

**APPENDIX B**  
**TRANSPORTATION**

## **ACRONYMS, ABBREVIATIONS, AND SYMBOLS**

<b>AASHTO</b>	American Association of State Highway and Transportation Officials
<b>FAC</b>	Florida Administrative Code
<b>FDOT</b>	Florida Department of Transportation
<b>ITE</b>	Institute of Transportation Engineers
<b>LOS</b>	Level of Service
<b>LUC</b>	Land Use Controls
<b>PDF</b>	Portable Document Format File
<b>PM</b>	Post Meridian (after noon)
<b>Q/LOS</b>	Quality/Level of Service
<b>SIS</b>	Strategic Intermodal System

## TRANSPORTATION

The following documents and data were used in the traffic analysis sections of this report. The documents included in this appendix are referenced in the report text and are provided electronically on the Appendices compact disc in a subfolder entitled "Supplement Appendix B-Transportation Data Files" as supplemental information and documentation. The files in that Supplement folder are numbered to correspond with the following list.

Please note that the Appendices compact disc accompanies all printed copies of the Environmental Impact Statement. Also, requests for the Appendices compact disc can be made through the Eglin Public Affairs office.

**1. Florida Department of Transportation (FDOT) Quality/Level of Service (Q/LOS) Handbook:**

This handbook provides generalized level of service (LOS) tables used to analyze each of the roadway segments included in this analysis, both existing and future.

**2. FDOT peak season and axle adjustment portable document format files (PDFs); documentation of peak season and axle adjustment factors developed by FDOT:**

These factors are used in the existing conditions analysis to convert the data collected to Average Annual Daily Traffic and to adjust for truck traffic (multiple axle) using the roadway.

**3. FDOT District 3 Strategic Intermodal Systems (SIS) map:**

This map identifies the SIS facilities located in District 3.

**4. Master tables for standalone alternatives analysis and cumulative alternatives analysis with peak hour peak direction volumes and LOS as well as daily volumes and LOS (master spreadsheets):**

- The standalone alternatives table compares the roadway impacts of each alternative individually and provides a reference for quick comparison of each of the alternatives. This table also includes peak hour peak direction level of service analysis.
- The cumulative alternatives table compares the roadway impacts for different component combinations of the Proposed Action and provides a reference for quick comparison of each of the cumulative alternatives. This table also includes peak-hour peak-direction LOS analysis.

**5. Master table for intersection delay and LOS:**

This table shows the intersection delay and LOS for each approach as well as overall intersection delay and LOS for each of the cumulative alternatives and the existing conditions.

**6. Master table for intersection volumes:**

This table shows the intersection volumes for each movement of each approach for both before noon (AM) and after noon (PM) hours. This includes volumes for each of the cumulative alternatives as well as existing conditions.

**7. Traffic count data:**

The Supplement subfolder entitled “7\_data collection” includes traffic counts that were taken on-base (2006) as well as PDFs of supplemental 2005 FDOT average annual daily traffic counts taken on roadway segments outside of the base. These counts were adjusted where necessary for the base year (2006) and used for the existing conditions analysis as well as a basis for the future year (2016) analysis.

**8. Rounding methodology:**

This document is from Chapter 1 of the FDOT Project Traffic Forecasting Handbook and is consistent with American Association of State Highway and Transportation Officials (AASHTO) rounding standards. These are the rounding standards that were used for each of the values shown in the tables throughout the report and appendix.

**9. Modeling methodology:**

This documentation summarizes the technical methodology used to develop and validate the sub-area transportation model for Eglin Main Base. This also documents the steps taken to develop the 2016 base year transportation model.

**10. Detailed Analysis Methodology:**

This documentation expands upon the methodology introduced in Chapter 3 and includes a discussion about the percent of truck traffic.

**11. Trend analyses:**

These tables document the development of the historical trend growth rates on the study area roadways. These growth rates were used in conjunction with the future year model to develop future year traffic volumes.

**12. Chapter 14-94 Florida Administrative Code (FAC) LOS Standards for SIS facilities:**

This guidance designates the LOS standards for SIS roadways.

**13. Chapter 9J-2.045 FAC - Transportation Uniform Standard Code**

This rule designates how the transportation impacts from Developments of Regional Impact in the state of Florida are analyzed.

**14. Institute of Transportation Engineers (ITE) Trip Generation (excerpts of Land Use Controls [LUC] 501 and 733)**

Excerpts from ITE Trip Generation detailing trip generation statistics from LUC 501 (Military Base) and LUC 733 (Government Office Complex).

**15. Planned and Programmed Road Improvements**

These tables list the road improvements that are currently planned or programmed out to the year 2030.

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