

TABLE 1

LEVEL OF SERVICE DATA FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

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URBANIZED ROADWAYS																	
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	Multimodal Corridor	4-D	Ia Arterial	0.23	NO	D	35,700	-	-	31%	24,800	10,900	B	-
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	Multimodal Corridor	4-D	Ia Arterial	1.58	NO	D	35,700	-	-	66%	12,200	23,500	B	-
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	Multimodal Corridor / Backlogged	4-D	II Arterial	8.57	NO	M	33,400	31,500	36,100	124%	-7,500	39,000	F	F
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	Multimodal Corridor	4-D	II Arterial	4.74	NO	M	33,400	28,350	44,400	116%	-4,400	32,750	F	F
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	Multimodal Corridor	4-D	Ia Arterial	1.43	NO	D	35,700	-	-	67%	11,950	23,750	B	-
S-6	SR 20/NW 6th St.	N.W. 8th Ave.	SR 222/N 39th Ave.	-	4-U	Ia Arterial	2.0	-5%	D	33,915	-	-	44%	18,915	15,000	B	-
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	-	4-U	Ia Arterial	0.56	-5%	D	33,915	-	-	29%	24,215	9,700	B	-
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	FIHS / Multimodal Corridor	4-D	Ia Arterial	1.48	NO	C	33,300	-	-	46%	17,900	15,400	B	-
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	Multimodal Corridor	4-D	Ia Arterial	0.45	NO	D	35,700	-	-	62%	13,450	22,250	B	-
S-10	SR 24/Archer Rd.	Interstate 75	SR 226/SW 16th Ave.	Multimodal Corridor	6-D	Ia Arterial	2.0	NO	D	53,700	54,000	-	89%	5,750	48,250	C	D
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	Multimodal Corridor	4-D	II Arterial	4.55	NO	E	33,400	38,950	-	75%	9,700	29,250	E	C
S-12	SR 24/Waldo Rd.	SR 26/University Ave.	SR 222/E 39th Ave.	Multimodal Corridor	4-D	Ia Arterial	1.48	NO	D	35,700	-	-	60%	14,200	21,500	B	-
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	Multimodal Corridor	4-D	Ia Arterial	0.45	NO	D	35,700	-	-	38%	22,100	13,600	B	-
S-14	SR 26/Newberry Rd.	NW 98th St.	Interstate-75 [east ramp]	FIHS / Multimodal Corridor	4-D	Ib Arterial	3.39	NO	C	19,200	55,875	-	53%	26,000	29,875	D	B
S-15	SR 26/Newberry Rd.	Interstate-75 [east ramp]	NW 8th Ave.	Multimodal Corridor / Constrained	6-D	II Arterial	7.27	NO	M	50,600	53,850	55,200	89%	6,100	47,750	E	C
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	Multimodal Corridor	4-D	Ib Arterial	3.44	NO	D	31,100	42,075	-	78%	-1,775	32,875	F	B
S-17	SR 26/University Ave.	SR 121/W 34th St.	North/South Dr.	Multimodal Corridor / Constrained	3-U	Ia Arterial	1.43	-12.5%	E	23,100	36,150	-	80%	-5,650	28,750	F	B
S-18	SR 26/University Ave.	North/South Dr.	US 441/W 13th St.	Multimodal Corridor	4-D	II Arterial	6.67	NO	M	33,400	43,400	33,000	84%	6,900	36,500	F	E
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	Multimodal Corridor	4-D	II Arterial	7.65	NO	E	33,400	-	-	66%	11,400	22,000	D	-
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	Multimodal Corridor	4-D	Ia Arterial	1.77	NO	D	35,700	-	-	29%	25,400	10,300	B	-
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	Multimodal Corridor / Backlogged	2-U	Ib Arterial	4.0	-20%	E	13,515	21,400	-	72%	5,900	15,500	F	E
S-22	SR 26A/SW 2nd Ave.	SR 121/W 34th St.	SR 26/University Ave.	Multimodal Corridor / Backlogged	2-U	Ia Arterial	1.15	-20%	E	13,600	18,650	-	82%	3,400	15,250	E	C
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	Multimodal Corridor	6-D	Ia Arterial	1.89	NO	D	53,700	49,350	-	45%	31,450	22,250	B	B
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	Multimodal Corridor	6-D	Ib Arterial	3.53	NO	E	51,400	-	-	79%	10,650	40,750	D	-
S-25	SR 121/W 34th St.	SR 26/University Ave.	NW 16th Ave.	Multimodal Corridor / Backlogged	2-D	Ia Arterial	2.0	+5%	M	17,850	20,100	26,400	109%	-1,900	22,000	F	F
S-26	SR 121/W 34th St.	NW 16th Ave.	SR 222/W 39th Ave.	Multimodal Corridor	2-U	Ia Arterial	1.33	NO	D	16,600	17,900	-	81%	2,100	14,500	C	B
S-27	SR 121/W 34th St.	SR 222/W 39 Ave.	US 441/W 13th St.	Multimodal Corridor	2-U	Ia Arterial	0.91	NO	E+10%	18,700	14,400	15,840	83%	2,400	12,000	C	C
S-28	SR 121/W 34th St.	US 441/W 13th St.	N.W. 77th Ave.	Multimodal Corridor	2-U	Ia Arterial	0.56	NO	D	16,600	-	-	59%	6,751	9,849	B	-
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 43rd St.	-	4-D	Ia Arterial	1.79	NO	D	35,700	30,200	-	67%	9,932	20,268	B	C

S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	-	4-D	Ia Arterial	1.67	NO	D	35,700	-	-	48%	18,700	17,000	B	-
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	-	4-D	Ia Arterial	0.56	NO	D	35,700	-	-	43%	20,500	15,200	B	-
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	-	2-U	Unsignalized	0.0	NO	D	24,800	-	-	44%	14,000	10,800	B	-
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	-	4-D	Ib Arterial	4.44	NO	D	31,100	-	-	65%	10,800	20,300	D	-
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	-	4-D	Ia Arterial	2.86	NO	D	31,100	-	-	63%	11,550	19,550	C	-
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	-	2-U	Ia Arterial	0.83	NO	D	16,600	-	-	57%	7,200	9,400	B	-
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	-	4-U	Ia Arterial	2.4	-25%	D	26,775	-	-	52%	12,775	14,000	B	-
S-37	SR 329/Main St.	SR 331/Williston Rd.	N. 8th Ave.	-	4-U	Ib Arterial	3.62	-25%	E	25,050	-	-	76%	6,050	19,000	D	-

TABLE 1 - Continued

LEVEL OF SERVICE DATA FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Page 2 of 2

Assigned Roadway		From South or West	To North or East	A	Number of B	FDOT Roadway C	Signalized Intersections per mile	Median or Left Turn Adjustment D	Adopted LOS E	F			Percent of Capacity	Available Service Volume	Median AADT G	H	
										Maximum Service Volume						Level of Service	
										Table	Calculated	Negotiated				Table	Calculated
I																	
URBANIZED ROADWAYS																	
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	FIHS	4-D	Ia Arterial	0.87	NO	C	33,300	-	-	63%	12,300	21,000	B	-
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	FIHS	4-D	Ia Arterial	1.18	NO	C	33,300	-	-	50%	16,600	16,700	B	-
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	-	4-D	II Arterial	6.67	NO	D	26,500	-	-	66%	9,000	17,500	D	-
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	FIHS	6-U	Group 2 Freeway	N/A	N/A	C	73,400	-	-	61%	28,400	45,000	B	-
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	FIHS	6-U	Group 2 Freeway	N/A	N/A	C	73,400	-	-	71%	21,400	52,000	B	-
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	FIHS	6-U	Group 2 Freeway	N/A	N/A	C	73,400	-	-	65%	25,900	47,500	B	-
S-46	SR 26/University Ave.	CR 329B	N.E. 27th Ave.	Multimodal Corridor	2-U	Unsignalized	0.0	NO	D	24,800	-	-	21%	19,600	5,200	A	-
S-50	US 441	NW 23rd St.	GMA Boundary	Multimodal Corridor	4-D	Ia Arterial	0.1	NO	D	35,700	-	-	47%	19,000	16,700	B	-
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	FIHS	6-U	Group 2 Freeway	N/A	N/A	C	73,400	-	-	61%	28,400	45,000	B	-
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	FIHS	6-U	Group 2 Freeway	N/A	N/A	C	73,400	-	-	50%	36,400	37,000	B	-
S-53	SR 222/N 39th Ave.	NW 43rd St.	US 441/NW 13th St.	-	4-D	Ia Arterial	1.66	NO	D	35,700	28,481	-	87%	3,800	24,681	B	B
J																	
TRANSITIONING ROADWAYS																	
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	Multimodal Corridor	2-U	Ia Arterial	0.2	NO	C	14,000	-	-	56%	6,200	7,800	B	-
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 98th St.	FIHS	4-D	Ia Arterial	0.55	NO	C	30,600	36,700	-	37%	23,200	13,500	B	A
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	Multimodal Corridor	2-U	Ia Arterial	0.3	NO	C	15,200	18,500	-	78%	4,000	14,500	C	C
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	FIHS / Multimodal Corridor	4-D	Ia Arterial	0.4	NO	C	30,600	-	-	37%	19,250	11,350	B	-
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	FIHS / Multimodal Corridor	2-U	Unsignalized	0.0	NO	C	17,700	-	-	52%	8,500	9,200	B	-

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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NOTE: Roadway Section S-47 retains Transitioning Area LOS standard, but is analyzed by Urbanized Area Generalized Tables.