

Florida Department of Transportation (FDOT) District 2 (D2) and Levy County have established specific Level of Service (LOS) standards and projections to manage the transportation network's capacity, particularly during peak travel hours.

Adopted Level of Service (LOS) Standards

The LOS is a quantitative measure from A (free-flow) to F (forced flow/congestion) used to describe operational conditions.

- **Strategic Intermodal System (SIS) Highways:** The two major SIS-designated highways in Levy County, **US 19** (SR 55/US 98) and **US 27** (SR 500/US ALT-27) have an adopted LOS standard of "**C**".
- **County and Non-SIS Roads:** The Levy County Comprehensive Plan mandates a peak hour LOS standard of "**C**" for all county-maintained and non-SIS roads.
- **Development Concurrency:** New developments must maintain these adopted levels; the county may halt building permits if a project would degrade a road segment below its target LOS.

FDOT District 2 Projections & Reports

FDOT D2 utilizes a **Quality/Level of Service (Q/LOS) Handbook** to project roadway capacity through 2045.

- **Analysis Increments:** Projections for current and future volumes and peak hour LOS are provided in **5-year increments** from 2023 to 2045.
- **Methodology Update:** Recent analyses now use **context classification** (e.g., rural vs. urban) rather than just general area types to calibrate thresholds for what constitutes LOS D or better.
- **Specific Studies:** A U.S. 19 Project Development and Environment (PD&E) Study is currently underway to evaluate improvements from Citrus County through Levy County to address future capacity needs.

Typical LOS Descriptions for Planning

According to the Transportation Element guidelines used in the region:

- **LOS C:** Stable flow where speeds and maneuverability are closely controlled by higher volumes, but satisfactory operating speeds are maintained.

- **LOS D:** Approaches unstable flow; operating speeds are tolerable but significantly affected by changes in traffic conditions.

Current FDOT District 2 (D2) data for Levy County indicate that major corridors such as US 19 and US 27 are undergoing significant evaluation as they approach critical capacity thresholds between 2025 and 2030.

US 19 (SR 55/US 98) Projections

US 19 is the primary focus of FDOT's long-term planning in the region due to its role in the Strategic Intermodal System (SIS).

- **Capacity Concerns:** Current traffic levels are increasing, particularly in **Chiefland**, and are expected to surge once the Suncoast Parkway 2 Phase 3 connects to US 19 at Red Level (Citrus County).
- **Ongoing PD&E Study:** FDOT D2 is conducting a **Project Development and Environment (PD&E)** study to achieve "free-flow" conditions from the Suncoast Parkway terminus north to **NW 140th Street in Chiefland**.
- **Intervention Goals:** To maintain the adopted **LOS C**, the study is evaluating interchanges, overpasses, and frontage roads to replace traditional signalized intersections that currently hinder flow.

US 27 (SR 500/US ALT-27) Projections

US 27 serves as a vital freight link between Williston, Ocala, and Gainesville.

- **2025–2030 Focus:** This corridor has historically faced "inadequate future capacity," specifically on the two-lane sections near the Levy/Marion County line.
- **Operational Standards:** Like US 19, US 27 is a SIS facility with an adopted LOS standard of "C".
- **Infrastructure Strategy:** Recent planning emphasizes [widening segments to four-lane divided sections](#) and implementing stricter access management to prevent degradation to LOS D.

County-Wide 5-Year Outlook (2025–2030)

Feature	2025 Estimate	2030 Projection
Levy County Population	~46,091	~48,300
System LOS Goal	LOS C	LOS C
Key Risk	Rural/Uncontrolled Access	Congestion from Suncoast Connection

Source Data: Projections are based on the FDOT District 2 LOS Report.

The US 19 PD&E Study (Red Level to Chiefland) is currently identifying conceptual locations for interchanges and overpasses to achieve "free-flow" conditions. While final designs are pending, the following locations are the primary focus for the Suncoast Parkway 2 Phase 3 connection and subsequent upgrades in Levy County:

Suncoast Parkway 2 Phase 3 (Citrus to Levy Connection)

This phase extends the toll facility 10 miles from CR 486 to US 19 at the southern edge of Levy County.

- **US 19 at Red Level:** A major new interchange is planned where the Suncoast Parkway 2 Phase 3 will merge into US 19. This serves as the primary "gateway" for traffic entering Levy County from the south.
- **CR 495 (Citrus Ave):** A new interchange is proposed at this location, just south of the Levy County line, to manage regional access before the highway meets US 19.
- **W. Dunnellon Road:** This road will be realigned to accommodate the new SR 589/US 19 interchange.

Levy County US 19 PD&E Focus Areas

As part of the broader effort to maintain **LOS C** through 2045, FDOT is evaluating grade-separated improvements at these key intersections:

- **Lebanon Station (US 19 & SR 121/CR 336):** A specific project is underway to reconstruct US 19 over CR 336 with an independent bridge and full entrance/exit ramps to SR 121.
- **Inglis/Yankeetown Area:** Conceptual designs are being reviewed for the US 19 corridor near **SR 40**, aiming to eliminate signalized delays for long-distance travel.
- **Chiefland (South to NW 140th St):** The study area terminates at NW 140th Street, where researchers are looking at frontage roads and interchanges to bypass the heavy local business traffic that currently causes peak-hour congestion.

For the **US 19 PD&E Study (Red Level to Chiefland)**, FDOT District 2 is evaluating "controlled access" configurations to maintain free-flow traffic. While specific engineering drawings for every block in Chiefland are still being finalized in the current 2025–2026 phase, the conceptual "Typical Sections" for these one-way frontage roads follow a standardized FDOT design intended for high-volume corridors.

Conceptual Typical Section: One-Way Frontage Roads

Based on FDOT's standard controlled-access design criteria and study goals for Chiefland, the proposed layout typically includes:

- **Mainline (US 19 Express):** A 6-lane divided highway (three 12-foot lanes in each direction) separated by a concrete barrier or wide median. This "express" portion is intended for long-distance travelers and will have no traffic signals.
- **One-Way Frontage Roads:** Located on both the northbound and southbound sides of the mainline to handle local business access.
 - **Lanes:** Usually **1 to 2 lanes** (11–12 feet wide) in each direction.
 - **Speed Limit:** Typically posted at **45 mph** to accommodate frequent turns into businesses.
 - **Pedestrian/Bike Facilities:** A **5- to 6-foot sidewalk** is standard on the outer side, often accompanied by a **4-foot marked bike lane** or a **12-foot multi-use trail** in newer rural-to-urban transitions.

Chiefland Area Strategy (NW 140th Street Focus)

The study specifically looks at how these frontage roads will navigate the "signal desert" in Chiefland (currently 7 traffic lights).

- **Bypassing Congestion:** The goal is to move the through-traffic onto the grade-separated mainline while the frontage roads allow residents to access local shops without entering the high-speed express lanes.
- **Logical Termini:** The study area officially ends at **NW 140th Street**, which acts as a transition point where the controlled access might return to a standard at-grade highway as it moves further north toward Fanning Springs.

Project Status

- **Current Phase:** FDOT is in the **Data Collection and Alternatives Analysis** stage.

Source: FDOT District 2