49%	2022	18,107	F*		921	F*
Roadway ID 46521500										50.23%	2027	19,992	F*		1,017	F*
CR 3031 (Thomas Dr)																
North Lagoon Drive	Urban	4	Divided	5	1.767	2.83	Urbanized	(D)	200	29,000	2007	20,200	C	(D)	1,018	C
to US 98	Collector		45 MPH					39,800	292	20,500	2008	24,100	C	2,000	1,215	C
									293	24,500	2009	24,033	C		1,211	C
											2010	20,066	C		1,011	C
											2011	22,400	C		1,129	C
											2012	22,000	C		1,109	C
											2013	22,967	C		1,158	C
											2014	23,000	C		1,159	C
											2015	25,067	C		1,263	C
										% of MV	2016	27,167	C		1,369	C
										61.98%	2017	24,667	C		1,243	C
0.000 - 2.830										68.43%	2022	27,234	C		1,373	C
Roadway ID 46522500										75.55%	2027	30,069	C		1,515	C
CR389 (12th St)																
US231 to CR 390	Urban	2	Undivided	3	1.313	2.285	Urbanized	(D)	1619	8,900	2007	7,700	D	(D)	392	D
	Collector		35 MPH					14,800	1642	9,500	2008	8,500	D	750	432	D
											2009	7,600	D		386	D
											2010	7,300	C		371	D
											2011	8,600	D		437	D
											2012	7,800	D		397	D
											2013	9,200	D		468	D
											2014	8,250	D		420	D
											2015	9,100	D		463	D
										% of MV	2016	9,200	D		468	D
										62.16%	2017	9,200	D		468	D
0.000 - 2.285										68.63%	2022	10,158	D		517	D
Roadway ID 46500000										75.78%	2027	11,215	D		570	D

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR389 (12th St) (cont)																
CR390 to SR 77	Minor Arterial	2	Undivided 45 MPH	1	0.600	1.667	Urbanized	(D) 17,700	5005 1633	7,900 7,200	2007	7,200	C	(D) 880	356	C
											2008	7,750	C		384	C
											2009	7,050	C		349	C
											2010	6,900	C		342	C
											2011	6,350	C		314	C
											2012	6,600	C		327	C
											2013	6,500	C		322	C
											2014	6,350	C		314	C
											2015	6,950	C		344	C
										% of MV	2016	7,300	C		361	C
										42.66%	2017	7,550	C		374	C
2.285 - 3.952										47.09%	2022	8,336	C		413	C
Roadway ID 46500000										52.00%	2027	9,203	C		456	C
CR390																
SR77 to CR389	Urban Collector	2	Undivided 45 MPH	1	0.746	1.341	Urbanized	(D) 17,700	5098 1634	15,000 13,600	2007	13,250	C	(D) 880	656	C
											2008	13,250	C		656	C
											2009	12,500	C		619	C
											2010	12,750	C		631	C
											2011	12,250	C		606	C
											2012	13,250	C		656	C
											2013	12,250	C		606	C
											2014	12,000	C		594	C
											2015	13,750	C		681	C
										% of MV	2016	13,650	C		676	C
										80.79%	2017	14,300	C		708	C
0.000 - 1.341										89.20%	2022	15,788	C		782	C
Roadway ID # 46600000										98.48%	2027	17,432	D		863	D
CR389 to CR2327	Minor Arterial	2	Undivided 45 MPH	1 way	0.796	1.257	Urbanized	(D) 23,880	1640	17,500	2007	15,500	C	(D) 2,400	767	C
											2008	15,000	C		743	C
											2009	15,000	C		743	C
											2010	16,500	C		817	C
											2011	14,500	C		718	C
											2012	14,500	C		718	C
											2013	15,500	C		767	C
											2014	15,500	C		767	C
											2015	16,000	C		792	C
										% of MV	2016	16,500	C		817	C
										67.00%	2017	16,000	C		792	C
1.341 - 2.598										73.98%	2022	17,665	C		874	C
Roadway ID # 46600000										81.67%	2027	19,504	C		965	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS

COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	AADT			PK HR. / PK DIR.		
											ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR390 (cont)																
CR2327 to US231	Urban	2	Undivided	1	0.585	1.71	Urbanized	(D)	1631	9,300	2007	8,500	C	(D)	421	C
	Collector		45 MPH					17,700			2008	7,100	C	880	351	C
											2009	9,700	C		480	C
											2010	7,400	C		366	C
											2011	7,400	C		366	C
											2012	7,600	C		376	C
											2013	7,500	C		371	C
											2014	8,000	C		396	C
											2015	8,700	C		431	C
										% of MV	2016	8,700	C		431	C
										52.54%	2017	9,300	C		460	C
2.598 - 4.308										58.01%	2022	10,268	C		508	C
Roadway ID # 46600000										64.05%	2027	11,337	C		561	C
CR22/2337 (Sherman Ave)																
3rd St. to 15th St.	Urban	2	Undivided	3	2.000	1.5	Urbanized	(D)	5160	2,000	2007	4,033	C	(D)	205	C
	Collector		35 MPH					14,800	5225	5,600	2008	4,100	C	750	208	C
									1602	3,100	2009	4,100	C		208	C
											2010	3,633	C		185	C
3rd Strret to Bus 98 (5th St)											2011	3,567	C		181	C
0.000 - 0.252											2012	3,833	C		195	C
Roadway ID # 46532000											2013	3,867	C		197	C
											2014	3,600	C		183	C
											2015	3,800	C		193	C
										% of MV	2016	3,467	C		176	C
Bus 98 (5th St) to 15th St.										24.10%	2017	3,567	C		181	C
0.000 - 1.248										26.61%	2022	3,938	C		200	C
Roadway ID # 46000010										29.38%	2027	4,348	C		221	C
15th St to East Ave.	Urban	2	Undivided	0	0.000	1.36	Urbanized	(D)	5170	6,000	2007	6,600	B	(D)	336	B
	Collector		35 MPH					24,200			2008	7,300	B	1,190	371	B
											2009	6,600	B		336	B
											2010	5,400	B		275	B
											2011	5,300	B		270	B
											2012	5,000	B		254	B
											2013	6,400	B		325	B
											2014	5,300	B		270	B
											2015	5,800	B		295	B
										% of MV	2016	5,300	B		270	B
										24.79%	2017	6,000	B		305	B
0.000 - 1.360										27.37%	2022	6,624	B		337	B
Roadway ID # 46500002										30.22%	2027	7,314	B		372	B

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2315 (Star Ave)																
Cole Ridge Road	Urban	2	Undivided	1	0.866	1.155	Urbanized	(D)	1641	5,600	2007	5,300	C	(D)	270	C
to Wewa Highway	Collector		30 MPH					14,800			2008	4,800	C	750	244	C
											2009	4,700	C		239	C
											2010	4,600	C		234	C
											2011	4,600	C		234	C
											2012	4,200	C		214	C
											2013	4,600	C		234	C
											2014	5,100	C		259	C
											2015	5,500	C		280	C
										% of MV	2016	5,300	C		270	C
										37.84%	2017	5,600	C		285	C
0.000 - 1.155										41.78%	2022	6,183	C		314	C
Roadway ID # 46506000										46.12%	2027	6,826	C		347	C
Wewa Highway to	Urban	2	Undivided	1	0.149	6.697	Urbanized	(D)	268	8,400	2007	7,350	C	(D)	364	C
US 231	Collector		45 MPH					17,700	269	7,900	2008	7,150	C	880	354	C
											2009	7,250	C		359	C
											2010	7,950	C		394	C
											2011	6,700	C		332	C
											2012	6,700	C		332	C
											2013	6,850	C		339	C
											2014	6,600	C		327	C
											2015	7,300	C		361	C
										% of MV	2016	7,500	C		371	C
										46.05%	2017	8,150	C		403	C
1.155 - 7.852										50.84%	2022	8,998	C		445	C
Roadway ID # 46506000										56.13%	2027	9,935	C		492	C
CR2322 (7th St)																
School Ave to Transmitter Rd	Urban	2	Undivided	0	0	0.519	Urbanized	(D)	5174	2,500	2007	3,000	B	(D)	149	B
	Collector		35 MPH					24,200			2008	2,600	B	1,190	129	B
											2009	3,300	B		163	B
											2010	2,500	B		124	B
											2011	2,500	B		124	B
											2012	2,400	B		119	B
											2013	2,200	B		109	B
											2014	2,300	B		114	B
											2015	2,500	B		124	B
										% of MV	2016	2,500	B		124	B
										10.33%	2017	2,500	B		124	B
0.000-0.519										11.41%	2022	2,760	B		137	B
Roadway ID # 46560012										12.59%	2027	3,047	B		151	B

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR2322 (7th St) (cont)																
Transmitter Rd to Bob	Urban	2	Undivided	0	0.000	0.496	Urbanized	(D)	5174	2,500	2007	4,200	B	(D)	208	B
Little Rd	Collector		35 MPH					24,200	5179	4,700	2008	3,550	B	1,190	176	B
											2009	4,050	B		200	B
											2010	4,050	B		200	B
											2011	3,450	B		171	B
											2012	3,300	B		163	B
											2013	3,200	B		158	B
											2014	3,050	B		151	B
											2015	3,350	B		166	B
										% of MV	2016	3,350	B		166	B
										14.88%	2017	3,600	B		178	B
0.519 - 1.015										16.42%	2022	3,975	B		197	B
Roadway ID # 46560012										18.13%	2027	4,388	B		217	B
Bob Little Rd to US98	Urban	2	Undivided	1	1.980	0.505	Urbanized	(D)	5173	5,700	2007	6,500	C	(D)	331	C
(Tyndall Pkwy)	Collector		25 MPH					14,800			2008	7,000	C	750	356	C
											2009	6,700	C		341	C
											2010	6,300	C		320	C
											2011	5,400	C		275	C
											2012	5,400	C		275	C
											2013	5,000	C		254	C
											2014	5,100	C		259	C
											2015	5,300	C		270	C
										% of MV	2016	5,300	C		270	C
										38.51%	2017	5,700	C		290	C
1.015 - 1.520										42.52%	2022	6,293	C		320	C
Roadway ID # 46560012										46.95%	2027	6,948	C		353	C
CR30A (Michigan Ave)																
23rd St to Bus 98	Urban	2	Undivided	1	1.592	0.628	Urbanized	(D)	5201	5,600	2007	5,900	C	(D)	300	C
	Collector		30 MPH					14,800	5102	N/A	2008	5,300	C	750	270	C
											2009	5,000	C		254	C
											2010	4,900	C		249	C
											2011	5,000	C		254	C
											2012	5,000	C		254	C
											2013	5,100	C		259	C
											2014	5,600	C		285	C
											2015	6,300	C		320	C
										% of MV	2016	5,800	C		295	C
										37.84%	2017	5,600	C		285	C
0.000 - 0.628										41.78%	2022	6,183	C		314	C
Roadway Id # 46510000										46.12%	2027	6,826	C		347	C

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CONGESTION MANAGEMENT PROCESS 2017 LEVEL OF SERVICE ANALYSIS - BAY COUNTY'S COUNTY ROADS																	
											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR30A (Michigan Ave), Continued																
US 98 to 15th St	Urban Collector	2	Undivided 30 MPH	1	3.012	0.332	Urbanized	(D) 14,800	5104	N/A	2007	1,600	C	(D)	81	C
											2008	1,500	C	750	76	C
											2009	1,400	C		71	C
											2010	1,800	C		92	C
											2011	1,400	C		71	C
											2012	1,400	C		71	C
											2013	1,100	C		56	C
											2014	N/A	N/A		N/A	N/A
											2015	N/A	N/A		N/A	N/A
										% of MV	2016	N/A	N/A		N/A	N/A
										-	2017	N/A	N/A		N/A	N/A
0.628 - 0.960										-	2022	N/A	N/A		N/A	N/A
Roadway Id # 46510000										-	2027	N/A	N/A		N/A	N/A
15th St																
Bus. 98 to Michigan	Urban Collector	2	Undivided 30 MPH	1	2.262	0.442	Urbanized	(D) 14,800	5105 5106	1,150 1,700	2007	2,100	C	(D)	107	C
											2008	1,750	C	750	89	C
											2009	1,600	C		81	C
											2010	1,800	C		92	C
											2011	1,700	C		86	C
											2012	1,700	C		86	C
											2013	1,500	C		76	C
											2014	1,750	C		89	C
											2015	1,500	C		76	C
										% of MV	2016	1,750	C		89	C
0.960 - 1.402										9.63%	2017	1,425	C		72	C
										10.63%	2022	1,573	C		80	C
Roadway Id # 46510000										11.74%	2027	1,737	C		88	C
CR30B (Joan Avenue)																
Thomas Drive to Front Beach Rd	Not Classified	2	Undivided 45 MPH	2	2.215	0.903	Urbanized	(D) 17,700	204	11,500	2007	10,500	C	(D)	520	C
											2008	10,000	C	880	495	C
											2009	9,300	C		460	C
											2010	8,100	C		401	C
											2011	10,000	C		495	C
											2012	8,900	C		441	C
											2013	9,000	C		446	C
											2014	10,000	C		495	C
											2015	10,500	C		520	C
										% of MV	2016	11,500	C		569	C
0.000 - 0.903										64.97%	2017	11,500	C		569	C
										71.73%	2022	12,697	C		628	C
Roadway Id # 46590002										79.20%	2027	14,018	C		694	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR3030 (North Lagoon Dr)																
North Thomas Drive to	Urban	2	Undivided	2	0.601	3.326	Urbanized	(D)	205	5,200	2007	3,500	C	(D)	178	C
Thomas Dr (CR3031)	Collector		35 MPH					14,800	206	3,300	2008	3,000	C	750	153	C
											2009	3,250	C		165	C
											2010	2,550	C		130	C
											2011	2,700	C		137	C
											2012	2,950	C		150	C
											2013	3,200	C		163	C
											2014	3,250	C		165	C
											2015	4,350	C		221	C
										% of MV	2016	3,950	C		201	C
										28.72%	2017	4,250	C		216	C
0.000 - 3.326										31.71%	2022	4,692	C		239	C
Roadway ID # 46521500										35.00%	2027	5,181	C		263	C
CR3033 (R Jackson Blvd)																
Front Beach Rd to	Urban	2 SB	Undivided	1	3.623	0.276	Urbanized	(D)	278	8,700	2007	9,100	C	(D)	450	C
Hutchison Blvd	Collector	1 NB	40 MPH					17,700			2008	5,900	C	880	292	C
											2009	4,200	C		208	C
											2010	5,600	C		277	C
											2011	7,100	C		351	C
											2012	6,500	C		322	C
											2013	6,900	C		342	C
											2014	7,100	C		351	C
											2015	8,400	C		416	C
										% of MV	2016	7,100	C		351	C
										49.15%	2017	8,700	C		431	C
0.00 - 0.276										54.27%	2022	9,606	C		475	C
Roadway ID # 46651000										59.92%	2027	10,605	C		525	C
Hutchinson Blvd to US98	Urban	2	Undivided	1	1.667	0.6	Urbanized	(D)	207	13,600	2007	11,000	C	(D)	545	C
(Panama City Beach	Collector		40 MPH					17,700			2008	10,500	C	880	520	C
Blvd)											2009	11,800	C		584	C
											2010	12,000	C		594	C
											2011	10,800	C		535	C
											2012	10,500	C		520	C
											2013	12,800	C		634	C
											2014	11,400	C		564	C
											2015	13,800	C		683	C
										% of MV	2016	12,300	C		609	C
										76.84%	2017	13,600	C		673	C
0.276 - 0.876										84.83%	2022	15,015	C		743	C
Roadway ID # 46651000										93.66%	2027	16,578	C		821	C

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											AADT			PK HR. / PK DIR.		
COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR30H (Alf Coleman Rd)																
Front Beach Rd to	Not	2	Undivided	1	2.933	0.341	Urbanized	(D)	208	3,600	2007	3,800	C	(D)	193	C
Hutchison Blvd	Classified		35 MPH					14,800			2008	3,200	C	750	163	C
											2009	1,500	C		76	C
											2010	3,900	C		198	C
											2011	2,500	C		127	C
											2012	2,900	C		147	C
											2013	2,400	C		122	C
											2014	3,100	C		158	C
											2015	3,700	C		188	C
										% of MV	2016	3,600	C		183	C
										24.32%	2017	3,600	C		183	C
0.000 - 0.341										26.86%	2022	3,975	C		202	C
Roadway ID # 46590000										29.65%	2027	4,388	C		223	C
Hutchinson Blvd to US98	Not	2	Undivided	1	1.684	0.594	Urbanized	(D)	209	8,400	2007	4,000	C	(D)	203	C
(Panama City Beach	Classified		35 MPH					14,800			2008	5,800	C	750	295	C
Blvd)											2009	7,800	D		397	D
											2010	6,900	C		351	C
											2011	6,500	C		331	C
											2012	6,200	C		315	C
											2013	6,100	C		310	C
											2014	7,700	D		392	D
											2015	7,500	D		381	D
										% of MV	2016	7,300	C		371	D
										56.76%	2017	8,400	D		427	D
0.341 - 0.935										62.66%	2022	9,274	D		472	D
Roadway ID # 46590000										69.19%	2027	10,240	D		521	D
East Ave																
Watson St to Bus 98		2	Undivided	2	2.137	0.936	Urbanized	(D)	5058	3,400	2007	2,150	C	(D)	109	C
			35 MPH					14,800	5059	N/A	2008	1,700	C	750	86	C
									5057	4,700	2009	1,850	C		94	C
											2010	1,750	C		89	C
											2011	1,950	C		99	C
											2012	2200	C		112	C
											2013	2,550	C		130	C
											2014	3,100	C		158	C
											2015	3,200	C		163	C
										% of MV	2016	3,600	C		183	C
										27.36%	2017	4,050	C		206	C
0.000 - 0.936										30.21%	2022	4,472	C		227	C
Roadway ID 46523000										33.36%	2027	4,937	C		251	C

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COUNTY ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIGNALS	SIG. PER MILE	SEG. LENGTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2017 AADT	ANALYSIS YEAR	AADT VOLUME	AADT LOS	LOS STD/ MAX VOL	VOLUME	LOS
CR391 (Airport Rd)																
St. Andrews Blvd to	Urban	2	Undivided	0	0.000	0.847	Urbanized	(D)	5144	1,550	2007	4,700	B	(D)	239	B
Panama City/Bay	Collector		35 MPH					24,200			2008	3,400	B	1,190	173	B
County Airport											2009	3,200	B		163	B
											2010	1,600	B		81	B
											2011	1,800	B		92	B
											2012	1500	B		76	B
											2013	1,450	B		74	B
											2014	1,450	B		74	B
											2015	1,500	B		76	B
										% of MV	2016	1,500	B		76	B
										6.40%	2017	1,550	B		79	B
2.243 - 3.090										7.07%	2022	1,711	B		87	B
Roadway ID 46110001										7.81%	2027	1,889	B		96	B

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Appendix B

Resolution BAY 18-14

RESOLUTION O-W 18-14

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION ADOPTING THE CONGESTION MANAGEMENT PROCESS MINOR UPDATE

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the governor of Florida as being responsible for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, Fixing America's Surface Transportation (FAST) Act Section 1201 134(k)(3)(a) requires TMAs address congestion management through a process that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities eligible for funding under this chapter and title 23 through the use of travel demand reduction, job access projects, and operational management strategies; and

WHERAS, although the Bay County TPO area is not a designated TMA, Florida Department of Transportation policy extends this requirement to all Metropolitan Planning Organizations in an effort to emphasize mobility management; and

WHEREAS, the Congestion Management Process Plan (CMPP) is considered a fully operational management system; and

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

WHEREAS, the CMPP requires an annual minor update which entails inputting the prior year's traffic volumes, and updating level of service (LOS) ratings for all modes of transportation;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The 2018 Congestion Management Process Plan minor update is hereby adopted.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 26th day of September 2018.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION STATE OF FLORIDA

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: Pamn Henderson
Pamn Henderson, Chairperson

ATTEST: Jill Laurendine