

**TABLE 4 - 1
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
URBANIZED AREAS***

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi. apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	2,200	7,600	15,000	21,300	27,100	4	23,800	39,600	55,200	67,100	74,600
4 Divided	20,400	33,000	47,800	61,800	70,200	6	36,900	61,100	85,300	103,600	115,300
6 Divided	30,500	49,500	71,600	92,700	105,400	8	49,900	82,700	115,300	140,200	156,000
Level of Service						Level of Service					
2 Undivided	**	4,200	13,800	16,400	16,900	10	63,000	104,200	145,500	176,900	196,400
4 Divided	4,800	29,300	34,700	35,700	***	12	75,900	125,800	175,500	213,500	237,100
6 Divided	7,300	44,700	52,100	53,500	***	Interchange spacing < 2 mi. apart					
8 Divided	9,400	58,000	66,100	67,800	***	Level of Service					
Level of Service						Lanes	A	B	C	D	E
2 Undivided	**	1,900	11,200	15,400	16,300	4	22,000	36,000	52,000	67,200	76,500
4 Divided	**	4,100	26,000	32,700	34,500	6	34,800	56,500	81,700	105,800	120,200
6 Divided	**	6,500	40,300	49,200	51,800	8	47,500	77,000	111,400	144,300	163,900
8 Divided	**	8,500	53,300	63,800	67,000	10	60,200	97,500	141,200	182,600	207,600
Level of Service						12	72,900	118,100	170,900	221,100	251,200
2 Undivided	**	**	5,300	12,600	15,500	BICYCLE MODE					
4 Divided	**	**	12,400	28,900	32,800	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
6 Divided	**	**	19,500	44,700	49,300	Paved Shoulder/ Bicycle Lane					
8 Divided	**	**	25,800	58,700	63,800	Coverage	A	B	C	D	E
Level of Service						0-49%	**	**	3,200	13,800	>13,800
2 Undivided	**	**	5,200	13,700	15,000	50-84%	**	2,500	4,100	>4,100	***
4 Divided	**	**	12,300	30,300	31,700	85-100%	3,100	7,200	>7,200	***	***
6 Divided	**	**	19,100	45,800	47,600	PEDESTRIAN MODE					
8 Divided	**	**	25,900	59,900	62,200	(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Level of Service						Level of Service					
2 Undivided	**	**	5,200	13,700	15,000	Sidewalk Coverage	A	B	C	D	E
4 Divided	**	**	12,300	30,300	31,700	0-49%	**	**	**	6,400	15,500
6 Divided	**	**	19,100	45,800	47,600	50-84%	**	**	**	9,900	19,000
8 Divided	**	**	25,900	59,900	62,200	85-100%	**	2,200	11,300	>11,300	***
Level of Service						BUS MODE (Scheduled Fixed Route)					
2 Undivided	**	**	9,100	14,600	15,600	Level of Service (Buses per hour)					
4 Divided	**	**	21,400	31,100	32,900	(Note: Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.)					
6 Divided	**	**	33,400	46,800	49,300	Level of Service					
Level of Service						Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	9,100	14,600	15,600	0-84%	**	>5	≥4	≥3	≥2
4 Divided	**	**	21,400	31,100	32,900	85-100%	>6	>4	≥3	≥2	≥1
6 Divided	**	**	33,400	46,800	49,300	ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Level of Service						(alter corresponding volume by the indicated percent)					
2 Undivided	**	**	9,100	14,600	15,600	Lanes	Median	Left Turn Lanes	Adjustment Factors		
4 Divided	**	**	21,400	31,100	32,900	2	Divided	Yes	+5%		
6 Divided	**	**	33,400	46,800	49,300	2	Undivided	No	-20%		
Level of Service						Multi	Undivided	Yes	-5%		
2 Undivided	**	**	4,800	10,000	12,600	Multi	Undivided	No	-25%		
4 Divided	**	**	11,100	21,700	25,200	ONE-WAY FACILITIES					
Level of Service						Multiply the corresponding two-directional volumes in this table by 0.6.					
2 Undivided	**	**	4,800	10,000	12,600	Source: Florida Department of Transportation 05/17/07					
4 Divided	**	**	11,100	21,700	25,200	Systems Planning Office					
Level of Service						605 Suwannee Street, MS 19					
2 Undivided	**	**	4,800	10,000	12,600	Tallahassee, FL 32399-0450					
4 Divided	**	**	11,100	21,700	25,200	http://www.dot.state.fl.us/planning/systems/sm/los/default.htm					

* Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 2

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
AREAS TRANSITIONING INTO URBANIZED AREAS OR
AREAS OVER 5,000 NOT IN URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS																																																																																																																																																																																				
<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>2,400</td> <td>8,000</td> <td>14,900</td> <td>21,100</td> <td>26,700</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>18,600</td> <td>30,200</td> <td>43,600</td> <td>56,500</td> <td>64,200</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>27,900</td> <td>45,200</td> <td>65,500</td> <td>84,700</td> <td>96,200</td> </tr> </tbody> </table>								Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	2,400	8,000	14,900	21,100	26,700	4	Divided	18,600	30,200	43,600	56,500	64,200	6	Divided	27,900	45,200	65,500	84,700	96,200	<table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td></td> <td>23,500</td> <td>38,700</td> <td>52,500</td> <td>62,200</td> <td>69,100</td> </tr> <tr> <td>6</td> <td></td> <td>36,400</td> <td>59,800</td> <td>81,100</td> <td>96,000</td> <td>106,700</td> </tr> <tr> <td>8</td> <td></td> <td>49,100</td> <td>80,900</td> <td>109,600</td> <td>129,800</td> <td>144,400</td> </tr> <tr> <td>10</td> <td></td> <td>61,800</td> <td>101,800</td> <td>138,400</td> <td>163,800</td> <td>182,000</td> </tr> </tbody> </table>								Level of Service					Lanes		A	B	C	D	E	4		23,500	38,700	52,500	62,200	69,100	6		36,400	59,800	81,100	96,000	106,700	8		49,100	80,900	109,600	129,800	144,400	10		61,800	101,800	138,400	163,800	182,000																																																																																																		
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	2,400	8,000	14,900	21,100	26,700																																																																																																																																																																																				
4	Divided	18,600	30,200	43,600	56,500	64,200																																																																																																																																																																																				
6	Divided	27,900	45,200	65,500	84,700	96,200																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
Lanes		A	B	C	D	E																																																																																																																																																																																				
4		23,500	38,700	52,500	62,200	69,100																																																																																																																																																																																				
6		36,400	59,800	81,100	96,000	106,700																																																																																																																																																																																				
8		49,100	80,900	109,600	129,800	144,400																																																																																																																																																																																				
10		61,800	101,800	138,400	163,800	182,000																																																																																																																																																																																				
<p>STATE TWO-WAY ARTERIALS Class I (>0.00 to 1.99 signalized intersections per mile)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>4,000</td> <td>13,100</td> <td>15,500</td> <td>16,300</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>4,600</td> <td>27,900</td> <td>32,800</td> <td>34,200</td> <td>***</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>6,900</td> <td>42,800</td> <td>49,300</td> <td>51,400</td> <td>***</td> </tr> </tbody> </table> <p>Class II (2.00 to 4.50 signalized intersections per mile)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>**</td> <td>10,500</td> <td>14,500</td> <td>15,300</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>3,700</td> <td>24,400</td> <td>30,600</td> <td>32,200</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>**</td> <td>6,000</td> <td>38,000</td> <td>46,100</td> <td>48,400</td> </tr> </tbody> </table> <p>Class III (more than 4.5 signalized intersections per mile)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>**</td> <td>5,000</td> <td>11,800</td> <td>14,600</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>**</td> <td>11,700</td> <td>27,200</td> <td>30,800</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>**</td> <td>**</td> <td>18,400</td> <td>42,100</td> <td>46,300</td> </tr> </tbody> </table>								Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	**	4,000	13,100	15,500	16,300	4	Divided	4,600	27,900	32,800	34,200	***	6	Divided	6,900	42,800	49,300	51,400	***			Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	**	**	10,500	14,500	15,300	4	Divided	**	3,700	24,400	30,600	32,200	6	Divided	**	6,000	38,000	46,100	48,400			Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	**	**	5,000	11,800	14,600	4	Divided	**	**	11,700	27,200	30,800	6	Divided	**	**	18,400	42,100	46,300	<p>BICYCLE MODE</p> <p>(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Paved Shoulder/ Bicycle Lane Coverage</th> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>1,900</td> <td>3,300</td> <td>13,600</td> <td>>13,600</td> <td></td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>2,500</td> <td>4,000</td> <td>>4,000</td> <td>***</td> <td>***</td> </tr> <tr> <td>85-100%</td> <td></td> <td>3,200</td> <td>7,100</td> <td>>7,100</td> <td>***</td> <td>***</td> </tr> </tbody> </table> <p>PEDESTRIAN MODE</p> <p>(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>% Sidewalk Coverage</th> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>**</td> <td>6,300</td> <td>15,400</td> <td></td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>**</td> <td>**</td> <td>9,800</td> <td>18,800</td> <td></td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>2,200</td> <td>11,200</td> <td>>11,200</td> <td>***</td> <td>***</td> </tr> </tbody> </table>								Level of Service					Paved Shoulder/ Bicycle Lane Coverage		A	B	C	D	E	0-49%	**	1,900	3,300	13,600	>13,600		50-84%	**	2,500	4,000	>4,000	***	***	85-100%		3,200	7,100	>7,100	***	***			Level of Service					% Sidewalk Coverage		A	B	C	D	E	0-49%	**	**	**	6,300	15,400		50-84%	**	**	**	9,800	18,800		85-100%	**	2,200	11,200	>11,200	***	***
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	**	4,000	13,100	15,500	16,300																																																																																																																																																																																				
4	Divided	4,600	27,900	32,800	34,200	***																																																																																																																																																																																				
6	Divided	6,900	42,800	49,300	51,400	***																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	**	**	10,500	14,500	15,300																																																																																																																																																																																				
4	Divided	**	3,700	24,400	30,600	32,200																																																																																																																																																																																				
6	Divided	**	6,000	38,000	46,100	48,400																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	**	**	5,000	11,800	14,600																																																																																																																																																																																				
4	Divided	**	**	11,700	27,200	30,800																																																																																																																																																																																				
6	Divided	**	**	18,400	42,100	46,300																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
Paved Shoulder/ Bicycle Lane Coverage		A	B	C	D	E																																																																																																																																																																																				
0-49%	**	1,900	3,300	13,600	>13,600																																																																																																																																																																																					
50-84%	**	2,500	4,000	>4,000	***	***																																																																																																																																																																																				
85-100%		3,200	7,100	>7,100	***	***																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
% Sidewalk Coverage		A	B	C	D	E																																																																																																																																																																																				
0-49%	**	**	**	6,300	15,400																																																																																																																																																																																					
50-84%	**	**	**	9,800	18,800																																																																																																																																																																																					
85-100%	**	2,200	11,200	>11,200	***	***																																																																																																																																																																																				
<p>NON-STATE ROADWAYS Major City/County Roadways</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>**</td> <td>7,000</td> <td>13,600</td> <td>14,600</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>**</td> <td>16,400</td> <td>29,300</td> <td>30,900</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>**</td> <td>**</td> <td>25,700</td> <td>44,100</td> <td>46,400</td> </tr> </tbody> </table> <p>Other Signalized Roadways (signalized intersection analysis)</p> <table border="1"> <thead> <tr> <th colspan="2"></th> <th colspan="5">Level of Service</th> </tr> <tr> <th>Lanes</th> <th>Divided</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>**</td> <td>4,400</td> <td>9,400</td> <td>12,000</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>**</td> <td>10,300</td> <td>20,200</td> <td>24,000</td> </tr> </tbody> </table>								Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	**	**	7,000	13,600	14,600	4	Divided	**	**	16,400	29,300	30,900	6	Divided	**	**	25,700	44,100	46,400			Level of Service					Lanes	Divided	A	B	C	D	E	2	Undivided	**	**	4,400	9,400	12,000	4	Divided	**	**	10,300	20,200	24,000	<p>ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS (alter corresponding volume by the indicated percent)</p> <table border="1"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Left Turn Lanes</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>+5%</td> </tr> <tr> <td>2</td> <td>Undivided</td> <td>No</td> <td>-20%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>-25%</td> </tr> </tbody> </table> <p>ONE-WAY FACILITIES</p> <p>Multiply the corresponding two-directional volumes in this table by 0.6.</p>						Lanes	Median	Left Turn Lanes	Adjustment Factors	2	Divided	Yes	+5%	2	Undivided	No	-20%	Multi	Undivided	Yes	-5%	Multi	Undivided	No	-25%																																																																																												
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	**	**	7,000	13,600	14,600																																																																																																																																																																																				
4	Divided	**	**	16,400	29,300	30,900																																																																																																																																																																																				
6	Divided	**	**	25,700	44,100	46,400																																																																																																																																																																																				
		Level of Service																																																																																																																																																																																								
Lanes	Divided	A	B	C	D	E																																																																																																																																																																																				
2	Undivided	**	**	4,400	9,400	12,000																																																																																																																																																																																				
4	Divided	**	**	10,300	20,200	24,000																																																																																																																																																																																				
Lanes	Median	Left Turn Lanes	Adjustment Factors																																																																																																																																																																																							
2	Divided	Yes	+5%																																																																																																																																																																																							
2	Undivided	No	-20%																																																																																																																																																																																							
Multi	Undivided	Yes	-5%																																																																																																																																																																																							
Multi	Undivided	No	-25%																																																																																																																																																																																							
<p>Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm</p>						<p>05/17/07</p>																																																																																																																																																																																				

*Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 3
GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S
RURAL UNDEVELOPED AREAS AND CITIES OR
DEVELOPED AREAS LESS THAN 5,000 POPULATION*

RURAL UNDEVELOPED AREAS						CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000					
FREEWAYS						FREEWAYS					
Level of Service						Level of Service					
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
4	21,300	35,300	47,900	56,600	63,000	4	21,300	35,300	47,900	56,600	63,000
6	33,100	54,300	73,900	87,400	97,200	6	33,100	54,300	73,900	87,400	97,200
8	44,700	73,600	100,000	118,400	131,400	8	44,700	73,600	100,000	118,400	131,400
UNINTERRUPTED FLOW HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes Divided	A	B	C	D	E
2 Undivided	2,400	4,400	7,900	13,700	27,500	2 Undivided	3,100	8,700	15,300	21,000	26,400
4 Divided	17,500	28,600	40,800	52,400	58,300	4 Divided	17,800	28,900	41,800	54,100	61,500
6 Divided	26,200	42,800	61,200	78,600	87,400	6 Divided	26,800	43,300	62,700	81,200	92,200
PASSING LANE ADJUSTMENTS (alter corresponding two-lane LOS A-D volumes indicated percent)						INTERRUPTED FLOW ARTERIALS					
Level of Service						Level of Service					
Passing Lane Spacing					Adjustment Factors	Lanes Divided	A	B	C	D	E
5 mi.					+25%	2 Undivided	**	2,200	11,000	13,900	14,900
10 mi.					+10%	4 Divided	**	5,300	25,500	29,400	31,200
						6 Divided	**	8,400	39,400	44,200	46,800
ISOLATED SIGNALIZED INTERSECTIONS						NON-STATE SIGNALIZED ROADWAYS (signalized intersection analysis)					
Level of Service						Level of Service					
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
2	**	1,900	8,000	10,700	12,100	2	**	**	1,900	7,600	10,100
4	**	2,900	17,400	23,000	25,200	BICYCLE MODE					
6	**	4,500	27,100	35,500	43,100	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 45 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
BICYCLE MODE						PEDESTRIAN MODE					
(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)					
Level of Service						Level of Service					
Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
0-49%	**	**	**	**	6,200	0-49%	**	**	**	4,400	14,200
50-84%	**	**	**	**	17,600	50-84%	**	**	**	8,000	18,000
85-100%	**	**	3,900	>3,900	***	85-100%	**	**	9,400	>9,400	***
05/17/07						ARTERIAL/ (NON-STATE ROADWAY ADJUSTMENTS					
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450						(alter corresponding volume by the indicated percent)					
http://www.dot.state.fl.us/planning/systems/sm/los/default.htm						Lanes	Median	Left Turn Lanes	Adjustment Factors		
						2	Divided	Yes	+5%		
						2	Undivided	No	-20%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<p>* Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.</p> <p>**Cannot be achieved using table input value defaults.</p> <p>***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</p>											

TABLE 4 - 4
GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi. apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	210	730	1,450	2,060	2,620	4	2,310	3,840	5,350	6,510	7,240
4 Divided	1,940	3,140	4,540	5,870	6,670	6	3,580	5,930	8,270	10,050	11,180
6 Divided	2,900	4,700	6,800	8,810	10,010	8	4,840	8,020	11,180	13,600	15,130
STATE TWO-WAY ARTERIALS						Interchange spacing < 2 mi. apart					
Class I (>0.00 to 1.99 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	**	400	1,310	1,560	1,610	4	2,050	3,350	4,840	6,250	7,110
4 Divided	460	2,780	3,300	3,390	***	6	3,240	5,250	7,600	9,840	11,180
6 Divided	700	4,240	4,950	5,080	***	8	4,420	7,160	10,360	13,420	15,240
8 Divided	890	5,510	6,280	6,440	***	10	5,600	9,070	13,130	16,980	19,310
Class II (2.00 to 4.50 signalized intersections per mile)						Level of Service					
Lanes Divided	A	B	C	D	E	12	6,780	10,980	15,890	20,560	23,360
2 Undivided	**	180	1,070	1,460	1,550	BICYCLE MODE					
4 Divided	**	390	2,470	3,110	3,270	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
6 Divided	**	620	3,830	4,680	4,920	Paved Shoulder					
8 Divided	**	800	5,060	6,060	6,360	Bicycle Lane					
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						Coverage					
Lanes Divided	A	B	C	D	E	0-49%	**	**	310	1,310	>1,310
2 Undivided	**	**	500	1,200	1,470	50-84%	**	240	390	>390	***
4 Divided	**	**	1,180	2,750	3,120	85-100%	300	680	>680	***	***
6 Divided	**	**	1,850	4,240	4,690	PEDESTRIAN MODE					
8 Divided	**	**	2,450	5,580	6,060	(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						Level of Service					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	490	1,310	1,420	0-49%	**	**	**	600	1,480
4 Divided	**	**	1,170	2,880	3,010	50-84%	**	**	**	940	1,800
6 Divided	**	**	1,810	4,350	4,520	85-100%	**	210	1,080	>1,080	***
8 Divided	**	**	2,460	5,690	5,910	BUS MODE (Scheduled Fixed Route)					
NON-STATE ROADWAYS						(Buses per hour)					
Major City/County Roadways						(Note: Buses per hour shown are only for the peak hour in the single direction of higher traffic flow.)					
Lanes Divided	A	B	C	D	E	Level of Service					
2 Undivided	**	**	870	1,390	1,480	Sidewalk Coverage	A	B	C	D	E
4 Divided	**	**	2,030	2,950	3,120	0-84%	**	>5	≥4	≥3	≥2
6 Divided	**	**	3,170	4,450	4,690	85-100%	>6	>4	≥3	≥2	≥1
Other Signalized Roadways (signalized intersection analysis)						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Level of Service						(alter corresponding volume by the indicated percent)					
Lanes Divided	A	B	C	D	E	Lanes	Median	Left Turns Lanes	Adjustment Factors		
2 Undivided	**	**	450	950	1,200	2	Divided	Yes	+5%		
4 Divided	**	**	1,050	2,070	2,400	2	Undivided	No	-20%		
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
						ONE-WAY FACILITIES					
						Multiply the corresponding two-directional volumes in this table by 0.6.					

*Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

**Cannot be achieved using table input value defaults.

***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 5

GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
AREAS TRANSITIONING INTO URBANIZED AREAS OR
AREAS OVER 5,000 NOT IN URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
2 Undivided	230	770	1,440	2,040	2,580	4	2,350	3,870	5,250	6,220	6,910
4 Divided	1,790	2,900	4,190	5,420	6,160	6	3,640	5,980	8,110	9,600	10,670
6 Divided	2,680	4,340	6,280	8,130	9,240	8	4,910	8,090	10,960	12,980	14,440
						10	6,180	10,180	13,840	16,380	18,200
STATE TWO-WAY ARTERIALS						BICYCLE MODE					
Class I (>0.00 to 1.99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Paved Shoulder Bicycle Lane Coverage	A	B	C	D	E
2 Undivided	**	390	1,260	1,490	1,560	0-49%	**	180	310	1,310	>1,310
4 Divided	440	2,680	3,150	3,290	***	50-84%	**	240	390	>390	***
6 Divided	670	4,110	4,730	4,930	***	85-100%	310	680	>680	***	***
Class II (2.00 to 4.50 signalized intersections per mile)						PEDESTRIAN MODE					
Level of Service						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
2 Undivided	**	**	1,010	1,390	1,470	0-49%	**	**	**	600	1,480
4 Divided	**	360	2,340	2,940	3,090	50-84%	**	**	**	940	1,800
6 Divided	**	580	3,640	4,420	4,650	85-100%	**	210	1,080	>1,080	***
Class III (more than 4.5 signalized intersections per mile)						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Level of Service						(alter corresponding volume by the indicated percent)					
Lanes Divided	A	B	C	D	E	Lanes	Median	Left Turn Lanes	Adjustment Factors		
2 Undivided	**	**	480	1,130	1,400	2	Divided	Yes	+5%		
4 Divided	**	**	1,130	2,610	2,960	2	Undivided	No	-20%		
6 Divided	**	**	1,770	4,040	4,450	Multi	Undivided	Yes	-5%		
NON-STATE ROADWAYS						ONE-WAY FACILITIES					
Major City/County Roadways						Multiply the corresponding two-directional volumes in this table by 0.6.					
Level of Service											
Lanes Divided	A	B	C	D	E						
2 Undivided	**	**	670	1,300	1,400						
4 Divided	**	**	1,570	2,810	2,970						
6 Divided	**	**	2,470	4,230	4,460						
Other Signalized Roadways (signalized intersection analysis)											
Level of Service											
Lanes Divided	A	B	C	D	E						
2 Undivided	**	**	430	900	1,150						
4 Divided	**	**	990	1,940	2,300						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm											

*Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.
**Cannot be achieved using table input value defaults.
***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.

TABLE 4 - 6
GENERALIZED PEAK HOUR TWO-WAY VOLUMES FOR FLORIDA'S
RURAL UNDEVELOPED AREAS AND CITIES OR
DEVELOPED AREAS LESS THAN 5,000 POPULATION*

RURAL UNDEVELOPED AREAS						CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000					
FREEWAYS						FREEWAYS					
Level of Service						Level of Service					
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E
4	2,200	3,670	4,980	5,890	6,550	4	2,220	3,670	4,980	5,890	6,550
6	3,440	5,650	7,690	9,090	10,110	6	3,440	5,650	7,690	9,090	10,110
8	4,650	7,650	10,400	12,310	13,670	8	4,650	7,650	10,400	12,310	13,670
UNINTERRUPTED FLOW HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes Divided	A	B	C	D	E
2 Undivided	230	430	770	1,340	2,690	2 Undivided	300	840	1,480	2,030	2,560
4 Divided	1,710	2,800	4,000	5,140	5,710	4 Divided	1,730	2,800	4,060	5,250	5,960
6 Divided	2,570	4,200	6,000	7,710	8,560	6 Divided	2,600	4,200	6,080	7,870	8,940
INTERRUPTED FLOW HIGHWAYS						INTERRUPTED FLOW ARTERIALS					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes Divided	A	B	C	D	E
2 Undivided	**	210	1,070	1,350	1,450	2 Undivided	**	210	1,070	1,350	1,450
4 Divided	**	520	2,470	2,850	3,020	4 Divided	**	520	2,470	2,850	3,020
6 Divided	**	810	3,820	4,290	4,540	6 Divided	**	810	3,820	4,290	4,540
PASSING LANE ADJUSTMENTS						NON-STATE SIGNALIZED ROADWAYS					
(alter corresponding two-lane LOS A-D volumes indicated percent)						(signalized intersection analysis)					
Level of Service						Level of Service					
Passing Lane Spacing			Adjustment Factors			Lanes	A	B	C	D	E
5 mi.			+25%			2	**	**	180	740	980
10 mi.			+10%								
ISOLATED SIGNALIZED INTERSECTIONS						BICYCLE MODE					
Level of Service						Level of Service					
Lanes	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
2	**	180	780	1,050	1,190	0-49%	**	**	270	670	>670
4	**	290	1,700	2,250	2,470	50-84%	**	200	340	>340	***
6	**	440	2,660	3,480	4,220	85-100%	280	390	>390	***	***
BICYCLE MODE						PEDESTRIAN MODE					
(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)					
Level of Service						Level of Service					
Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
0-49%	**	**	**	**	610	0-49%	**	**	**	430	1,370
50-84%	**	**	**	**	1,720	50-84%	**	**	**	780	1,750
85-100%	**	**	390	>390	***	85-100%	**	**	920	>920	***
05/17/07						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450						(alter corresponding volume by the indicated percent)					
http://www.dot.state.fl.us/planning/systems/sm/los/default.htm						Lanes	Median	Left Turn Lanes	Adjustment Factors		
						2	Divided	Yes	+5%		
						2	Undivided	No	-20%		
						Multi	Undivided	Yes	-5%		
						Multi	Undivided	No	-25%		
<p>*Values shown are presented as hourly two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as peak hour two-way volumes, they actually represent peak hour peak direction conditions with an applicable D factor applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.</p> <p>**Cannot be achieved using table input value defaults.</p> <p>***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</p>											

TABLE 4 – 7
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS					
Level of Service						Interchange spacing ≥ 2 mi. apart					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	110	400	790	1,130	1,440	2	1,270	2,110	2,940	3,580	3,980
2 Divided	1,060	1,720	2,500	3,230	3,670	3	1,970	3,260	4,550	5,530	6,150
3 Divided	1,600	2,590	3,740	4,840	5,500	4	2,660	4,410	6,150	7,480	8,320
Level of Service						Level of Service					
5						5	3,360	5,560	7,760	9,440	10,480
6						6	4,050	6,710	9,360	11,390	12,650
Interchange spacing < 2 mi. apart						Level of Service					
Lanes Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1 Undivided	**	220	720	860	890	2	1,130	1,840	2,660	3,440	3,910
2 Divided	250	1,530	1,810	1,860	***	3	1,780	2,890	4,180	5,410	6,150
3 Divided	380	2,330	2,720	2,790	***	4	2,340	3,940	5,700	7,380	8,380
4 Divided	490	3,030	3,460	3,540	***	5	3,080	4,990	7,220	9,340	10,620
6						6	3,730	6,040	8,740	11,310	12,850
STATE TWO-WAY ARTERIALS						BICYCLE MODE					
Class I (>0.00 to 1.99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
1 Undivided	**	100	590	810	850	0-49%	**	**	170	720	>720
2 Divided	**	220	1,360	1,710	1,800	50-84%	**	130	210	>210	***
3 Divided	**	340	2,110	2,570	2,710	85-100%	160	380	>380	***	***
4 Divided	**	440	2,790	3,330	3,500	PEDESTRIAN MODE					
Class II (2.00 to 4.50 signalized intersections per mile)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not the number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)					
Level of Service						Level of Service					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
1 Undivided	**	100	590	810	850	0-49%	**	**	**	330	810
2 Divided	**	220	1,360	1,710	1,800	50-84%	**	**	**	520	990
3 Divided	**	340	2,110	2,570	2,710	85-100%	**	120	590	>590	***
4 Divided	**	440	2,790	3,330	3,500	BUS MODE (Scheduled Fixed Route)					
Class III (more than 4.5 signalized intersections per mile and not within primary city central business district of an urbanized area over 750,000)						(Note: Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.)					
Level of Service						Level of Service (Buses per hour)					
Lanes Divided	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E
1 Undivided	**	270	720	780	810	0-84%	**	>5	≥4	≥3	≥2
2 Divided	**	650	1,510	1,720	1,800	85-100%	>6	>4	≥3	≥2	≥1
3 Divided	**	1,020	2,330	2,580	2,710	ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
4 Divided	**	1,350	3,070	3,330	3,500	(alter corresponding volume by the indicated percent)					
Class IV (more than 4.5 signalized intersections per mile and within primary city central business district of an urbanized area over 750,000)						Lanes Median Left Turns Lanes Adjustment Factors					
Level of Service						1	Divided	Yes		+5%	
Lanes Divided	A	B	C	D	E	1	Undivided	No		-20%	
1 Undivided	**	**	270	720	780	Multi	Undivided	Yes		-5%	
2 Divided	**	**	650	1,580	1,660	Multi	Undivided	No		-25%	
3 Divided	**	**	1,000	2,390	2,490	ONE WAY FACILITIES					
4 Divided	**	**	1,350	3,130	3,250	Increase corresponding volume by 1.2.					
NON-STATE ROADWAYS						Source: Florida Department of Transportation 05/17/07					
Major City/County Roadways						Systems Planning Office					
Level of Service						605 Suwannee Street, MS 19					
Lanes Divided	A	B	C	D	E	Tallahassee, FL 32399-0450					
1 Undivided	**	**	480	760	810	http://www.dot.state.fl.us/planning/systems/sm/los/default.htm					
2 Divided	**	**	1,120	1,620	1,720	* Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.					
3 Divided	**	**	1,740	2,450	2,580	**Cannot be achieved using table input value defaults.					
Other Signalized Roadways (signalized intersection analysis)						***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.					
Level of Service											
Lanes Divided	A	B	C	D	E						
1 Undivided	**	**	250	530	660						
2 Divided	**	**	580	1,140	1,320						

TABLE 4 - 8

GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
AREAS TRANSITIONING INTO URBANIZED AREAS OR
AREAS OVER 5,000 NOT IN URBANIZED AREAS*

UNINTERRUPTED FLOW HIGHWAYS						FREEWAYS						
Level of Service						Level of Service						
Lanes	Divided	A	B	C	D	E	Lanes	A	B	C	D	E
1	Undivided	120	420	790	1,120	1,410	2	1,290	2,130	2,890	3,420	3,800
2	Divided	980	1,590	2,300	2,980	3,390	3	2,000	3,290	4,460	5,280	5,870
3	Divided	1,470	2,390	3,460	4,470	5,080	4	2,700	4,450	6,030	7,140	7,940
							5	3,400	5,600	7,610	9,010	10,010
STATE TWO-WAY ARTERIALS						BICYCLE MODE						
Class I (>0.00 to 1.99 signalized intersections per mile)						(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 40 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)						
Level of Service						Level of Service						
Lanes	Divided	A	B	C	D	E	Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E
1	Undivided	**	210	690	820	860	0-49%	**	100	170	720	>720
2	Divided	240	1,470	1,730	1,810	***	50-84%	**	130	210	>210	***
3	Divided	370	2,260	2,600	2,710	***	85-100%	170	380	>380	***	***
Class II (2.00 to 4.50 signalized intersections per mile)						PEDESTRIAN MODE						
Level of Service						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 40 mph posted speed and traffic conditions, not number of pedestrians using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						
Lanes	Divided	A	B	C	D	E	Level of Service					
1	Undivided	**	**	560	760	810	Sidewalk Coverage	A	B	C	D	E
2	Divided	**	200	1,290	1,620	1,700	0-49%	**	**	**	330	810
3	Divided	**	320	2,000	2,430	2,560	50-84%	**	**	**	520	990
Class III (more than 4.5 signalized intersections per mile)						85-100%						
Lanes	Divided	A	B	C	D	E	120	590	>590	***	***	
1	Undivided	**	**	260	620	770	ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS					
2	Divided	**	**	620	1,440	1,630	(alter corresponding volume by the indicated percent)					
3	Divided	**	**	970	2,220	2,450	Lanes	Median	Left Turn Lanes	Adjustment Factors		
NON-STATE ROADWAYS						Other Signalized Roadways (signalized intersection analysis)						
Major City/County Roadways						Level of Service						
Lanes	Divided	A	B	C	D	E	1	Divided	Yes	+5%		
1	Undivided	**	**	370	720	770	1	Undivided	No	-20%		
2	Divided	**	**	870	1,550	1,630	Multi	Undivided	Yes	-5%		
3	Divided	**	**	1,360	2,330	2,450	Multi	Undivided	No	-25%		
Other Signalized Roadways (signalized intersection analysis)						ONE-WAY FACILITIES						
Level of Service						Increase corresponding volume by 1.2.						
Lanes	Divided	A	B	C	D	E						
1	Undivided	**	**	230	490	630						
2	Divided	**	**	540	1,070	1,270						
Source: Florida Department of Transportation 05/17/07 Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450 http://www.dot.state.fl.us/planning/systems/sm/los/default.htm												
* Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.												
**Cannot be achieved using table input value defaults.												
***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.												

TABLE 4 - 9
GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S
RURAL UNDEVELOPED AREAS AND CITIES OR
DEVELOPED AREAS LESS THAN 5,000 POPULATION*

RURAL UNDEVELOPED AREAS						CITIES OR RURAL DEVELOPED AREAS LESS THAN 5000						
FREEWAYS						FREEWAYS						
Level of Service						Level of Service						
Lanes	A	B	C	D	E	Lanes	A	B	C	D	E	
2	1,220	2,020	2,740	3,240	3,600	2	1,220	2,020	2,740	3,240	3,600	
3	1,890	3,110	4,230	5,000	5,560	3	1,890	3,110	4,230	5,000	5,560	
4	2,560	4,210	5,720	6,770	7,520	4	2,560	4,210	5,720	6,770	7,520	
UNINTERRUPTED FLOW HIGHWAYS						UNINTERRUPTED FLOW HIGHWAYS						
Level of Service						Level of Service						
Lanes Divided	A	B	C	D	E	Lanes Divided	A	B	C	D	E	
1 Undivided	120	230	420	730	1,470	1 Undivided	160	460	810	1,110	1,400	
2 Divided	940	1,540	2,200	2,830	3,140	2 Divided	950	1,540	2,230	2,890	3,280	
3 Divided	1,410	2,310	3,330	4,240	4,710	3 Divided	1,430	2,310	3,350	4,330	4,920	
ISOLATED SIGNALIZED INTERSECTIONS						INTERRUPTED FLOW ARTERIALS						
Level of Service						Level of Service						
Lanes	A	B	C	D	E	Lanes Divided	A	B	C	D	E	
1	**	100	430	580	650	1 Undivided	**	120	590	740	800	
2	**	160	940	1,240	1,360	2 Divided	**	290	1,360	1,570	1,660	
3	**	240	1,460	1,910	2,320	3 Divided	**	450	2,100	2,360	2,500	
BICYCLE MODE						NON-STATE SIGNALIZED ROADWAYS						
(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)						(signalized intersection analysis)						
Level of Service						Level of Service						
Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E	Lanes	A	B	C	D	E	
0-49%	**	**	**	**	340	1	**	**	100	410	540	
50-84%	**	**	**	**	950	BICYCLE MODE						
85-100%	**	**	210	>210	***	(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 45 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine maximum service volumes.)						
BICYCLE MODE						PEDESTRIAN MODE						
(Note: Level of service for the bicycle mode in this table is based on roadway geometrics at 55 mph posted speed and traffic conditions, not number of bicyclists using the facility.) (Multiply motorized vehicle volumes shown below by directional roadway lanes to determine maximum service volume.)						(Note: Level of service for the pedestrian mode in this table is based on roadway geometric at 45 mph posted speed and traffic conditions, not number of pedestrian using the facility.) (Multiply motorized vehicle volumes shown by number of directional roadway lanes to determine maximum service volumes.)						
Level of Service						Level of Service						
Paved Shoulder/ Bicycle Lane Coverage	A	B	C	D	E	Sidewalk Coverage	A	B	C	D	E	
0-49%	**	**	**	**	340	0-49%	**	**	**	240	760	
50-84%	**	**	**	**	950	50-84%	**	**	**	430	960	
85-100%	**	**	210	>210	***	85-100%	**	**	500	>500	***	
ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS						ARTERIAL/NON-STATE ROADWAY ADJUSTMENTS						
(alter corresponding volume by the indicated percent)						(alter corresponding volume by the indicated percent)						
Adjustment Factors						Adjustment Factors						
Source: Florida Department of Transportation Systems Planning Office 605 Suwannee Street, MS 19 Tallahassee, FL 32399-0450						Lanes	Median	Left Turn Lanes				Adjustment Factors
http://www.dot.state.fl.us/planning/systems/sm/los/default.htm						1	Divided	Yes				+5%
						1	Undivided	No				-20%
						Multi	Undivided	Yes				-5%
						Multi	Undivided	No				-25%
<p>* Values shown are hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Level of service letter grade thresholds are probably not comparable across modes and, therefore, cross modal comparisons should be made with caution. Furthermore, combining levels of service of different modes into one overall roadway level of service is not recommended. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.</p> <p>**Cannot be achieved using table input value defaults.</p> <p>***Not applicable for that level of service letter grade. For automobile/truck modes, volumes greater than level of service D become F because intersection capacities have been reached. For bicycle and pedestrian modes, the level of service letter grade (including F) is not achievable, because there is no maximum vehicle volume threshold using table input value defaults.</p>												