

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

Assigned Roadway Number	Roadway	From South	To North	Special Note ^A	Number	FDOT	Signal	Median Or	Adopted	F			Percent	Available	AADT ^G	H	
		Or West	Or East		Of	Roadway	Density /	Left Turn	Los	Maximum Service Volume	Of	Service	Level Of Service				
		Termini	Termini		Lanes ^B	Class ^C	Length (Miles)	Adjustment ^D	Std ^E					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	1.58 / 1.9	NO	D	35,700	-	TCEA	59%	14,700	21,000	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	-	21,600	TCEA	171%	(15,400)	37,000	-	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	-	31,900	TCEA	102%	(600)	32,500	-	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	53%	14,565	16,500	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%	24,215	9,700	B	-
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	FIHS / Multimodal Corridor	4-D	II Arterial	2.22 / 2.7	NO	C	26,000	-	TCEA (part)	53%	12,200	13,800	C	-
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	Multimodal Corridor	4-D	I Arterial	1.36 / 2.2	NO	D	35,700	-	-	69%	11,200	24,500	B	-
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	Multimodal Corridor	6-D	II Arterial	4.16 / 1.2	NO	D	-	59,000	-	81%	11,000	48,000	-	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	-	35,200	TCEA	85%	5,200	30,000	-	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	71%	10,268	25,432	B	-
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [east ramp]	FIHS / Multimodal Corridor	4-D	II Arterial	2.0 / 3.3	NO	C	-	49,000	-	80%	9,750	39,250	-	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	-	53,100	TCEA	90%	5,100	48,000	-	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	-	42,600	TCEA	70%	12,600	30,000	-	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	-	36,700	TCEA	79%	7,700	29,000	-	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	-	25,700	TCEA	140%	(10,300)	36,000	-	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	77%	6,650	22,250	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)	31%	24,500	11,200	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	-	16,400	TCEA	104%	(600)	17,000	-	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	-	18,000	TCEA	102%	(300)	18,300	-	E
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	Multimodal Corridor	6-D	II Arterial	3.75 / 1.6	NO	D	-	43,900	-	62%	16,770	27,130	-	C
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)	93%	3,200	46,000	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	-	17,400	TCEA	121%	(3,600)	21,000	-	E
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	-	15,000	TCEA	97%	500	14,500	-	D
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	-	17,800	TCEA	88%	2,200	15,600	-	D
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	-	4-D	II Arterial	3.76 / 1.3	NO	D	-	30,100	-	89%	3,350	26,750	-	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	52%	17,200	18,500	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	42%	20,600	15,100	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	-	41,900	TCEA	54%	19,400	22,500	-	C
S-34	SR 226/S 16th Ave	US 441/Main St.	SR 329/Main St.	-	4-D	II Arterial	2.86 / 0.7	NO	D	32,700	-	TCEA	53%	15,450	17,250	C	-
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	-	2-U	I Arterial	1.67 / 0.6	NO	D	16,400	-	TCEA	52%	7,900	8,500	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	57%	10,525	14,000	C	-
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	-	4-U	III Arterial	8.0 /0.5	-25%	D	21,675	-	TCEA	91%	1,925	19,750	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 Roadway Number	Roadway	From South or West	To North or East	Special Note ^A	Number of Lanes ^B	FDOT Roadway Class ^C	Signal Density / Length (Miles)	Median or Left Turn Adjustment ^D	Adopted LOS ^E Std	F			Percent of Capacity	Available Service Volume	AADT ^G	H	
		Termini	Termini		Table	Calculated	Negotiated	Table	Calculated								
										Level of Service	Table	Calculated					
I URBANIZED ROADWAYS																	
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	FIHS	4-D	I Arterial	1.74 / 2.3	NO	C	34,700	-	-	74%	8,950	25,750	B	-
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	FIHS	4-D	I Arterial	1.76 / 3.4	NO	C	34,700	-	TCEA	56%	15,100	19,600	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	-	-	76%	19,700	62,000	C	-
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	-	-	84%	13,300	72,000	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	-	-	76%	20,300	65,000	C	-
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	Multimodal Corridor	2-U	Unsignalized	0.0 / 2.2	NO	D	19,600	-	-	28%	14,200	5,400	B	-
S-50	US 441	NW 23rd St.	GMA Boundary	Multimodal Corridor	4-D	I Arterial	0.23 / 4.4	NO	D	35,700	-	-	51%	17,400	18,300	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	-	-	62%	32,800	52,500	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	-	28,000	TCEA	91%	2,500	25,500	-	D
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	-	26,400	TCEA (part)	38%	16,500	9,900	-	C
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	Multimodal Corridor	6-D	I Arterial	2.31 / 1.3	NO	D	-	51,100	-	110%	(4,900)	56,000	-	F
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	-	4-D	I Arterial	0.53 / 1.9	NO	D	-	47,500	TCEA (part)	58%	20,000	27,500	-	B
J TRANSITIONING 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	32,800	-	-	34%	21,700	11,100	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	32,800	-	TCEA (part)	54%	15,250	17,550	B	-
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	15,500	-	-	59%	6,397	9,103	C	-
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	-	-	55%	7,000	8,500	C	-
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	FIHS	4-D	I Arterial	0.55 / 2.8	NO	C	-	37,400	-	54%	17,112	20,288	-	A
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	Multimodal Corridor	2-D	I Arterial	0.3 / 1.7	NO	D	-	24,500	-	73%	6,525	17,975	-	A
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%	21,100	11,700	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%	33,800	9,800	A	-
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	FIHS	6-D	Group 2 Freeway	0.0 / 1.3	N/A	C	81,100	-	-	72%	22,413	58,687	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

NOTE: Roadway Facility S-47 retains Transitioning Area LOS standard, but is ARTPLAN-analyzed using Urbanized Areatype.