

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

| Assigned<br>Roadway<br><br>Number | Roadway               | From South                | To North                  | Special Note <sup>A</sup>         | Number             | FDOT               | Signal         | Median Or               | Adopted          | F                      |            |             | Percent  | Available | AADT <sup>G</sup> | H                |            |
|-----------------------------------|-----------------------|---------------------------|---------------------------|-----------------------------------|--------------------|--------------------|----------------|-------------------------|------------------|------------------------|------------|-------------|----------|-----------|-------------------|------------------|------------|
|                                   |                       | Or West                   | Or East                   |                                   | Of                 | Roadway            | Density /      | Left Turn               | Los              | Maximum Service Volume |            |             | Of       | Service   |                   | Level Of Service |            |
|                                   |                       | Termini                   | Termini                   |                                   | Lanes <sup>B</sup> | Class <sup>C</sup> | Length (Miles) | Adjustment <sup>D</sup> | Std <sup>E</sup> | Table                  | Calculated | Negotiated  | Capacity | Volume    |                   | Table            | Calculated |
| URBANIZED ROADWAYS                |                       |                           |                           |                                   |                    |                    |                |                         |                  |                        |            |             |          |           |                   |                  |            |
| S-1                               | US 441/W 13th St.     | Payne's Prairie           | SR 331/Williston Rd.      | Multimodal Corridor               | 4-D                | I Arterial         | 0.23 / 2.2     | NO                      | D                | 35,700                 | -          | -           | 33%      | 24,050    | 11,650            | B                | -          |
| S-2                               | US 441/W 13th St.     | SR 331/Williston Rd.      | SR 24/Archer Rd.          | Multimodal Corridor               | 4-D                | I Arterial         | 1.58 / 1.9     | NO                      | D                | 35,700                 | -          | TCEA        | 64%      | 12,700    | 23,000            | B                | -          |
| S-3                               | US 441/W 13th St.     | SR 24/Archer Rd.          | SR 26/University Ave.     | Multimodal Corridor / Backlogged  | 4-D                | III Arterial       | 8.57 / 0.7     | NO                      | D                | 28,900                 | 20,900     | TCEA        | 194%     | (19,600)  | 40,500            | F                | F          |
| S-4                               | US 441/W 13th St.     | SR 26/University Ave.     | NW 29th Rd.               | Multimodal Corridor               | 4-D                | III Arterial       | 4.74 / 1.9     | NO                      | D                | 28,900                 | 31,600     | TCEA        | 117%     | (5,400)   | 37,000            | F                | F          |
| S-5                               | US 441/W 13th St.     | NW 29th Rd.               | N.W. 23rd St.             | Multimodal Corridor               | 4-D                | I Arterial         | 1.43 / 2.8     | NO                      | D                | 35,700                 | -          | TCEA        | 71%      | 10,450    | 25,250            | 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                | 31,065                 | -          | TCEA        | 47%      | 16,565    | 14,500            | C                | -          |
| S-7                               | SR 20/NW 6th St.      | SR 222/N 39th Ave.        | US 441/W. 13th St.        | -                                 | 4-U                | I Arterial         | 0.56 / 0.9     | -5%                     | D                | 33,915                 | -          | TCEA        | 29%      | 24,115    | 9,800             | B                | -          |
| S-8                               | SR 20/Hawthorne Rd.   | SR 24/Waldo Rd.           | SE 43rd St.               | FIHS / Multimodal Corridor        | 4-D                | I Arterial         | 1.48 / 2.7     | NO                      | C                | 34,700                 | -          | TCEA (part) | 41%      | 20,500    | 14,200            | B                | -          |
| S-9                               | SR 24/Archer Rd.      | SW 75th St/Tower Rd.      | Interstate 75             | Multimodal Corridor               | 4-D                | I Arterial         | 0.45 / 2.2     | NO                      | D                | 35,700                 | -          | -           | 63%      | 13,200    | 22,500            | B                | -          |
| S-10                              | SR 24/Archer Rd.      | Interstate 75             | SR 121/SW 34th St.        | Multimodal Corridor               | 6-D                | II Arterial        | 2.8 / 2.5      | NO                      | D                | 49,200                 | 59,000     | -           | 86%      | 8,000     | 51,000            | F                | C          |
| S-11                              | SR 24/Archer Rd.      | SR 226/SW 16th Ave.       | US 441/W 13th St.         | Multimodal Corridor               | 4-D                | III Arterial       | 4.55 / 1.1     | NO                      | D                | 28,900                 | 35,200     | TCEA        | 82%      | 6,200     | 29,000            | E                | D          |
| S-12                              | SR 24/Waldo Rd.       | SR 26/University Ave.     | SR 222/E 39th Ave.        | Multimodal Corridor               | 4-D                | I Arterial         | 1.48 / 2.6     | NO                      | D                | 35,700                 | -          | TCEA        | 68%      | 11,565    | 24,135            | B                | -          |
| S-13                              | SR 24/Waldo Rd.       | SR 222/E 39th Ave.        | CR 255A/NE 77th Ave.      | Multimodal Corridor               | 4-D                | I Arterial         | 0.52 / 3.8     | NO                      | D                | 35,700                 | -          | TCEA (part) | 41%      | 20,950    | 14,750            | B                | -          |
| S-14                              | SR 26/Newberry Rd.    | NW 98th St.               | Interstate-75 [east ramp] | FIHS / Multimodal Corridor        | 4-D                | II Arterial        | 3.39 / 2.1     | NO                      | C                | 26,000                 | 49,900     | -           | 78%      | 11,150    | 38,750            | F                | A          |
| S-15                              | SR 26/Newberry Rd.    | Interstate-75 [east ramp] | NW 8th Ave.               | Multimodal Corridor / Constrained | 6-D                | III Arterial       | 7.27 / 1.4     | NO                      | D                | 44,700                 | 53,100     | TCEA        | 94%      | 3,100     | 50,000            | F                | C          |
| S-16                              | SR 26/Newberry Rd.    | NW 8th Ave.               | SR 121/W 34th St.         | Multimodal Corridor               | 4-D                | II Arterial        | 3.44 / 1.7     | NO                      | D                | 32,700                 | 42,100     | TCEA        | 74%      | 11,100    | 31,000            | D                | B          |
| S-17                              | SR 26/University Ave. | SR 121/W 34th St.         | North/South Dr.           | Multimodal Corridor / Constrained | 3-U                | I Arterial         | 1.43 / 1.4     | .5*4LnPDF+.5*2LnOPDF    | D                | 26,030                 | 35,000     | TCEA        | 86%      | 5,000     | 30,000            | F                | D          |
| S-18                              | SR 26/University Ave. | North/South Dr.           | US 441/W 13th St.         | Multimodal Corridor               | 4-D                | III Arterial       | 6.67 / 0.6     | NO                      | D                | 28,900                 | 27,500     | TCEA        | 133%     | (9,000)   | 36,500            | F                | E          |
| S-19                              | SR 26/University Ave. | US 441/W 13th St.         | SR 24/Waldo Rd.           | Multimodal Corridor               | 4-D                | III Arterial       | 7.65 / 1.7     | NO                      | D                | 28,900                 | -          | TCEA        | 72%      | 8,150     | 20,750            | D                | -          |
| S-20                              | SR 26/University Ave. | SR 20/Hawthorne Rd.       | CR 329B/Lakeshore Dr.     | Multimodal Corridor               | 4-D                | I Arterial         | 1.77 / 2.8     | NO                      | D                | 35,700                 | -          | TCEA (part) | 32%      | 24,400    | 11,300            | B                | -          |
| S-21                              | SR 26A/SW 2nd Ave.    | SR 26/Newberry Rd.        | SR 121/W 34th St.         | Multimodal Corridor / Backlogged  | 2-U                | III Arterial       | 5.1 / 0.4      | -20%                    | D                | 12,320                 | 15,800     | TCEA        | 111%     | (1,700)   | 17,500            | E                | E          |
| S-22                              | SR 26A/SW 2nd Ave.    | SR 121/SW 34th St.        | SR 26/University Ave.     | Multimodal Corridor / Backlogged  | 2-U                | I Arterial         | 1.15 / 1.3     | -20%                    | D                | 13,120                 | 19,000     | TCEA        | 87%      | 2,500     | 16,500            | F                | D          |
| S-23                              | SR 121/W 34th St.     | SR 331/Williston Rd.      | SR 24/Archer Rd.          | Multimodal Corridor               | 6-D                | I Arterial         | 1.89 / 1.6     | NO                      | D                | 53,500                 | 47,700     | -           | 56%      | 21,125    | 26,575            | B                | B          |
| S-24                              | SR 121/W 34th St.     | SR 24/Archer Rd.          | SR 26/University Ave.     | Multimodal Corridor               | 6-D                | II Arterial        | 3.53 / 1.7     | NO                      | D                | 49,200                 | -          | TCEA (part) | 89%      | 5,200     | 44,000            | D                | -          |
| S-25                              | SR 121/W 34th St.     | SR 26/University Ave.     | NW 16th Ave.              | Multimodal Corridor / Backlogged  | 2-D                | II Arterial        | 2.0 / 1.0      | +5%                     | D                | 16,170                 | 17,300     | TCEA        | 139%     | (6,700)   | 24,000            | F                | 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                | 16,400                 | 14,900     | TCEA        | 111%     | (1,600)   | 16,500            | E                | E          |
| S-27                              | SR 121/W 34th St.     | SR 222/NW 39th Ave.       | NW 53rd Ave.              | Multimodal Corridor               | 2-U                | I Arterial         | 0.91 / 2.2     | NO                      | D                | 16,400                 | 17,900     | TCEA        | 86%      | 2,500     | 15,400            | D                | D          |
| S-28                              | SR 121/W 34th St.     | US 441/W 13th St.         | N.W. 77th Ave.            | Multimodal Corridor               | 2-U                | I Arterial         | 0.56 / 0.9     | NO                      | D                | 16,400                 | -          | -           | 64%      | 5,932     | 10,468            | C                | -          |
| S-29                              | SR 222/N 39th Ave.    | NW 98th St.               | NW 51st St.               | -                                 | 4-D                | I Arterial         | 1.67 / 3.6     | NO                      | D                | 35,700                 | 30,800     | TCEA (part) | 86%      | 4,230     | 26,570            | F                | B          |
| S-30                              | SR 222/N 39th Ave.    | US 441/NW 13th St.        | SR 24/Waldo Rd.           | -                                 | 4-D                | I Arterial         | 1.67 / 3.0     | NO                      | D                | 35,700                 | -          | TCEA        | 50%      | 18,000    | 17,700            | B                | -          |
| S-31                              | SR 222/N 39th Ave.    | SR 24/Waldo Rd.           | End of 4-lane section     | -                                 | 4-D                | I Arterial         | 0.56 / 0.9     | NO                      | D                | 35,700                 | -          | TCEA        | 43%      | 20,200    | 15,500            | B                | -          |
| S-32                              | SR 222/N 39th Ave.    | End of 4-lane section     | GMA Boundary              | -                                 | 2-U                | Unsignalized       | 0.0 / 2.5      | NO                      | D                | 19,600                 | -          | TCEA (part) | 56%      | 8,550     | 11,050            | C                | -          |
| S-33                              | SR 226/S 16th Ave     | SR 24/Archer Rd.          | US 441/W 13th St.         | -                                 | 4-D                | II Arterial        | 4.44 / 0.9     | NO                      | D                | 32,700                 | 41,400     | TCEA        | 52%      | 19,900    | 21,500            | C                | C          |
| S-34                              | SR 226/S 16th Ave     | US 441/W 13th St.         | SR 329/Main St.           | -                                 | 4-D                | II Arterial        | 2.86 / 0.7     | NO                      | D                | 32,700                 | -          | TCEA        | 59%      | 13,500    | 19,200            | C                | -          |
| S-35                              | SR 226/S 16th Ave     | SR 329/Main St.           | SR 331/Williston Rd.      | -                                 | 2-U                | I Arterial         | 0.83 / 0.6     | NO                      | D                | 16,400                 | -          | TCEA        | 60%      | 6,600     | 9,800             | C                | -          |
| S-36                              | SR 120A/N 23rd Ave.   | US 441/W 13th St.         | SR 24/Waldo Rd.           | -                                 | 4-U                | II Arterial        | 2.4 / 2.5      | -25%                    | D                | 24,525                 | -          | TCEA        | 51%      | 12,025    | 12,500            | C                | -          |
| S-37                              | SR 329/Main St.       | University Ave.           | N. 8th Ave.               | -                                 | 4-U                | III Arterial       | 6.0 / 0.5      | -25%                    | D                | 21,675                 | -          | TCEA        | 93%      | 1,425     | 20,250            | D                | -          |

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<br>Roadway<br><br>Number | Roadway               | From South            | To North              | Special Note <sup>A</sup>  | Number             | FDOT               | Signal         | Median Or               | Adopted          | F                      |        |             | Percent          | Available | Aadt <sup>G</sup> | H          |            |
|-----------------------------------|-----------------------|-----------------------|-----------------------|----------------------------|--------------------|--------------------|----------------|-------------------------|------------------|------------------------|--------|-------------|------------------|-----------|-------------------|------------|------------|
|                                   |                       | Or West               | Or East               |                            | Of                 | Roadway            | Density /      | Left Turn               | Los              | Maximum Service Volume | Of     | Service     | Level Of Service |           |                   |            |            |
|                                   |                       | Termini               | Termini               |                            | Lanes <sup>B</sup> | Class <sup>C</sup> | Length (Miles) | Adjustment <sup>D</sup> | Std <sup>E</sup> |                        |        |             |                  | Table     |                   | Calculated | Negotiated |
| I<br>URBANIZED ROADWAYS           |                       |                       |                       |                            |                    |                    |                |                         |                  |                        |        |             |                  |           |                   |            |            |
| S-38                              | SR 331/SR 121         | Interstate 75 (south) | US 441/SW 13th St.    | FIHS                       | 4-D                | I Arterial         | 0.87 / 2.3     | NO                      | C                | 34,700                 | -      | -           | 65%              | 12,200    | 22,500            | B          | -          |
| S-39                              | SR 331/Williston Rd.  | US 441/SW 13th St.    | SR 26/University Ave. | FIHS                       | 4-D                | I Arterial         | 1.18 / 3.4     | NO                      | C                | 34,700                 | -      | TCEA        | 55%              | 15,500    | 19,200            | B          | -          |
| S-40                              | SR 20/NW 8th Ave.     | NW 6th St.            | N Main St.            | -                          | 4-D                | III Arterial       | 6.67 / 0.3     | NO                      | D                | 28,900                 | -      | TCEA        | 57%              | 12,400    | 16,500            | D          | -          |
| S-41                              | Interstate 75         | SR 331/SR 121         | SR 24/Archer Rd.      | FIHS                       | 6-D                | Group 2 Freeway    | 0.0 / 1.3      | N/A                     | C                | 81,700                 | -      | -           | 65%              | 28,700    | 53,000            | B          | -          |
| S-42                              | Interstate 75         | SR 24/Archer Rd.      | SR 26/Newberry Rd.    | FIHS                       | 6-D                | Group 2 Freeway    | 0.0 / 3.5      | N/A                     | C                | 85,300                 | -      | -           | 74%              | 21,800    | 63,500            | C          | -          |
| S-43                              | Interstate 75         | SR 26/Newberry Rd.    | SR 222/NW 39th Ave.   | FIHS                       | 6-D                | Group 2 Freeway    | 0.0 / 2.6      | N/A                     | C                | 85,300                 | -      | -           | 67%              | 27,800    | 57,500            | B          | -          |
| S-46                              | SR 26/University Ave. | CR 329B               | N.E. 27th Ave.        | Multimodal Corridor        | 2-U                | Unsignalized       | 0.0 / 2.2      | NO                      | D                | 19,600                 | -      | -           | 28%              | 14,100    | 5,500             | B          | -          |
| S-50                              | US 441                | NW 23rd St.           | GMA Boundary          | Multimodal Corridor        | 4-D                | I Arterial         | 0.1 / 4.4      | NO                      | D                | 35,700                 | -      | -           | 49%              | 18,100    | 17,600            | B          | -          |
| S-51                              | Interstate 75         | GMA Boundary          | SR 331/SR 121         | FIHS                       | 6-D                | Group 2 Freeway    | 0.0 / 1.3      | N/A                     | C                | 85,300                 | -      | -           | 64%              | 30,977    | 54,323            | B          | -          |
| S-52                              | Interstate 75         | SR 222/NW 39th Ave.   | GMA Boundary          | FIHS                       | 6-D                | Group 2 Freeway    | 0.0 / 1.2      | N/A                     | C                | 85,300                 | -      | -           | 52%              | 41,300    | 44,000            | B          | -          |
| S-53                              | SR 222/N 39th Ave.    | NW 51st St.           | US 441/NW 13th St.    | -                          | 4-D                | I Arterial         | 1.92 / 2.8     | NO                      | D                | 35,700                 | 28,000 | TCEA        | 104%             | (1,000)   | 29,000            | B          | F          |
| S-54                              | SR 121/W 34th St.     | NW 53rd Ave.          | US 441/W 13th St.     | Multimodal Corridor        | 2-U                | I Arterial         | 1.11 / 0.9     | NO                      | D                | 16,400                 | 26,400 | TCEA (part) | 42%              | 15,400    | 11,000            | C          | C          |
| S-55                              | SR 24/Archer Rd.      | SR 121/SW 34th St.    | SR 226/SW 16th Ave.   | Multimodal Corridor        | 6-D                | I Arterial         | 2.8 / 2.5      | NO                      | D                | 53,500                 | 54,400 | -           | 99%              | 400       | 54,000            | F          | D          |
| J<br>TRANSITIONING ROADWAYS       |                       |                       |                       |                            |                    |                    |                |                         |                  |                        |        |             |                  |           |                   |            |            |
| S-44                              | SR 121                | S.W. 85th Ave.        | Interstate 75 (south) | Multimodal Corridor        | 2-U                | I Arterial         | 0.2 / 2.3      | NO                      | D                | 15,500                 | -      | -           | 46%              | 8,300     | 7,200             | C          | -          |
| S-45                              | SR 26/Newberry Rd.    | S.W. 154th St.        | NW 98th St.           | FIHS                       | 4-D                | I Arterial         | 0.55 / 2.8     | NO                      | C                | 32,800                 | 36,300 | -           | 47%              | 19,400    | 16,900            | B          | A          |
| S-47                              | SR 24/Archer Rd.      | GMA Boundary          | SW 75th St/Tower Rd.  | Multimodal Corridor        | 2-U                | I Arterial         | 0.3 / 1.7      | NO                      | D                | 15,500                 | 25,400 | -           | 63%              | 9,400     | 16,000            | E          | C          |
| S-48                              | SR 20/Hawthorne Rd.   | SE 43rd St.           | CR 329B/Lakeshore Dr. | FIHS / Multimodal Corridor | 4-D                | I Arterial         | 0.4 / 1.0      | NO                      | C                | 32,800                 | -      | -           | 36%              | 20,950    | 11,850            | B          | -          |
| S-49                              | SR 20/Hawthorne Rd.   | CR 329B               | GMA Boundary          | FIHS / Multimodal Corridor | 4-D                | Unsignalized       | 0.0 / 1.3      | NO                      | C                | 43,600                 | -      | -           | 22%              | 34,100    | 9,500             | A          | -          |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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Roadway facilities in italics have full field study inputs

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