

**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA**

**YEAR 2010
ANNUAL AVERAGE DAILY TRAFFIC
(AADT)**

**MULTIMODAL
LEVEL OF SERVICE
REPORT**

**GAINESVILLE METROPOLITAN AREA
CONGESTION MANAGEMENT PROCESS**

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TABLE OF CONTENTS

| APPENDIX | PAGE |
|--|------------|
| EXECUTIVE SUMMARY | ix |
| INTRODUCTION | 1 |
| Purpose..... | 1 |
| Scope of Study | 3 |
| A AUTOMOTIVE/HIGHWAY LEVEL OF SERVICE ANALYSES..... | A-1 |
| Definitions | A-3 |
| Data Collection Requirements | A-5 |
| Data Analysis Requirements..... | A-5 |
| Highway Level of Service Standards..... | A-6 |
| State of Florida..... | A-6 |
| Metropolitan Transportation Planning Organization | A-7 |
| Alachua County and the City of Gainesville | A-7 |
| Traffic Study Procedures | A-7 |
| LOS Report Tier One Analyzed Roadway Facilities..... | A-7 |
| LOS Report Tier Two Analyzed Roadway Facilities | A-8 |
| Methodology | A-8 |
| Determining Roadway Level of Service..... | A-8 |
| Determining Roadway Maximum Service Volumes | A-10 |
| Level of Service Analysis Techniques..... | A-11 |
| Tier One Level of Service Analysis..... | A-11 |
| Tier Two Level of Service Analysis | A-11 |
| Maximum Service Volume Analysis Techniques..... | A-11 |
| Tier One Maximum Service Volume Analysis..... | A-11 |
| Tier Two Maximum Service Volume Analysis | A-11 |

TABLE OF CONTENTS (Continued)

| APPENDIX | PAGE |
|-----------------|--|
| A | Variables Used to Perform LOS/MSV Analyses A-12 |
| | Tier One LOS/MSV Analysis A-12 |
| | Tier Two LOS/MSV Analysis A-13 |
| | Results..... A-17 |
| B | MINIMUM ACCEPTABLE HIGHWAY LEVEL OF SERVICE STANDARDS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY B-1 |
| | Florida State Highway System..... B-3 |
| | Metropolitan Planning Organization..... B-3 |
| | Alachua County B-3 |
| | City of Gainesville B-3 |
| | Florida State Highway System..... BS-1 |
| | Metropolitan Planning Organization..... BM-1 |
| C | BICYCLE, PEDESTRIAN AND TRANSIT LEVEL OF SERVICE ANALYSES C-1 |
| | Definitions C-3 |
| | Data Collection and Analysis Requirements C-5 |
| | Bicycle Level of Service Analyses C-5 |
| | Pedestrian Level of Service Analyses C-5 |
| | Transit Level of Service Analyses C-5 |
| | Traffic Study Procedures C-5 |
| | LOS Report Tier One Analyzed Bicycle, Pedestrian and Transit Facilities C-5 |
| | LOS Report Tier Two Analyzed Bicycle, Pedestrian and Transit Facilities C-6 |

TABLE OF CONTENTS (Continued)

| APPENDIX | PAGE |
|--|-------------|
| C | |
| Methodology | C-6 |
| Determining Facility Level of Service..... | C-6 |
| Level of Service Analysis Techniques..... | C-6 |
| Tier One Level of Service Analysis..... | C-6 |
| Bicycle Level of Service Analyses | C-6 |
| Pedestrian Level of Service Analyses..... | C-6 |
| Transit Level of Service Analyses | C-6 |
| Tier Two Level of Service Analysis | C-6 |
| Bicycle Level of Service Analyses | C-7 |
| Pedestrian Level of Service Analyses..... | C-7 |
| Transit Level of Service Analyses | C-7 |
| Variables Used to Perform Bicycle, Pedestrian and Transit Level of Service Analyses | C-7 |
| Tier One Level of Service Analyses | C-7 |
| Bicycle Level of Service Analyses | C-7 |
| Pedestrian Level of Service Analyses..... | C-7 |
| Transit Level of Service Analyses | C-7 |
| Tier Two Level of Service Analyses..... | C-7 |
| ARTPLAN- Multimodal Facility Data (Screen One) Characteristics | C-7 |
| Bicycle Level of Service Analyses | C-7 |
| Pedestrian Level of Service Analyses..... | C-8 |
| Transit Level of Service Analyses | C-8 |
| ARTPLAN- Multimodal Segment Data (Screen Two) Characteristics..... | C-8 |
| Bicycle Level of Service Analyses | C-8 |
| Pedestrian Level of Service Analyses..... | C-8 |
| Transit Level of Service Analyses | C-8 |
| ARTPLAN- Pedestrian Subsegment Data (Screen Three) Characteristics..... | C-8 |
| Results..... | C-9 |

TABLE OF CONTENTS (Continued)

| APPENDIX | PAGE |
|-----------------|--|
| D | GENERALIZED ANNUAL AVERAGE DAILY VOLUMES D-1 |
| | Urbanized Areas..... D-3 |
| | Areas Transitioning Into Urbanized Areas Or Areas Over 5,000 Not In Urbanized Areas D-7 |
| E | ARTPLAN ANALYSES FOR DISTRESSED ARTERIALS E-1 |
| | State Maintained Arterials ES-1 |
| | Alachua County ArterialsEA-1 |
| | City of Gainesville ArterialsEG-1 |
| F | HIGHWAY CAPACITY MANUAL SOFTWARE ANALYSES FOR DISTRESSED ARTERIALS F-1 |
| | State Maintained Arterials FS-1 |
| | Alachua County ArterialsFA-1 |
| | City of Gainesville ArterialsFG-1 |
| G | MEDIAN ANNUAL AVERAGE DAILY TRAFFIC (AADT) COUNTS..... G-1 |
| | State Maintained Arterials GS-1 |
| | Alachua County Arterials GA-1 |
| | City of Gainesville / University of Florida Arterials GG-1 |
| H | SPECIAL CIRCUMSTANCE STUDY RESULTS H-1 |
| | State Maintained Arterials HS-1 |
| | Alachua County Arterials HA-1 |
| | City of Gainesville ArterialsFG-1 |

TABLE OF CONTENTS (Continued)

LIST OF EXHIBITS

| EXHIBIT | | PAGE |
|----------------|---|-------------|
| 1 | Roadway Facilities Operating at an Unacceptable Highway Level of Service..... | x |
| 2 | Sensitive Intersection for ARTPLAN-analyzed Facilities | A-18 |
| 3 | District 2 SIS and Emerging SIS Hubs, Corridors and Connectors | BS-11 |

LIST OF ILLUSTRATIONS

| ILLUSTRATION | | PAGE |
|---------------------|---|-------------|
| I | Gainesville Metropolitan Area | 2 |
| II | FDOT District II Dense Urban Land Areas | B-4 |
| III | Alachua County Transportation Concurrency Exception Area..... | B-5 |
| IV | City of Gainesville Transportation Concurrency Exception Area | B-6 |

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EXECUTIVE SUMMARY

The Multimodal Level of Service (LOS) Report, provides multimodal LOS. Automotive/highway (hereinafter highway), bicycle, pedestrian and transit modes of travel are analyzed for level of service. The latest available highway LOS estimate of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary is provided in this report. In addition, bicycle, pedestrian and transit LOS estimates of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary are provided in this report. Hereinafter, all references to highway LOS address LOS as described in the 2010 Highway Capacity Manual (HCM 2010). The LOS Report entails three components: roadway service volume tables; an LOS map atlas and a technical appendices document.

The LOS Report employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled 2009 Quality/Level of Service Handbook, including appended issue papers. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. **In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed.** Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

ARTPLAN, HIGHPLAN or FREEPLAN, as appropriate, are also used to estimate the amount of service volume that the road actually has at a given LOS. ARTPLAN provides a more accurate estimate of an arterial's service volume than can be obtained using the FDOT Generalized Tables.

Roadway facilities that are operating at an unacceptable LOS are identified in Exhibit 1. Note that the LOS analysis is for operational performance based on the HCM 2010's LOS criteria. Roadway facilities may be functioning at LOS F but may have available capacity for FDOT and/or Florida Department of Economic Opportunity (FDEO)-negotiated MSVs.

Bicycle, pedestrian and transit LOS analyses also employ a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software.

Congestion Management Process (CMP)

The LOS Report is updated at least annually. This monitoring system is a key component for prioritizing bicycle facility, pedestrian facility, roadway facility and transit projects, that address congestion management, in the Long Range Transportation Plan and Transportation Improvement Program. This report is intended to address the Safe, Accountable, Feasible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) congestion management process requirement.

EXHIBIT 1

**ROADWAY FACILITIES OPERATING AT
AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS)**

| ROADWAY FACILITY | FROM | TO | 2010 AADT | 2010 LOS | 2009 MSV | 2010 MSV |
|---------------------------------|---------------------------|---------------------------|-----------|----------|----------|----------|
| SW 13 STREET [US 441] (S-3) | ARCHER ROAD | UNIVERSITY AVENUE | 35,000 | F | 28,200 | 28,200 |
| NW 13 STREET [US 441]. (S-4) | UNIVERSITY AVENUE | NW 29 ROAD | 29,500 | F | 28,200 | 28,200 |
| NEWBERRY ROAD [SR 26] (S-14) | NW 122 STREET | INTERSTATE 75 (West Ramp) | 38,500 | F | 35,500 | 35,500 |
| NEWBERRY ROAD [SR 26] (S-15) | INTERSTATE 75 (West Ramp) | NW 8 AVENUE | 48,500 | F | 43,700 | 43,700 |
| SW 2 AVENUE [SR 26A] (S-21) | NEWBERRY ROAD | SW 34 STREET | 15,000 | E | 12,495 | 12,495 |
| NW 34 STREET [SR 121] (S-25) | UNIVERSITY AVENUE | NW 16 AVENUE | 18,200 | F | 15,960 | 15,960 |
| ARCHER ROAD [SR 24] (S-47) | GMA BOUNDARY | SW 75 STREET | 18,500 | F | 15,960 | 15,960 |
| ARCHER ROAD [SR 24] (S-55) | SW 34 STREET | SW 16 AVENUE | 52,250 | E | 50,300 | 50,300 |
| NW 23 AVENUE (A-9) | NW 98 STREET | NW 55 STREET | 15,770 | F | 15,675 | 15,675 |
| SW 20 AVENUE (A-16) | SW 62 BOULEVARD | SW 34 STREET | 21,524 | F | 15,675 | 15,675 |
| NW 83 STREET (A-23) | NW 23 AVENUE | NW 39 AVENUE | 14,157 | E | 13,680 | 13,680 |
| RADIO ROAD/MUSEUM DRIVE. (G-32) | SW 34 STREET | SW 13 STREET | 13,621 | F | 11,260 | 11,260 |
| GALE LEMERAND DRIVE (G-39) | MUSEUM DRIVE | UNIVERSITY AVENUE | 12,368 | F | 10,530 | 10,530 |

Maximum service volume (MSV) for LOS D is not attainable (NA).

Note: Unacceptable operating performance is based on the 2010 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Economic Opportunity-negotiated LOS standards.

INTRODUCTION

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Annual Average Daily Traffic (AADT)/ Multimodal Level of Service (LOS) Report is composed of three components: an LOS map atlas; LOS tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to LOS within Appendix A address only highway LOS as described in the Highway Capacity Manual 2010. This report contains estimates of the LOS and maximum service volume (MSV) for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Illustration I shows the GMA as defined by Chapter 339.175(1)(c), Florida Statutes. LOS and MSV methodology utilizes a two-tiered approach.

Tier One LOS/MSV Analysis uses the Florida Department of Transportation (FDOT) Generalized Tables contained in the latest edition of FDOT's Quality/Level of Service Handbook (Q/LOS Handbook) to determine roadway LOS and MSV. The 2009 Q/LOS Handbook, appended with issue papers, is currently the latest edition. Tier One LOS/MSV Analysis is acceptable for use in the GMA for all roadways with less than 65 percent of the FDOT Generalized Tables MSV for the adopted LOS.

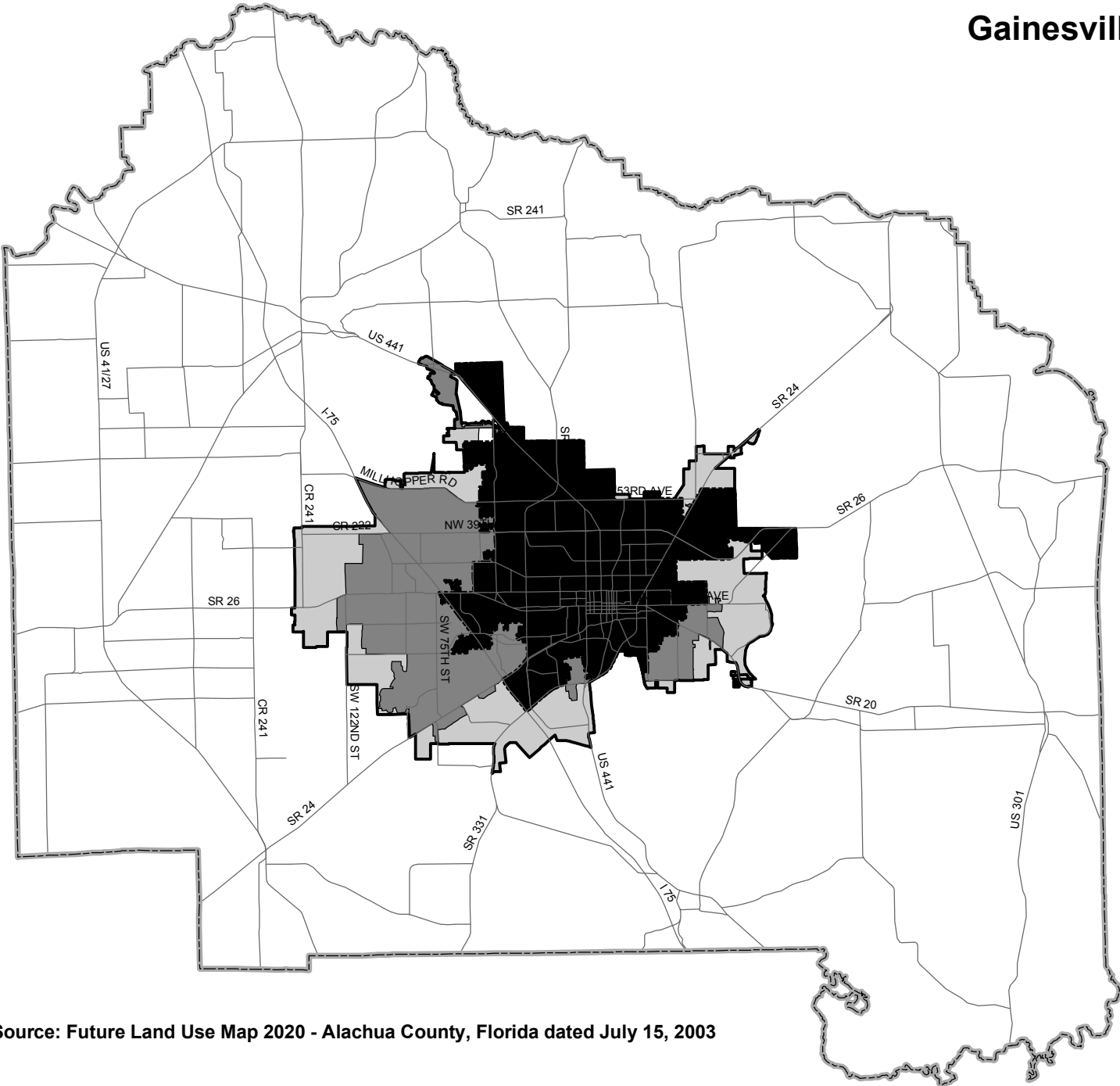
Tier Two LOS/MSV Analysis uses the FDOT analytical software which accompanies the 2009 Q/LOS Handbook to determine roadway LOS and MSV. FDOT's analytical software is used when more sophisticated analysis is necessary. These analytical tools have varying requirements for field-collected data. Tier Two LOS/MSV Analysis is required for use in the GMA for all roadways with 65 percent or more of the FDOT Generalized Tables MSV for the adopted LOS. The MTPO's Technical Advisory Committee (TAC) Subcommittee adopted a 65 percent threshold to designate a "distressed" arterial and thereby require the use of Tier Two LOS/MSV Analysis. FDOT's analytical software, such as ARTPLAN, is to be performed for all "distressed" arterials. A detailed analysis using FDOT's FREEPLAN software is to be performed for all "distressed" limited-access arterials.

Note that the current LOS analysis is for operational performance based on criteria specified in the Highway Capacity Manual 2010 (HCM 2010). In addition, roadway facilities may be functioning at LOS F but may have available capacity based on Florida Department of Economic Opportunity (FDEO)-negotiated MSVs.

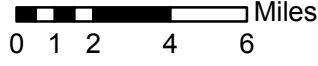
This report also contains estimates of bicycle, pedestrian and transit LOS for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Bicycle, pedestrian and transit LOS methodology also utilizes a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software. Appendix C includes the data and analysis descriptions for determining bicycle, pedestrian and transit LOS.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

Illustration 1 Gainesville Metropolitan Area Alachua County



- Legend**
- Alachua County Boundary
 - Roads
 - Metropolitan Area 2020
 - Gainesville City Limits
 - Census 2000 Urbanized Area
 - Urban Cluster



Source: Future Land Use Map 2020 - Alachua County, Florida dated July 15, 2003

PURPOSE

The primary purpose of this report is to provide an estimate of roadway LOS possible for each state-maintained arterials, city and county collectors functioning as arterials, transitioning arterials or collectors, major nonstate roads and other nonstate roads within the GMA Boundary. All roadways are analyzed using FDOT's Generalized Tables.

The purpose of providing bicycle, pedestrian and transit level of service, in addition to the automotive/ highway level of service, is to inform and educate the MTPO, Alachua County and City of Gainesville elected officials and staffs, as well as, the public at-large regarding the Gainesville Metropolitan Area's multimodal transportation system and to provide a mechanism to monitor the implementation of the Livable Community Reinvestment Plan.

SCOPE OF STUDY

The analysis of all FDOT-functionally classified roadways within the GMA Boundary which are classified higher than local roads are included in this report. Tables 1 through 3 show the data gathered and the analysis results for all roadways studied. LOS data is graphically illustrated in the MTPO's *Level of Service Atlas* for all arterials, collectors functioning as arterials and collectors.

Roadways which, when analyzed using the FDOT Generalized Tables, use 65 percent or more of the MSV at the minimum acceptable LOS, are identified as "distressed."

Prior to the publication 2009 Q/LOS Handbook, the 2002 Q/LOS Handbook, was amended by FDOT Issue Papers. These amendments, provided the ability to determine the level of service for bicycle, pedestrian and transit levels of service and also updated Generalized Tables and LOSPLAN software. In 2003, the Level of Service Technical Advisory Subcommittee directed MTPO staff to incorporate these modes into the MTPO LOS Report. Tables 4 through 6 show a multimodal (automotive/highway, bicycle, pedestrian and transit) LOS summary.

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**YEAR 2010
ANNUAL AVERAGE DAILY TRAFFIC/
MULTIMODAL LEVEL OF SERVICE REPORT**

**AUTOMOTIVE / HIGHWAY
BICYCLE
PEDESTRIAN
TRANSIT**

**LEVEL OF SERVICE
TECHNICAL APPENDIX**

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January 12, 2012

APPENDIX A

AUTOMOTIVE/HIGHWAY
LEVEL OF SERVICE
ANALYSES

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DEFINITIONS

ARTPLAN - FDOT ARTPLAN is an emulation of the HCM 2010 software for the LOS measurement for an arterial roadway facility. The use of ARTPLAN entails the mathematical operations among average annual daily traffic (AADT) volume and traffic, roadway and signalization variables. ARTPLAN analyzes traffic in the peak and offpeak direction. The peak period peak direction is assumed in this study to be critical. Therefore, all analyses relate to the peak period and peak direction only. Offpeak direction is not considered for the LOS Report. Local traffic characteristics are used which are specific to the particular road being analyzed. The ARTPLAN analysis methodology of the LOS Report is based on FDOT's Q/LOS Handbook, appended with issues papera, and criteria specified by the TAC Subcommittee. The ARTPLAN software calculates facility-specific level of service and corresponding service volume tables.

FREEPLAN - FDOT FREEPLAN is an emulation of the HCM 2010 software for freeways. The FREEPLAN software calculates facility-specific level of service and corresponding service volume tables.

HIGHPLAN - FDOT HIGHPLAN is an emulation of the HCM 2010 software for two-lane and multilane highways. The HIGHPLAN software calculates facility-specific level of service and corresponding service volume tables.

Annual Average Daily Traffic (AADT) - AADT consists of FDOT annual and local government semiannual traffic counts as measured at approved count station locations. FDOT counts are yearly counts, as adjusted for axle and seasonal collection factors. Local counts are the actual counts, taken only in the spring and fall when the University of Florida and public schools are is conducting classes. To accommodate for possible inaccurate measurement due to road construction, special events, faulty equipment, etc., the methodology noted in the facility on Determining Roadway Facility Level of Service is used. In addition, the TAC Subcommittee has determined that the median traffic counts within the last three-year time span shall be used for the FIHS for analysis consistency with Alachua County and City of Gainesville-maintained roadways for Tier One LOS/MSV analysis. FDOT will continue to use the latest available single-year counts. AADT counts for distressed roadway facility analyses shall be the three-year median traffic count for the median traffic count station within the roadway facility.

"Distressed" Roadways - Where a Tier One LOS/MSV analysis of a roadway facility using the FDOT Generalized Tables is measured at 65 percent or more of the MSV for the adopted LOS, the roadway facility is identified as "distressed." These "distressed" arterials are to be analyzed with more accurate analytical tools.

FDOT Generalized Tables - For broad planning applications, FDOT developed Generalized Tables, which are contained in the 2009 Quality/Level of Service Handbook. The Generalized Tables, which provide generalized daily and peak hour LOS volumes for Florida's urbanized, transitioning and rural areas, are derived from the methodology in the HCM 2010. These tables, which reflect the emphasis on signalization characteristics, are based on actual Florida traffic, roadway and signalization data. In developing the FDOT Generalized Tables, a number of assumptions were made pertaining to roadway characteristics, signal design and traffic conditions. These assumptions are based on average conditions for the State of Florida. The Generalized Tables are accurate to the extent that the local conditions of the arterial which is being analyzed are consistent with the statewide assumptions made. The assumptions are provided as a part of the table.

Level of Service (LOS) - The HCM 2010 defines LOS as "qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience." The LOS of an arterial facility is determined by the average travel speed (miles per hour) a motorist can reasonably attain through the facility. For freeways and multilane uninterrupted flow highways, the volume to capacity ratio determines capacity. For signalized intersections, seconds of stopped delay is the determining factor. Six LOS are defined for each type of facility ranging from A to F. A description of the traffic characteristics and driver expectations from Chapter 16 of the Highway Capacity Manual 2010 for Urban Streets LOS is as follows:

- LOS A** - “describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.”
- LOS B** - “describes a reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.”
- LOS C** - “describes stable operations. The ability to maneuver and change lanes in midsegment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower than average travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.”
- LOS D** - “indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.”
- LOS E** - “is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, extensive delays at critical intersections and inappropriate signal timing, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.”
- LOS F** - “is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the trough movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

Maximum Service Volume (MSV) - MSV for a roadway facility is the average annual daily traffic volume or peak hour volume as indicated in the FDOT Q/LOS Handbook's Generalized Tables for Tier One MSV Analysis, as calculated by ARTPLAN or ART-TAB family analysis software Tier Two MSV Analysis, or as is negotiated between the local government and FDEO for the corresponding adopted LOS standard in a local government comprehensive plan. MSV, which is the roadway facility's adopted capacity, utilizes volume to capacity (v/c) ratio to measure capacity sufficiency.

Peak Direction - The direction during the planning analysis hour with the most vehicles. It is best to determine which peak period is critical for the arterial and then use the direction which experiences the highest volumes. Determining the peak direction of a roadway facility is usually simple - it is the direction with the most traffic.

Peak Hour - The 100th highest demand volume hour of the year for a roadway facility. The peak hour is that hour of the day in which the most traffic volume is measured in the peak direction.

Roadway Facility - A corridor within the Gainesville Metropolitan Area, as represented in the LOS Report, consisting of termini determined by the TAC Subcommittee using FDOT Q/LOS Handbook criteria.

Roadway Segment - A component of a roadway facility, where segment breaks are in accordance with criteria specified in the Q/LOS Handbook. Segment breaks are typically signalize intersections, number of lanes changes and termini.

DATA COLLECTION REQUIREMENTS

All data shall be collected in accordance with the procedures in the latest available edition of the Q/LOS Handbook. Traffic study termini shall be consistent with the roadway facility termini established in the MTPO's LOS Report. The roadway facility(s) analyzed shall be identified in the traffic study. Data collection requirements include:

1. Traffic Counts - A three-day (72 hour) midweek traffic count at 15-minute intervals when the University of Florida and Alachua County schools are in session shall be collected. In order to account for through movement traffic, traffic count devices shall be placed at appropriate midblock locations away from entrances to activity centers such as shopping centers and schools, to the maximum extent possible. These traffic counts shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee.
2. Turning Movements - At least two days of turning movements for all signalized intersections (and the roadway section's peak direction terminus) for the peak period/ direction shall be collected. For studies in which the peak period/direction is to be determined, turning movements shall be collected in both directions for a.m. and p.m. periods. Turning movements from exclusive lanes shall be indicated. At the outside throughlane, right turns on a redlight may be counted as a turning movement from exclusive lanes.
3. Adjusted Saturation Flow Rate - Use the default adjusted saturation flow rate that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook for the type of facility being analyzed.
4. Number of Lanes - Identify the number of peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed. Also identify the number of off-peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.
5. Arterial Class - Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook.
6. Free Flow Speed - Use the roadway facility's predominant posted speed limit, i.e. the speed limit with the longest duration over the length of the roadway facility.
7. Arrival Type - Use the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgment, using criteria specified in the 2010 Highway Capacity Manual for the roadway facility.
8. Type Signal System - Use the signal type from information collected from the City of Gainesville Public Works Department.
9. Distance Between Signals - Use the distances between traffic signals for all the roadway segments from the initial terminus to the peak direction terminus.

DATA ANALYSIS REQUIREMENTS

Roadway facility analysis shall be undertaken utilizing FDOT-approved analysis tools. These tools include, but are not limited to, FDOT's latest version of ARTPLAN, Highway Capacity Manual and Highway Capacity Software. In some cases, the use of FDOT FREEPLAN or HIGHPLAN software may be appropriate. Data analysis requirements include:

1. Roadway Facility AADT for ARTPLAN 2009 is defined as the AADT of the segment with the highest volume to capacity ratio (v/c) as calculated by ARTPLAN 2009;

2. K-Factor ("K₁₀₀" Factor or Planning Analysis Hour Factor); D-Factor (Directional Factor); Peak Hour Factor (PHF), which is to be estimated based on three-day bidirectional, 24-hour, 15-minute interval traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.
3. Segment AADT - Use the average traffic count from the three-day, 24-hour, 15-minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.
4. Segment Peak Hour Volume (PHV) - Use the median traffic count from the three-day, peak hour, 15-minute traffic counts that have been collected which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.
5. Cycle Length at Signalized Intersections - Use the average cycle length for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.
6. Effective $\frac{s}{C}$ at Signalized Intersections - Use the average effective green time (green + yellow + all red - lost time) for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.

HIGHWAY LEVEL OF SERVICE STANDARDS

STATE OF FLORIDA

In March, 1992, the FDOT adopted by rule *Statewide Minimum Level of Service Standards for the State Highway System*. In 2007, these standards were modified to account for the Florida Strategic Intermodal System (SIS), and appended to the 2002 Q/LOS Handbook. Florida's Planning LOS Standards are included in Section 8 of the 2009 Q/LOS Handbook. The standards incorporate the growth management concepts of:

1. urban infill;
2. infrastructure concurrent with the impact of development;
3. alternative modes of transportation;
4. local flexibility in setting standards;
5. different roles the state's facilities provide; and
6. the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities.

Appendix B includes a table of the minimum acceptable LOS standards for roadways on the State Highway System. For most roadways, the MSV (i.e., service flow rate) will relate to the minimum acceptable LOS shown in this table. Special allowances were made for some roads due to agreements between local governing bodies and FDOT.

In July 2009, Florida legislation (Senate Bill 360) provided for the designation of Dense Urban Land Areas (DULAs). This legislation designated Transportation Concurrency Exception Areas (TCEAs) in local governments that qualify as DULAs. The City of Gainesville, as it was mapped on July 8, 2009, is a DULA. This DULA designation enables to apply TCEA strategies citywide (7/8/09).

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

The MTPO's minimum acceptable LOS standards within the GMA Boundary are provided in Appendix B. These standards are consistent with the standards for state-maintained FIHS and SIS and state-maintained, county-maintained and city-maintained roads, as stated in the Alachua County Comprehensive Plan, as amended and the City of Gainesville Comprehensive Plan, as amended. The minimum acceptable LOS for each roadway is shown in Tables 1, 2 and 3.

ALACHUA COUNTY AND CITY OF GAINESVILLE

The minimum acceptable LOS standards for Alachua County are provided in Appendix B. The County standards are consistent with FDOT roadway LOS standards.

Roads within the City must meet the City of Gainesville requirements which are also included in Appendix B. The City standards are consistent with FDOT roadway LOS standards and the Chapter 163, Florida Statutes.

TRAFFIC STUDY PROCEDURES

TIER ONE ANALYZED ROADWAY Facilities

For development or other projects in which the planning review process requires a traffic study on roadway facilities identified in the LOS Report as being Tier One analyzed, the following procedures shall be implemented:

1. Determine project traffic demand for all appropriate adjacent facilities.
2. For each project-affected roadway facility, add project traffic demand (P_T) to the latest available existing traffic count data (E_T), as identified in the LOS Report or from field-collected data, plus any additional reserve trips allocated (R_T) by any local government to any project-affected facilities to determine the total allocated traffic (T_T).

$$(P_T) + (E_T) + (R_T) = (T_T)$$

- 3_A. Determine whether the total allocated traffic is equal to or exceeds 65 percent of the each roadway facility's Generalized Tables MSV (MSV_{GT}). Any roadway facilities that meet this "distressed" threshold shall be Tier Two analyzed. Any roadway facilities that do not meet this "distressed" threshold can be Tier One analyzed or may be Tier Two analyzed.
- 3_B. For those roadway facilities in the LOS Report which are Tier One analyzed and the total allocated traffic is less than 65 percent of the each roadway facility's Generalized Tables MSV (MSV_{GT}), then implement the Tier One analysis procedures.

If $(T_T) < .65 MSV_{GT}$, then Tier One analyze

If $(T_T) > \text{ or } = .65 MSV_{GT}$, then Tier Two analyze

TIER TWO ANALYZED ROADWAY Facilities

Perform Tier Two analysis to determine whether the project meets criteria for development or other projects in which the planning review process requires a traffic study on:

1. Roadway facilities identified in the LOS Report as being Tier Two analyzed; or
2. Any Tier One analyzed roadway facility where the total allocated traffic is equal to or exceeds 65 percent of the roadway facility's Generalized Tables MSV.

METHODOLOGY

DETERMINING ROADWAY LEVEL OF SERVICE

I. Determination of Average Annual Daily Traffic (AADT)

A. Step 1 - Traffic Count Station AADT

1. At established traffic count stations which are counted yearly, the AADT for the station will be, for all analysis purposes, the median volume of the current year's count and the two previous years' counts.
2. At established traffic count stations which are counted semiannually, the AADT for the station will be, for all analysis purposes, the median volume of the semiannual count average for the current year's and the two previous years' counts.
3. At established traffic count stations which traffic counts are collected in alternate years, the AADT for the station will be, for all analysis purposes, the average of the two most recent counts.
4. At established traffic count stations, where traffic counts are collected once every three years, the AADT for the station will be, for all analysis purposes, that count.
5. At traffic count stations, which have only been counted one year (such as a new or special study count station), the AADT for the station will be, for all analysis purposes, that count.
6. Traffic counts for functionally classified arterials, collectors functioning as arterials and collectors which were collected four years preceding the current year shall be considered stale data and may only be used with the consent of the TAC Subcommittee.
7. Traffic counts collected for roadway facilities on the State Highway System shall be factored for latest available seasonal and axle adjustments. These factor tables are available from the FDOT District 2 office. Local roads are not required to be factored for seasonal and axle adjustments. But the TAC Subcommittee may request that these factors be applied to certain roadways.

B. Step 2 - Roadway Facility AADT

1. For Tier One Generalized Tables analysis purposes at established roadway facilities designated in the LOS Report, the AADT for the facility will be the median value of the count station median values as determined in Step 1., above. **In 2008, the Technical Advisory Committee Level of Service Subcommittee modified the Tier One analysis to be the median of count station values within a Roadway Facility for the latest available traffic count.**
2. For Tier Two ARTPLAN analysis purposes at established roadway facilities designated in the LOS Report, the AADT for the facility will be the "sensitive intersection" three-year median value as indicated by the ARTPLAN analysis of the facility using the SEGMENT AADT counts as determined below:

- a. At established roadway facilities, the SEGMENT AADT will be for ARTPLAN analysis purposes, the latest three-year median annual value for the nearest count station of the signalized intersection being analyzed for those segments with more than one AADT.
- b. At established roadway facilities, the SEGMENT AADT, for those facilities for which there are segments without traffic counts (not field studied), will be for ARTPLAN analysis purposes:
 - i. for field-studied facilities, the calculated value that correspond to the LOS field study traffic count profile associated with the latest three-year median annual value for the nearest count stations; and
 - ii. For nonfield-studied facilities:
 - (a). the latest three-year median annual value for the nearest count station extrapolated to the adjacent segment without data; or
 - (b). the latest three-year median annual value for the nearest count stations interpolated to the adjacent segment(s) without data.

II. Tier One Evaluation of All Functionally Classified Roadways

- A. Tier One LOS evaluations and determination of roadway MSVs, at the minimum acceptable LOS, for all functionally classified roads within the GMA Boundary, are to be performed using the Generalized Tables contained in the FDOT publication, 2009 Q/LOS Handbook, as revised, or any subsequent updates.
- B. AADT counts (obtained using the method described in Section I) are to be compared with the service volumes at the minimum acceptable LOS to determine if the roadway facility is "distressed". The LOS and MSV at the adopted LOS as determined by the Generalized Tables is to be used for all roadway facilities which are **not** considered "distressed". However, once a roadway facility meets the "distressed" threshold, the roadway facility will be analyzed using ARTPLAN analysis until modification, such as additional lanes, to the roadway facility increases capacity. The continuation of ARTPLAN analysis is to sufficiently assess the roadway facility's performance since local government transportation demand management (TDM) and transportation system management (TSM) policies may have been activated to address congested traffic conditions.
- C. The number of signalized intersections per roadway facility is a factor used in FDOT Generalized Tables analyses. For the LOS Report, the number of signalized intersections is determined by averaging the number of intersections (both signalized and ones requiring the through movement to stop) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the offpeak direction.

III. Tier Two Evaluation of "Distressed" Roadways

A detailed analysis of all "distressed" roadways will be performed using ARTPLAN (or the latest technique and/or program approved and recommended by the FDOT and TAC Subcommittee for obtaining a more accurate analysis). The results of the detailed analysis and the MSVs, at the adopted LOS derived from that analysis, will be used for the "distressed" roadways.

IV. Options Involving Roadways Determined to be Operating at an Unacceptable Level of Service

- A. Roadways previously designated as "constrained"¹ and/or "backlogged"²-
 1. Roadways previously designated as "backlogged" and/or "constrained", based on a generalized tables analysis, will be analyzed using the detailed technique. The results of the detailed analysis will be used for these roadways.
 - a. If, because of the detailed analysis, it is determined that the roadway is operating at an **acceptable** LOS, the LOS and MSV at the adopted LOS derived from that analysis will be used.
 - b. If it is confirmed, through the detailed analysis, that the roadway is operating at an **unacceptable** LOS, the "backlogged" and/or "constrained" designation will remain on the facility and any negotiated MSVs designated in the City or County's Comprehensive Plan will be used.
- B. When a roadway, which has not previously been designated as "constrained", is found to be operating at an unacceptable LOS (by the detailed analysis), the determination as to whether the road should be considered "constrained" will be made. When FDOT or local government identifies a roadway facility as "constrained", the local government should appropriately update its planning documents.
- C. Roadways operating at an unacceptable LOS may gain some additional capacity through negotiation between the local government and FDEO. Among the options for increasing capacity for development purposes include: a negotiated capacity degradation of up to ten percent of the MSV for the adopted LOS; designation of a transportation concurrency exception area (TCEA); and designation of a transportation concurrency management area (TCMA).

DETERMINING ROADWAY MAXIMUM SERVICE VOLUMES

Tier One MSV is determined by identifying the corresponding service volume in the FDOT Generalized Tables for the adopted LOS of the roadway facility.

Tier Two MSV is determined by identifying the corresponding service volume as calculated in the FDOT ART-TAB related software program, or as calculated using FDOT ARTPLAN for the adopted LOS of the roadway facility or as calculated by an FDOT and TAC Subcommittee-approved analytical tool.

In addition, for capacity evaluation purposes, the MSV of a roadway facility is the adopted value as negotiated by the local government and FDEO.

¹Constrained - means that it is not feasible to add through lanes to meet current or future traffic needs due to physical, environmental or policy constraints.

²Backlogged - is an unconstrained facility which is operating at an LOS below the adopted minimum operating LOS standard and not programmed for construction in the first three years of FDOT's adopted work program or the first three years of the five year schedule of improvements in a local government's capital improvements element.

LEVEL OF SERVICE ANALYSIS TECHNIQUES

There are a number of methods for determining LOS. The simplest (and the least accurate) method is the use of the FDOT Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the FDOT. One of the more complex (and more accurate) methods for determining LOS employs calculations derived using the Highway Capacity Manual 2010 or Highway Capacity Software (HCS). The HCM and HCS are acceptable analytical tools for determining LOS. All of these techniques are based on the Highway Capacity Manual 2010. Data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2.

TIER ONE LEVEL OF SERVICE ANALYSIS

FDOT GENERALIZED TABLES

To determine the LOS of a roadway facility, use the appropriate urban, transitioning, or rural area FDOT Generalized Table. Within the table, select the appropriate signal density classification and applicable assumption factors to the AADT or PHV being analyzed.

TIER TWO LEVEL OF SERVICE ANALYSIS

ARTPLAN FOR ESTIMATING LEVEL OF SERVICE

For ARTPLAN analysis, localized data is entered for each segment and intersection to achieve a more accurate LOS estimate. Data specific to the road being analyzed should be used wherever possible. However, default values may be used for adjusted saturation flow rate.

FREEPLAN/HIGHPLAN FOR ESTIMATING LEVEL OF SERVICE

The FREEPLAN and HIGHPLAN programs are used for LOS analysis of arterial roadways that are not adequately represented in the Generalized Tables. These programs create a localized table showing service volumes for each LOS for freeways, limited-access arterials and 2-lane and multilane highways.

MAXIMUM SERVICE VOLUME ANALYSIS TECHNIQUES

TIER ONE MAXIMUM SERVICE VOLUME ANALYSIS

FDOT GENERALIZED TABLES

For Tier One MSV analysis, the MSV is the volume for the appropriate FDOT Generalized Table, signal density classification, and roadway facility characteristic assumptions that correspond to the adopted LOS of the roadway facility being analyzed.

TIER TWO MAXIMUM SERVICE VOLUME ANALYSIS

ARTPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

ARTPLAN calculates the service volume for all measurable levels of service of the roadway facility. The roadway facility's MSV is determined by identifying the corresponding service volume for the adopted LOS Standard. In cases where the adopted LOS exceeds LOS E service volumes, the MSV is the value that is negotiated between the local government and FDEO.

FREEPLAN/HIGHPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

The FREEPLAN and HIGHPLAN programs can also be used to estimate the service volume at any LOS. The LOS volume in the calculated tables corresponding to the adopted LOS would be the MSV.

VARIABLES USED TO PERFORM LOS/MSV ANALYSES

TIER ONE LOS ANALYSIS

Tier One analysis inputs shall be in conformance with criteria specified in the Q/LOS Handbook. Note that FDOT Generalized Tables service volumes counts that are applied to roadways not on the State Highway System carry a five percent service volume penalty.

Roadway Facility Median Average Annual Daily Traffic (AADT) - Determine the median AADT by calculating the median traffic count of all of the count station locations within the roadway facility, in which each count station location’s median traffic count consists of the median of the latest three consecutive year traffic counts. See sample below, where roadway facility S-24’s median AADT is 44,000.

| | | | | | | |
|------|---|----------------|--------|--------|--------|---------------|
| S-24 | SR 121 (W 34 ST FROM SR 24 (SW ARCHER RD) To SR 26 (W UNIVERSITY AVE) | | | | | 44,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 1997 | 1998 | 1999 | MEDIAN AADT |
| | SOUTH OF SW 20 TH AVENUE | 6135 | 48,000 | 43,500 | 42,000 | 43,500 |
| | NORTH OF SW 20 TH AVENUE | 6076 | 50,000 | 51,500 | 50,500 | 50,500 |
| | NORTH OF RADIO ROAD | 6136 | 38,500 | 46,000 | 44,500 | 44,500 |
| | SOUTH OF SR 26A | 4009 | | | | INACTIVE |
| | SOUTH OF SR 26 | 6075 | 31,500 | 26,000 | 28,500 | 28,500 |

Class (Signal Density) - FDOT Generalized Tables identify arterial classification factors based on signal density (number of signals per mile). The number of signalized intersections is determined by averaging the number of intersections (signalized and ones requiring the through movement to stop) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the off-peak direction.

Area Type - Use the GMA transportation planning boundaries map (see Illustration I) or refer to the LOS Report’s LOS Tables to determine whether the roadway facility being analyzed is urban, transitioning or rural, so that the appropriate Generalized Table-based service volumes are used for analysis.

Number of Lanes - Determine the number of through lanes being analyzed to select the appropriate Generalized Table-based service volumes.

Arterial/Non-State Roadway Adjustments-

Divided/Undivided Facilities-

Left Turn Lanes - Apply the left turn bay adjustment factor in the Generalized Table-based service volumes if left turn lanes are (not) present.

Medians - Apply the median adjustment factor in the Generalized Table-based service volumes if medians are (not) present.

One-Way Facilities - Apply the one-way facility adjustment factor in the Generalized Table-based service volumes if the roadway being analyzed is a one-way facility.

Input Value Assumptions - When using the FDOT Generalized Tables, deviation from the input value assumptions for: traffic characteristics, including the planning analysis hour (K_{100}) factor, directional (D) factor, peak hour factor (PHF), and adjusted saturation flow rate; roadway characteristics; and signal characteristics is not permitted. If it is preferred to use local data variables rather than statewide default variables to produce Generalized Tables, then FREEPLAN/HIGHPLAN software shall be used.

TIER TWO LOS ANALYSIS

Tier Two ARTPLAN analysis inputs shall be in conformance with criteria specified in the Q/LOS Handbook. Tier Two FREEPLAN/HIGHPLAN software analyses shall use roadway facility specific inputs, as determined by FDOT District 2. Note that ARTPLAN is a more accurate Tier Two analysis tool. The appropriate development review agency shall indicate the acceptable analysis tool of those tools approved by FDOT and the TAC Subcommittee. ARTPLAN features three screens, two input (the first screen is facility-level data and the second screen is segment-level data) and one output (the third screen is service volume tables). In addition, ARTPLAN produces a printout of input data, calculated LOS and service volume tables.

ARTPLAN - GENERAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS

DESCRIPTION OF ROADWAY FACILITY

Road Name - Input the roadway facility name.

Peak Direction - Select the peak hour service volume direction (eastbound or westbound; northbound or southbound) on the roadway facility which has the higher traffic count.

Study Time Period - Select the K_{100} traffic analysis period. The TAC Subcommittee would need to approve non- K_{100} traffic analysis periods for inclusion in the LOS Report.

FILE INFORMATION

Analyst - Input name of person's name performing the analysis.

Analysis Date - Input the traffic study date.

Agency - Input the entity employing the traffic study analyst.

District - Leave blank. This is a cell for identifying the FDOT district.

User Notes - Input the roadway facility ARTPLAN filename and path (its LOS Report designation); the initial peak period/peak direction and the end peak period/peak direction termini. Also, input any relevant comments to the particular analysis.

ROADWAY VARIABLES

Area Type - Use the GMA transportation planning boundaries map (see Illustration I) or refer to the LOS Report's LOS Tables to determine whether the roadway facility being analyzed is urban, transitioning or rural, so that the appropriate Generalized Table-based service volumes are used for analysis.

Class (Signal Density) - FDOT Generalized Tables identify arterial classification factors based on signal density (number of signals per mile). The number of signalized intersections is determined by averaging the number of intersections (signalized and unsignalized traffic-controlled for the through movement) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the off-peak direction. Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook.

Left Turnlanes - Check if the roadway facility has exclusive left and/or right turnlane facilities at signalized intersections.

Number (#) of Throughlanes (Both Directions) - Input the number of peak direction and offpeak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed on page one and two of the ARTPLAN spreadsheet. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.

Posted Speed - Input the roadway facility's predominant posted speed limit, i.e. the speed limit with the longest duration over the length of the roadway facility. ARTPLAN calculates the free flow speed.

TRAFFIC VARIABLES

To determine the roadway facility AADT, collect three days of 24-hour bidirectional counts (Tuesday through Thursday) by 15 minute increments.

Roadway Facility AADT- Input the traffic count for the sensitive intersection, where the sensitive intersection is defined as that intersection which is the first to reach a volume:capacity (v/c) ratio of 1.0.

Adjusted Saturation Flow Rate - Use the ARTPLAN-calculated adjusted saturation flow rate. This flow rate is the base saturation flow rate times the effects of many roadway and traffic variables in the Q/LOS Handbook.

Base Saturation Flow Rate - The maximum steady flow rate, expressed in passenger cars per hour per lane, at which passenger cars can cross a point on interrupted flow roadways. ARTPLAN calculates a base saturation flow rate that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook for the type of facility being analyzed. A calculated saturation flow rate, if approved by FDOT District 2, may be used for the specific roadway facility.

"D" Factor (Directional Factor) - The real "D" factor is inputted on the ARTPLAN software, if available. Otherwise, it is estimated based on three-day bidirectional, peak hour, 15-minute incremental traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.

"K" Factor ("K₁₀₀" Factor or Planning Analysis Hour Factor) - The real "K₁₀₀" factor is inputted on the ARTPLAN spreadsheet, if available. Otherwise, it is estimated based on three-day bidirectional, 24-hour, 15-minute incremental traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.

Peak Hour Factor (PHF) - Use Q/LOS Handbook methodology to calculate the PHF. PHF shall be based on three-day, 24-hour, bidirectional traffic counts at 15-minute intervals for each roadway segment.

Percent (%) Heavy Vehicles - percentage of vehicles with more than four wheels touching the pavement during normal operation. For ARTPLAN analyses, use the default value for State Highway System arterials and nonstate facilities.

Percent (%) of Turns From Exclusive Lanes - The median percent turn data is inputted for each roadway segment based on turning movement data collected for the roadway segments. Two days of peak hour, peak direction turning movement counts for each signalized intersection, including the last peak direction terminus (if not signalized) shall be collected to determine an estimated average percent of turns from exclusive lanes.

TRAFFIC CONTROL VARIABLES

Arrival Type - Input the median of the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgement, using criteria specified in the Highway Capacity Manual 2010 for the roadway facility.

Control Type - Input the traffic signal control type (actuated, semiactuated or pretimed) from information collected from the City of Gainesville Public Works Department.

Cycle Length (C) - Input the observed traffic signal cycle length for the peak direction for the peak hour for sensitive intersection.

Signals/Mile - Input the signal density (number of traffic signals per mile) for the roadway.

Through ^s/C - Input the through movement ^s/C for the sensitive intersection, as calculated from the roadway segment data, using Q/LOS Handbook criteria.

ARTPLAN SEGMENT DATA SCREEN PEAK DIRECTION INPUTS

AADT - Input the median traffic count from the three-day, 24-hour, 15- minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other segment break. This median traffic count shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee. For nonfield-studied ARTPLAN analyses, the average of the three-year median traffic counts of adjacent segments is used for segments without traffic counts. For ARTPLAN analyses subsequent to the field study year, a value that maintains the proportion defined by the field-collected data is used for the traffic count, i.e. the roadway facility traffic profile will be maintained.

Arrival Type - Input observed prevailing roadway segment arrival types for peak direction for the peak hour, based on professional judgement, using criteria specified in the Highway Capacity Manual 2010.

Cross Street Names - Input the names of the roadway facility's cross streets beginning with the initial terminus (intersection, political boundary, etc) for the peak direction as intersection #1 until all traffic-controlled intersections up to-and-including the end terminus (intersection, political boundary, etc) for the peak direction in the roadway facility are entered.

Cycle Length at Traffic-Controlled Intersections - Input the average cycle length for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Use the mode cycle length for the peak direction end terminus which is not signalized.

Free-Flow Speed - The average speed of vehicles not under the influence of speed reduction conditions, generally assumed to be 5 mph over the posted speed limit. Use the default free-flow speed as automatically calculated by ARTPLAN. Use of Field-collected free flow speeds shall be coordinated with the TAC Subcommittee and FDOT District 2 staff.

$\frac{g}{C}$ at Traffic-Controlled Intersections - Input the average effective green time (green + yellow + all red - lost time) for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Use 0.99 as the $\frac{g}{C}$ for the peak direction end terminus which is not signalized.

Length (Distance Between Signals) - Input the distances between traffic signals for all the roadway segments from the initial terminus to the peak direction terminus. Note that this data may be inputted as feet or miles data.

Number (#) of Directional Lanes - Input the number of peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway segment being analyzed. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.

Peak Hour Volume (PHV) - Input the median traffic count from the three-day, peak hour, 15- minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other segment break. This median traffic count shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee.

Percent (%) of Turns From Exclusive Lanes - Input percent turn data for each roadway segment. Percent turns is determined from at least two days of peak hour, peak direction turning movement counts for each signalized intersection, including the last peak direction terminus (if not signalized) shall be collected to determine an estimated average percent of turns from exclusive lanes.

ARTPLAN FACILITY AND SEGMENT LEVEL OF SERVICE (LOS) OUTPUT SCREEN

FACILITY OUTPUTS

Arterial Length - The length of the roadway facility is displayed.

Auto LOS - The calculated roadway facility LOS for automobiles is displayed.

Auto Speed - The calculated roadway facility average vehicle speed is displayed.

Segments - The segment termini names are displayed.

SEGMENT OUTPUTS

Control Delay - The calculated roadway segment control delay is displayed.

Intersection Approach LOS - The calculated roadway segment intersection approach LOS is displayed.

Segment LOS - The calculated roadway segment LOS is displayed.

Speed (mph) - The calculated roadway segment speed is displayed.

Through Movement Flow Rate - The calculated roadway segment through movement flow rate is displayed.

v/c (Volume:Capacity Ratio) - The calculated roadway segment v/c ratio is displayed.

ARTPLAN FACILITY SERVICE VOLUME SCREEN

Maximum Service Volumes - MSV tables for hourly volume in the peak direction, hourly volume for both directions and annual average daily traffic are displayed.

RESULTS

Automotive/Highway LOS data for each roadway facility are provided for State-maintained, Alachua County-maintained and City of Gainesville-maintained roads within the GMA boundary. Tables 1 through 3 provide median AADT counts and FDOT Generalized Tables, ARTPLAN, HIGHPLAN or FREEPLAN LOS data for these roads, MSVs, laneage, signal density, median and/or left turn adjustments and adopted LOS standards for these roads.

Table 1 provides the summary for the State-maintained arterials, Table 2 provides the summary for the Alachua County-maintained roads and Table 3 provides the summary for the City of Gainesville-maintained roads. The roads are labeled S (State), A (Alachua County) or G (City of Gainesville) and an assigned arterial number. For example, S-4 is the designation of U.S. 441 from State Road 26 (University Avenue) to NW 29th Road. Roadway facilities which are part of the FIHS, MTPO-designated multimodal corridors or are within a local government comprehensive plan-designated transportation concurrency managed area are identified in the LOS tables.

In addition, Tables 4 through 6 provide a multimodal level of service summary for automotive/highway, bicycle, pedestrian and transit modes. Table 4 provides the summary for the State-maintained arterials, Table 5 provides the summary for the Alachua County-maintained roads and Table 6 provides the summary for the City of Gainesville-maintained roads.

Exhibit 2, in Appendix A, identifies the sensitive intersection for each ARTPLAN-analyzed facility. A sensitive intersection is the intersection for which its performance causes the facility to operate at an unacceptable LOS. Therefore, the maximum service volume (MSV) for the sensitive intersection is the MSV for the facility.

Summary pages for special circumstance studies are provided in Appendix G. Special circumstance studies include calculated LOSs and MSVs for roadways which are subject to preconstruction planning studies for capacity enhancement and roadways which have had their capacities increased within the last year.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

EXHIBIT 2

SENSITIVE INTERSECTION FOR ARTPLAN-ANALYZED FACILITIES

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

APPENDIX B

**MINIMUM ACCEPTABLE
HIGHWAY
LEVEL OF SERVICE STANDARDS
WITHIN THE
GAINESVILLE METROPOLITAN AREA
BOUNDARY**

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**MINIMUM ACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS) STANDARDS
WITHIN THE
GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY**

In accordance with the guidance of the 1985 Growth Management Act, as amended, all roadway facilities within the GMA have a designated LOS standard.

The Community Renewal Act (Senate Bill 360, Chapter 2009-96, Laws of Florida) designates Transportation Concurrency Exception Areas (TCEAs) in local governments qualified as Dense Urban Land Areas (DULAs). This Act exempts TCEAs from adopting the Florida Department of Transportation (FDOT) level of service standards for the Strategic Intermodal System. The City of Gainesville, a DULA city, is a TCEA pursuant to the Act. This Act also exempts many DULAs from the Development of Regional Impact (DRI) review program. Illustration II shows the FDOT District II DULAs. In 2011, the Community Planning Act, modifications of Chapter 163 as described in HB 7207, was passed. This Act makes transportation concurrency optional. Alachua County and the City of Gainesville maintain transportation concurrency.

FLORIDA STATE HIGHWAY SYSTEM

LOS standards adopted by FDOT, Rule 14-94, are included in this appendix. These standards apply to the roadway facilities within the GMA which are part of the Florida Intrastate Highway System (FIHS) and/or Strategic Intermodal System (SIS) and designated SIS Connector or have been Transportation Regional Incentive Program (TRIP)-funded.

METROPOLITAN PLANNING ORGANIZATION

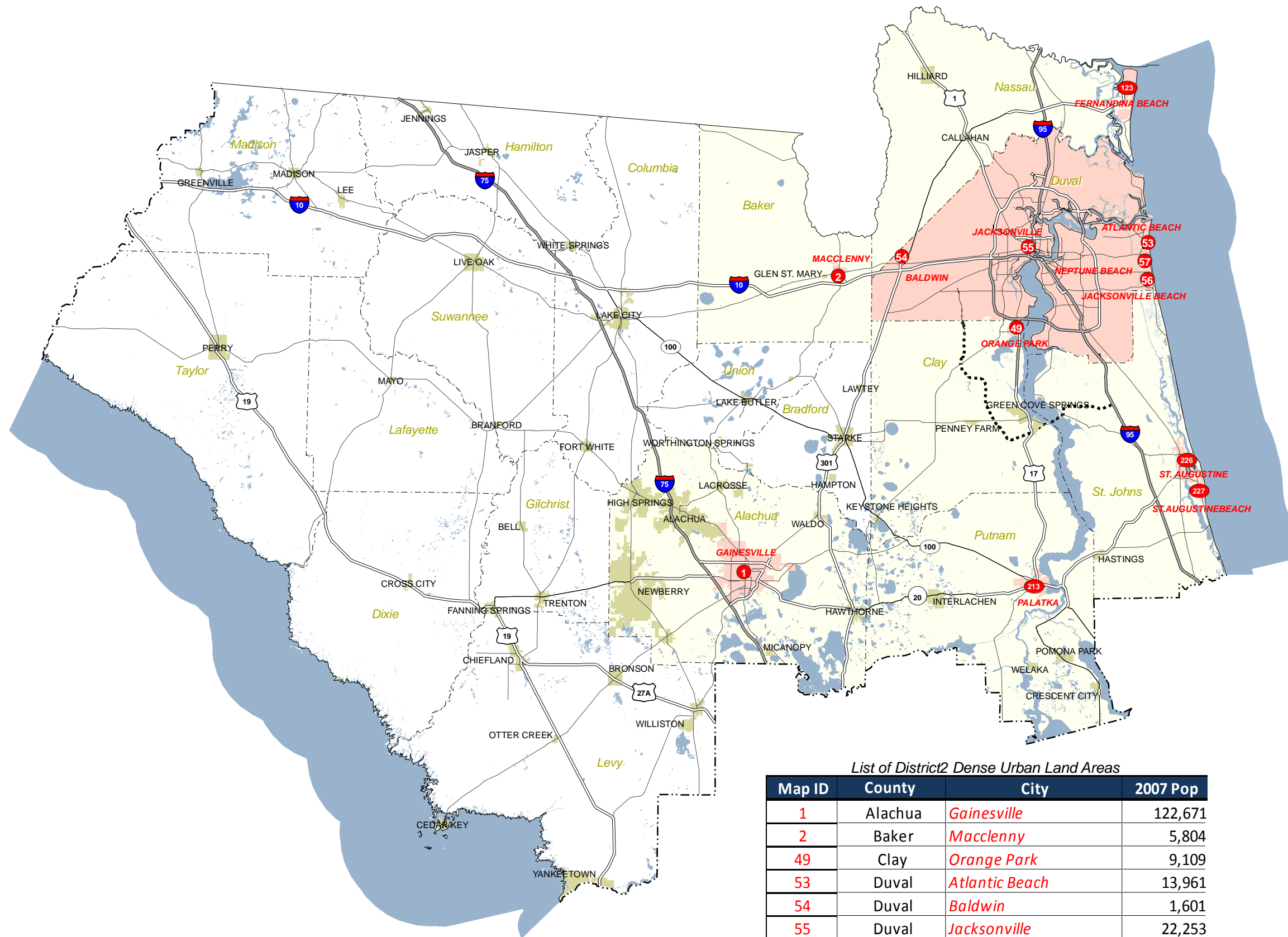
LOS standards adopted by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area are included in this appendix. These standards apply to the roadway facilities within the GMA.

ALACHUA COUNTY

LOS standards adopted by Alachua County are contained in the County's comprehensive plan. These standards apply to the roadway facilities within the GMA which are not contained within municipal corporate limits. The Alachua County Comprehensive Plan is maintained by the Alachua County Department of Growth Management. Requests for the latest information on LOS standards should be directed to the Department of Growth Management. Roadway facility-specific LOS standards are included in the LOS Tables facility of this report. Illustration III shows the current boundaries for the County's TCEAs.

CITY OF GAINESVILLE

LOS standards adopted by the City of Gainesville are contained in the City's comprehensive plan. These standards apply to the roadway facilities within the GMA which are contained within municipal corporate limits of the City. The City of Gainesville Comprehensive Plan is maintained by the City of Gainesville Department of Community Development. Requests for the latest information on LOS standards should be directed to the Department of Planning and Development Services. Roadway facility-specific LOS standards are included in the LOS Tables facility of this report. Illustration IV shows the current boundaries for the City's TCEAs.



Dense Urban Land Areas

District 2

State of Florida Department of Transportation
Systems Planning Office

DRAFT

LEGEND

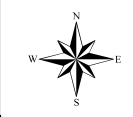
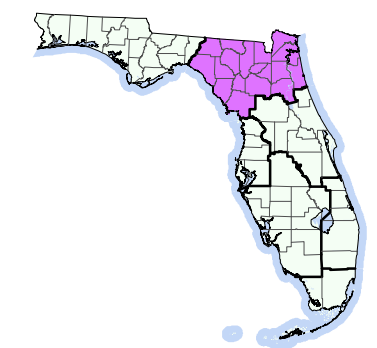
- DULA Municipalities
- Non-DULA Municipalities
- DULA County Urban Service Boundaries
- Counties with no DULAs

Existing Conditions for SIS Highways

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other State roads
- Planned roads

NOTES

Data Sources:
BEER 2007 Population Projections
FGDL 2007 Municipal Boundaries



List of District 2 Dense Urban Land Areas

| Map ID | County | City | 2007 Pop |
|--------|-----------|---------------------|----------|
| 1 | Alachua | Gainesville | 122,671 |
| 2 | Baker | Macclenny | 5,804 |
| 49 | Clay | Orange Park | 9,109 |
| 53 | Duval | Atlantic Beach | 13,961 |
| 54 | Duval | Baldwin | 1,601 |
| 55 | Duval | Jacksonville | 22,253 |
| 56 | Duval | Jacksonville Beach | 7,332 |
| 57 | Duval | Neptune Beach | 852,450 |
| 123 | Nassau | Fernandina Beach | 11,911 |
| 213 | Putnam | Palatka | 11,470 |
| 226 | St. Johns | St. Augustine | 13,912 |
| 227 | St. Johns | St. Augustine Beach | 6,031 |

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FLORIDA STATE HIGHWAY SYSTEM

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8

FLORIDA'S PLANNING LOS STANDARDS

For planning purposes, FDOT has adopted statewide minimum LOS standards for roadway facilities in Rule 14-94.003, F.A.C. as shown in Table 8-1. In 2009 state legislation passed altering some of the requirements for local governments to establish LOS standards for state transportation facilities. Note, where FDOT's current Rule Chapter 14-94 requirements conflict with state law, the provisions of law supersede.

Table 8-1
Statewide Minimum LOS Standards

| | SIS and FIHS facilities | | TRIP funded facilities and other State roads | |
|--|----------------------------------|---------------------------|--|----------------|
| | Limited Access Highway (Freeway) | Controlled Access Highway | Other Multilane | Two-Lane |
| Rural Areas | B | B ¹ | B | C |
| Transitioning Urbanized Areas, Urban Areas, or Communities | C | C | C | C |
| Urbanized Areas under 500,000 | C(D) | C | D | D |
| Urbanized Areas over 500,000 | D(E) | D | D | D |
| Roadways parallel to exclusive transit facilities | E | E | E | E |
| Inside TCMA's | D(E) ² | E ² | — ² | — ² |
| Inside TCEAs ² and MMTDs ² | — ² | — ² | — ² | — ² |

Level of service standards inside of parentheses apply to general use lanes only when exclusive thru lanes exist.

1. For rural two-lane facilities, the standard is C.
2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs respectively.

NOTE: Level of service letter designations are defined in the Department's latest *Quality/Level of Service Handbook*.

Specific assumptions and restrictions that apply to these minimum LOS standards are:

- (a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.
- (b) Definitions and measurement criteria used for the minimum LOS standards can be found in the latest Transportation Research Board's Highway Capacity Manual.
- (c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in the latest Transportation Research Board's Highway Capacity Manual, the Department's latest Quality/Level of Service Handbook, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the Highway Capacity Manual, such as a methodology based on the 1997 Highway Capacity Manual or Circular 212, shall not be used.

Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

- (a) Minimum LOS Standards for SIS Highways.
 1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.
 2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.
 3. These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.
- (b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

8.1 Applicability of Standards

Applicable to FDOT planning

The LOS standards were recently updated in April 2009. The rule is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the State Highway System (SHS) SIS, and facilities funded by the TRIP. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the SIS, FIHS, and facilities funded by the TRIP will be used by FDOT in review of local government comprehensive plans, assessing impacts related to developments of regional impact (DRI), and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP.

Chapter 2009-96, Laws of Florida, amended the requirements for local governments to establish and maintain LOS standards for transportation facilities in certain designated areas. Local governments must adopt and maintain the FDOT LOS standards for the Strategic Intermodal System (SIS) outside Transportation Concurrency Exception Areas (TCEAs), regardless of the type of funding used for the SIS or its designation as a Transportation Regional Incentive Program (TRIP) funded roadway. For all other FIHS and TRIP funded roadways that are not part of the SIS, local governments may establish their own standards for these transportation facilities.

The new law also relieves local government's from the requirement to achieve and maintain level of service standards for transportation in TCEAs, s. 163.3177(3)(f), F.S. In TCEAs created by s. 163.3180(5)(b), F.S., local governments no longer have to consult with FDOT on impacts to the SIS and TRIP funded roadways. In TCEAs designated under s. 163.3180(5)(b)7., F.S., local governments must continue to consult with the state land planning agency and FDOT to assess impacts on adopted level of service standards established for regional transportation facilities identified in the Strategic Regional Policy Plan, including SIS and TRIP funded roadways, and provide a plan for mitigation of impacts to the SIS.

The LOS standards designate the lowest quality operating conditions acceptable for the 100th highest volume hour of the year, from the present through the planning horizon, generally up to 20 years. The 100th highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season. The LOS standards in this Handbook are based on the 100th highest hour for planning purposes. The 30th highest hour, or design hour, remains effective for design purposes.

The standards require all LOS determinations be based on the latest edition of the Highway Capacity Manual (HCM) [TRB, 2000], this FDOT Q/LOS Handbook or a methodology determined by FDOT as having comparable reliability. There are only two FDOT supported highway capacity and LOS analysis tools for planning and preliminary engineering: FDOT's Generalized Service Volume Tables and FDOT's LOSPLAN software. These two tools form the core for all FDOT's highway capacity and LOS analyses and reviews in planning stages.

| | |
|----------------------------------|---|
| Area types | The area and roadway types in the LOS standards match well with FDOT's Generalized Tables appearing at the end of this Handbook; however, subtleties exist on delineation of areas. The first part of Chapter 3.5 of this Handbook addresses area types. |
| Area boundary smoothing | While the standards are applicable at the facility and section levels, there may be small lengths of roadways (e.g., 2 miles) between area types which from a logical and analytical perspective should be combined into one area type or another. This situation typically happens in transitioning areas, but may also occur elsewhere. FDOT District LOS Coordinators (Chapter 9) should be consulted for applicable boundaries within their districts. |
| Future years | For development reviews, FDOT's LOS standards and area types remain effective throughout the project's planning horizon. For example, in FDOT's review of a proposed multi-phase development the same standards and area types would be used regardless of the amount of development anticipated over time. The only time the applicable standards may change is when the development order conditions provide for a reevaluation of transportation impacts for subsequent phases of development. The change in LOS standards may result from an official change in designation (e.g., Census update, rule change, variance). |
| Signalized intersection analyses | <p>The logical extension of applying the LOS standards to point analyses is to apply the applicable standards to the thru movement of the roadway. For example, for a site impact analysis if the LOS standard for an arterial is "D", then the thru movement at the intersection should also be "D". However, while sound in concept, it is usually possible to achieve a desired LOS for an intersection approach if the other approaches are ignored. Therefore, if an operational analysis of a signalized intersection is part of a planning study, the operational analysis should be conducted with HCS for the entire intersection with appropriate traffic volumes and other inputs for each approach. No intersection approach should fall below its established LOS standard. If there is no LOS standard, the approach should not have a volume to capacity ratio in excess of 1.0 for the full hour. The segment and the relevant intersection approaches must operate at acceptable levels of service. Other techniques exist for analyzing signalized intersections in planning studies, so District LOS Coordinators (Chapter 9) should be consulted for specific techniques and acceptable values in their districts.</p> <p>If a detailed point analysis is performed, the applicant must demonstrate ample left turn storage. Any actual turning movement counts can only be used to determine the percentage of the approach turning left, not the actual number of turning vehicles as this number can be constrained and not representative of a demand volume.</p> |

SIS connectors

FDOT's LOS standard for SIS connectors is D. From a highway system structure these connectors cover a full range of roadway types varying from points (intersection movements), individual subsegments (ramps), segments, sections, and facilities, and frequently involve more than one roadway. FDOT does not routinely monitor or report LOS for SIS connectors unless they conform to appropriate facility or section length criteria for a roadway. In these cases LOSPLAN is an appropriate measurement tool. To evaluate the LOS of a SIS connector at a point level, the Highway Capacity Software (HCS) is the recommended tool. If a signalized intersection of a SIS connector is being evaluated, the LOS D standard applies to the applicable movement, with the recommendation that all other movements are adequately addressed for the operation of the intersection.

8.2 Concepts of Underlying Standards

The standards include the following major concepts:

- the different level of importance of the Florida Intrastate Highway System and other state roads;
- the different roles (i.e., mobility versus access) provided by state facilities (i.e., Florida Intrastate Highway System versus other state roads);
- the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities;
- encouraging growth in existing developed areas; and
- recognition of the interaction between highways and exclusive transit systems serving commuters.

CHAPTER 14-94
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS

| | |
|-----------|--|
| 14-94.001 | Purpose |
| 14-94.002 | Definitions |
| 14-94.003 | Statewide Minimum Level of Service Standards |

14-94.001 Purpose.

(1) The purpose of this rule chapter is to establish statewide minimum level of service standards to be used in the planning and operation of the State Highway System (SHS), roadway facilities on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System (FIHS), and roadway facilities funded in accordance with Section 339.2819, F.S. which creates the Transportation Regional Incentive Program (TRIP). This rule chapter is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the SHS, SIS, and facilities funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and facilities funded by the TRIP will be used by the Department in the review of local government comprehensive plans, assessing impacts related to developments of regional impact, and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and roadways funded by the TRIP will be used by local governments for complying with applicable provisions of Section 163.3180, F.S.

(2) This rule chapter does not supersede or negate the provisions of Chapter 9J-5, F.A.C., pertaining to the preparation and adoption of local comprehensive plans or plan amendments by local governments.

Specific Authority 163.3180(10), 344.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History—New 4-14-92, Amended 5-8-06.

14-94.002 Definitions.

As used in this rule chapter, the following definitions apply:

(1) “Communities” means incorporated places outside urban or urbanized areas, or unincorporated developed areas having a population of 500 or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

(2) “Controlled Access Facilities” means non-limited access arterial facilities where access connections, median openings, and traffic signals are highly regulated.

(3) “Exclusive Through Lanes” means roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes, and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

(4) “Florida Intrastate Highway System (FIHS)” means the highway system established pursuant to Section 338.001, F.S., which comprises a statewide network of limited and controlled access facilities. The primary function of the system is for high speed and high volume traffic movements within the state.

(5) “General Use Lanes” means roadway lanes not exclusively designated for long distance high speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

(6) “Level of Service (LOS)” for highways means a quantitative stratification of the quality of service to a typical traveler on a facility into six letter grade levels with “A” describing the highest quality and “F” describing the lowest quality. The indicated LOS standards designate lowest acceptable operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest volume hour represents the typical peak hour during the peak season. Definitions and measurement criteria used for minimum LOS standards are based on the Transportation Research Board *Highway Capacity Manual* 2000. All LOS evaluations are to be based on the Transportation Research Board *Highway Capacity Manual* 2000, the Department’s 2002 *Quality/Level of Service Handbook*, or a methodology determined by the Department to be of comparable reliability. The Transportation Research Board *Highway Capacity Manual* 2000 and the Department’s 2002 *Quality/Level of Service Handbook* are hereby incorporated by reference and made a part of these rules. The National Transportation Research Board’s *Highway Capacity Manual* 2000, is available from the Transportation Research Board, National Research Council, Washington, D.C. The Department’s 2002 *Quality/Level of Service Handbook* may be found at: http://www.dot.state.fl.us/planning/systems/sm/los/los_sw2.htm.

(7) “Limited Access Facilities” means multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

(8) “Other State Roads” means roads on the SHS which are not part of the FIHS.

(9) “Peak Hour” means the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon.

(10) “Multimodal Transportation Districts (MMTDs)” means areas in which secondary priority is given to vehicle mobility and primary priority is given to assuring a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit. Local government comprehensive plans may establish multimodal LOS standards within MMTDs pursuant to Section 163.3180(15), F.S.

(11) “Regionally Significant Roadways” means as established pursuant to Section 339.2819, F.S.

(12) “Roadways Parallel to Exclusive Transit Facilities” means roads that generally run parallel to and within one-half mile of exclusive transit facilities, which are physically separated rail or roadway lanes reserved for multipassenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people-movers, or high occupancy vehicle lanes unless physically separated from other travel lanes.

(13) “Rural Areas” means areas not included in an urbanized area, a transitioning urbanized area, an urban area, or a community.

(14) “Strategic Intermodal System (SIS)” means as established pursuant to Sections 339.61-.64, F.S.

(15) “SIS Connectors” means designated roadways that connect SIS hubs to SIS highways. These may be either on or off the SHS.

(16) “SIS Hubs” means ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world. These include commercial service airports, deepwater seaports, space ports, interregional rail and bus terminals, and freight rail terminals.

(17) “Transitioning Urbanized Areas” means the areas outside urbanized areas, but within the MPO Metropolitan Planning Area Boundaries, that are expected to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria.

(18) “Transportation Concurrency Exception Area (TCEA)” means an area which is so designated by a local government pursuant to Section 163.3180, F.S.

(19) “Transportation Concurrency Management Area (TCMA)” means a geographically compact area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. A TCMA may be designated in local government comprehensive plans in accordance with Section 163.3180, F.S.

(20) “Transportation Regional Incentive Program (TRIP)” means as established pursuant to Section 339.2819, F.S.

(21) “Urban Areas” means places with a population of at least 5,000 which are not included in urbanized areas based on the most recent U.S. Census. The applicable boundary encompasses the urban area as well as the surrounding geographical area as determined by the Federal Highway Administration (FHWA), the Department, and local government. The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

(22) “Urbanized Areas” means the urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas, as determined by the FHWA, the Department, and the Metropolitan Planning Organization, and are commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized area populations based on the most recent U.S. Census.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History—New 4-14-92, Amended 5-8-06.

14-94.003 Statewide Minimum Level of Service Standards.

(1) The Statewide Minimum LOS Standards are as follows:

| STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) | | | | |
|--|--|--|---|-----------------------|
| | SIS AND FIHS FACILITIES | | TRIP FUNDED FACILITIES AND OTHER STATE ROADS ³ | |
| | Limited Access Highway ⁴ (Freeway) | Controlled Access Highway ⁴ | Other Multilane ⁴ | Two-Lane ⁴ |
| Rural Areas | B | B1 | B | C |
| Transitioning Urbanized Areas, Urban Areas, or Communities | C | C | C | C |
| Urbanized Areas Under 500,000 | C(D) | C | D | D |
| Urbanized Areas Over 500,000 | D(E) | D | D | D |
| Roadways Parallel to Exclusive Transit Facilities | E | E | E | E |
| Inside TCMAs | D(E)2 | E2 | --2 | --2 |
| Inside TCEAs ² and MMTDs ² | --2 | --2 | --2 | --2 |

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

- For rural two-lane facilities, the standard is C.
- Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.
- Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.
- It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service letter designations are defined in the Department's 2002 *Quality/Level of Service Handbook*.

(2) Specific assumptions and restrictions that apply to these minimum LOS standards are:

(a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.

(b) Definitions and measurement criteria used for the minimum LOS standards can be found in the Transportation Research Board's *Highway Capacity Manual Special Report 2000*.

(c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in Transportation Research Board's *Highway Capacity Manual Special Report 2000*, the Department's 2002 *Quality/Level of Service Handbook*, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the *Highway Capacity Manual 2000*, such as a methodology based on the *1997 Highway Capacity Manual or Circular 212*, shall not be used.

(3) Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

(a) Minimum LOS Standards for SIS Highways.

1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.

2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.

3. These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.

(b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

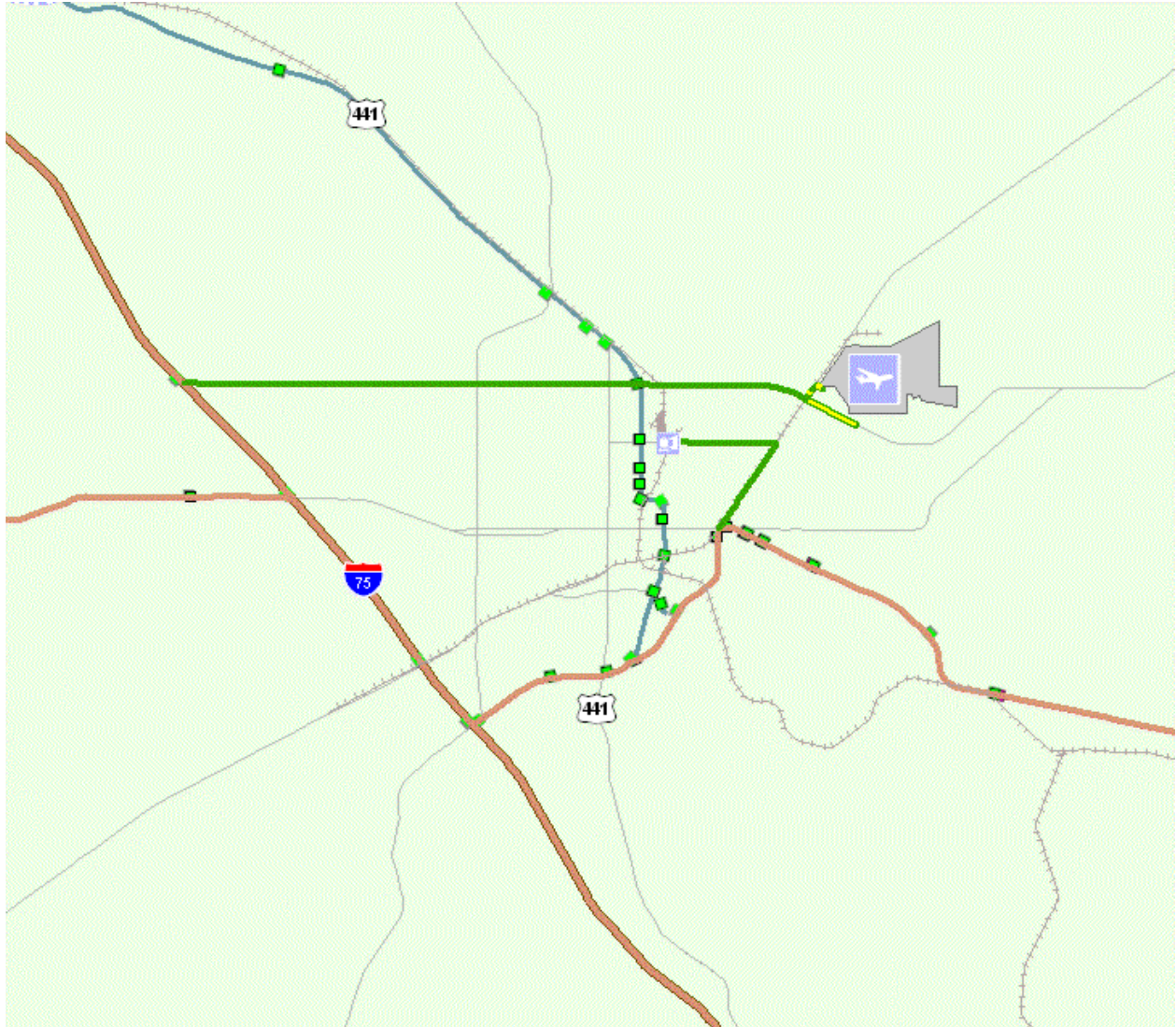
(c) Minimum LOS Standards for Regionally Significant Roadways Funded by the TRIP.

1. Regionally significant roadways utilizing TRIP funding shall adhere to the Other State Roads Standards in Chapter 14-94, F.A.C.

2. These LOS standards apply to the TRIP funded portions of the roadway facilities extending to their logical termini for LOS analysis.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History—New 4-14-92, Amended 5-8-06.

**FLORIDA STRATEGIC INTERMODAL SYSTEM (SIS)
GAINESVILLE METROPOLITAN AREA**



Source: FDOT Strategic Intermodal System website- <http://camims01.camsys.com/siswebsite/>

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METROPOLITAN PLANNING ORGANIZATION

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
LEVEL OF SERVICE STANDARDS

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**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
MINIMAL ACCEPTABLE HIGHWAY LEVEL OF SERVICE STANDARDS**

| TYPE OF FACILITY | | STANDARD ^{1, 2, 3} | |
|-------------------|------------------------------|-----------------------------|----------------------------|
| | | URBANIZED | TRANSITIONING ⁴ |
| INTRASTATE | LIMITED ACCESS HIGHWAY | C | C |
| | CONTROLLED ACCESS | C | C |
| OTHER STATE ROADS | OTHER MULTILANE | D | C |
| | TWO-LANE | D | D |
| NONSTATE ROADS | CITY-MAINTAINED FACILITIES | E | E |
| | COUNTY-MAINTAINED FACILITIES | D | D |

¹ Metropolitan Transportation Planning Organization Minimum Level of Service Standards for Highways were approved May 18, 1995.

² Except as specifically provided by FDOT and/or FDEO-negotiated MSVs, as incorporated in adopted local government comprehensive plans.

³ Except as specifically provided within any designated Dense Urban Land Area (DULA) and/or Transportation Concurrency Exception Area (TCEA).

⁴ There are currently no City-maintained transitioning roadway facilities identified in this LOS Report. However, should the City annex any areas containing transitioning roadway facilities, highway LOS standards specified in the City's Comprehensive Plan Transportation Element shall apply.

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APPENDIX C

BICYCLE, PEDESTRIAN AND TRANSIT LEVEL OF SERVICE ANALYSES

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DEFINITIONS

Bicycle LOS- Bicycle LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Bicycle LOS} = a_1 \ln(\text{Vol}_{15}/L_n) + a_2 \text{SP}_t(1+10.38\text{HV})^2 + a_3(1/\text{PR}_5)^2 + a_4(W_e)^2 + C$$

where:

$$\text{Vol}_{15} = (\text{ADT} \times \text{D} \times \text{K}_d) / (4 \times \text{PHF}) \text{ Volume of directional traffic in 15 minute time period}$$

where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

K_d = Peak to Daily Factor

PHF = Peak Hour Factor

L_n = Total number of directional lanes

$$\text{SP}_t = 1.1199 \ln(\text{SP}_p - 20) + 0.8103$$

where:

SP_p = Posted Speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)

PR₅ = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside throughlane:

where:

$$W_e = W_v - (10 \text{ ft} \times \% \text{ OSPA}) \quad \text{and } W_1 = 0$$

$$W_e = W_v + W_1(1 - 2 \times \% \text{ OSPA}) \quad \text{and } W_1 > 0 \ \& \ W_{ps} = 0$$

$$W_e = W_v + W_1 - 2(10 \times \% \text{ OSPA}) \quad \text{and } W_1 > 0 \ \& \ W_{ps} = 0 \ \& \ \text{a bikelanes exists}$$

where:

W_t = total width of outside lane and shoulder pavement

OSPA = percentage of segment with occupied onstreet parking

W₁ = width of paving between the outside lane stripe & the edge of the pavement

W_{ps} = width of pavement striped for onstreet parking

W_v = effective width as a function of traffic volume

and

W_v = W_t if ADT > 4,000 vehicles/day

W_v = W_t(2 - 0.00025ADT) if ADT > 4,000 vehicles/day and if the street/road is undivided and unstriped

$$A_1 = 0.507$$

$$A_2 = 0.199$$

$$A_3 = 7.066$$

$$A_4 = -0.005$$

$$C = 0.760$$

(A₁ - A₄ are coefficients established by multivariate regression analysis)

| BICYCLE LEVEL OF SERVICE CATEGORIES | |
|-------------------------------------|-------------------|
| LEVEL OF SERVICE | BLOS SCORE |
| A | </= 1.5 |
| B | > 1.5 and </= 2.5 |
| C | > 2.5 and </= 3.5 |
| D | > 3.5 and </= 4.5 |
| E | > 4.5 and </= 5.5 |
| F | > 5.5 |

Source: Alachua Countywide Bicycle Master Plan, 2001

Pedestrian LOS- Pedestrian LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Ped LOS} = -1.2021 \ln(W_{ol} + W_1 + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.253 \ln(\text{Vol}_{15}/L) + 0.0005 \text{SPD}^2 + 5.3876$$

where:

- W_{ol} = Width of outside lane
- W_1 = Width of shoulder or bikelane (feet)
- f_p = Onstreet parking effect coefficient (=0.20)
- $\%OSP$ = percent of segment with onstreet parking
- f_b = Buffer area baffier coefficient (=5.37 for trees spaced 20 feet on center)
- W_b = Buffer width (distance between edge of pavement and sidewalk, feet)
- f_{sw} = Sidewalk presence coefficient = $6 - 0.3W_s$
- W_s = Width of sidewalk (feet)
- Vol_{15} = Average traffic during a fifteen (15) minute period
- L = Total number of (through)lanes (for road or street)
- SPD = Average running speed of motor vehicle traffic (mi/hr)

| PEDESTRIAN LEVEL OF SERVICE CATEGORIES | |
|--|-------------------|
| LEVEL OF SERVICE | PLOS SCORE |
| A | </= 1.5 |
| B | > 1.5 and </= 2.5 |
| C | > 2.5 and </= 3.5 |
| D | > 3.5 and </= 4.5 |
| E | > 4.5 and </= 5.5 |
| F | > 5.5 |

Source: Modeling the Roadside Walking Environment: A Pedestrian Level of Service, TRB Paper No. 01-0511, 2001

The FDOT Generalized Tables and LOSPLAN software incorporate these LOS calculations into their respective LOS determinations.

DATA COLLECTION AND ANALYSIS REQUIREMENTS

All data shall be collected in accordance with the procedures in the latest available edition of the Q/LOS Handbook. Multimodal traffic study termini shall be consistent with the roadway facility termini established in the MTPO's LOS Report. The roadway facility(s) analyzed shall be identified in the traffic study. Roadway facility analysis shall be undertaken utilizing FDOT-approved analysis tools. These tools include, but are not limited to, FDOT's latest version of ARTPLAN, Highway Capacity Manual and Highway Capacity Software. Data collection and analysis requirements are identified below.

BICYCLE LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the bicycle level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of designated instreet bicycle lanes, paved shoulders and adjacent offstreet bicycle/pedestrian trails. Roadway facilities with wide curblanes are not considered to have bicycle facilities.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the pedestrian level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of sidewalks and adjacent offstreet bicycle/pedestrian trails.

TRANSIT LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the transit level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of sidewalks, adjacent offstreet bicycle/pedestrian trails and bus frequency within the corridor. In addition, barriers to transit access are to be identified.

TRAFFIC STUDY PROCEDURES

Typically, if the determination of automotive/highway level of service for roadway facilities within the Gainesville Metropolitan Area is measured using the FDOT Generalized Tables, then bicycle, pedestrian and transit levels of service are also measured using the FDOT Generalized Tables; and if the determination of automotive/highway level of service for roadway facilities within the Gainesville Metropolitan Area is measured using the FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN), then bicycle, pedestrian and transit levels of service are also measured using FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN). For special circumstances, the Level of Service Technical Advisory will determine whether a roadway facility that is analyzed for automotive/highway level of service using the FDOT Generalized Tables is to be analyzed using FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN) to determine the corresponding bicycle, pedestrian and transit level of service.

LOS REPORT TIER ONE ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

Bicycle, pedestrian and transit level of service is determined by using the appropriate urban, transitioning, or rural area FDOT Generalized Table that is used for determining the automotive/highway level of service. Data requirements include the necessary field measurements and collection of information to utilize the FDOT Generalized Tables.

LOS REPORT TIER TWO ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

Bicycle, pedestrian and transit facility data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2. Data requirements include the necessary field measurements and collection of information to utilize the FDOT LOSPLAN software.

METHODOLOGY

DETERMINING FACILITY LEVEL OF SERVICE

The roadway facility's bicycle and pedestrian level of service is determined by the availability of bicycle facilities (bicycle lanes, paved shoulders and offstreet bicycle/pedestrian trails) and pedestrian facilities (sidewalks and offstreet bicycle/pedestrian trails) within the corridor. The roadway facility's transit level of service is determined by the availability of bus service and frequency within the corridor.

LEVEL OF SERVICE ANALYSIS TECHNIQUES

Tools for measuring bicycle, pedestrian and transit LOS have been developed. These include those developed by Sprinkle Consulting, Inc. and FDOT. FDOT has applied these analysis techniques into its Q/LOS Handbook. The simplest (and the least accurate) method is the use of the FDOT Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the FDOT. All of these techniques are based on the Highway Capacity Manual 2010. Data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2.

TIER ONE LEVEL OF SERVICE ANALYSIS

BICYCLE LEVEL OF SERVICE ANALYSES

The Bicycle Mode Generalized Table evaluates level of service by measuring the percent coverage of bicycle lanes or paved shoulder in reference to automotive traffic volume per lane.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

The Pedestrian Mode Generalized Table evaluates level of service by measuring the percent coverage of sidewalk coverage in reference to automotive traffic volume per lane.

TRANSIT LEVEL OF SERVICE ANALYSES

The Transit Mode Generalized Table evaluates level of service by measuring peak hour, peak direction bus frequency for the roadway facility dependent of the amount of sidewalk coverage along the facility.

TIER TWO LEVEL OF SERVICE ANALYSIS

For ARTPLAN analysis, localized data is entered for each segment to achieve a more accurate LOS estimate. Field data specific to the corridor being analyzed should be used.

BICYCLE LEVEL OF SERVICE ANALYSES

The Bicycle Mode ARTPLAN evaluates level of service at the facility and segment levels by pavement condition and the presence of wide outside curblane, paved shoulders and/or bicycle lanes in reference to automotive traffic volume per lane.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

The Pedestrian Mode ARTPLAN evaluates level of service at the facility and segment levels by the presence, including percent coverage, of sidewalk facilities, amount of sidewalk/roadway separation and presence of sidewalk/roadway protective barrier in reference to automotive traffic volume per lane. Up to three subsegments per segment of this input data may be applied to this program.

TRANSIT LEVEL OF SERVICE ANALYSES

The Transit Mode ARTPLAN evaluates level of service at the facility and segment levels by the presence of obstacles to bus, span of service and peak hour, peak direction bus frequency for the roadway facility in reference to the amount of sidewalk coverage along the facility.

VARIABLES USED TO PERFORM BICYCLE, PEDESTRIAN AND TRANSIT LOS ANALYSES

TIER ONE LEVEL OF SERVICE ANALYSIS

BICYCLE LEVEL OF SERVICE ANALYSES

Percentage of paved shoulder/bicycle lane coverage per peak direction roadway lane traffic volume.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Percentage of sidewalk coverage per peak direction roadway lane traffic volume.

TRANSIT LEVEL OF SERVICE ANALYSES

Percentage of sidewalk coverage by amount of bus frequency at peak hour, peak direction.

TIER TWO LEVEL OF SERVICE ANALYSIS

ARTPLAN - MULTIMODAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS

BICYCLE LEVEL OF SERVICE ANALYSES

Pave Shoulder/Bicycle Lane Present- Check box if there is a bicycle lane, pave shoulder within the roadway corridor

Outside Lane Width- indicate whether the outside lane width is narrow, typical or wide; or enter the specific width

Pavement Condition- indicate whether the pavement condition is desirable, typical or undesirable.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

TRANSIT LEVEL OF SERVICE ANALYSES

Bus Frequency (Buses per Hour)- indicate how many times buses pass through the corridor in the peak direction during the peak hour.

Bus Span of Service (Hour per Day)- indicate how many hours of bus service per day for the corridor.

Obstacle to Bus Stop- indicate that there is an obstacle to accessing the bus stop.

ARTPLAN - MULTIMODAL SEGMENT DATA (SCREEN TWO) CHARACTERISTICS

BICYCLE LEVEL OF SERVICE ANALYSES

Pave Shoulder/Bicycle Lane Present- Check box if there is a bicycle lane, pave shoulder within the roadway corridor

Outside Lane Width- indicate whether the outside lane width is narrow, typical or wide; or enter the specific width

Pavement Condition- indicate whether the pavement condition is desirable, typical or undesirable.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

TRANSIT LEVEL OF SERVICE ANALYSES

Bus Frequency (Buses per Hour)- indicate how many times buses pass through the corridor in the peak direction during the peak hour.

Bus Span of Service (Hour per Day)- indicate how many hours of bus service per day for the corridor.

Obstacle to Bus Stop- indicate that there is an obstacle to accessing the bus stop.

ARTPLAN - PEDESTRIAN SUBSEGMENT DATA (SCREEN THREE) CHARACTERISTICS

PEDESTRIAN LEVEL OF SERVICE ANALYSES

For evaluation of up to three subsegments of pedestrian facilities within the roadway corridor.

Percentage (%) of Segment- indicate what percentage of the segment that the subsegment characteristics apply.

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

RESULTS

Tables 4 through 6 provide a multimodal level of service summary for automotive/highway, bicycle, pedestrian and transit modes. Table 4 provides the summary for the State-maintained arterials, Table 5 provides the summary for the Alachua County-maintained roads and Table 6 provides the summary for the City of Gainesville-maintained roads.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

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APPENDIX D

GENERALIZED

ANNUAL AVERAGE DAILY VOLUMES

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TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas¹

10/4/10

| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | | |
|--|-----------|----------------------|-----------------------|--------------------|--------|---|---|----------------------|--------------------|---------|---------|--|
| Class I (>0.00 to 1.99 signalized intersections per mile) | | | | | | Lanes | B | C | D | E | | |
| Lanes | Median | B | C | D | E | 4 | 43,500 | 59,800 | 73,600 | 79,400 | | |
| 2 | Undivided | 9,600 | 15,400 | 16,500 | *** | 6 | 65,300 | 90,500 | 110,300 | 122,700 | | |
| 4 | Divided | 29,300 | 35,500 | 36,700 | *** | 8 | 87,000 | 120,100 | 146,500 | 166,000 | | |
| 6 | Divided | 45,000 | 53,700 | 55,300 | *** | 10 | 108,700 | 151,700 | 184,000 | 209,200 | | |
| 8 | Divided | 60,800 | 71,800 | 73,800 | *** | 12 | 149,300 | 202,100 | 238,600 | 252,500 | | |
| Class II (2.00 to 4.50 signalized intersections per mile) | | | | | | Freeway Adjustments | | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | Ramp Metering | | | | | |
| 2 | Undivided | ** | 10,500 | 15,200 | 16,200 | + 20,000 | + 5% | | | | | |
| 4 | Divided | ** | 25,000 | 33,200 | 35,100 | | | | | | | |
| 6 | Divided | ** | 39,000 | 50,300 | 53,100 | | | | | | | |
| 8 | Divided | ** | 53,100 | 67,300 | 70,900 | | | | | | | |
| Class III/IV (more than 4.5 signalized intersections per mile) | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | | |
| Lanes | Median | B | C | D | E | Lanes | Median | B | C | D | E | |
| 2 | Undivided | ** | 5,100 | 11,900 | 14,900 | 2 | Undivided | 7,800 | 15,600 | 22,200 | 27,900 | |
| 4 | Divided | ** | 12,600 | 28,200 | 31,900 | 4 | Divided | 34,300 | 49,600 | 64,300 | 72,800 | |
| 6 | Divided | ** | 19,700 | 43,700 | 48,200 | 6 | Divided | 51,500 | 74,400 | 96,400 | 109,400 | |
| 8 | Divided | ** | 27,000 | 59,500 | 64,700 | Uninterrupted Flow Highway Adjustments | | | | | | |
| | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | | |
| | | | | | | 2 | Divided | Yes | +5% | | | |
| | | | | | | Multi | Undivided | Yes | -5% | | | |
| | | | | | | Multi | Undivided | No | -25% | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | |
| Major City/County Roadways - 10% | | | | | | Paved Shoulder/ Bicycle Lane | | | | | | |
| Other Signalized Roadways - 35% | | | | | | Coverage | B | C | D | E | | |
| | | | | | | 0-49% | ** | 3,200 | 12,100 | >12,100 | | |
| | | | | | | 50-84% | 2,400 | 3,700 | >3,700 | *** | | |
| | | | | | | 85-100% | 6,300 | >6,300 | *** | *** | | |
| State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | |
| Divided/Undivided & Turn Lane Adjustments | | | | | | Sidewalk Coverage | B | C | D | E | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | 0-49% | ** | ** | 5,000 | 14,400 | |
| 2 | Divided | Yes | No | +5% | | | 50-84% | ** | ** | 11,300 | 18,800 | |
| 2 | Undivided | No | No | -20% | | | 85-100% | ** | 11,400 | 18,800 | >18,800 | |
| Multi | Undivided | Yes | No | -5% | | | BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | |
| Multi | Undivided | No | No | -25% | | | Sidewalk Coverage | B | C | D | E | |
| - | - | - | Yes | + 5% | | | 0-84% | >5 | ≥4 | ≥3 | ≥2 | |
| | | | | | | 85-100% | >4 | ≥3 | ≥2 | ≥1 | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6. | | | | | | | | | | | | |

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 1
(continued)

Generalized **Annual Average Daily Volumes** for Florida's
Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | | |
|--|-------------------------------|------------------|-----------------------------|--|-----------------|------------------|------------|------------|---------------|----------|----------|-----|
| | Freeways | Highways | State Arterials | | | | | | Class II | | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | Bus | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | | |
| Area type (l,o) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Number of through lanes | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 2 | 4-8 | 4 | 4 | |
| Posted speed (mph) | 65 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 | |
| Free flow speed (mph) | 70 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 | |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r | |
| Terrain (l,r) | 1 | 1 | 1 | | | | | | | | | |
| % no passing zone | | 80 | | | | | | | | | | |
| Exclusive left turn lanes / [impact](n, y) | | [n] | y | y | y | y | y | y | y | y | y | |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n, 50%,y | n | |
| Outside lane width | | | | | | | | | | t | t | |
| Pavement condition | | | | | | | | | | t | | |
| Sidewalk (n, y) | | | | | | | | | | | n, 50%,y | n,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n | |
| Obstacle to bus stop (n, y) | | | | | | | | | | | | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.092 | 0.094 | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | |
| Peak hour factor (PHF) | 0.95 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | |
| Base saturation flow rate (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.5 | 1.5 | 2.0 | 2.0 | |
| Local adjustment factor | 0.98 | 1.0 | 0.98 | | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Bus span of service | | | | | | | | | | | | 15 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | | |
| Number of signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 | |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s | |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Signalized Arterials | | | Bicycle | Pedestrian | Bus | | | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Class III ats | Score | Score | Buses per hr. | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | ≥ 4 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | ≥ 3 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | ≥ 2 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | ≥ 1 | | | |

% ffs = Percent free flow speed ats = Average travel speed

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

10/4/10

| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
|--|-----------|----------------------|-----------------------|--------------------|-------|---|---------------|----------------------|--------------------|--------|-------|
| Class I (>0.00 to 1.99 signalized intersections per mile) | | | | | | Lanes | B | C | D | E | |
| Lanes | Median | B | C | D | E | 2 | 2,200 | 3,020 | 3,720 | 4,020 | |
| 1 | Undivided | 510 | 820 | 880 | *** | 3 | 3,300 | 4,580 | 5,580 | 6,200 | |
| 2 | Divided | 1,560 | 1,890 | 1,960 | *** | 4 | 4,400 | 6,080 | 7,420 | 8,400 | |
| 3 | Divided | 2,400 | 2,860 | 2,940 | *** | 5 | 5,500 | 7,680 | 9,320 | 10,580 | |
| 4 | Divided | 3,240 | 3,830 | 3,940 | *** | 6 | 7,560 | 10,220 | 12,080 | 12,780 | |
| Class II (2.00 to 4.50 signalized intersections per mile) | | | | | | Freeway Adjustments | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | Ramp Metering | | | | |
| 1 | Undivided | ** | 560 | 810 | 860 | + 1,000 | + 5% | | | | |
| 2 | Divided | ** | 1,330 | 1,770 | 1,870 | | | | | | |
| 3 | Divided | ** | 2,080 | 2,680 | 2,830 | | | | | | |
| 4 | Divided | ** | 2,830 | 3,590 | 3,780 | | | | | | |
| Class III/IV (more than 4.50 signalized intersections per mile) | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | Median | B | C | D | E |
| 1 | Undivided | ** | 270 | 630 | 790 | 1 | Undivided | 400 | 800 | 1,140 | 1,440 |
| 2 | Divided | ** | 670 | 1,500 | 1,700 | 2 | Divided | 1,770 | 2,560 | 3,320 | 3,760 |
| 3 | Divided | ** | 1,050 | 2,330 | 2,570 | 3 | Divided | 2,660 | 3,840 | 4,980 | 5,650 |
| 4 | Divided | ** | 1,440 | 3,170 | 3,450 | Uninterrupted Flow Highway Adjustments | | | | | |
| | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | | 2 | Divided | Yes | +5% | | |
| | | | | | | Multi | Undivided | Yes | -5% | | |
| | | | | | | Multi | Undivided | No | -25% | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Major City/County Roadways - 10% | | | | | | Paved Shoulder/ Bicycle Lane | | | | | |
| Other Signalized Roadways - 35% | | | | | | Coverage | B | C | D | E | |
| | | | | | | 0-49% | ** | 170 | 650 | >650 | |
| | | | | | | 50-84% | 130 | 200 | >200 | *** | |
| | | | | | | 85-100% | 340 | >340 | *** | *** | |
| State & Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | |
| Divided/Undivided & Turn Lane Adjustments | | | | | | Sidewalk Coverage | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | B | C | D | E | | |
| 2 | Divided | Yes | No | +5% | | 0-49% | ** | ** | 270 | 770 | |
| 2 | Undivided | No | No | -20% | | 50-84% | ** | 100 | 600 | 1000 | |
| Multi | Undivided | Yes | No | -5% | | 85-100% | ** | 610 | 1000 | >1000 | |
| Multi | Undivided | No | No | -25% | | BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | |
| - | - | - | Yes | + 5% | | Sidewalk Coverage | B | C | D | E | |
| | | | | | | 0-84% | >5 | ≥4 | ≥3 | ≥2 | |
| | | | | | | 85-100% | >4 | ≥3 | ≥2 | ≥1 | |

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | | |
|--|-------------------------------|------------------|-----------------------------|--|-----------------|------------------|------------|------------|---------------|----------|----------|-----|
| | Freeways | Highways | State Arterials | | | | | | Class II | | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | Bus | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | | |
| Area type (l,o) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Number of through lanes | 2-6 | 1 | 2-3 | 1 | 2-4 | 1 | 2-4 | 1 | 2-4 | 2 | 2 | |
| Posted speed (mph) | 65 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 | |
| Free flow speed (mph) | 70 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 | |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | | | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r | |
| Terrain (l,r) | 1 | 1 | 1 | | | | | | | | | |
| % no passing zone | | 80 | | | | | | | | | | |
| Exclusive left turn lanes / [impact](n, y) | | [n] | y | y | y | y | y | y | y | y | y | |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n, 50%,y | n | |
| Outside lane width | | | | | | | | | | t | t | |
| Pavement condition | | | | | | | | | | t | | |
| Sidewalk (n, y) | | | | | | | | | | | n, 50%,y | n,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t | |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n | |
| Obstacle to bus stop (n, y) | | | | | | | | | | | | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.092 | 0.094 | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | |
| Peak hour factor (PHF) | 0.95 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | 0.925 | |
| Base saturation flow rate (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 1.5 | 1.5 | 2.0 | 2.0 | |
| Local adjustment factor | 0.98 | 1.0 | 0.98 | | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | |
| Bus span of service | | | | | | | | | | | | 15 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | | |
| Number of signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 | |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s | |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Signalized Arterials | | | Bicycle | Pedestrian | Bus | | | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Class III ats | Score | Score | Buses per hr. | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | ≥ 4 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | ≥ 3 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | ≥ 2 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | ≥ 1 | | | |

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

**Generalized Annual Average Daily Volumes for Florida's
Areas Transitioning into Urbanized Areas OR
Areas Over 5,000 Not In Urbanized Areas¹**

10/4/10

| <p align="center">STATE SIGNALIZED ARTERIALS</p> <p>Class I (>0.00 to 1.99 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>8,900</td> <td>14,100</td> <td>15,200</td> <td>***</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>26,900</td> <td>32,100</td> <td>33,800</td> <td>***</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>41,500</td> <td>48,600</td> <td>51,000</td> <td>***</td> </tr> </tbody> </table> <p>Class II (2.00 to 4.50 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>9,400</td> <td>13,700</td> <td>14,700</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>22,700</td> <td>30,000</td> <td>31,700</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>**</td> <td>35,700</td> <td>45,400</td> <td>47,800</td> </tr> </tbody> </table> <p>Class III (more than 4.5 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>**</td> <td>4,700</td> <td>10,700</td> <td>13,400</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>**</td> <td>11,500</td> <td>25,500</td> <td>28,900</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>**</td> <td>18,000</td> <td>39,800</td> <td>43,900</td> </tr> </tbody> </table> | Lanes | Median | B | C | D | E | 2 | Undivided | 8,900 | 14,100 | 15,200 | *** | 4 | Divided | 26,900 | 32,100 | 33,800 | *** | 6 | Divided | 41,500 | 48,600 | 51,000 | *** | Lanes | Median | B | C | D | E | 2 | Undivided | ** | 9,400 | 13,700 | 14,700 | 4 | Divided | ** | 22,700 | 30,000 | 31,700 | 6 | Divided | ** | 35,700 | 45,400 | 47,800 | Lanes | Median | B | C | D | E | 2 | Undivided | ** | 4,700 | 10,700 | 13,400 | 4 | Divided | ** | 11,500 | 25,500 | 28,900 | 6 | Divided | ** | 18,000 | 39,800 | 43,900 | <p align="center">FREEWAYS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>42,600</td> <td>57,600</td> <td>68,700</td> <td>73,600</td> </tr> <tr> <td>6</td> <td>63,900</td> <td>86,600</td> <td>103,300</td> <td>113,700</td> </tr> <tr> <td>8</td> <td>85,200</td> <td>115,600</td> <td>137,600</td> <td>153,700</td> </tr> <tr> <td>10</td> <td>106,400</td> <td>145,600</td> <td>172,400</td> <td>192,800</td> </tr> </tbody> </table> <p align="center">Freeway Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Auxiliary Lanes</th> <th>Ramp Metering</th> </tr> </thead> <tbody> <tr> <td>+ 20,000</td> <td>+5%</td> </tr> </tbody> </table> <p align="center">UNINTERRUPTED FLOW HIGHWAYS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Undivided</td> <td>8,000</td> <td>15,100</td> <td>21,100</td> <td>26,800</td> </tr> <tr> <td>4</td> <td>Divided</td> <td>31,400</td> <td>45,400</td> <td>58,800</td> <td>66,600</td> </tr> <tr> <td>6</td> <td>Divided</td> <td>47,200</td> <td>68,100</td> <td>88,200</td> <td>100,000</td> </tr> </tbody> </table> <p align="center">Uninterrupted Flow Highway Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Exclusive left lanes</th> <th>Adjustment factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>+5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>-25%</td> </tr> </tbody> </table> | Lanes | B | C | D | E | 4 | 42,600 | 57,600 | 68,700 | 73,600 | 6 | 63,900 | 86,600 | 103,300 | 113,700 | 8 | 85,200 | 115,600 | 137,600 | 153,700 | 10 | 106,400 | 145,600 | 172,400 | 192,800 | Auxiliary Lanes | Ramp Metering | + 20,000 | +5% | Lanes | Median | B | C | D | E | 2 | Undivided | 8,000 | 15,100 | 21,100 | 26,800 | 4 | Divided | 31,400 | 45,400 | 58,800 | 66,600 | 6 | Divided | 47,200 | 68,100 | 88,200 | 100,000 | Lanes | Median | Exclusive left lanes | Adjustment factors | 2 | Divided | Yes | +5% | Multi | Undivided | Yes | -5% | Multi | Undivided | No | -25% |
|--|---|--|-----------------------|-----------------------|--------------------|---|---------|-----------|-------|--------|--------|-----------|-------|---------|--------|---------|-----------|-------|--------|---------|--------|-----------|--------|-----|-------|--------|---|---|-----|------|--|-------------------|----|-------|--------|--------|-------|---------|----|--------|--------|--------|----|---------|--------|--------|---------|--------|--------|--------|---------|---|---|---|---|-----------|----|-------|--------|--------|---|---------|----|--------|--------|--------|---|---------|----|--------|--------|--------|--|-------|---|---|---|---|---|--------|--------|--------|--------|---|--------|--------|---------|---------|---|--------|---------|---------|---------|----|---------|---------|---------|---------|-----------------|---------------|----------|-----|-------|--------|---|---|---|---|---|-----------|-------|--------|--------|--------|---|---------|--------|--------|--------|--------|---|---------|--------|--------|--------|---------|-------|--------|----------------------|--------------------|---|---------|-----|-----|-------|-----------|-----|-----|-------|-----------|----|------|
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | 8,900 | 14,100 | 15,200 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Divided | 26,900 | 32,100 | 33,800 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Divided | 41,500 | 48,600 | 51,000 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | ** | 9,400 | 13,700 | 14,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Divided | ** | 22,700 | 30,000 | 31,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Divided | ** | 35,700 | 45,400 | 47,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | ** | 4,700 | 10,700 | 13,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Divided | ** | 11,500 | 25,500 | 28,900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Divided | ** | 18,000 | 39,800 | 43,900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 42,600 | 57,600 | 68,700 | 73,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 63,900 | 86,600 | 103,300 | 113,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 85,200 | 115,600 | 137,600 | 153,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 106,400 | 145,600 | 172,400 | 192,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auxiliary Lanes | Ramp Metering | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| + 20,000 | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | 8,000 | 15,100 | 21,100 | 26,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | Divided | 31,400 | 45,400 | 58,800 | 66,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | Divided | 47,200 | 68,100 | 88,200 | 100,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | Exclusive left lanes | Adjustment factors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | Yes | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | Yes | -5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | No | -25% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="center">Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)</p> <p align="center">Major City/County Roadways - 10% Other Signalized Roadways - 35%</p> | <p align="center">BICYCLE MODE²</p> <p>(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Paved Shoulder/ Bicycle Lane Coverage</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>2,800</td> <td>7,300</td> <td>>7,300</td> </tr> <tr> <td>50-84%</td> <td>2,200</td> <td>3,400</td> <td>13,100</td> <td>>13,100</td> </tr> <tr> <td>85-100%</td> <td>4,100</td> <td>>4,100</td> <td>***</td> <td>***</td> </tr> </tbody> </table> | Paved Shoulder/ Bicycle Lane Coverage | B | C | D | E | 0-49% | ** | 2,800 | 7,300 | >7,300 | 50-84% | 2,200 | 3,400 | 13,100 | >13,100 | 85-100% | 4,100 | >4,100 | *** | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paved Shoulder/ Bicycle Lane Coverage | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-49% | ** | 2,800 | 7,300 | >7,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50-84% | 2,200 | 3,400 | 13,100 | >13,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85-100% | 4,100 | >4,100 | *** | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="center">State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)</p> <p align="center">Divided/Undivided & Turn Lane Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Exclusive Left Lanes</th> <th>Exclusive Right Lanes</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>No</td> <td>+5%</td> </tr> <tr> <td>2</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-20%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>No</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-25%</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>Yes</td> <td>+ 5%</td> </tr> </tbody> </table> <p align="center">One-Way Facility Adjustment</p> <p>Multiply the corresponding two-directional volumes in this table by 0.6.</p> | Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | 2 | Divided | Yes | No | +5% | 2 | Undivided | No | No | -20% | Multi | Undivided | Yes | No | -5% | Multi | Undivided | No | No | -25% | - | - | - | Yes | + 5% | <p align="center">PEDESTRIAN MODE²</p> <p>(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Sidewalk Coverage</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>5,000</td> <td>14,400</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>**</td> <td>11,300</td> <td>18,800</td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>11,400</td> <td>18,800</td> <td>>18,800</td> </tr> </tbody> </table> | Sidewalk Coverage | B | C | D | E | 0-49% | ** | ** | 5,000 | 14,400 | 50-84% | ** | ** | 11,300 | 18,800 | 85-100% | ** | 11,400 | 18,800 | >18,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | Yes | No | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-49% | ** | ** | 5,000 | 14,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50-84% | ** | ** | 11,300 | 18,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85-100% | ** | 11,400 | 18,800 | >18,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Areas Transitioning Into Urbanized Areas OR
Areas over 5,000 Not in Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | |
|--|-------------------------------|------------------|-----------------------------|-------------------------------------|-----------------|------------------|------------|------------|----------|---------|---------|
| | Freeways | Highways | State Arterials | | | | | | Class II | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | |
| Number of through lanes | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | n | n | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r |
| Terrain (l, r) | 1 | 1 | 1 | | | | | | | | |
| % no passing zone | | 60 | | | | | | | | | |
| Exclusive left turn lanes/[impact] (n, y) | | [n] | y | y | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n,50%,y | n |
| Outside lane width | | | | | | | | | | t | t |
| Pavement condition | | | | | | | | | | t | |
| Sidewalk (n, y) | | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n |
| Facility length (m) | 8 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Peak hour factor (PHF) | 0.950 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 |
| Base capacity (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 | 2.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.95 | 1.00 | 0.95 | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | |
| Number of Signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Two-Way Arterials | | | Bicycle | Pedestrian | | | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Class III ats | Score | Score | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | | | |

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

**Generalized Peak Hour Directional Volumes for Florida's
Areas Transitioning into Urbanized Areas OR
Areas Over 5,000 Not In Urbanized Areas¹**

10/4/10

| <p align="center">STATE SIGNALIZED ARTERIALS</p> <p>Class I (>0.00 to 1.99 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Undivided</td> <td>470</td> <td>750</td> <td>800</td> <td>***</td> </tr> <tr> <td>2</td> <td>Divided</td> <td>1,430</td> <td>1,710</td> <td>1,800</td> <td>***</td> </tr> <tr> <td>3</td> <td>Divided</td> <td>2,210</td> <td>2,590</td> <td>2,720</td> <td>***</td> </tr> </tbody> </table> <p>Class II (2.00 to 4.50 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Undivided</td> <td>**</td> <td>500</td> <td>730</td> <td>780</td> </tr> <tr> <td>2</td> <td>Divided</td> <td>**</td> <td>1,210</td> <td>1,600</td> <td>1,690</td> </tr> <tr> <td>3</td> <td>Divided</td> <td>**</td> <td>1,900</td> <td>2,420</td> <td>2,550</td> </tr> </tbody> </table> <p>Class III (more than 4.50 signalized intersections per mile)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Undivided</td> <td>**</td> <td>250</td> <td>570</td> <td>710</td> </tr> <tr> <td>2</td> <td>Divided</td> <td>**</td> <td>610</td> <td>1,360</td> <td>1,540</td> </tr> <tr> <td>3</td> <td>Divided</td> <td>**</td> <td>960</td> <td>2,120</td> <td>2,340</td> </tr> </tbody> </table> | Lanes | Median | B | C | D | E | 1 | Undivided | 470 | 750 | 800 | *** | 2 | Divided | 1,430 | 1,710 | 1,800 | *** | 3 | Divided | 2,210 | 2,590 | 2,720 | *** | Lanes | Median | B | C | D | E | 1 | Undivided | ** | 500 | 730 | 780 | 2 | Divided | ** | 1,210 | 1,600 | 1,690 | 3 | Divided | ** | 1,900 | 2,420 | 2,550 | Lanes | Median | B | C | D | E | 1 | Undivided | ** | 250 | 570 | 710 | 2 | Divided | ** | 610 | 1,360 | 1,540 | 3 | Divided | ** | 960 | 2,120 | 2,340 | <p align="center">FREEWAYS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>2,200</td> <td>2,980</td> <td>3,560</td> <td>3,800</td> </tr> <tr> <td>3</td> <td>3,300</td> <td>4,480</td> <td>5,340</td> <td>5,880</td> </tr> <tr> <td>4</td> <td>4,400</td> <td>5,980</td> <td>7,120</td> <td>7,940</td> </tr> <tr> <td>5</td> <td>5,500</td> <td>7,520</td> <td>8,920</td> <td>9,960</td> </tr> </tbody> </table> <p align="center">Freeway Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Auxiliary Lanes</th> <th>Ramp Metering</th> </tr> </thead> <tbody> <tr> <td>+ 1,000</td> <td>+5%</td> </tr> </tbody> </table> <hr/> <p align="center">UNINTERRUPTED FLOW HIGHWAYS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Undivided</td> <td>420</td> <td>800</td> <td>1,120</td> <td>1,420</td> </tr> <tr> <td>2</td> <td>Divided</td> <td>1,670</td> <td>2,420</td> <td>3,130</td> <td>3,550</td> </tr> <tr> <td>3</td> <td>Divided</td> <td>2,510</td> <td>3,630</td> <td>4,700</td> <td>5,330</td> </tr> </tbody> </table> <p align="center">Uninterrupted Flow Highway Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Exclusive left lanes</th> <th>Adjustment factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>+5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>-25%</td> </tr> </tbody> </table> <hr/> <p align="center">BICYCLE MODE²</p> <p>(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <p>Paved Shoulder/ Bicycle Lane</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Coverage</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>150</td> <td>390</td> <td>>390</td> </tr> <tr> <td>50-84%</td> <td>120</td> <td>180</td> <td>700</td> <td>>700</td> </tr> <tr> <td>85-100%</td> <td>220</td> <td>>220</td> <td>**</td> <td>**</td> </tr> </tbody> </table> <hr/> <p align="center">PEDESTRIAN MODE²</p> <p>(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)</p> <p>Sidewalk Coverage</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>0-49%</td> <td>**</td> <td>**</td> <td>270</td> <td>770</td> </tr> <tr> <td>50-84%</td> <td>**</td> <td>**</td> <td>600</td> <td>1,000</td> </tr> <tr> <td>85-100%</td> <td>**</td> <td>610</td> <td>1,000</td> <td>>1,000</td> </tr> </tbody> </table> | Lanes | B | C | D | E | 2 | 2,200 | 2,980 | 3,560 | 3,800 | 3 | 3,300 | 4,480 | 5,340 | 5,880 | 4 | 4,400 | 5,980 | 7,120 | 7,940 | 5 | 5,500 | 7,520 | 8,920 | 9,960 | Auxiliary Lanes | Ramp Metering | + 1,000 | +5% | Lanes | Median | B | C | D | E | 1 | Undivided | 420 | 800 | 1,120 | 1,420 | 2 | Divided | 1,670 | 2,420 | 3,130 | 3,550 | 3 | Divided | 2,510 | 3,630 | 4,700 | 5,330 | Lanes | Median | Exclusive left lanes | Adjustment factors | 2 | Divided | Yes | +5% | Multi | Undivided | Yes | -5% | Multi | Undivided | No | -25% | Coverage | B | C | D | E | 0-49% | ** | 150 | 390 | >390 | 50-84% | 120 | 180 | 700 | >700 | 85-100% | 220 | >220 | ** | ** | | B | C | D | E | 0-49% | ** | ** | 270 | 770 | 50-84% | ** | ** | 600 | 1,000 | 85-100% | ** | 610 | 1,000 | >1,000 |
|---|---------------|----------------------|-----------------------|-----------------------|--------------------|---|---------|-----------|-----|-----|-----|-----------|----|---------|-------|-------|-----------|-----|----|---------|-------|-----------|-------|-----|-------|--------|---|---|-----|------|---|-----------|----|-----|-----|-----|---|---------|----|-------|-------|-------|---|---------|----|-------|-------|-------|-------|--------|---|---|---|---|---|-----------|----|-----|-----|-----|---|---------|----|-----|-------|-------|---|---------|----|-----|-------|-------|---|-------|---|---|---|---|---|-------|-------|-------|-------|---|-------|-------|-------|-------|---|-------|-------|-------|-------|---|-------|-------|-------|-------|-----------------|---------------|---------|-----|-------|--------|---|---|---|---|---|-----------|-----|-----|-------|-------|---|---------|-------|-------|-------|-------|---|---------|-------|-------|-------|-------|-------|--------|----------------------|--------------------|---|---------|-----|-----|-------|-----------|-----|-----|-------|-----------|----|------|----------|---|---|---|---|-------|----|-----|-----|------|--------|-----|-----|-----|------|---------|-----|------|----|----|--|---|---|---|---|-------|----|----|-----|-----|--------|----|----|-----|-------|---------|----|-----|-------|--------|
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Undivided | 470 | 750 | 800 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | 1,430 | 1,710 | 1,800 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Divided | 2,210 | 2,590 | 2,720 | *** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Undivided | ** | 500 | 730 | 780 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | ** | 1,210 | 1,600 | 1,690 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Divided | ** | 1,900 | 2,420 | 2,550 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Undivided | ** | 250 | 570 | 710 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | ** | 610 | 1,360 | 1,540 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Divided | ** | 960 | 2,120 | 2,340 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 2,200 | 2,980 | 3,560 | 3,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 3,300 | 4,480 | 5,340 | 5,880 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 4,400 | 5,980 | 7,120 | 7,940 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 5,500 | 7,520 | 8,920 | 9,960 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auxiliary Lanes | Ramp Metering | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| + 1,000 | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Undivided | 420 | 800 | 1,120 | 1,420 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | 1,670 | 2,420 | 3,130 | 3,550 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | Divided | 2,510 | 3,630 | 4,700 | 5,330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | Exclusive left lanes | Adjustment factors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | Yes | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | Yes | -5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | No | -25% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coverage | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-49% | ** | 150 | 390 | >390 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50-84% | 120 | 180 | 700 | >700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85-100% | 220 | >220 | ** | ** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | B | C | D | E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0-49% | ** | ** | 270 | 770 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 50-84% | ** | ** | 600 | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 85-100% | ** | 610 | 1,000 | >1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="center">Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)</p> <p align="center">Major City/County Roadways - 10% Other Signalized Roadways - 35%</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p align="center">State & Non-State Signalized Roadway Adjustments (Alter corresponding volume by the indicated percent.)</p> <p align="center">Divided/Undivided & Turn Lane Adjustments</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>Lanes</th> <th>Median</th> <th>Exclusive Left Lanes</th> <th>Exclusive Right Lanes</th> <th>Adjustment Factors</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>Divided</td> <td>Yes</td> <td>No</td> <td>+5%</td> </tr> <tr> <td>2</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-20%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>Yes</td> <td>No</td> <td>-5%</td> </tr> <tr> <td>Multi</td> <td>Undivided</td> <td>No</td> <td>No</td> <td>-25%</td> </tr> <tr> <td>-</td> <td>-</td> <td>-</td> <td>Yes</td> <td>+ 5%</td> </tr> </tbody> </table> <p align="center">One-Way Facility Adjustment Multiply the corresponding volumes in this table by 1.20.</p> | Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | 2 | Divided | Yes | No | +5% | 2 | Undivided | No | No | -20% | Multi | Undivided | Yes | No | -5% | Multi | Undivided | No | No | -25% | - | - | - | Yes | + 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Divided | Yes | No | +5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

¹ Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Areas Transitioning Into Urbanized Areas OR
Areas over 5,000 Not in Urbanized Areas

9/4/09

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | Interrupted Flow Facilities | | | | | | | | |
|--|-------------------------------|------------------|-----------------------------|-------------------------------------|------------|------------|------------|------------|----------|---------|---------|
| | Freeways | Highways | State Arterials | | | | | | Class II | | |
| | | | Class I | Class II | Class III | Bicycle | Pedestrian | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | | |
| Number of through lanes | 2-5 | 1 | 2-3 | 1 | 2-3 | 1 | 2-3 | 1 | 2-3 | 2 | 2 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 45 | 45 | 35 | 35 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 50 | 50 | 40 | 40 | 50 | 50 |
| Aux, meter, or accel/decel ≥ 1500 (n,y) | n | n | n | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | n | r | r | r |
| Terrain (l, r) | 1 | 1 | 1 | | | | | | | | |
| % no passing zone | | 60 | | | | | | | | | |
| Exclusive left turn lanes/[impact] (n, y) | | [n] | y | y | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n | n | n |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | | n,50%,y | n |
| Outside lane width | | | | | | | | | | t | t |
| Pavement condition | | | | | | | | | | t | |
| Sidewalk (n, y) | | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | | n |
| Facility length (m) | 8 | 5 | 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Number of segments | 4 | | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.094 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 | 0.097 |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |
| Peak hour factor (PHF) | 0.950 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 | 0.910 |
| Base capacity (pcphpl) | | 1700 | 2100 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 | 1950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 3.0 | 3.0 | 3.0 | 3.0 | 2.0 | 2.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.950 | 1.00 | .950 | | | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | | |
| Number of Signals | | | | 2 | 2 | 6 | 6 | 10 | 10 | 6 | 6 |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 | 4 | 4 |
| Signal type (a, s, p) | | | | a | a | s | s | s | s | s | s |
| Cycle length (C) | | | | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 | 0.44 |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | | |
| Level of Service | Freeways | Highway Segments | | State & Non-State Two-Way Arterials | | | Bicycle | Pedestrian | | | |
| | Density | Two-Lane | Multilane | Class I | Class II | Class III | Score | Score | | | |
| | | %ffs | Density | ats | ats | ats | | | | | |
| B | ≤ 17 | ≥ 0.833 | ≤ 18 | > 34 mph | > 28 mph | > 24 mph | ≤ 2.5 | ≤ 2.5 | | | |
| C | ≤ 24 | > 0.750 | ≤ 26 | > 27 mph | > 22 mph | > 18 mph | ≤ 3.5 | ≤ 3.5 | | | |
| D | ≤ 31 | > 0.667 | ≤ 35 | > 21 mph | > 17 mph | > 14 mph | ≤ 4.5 | ≤ 4.5 | | | |
| E | ≤ 39 | > 0.583 | ≤ 41 | > 16 mph | > 13 mph | > 10 mph | ≤ 5.5 | ≤ 5.5 | | | |

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX E

**ARTPLAN ANALYSES
FOR
DISTRESSED ARTERIALS**

[PAGE LEFT BLANK INTENTIONALLY]

STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

APPENDIX F

HIGHWAY CAPACITY MANUAL
SOFTWARE ANALYSES
FOR
DISTRESSED ARTERIALS

[PAGE LEFT BLANK INTENTIONALLY]

STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

APPENDIX G

MEDIAN

AVERAGE ANNUAL DAILY TRAFFIC

(AADT) COUNTS

[PAGE LEFT BLANK INTENTIONALLY]

STATE MAINTAINED ARTERIALS

[PAGE LEFT BLANK INTENTIONALLY]

YEARLY TRAFFIC COUNTS - STATE ROADS

| | | | | |
|-----|---|----------------|--------|-------------|
| S-1 | US 441 FROM PAYNE'S PRAIRIE TO SR 331 | | | 12,250 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF ROCKY PT. RD | 6095 | 11,800 | 11,800 |
| | SOUTH OF SR 331 | 6094 | 12,700 | 12,700 |
| S-2 | US 441 FROM SR 331 TO SR 24 | | | 18,800 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF BIVENS ARM | 6092 | 17,500 | 17,500 |
| | SOUTH OF SW 16TH AVE | 6091 | 23,000 | 23,000 |
| | SOUTH OF SR 24 | 6090 | 18,800 | 18,800 |
| S-3 | US 441 FROM SR 24 TO SR 26 | | | 35,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF SW 8TH AVE | 6089 | 35,000 | 35,000 |
| | NORTH OF SW 2ND AVE | 6088 | - | - |
| S-4 | US 441 FROM SR 26 TO NW 29TH RD | | | 29,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF UNIVERSITY AVE | 6087 | 27,500 | 27,500 |
| | SOUTH OF 8TH AVENUE | 6086 | 28,000 | 28,000 |
| | SOUTH OF 16TH AVENUE | 6154 | 29,500 | 29,500 |
| | NORTH OF NW 16TH AVE | 2065* | 29,092 | 29,092 |
| | SOUTH OF NW 23RD AVE | 6085 | 30,500 | 30,500 |
| | NORTH OF NW 23RD AVE | 6084 | 29,500 | 29,500 |
| | NORTH OF NW 23RD AVE | 2066* | 30,106 | 30,106 |
| S-5 | US 441 FROM NW 29TH RD TO NW 23RD ST | | | 24,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF 39TH AVE | 6083 | 26,000 | 26,000 |
| | SOUTH OF NW 6TH ST | 6082 | 16,400 | 16,400 |
| | NORTH OF NW 6TH ST | 6081 | 25,500 | 25,500 |
| | SOUTH OF SR 121 | 6080 | 22,500 | 22,500 |
| S-6 | SR 20 (NW 6TH ST) FROM NW 8TH AVE TO SR 222 | | | 14,900 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NW 8TH AVE | 6100 | 15,700 | 15,700 |
| | SOUTH OF NW 16TH AVE | 6147 | 15,600 | 15,600 |
| | NORTH OF NW 16TH AVE | 6148 | 14,900 | 14,900 |
| | NORTH OF NW 16TH AVE | 2003* | | INACTIVE |
| | SOUTH OF NW 23RD AVE | 6099 | | INACTIVE |
| | NORTH OF NW 23RD AVE | 6098 | 12,600 | 12,600 |
| | SOUTH OF SR 222 | 6097 | 10,200 | 10,200 |
| S-7 | SR 20 (NW 6TH ST) FROM SR 222 TO US 441 | | | 8,900 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF US 441 | 6096 | 8,900 | 8,900 |

| | | | | |
|-----|--------------------------------------|----------------|--------|-------------|
| S-8 | SR 20 FROM SR 331/SR24 TO SE 43RD ST | | | 14,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SR 331/SR 24 | 6035 | 27,000 | 27,000 |
| | SOUTH OF SR 26 | 5015* | | INACTIVE |
| | WEST OF SE 15TH ST | 6146 | 13,500 | 13,500 |
| | EAST OF SE 15TH ST | 6042 | 13,600 | 13,600 |
| | WEST OF SE 27TH ST | 6043 | 16,500 | 16,500 |
| | EAST OF SE 27TH ST | 6044 | 14,000 | 14,000 |

| | | | | |
|-----|--|----------------|--------|-------------|
| S-9 | SR 24 FROM SW 75TH ST (TOWER RD) TO I-75 | | | 26,250 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SW 75TH ST | 6053 | | INACTIVE |
| | EAST OF SW 63RD BLVD | 6052 | 25,000 | 25,000 |
| | WEST OF I-75 | 6051 | 27,500 | 27,500 |

| | | | | |
|------|-------------------------------|----------------|----------|-------------|
| S-10 | SR 24 FROM I-75 TO SW 34TH ST | | | 48,510 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF I-75 | 6050 | 46,500 | 46,500 |
| | WEST OF SR 121 | STUDY | 48,510 " | 48,510 |
| | WEST OF SR 121 | 6049 | 49,500 | 49,500 |

| | | | | |
|------|----------------------------------|----------------|----------|-------------|
| S-11 | SR 24 FROM SW 16TH AVE TO US 441 | | | 30,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SW 16TH AVENUE | STUDY | 37,510 " | 37,510 |
| | EAST OF SW 16TH AVENUE | 6157 | 37,500 | 37,500 |
| | EAST OF GALE LEMERAND DRIVE | STUDY | 31,970 " | 31,970 |
| | EAST OF GALE LEMERAND DRIVE | 6046 | 30,000 | 30,000 |
| | EAST OF CENTER DRIVE | STUDY | 29,300 " | 29,300 |
| | EAST OF NEWELL DRIVE | STUDY | 28,350 " | 28,350 |
| | WEST OF US 441 | 6045 | 24,500 | 24,500 |

| | | | | |
|------|------------------------------------|----------------|--------|-------------|
| S-12 | SR 24 (WALDO ROAD) SR 26 TO SR 222 | | | 24,877 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF SR 26 | 6120 | 24,500 | 24,500 |
| | SOUTH OF NE 16TH AVE | 6119 | 26,500 | 26,500 |
| | SOUTH OF NE 23RD AVE | 6118 | 25,253 | 25,253 |
| | SOUTH OF NE 23RD AVE | 6117 | | INACTIVE |
| | NORTH OF NE 23RD AVE | 6116 | 21,500 | 21,500 |

| | | | | |
|------|--|----------------|--------|-------------|
| S-13 | SR 24 (WALDO ROAD) SR 222 TO NE 77TH AVE | | | 15,400 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF SR 222 | 6115 | 16,000 | 16,000 |
| | NORTH OF NE 53RD AVE | 6114 | 14,800 | 14,800 |

| | | | | |
|------|---|----------------|--------|-------------|
| S-14 | SR 26 FROM NW 122ND ST TO INTERSTATE-75 [WEST RAMP] | | | 38,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF NW 75TH ST | 6020 | 28,500 | 28,500 |
| | EAST OF NW 75TH ST | 6153 | 48,500 | 48,500 |

| | | | | |
|------|--|----------------|--------|-------------|
| S-15 | SR 26 FROM INTERSTATE-75 [WEST RAMP] TO NW 8TH AVE | | | 48,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF NW 69TH ST | 6152 | 48,500 | 48,500 |
| | EAST OF HOSPITAL | 6138 | 47,500 | 47,500 |
| | EAST OF NW 62ND ST | 6021 | 52,000 | 52,000 |
| S-16 | SR 26 FROM NW 8TH AV TO SR 121 (NW 34TH ST) | | | 31,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF NW 43RD ST | 6137 | 28,000 | 28,000 |
| | WEST OF NW 39TH RD | 6022 | 35,000 | 35,000 |
| | EAST OF NW 39TH RD | 6023 | 35,500 | 35,500 |
| | WEST OF SR121 | 6024 | 23,500 | 23,500 |
| S-17 | SR 26 FROM SR121 TO GALE LEMERAND DR | | | 23,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SR 121 | 6025 | 23,000 | 23,000 |
| | WEST OF NW 22ND ST | 6026 | 23,000 | 23,000 |
| S-18 | SR26 FROM GALE LEMERAND DR TO US 441 (W 13TH ST) | | | 28,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF GALE LEMERAND DR | 6027 | | INACTIVE |
| | WEST OF 13TH ST | 6028 | 28,500 | 28,500 |
| S-19 | SR 26 FROM US 441 TO TO SR 24 (WALDO RD) | | | 21,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF W 12TH ST | 6029 | 27,000 | 27,000 |
| | WEST OF W 6TH ST | 6149 | 24,000 | 24,000 |
| | WEST OF W 3RD ST | 6030 | 22,000 | 22,000 |
| | EAST OF E MAIN ST | 6031 | 21,000 | 21,000 |
| | WEST OF E 3RD ST | 6032 | | INACTIVE |
| | EAST OF E 9TH ST | 6033 | 18,500 | 18,500 |
| | WEST OF SR 331/SR 24 | 6034 | 19,900 | 19,900 |
| S-20 | SR 26 FROM SR 20 (HAWTHORNE RD) TO CR329B (LAKESHORE DR) | | | 8,600 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF E 15TH ST | 1004 | | INACTIVE |
| | WEST OF E 15TH ST | 6145 | 8,500 | 8,500 |
| | EAST OF E 15TH ST | 6036 | 10,000 | 10,000 |
| | EAST OF E 25TH ST | 6037 | 8,600 | 8,600 |
| S-21 | SR 26A FROM SR 26 (NEWBERRY RD) TO SR 121 (W 34TH ST) | | | 15,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF W 38TH ST | 6133 | 15,000 | 15,000 |

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|------|---|---------|--------|----------|
| S-22 | SR 26A FROM SR 121 (W 34TH ST) TO SR 26 (W UNIVERSITY AV) | | | 12,850 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 121 | 6040 | 14,600 | 14,600 |
| | EAST OF SW 23RD ST | 6041 | 11,100 | 11,100 |
| | SOUTH OF SR 26 | 4000* | - | INACTIVE |
| S-23 | SR 121 (W 34TH ST) FROM SR 331 (WILLISTON RD) TO SR 24 (SW ARCHER RD) | | | 25,522 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 331 | 6077 | 18,900 | 18,900 |
| | SOUTH OF SR 24 | 6134 | 32,144 | 32,144 |
| S-24 | SR 121 (W 34TH ST) FROM SR 24 (SW ARCHER RD) TO SR 26 (W UNIVERSITY AV) | | | 40,750 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF SW 20TH AV | 6135 | 41,000 | 41,000 |
| | NORTH OF SW 20TH AV | 6076 | 44,000 | 44,000 |
| | NORTH OF RADIO RD | 6136 | 40,500 | 40,500 |
| | SOUTH OF SR 26A | 4009 | | INACTIVE |
| | SOUTH OF SR 26 | 6075 | 23,500 | 23,500 |
| S-25 | SR 121 (W 34TH ST) FROM SR 26 TO NW 16TH AV | | | 18,200 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 | 6074 | 20,400 | 20,400 |
| | SOUTH OF NW 16TH AV | 6073 | 16,000 | 16,000 |
| S-26 | SR 121 (W 34TH ST) FROM NW 16TH AV TO SR 222 (NW 39TH AV) | | | 14,750 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF NW 16TH AV | 6142 | 15,000 | 15,000 |
| | NORTH OF NW 16TH AV | 2012* | | INACTIVE |
| | SOUTH OF NW 31ST BD | 6072 | 14,500 | 14,500 |
| S-27 | SR 121 FROM SR 222 (NW 39TH AVE) TO NW 53RD AVE | | | 14,800 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 222 | 6071 | 14,800 | 14,800 |
| | NORTH OF NW 45TH AV | 6140 | | INACTIVE |
| | NORTH OF NW 45TH AV | 2002 | | INACTIVE |
| S-28 | SR 121 FROM US 441 TO CR 231 | | | 9,935 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF US 441 | 6155 | 13,500 | 13,500 |
| | NORTH OF US 441 | 6069 | | INACTIVE |
| | NORTH OF US 441 | 6068 | 6,369 | 6,369 |
| S-29 | SR 222 (N 39TH AV) FROM NW 98TH ST TO NW 83RD ST | | | 20,793 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NW 98TH ST | new | 12,085 | 12,085 |
| | WEST OF NW 91ST ST | 6132 | 29,500 | 29,500 |

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|--------------------|---|---------|--------|----------|
| S-30 | SR 222 (N 39TH AV) FROM US 441 (NW 13TH ST) TO SR 24 (WALDO RD) | | | 16,400 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF US 441 | 6004 | 19,800 | 19,800 |
| | EAST OF NW 6TH ST | 6005 | 21,500 | 21,500 |
| | EAST OF CR 329 (N MAIN ST) | 6006 | 16,400 | 16,400 |
| | EAST OF CR 329 (N MAIN ST) | 3014* | | INACTIVE |
| WEST OF NE 15TH ST | 6144 | 16,000 | 16,000 | |
| WEST OF SR 24 | 6007 | 14,200 | 14,200 | |

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|------|--|---------|--------|--------|
| S-31 | SR 222 (N 39TH AV) FROM SR 24 (WALDO RD) TO AIRPORT ENTRANCE | | | 13,500 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 24 | 6008 | 13,500 | 13,500 |

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|---------------|--|---------|----------|--------|
| S-32 | SR 222 (N 39TH AV) FROM AIRPORT ENTRANCE TO GMA BOUNDARY | | | 9,900 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 24 | 6008 | 13,500 | 13,500 |
| | WEST OF SR 26 | 6009 | 6,300 | 6,300 |
| WEST OF SR 26 | 7014 | | INACTIVE | |

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|----------------|---|---------|----------|--------|
| S-33 | SR 226 (S 16TH AV) FROM SR 24 (SW ARCHER RD) TO US 441 (SW 13TH ST) | | | 20,100 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 24 | 6055 | 20,300 | 20,300 |
| | EAST OF SR 24 | STUDY | 19,900 " | 19,900 |
| | EAST OF SHEALY DRIVE | STUDY | 19,720 " | 19,720 |
| | EAST OF VA HOSPITAL DRIVE | STUDY | 19,260 " | 19,260 |
| | WEST OF US 441 | STUDY | 20,440 " | 20,440 |
| WEST OF US 441 | 6056 | 20,800 | 20,800 | |

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|------|---|---------|----------|--------|
| S-34 | SR 226 (S 16TH AV) FROM US 441 (SW 13TH ST) TO SR 329 (S MAIN ST) | | | 17,300 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF US 441 | 6057 | 18,500 | 18,500 |
| | WEST OF SR 329 | 6058 | 16,100 | 16,100 |
| | | 4028 | INACTIVE | |

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|------|---|---------|----------|--------|
| S-35 | SR 226 (S 16TH AV) FROM SR 329 (S MAIN ST) TO SR 331 (WILLISTON RD) | | | 8,200 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 329 | 6059 | 8,200 | 8,200 |
| | | 5026 | INACTIVE | |

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|--------------------|---|---------|--------|----------|
| S-36 | SR 120A (N 23RD AV) FROM US 441 (N 13TH ST) TO SR 24 (WALDO RD) | | | 12,900 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF US 441 | 6012 | 13,800 | 13,800 |
| | EAST OF NW 6TH AV | 6013 | 13,400 | 13,400 |
| | WEST OF NE 7TH ST | 6014 | 12,900 | 12,900 |
| | WEST OF NE 15TH ST | 3023 | | INACTIVE |
| | EAST OF NE 15TH ST | 6016 | 7,800 | 7,800 |
| WEST OF NE 15TH ST | 6015 | 10,300 | 10,300 | |

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|------|---|---------|--------|--------|
| S-37 | SR 329 (MAIN ST) FROM SR 26 (UNIVERSITY AV) TO N 8TH AV | | | 15,050 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 (UNIVERSITY AV) | 6105 | 12,500 | 12,500 |
| | | | | |
| | SOUTH OF N 8TH AV | 6104 | 17,600 | 17,600 |

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|------|--|---------|--------|--------|
| S-38 | SR 331/SR 121 FROM I-75 TO US 441 (SW 13TH ST) | | | 25,250 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SR 121 (SW 34TH ST) | 6112 | 25,500 | 25,500 |
| | | | | |
| | WEST OF US 441 | 6111 | 25,000 | 25,000 |

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|------|---|---------|--------|----------|
| S-39 | SR 331 (WILLISTON RD) FROM US 441 (SW 13TH ST) TO SR 26 (UNIVERSITY AV) | | | 19,200 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF US 441 | 6110 | 18,200 | 18,200 |
| | SOUTH OF S 16TH AV | 6124 | 14,800 | 14,800 |
| | WEST OF SE 4TH ST | 6123 | 22,500 | 22,500 |
| | SOUTH OF SE 4TH AV | s5503 | | INACTIVE |
| | NORTH OF SE 4TH AV | 6122 | 19,800 | 19,800 |
| | | | | |
| | SOUTH OF SR 26 | 6121 | 19,200 | 19,200 |

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|------|---|---------|--------|----------|
| S-40 | SR 20 (NW 8TH AV) FROM NW 6TH ST TO N MAIN ST | | | 16,500 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NW 6TH ST | 6018 | 16,500 | 16,500 |
| | | | | |
| | WEST OF N MAIN ST | 6019 | | INACTIVE |

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|------|--|---------|--------|--------|
| S-41 | I-75 FROM SR331/SR121 (WILLISTON RD) TO SR 24 (SW ARCHER RD) | | | 62,000 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR331/SR121 | 6062 | 62,000 | 62,000 |

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|------|---|---------|--------|--------|
| S-42 | I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD) | | | 71,500 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF SR 26 | 6061 | 71,500 | 71,500 |

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|------|--|---------|--------|--------|
| S-43 | I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV) | | | 66,500 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 | 6060 | 66,500 | 66,500 |

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|------|--------------------------------|---------|-------|--------|
| S-44 | SR 121 FROM SW 85TH AV TO I-75 | | | 8,300 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF CR 22A | 6159 | 8,300 | 8,300 |

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|------|---|---------|--------|--------|
| S-45 | SR 26 (NEWBERRY RD) FROM NW 154TH ST TO NW 122ND ST | | | 16,650 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF NW 143RD ST | 6161 | 13,100 | 13,100 |
| | | | | |
| | EAST OF NW 143RD ST | 6160 | 20,200 | 20,200 |

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|--------------------|--|----------------|--------|-------------|
| S-46 | SR 26 (NE 55TH BLVD) FROM CR 329B TO CITY LIMIT | | | 4,900 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF CR 329B | 6038 | 4,900 | 4,900 |
| S-47 | SR 24 (SW ARCHER RD) FROM SW 91ST ST TO SW 75TH ST (TOWER RD) | | | 18,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF SW 75TH ST | 6054 | 18,500 | 18,500 |
| S-48 | SR 20 (HAWTHORNE RD) FROM SE 43RD ST TO CR 329B (LAKESHORE DR) | | | 11,600 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SE 27TH ST | 6044 | 14,000 | 14,000 |
| | EAST OF CR 329B | 6130 | 9,200 | 9,200 |
| S-49 | SR 20 (HAWTHORNE RD) FROM CR 329B (LAKESHORE DR) TO CR 2082 | | | 9,200 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF CR 329B | 6130 | 9,200 | 9,200 |
| S-50 | US 441 FROM NW 23RD ST TO GAINESVILLE METROPOLITAN AREA BOUNDARY | | | 17,700 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NW 23RD ST | 6078 | 17,700 | 17,700 |
| S-51 | I-75 FROM GAINESVILLE METROPOLITAN AREA BOUNDARY TO WILLISTON RD | | | 61,367 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF WILLISTON RD | 6143 | 61,367 | 61,367 |
| S-52 | I-75 FROM NW 39TH AVE TO GAINESVILLE METROPOLITAN AREA BOUNDARY | | | 54,000 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NW 39TH AVE | 6158 | 54,000 | 54,000 |
| S-53 | SR 222 (N 39TH AV) FROM NW 51ST ST TO US 441 (W 13TH ST) | | | 26,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | WEST OF NW 43RD ST | 6000 | 34,000 | 34,000 |
| | EAST OF NW 43RD ST | 6001 | 31,500 | 31,500 |
| | EAST OF SR 121 | 6141 | 26,500 | 26,500 |
| | EAST OF SR 121 | 2064* | | INACTIVE |
| | EAST OF NW 24TH BD | 6002 | 25,000 | 25,000 |
| WEST OF NW 13TH ST | 6003 | 25,000 | 25,000 | |
| S-54 | SR 121 FROM CR 232 (NW 53RD AVE) TO US 441 | | | 9,400 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF US 441 | 6070 | 9,400 | 9,400 |
| | SOUTH OF US 441 | 2001 | | INACTIVE |

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|------|---|----------------|--------|-------------|
| S-55 | SR 24 FROM SR 121 (SW 34TH ST) TO SR 226 (SW 16TH AV) | | | 52,250 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SR 121 | STUDY | - | " - |
| | EAST OF SR 121 | 6048 | 48,000 | 48,000 |
| | WEST OF SR 226 | 6047 | 56,500 | 56,500 |
| S-56 | SR 222 (N 39TH AV) FROM NW 83RD ST TO NW 51ST ST | | | 28,500 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF NW 83RD ST | 6139 | 28,500 | 28,500 |
| | EAST OF NW 83RD ST | 7018 | | INACTIVE |

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- * LOCAL GOVERNMENT COUNT STATION ON STATE-MAINTAINED ROAD WITH FACTORED COUNTS
- ^ THESE TRAFFIC COUNTS ARE AVERAGED TO DETERMINE MEDIAN COUNT
- STUDY TRAFFIC COUNT ADJUSTED EXTRAPOLATION

ALACHUA COUNTY ARTERIALS

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YEARLY TRAFFIC COUNTS - COUNTY ROADS

| | | | | |
|---------------------|---|------|----------------|-------------|
| A-1 AC-010 | NW 53RD AV (CR 232) FROM NW 52ND TR TO NW 13TH ST (US 441) | | | 12,037 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | WEST OF NW 43RD ST | | 7051 | 10,995 |
| | WEST OF NW 34TH ST (SR 121) | | 7050 | 15,546 |
| | EAST OF NW 34TH ST (SR 121) | | 2062 | 12,230 |
| WEST OF US 441 | | 7049 | 11,844 < | 11,844 |
| A-2 AC-005 | NW 53RD (CR 232) FROM NW 13TH ST (US 441) TO WALDO RD (SR 24) | | | 12,558 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | WEST OF N MAIN ST (CR 329) | | 2063 | 12,946 |
| | WEST OF NE 15TH ST | | 7035 | 12,558 |
| | WEST OF WALDO RD (SR 24) | | 7036 | 10,963 |
| A-3 AC-025 | NW 43RD ST FROM NEWBERRY RD (SR 26) TO NW 53RD AV (SR 232) | | | 27,131 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | NORTH OF SR 26 | | 7061 | 13,485 |
| | NORTH OF NW 8TH AV | | 6066 | INACTIVE |
| | NORTH OF NW 8TH AV | | 2059 | 27,316 |
| | NORTH OF NW 8TH AV | | 2004 | 27,131 |
| | SOUTH OF NW 23RD AV | | 7009 | 26,625 |
| | NORTH OF NW 23RD AV | | 6065 | INACTIVE |
| | NORTH OF NW 23RD AV | | 2060 | INACTIVE |
| | NORTH OF NW 23RD AV | | 2005 | INACTIVE |
| | SOUTH OF NW 39TH AV | | 7046 | 30,056 |
| | NORTH OF NW 39TH AV | | 6064 | INACTIVE |
| | NORTH OF NW 39TH AV | | 7045 | 29,533 |
| NORTH OF NW 39TH AV | | 2007 | 23,360 | |
| A-6 AC-030 | NW 43RD ST FROM NW 53RD AV (SR 232) TO US 441 | | | 10,802 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | NORTH OF NW 53RD AVE | | 2061 | 16,110 |
| | NORTH OF NW 53RD AVE | | - | 14,702 |
| | NORTH OF SAN FELASCO PARK RD | | - | 4,775 < |
| | SOUTH OF NW 93RD AV | | - | INACTIVE |
| | NORTH OF NW 93RD AV | | - | INACTIVE |
| SOUTH OF US 441 | | 7062 | 6,902 | |
| A-9 AC-040 | NW 23RD AV FROM NW 98TH ST TO NW 55TH ST | | | 15,770 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | EAST OF NW 98TH ST | | 7027 | 7,476 |
| | WEST OF INTERSTATE 75 | | | 16,138 |
| | EAST OF NW 83RD STREET | | | 15,897 |
| WEST OF NW 55TH ST | | 7008 | 15,643 | |
| A-10 AC-035 | NW 23RD AV FROM NW 55TH ST TO NW 43RD ST | | | 20,821 |
| | COUNT STATION LOCATION | | STATION NUMBER | MEDIAN AADT |
| | EAST OF NW 51ST ST | | 2008 | INACTIVE |
| WEST OF NW 43RD ST | | 7032 | 20,821 | |

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|----------------|---|----------------|----------|-------------|
| A-11 | NW 16TH AV FROM NW 43RD ST TO NW 13TH ST (US 441) | | | 20,451 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NW 43RD ST | 2038 | 21,209 | 21,209 |
| | EAST OF NW 38TH ST | 2036 | 19,693 | 19,693 |
| | WEST OF NW 22ND ST | 2071 | 13,749 < | 13,749 |
| | EAST OF NW 22ND ST | 2089 | INACTIVE | |
| | EAST OF NW 18TH TR | 2033 | 22,842 < | 22,842 |
| A-12 | NW 16TH AV FROM NW 13TH ST (US 441) TO SR 24 (WALDO RD) | | | 12,127 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NW 13TH ST | 2088 | INACTIVE | |
| | EAST OF NW 10TH ST | 2070 | 11,876 < | 11,876 |
| | EAST OF NW 6TH ST | 2030 | 12,378 < | 12,378 |
| | WEST OF N MAIN ST | 2087 | INACTIVE | |
| | EAST OF NE 2ND ST | 3024 | 12,694 | 12,694 |
| | WEST OF NE 12TH ST | 3005 | 9,669 | 9,669 |
| | WEST OF WALDO RD | 3030 | INACTIVE | |
| A-13 AC-090 | SW 75TH ST FROM SR 24 (SW ARCHER RD) TO SW 8TH AV | | | 14,055 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 24 (ARCHER RD) | 7020 | 14,055 | 14,055 |
| | SOUTH OF SW 24TH AV | 7043 | 13,548 | 13,548 |
| | NORTH OF SW 24TH AV | 7042 | 15,258 | 15,258 |
| A-14 AC-085 | W 75TH ST FROM SW 8TH AV TO SR 26 (NEWBERRY RD) | | | 22,973 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF SR 26 (NEWBERRY RD) | 7024 | 18,418 | 18,418 |
| | NORTH OF W. UNIVERSITY AV | | 22,973 | 22,973 |
| | SOUTH OF W. UNIVERSITY AV | | 24,859 | 24,859 |
| A-15 AC-060 | SW 20TH AV FROM SW 75TH ST TO SW 62ND BD | | | 14,856 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SW 75TH ST | 7021 | 14,856 | 14,856 |
| A-16 AC-055 | SW 20TH AV FROM SW 62ND BD TO SW 34 ST (SR 121) | | | 21,524 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SW 62ND BD | 7044 | 25,487 < | 25,487 |
| | WEST OF SW 34TH ST | 7019 | 17,560 < | 17,560 |
| A-17 | N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV | | | 13,646 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF N 8TH AV | 1000 | 12,958 < | 12,958 |
| | NORTH OF N 10TH AV | 1001 | 16,694 < | 16,694 |
| | NORTH OF N 16TH AV | 1002 | 13,646 < | 13,646 |
| | SOUTH OF N 23RD ST | 6103 | INACTIVE | |

| | | | | |
|----------------|--|----------|---------|----------|
| A-18 | N MAIN ST (CR 329) FROM N 23RD AV TO N 39TH AV (SR 222) | | | 15,265 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF N 23RD AV | 7047 | 17,584 | 17,584 |
| | NORTH OF N 23RD AV | 6102 | | INACTIVE |
| | SOUTH OF N 31ST AV | 1005 | | INACTIVE |
| | SOUTH OF N 39TH AV | 6101 | | INACTIVE |
| | SOUTH OF N 31ST ST | 1003 | 12,946 | 12,946 |
| A-19 AC-095 | NW 39TH AV (SR 222) FROM NW 110TH ST TO NW 98TH STREET | | | 11,389 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF INTERSTATE 75 | 7052 | 11,389 | 11,389 |
| | EAST OF NW 98TH ST | | - | INACTIVE |
| A-20 AC-065 | SW 24TH AV FROM SW 91ST ST TO SW 75TH ST | | | 11,122 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF SW 75TH ST | 7022 | 11,122 | 11,122 |
| A-21 AC-120 | NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222) | | | 8,896 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF NW 39TH AV | 7033 | 10,032 | 10,032 |
| | NORTH OF 23RD AV | 2106 | 7,760 < | 7,760 |
| A-22 AC-110 | NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV) | | | 10,289 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 | 7026 | 11,589 | 11,589 |
| | SOUTH OF SR 222 | 7028 | 8,988 | 8,988 |
| A-23 AC-130 | NW 83RD ST FROM NW 23RD AV TO NW 39TH AV (SR 222) | | | 14,157 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF NW 23RD AV | 7030 | 14,660 | 14,660 |
| | SOUTH OF NW 39TH AV | 7029 | 13,654 | 13,654 |
| A-24 AC-165 | W 91ST ST FROM SW 24TH AV TO NEWBERRY RD (SR 26) | | | 7,708 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF NEWBERRY RD | 7025 | 7,808 | 7,808 |
| | NORTH OF SW 24TH AV | 4-91-6-1 | 7,608 | 7,608 |
| A-25 | NW 39TH RD FROM NEWBERRY RD (SR 26) TO NW 8TH AV | | | - |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 | 7005 | - | INACTIVE |
| A-26 AC-140 | SW 8TH AV FROM SW 91ST ST TO SW 75TH ST | | | 4,679 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF SW 75TH ST | 7023 | 4,679 | 4,679 |

| | | | | |
|---------------------|--|----------------|----------|----------|
| A-28 AC-275 | ROCKY POINT RD FROM WILLISTON RD (SR 331) TO SW 13TH ST (US 441) | | | 3,220 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF WILLISTON RD (SR 331) | 7011 | 3,220 | 3,220 |
| | WEST OF SW 13TH ST | 6131 | | INACTIVE |
| A-29 AC-280 | KINCAID LOOP FROM HAWTHORNE RD (SR 20) TO HAWTHORNE RD (SR 20) | | | 3,926 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF HAWTHORNE RD | 5020 | 3,926 < | 3,926 |
| | NORTH OF SE 7TH AV | 5027 | | INACTIVE |
| | NORTH OF SE 7TH AV | 5008 | 4,457 < | 4,457 |
| | SOUTH OF SE 7TH AV | 5009 | 7,046 < | 7,046 |
| | NORTH OF SE 22ND AV | 5021 | | INACTIVE |
| | SOUTH OF SE 22ND AV | 5022 | 3,681 < | 3,681 |
| | SOUTH OF SE 22ND AV | 6126 | | INACTIVE |
| NORTH OF SE 22ND AV | 6127 | | INACTIVE | |
| | SOUTH OF HAWTHORNE RD | 7003 | 2,771 | 2,771 |
| A-30 AC-400 | SW 40TH BD/SW 42ND ST/SW 43RD ST FROM SW ARCHER RD TO SW 20TH AV | | | 11,451 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2008 | AADT |
| | NORTH OF ARCHER RD | STUDY | 8,178 | 8,178 |
| | SOUTH OF SW 33PL | 4-4243-1-1 | 7,602 | 7,602 |
| | NORTH OF SW 33RD PL | 4-4243-2-1-N+S | 15,160 | 15,160 |
| | SOUTH OF SW 20TH AV | 4-4243-3-1-N+S | 14,723 | 14,723 |
| A-31 AC-285 | MONTEOCHA RD (NE 38TH ST) FROM NE 53RD AV TO TO NE 77TH AV | | | 2,826 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF 53RD AV | 6113 | | INACTIVE |
| | NORTH OF 53RD AV | 7037 | 2,826 | 2,826 |
| A-32 AC-240 | NW 143RD ST (CR 241) FROM NEWBERRY RD (SR 26) TO GMA BOUNDARY | | | 10,408 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF NEWBERRY RD | 1-241-1-1-N+S | 10,003 | 10,003 |
| | SOUTH OF MILLHOPPER RD | 1-241-2-1-N+S | 10,813 < | 10,813 |
| A-33 AC-070 | SW 24TH AV FROM SW 122ND ST TO SW 91ST ST | | | 6,497 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SW 122ND ST | 4-24-1-1 | 4,755 | 4,755 |
| | WEST OF SW 91ST ST | 4-24-2-1 | 8,239 | 8,239 |
| A-34 AC-015 | NW 53RD AV (MILLHOPPER RD) FROM GMA BOUNDARY TO NW 52ND TERR. | | | 5,861 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF I-75 | 1-53-2-1 | 2,987 | 2,987 |
| | EAST OF 52ND AVE | 7051 | 8,735 | 8,735 |
| A-35 AC-210 | W 122ND ST FROM GMA BOUNDARY TO NEWBERRY RD (SR 26) | | | 6,931 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF SW 24TH AV | 4-122-2-1 | 4,406 | 4,406 |
| | NORTH OF SW 24TH AV | 4-122-3-1 | 6,931 | 6,931 |
| | SOUTH OF NEWBERRY RD | 4-122-4-1 | 8,020 | 8,020 |

| | | | | |
|----------------|---|-----------|-------|--------|
| A-36 AC-145 | SW 8TH AV FROM SW 122ND ST TO SW 91ST ST | | | 1,998 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SW 122ND ST | 4-8-8-1 | 1,998 | 1,998 |
| A-37 AC-100 | NW 39TH AV FROM W 143RD ST (CR 241) TO NW 110TH ST | | | 9,549 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF I-75 | - | 9,549 | 9,549 |
| A-38 AC-290 | SE 43RD ST FROM HAWTHORNE RD (SR 20) TO E UNIVERSITY AV (SR 26) | | | 3,285 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF HAWTHORNE RD | 6128 | 3,311 | 3,311 |
| | | | | |
| | SOUTH OF UNIVERSITY AV | 7002 | 3,258 | 3,258 |
| A-39 AC-170 | SW 91ST ST FROM SW ARCHER RD (SR 24) TO SW 24TH AV | | | 6,366 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF ARCHER RD | 4-91-1-1 | 5,825 | 5,825 |
| | NORTH OF SW 46TH BLVD | 4-91-2-1 | 6,366 | 6,366 |
| | NORTH OF SW 44TH BLVD | 4-91-3-1 | 6,487 | 6,487 |
| | NORTH OF SCHOOL HOUSE ROAD | 4-91-4-1 | 7,798 | 7,798 |
| | | | | |
| | NORTH OF SW 31ST AVENUE | 4-91-5-1 | 5,906 | 5,906 |
| A-40 AC-180 | SW 46TH BD FROM SW 91ST ST TO SW 75TH ST | | | 5,257 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF SW 75TH ST | 7057 | 5,257 | 5,257 |
| A-41 AC-200 | SW 62ND AV/SW 63RD BD FROM WILLISTON RD (SR 121) TO ARCHER RD (SR 24) | | | 5,080 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF ARCHER RD | 7053 | 5,080 | 5,080 |
| A-42 AC-295 | CR 329B (LAKESHORE DR) FROM HAWTHORNE RD (SR 20) TO SR 26 | | | 441 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 20 | 3-329-1-1 | 241 | 241 |
| | | | | |
| | EAST OF SR 26 | 7016 | 640 | 640 |
| A-43 AC-300 | NE 77TH AV FROM NE 38TH ST (MONTEOCHA RD) TO SR 24 (WALDO RD) | | | 645 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NE 38TH ST | - | 645 | 645 |
| A-44 AC-095 | SW 75TH ST FROM GMA BOUNDARY TO ARCHER RD (SR 24) | | | 3,123 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF ARCHER RD | 4-75-1-1 | 3,123 | 3,123 |

| | | | | |
|----------------|---|--------|---------|--------|
| A-45 AC-160 | FORT CLARKE BLVD FROM SR 26/NEWBERRY RD TO NW 23RD AV | | | 13,614 |
| | | | STATION | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SR 26 | 7059 | 13,411 | 13,411 |
| | | 7060 | 13,816 | 13,816 |

| | | | | |
|----------------|--|--------|---------|--------|
| A-46 AC-050 | NW 32ND AV FROM GMA BOUNDARY TO CR 241/NW 143RD ST | | | 2,242 |
| | | | STATION | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| WEST OF CR 241 | | - | 2,242 | 2,242 |

| | | | | |
|------------------------|--|--------|----------|----------|
| A-47 | CR 329 (MAIN ST) FROM SR 331 (WILLISTON RD) TO UNIVERSITY AV (SR 26) | | | 12,200 |
| | | | STATION | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF S 16TH AV | 6109 | 7,100 < | 7,100 |
| | SOUTH OF DEPOT AV | 6108 | 12,200 < | 12,200 |
| | NORTH OF S 4TH AV | 6107 | 13,900 < | 13,900 |
| SOUTH OF UNIVERSITY AV | | 6106 | | INACTIVE |

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- > 2005 TRAFFIC COUNT
- 2006 TRAFFIC COUNT
- * 2007 TRAFFIC COUNT
- < 2009 TRAFFIC COUNT
- ^ median average for this location
- ` estimate from 2001 directional split due to broken tube
- # count may be affected by construction

**CITY OF GAINESVILLE /
UNIVERSITY OF FLORIDA ARTERIALS**

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YEARLY TRAFFIC COUNTS - CITY / UNIVERSITY OF FLORIDA ROADS

| | | | | |
|-----|---|---------|----------|----------|
| G-1 | NW 55TH ST FROM NEWBERRY RD (SR 26) TO NW 23RD AV | | | 8,341 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF NEWBERRY RD | 2009 | 9,797 ^ | 9,797 |
| | NORTH OF NEWBERRY RD | 2079 | | INACTIVE |
| | SOUTH OF NW 23RD AV | 2011 | 6,885 < | 6,885 |
| G-2 | NW 8 AV FROM NEWBERRY RD (SR 26) TO NW 22ND ST | | | 16,412 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF NW 43RD ST | 2077 | 23,398 ^ | 23,398 |
| | EAST OF NW 43RD ST | 6017 | | INACTIVE |
| | WEST OF NW34TH ST | 2073 | 16,412 < | 16,412 |
| | EAST OF NW 34TH ST | 2074 | 16,273 | 16,273 |
| G-3 | NW 8TH AV FROM NW 22ND ST TO NW 6TH ST | | | 14,101 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NW 22ND ST | 2075 | 14,637 > | 14,637 |
| | WEST OF NW 6TH ST | 2076 | 13,564 < | 13,564 |
| G-4 | SW 62ND BD FROM SW 20 AV TO NEWBERRY RD (SR 26) | | | 21,542 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SW 20TH AV | 4029 | 21,481 | 21,481 |
| | NORTH OF SW 20TH AV | 7039 | - | INACTIVE |
| | SOUTH OF NEWBERRY RD | 7038 | - | INACTIVE |
| | SOUTH OF NEWBERRY RD | 2090 | 21,603 | 21,603 |
| G-5 | NW 22ND ST FROM W UNIVERSITY AV (SR 26) TO NW 16TH AV | | | 6,849 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF W UNIVERSITY AV | 2035 | 6,388 ` | 6,388 |
| | NORTH OF NW 5TH AV | 2037 | 6,849 ` | 6,849 |
| | SOUTH OF NW 16TH AV | 2072 | 7,246 ~ | 7,246 |
| G-6 | NE 8TH AV FROM N MAIN ST TO WALDO RD (SR 24) | | | 10,498 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF NE 7TH ST | 3000 | 11,469 ^ | 11,469 |
| | EAST OF NE 9TH ST | 3001 | 9,526 ^ | 9,526 |
| G-7 | S 2ND AV FROM SW 13TH ST (US 441) TO SE 7TH ST | | | 5,563 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF SW 10TH ST | 4026 | | INACTIVE |
| | EAST OF SW 10TH ST | 4015 | 5,608 ^ | 5,608 |
| | WEST OF SW 3RD ST | 4005 | 5,916 < | 5,916 |
| | EAST OF SW 2ND ST | 4006 | - | INACTIVE |
| | EAST OF S MAIN ST | 5010 | 5,517 ~ | 5,517 |
| | WEST OF SE 7TH ST | 5016 | 1,819 < | 1,819 |
| G-8 | SW 6TH ST FROM SW 16TH AV TO SW 4TH AV | | | 5,982 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF DEPOT AV | 4001 | 5,889 ^ | 5,889 |
| | NORTH OF DEPOT AV | 4002 | 6,074 ^ | 6,074 |

| | | | | |
|------|--|----------------|---------|-------------|
| G-9 | W 6TH ST FROM SW 4TH AV TO NW 8TH AV | | | 8,197 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF W UNIVERSITY AV | 4003 | 7,452 ^ | 7,452 |
| | NORTH OF W UNIVERSITY AV | 2056 | 8,942 ^ | 8,942 |
| | SOUTH OF NW 8TH AV | 2082 | | INACTIVE |
| G-10 | E 9TH ST FROM SE 2ND AV TO NE 31ST AV | | | 4,457 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF E UNIVERSITY AV | 5006 | 2,138 < | 2,138 |
| | NORTH OF NE 5TH AV | 3013 | 6,086 ^ | 6,086 |
| | SOUTH OF NE 16TH AV | 3027 | 6,213 ^ | 6,213 |
| | NORTH OF NE 16TH AV | 3016 | 4,457 | 4,457 |
| | NORTH OF NE 23RD AV | 3017 | 2,406 | 2,406 |
| G-11 | NW 38TH ST FROM NW 8TH AV TO NW 16TH AV | | | 1,848 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NW 8TH AV | 2042 | 1,848 ^ | 1,848 |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RD AV (SR 232) | | | 3,101 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NW 39TH AV | 2046 | 3,660 | 3,660 |
| | SOUTH OF NW 53RD AV | 2047 | 2,541 | 2,541 |
| G-13 | N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SR 232) | | | 4,962 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF N 39TH AV | 1006 | 4,962 | 4,962 |
| | NORTH OF N 39TH AV | 7048 | | INACTIVE |
| G-14 | NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8TH AV | | | 4,967 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF E UNIVERSITY AV | 3018 | 4,967 ^ | 4,967 |
| G-15 | NE 15TH ST FROM NE 16TH AV TO NE 39TH AV (SR 222) | | | 4,902 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NE 16TH AV | 3019 | 4,043 | 4,043 |
| | SOUTH OF NE 31ST AV | 3028 | - | INACTIVE |
| | NORTH OF NE 31ST AV | 3015 | 5,761 ~ | 5,761 |
| G-16 | NE 25TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8TH AV | | | 4,900 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF NE 8TH AV | 3020 | 4,900 | 4,900 |
| G-17 | SE 4TH ST FROM WILLISTON RD (SR 331) TO DEPOT AVE. | | | 3,165 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF WILLISTON RD | 5005 | 2,171 < | 2,171 |
| | SOUTH OF DEPOT AV | 5000 | 4,159 ~ | 4,159 |

| | | | | |
|------|--|---------|---------|----------|
| G-18 | SE 4TH ST/ SE 22ND AV FROM WILLISTON RD (SR 331) TO SE 15TH ST | | | 3,213 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | SOUTH OF WILLISTON RD | 5023 | 3,213 < | 3,213 |
| | | | | |
| G-19 | NE 8TH AV FROM WALDO RD (SR 24) TO NE 25TH ST | | | 6,426 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF NE 18TH ST | 3002 | 6,426 | 6,426 |
| | | | | |
| G-20 | S 4TH AV FROM SW 13TH ST (US 441) TO SE 15TH ST | | | 4,014 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | WEST OF SW 10TH ST | 4027 | | INACTIVE |
| | WEST OF SW 6TH ST | 4018 | 4,029 ^ | 4,029 |
| | EAST OF SW 6TH ST | 4007 | 5,128 < | 5,128 |
| | WEST OF S MAIN ST | 4008 | 3,998 ^ | 3,998 |
| | EAST OF SE 3RD ST | 5013 | 1,938 < | 1,938 |
| | EAST OF SE 9TH ST | 5002 | 2,744 < | 2,744 |
| | EAST OF WILLISTON RD | 5018 | 4,321 < | 4,321 |
| | | | | |
| G-21 | SW 9TH RD/DEPOT AVE/SE 7TH AV FROM SW 13TH ST TO SE 15TH ST | | | 4,495 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SW 13TH ST | 4020 | 4,495 < | 4,495 |
| | EAST OF SW 13TH ST | 4036 | 3,080 < | 3,080 |
| | EAST OF SW 6TH ST | 4022 | 5,237 ~ | 5,237 |
| | EAST OF S MAIN ST | 5007 | 7,173 ~ | 7,173 |
| | WEST OF WILLISTON RD | 5004 | 2,251 < | 2,251 |
| | EAST OF WILLISTON RD | 5025 | | INACTIVE |
| | WEST OF SE 15TH ST | 5024 | 1,972 < | 1,972 |
| | | | | |
| G-22 | SE 2ND AV FROM SE 7TH ST TO WILLISTON RD | | | 3,174 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF SE 9TH ST | 5001 | 1,454 < | 1,454 |
| | | | | |
| G-23 | NE 31ST AV FROM N MAIN ST TO WALDO RD (SR 24) | | | 2,129 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | EAST OF N MAIN ST | 3010 | 1,783 ^ | 1,783 |
| | | | | |
| | | | | |
| | | | | |
| G-24 | NW 17TH ST FROM W UNIVERSITY AV (SR 26) TO NW 8TH AV | | | 4,031 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF W UNIVERSITY AV | 2031 | 4,874 < | 4,874 |
| | | | | |
| | | | | |
| G-25 | W 12TH ST FROM SW 4TH AV TO NW 8TH AV | | | 4,421 |
| | | STATION | | MEDIAN |
| | COUNT STATION LOCATION | NUMBER | 2010 | AADT |
| | NORTH OF SW 2ND AV | 4011 | 5,682 ^ | 5,682 |
| | | | | |
| | | | | |
| | | | | |

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|------|--|----------------|----------|-------------|
| G-26 | W 10TH ST FROM SW 4TH AV TO NW 8TH AV | | | 3,593 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF SW 2ND AV | 4012 | 5,178 < | 5,178 |
| | SOUTH OF NW 3RD AV | 2019 | 2,008 < | 2,008 |
| | SOUTH OF NW 8TH AV | 2085 | | INACTIVE |
| G-27 | SW 16TH ST FROM SW 16TH AV TO SW ARCHER RD (SR 24) | | | 4,625 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF SW 16TH AV | 4014 | 4,625 | 4,625 |
| G-28 | NW 5TH AV FROM NW 22ND ST TO NW 13TH ST (US 441) | | | 1,963 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF NW 22ND ST | 2084 | - | INACTIVE |
| | WEST OF NW 17TH ST | 2018 | 1,963 < | 1,963 |
| | EAST OF NW 17TH ST | 2083 | | INACTIVE |
| | EAST OF NW 13TH ST | 2081 | | INACTIVE |
| G-29 | W 3RD ST FROM SW 4TH AV TO NW 8TH AV | | | 490 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF SW 4ND AV | 4023 | | INACTIVE |
| | NORTH OF SW 2ND AV | 4004 | - | INACTIVE |
| | NORTH OF NW 3RD AV | 2016 | 490 * | 490 |
| G-30 | W 2ND ST FROM SW 4TH AV TO NW 8TH AV | | | 676 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF W UNIVERSITY AV | 2058 | 676 ^ | 676 |
| G-31 | GALE LEMERAND DR FROM SW ARCHER RD (SR 24) TO MUSEUM RD | | | 13,614 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF ARCHER RD | UF [4058] | 15,982 u | 15,982 |
| | NORTH OF MOWRY RD | UF | 11,246 u | 11,246 |
| G-32 | RADIO RD/MUSEUM RD FROM SW 34TH ST (SR 121) TO SW 13TH ST (US 441) | | | 13,621 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SW 34TH ST | 4050 | 7,118 < | 7,118 |
| | WEST OF VILLAGE DR | UF | 12,175 u | 12,175 |
| | WEST OF NORTH-SOUTH DR | UF | 10,814 u | 10,814 |
| | EAST OF NORTH-SOUTH DR | UF | 15,067 u | 15,067 |
| | EAST OF CENTER DR | UF | 17,745 u | 17,745 |
| | WEST OF SW 13TH ST | 4046 | 16,170 ^ | 16,170 |
| G-33 | E 1ST ST FROM SE 2ND PL TO NE 8TH AV | | | 3,120 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF NE 3RD AV | 3025 | 3,120 * | 3,120 |

| | | | | |
|------|--|----------------|----------|-------------|
| G-34 | E 3RD ST FROM SE DEPOT AV TO NE 2ND AV | | | 3,699 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF SW 4TH AV | 5012 | 3,699 < | 3,699 |
| | SOUTH OF UNIVERSITY AV | 5011 | 4,218 ^ | 4,218 |
| | NORTH OF UNIVERSITY AV | 3026 | 2,008 ^ | 2,008 |
| G-35 | HULL/MOWRY RD FROM SW 34TH ST TO CENTER DR. | | | 8,793 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF SW 34TH ST | 4051 | 11,249 > | 11,249 |
| | WEST OF SW 23RD DR | UF | 6,336 u | 6,336 |
| G-36 | GLEN SPRINGS RD/NW 31ST AVE. FROM NW 34TH ST TO NW 16TH TR | | | 6,144 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF NW 34TH ST | 7010/2122 | 4,241 * | 4,241 |
| | EAST OF NW 34TH ST | 2000 | | INACTIVE |
| | WEST OF NW 23RD BD | 2080 | | INACTIVE |
| | WEST OF NW 23RD BD | 6010 | | INACTIVE |
| | WEST OF NW 16TH TR | 7007/2120 | 8,046 * | 8,046 |
| G-37 | SW 23RD TR FROM WILLISTON RD (SR 331) TO ARCHER RD (SR 24) | | | 8,431 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | NORTH OF WILLISTON RD (SR 331) | 7041/4063 | 6,632 > | 6,632 |
| | SOUTH OF ARCHER RD (SR 24) | 7040/4062 | 10,230 > | 10,230 |
| G-38 | NW 23RD BD FROM NW 16TH TR TO NW 13TH ST (US 441) | | | 10,316 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | EAST OF NW 16TH TR | 2006 | 10,316 ^ | 10,316 |
| | WEST OF NW 13TH ST | 6011 | | INACTIVE |
| G-39 | GALE LEMERAND DR FROM MUSEUM RD TO W UNIVERSITY AV (SR 26) | | | 12,368 |
| | COUNT STATION LOCATION | STATION NUMBER | 2010 | MEDIAN AADT |
| | SOUTH OF W UNIVERSITY AV | UF [4043] | 10,816 u | 12,116 |
| | NORTH OF MUSEUM DR | UF | 12,619 u | 12,619 |

` Year 2005 count
 ~ Year 2006 count
 * Year 2007 count
 ^ Year 2008 count
 < Year 2009 count
 > Year 2011 count
 u University of Florida Campus Master Plan update 2009 traffic count
 C Count affected by construction activity
 H Educational institution not in session
 F Fall semester count

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APPENDIX H

SPECIAL CIRCUMSTANCE STUDY
RESULTS

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SPECIAL CIRCUMSTANCE STUDY RESULTS

Studies of state-maintained, Alachua County-maintained and City of Gainesville-maintained roadway facilities which do not exclusively incorporate typical methodologies described in this Level of Service (LOS) Report are included in this appendix. In particular, those studies which are done at the request of the Technical Subcommittee of the Metropolitan Transportation Planning Organization entail calculations of LOSs and maximum service volumes (MSVs) based on the latest single-year or post-construction two-year annual average daily traffic counts for roadways which are subject to preconstruction planning studies for capacity enhancement and roadways which have had their capacities increased within the last year.

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STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA**

**YEAR 2010
ANNUAL AVERAGE DAILY TRAFFIC
MULTIMODAL LEVEL OF SERVICE REPORT**

**LEVEL OF SERVICE
ATLAS**

**GAINESVILLE METROPOLITAN AREA
CONGESTION MANAGEMENT PROCESS**

Prepared by:
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653

January 12, 2012

TABLE OF CONTENTS

| ILLUSTRATION | PAGE |
|---|-----------|
| EXECUTIVE SUMMARY | vii |
| INTRODUCTION | 1 |
| PURPOSE | 1 |
| I GAINESVILLE METROPOLITAN AREA..... | 3 |
| II GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE..... | 5 |
| II-S GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE- STATE-MAINTAINED ROADS | 7 |
| II-A GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE- COUNTY-MAINTAINED ROADS | 9 |
| II-G GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE- CITY/UF-MAINTAINED ROADS | 11 |
| III GAINESVILLE METROPOLITAN AREA ROADWAYS OPERATING AT AN UNACCEPTABLE LEVEL OF SERVICE | 13 |
| IV GAINESVILLE METROPOLITAN AREA ROADWAY FACILITY TRANSIT LEVEL OF SERVICE | 15 |

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EXECUTIVE SUMMARY

The Multimodal Level of Service (LOS) Report, provides multimodal LOS. Automotive/highway (hereinafter highway), bicycle, pedestrian and transit modes of travel are analyzed for level of service. The latest available highway LOS estimate of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary is provided in this report. In addition, bicycle, pedestrian and transit LOS estimates of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary are provided in this report. Hereinafter, all references to highway LOS address LOS as described in the Highway Capacity Manual 2010 (HCM 2010). The LOS Report entails three components: roadway service volume tables; an LOS map atlas and a technical appendices document.

The LOS Report employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled 2009 Quality/Level of Service Handbook. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. **In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed.** Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

ARTPLAN, HIGHPLAN or FREEPLAN, as appropriate, are also used to estimate the amount of service volume that the road actually has at a given LOS. ARTPLAN provides a more accurate estimate of an arterial's service volume than can be obtained using the FDOT Generalized Tables.

Roadway facilities which are ARTPLAN 2009-analyzed using field-collected data are shown in *Italics* in the LOS Tables of the LOS Report.

Roadway facilities that are operating at an unacceptable LOS are identified in Exhibit 1. Note that the LOS analysis is for operational performance based on the HCM 2010's LOS criteria. Roadway facilities may be functioning at LOS F but may have available capacity for FDOT and/or Florida Department of Economic Opportunity (FDEO)-negotiated MSVs.

Bicycle, pedestrian and transit LOS analyses also employ a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software.

Congestion Management Process (CMP)

The LOS Report is updated at least annually. This monitoring system is a key component for prioritizing bicycle facility, pedestrian facility, roadway facility and transit projects, that address congestion management, in the Long Range Transportation Plan and Transportation Improvement Program. This report is intended to address the Safe, Accountable, Feasible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) congestion management process requirement.

EXHIBIT 1

**ROADWAY FACILITIES OPERATING AT
AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS)**

| ROADWAY FACILITY | FROM | TO | 2010 AADT | 2010 LOS | 2009 MSV | 2010 MSV |
|---------------------------------|---------------------------|---------------------------|-----------|----------|----------|----------|
| SW 13 STREET [US 441] (S-3) | ARCHER ROAD | UNIVERSITY AVENUE | 35,000 | F | 28,200 | 28,200 |
| NW 13 STREET [US 441]. (S-4) | UNIVERSITY AVENUE | NW 29 ROAD | 29,500 | F | 28,200 | 28,200 |
| NEWBERRY ROAD [SR 26] (S-14) | NW 122 STREET | INTERSTATE 75 (West Ramp) | 38,500 | F | 35,500 | 35,500 |
| NEWBERRY ROAD [SR 26] (S-15) | INTERSTATE 75 (West Ramp) | NW 8 AVENUE | 48,500 | F | 43,700 | 43,700 |
| SW 2 AVENUE [SR 26A] (S-21) | NEWBERRY ROAD | SW 34 STREET | 15,000 | E | 12,495 | 12,495 |
| NW 34 STREET [SR 121] (S-25) | UNIVERSITY AVENUE | NW 16 AVENUE | 18,200 | F | 15,960 | 15,960 |
| ARCHER ROAD [SR 24] (S-47) | GMA BOUNDARY | SW 75 STREET | 18,500 | F | 15,960 | 15,960 |
| ARCHER ROAD [SR 24] (S-55) | SW 34 STREET | SW 16 AVENUE | 52,250 | E | 50,300 | 50,300 |
| NW 23 AVENUE (A-9) | NW 98 STREET | NW 55 STREET | 15,770 | F | 15,675 | 15,675 |
| SW 20 AVENUE (A-16) | SW 62 BOULEVARD | SW 34 STREET | 21,524 | F | 15,675 | 15,675 |
| NW 83 STREET (A-23) | NW 23 AVENUE | NW 39 AVENUE | 14,157 | E | 13,680 | 13,680 |
| RADIO ROAD/MUSEUM DRIVE. (G-32) | SW 34 STREET | SW 13 STREET | 13,621 | F | 11,260 | 11,260 |
| GALE LEMERAND DRIVE (G-39) | MUSEUM DRIVE | UNIVERSITY AVENUE | 12,368 | F | 10,530 | 10,530 |

Maximum service volume (MSV) for LOS D is not attainable (NA).

Note: Unacceptable operating performance is based on the Highway Capacity Manual 2010's LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Economic Opportunity-negotiated LOS standards.

INTRODUCTION

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Annual Average Daily Traffic (AADT)/ Multimodal Level of Service (LOS) Report is composed of three components: an LOS map atlas; LOS tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to LOS within Appendix A address only highway LOS as described in the Highway Capacity Manual 2010. This report contains estimates of the LOS and maximum service volume (MSV) for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Illustration I shows the GMA as defined by Chapter 339.175(1)(c), Florida Statutes. LOS and MSV analysis methodology utilizes the Florida Department of Transportation (FDOT) Generalized Tables contained in FDOT's 2009 Quality/Level of Service Handbook (2009 Q/LOS Handbook).

Tables 1 through 3 provide detailed data on each functionally classified road. Table 1 provides roadway LOS data for state-maintained roads. Table 2 provides roadway LOS data for Alachua County-maintained roads. Table 3 provides roadway LOS data for City of Gainesville-maintained roads. The LOS data for the GMA is also graphically illustrated in the MTPO's *Level of Service Atlas*.

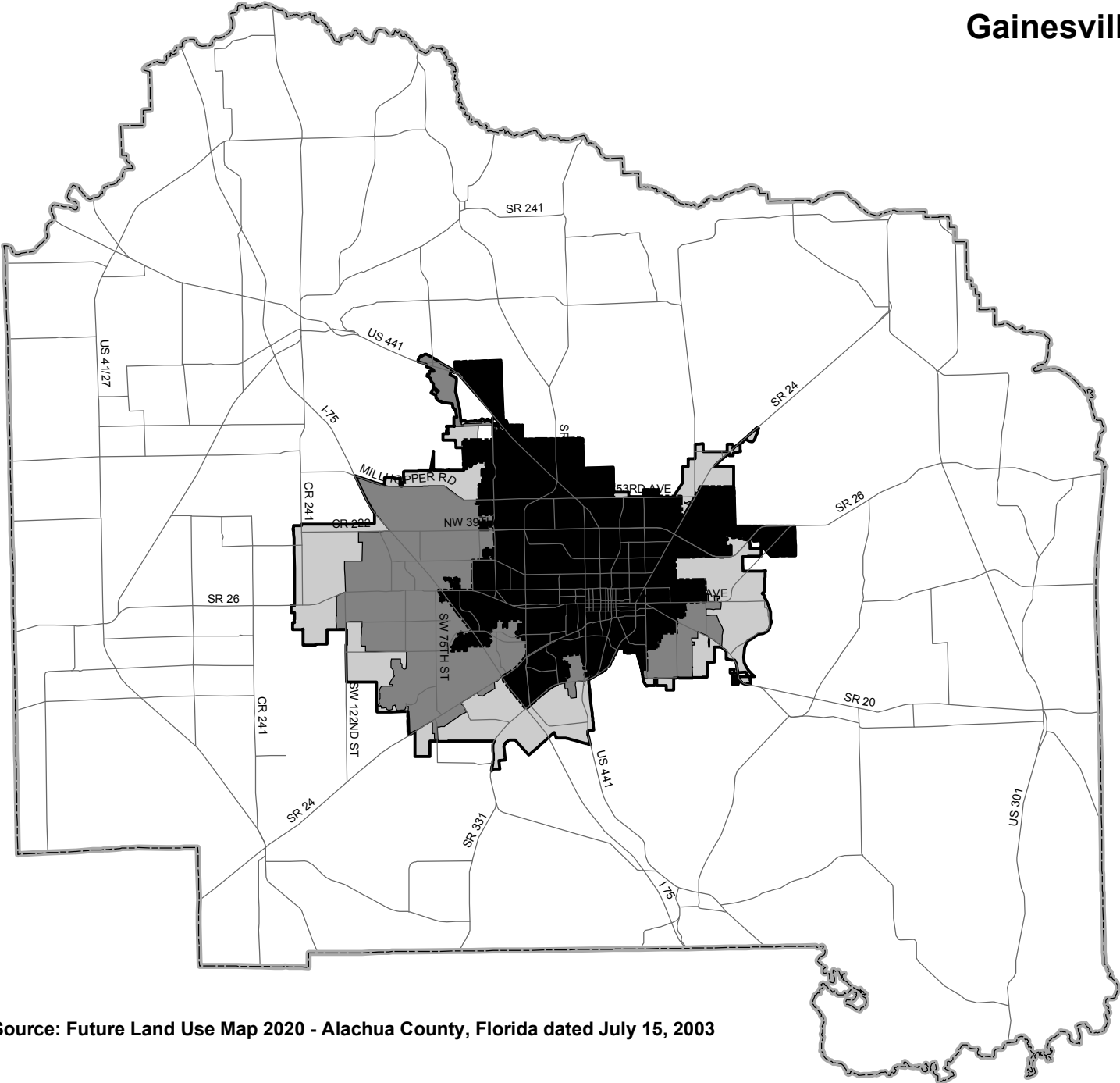
This report also contains estimates of bicycle, pedestrian and transit LOS for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the GMA Boundary. Tables 4 through 6 provide the multimodal LOS on each functionally classified road. Table 4 provides multimodal LOS data for state-maintained roads. Table 5 provides multimodal LOS data for Alachua County-maintained roads. Table 6 provides multimodal LOS data for City of Gainesville-maintained roads.

PURPOSE

The primary purpose of this study is to provide the most accurate estimate of multimodal LOS possible for each state maintained arterials, city and county collectors functioning as arterials, transitioning arterials or collectors, major nonstate roads and other nonstate roads within the GMA Boundary. This greater degree of accuracy will become increasingly important when issues dealing with concurrency and growth management arise. The degree of accuracy is accomplished by a hierarchical approach to the analysis. All roadways are analyzed using FDOT's Generalized Tables. Where it has been determined that a roadway has a service volume approaching or exceeding 65 percent the Generalized Tables-specified service volume, a secondary degree of analysis using FDOT analytical computer software is used to analyze the roadway service volume. This analysis provides a more accurate estimate of roadway LOS for concurrency management purposes because they assess local traffic characteristics. In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

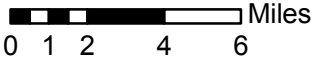
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Illustration 1 Gainesville Metropolitan Area Alachua County



Legend

- Alachua County Boundary
- Roads
- Metropolitan Area 2020
- Gainesville City Limits
- Census 2000 Urbanized Area
- Urban Cluster

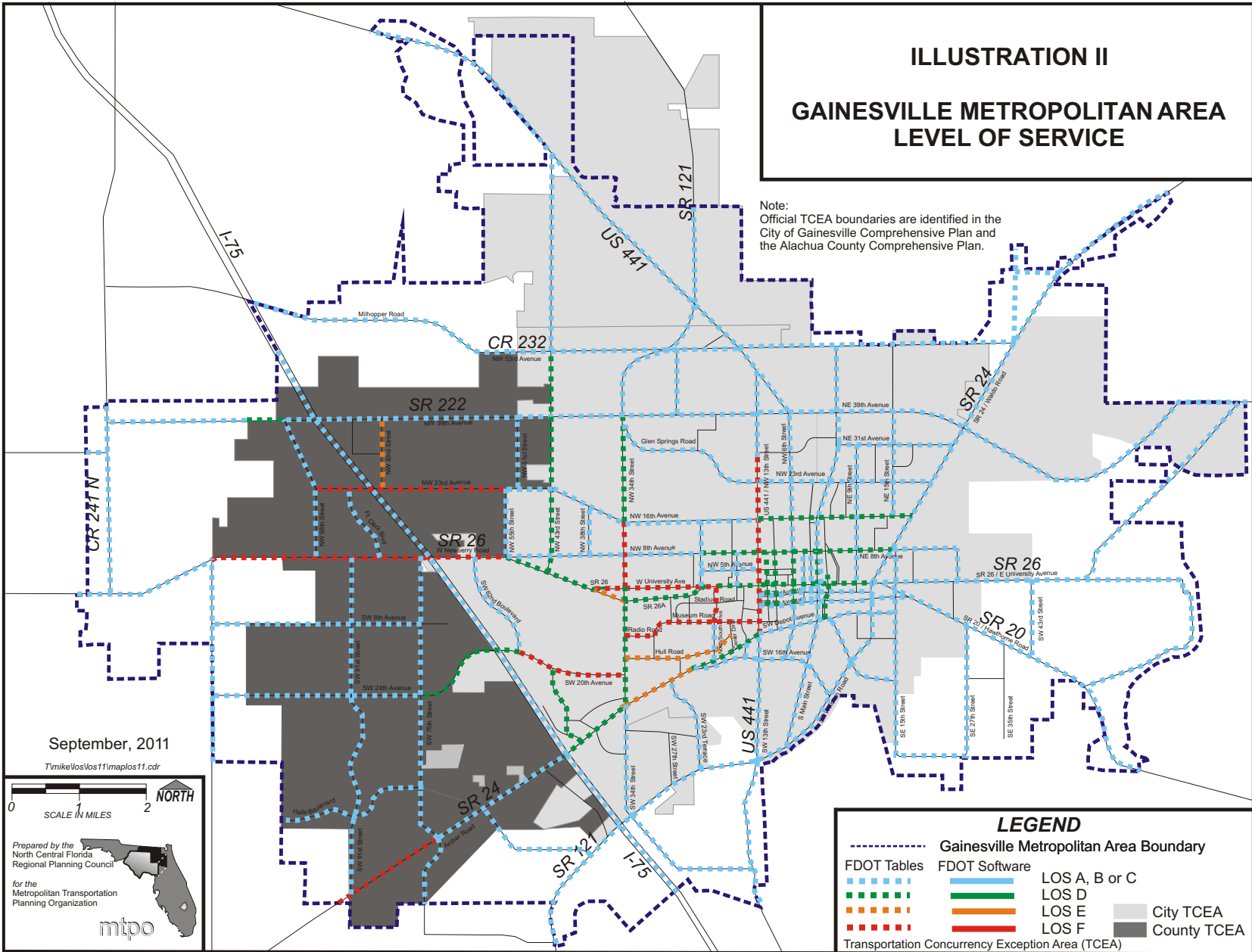


Source: Future Land Use Map 2020 - Alachua County, Florida dated July 15, 2003

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ILLUSTRATION II GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE

Note:
Official TCEA boundaries are identified in the
City of Gainesville Comprehensive Plan and
the Alachua County Comprehensive Plan.



September, 2011

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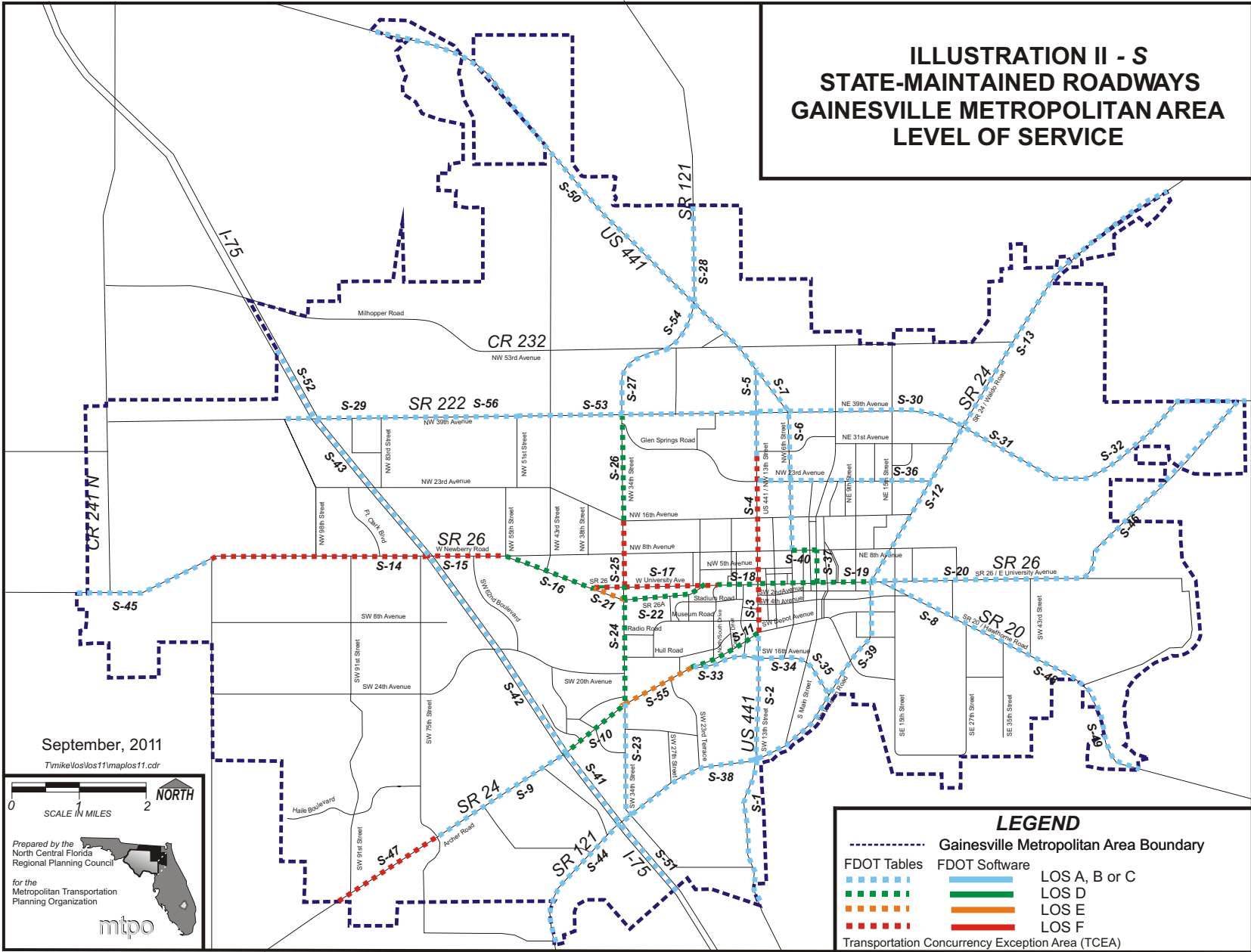
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for the
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Planning Organization
mtpo

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| | |
|-------|--|
| ----- | Gainesville Metropolitan Area Boundary |
| ----- | FDOT Tables |
| ----- | FDOT Software |
| ----- | LOS A, B or C |
| ----- | LOS D |
| ----- | LOS E |
| ----- | LOS F |
| ----- | City TCEA |
| ----- | County TCEA |
| ----- | Transportation Concurrence Exception Area (TCEA) |

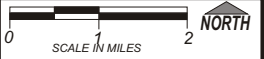
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ILLUSTRATION II - S STATE-MAINTAINED ROADWAYS GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE



September, 2011

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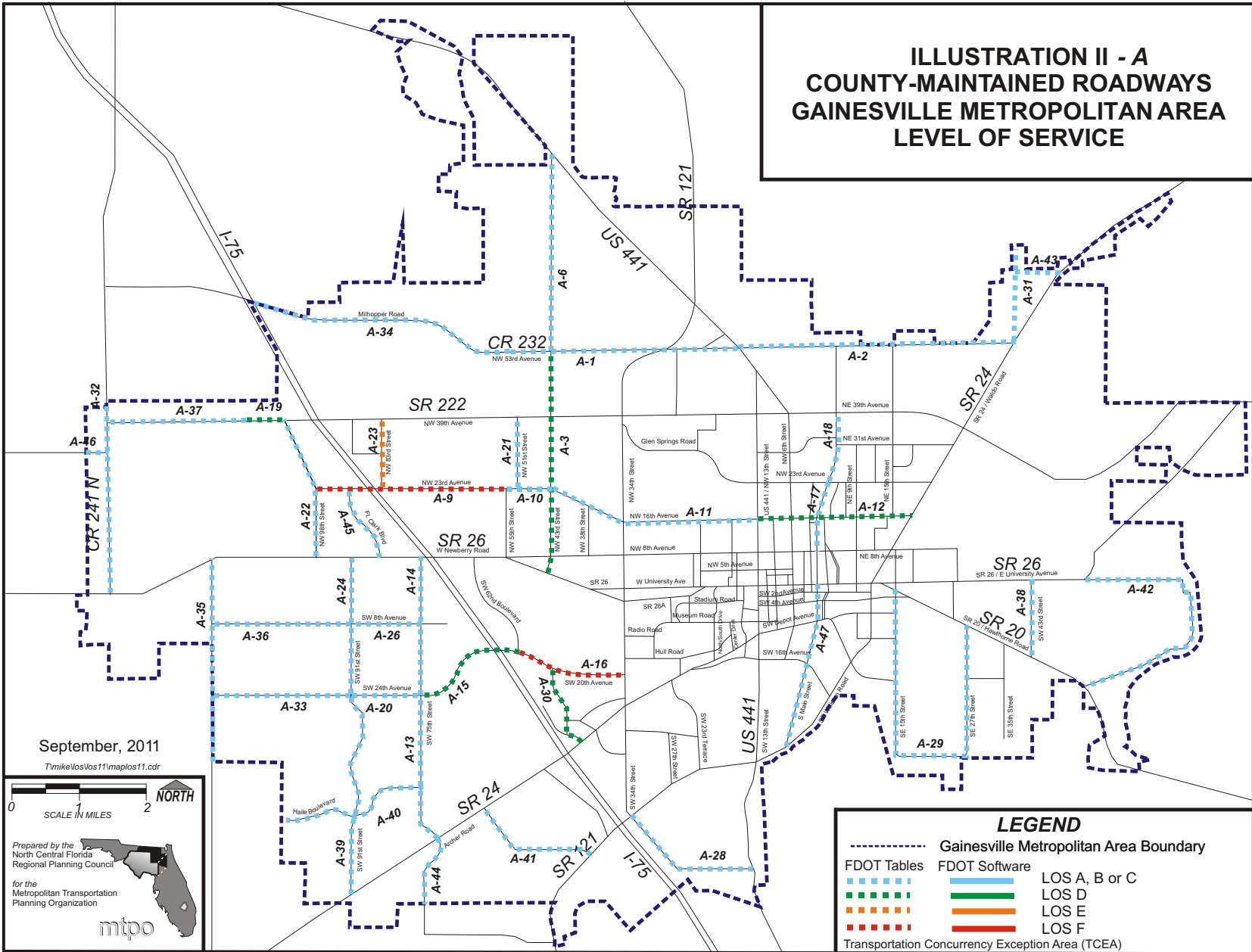
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LEGEND

- Gainesville Metropolitan Area Boundary
- FDOT Tables
 - LOS A, B or C
 - LOS D
 - LOS E
 - LOS F
- FDOT Software
 - LOS A, B or C
 - LOS D
 - LOS E
 - LOS F
- Transportation Concurrency Exception Area (TCEA)

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ILLUSTRATION II - A COUNTY-MAINTAINED ROADWAYS GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE



September, 2011

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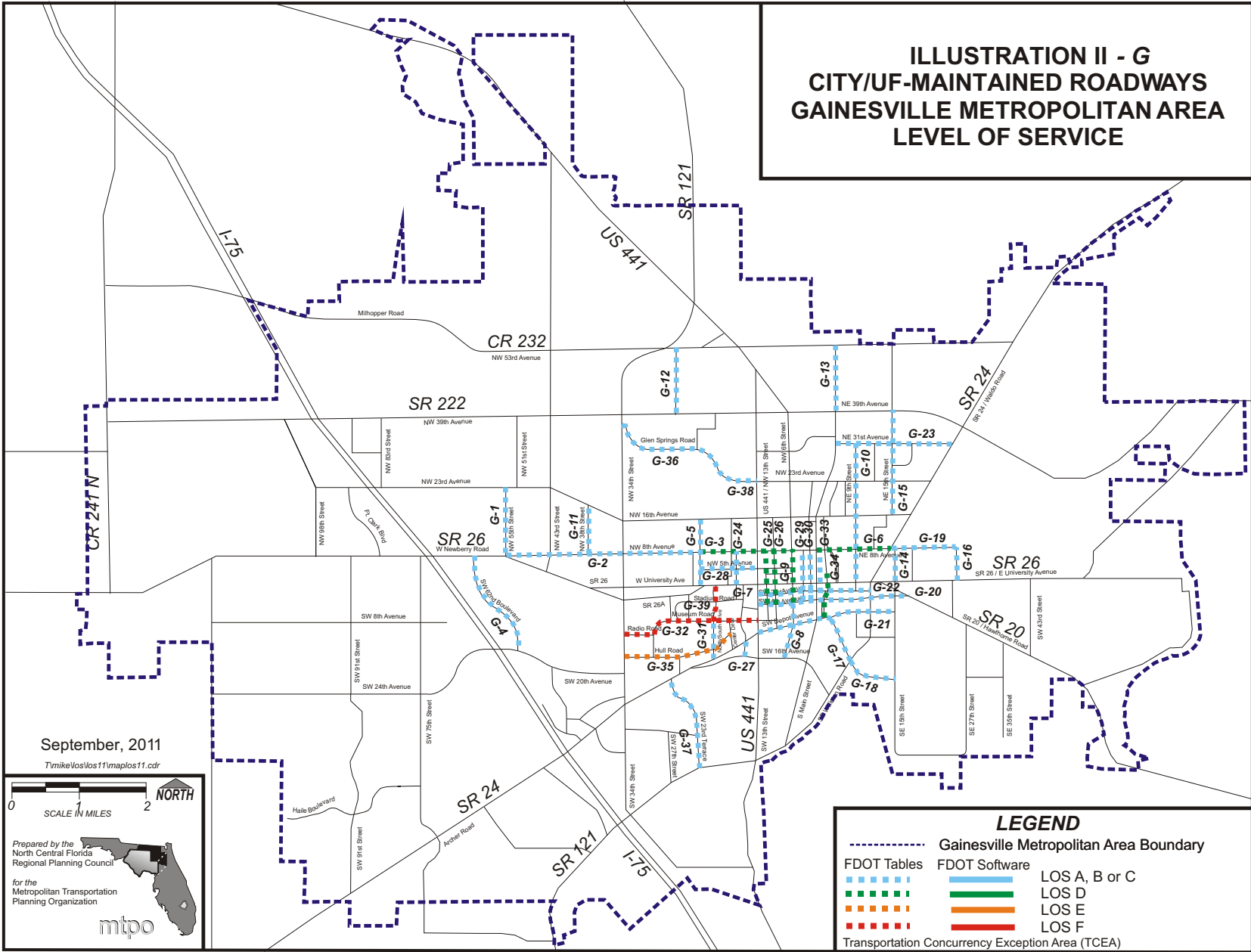
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Planning Organization
mtpo

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| | |
|--|--|
| | Gainesville Metropolitan Area Boundary |
| | FDOT Tables |
| | FDOT Software |
| | LOS A, B or C |
| | LOS D |
| | LOS E |
| | LOS F |
| | Transportation Concurrency Exception Area (TCEA) |

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ILLUSTRATION II - G CITY/UF-MAINTAINED ROADWAYS GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE



September, 2011

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Planning Organization

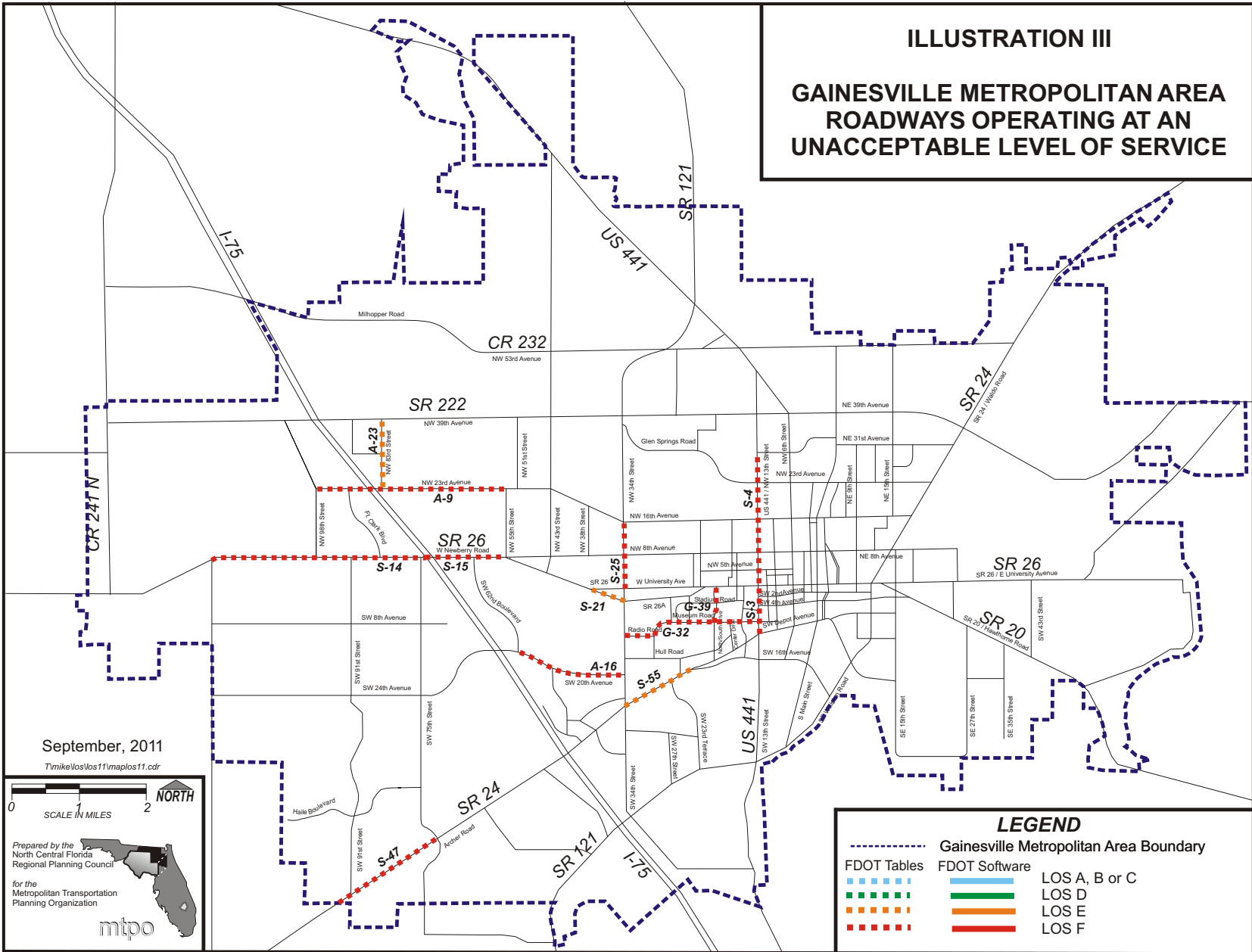
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- ■ ■ ■ ■ FDOT Tables
- ▬▬▬▬▬ FDOT Software
- ▬▬▬▬▬ LOS A, B or C
- ▬▬▬▬▬ LOS D
- ▬▬▬▬▬ LOS E
- ▬▬▬▬▬ LOS F
- - - - - Transportation Concurrence Exception Area (TCEA)

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ILLUSTRATION III

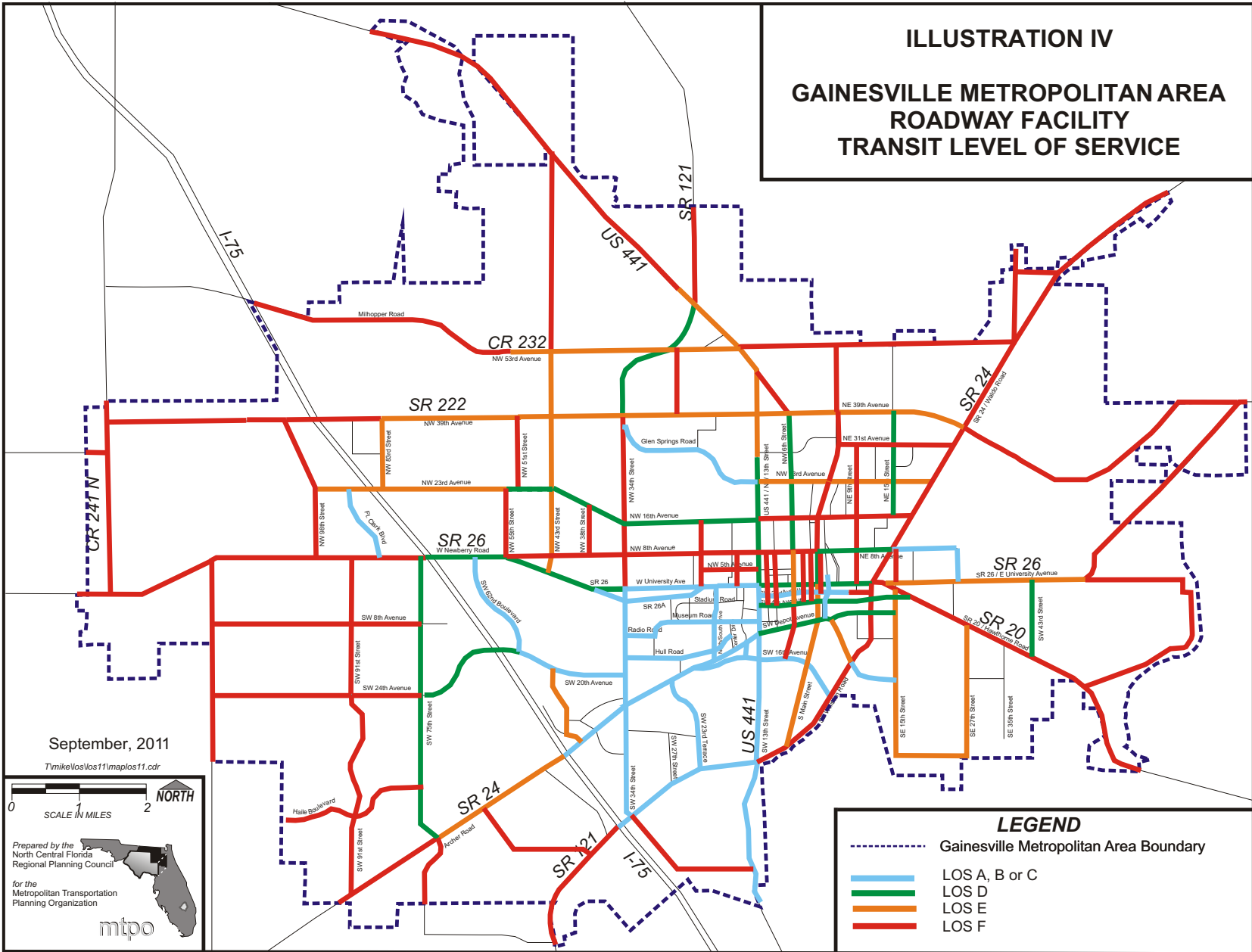
GAINESVILLE METROPOLITAN AREA ROADWAYS OPERATING AT AN UNACCEPTABLE LEVEL OF SERVICE



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ILLUSTRATION IV

GAINESVILLE METROPOLITAN AREA ROADWAY FACILITY TRANSIT LEVEL OF SERVICE



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**METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA**

**YEAR 2010 ANNUAL AVERAGE DAILY TRAFFIC
MULTIMODAL LEVEL OF SERVICE REPORT**

**LEVEL OF SERVICE
TABLES**

**GAINESVILLE METROPOLITAN AREA
CONGESTION MANAGEMENT PROCESS**

January 12, 2012

Prepared by:
North Central Florida Regional Planning Council
2009 NW 67 Place
Gainesville, Florida 32653

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**TABLE 1
HIGHWAY LEVEL OF SERVICE DATA FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE ^A | NUMBER OF LANES ^B | FDOT ROADWAY CLASS ^C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT ^D | ADOPTED LOS STD ^E | F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | AADT ^G | H | | | | |
|---------------------------|-----------------------|----------------------------|---------------------------|--|------------------------------|---------------------------------|---------------------------------|---|------------------------------|------------------------|------------|-------------|---------------------|--------------------------|-------------------|-------|------------|------------|-------|------------|
| | | | | | | | | | | MAXIMUM SERVICE VOLUME | | | | | | TABLE | CALCULATED | NEGOTIATED | TABLE | CALCULATED |
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | | | | | |
| URBANIZED ROADWAYS | | | | | | | | | | | | | | | | | | | | |
| S-2 | US 441/W 13th St. | SR 331/Williston Rd. | SR 24/Archer Rd. | Multimodal Corridor | 4-D | I Arterial | 1.60 / 1.9 | NO | D | 36,700 | - | TCEA | 51% | 17,900 | 18,800 | B | - | | | |
| S-3 | US 441/W 13th St. | SR 24/Archer Rd. | SR 26/University Ave. | Multimodal Corridor | 4-D | III Arterial | 8.56 / 0.7 | NO | D | 28,200 | - | TCEA | 124% | (6,800) | 35,000 | F | - | | | |
| S-4 | US 441/W 13th St. | SR 26/University Ave. | NW 29th Rd. | Multimodal Corridor | 4-D | III Arterial | 4.82 / 1.9 | NO | D | 28,200 | - | TCEA | 105% | (1,300) | 29,500 | F | - | | | |
| S-5 | US 441/W 13th St. | NW 29th Rd. | N.W. 23rd St. | Multimodal Corridor | 4-D | I Arterial | 1.46 / 2.7 | NO | D | 36,700 | - | TCEA | 65% | 12,700 | 24,000 | B | - | | | |
| S-6 | SR 20/NW 6th St. | N.W. 8th Ave. | SR 222/N 39th Ave. | - | 4-U | II Arterial | 2.0 / 2.0 | -5% | D | 31,540 | - | TCEA | 47% | 16,640 | 14,900 | C | - | | | |
| S-7 | SR 20/NW 6th St. | SR 222/N 39th Ave. | US 441/W. 13th St. | - | 4-U | I Arterial | 1.07 / 0.9 | -5% | D | 34,865 | - | TCEA | 26% | 25,965 | 8,900 | B | - | | | |
| S-8 | SR 20/Hawthorne Rd. | SR 24/Waldo Rd. | SE 43rd St. | SIS / FIHS / Multimodal Corridor | 4-D | II Arterial | 2.28 / 2.6 | NO | C | 25,000 | - | TCEA (part) | 56% | 11,000 | 14,000 | C | - | | | |
| S-9 | SR 24/Archer Rd. | SW 75th St/Tower Rd. | Interstate 75 | Multimodal Corridor | 4-D | I Arterial | 1.26 / 2.4 | NO | D | 36,700 | - | TCEA | 72% | 10,450 | 26,250 | B | - | | | |
| S-10 | SR 24/Archer Rd. | Interstate 75 | SR 121/SW 34th St. | Multimodal Corridor | 6-D | II Arterial | 3.75 / 1.2 | NO | D | 50,300 | - | TCEA | 96% | 1,790 | 48,510 | D | - | | | |
| S-11 | SR 24/Archer Rd. | SR 226/SW 16th Ave. | US 441/W 13th St. | Multimodal Corridor | 4-D | II Arterial | 4.03 / 1.1 | NO | D | 33,200 | - | TCEA | 90% | 3,200 | 30,000 | D | - | | | |
| S-12 | SR 24/Waldo Rd. | SR 26/University Ave. | SR 222/E 39th Ave. | SIS Connector [part] / Multimodal Corridor | 4-D | I Arterial | 1.48 / 2.6 | NO | D | 36,700 | - | TCEA | 68% | 11,823 | 24,877 | B | - | | | |
| S-14 | SR 26/Newberry Rd. | NW 122nd St. | Interstate-75 [west ramp] | SIS / FIHS / Multimodal Corridor | 4-D | I Arterial | 1.90 / 3.2 | NO | C | 35,500 | - | TCEA (part) | 108% | (3,000) | 38,500 | F | - | | | |
| S-15 | SR 26/Newberry Rd. | Interstate-75 [west ramp] | NW 8th Ave. | Multimodal Corridor / Constrained | 6-D | III Arterial | 6.87 / 1.2 | NO | D | 43,700 | - | TCEA | 111% | (4,800) | 48,500 | F | - | | | |
| S-16 | SR 26/Newberry Rd. | NW 8th Ave. | SR 121/W 34th St. | Multimodal Corridor | 4-D | II Arterial | 4.59 / 1.7 | NO | D | 33,200 | - | TCEA | 95% | 1,700 | 31,500 | D | - | | | |
| S-17 | SR 26/University Ave. | SR 121/W 34th St. | Gale Lemerand Dr. | Multimodal Corridor / Constrained | 3-U | II Arterial | 3.67 / 1.4 | <i>5'4LnPDF+5'2LnOPDF</i> | D | 24,200 | - | TCEA | 95% | 1,200 | 23,000 | D | - | | | |
| S-18 | SR 26/University Ave. | Gale Lemerand Dr. | US 441/W 13th St. | Multimodal Corridor | 4-D | III Arterial | 6.34 / 0.6 | NO | D | 28,200 | - | TCEA | 101% | (300) | 28,500 | D | - | | | |
| S-19 | SR 26/University Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | Multimodal Corridor | 4-D | III Arterial | 7.72 / 1.7 | NO | D | 28,200 | - | TCEA | 76% | 6,700 | 21,500 | D | - | | | |
| S-20 | SR 26/University Ave. | SR 20/Hawthorne Rd. | CR 329B/Lakeshore Dr. | Multimodal Corridor | 4-D | I Arterial | 0.71 / 2.8 | NO | D | 36,700 | - | TCEA (part) | 23% | 28,100 | 8,600 | B | - | | | |
| S-21 | SR 26A/SW 2nd Ave. | SR 26/Newberry Rd. | SR 121/W 34th St. | Multimodal Corridor | 2-D | III Arterial | 6.37 / 0.4 | +5% | D | 12,495 | - | TCEA | 120% | (2,505) | 15,000 | E | - | | | |
| S-22 | SR 26A/SW 2nd Ave. | SR 121/SW 34th St. | SR 26/University Ave. | Multimodal Corridor | 2-U | I Arterial | 0.76 / 1.3 | -20% | D | 13,200 | - | TCEA | 97% | 350 | 12,850 | D | - | | | |
| S-23 | SR 121/W 34th St. | SR 331/Williston Rd. | SR 24/Archer Rd. | Multimodal Corridor | 6-D | II Arterial | 3.12 / 1.6 | NO | D | 50,300 | - | TCEA | 51% | 24,778 | 25,522 | C | - | | | |
| S-24 | SR 121/W 34th St. | SR 24/Archer Rd. | SR 26/University Ave. | Multimodal Corridor | 6-D | II Arterial | 4.04 / 1.7 | NO | D | 50,300 | - | TCEA (part) | 81% | 9,550 | 40,750 | D | - | | | |
| S-25 | SR 121/W 34th St. | SR 26/University Ave. | NW 16th Ave. | Multimodal Corridor | 2-D | II Arterial | 2.0 / 1.0 | +5% | D | 15,960 | - | TCEA | 114% | (2,240) | 18,200 | F | - | | | |
| S-26 | SR 121/W 34th St. | NW 16th Ave. | SR 222/W 39th Ave. | Multimodal Corridor | 2-U | I Arterial | 1.33 / 1.5 | NO | D | 16,500 | - | TCEA | 89% | 1,750 | 14,750 | C | - | | | |
| S-27 | SR 121/W 34th St. | SR 222/NW 39th Ave. | NW 53rd Ave. | Multimodal Corridor | 2-U | I Arterial | 0.78 / 2.2 | NO | D | 16,500 | - | TCEA | 90% | 1,700 | 14,800 | C | - | | | |
| S-29 | SR 222/N 39th Ave. | NW 98th St. | NW 83rd St. | SIS Connector | 4-D | II Arterial | 3.71 / 1.4 | NO | D | 33,200 | - | TCEA | 63% | 12,407 | 20,793 | C | - | | | |
| S-30 | SR 222/N 39th Ave. | US 441/NW 13th St. | SR 24/Waldo Rd. | SIS Connector | 4-D | I Arterial | 1.64 / 3.0 | NO | D | 36,700 | - | TCEA | 45% | 20,300 | 16,400 | B | - | | | |
| S-31 | SR 222/N 39th Ave. | SR 24/Waldo Rd. | End of 4-lane section | SIS Connector | 4-D | I Arterial | 1.16 / 0.9 | NO | D | 36,700 | - | TCEA | 37% | 23,200 | 13,500 | B | - | | | |
| S-32 | SR 222/N 39th Ave. | End of 4-lane section | GMA Boundary | - | 2-U | Unsignalized | 0.0 / 2.5 | NO | D | 22,200 | - | TCEA (part) | 45% | 12,300 | 9,900 | C | - | | | |
| S-33 | SR 226/S 16th Ave | SR 24/Archer Rd. | US 441/W 13th St. | - | 4-D | II Arterial | 4.36 / 0.9 | NO | D | 33,200 | - | TCEA | 61% | 13,100 | 20,100 | C | - | | | |
| S-34 | SR 226/S 16th Ave | US 441/W 13th St. | SR 329/Main St. | - | 4-D | II Arterial | 2.77 / 0.7 | NO | D | 33,200 | - | TCEA | 52% | 15,900 | 17,300 | C | - | | | |
| S-35 | SR 226/S 16th Ave | SR 329/Main St. | SR 331/Williston Rd. | - | 2-U | I Arterial | 1.81 / 0.6 | NO | D | 16,500 | - | TCEA | 50% | 8,300 | 8,200 | B | - | | | |
| S-36 | SR 120A/N 23rd Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | SIS Connector [part] | 4-U | II Arterial | 2.36 / 2.5 | -25% | D | 24,900 | - | TCEA | 52% | 12,000 | 12,900 | C | - | | | |

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

**TABLE 1 - Continued
HIGHWAY LEVEL OF SERVICE DATA FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE ^A | NUMBER OF LANES ^B | FDOT ROADWAY CLASS ^C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT ^D | ADOPTED LOS STD ^E | F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | G AADT | H | |
|-------------------------------|-----------------------|----------------------------|--------------------------|----------------------------------|------------------------------|---------------------------------|---------------------------------|---|------------------------------|------------------------|------------|-------------|---------------------|--------------------------|--------|------------------|------------|
| | | | | | | | | | | MAXIMUM SERVICE VOLUME | | | | | | LEVEL OF SERVICE | |
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | TABLE | CALCULATED |
| URBANIZED ROADWAYS | | | | | | | | | | | | | | | | | |
| S-37 | SR 329/Main St. | University Ave. | N. 8th Ave. | - | 2-D | II Arterial | 4.0 / 0.5 | +5% | D | 15,960 | - | TCEA | 94% | 910 | 15,050 | D | - |
| S-38 | SR 331/SR 121 | Interstate 75 (south) | US 441/SW 13th St. | SIS / FIHS | 4-D | I Arterial | 1.79 / 2.2 | NO | C | 35,500 | - | TCEA (part) | 71% | 10,250 | 25,250 | B | - |
| S-39 | SR 331/Williston Rd. | US 441/SW 13th St. | SR 26/University Ave. | SIS / FIHS | 4-D | I Arterial | 1.76 / 3.4 | NO | C | 35,500 | - | TCEA | 54% | 16,300 | 19,200 | B | - |
| S-40 | SR 20/NW 8th Ave. | NW 6th St. | N Main St. | - | 4-D | II Arterial | 2.83 / 0.4 | NO | D | 33,200 | - | TCEA | 50% | 16,700 | 16,500 | C | - |
| S-41 | Interstate 75 | SR 331/SR 121 | SR 24/Archer Rd. | SIS / FIHS | 6-D | Freeway | 0.0 / 1.3 | N/A | C | 90,500 | - | - | 69% | 28,500 | 62,000 | B | - |
| S-42 | Interstate 75 | SR 24/Archer Rd. | SR 26/Newberry Rd. | SIS / FIHS | 6-D | Freeway | 0.0 / 3.5 | N/A | C | 90,500 | - | - | 79% | 19,000 | 71,500 | C | - |
| S-43 | Interstate 75 | SR 26/Newberry Rd. | SR 222/NW 39th Ave. | SIS / FIHS | 6-D | Freeway | 0.0 / 2.6 | N/A | C | 90,500 | - | - | 73% | 24,000 | 66,500 | C | - |
| S-46 | SR 26/University Ave. | CR 329B | GMA Boundary | Multimodal Corridor | 2-U | I Arterial | 0.29 / 3.4 | NO | D | 16,500 | - | TCEA (part) | 30% | 11,600 | 4,900 | B | - |
| S-50 | US 441 | NW 23rd St. | GMA Boundary | Multimodal Corridor | 4-D | I Arterial | 0.16 / 6.1 | NO | D | 36,700 | - | TCEA (part) | 48% | 19,000 | 17,700 | B | - |
| S-52 | Interstate 75 | SR 222/NW 39th Ave. | GMA Boundary | SIS / FIHS | 6-D | Freeway | 0.0 / 1.2 | N/A | C | 90,500 | - | - | 60% | 36,500 | 54,000 | B | - |
| S-53 | SR 222/N 39th Ave. | NW 51st St. | US 441/NW 13th St. | SIS Connector | 4-D | I Arterial | 1.71 / 3.5 | NO | D | 36,700 | - | TCEA | 72% | 10,200 | 26,500 | B | - |
| S-54 | SR 121/W 34th St. | NW 53rd Ave. | US 441/W 13th St. | Multimodal Corridor | 2-U | I Arterial | 1.12 / 0.9 | NO | D | 16,500 | - | TCEA | 57% | 7,100 | 9,400 | B | - |
| S-55 | SR 24/Archer Rd. | SR 121/SW 34th St. | SR 226/SW 16th Ave. | Multimodal Corridor | 6-D | II Arterial | 2.35 / 1.3 | NO | D | 50,300 | - | - | 104% | (1,950) | 52,250 | E | - |
| S-56 | SR 222/N 39th Ave. | NW 83rd St. | NW 51st St. | SIS Connector | 4-D | I Arterial | 0.50 / 1.9 | NO | D | 36,700 | - | TCEA | 78% | 8,200 | 28,500 | B | - |
| TRANSITIONING ROADWAYS | | | | | | | | | | | | | | | | | |
| S-1 | US 441/W 13th St. | Payne's Prairie | SR 331/Williston Rd. | Multimodal Corridor | 4-D | I Arterial | 0.46 / 2.2 | NO | D | 33,800 | - | - | 36% | 21,550 | 12,250 | B | - |
| S-13 | SR 24/Waldo Rd. | SR 222/E 39th Ave. | CR 255A/NE 77th Ave. | Multimodal Corridor | 4-D | I Arterial | 0.44 / 4.5 | NO | D | 33,800 | - | TCEA (part) | 46% | 18,400 | 15,400 | B | - |
| S-28 | SR 121/W 34th St. | US 441/W 13th St. | CR 231 | Multimodal Corridor | 2-U | I Arterial | 0.71 / 1.4 | NO | D | 15,200 | - | TCEA (part) | 65% | 5,265 | 9,935 | C | - |
| S-44 | SR 121 | S.W. 85th Ave. | Interstate 75 (south) | Multimodal Corridor | 2-U | I Arterial | 0.39 / 2.5 | NO | D | 15,200 | - | - | 55% | 6,900 | 8,300 | B | - |
| S-45 | SR 26/Newberry Rd. | S.W. 154th St. | NW 122nd St. | SIS / FIHS | 4-D | I Arterial | 0.55 / 1.8 | NO | C | 32,100 | - | - | 52% | 15,450 | 16,650 | B | - |
| S-47 | SR 24/Archer Rd. | GMA Boundary | SW 75th St/Tower Rd. | Multimodal Corridor | 2-D | I Arterial | 1.19 / 1.7 | +5% | D | 15,960 | - | TCEA | 116% | (2,540) | 18,500 | F | - |
| S-48 | SR 20/Hawthorne Rd. | SE 43rd St. | CR 329B/Lakeshore Dr. | SIS / FIHS / Multimodal Corridor | 4-D | I Arterial | 0.98 / 1.0 | NO | C | 32,100 | - | - | 36% | 20,500 | 11,600 | B | - |
| S-49 | SR 20/Hawthorne Rd. | CR 329B | GMA Boundary | SIS / FIHS / Multimodal Corridor | 4-D | Unsignalized | 0.0 / 1.3 | NO | C | 45,400 | - | - | 20% | 36,200 | 9,200 | B | - |
| S-51 | Interstate 75 | GMA Boundary | SR 331/SR 121 | SIS / FIHS | 6-D | Freeway | 0.0 / 1.3 | N/A | C | 86,600 | - | - | 71% | 25,233 | 61,367 | B | - |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

Freeway [<2 mi] Freeway facility with Interchange spacing less than 2 miles apart

Freeway [≥ 2 mi] Freeway facility with Interchange spacing equal to or greater than 2 miles apart

**TABLE 2
HIGHWAY LEVEL OF SERVICE DATA FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE ^A | NUMBER OF LANES ^B | FDOT ROADWAY CLASS ^C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT ^D | ADOPTED LOS STD ^E | F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | AADT ^G | H | |
|---------------------------|---------------------------------|----------------------------|--------------------------|---------------------------|------------------------------|---------------------------------|---------------------------------|---|------------------------------|------------------------|------------|-------------|---------------------|--------------------------|-------------------|------------------|------------|
| | | | | | | | | | | MAXIMUM SERVICE VOLUME | | | | | | LEVEL OF SERVICE | |
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | TABLE | CALCULATED |
| URBANIZED ROADWAYS | | | | | | | | | | | | | | | | | |
| A-1 / AC-010 | NW 53rd Ave. | NW 52nd Terr. | US 441/W 13th St. | - | 2-U | I Arterial | 1.22 / 3.3 | - | D | 15,675 | - | TCEA | 77% | 3,638 | 12,037 | C | - |
| A-3 / AC-025 | NW 43rd St. | SR 26/Newberry Rd. | NW 53rd Ave. | - | 4-D | II Arterial | 2.13 / 3.3 | - | D | 31,540 | - | TCEA (part) | 86% | 4,409 | 27,131 | D | - |
| A-6 / AC-030 | NW 43rd St. | NW 53rd Ave. | US 441 | - | 2-U | I Arterial | 0.2 / 3.1 | - | D | 15,675 | - | TCEA (part) | 69% | 4,873 | 10,802 | C | - |
| A-9 / AC-040 | NW 23rd Ave. | NW 98th St. | NW 55th St. | - | 2-U | I Arterial | 1.0 / 2.8 | - | D | 15,675 | - | TCEA | 101% | (95) | 15,770 | F | - |
| A-10 / AC-035 | NW 23rd Ave. | NW 55th St. | NW 43rd St. | - | 4-D | II Arterial | 2.65 / 0.8 | - | D | 31,540 | - | TCEA | 66% | 10,719 | 20,821 | C | - |
| A-11 | NW 16th Ave. | NW 43rd St. | US 441/W 13th St. | - | 4-D | I Arterial | 1.6 / 3.1 | - | D | 34,865 | - | TCEA | 59% | 14,414 | 20,451 | B | - |
| A-12 | N 16th Ave. | US 441/W. 13th St. | SR 24/Waldo Road | - | 2-U | II Arterial | 2.22 / 2.2 | +5% | D | 15,160 | - | TCEA | 80% | 3,033 | 12,127 | D | - |
| A-13 / AC-090 | SW 75th St/Tower Rd. | SR 24/Archer Road | SW 8th Ave. | - | 2-U | I Arterial | 0.94 / 3.2 | - | D | 15,675 | - | TCEA | 90% | 1,620 | 14,055 | C | - |
| A-14 / AC-085 | NW 75th St/Tower Rd. | SW 8th Ave. | SR 26/Newberry Rd. | - | 4-D | II Arterial | 3.00 / 1.0 | - | D | 31,540 | - | TCEA | 73% | 8,567 | 22,973 | C | - |
| A-15 / AC-060 | SW 20th Ave. | SW 75th St/Tower Rd | SW 62nd Blvd. | Multimodal Corridor | 2-U | I Arterial | 0.57 / 1.8 | - | D | 15,675 | - | TCEA | 95% | 819 | 14,856 | D | - |
| A-16 / AC-055 | SW 20th Ave. | SW 62nd Blvd. | SR 121/W 34th St. | Multimodal Corridor | 2-U | I Arterial | 1.21 / 1.7 | - | D | 15,675 | - | TCEA | 137% | (5,849) | 21,524 | F | - |
| A-17 | N Main St. | NW 8th Ave. | NW 23rd Ave. | - | 4-U | II Arterial | 2.84 / 1.0 | -25% | D | 23,655 | - | TCEA | 58% | 10,009 | 13,646 | C | - |
| A-18 | N Main St. | NW 23rd Ave. | SR 222/N 39th Ave. | - | 4-D | I Arterial | 1.0 / 1.0 | - | D | 34,865 | - | TCEA | 44% | 19,600 | 15,265 | B | - |
| A-19 / AC-095 | NW 39th Ave. | NW 112th St. | NW 98th St. | - | 2-U | II Arterial | 2.52 / 0.4 | -20% | D | 11,550 | - | TCEA | 99% | 161 | 11,389 | D | - |
| A-47 | S Main St. | Williston Rd. | University Ave. | - | 4-D | II Arterial | 2.43 / 2.5 | - | D | 31,540 | - | TCEA | 39% | 19,340 | 12,200 | C | - |
| A-20 / AC-065 | SW 24th Ave | SW 91st St. | SW 75th St./Tower Rd. | - | 2-U | I Major County Roadway | 1.0 / 1.0 | - | D | 14,850 | - | - | 75% | 3,728 | 11,122 | C | - |
| A-21 / AC-120 | NW 51st St. | NW 23rd Ave. | SR 222/NW 39th Ave. | - | 2-U | II Major County Roadway | 3.00 / 1.0 | - | D | 13,680 | - | TCEA | 65% | 4,784 | 8,896 | C | - |
| A-22 / AC-110 | NW 98th St. | SR 26/Newberry Rd. | CR 222/NW 39th Ave. | - | 2-U | I Major County Roadway | 0.96 / 2.1 | - | D | 14,850 | - | TCEA | 69% | 4,561 | 10,289 | C | - |
| A-23 / AC-130 | NW 83rd St. | NW 23rd Ave. | SR 222/NW 39th Ave. | - | 2-U | II Major County Roadway | 3.0 / 1.0 | - | D | 13,680 | - | TCEA | 103% | (477) | 14,157 | E | - |
| A-24 / AC-165 | W 91st St. | SW 24th Ave. | SR 26/Newberry Rd. | - | 2-U | I Major County Roadway | 0.50 / 2.0 | - | D | 14,850 | - | TCEA | 52% | 7,142 | 7,708 | B | - |
| A-26 / AC-140 | SW 8th Ave. | SW 91st St. | SW 75th St./Tower Rd. | - | 2-U | I Major County Roadway | 1.0 / 1.0 | - | D | 14,850 | - | TCEA | 32% | 10,171 | 4,679 | B | - |
| A-29 / AC-280 | Kincaid Loop | SR 20/Hawthorne Rd. | SR 20/Hawthorne Rd. | - | 2-U | I Major County Roadway | 0.38 / 5.3 | - | D | 14,850 | - | TCEA (part) | 26% | 10,924 | 3,926 | B | - |
| A-30 / AC-400 | SW 40th Blvd./ SW 42nd/43rd St. | SR 24/Archer Rd. | SW 20th Ave. | - | 2-D | II Major County Roadway | 2.23 / 1.3 | +5% | D | 14,365 | - | TCEA | 80% | 2,914 | 11,451 | D | - |
| A-33 | SW 24th Ave | SW 122nd St./Parker Rd. | SW 91st St. | - | 2-U | I Major County Roadway | 0.50 / 2.0 | - | D | 14,850 | - | TCEA (part) | 44% | 8,353 | 6,497 | B | - |
| A-36 | SW 8th Ave. | SW 122nd St./Parker Rd. | SW 91st St. | - | 2-U | I Major County Roadway | 0.50 / 2.0 | - | D | 14,850 | - | TCEA (part) | 13% | 12,852 | 1,998 | B | - |
| A-45 / AC-160 | Ft. Clarke Blvd. | SR 26/Newberry Rd. | NW 23rd Avenue | - | 2-U | I Major County Roadway | 1.84 / 1.1 | - | D | 14,850 | - | TCEA | 92% | 1,236 | 13,614 | C | - |
| A-40 / AC-180 | SW 46th Blvd. | SW 104th Tr. | Tower Road | - | 2-D | I Other Signalized Roadway | 0.43 / 2.3 | +5% | D | 11,260 | - | TCEA | 47% | 6,003 | 5,257 | B | - |
| A-44 / AC-095 | SW 75th St. | GMA Boundary | SR 24/Archer Road | - | 2-U | I Other Signalized Roadway | 1.33 / 0.8 | - | D | 10,725 | - | TCEA | 29% | 7,602 | 3,123 | B | - |

Roadway sections in shaded rows are also ARTPLAN or HIGHPLAN analyzed. Roadway sections in italic text are full field study analyses.

TABLE 2 - Continued
HIGHWAY LEVEL OF SERVICE DATA FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE ^A | NUMBER OF LANES ^B | FDOT ROADWAY CLASS ^C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT ^D | ADOPTED LOS STD ^E | F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | AADT ^G | H | |
|-------------------------------|-----------------------------|----------------------------|--------------------------|---------------------------|------------------------------|---------------------------------|---------------------------------|---|------------------------------|------------------------|------------|-------------|---------------------|--------------------------|-------------------|------------------|------------|
| | | | | | | | | | | MAXIMUM SERVICE VOLUME | | | | | | LEVEL OF SERVICE | |
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | TABLE | CALCULATED |
| TRANSITIONING ROADWAYS | | | | | | | | | | | | | | | | | |
| A-2 / AC-005 | N 53rd Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | - | 2-U | I Arterial | 0.50 / 4.0 | - | D | 14,440 | - | TCEA (part) | 87% | 1,882 | 12,558 | C | - |
| A-32 / AC-240 | W 143rd St./CR 241 | SR 26/Newberry Road | GMA Boundary | - | 2-U | I Arterial | 0.38 / 2.6 | - | D | 14,440 | - | - | 72% | 4,032 | 10,408 | C | - |
| A-37 / AC-100 | NW 39th Ave. | CR 241 | NW 112th St. | - | 2-U | I Arterial | 0.45 / 2.2 | - | D | 14,440 | - | - | 66% | 4,891 | 9,549 | C | - |
| A-28 / AC-275 | Rocky Pt. Rd. | SR 331/Williston Rd. | US 441/SW 13th St. | - | 2-U | I Major County Roadway | 0.44 / 2.3 | - | D | 13,680 | - | - | 24% | 10,460 | 3,220 | B | - |
| A-34 / AC-105 | NW 53rd Ave. | Interstate 75 | NW 52nd Terr. | - | 2-U | I Major County Roadway | 0.23 / 4.3 | - | D | 13,680 | - | TCEA (part) | 43% | 7,819 | 5,861 | B | - |
| A-35 / AC-210 | SW 122nd St./Parker Rd. | GMA Boundary | SR 26/Newberry Rd. | - | 2-U | I Major County Roadway | 0.33 / 3.0 | - | D | 13,680 | - | - | 51% | 6,749 | 6,931 | B | - |
| A-38 / AC-290 | SE 43rd St. | SR 20/Hawthorne Rd. | SR 26/E. University Ave. | - | 2-U | I Major County Roadway | 0.88 / 1.1 | - | D | 13,680 | - | - | 24% | 10,395 | 3,285 | B | - |
| A-39 / AC-270 | SW 91st St. | Archer Road | SW 24th Ave. | - | 2-D | I Major County Roadway | 0.66 / 3.0 | +5% | D | 14,365 | - | TCEA | 44% | 7,999 | 6,366 | B | - |
| A-31 / AC-285 | Monteocha Road | NE 53rd Ave. | NE 77th Ave. | - | 3-U | I Other Signalized Roadway | 0.56 / 1.8 | - | D | 14,690 | - | - | 19% | 11,864 | 2,826 | B | - |
| A-41 / AC-200 | SW 62nd Ave./ SW 63rd Blvd. | SR 121 | SR 24/Archer Road | - | 2-U | I Other Signalized Roadway | 0.50 / 2.0 | - | D | 9,880 | - | TCEA (part) | 51% | 4,800 | 5,080 | B | - |
| A-42 / AC-295 | CR 329B/Lakeshore Dr. | SR 20/Hawthorne Rd. | SR 26/E. University Ave. | - | 2-U | I Other Signalized Roadway | 0.26 / 3.8 | - | D | 9,880 | - | - | 4% | 9,439 | 441 | B | - |
| A-43 / AC-300 | NE 77th Ave./CR 225A | NE 38th St. | SR 24 / Waldo Rd. | - | 2-U | I Other Signalized Roadway | 0.84 / 1.2 | - | D | 9,880 | - | - | 7% | 9,235 | 645 | B | - |
| A-46 / AC-050 | NW 32nd Ave. | GMA Boundary | CR 241/NW 143rd St. | - | 2-U | II Other Signalized Roadway | 3.78 / 0.3 | - | D | 8,905 | - | - | 25% | 6,663 | 2,242 | C | - |

SOURCE: North Central Florida Regional Planning Council

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ARTERIAL - Analyzed Using State-Road Service Volumes Minus 5 percent
 MAJOR - Analysed as a Major City/County Roadway
 OTHER - Analysed as an Other City/County Roadway

Roadway sections in shaded rows are also ARTPLAN or HIGHPLAN analyzed. Roadway sections in italic text are full field study analyses.

NOTE: Roadway Sections A-39 and A-40 retain Transitioning Area LOS standards, but are analyzed by Urbanized Area Generalized Tables.

**TABLE 3
HIGHWAY LEVEL OF SERVICE DATA FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE A | NUMBER OF LANES B | FDOT ROADWAY CLASS C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT D | ADOPTED LOS STD E | F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | AADT G | H | |
|---------------------------|-----------------------------------|----------------------------|--------------------------|----------------|-------------------|------------------------------|---------------------------------|----------------------------------|-------------------|------------------------|------------|------------|---------------------|--------------------------|--------|------------------|------------|
| | | | | | | | | | | MAXIMUM SERVICE VOLUME | | | | | | LEVEL OF SERVICE | |
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | TABLE | CALCULATED |
| URBANIZED ROADWAYS | | | | | | | | | | | | | | | | | |
| G-1 | NW 55th St. | SR 26/Newberry Rd. | NW 23rd Ave. | - | 2-U | I Arterial | 1.0 / 1.0 | -20% | E | 12,540 | - | TCEA | 67% | 4,109 | 8,431 | C | - |
| G-2 | NW 8th Ave. | SR 26/Newberry Rd. | NW 22nd St. | - | 4-U | I Arterial | 1.43 / 2.8 | -5% | E | 33,120 | - | TCEA | 50% | 16,708 | 16,412 | B | - |
| G-3 | NW 8th Ave. | NW 22nd St. | NW 6th St. | - | 2-U | II Arterial | 2.19 / 1.4 | +5% | E | 16,160 | = | TCEA | 87% | 2,059 | 14,101 | D | - |
| G-4 | SW 62nd Blvd. | SW 20th Ave. | SR 26/Newberry Rd. | - | 2-U / 4-U | I Arterial | 1.18 / 1.7 | - | E | 33,120 | - | TCEA | 65% | 11,578 | 21,542 | B | - |
| G-36 | NW 31st Ave/Glen Springs Rd. | SR 121/NW 34th St. | NW 16th Terr. | - | 2-U | I Arterial | 0.45 / 2.2 | - | E | 15,675 | - | TCEA | 39% | 9,531 | 6,144 | B | - |
| G-38 | NW 23rd Blvd. | NW 16th Terr. | US 441/NW 13th St. | - | 2-D | II Arterial | 4.07 / 0.2 | +5% | E | 16,160 | - | TCEA | 64% | 5,844 | 10,316 | C | - |
| G-5 | NW 22nd St | SR 26/University Ave. | NW 16th Ave. | - | 2-U | I Major City Roadway | 2.0 / 1.0 | - | E | 14,850 | - | TCEA | 46% | 8,001 | 6,849 | B | - |
| G-6 | NE 8th Ave. | N Main St. | SR 24/Waldo Rd. | - | 2-U | I Major City Roadway | 3.6* / 1.1 | - | E | 14,580 | - | TCEA | 72% | 4,082 | 10,498 | D | - |
| G-7 | S 2nd Ave. | US 441/SW 13th St. | SE 7th St. | - | 2-D | III Major City Roadway | 9.29* / 1.3 | +5% | E | 14,080 | - | TCEA | 40% | 8,517 | 5,563 | D | - |
| G-9 | W 6th St. | SW 4th Ave. | NW 8th Ave. | - | 2-U | II Major City Roadway | 4.03 / 0.7 | -20% | E | 11,665 | - | TCEA | 70% | 3,468 | 8,197 | D | - |
| G-37 | SW 23rd Terr. | SR 331/Williston Rd. | SR 24/Archer Rd. | - | 2-U | I Major City Roadway | 0.69 / 1.4 | +5% | E | 15,595 | - | TCEA | 54% | 7,164 | 8,431 | B | - |
| G-8 | W 6th St. | SW 16th Ave. | SW 4th Ave. | - | 4-D | II Other Signalized Roadway | 2.50 / 0.8 | - | E | 22,815 | - | TCEA | 26% | 16,833 | 5,982 | C | - |
| G-10 | E 9th St. | SE 2nd Ave. | NE 31st Ave. | - | 2-U | II Other Signalized Roadway | 2.31 / 2.2 | - | E | 10,530 | - | TCEA | 42% | 6,073 | 4,457 | C | - |
| G-11 | NW 38th St. | NW 8th Ave. | NW 16th Ave | - | 2-U | II Other Signalized Roadway | 4.03 / 0.8 | - | E | 10,530 | - | TCEA | 18% | 8,682 | 1,848 | C | - |
| G-12 | NW 24th Blvd. | SR 222/NW 39th Ave. | NW 53rd Ave. | - | 2-U | I Other Signalized Roadway | 1.84 / 1.1 | -20% | E | 8,580 | - | TCEA | 36% | 5,479 | 3,101 | B | - |
| G-14 | NE 15th St. | SR 26/E University Ave. | NE 8th Ave. | - | 2-U | II Other Signalized Roadway | 2.0 / 0.5 | -20% | E | 8,425 | - | TCEA | 59% | 3,458 | 4,967 | C | - |
| G-15 | NE 15th St. | NE 16th Ave. | SR 222/NE 39th Ave. | - | 2-U | I Other Signalized Roadway | 0.66 / 1.5 | - | E | 10,725 | - | TCEA | 46% | 5,823 | 4,902 | B | - |
| G-16 | NE 25th St. | SR 26/E University Ave. | NE 8th Ave. | - | 2-U | II Other Signalized Roadway | 2.0 / 0.5 | -20% | E | 8,425 | - | TCEA | 58% | 3,525 | 4,900 | C | - |
| G-17 | SE 4th St. | SR 331/Williston Rd. | Depot Ave. | - | 2-U | II Other Signalized Roadway | 2.81 / 0.7 | -20% | E | 8,425 | - | TCEA | 38% | 5,260 | 3,165 | C | - |
| G-18 | SE 4th St.-SE 22nd Ave. | SR 331/Williston Rd. | SE 15th St. | - | 2-U | I Other Signalized Roadway | 1.21 / 0.8 | -20% | E | 8,580 | - | TCEA | 37% | 5,367 | 3,213 | B | - |
| G-19 | N 8th Ave | SR 24/Waldo Road | NE 25th St. | - | 2-U | I Other Signalized Roadway | 1.17 / 0.9 | - | E | 10,725 | - | TCEA | 60% | 4,299 | 6,426 | C | - |
| G-20 | S 4th Ave. | US 441/SW 13th St. | SE 15th St. | - | 2-D | II Other Signalized Roadway | 3.94 / 2.0 | +5% | E | 11,055 | - | TCEA | 36% | 7,041 | 4,014 | C | - |
| G-21 | SW 9th Rd.-Depot Ave.-SE 7th Ave. | US 441/SW 13th St. | SE 15th St. | - | 2-U | II Other Signalized Roadway | 2.41 / 2.1 | - | E | 10,530 | - | TCEA | 43% | 6,035 | 4,495 | C | - |
| G-22 | S 2nd Ave. | SE 7th St. | SR 331/Williston Rd. | - | 2-D | III Other Signalized Roadway | 5.0 / 0.4 | +5% | E | 10,170 | - | TCEA | 31% | 6,996 | 3,174 | C | - |
| G-23 | NE 31st Ave. | N Main St. | SR 24/Waldo Road | - | 2-U | II Other Signalized Roadway | 3.61 / 1.7 | -20% | E | 8,425 | - | TCEA | 25% | 6,296 | 2,129 | C | - |
| G-24 | NW 17th St. | SR 26/W University Ave. | NW 8th Ave. | - | 2-U | II Other Signalized Roadway | 3.94 / 0.5 | -20% | E | 8,425 | - | TCEA | 48% | 4,394 | 4,031 | C | - |
| G-25 | W 12th St. | SW 4th Ave. | NW 8th Ave. | - | 2-U | III Other Signalized Roadway | 7.95 / 0.8 | -20% | E | 7,750 | - | TCEA | 57% | 3,329 | 4,421 | D | - |
| G-26 | W 10th St. | SW 4th Ave. | NW 8th Ave. | - | 2-U | III Other Signalized Roadway | 5.28 / 0.8 | - | E | 9,685 | - | TCEA | 37% | 6,092 | 3,593 | D | - |
| G-27 | SW 16th St. | SW 16th Ave. | SR 24/Archer Rd. | - | 2-U | II Other Signalized Roadway | 4.07 / 0.2 | +5% | E | 11,055 | - | TCEA | 42% | 6,430 | 4,625 | C | - |
| G-28 | NW 5th Ave. | NW 22nd St. | US 441/NW 13th St. | - | 2-U | III Other Signalized Roadway | 5.76 / 0.9 | -20% | E | 7,750 | - | TCEA | 25% | 5,787 | 1,963 | C | - |
| G-29 | W. 3rd St. | SW 4th Ave. | NW 8th Ave. | - | 2-U 1-Way | II Other Signalized Roadway | 2.60 / 0.8 | -40% | E | 6,320 | - | TCEA | 8% | 5,830 | 490 | C | - |
| G-30 | W. 2nd St. | SW 4th Ave. | NW 8th Ave. | - | 2-U 1-Way | II Other Signalized Roadway | 3.75 / 0.8 | -40% | E | 6,320 | - | TCEA | 11% | 5,644 | 676 | C | - |
| G-31 | Gale Lemerand Dr. | SR 24/Archer Rd. | Museum Rd. | Univ. of Fla. | 4-U | II Other Signalized Roadway | 3.58 / 0.6 | -5% | E | 21,675 | - | TCEA | 63% | 8,061 | 13,614 | C | - |
| G-32 | Radio Rd.-Museum Rd. | SR 121/S 34th St. | US 441/S 13th St. | Univ. of Fla. | 2-D | I Other Signalized Roadway | 1.93 / 2.1 | +5% | E | 11,260 | - | TCEA | 121% | (2,361) | 13,621 | F | - |
| G-33 | E 1st St. | SE 2nd Pl. | NE 8th Ave. | - | 2-U | III Other Signalized Roadway | 6.52 / 0.7 | - | E | 9,685 | - | TCEA | 32% | 6,565 | 3,120 | C | - |
| G-34 | E 3rd St. | SE Depot Ave. | NE 2nd Ave. | - | 2-U | III Other Signalized Roadway | 10.77 / 0.6 | - | E | 9,685 | - | TCEA | 38% | 5,986 | 3,699 | D | - |
| G-35 | Hull Rd.-Mowry Rd | SW 34th St. | Center Dr. | Univ. of Fla. | 2-U | I Other Signalized Roadway | 0.62 / 1.6 | - | E | 10,725 | - | TCEA | 82% | 1,932 | 8,793 | E | - |
| G-39 | Gale Lemerand Dr. | Museum Rd. | SR 26/W University Ave. | Univ. of Fla. | 2-U | II Other Signalized Roadway | 3.84 / 0.5 | - | E | 10,530 | - | TCEA | 117% | (1,838) | 12,368 | F | - |

TABLE 3 - Continued
HIGHWAY LEVEL OF SERVICE DATA FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | SPECIAL NOTE A | NUMBER OF LANES B | FDOT ROADWAY CLASS C | SIGNAL DENSITY / LENGTH (MILES) | MEDIAN OR LEFT TURN ADJUSTMENT D | ADOPTED LOS STD E | MAXIMUM SERVICE VOLUME F | | | PERCENT OF CAPACITY | AVAILABLE SERVICE VOLUME | AADT G | LEVEL OF SERVICE H | |
|-------------------------------|------------|----------------------------|--------------------------|----------------|-------------------|-----------------------------------|---------------------------------|----------------------------------|-------------------|--------------------------|------------|------------|---------------------|--------------------------|--------|--------------------|------------|
| | | | | | | | | | | TABLE | CALCULATED | NEGOTIATED | | | | TABLE | CALCULATED |
| TRANSITIONING ROADWAYS | | | | | | | | | | | | | | | | | |
| G-13 | N Main St. | SR 222/NW 39th Ave. | NW 53rd Ave. | - | 2-D | <i>1 Other Signalized Roadway</i> | 1.0 / 1.0 | +5% | E | 10,375 | - | TCEA | 48% | 5,413 | 4,962 | B | - |

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Roadway sections in shaded rows are also ART-PLAN analyzed.

Roadway facilities in italics have full field study inputs

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.

NOTES FOR TABLES 1, 2 & 3

HIGHWAY LEVEL OF SERVICE DATA ON STATE ROADS, COUNTY ROADS AND CITY OF GAINESVILLE ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY

| <u>TABLE</u> | <u>NOTE</u> |
|--------------|--|
| 1,2,3 | A - <u>Constrained</u> means that it is not feasible to add through lanes to meet current or future traffic needs due to physical, environmental or policy constraints. |
| 1,2 | <u>SIS</u> - Roadway facility is part of the Florida Strategic Intermodal System or an SIS Connector. These facilities are subject to the Florida Department of Transportation's (FDOT's) adopted Level of Service standards in accordance with Rule 14-94. |
| 1 | <u>FIHS</u> - Roadway facility is part of the Florida Intrastate Highway System. |
| 1,2 | <u>Multimodal Corridor</u> is a roadway within the GMA which has been identified in the <u>Gainesville Multimodal Corridor and Park and Ride Study</u> for multimodal use. |
| 1,2,3 | B - Number of lanes is the number of lanes continuing through a signalized intersection. |
| 1,2,3 | C - FDOT Roadway Class identifies the corridor analysis category in the revised FDOT Generalized Tables (October 4, 2010) of the <u>2009 Quality/Level of Service Handbook (Q/LOS Handbook)</u> . |
| 1,2,3 | D - Adjustments relate to the use of FDOT's Generalized Tables of the <u>Q/LOS Handbook</u> . |
| 1,2,3 | E - Minimum acceptable highway level of service (LOS) standards established by the entity responsible for maintaining the facility. |
| 1,2,3 | LOS M represents a degraded maximum service volume (MSV) permitted by FDOT. |
| 1,2,3 | F - Maximum service volumes for the minimum acceptable highway LOS are established by three different methods. NOTE: Refer to "Guidelines to Determining Level of Service and the Maximum Service Volumes for Roadways Within the Gainesville Metropolitan Area Boundary" in the LOS Report Technical Appendix. |
| 1,2,3 | <u>Tables</u> - these FDOT Generalized Tables of the <u>Q/LOS Handbook</u> volumes are based on statewide averages and may not reflect local conditions. These tables are used as a preliminary estimate and are considered sufficiently accurate for arterials where the average annual daily traffic (AADT) counts do not exceed 65% of the FDOT Generalized Tables service volume. |
| 2 | Roadway Facility S-17 is analyzed as a three-lane roadway in which the FDOT Generalized Tables service volumes for two- and four-lane roadways were averaged to estimate three-lane service volumes. |
| 1,2,3 | <u>Calculated</u> - ARTPLAN, FREEPLAN and/ or HIGHPLAN are FDOT computer programs which provide a more accurate MSV by allowing the use of local data in the analyses. These programs are used to estimate the service volume on arterials when the AADT counts exceed 65 percent of the FDOT Generalized Tables MSV. [MTPO staff updates of ARTPLAN files were suspended by the LOS Subcommittee in 2008] |
| 1,2,3 | <u>Negotiated</u> - service volumes set by agreements with the FDOT and/or Department of Community Affairs in areas which are established as special transportation areas, such as Transportation Concurrency Exception Areas (TCEAs), or on facilities which are designated as constrained. These service volumes are documented by the City of Gainesville and Alachua County Comprehensive Plans. The TCEA roadway facilities established by the City of Gainesville Comprehensive Plan Transportation Mobility Element are identified in these LOS Tables. |

NOTES FOR TABLES 1, 2 & 3 (Continued)

**LEVEL OF SERVICE DATA ON
STATE ROADS, COUNTY ROADS AND CITY OF GAINESVILLE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY**

| <u>TABLE</u> | <u>NOTE</u> |
|--------------|--|
| 1,2,3 | G - <u>AADT</u> - For roadway facilities that are Tier One-analyzed, the median of the three most recent annual traffic counts at each count station, then the median volume of the traffic count station median volumes is defined as the roadway facility AADT. For roadway facilities that are Tier Two-analyzed, such as ARTPLAN, the median of the three most recent annual traffic counts for each SEGMENT AADTs (traffic count nearest the traffic signal for the approach analyzed) are used in the calculation of the facility AADT. For ARTPLAN 2009 analyses, the traffic volume at the "sensitive" (usually the highest volume to capacity (v/c) ratio) SEGMENT is reported as the roadway facility AADT. In instances when a field study is conducted, then that single-year seasonal factor and axle factor-adjusted volume is reported as the roadway facility AADT. In cases where the ratchet method for MSV calculation generates an available service volume greater than that calculated by ARTPLAN 2009, then AADT=MSV-ASV. [In 2008, the LOS Subcommittee decided to use the latest year count rather than the three year median count and suspended MTPO staff Tier Two analyses during the installation of the Traffic Management System project.] |
| 1 | For Florida State Highway System roadways, the volumes are taken from the 2010 FDOT Traffic information CD-ROM. |
| 2 | For Alachua County roadways, the latest [year 2010] unfactored counts taken when the University of Florida, Santa Fe Community College and public schools are in session are used to determine current traffic. |
| 3 | For City of Gainesville roadways, the latest [year 2008, 2009 or 2010] unfactored counts taken when the University of Florida, Santa Fe Community College and public schools are in session are used to determine current traffic. |
| 2,3 | City and County arterials were analyzed using the State analysis groups with a five percent (5%) reduction in the service volume as described in the <u>Q/LOS Handbook</u> . |
| 1,2,3 | H - <u>Tables</u> - FDOT Generalized Tables analyses for urban and transitioning areas. |
| 1,2,3 | <u>ARTPLAN</u> - software used to estimate arterial highway level of service which replicates the calculations shown in the <u>Highway Capacity Manual 2010</u> . Highway LOS of arterials which have median AADT counts which exceed 65 percent of the FDOT Generalized Tables MSV at the minimum acceptable highway LOS were analyzed using ARTPLAN. |
| 1 | <u>FREEPLAN</u> , software used to estimate limited-access (freeway) highway level of service, was used to analyze limited-access highways which exceed 65% of the FDOT Generalized Tables MSV at the minimum acceptable highway LOS. |
| 1 | <u>HIGHPLAN</u> , software used to estimate urban 2-lane highway level of service, was used to analyze urban 2-lane highways which exceed 65% of the FDOT Generalized Tables MSV at the minimum acceptable highway LOS. |
| 1,2,3 | I - <u>Urbanized Areas</u> are the 2000 urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as agreed upon by the Florida Department of Transportation, the Metropolitan Transportation Planning Organization and the Federal Highway Administration. |
| 1,2 | J - <u>Transitioning Areas</u> are the areas outside urbanized areas that are planned to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria of a population density of at least 1,000 people per square mile. |

**TABLE 4
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR STATE ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

Updated 06/08/11

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | LEVEL OF SERVICE | | | |
|-------------------------------|-----------------------|----------------------------|---------------------------|------------------|---------|------------|---------|
| | | | | AUTOMOBILE | BICYCLE | PEDESTRIAN | TRANSIT |
| URBANIZED ROADWAYS | | | | | | | |
| S-2 | US 441/W 13th St. | SR 331/Williston Rd. | SR 24/Archer Rd. | B | C | C | A |
| S-3 | US 441/W 13th St. | SR 24/Archer Rd. | SR 26/University Ave. | F | D | B | B |
| S-4 | US 441/W 13th St. | SR 26/University Ave. | NW 29th Rd. | F | D | D | D |
| S-5 | US 441/W 13th St. | NW 29th Rd. | N.W. 23rd St. | B | C | D | E |
| S-6 | SR 20/NW 6th St. | NW 8th Ave. | SR 222/N 39th Ave. | C | D | C | D |
| S-7 | SR 20/NW 6th St. | SR 222/N 39th Ave. | US 441/W. 13th St. | B | D | C | F |
| S-8 | SR 20/Hawthorne Rd. | SR 24/Waldo Rd. | SE 43rd St. | C | B | C | F |
| S-9 | SR 24/Archer Rd. | SW 75th St/Tower Rd. | Interstate 75 | B | C | D | E |
| S-10 | SR 24/Archer Rd. | Interstate 75 | SR 121/SW 34th St. | D | D | D | A |
| S-11 | SR 24/Archer Rd. | SR 226/SW 16th Ave. | US 441/W 13th St. | D | E | D | A |
| S-12 | SR 24/Waldo Rd. | SR 26/University Ave. | SR 222/E 39th Ave. | B | E | D | F |
| S-14 | SR 26/Newberry Rd. | NW 122nd St. | Interstate-75 [east ramp] | F | D | D | F |
| S-15 | SR 26/Newberry Rd. | Interstate-75 [east ramp] | NW 8th Ave. | F | E | D | D |
| S-16 | SR 26/Newberry Rd. | NW 8th Ave. | SR 121/W 34th St. | D | D | D | D |
| S-17 | SR 26/University Ave. | SR 121/W 34th St. | Gale Lemerand Dr. | D | C | D | C |
| S-18 | SR 26/University Ave. | Gale Lemerand Dr. | US 441/W 13th St. | D | D | D | B |
| S-19 | SR 26/University Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | D | D | D | D |
| S-20 | SR 26/University Ave. | SR 20/Hawthorne Rd. | CR 329B/Lakeshore Dr. | B | D | C | E |
| S-21 | SR 26A/SW 2nd Ave. | SR 26/Newberry Rd. | SR 121/W 34th St. | E | D | C | B |
| S-22 | SR 26A/SW 2nd Ave. | SR 121/SW 34th St. | SR 26/University Ave. | D | D | C | A |
| S-23 | SR 121/W 34th St. | SR 331/Williston Rd. | SR 24/Archer Rd. | C | C | D | A |
| S-24 | SR 121/W 34th St. | SR 24/Archer Rd. | SR 26/University Ave. | D | C | E | A |
| S-25 | SR 121/W 34th St. | SR 26/University Ave. | NW 16th Ave. | F | D | C | F |
| S-26 | SR 121/W 34th St. | NW 16th Ave. | SR 222/W 39th Ave. | C | C | C | F |
| S-27 | SR 121/W 34th St. | SR 222/NW 39th Ave. | NW 53rd Ave. | C | C | D | E |
| S-29 | SR 222/N 39th Ave. | NW 98th St. | NW 83rd St. | C | C | D | F |
| S-30 | SR 222/N 39th Ave. | US 441/NW 13th St. | SR 24/Waldo Rd. | B | C | C | D |
| S-31 | SR 222/N 39th Ave. | SR 24/Waldo Rd. | End of 4-lane section | B | C | C | F |
| S-32 | SR 222/N 39th Ave. | End of 4-lane section | GMA Boundary | C | C | D | F |
| S-33 | SR 226/S 16th Ave | SR 24/Archer Rd. | US 441/W 13th St. | C | D | C | A |
| S-34 | SR 226/S 16th Ave | US 441/W 13th St. | SR 329/Main St. | C | D | C | A |
| S-35 | SR 226/S 16th Ave | SR 329/Main St. | SR 331/Williston Rd. | B | B | D | C |
| S-36 | SR 120A/N 23rd Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | C | D | C | E |
| S-37 | SR 329/Main St. | University Ave. | N. 8th Ave. | D | C | D | D |
| S-38 | SR 331/SR 121 | Interstate 75 (south) | US 441/SW 13th St. | B | C | D | B |
| S-39 | SR 331/Williston Rd. | US 441/SW 13th St. | SR 26/University Ave. | B | C | D | F |
| S-40 | SR 20/NW 8th Ave. | NW 6th St. | N Main St. | C | C | C | F |
| S-41 | Interstate 75 | SR 331/SR 121 | SR 24/Archer Rd. | B | N/A | N/A | N/A |
| S-42 | Interstate 75 | SR 24/Archer Rd. | SR 26/Newberry Rd. | C | N/A | N/A | N/A |
| S-43 | Interstate 75 | SR 26/Newberry Rd. | SR 222/NW 39th Ave. | C | N/A | N/A | N/A |
| S-46 | SR 26/University Ave. | CR 329B | GMA Boundary | B | B | D | F |
| S-50 | US 441 | NW 23rd St. | GMA Boundary | B | C | E | F |
| S-52 | Interstate 75 | SR 222/NW 39th Ave. | GMA Boundary | B | N/A | N/A | N/A |
| S-53 | SR 222/N 39th Ave. | NW 51st St. | US 441/NW 13th St. | B | C | D | E |
| S-54 | SR 121/W 34th St. | NW 53rd Ave. | US 441/W 13th St. | B | B | D | D |
| S-55 | SR 24/Archer Rd. | SR 121/SW 34th St. | SR 226/SW 16th Ave. | E | E | E | A |
| S-56 | SR 222/N 39th Ave. | NW 83rd St. | NW 51st St. | B | C | E | E |
| TRANSITIONING ROADWAYS | | | | | | | |
| S-1 | US 441/W 13th St. | Payne's Prairie | SR 331/Williston Rd. | B | C | D | A |
| S-13 | SR 24/Waldo Rd. | SR 222/E 39th Ave. | CR 255A/NE 77th Ave. | B | C | D | F |
| S-28 | SR 121/W 34th St. | US 441/W 13th St. | N.W. 77th Ave. | C | C | D | F |
| S-44 | SR 121 | S.W. 85th Ave. | Interstate 75 (south) | B | B | C | F |
| S-45 | SR 26/Newberry Rd. | S.W. 154th St. | NW 122nd St. | B | C | D | F |
| S-47 | SR 24/Archer Rd. | GMA Boundary | SW 75th St/Tower Rd. | F | C | D | F |
| S-48 | SR 20/Hawthorne Rd. | SE 43rd St. | CR 329B/Lakeshore Dr. | B | C | C | F |
| S-49 | SR 20/Hawthorne Rd. | CR 329B | GMA Boundary | B | B | D | F |
| S-51 | Interstate 75 | GMA Boundary | SR 331/SR 121 | B | N/A | N/A | N/A |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also AR1-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

N/A

Not Applicable

**TABLE 5
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

Updated 09/11

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | LEVEL OF SERVICE | | | |
|--|----------------------------|----------------------------|--------------------------|------------------|---------|------------|---------|
| | | | | AUTOMOBILE | BICYCLE | PEDESTRIAN | TRANSIT |
| URBANIZED ARTERIAL ROADWAYS | | | | | | | |
| A-1 | NW 53rd Ave. | NW 52nd Terr. | US 441/W 13th St. | C | C | E | E |
| A-3 | NW 43rd St. | SR 26/Newberry Rd. | NW 53rd Ave. | D | C | D | F |
| A-6 | NW 43rd St. | NW 53rd Ave. | US 441 | C | C | E | D |
| A-9 | NW 23rd Ave. | NW 98th St. | NW 55th St. | F | D | E | E |
| A-10 | NW 23rd Ave. | NW 55th St. | NW 43rd St. | C | D | C | D |
| A-11 | NW 16th Ave. | NW 43rd St. | US 441/W 13th St. | B | D | D | D |
| A-12 | N 16th Ave. | US 441/W. 13th St. | SR 24/Waldo Road | D | C | D | F |
| A-13 | SW 75th St./Tower Rd. | SR 25/Archer Road | SW 8th Ave. | C | E | D | D |
| A-14 | NW 75th St./Tower Rd. | SW 8th Ave. | SR 26/Newberry Rd. | C | D | D | D |
| A-15 | SW 20th Ave. | SW 75th St./Tower Rd | SW 62nd Blvd. | D | C | E | D |
| A-16 | SW 20th Ave. | SW 62nd Blvd. | SR 121/W 34th St. | F | C | E | A |
| A-17 | N Main St. | NW 8th Ave. | NW 23rd Ave. | C | C | C | F |
| A-18 | N Main St. | NW 23rd Ave. | SR 222/N 39th Ave. | B | C | C | F |
| A-19 | NW 39th Ave. | NW 110th St. | NW 98th St. | D | B | D | F |
| A-47 | S Main St. | Williston Rd. | University Ave. | C | C | C | E |
| URBANIZED MAJOR COUNTY ROADWAYS | | | | | | | |
| A-20 | SW 24th Ave | SW 91st St. | SW 75th St./Tower Rd. | C | E | C | F |
| A-21 | NW 51st St. | NW 23rd Ave. | SR 222/NW 39th Ave. | C | C | C | F |
| A-22 | NW 98th St. | SR 26/Newberry Rd. | CR 222/NW 39th Ave. | C | D | E | F |
| A-23 | NW 83rd St. | NW 23rd Ave. | SR 222/NW 39th Ave. | E | E | D | E |
| A-24 | W 91st St. | SW 24th Ave. | SR 26/Newberry Rd. | B | D | C | F |
| A-26 | SW 8th Ave. | SW 91st St. | SW 75th St./Tower Rd. | B | A | D | F |
| A-29 | Kincaid Loop | SR 20/Hawthorne Rd. | SR 20/Hawthorne Rd. | B | D | D | E |
| A-30 | SW 40 Bd/SW 42/43 St | SR 24/Archer Rd. | SW 20th Ave. | D | E | E | E |
| A-33 | SW 24th Ave | SW 122nd St./Parker Rd. | SW 91st St. | B | D | C | F |
| A-36 | SW 8th Ave. | SW 122nd St./Parker Rd. | SW 91st St. | B | B | D | F |
| A-45 | Ft. Clarke Blvd. | SR 26/Newberry Rd. | NW 23rd Avenue | C | E | D | C |
| URBANIZED OTHER SIGNALIZED ROADWAYS | | | | | | | |
| A-40 | SW 46th Blvd. | SW 104th Tr. | Tower Road | B | D | D | F |
| A-44 | SW 75th St. | GMA Boundary | SR 24/Archer Road | B | D | D | F |
| TRANSITIONING ARTERIAL ROADWAYS | | | | | | | |
| A-2 | N 53rd Ave. | US 441/W 13th St. | SR 24/Waldo Rd. | C | C | E | F |
| A-32 | W 143rd St./CR 241 | SR 26/Newberry Road | GMA Boundary | C | C | E | F |
| A-37 | NW 39th Ave. | CR 241 | NW 110th Tr. | C | C | E | F |
| TRANSITIONING MAJOR COUNTY ROADWAYS | | | | | | | |
| A-28 | Rocky Pt. Rd. | SR 331/Williston Rd. | US 441/SW 13th St. | B | B | D | F |
| A-34 | NW 53rd Ave. | Interstate 75 | NW 52nd Terr. | B | B | E | F |
| A-35 | SW 122nd St./Parker Rd. | GMA Boundary | SR 26/Newberry Rd. | B | C | D | F |
| A-38 | SE 43rd St. | SR 20/Hawthorne Rd. | SR 26/E. University Ave. | B | C | C | D |
| A-39 | SW 91st St. | Archer Road | SW 44th Ave. | B | D | D | F |
| TRANSITIONING OTHER SIGNALIZED ROADWAYS | | | | | | | |
| A-31 | Monteocha Road | NE 53rd Ave. | NE 77th Ave. | B | B | D | F |
| A-41 | SW 62nd Ave./SW 63rd Blvd. | SR 121 | SR 24/Archer Road | B | D | D | F |
| A-42 | CR 329B/Lakeshore Dr. | SR 20/Hawthorne Rd. | SR 26/E. University Ave. | B | B | D | F |
| A-43 | NE 77th Ave./CR 225A | NE 38th St. | SR 24 / Waldo Rd. | B | A | D | F |
| A-46 | NW 32nd Ave. | GMA Boundary | CR 241/NW 143rd St. | C | C | C | F |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs

**TABLE 6
MULTIMODAL LEVEL OF SERVICE SUMMARY
FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY**

Updated 09/11

| ASSIGNED ROADWAY NUMBER | ROADWAY | FROM SOUTH OR WEST TERMINI | TO NORTH OR EAST TERMINI | LEVEL OF SERVICE | | | |
|--|----------------------------|----------------------------|--------------------------|------------------|---------|------------|---------|
| | | | | AUTOMOBILE | BICYCLE | PEDESTRIAN | TRANSIT |
| URBANIZED ARTERIAL ROADWAYS | | | | | | | |
| G-1 | NW 55th St. | SR 26/Newberry Rd. | NW 23rd Ave. | C | C | C | F |
| G-2 | N 8th Ave. | SR 26/Newberry Rd. | W 22nd St. | B | D | D | F |
| G-3 | N 8th Ave. | NW 22nd St. | NW 6th St. | D | E | D | F |
| G-4 | SW 62nd Blvd. | SR 26/Newberry Rd. | SW 20th Ave. | B | E | F | B |
| G-36 | NW 31st Ave/Glen Springs R | SR 121/W 34th St. | NW 16th Terr. | B | D | C | C |
| G-38 | NW 23rd Blvd. | NW 16th Terr. | US 441/W 13th St. | C | C | B | B |
| URBANIZED MAJOR CITY ROADWAYS | | | | | | | |
| G-5 | NW 22nd St | SR 26/University Ave. | NW 16th Ave. | B | D | C | F |
| G-6 | N 8th Ave. | N Main St. | SR 24/Waldo Rd. | D | D | D | D |
| G-7 | S 2nd Ave. | US 441/W 13th St. | SE 7th St. | D | B | C | B |
| G-9 | W 6th St. | SW 4th Ave. | NW 8th Ave. | D | D | C | E |
| G-37 | SW 23rd Terr. | SR 331/Williston Rd. | SR 24/Archer Rd. | B | C | C | A |
| URBANIZED OTHER SIGNALIZED ROADWAYS | | | | | | | |
| G-8 | W 6th St. | SW 16th Ave. | SW 4th Ave. | C | D | C | F |
| G-10 | NE 9th St. | SE 2nd Ave. | NE 31st Ave. | C | B | C | F |
| G-11 | NW 38th St. | NW 8th Ave. | NW 16th Ave | C | A | C | F |
| G-12 | NW 24th Blvd. | SR 222/NW 39th Ave. | NW 53rd Ave. | B | D | C | F |
| G-14 | NE 15th St. | SR 26/E University Ave. | NE 8th Ave. | C | D | C | F |
| G-15 | NE 15th St. | NE 16th Ave. | SR 222/NE 39th Ave. | B | D | C | D |
| G-16 | NE 25th St. | SR 26/E University Ave. | NE 8th Ave. | C | D | C | C |
| G-17 | SE 4th St. | SR 331/Williston Rd. | Depot Ave. | C | D | C | E |
| G-18 | SE 4th St.-SE 22nd Ave. | SR 331/Williston Rd. | SE 15th St. | B | D | C | B |
| G-19 | N 8th Ave | SR 24/Waldo Road | NE 25th St. | C | D | C | C |
| G-20 | S 4th Ave. | US 441/SW 13th St. | SE 15th St. | C | D | C | D |
| G-21 | SW 9th Rd.-Depot Ave.-SE | US 441/SW 13th St. | SE 15th St. | C | D | C | D |
| G-22 | S 2nd Ave. | SE 7th St. | SR 331/Williston Rd. | C | A | B | F |
| G-23 | NE 31st Ave. | N Main St. | SR 24/Waldo Road | C | C | C | F |
| G-24 | NW 17th St. | SR 26/W University Ave. | NW 8th Ave. | C | B | C | F |
| G-25 | W 12th St. | SW 4th Ave. | NW 8th Ave. | D | C | C | F |
| G-26 | W 10th St. | SW 4th Ave. | NW 8th Ave. | D | C | C | F |
| G-27 | SW 16th St. | SW 16th Ave. | SR 24/Archer Rd. | C | B | C | A |
| G-28 | NW 5th Ave. | NW 22nd St. | US 441/NW 13th St. | C | C | C | F |
| G-29 | W. 3rd St. | SW 4th Ave. | NW 8th Ave. | C | B | B | F |
| G-30 | W. 2nd St. | SW 4th Ave. | NW 8th Ave. | C | B | B | F |
| G-31 | Gale Lemerand Dr. | SR 24/Archer Rd. | Museum Rd. | C | B | C | A |
| G-32 | Radio Rd.-Museum Rd. | SR 121/S 34th St. | US 441/S 13th St. | F | C | D | A |
| G-33 | E 1st St. | SE 2nd Pl. | NE 8th Ave. | C | C | C | F |
| G-34 | E 3rd St. | SE Depot Ave. | NE 2nd Ave. | D | D | C | A |
| G-35 | Hull Rd.-Mowry Rd | SW 34th St. | Center Dr. | E | C | C | A |
| G-39 | Gale Lemerand Dr. | Museum Rd. | SR 26/W University Ave. | F | C | D | A |
| TRANSITIONING OTHER SIGNALIZED ROADWAYS | | | | | | | |
| G-13 | N Main St. | SR 222/NW 39th Ave. | NW 53rd Ave. | B | C | D | F |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed.

Roadway facilities in italics have full field study inputs



| | |
|----------------------------|-------------------------------------|
| Scott R. Koons, AICP | Executive Director |
| Marlie J. Sanderson, AICP | Director of Transportation Planning |
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| Suwan Shen | Planning Intern |

*Primary Responsibility

**Secondary Responsibility