Errata

2002 Quality/Level of Service Handbook

The text that was changed is shown in *italics.*

1. On page 54, the text was changed from:

   The analysis length of uninterrupted flow two-lane and multilane highways varies considerably, *but any given uninterrupted segment should be greater than 3 miles. On many of these highways, there may be an isolated intersection in a facility analysis. FDOT's recommended procedure is to treat them as "intersection influence areas,"* extending 0.5 miles in length centered on the midpoint of the crossing facility. The LOS for this influence area is determined by the intersection LOS. For example, if a two-lane highway facility extends 15 miles with an isolated intersection at the 10-mile point: (1) the LOS for the first 9.75 miles would be based on the two-lane highway LOS, (2) the 0.5 mile intersection influence area would be based on the LOS for that intersection, and (3) the last 4.75 miles would be based on the two-lane highway LOS.

   to:

   The analysis length of uninterrupted flow two-lane and multilane highway facilities varies considerably *(e.g., 2 to 60 miles), and may or may not include interrupted flow conditions (e.g., signalized intersections, stop signs). Any given uninterrupted segment should be greater than 2 miles. Segments with spacings greater than 3 miles between interrupted flow conditions should be considered uninterrupted. Between 2- and 3-mile spacings, analysts have the discretion to group the segment into an uninterrupted facility or into an interrupted facility.*
   On many uninterrupted flow highways, there are isolated interrupted flow conditions. For a generalized planning analysis these isolated cases are already considered in the generalized tables. For a preliminary engineering analysis FDOT recommends breaking the facility into uninterrupted and interrupted flow segments. The interrupted flow intersection segments, "intersection influence areas," extend 0.5 miles in length centered on the midpoint of the crossing facility. The LOS for this influence area is determined by the intersection LOS. For example, if a two-lane highway facility extends 15 miles with an isolated intersection at the 10-mile point: (1) the LOS for the first 9.75 miles would be based on the two-lane highway segment LOS, (2) the 0.5 mile intersection influence area would be based on the LOS for that intersection, and (3) the last 4.75 miles would be based on the two-lane highway segment LOS.

2. On page 54, the top graphic was modified by moving the basic segment arrow from the right side of the graphic to the left side.

3. On page 66 in the calculation of K100 the text said to "multiply" instead of "divide" by the seasonal adjustment factor. The text was changed from:

   Step 3: The estimated K_{100} is then the average peak to daily ratio *multiplied* by the average adjusted seasonal factor. Using the example shown above:
   Step 1: 3-year average of SF_{adj} = 1.11;
   Step 2: average peak to daily ratio = 0.083
   Step 3: calculated K_{100} = 0.083 x 1.11 = 0.092.

   to:

   Step 3: The estimated K_{100} is then the average peak to daily ratio divided by the average adjusted seasonal factor. Using the example shown above:
   Step 1: 3-year average of SF_{adj} = 0.89;
   Step 2: average peak to daily ratio = 0.083
   Step 3: calculated K_{100} = 0.083 / 0.89= 0.093.

4. In the margin on page 75 "first" and "last" got transposed. The note was changed from:

   Count the *first* intersection, but not the *last*.

   to:

   Count the last intersection, but not the first.

5. Grammatical corrections were made to the notes on page 129. Note 1 was changed from:

   The indicated **levels of service** *designate* lowest quality operations *fro* the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon.

   to:

   The indicated **levels of service** *designated* lowest quality operations for the 100th highest volume hour of the year in the predominant traffic flow direction fro the present through a 20-year planning horizon.

6. Grammatical corrections were made to the notes on page 130. Note 15 was changed from:

   Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent *below the speed, of the adopted LOS standard. For roadways in urbanized areas, for 100th highest hour of 5 percent*

below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak directions in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, “maintain” does not apply until the roadway is operating below the applicable minimum level of service standard.

to:

Maintain means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent *above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 5 percent below the speed of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent below the speed of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element.* For constrained roadways meeting or exceeding the level of service standards, “maintain” does not apply until the roadway is operating below the applicable minimum level of service standard.