

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 #	2018 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 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	5,900	6,100	B	8,750	163	817	16,335		6,100	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	11,000		D	2,680	150	752	15,048		11,000	D	Yes
CR 28 (11th Street)	Harrison Ave to SR77	3	Urban Collector	2	Undivided	1	0.61	1.64	Urbanized	(D) 14,850	5055	11,500		C	3,350	163	817	16,335		11,500	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	10,500		D	3,180	150	752	15,048		10,500	D	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	6,900		B	7,950	163	817	16,335		6,900	B	Yes
CR 28 (11th Street)	Transmitter Rd to US98 (Tyndall Pkwy)	6	Urban Collector	2	Undivided	0	1	0.00	Urbanized	(D) 14,850	5213	2,100		B	12,750	163	817	16,335		2,100	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	9,100		C	4,580	150	752	15,048		9,100	C	Yes
CR 385 Frankford Ave	US98 to 23rd St.	8	Urban Collector	2	Undivided	1	1	1.00	Urbanized	(D) 14,850	5127	7,600		B	7,250	163	817	16,335		7,600	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	4,200		C	9,480	150	752	15,048		4,200	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	6,300 7,200	6,750	B	8,100	163	817	16,335		6,300	B	Yes
CR 388	SR77 to US231	12	Minor Arterial	2	Undivided	0	14.75	0.00	Trans.	(D) 13,680	237 104	1,300 2,300	1,800	B	13,680	150	752	15,048		1,800	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	12,500		C	2,350	163	817	16,335		12,500	C	Yes
CR 392 Thomas Dr	Front Beach Rd to Joan Ave	14	Urban Collector	2	Undivided	2	0.69	2.90	Urbanized	(D) 13,680	201 210	16,000 15,000	15,500	F	(1,820)	150	752	15,048	15	15,515	F	No
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	11,900		B	21,130	363	1817	36,333	4216	16,116	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	5,400		B	9,450	163	817	16,335		5,400	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	9,100 3,600	6,350	B	8,500	163	817	16,335	179	9,279	C	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	1,350 2,400	1,875	B	11,805	150	752	15,048		1,350	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	11,100 17,000	14,050	C	15,830	329	1643	32,868		14,050	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	10,000 8,400	9,200	C	5,650	163	817	16,335	125	9,325	C	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	6,400 8,500	7,450	B	7,400	163	817	16,335		7,450	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	11,500 9,500	10,500	C	4,350	163	817	16,335	468	10,968	C	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	7,600		B	7,250	163	817	16,335		7,600	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	12,400 14,500	13,450	C	1,400	163	817	16,335		13,450	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	7,900 5,800	6,850	B	8,000	163	817	16,335		6,850	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	11,500		C	3,350	163	817	16,335		11,500	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	11,800		C	3,050	163	817	16,335		11,800	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	30,500 19,500 27,000	25,667	B	7,363	363	1817	36,333	3753	29,420	C	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	16,800		B	16,230	363	1817	36,333	1595	18,395	B	Yes

BAY COUNTY CONCURRENCY M

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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		
CR 28 (11th Street)																																
CR 28 (11th Street)	Beck Ave to Lisenby Ave	1	622	323	10.19	52.00	10.88	(D) 1,440	622	B	818	16	79	1584		622	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 28 (11th Street)	Lisenby Ave to Harrison Ave	2	1,121	583	10.19	52.00	10.88	(D) 1,332	1,121	D	211	15	73	1465		1,121	D	Yes			9,450	13,680	14,580					918	1,332	1,413		
CR 28 (11th Street)	Harrison Ave to SR77	3	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 28 (11th Street)	SR77 to East Ave	4	1,070	556	10.19	52.00	10.88	(D) 1,332	1,070	D	262	15	73	1465		1,070	D	Yes			9,450	13,680	14,580					918	1,332	1,413		
CR 28 (11th Street)	East Ave to Transmitter Rd	5	703	366	10.19	52.00	10.88	(D) 1,440	703	B	737	16	79	1584		703	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 28 (11th Street)	Transmitter Rd to US98 (Tyndall Pkwy)	6	214	111	10.19	52.00	10.88	(D) 1,440	214	B	1,226	16	79	1584		214	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	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 385 Frankford Ave	US98 to 23rd St.	8	774	403	10.19	52.00	10.88	(D) 1,440	774	B	666	16	79	1584		774	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	428	223	10.19	52.00	10.88	(D) 1,332	428	C	904	15	73	1465		428	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	652	339	9.66	52.00	17.98	(D) 1,440	652	B	788	16	79	1584	7	659	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 388	SR77 to US231	12	174	90	9.66	52.00	10.88	(D) 1,332	174	B	1,158	15	73	1465		174	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	1,334	694	10.67	52.00	10.88	(D) 1,440	1,334	C	106	16	79	1584		1,334	C	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 392 Thomas Dr	Front Beach Rd to Joan Ave	14	1,654	860	10.67	52.00	10.88	(D) 1,332	1,654	F	(322)	15	73	1465	2	1,656	F	No			9,450	13,680	14,580					918	1,332	1,413		
CR 392 Thomas Dr	Joan Ave to Thomas Dr (CR3031)	15	1,270	660	10.67	52.00	10.88	(D) 3,204	1,270	B	1,934	35	176	3524	378	1,648	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	576	300	10.67	52.00	10.88	(D) 1,440	576	B	864	16	79	1584		576	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 2301																																
CR 2301	US231 to Camp Flowers Road	17	613	319	9.66	52.00	10.88	(D) 1,440	613	B	827	16	79	1584	23	636	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 2301	Camp Flowers Road to CR 388	18	181	94	9.66	52.00	10.88	(D) 1,332	181	B	1,151	15	73	1465		181	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	1,432	744	10.19	52.00	10.88	(D) 2,898	1,432	C	1,466	32	159	3188		1,432	C	Yes			22,500	29,880	31,590					2,178	2,898	3,060		
CR 2312 Baldwin Rd	SR77 to CR 389	20	937	487	10.19	52.00	10.88	(D) 1,440	937	C	503	16	79	1584	11	948	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	720	374	9.66	52.00	10.88	(D) 1,440	720	B	720	16	79	1584		720	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 2321	Resota Beach Rd to SR 77	22	1,111	578	9.66	52.00	10.88	(D) 1,440	1,111	C	329	16	79	1584	55	1,166	C	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	774	403	10.19	52.00	10.88	(D) 1,440	774	B	666	16	79	1584	43	817	B	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 2327 Transmitter Rd	US231 to US98	25	1,371	713	10.19	52.00	10.88	(D) 1,440	1,371	D	69	16	79	1584		1,371	D	Yes		8,640	13,860	14,850					837	1,350	1,440			
CR 2327 Transmitter Rd	US98 to Wewa Hwy (SR 22)	26	698	363	10.19	52.00	10.88	(D) 1,440	698	B	742	16	79	1584		698	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	1,172	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 2341 Jenks Ave	Baldwin to SR 390	28	1,202	625	10.19	52.00	10.88	(D) 1,440	1,202	C	238	16	79	1584		1,202	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	2,739	1424	10.67	52.00	10.88	(D) 3,204	2,739	C	465	35	176	3524	620	3,358	F	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	1,793	932	10.67	52.00	10.88	(D) 3,204	1,793	B	1,411	35	176	3524	158	1,951	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 #	2018 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	5005 1633	8,400	8,100	B	6,750	163	817	16,335		8,100	B	Yes
CR 389	CR390 to US231	32	Urban Collector	2	Undivided	3	2.32	1.29	Urbanized	(D) 14,850	1619 1642	8,300	9,350	C	5,500	163	817	16,335		9,350	C	Yes
CR 390																						
CR 390	SR77 to CR389	33	Urban Collector	2	Undivided	1	1.35	0.74	Urbanized	(D) 14,850	5098 1634	13,500	13,250	C	1,600	163	817	16,335		13,250	C	Yes
CR 390	CR389 to CR2327	34	Minor Arterial	2	Undivided	1	1.27	0.79	Urbanized	(D) 16,500	1640	17,000		F	(500)	182	908	18,150	718	17,718	F	Yes
CR 390	CR2327 to US231	35	Urban Collector	2	Undivided	1	1.7	0.59	Urbanized	(D) 14,850	1631	9,200		C	5,650	163	817	16,335		9,200	C	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	5160 5225	2,000	3,600	B	11,250	163	817	16,335		3,600	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	5,600		B	9,250	163	817	16,335	40	5,640	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	9,300	8,800	C	6,050	163	817	16,335	1152	9,952	C	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	5,500		B	9,350	163	817	16,335	497	5,997	B	Yes
CR 308 (Joan Ave)																						
CR 308 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	10,500		D	3,180	150	752	15,048	728	11,228	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	4,900	4,300	B	10,550	163	817	16,335	179	5,079	B	Yes
CR 3030 N.Lagoon Dr.	Thomas Drive (CR 3031) to Finisterre 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 312 313	1,500		B	9,225	118	590	11,798	215	1,715	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	3,300		B	11,550	163	817	16,335		3,300	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	6,800		B	8,050	163	817	16,335	58	6,858	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	9,900	9,900	C	4,950	163	817	16,335	204	10,104	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	2,600		B	8,125	118	590	11,798	266	2,866	B	Yes
Laird St.																						
Laird Street	Joan Ave (308) 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	5,100		B	9,750	163	817	16,335	420	5,520	B	Yes

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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		
CR 389																																
CR 389 (12 St)	SR77 to CR390	31	825	429	10.19	52.00	10.88	(D) 1,440	825	B	615	16	79	1584		825	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 389	CR390 to US231	32	953	495	10.19	52.00	10.88	(D) 1,440	953	C	487	16	79	1584		953	C	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 390																																
CR 390	SR77 to CR389	33	1,350	702	10.19	52.00	10.88	(D) 1,440	1,350	D	90	16	79	1584		1,350	D	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 390	CR389 to CR2327	34	1,732	901	10.19	52.00	10.88	(D) 1,600	1,732	F	(132)	18	88	1760	75	1,807	F	No	9,600	15,400	16,500					930	1,500	1,600				
CR 390	CR2327 to US231	35	937	487	10.19	52.00	10.88	(D) 1,440	937	C	503	16	79	1584		937	C	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	367	191	10.19	52.00	10.88 5.79	(D) 1,440	367	B	1,073	16	79	1584		367	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR22/2337 Sherman Ave	15th St to East Ave.	37	571	297	10.19	52.00	10.88	(D) 1,440	571	B	869	16	79	1584	3	573	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	850	442	9.66	52.00	10.88	(D) 1,440	850	C	590	16	79	1584	131	982	C	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR2315 Star Ave	Wewa Hwy to Cole Ridge Rd	39	560	291	10.19	52.00	10.88	(D) 1,440	560	B	880	16	79	1584	77	637	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 30B (Joan Ave)																																
CR 30B Joan Ave	Front Beach Rd to Thomas Dr (CR 392)	40	1,120	583	10.67	52.00	10.88	(D) 1,332	1,120	D	212	15	73	1465	98	1,218	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	459	239	10.67	52.00	10.88	(D) 1,440	459	B	981	16	79	1584	59	518	B	Yes	8,640	13,860	14,850					837	1,350	1,440				
CR 3030 N.Lagoon Dr.	Thomas Drive (CR 3031) to Finisterre 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 Allanton Rd	45	145	75	9.66	52.00	10.88	(D) 1,040	145	B	895	11	57	1144	19	164	B	Yes	6,240	10,010	10,725					605	975	1,040				
Jan Cooley Rd.																																
Jan Cooley Rd	Delwood Beach Rd to Mariner Dr	46	352	183	10.67	52.00	10.88	(D) 1,440	352	B	1,088	16	79	1584		352	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	726	377	10.67	52.00	10.88	(D) 1,440	726	B	714	16	79	1584		726	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	1,056	549	10.67	52.00	10.88	(D) 1,440	1,056	C	384	16	79	1584	9	1,066	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	277	144	10.67	52.00	10.88	(D) 1,040	277	B	763	11	57	1144	113	390	B	Yes	6,240	10,010	10,725					605	975	1,040				
Laird St.																																
Laird Street	Joan Ave (30B) 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	544	283	10.67	52.00	10.88	(D) 1,440	544	B	896	16	79	1584	39	583	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 #	2018 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
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	4,400		B	10,450	163	817	16,335	11	4,411	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	4,300		B	10,550	163	817	16,335		4,300	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	2,500		B	12,350	163	817	16,335		2,500	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	3,500		B	11,350	163	817	16,335	1427	4,927	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	1,200		B	13,650	163	817	16,335		1,200	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	450		B	14,400	163	817	16,335	783	1,233	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	3,200		B	10,480	150	752	15,048		3,200	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	8,500		B	6,350	163	817	16,335		8,500	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	2,700		C	11,880	160	802	16,038		2,700	C	Yes
School Ave (Springfield)	CR 28 to US 98	62	Urban Collector	2	Undivided	0	0.5	0.00	Urbanized	(E) 14,850	5231	1,700		B	13,150	163	817	16,335		1,700	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	5,700		B	9,150	163	817	16,335		5,700	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	7,600		B	6,980	160	802	16,038		7,600	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 Betts Rd	66	Collector	2	Undivided	0	0.66	0.00	Rural	(D) 13,800	190	3,200		B	10,600	152	759	15,180		3,200	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	7,500		C	3,225	118	590	11,798		7,500	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	2,700		B	8,025	118	590	11,798		2,700	B	Yes
12th St.																						
E. 12th Street	CR 389 to Harvard Blvd.	69	Urban Collector	2	Undivided	0	0.85	0.00	Urbanized	(D) 10,725	5023	3,000		B	7,725	118	590	11,798		3,000	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	4,000 5,200	4,600	B	6,125	118	590	11,798		4,600	B	Yes

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 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 after Sept. 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	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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	425	221	9.66	52.00	13.75	(D) 1,440	425	B	1,015	16	79	1584	25	450	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
Titus Rd.																															
Titus Road	CR 2321 to US 231	53	459	239	10.67	52.00	10.88	(D) 1,440	459	B	981	16	79	1584		459	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	242	126	9.66	52.00	10.88	(D) 1,440	242	B	1,199	16	79	1584		242	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	338	176	9.66	52.00	10.88	(D) 1,440	338	B	1,102	16	79	1584	263	601	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	128	67	10.67	52.00	10.88	(D) 1,440	128	B	1,312	16	79	1584	100	228	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2297																															
CR 2297	SR 22 to Old Bicycle Rd	58	43	23	9.66	52.00	10.88	(D) 1,440	43	B	1,397	16	79	1584	1	44	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
Alf Coleman Rd.																															
Alf Coleman Rd	FBR to Hutchison Blvd	59	341	178	10.67	52.00	10.88	(D) 1,332	341	C	991	15	73	1465		341	C	Yes	8,640	13,860	14,850					918	1,332	1,413			
Alf Coleman Rd	Hutchison Blvd to PCB Pkwy	60	907	472	10.67	52.00	10.88	(D) 1,440	907	C	533	16	79	1584		907	C	Yes	8,640	13,860	14,850					837	1,350	1,440			
School Ave (Springfield)																															
School Ave (Springfield)	SR 22 to CR 28	61	275	143	10.19	52.00	10.88	(E) 1,413	275	C	1,138	16	78	1554		275	C	Yes			9,450	13,680	14,580				918	1,332	1,413		
School Ave (Springfield)	CR 28 to US 98	62	173	90	10.19	52.00	10.88	(E) 1,440	173	B	1,267	16	79	1584		173	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	581	302	10.19	52.00	10.88	(E) 1,440	581	B	859	16	79	1584		581	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
Cherry St (Callaway/Parker)	SR 22 A to US 98	64	774	403	10.19	52.00	10.88	(E) 1,413	774	C	639	16	78	1554		774	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	309	161	9.66	52.00	10.88	(D) 1,350	309	B	1,041	15	74	1485		309	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	764	397	10.19	52.00	10.88	(D) 1,040	764	C	276	11	57	1144		764	C	Yes	6,240	10,010	10,725					605	975	1,040			
Hickory St. (Parker)																															
Hickory St. (Parker)	SR 22A to US 98	68	275	143	10.19	52.00	10.88	(D) 1,040	275	B	765	11	57	1144		275	B	Yes	6,240	10,010	10,725					605	975	1,040			
12th St.																															
E. 12th Street	CR 389 to Harvard Blvd.	69	306	159	10.19	52.00	10.88	(D) 1,040	306	B	734	11	57	1144		306	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	469	244	10.19	52.00	10.88	(D) 1,040	469	B	571	11	57	1144		469	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 road. 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 Concurrency Management Spreadsheet or other
The Concurrency Management System spreadsheet will be updated on the Bay County

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 #	2018 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
SR 20																						
SR 20 (Segment is on the Intrastate System)	Washington Co. Line to SR 77	71	Principal Arterial	2	Undivided	Trans.	1	7.88	0.127	(C) 14,100	249	3,800		B	10,300	155	776	15,510		3,800	B	Yes
SR 20 (Segment is on the Intrastate System)	SR 77 to US 231	72	Principal Arterial	2	Undivided	Trans.	1	15.73	0.064	(C) 14,100	192T	2,621		B	11,479	155	776	15,510	39	2,660	B	Yes
SR 20	US 231 to Calhoun Co. Line	73	Principal Arterial	2	Undivided	Trans.	0	2.45	0	(C) 14,100	1	5,000		B	9,100	155	776	15,510		5,000	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	3,300		C	11,900	167	836	16,720		3,300	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	10,000 11,300	10,650	D	15,200	167	836	16,720		10,650	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	15,000 19,000	17,000	F	(500)	182	908	18,150	2,099	19,099	F	No
SR 22 (used by Co.)	Star Ave to CR 2297	78	Minor Arterial	2	Undivided	Urbanized	0	4.06	0	(D) 16,500	1625	7,800		B	8,700	182	908	18,150	3,115	10,915	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	5,000		B	11,500	182	908	18,150	461	5,461	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	5,000		B	9,100	155	776	15,510	2,614	7,614	B	Yes
SR 22	UB to Gulf Co Ln	81	Minor Arterial	2	Undivided	Trans.	0	6.2	0	(C) 14,100	260	5,000		B	9,100	155	776	15,510	461	5,461	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	26,000		B	38,300	707	3,537	70,730	42	26,042	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	26,000		B	10,700	404	2,019	40,370	1,212	27,212	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	27,500		B	9,200	404	2,019	40,370	4,029	31,529	C	Yes
SR 30A (US 98)	Wisteria Ln to Cobb Rd	85	Principal Arterial	4	Divided	Urbanized	0	2.5	0	(D) 36,700	273	30,500		C	6,200	404	2,019	40,370	445	30,945	C	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	39,500		B	15,800	608	3,042	60,830		39,500	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	46,000		C	9,300	608	3,042	60,830		46,000	C	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	51,000		F	(14,300)	404	2,019	40,370	54	51,054	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	39,500		F	(2,800)	404	2,019	40,370	86	39,586	F	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	45,500		C	9,800	608	3,042	60,830		45,500	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	68,000		B	(12,700)	608	3,042	60,830		0	B	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	39,500		F	(2,800)	404	2,019	40,370		39,500	F	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	39,500 33,000	36,250	D	450	404	2,019	40,370		36,250	D	Yes
SR 30A (US 98)	Lisenby Ave to US 231/Harrison Ave	94	Principal Arterial	4	Divided	Urbanized	4	1.41	2.837	(D) 51,42 33,200	1615 5131	36,000 33,000 32,500	33,833	E	(633)	365	1,826	36,520		33,833	E	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	22,500		B	14,200	404	2,019	40,370		22,500	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	27,500		B	9,200	404	2,019	40,370	561	28,061	B	Yes
SR 30A (US 98)	Transmitter Rd. to Wewa Highway/SR 22	97	Principal Arterial	4	Divided	Urbanized	2	2.33	0.858	(D) 36,700	5161 5193	35,000 40,000	37,500	F	(800)	404	2,019	40,370		37,500	F	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	31,000		C	5,700	404	2,019	40,370		31,000	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	19,300		B	17,400	404	2,019	40,370		0	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	19,600		B	17,100	404	2,019	40,370		19,600	B	Yes
SR 30A (US 98)	Main Gate Tyndall AFB to Gulf Co Ln	101	Principal Arterial	2	Undivided	Trans.	2	16.69	0.12	(C) 14,100	214	6,700		B	7,400	155	776	15,510		6,700	B	Yes

BAY COUNTY CONCURRENCY M.

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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	382	199	10.06	52	19.36	(C) 1,370	382	B	988	15	75	1,507		382	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	261	155	9.95	59.38	11.42	(C) 1,370	261	B	1,109	15	75	1,507	4	265	B	Yes		8,900	14,100	15,200				860	1,370	1,480		
SR 20	US 231 to Calhoun Co. Line	73	483	251	9.66	52.00	18.22	(C) 1,370	483	B	887	15	75	1,507		483	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	336	175	10.19	52.00	6.17	(D) 1,480	336	C	1,144	16	81	1,628		336	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	1,085	564	10.19	52.00	6.17	(D) 1,480	1,085	D	395	16	81	1,628		1,085	D	Yes			10,500	15,200	16,200				1,020	1,480	1,570	
SR 22	Tyndall Pkwy to Star Ave	77	1,732	901	10.19	52.00	6.17	(D) 1,600	1,732	F	(132)	18	88	1,760	211	1,943	F	No		9,600	15,400	16,500				930	1,500	1,600		
SR 22 (used by Co.)	Star Ave to CR 2297	78	795	413	10.19	52.00	6.56	(D) 1,600	795	B	805	18	88	1,760	313	1,108	C	Yes		9,600	15,400	16,500				930	1,500	1,600		
SR 22 (used by Co.)	CR 2297 to UB	79	483	251	9.66	52.00	6.17	(D) 1,600	483	B	1,117	18	88	1,760	15	498	B	Yes		9,600	15,400	16,500				930	1,500	1,600		
SR 22 (used in State CMS)	Star Ave to UB	80	483	251	9.66	52.00	6.17	(C) 1,370	483	B	887	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	483	251	9.66	52.00	6.17	(C) 1,370	483	B	887	15	75	1,507		483	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	2,418	1,257	9.3	52.00	6.51	(D) 6,040	2,418	B	3,622	66	332	6,644	12	2,430	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	2,418	1,257	9.3	52.00	6.51	(D) 3,560	2,418	B	1,142	39	196	3,916	162	2,580	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	2,558	1,330	9.3	52.00	6.92	(D) 3,560	2,558	B	1,003	39	196	3,916	621	3,178	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	Wisteria Ln to Cobb Rd	85	2,837	1,475	9.3	52.00	6.34	(D) 3,560	2,837	B	724	39	196	3,916	35	2,871	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	Cobb Rd to SR 79 (6-lane starts/ends at Summer Breeze)	86	3,674	1,910	9.3	52.00	6.34	(D) 5,360	3,674	B	1,687	59	295	5,896		3,674	B	Yes		45,000	53,700	55,300				4,370	5,200	5,360		
SR 30A (US 98)	SR 79 to Mandy Ln	87	4,278	2,225	9.3	52.00	5.59	(D) 5,360	4,278	B	1,082	59	295	5,896		4,278	B	Yes		45,000	53,700	55,300				4,370	5,200	5,360		
SR 30A (US 98)	Mandy Ln to Beckrich Rd	88	4,743	2,466	9.3	52.00	6.34	(D) 3,560	4,743	F	(1,183)	39	196	3,916	107	4,850	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	3,674	1,910	9.3	52.00	6.34	(D) 3,560	3,674	F	(114)	39	196	3,916	41	3,715	F	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	Flyover (WA) to Hathaway Bridge (WA)	90	4,855	2,525	10.67	52.00	3.87	(D) 5,360	4,855	C	505	59	295	5,896	(36)	4,819	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	0	0	9.3	52.00	3.87	(D) 5,360	0	B	5,360	59	295	5,896	(22)	(22)	A	Yes		45,000	53,700	55,300				4,370	5,200	5,360		
SR 30A (US 98)	23rd St to Beck Ave	92	3,674	1,910	9.3	52.00	3.87	(D) 3,560	3,674	F	(114)	39	196	3,916		3,674	F	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	Beck Ave to Lisenby Ave	93	3,371	1,753	9.3	52.00	4.06	(D) 3,560	3,371	C	189	39	196	3,916		3,371	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	3,448	1,793	10.19	52.00	4.26	(D) 3,400	3,448	F	(48)	37	187	3,740		3,448	F	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	2,293	1,192	10.19	52.00	4.76	(D) 3,560	2,293	B	1,267	39	196	3,916		2,293	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	SR 77 to Transmitter Rd	96	2,802	1,457	10.19	52.00	4.47	(D) 3,560	2,802	B	758	39	196	3,916	55	2,857	C	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	3,821	1,987	10.19	52.00	3.48	(D) 3,560	3,821	F	(261)	39	196	3,916		3,821	F	Yes		29,300	35,500	36,700				2,840	3,440	3,560		
SR 30A (US 98)	SR 22 to Boat Race Rd.	98	3,159	1,643	10.19	52.00	3.48	(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 30A (US 98)	Boat Race Rd. to Du Pont Bridge (NA)	99	0	0	10.19	52.00	4.41	(D) 3,560	0	B	3,560	39	196	3,916		0	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	1,997	1,039	10.19	52.00	4.92	(D) 3,560	1,997	B	1,563	39	196	3,916	657	2,654	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	647	337	9.66	52.00	8.65	(C) 1,370	647	B	723	15	75	1,507	657	1,304	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 #	2018 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
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	3,800		B	12,700	182	908	18,150	2,842	6,642	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	10,700 4,600	7,650	B	8,850	182	908	18,150	1,693	9,343	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	12,895		C	16,500	182	908	18,150		12,895	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	14,000		C	2,500	182	908	18,150		14,000	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	14,600		D	600	167	836	16,720		14,600	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	25,200 21,100	23,150	B	13,550	404	2,019	40,370	2,689	25,839	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	14,000		B	36,700	404	2,019	40,370		14,000	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	8,400 7,600 8,200	8,067	B	8,433	182	908	18,150		8,067	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	15,500		C	17,700	365	1,826	36,520		15,500	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	17,500		B	19,200	404	2,019	40,370	18	17,518	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	30,000		C	6,700	404	2,019	40,370	315	30,315	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	29,500		C	6,000	391	1,953	39,050		29,500	C	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	32,500		C	3,000	391	1,953	39,050		32,500	C	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	28,000		B	7,500	391	1,953	39,050	360	28,360	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	29,500		C	6,000	391	1,953	39,050	344	29,844	C	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	15,600		B	19,900	391	1,953	39,050	1,266	16,866	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	15,600		B	18,200	372	1,859	37,180	145	15,745	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	17,558		B	16,242	372	1,859	37,180	37	17,595	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	7,300 11,664	9,482	B	35,918	499	2,497	49,940	568	10,050	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	29,500		D	3,700	365	1,826	36,520		29,500	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	29,000 30,862	29,931	D	3,269	365	1,826	36,520		29,931	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 5011	32,000 29,000	30,500	C	6,200	404	2,019	40,370		30,500	C	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 26,000	22,950	B	13,750	404	2,019	40,370	125	23,075	B	Yes
SR 77	CR2321 to CR 2300	125	Principal Arterial	4	Divided	Urbanized	0	1.4	0	(D) 36,700	3	22,500		B	14,200	404	2,019	40,370		22,500	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	22,000		B	13,500	391	1,953	39,050	215	22,215	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	19,600 13,100	16,350	B	33,250	546	2,728	54,560		16,350	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	19,600 13,100	16,350	B	29,050	499	2,497	49,940	2,825	19,175	B	Yes
SR 77	SR 20 to Washington Co	129	Principal Arterial	4	Divided	Trans.	0	0.59	0	(C) 45,400	107	9,400		B	36,000	499	2,497	49,940		9,400	B	Yes

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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	405	211	10.67	52.00	4.58	(D) 1,600	405	B	1,195	18	88	1,760	300	706	B	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 30 (US 98A)	Wisteria Lane to SR 79	103	816	424	10.67	52.00	3.07	(D) 1,600	816	B	784	18	88	1,760	267	1,083	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 30 (US 98A)	SR 79 to Hutchison Blvd	104	1,376	734	10.67	53.32	2.17	(D) 1,600	1,376	C	224	18	88	1,760		1,376	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 30 (US 98A)	Hutchison Blvd to Beckrich Rd	105	1,494	777	10.67	52.00	3.07	(D) 1,600	1,494	C	106	18	88	1,760		1,494	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 30 (US 98A)	Beckrich Rd. to Hutchison Blvd.	106	1,558	810	10.67	52.00	3.07	(D) 1,480	1,558	E	(78)	16	81	1,628		1,558	E	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	2,470	1,284	10.67	52.00	3.07	(D) 3,560	2,470	B	1,090	39	196	3,916	226	2,696	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 Cherry St	108	1,427	742	10.19	52.00	4.41	(D) 3,560	1,427	B	2,133	39	196	3,916		1,427	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 30 (BUS 98)	Cherry St to US 98 (SR 30A)	109	822	427	10.19	52.00	4.41	(D) 1,600	822	B	778	18	88	1,760		822	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	1,579	821	10.19	52.00	4.64	(D) 3,220	1,579	C	1,641	35	177	3,542		1,579	C	Yes			25,000	33,200	35,100				2,420	3,220	3,400		
SR 75 (US 231)	SR 77 to 23rd St	111	1,783	927	10.19	52.00	3.89	(D) 3,560	1,783	B	1,777	39	196	3,916	5	1,788	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231)	23rd St to CR 389	112	3,057	1,590	10.19	52.00	5.98	(D) 3,560	3,057	C	503	39	196	3,916	20	3,077	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intrastate System.	CR 389 to Transmitter Rd	113	3,006	1,563	10.19	52.00	7.07	(C) 3,440	3,006	C	434	38	189	3,784		3,006	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231)	Transmitter Rd to CR 390	114	3,312	1,722	10.19	52.00	9.51	(C) 3,440	3,312	C	128	38	189	3,784		3,312	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intrastate System.	CR 390 to Star Ave	115	3,324	1,728	11.87	52.00	11.9	(C) 3,440	3,324	C	116	38	189	3,784	26	3,350	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intrastate System.	Star Avenue to CR 2301	116	3,502	1,821	11.87	52.00	11.9	(C) 3,440	3,502	D	(62)	38	189	3,784	37	3,539	D	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intrastate System.	CR 2301 to UB	117	1,852	963	11.87	52.00	11.9	(C) 3,440	1,852	B	1,588	38	189	3,784	19	1,871	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 75 (US 231) Segment is on the Intrastate System.	UB to CR 388	118	1,852	963	11.87	52.00	11.9	(C) 3,110	1,852	B	1,258	34	171	3,421	21	1,873	B	Yes		26,900	32,100	33,800				2,600	3,110	3,280			
SR 75 (US 231) Segment is on the Intrastate System.	CR 388 to SR 20	119	1,858	1,088	10.58	58.57	10.32	(C) 3,110	1,858	B	1,252	34	171	3,421	7	1,865	B	Yes		26,900	32,100	33,800				2,600	3,110	3,280			
SR 75 (US 231) Segment is on the Intrastate System.	SR 20 to Jackson Co Ln	120	1,133	768	11.95	67.77	10.76	(C) 4,400	1,133	B	3,267	48	242	4,840	52	1,185	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	3,006	1,563	10.19	52.00	4.76	(D) 3,220	3,006	D	214	35	177	3,542		3,006	D	Yes			25,000	33,200	35,100				2,420	3,220	3,400		
SR 77	Baldwin Rd to CR 390/SR 390	122	2,796	1,703	9.34	60.92	3.6	(D) 3,220	2,796	D	424	35	177	3,542		2,796	D	Yes			25,000	33,200	35,100				2,420	3,220	3,400		
SR 77	CR 390/SR 390 to 4th St	123	3,108	1,616	10.19	52.00	4.76	(D) 3,560	3,108	C	452	39	196	3,916		3,108	C	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 77	4th St to CR 2321	124	2,339	1,216	10.19	52.00	4.76	(D) 3,560	2,339	B	1,221	39	196	3,916	13	2,352	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 77	CR2321 to CR 2300	125	2,174	1,130	9.66	52.00	8.85	(D) 3,560	2,174	B	1,387	39	196	3,916	80	2,254	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 77	CR 2300 to CR 388 West	126	2,125	1,105	9.66	52.00	11.58	(C) 3,440	2,125	B	1,315	38	189	3,784	43	2,168	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 77 (Segment is on the Florida Intrastate Highway System)	CR 388 West to UB	127	1,579	821	9.66	52.00	14.3	(C) 4,660	1,579	B	3,081	51	256	5,126		1,579	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 Intrastate Highway System)	UB to SR 20	128	1,579	821	9.66	52.00	14.30	(C) 4,400	1,579	B	2,821	48	242	4,840	493	2,072	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	908	472	9.66	52.00	11.58	(C) 4,400	908	B	3,492	48	242	4,840		908	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 #	2018 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
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	9,200		B	7,300	182	908	18,150		9,200	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	14,100		B	21,400	391	1,953	39,050		14,100	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	14,500		B	17,600	353	1,766	35,310		14,500	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	9,200		B	22,900	353	1,766	35,310		9,200	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 31,500 35,000	31,333	C	5,367	404	2,019	40,370		31,333	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	1616 5211	32,500 33,500	33,000	D	200	365	1,826	36,520		33,000	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	16,300 21,500	18,900	B	17,800	404	2,019	40,370		18,900	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	20,500 16,900	18,700	F	(3,500)	167	836	16,720		18,700	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	24,000		F	(7,500)	182	908	18,150		24,000	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	16,300 21,000	18,650	F	(2,150)	182	908	18,150		18,650	F	No
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	20,000 17,000	18,500	F	(2,000)	182	908	18,150		18,500	F	No
SR 391 (Airport Rd)																						
SR 391 Airport Rd	23rd Street to St. Andrews Blvd	142	Urban Collector	2	Undivided	Urbanized	1	0.691	1.447	(D) 13,200	1605	3,700		B	9,500	132	660	14,520		3,700	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	750 4,500	2,625	B	10,575	132	660	14,520		2,625	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	9,300 18,700	14,000	B	22,700	367	1,835	40,370	36	14,036	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	25,500		D	7,700	332	1,660	36,520		25,500	D	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	2,400 6,000 6,900	5,100	C	9,750	149	743	16,335		5,100	C	Yes
SR 22 A	SR 22 to CR 28	147	Urban Collector	2	Undivided	Urbanized	0	1	0	(E) 14,850	5151	5,800		C	9,050	149	743	16,335		5,800	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	17,500 14,700 11,200	14,467	C	2,033	182	908	18,150	7	14,474	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	9,200 8,100	8,650	B	7,850	182	908	18,150		8,650	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	3,800 3,300	3,550	B	11,650	167	836	16,720		3,550	B	Yes

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 segments and the level of service of the roadway segments. The Bay County Concurrency 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 concurrency purposes after for questions regarding the Bay County Concurrency Management Spreadsheet or other concurrency questions please contact the Bay County Planning Department at (850) 248-8250.

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

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2018 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2018 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	982	510	10.67	52.00	4.82	(D) 1,600	982	C	618	18	88	1,760		982	C	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	1,504	782	10.67	52.00	8.38	(C) 3,440	1,504	B	1,936	38	189	3,784		1,504	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	1,547	805	10.67	52.00	6.6	(C) 3,110	1,547	B	1,563	34	171	3,421	6	1,553	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	982	510	10.67	52.00	6.6	(C) 3,110	982	B	2,128	34	171	3,421		982	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	3,193	1,660	10.19	52.00	3.32	(D) 3,560	3,193	C	367	39	196	3,916		3,193	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	3,363	1,749	10.19	52.00	2.53	(D) 3,220	3,363	F	(143)	35	177	3,542		3,363	F	Yes			25,000	33,200	35,100				2,420	3,220	3,400		
SR 368- 23 Street	SR 77 to US 231	137	1,926	1,001	10.19	52.00	2.55	(D) 3,560	1,926	B	1,634	39	196	3,916		1,926	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	1,906	991	10.19	52.00	4.22	(D) 1,480	1,906	F	(426)	16	81	1,628		1,906	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	2,446	1,272	10.19	52.00	4.22	(D) 1,600	2,446	F	(846)	18	88	1,760		2,446	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	1,900	988	10.19	52.00	4.22	(D) 1,600	1,900	F	(300)	18	88	1,760		1,900	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	1,885	980	10.19	52.00	4.22	(D) 1,600	1,885	F	(285)	18	88	1,760		1,885	F	No		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	377	196	10.19	52.00	3.55	(D) 1,280	377	B	903	14	70	1,408		377	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	267	139	10.19	52.00	14.56	(D) 1,280	267	B	1,013	14	70	1,408		267	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	1,494	777	10.67	52.00	2.07	(D) 3,560	1,494	B	2,066	39	196	3,916		1,494	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	2,721	1,415	10.67	52.00	2.07	(D) 3,220	2,721	D	499	35	177	3,542		2,721	D	Yes			25,000	33,200	35,100				2,420	3,220	3,400		
SR 22A																															
SR 22 A	Bus.98 to SR 22	146	520	270	10.19	52.00	10.88	(E) 1,440	520	B	920	16	79	1,584		520	B	Yes			8,640	13,860	14,850				837	1,350	1,440		
SR 22 A	SR 22 to CR 28	147	591	307	10.19	52.00	10.88	(E) 1,440	591	B	849	16	79	1,584		591	B	Yes			8,640	13,860	14,850				837	1,350	1,440		
SR 389 (East Ave)																															
East Avenue	US231 to 15th St.	148	1,474	767	10.19	52.00	5.79	(D) 1,600	1,474	C	126	18	88	1,760	17	1,491	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
East Avenue	15th St to Bus 98	149	881	458	10.19	52.00	5.79	(D) 1,600	881	B	719	18	88	1,760		881	B	Yes		9,600	15,400	16,500				930	1,500	1,600			
East Avenue	Watson St to Bus 98	150	362	188	10.19	52.00	5.79	(D) 1,480	362	C	1,118	16	81	1,628		362	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 roadw 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 Concurrency Management Spreadsheet or other c

The Concurrency Management System spreadsheet will be updated on the Bay County w