

BAY COUNTY CONCURRENCY MANAGEMENT SYSTEM - STATE ROADS

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO LNS	FACILITY TYPE	LOS AREA	# OF SIG	SEG. LTH	SIG/ MILE	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	De minimis impact allowed
SR 20																						
SR 20 (Segment is on the Interstate System)	Washington Co. Line to SR 77	71	Principal Arterial	2	Undivided	Trans.	1	7.88	0.127	(C) 14,100	249	3,000		B	11,100	155	776	15,510		3,000	B	Yes
SR 20 (Segment is on the Interstate System)	SR 77 to US 231	72	Principal Arterial	2	Undivided	Trans.	1	15.7	0.064	(C) 14,100	192T	1,754		B	12,346	155	776	15,510	39	1,793	B	Yes
SR 20	US 231 to Calhoun Co. Line	73	Principal Arterial	2	Undivided	Trans.	0	2.45	0	(C) 14,100	1	3,800		B	10,300	155	776	15,510		3,800	B	Yes
SR 22																						
SR 22 - 3rd St	East Ave to Bus 98	74	Urban Collector	2	Undivided	Urbanized	1	0.48	2.083	(D) 15,200	1602	3,200		C	12,000	167	836	16,720		3,200	C	Yes
SR 22 - 3rd St	Bus 98 to Transmitter Road/CR 2327	75	Minor Arterial	2	Undivided	Urbanized	1	0.56	1.786	(D) 16,500	5016	11,000		C	5,500	182	908	18,150		11,000	C	Yes
SR 22	Transmitter Rd to Tyndall Pkwy	76	Minor Arterial	2	Undivided	Urbanized	2	1	2.0	(D) 15,200	5192 1601	9,600 11,600	10,600	D	15,200	167	836	16,720		10,600	D	Yes
SR 22	Tyndall Pkwy to Star Ave	77	Minor Arterial	2	Undivided	Urbanized	2	1.51	1.32	(D) 16,500	5189 5195	14,000 16,500	15,250	C	1,250	182	908	18,150	2,099	17,349	F	Yes
SR 22 (used by Co.)	Star Ave to CR 2297	78	Minor Arterial	2	Undivided	Urbanized	0	4.06	0	(D) 16,500	1625	6,800		B	9,700	182	908	18,150	3,115	9,915	C	Yes
SR 22 (used by Co.)	CR 2297 to UB	79	Minor Arterial	2	Undivided	Urbanized	0	0.52	0	(D) 16,500	260	4,000		B	12,500	182	908	18,150	461	4,461	B	Yes
SR 22 (used in State CMS)	Star Ave to UB	80	Minor Arterial	2	Undivided	Trans.	0	4.42	0	(C) 14,100	260	4,000		B	10,100	155	776	15,510	2,614	6,614	B	Yes
SR 22	UB to Gulf Co Ln	81	Minor Arterial	2	Undivided	Trans.	0	6.2	0	(C) 14,100	260	4,000		B	10,100	155	776	15,510	461	4,461	B	Yes
SR 30A (US 98)																						
SR 30A (US 98)	Walton Co Ln to Phillips Inlet (west approach)	82	Principal Arterial	4	Divided	Urbanized	0	0.85	0	(D) 64,300	284	18,000		B	46,300	707	3,537	70,730	42	18,042	B	Yes
SR 30A (US 98)	Phillips Inlet (west approach) to Front Beach Rd	83	Principal Arterial	4	Divided	Urbanized	1	0.71	1.408	(D) 36,700	284	18,000		B	18,700	404	2,019	40,370	1,212	19,212	B	Yes
SR 30A (US 98)	PCB Parkway- Front Beach Rd to Wisteria Ln	84	Principal Arterial	4	Divided	Urbanized	0	2.3	0	(D) 36,700	216	17,700		B	19,000	404	2,019	40,370	4,029	21,729	B	Yes
SR 30A (US 98)	Wisteria Ln to Cobb Rd	85	Principal Arterial	4	Divided	Urbanized	0	2.5	0	(D) 36,700	273	22,000		B	14,700	404	2,019	40,370	445	22,445	B	Yes
SR 30A (US 98)	Cobb Rd to SR 79 (6-lane starts/ends at Summer Breeze)	86	Principal Arterial	6	Divided	Urbanized	1	0.95	1.053	(D) 55,300	276	29,500		B	25,800	608	3,042	60,830		29,500	B	Yes
SR 30A (US 98)	SR 79 to Mandy Ln	87	Principal Arterial	6	Divided	Urbanized	0	0.7	0	(D) 55,300	275	38,500		B	16,800	608	3,042	60,830		38,500	B	Yes
SR 30A (US 98)	Mandy Ln to Beckrich Rd	88	Principal Arterial	4	Divided	Urbanized	5	4.5	1.111	(D) 36,700	277	42,500		F	(5,800)	404	2,019	40,370	54	42,554	F	No
SR 30A (US 98)	Beckrich Rd to Flyover (west approach)	89	Principal Arterial	4	Divided	Urbanized	1	2.93	0.341	(D) 36,700	203	34,500		C	2,200	404	2,019	40,370	86	34,586	C	Yes
SR 30A (US 98)	Flyover (WA) to Hathaway Bridge (WA)	90	Principal Arterial	6	Divided	Urbanized	0	0.71	0	(D) 55,300	100	46,500		C	8,800	608	3,042	60,830		46,500	C	Yes
SR 30A (US 98)	Hathaway Bridge (WA) to 23rd St	91	Principal Arterial	6	Divided	Urbanized	2	1.39	1.439	(D) 55,300	5221 1609	61,000 53,000	57,000	F	(1,700)	608	3,042	60,830		57,000	F	Yes
SR 30A (US 98)	23rd St to Beck Ave	92	Principal Arterial	4	Divided	Urbanized	2	1.67	1.198	(D) 36,700	5082	36,500		D	200	404	2,019	40,370		36,500	D	Yes
SR 30A (US 98)	Beck Ave to Lisenby Ave	93	Principal Arterial	4	Divided	Urbanized	2	1.13	1.77	(D) 36,700	5043 5204	32,500 30,000	31,250	C	5,450	404	2,019	40,370		31,250	C	Yes
SR 30A (US 98)	Lisenby Ave to US 231/Harrison Ave	94	Principal Arterial	4	Divided	Urbanized	4	1.41	2.837	(D) 33,200	5142 1615 5131	31,000 31,000 30,500	30,833	D	2,367	365	1,826	36,520		30,833	D	Yes
SR 30A (US 98)	US 231/Harrison Ave to SR 77	95	Principal Arterial	4	Divided	Urbanized	1	0.6	1.667	(D) 36,700	5040	23,000		B	13,700	404	2,019	40,370		23,000	B	Yes
SR 30A (US 98)	SR 77 to Transmitter Rd	96	Principal Arterial	4	Divided	Urbanized	3	2.54	1.181	(D) 36,700	1620	27,000		B	9,700	404	2,019	40,370	561	27,561	B	Yes
SR 30A (US 98)	Transmitter Rd. to Weva Highway/SR 22	97	Principal Arterial	4	Divided	Urbanized	2	2.33	0.858	(D) 36,700	5161 5193	31,500 36,000	33,750	C	2,950	404	2,019	40,370		33,750	C	Yes
SR 30A (US 98)	SR 22 to Boat Race Rd.	98	Principal Arterial	4	Divided	Urbanized	3	1.51	1.987	(D) 36,700	5194	29,500		C	7,200	404	2,019	40,370		29,500	C	Yes
SR 30A (US 98)	Boat Race Rd. to Du Pont Bridge (NA)	99	Principal Arterial	4	Divided	Urbanized	2	1.92	1.042	(D) 36,700	5181 5182	18,500 22,500	20,500	B	16,200	404	2,019	40,370		20,500	B	Yes
SR 30A (US 98)	Du Pont Bridge (NA) to Main Gate Tyndall AFB	100	Principal Arterial	4	Divided	Urbanized	2	2.22	0.901	(D) 36,700	1624	19,300		B	17,400	404	2,019	40,370		19,300	B	Yes
SR 30A (US 98)	Main Gate Tyndall AFB to Gulf Co Ln	101	Principal Arterial	2	Undivided	Trans.	2	16.7	0.12	(C) 14,100	214	6,300		B	7,800	155	776	15,510		6,300	B	Yes

BAY COUNTY CONCURRENCY IV

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De minimus impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes					
																			A	B	C	D	E	F	A	B	C	D	E	F
SR 20																														
SR 20 (Segment is on the Intrastate System)	Washington Co. Line to SR 77	71	302	157	10.06	52	19.36	(C) 1,370	302	B	1,068	15	75	1,507		302	B	Yes	8,900	14,100	15,200				860	1,370	1,480			
SR 20 (Segment is on the Intrastate System)	SR 77 to US 231	72	175	104	9.95	59.38	11.42	(C) 1,370	175	B	1,195	15	75	1,507	4	179	B	Yes	8,900	14,100	15,200				860	1,370	1,480			
SR 20	US 231 to Calhoun Co. Line	73	367	191	9.66	52.00	18.22	(C) 1,370	367	B	1,003	15	75	1,507		367	B	Yes	8,900	14,100	15,200				860	1,370	1,480			
SR 22																														
SR 22 - 3rd St	East Ave to Bus 98	74	326	170	10.19	52.00	6.17	(D) 1,480	326	C	1,154	16	81	1,628		326	C	Yes		10,500	15,200	16,200				1,020	1,480	1,570		
SR 22 - 3rd St	Bus 98 to Transmitter Road/CR 2327	75	1,121	583	10.19	52.00	6.17	(D) 1,600	1,121	C	479	18	88	1,760		1,121	C	Yes	9,600	15,400	16,500				930	1,500	1,600			
SR 22	Transmitter Rd to Tyndall Pkwy	76	1,080	562	10.19	52.00	6.17	(D) 1,480	1,080	D	400	16	81	1,628		1,080	D	Yes		10,500	15,200	16,200				1,020	1,480	1,570		
SR 22	Tyndall Pkwy to Star Ave	77	1,554	808	10.19	52.00	6.17	(D) 1,600	1,554	D	46	18	88	1,760	211	1,765	F	No	9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used by Co.)	Star Ave to CR 2297	78	693	360	10.19	52.00	6.56	(D) 1,600	693	B	907	18	88	1,760	313	1,006	C	Yes	9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used by Co.)	CR 2297 to UB	79	386	201	9.66	52.00	6.17	(D) 1,600	386	B	1,214	18	88	1,760	15	401	B	Yes	9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used in State CMS)	Star Ave to UB	80	386	201	9.66	52.00	6.17	(C) 1,370	386	B	984	15	75	1,507		180	B	Yes	8,900	14,100	15,200			180	600	1,130	1,590	2,180		
SR 22	UB to Gulf Co Ln	81	386	201	9.66	52.00	6.17	(C) 1,370	386	B	984	15	75	1,507		386	B	Yes	8,900	14,100	15,200				860	1,370	1,480			
SR 30A (US 98)																														
SR 30A (US 98)	Walton Co Ln to Phillips Inlet (west approach)	82	1,674	870	9.3	52.00	6.51	(D) 6,040	1,674	B	4,366	66	332	6,644	12	1,686	B	Yes	34,300	49,600	64,300	72,800			3,220	4,660	6,040	6,840		
SR 30A (US 98)	Phillips Inlet (west approach) to Front Beach Rd	83	1,674	870	9.3	52.00	6.51	(D) 3,560	1,674	B	1,886	39	196	3,916	162	1,836	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	PCB Parkway- Front Beach Rd to Wisteria Ln	84	1,646	856	9.3	52.00	6.92	(D) 3,560	1,646	B	1,914	39	196	3,916	621	2,267	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Wisteria Ln to Cobb Rd	85	2,046	1,064	9.3	52.00	6.34	(D) 3,560	2,046	B	1,514	39	196	3,916	35	2,081	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Cobb Rd to SR 79 (6-lane start/ends at Summer Breeze)	86	2,744	1,427	9.3	52.00	6.34	(D) 5,360	2,744	B	2,617	59	295	5,896		2,744	B	Yes	45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	SR 79 to Mandy Ln	87	3,581	1,862	9.3	52.00	5.59	(D) 5,360	3,581	B	1,780	59	295	5,896		3,581	B	Yes	45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	Mandy Ln to Beckrich Rd	88	3,953	2,055	9.3	52.00	6.34	(D) 3,560	3,953	F	(393)	39	196	3,916	107	4,060	F	No	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Beckrich Rd. to Flyover (west approach)	89	3,209	1,668	9.3	52.00	6.34	(D) 3,560	3,209	C	352	39	196	3,916	41	3,250	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Flyover (WA) to Hathaway Bridge (WA)	90	4,962	2,580	10.67	52.00	3.87	(D) 5,360	4,962	C	398	59	295	5,896	(36)	4,926	C	Yes	45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	Hathaway Bridge (WA) to 23rd St	91	5,301	2,757	9.3	52.00	3.87	(D) 5,360	5,301	D	59	59	295	5,896	(22)	5,280	D	Yes	45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	23rd St to Beck Ave	92	3,395	1,765	9.3	52.00	3.87	(D) 3,560	3,395	C	166	39	196	3,916		3,395	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Beck Ave to Lisenby Ave	93	2,906	1,511	9.3	52.00	4.06	(D) 3,560	2,906	C	654	39	196	3,916		2,906	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Lisenby Ave to US 231/Harrison Ave	94	3,142	1,634	10.19	52.00	4.26	(D) 3,400	3,142	C	258	37	187	3,740		3,142	C	Yes		25,000	33,200	35,100				2,420	3,220	3,400		
SR 30A (US 98)	US 231/Harrison Ave to SR 77	95	2,344	1,219	10.19	52.00	4.76	(D) 3,560	2,344	B	1,216	39	196	3,916		2,344	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	SR 77 to Transmitter Rd	96	2,751	1,431	10.19	52.00	4.47	(D) 3,560	2,751	B	809	39	196	3,916	55	2,806	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Transmitter Rd. to Wewa Highway/SR 22	97	3,439	1,788	10.19	52.00	3.48	(D) 3,560	3,439	C	121	39	196	3,916		3,439	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	SR 22 to Boat Race Rd.	98	3,006	1,563	10.19	52.00	3.48	(D) 3,560	3,006	C	554	39	196	3,916		3,006	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Boat Race Rd. to Du Pont Bridge (NA)	99	2,089	1,086	10.19	52.00	4.41	(D) 3,560	2,089	B	1,471	39	196	3,916		2,089	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Du Pont Bridge (NA) to Main Gate Tyndall AFB	100	1,967	1,023	10.19	52.00	4.92	(D) 3,560	1,967	B	1,593	39	196	3,916	657	2,624	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Main Gate Tyndall AFB to Gulf Co Ln	101	609	316	9.66	52.00	8.65	(C) 1,370	609	B	761	15	75	1,507	657	1,266	C	Yes	8,900	14,100	15,200				860	1,370	1,480			

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO. LNS	FACILITY TYPE	LOS AREA	# OF SIG	SEG. LTH	SIG/MILE	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	De minimis impact allowed
SR 30 (US 98A)																						
SR 30 (US 98A)	Front Beach Rd- US 98 to Wisteria Ln	102	Minor Arterial	2	Undivided	Urbanized	0	2.5	0	(D) 16,500	181	3,200		B	13,300	182	908	18,150	2,842	6,042	B	Yes
SR 30 (US 98A)	Wisteria Lane to SR 79	103	Minor Arterial	2	Undivided	Urbanized	1	2.5	0.4	(D) 16,500	125 124	8,900 4,500	6,700	B	9,800	182	908	18,150	1,693	8,393	B	Yes
SR 30 (US 98A)	SR 79 to Hutchison Blvd	104	Minor Arterial	2	Undivided	Urbanized	4	3.11	1.286	(D) 16,500	166 T	12,301		C	16,500	182	908	18,150		12,301	C	Yes
SR 30 (US 98A)	Hutchison Blvd to Beckrich Rd	105	Minor Arterial	2	Undivided	Urbanized	3	1.96	1.531	(D) 16,500	102	12,000		C	4,500	182	908	18,150		12,000	C	Yes
SR 30 (US 98A)	Beckrich Rd. to Hutchison Blvd.	106	Minor Arterial	2	Undivided	Urbanized	3	1.25	2.4	(D) 15,200	103	13,500		D	1,700	167	836	16,720		13,500	D	Yes
SR 30 (US 98A)	Hutchison Blvd/N Thomas Drive to PCB Pkwy	107	Minor Arterial	4	Divided	Urbanized	3	2.26	1.327	(D) 36,700	98 99	21,700 20,200	20,950	B	15,750	404	2,019	40,370	2,689	23,639	B	Yes
SR 30 (US 98)																						
SR 30 (BUS 98)	Sherman Ave to Cherry St	108	Minor Arterial	4	Undivided	Urbanized	3	1.6	1.875	(D) 36,700	5022	14,700		B	36,700	404	2,019	40,370		14,700	B	Yes
SR 30 (BUS 98)	Cherry St to US 98 (SR 30A)	109	Minor Arterial	2	Undivided	Urbanized	2	2.46	0.813	(D) 16,500	1603 5176 5178	9,000 7,900 7,800	8,033	B	8,467	182	908	18,150		8,033	B	Yes
SR 75 (US 231)																						
SR 75 (US 231)	SR 30 (US 98) to SR 77	110	Principal Arterial	4	Divided	Urbanized	2	0.85	2.353	(D) 33,200	5025	15,100		C	18,100	365	1,826	36,520		15,100	C	Yes
SR 75 (US 231)	SR 77 to 23rd St	111	Principal Arterial	4	Divided	Urbanized	1	0.71	1.408	(D) 36,700	1604	17,600		B	19,100	404	2,019	40,370	18	17,618	B	Yes
SR 75 (US 231)	23rd St to CR 389	112	Principal Arterial	4	Divided	Urbanized	1	1.41	0.709	(D) 36,700	5196	34,000		C	2,700	404	2,019	40,370	315	34,315	C	Yes
SR 75 (US 231) Segment is on the intrastate System.	CR 389 to Transmitter Rd	113	Principal Arterial	4	Divided	Urbanized	1	1.19	0.84	(C) 35,500	5169	27,500		B	8,000	391	1,953	39,050		27,500	B	Yes
SR 75 (US 231)	Transmitter Rd to CR 390	114	Principal Arterial	4	Divided	Urbanized	2	2.23	0.897	(C) 35,500	1630	28,500		B	7,000	391	1,953	39,050		28,500	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	CR 390 to Star Ave	115	Principal Arterial	4	Divided	Urbanized	1	1.66	0.602	(C) 35,500	84	21,000		B	14,500	391	1,953	39,050	360	21,360	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	Star Avenue to CR 2301	116	Principal Arterial	4	Divided	Urbanized	1	1.32	0.758	(C) 35,500	82	20,000		B	15,500	391	1,953	39,050	344	20,344	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	CR 2301 to UB	117	Principal Arterial	4	Divided	Urbanized	0	3.43	0	(C) 35,500	93	12,700		B	22,800	391	1,953	39,050	1,266	13,966	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	UB to CR 388	118	Principal Arterial	4	Divided	Trans.	0	6.55	0	(C) 33,800	93	12,700		B	21,100	372	1,859	37,180	145	12,845	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	CR 388 to SR 20	119	Principal Arterial	4	Divided	Trans.	1	4.78	0.209	(C) 33,800	9907T	13,634		B	20,166	372	1,859	37,180	37	13,671	B	Yes
SR 75 (US 231) Segment is on the intrastate System.	SR 20 to Jackson Co Ln	120	Principal Arterial	4	Divided	Trans.	0	9.6	0	(C) 45,400	97 131 359 T	5,500 9,600 10,688	8,596	B	36,804	499	2,497	49,940	568	9,164	B	Yes
SR 77																						
SR 77	23rd St to Baldwin Rd	121	Principal Arterial	4	Divided	Urbanized	2	0.87	2.299	(D) 33,200	5158	27,000		D	6,200	365	1,826	36,520		27,000	D	Yes
SR 77	Baldwin Rd to CR 390/SR 390	122	Principal Arterial	4	Divided	Urbanized	5	2.42	2.066	(D) 33,200	1635 308T	25,500 29,397	27,449	D	5,752	365	1,826	36,520		27,449	D	Yes
SR 77	CR 390/SR 390 to 4th St	123	Principal Arterial	4	Divided	Urbanized	2	1.75	1.143	(D) 36,700	5003	26,000		B	11,450	404	2,019	40,370		25,250	B	Yes
SR 77	4th St to CR 2321	124	Principal Arterial	4	Divided	Urbanized	1	2	0.5	(D) 36,700	4 1632	19,900 22,000	20,950	B	15,750	404	2,019	40,370	125	21,075	B	Yes
SR 77	CR2321 to CR 2300	125	Principal Arterial	4	Divided	Urbanized	0	1.4	0	(D) 36,700	3	15,500		B	21,200	404	2,019	40,370		15,500	B	Yes
SR 77	CR 2300 to CR 388 West	126	Principal Arterial	4	Divided	Urbanized	1	1.52	0.658	(C) 35,500	5	15,000		B	20,500	391	1,953	39,050	215	15,215	B	Yes
SR 77 (Segment is on the Florida Intrastate Highway System)	CR 388 West to UB	127	Principal Arterial	4	Divided	Urbanized	0	1.09	0	(C) 49,600	105 106	13,500 9,500	11,500	B	38,100	546	2,728	54,560		11,500	B	Yes
SR 77 (Segment is on the Florida Intrastate Highway System)	UB to SR 20	128	Principal Arterial	4	Divided	Trans.	1	6.75	0.148	(C) 45,400	105 106	13,500 9,500	11,500	B	33,900	499	2,497	49,940	2,825	14,325	B	Yes
SR 77	SR 20 to Washington Co	129	Principal Arterial	4	Divided	Trans.	0	0.59	0	(C) 45,400	107	7,400		B	38,000	499	2,497	49,940		7,400	B	Yes

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De minimus impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes						
																			A	B	C	D	E	F	A	B	C	D	E	F	
SR 30 (US 98A)																															
SR 30 (US 98A)	Front Beach Rd- US 98 to Wisteria Ln	102	341	178	10.67	52.00	4.58	(D) 1,600	341	B	1,259	18	88	1,760	300	642	B	Yes	9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Wisteria Lane to SR 79	103	715	372	10.67	52.00	3.07	(D) 1,600	715	B	885	18	88	1,760	267	982	C	Yes	9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	SR 79 to Hutchison Blvd	104	1,313	700	10.67	53.32	2.17	(D) 1,600	1,313	C	287	18	88	1,760		1,313	C	Yes	9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Hutchison Blvd to Beckrich Rd	105	1,280	666	10.67	52.00	3.07	(D) 1,600	1,280	C	320	18	88	1,760		1,280	C	Yes	9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Beckrich Rd. to Hutchison Blvd.	106	1,440	749	10.67	52.00	3.07	(D) 1,480	1,440	D	40	16	81	1,628		1,440	D	Yes		10,500	15,200	16,200					1,020	1,480	1,570		
SR 30 (US 98A)	Hutchison Blvd/N Thomas Drive to PCB Pkwy	107	2,235	1,162	10.67	52.00	3.07	(D) 3,560	2,235	B	1,325	39	196	3,916	226	2,461	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 30 (US 98)																															
SR 30 (BUS 98)	Sherman Ave to Chery St	108	1,498	779	10.19	52.00	4.41	(D) 3,560	1,498	B	2,062	39	196	3,916		1,498	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 30 (BUS 98)	Chery St to US 98 (SR 30A)	109	819	426	10.19	52.00	4.41	(D) 1,600	819	B	781	18	88	1,760		819	B	Yes	9,600	15,400	16,500					930	1,500	1,600			
SR 75 (US 231)																															
SR 75 (US 231)	SR 30 (US 98) to SR 77	110	1,539	800	10.19	52.00	4.64	(D) 3,220	1,539	C	1,681	35	177	3,542		1,539	C	Yes		25,000	33,200	35,100					2,420	3,220	3,400		
SR 75 (US 231)	SR 77 to 23rd St	111	1,793	933	10.19	52.00	3.89	(D) 3,560	1,793	B	1,767	39	196	3,916	5	1,798	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231)	23rd St to CR 389	112	3,465	1,802	10.19	52.00	5.98	(D) 3,560	3,465	D	95	39	196	3,916	20	3,484	D	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intra-state System.	CR 389 to Transmitter Rd	113	2,802	1,457	10.19	52.00	7.07	(C) 3,440	2,802	B	638	38	189	3,784		2,802	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231)	Transmitter Rd to CR 390	114	2,904	1,510	10.19	52.00	9.51	(C) 3,440	2,904	C	536	38	189	3,784		2,904	C	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intra-state System.	CR 390 to Star Ave	115	2,493	1,296	11.87	52.00	11.9	(C) 3,440	2,493	B	947	38	189	3,784	26	2,519	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intra-state System.	Star Avenue to CR 2301	116	2,374	1,234	11.87	52.00	11.9	(C) 3,440	2,374	B	1,066	38	189	3,784	37	2,411	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intra-state System.	CR 2301 to UB	117	1,507	784	11.87	52.00	11.9	(C) 3,440	1,507	B	1,933	38	189	3,784	19	1,526	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intra-state System.	UB to CR 388	118	1,507	784	11.87	52.00	11.9	(C) 3,110	1,507	B	1,603	34	171	3,421	21	1,528	B	Yes	26,900	32,100	33,800					2,600	3,110	3,280			
SR 75 (US 231) Segment is on the Intra-state System.	CR 388 to SR 20	119	1,442	845	10.58	58.57	10.32	(C) 3,110	1,442	B	1,668	34	171	3,421	7	1,449	B	Yes	26,900	32,100	33,800					2,600	3,110	3,280			
SR 75 (US 231) Segment is on the Intra-state System.	SR 20 to Jackson Co Ln	120	1,027	696	11.95	67.77	10.76	(C) 4,400	1,027	B	3,373	48	242	4,840	52	1,079	B	Yes	31,400	45,400	58,800	66,600				3,040	4,400	5,700	6,460		
SR 77																															
SR 77	23rd St to Baldwin Rd	121	2,751	1,431	10.19	52.00	4.76	(D) 3,220	2,751	D	469	35	177	3,542		2,751	D	Yes		25,000	33,200	35,100					2,420	3,220	3,400		
SR 77	Baldwin Rd to CR 390/SR 390	122	2,564	1,562	9.34	60.92	3.6	(D) 3,220	2,564	D	656	35	177	3,542		2,564	D	Yes		25,000	33,200	35,100					2,420	3,220	3,400		
SR 77	CR 390/SR 390 to 4th St	123	2,573	1,338	10.19	52.00	4.76	(D) 3,560	2,573	B	987	39	196	3,916		2,573	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	4th St to CR 2321	124	2,135	1,110	10.19	52.00	4.76	(D) 3,560	2,135	B	1,425	39	196	3,916	13	2,148	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	CR2321 to CR 2300	125	1,497	779	9.66	52.00	8.85	(D) 3,560	1,497	B	2,063	39	196	3,916	80	1,577	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	CR 2300 to CR 388 West	126	1,449	753	9.66	52.00	11.58	(C) 3,440	1,449	B	1,991	38	189	3,784	43	1,492	B	Yes	29,300	35,500	36,700					2,840	3,440	3,560			
SR 77 (Segment is on the Florida Intra-state Highway System)	CR 388 West to UB	127	1,111	578	9.66	52.00	14.3	(C) 4,660	1,111	B	3,549	51	256	5,126		1,111	B	Yes	34,300	49,600	64,300	72,800				3,220	4,660	6,040	6,840		
SR 77 (Segment is on the Florida Intra-state Highway System)	UB to SR 20	128	1,111	578	9.66	52.00	14.30	(C) 4,400	1,111	B	3,289	48	242	4,840	493	1,604	B	Yes	31,400	45,400	58,800	66,600				3,040	4,400	5,700	6,460		
SR 77	SR 20 to Washington Co	129	715	372	9.66	52.00	11.58	(C) 4,400	715	B	3,685	48	242	4,840		715	B	Yes	31,400	45,400	58,800	66,600				3,040	4,400	5,700	6,460		

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO. LNS	FACILITY TYPE	LOS AREA	# OF SIG	SEG. LTH	SIG/ MILE	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	Do minimum impact allowed
SR 79																						
SR 79 - S Arnold Rd	US 98 to Front Beach Road	130	Minor Arterial	2	Undivided	Urbanized	1	0.54	1.852	(D) 16,500	117	8,000		B	8,500	182	908	18,150		8,000	B	Yes
SR 79 (Segment is on the Florida Intrastate Highway System)	US 98 to UB	131	Minor Arterial	4	Divided	Urbanized	1	0.93	1.075	(C) 35,500	258	9,000		B	26,500	391	1,953	39,050		9,000	B	Yes
SR 79 (Segment from SR 20 to CR 388 is on the Florida Intrastate Highway System)	UB to CR 388	132	Minor Arterial	4	Divided	Trans.	0	4.27	0	(C) 32,100	118	9,500		B	22,600	353	1,766	35,310		9,500	B	Yes
SR 79 (Segment from SR 20 to CR 388 is on the Florida Intrastate Highway System)	CR388 to Washington Co Ln	133	Minor Arterial	4	Undivided	Trans.	0	6.72	0	(C) 32,100	138	6,600		B	25,500	353	1,766	35,310		6,600	B	Yes
SR 368 (23rd Street)																						
SR 368- 23 Street	US 98 to St. Andrews Blvd (SR 390)	134	Minor Arterial	4	Divided	Urbanized	3	1.83	1.639	(D) 36,700	5222 5200 5087	27,500 30,000 35,500	31,000	C	5,700	404	2,019	40,370		31,000	C	Yes
SR 368- 23 Street	St. Andrews Blvd to Lisenby Ave	135	Minor Arterial	4	Divided	Urbanized	2	1.04	1.923	(D) 36,700	5203	24,500		B	12,200	404	2,019	40,370		24,500	B	Yes
SR 368- 23 Street	Lisenby Ave to SR 77	136	Minor Arterial	4	Divided	Urbanized	7	2	3.5	(D) 33,200	5125 1616 5211	27,500 29,500 32,500	29,833	D	3,367	365	1,826	36,520		29,833	D	Yes
SR 368- 23 Street	SR 77 to US 231	137	Minor Arterial	4	Divided	Urbanized	1	0.55	1.818	(D) 36,700	5167 5197	16,500 25,500	21,000	B	15,700	404	2,019	40,370		21,000	B	Yes
SR 390																						
SR 390 Beck Ave/St. Andrews Blvd	23rd St to Lisenby Ave	138	Minor Arterial	2	Undivided	Urbanized	3	1.21	2.479	(D) 15,200	5147 1614	19,500 17,000	18,250	F	(3,050)	167	836	16,720		18,250	F	No
SR 390 Beck Ave/St. Andrews Blvd	Lisenby Ave to Baldwin Rd	139	Minor Arterial	2	Undivided	Urbanized	1	0.81	1.235	(D) 16,500	5145	22,000		F	(5,500)	182	908	18,150		22,000	F	No
SR 390 Beck Ave/St. Andrews Blvd	Baldwin Rd to Jenks Ave	140	Minor Arterial	2	Undivided	Urbanized	1	1.5	0.667	(D) 16,500	1618 5208	16,100 19,500	17,800	F	(1,300)	182	908	18,150		17,800	F	Yes
SR 390 Beck Ave/St. Andrews Blvd	Jenks Ave to SR 77	141	Minor Arterial	2	Undivided	Urbanized	2	1.52	1.316	(D) 16,500	1636 5004	19,000 15,500	17,250	F	(750)	182	908	18,150		17,250	F	Yes
SR 391 (Airport Rd)																						
SR 391 Airport Rd	23rd Street to St. Andrews Blvd	142	Urban Collector	2	Undivided	Urbanized	1	0.69	1.447	(D) 13,200	1605	3,600		B	9,600	132	660	14,520		3,600	B	Yes
SR 327 (Lisenby Av.)																						
Lisenby Av.	23rd St. to Airport Rd.	143	Urban Collector	2	Undivided	Urbanized	1	1.13	0.885	(D) 13,200	5146 5150	650 3,500	2,075	B	11,125	132	660	14,520		2,075	B	Yes
SR 392 (Hutchison Blvd)																						
SR 392 Hutchison Blvd	Front Beach Rd to Beckrich Rd	144	Minor Arterial	4	Divided	Urbanized	3	1.98	1.515	(D) 36,700	281 285	6,400 13,400	9,900	B	26,800	367	1,835	40,370	36	9,936	B	Yes
SR 392 Hutchison Blvd	Beckrich Rd to Front Beach Rd (Miracle Strip Pkwy)	145	Minor Arterial	4	Divided	Urbanized	3	1.19	2.521	(D) 33,200	280	19,500		C	13,700	332	1,660	36,520		19,500	C	Yes
SR 22A																						
SR 22 A	Bus 98 to SR 22	146	Urban Collector	2	Undivided	Urbanized	2	1.51	1.325	(E) 14,850	5177 5190 5191	2,500 5,700 6,800	5,000	C	9,850	149	743	16,335		5,000	C	Yes
SR 22 A	SR 22 to CR 28	147	Urban Collector	2	Undivided	Urbanized	0	1	0	(E) 14,850	5151	4,500		C	10,350	149	743	16,335		4,500	C	Yes
SR 389 (East Ave)																						
East Avenue	US231 to 15th St.	148	Urban Collector	2	Undivided	Urbanized	1	1.77	0.56	(D) 16,500	5053 5054 1622	19,000 14,500 10,300	14,600	C	1,900	182	908	18,150	7	14,607	C	Yes
East Avenue	15th St to Bus 98	149	Urban Collector	2	Undivided	Urbanized	2	1.24	1.61	(D) 16,500	1612 5093 5056	8,200 7,200 6,700	7,367	B	9,133	182	908	18,150		7,367	B	Yes
East Avenue	Watson St to Bus 98	150	Urban Collector	2	Undivided	Urbanized	2	0.97	2.06	(D) 15,200	5057 5058 5059	3,600 2,600 1,300	2,500	B	12,700	167	836	16,720		2,500	B	Yes

Trips generated affecting more than 1% of the adopted LOS shall be advised.

This spreadsheet is current as of September 1, 2011 in terms of reservation of trips on roadway segments and the level of service of the roadway segments. The Bay County Concurrence Management System reserves trips on a daily basis, which in turn may affect the level of service of the roadway segments. Please be advised that if this spreadsheet is used for concuro For questions regarding the Bay County Concurrence Management Spreadsheet or other concurrency questions please contact the Bay County Planning Department at (850) 248-8250.

The Concurrence Management System spreadsheet will be updated on the Bay County website on a bi-weekly basis.

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De minimus impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes					
																			A	B	C	D	E	F	A	B	C	D	E	F
SR 79																														
SR 79 - S Arnold Rd	US 98 to Front Beach Road	130	854	444	10.67	52.00	4.82	(D) 1,600	854	B	746	18	88	1,760		854	B	Yes	9,600	15,400	16,500				930	1,500	1,600			
SR 79 (Segment is on the Florida Intrastate Highway System)	US 98 to UB	131	960	499	10.67	52.00	8.38	(C) 3,440	960	B	2,480	38	189	3,784		960	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 79 (Segment from SR 20 to CR 388 is on the Florida Intrastate Highway System)	UB to CR 388	132	1,014	527	10.67	52.00	6.6	(C) 3,110	1,014	B	2,096	34	171	3,421	6	1,020	B	Yes	26,900	32,100	33,800				2,600	3,110	3,280			
SR 79 (Segment from SR 20 to CR 388 is on the Florida Intrastate Highway System)	CR388 to Washington Co Ln	133	704	366	10.67	52.00	6.6	(C) 3,110	704	B	2,406	34	171	3,421		704	B	Yes	26,900	32,100	33,800				2,600	3,110	3,280			
SR 368 (23rd Street)																														
SR 368- 23 Street	US 98 to St. Andrews Blvd (SR 390)	134	3,159	1,643	10.19	52.00	3.22	(D) 3,560	3,159	C	401	39	196	3,916		3,159	C	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 368- 23 Street	St. Andrews Blvd to Lisenby Ave	135	2,497	1,298	10.19	52.00	2.82	(D) 3,560	2,497	B	1,063	39	196	3,916		2,497	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 368- 23 Street	Lisenby Ave to SR 77	136	3,040	1,581	10.19	52.00	2.53	(D) 3,220	3,040	E	180	35	177	3,542		3,040	E	Yes		25,000	33,200	35,100				2,420	3,220	3,400		
SR 368- 23 Street	SR 77 to US 231	137	2,140	1,113	10.19	52.00	2.55	(D) 3,560	2,140	B	1,420	39	196	3,916		2,140	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 390																														
SR 390 Beck Ave/St. Andrews Blvd	23rd St to Lisenby Ave	138	1,860	967	10.19	52.00	4.22	(D) 1,480	1,860	F	(380)	16	81	1,628		1,860	F	No		10,500	15,200	16,200				1,020	1,480	1,570		
SR 390 Beck Ave/St. Andrews Blvd	Lisenby Ave to Baldwin Rd	139	2,242	1,166	10.19	52.00	4.22	(D) 1,600	2,242	F	(642)	18	88	1,760		2,242	F	No	9,600	15,400	16,500				930	1,500	1,600			
SR 390 Beck Ave/St. Andrews Blvd	Baldwin Rd to Jenks Ave	140	1,814	943	10.19	52.00	4.22	(D) 1,600	1,814	F	(214)	18	88	1,760		1,814	F	No	9,600	15,400	16,500				930	1,500	1,600			
SR 390 Beck Ave/St. Andrews Blvd	Jenks Ave to SR 77	141	1,758	914	10.19	52.00	4.22	(D) 1,600	1,758	F	(158)	18	88	1,760		1,758	F	Yes	9,600	15,400	16,500				930	1,500	1,600			
SR 391 (Airport Rd)																														
SR 391 Airport Rd	23rd Street to St. Andrews Blvd	142	367	191	10.19	52.00	3.55	(D) 1,280	367	B	913	14	70	1,408		367	B	Yes	7,680	12,320	13,200				744	1,200	1,280			
SR 327 (Lisenby Av.)																														
Lisenby Av.	23rd St. to Airport Rd.	143	211	110	10.19	52.00	14.56	(D) 1,280	211	B	1,069	14	70	1,408		211	B	Yes	7,680	12,320	13,200				744	1,200	1,280			
SR 392 (Hutchison Blvd)																														
SR 392 Hutchison Blvd	Front Beach Rd to Beckrich Rd	144	1,056	549	10.67	52.00	2.07	(D) 3,560	1,056	B	2,504	39	196	3,916		1,056	B	Yes	29,300	35,500	36,700				2,840	3,440	3,560			
SR 392 Hutchison Blvd	Beckrich Rd to Front Beach Rd (Miracle Strip Pkwy)	145	2,081	1,082	10.67	52.00	2.07	(D) 3,220	2,081	C	1,139	35	177	3,542		2,081	C	Yes		25,000	33,200	35,100				2,420	3,220	3,400		
SR 22A																														
SR 22 A	Bus 98 to SR 22	146	510	265	10.19	52.00	10.88	(E) 1,440	510	B	931	16	79	1,584		510	B	Yes		8,640	13,860	14,850				837	1,350	1,440		
SR 22 A	SR 22 to CR 28	147	459	238	10.19	52.00	10.88	(E) 1,440	459	B	981	16	79	1,584		459	B	Yes		8,640	13,860	14,850				837	1,350	1,440		
SR 389 (East Ave)																														
East Avenue	US231 to 15th St.	148	1,488	774	10.19	52.00	5.79	(D) 1,600	1,488	C	112	18	88	1,760	17	1,505	D	Yes	9,600	15,400	16,500				930	1,500	1,600			
East Avenue	15th St to Bus 98	149	751	390	10.19	52.00	5.79	(D) 1,600	751	B	849	18	88	1,760		751	B	Yes	9,600	15,400	16,500				930	1,500	1,600			
East Avenue	Watson St to Bus 98	150	255	132	10.19	52.00	5.79	(D) 1,480	255	C	1,225	16	81	1,628		255	C	Yes	9,600	15,400	16,500				1,020	1,480	1,570			

Trips generated affecting more than 1% of the adopted LOS shall be adverse.

This spreadsheet is current as of September 1, 2011 in terms of reservation of trips on roadway purposes after September 1, 2011. The number of reserved trips and the level of service for roadway segments may have changed due to additional development in the area.

For questions regarding the Bay County Concurrence Management Spreadsheet or other

The Concurrence Management System spreadsheet will be updated on the Bay County

BAY COUNTY CONCURRENCY MANAGEMENT SYSTEM - COUNTY ROADS

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO LNS	FACILITY TYPE	# OF SIG	SEG. LTH	SIG/ MILE	LOS AREA	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (gross trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	De minimis impact allowed
CR 28 (11th Street)																						
CR 28 (11th Street)	Beck Ave to Lisenby Ave	1	Urban Collector	2	Undivided	2	1.05	1.90	Urbanized	(D) 14,850	5048 5049 5050	5,000 5,600 4,800	5,133	B	9,717	163	817	16,335	5,133	B	Yes	
CR 28 (11th Street)	Lisenby Ave to Harrison Ave	2	Urban Collector	2	Undivided	3	1.43	2.10	Urbanized	(D) 13,680	5051	9,100		C	4,580	150	752	15,048	9,100	C	Yes	
CR 28 (11th Street)	Harrison Ave to SR77	3	Urban Collector	2	Undivided	1	0.61	1.64	Urbanized	(D) 14,850	5055	8,700		C	6,150	163	817	16,335	8,700	C	Yes	
CR 28 (11th Street)	SR77 to East Ave	4	Urban Collector	2	Undivided	3	1.5	2.00	Urbanized	(D) 13,680	5091	6,800		C	6,880	150	752	15,048	6,800	C	Yes	
CR 28 (11th Street)	East Ave to Transmitter Rd	5	Urban Collector	2	Undivided	2	1.05	1.90	Urbanized	(D) 14,850	5172	4,800		B	10,050	163	817	16,335	4,800	B	Yes	
CR 28 (11th Street)	Transmitter Rd to US98 (Lyndal Pkwy)	6	Urban Collector	2	Undivided	0	1	0.00	Urbanized	(D) 14,850	5213	1,500		B	13,350	163	817	16,335	1,500	B	Yes	
CR 385 (Frankford Ave)																						
CR 385 Frankford Ave	Bus98 to US98	7	Urban Collector	2	Undivided	2	0.7	2.86	Urbanized	(D) 13,680	5046	6,100		C	7,580	150	752	15,048	6,100	C	Yes	
CR 385 Frankford Ave	US98 to 23rd St.	8	Urban Collector	2	Undivided	1	1	1.00	Urbanized	(D) 14,850	5127	7,300		B	7,550	163	817	16,335	7,300	B	Yes	
CR 385 Frankford Ave	23rd St to St. Andrews Blvd (SR 390)	9	Urban Collector	2	Undivided	1	0.33	3.03	Urbanized	(D) 13,680	1610	4,600		C	9,080	150	752	15,048	4,600	C	Yes	
CR 385 Frankford Ave	St. Andrews Blvd (SR 390) to Rd end	10	Urban Collector	2	Undivided	0	1.72	0.00	Urbanized	(D) 14,850	5148	4,000		B	10,850	163	817	16,335	4,000	B	Yes	
CR 388																						
CR 388	SR79 to SR77	11	Minor Arterial	2	Undivided	1	12.5	0.08	Urbanized	(D) 14,850	128 271	4,300 5,100	4,700	B	10,150	163	817	16,335	4,300	B	Yes	
CR 388	SR77 to US231	12	Minor Arterial	2	Undivided	0	14.8	0.00	Trans.	(D) 13,680	237 104	1,000 1,550	1,275	B	13,680	150	752	15,048	1,275	B	Yes	
CR 392 (Thomas Dr.)																						
CR 392 Thomas Dr	South Thomas Dr/Front Beach Rd to Thomas Dr	13	Urban Collector	2	Undivided	1	0.85	1.18	Urbanized	(D) 14,850	202	10,500		C	4,350	163	817	16,335	10,500	C	Yes	
CR 392 Thomas Dr	Front Beach Rd to Joan Ave	14	Urban Collector	2	Undivided	2	0.69	2.90	Urbanized	(D) 14,850	201 210	12,500 12,000	12,250	D	1,430	150	752	15,048	15	12,265	D	Yes
CR 392 Thomas Dr	Joan Ave to Thomas Dr (CR3031)	15	Urban Collector	4	Divided	1	3.12	0.32	Urbanized	(D) 33,030	253	10,400		B	22,630	363	1817	36,333	4216	14,616	B	Yes
CR 392 Thomas Dr	Thomas Dr (CR3031) to St. Andrews St. Pk Rd	16	Urban Collector	2	Undivided	0	0.48	0.00	Urbanized	(D) 14,850	217	3,400		B	11,450	163	817	16,335	3,400	B	Yes	
CR 2301																						
CR 2301	US231 to Camp Flowers Road	17	Major Collector	2	Undivided	0	6.11	0.00	Urbanized	(D) 14,850	236 316	7,600 3,200	5,400	B	9,450	163	817	16,335	179	7,779	B	Yes
CR 2301	Camp Flowers Road to CR 388	18	Major Collector	2	Undivided	0	3.85	0.00	Trans.	(D) 13,680	211 317	1,100 2,100	1,600	B	12,080	150	752	15,048	1,100	B	Yes	
CR 2312 (Baldwin Rd.)																						
CR 2312 Baldwin Rd	St. Andrews Blvd to SR77	19	Urban Collector	4	Undivided	4	1.4	2.86	Urbanized	(D) 29,880	5209 5216	9,700 15,500	12,600	C	17,280	329	1643	32,868	12,600	C	Yes	
CR 2312 Baldwin Rd	SR77 to CR 389	20	Urban Collector	2	Undivided	1	1.5	0.67	Urbanized	(D) 14,850	1637 5157	8,400 8,100	8,250	B	6,600	163	817	16,335	125	8,375	B	Yes
CR 2321 (Dam Road)																						
CR 2321	US231 to Resota Beach Rd	21	Urban Collector	2	Undivided	0	4.7	0.00	Urbanized	(D) 14,850	291 314	4,000 5,000	4,500	B	10,350	163	817	16,335	4,500	B	Yes	
CR 2321	Resota Beach Rd to SR 77	22	Urban Collector	2	Undivided	1	1.6	0.63	Urbanized	(D) 14,850	252 307	7,700 6,900	6,850	B	8,000	163	817	16,335	468	7,318	B	Yes
CR 2323 (Berthe Ave)																						
CR 2323 Berthe Ave/Boat Race Rd	SR22 (Wewa Hwy) to Cherry St	23	Urban Collector	2	Undivided	1	0.5	2.00	Urbanized	(D) 13,680	1629	4,400		C	9,280	150	752	15,048	4,400	C	Yes	
CR 2327 (Transmitter Rd.)																						
CR 2327 Transmitter Rd	CR390 to US231	24	Minor Arterial	2	Undivided	1	1.7	0.59	Urbanized	(D) 14,850	1639	5,600		B	9,250	163	817	16,335	5,600	B	Yes	
CR 2327 Transmitter Rd	US231 to US98	25	Minor Arterial	2	Undivided	1	2.62	0.38	Urbanized	(D) 14,850	1621 1623	9,800 15,000	12,400	C	2,450	163	817	16,335	12,400	C	Yes	
CR 2327 Transmitter Rd	US98 to Wewa Hwy (SR 22)	26	Urban Collector	2	Undivided	2	1.5	1.33	Urbanized	(D) 14,850	5101 5124	8,100 5,800	6,950	B	7,900	163	817	16,335	6,950	B	Yes	
CR 2341 (Jenks Ave)																						
CR 2341 Jenks Ave	23rd St to Baldwin	27	Urban Collector	2	Undivided	1	1	1.00	Urbanized	(D) 14,850	5218	12,000		C	2,850	163	817	16,335	12,000	C	Yes	
CR 2341 Jenks Ave	Baldwin to SR 390	28	Urban Collector	2	Undivided	2	1.33	1.50	Urbanized	(D) 14,850	5220	11,500		C	3,350	163	817	16,335	11,500	C	Yes	
CR 3031 (Thomas Dr.)																						
CR 3031 Thomas Dr.	US98 to N Lagoon Dr	29	Urban Collector	4	Divided	5	2.9	1.72	Urbanized	(D) 33,030	200 292 293	28,500 17,200 21,500	22,400	B	10,630	363	1817	36,333	3753	26,153	B	Yes
CR 3031 Thomas Dr.	N Lagoon Dr to Thomas Dr (CR392)	30	Urban Collector	4	Undivided	1	0.84	1.19	Urbanized	(D) 33,030	279	14,500		B	18,530	363	1817	36,333	1595	16,095	B	Yes

BAY COUNTY CONCURRENCY

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	K1007 Factor	D1007 Factor	T Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De minimum impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes						
																			A	B	C	D	E	F	A	B	C	D	E	F	
CR 28 (11th Street)																															
CR 28 (11th Street)	Beck Ave to Lisenby Ave	1	523	272	10.19	52.00	10.88	(D) 1,440	523	B	917	16	79	1584		523	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 28 (11th Street)	Lisenby Ave to Harrison Ave	2	927	482	10.19	52.00	10.88	(D) 1,332	927	D	405	15	73	1465		927	D	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 28 (11th Street)	Harrison Ave to SR77	3	887	461	10.19	52.00	10.88	(D) 1,440	887	C	553	16	79	1584		887	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 28 (11th Street)	SR77 to East Ave	4	693	340	10.19	52.00	10.88	(D) 1,332	693	C	639	15	73	1465		693	C	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 28 (11th Street)	East Ave to Transmitter Rd	5	489	254	10.19	52.00	10.88	(D) 1,440	489	B	951	16	79	1584		489	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 28 (11th Street)	Transmitter Rd to US98 (Lyndal Pkwy)	6	153	79	10.19	52.00	10.88	(D) 1,440	153	B	1,287	16	79	1584		153	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 385 (Frankford Ave)																															
CR 385 Frankford Ave	Bus98 to US98	7	622	323	10.19	52.00	10.88	(D) 1,332	622	C	710	15	73	1465		622	C	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 385 Frankford Ave	US98 to 23rd St.	8	744	387	10.19	52.00	10.88	(D) 1,440	744	B	696	16	79	1584		744	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 385 Frankford Ave	23rd St to St. Andrews Blvd (SR 390)	9	469	244	10.19	52.00	10.88	(D) 1,332	469	C	863	15	73	1465		469	C	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 385 Frankford Ave	St. Andrews Blvd (SR 390) to Rd end	10	408	212	10.19	52.00	10.88	(D) 1,440	408	B	1,032	16	79	1584		408	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 388																															
CR 388	SR79 to SR77	11	454	236	9.66	52.00	17.98	(D) 1,440	454	B	986	16	79	1584	7	461	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 388	SR77 to US231	12	123	64	9.66	52.00	10.88	(D) 1,332	123	B	1,209	15	73	1465		123	B	Yes		8,010	12,690	13,680						774	1,233	1,332	
CR 392 (Thomas Dr.)																															
CR 392 Thomas Dr	South Thomas Dr/Front Beach Rd to Thomas Dr	13	1,120	583	10.67	52.00	10.88	(D) 1,440	1,120	C	320	16	79	1584		1,120	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 392 Thomas Dr	Front Beach Rd to Joan Ave	14	1,307	680	10.67	52.00	10.88	(D) 1,332	1,307	D	25	15	73	1465	2	1,309	D	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 392 Thomas Dr	Joan Ave to Thomas Dr (CR3031)	15	1,110	577	10.67	52.00	10.88	(D) 3,204	1,110	B	2,094	35	176	3524	378	1,488	B	Yes		26,370	31,950	33,030						2,556	3,096	3,204	
CR 392 Thomas Dr	Thomas Dr (CR3031) to St. Andrews St. Pk Rd	16	363	189	10.67	52.00	10.88	(D) 1,440	363	B	1,077	16	79	1584		363	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2301																															
CR 2301	US231 to Camp Flowers Road	17	522	271	9.66	52.00	10.88	(D) 1,440	522	B	918	16	79	1584	23	545	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2301	Camp Flowers Road to CR 388	18	155	80	9.66	52.00	10.88	(D) 1,332	155	B	1,177	15	73	1465		155	B	Yes		8,010	12,690	13,680						774	1,233	1,332	
CR 2312 (Baldwin Rd.)																															
CR 2312 Baldwin Rd	St. Andrews Blvd to SR77	19	1,284	668	10.19	52.00	10.88	(D) 2,898	1,284	C	1,614	32	159	3188		1,284	C	Yes			22,500	29,880	31,590						2,178	2,898	3,060
CR 2312 Baldwin Rd	SR77 to CR 389	20	841	437	10.19	52.00	10.88	(D) 1,440	841	C	599	16	79	1584	11	852	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2321 (Dam Road)																															
CR 2321	US231 to Resota Beach Rd	21	435	226	9.66	52.00	10.88	(D) 1,440	435	B	1,005	16	79	1584		435	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2321	Resota Beach Rd to SR 77	22	744	387	9.66	52.00	10.88	(D) 1,440	744	B	696	16	79	1584	55	799	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2323 (Berthe Ave)																															
CR 2323 Berthe Ave/Boat Race Rd	SR22 (Wewa Hwy) to Cherry St	23	448	233	10.19	52.00	10.88	(D) 1,332	448	C	884	15	73	1465		448	C	Yes			9,450	13,680	14,580						918	1,332	1,413
CR 2327 (Transmitter Rd.)																															
CR 2327 Transmitter Rd	CR390 to US231	24	571	297	10.19	52.00	10.88	(D) 1,440	571	B	869	16	79	1584	43	614	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2327 Transmitter Rd	US231 to US98	25	1,264	657	10.19	52.00	10.88	(D) 1,440	1,264	C	176	16	79	1584		1,264	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2327 Transmitter Rd	US98 to Wewa Hwy (SR 22)	26	708	368	10.19	52.00	10.88	(D) 1,440	708	B	732	16	79	1584		708	B	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2341 (Jenks Ave)																															
CR 2341 Jenks Ave	23rd St to Baldwin	27	1,223	636	10.19	52.00	10.88	(D) 1,440	1,223	C	217	16	79	1584		1,223	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 2341 Jenks Ave	Baldwin to SR 390	28	1,172	609	10.19	52.00	10.88	(D) 1,440	1,172	C	268	16	79	1584		1,172	C	Yes		8,640	13,860	14,850						837	1,350	1,440	
CR 3031 (Thomas Dr.)																															
CR 3031 Thomas Dr.	US98 to N Lagoon Dr	29	2,390	1243	10.67	52.00	10.88	(D) 3,204	2,390	B	814	35	176	3524	620	3,010	C	Yes		26,370	31,950	33,030						2,556	3,096	3,204	
CR 3031 Thomas Dr.	N Lagoon Dr to Thomas Dr (CR392)	30	1,547	805	10.67	52.00	10.88	(D) 3,204	1,547	B	1,657	35	176	3524	158	1,705	B	Yes		26,370	31,950	33,030						2,556	3,096	3,204	

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO. LNS	FACILITY TYPE	# OF SIG	SEG. LTH	SIG/ MILE	LOS AREA	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	De minimus impact allowed
CR 389																						
CR 389 (12 St)	SR77 to CR390	31	Minor Arterial	2	Undivided	1	1.68	0.60	Urbanized	(D) 14,850 1633	5005	6,400	6,350	B	8,500	163	817	16,335		6,350	B	Yes
CR 389	CR390 to US231	32	Urban Collector	2	Undivided	3	2.32	1.29	Urbanized	(D) 14,850 1642	1619	8,600	8,450	B	6,400	163	817	16,335		8,450	B	Yes
CR 390																						
CR 390	SR77 to CR389	33	Urban Collector	2	Undivided	1	1.35	0.74	Urbanized	(D) 14,850 1634	5098	12,500	12,250	C	2,600	163	817	16,335		12,250	C	Yes
CR 390	CR389 to CR2327	34	Minor Arterial	2	Undivided	1	1.27	0.79	Urbanized	(D) 16,500	1640	14,500		C	2,000	182	908	18,150	718	15,218	C	Yes
CR 390	CR2327 to US231	35	Urban Collector	2	Undivided	1	1.7	0.59	Urbanized	(D) 14,850	1631	7,400		B	7,450	163	817	16,335		7,400	B	Yes
CR 22/2337 (Sherman Ave)																						
CR22/2337 Sherman Ave	3rd St. to 15th St.	36	Urban Collector	2	Undivided	1	1.23	0.81	Urbanized	(D) 14,850 5225	5160	1,900	3,750	B	11,100	163	817	16,335		3,750	B	Yes
CR22/2337 Sherman Ave	15th St to East Ave.	37	Urban Collector	2	Undivided	0	1.36	0.00	Urbanized	(D) 14,850	5170	5,300		B	9,550	163	817	16,335	40	5,340	B	Yes
CR 2315 (Star Ave)																						
CR2315 Star Ave	US231 to Wewa Hwy	38	Urban Collector	2	Undivided	1	2.12	0.47	Urbanized	(D) 14,850 268	269	6,900	6,700	B	8,150	163	817	16,335	1152	7,852	B	Yes
CR2315 Star Ave	Wewa Hwy to Cole Ridge Rd	39	Urban Collector	2	Undivided	0	1.59	0.00	Urbanized	(D) 14,850	1641	4,600		B	10,250	163	817	16,335	497	5,097	B	Yes
CR 30B (Joan Ave)																						
CR 30B Joan Ave	Front Beach Rd to Thomas Dr (CR 392)	40	Urban Collector	2	Undivided	2	0.93	2.15	Urbanized	(D) 13,680	204	10,000		D	3,680	150	752	15,048	728	10,728	D	Yes
CR 3030 (N. Lagoon Dr.)																						
CR 3030 N.Lagoon Dr.	Thomas Drive (CR 392) to Thomas Dr (CR3031)	41	Urban Collector	2	Undivided	2	3.04	0.66	Urbanized	(D) 14,850 205	206	3,000	2,700	B	12,150	163	817	16,335	179	3,179	B	Yes
CR 3030 N.Lagoon Dr.	Thomas Drive (CR 3031) to Finistere Dr	42	Urban Collector	2	Undivided	0	0.5	0.00	Urbanized	(D) 14,850	303	4,900		B	9,950	163	817	16,335		4,900	B	Yes
Airport Rd.																						
Airport Road	St. Andrews Blvd to Rd. End	43	Urban Collector	2	Undivided	0	0.94	0.00	Urbanized	(D) 14,850	5144	1,800		B	13,050	163	817	16,335		1,800	B	Yes
Laurie Ave																						
Laurie Avenue	Front Beach Road to N Lagoon Drive	44	Urban Collector	2	Undivided	0	1.01	0.00	Urbanized	(D) 10,725	306	5,800		B	4,925	118	590	11,798	1242	7,042	C	Yes
Old Bicycle Rd.																						
Old Bicycle Rd	Star Ave to Allanton Rd	45	Collector	2	Undivided	0	3.59	0.00	Urbanized	(D) 10,725 Avg 3,200 1,200	312 313	2,200		B	8,525	118	590	11,798	215	2,415	B	Yes
Jan Cooley Rd.																						
Jan Cooley Rd	Delwood Beach Rd to Mariner Dr	46	Urban Collector	2	Undivided	0	0.98	0.00	Urbanized	(D) 14,850	302	3,700		B	11,150	163	817	16,335		3,700	B	Yes
Delwood Beach Rd.																						
Delwood Beach Rd	Magnolia Beach Rd to Delwood Dr	47	Urban Collector	2	Undivided	0	1.58	0.00	Urbanized	(D) 14,850	301	6,400		B	8,450	163	817	16,335	58	6,458	B	Yes
CR 747 (Magnolia Beach Rd.)																						
Magnolia Beach Rd (CR 747)	Thomas Dr (3031) to Annette Ave	48	Urban Collector	2	Undivided	0	1.74	0.00	Urbanized	(D) 14,850 294 297	297	8,400	9,850	C	5,000	163	817	16,335	204	10,054	C	Yes
Allison St.																						
Allison Street	N Lagoon Dr to Panama City Beach Pkwy	49	Urban Collector	2	Undivided	1	0.83	1.20	Urbanized	(D) 10,725	213	200		B	10,525	118	590	11,798	266	466	B	Yes
Laird St.																						
Laird Street	Joan Ave (30B) to Thomas Dr (3031)	50	Urban Collector	2	Undivided	1	1.76	0.57	Urbanized	(D) 10,725	304	4,200		B	6,525	118	590	11,798	690	4,890	B	Yes
Moylan Rd.																						
Moylan Road	Front Beach Rd to Panama City Pkwy	51	Urban Collector	2	Undivided	0	0.71	0.00	Urbanized	(D) 14,850	299	3,500		B	11,350	163	817	16,335	420	3,920	B	Yes

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (Project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De-minimum Impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes							
																			A	B	C	D	E	F	A	B	C	D	E	F		
CR 389																																
CR 389 (12 St)	SR77 to CR390	31	647	336	10.19	52.00	10.88	(D) 1,440	647	B	793	16	79	1584		647	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 389	CR390 to US231	32	861	448	10.19	52.00	10.88	(D) 1,440	861	C	579	16	79	1584		861	C	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 390																																
CR 390	SR77 to CR389	33	1,248	649	10.19	52.00	10.88	(D) 1,440	1,248	C	192	16	79	1584		1,248	C	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 390	CR389 to CR2327	34	1,478	768	10.19	52.00	10.88	(D) 1,600	1,478	C	122	18	88	1760	75	1,553	D	Yes	9,600	15,400	16,500					930	1,500	1,600				
CR 390	CR2327 to US231	35	754	392	10.19	52.00	10.88	(D) 1,440	754	B	686	16	79	1584		754	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 22/2337 (Sherman Ave)																																
CR22/2337 Sherman Ave	3rd St. to 15th St.	36	382	199	10.19	52.00	10.88	(D) 1,440	382	B	1,058	16	79	1584		382	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR22/2337 Sherman Ave	15th St to East Ave.	37	540	281	10.19	52.00	10.88	(D) 1,440	540	B	900	16	79	1584	3	543	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 2315 (Star Ave)																																
CR2315 Star Ave	US231 to Wewa Hwy	38	647	337	9.66	52.00	10.88	(D) 1,440	647	B	793	16	79	1584	131	779	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR2315 Star Ave	Wewa Hwy to Cole Ridge Rd	39	469	244	10.19	52.00	10.88	(D) 1,440	469	B	971	16	79	1584	77	545	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 308 (Joan Ave)																																
CR 308 Joan Ave	Front Beach Rd to Thomas Dr (CR 392)	40	1,067	555	10.67	52.00	10.88	(D) 1,332	1,067	D	265	15	73	1465	98	1,165	D	Yes			9,450	13,680	14,580					918	1,332	1,413		
CR 3030 (N. Lagoon Dr.)																																
CR 3030 N Lagoon Dr.	Thomas Drive (CR 392) to Thomas Dr (CR3031)	41	288	150	10.67	52.00	10.88	(D) 1,440	288	B	1,152	16	79	1584	59	347	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 3030 N Lagoon Dr.	Thomas Drive (CR 3031) to Finistere Dr	42	523	272	10.67	52.00	10.88	(D) 1,440	523	B	917	16	79	1584		523	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Airport Rd.																																
Airport Road	St. Andrews Blvd to Rd. End	43	183	95	10.19	52.00	3.55	(D) 1,440	183	B	1,257	16	79	1584		183	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Laurie Ave																																
Laurie Avenue	Front Beach Road to N Lagoon Drive	44	619	322	10.67	52.00	10.88	(D) 1,040	619	C	421	11	57	1144	140	759	C	Yes	6,240	10,010	10,725					605	975	1,040				
Old Bicycle Rd.																																
Old Bicycle Rd	Star Ave to Altanton Rd	45	213	111	9.66	52.00	10.88	(D) 1,040	213	B	827	11	57	1144	19	232	B	Yes	6,240	10,010	10,725					605	975	1,040				
Jan Cooley Rd.																																
Jan Cooley Rd	Delwood Beach Rd to Mainer Dr	46	395	205	10.67	52.00	10.88	(D) 1,440	395	B	1,045	16	79	1584		395	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Delwood Beach Rd.																																
Delwood Beach Rd	Magnolia Beach Rd to Delwood Dr	47	683	355	10.67	52.00	10.88	(D) 1,440	683	B	757	16	79	1584		683	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 747 (Magnolia Beach Rd)																																
Magnolia Beach Rd (CR 747)	Thomas Dr (3031) to Annette Ave	48	1,051	547	10.67	52.00	10.88	(D) 1,440	1,051	C	389	16	79	1584	9	1,060	C	Yes	8,640	13,860	14,850					837	1,350	1,440				
Allison St.																																
Allison Street	N Lagoon Dr to Panama City Beach Pkwy	49	21	11	10.67	52.00	10.88	(D) 1,040	21	B	1,019	11	57	1144	113	134	B	Yes	6,240	10,010	10,725					605	975	1,040				
Laird St.																																
Laird Street	Joan Ave (308) to Thomas Dr (3031)	50	448	233	10.67	52.00	10.88	(D) 1,040	448	B	592	11	57	1144	53	501	B	Yes	6,240	10,010	10,725					605	975	1,040				
Moylan Rd.																																
Moylan Road	Front Beach Rd to Panama City Pkwy	51	373	194	10.67	52.00	10.88	(D) 1,440	373	B	1,067	16	79	1584	39	412	B	Yes	8,640	13,860	14,850					837	1,350	1,440				

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	FUNC CLASS	NO. LNS	FACILITY TYPE	# OF SIG	SEG. LTH	SIG/ MILE	LOS AREA	LOS (STD) MAX VOL	COUNT STA #	2014 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS AADT	5% of capacity at adopted LOS AADT	110% Maximum Volume at Adopted LOS	Trips Added to AADT	New AADT	New LOS	Do minimum impact allowed
John Pitts Dr.																						
John Pitts Drive (CR 2293)	Star Avenue (2315) to Rd end	52	Collector	2	Undivided	0	3.97	0.00	Urbanized	(D) 14,850	266	3,600		B	11,250	163	817	16,335	11	3,611	B	Yes
Titus Rd.																						
Titus Road	CR 2321 to US 231	53	Collector	2	Undivided	0	1.22	0.00	Urbanized	(D) 14,850	309	2,200		B	12,650	163	817	16,335		2,200	B	Yes
Wisteria Ln.																						
Wisteria Lane (CR 3037)	Front Beach Rd to Panama City Pkwy	54	Urban Collector	2	Undivided	0	0.46	0.00	Urbanized	(D) 14,850	290	650		B	14,200	163	817	16,335		650	B	Yes
CR 2311																						
CR 2311	CR 2321 to 4th Street	55	Collector	2	Undivided	0	2.84	0.00	Urbanized	(D) 14,850	310	2,000		B	12,850	163	817	16,335		2,000	B	Yes
CR 2302 (Resota Beach Rd.)																						
Resota Beach Rd (CR 2302)	CR 2321 to Edwards Rd.	56	Urban Collector	2	Undivided	0	4.71	0.00	Urbanized	(D) 14,850	311	2,900		B	11,950	163	817	16,335	1427	4,327	B	Yes
CR 2300 (Power Plant Rd.)																						
Power Plant Road (CR 2300)	Roman Road to SR 77	57	Collector	2	Undivided	0	5.01	0.00	Urbanized	(D) 14,850	267	650		B	14,200	163	817	16,335		650	B	Yes
CR 2297																						
CR 2297	SR 22 to Old Bicycle Rd	58	Urban Collector	2	Undivided	0	1.27	0.00	Urbanized	(D) 14,850	189	1,400		B	13,450	163	817	16,335	783	2,183	B	Yes
Alf Coleman Rd.																						
Alf Coleman Rd	FBR to Hutchison Blvd	59	Urban Collector	2	Undivided	1	0.35	2.86	Urbanized	(D) 13,680	208	2,500		B	11,180	150	752	15,048		2,500	B	Yes
Alf Coleman Rd	Hutchison Blvd to PCB Pkwy	60	Urban Collector	2	Undivided	1	0.61	1.64	Urbanized	(D) 14,850	209	6,500		B	8,350	163	817	16,335		6,500	B	Yes
School Ave (Springfield)																						
School Ave (Springfield)	SR 22 to CR 28	61	Urban Collector	2	Undivided	2	1	2.00	Urbanized	(E) 14,580	5019	2,200		C	12,380	160	802	16,038		2,200	C	Yes
School Ave (Springfield)	CR 28 to US 98	62	Urban Collector	2	Undivided	0	0.5	0.00	Urbanized	(E) 14,850	5019	2,200		B	12,650	163	817	16,335		2,200	B	Yes
Cherry St.																						
Cherry St (Springfield)	Bus 98 to SR 22 A	63	Urban Collector	2	Undivided	1	0.97	1.03	Urbanized	(E) 14,850	1626	5,400		B	9,450	163	817	16,335		5,400	B	Yes
Cherry St (Callaway/Parker)	SR 22 A to US 98	64	Urban Collector	2	Undivided	1	0.5	2.00	Urbanized	(E) 14,580	5188	6,600		B	7,980	160	802	16,038		6,600	B	Yes
Douglas Rd. (Springfield)																						
Douglas Rd (Springfield)	East Ave to Transmitter Rd	65	Urban Collector	2	Undivided	0	1.03	0.00	Urbanized	(E) 14,850	5021	1,200		B	13,650	163	817	16,335		1,200	B	Yes
CR 167																						
CR 167	US 231 to Belts Rd	66	Collector	2	Undivided	0	0.66	0.00	Rural	(D) 13,800	190	2,200		B	11,600	152	759	15,180		2,200	B	Yes
North Shore Rd.																						
North Shore Rd.	SR 390 to Goose Bayou Rd	67	Urban Collector	2	Undivided	0	0.71	0.00	Urbanized	(D) 10,725	5012	6,300		C	4,425	118	590	11,798		6,300	C	Yes
Hickory St. (Parker)																						
Hickory St. (Parker)	SR 22A to US 98	68	Urban Collector	2	Undivided	1	0.51	1.96	Urbanized	(D) 10,725	5014	2,800		B	7,925	118	590	11,798		2,800	B	Yes
12th St.																						
F. 12th Street	CR 389 to Harvard Blvd.	69	Urban Collector	2	Undivided	0	0.85	0.00	Urbanized	(D) 10,725	5023	2,300		B	8,425	118	590	11,798		2,300	B	Yes
Game Farm Rd. (Springfield)																						
E. Game Farm Rd.	CR 389 to Transmitter Rd.	70	Urban Collector	2	Undivided	1	1.03	0.97	Urbanized	(D) 10,725	5163 5171	4,400 5,400	4,900	B	5,825	118	590	11,798		4,900	B	Yes

Trips generated affecting more than 1% of the adopted LOS shall be advised.
This spreadsheet is current as of September 1, 2011 in terms of reservation of trips on roadway segments and the level of service of the roadway segments. The Bay County Concurrence Management System reserves trips on a daily basis, which in turn may affect the level of service of the roadway segments. Please be advised that if this spreadsheet is used for concurrence purposes for questions regarding the Bay County Concurrence Management Spreadsheet or other concurrence questions please contact the Bay County Planning Department at (850) 248-8250.
The Concurrence Management System spreadsheet will be updated on the Bay County website on a bi-weekly basis.

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2014 PEAK HOUR VOLUME	PEAK DIRECTION	K100' Factor	D100' Factor	T' Factor	LOS (STD) MAX PEAK VOL	2014 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity at adopted LOS Peak	5% of capacity at adopted LOS Peak	110% Maximum Volume at Adopted LOS	Trips Added Peak Hour	New Peak Volume	New LOS	De minimus Impact allowed	AADT Service Volumes						Peak Hour 2-way Service Volumes							
																			A	B	C	D	E	F	A	B	C	D	E	F		
John Pitts Dr.																																
John Pitts Drive (CR 2293)	Star Avenue (2315) to Rd end	52	348	181	9.66	52.00	13.75	(D) 1,440	348	B	1,092	16	79	1584	25	373	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Titus Rd.																																
Titus Road	CR 2321 to US 231	53	235	122	10.67	52.00	10.88	(D) 1,440	235	B	1,205	16	79	1584		235	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Wisteria Ln.																																
Wisteria Lane (CR 3037)	Front Beach Rd to Panama City Pkwy	54	69	36	10.67	52.00	10.88	(D) 1,440	69	B	1,371	16	79	1584		69	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 2311																																
CR 2311	CR 2321 to 4th Street	55	193	100	9.66	52.00	10.88	(D) 1,440	193	B	1,247	16	79	1584		193	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 2302 (Resota Beach Rd.)																																
Resota Beach Rd (CR 2302)	CR 2321 to Edwards Rd.	56	280	146	9.66	52.00	10.88	(D) 1,440	280	B	1,160	16	79	1584	263	543	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 2300 (Power Plant Rd.)																																
Power Plant Road (CR 2300)	Roman Road to SR 77	57	69	36	10.67	52.00	10.88	(D) 1,440	69	B	1,371	16	79	1584	100	169	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 2297																																
CR 2297	SR 22 to Old Bicycle Rd	58	135	70	9.66	52.00	10.88	(D) 1,440	135	B	1,305	16	79	1584	1	136	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Aif Coleman Rd.																																
Aif Coleman Rd	FBR to Hutchison Blvd	59	267	139	10.67	52.00	10.88	(D) 1,332	267	C	1,065	15	73	1465		267	C	Yes	8,640	13,860	14,850					918	1,332	1,413				
Aif Coleman Rd	Hutchison Blvd to PCB Pkwy	60	694	361	10.67	52.00	10.88	(D) 1,440	694	B	746	16	79	1584		694	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
School Ave (Springfield)																																
School Ave (Springfield)	SR 22 to CR 28	61	224	117	10.19	52.00	10.88	(E) 1,413	224	C	1,189	16	78	1554		224	C	Yes		9,450	13,680	14,580					918	1,332	1,413			
School Ave (Springfield)	CR 28 to US 98	62	224	117	10.19	52.00	10.88	(E) 1,440	224	B	1,216	16	79	1584		224	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Cherry St.																																
Cherry St (Springfield)	Bus 98 to SR 22 A	63	550	286	10.19	52.00	10.88	(E) 1,440	550	B	890	16	79	1584		550	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
Cherry St (Calleway/Parker)	SR 22 A to US 98	64	673	350	10.19	52.00	10.88	(E) 1,413	673	C	740	16	78	1554		673	C	Yes	8,640	13,860	14,850					918	1,332	1,413				
Douglas Rd. (Springfield)																																
Douglas Rd (Springfield)	East Ave to Transmitter Rd	65	122	64	10.19	52.00	10.88	(E) 1,440	122	B	1,318	16	79	1584		122	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 167																																
CR 167	US 231 to Betts Rd	66	213	111	9.66	52.00	10.88	(D) 1,350	213	B	1,137	15	74	1485		213	B	Yes	4,500	8,100	13,800	27,600				440	790	1,350	2,700			
North Shore Rd																																
North Shore Rd.	SR 390 to Goose Bayou Rd.	67	642	334	10.19	52.00	10.88	(D) 1,040	642	C	398	11	57	1144		642	C	Yes	6,240	10,010	10,725					605	975	1,040				
Hickory St. (Parker)																																
Hickory St. (Parker)	SR 22A to US 98	68	285	148	10.19	52.00	10.88	(D) 1,040	285	B	755	11	57	1144		285	B	Yes	6,240	10,010	10,725					605	975	1,040				
12th St.																																
E. 12th Street	CR 389 to Harvard Blvd.	69	234	122	10.19	52.00	10.88	(D) 1,040	234	B	806	11	57	1144		234	B	Yes	6,240	10,010	10,725					605	975	1,040				
Game Farm Rd. (Springfield)																																
E. Game Farm Rd.	CR 389 to Transmitter Rd.	70	499	260	10.19	52.00	10.88	(D) 1,040	499	B	541	11	57	1144		499	B	Yes	6,240	10,010	10,725					605	975	1,040				

Trips generated affecting more than 1% of the adopted LOS shall be adverse.
This spreadsheet is current as of September 1, 2011 in terms of reservation of trips on ras after Sept. 1, 2011 the number of reserved trips and the level of service for roadway segments may have changed due to additional development in the area.
For questions regarding the Bay County Concurrence Management Spreadsheet or o
The Concurrence Management System spreadsheet will be updated on the Bay Cou