

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	SEC. LTH	SIG/ MILE	LOS (STD) MAX VOL	COUNT STA #	2010 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	3,000		B	11,100	155	776	15,510		3,000	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	192f	1,879		B	12,221	155	776	15,510	39	1,918	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	3,300		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	11,500		C	5,000	182	908	18,150		11,500	C	Yes
SR 22	Transmitter Rd to Tyndall Pkwy	76	Minor Arterial	2	Undivided	Urbanized	2	1	2.0	(D) 15,200	5192 1601	9,900 12,100	11,000	D	15,200	167	836	16,720		11,000	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 18,000	16,000	D	500	182	908	18,150	2,099	18,099	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	7,200		B	9,300	182	908	18,150	3,115	10,315	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	4,300		B	12,200	182	908	18,150	461	4,761	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	3,900		B	10,200	155	776	15,510	2,614	6,514	B	Yes
SR 22	UB to Gulf Co Ln	81	Minor Arterial	2	Undivided	Trans.	0	6.2	0	(C) 14,100	260	3,900		B	10,200	155	776	15,510	461	4,361	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	17,500		B	46,800	707	3,537	70,730	42	17,542	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	17,500		B	19,200	404	2,019	40,370	1,145	18,645	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	17,900		B	18,800	404	2,019	40,370	3,594	21,494	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	22,500		B	14,200	404	2,019	40,370	445	22,945	B	Yes
SR 30A (US 98)	Cobb Rd to SR 79 (8-lane starts/ends at Summer breeze)	86	Principal Arterial	6	Divided	Urbanized	1	0.95	1.053	(D) 55,300	276	31,000		B	24,300	608	3,042	60,830		31,000	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	38,000		B	17,300	608	3,042	60,830		38,000	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	44,000		F	(7,300)	404	2,019	40,370	54	44,054	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	36,500		D	200	404	2,019	40,370	86	36,586	D	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	47,500		C	7,800	608	3,042	60,830		47,500	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	60,000 50,000	55,000	D	300	608	3,042	60,830		55,000	D	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	39,000		F	(2,300)	404	2,019	40,370		39,000	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	32,500 31,000	31,750	C	4,950	404	2,019	40,370		31,750	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	32,000 34,000 32,500	32,833	D	367	365	1,826	36,520		32,833	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	24,000		B	12,700	404	2,019	40,370		24,000	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	29,000		B	7,700	404	2,019	40,370	561	29,561	C	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	34,500 39,000	36,750	F	(50)	404	2,019	40,370		36,750	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	33,500		C	3,200	404	2,019	40,370		33,500	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	23,000 28,000	25,500	B	11,200	404	2,019	40,370		25,500	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	22,000		B	14,700	404	2,019	40,370		22,000	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	6,900		B	7,200	155	776	15,510		6,900	B	Yes

BAY COUNTY CONCURRENCY M.

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2010 PEAK HOUR VOLUME	PEAK DIRECTION	K100' Factor	D100' Factor	T' Factor	LOS (STD) MAX PEAK VOL	2010 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	187	111	9.95	59.38	11.42	(C) 1,370	187	B	1,183	15	75	1,507	4	191	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	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	1,172	609	10.19	52.00	6.17	(D) 1,600	1,172	C	428	18	88	1,760		1,172	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 22	Transmitter Rd to Tyndall Pkwy	76	1,121	583	10.19	52.00	6.17	(D) 1,480	1,121	D	359	16	81	1,628		1,121	D	Yes			10,500	15,200	16,200				1,020	1,480	1,570		
SR 22	Tyndall Pkwy to Star Ave	77	1,630	848	10.19	52.00	6.17	(D) 1,600	1,630	F	(30)	18	88	1,760	211	1,841	F	No		9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used by Co.)	Star Ave to CR 2297	78	734	382	10.19	52.00	6.56	(D) 1,600	734	B	866	18	88	1,760	313	1,047	C	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used by Co.)	CR 2297 to UB	79	415	216	9.66	52.00	6.17	(D) 1,600	415	B	1,185	18	88	1,760	15	430	B	Yes		9,600	15,400	16,500				930	1,500	1,600			
SR 22 (used in State CMS)	Star Ave to UB	80	377	196	9.66	52.00	6.17	(C) 1,370	377	B	993	15	75	1,507		180	B	Yes		8,900	14,100	15,200		180	400	1,130	1,590	2,180			
SR 22	UB to Gulf Co Ln	81	377	196	9.66	52.00	6.17	(C) 1,370	377	B	993	15	75	1,507		377	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	1,628	846	9.3	52.00	6.51	(D) 6,040	1,628	B	4,413	66	332	6,644	12	1,639	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	1,628	846	9.3	52.00	6.51	(D) 3,560	1,628	B	1,933	39	196	3,916	155	1,783	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	1,665	866	9.3	52.00	6.92	(D) 3,560	1,665	B	1,895	39	196	3,916	570	2,235	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Wisteria Ln to Cobb Rd	85	2,093	1,088	9.3	52.00	6.34	(D) 3,560	2,093	B	1,468	39	196	3,916	35	2,127	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 starts/ends at Summer Breeze)	86	2,883	1,499	9.3	52.00	6.34	(D) 5,360	2,883	B	2,477	59	295	5,896		2,883	B	Yes		45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	SR 79 to Mandy Ln	87	3,534	1,838	9.3	52.00	5.59	(D) 5,360	3,534	B	1,826	59	295	5,896		3,534	B	Yes		45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	Mandy Ln to Beckrich Rd	88	4,092	2,128	9.3	52.00	6.34	(D) 3,560	4,092	F	(532)	39	196	3,916	107	4,199	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	3,395	1,765	9.3	52.00	6.34	(D) 3,560	3,395	C	166	39	196	3,916	41	3,436	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	5,068	2,635	10.67	52.00	3.87	(D) 5,360	5,068	C	292	59	295	5,896	(36)	5,032	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	5,115	2,660	9.3	52.00	3.87	(D) 5,360	5,115	C	245	59	295	5,896	(22)	5,094	C	Yes		45,000	53,700	55,300				4,370	5,200	5,360			
SR 30A (US 98)	23rd St to Beck Ave	92	3,627	1,886	9.3	52.00	3.87	(D) 3,560	3,627	F	(67)	39	196	3,916		3,627	F	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	Beck Ave to Lisenby Ave	93	2,953	1,535	9.3	52.00	4.06	(D) 3,560	2,953	C	607	39	196	3,916		2,953	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	3,346	1,740	10.19	52.00	4.26	(D) 3,400	3,346	D	54	37	187	3,740		3,346	D	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	2,446	1,272	10.19	52.00	4.76	(D) 3,560	2,446	B	1,114	39	196	3,916		2,446	B	Yes		29,300	35,500	36,700				2,840	3,440	3,560			
SR 30A (US 98)	SR 77 to Transmitter Rd	96	2,955	1,537	10.19	52.00	4.47	(D) 3,560	2,955	C	605	39	196	3,916	55	3,010	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	3,745	1,947	10.19	52.00	3.48	(D) 3,560	3,745	F	(185)	39	196	3,916		3,745	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	3,414	1,775	10.19	52.00	3.48	(D) 3,560	3,414	C	146	39	196	3,916		3,414	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	2,598	1,351	10.19	52.00	4.41	(D) 3,560	2,598	B	962	39	196	3,916		2,598	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	2,242	1,166	10.19	52.00	4.92	(D) 3,560	2,242	B	1,318	39	196	3,916	657	2,899	C	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	667	347	9.66	52.00	8.65	(C) 1,370	667	B	703	15	75	1,507	657	1,324	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 #	2010 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	2,800		B	13,700	182	908	18,150	2,842	5,642	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	10,500 4,100	7,300	B	9,200	182	908	18,150	1,693	8,993	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	11,767		C	16,500	182	908	18,150		11,767	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	11,500		C	5,000	182	908	18,150		11,500	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	11,500		D	3,700	167	836	16,720		11,500	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	21,300 21,300	21,300	B	15,400	404	2,019	40,370	2,689	23,989	B	Yes
SR 30 (US 98)																						
SR 30 (BUS 98)	Sherman Ave to Chery St	108	Minor Arterial	4	Undivided	Urbanized	3	1.6	1.875	(D) 36,700	5022	15,100		B	36,700	404	2,019	40,370		15,100	B	Yes
SR 30 (BUS 98)	Chery St to US 98 (SR 30A)	109	Minor Arterial	2	Undivided	Urbanized	2	2.46	0.813	(D) 16,500	1603 5176 5178	9,800 8,400 9,100	9,100	B	7,400	182	908	18,150		9,100	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	15,300		C	17,900	365	1,826	36,520		15,300	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	17,700		B	19,000	404	2,019	40,370		17,700	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	40	30,040	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	26,500		B	9,000	391	1,953	39,050		26,500	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	27,000		B	8,500	391	1,953	39,050		27,000	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	22,500		B	13,000	391	1,953	39,050	360	22,860	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	20,200		B	15,300	391	1,953	39,050	344	20,544	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	12,200		B	23,300	391	1,953	39,050	1,266	13,466	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	13,900		B	19,900	372	1,859	37,180	145	14,045	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	99071	14,238		B	19,562	372	1,859	37,180		14,238	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	6,100 9,900 11,220	9,073	B	36,327	499	2,497	49,940	568	9,641	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	28,000		D	5,200	365	1,826	36,520		28,000	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	27,500 30,986	29,243	D	3,957	365	1,826	36,520		29,243	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	27,000	26,750	B	9,950	404	2,019	40,370		26,750	B	Yes
SR 77	4th St to CR 2321	124	Principal Arterial	4	Divided	Urbanized	1	2	0.5	(D) 36,700	4 1632	27,000 23,000	25,000	B	11,700	404	2,019	40,370	125	25,125	B	Yes
SR 77	CR2321 to CR 2300	125	Principal Arterial	4	Divided	Urbanized	0	1.4	0	(D) 36,700	3	16,700		B	20,000	404	2,019	40,370		16,700	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	16,000		B	19,500	391	1,953	39,050	215	16,215	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	14,100 10,100	12,100	B	37,500	546	2,728	54,560		12,100	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	15,300 10,500	12,900	B	32,500	499	2,497	49,940	2,825	15,725	B	Yes
SR 77	SR 20 to Washington Co	129	Principal Arterial	4	Divided	Trans.	0	0.59	0	(C) 45,400	107	8,700		B	36,700	499	2,497	49,940		8,700	B	Yes

ROAD	STATE ROAD AND SEGMENT	Road Segment ID	2010 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2010 Peak Volume	CURRENT LOS	AVAILABLE CAPACITY (project sign 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	299	155	10.67	52.00	4.58	(D) 1,600	299	B	1,301	18	88	1,760	300	599	B	Yes		9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Wisteria Lane to SR 79	103	779	405	10.67	52.00	3.07	(D) 1,600	779	B	821	18	88	1,760	267	1,046	C	Yes		9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	SR 79 to Hutchison Blvd	104	1,256	669	10.67	53.32	2.17	(D) 1,600	1,256	C	344	18	88	1,760		1,256	C	Yes		9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Hutchison Blvd to Beckrich Rd	105	1,227	638	10.67	52.00	3.07	(D) 1,600	1,227	C	373	18	88	1,760		1,227	C	Yes		9,600	15,400	16,500					930	1,500	1,600			
SR 30 (US 98A)	Beckrich Rd. to Hutchison Blvd.	106	1,227	638	10.67	52.00	3.07	(D) 1,480	1,227	D	253	16	81	1,628		1,227	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	2,273	1,182	10.67	52.00	3.07	(D) 3,560	2,273	B	1,287	39	196	3,916	226	2,498	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	1,539	800	10.19	52.00	4.41	(D) 3,560	1,539	B	2,021	39	196	3,916		1,539	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	927	482	10.19	52.00	4.41	(D) 1,600	927	B	673	18	88	1,760		927	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	1,559	811	10.19	52.00	4.64	(D) 3,220	1,559	C	1,661	35	177	3,542		1,559	C	Yes			25,000	33,200	35,100					2,420	3,220	3,400		
SR 75 (US 231)	SR 77 to 23rd St	111	1,804	938	10.19	52.00	3.89	(D) 3,560	1,804	B	1,756	39	196	3,916		1,804	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	3	3,060	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	2,700	1,404	10.19	52.00	7.07	(C) 3,440	2,700	B	740	38	189	3,784		2,700	B	Yes		29,300	35,500	36,700					2,840	3,440	3,560			
SR 75 (US 231)	Transmitter Rd to CR 390	114	2,751	1,431	10.19	52.00	9.51	(C) 3,440	2,751	B	689	38	189	3,784		2,751	B	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	2,671	1,389	11.87	52.00	11.9	(C) 3,440	2,671	B	769	38	189	3,784	26	2,697	B	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	2,398	1,247	11.87	52.00	11.9	(C) 3,440	2,398	B	1,042	38	189	3,784	37	2,435	B	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	1,448	753	11.87	52.00	11.9	(C) 3,440	1,448	B	1,992	38	189	3,784	19	1,467	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	1,650	858	11.87	52.00	11.9	(C) 3,110	1,650	B	1,460	34	171	3,421	21	1,671	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	1,506	882	10.58	58.57	10.32	(C) 3,110	1,506	B	1,604	34	171	3,421		1,506	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	1,084	735	11.95	67.77	10.76	(C) 4,400	1,084	B	3,316	48	242	4,840	52	1,136	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	2,853	1,484	10.19	52.00	4.76	(D) 3,220	2,853	D	367	35	177	3,542		2,853	D	Yes			25,000	33,200	35,100					2,420	3,220	3,400		
SR 77	Baldwin Rd to CR 390/SR 390	122	2,731	1,664	9.34	60.92	3.6	(D) 3,220	2,731	D	489	35	177	3,542		2,731	D	Yes			25,000	33,200	35,100					2,420	3,220	3,400		
SR 77	CR 390/SR 390 to 4th St	123	2,726	1,417	10.19	52.00	4.76	(D) 3,560	2,726	B	834	39	196	3,916		2,726	B	Yes		29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	4th St to CR 2321	124	2,548	1,325	10.19	52.00	4.76	(D) 3,560	2,548	B	#NAME?	39	196	3,916	13	2,561	B	Yes		29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	CR2321 to CR 2300	125	1,613	839	9.66	52.00	8.85	(D) 3,560	1,613	B	1,947	39	196	3,916	80	1,693	B	Yes		29,300	35,500	36,700					2,840	3,440	3,560			
SR 77	CR 2300 to CR 388 West	126	1,546	804	9.66	52.00	11.58	(C) 3,440	1,546	B	1,894	38	189	3,784	43	1,589	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	1,169	608	9.66	52.00	14.3	(C) 4,660	1,169	B	3,491	51	256	5,126		1,169	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	1,246	648	9.66	52.00	14.30	(C) 4,400	1,246	B	3,154	48	242	4,840	493	1,739	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	840	437	9.66	52.00	11.58	(C) 4,400	840	B	3,560	48	242	4,840		840	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 #	2010 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	7,900		B	8,600	182	908	18,150		7,900	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	8,000		B	27,500	391	1,953	39,050		8,000	B	Yes
SR 79 (Segment from SR 20 to CR 388 on the Florida Intrastate Highway System)	UB to CR 388	132	Minor Arterial	4	Divided	Trans.	0	4.27	0	(C) 32,100	118	8,400		B	23,700	353	1,766	35,310		8,400	B	Yes
SR 79 (Segment from SR 20 to CR 388 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	5,800		B	26,300	353	1,766	35,310		5,800	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	28,500 32,500 36,500	32,500	C	4,200	404	2,019	40,370		32,500	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	27,500		B	9,200	404	2,019	40,370		27,500	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	31,000 30,500 33,000	31,500	D	1,700	365	1,826	36,520		31,500	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	16,400 23,500	19,950	B	16,750	404	2,019	40,370		19,950	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	21,000 19,000	20,000	F	(4,800)	167	836	16,720		20,000	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	18,000 20,500	19,250	F	(2,750)	182	908	18,150		19,250	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	22,000 16,000	19,000	F	(2,500)	182	908	18,150		19,000	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	3,600		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	700 3,700	2,200	B	11,000	132	660	14,520		2,200	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	5,900 12,500	9,200	B	27,500	367	1,835	40,370	36	9,236	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	21,300		C	11,900	332	1,660	36,520		21,300	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	3,000 6,000 6,800	5,267	C	9,583	149	743	16,335		5,267	C	Yes
SR 22 A	SR 22 to CR 28	147	Urban Collector	2	Undivided	Urbanized	0	1	0	(E) 14,850	5151	4,800		C	10,050	149	743	16,335		4,800	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	18,500 14,000 9,800	14,100	C	2,400	182	908	18,150	30	14,130	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	8,300 7,400 6,900	7,533	B	8,967	182	908	18,150		7,533	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	4,500 2,400 1,100	2,667	B	12,533	167	836	16,720		2,667	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.
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	STATE ROAD AND SEGMENT	Road Segment ID	2010 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2010 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	843	438	10.67	52.00	4.82	(D) 1,600	843	B	757	18	88	1,760		843	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	854	444	10.67	52.00	8.38	(C) 3,440	854	B	2,586	38	189	3,784		854	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	896	466	10.67	52.00	6.6	(C) 3,110	896	B	2,214	34	171	3,421	6	902	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	619	322	10.67	52.00	6.6	(C) 3,110	619	B	2,491	34	171	3,421		619	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	3,312	1,722	10.19	52.00	3.32	(D) 3,560	3,312	C	248	39	196	3,916		3,312	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	2,802	1,457	10.19	52.00	2.82	(D) 3,560	2,802	B	758	39	196	3,916		2,802	B	Yes		29,300	35,500	36,700					2,840	3,440	3,560			
SR 368- 23 Street	Lisenby Ave to SR 77	136	3,210	1,669	10.19	52.00	2.53	(D) 3,220	3,210	E	10	35	177	3,542		3,210	E	Yes			25,000	33,200	35,100					2,420	3,220	3,400		
SR 368- 23 Street	SR 77 to US 231	137	2,033	1,057	10.19	52.00	2.55	(D) 3,560	2,033	B	1,527	39	196	3,916		2,033	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	2,038	1,060	10.19	52.00	4.22	(D) 1,480	2,038	F	(558)	16	81	1,628		2,038	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	1,962	1,020	10.19	52.00	4.22	(D) 1,600	1,962	F	(362)	18	88	1,760		1,962	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	1,936	1,007	10.19	52.00	4.22	(D) 1,600	1,936	F	(336)	18	88	1,760		1,936	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	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	224	117	10.19	52.00	14.56	(D) 1,280	224	B	1,056	14	70	1,408		224	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	982	510	10.67	52.00	2.07	(D) 3,560	982	B	2,578	39	196	3,916		982	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	2,273	1,182	10.67	52.00	2.07	(D) 3,220	2,273	C	947	35	177	3,542		2,273	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	537	279	10.19	52.00	10.88	(E) 1,440	537	B	903	16	79	1,584		537	B	Yes			8,640	13,860	14,850					837	1,350	1,440		
SR 22 A	SR 22 to CR 28	147	489	254	10.19	52.00	10.88	(E) 1,440	489	B	951	16	79	1,584		489	B	Yes			8,640	13,860	14,850					837	1,350	1,440		
SR 389 (East Ave)																																
East Avenue	US231 to 15th St.	148	1,437	747	10.19	52.00	5.79	(D) 1,600	1,437	C	163	18	88	1,760	5	1,442	C	Yes		9,600	15,400	16,500					930	1,500	1,600			
East Avenue	15th St to Bus 98	149	768	399	10.19	52.00	5.79	(D) 1,600	768	B	832	18	88	1,760		768	B	Yes		9,600	15,400	16,500					930	1,500	1,600			
East Avenue	Watson St to Bus 98	150	272	141	10.19	52.00	5.79	(D) 1,480	272	C	1,208	16	81	1,628		272	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 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 Concurrency Management Spreadsheet or other co
The Concurrency Management System spreadsheet will be updated on the Bay County web.

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 #	2010 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (Project Trips not included)	1% of capacity of adopted LOS AADT	5% of capacity of adopted LOS AADT	110% Maximum Volume of 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	5,100 5,900 6,400	5,800	B	9,050	163	817	16,335		5,800	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	10,000		D	3,680	150	752	15,048		10,000	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	10,000		C	4,850	163	817	16,335		10,000	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	8,300		C	5,380	150	752	15,048		8,300	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	5,200		B	9,650	163	817	16,335		5,200	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	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	7,000		C	6,680	150	752	15,048		7,000	C	Yes
CR 385 Frankford Ave	US98 to 23rd St.	8	Urban Collector	2	Undivided	1	1	1.00	Urbanized	(D) 14,850	5127	7,800		B	7,050	163	817	16,335		7,800	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	4,400		C	9,280	150	752	15,048		4,400	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	3,900		B	10,950	163	817	16,335		3,900	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	5,200 4,600	4,900	B	9,950	163	817	16,335		5,200	B	Yes
CR 388	SR77 to US231	12	Minor Arterial	2	Undivided	0	14.75	0.00	Trans.	(D) 13,680	237 104	1,100 1,550	1,325	B	13,680	150	752	15,048		1,325	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	5,500		B	9,350	163	817	16,335		5,500	B	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	11,000 10,000	10,500	D	3,180	150	752	15,048		10,500	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	253 279	10,400 12,500	11,450	B	21,580	363	1817	36,333	4201	15,651	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	3,000		B	11,850	163	817	16,335		3,000	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	7,500 3,200	5,350	B	9,500	163	817	16,335	179	7,679	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 2,200	1,650	B	12,030	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) 29,860	5209 5216	9,400 15,000	12,200	C	17,680	329	1643	32,868		12,200	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	9,000 7,000	8,000	B	6,850	163	817	16,335	56	8,056	B	Yes
CR 2321 (Dam Road)																						
CR 2321	US231 to Resofa Beach Rd	21	Urban Collector	2	Undivided	0	4.7	0.00	Urbanized	(D) 14,850	291 314	4,400 5,500	4,950	B	9,900	163	817	16,335		4,950	B	Yes
CR 2321	Resofa Beach Rd to SR 77	22	Urban Collector	2	Undivided	1	1.6	0.63	Urbanized	(D) 14,850	252 307	8,100 6,600	7,350	B	7,500	163	817	16,335	468	7,818	B	Yes
CR 2323 (Berthe Ave)																						
CR 2323 Berthe Ave/Bocai 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	10,200 15,000	12,600	C	2,250	163	817	16,335		12,600	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	7,800 6,300	7,050	B	7,800	163	817	16,335		7,050	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	11,000		C	3,850	163	817	16,335		11,000	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	25,000 14,200 21,000	20,067	B	12,963	363	1817	36,333	3232	23,299	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	13,000		B	20,030	363	1817	36,333	1595	14,595	B	Yes

BAY COUNTY CONCURRENCY A

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2010 PEAK HOUR VOLUME	PEAK DIRECTION	K100' Factor	D100' Factor	T Factor	LOS (STD) MAX PEAK VOL	2010 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 imposed 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	591	307	10.19	52.00	10.88	(D) 1,440	591	B	849	16	79	1584		591	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 28 (11th Street)	Lisenby Ave to Harrison Ave	2	1,019	530	10.19	52.00	10.88	(D) 1,332	1,019	D	313	15	73	1465		1,019	D	Yes	9,450	13,860	14,580					918	1,332	1,413			
CR 28 (11th Street)	Harrison Ave to SR77	3	1,019	530	10.19	52.00	10.88	(D) 1,440	1,019	C	421	16	79	1584		1,019	C	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 28 (11th Street)	SR77 to East Ave	4	846	440	10.19	52.00	10.88	(D) 1,332	846	C	486	15	73	1465		846	C	Yes	9,450	13,860	14,580					918	1,332	1,413			
CR 28 (11th Street)	East Ave to Transmitter Rd	5	530	276	10.19	52.00	10.88	(D) 1,440	530	B	910	16	79	1584		530	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 28 (11th Street)	Transmitter Rd to US98 (Tyndall 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	713	371	10.19	52.00	10.88	(D) 1,332	713	C	619	15	73	1465		713	C	Yes	9,450	13,860	14,580					918	1,332	1,413			
CR 385 Frankford Ave	US98 to 23rd St.	8	795	413	10.19	52.00	10.88	(D) 1,440	795	B	645	16	79	1584		795	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	448	233	10.19	52.00	10.88	(D) 1,332	448	C	884	15	73	1465		448	C	Yes	9,450	13,860	14,580					918	1,332	1,413			
CR 385 Frankford Ave	St. Andrews Blvd (SR 390) to Rd end	10	397	207	10.19	52.00	10.88	(D) 1,440	397	B	1,043	16	79	1584		397	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 388																															
CR 388	SR79 to SR77	11	473	246	9.66	52.00	17.98	(D) 1,440	473	B	967	16	79	1584	7	480	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 388	SR77 to US231	12	128	67	9.66	52.00	10.88	(D) 1,332	128	B	1,204	15	73	1465		128	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	587	305	10.67	52.00	10.88	(D) 1,440	587	B	853	16	79	1584		587	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 392 Thomas Dr	Front Beach Rd to Joan Ave	14	1,120	583	10.67	52.00	10.88	(D) 1,332	1,120	D	212	15	73	1465		1,120	D	Yes	9,450	13,860	14,580					918	1,332	1,413			
CR 392 Thomas Dr	Joan Ave to Thomas Dr (CR3021)	15	1,222	635	10.67	52.00	10.88	(D) 3,204	1,222	B	1,982	35	176	3524	376	1,598	B	Yes	26,370	31,950	33,030					2,554	3,094	3,204			
CR 392 Thomas Dr	Thomas Dr (CR3031) to St. Andrews St. Pk. Rd	16	320	166	10.67	52.00	10.88	(D) 1,440	320	B	1,120	16	79	1584		320	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2301																															
CR 2301	US231 to Camp Flowers Road	17	517	269	9.66	52.00	10.88	(D) 1,440	517	B	923	16	79	1584	23	540	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2301	Camp Flowers Road to CR 388	18	159	83	9.66	52.00	10.88	(D) 1,332	159	B	1,173	15	73	1465		159	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	1,243	646	10.19	52.00	10.88	(D) 2,898	1,243	C	1,655	32	159	3188		1,243	C	Yes	22,500	29,880	31,590					2,178	2,898	3,060			
CR 2312 Baldwin Rd	SR77 to CR 389	20	815	424	10.19	52.00	10.88	(D) 1,440	815	B	625	16	79	1584	7	822	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2321 (Dam Road)																															
CR 2321	US231 to Resota Beach Rd	21	478	249	9.66	52.00	10.88	(D) 1,440	478	B	962	16	79	1584		478	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2321	Resota Beach Rd to SR 77	22	782	407	9.66	52.00	10.88	(D) 1,440	782	B	658	16	79	1584	55	837	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	13,860	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	1,284	668	10.19	52.00	10.88	(D) 1,440	1,284	C	156	16	79	1584		1,284	C	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2327 Transmitter Rd	US98 to Wewa Hwy (SR 22)	26	718	374	10.19	52.00	10.88	(D) 1,440	718	B	722	16	79	1584		718	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	1,121	583	10.19	52.00	10.88	(D) 1,440	1,121	C	319	16	79	1584		1,121	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	2,141	1113	10.67	52.00	10.88	(D) 3,204	2,141	B	1,063	35	176	3524	575	2,716	C	Yes	26,370	31,950	33,030					2,554	3,094	3,204			
CR 3031 Thomas Dr.	N Lagoon Dr to Thomas Dr (CR392)	30	1,387	721	10.67	52.00	10.88	(D) 3,204	1,387	B	1,817	35	176	3524	158	1,545	B	Yes	26,370	31,950	33,030					2,554	3,094	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 #	2010 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity of adopted LOS AADT	5% of capacity of adopted LOS AADT	110% Maximum Volume of 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	7,600	6,900	B	7,950	163	817	16,335		6,900	B	Yes
CR 389	CR390 to US231	32	Urban Collector	2	Undivided	3	2.32	1.29	Urbanized	(D) 14,850	1619 1642	7,300	8,000	B	6,850	163	817	16,335		8,000	B	Yes
CR 390																						
CR 390	SR77 to CR389	33	Urban Collector	2	Undivided	1	1.35	0.74	Urbanized	(D) 14,850	5098 1634	13,000	12,750	C	2,100	163	817	16,335		12,750	C	Yes
CR 390	CR389 to CR2327	34	Minor Arterial	2	Undivided	1	1.27	0.79	Urbanized	(D) 14,500	1640	16,500		F	0	182	908	18,150	718	17,218	F	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	5160 5225	2,200	3,800	B	11,050	163	817	16,335		3,800	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	5,400		B	9,450	163	817	16,335	40	5,440	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	7,600	7,950	B	6,900	163	817	16,335	1152	9,102	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	4,600		B	10,250	163	817	16,335	497	5,097	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	8,100		C	5,580	150	752	15,048	728	8,828	C	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	2,550	B	12,300	163	817	16,335	179	3,179	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	3,700		B	11,150	163	817	16,335		3,700	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	1,600		B	13,250	163	817	16,335		1,600	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	4,900		B	5,825	118	590	11,798	1242	6,142	B	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	2,300		B	8,425	118	590	11,798	215	2,515	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	3,400		B	11,450	163	817	16,335		3,400	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	5,700		B	9,150	163	817	16,335	58	5,758	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	8,800	10,050	C	4,800	163	817	16,335	204	10,254	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	1,800		B	8,925	118	590	11,798	266	2,066	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	3,500		B	7,225	118	590	11,798	490	4,190	B	Yes
Maylan Rd.																						
Maylan Road	Front Beach Rd to Panama City Pkwy	51	Urban Collector	2	Undivided	0	0.71	0.00	Urbanized	(D) 14,850	299	2,600		B	12,250	163	817	16,335	404	3,004	B	Yes

ROAD	COUNTY/CITY ROAD AND SEGMENT	Road Segment ID	2010 PEAK HOUR VOLUME	PEAK DIRECTION	K100' Factor	D100' Factor	T Factor	LOS (STD) MAX PEAK VOL	2010 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	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 389	CR390 to US231	32	815	424	10.19	52.00	10.88	(D) 1,440	815	B	625	16	79	1584		815	B	Yes	8,640	13,860	14,850					837	1,350	1,440					
CR 390																																	
CR 390	SR77 to CR389	33	1,299	676	10.19	52.00	10.88	(D) 1,440	1,299	C	141	16	79	1584		1,299	C	Yes	8,640	13,860	14,850					837	1,350	1,440					
CR 390	CR389 to CR2327	34	1,681	874	10.19	52.00	10.88	(D) 1,600	1,681	F	(81)	18	88	1760	75	1,756	F	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	387	201	10.19	52.00	10.88 5.79	(D) 1,440	387	B	1,053	16	79	1584		387	B	Yes	8,640	13,860	14,850					837	1,350	1,440					
CR22/2337 Sherman Ave	15th St to East Ave.	37	550	286	10.19	52.00	10.88	(D) 1,440	550	B	890	16	79	1584	3	553	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	768	399	9.66	52.00	10.88	(D) 1,440	768	B	672	16	79	1584	131	899	C	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	864	449	10.67	52.00	10.88	(D) 1,332	864	C	468	15	73	1,465	98	962	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	272	141	10.67	52.00	10.88	(D) 1,440	272	B	1,168	16	79	1584	59	331	B	Yes	8,640	13,860	14,850					837	1,350	1,440					
CR 3030 N.Lagoon Dr.	Thomas Drive (CR 3031) to Finisferre Dr	42	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					
Airport Rd.																																	
Airport Road	St. Andrews Blvd to Rd. End	43	163	85	10.19	52.00	3.55	(D) 1,440	163	B	1,277	16	79	1584		163	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	523	272	10.67	52.00	10.88	(D) 1,040	523	B	517	11	57	1144	140	663	C	Yes	6,240	10,010	10,725					605	975	1,040					
Old Bicycle Rd.																																	
Old Bicycle Rd	Star Ave to Allanton Rd	45	222	116	9.66	52.00	10.88	(D) 1,040	222	B	818	11	57	1144	19	241	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	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					
Delwood Beach Rd.																																	
Delwood Beach Rd	Magnolia Beach Rd to Delwood Dr	47	608	316	10.67	52.00	10.88	(D) 1,440	608	B	832	16	79	1584		608	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	1,072	558	10.67	52.00	10.88	(D) 1,440	1,072	C	368	16	79	1584	9	1,082	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	192	100	10.67	52.00	10.88	(D) 1,040	192	B	848	11	57	1144	113	305	B	Yes	6,240	10,010	10,725					605	975	1,040					
Laird St.																																	
Laird Street	Joan Ave (308) to Thomas Dr (3031)	50	373	194	10.67	52.00	10.88	(D) 1,040	373	B	667	11	57	1144	53	426	B	Yes	6,240	10,010	10,725					605	975	1,040					
Moylan Rd.																																	
Moylan Road	Front Beach Rd to Panama City Pkwy	51	277	144	10.67	52.00	10.88	(D) 1,440	277	B	1,163	16	79	1584	36	313	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 #	2010 AADT	AVG	CURRENT LOS	AVAILABLE CAPACITY (project trips not included)	1% of capacity of adopted LOS AADT	5% of capacity of adopted LOS AADT	110% Maximum Volume of 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	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	2,300		B	12,550	163	817	16,335		2,300	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	500		B	14,350	163	817	16,335		500	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	3,100		B	11,750	163	817	16,335	1427	4,527	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	500		B	14,350	163	817	16,335		500	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	1,500		B	13,350	163	817	16,335	783	2,283	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	3,900		B	9,780	150	752	15,048		3,900	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	6,900		B	7,950	163	817	16,335		6,900	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	2,600		C	11,980	160	802	16,038		2,600	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	3,000		B	11,850	163	817	16,335		3,000	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	5,100		B	9,750	163	817	16,335		5,100	B	Yes
Cherry St (Collaway/Parker)	SR 22 A to US 98	64	Urban Collector	2	Undivided	1	0.5	2.00	Urbanized	(E) 14,580	5188	8,600		B	5,980	160	802	16,038		8,600	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	2,400		B	11,400	152	759	15,180		2,400	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	6,800		C	3,925	118	590	11,798		6,800	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	2,900		B	7,825	118	590	11,798		2,900	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	2,200		B	8,525	118	590	11,798		2,200	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	4,100 5,200	4,650	B	6,075	118	590	11,798		4,650	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 Sep
For questions regarding the Bay County Concurrence Management Spreadsheet or other concurrence questions please contact the Bay County Planning Department at (850) 248-6250.
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	2010 PEAK HOUR VOLUME	PEAK DIRECTION	"K100" Factor	"D100" Factor	"T" Factor	LOS (STD) MAX PEAK VOL	2010 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	245	128	10.67	52.00	10.88	(D) 1,440	245	B	1,195	16	79	1584		245	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	53	28	10.67	52.00	10.88	(D) 1,440	53	B	1,387	16	79	1584		53	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 (Resola Beach Rd.)																															
Resola Beach Rd (CR 2302)	CR 2321 to Edwards Rd.	56	299	156	9.66	52.00	10.88	(D) 1,440	299	B	1,141	16	79	1584	263	562	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	53	28	10.67	52.00	10.88	(D) 1,440	53	B	1,387	16	79	1584	100	153	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
CR 2297																															
CR 2297	SR 22 to Old Bicycle Rd	58	145	75	9.66	52.00	10.88	(D) 1,440	145	B	1,295	16	79	1584	1	146	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
Alf Coleman Rd.																															
Alf Coleman Rd	FBR to Hutchison Blvd	59	416	216	10.67	52.00	10.88	(D) 1,332	416	C	916	15	73	1,465		416	C	Yes	8,640	13,860	14,850					918	1,332	1,413			
Alf Coleman Rd	Hutchison Blvd to PCB Pkwy	60	736	383	10.67	52.00	10.88	(D) 1,440	736	B	704	16	79	1584		736	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	265	138	10.19	52.00	10.88	(E) 1,413	265	C	1,148	16	78	1554		265	C	Yes		9,450	13,680	14,580					918	1,332	1,413		
School Ave (Springfield)	CR 28 to US 98	62	306	159	10.19	52.00	10.88	(E) 1,440	306	B	1,134	16	79	1584		306	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	520	270	10.19	52.00	10.88	(E) 1,440	520	B	920	16	79	1584		520	B	Yes	8,640	13,860	14,850					837	1,350	1,440			
Cherry St (Calloway/Parker)	SR 22 A to US 98	64	876	456	10.19	52.00	10.88	(E) 1,413	876	C	537	16	78	1554		876	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 Belts Rd	66	232	121	9.66	52.00	10.88	(D) 1,350	232	B	1,118	15	74	1,485		232	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	693	360	10.19	52.00	10.88	(D) 1,040	693	C	347	11	57	1144		693	C	Yes	6,240	10,010	10,725					605	975	1,040			
Hickory St. (Parker)																															
Hickory St. (Parker)	SR 22A to US 98	68	296	154	10.19	52.00	10.88	(D) 1,040	296	B	744	11	57	1144		296	B	Yes	6,240	10,010	10,725					605	975	1,040			
12th St.																															
E. 12th Street	CR 389 to Harvard Blvd.	69	224	117	10.19	52.00	10.88	(D) 1,040	224	B	816	11	57	1144		224	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	474	246	10.19	52.00	10.88	(D) 1,040	474	B	566	11	57	1144		474	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. In 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