

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		Capacity	Volume		Table		Calculated	
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	4-D	III Arterial	8.57 /0.7	NO	D	-	21,600	TCEA	222%	(26,400)	48,000	-	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	110%	(3,100)	35,000	-	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%	10,200	25,500	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	52%	14,765	16,300	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.	SIS / FIHS / Multimodal Corridor	4-D	II Arterial	2.22 / 2.7	NO	C	26,000	-	TCEA (part)	53%	12,300	13,700	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	-	36,700	-	83%	6,100	30,600	-	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	-	58,800	-	85%	8,800	50,000	-	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	-	35,100	TCEA	78%	7,600	27,500	-	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	35,700	-	TCEA	71%	10,254	25,446	B	-
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [west ramp]	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	1.7 / 3.0	NO	C	-	50,900	-	78%	11,150	39,750	-	B
S-15	SR 26/Newberry Rd.	Interstate-75 [west ramp]	NW 8th Ave.	Multimodal Corridor / Constrained	6-D	III Arterial	7.27 / 1.4	NO	D	-	45,950	TCEA	111%	(5,050)	51,000	-	F
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	74%	11,100	31,500	-	B
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	Multimodal Corridor / Constrained	3-U	I Arterial	1.43 / 1.4	.5*4LnPDF+.5*2LnOPDF	D	-	36,700	TCEA	69%	11,200	25,500	-	D
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	Multimodal Corridor	4-D	III Arterial	6.67 / 0.6	NO	D	-	25,700	TCEA	136%	(9,300)	35,000	-	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	90%	2,900	26,000	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	2-U	III Arterial	5.1 / 0.4	-20%	D	-	16,400	TCEA	125%	(4,100)	20,500	-	F
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	Multimodal Corridor	2-U	I Arterial	1.15 / 1.3	-20%	D	-	18,000	TCEA	101%	(200)	18,200	-	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	-	68%	13,940	29,960	-	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)	89%	5,200	44,000	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	-	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	100%	0	15,000	-	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	89%	1,900	15,900	-	D
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	SIS Connector	4-D	II Arterial	3.76 / 1.3	NO	D	-	30,100	-	90%	2,880	27,220	-	B
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	SIS Connector	4-D	I Arterial	1.67 / 3.0	NO	D	35,700	-	TCEA	54%	16,300	19,400	B	-
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	SIS Connector	4-D	I Arterial	0.56 / 0.9	NO	D	35,700	-	TCEA	47%	19,000	16,700	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)	60%	7,750	11,850	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/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	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.	SIS Connector [part]	4-U	II Arterial	2.4 / 2.5	-25%	D	24,525	-	TCEA	56%	10,825	13,700	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	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	F			Percent of Capacity	Available Service Volume	AADT ^G	H	
		Termini	Termini		Table	Calculated	Negotiated	Table	Calculated								
										Level of Service	Level of Service						
I URBANIZED ROADWAYS																	
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	-	4-U	III Arterial	8.0 / 0.5	-25%	D	21,675	-	TCEA	93%	1,525	20,150	D	-
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	SIS / FIHS	4-D	I Arterial	1.74 / 2.3	NO	C	34,700	-	-	80%	6,950	27,750	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	34,700	-	TCEA	61%	13,500	21,200	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	61%	11,200	17,700	D	-
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	SIS / FIHS	6-D	Group 2 Freeway	0.0 / 1.3	N/A	C	81,700	-	-	73%	22,200	59,500	C	-
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	SIS / 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.	SIS / 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	-	-	29%	13,900	5,700	B	-
S-50	US 441	NW 23rd St.	GMA Boundary	Multimodal Corridor	4-D	I Arterial	0.23 / 4.4	NO	D	35,700	-	-	54%	16,500	19,200	B	-
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	SIS / FIHS	6-D	Group 2 Freeway	0.0 / 1.2	N/A	C	85,300	-	-	60%	34,300	51,000	B	-
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	SIS Connector	4-D	I Arterial	1.92 / 2.8	NO	D	-	28,000	TCEA	95%	1,500	26,500	-	C
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%	16,400	10,000	-	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	-	100%	100	51,000	-	D
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	SIS Connector	4-D	I Arterial	0.53 / 1.9	NO	D	-	47,500	TCEA (part)	63%	17,500	30,000	-	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	-	-	36%	20,900	11,900	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)	55%	14,800	18,000	B	-
S-28	SR 121/W 34th St.	US 441/W 13th St.	CR 231	Multimodal Corridor	2-U	I Arterial	0.56 / 0.9	NO	D	15,500	-	-	62%	5,867	9,633	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	-	-	57%	6,600	8,900	C	-
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	SIS / FIHS	4-D	I Arterial	0.55 / 2.8	NO	C	-	37,400	-	49%	18,900	18,500	-	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	-	25,800	-	65%	8,937	16,863	-	A
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	0.4 / 1.0	NO	C	32,800	-	-	36%	21,050	11,750	B	-
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	SIS / FIHS / Multimodal Corridor	4-D	Unsignalized	0.0 / 1.3	NO	C	43,600	-	-	23%	33,700	9,900	A	-
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	SIS / FIHS	6-D	Group 2 Freeway	0.0 / 1.3	N/A	C	81,100	-	-	78%	17,725	63,375	C	-

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

me\p\los\los06\05sdatan.wk4

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.