

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.
1,2,3	<u>Backlogged</u> is an unconstrained facility which is operating at a level of service below the adopted minimum operating level of service standards and not programmed for construction in the first three years of the Florida Department of Transportation's (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.
1	<u>FIHS</u> - Roadway section 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 FDOT Generalized Tables of the <u>2002 Quality/Level of Service Handbook (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 section 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> - ART-PLAN, FREE-TAB and/or U2LN-TAB 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 exceeds 65 percent of the FDOT Generalized Tables MSV.
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 sections 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

TABLE	NOTE
1,2,3	G - <u>AADT</u> - For roadway sections 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 section AADT. For roadway sections that are Tier Two-analyzed, such as ART-PLAN, the latest available SEGMENT AADTs (traffic count nearest the traffic signal for the approach analysed) are substituted for the three year-median count AADTs. For ART-PLAN 2002 analyses, the volume at the "sensitive" (highest volume to capacity (v/c) ratio) SEGMENT is reported as the roadway section AADT. In cases where the ratchet method for MSV calculation generates an available service volume greater than that calculated by ARTPLAN 2002, then AADT=MSV-ASV.
1	For Florida State Highway System roadways, the volumes are derived from a one-day count taken by the FDOT (and some local counts as agreed upon by the FDOT) which have been factored by the FDOT for trucks (axle ratio) and the time of year.
2	For Alachua County roadways, one-day unfactored 1999, 2000 and 2001 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, one-day unfactored 1998, 1999, 2000 and 2001 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 1997 <u>Highway Capacity Manual</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 1990 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.