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**CHAPTER 2****TRANSPORTATION ELEMENT**

The purpose of the Traffic Circulation element is to evaluate the present transportation system in terms of current and projected requirements and to identify improvements that will eliminate existing problems and provide for future transportation needs. A properly planned transportation system is necessary to provide convenient and efficient movement of goods, services and people within Levy County.

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**Existing Transportation System**

Transportation in Levy County is essentially highway oriented. However, the county's transportation system also includes other key elements such as airport and railroad facilities and bus and trucking services. This portion of the Traffic Circulation Element provides a description of each of these elements with primary emphasis on the highway network.

**Levels of Service**

Levels of service [LOS] are a good summary of present and future facility conditions. The LOS of a roadway is often defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection during a specified period of time, while a given operating condition is maintained. The standardized description of service levels used in transportation planning are as follows.

**LOS A:** Highest LOS which described primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at intersections are minimal.

**LOS B:** Represents reasonably impeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.

**LOS C:** Represents stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds.

**LOS D:** Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.

**LOS E:** This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

**LOS F:** This represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized locations, with long approach delays resulting. Adverse signal

progression is frequently a contributor to this condition.

### **Highways**

The road network in Levy County is made up of federal, state and local highways. This section reviews the existing system in terms of functional classification, condition, average daily traffic volume, design standards/policies and improvement plan.

### **Functional Classification**

In addition to levels of service, it is necessary to include definitions to clarify the terminology used throughout the text and tables. Streets are classified according to the function they will serve. Functional classification is defined as the assignment of roads into systems according to the character of service they provide in relation to the total road network. Basic functional categories include arterial, collector, and local roads which may be subdivided into principal, major, or minor levels. Those levels may be additionally divided into rural and urban categories. The location and function of the major highways in Levy County are shown on Map 2-1.

The criteria used to establish the predominant function of each major highway segment is listed below.

- (1) **Arterial Road** A route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, all United States numbered highways shall be arterial roads.
- (2) **Collector Road** A route providing service which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. These routes also collect and distribute traffic between local roads or arterial roads and serve as a linkage between land access and mobility needs.
- (3) **Local Road** A route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

**MAP 2-1**

**EXISTING  
HIGHWAY FUNCTIONAL  
CLASSIFICATION MAP**

**MAP 2-1a**

**LEVEL OF SERVICE MAP**

MAP 2-4

FUTURE TRAFFIC CIRCULATION

**Condition**

The major road network in Levy County is in good condition and well maintained. Table 2-1 lists major collectors by location, length, pavement width, right-of-way width and general condition. With one exception [a short span of S.R. 320], pavement widths of two lane roads are eighteen [18] feet and right-of-way widths vary from fifty [50] to one hundred [100] feet.

All roads and highways in Levy County are two lane except for a portion of Highway 27 going through Williston, and U.S. Highway 19 through all of Levy County, both of which are four- lane. Map 2-1 illustrates the number of lanes for each roadway within Levy County.

**Average Daily Traffic Volumes [ADT]**

Traffic volumes of arterials and collectors in Levy County are provided by the Florida Department of Transportation. Table 2-2 shows historic traffic volumes and projections for major highways in the County. Map 2-2 shows historic traffic volumes. The greatest increases have occurred in the Williston area, on U.S. 27. According to AADT and actual observation, all roads in Levy County are operating at a level of service of B or higher.

**Design Standards And Policies**

Existing standards and policies for the design and construction of Levy County's roads are specified in state and local directives. The minimum front setbacks for building range from 25 feet [R-3 multi-family residential] to 100 feet [F-1 floodplain]. Minimum requirements for right-of-way width are summarized in Table 2-3.

**Improvement Plans**

The responsibilities for maintenance and construction of highways within Levy County are divided among state, county and municipal governments.

**FDOT**

Correspondence with the FDOT office in Lake City indicates several items in the five-year work program for Levy County. The significant items are listed in Table 2-6.

**Levy County**

Levy County has no plans for the construction of new roads until all existing major roads are upgraded to acceptable standards.

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1. Appendix E, Guidelines On Construction Constrained Facilities, Florida's Level Of Service Standards And Guidelines Manual For Planning, Florida Department of Transportation, January 1, 1989.

**Construction Constrained Facility**

This is a facility which is defined as: "... one in which adding two or more through lanes to meet current or future traffic needs, is not possible because of physical or policy barriers". 1. To be consistent with Department of Transportation policies, Levy County must:

- (1) List and map any construction constrained facilities.
- (2) Include policies and strategies to ensure the level of service on these facilities is maintained at the operating condition existing at the time of adoption of the plan.

**Backlogged Facility**

The Florida Department of Transportation [FDOT] defines a backlogged facility as "A state roadway, at least 0.2 miles in length, operating at a level of service below the Department's statewide adopted minimum operating level of service standards for its functional classification; a state road that is not in the Department's Five Year Work Program and has not been determined by FDOT to be a constrained facility.

**Airports**

Levy County is served by two public airports: The George T. Lewis Airport and the Williston Municipal Airport [See Map 2-1]. Several private air fields are located in Levy County, but have limited facilities.

**George T. Lewis Airport**

The facility is located on an island one mile west of Cedar Key and is owned by Levy County. The airport has one paved runway which is two thousand four hundred [2,400] feet long and one hundred [100] feet wide. The present role of this airport in the system of airports is primarily that of a facility to serve basic utility itinerant aircraft destined for the resort and recreation activities at Cedar Key. The airport's market area includes Cedar Key, Vista, Sumner and Rosewood. An FAA funded airport master plan is currently being prepared as a preliminary to upgrading this facility.

The following two paragraphs are quoted from the June, 1989 Cedar Key Area Comprehensive Plan:

"The Cedar Key area is fortunate to have a general aviation airport less than one [1] mile west of the Cedar Key City limits. Opened in 1936, the George T. Lewis Airport was used as an air/sea rescue base during and after World War II. The runway is approximately 2,400 feet long and 100 feet wide. It has landing lights to permit non-daylight landings and is cited in the Department of Transportation 5-Year Construction Plan to receive visual aids. Installation got under way in December 1988. There are 14 aircraft tiedowns and 2,000 square yards of apron area.

The Levy County Comprehensive Plan contains policies which would consider relocation of a threatened infrastructure to an inland site. The WRPC Hurricane Loss Prevention Study, however, states that the Cedar Key Airport is not a major facility, "thus relocation would not be deemed necessary". In addition, a major negative economic impact to the Cedar Key area would result from

relocation of this facility.”

Regardless of the relocation issue, the Board is required by Chapter 9J-5.012(2)(e)3 to inventory threatened infrastructure located within the coastal high-hazard area; and, "The potential for relocating threatened infrastructure shall be analyzed". This is accomplished within Chapter 4 of this plan.

TABLE 2-1

CONDITION SUMMARY OF MAJOR COLLECTORS, LEVY COUNTY (As of February 1987)

State or County Route Number	Pavement Right-of-Way			Pavement 2/ Condition
	Length 1/ Miles	Width 1/ Feet	Width 1/ Feet	
CR 347 FM SR 24 at Lukens Vista, N. to CR 330	20.1	18'	80'	Poor
CR 347 FM 330, E. to SR 55	9.5	18'	100'	Good
CR 347 FM SR 55, N. to SR 500	4.01	18'	80'	Good
CR 347 FM CR 346, N. to Gilchrist County	2.5	18'	80'	Fair
CR 332 FM CR 336, E. to CR 345	2.01	18'	80'	Good
CR 345 FM SR 500, N. to SR 49 & E. to CR 339	7.6	18'	80'	Good (1/3) Poor (2/3)
CR 345 FM SR 24, to CR 332 in Chiefland	12.61	20'	66.46'	Good
CR 322 FM SR 45 at Montbrooks, E. to Marion County	3	18'	80'	Good
CR 330 FM CR 347, E. & S. to CR 336	11.2	18'	80'	Good
CR 336 FM CR 347, S. & E. to SR 345	4.02	18'	80'	Fair
CR 336 FM SR 345, S. & E. to SR 24	7.3	18'	80'	Poor
CR 336 FM SR 55, to Marion Co. line	9	22'	100'	Fair
CR 341 FM 345 W. of Chiefland, N. to Gilchrist Co.	8.02	18'	80'	Good

CR 341 FM 336, N. to SR 345 in Chiefland	7.5	18'	60', 80'	Good
CR 40 FM Inglis, E. to Marion Co.	6	20'	100'	Fair
CR 337 FM SR 121, S. to CR 336	6.4	18'	80'	Good
CR 337 FM SR 121, N. through Bronson to Alachua County	23.2	18'	100'	Poor to Good
CR 326 FM Gulf of Mexico, E. to CR 347	3.34	18'	100'	Fair
CR 326 FM Gulf Hammock (SR55), E. to SR 45	18.24	18'	100'	Good
CR 326 FM SR 55, SW to Wacassassa River County Park	3.83	18'	80'	Fair
CR 326 FM SR 45 at Morriston, E. to Marion County	2.7	18'	80'	Good
CR 241 FM SR 500, N. to Alachua County	5.1	18'	80'	Bad
CR 343 FM CR 326, N & E to CR 337	10.22	18'	100'	Fair
CR 343 FM CR 241, E. to SR 45	4.14	18'	80'	Good
SR 339 FM SR 500, NE to Gilchrist County	10.4	18'	100'	Good
CR 321 FM SR 49 in Chiefland, N. to CR 346A	4.97	18'	80'	Good
CR 346A FM SR 55, E. to SR 339	8.5	18'	80'	Poor
CR 346 FM SR 55, E. to SR 49	4.1	18'	80'	Good
CR 346 FM SR 49, E. to SR 339	4	18'	80'	Fair
CR 320 FM SR 55, E. to SR 339	8.7	18'	80'	Fair
CR 320 FM SR 121 E. to Marion County	0.51	16'	60'	Bad
CR 339A FM SR 500, SW for 3 miles	2.19	18'	80'	Good
CR 339A FM SR 500, N. to CR 320	2	18'	80'	Good
CR 335 FM SR 500, E. to SR 45	8.2	18'	100'	Good

CR 335 FM SR 45 at Raleigh, E. & S. to SR 500	9	18'	66'/ 80'	Good/Fair
CR 316 FM CR 337, N.&E. To SR 121	7.94	18'	100'	Good
CR 316 FM SR 45, S. to Williston, E. to CR 335	3.04	18'	80'	Fair
CR 335A FM SR 121, W. of Williston, N.to CR 343	3.2	18'	80'	Fair
CR 331A FM SR 500, E. of Williston, N. to SR 121	1.83	18'	80'	Good
CR 318A FM SR 500 in Williston, E. to CR 331A	1.25	18'	80'	Good
CR 323 FM SR 45 at Morriston, N. & E. to CR 322	4.54	18'	80'	Good
CR 323 FM SR 322, N. to SR 500 in Williston	4.03	18'	68'/ 80'	Good
CR 326 FM SR 45 at Morriston, E. to Marion County	2.7	18'	66'	Good
CR 464 FM 45 E. to Marion Co.	2.3	18'	100'	Good
CR 464 FM SR 121, E. to SR 45				

Source: 1/ Florida Department of Transportation  
 2/ Levy County Superintendent of Roads

TABLE 2-2

**TRAFFIC VOLUMES AND PROJECTIONS FOR MAJOR HIGHWAYS IN LEVY COUNTY  
(Average Annual Daily Traffic Count - AADT)**

Station #	Location	ADT 1983	6-Year % Increase 1978-1983	Annual Increase 1978-1986	ADT 1986	3-Year % Increase 1983-1986	Projections 1995	Projections 2010
8	SR 24 SW of SR 345	990	26%	60.6	1,270	22	1,815	3,088
10	US 19 N. of SR 24	3,395	7%	112.5	4,000	15	5,013	6,700
16	US 19 N. of SR 336	3,184	24%	71.6	3,809	16	4,453	5,527
30	US 19 N. City Limits of Inglis	3,624	25%	137	4,528	20	5,761	7,816
69	US 19 S. City Limits of Inglis	6,015	22%	294	7,119	16	9,765	14,175
31	SR 40 E. City Limits of Inglis	1,288	6%	41.7	1,544	17	1,919	2,545
33	SR 24, NE of SR 345	781	45%	33	807	3	1,104	1,599
39	SR 45, S. of SR 326	2,004	3%	146.5	2,762	27	4,081	6,278
84	SR 121, W. of SR 45	2,312	33%	260.6	3,790	39	6,135	10,044
86	SR 212, NE of SR 55	611	27%	32.8	723	15	1,018	1,510
102	US 19 NW City Limits of Chiefland	7,691	4%	204	9,016	15	10,852	13,912
112	US 27 E. City Limits of Chiefland	3,498	17%	8	3,058	-14	3,130	3,250
113	US 19 S. City Limits of Chiefland	3,353	3%	33.5	3,518	5	3,820	8,142
116	US 27 NW of SR 24	3,090	0%	124	4,073	24	5,189	12,238
117	SR 24 NE City Limits of Williston	1,907	54%	116	2,140	11	3,184	8,108

122	US 27 W City Limits of Williston	4,524	26%	206.6	5,236	14	7,095	7,794
125	SR 24 NE of US 27, Bronson	2,164	69%	122	2,257	4	3,355	8,540
132	US 27 E City Limits of Bronson	4,062	24%	218	5,009	19	6,971	10,241
133	US 27 SE of SR 318	4,297	21%	207	5,221	18	7,084	10,189
139	US 27 W. CSX Trans. Williston	10,383	22%	517	12,623	18	17,276	25,031
143	US 41, S. City Limits of Williston	3,976	23%	192	4,775	17	6,503	9,383
150	SR 45, N. City limits of Williston	1,870	2%	130.7	2,886	35	4,062	6,023
152	SR 40 W. City Limits of Inglis	1,817	-12%	-5.7	2,014	10	1,962	1,877
155	SR 24 N City Limits of Cedar Key	1,314	1%	18	1,841	29	2,453	3,473
168	SR 345 W. City Limits of Chiefland	1,380	1%	18	1,524	9	1,686	1,956
224	SR 24 NE of US 27, Otter Creek	844	30%	43.8	1,001	15	1,395	2,052
226	SR 212, NE City Limits of Williston	2,497	41%	171	3,140	20	4,679	7,244
228	US 27 E. City Limits of Williston	6,161	14%	291.7	8,495	27	11,120	15,496
236	SR 320, W SR 55	2,025	23%	62	2,524	20	3,082	4,012
240	S. 337, N of SR 24	722	83%	37.6	711	-2	1,049	1,613

241	S. 337, S of US 27	1,101	60%	53.8	1,181	7	1,665	2,472
254	S. 341, SR 320	823	2%	17	944	13	1,097	1,352
275	S. 341, S of SR 345	385	20%	20.7	491	22	677	988
270	S. 331A N. of SR 318	1,067	--	16.7	1,314	19	1,464	1,715

**Average Increase 22.6%**

**14.2%**

Source: Florida Department of Transportation, Lake City office, Historic Counts Data.  
Central Florida Planning and Development Corporation, July 1987.

TABLE 2-2A

**TRAFFIC VOLUMES AND PROJECTIONS FOR MAJOR HIGHWAYS IN LEVY COUNTY  
BASED UPON 1983 TO 1988 TRAFFIC COUNTS**

Station	Existing Lanes if not 2	ADT 1983	ADT 1988	5-Year Change Number	Annual Change Percent	Projections 1995	Projections 2020
8		990	1,265	275	6%	1,796	3,412
10		3,395	3,260	135	2%*	3,716*	4,830
16		3,184	3,575	391	2%	4,075	5,298
30	4	3,624	4,480	856	5%	6,048	10,584
69	4	6,015	8,295	2,280	8%	12,940	28,468
31		1,288	2,490	1,202	12%	4,581	12,826
33		781	890	109	3%	1,076	1,560
39		2,004	2,485	481	5%	3,355	5,871
84		2,312	3,205	893	8%	5,000	11,000
86		611	830	219	7%	1,236	2,534
102	4	7,691	9,910	2,219	6%	14,072	26,737
112		3,498	4,455	957	5%	6,014	10,524
113	4	3,353	3,245	108	1%*	3,472*	3,992*
116		3,090	4,015	925	6%	5,701	10,832
117		1,907	2,650	743	8%	4,134	9,095
122		4,524	6,145	1,621	7%	9,156	18,770
125		2,164	2,820	656	6%	4,004	7,608
132		4,062	5,055	993	5%	6,824	11,942
133		4,297	5,495	1,198	6%	7,803	14,826
139	4	10,383	13,170	2,787	5%	17,779	31,113
143		3,976	520	1,304	6%	7,498	14,246

150		1,820	2,705	835	9%	4,409	10,361
152		1,817	2,245	428	5%	3,031	5,304
155		1,314	1,635	321	5%	2,207	3,862
168		1,380	1,900	520	8%	2,964	6,521
224		844	995	151	4%	1,274	2,038
226		2,497	4,770	2,273	10%*	3,864*	9,660
228	4	6,161	8,845	2,684	9%	14,417	33,159
236		2,025	2,940	915	9%	4,792	11,261
240		722	950	228	6%	1,349	2,563
241		1,101	1,415	314	6%	2,009	3,817
254		823	1,135	312	8%	1,771	3,896
275		385	500	115	6%	710	1,349
270		1,067	1,790	723	10%*	1,229*	3,072

\* Based upon average of 1983 to 1986 and 1983 to 1988

MAP 2-2

HISTORIC TRAFFIC VOLUMES

The Board concurs that relocation of the George T. Lewis Airport might have a negative economic impact on Cedar Key, and it is the intent of the Board to maintain and operate the airport in its present location, unless and until relocation is mandated or found to have public benefits that outweigh any negative economic impacts.

**TABLE 2-3**

**MINIMUM REQUIREMENTS FOR RIGHT-OF-WAY AND PAVEMENT WIDTHS  
LEVY COUNTY**

<b>Classification</b>	<b>Minimum Right-of-Way</b>	<b>Minimum Pavement Length</b>
Arterial	180 ft. 4 lane	12 ft. per lane
	100 ft. 2 lane	12 ft. per lane
Collector	80 ft.	20 ft. total
Local	60 ft.	20 ft. total

Source: Levy County Subdivision Regulations

**TABLE 2-4**

**ROAD EXPANSION PROJECTIONS FOR SELECTED PORTIONS  
OF LEVY COUNTY ROADS**

<b>Road</b>	<b>Location</b>	<b>Average Percent ADT 1986</b>	<b>Annual Increase 1983-1986</b>	<b>Year ADT Projected to Exceed 10,000</b>
US 27	E Bronson	5,009	6.33%	1,998
US 27	W Bronson	5,236	4.67%	2,001
US 27	.25 mi SE of SR 318	5,221	6.00%	1,998
US 27	E Williston	8,495	9.00%	1,989
SR 34	NE Bronson	2,140	2.66%	2,229

Source: Central Florida Planning and Development Corporation, June, 1987.

**Williston Municipal Airport**

A former military airport, this facility was deeded to the City of Williston in 1974. The airport is located two miles southwest of downtown Williston and has two asphalt surfaced runways. Runway 4/22 is 7,000 feet in length, and runway 14/32 is 5,000 feet long. Both runways have 150 feet widths. The airport serves as a basic utility airport with a market area that includes Williston, Bronson, Reddick, McIntosh and Archer. The City of Williston has prepared an airport master plan and an industrial site plan for this facility; and, the property was annexed in 1988. In 1992, this airport was selected as the preferred location for a regional airport within 20 miles.

**Railroads**

Levy County is served by CSX Transportation, formerly Seaboard Coastline Railroad. The routes of CSX Transportation extend north-south to Chiefland along the eastern section of the county through Williston. Railroad freight service is provided in Chiefland and Williston, with a depot in Williston.

Trains routed through Williston connect with the main line at Dunnellon. Some under-utilized section have been or are in the process of being abandoned by the railroad.

**Bus Service**

Levy County is provided with bus service by Greyhound and Trailway Bus Lines. There are nine northbound and eight southbound buses daily, and freight service is provided on both lines. Greyhound Bus Lines has one depot in Levy County, at Fanning Springs. Both Greyhound and Trailways Bus Lines have flag stops at Chiefland, Bronson, Williston, Lebanon Station, Otter Creek and Gulf Hammock.

**Trucking**

Three trucking firms currently serve Levy County. MR&R Trucking Company, Central Trucklines and Consolidated Freight Ways. United Parcel Service (UPS) and Federal Express also provide daily pickup and delivery services.

**Bicycle and Pedestrian Ways**

There are no designated, county-constructed or maintained bicycle or pedestrian ways in unincorporated Levy County. There are no state or federal bicycle or pedestrian ways in unincorporated Levy County. No studies have been conducted to determine the need for such facilities, and the board has never received a request to either consider of to construct such facilities.

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**Existing Traffic System Use**

Levy County's dispersed population rarely gathers on its traffic system so as to create congested conditions. Tourist and commercial traffic crossing the county are not intensive enough to aggravate the situation to any significant extent. Sergeant Herman Allen of the Levy County Sheriff's Office notes that the only time traffic jams occur is when construction and maintenance activities or traffic accidents impede traffic flow.

**Current Traffic Needs**

Traffic circulation levels are reflected in the estimates of the average daily trips (ADTs) listed for major roads in Levy County in Table 2-2. The average increases in traffic volumes on county roads over five years (1978-1983) of 22.6% and the three subsequent years (14.2%) are not significant enough to signal any need for change. This is so because traffic volumes were initially so low that relatively small increases in traffic flow appear as large increases percentage-wise.

A case in point might be State Route 24 northeast of Bronson. Monitors showed a 69% increase in traffic flow from 1978-1983, but that traffic volume is still one-quarter of what the Florida Department of Transportation would consider necessary for expanding SR 24 from a two-lane to a four-lane road. When one considers that the scarcity of job and shopping opportunities in rural Levy County forces a significant portion of county residents to drive into Gainesville on SR 24, it is evident that even on the major arterials, demand is not outstripping use.

**Traffic Accident Statistics**

The same necessities, such as job, shopping and entertainment opportunities, which pull Levy County's most rural population long distances into such regional population centers as Gainesville and Ocala, unfortunately seem to contribute a relatively high number of accidents and fatalities for the county.

While Levy County ranked 55th out of sixty-seven [67] counties in Floridian population density in 1984 [Florida Statistical Abstract 1985], it tied for 45th in total fatalities and 44th in total accidents. This supports the contention [Mr. Sandiego Sanchez of the Florida Department of Highway Safety and Motor Vehicles], that the long distances traveled by Levy County residents at early morning or late night hours either to work or following entertainment, contributes to proportionately higher traffic deaths per capita. [See Table 2-5]

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**Transportation System Needs Analysis**

The following analyses were based on discussions with the Department of Transportation, and comparisons between existing conditions and accepted standards. Most problem areas concern the highway network; however, deficiencies of airport facilities are also discussed.

**State-Identified Needs And Plans**

In "The Strategic Transportation Plan 1988", the Florida Department of Transportation addresses Levy County as a part of the District Two Plan. The ten year needs plan states: "The new inter-regional system includes upgrading the U.S. 19 corridor from the proposed extension of the Florida Turnpike to Georgia." The plan also states: "Aviation support and a regional airport for the Gainesville - Ocala area are proposed."

Map 2-3 shows the District Two Plan. Activities shown include the 5-Year Work Program which ends in 1994. By time frame, major activities include:

**1989-1998.**

- (1) U.S. 19 and C.R. 336. New expressway, with corridor acquisition.
- (2) U.S. 27A, add lanes from Bronson southeast to Marion County.

**1999-2008.**

- (1) U.S. 27A, add lanes from Bronson northwest to Chiefland.

TABLE 2-5

TRAFFIC ACCIDENTS IN THE LEVY COUNTY REGION

Year	Jurisdiction	Mileage Death Rate	Persons Killed	Persons Injured	Total Accidents Reported	Fatal Accidents	% Fatal Accidents	Total Accidents Reported	Fatal Accidents	Non-Fatal Accidents Reported	% of Complete Reported	% of Rural Reporting by FHP
1980	Levy	5.3	10	250	403	8	2.0	403	8	395	90	68
1980	Florida	3.8	2,879	201,385	357,720	2,571	0.7	130,592	1,519	129,073	154	66
1981	Levy	5.2	11	259	436	10	2.3	436	10	426	77	74
1981	Florida	4.1	3,199	205,437	368,766	2,810	0.8	133,565	1,643	131,922	146	68
1982	Levy	3.8	9	282	437	9	2.1	437	9	428	86	73
1982	Florida	3.4	2,710	195,834	361,312	2,454	0.7	133,541	1,398	132,143	172	69
1983	Levy	3.2	7	325	474	7	1.5	474	7	467	121	73
1983	Florida	3.3	2,729	194,791	384,614	2,460	0.6	149,936	1,395	148,541	194	67
1984	Levy	3.6	8	290	288	8	2.8	288	8	280	64	73
1984	Florida	3.4	2,856	202,889	237,551	2,599	1.1	91,703	1,498	90,205	109	69
1985	Levy	4.8	11	303	297	9	3.0	297	9	288	58	76
1985	Florida	3.3	2,870	216,596	250,412	2,589	1.0	102,177	1,559	100,618	117	65

Note: Mileage death rate = number of deaths per 100 million vehicle miles.

Source: Florida Department of Highway Safety and Motor Vehicles, Division of Florida Highway Patrol, Bureau of Records and Training, Traffic Homicide and Records Section: "Traffic Accidents Facts".

### Highways In General

As all roads are operating at or below their designed capacity, there are not any immediate needs for upgrading. However, since nearly one half, 45.5%, <sup>1</sup>/ of all employed residents residing in Levy County commute out of the county to work, special attention should be given to those roads with high peak hour traffic volume.

Based on projected traffic volumes for roads within Levy County, Table 2-2, and the design capacity of these roads, U.S. 27A east of Williston will approach or reach capacity during the initial planning period; i.e. by 1995. By the end of the second planning period, 2020, the following roads are expected to require 4-laning:

- (1) S.R. 40 East of Inglis
- (2) S.R. 121, West of S.R. 45/U.S. 41, Southwest of Williston
- (3) U.S. 27, East of Chiefland
- (4) U.S. 27, Northwest of S.R. 24, Northwest of Bronson
- (5) S.R. 24, Northeast of Bronson
- (6) U.S. 27, West of Williston
- (7) U.S. 27, East of Bronson
- (8) U.S. 27, from Williston to Marion County
- (9) U.S. 41, South of Williston
- (10) U.S. 41/S.R. 45, North of Williston
- (11) S.R. 320, Northwest of Chiefland

Primary needs of the highway network in Levy County include the following areas: re-surfacing and widening needs; subdivision regulation needs; construction needs; right-of-way needs; and conflicts between the existing transportation system and land uses.

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1. \_\_\_\_\_ Levy Overall Economic Development Plan Update, 1988. Central Florida Planning and Development, a division of Forestry and Environmental Services, Inc., 1988.

**MAP 2-3**

**COMBINED DOT WORK PROGRAM  
AND  
DISTRICT TWO PLAN**

**Resurfacing And Widening Needs**

Between 1978 and 1982, Levy County made excellent progress in upgrading the road system. Successive freezes during the winters of 1983 and 1984, however, have severely damaged many of the roads. A second problem of the existing highway network concerns pavement widths. Pavement widths on the majority of collectors are below recommended standards of 22-24 feet. If traffic volumes increase at a higher rate than projected, certain collectors may require widening to maintain required capacity and satisfy safety requirements. As shown in Table 2-1, some 77.7 miles of country roads are in fair condition and require re-surfacing within five years; 64.2 miles [poor condition] require re-surfacing within three years; and 12.5 miles [bad condition] require re-surfacing within one year.

By 2010, C.R. 121 and U.S. Highway 41 will be approaching and possibly be exceeding their design capacity thus requiring widening. These roads are heavily used by residents in Dunnellon and Williston who work in Alachua County.

**Subdivision Regulation Needs**

Upgraded as a part of the codification process during 1983-1984, the Levy County subdivision regulations are considered adequate to meet current needs. Subdivisions of lots below five acres in size require paved roads according to county standards, and subdivisions having lots equal to or greater than five acres may generally have unpaved roads which conform to minimum county standards, and, which are a part of a Municipal Service Taxing Unit [MSTU] established by the developer.

**Construction Needs**

Based on current and projected requirements, the county's existing system of arterials and collectors is sufficient to meet the county's needs in the foreseeable future. No new arterials or collectors are proposed.

**Right-of-Way Needs**

Right-of-way widths of most collectors in Levy County are less than recommended. Right-of-way widths range from fifty [50] to one hundred [100] feet compared to a recommended standard of one hundred [100] to one hundred twenty [120] feet. As more development occurs in the county and traffic volumes increase, certain collectors may require widening. Acquisition or dedication of additional right-of-way cannot be acquired through dedication, condemnation may be the only means of acquisition. Such procedures are both time consuming and costly and should be avoided when possible.

Although no new collectors are required at this time, adequate right-of-way widths should be reserved for future requirements. Consideration should be given to establishing future collectors along section lines or quarter section lines to facilitate development of a grid system.

### **Conflicts Between Existing Transportation System And Land Use**

Levy County is predominately a rural county and has not experienced serious conflicts between the existing transportation system and land uses. However, commercial strip development is beginning to occur along arterial highways. Failure to regulate this type of development usually results in conflicting traffic conditions, a proliferation of signs, depressed property values and a variety of building setbacks.

### **Projected Traffic Circulation Levels And Needs**

Levy County's lack of industry and major exploitable tourist attractions, such as usable shoreline, means that there are no powerful magnets for attracting new residents. Growth is occurring at a modest rate of 1.6% which reflects the intrinsic rate of increase [birth rate] plus some immigration less those emigrating to seek jobs. Such growth rate does not appear to necessitate much expansion of the transportation system within the next ten [10] years.

Other factors also contribute to the fairly secure transportation base which Levy County has. The climate is mild, and frequent freezes do not occur, so that roads usually are not cracked by frost heaves. Since the topography has a shallow relief, there is little washout of roads. Finally, commercial and tourist traffic is relatively light in that Levy County does not straddle major commerce or tourist routes. This reality is reflected in the fact that the Future Land Use Map for Levy County is hardly different at all from the present land use map. Changes in agriculture may occur, but the county is predominately rural, wet and forested, and the forces of economic growth and expansion are too weak to promote any major new transportation needs within the next five [5] to ten [10] years.

Table 2-4 shows projections of when expansion from two to four lanes may be required for parts of Routes 27 and 24. These projections are based on the assumption by the Florida D.O.T. that ten thousand [10,000] to twelve thousand [12,000] trips per day requires the four-laning of a two-lane road. As can be seen, except for parts of S.R. 27 southeast of Williston, most such expansions are at least ten years away. At current rates of traffic volume increase, S.R. 24 would not be four-laned for at least forty years. This general lack of need to construct is also seen in Table 2-6. Florida D.O.T. foresees mostly signal modernization and bridge rehabilitation in its five-year construction plan.

If Williston Airport becomes a regional airport, the design capacity of roads leading into and out of the city will need to be increased. Traffic volume will increase significantly above the current capacity of the two-laned roads. These roads will need to maintain their functional classification and upgrading will be necessary.

TABLE 2-6

FLORIDA D.O.T. ANTICIPATED CONSTRUCTION COSTS IN LEVY COUNTY

Road	Improvement	Cost (\$1,000)	Year
Williston Airport	Construct Apron	580	88/89
Williston Airport	Visual Aids Installation	20	90/91
Williston Airport	Construct Hanger	100	87/88
Williston Airport	Construct Hanger	100	88/89
Williston Airport	Overlay Taxiway	300	87/88
Cedar Key Airport	Visual Aids Installation	20	87/88
S.R. 55 / US 19 from CR 40 in Inglis to Signal Upgrade	Traffic Signals	38	88/89
US 19 Bridges #340037 & #42	Bridge Rehabilitation	18	87/88
S.R. 55 from C.R. 326 to Gulf Hammock	Upgrade Flashing Beacon	43	89/90
SR 55 from SR 24 to Otter Creek	Upgrade Flashing Beacon	22	89/90

Source: Florida Department of Transportation,  
*Five Year Construction Plan 1987-88 (FY 88) through 1991-92 (FY 92).*

**Level Of Service**

The projected level of service for all roads within Levy Count will remain at a level of "C" based on projected traffic volumes, through the initial planning period.

In summary, the projected needs for transportation in Levy County consist primarily of the widening and re-surfacing which is listed in Table 2-1, with the conversion of U.S. 19/98 - C.R. 336 to an expressway.

Summary of Traffic Conditions at the Time of the EAR

Existing Traffic Circulation Data

The Existing Traffic Circulation Map

Not Available.

FDOT Functional Classifications

Unchanged. The following FDOT functional classifications were depicted on the Existing Highway Functional Classification Map.

<b>Expressway</b>	
CR 336	
<b>Principal Arterials</b>	<b>Minor Arterials</b>
U.S. 41	SR 121
U.S. 27-Alternate	SR 24
U.S. 19/98	CR 320
U.S. 129	
<b>Rural Major Collector Roads</b>	<b>Rural Minor Collector Roads</b>
CR 40	CR 347
CR 464	CR 345
CR 323	CR 339
CR 318	CR 337
CR 335-A	CR 326
CR 316	CR 335
CR 336	CR 241
	CR 40 West of Yankeetown to the Gulf

Limited Access Facilities

Unchanged.

This condition could change if the terminus of the Florida Turnpike is relocated to Lebanon Station as suggested in current plans. However, the alignment of the Turnpike extension is still subject to change.

Number of Traffic Lanes for Each Roadway

The width and conditions in 1996 of the county-maintained road system are presented in Table 2-1 in the Appendix to Part 2 of this EAR. Laneage for state-maintained highways is presented in ADT tables (Table 2-4) and in Table-set 2-6, Existing and Projected LOS for FIHS and SHS in Levy County in the Appendix.

Ports and Related Facilities

Unchanged. Ports and related facilities were not addressed in the Traffic Circulation element.

Airports and Related Facilities

Airport Master Plan updates were prepared for the airports at Cedar Key and Williston. The draft Master Plan for the Cedar Key Airport was under review by the FDOT at the time of the preparation of the EAR.

High Speed Rail Lines and Related Facilities

Unchanged. While high speed rail lines were not addressed in the Traffic Circulation Element, Levy County is served by CSX Transportation, formerly the Seaboard Coastline Railroad. The Routes extend north-south to Chiefland and along the eastern section of the county through Williston. Railroad freight service was provided in Chiefland and Williston, with a depot at Williston. Trains routed through Williston connected with the main line at Dunnellon. Some under-utilized section has been or were in the process of being abandoned by the railroad. (LCCP: 2-11)

Traffic Circulation Analysis, Existing Levels of Service

All roads in the unincorporated part of the county were designated at Level of Service "C" (See Table-set 2-6 in the Appendix to Part 2) at the time of the EAR. Actual operating LOS were generally higher. No moratoria were imposed by the County due to inadequate Levels of Service. An inter-local agreement between the County and the FDOT to assure that Principal Arterials would be maintained at or above Level of Service "C" was not entered into during the planning period.

Design Capacities

Not available.

Estimates of ADT

Average Daily Traffic volumes were obtained from the FDOT; actual ADT's were presented for 27 traffic count stations on the state highway system in Levy County for the years 1990 through 1995. According to Average Daily Traffic Volumes and actual observation, all roads in the unincorporated part of the County were operating at the Level of Service "C" or higher. ADT's are presented in Table 2-4 in the Appendix to Part 2 of this EAR.

Accident Frequency Data

Accident frequency data indicated the following about traffic mishaps in Levy County between 1990 and 1994 are presented in Table 2-5 in the Appendix to Part 2 of this EAR.

Existing Facilities Needs/Expansions, State/Federal Highways

Facilities slated for upgrade for expansion are listed in the current FDOT Work Program for Levy County (including incorporated areas). These upgrade/expansion projects for the next five fiscal years are listed in Table 2-2 in the Appendix to Part 2 of this EAR.

County Roads

Facilities in need of upgrades and expansions are inventoried in the current list of capital and road projects obtained from the Levy County Road Department in June, 1996. Note there is overlap with the FDOT Work Program since some local improvements are funded in whole or in part by state and federal highway funds. The County Work Program is presented in Table 2-3 in the Appendix to Part 2 of this EAR.