

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

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FDOT Generalized Tables analysis 02/09

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	56%	15,800	19,900	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	28,900	-	TCEA	119%	(5,600)	34,500	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	-	TCEA	114%	(4,100)	33,000	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%	10,450	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	27%	24,715	9,200	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%	12,200	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	-	-	75%	8,950	26,750	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	49,200	-	-	107%	(3,310)	52,510	F	-
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	-	TCEA	116%	(4,600)	33,500	F	-
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	67%	11,958	23,742	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	34,700	-	-	110%	(3,300)	38,000	F	-
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	44,700	-	TCEA	114%	(6,300)	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	32,700	-	TCEA	92%	2,700	30,000	D	-
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	24,550	-	TCEA	104%	(950)	25,500	F	-
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	28,900	-	TCEA	106%	(1,600)	30,500	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	78%	6,400	22,500	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%	24,300	11,400	B	-
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	Multimodal Corridor	2-D	III Arterial	5.1 / 0.4	+5%	D	13,230	-	TCEA	113%	(1,670)	14,900	E	-
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	13,120	-	TCEA	104%	(530)	13,650	F	-
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	49,200	-	-	58%	20,785	28,415	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)	85%	7,450	41,750	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	16,170	-	TCEA	119%	(3,080)	19,250	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	-	TCEA	84%	2,650	13,750	C	-
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	-	TCEA	95%	900	15,500	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	32,700	-	-	62%	12,407	20,293	C	-
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	51%	17,500	18,200	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	41%	21,200	14,500	B	-
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	-	2-U	Unsignalized	0.0 / 2.5	NO	D	21,300	-	TCEA (part)	50%	10,700	10,600	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	-	TCEA	63%	12,150	20,550	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	56%	14,250	18,450	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	48%	8,500	7,900	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	62%	9,425	15,100	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	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	Capacity	Volume		Table	Calculated
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%	1,475	20,200	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	-	-	76%	8,450	26,250	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	34,700	-	TCEA	53%	16,400	18,300	B	-
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	-	4-D	II Arterial	3.33 / 0.3	NO	D	28,900	-	TCEA	64%	10,300	18,600	D	-
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	SIS / FIHS	6-D	Freeway [< 2mi]	0.0 / 1.3	N/A	C	81,700	-	-	90%	8,200	73,500	C	-
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	SIS / FIHS	6-D	Freeway [> =2mi]	0.0 / 3.5	N/A	C	85,300	-	-	106%	(5,200)	90,500	D	-
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	SIS / FIHS	6-D	Freeway [> =2mi]	0.0 / 2.6	N/A	C	85,300	-	-	96%	3,800	81,500	C	-
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	Multimodal Corridor	2-U	Unsignalized	0.0 / 2.2	NO	D	21,300	-	-	24%	16,100	5,200	B	-
S-50	US 441	NW 23rd St.	GMA Boundary	Multimodal Corridor	4-D	I Arterial	0.23 / 4.4	NO	D	35,700	-	-	52%	17,100	18,600	B	-
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	SIS / FIHS	6-D	Freeway [> =2mi]	0.0 / 1.2	N/A	C	85,300	-	-	72%	24,300	61,000	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	35,700	-	TCEA	81%	6,700	29,000	B	-
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	-	TCEA (part)	59%	6,800	9,600	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	53,500	-	-	102%	(1,000)	54,500	F	-
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	35,700	-	TCEA (part)	78%	7,700	28,000	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	34,200	-	-	34%	22,650	11,550	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	34,200	-	TCEA (part)	46%	18,600	15,600	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	-	-	69%	4,752	10,748	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	-	-	61%	6,100	9,400	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	34,200	-	-	68%	10,950	23,250	B	-
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	Multimodal Corridor	2-D	I Arterial	0.3 / 1.7	+5%	D	16,275	-	-	120%	(3,225)	19,500	F	-
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	34,200	-	-	33%	23,050	11,150	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	-	-	19%	35,100	8,500	A	-
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	SIS / FIHS	6-D	Freeway [> =2mi]	0.0 / 1.3	N/A	C	81,100	-	-	80%	16,357	64,743	C	-

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 [<2mi]

Freeway facility with Interchange spacing less than 2 miles apart

Freeway [>=2mi]

Freeway facility with Interchange spacing equal to or greater than 2 miles apart