



TRANSPORTATION CIRCULATION

ELEMENT

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Goal: ~~Maintain a safe and efficient Levy County transportation network for all users by providing adequate transportation facilities and ensuring that roadways operate at adoptable level of service standards.~~ Maintain a safe, efficient, resilient, and fiscally responsible Levy County transportation network for all users by providing adequate transportation facilities; coordinating transportation with future land use, public facilities, evacuation needs, and regional mobility; protecting the function of rural, agricultural, freight, and Strategic Intermodal System corridors; and ensuring that roadways operate at adopted level of service standards.

Objective 1 Transportation Systems

~~Provide for a safe and efficient motorized and non-motorized transportation system through appropriate access, satisfactory design standards, and maintenance of infrastructure.~~ Provide for a safe, efficient, resilient, and context-sensitive motorized and non-motorized transportation system through appropriate access management, roadway design, maintenance, resurfacing, shoulder improvements, bicycle and pedestrian facilities, emergency access, and coordination with development and public facility planning.

Access Point and Driveway Standards

Policy 1.1 Connections and access points of driveways and roads to the state, federal and local highway network shall be limited to a minimum spacing as follows:

Functional Class	Access Management Class	Minimum Connection Spacing [Streets & Driveways]	
		Over 45 MPH	Under 45 MPH
Principal Arterials	2	1,320	660
Minor Arterials	4	660	440
Major Collectors	6	440	245
Minor Collectors	6	440	245
Local Street	7	125	125

For direct connection to state and federal highways, the Florida Department of Transportation (FDOT) Access Management Rule in Chapter 14-97, Florida Administrative Code, is adopted by reference. Where a conflict develops, the more restrictive standard shall apply.

On County roads, the design criteria and construction standards for turning lanes, aprons, radii and other features, including bike lanes and sidewalks, will be incorporated into the subdivision regulations, land development regulations, and a public works manual. On state roads, FDOT design criteria and construction standards shall apply. The applicant or representative applying for an access permit on a road shall secure the appropriate County or FDOT driveway permit and follow the County's or FDOT's respective procedures.

Policy 1.2 The adopted Levy County Land Development Code will require shared [dual] access and cross-access agreements as a precondition to issuing development permits for the highway frontage of pre-platted subdivisions.



~~**Policy 1.3** All development proposals shall include provision for safe and efficient on-site traffic flow, both pedestrian and vehicular, and provide for adequate internal traffic circulation and vehicular parking. Minimum standards for number of parking spaces, aisle and space dimensions, drainage, landscaping, curve radii, bike lanes, sidewalks and construction materials shall be adopted as a part of the Levy County subdivision regulations, and/or public works manual, as appropriate.~~

Policy 1.3 All development proposals shall include provisions for safe and efficient on-site traffic flow, including vehicular, pedestrian, bicycle, emergency access, loading/service, and internal circulation needs, as applicable. Parking, access, drainage, landscaping, sidewalks, bicycle facilities, turning movements, driveway design, construction materials, and related transportation design standards shall be implemented through the Land Development Code, subdivision regulations, public works manual, or other adopted County standards, as appropriate.

Bicycle, Pedestrian, Trail, and Multimodal Connectivity

~~**Policy 1.4** In planning for new or improved transportation facilities, the County will consider incorporating bicycle and pedestrian ways for the purpose of connecting residential areas to recreational areas, schools and shopping areas within neighborhoods and communities.~~

Policy 1.4 In planning for new or improved transportation facilities, the County should consider context-sensitive bicycle, pedestrian, sidewalk, shoulder, multi-use trail, and other non-motorized improvements that improve safety and connect residential areas, schools, parks, civic uses, employment areas, commercial areas, transit or transportation disadvantaged services, and recreational or regional trail systems where feasible and consistent with available funding. The County may provide or require bicycle and pedestrian facilities through the Levy County Land Development Code, subdivision regulations, public works manual, or development review process where such facilities are proportionate to the development impact and consistent with applicable law.

The County may provide or require the provision of bicycle/pedestrian facilities through the Levy County Land Development Code. Site and locational needs will be assessed by the Development Department, and costs will be estimated by the Road Department.

Roadway Resurfacing, Safety, Maintenance, and Rural Road Preservation

~~**Policy 1.5** A priority listing for re-surfacing collector highways will be developed annually. The list will be used for general planning purposes and will be revised according to available funding or emergencies.~~

Policy 1.5 The County shall continue to maintain and periodically update a priority listing for resurfacing, rehabilitation, paved shoulder improvements, safety improvements, and other roadway maintenance needs. Prioritization should consider current and projected traffic volumes, crash history, pavement condition, roadway condition, school and emergency routes, evacuation and freight function, grant eligibility, maintenance efficiency, and the functional role of the roadway within the County transportation network.

Roadways will be ranked in part based on current and projected traffic volumes, deficiency, improving safety with supporting crash data, maintenance efficiency, and function of the County's transportation system. Development of new criteria for setting priorities for maintenance and



~~repair will be based on recommendations from the Levy County Road Department.~~
Roadway improvement priorities should be coordinated with available funding, FDOT grant programs, the Capital Improvements Element, and Road Department recommendations, and may include rural roadway resurfacing, paved shoulders, signing and pavement markings, drainage review, utility coordination, and other safety or preservation improvements.

Transportation Funding and Special Districts

~~**Policy 1.6** The County will consider the establishment of special taxing districts (i.e., Municipal Service Taxing Unit (MSTU), Municipal Service Taxing District (MSTD) and other methods, to ensure the adequate provision of infrastructure and to provide paved streets in residential areas not subject to subdivision regulations.~~

Policy 1.6 The County will consider the establishment of special taxing districts, municipal service taxing units, municipal service benefit units, grant programs, local option fuel tax, impact fees, developer contributions, and other legally available funding mechanisms to support the adequate provision of transportation infrastructure, roadway maintenance, and paved streets in residential areas not subject to subdivision regulations.

~~**Policy 1.7** The County will maintain the existing system of collectors, and continue to widen pavements which do not meet minimum width standards.~~

Policy 1.7 The County shall maintain the existing system of collectors and local roads and continue to improve pavements, shoulders, drainage, signing and pavement markings, and other features where needed to support safety, system preservation, rural mobility, emergency response, and adopted roadway standards.

Policy 1.8 The County should prioritize cost-effective rural roadway safety improvements, including resurfacing, paved shoulders, shoulder stabilization, pavement markings, signage, clear zone improvements, drainage maintenance, curve and visibility improvements, and other context-sensitive measures, based on crash data, pavement condition, functional classification, grant eligibility, and the roadway's role in serving residents, agriculture, forestry, schools, emergency services, and local businesses.

Utility Coordination and Emergency Access

Policy 1.9 The County should coordinate roadway design, resurfacing, and permitting projects with utility owners, emergency service providers, school transportation, FDOT, water management districts, and affected property owners, as appropriate, to identify conflicts, preserve drainage function, minimize construction disruption, and support efficient project delivery.

Policy 1.10 The County should consider transportation resilience and emergency access when planning, designing, maintaining, or prioritizing transportation improvements, including evacuation routes, access to coastal and low-lying communities, bridge and culvert vulnerability, post-disaster debris removal, emergency response routes, and access to critical public facilities.

Objective 2 Coordination with the Future Land Use Map

~~Coordinate the development of a traffic circulation system with planned growth areas shown on the Future Land Use Map series to promote compact contiguous development pattern.~~



Coordinate the transportation circulation system with the Future Land Use Map, municipalities, Municipal Service Districts, Rural Commercial Nodes, Joint Planning Areas where established, employment areas, public facilities, and planned growth areas to promote compact, fiscally responsible, and compatible development patterns while maintaining rural mobility and roadway safety.

Functional Classification Map

~~**Policy 2.1** The County will utilize the adopted Functional Classification Map showing the arterial, collector and local street system in developing an efficient and safe roadway network.~~

Policy 2.1 The County will utilize the adopted Functional Classification Map, FDOT traffic and level of service data, crash data, transportation studies, local roadway inventory data, and other best available transportation information in developing and maintaining an efficient and safe roadway network.

Road Level of Service

~~**Policy 2.2** The peak hour level of service (LOS) standard for County and non-SIS roads is "C" New development shall bear a proportionate share of the cost of providing new or expanded public facilities and infrastructure required to maintain adopted levels of service through the County's proportionate fair share ordinance, impact fees, site-related developer dedications, and developer contributions. The County may terminate the issuance of building permits, for non-deminimis impacts to the affected segment until the deficiency is corrected.~~

Policy 2.2 The peak hour level of service (LOS) standard for County and non-SIS roads is "C." New development shall be reviewed for transportation concurrency and proportionate share responsibilities in accordance with Section 163.3180, Florida Statutes, the County's proportionate fair share ordinance, impact fees, site-related developer dedications, and developer contributions. The County may address non-de minimis impacts to affected roadway segments through legally available concurrency, proportionate fair share, development agreement, or capital improvement mechanisms.

Transportation facilities needed to serve new development shall be in place and able to serve new development at the time a development permit, or its functional equivalent, is issued, or if the transportation facilities and services to be provided are the subject of a binding, executed contract for construction of the facilities or services at the time the development permit is issued, or the necessary facilities or services are guaranteed in an enforceable development agreement at the time the development permit is issued, pursuant to Levy County Land Development Code.

Concurrency management mechanisms will be developed to ensure that the efficiency of the transportation system is maintained and protected from avoidable degradation of the adopted Level of Service along roadways under the County's jurisdiction. No land use change or development project shall be approved if the projected impacts indicate that the level of service will fall below the adopted Level of Service "C".

Subdivision Access and Design Standards

Policy 2.3 Through the Levy County subdivision regulations, and consistent with Chapter 177, Florida Statutes, the County shall implement road access and design requirements to promote the safe and orderly development of transportation networks for current and future land



use needs. The County will continue to review and revise subdivision standards to ensure that adequate infrastructure is provided by residential developments.

Commercial Strip Development and Access Management

~~**Policy 2.4** The County will discourage commercial strip development along major highways by limiting community and regional level commercial development to areas and nodes designated for Commercial land uses shown on the Future Land Use Map. Approval criteria for proposed land uses and rezoning will be based on findings to include, but not limited to, the availability and efficient use of public facilities, accessibility and the capacity of the roadways.~~

Policy 2.4 The County shall discourage inefficient strip commercial development along major highways by directing community and regional commercial development to municipalities, Municipal Service Districts, Rural Commercial Nodes, designated Commercial areas, employment nodes, and other areas shown or recognized in the Future Land Use Map or Comprehensive Plan. Review criteria should consider availability and efficient use of public facilities, access management, roadway capacity, compatibility, safety, and protection of the function of state and County corridors, while recognizing existing lawful uses and vested rights.

~~The Levy County Land Development Regulations shall establish minimum standards for curb cuts, setbacks, frontage roads, bike lanes, sidewalks and access according to functional classification of the roadway using Rules 14-96 and 14-97, F.A.C. as guidelines. The Levy County Land Development Regulations shall establish minimum standards for curb cuts, setbacks, frontage roads, cross-access, shared access, bike lanes, sidewalks, multimodal facilities, and access according to functional classification of the roadway using Rules 14-96 and 14-97, F.A.C., FDOT access management standards, and County standards as guidelines, as applicable.~~

Proportionate Fair Share and Concurrency

Policy 2.5 In accordance with Section 163.3180, Florida Statutes, the County shall provide a means by which new development will be assessed a proportionate share of the cost of providing the transportation facilities necessary to serve the proposed development. However, new development shall not be held responsible for contributing to deficient transportation facilities.

Future Land Use, Growth Area, and Rural Mobility Coordination

Policy 2.6 When evaluating Future Land Use Map amendments, rezonings, subdivisions, and development proposals, the County should consider transportation access, roadway capacity, safety, evacuation needs, freight and agricultural mobility, multimodal access, access management, public facility availability, compatibility with surrounding land uses, and the relationship between the proposed development and designated growth areas.

Policy 2.7 Development within municipalities, Municipal Service Districts, Rural Commercial Nodes, employment areas, and other planned growth areas should be designed to provide safe internal circulation, shared access, cross-access, coordinated driveway locations, pedestrian and bicycle connections where appropriate, and access management features that reduce conflicts between local access and through traffic.

Policy 2.8 The County should recognize rural roads as important transportation facilities for agricultural production, forestry operations, aquaculture, resource-based recreation, school



access, emergency response, and rural residents. Transportation planning and development review should consider the function of rural roads and seek to minimize unnecessary conflicts between heavy vehicles, local traffic, bicyclists, pedestrians, and adjacent rural residential or agricultural uses.

Objective 3 Intergovernmental Coordination / Transportation Planning

~~Coordinate with the plans and programs of appropriate metropolitan planning organizations, public transportation authority, transportation disadvantaged programs, adjacent counties, resource planning and management programs prepared pursuant to Chapter 380, Florida Statutes and the Florida Department of Transportation's (FDOT) 5-Year Transportation Plan.~~

Coordinate with the plans and programs of FDOT, adjacent counties, municipalities, regional planning agencies, public transportation providers, transportation disadvantaged programs, airport authorities, resource planning and management programs, and other appropriate agencies prepared pursuant to Chapter 380, Florida Statutes and the Florida Department of Transportation's (FDOT) 5-Year Transportation Plan, to support safe, efficient, resilient, and compatible transportation planning through 2050.

Williston Airport

Policy 3.1 The County will coordinate planning and development with the City of Williston to improve the Williston Municipal Airport.

Cedar Key Airport Master Plan

~~**Policy 3.2** The adopted Cedar Key / George T. Lewis Airport Master Plan recommendations will be implemented in accordance with budgetary constraints and the availability of financial assistance from state and federal sources. Relocation alternatives will be considered as a means of determining the feasibility of reducing County infrastructure in a Coastal High Hazard area.~~

Policy 3.2 The adopted Cedar Key / George T. Lewis Airport Master Plan recommendations will be implemented in accordance with budgetary constraints and the availability of financial assistance from state and federal sources. Relocation alternatives, facility hardening, operational improvements, and other resilience strategies may be considered as a means of reducing County infrastructure vulnerability in the Coastal High Hazard Area while maintaining aviation, emergency response, and public safety functions.

FDOT and Regional Transportation Coordination

Policy 3.3 The County should coordinate with FDOT, regional planning partners, adjacent counties, municipalities, and public agencies on transportation studies, corridor plans, safety studies, Project Development and Environment studies, access management plans, capacity projects, and transportation improvements that may affect local access, freight mobility, evacuation, economic development, rural character, agricultural lands, conservation lands, and environmental resources.



Strategic Intermodal System (SIS) Designation

Policy 3.4 U.S. Highway 19, U.S. Highway 27, and U.S. Alternative Highway 27/S.R. 500 are designated as Strategic Intermodal System (SIS) Rural Principal Arterial corridors. SIS corridors are shown on the County's Functional Classification Map.

Future additions or deletions to the designated SIS corridor plan shall be coordinated with the Florida Department of Transportation to ensure adequate right-of-way protections and acquisition, access management and the provision of traffic signals.

Strategic Intermodal System (SIS) Highways and Coordination

~~**Policy 3.5** The County shall consult with the Florida Department of Transportation when proposed Comprehensive Plan Amendments affect facilities on the Strategic Intermodal system. The Florida SIS highways in Levy County include U.S. 19, U.S. 27, and U.S. Alternative Highway 27 /S.R. 500.~~

Policy 3.5 The County shall consult with the Florida Department of Transportation when proposed Comprehensive Plan amendments, development proposals, transportation studies, access management changes, or capital improvement projects affect facilities on the Strategic Intermodal System or other state roadways. The Florida SIS highways in Levy County include U.S. 19, U.S. 27, and U.S. Alternative Highway 27 / S.R. 500.

SIS Level of Service

Policy 3.6 Strategic Intermodal System roads within the County shall have the following LOS standard:

Segment	Functional Class	LOS Standard	Access Management Standard
US 19 Principal	Arterial/Rural	C	SIS 4 lanes/divided Controlled Access
US 27/U.S. Alt27/SR 500	Principal Arterial/Rural	C	SIS 4 lanes/divided Controlled Access

Policy 3.7 All access to state roads shall be consistent with the Florida Department of Transportation's Access Plan (Rules 14-96, Access Permitting Process and 14-97, Access Standards, F.A.C.). FDOT design criteria and construction standards shall apply. The applicant or representative applying for an FDOT access permit shall secure the appropriate FDOT driveway permits and follow the FDOT's procedures.

Transportation Disadvantaged

~~**Policy 3.8** The County shall support the provision of transportation services to the transportation disadvantaged, and will continue to vigorously pursue state and federal grant programs to support both operating and capital funding.~~



Policy 3.8 The County shall support the provision of transportation services to the transportation disadvantaged, including older adults, persons with disabilities, low-income households, veterans, youth, and residents without reliable access to a private vehicle, and will continue to pursue state and federal grant programs to support operating and capital funding for transportation disadvantaged, transit, paratransit, and mobility services where feasible.

New Turnpike Proposals Inconsistent ~~in~~ with Agriculture, Forestry, Conservation and Natural Reservation Land Uses

Policy 3.9 New Greenfield Turnpikes, toll roads, or other forms of new Principal Arterial highways are inconsistent with Future Land Use Map categories: Agricultural/Rural Residential, Forestry/Rural Residential, Conservation and Natural Reservation.

US 19 / US 98 and US 27 Regional Corridor Coordination

Policy 3.10 The County should coordinate with FDOT District 2, affected municipalities, adjacent counties, regional partners, and the public regarding the U.S. 19 / U.S. 98 corridor, including the FDOT Project Development and Environment study from Red Level to NW 140th Street in Chiefland, future Suncoast Parkway connections, controlled-access concepts, frontage road concepts, interchange or overpass alternatives, and related improvements. Coordination should consider local access, business access, safety, evacuation, freight movement, agricultural access, rural community character, environmental resources, and consistency with the Future Land Use Element.

Evacuation, Coastal Access, and Emergency Response

Policy 3.11 The County should coordinate with FDOT, municipalities, emergency management agencies, and coastal communities to maintain and improve key evacuation, coastal access, and emergency response corridors, including S.R. 24 and other roadways serving Cedar Key, Yankeetown, Inglis, Fanning Springs, and low-lying or coastal areas, subject to available funding and applicable state and federal requirements.

Freight and Agricultural Mobility

Policy 3.12 The County should support safe and efficient freight and goods movement on appropriate state and County corridors while managing impacts to rural residential areas, local roads, schools, agricultural and forestry operations, conservation lands, and community centers through coordination, access management, signage, roadway design, and capital improvement planning.

Objective 4 Right of Way Preservation

~~Provide for the protection of existing and future rights-of-way from building encroachment.~~

Provide for the protection and management of existing and future rights-of-way needed for transportation safety, maintenance, resilience, drainage, multimodal facilities, utility coordination, and future roadway improvements, consistent with the Land Development Code, adopted standards, property rights, and applicable law.



Section Line Right- of- Way

Policy 4.1 All new developments, regardless of size or location, shall provide a section line right-of- way dedication for future road construction, unless future extension is clearly impractical or undesirable, in addition to any required setback adopted by the County Land Development Code. On the existing transportation network, developments shall be set back from the center of the existing right-of-way. Adequate right-of-way shall be preserved using the ~~below standards~~ standards below:

- a. $\frac{1}{2}$ the minimum right-of-way required by the Levy County Land Development Code for setbacks;
- b. SIS roads shall include an additional fifty (50) feet on each side of the setback centerline for the purpose of future right-of-way and frontage road needs;
- c. Where existing right-of-way width is inadequate, the developer shall dedicate that portion necessary to meet or exceed those standards as adopted in the Levy County Land Development Code as a condition to receiving any development approval or zoning change.



Typical Road Construction Standards

~~**Policy 4.2** County minimum road construction standards are adopted by reference to the then-current version of the following manuals of the Florida Department of Transportation: Standard Specifications for Road and Bridge Construction, and Design Standards for Design, Construction, Maintenance and Utility Operations on State Highway System, and Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways. In the event that an inconsistency should develop between the adopted Levy County Land Development Code and Plan policies and the Florida Department of Transportation standards, the more restrictive standard shall prevail.~~

Policy 4.2 County minimum road construction standards are adopted by reference to the then-current version of the applicable Florida Department of Transportation manuals and standards, including the Standard Specifications for Road and Bridge Construction, Standard Plans, the FDOT Design Manual where applicable, the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), and the Manual on Uniform Traffic Control Devices. In the event that an inconsistency should develop between the adopted Levy County Land Development Code, Plan policies, and applicable FDOT standards, the more restrictive standard shall prevail unless otherwise required by law.

SIS Right-of-Way Preservation

~~**Policy 4.3** Preserve the functional integrity of the Strategic Intermodal Highway System (SIS) road segments in the County. Adequate right-of-way shall be provided for by all development. As used here, "provided for" means a right-of-way reservation.~~

Policy 4.3 Preserve the functional integrity of the Strategic Intermodal System road segments and other major transportation corridors in the County. Adequate right-of-way shall be provided for or reserved by development where required by the Land Development Code, FDOT coordination, or applicable law. As used here, "provided for" means a right-of-way dedication, reservation, or other legally available mechanism.

~~**Policy 4.4** The County will coordinate with the Florida Department of Transportation to ensure that the levels of service on the principal arterial system remain at or above the adopted LOS C; and, that as a result, no moratoria on growth and development become necessary.~~

Policy 4.4 The County will coordinate with the Florida Department of Transportation to support levels of service on the principal arterial system at or above the adopted LOS C, maintain the function of SIS and state roadway corridors, and avoid the need for transportation-related moratoria through access management, right-of-way coordination, proportionate fair-share improvements, and capital improvement planning.

Concurrency Management / SIS

Policy 4.5 The County shall review all development proposals to ensure consistency with Strategic Intermodal System level-of-service standards established by the Florida Department of Transportation.

Level of Service (LOS) is a qualitative measure 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 time



period while maintaining a given operating condition. The most feasible method to establish LOS is comparing "peak hourly demand volume" to "maximum peak hour service volume." This measurement is important for capital improvement planning purposes. Levels of service are defined as follows:

1. **LOS A:** The highest LOS primarily describes free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
2. **LOS B:** Represents reasonably unimpeded 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.
3. **LOS C:** Represents stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience appreciable tension while driving.
4. **LOS D:** Borders on a range on 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.
5. **LOS E** 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.
6. **LOS F:** This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

Utility Coordination

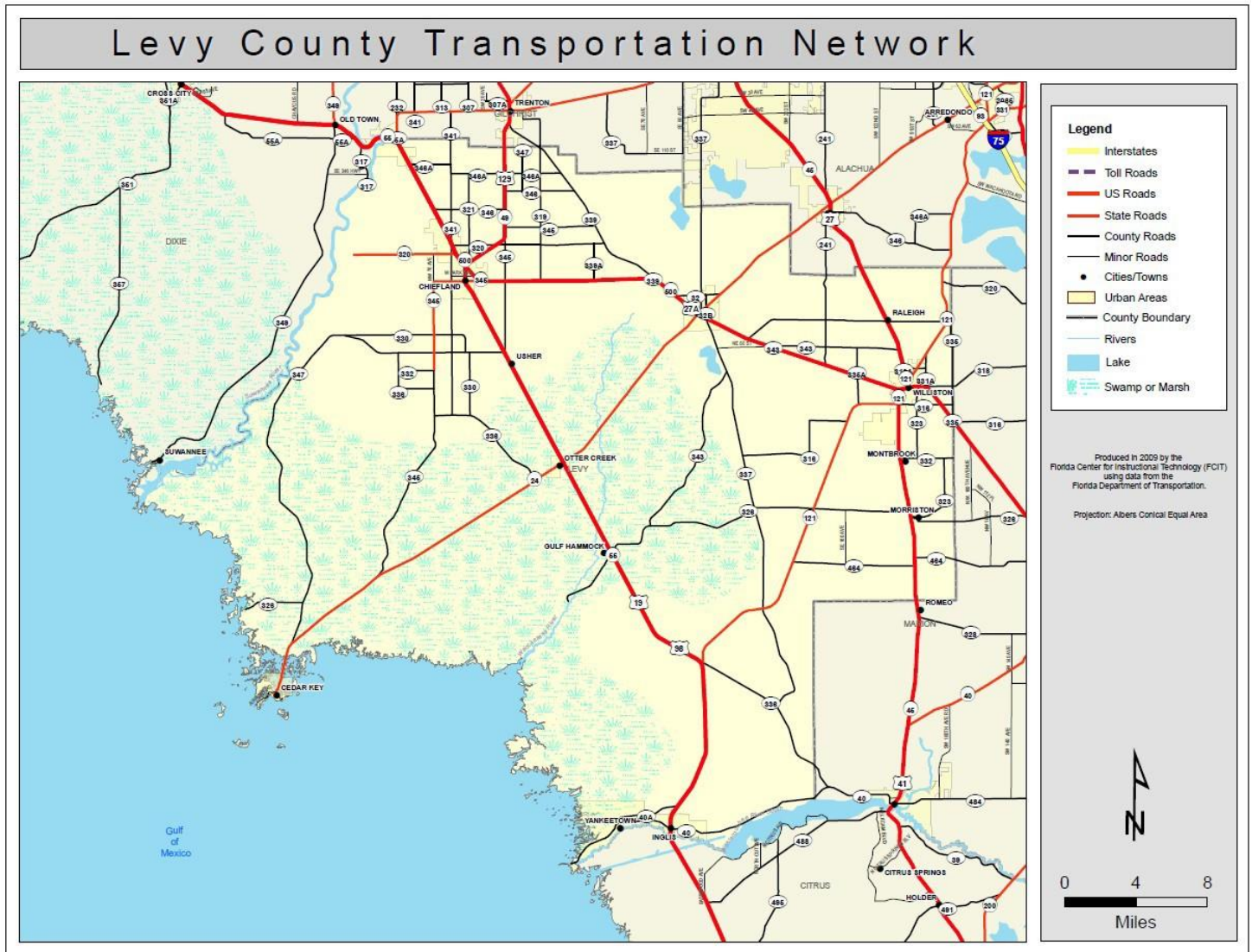
Policy 4.6 The County should coordinate transportation improvement projects with utility owners early in project development to identify potential conflicts, relocation needs, drainage considerations, right-of-way constraints, construction sequencing, and opportunities to coordinate roadway, drainage, utility, broadband, and public facility improvements.

Capital Improvements and Grant Coordination

Policy 4.7 The County should coordinate transportation priorities with the Capital Improvements Element, FDOT work program, state and federal grant programs, Small County Outreach Program, Small County Road Assistance Program, local option fuel tax, impact fees, developer contributions, and other legally available funding sources to support roadway preservation, safety, resurfacing, shoulder improvements, bridge and culvert improvements, multimodal facilities, and emergency access.



Levy County Transportation Network Map1



Source: Florida Department of Transportation

Levy County Transportation Network Peak (LOS) 2022 – Map 2
(FDOT District 2 projections through 2045)

