# TABLE 1

## Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

### INTERRUPTED FLOW FACILITIES

#### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 16,800 | 17,700 | ** |
| 4 | Divided | * | 37,900 | 39,800 | ** |
| 6 | Divided | * | 58,400 | 59,900 | ** |
| 8 | Divided | * | 78,800 | 80,100 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

### UNINTERRUPTED FLOW FACILITIES

#### FREEWAYS

**Core Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 47,400 | 64,000 | 77,900 | 84,600 |
| 6 | 69,900 | 95,200 | 116,600 | 130,600 |
| 8 | 92,500 | 126,400 | 154,300 | 176,600 |
| 10 | 115,100 | 159,700 | 194,500 | 222,700 |
| 12 | 162,400 | 216,700 | 256,600 | 268,900 |

**Urbanized**

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 45,800 | 61,500 | 74,400 | 79,900 |
| 6 | 68,100 | 93,000 | 111,800 | 123,300 |
| 8 | 91,500 | 123,500 | 148,700 | 166,800 |
| 10 | 114,800 | 156,000 | 187,100 | 210,300 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

#### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,600 | 17,000 | 24,200 | 33,300 |
| 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 |
| 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

# TABLE 2

## Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 14,400 | 16,200 | ** |
| 4 | Divided | * | 34,000 | 35,500 | ** |
| 6 | Divided | * | 52,100 | 53,500 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 6,500 | 13,300 | 14,200 |
| 4 | Divided | * | 9,900 | 28,800 | 31,600 |
| 6 | Divided | * | 16,000 | 44,900 | 47,600 |

**Non-State Signalized Roadway Adjustments**
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**
Multiply the corresponding two-directional volumes in this table by 0.6

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 44,100 | 57,600 | 68,900 | 71,700 |
| 6 | 65,100 | 85,600 | 102,200 | 111,000 |
| 8 | 85,100 | 113,700 | 135,200 | 150,000 |
| 10 | 106,200 | 141,700 | 168,800 | 189,000 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 20,000 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 9,200 | 17,300 | 24,400 | 33,300 |
| 4 | Divided | 35,300 | 49,600 | 62,900 | 69,600 |
| 6 | Divided | 52,800 | 74,500 | 94,300 | 104,500 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

# TABLE 3

## Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

### INTERRUPTED FLOW FACILITIES

#### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 12,900 | 14,200 | ** |
| 4 | Divided | * | 29,300 | 30,400 | ** |
| 6 | Divided | * | 45,200 | 45,800 | ** |

#### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

#### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

#### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### UNINTERRUPTED FLOW FACILITIES

#### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 28,800 | 43,000 | 52,300 | 60,000 |
| 6 | 43,000 | 64,000 | 78,300 | 92,500 |
| 8 | 57,500 | 85,400 | 104,400 | 123,500 |

#### Freeway Adjustments

Auxiliary Lanes Present in Both Directions

+ 20,000

#### UNINTERRUPTED FLOW HIGHWAYS

**Rural Undeveloped**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 |
| 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 |
| 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 |

**Developed Areas**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 |
| 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 |
| 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 |

#### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

#### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

# TABLE 4

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,510 | 1,600 | ** |
| 4 | Divided | * | 3,420 | 3,580 | ** |
| 6 | Divided | * | 5,250 | 5,390 | ** |
| 8 | Divided | * | 7,090 | 7,210 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 660 | 1,330 | 1,410 |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 |
| 8 | Divided | * | 2,880 | 6,060 | 6,130 |

### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 4,120 | 5,540 | 6,700 | 7,190 |
| 6 | 6,130 | 8,370 | 10,060 | 11,100 |
| 8 | 8,230 | 11,100 | 13,390 | 15,010 |
| 10 | 10,330 | 14,040 | 16,840 | 18,930 |
| 12 | 14,450 | 18,880 | 22,030 | 22,860 |

### Freeway Adjustments

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 1,800 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 770 | 1,530 | 2,170 | 2,990 |
| 4 | Divided | 3,300 | 4,660 | 5,900 | 6,530 |
| 6 | Divided | 4,950 | 6,990 | 8,840 | 9,790 |

### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

# TABLE 5

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

## INTERRUPTED FLOW FACILITIES

### STATE SIGNALIZED ARTERIALS

**Class I** (40 mph or higher posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,300 | 1,460 | ** |
| 4 | Divided | * | 3,060 | 3,200 | ** |
| 6 | Divided | * | 4,690 | 4,820 | ** |

**Class II** (35 mph or slower posted speed limit)

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 580 | 1,200 | 1,280 |
| 4 | Divided | * | 890 | 2,590 | 2,850 |
| 6 | Divided | * | 1,440 | 4,040 | 4,280 |

**Non-State Signalized Roadway Adjustments**

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

**Median & Turn Lane Adjustments**

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

**One-Way Facility Adjustment**

Multiply the corresponding two-directional volumes in this table by 0.6

## UNINTERRUPTED FLOW FACILITIES

### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 3,970 | 5,190 | 6,200 | 6,460 |
| 6 | 5,860 | 7,710 | 9,190 | 9,990 |
| 8 | 7,660 | 10,230 | 12,170 | 13,500 |
| 10 | 9,550 | 12,750 | 15,190 | 17,010 |

**Freeway Adjustments**

| Auxiliary Lanes Present in Both Directions | Ramp Metering |
|---|---|
| + 1,800 | + 5% |

### UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| 4 | Divided | 3,170 | 4,460 | 5,660 | 6,260 |
| 6 | Divided | 4,750 | 6,700 | 8,480 | 9,400 |

**Uninterrupted Flow Highway Adjustments**

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |

# TABLE 6

## Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

### INTERRUPTED FLOW FACILITIES

#### STATE SIGNALIZED ARTERIALS

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | * | 1,220 | 1,350 | ** |
| 4 | Divided | * | 2,790 | 2,890 | ** |
| 6 | Divided | * | 4,300 | 4,350 | ** |

#### Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

#### Median & Turn Lane Adjustments

| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors |
|---|---|---|---|---|
| 2 | Divided | Yes | No | +5% |
| 2 | Undivided | No | No | -20% |
| Multi | Undivided | Yes | No | -5% |
| Multi | Undivided | No | No | -25% |
| – | – | – | Yes | + 5% |

#### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

### UNINTERRUPTED FLOW FACILITIES

#### FREEWAYS

| Lanes | B | C | D | E |
|---|---|---|---|---|
| 4 | 3,020 | 4,510 | 5,490 | 6,300 |
| 6 | 4,510 | 6,720 | 8,220 | 9,720 |
| 8 | 6,040 | 8,970 | 10,960 | 12,970 |

#### Freeway Adjustments

Auxiliary Lanes Present in Both Directions

+ 1,800

#### UNINTERRUPTED FLOW HIGHWAYS

**Rural Undeveloped**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 440 | 790 | 1,350 | 2,710 |
| 4 | Divided | 2,440 | 3,820 | 4,840 | 5,500 |
| 6 | Divided | 3,680 | 5,730 | 7,280 | 8,240 |

**Developed Areas**

| Lanes | Median | B | C | D | E |
|---|---|---|---|---|---|
| 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| 4 | Divided | 2,460 | 3,860 | 4,970 | 5,660 |
| 6 | Divided | 3,680 | 5,790 | 7,440 | 8,500 |

#### Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

#### Uninterrupted Flow Highway Adjustments

| Lanes | Median | Exclusive left lanes | Adjustment factors |
|---|---|---|---|
| 2 | Divided | Yes | +5% |
| Multi | Undivided | Yes | -5% |
| Multi | Undivided | No | -25% |