METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA

ANNUAL AVERAGE DAILY TRAFFIC (AADT)

MULTIMODAL LEVEL OF SERVICE REPORT

GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

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January 26, 2011

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EXECUTIVE SUMMARY

The Multimodal Level of Service (LOS) Report, provides multimodal LOS. Automotive/highway (hereinafter highway), bicycle, pedestrian and transit modes of travel are analyzed for level of service. The latest available highway LOS estimate of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary is provided in this report. In addition, bicycle, pedestrian and transit LOS estimates of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary are provided in this report. Hereinafter, all references to highway LOS address LOS as described in the 2000 Highway Capacity Manual (HCM 2000). The LOS Report entails three components: roadway service volume tables; an LOS map atlas and a technical appendices document.

The LOS Report employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled 2009 Quality/Level of Service Handbook, including appended issue papers. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. **In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed.** Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

ARTPLAN, HIGHPLAN or FREEPLAN, as appropriate, are also used to estimate the amount of service volume that the road actually has at a given LOS. ARTPLAN provides a more accurate estimate of an arterial's service volume than can be obtained using the FDOT Generalized Tables.

Roadway facilities that are operating at an unacceptable LOS are identified in Exhibit 1. Note that the LOS analysis is for operational performance based on the HCM 2000's LOS criteria. Roadway facilities may be functioning at LOS F but may have available capacity for FDOT and/or Florida Department of Community Affairs (FDCA)-negotiated MSVs.

Bicycle, pedestrian and transit LOS analyses also employ a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software.

Congestion Management Process (CMP)

The LOS Report is updated at least annually. This monitoring system is a key component for prioritizing bicycle facility, pedestrian facility, roadway facility and transit projects, that address congestion management, in the Long Range Transportation Plan and Transportation Improvement Program. This report is intended to address the Safe, Accountable, Feasible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) congestion management process requirement.

EXHIBIT 1

ROADWAY FACILITIES OPERATING AT AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS)

ROADWAY FACILITY	FROM	TO	2009 AADT	2009 LOS	2008 MSV	2009 MSV
SW 13TH ST. [US 441] (S-3)	ARCHER RD.	UNIVERSITY AVE.	34,500	F	28,200	28,200
NW 13TH ST [US 441]. (S-4)	UNIVERSITY AVE.	NW 29TH RD.	31,500	F	28,200	28,200
NEWBERRY ROAD [SR 26] (S-14)	NW 122ND ST.	INTERSTATE 75 (West Ramp)	37,250	F	35,500	35,500
NEWBERRY ROAD [SR 26] (S-15)	INTERSTATE 75 (West Ramp)	NW 8TH AVENUE	49,500	F	43,700	43,700
SW 2ND AVE. [SR 26A] (S-21)	NEWBERRY RD.	SW 34TH ST.	15,200	E	12,495	12,495
NW 34TH ST. [SR 121] (S-25)	UNIVERSITY AVE.	NW 16TH AVE.	18,750	F	15,960	15,960
ARCHER RD. [SR 24] (S-47)	GMA BOUNDARY	SW 75TH ST.	19,000	E	15,960	15,960
ARCHER RD. [SR 24] (S-55)	SW 34TH ST.	SW 16TH AVE.	51,250	F	50,300	50,300
NW 23RD AVENUE (A-9)	NW 98TH ST.	NW 55TH ST.	16,815	F	15,675	15,675
SW 20TH AVE. (A-15)	SW 75TH ST.	SW 62ND BD.	15,866	F	15,675	15,675
SW 20TH AVE. (A-16)	SW 62ND BD.	SW 34TH ST.	21,524	F	15,675	15,675
N MAIN ST. (A-18)	NW 23RD AVE.	NW 39TH AVE.	11,562	E	11,550	11,550
NW 83RD ST. (A-23)	NW 23RD AVE.	NW 39TH AVE.	13,851	E	13,680	13,680
RADIO RD./MUSEUM DR. (G-32)	SW 34TH ST.	SW 13TH ST.	13,621	F	11,260	11,260
GALE LEMERAND DR. (G-39)	MUSEUM DR.	UNIVERSITY AVE.	12,368	F	10,530	10,530

Maximum service volume (MSV) for LOS D is not attainable (NA).

Note: Unacceptable operating performance is based on the 2000 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Community Affairs-negotiated LOS standards.

INTRODUCTION

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Annual Average Daily Traffic (AADT)/ Multimodal Level of Service (LOS) Report is composed of three components: an LOS map atlas; LOS tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to LOS within Appendix A address only highway LOS as described in the 2000 Highway Capacity Manual. This report contains estimates of the LOS and maximum service volume (MSV) for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Illustration I shows the GMA as defined by Chapter 339.175(1)(c), Florida Statutes. LOS and MSV methodology utilizes a two-tiered approach.

Tier One LOS/MSV Analysis uses the Florida Department of Transportation (FDOT) Generalized Tables contained in the latest edition of FDOT's Quality/Level of Service Handbook (Q/LOS Handbook) to determine roadway LOS and MSV. The 2009 Q/LOS Handbook, appended with issue papers, is currently the latest edition. Tier One LOS/MSV Analysis is acceptable for use in the GMA for all roadways with less than 65 percent of the FDOT Generalized Tables MSV for the adopted LOS.

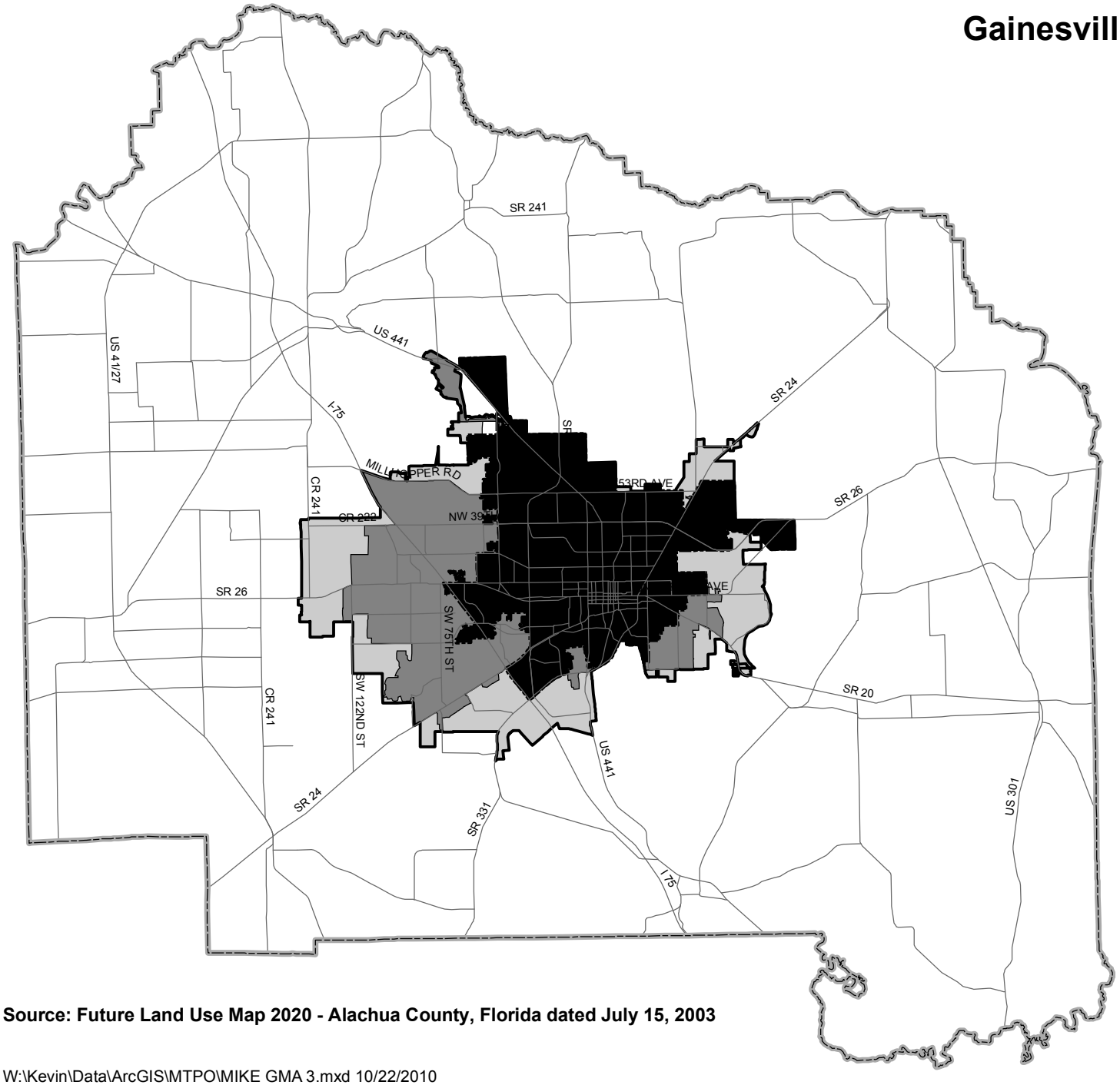
Tier Two LOS/MSV Analysis uses the FDOT analytical software which accompanies the 2002 Q/LOS Handbook to determine roadway LOS and MSV. FDOT's analytical software is used when more sophisticated analysis is necessary. These analytical tools have varying requirements for field-collected data. Tier Two LOS/MSV Analysis is required for use in the GMA for all roadways with 65 percent or more of the FDOT Generalized Tables MSV for the adopted LOS. The MTPO's Technical Advisory Committee (TAC) Subcommittee adopted a 65 percent threshold to designate a "distressed" arterial and thereby require the use of Tier Two LOS/MSV Analysis. FDOT's analytical software, such as ARTPLAN, is to be performed for all "distressed" arterials. A detailed analysis using FDOT's FREEPLAN software is to be performed for all "distressed" limited-access arterials.

Note that the current LOS analysis is for operational performance based on criteria specified in the 2000 Highway Capacity Manual (HCM 2000). In addition, roadway facilities may be functioning at LOS F but may have available capacity based on Florida Department of Community Affairs (FDCA)-negotiated MSVs.

This report also contains estimates of bicycle, pedestrian and transit LOS for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Bicycle, pedestrian and transit LOS methodology also utilizes a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software. Appendix C includes the data and analysis descriptions for determining bicycle, pedestrian and transit LOS.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

Illustration 1
Gainesville Metropolitan Area
Alachua County



Legend

- Alachua County Boundary
- Roads
- Metropolitan Area 2020
- Gainesville City Limits
- Census 2000 Urbanized Area
- Urban Cluster

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North Central Florida Regional Planning Council

Source: Future Land Use Map 2020 - Alachua County, Florida dated July 15, 2003

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PURPOSE

The primary purpose of this report is to provide an estimate of roadway LOS possible for each state-maintained arterials, city and county collectors functioning as arterials, transitioning arterials or collectors, major nonstate roads and other nonstate roads within the GMA Boundary. All roadways are analyzed using FDOT's Generalized Tables.

The purpose of providing bicycle, pedestrian and transit level of service, in addition to the automotive/ highway level of service, is to inform and educate the MTPO, Alachua County and City of Gainesville elected officials and staffs, as well as, the public at-large regarding the Gainesville Metropolitan Area's multimodal transportation system and to provide a mechanism to monitor the implementation of the Livable Community Reinvestment Plan.

SCOPE OF STUDY

The analysis of all FDOT-functionally classified roadways within the GMA Boundary which are classified higher than local roads are included in this report. Tables 1 through 3 show the data gathered and the analysis results for all roadways studied. LOS data is graphically illustrated in the MTPO's *Level of Service Atlas* for all arterials, collectors functioning as arterials and collectors.

Roadways which, when analyzed using the FDOT Generalized Tables, use 65 percent or more of the MSV at the minimum acceptable LOS, are identified as "distressed."

Prior to the publication 2009 Q/LOS Handbook, the 2002 Q/LOS Handbook, was amended by FDOT Issue Papers. These amendments, provided the ability to determine the level of service for bicycle, pedestrian and transit levels of service and also updated Generalized Tables and LOSPLAN software. In 2003, the Level of Service Technical Advisory Subcommittee directed MTPO staff to incorporate these modes into the MTPO LOS Report. Tables 4 through 6 show a multimodal (automotive/highway, bicycle, pedestrian and transit) LOS summary.

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ANNUAL AVERAGE DAILY TRAFFIC/ MULTIMODAL LEVEL OF SERVICE REPORT

AUTOMOTIVE / HIGHWAY
BICYCLE
PEDESTRIAN
TRANSIT

LEVEL OF SERVICE TECHNICAL APPENDIX

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January, 2011

APPENDIX A

AUTOMOTIVE/HIGHWAY LEVEL OF SERVICE ANALYSES

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DEFINITIONS

ARTPLAN - FDOT ARTPLAN is an emulation of the HCM 2000 software for the LOS measurement for an arterial roadway facility. The use of ARTPLAN entails the mathematical operations among average annual daily traffic (AADT) volume and traffic, roadway and signalization variables. ARTPLAN analyzes traffic in the peak and offpeak direction. The peak period peak direction is assumed in this study to be critical. Therefore, all analyses relate to the peak period and peak direction only. Offpeak direction is not considered for the LOS Report. Local traffic characteristics are used which are specific to the particular road being analyzed. The ARTPLAN analysis methodology of the LOS Report is based on FDOT's Q/LOS Handbook, appended with issues papera, and criteria specified by the TAC Subcommittee. The ARTPLAN software calculates facility-specific level of service and corresponding service volume tables.

FREEPLAN - FDOT FREEPLAN is an emulation of the HCM 2000 software for freeways. The FREEPLAN software calculates facility-specific level of service and corresponding service volume tables.

HIGHPLAN - FDOT HIGHPLAN is an emulation of the HCM 2000 software for two-lane and multilane highways. The HIGHPLAN software calculates facility-specific level of service and corresponding service volume tables.

Annual Average Daily Traffic (AADT) - AADT consists of FDOT annual and local government semiannual traffic counts as measured at approved count station locations. FDOT counts are yearly counts, as adjusted for axle and seasonal collection factors. Local counts are the actual counts, taken only in the spring and fall when the University of Florida and public schools are is conducting classes. To accommodate for possible inaccurate measurement due to road construction, special events, faulty equipment, etc., the methodology noted in the facility on Determining Roadway Facility Level of Service is used. In addition, the TAC Subcommittee has determined that the median traffic counts within the last three-year time span shall be used for the FIHS for analysis consistency with Alachua County and City of Gainesville-maintained roadways for Tier One LOS/MSV analysis. FDOT will continue to use the latest available single-year counts. AADT counts for distressed roadway facility analyses shall be the three-year median traffic count for the median traffic count station within the roadway facility.

"Distressed" Roadways - Where a Tier One LOS/MSV analysis of a roadway facility using the FDOT Generalized Tables is measured at 65 percent or more of the MSV for the adopted LOS, the roadway facility is identified as "distressed." These "distressed" arterials are to be analyzed with more accurate analytical tools.

FDOT Generalized Tables - For broad planning applications, FDOT developed Generalized Tables, which are contained in the 2009 Quality/Level of Service Handbook. The Generalized Tables, which provide generalized daily and peak hour LOS volumes for Florida's urbanized, transitioning and rural areas, are derived from the methodology in the HCM 2000. These tables, which reflect the emphasis on signalization characteristics, are based on actual Florida traffic, roadway and signalization data. In developing the FDOT Generalized Tables, a number of assumptions were made pertaining to roadway characteristics, signal design and traffic conditions. These assumptions are based on average conditions for the State of Florida. The Generalized Tables are accurate to the extent that the local conditions of the arterial which is being analyzed are consistent with the statewide assumptions made. The assumptions are provided as a part of the table.

Level of Service (LOS) - The HCM 2000, defines LOS as "qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience." The LOS of an arterial facility is determined by the average travel speed (miles per hour) a motorist can reasonably attain through the facility. For freeways and multilane uninterrupted flow highways, the volume to capacity ratio determines capacity. For signalized intersections, seconds of stopped delay is the determining factor. Six LOS are defined for each type of facility ranging from A to F. An additional, locally designated, LOS M, which requires acceptance by FDOT and/or FDCA to use, is also defined. A description of the traffic characteristics and driver expectations from Chapter 11 of the 2000 Highway Capacity Manual for arterial LOS is as follows:

LOS A - "describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal."

LOS B - "represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension."

LOS C - "represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination or both may contribute to lower than average travel speeds of about 50 percent of the free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving."

LOS D - "borders on the range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these factors. Average travel speeds are about 40 percent of the free-flow speed."

LOS E - "characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections and inappropriate signal timing."

LOS F - "characterizes arterial flow at extremely low speeds below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.

Maximum Service Volume (MSV) - MSV for a roadway facility is the average annual daily traffic volume or peak hour volume as indicated in the FDOT Q/LOS Handbook's Generalized Tables for Tier One MSV Analysis, as calculated by ARTPLAN or ART-TAB family analysis software Tier Two MSV Analysis, or as is negotiated between the local government and FDCA for the corresponding adopted LOS standard in a local government comprehensive plan. MSV, which is the roadway facility's adopted capacity, utilizes volume to capacity (v/c) ratio to measure capacity sufficiency.

Peak Direction - The direction during the planning analysis hour with the most vehicles. It is best to determine which peak period is critical for the arterial and then use the direction which experiences the highest volumes. Determining the peak direction of a roadway facility is usually simple - it is the direction with the most traffic.

Peak Hour - The 100^{th} highest demand volume hour of the year for a roadway facility. The peak hour is that hour of the day in which the most traffic volume is measured in the peak direction.

Roadway Facility - A corridor within the Gainesville Metropolitan Area, as represented in the LOS Report, consisting of termini determined by the TAC Subcommittee using FDOT Q/LOS Handbook criteria.

Roadway Segment - A component of a roadway facility, where segment breaks are in accordance with criteria specified in the Q/LOS Handbook. Segment breaks are typically signalize intersections, number of lanes changes and termini.

DATA COLLECTION REQUIREMENTS

All data shall be collected in accordance with the procedures in the latest available edition of the Q/LOS Handbook. Traffic study termini shall be consistent with the roadway facility termini established in the MTPO's LOS Report. The roadway facility(s) analyzed shall be identified in the traffic study. Data collection requirements include:

1. Traffic Counts - A three-day (72 hour) midweek traffic count at 15-minute intervals when the University of Florida and Alachua County schools are in session shall be collected. In order to account for through movement traffic, traffic count devices shall be placed at appropriate midblock locations away from entrances to activity centers such as shopping centers and schools, to the maximum extent possible. These traffic counts shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee.

2. Turning Movements - At least two days of turning movements for all signalized intersections (and the roadway section's peak direction terminus) for the peak period/ direction shall be collected. For studies in which the peak period/direction is to be determined, turning movements shall be collected in both directions for a.m. and p.m. periods. Turning movements from exclusive lanes shall be indicated. At the outside throughlane, right turns on a redlight may be counted as a turning movement from exclusive lanes.

3. Adjusted Saturation Flow Rate - Use the default adjusted saturation flow rate that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook for the type of facility being analyzed.

4. Number of Lanes - Identify the number of peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed. Also identify the number of off-peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.

5. Arterial Class - Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook.

6. Free Flow Speed - Use the roadway facility's predominant posted speed limit, i.e. the speed limit with the longest duration over the length of the roadway facility.

7. Arrival Type - Use the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgement, using criteria specified in the 2000 Highway Capacity Manual for the roadway facility.

8. Type Signal System - Use the signal type from information collected from the City of Gainesville Public Works Department.

9. Distance Between Signals - Use the distances between traffic signals for all the roadway segments from the initial terminus to the peak direction terminus.

DATA ANALYSIS REQUIREMENTS

Roadway facility analysis shall be undertaken utilizing FDOT-approved analysis tools. These tools include, but are not limited to, FDOT's latest version of ARTPLAN, Highway Capacity Manual and Highway Capacity Software. In some cases, the use of FDOT FREEPLAN or HIGHPLAN software may be appropriate. Data analysis requirements include:

1. Roadway Facility AADT for ARTPLAN 2000 is defined as the AADT of the segment with the highest volume to capacity ratio (v/c) as calculated by ARTPLAN 2000;

2. K-Factor ("K_{100}" Factor or Planning Analysis Hour Factor); D-Factor (Directional Factor); Peak Hour Factor (PHF), which is to be estimated based on three-day bidirectional, 24-hour, 15-minute interval traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.

3. Segment AADT - Use the average traffic count from the three-day, 24-hour, 15-minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.

4. Segment Peak Hour Volume (PHV) - Use the median traffic count from the three-day, peak hour, 15-minute traffic counts that have been collected which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.

5. Cycle Length at Signalized Intersections - Use the average cycle length for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.

6. Effective $^{g}/C$ at Signalized Intersections - Use the average effective green time (green + yellow + all red - lost time) for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.

HIGHWAY LEVEL OF SERVICE STANDARDS

STATE OF FLORIDA

In March, 1992, the FDOT adopted by rule *Statewide Minimum Level of Service Standards for the State Highway System*. In 2007, these standards were modified to account for the Florida Strategic Intermodal System (SIS), and appended to the 2002 Q/LOS Handbook. Florida's Planning LOS Standards are included in Section 8 of the 2009 Q/LOS Handbook. The standards incorporate the growth management concepts of:

1. urban infill;
2. infrastructure concurrent with the impact of development;
3. alternative modes of transportation;
4. local flexibility in setting standards;
5. different roles the state's facilities provide; and
6. the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities.

Appendix B includes a table of the minimum acceptable LOS standards for roadways on the State Highway System. For most roadways, the MSV (i.e., service flow rate) will relate to the minimum acceptable LOS shown in this table. Special allowances were made for some roads due to agreements between local governing bodies and FDOT.

In July 2009, Florida legislation (Senate Bill 360) provided for the designation of Dense Urban Land Areas (DULAs). This legislation designated Transportation Concurrency Exception Areas (TCEAs) in local governments that qualify as DULAs. The City of Gainesville, as it was mapped on July 8, 2009, is a DULA. This DULA designation enables to apply TCEA strategies citywide (7/8/09).

METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

The MTPO's minimum acceptable LOS standards within the GMA Boundary are provided in Appendix B. These standards are consistent with the standards for state-maintained FIHS and SIS and state-maintained, county-maintained and city-maintained roads, as stated in the Alachua County Comprehensive Plan, as amended and the City of Gainesville Comprehensive Plan, as amended. The minimum acceptable LOS for each roadway is shown in Tables 1, 2 and 3.

ALACHUA COUNTY AND CITY OF GAINESVILLE

The minimum acceptable LOS standards for Alachua County are provided in Appendix B. The County standards are consistent with FDOT roadway LOS standards.

Roads within the City must meet the City of Gainesville requirements which are also included in Appendix B. The City standards are consistent with FDOT roadway LOS standards and the revised DCA Rules 9J-5.019 Transportation Element and 9J-5.0055 Concurrency Management System , FAC.

TRAFFIC STUDY PROCEDURES

TIER ONE ANALYZED ROADWAY Facilities

For development or other projects in which the planning review process requires a traffic study on roadway facilities identified in the LOS Report as being Tier One analyzed, the following procedures shall be implemented:

1. Determine project traffic demand for all appropriate adjacent facilities.

2. For each project-affected roadway facility, add project traffic demand (P_T) to the latest available existing traffic count data (E_T), as identified in the LOS Report or from field-collected data, plus any additional reserve trips allocated (R_T) by any local government to any project-affected facilities to determine the total allocated traffic (T_T).

$(P_T) + (E_T) + (R_T) = (T_T)$

3_A. Determine whether the total allocated traffic is equal to or exceeds 65 percent of the each roadway facility's Generalized Tables MSV (MSV_{GT}). Any roadway facilities that meet this "distressed" threshold shall be Tier Two analyzed. Any roadway facilities that do not meet this "distressed" threshold can be Tier One analyzed or may be Tier Two analyzed.

3_B. For those roadway facilities in the LOS Report which are Tier One analyzed and the total allocated traffic is less than 65 percent of the each roadway facility's Generalized Tables MSV (MSV_{GT}), then implement the Tier One analysis procedures.

If $(T_T) < .65\ MSV_{GT}$, then Tier One analyze
If $(T_T) >$ or $= .65\ MSV_{GT}$, then Tier Two analyze

TIER TWO ANALYZED ROADWAY Facilities

Perform Tier Two analysis to determine whether the project meets criteria for development or other projects in which the planning review process requires a traffic study on:

1. Roadway facilities identified in the LOS Report as being Tier Two analyzed; or

2. Any Tier One analyzed roadway facility where the total allocated traffic is equal to or exceeds 65 percent of the roadway facility's Generalized Tables MSV.

METHODOLOGY

DETERMINING ROADWAY LEVEL OF SERVICE

I. Determination of Average Annual Daily Traffic (AADT)

A. Step 1 - Traffic Count Station AADT

1. At established traffic count stations which are counted yearly, the AADT for the station will be, for all analysis purposes, the median volume of the current year's count and the two previous years' counts.

2. At established traffic count stations which are counted semiannually, the AADT for the station will be, for all analysis purposes, the median volume of the semiannual count average for the current year's and the two previous years' counts.

3. At established traffic count stations which traffic counts are collected in alternate years, the AADT for the station will be, for all analysis purposes, the average of the two most recent counts.

4. At established traffic count stations, where traffic counts are collected once every three years, the AADT for the station will be, for all analysis purposes, that count.

5. At traffic count stations, which have only been counted one year (such as a new or special study count station), the AADT for the station will be, for all analysis purposes, that count.

6. Traffic counts for functionally classified arterials, collectors functioning as arterials and collectors which were collected four years preceding the current year shall be considered stale data and may only be used with the consent of the TAC Subcommittee.

7. Traffic counts collected for roadway facilities on the State Highway System shall be factored for latest available seasonal and axle adjustments. These factor tables are available from the FDOT District 2 office. Local roads are not required to be factored for seasonal and axle adjustments. But the TAC Subcommittee may request that these factors be applied to certain roadways.

B. Step 2 - Roadway Facility AADT

1. For Tier One Generalized Tables analysis purposes at established roadway facilities designated in the LOS Report, the AADT for the facility will be the median value of the count station median values as determined in Step 1., above. **In 2008, the Technical Advisory Committee Level of Service Subcommittee modified the Tier One analysis to be the median of count station values within a Roadway Facility for the latest available traffic count.**

2. For Tier Two ARTPLAN analysis purposes at established roadway facilities designated in the LOS Report, the AADT for the facility will be the "sensitive intersection" three-year median value as indicated by the ARTPLAN analysis of the facility using the SEGMENT AADT counts as determined below:

a. At established roadway facilities, the SEGMENT AADT will be for ARTPLAN analysis purposes, the latest three-year median annual value for the nearest count station of the signalized intersection being analyzed for those segments with more than one AADT.

b. At established roadway facilities, the SEGMENT AADT, for those facilities for which there are segments without traffic counts (not field studied), will be for ARTPLAN analysis purposes:

i. for field-studied facilities, the calculated value that correspond to the LOS field study traffic count profile associated with the latest three-year median annual value for the nearest count stations; and

ii. For nonfield-studied facilities:

(a). the latest three-year median annual value for the nearest count station extrapolated to the adjacent segment without data; or

(b). the latest three-year median annual value for the nearest count stations interpolated to the adjacent segment(s) without data.

II. Tier One Evaluation of All Functionally Classified Roadways

A. Tier One LOS evaluations and determination of roadway MSVs, at the minimum acceptable LOS, for all functionally classified roads within the GMA Boundary, are to be performed using the Generalized Tables contained in the FDOT publication, 2009 Q/LOS Handbook, as revised, or any subsequent updates.

B. AADT counts (obtained using the method described in Section I) are to be compared with the service volumes at the minimum acceptable LOS to determine if the roadway facility is "distressed". The LOS and MSV at the adopted LOS as determined by the Generalized Tables is to be used for all roadway facilities which are **not** considered "distressed". However, once a roadway facility meets the "distressed" threshold, the roadway facility will be analyzed using ARTPLAN analysis until modification, such as additional lanes, to the roadway facility increases capacity. The continuation of ARTPLAN analysis is to sufficiently assess the roadway facility's performance since local government transportation demand management (TDM) and transportation system management (TSM) policies may have been activated to address congested traffic conditions.

C. The number of signalized intersections per roadway facility is a factor used in FDOT Generalized Tables analyses. For the LOS Report, the number of signalized intersections is determined by averaging the number of intersections (both signalized and ones requiring the through movement to stop) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the offpeak direction.

III. Tier Two Evaluation of "Distressed" Roadways

A detailed analysis of all "distressed" roadways will be performed using ARTPLAN (or the latest technique and/or program approved and recommended by the FDOT and TAC Subcommittee for obtaining a more accurate analysis). The results of the detailed analysis and the MSVs, at the adopted LOS derived from that analysis, will be used for the "distressed" roadways.

IV. Options Involving Roadways Determined to be Operating at an Unacceptable Level of Service

A. Roadways previously designated as "constrained"[1] and/or "backlogged"[2]-

1. Roadways previously designated as "backlogged" and/or "constrained", based on a generalized tables analysis, will be analyzed using the detailed technique. The results of the detailed analysis will be used for these roadways.

a. If, because of the detailed analysis, it is determined that the roadway is operating at an **acceptable** LOS, the LOS and MSV at the adopted LOS derived from that analysis will be used.

b. If it is confirmed, through the detailed analysis, that the roadway is operating at an **unacceptable** LOS, the "backlogged" and/or "constrained" designation will remain on the facility and any negotiated MSVs designated in the City or County's Comprehensive Plan will be used.

B. When a roadway, which has not previously been designated as "constrained", is found to be operating at an unacceptable LOS (by the detailed analysis), the determination as to whether the road should be considered "constrained" will be made. When FDOT or local government identifies a roadway facility as "constrained", the local government should appropriately update its planning documents.

C. Roadways operating at an unacceptable LOS may gain some additional capacity through negotiation between the local government and FDCA. Among the options for increasing capacity for development purposes include: a negotiated capacity degradation of up to ten percent of the MSV for the adopted LOS; designation of a transportation concurrency exception area (TCEA); and designation of a transportation concurrency management area (TCMA).

DETERMINING ROADWAY MAXIMUM SERVICE VOLUMES

Tier One MSV is determined by identifying the corresponding service volume in the FDOT Generalized Tables for the adopted LOS of the roadway facility.

Tier Two MSV is determined by identifying the corresponding service volume as calculated in the FDOT ART-TAB related software program, or as calculated using FDOT ARTPLAN for the adopted LOS of the roadway facility or as calculated by an FDOT and TAC Subcommittee-approved analytical tool.

In addition, for capacity evaluation purposes, the MSV of a roadway facility is the adopted value as negotiated by the local government and FDCA.

[1]Constrained - means that it is not feasible to add through lanes to meet current or future traffic needs due to physical, environmental or policy constraints.

[2]Backlogged - is an unconstrained facility which is operating at an LOS below the adopted minimum operating LOS standard and not programmed for construction in the first three years of 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.

LEVEL OF SERVICE ANALYSIS TECHNIQUES

There are a number of methods for determining LOS. The simplest (and the least accurate) method is the use of the FDOT Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the FDOT. One of the more complex (and more accurate) methods for determining LOS employs calculations derived using the 2000 Highway Capacity Manual or Highway Capacity Software (HCS). The HCM and HCS are acceptable analytical tools for determining LOS. All of these techniques are based on the 2000 Highway Capacity Manual. Data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2.

TIER ONE LEVEL OF SERVICE ANALYSIS

FDOT GENERALIZED TABLES

To determine the LOS of a roadway facility, use the appropriate urban, transitioning, or rural area FDOT Generalized Table. Within the table, select the appropriate signal density classification and applicable assumption factors to the AADT or PHV being analyzed.

TIER TWO LEVEL OF SERVICE ANALYSIS

ARTPLAN FOR ESTIMATING LEVEL OF SERVICE

For ARTPLAN analysis, localized data is entered for each segment and intersection to achieve a more accurate LOS estimate. Data specific to the road being analyzed should be used wherever possible. However, default values may be used for adjusted saturation flow rate.

FREEPLAN/HIGHPLAN FOR ESTIMATING LEVEL OF SERVICE

The FREEPLAN and HIGHPLAN programs are used for LOS analysis of arterial roadways that are not adequately represented in the Generalized Tables. These programs create a localized table showing service volumes for each LOS for freeways, limited-assess arterials and 2-lane and multilane highways.

MAXIMUM SERVICE VOLUME ANALYSIS TECHNIQUES

TIER ONE MAXIMUM SERVICE VOLUME ANALYSIS

FDOT GENERALIZED TABLES

For Tier One MSV analysis, the MSV is the volume for the appropriate FDOT Generalized Table, signal density classification, and roadway facility characteristic assumptions that correspond to the adopted LOS of the roadway facility being analyzed.

TIER TWO MAXIMUM SERVICE VOLUME ANALYSIS

ARTPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

ARTPLAN calculates the service volume for all measurable levels of service of the roadway facility. The roadway facility's MSV is determined by identifying the corresponding service volume for the adopted LOS Standard. In cases where the adopted LOS exceeds LOS E service volumes, the MSV is the value that is negotiated between the local government and FDCA.

FREEPLAN/HIGHPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

The FREEPLAN and HIGHPLAN programs can also be used to estimate the service volume at any LOS. The LOS volume in the calculated tables corresponding to the adopted LOS would be the MSV.

VARIABLES USED TO PERFORM LOS/MSV ANALYSES

TIER ONE LOS ANALYSIS

Tier One analysis inputs shall be in conformance with criteria specified in the Q/LOS Handbook. Note that FDOT Generalized Tables service volumes counts that are applied to roadways not on the State Highway System carry a five percent service volume penalty.

Roadway Facility Median Average Annual Daily Traffic (AADT) - Determine the median AADT by calculating the median traffic count of all of the count station locations within the roadway facility, in which each count station location's median traffic count consists of the median of the latest three consecutive year traffic counts. See sample below, where roadway facility S-24's median AADT is 44,000.

S-24	SR 121 (W 34TH ST FROM SR 24 (SW ARCHER RD) To SR 26 (W UNIVERSITY AVE)					**44,000**
	COUNT STATION LOCATION	STATION NUMBER	1997	1998	1999	MEDIAN AADT
	SOUTH OF SW 20TH AVENUE	6135	48,000	43,500	42,000	43,500
	NORTH OF SW 20TH AVENUE	6076	50,000	51,500	50,500	50,500
	NORTH OF RADIO ROAD	6136	38,500	46,000	44,500	44,500
	SOUTH OF SR 26A	4009				INACTIVE
	SOUTH OF SR 26	6075	31,500	26,000	28,500	28,500

Class (Signal Density) - FDOT Generalized Tables identify arterial classification factors based on signal density (number of signals per mile). The number of signalized intersections is determined by averaging the number of intersections (signalized and ones requiring the through movement to stop) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the off-peak direction.

Area Type - Use the GMA transportation planning boundaries map (see Illustration I) or refer to the LOS Report's LOS Tables to determine whether the roadway facility being analyzed is urban, transitioning or rural, so that the appropriate Generalized Table-based service volumes are used for analysis.

Number of Lanes - Determine the number of through lanes being analyzed to select the appropriate Generalized Table-based service volumes.

Arterial/Non-State Roadway Adjustments-

Divided/Undivided Facilities-

Left Turn Lanes - Apply the left turn bay adjustment factor in the Generalized Table-based service volumes if left turn lanes are (not) present.

Medians - Apply the median adjustment factor in the Generalized Table-based service volumes if medians are (not) present.

One-Way Facilities - Apply the one-way facility adjustment factor in the Generalized Table-based service volumes if the roadway being analyzed is a one-way facility.

Input Value Assumptions - When using the FDOT Generalized Tables, deviation from the input value assumptions for: traffic characteristics, including the planning analysis hour (K_{100}) factor, directional (D) factor, peak hour factor (PHF), and adjusted saturation flow rate; roadway characteristics; and signal characteristics is not permitted. If it is preferred to use local data variables rather than statewide default variables to produce Generalized Tables, then FREEPLAN/HIGHPLAN software shall be used.

TIER TWO LOS ANALYSIS

Tier Two ARTPLAN analysis inputs shall be in conformance with criteria specified in the Q/LOS Handbook. Tier Two FREEPLAN/HIGHPLAN software analyses shall use roadway facility specific inputs, as determined by FDOT District 2. Note that ARTPLAN is a more accurate Tier Two analysis tool. The appropriate development review agency shall indicate the acceptable analysis tool of those tools approved by FDOT and the TAC Subcommittee. ARTPLAN features three screens, two input (the first screen is facility-level data and the second screen is segment-level data) and one output (the third screen is service volume tables). In addition, ARTPLAN produces a printout of input data, calculated LOS and service volume tables.

ARTPLAN - GENERAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS

DESCRIPTION OF ROADWAY FACILITY

Road Name - Input the roadway facility name.

Peak Direction - Select the peak hour service volume direction (eastbound or westbound; northbound or southbound) on the roadway facility which has the higher traffic count.

Study Time Period - Select the K_{100} traffic analysis period. The TAC Subcommittee would need to approve non-K_{100} traffic analysis periods for inclusion in the LOS Report.

FILE INFORMATION

Analyst - Input name of person's name performing the analysis.

Analysis Date - Input the traffic study date.

Agency - Input the entity employing the traffic study analyst.

District - Leave blank. This is a cell for identifying the FDOT district.

User Notes - Input the roadway facility ARTPLAN filename and path (its LOS Report designation); the initial peak period/peak direction and the end peak period/peak direction termini. Also, input any relevant comments to the particular analysis.

ROADWAY VARIABLES

Area Type - Use the GMA transportation planning boundaries map (see Illustration I) or refer to the LOS Report's LOS Tables to determine whether the roadway facility being analyzed is urban, transitioning or rural, so that the appropriate Generalized Table-based service volumes are used for analysis.

Class (Signal Density) - FDOT Generalized Tables identify arterial classification factors based on signal density (number of signals per mile). The number of signalized intersections is determined by averaging the number of intersections (signalized and unsignalized traffic-controlled for the through movement) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the off-peak direction. Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook.

Left Turnlanes - Check if the roadway facility has exclusive left and/or right turnlane facilities at signalized intersections.

Number ($^{\#}$) of Throughlanes (Both Directions) - Input the number of peak direction and offpeak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway facility being analyzed on page one and two of the ARTPLAN spreadsheet. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.

Posted Speed - Input the roadway facility's predominant posted speed limit, i.e. the speed limit with the longest duration over the length of the roadway facility. ARTPLAN calculates the free flow speed.

TRAFFIC VARIABLES

To determine the roadway facility AADT, collect three days of 24-hour bidirectional counts (Tuesday through Thursday) by 15 minute increments.

Roadway Facility AADT- Input the traffic count for the sensitive intersection, where the sensitive intersection is defined as that intersection which is the first to reach a volume:capacity (v/c) ratio of 1.0.

Adjusted Saturation Flow Rate - Use the ARTPLAN-calculated adjusted saturation flow rate. This flow rate is the base saturation flow rate times the effects of many roadway and traffic variables in the Q/LOS Handbook.

Base Saturation Flow Rate - The maximum steady flow rate, expressed in passenger cars per hour per lane, at which passenger cars can cross a point on interrupted flow roadways. ARTPLAN calculates a base saturation flow rate that corresponds to the appropriate FDOT Generalized Table in the Q/LOS Handbook for the type of facility being analyzed. A calculated saturation flow rate, if approved by FDOT District 2, may be used for the specific roadway facility.

"D" Factor (Directional Factor) - The real "D" factor is inputted on the ARTPLAN software, if available. Otherwise, it is estimated based on three-day bidirectional, peak hour, 15-minute incremental traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.

"K" Factor ("K_{100}" Factor or Planning Analysis Hour Factor) - The real "K_{100}" factor is inputted on the ARTPLAN spreadsheet, if available. Otherwise, it is estimated based on three-day bidirectional, 24-hour, 15-minute incremental traffic counts for each roadway segment in accordance with criteria specified in the Q/LOS Handbook.

Peak Hour Factor (PHF) - Use Q/LOS Handbook methodology to calculate the PHF. PHF shall be based on three-day, 24-hour, bidirectional traffic counts at 15-minute intervals for each roadway segment.

Percent (%) Heavy Vehicles - percentage of vehicles with more than four wheels touching the pavement during normal operation. For ARTPLAN analyses, use the default value for State Highway System arterials and nonstate facilities.

Percent (%) of Turns From Exclusive Lanes - The median percent turn data is inputted for each roadway segment based on turning movement data collected for the roadway segments. Two days of peak hour, peak direction turning movement counts for each signalized intersection, including the last peak direction terminus (if not signalized) shall be collected to determine an estimated average percent of turns from exclusive lanes.

TRAFFIC CONTROL VARIABLES

Arrival Type - Input the median of the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgement, using criteria specified in the 2000 Highway Capacity Manual for the roadway facility.

Control Type - Input the traffic signal control type (actuated, semiactuated or pretimed) from information collected from the City of Gainesville Public Works Department.

Cycle Length (C) - Input the observed traffic signal cycle length for the peak direction for the peak hour for sensitive intersection.

Signals/Mile - Input the signal density (number of traffic signals per mile) for the roadway.

Through ^{g}/C - Input the through movement ^{g}/C for the sensitive intersection, as calculated from the roadway segment data, using Q/LOS Handbook criteria.

ARTPLAN SEGMENT DATA SCREEN PEAK DIRECTION INPUTS

AADT - Input the median traffic count from the three-day, 24-hour, 15- minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other segment break. This median traffic count shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee. For nonfield-studied ARTPLAN analyses, the average of the three-year median traffic counts of adjacent segments is used for segments without traffic counts. For ARTPLAN analyses subsequent to the field study year, a value that maintains the proportion defined by the field-collected data is used for the traffic count, i.e. the roadway facility traffic profile will be maintained.

Arrival Type - Input observed prevailing roadway segment arrival types for peak direction for the peak hour, based on professional judgement, using criteria specified in the 2000 Highway Capacity Manual.

Cross Street Names - Input the names of the roadway facility's cross streets beginning with the initial terminus (intersection, political boundary, etc) for the peak direction as intersection $^{\#}$1 until all traffic-controlled intersections up to-and-including the end terminus (intersection, political boundary, etc) for the peak direction in the roadway facility are entered.

Cycle Length at Traffic-Controlled Intersections - Input the average cycle length for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Use the mode cycle length for the peak direction end terminus which is not signalized.

Free-Flow Speed - The average speed of vehicles not under the influence of speed reduction conditions, generally assumed to be 5 mph over the posted speed limit. Use the default free-flow speed as automatically calculated by ARTPLAN. Use of Field-collected free flow speeds shall be coordinated with the TAC Subcommittee and FDOT District 2 staff.

^{g}/C at Traffic-Controlled Intersections - Input the average effective green time (green + yellow + all red - lost time) for the peak hour, as calculated from the median of at least two days (Tuesday - Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Use 0.99 as the ^{g}/C for the peak direction end terminus which is not signalized.

Length (Distance Between Signals) - Input the distances between traffic signals for all the roadway segments from the initial terminus to the peak direction terminus. Note that this data may be inputted as feet or miles data.

Number ($^{\#}$) of Directional Lanes - Input the number of peak direction through-movement lanes at signalized intersections and other roadway segment breaks within the roadway segment being analyzed. Use of partial lanes shall be consistent with the Q/LOS Handbook criteria.

Peak Hour Volume (PHV) - Input the median traffic count from the three-day, peak hour, 15- minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other segment break. This median traffic count shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee.

Percent (%) of Turns From Exclusive Lanes - Input percent turn data for each roadway segment. Percent turns is determined from at least two days of peak hour, peak direction turning movement counts for each signalized intersection, including the last peak direction terminus (if not signalized) shall be collected to determine an estimated average percent of turns from exclusive lanes.

ARTPLAN FACILITY AND SEGMENT LEVEL OF SERVICE (LOS) OUTPUT SCREEN

FACILITY OUTPUTS

Arterial Length - The length of the roadway facility is displayed.

Auto LOS - The calculated roadway facility LOS for automobiles is displayed.

Auto Speed - The calculated roadway facility average vehicle speed is displayed.

Segments - The segment termini names are displayed.

SEGMENT OUTPUTS

Control Delay - The calculated roadway segment control delay is displayed.

Intersection Approach LOS - The calculated roadway segment intersection approach LOS is displayed.

Segment LOS - The calculated roadway segment LOS is displayed.

Speed (mph) - The calculated roadway segment speed is displayed.

Through Movement Flow Rate - The calculated roadway segment through movement flow rate is displayed.

v/c (Volume:Capacity Ratio) - The calculated roadway segment v/c ratio is displayed.

ARTPLAN FACILITY SERVICE VOLUME SCREEN

Maximum Service Volumes - MSV tables for hourly volume in the peak direction, hourly volume for both directions and annual average daily traffic are displayed.

RESULTS

Automotive/Highway LOS data for each roadway facility are provided for State-maintained, Alachua County-maintained and City of Gainesville-maintained roads within the GMA boundary. Tables 1 through 3 provide median AADT counts and FDOT Generalized Tables, ARTPLAN, HIGHPLAN or FREEPLAN LOS data for these roads, MSVs, laneage, signal density, median and/or left turn adjustments and adopted LOS standards for these roads.

Table 1 provides the summary for the State-maintained arterials, Table 2 provides the summary for the Alachua County-maintained roads and Table 3 provides the summary for the City of Gainesville-maintained roads. The roads are labeled S (State), A (Alachua County) or G (City of Gainesville) and an assigned arterial number. For example, S-4 is the designation of U.S. 441 from State Road 26 (University Avenue) to NW 29th Road. Roadway facilities which are part of the FIHS, MTPO-designated multimodal corridors or are within a local government comprehensive plan-designated transportation concurrency managed area are identified in the LOS tables.

In addition, Tables 4 through 6 provide a multimodal level of service summary for automotive/highway, bicycle, pedestrian and transit modes. Table 4 provides the summary for the State-maintained arterials, Table 5 provides the summary for the Alachua County-maintained roads and Table 6 provides the summary for the City of Gainesville-maintained roads.

Exhibit 2, in Appendix A, identifies the sensitive intersection for each ARTPLAN-analyzed facility. A sensitive intersection is the intersection for which its performance causes the facility to operate at an unacceptable LOS. Therefore, the maximum service volume (MSV) for the sensitive intersection is the MSV for the facility.

Summary pages for special circumstance studies are provided in Appendix G. Special circumstance studies include calculated LOSs and MSVs for roadways which are subject to preconstruction planning studies for capacity enhancement and roadways which have had their capacities increased within the last year.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

EXHIBIT 2

SENSITIVE INTERSECTION FOR ARTPLAN-ANALYZED FACILITIES

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

APPENDIX B

MINIMUM ACCEPTABLE HIGHWAY LEVEL OF SERVICE STANDARDS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

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MINIMUM ACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS) STANDARDS WITHIN THE GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY

In accordance with the requirements of the 1985 Growth Management Act, as amended, all roadway facilities within the GMA have a designated LOS standard.

The Community Renewal Act (Senate Bill 360, Chapter 2009-96, Laws of Florida) designates Transportation Concurrency Exception Areas (TCEAs) in local governments qualified as Dense Urban Land Areas (DULAs). This Act exempts TCEAs from adopting the Florida Department of Transportation (FDOT) level of service standards for the Strategic Intermodal System. The City of Gainesville, a DULA city, is a TCEA pursuant to the Act. This Act also exempts many DULAs from the Development of Regional Impact (DRI) review program. Illustration II shows the FDOT District II DULAs.

FLORIDA STATE HIGHWAY SYSTEM

LOS standards adopted by FDOT, Rule 14-94, are included in this appendix. These standards apply to the roadway facilities within the GMA which are part of the Florida Intrastate Highway System (FIHS) and/or Strategic Intermodal System (SIS) and designated SIS Connector or have been Transportation Regional Incentive Program (TRIP)-funded.

METROPOLITAN PLANNING ORGANIZATION

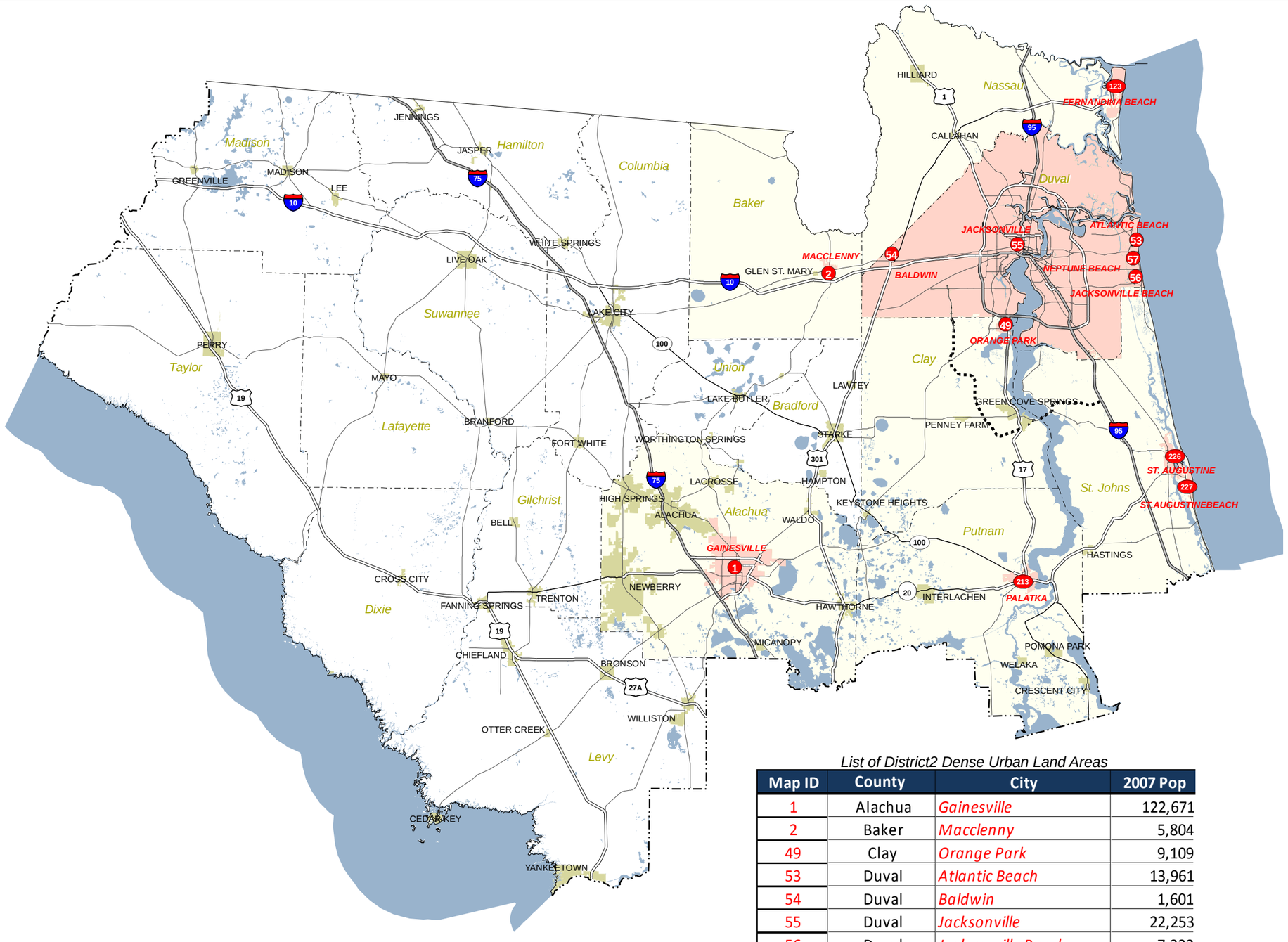
LOS standards adopted by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area are included in this appendix. These standards apply to the roadway facilities within the GMA.

ALACHUA COUNTY

LOS standards adopted by Alachua County are contained in the County's comprehensive plan. These standards apply to the roadway facilities within the GMA which are not contained within municipal corporate limits. The Alachua County Comprehensive Plan is maintained by the Alachua County Department of Growth Management. Requests for the latest information on LOS standards should be directed to the Department of Growth Management. Roadway facility-specific LOS standards are included in the LOS Tables facility of this report. Illustration III shows the current boundaries for the County's TCEAs.

CITY OF GAINESVILLE

LOS standards adopted by the City of Gainesville are contained in the City's comprehensive plan. These standards apply to the roadway facilities within the GMA which are contained within municipal corporate limits of the City. The City of Gainesville Comprehensive Plan is maintained by the City of Gainesville Department of Community Development. Requests for the latest information on LOS standards should be directed to the Department of Planning and Development Services. Roadway facility-specific LOS standards are included in the LOS Tables facility of this report. Illustration IV shows the current boundaries for the City's TCEAs.



List of District2 Dense Urban Land Areas

Map ID	County	City	2007 Pop
1	Alachua	*Gainesville*	122,671
2	Baker	*Macclenny*	5,804
49	Clay	*Orange Park*	9,109
53	Duval	*Atlantic Beach*	13,961
54	Duval	*Baldwin*	1,601
55	Duval	*Jacksonville*	22,253
56	Duval	*Jacksonville Beach*	7,332
57	Duval	*Neptune Beach*	852,450
123	Nassau	*Fernandina Beach*	11,911
213	Putnam	*Palatka*	11,470
226	St. Johns	*St. Augustine*	13,912
227	St. Johns	*St. Augustine Beach*	6,031

Intermodal Systems Development

Dense Urban Land Areas

District2

State of Florida Department of Transportation
Systems Planning Office

DRAFT

LEGEND

- DULA Municipalities
- Non-DULA Municipalities
- DULA County Urban Service Boundaries
- Counties with no DULAs

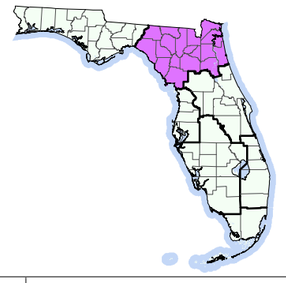
Existing Conditions for SIS Highways

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other State roads
- Planned roads

NOTES

Data Sources:

BEBR 2007 Population Projections
FGDL 2007 Municipal Boundaries



10 5 0 10
Miles

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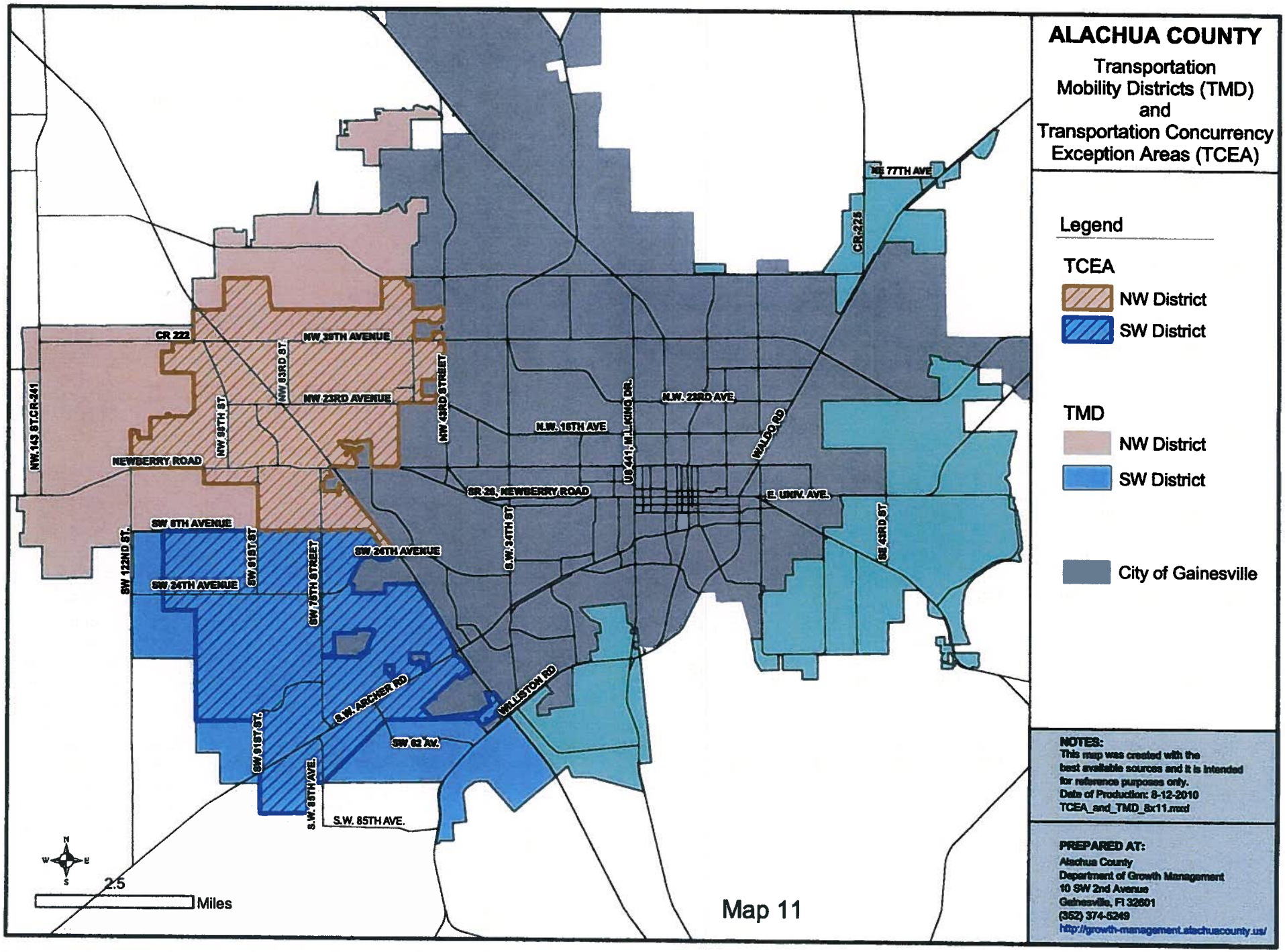

ALACHUA COUNTY
Transportation
Mobility Districts (TMD)
and
Transportation Concurrency
Exception Areas (TCEA)
Legend
TCEA
NW District
SW District
TMD
NW District
SW District
City of Gainesville
NOTES:
This map was created with the best available sources and it is intended for reference purposes only.
Date of Production: 8-12-2010
TCEA_and_TMD_8x11.mxd
PREPARED AT:
Alachua County
Department of Growth Management
10 SW 2nd Avenue
Gainesville, Fl 32601
(352) 374-5249
http://growth-management.alachuacounty.us/
CR 222
NW 39TH AVENUE
NW 83RD ST.
NW 23RD AVENUE
NW 43RD STREET
NW 98TH ST
NW 143 ST.(CR-241
NEWBERRY ROAD
N.W. 16TH AVE
N.W. 23RD AVE
3RD DIST. LN.
WALDO RD
NE 77TH AVE
CR-225
SR 26, NEWBERRY ROAD
E. UNIV. AVE.
S.W. 34TH ST
SE 43RD ST
SW 8TH AVENUE
SW 122ND ST.
SW 24TH AVENUE
SW 24TH AVENUE
SW 91ST ST.
SW 75TH STREET
S.W. ARCHER RD
WILLISTON RD
SW 91ST ST.
SW 62 AV.
S.W. 85TH AVE.
S.W. 85TH AVE.
N
W
E
S
2.5
Miles
Map 11

TCEA
Transportation Concurrency
Exception Area

TCEA Zones

- A
- B
- C
- D
- E
- M

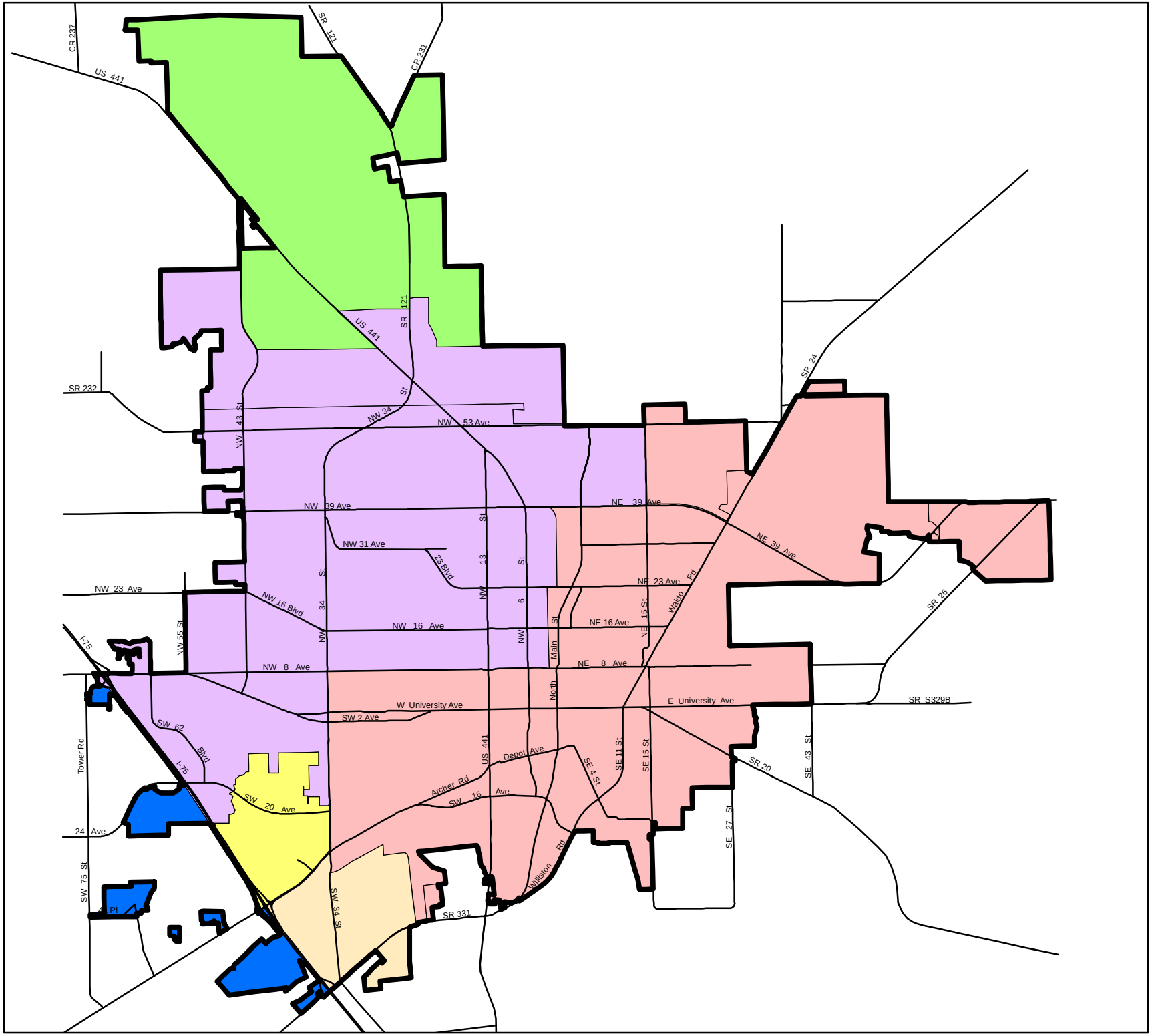
Note: The TCEA does not apply to annexed parcels without City of Gainesville land use designations.

0 8,000
Feet

Created by City of Gainesville
Planning Department, GIS Section.
April 22, 2010.

CITY OF GAINESVILLE
every path starts with passion
FLORIDA

File: T:Projects/Planning/
TCEA/TCEA-Subzones.mxd.



FLORIDA STATE HIGHWAY SYSTEM

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8 FLORIDA'S PLANNING LOS STANDARDS

For planning purposes, FDOT has adopted statewide minimum LOS standards for roadway facilities in Rule 14-94.003, F.A.C. as shown in Table 8-1. In 2009 state legislation passed altering some of the requirements for local governments to establish LOS standards for state transportation facilities. Note, where FDOT's current Rule Chapter 14-94 requirements conflict with state law, the provisions of law supersede.

Table 8-1
Statewide Minimum LOS Standards

	SIS and FIHS facilities		TRIP funded facilities and other State roads	
	Limited Access Highway (Freeway)	Controlled Access Highway	Other Multilane	Two-Lane
Rural Areas	B	B[1]	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas under 500,000	C(D)	C	D	D
Urbanized Areas over 500,000	D(E)	D	D	D
Roadways parallel to exclusive transit facilities	E	E	E	E
Inside TCMAs	D(E)[2]	E[2]	_[2]	_[2]
Inside TCEAs[2] and MMTDs[2]	_[2]	_[2]	_[2]	_[2]

Level of service standards inside of parentheses apply to general use lanes only when exclusive thru lanes exist.

1. For rural two-lane facilities, the standard is C.
2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.

NOTE: Level of service letter designations are defined in the Department's latest *Quality/Level of Service Handbook*.

Specific assumptions and restrictions that apply to these minimum LOS standards are:

(a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.

(b) Definitions and measurement criteria used for the minimum LOS standards can be found in the latest Transportation Research Board's Highway Capacity Manual.

(c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in the latest Transportation Research Board's Highway Capacity Manual, the Department's latest Quality/Level of Service Handbook, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the Highway Capacity Manual, such as a methodology based on the 1997 Highway Capacity Manual or Circular 212, shall not be used.

Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

(a) Minimum LOS Standards for SIS Highways.

1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.
2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.
3. These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.

(b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

8.1 Applicability of Standards

Applicable to FDOT planning

The LOS standards were recently updated in April 2009. The rule is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the State Highway System (SHS) SIS, and facilities funded by the TRIP. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the SIS, FIHS, and facilities funded by the TRIP will be used by FDOT in review of local government comprehensive plans, assessing impacts related to developments of regional impact (DRI), and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP.

Chapter 2009-96, Laws of Florida, amended the requirements for local governments to establish and maintain LOS standards for transportation facilities in certain designated areas. Local governments must adopt and maintain the FDOT LOS standards for the Strategic Intermodal System (SIS) outside Transportation Concurrency Exception Areas (TCEAs), regardless of the type of funding used for the SIS or its designation as a Transportation Regional Incentive Program (TRIP) funded roadway. For all other FIHS and TRIP funded roadways that are not part of the SIS, local governments may establish their own standards for these transportation facilities.

The new law also relieves local government's from the requirement to achieve and maintain level of service standards for transportation in TCEAs, s. 163.3177(3)(f), F.S. In TCEAs created by s. 163.3180(5)(b), F.S., local governments no longer have to consult with FDOT on impacts to the SIS and TRIP funded roadways. In TCEAs designated under s. 163.3180(5)(b)7., F.S., local governments must continue to consult with the state land planning agency and FDOT to assess impacts on adopted level of service standards established for regional transportation facilities identified in the Strategic Regional Policy Plan, including SIS and TRIP funded roadways, and provide a plan for mitigation of impacts to the SIS.

The LOS standards designate the lowest quality operating conditions acceptable for the 100th highest volume hour of the year, from the present through the planning horizon, generally up to 20 years. The 100th highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season. The LOS standards in this Handbook are based on the 100th highest hour for planning purposes. The 30th highest hour, or design hour, remains effective for design purposes.

The standards require all LOS determinations be based on the latest edition of the Highway Capacity Manual (HCM) [*TRB, 2000*], this FDOT Q/LOS Handbook or a methodology determined by FDOT as having comparable reliability. There are only two FDOT supported highway capacity and LOS analysis tools for planning and preliminary engineering: FDOT's Generalized Service Volume Tables and FDOT's LOSPLAN software. These two tools form the core for all FDOT's highway capacity and LOS analyses and reviews in planning stages.

Area types

The area and roadway types in the LOS standards match well with FDOT's Generalized Tables appearing at the end of this Handbook; however, subtleties exist on delineation of areas. The first part of Chapter 3.5 of this Handbook addresses area types.

Area boundary smoothing

While the standards are applicable at the facility and section levels, there may be small lengths of roadways (e.g., 2 miles) between area types which from a logical and analytical perspective should be combined into one area type or another. This situation typically happens in transitioning areas, but may also occur elsewhere. FDOT District LOS Coordinators (Chapter 9) should be consulted for applicable boundaries within their districts.

Future years

For development reviews, FDOT's LOS standards and area types remain effective throughout the project's planning horizon. For example, in FDOT's review of a proposed multi-phase development the same standards and area types would be used regardless of the amount of development anticipated over time. The only time the applicable standards may change is when the development order conditions provide for a reevaluation of transportation impacts for subsequent phases of development. The change in LOS standards may result from an official change in designation (e.g., Census update, rule change, variance).

Signalized intersection analyses

The logical extension of applying the LOS standards to point analyses is to apply the applicable standards to the thru movement of the roadway. For example, for a site impact analysis if the LOS standard for an arterial is "D", then the thru movement at the intersection should also be "D". However, while sound in concept, it is usually possible to acheive a desired LOS for an intersection approach if the other approaches are ignored. Therefore, if an operational analysis of a signalized intersection is part of a planning study, the operational analysis should be conducted with HCS for the entire intersection with appropriate traffic volumes and other inputs for each approach. No intersection approach should fall below its established LOS standard. If there is no LOS standard, the approach should not have a volume to capacity ratio in excess of 1.0 for the full hour. The segment and the relevant intersection approaches must operate at acceptable levels of service. Other techniques exist for analyzing signalized intersections in planning studies, so District LOS Coordinators (Chapter 9) should be consulted for specific techniques and acceptable values in their districts.

If a detailed point analysis is performed, the applicant must demonstrate ample left turn storage. Any actual turning movement counts can only be used to determine the percentage of the approach turning left, not the actual number of turning vehicles as this number can be constrained and not representative of a demand volume.

SIS connectors

FDOT's LOS standard for SIS connectors is D. From a highway system structure these connectors cover a full range of roadway types varying from points (intersection movements), individual subsegments (ramps), segments, sections, and facilities, and frequently involve more than one roadway. FDOT does not routinely monitor or report LOS for SIS connectors unless they conform to appropriate facility or section length criteria for a roadway. In these cases LOSPLAN is an appropriate measurement tool. To evaluate the LOS of a SIS connector at a point level, the Highway Capacity Software (HCS) is the recommended tool. If a signalized intersection of a SIS connector is being evaluated, the LOS D standard applies to the applicable movement, with the recommendation that all other movements are adequately addressed for the operation of the intersection.

8.2 Concepts of Underlying Standards

The standards include the following major concepts:

- the different level of importance of the Florida Intrastate Highway System and other state roads;
- the different roles (i.e., mobility versus access) provided by state facilities (i.e., Florida Intrastate Highway System versus other state roads);
- the direct correlation between urban size and acceptance of some highway congestion as a tradeoff for other urban amenities;
- encouraging growth in existing developed areas; and
- recognition of the interaction between highways and exclusive transit systems serving commuters.

CHAPTER 14-94
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS

14-94.001 Purpose.

(1) The purpose of this rule chapter is to establish statewide minimum level of service standards to be used in the planning and operation of the State Highway System (SHS), roadway facilities on the Strategic Intermodal System (SIS), the Florida Intrastate Highway System (FIHS), and roadway facilities funded in accordance with Section 339.2819, F.S. which creates the Transportation Regional Incentive Program (TRIP). This rule chapter is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the SHS, SIS, and facilities funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and facilities funded by the TRIP will be used by the Department in the review of local government comprehensive plans, assessing impacts related to developments of regional impact, and assessing other developments affecting the SIS, FIHS, and roadways funded by the TRIP. The minimum level of service standards for the SIS, FIHS, and roadways funded by the TRIP will be used by local governments for complying with applicable provisions of Section 163.3180, F.S.

(2) This rule chapter does not supersede or negate the provisions of Chapter 9J-5, F.A.C., pertaining to the preparation and adoption of local comprehensive plans or plan amendments by local governments.

Specific Authority 163.3180(10), 344.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

14-94.002 Definitions.

As used in this rule chapter, the following definitions apply:

(1) "Communities" means incorporated places outside urban or urbanized areas, or unincorporated developed areas having a population of 500 or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

(2) "Controlled Access Facilities" means non-limited access arterial facilities where access connections, median openings, and traffic signals are highly regulated.

(3) "Exclusive Through Lanes" means roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes, and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

(4) "Florida Intrastate Highway System (FIHS)" means the highway system established pursuant to Section 338.001, F.S., which comprises a statewide network of limited and controlled access facilities. The primary function of the system is for high speed and high volume traffic movements within the state.

(5) "General Use Lanes" means roadway lanes not exclusively designated for long distance high speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

(6) "Level of Service (LOS)" for highways means a quantitative stratification of the quality of service to a typical traveler on a facility into six letter grade levels with "A" describing the highest quality and "F" describing the lowest quality. The indicated LOS standards designate lowest acceptable operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest volume hour represents the typical peak hour during the peak season. Definitions and measurement criteria used for minimum LOS standards are based on the Transportation Research Board *Highway Capacity* Manual 2000. All LOS evaluations are to be based on the Transportation Research Board *Highway Capacity* Manual 2000, the Department's 2002 *Quality/Level of Service* Handbook, or a methodology determined by the Department to be of comparable reliability. The Transportation Research Board *Highway Capacity Manual* 2000 and the Department's 2002 *Quality/Level of Service* Handbook are hereby incorporated by reference and made a part of these rules. The National Transportation Research Board's *Highway Capacity* Manual 2000, is available from the Transportation Research Board, National Research Council, Washington, D.C. The Department's 2002 *Quality/Level of Service* Handbook may be found at: http://www.dot.state.fl.us/planning/ systems/sm/los/los_sw2.htm.

(7) “Limited Access Facilities” means multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

(8) “Other State Roads” means roads on the SHS which are not part of the FIHS.

(9) “Peak Hour” means the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon.

(10) “Multimodal Transportation Districts (MMTDs)” means areas in which secondary priority is given to vehicle mobility and primary priority is given to assuring a safe, comfortable and attractive pedestrian environment with convenient interconnection to transit. Local government comprehensive plans may establish multimodal LOS standards within MMTDs pursuant to Section 163.3180(15), F.S.

(11) “Regionally Significant Roadways” means as established pursuant to Section 339.2819, F.S.

(12) “Roadways Parallel to Exclusive Transit Facilities” means roads that generally run parallel to and within one-half mile of exclusive transit facilities, which are physically separated rail or roadway lanes reserved for multipassenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people-movers, or high occupancy vehicle lanes unless physically separated from other travel lanes.

(13) “Rural Areas” means areas not included in an urbanized area, a transitioning urbanized area, an urban area, or a community.

(14) “Strategic Intermodal System (SIS)” means as established pursuant to Sections 339.61-.64, F.S.

(15) “SIS Connectors” means designated roadways that connect SIS hubs to SIS highways. These may be either on or off the SHS.

(16) “SIS Hubs” means ports and terminals that move goods or people between Florida regions or between Florida and other markets in the United States and the rest of the world. These include commercial service airports, deepwater seaports, space ports, interregional rail and bus terminals, and freight rail terminals.

(17) “Transitioning Urbanized Areas” means the areas outside urbanized areas, but within the MPO Metropolitan Planning Area Boundaries, that are expected to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria.

(18) “Transportation Concurrency Exception Area (TCEA)” means an area which is so designated by a local government pursuant to Section 163.3180, F.S.

(19) “Transportation Concurrency Management Area (TCMA)” means a geographically compact area with an existing network of roads where multiple, viable alternative travel paths or modes are available for common trips. A TCMA may be designated in local government comprehensive plans in accordance with Section 163.3180, F.S.

(20) “Transportation Regional Incentive Program (TRIP)” means as established pursuant to Section 339.2819, F.S.

(21) “Urban Areas” means places with a population of at least 5,000 which are not included in urbanized areas based on the most recent U.S. Census. The applicable boundary encompasses the urban area as well as the surrounding geographical area as determined by the Federal Highway Administration (FHWA), the Department, and local government. The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

(22) “Urbanized Areas” means the urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas, as determined by the FHWA, the Department, and the Metropolitan Planning Organization, and are commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized area populations based on the most recent U.S. Census.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

14-94.003 Statewide Minimum Level of Service Standards.

(1) The Statewide Minimum LOS Standards are as follows:

STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE STRATEGIC INTERMODAL SYSTEM (SIS), ROADWAYS ON THE FLORIDA INTRASTATE HIGHWAY SYSTEM (FIHS) AND ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)				
	SIS AND FIHS FACILITIES		**TRIP FUNDED FACILITIES AND OTHER STATE ROADS3**	
	Limited Access Highway4 (Freeway)	**Controlled Access Highway4**	**Other Multilane4**	**Two-Lane4**
Rural Areas	**B**	**B1**	**B**	**C**
Transitioning Urbanized Areas, Urban Areas, or Communities	**C**	**C**	**C**	**C**
Urbanized Areas Under 500,000	**C(D)**	**C**	**D**	**D**
Urbanized Areas Over 500,000	**D(E)**	**D**	**D**	**D**
Roadways Parallel to Exclusive Transit Facilities	**E**	**E**	**E**	**E**
Inside TCMAs	**D(E)2**	**E2**	**--2**	**--2**
Inside TCEAs2 and MMTDs2	**--2**	**--2**	**--2**	**--2**
Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist. 1. For rural two-lane facilities, the standard is C. 2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively. 3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C. 4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes. NOTE: Level of service letter designations are defined in the Department's 2002 *Quality/Level of Service Handbook*.				

(2) Specific assumptions and restrictions that apply to these minimum LOS standards are:

(a) The minimum LOS standards represent the lowest acceptable operating conditions in the peak hour.

(b) Definitions and measurement criteria used for the minimum LOS standards can be found in the Transportation Research Board's *Highway Capacity* Manual Special Report 2000.

(c) When calculating or evaluating level of service pursuant to this rule, all calculations and evaluations shall be based on the methodology contained in Transportation Research Board's *Highway Capacity* Manual Special Report 2000, the Department's 2002 *Quality/Level of Service Handbook*, or a methodology determined by the Department to be of comparable reliability. Any methodology superseded by the *Highway Capacity* Manual 2000, such as a methodology based on the *1997 Highway Capacity Manual or Circular 212*, shall not be used.

(3) Minimum LOS Standards for SIS Connectors and TRIP Funded Facilities are:

(a) Minimum LOS Standards for SIS Highways.

1. Limited access SIS highways shall adhere to the limited access FIHS LOS standards.

2. Controlled access SIS highways shall adhere to the controlled access FIHS LOS standards.

3. These standards shall apply regardless whether the facility is FIHS, SHS, or under other jurisdiction.

(b) Minimum LOS Standards for SIS Connectors. The minimum LOS standard for SIS connectors shall be LOS D.

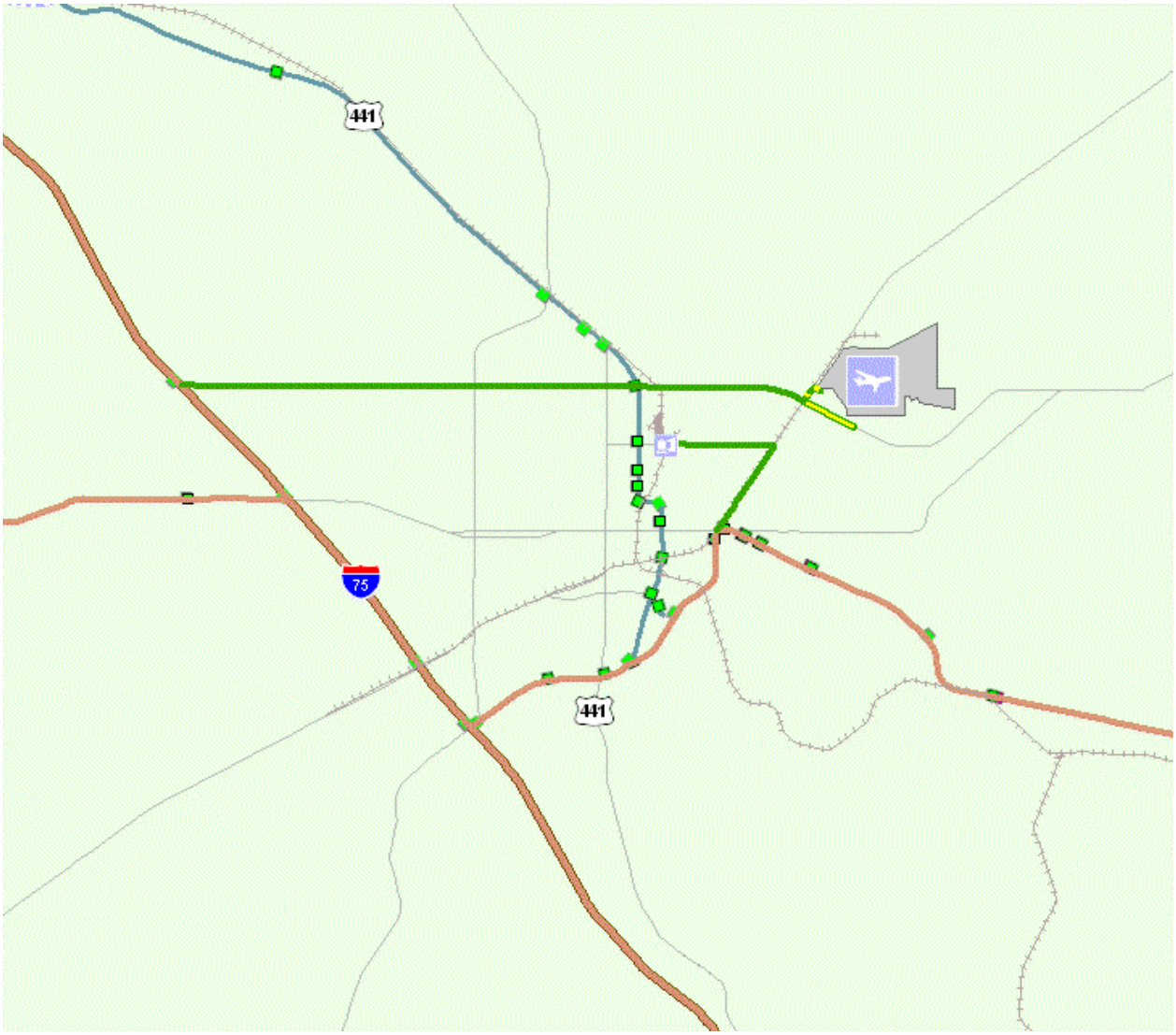
(c) Minimum LOS Standards for Regionally Significant Roadways Funded by the TRIP.

1. Regionally significant roadways utilizing TRIP funding shall adhere to the Other State Roads Standards in Chapter 14-94, F.A.C.

2. These LOS standards apply to the TRIP funded portions of the roadway facilities extending to their logical termini for LOS analysis.

Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

FLORIDA STRATEGIC INTERMODAL SYSTEM (SIS)
GAINESVILLE METROPOLITAN AREA



Source: FDOT Strategic Intermodal System website- http://camims01.camsys.com/siswebsite/

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METROPOLITAN PLANNING ORGANIZATION

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

LEVEL OF SERVICE STANDARDS

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
FOR THE GAINESVILLE URBANIZED AREA
MINIMAL ACCEPTABLE HIGHWAY LEVEL OF SERVICE STANDARDS

TYPE OF FACILITY		STANDARD [1, 2, 3]	
		URBANIZED	TRANSITIONING [4]
INTRASTATE	LIMITED ACCESS HIGHWAY	C	C
	CONTROLLED ACCESS	C	C
OTHER STATE ROADS	OTHER MULTILANE	D	C
	TWO-LANE	D	D
NONSTATE ROADS	CITY-MAINTAINED FACILITIES	E	E
	COUNTY-MAINTAINED FACILITIES	D	D

[1] Metropolitan Transportation Planning Organization Minimum Level of Service Standards for Highways were approved May 18, 1995.

[2] Except as specifically provided by FDOT and/or FDCA-negotiated MSVs, as incorporated in adopted local government comprehensive plans.

[3] Except as specifically provided within any designated Dense Urban Land Area (DULA) and/or Transportation Concurrency Exception Area (TCEA).

[4] There are currently no City-maintained transitioning roadway facilities identified in this LOS Report. However, should the City annex any areas containing transitioning roadway facilities, highway LOS standards specified in the City's Comprehensive Plan Transportation Element shall apply.

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APPENDIX C

BICYCLE, PEDESTRIAN AND TRANSIT LEVEL OF SERVICE ANALYSES

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DEFINITIONS

Bicycle LOS- Bicycle LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Bicycle LOS} = a_1 \ln(Vol_{15}/L_n) + a_2 SP_t(1+10.38HV)^2 + a_3(1/PR_5)2 + a_4(W_e)^2 + C$$

where:

Vol_{15} = $(ADT \times D \times Kd) / (4 \times PHF)$ *Volume of directional traffic in 15 minute time period*
where:
- ADT = Average Daily Traffic on the segment or link
- D = Directional Factor
- K_d = Peak to Daily Factor
- PHF = Peak Hour Factor

L_n = Total number of directional lanes

SP_t = $1.1199 \ln(SP_p - 20) + 0.8103$
where:
- SP_p = Posted Speed limit (a surrogate for average running speed)

HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)

PR_5 = FHWA's five point pavement surface condition rating

W_e = Average effective width of outside throughlane:
where:
- $W_e = W_v - (10 \text{ ft} \times \%\text{ OSPA})$ and $W_l = 0$
- $W_e = W_v + W_l (1 - 2 \times \%\text{ OSPA})$ and $W_l > 0$ & $W_{ps} = 0$
- $W_e = W_v + W_l - 2(10 \times \%\text{ OSPA})$ and $W_l > 0$ & $W_{ps} = 0$ & a bikelanes exists

where:
- W_t = total width of outside lane and shoulder pavement
- OSPA = percentage of segment with occupied onstreet parking
- W_l = width of paving between the outside lane stripe & the edge of the pavement
- W_{ps} = width of pavement striped for onstreet parking
- W_v = effective width as a function of traffic volume

and
- $W_v = W_t$ if ADT > 4,000 vehicles/day
- $W_v = W_t(2 - 0.00025ADT)$ if ADT > 4,000 vehicles/day and if the street/road is undivided and unstriped

A_1 = 0.507
A_2 = 0.199
A_3 = 7.066
A_4 = -0.005
C = 0.760

(A_1 - A_4 are coefficients established by multivariate regression analysis)

BICYCLE LEVEL OF SERVICE CATEGORIES	
LEVEL OF SERVICE	**BLOS SCORE**
A	</= 1.5
B	> 1.5 and </= 2.5
C	> 2.5 and </= 3.5
D	> 3.5 and </= 4.5
E	> 4.5 and </= 5.5
F	> 5.5

Source: Alachua Countywide Bicycle Master Plan, 2001

Pedestrian LOS- Pedestrian LOS is defined in terms of the bicycle rider's perception of comfort and safety relative to automotive traffic in the roadway corridor.

$$\text{Ped LOS} = -1.2021 \ln(W_{ol} + W_l + f_p \times \%OSP + f_b \times W_b + f_{sw} \times W_s) + 0.253 \ln(Vol_{15}/L) + 0.0005\, SPD^2 + 5.3876$$

where:

W_{ol} = Width of outside lane
W_l = Width of shoulder or bikelane (feet)
f_p = Onstreet parking effect coefficient (=0.20)
%OSP = percent of segment with onstreet parking
f_b = Buffer area baffier coefficient (=5.37 for trees spaced 20 feet on center)
W_b = Buffer width (distance between edge of pavement and sidewalk, feet)
f_{sw} = Sidewalk presence coefficient = $6 - 0.3W_s$
W_s = Width of sidewalk (feet)
Vol_{15} = Average traffic during a fifteen (15) minute period
L = Total number of (through)lanes (for road or street)
SPD = Average running speed of motor vehicle traffic (mi/hr)

PEDESTRIAN LEVEL OF SERVICE CATEGORIES	
LEVEL OF SERVICE	**PLOS SCORE**
A	</= 1.5
B	> 1.5 and </= 2.5
C	> 2.5 and </= 3.5
D	> 3.5 and </= 4.5
E	> 4.5 and </= 5.5
F	> 5.5

Source: Modeling the Roadside Walking Environment: A Pedestrian Level of Service, TRB Paper No. 01-0511, 2001

The FDOT Generalized Tables and LOSPLAN software incorporate these LOS calculations into their respective LOS determinations.

DATA COLLECTION AND ANALYSIS REQUIREMENTS

All data shall be collected in accordance with the procedures in the latest available edition of the Q/LOS Handbook. Multimodal traffic study termini shall be consistent with the roadway facility termini established in the MTPO's LOS Report. The roadway facility(s) analyzed shall be identified in the traffic study. Roadway facility analysis shall be undertaken utilizing FDOT-approved analysis tools. These tools include, but are not limited to, FDOT's latest version of ARTPLAN, Highway Capacity Manual and Highway Capacity Software. Data collection and analysis requirements are identified below.

BICYCLE LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the bicycle level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of designated instreet bicycle lanes, paved shoulders and adjacent offstreet bicycle/pedestrian trails. Roadway facilities with wide curblanes are not considered to have bicycle facilities.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the pedestrian level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of sidewalks and adjacent offstreet bicycle/pedestrian trails.

TRANSIT LEVEL OF SERVICE ANALYSES

Generalized Tables data collection requirements for determining the transit level of service of the roadway facilities within the Gainesville Metropolitan Area consist of field collection of sidewalks, adjacent offstreet bicycle/ pedestrian trails and bus frequency within the corridor. In addition, barriers to transit access are to be identified.

TRAFFIC STUDY PROCEDURES

Typically, if the determination of automotive/highway level of service for roadway facilities within the Gainesville Metropolitan Area is measured using the FDOT Generalized Tables, then bicycle, pedestrian and transit levels of service are also measured using the FDOT Generalized Tables; and if the determination of automotive/highway level of service for roadway facilities within the Gainesville Metropolitan Area is measured using the FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN), then bicycle, pedestrian and transit levels of service are also measured using FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN). For special circumstances, the Level of Service Technical Advisory will determine whether a roadway facility that is analyzed for automotive/highway level of service using the FDOT Generalized Tables is to be analyzed using FDOT LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN) to determine the corresponding bicycle, pedestrian and transit level of service.

LOS REPORT TIER ONE ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

Bicycle, pedestrian and transit level of service is determined by using the appropriate urban, transitioning, or rural area FDOT Generalized Table that is used for determining the automotive/highway level of service. Data requirements include the necessary field measurements and collection of information to utilize the FDOT Generalized Tables.

LOS REPORT TIER TWO ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

Bicycle, pedestrian and transit facility data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2. Data requirements include the necessary field measurements and collection of information to utilize the FDOT LOSPLAN software.

METHODOLOGY

DETERMINING FACILITY LEVEL OF SERVICE

The roadway facility's bicycle and pedestrian level of service is determined by the availability of bicycle facilities (bicycle lanes, paved shoulders and offstreet bicycle/pedestrian trails) and pedestrian facilities (sidewalks and offstreet bicycle/pedestrian trails) within the corridor. The roadway facility's transit level of service is determined by the availability of bus service and frequency within the corridor.

LEVEL OF SERVICE ANALYSIS TECHNIQUES

Tools for measuring bicycle, pedestrian and transit LOS have been developed. These include those developed by Sprinkle Consulting, Inc. and FDOT. FDOT has applied these analysis techniques into its Q/LOS Handbook. The simplest (and the least accurate) method is the use of the FDOT Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the FDOT. All of these techniques are based on the 2000 Highway Capacity Manual. Data collection shall be consistent with the criteria specified in the Q/LOS Handbook or criteria designated by FDOT District 2.

TIER ONE LEVEL OF SERVICE ANALYSIS

BICYCLE LEVEL OF SERVICE ANALYSES

The Bicycle Mode Generalized Table evaluates level of service by measuring the percent coverage of bicycle lanes or paved shoulder in reference to automotive traffic volume per lane.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

The Pedestrian Mode Generalized Table evaluates level of service by measuring the percent coverage of sidewalk coverage in reference to automotive traffic volume per lane.

TRANSIT LEVEL OF SERVICE ANALYSES

The Transit Mode Generalized Table evaluates level of service by measuring peak hour, peak direction bus frequency for the roadway facility dependent of the amount of sidewalk coverage along the facility.

TIER TWO LEVEL OF SERVICE ANALYSIS

For ARTPLAN analysis, localized data is entered for each segment to achieve a more accurate LOS estimate. Field data specific to the corridor being analyzed should be used.

BICYCLE LEVEL OF SERVICE ANALYSES

The Bicycle Mode ARTPLAN evaluates level of service at the facility and segment levels by pavement condition and the presence of wide outside curblane, paved shoulders and/or bicycle lanes in reference to automotive traffic volume per lane.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

The Pedestrian Mode ARTPLAN evaluates level of service at the facility and segment levels by the presence, including percent coverage, of sidewalk facilities, amount of sidewalk/roadway separation and presence of sidewalk/roadway protective barrier in reference to automotive traffic volume per lane. Up to three subsegments per segment of this input data may be applied to this program.

TRANSIT LEVEL OF SERVICE ANALYSES

The Transit Mode ARTPLAN evaluates level of service at the facility and segment levels by the presence of obstacles to bus, span of service and peak hour, peak direction bus frequency for the roadway facility in reference to the amount of sidewalk coverage along the facility.

VARIABLES USED TO PERFORM BICYCLE, PEDESTRIAN AND TRANSIT LOS ANALYSES

TIER ONE LEVEL OF SERVICE ANALYSIS

BICYCLE LEVEL OF SERVICE ANALYSES

Percentage of paved shoulder/bicycle lane coverage per peak direction roadway lane traffic volume.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Percentage of sidewalk coverage per peak direction roadway lane traffic volume.

TRANSIT LEVEL OF SERVICE ANALYSES

Percentage of sidewalk coverage by amount of bus frequency at peak hour, peak direction.

TIER TWO LEVEL OF SERVICE ANALYSIS

ARTPLAN - MULTIMODAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS

BICYCLE LEVEL OF SERVICE ANALYSES

Pave Shoulder/Bicycle Lane Present- Check box if there is a bicycle lane, pave shoulder within the roadway corridor

Outside Lane Width- indicate whether the outside lane width is narrow, typical or wide; or enter the specific width

Pavement Condition- indicate whether the pavement condition is desirable, typical or undesirable.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

TRANSIT LEVEL OF SERVICE ANALYSES

Bus Frequency (Buses per Hour)- indicate how may times buses pass through the corridor in the peak direction during the peak hour.

Bus Span of Service (Hour per Day)- indicate how many hours of bus service per day for the corridor.

Obstacle to Bus Stop- indicate that there is an obstacle to accessing the bus stop.

ARTPLAN - MULTIMODAL SEGMENT DATA (SCREEN TWO) CHARACTERISTICS

BICYCLE LEVEL OF SERVICE ANALYSES

Pave Shoulder/Bicycle Lane Present- Check box if there is a bicycle lane, pave shoulder within the roadway corridor

Outside Lane Width- indicate whether the outside lane width is narrow, typical or wide; or enter the specific width

Pavement Condition- indicate whether the pavement condition is desirable, typical or undesirable.

PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

TRANSIT LEVEL OF SERVICE ANALYSES

Bus Frequency (Buses per Hour)- indicate how may times buses pass through the corridor in the peak direction during the peak hour.

Bus Span of Service (Hour per Day)- indicate how many hours of bus service per day for the corridor.

Obstacle to Bus Stop- indicate that there is an obstacle to accessing the bus stop.

ARTPLAN - PEDESTRIAN SUBSEGMENT DATA (SCREEN THREE) CHARACTERISTICS

PEDESTRIAN LEVEL OF SERVICE ANALYSES

For evaluation of up to three subsegments of pedestrian facilities within the roadway corridor.
Percentage (%) of Segment- indicate what percentage of the segment that the subsegment characteristics apply.

Sidewalk- indicate whether a sidewalk is present

Sidewalk/Roadway Separation- indicate whether the sidewalk/roadway separation is adjacent, typical or wide.

Sidewalk/Roadway Protective Barrier- indicate whether there is sidewalk/roadway protective barrier present.

RESULTS

Tables 4 through 6 provide a multimodal level of service summary for automotive/highway, bicycle, pedestrian and transit modes. Table 4 provides the summary for the State-maintained arterials, Table 5 provides the summary for the Alachua County-maintained roads and Table 6 provides the summary for the City of Gainesville-maintained roads.

In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

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APPENDIX D

GENERALIZED
ANNUAL AVERAGE DAILY VOLUMES

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TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**[1]

10/4/10

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	9,600	15,400	16,500	***
4	Divided	29,300	35,500	36,700	***
6	Divided	45,000	53,700	55,300	***
8	Divided	60,800	71,800	73,800	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	10,500	15,200	16,200
4	Divided	**	25,000	33,200	35,100
6	Divided	**	39,000	50,300	53,100
8	Divided	**	53,100	67,300	70,900

Class III/IV (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	5,100	11,900	14,900
4	Divided	**	12,600	28,200	31,900
6	Divided	**	19,700	43,700	48,200
8	Divided	**	27,000	59,500	64,700

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

FREEWAYS

Lanes	B	C	D	E
4	43,500	59,800	73,600	79,400
6	65,300	90,500	110,300	122,700
8	87,000	120,100	146,500	166,000
10	108,700	151,700	184,000	209,200
12	149,300	202,100	238,600	252,500

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	7,800	15,600	22,200	27,900
4	Divided	34,300	49,600	64,300	72,800
6	Divided	51,500	74,400	96,400	109,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	3,200	12,100	>12,100
50-84%	2,400	3,700	>3,700	***
85-100%	6,300	>6,300	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	>5	≥4	≥3	≥2
85-100%	>4	≥3	≥2	≥1

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	l	l	l	l	l	l	l	l	l	l	l	l
Number of through lanes	4-12	2	4-6	2	4-8	2	4-8	2	4-8	4	4	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	0.98	1.0	0.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

% ffs = Percent free flow speed ats = Average travel speed

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

10/4/10

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	510	820	880	***
2	Divided	1,560	1,890	1,960	***
3	Divided	2,400	2,860	2,940	***
4	Divided	3,240	3,830	3,940	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	560	810	860
2	Divided	**	1,330	1,770	1,870
3	Divided	**	2,080	2,680	2,830
4	Divided	**	2,830	3,590	3,780

Class III/IV (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	270	630	790
2	Divided	**	670	1,500	1,700
3	Divided	**	1,050	2,330	2,570
4	Divided	**	1,440	3,170	3,450

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways - 10%
Other Signalized Roadways - 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding volumes in this table by 1.20.

FREEWAYS

Lanes	B	C	D	E
2	2,200	3,020	3,720	4,020
3	3,300	4,580	5,580	6,200
4	4,400	6,080	7,420	8,400
5	5,500	7,680	9,320	10,580
6	7,560	10,220	12,080	12,780

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	400	800	1,140	1,440
2	Divided	1,770	2,560	3,320	3,760
3	Divided	2,660	3,840	4,980	5,650

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	170	650	>650
50-84%	130	200	>200	***
85-100%	340	>340	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	270	770
50-84%	**	100	600	1000
85-100%	**	610	1000	>1000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	>5	≥4	≥3	≥2
85-100%	>4	≥3	≥2	≥1

[1] Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's

Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities								
				State Arterials						Class II		
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian	Bus
ROADWAY CHARACTERISTICS												
Area type (l,o)	l	l	l	l	l	l	l	l	l	l	l	l
Number of through lanes	2-6	1	2-3	1	2-4	1	2-4	1	2-4	2	2	
Posted speed (mph)	65	50	50	45	50	45	45	35	35	45	45	
Free flow speed (mph)	70	55	55	50	55	50	50	40	40	50	50	
Aux, meter, or accel/decel ≥1500 (n,y)	n											
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r	
Terrain (l,r)	l	l	l									
% no passing zone		80										
Exclusive left turn lanes /[impact](n, y)		[n]	y	y	y	y	y	y	y	y	y	
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n	
Paved shoulder/bicycle lane (n, y)										n, 50%,y	n	
Outside lane width										t	t	
Pavement condition										t		
Sidewalk (n, y)											n, 50%,y	n,y
Sidewalk/roadway separation (a, t, w)											t	
Sidewalk protective barrier (n, y)											n	
Obstacle to bus stop (n, y)												n
Facility length (mi)	4	5	5	2	2	2	2	2	2	2	2	2
Number of segments	4											
TRAFFIC CHARACTERISTICS												
Planning analysis hour factor (K)	0.092	0.094	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	
Peak hour factor (PHF)	0.95	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	
Base saturation flow rate (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950	
Heavy vehicle percent	4.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5	1.5	2.0	2.0	
Local adjustment factor	0.98	1.0	0.98									
% left turns				12	12	12	12	12	12	12	12	
% right turns				12	12	12	12	12	12	12	12	
Bus span of service												15
CONTROL CHARACTERISTICS												
Number of signals				2	2	6	6	10	10	6	6	
Arrival type (1-6)				3	3	4	4	4	4	4	4	
Signal type (a, s, p)				a	a	s	s	s	s	s	s	
Cycle length (C)				120	120	120	120	120	120	120	120	
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
	Density	%ffs	Density	ats	ats	ats	Score	Score	Buses per hr.
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5	≥4
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5	≥3
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5	≥2
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5	≥1

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

10/4/10

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	8,900	14,100	15,200	***
4	Divided	26,900	32,100	33,800	***
6	Divided	41,500	48,600	51,000	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	9,400	13,700	14,700
4	Divided	**	22,700	30,000	31,700
6	Divided	**	35,700	45,400	47,800

Class III (more than 4.5 signalized intersections per mile)

Lanes	Median	B	C	D	E
2	Undivided	**	4,700	10,700	13,400
4	Divided	**	11,500	25,500	28,900
6	Divided	**	18,000	39,800	43,900

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6.

FREEWAYS

Lanes	B	C	D	E
4	42,600	57,600	68,700	73,600
6	63,900	86,600	103,300	113,700
8	85,200	115,600	137,600	153,700
10	106,400	145,600	172,400	192,800

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 20,000	+5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,000	15,100	21,100	26,800
4	Divided	31,400	45,400	58,800	66,600
6	Divided	47,200	68,100	88,200	100,000

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	2,800	7,300	>7,300
50-84%	2,200	3,400	13,100	>13,100
85-100%	4,100	>4,100	***	***

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	5,000	14,400
50-84%	**	**	11,300	18,800
85-100%	**	11,400	18,800	>18,800

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. Although presented as daily volumes, they actually represent peak hour direction conditions with applicable K and D factors applied. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's
Areas Transitioning Into Urbanized Areas OR Areas over 5,000 Not in Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities							
				State Arterials						Class II	
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian
ROADWAY CHARACATERISTICS											
Number of through lanes	4-10	2	4-6	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	45	45	35	35	45	45
Free flow speed (mph)	75	55	55	50	55	50	50	40	40	50	50
Aux, meter, or accel/decel ≥1500 (n,y)	n	n	n								
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r
Terrain (l, r)	l	l	l								
% no passing zone		60									
Exclusive left turn lanes/[impact] (n, y)		[n]	y	y	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n
Paved shoulder/bicycle lane (n, y)										n,50%,y	n
Outside lane width										t	t
Pavement condition										t	
Sidewalk (n, y)											n,50%,y
Sidewalk/roadway separation (a, t, w)											t
Sidewalk protective barrier (n, y)											n
Facility length (m)	8	5	5	2	2	2	2	2	2	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.950	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base capacity (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0
Local adjustment factor	0.95	1.00	0.95								
% left turns				12	12	12	12	12	12	12	12
% right turns				12	12	12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of Signals				2	2	6	6	10	10	6	6
Arrival type (1-6)				3	3	4	4	4	4	4	4
Signal type (a, s, p)				a	a	s	s	s	s	s	s
Cycle length (C)				120	120	120	120	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
		Two-Lane	Multilane	Class I	Class II	Class III		
	Density	%ffs	Density	ats	ats	ats	Score	Score
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Areas Transitioning into Urbanized Areas** OR **Areas Over 5,000 Not In Urbanized Areas**[1]

10/4/10

STATE SIGNALIZED ARTERIALS

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	470	750	800	***
2	Divided	1,430	1,710	1,800	***
3	Divided	2,210	2,590	2,720	***

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	500	730	780
2	Divided	**	1,210	1,600	1,690
3	Divided	**	1,900	2,420	2,550

Class III (more than 4.50 signalized intersections per mile)

Lanes	Median	B	C	D	E
1	Undivided	**	250	570	710
2	Divided	**	610	1,360	1,540
3	Divided	**	960	2,120	2,340

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,980	3,560	3,800
3	3,300	4,480	5,340	5,880
4	4,400	5,980	7,120	7,940
5	5,500	7,520	8,920	9,960

Freeway Adjustments

Auxiliary Lanes	Ramp Metering
+ 1,000	+5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	800	1,120	1,420
2	Divided	1,670	2,420	3,130	3,550
3	Divided	2,510	3,630	4,700	5,330

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Major City/County Roadways	- 10%
Other Signalized Roadways	- 35%

State & Non-State Signalized Roadway Adjustments

(Alter corresponding volume by the indicated percent.)

Divided/Undivided & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding volumes in this table by 1.20.

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/ Bicycle Lane Coverage	B	C	D	E
0-49%	**	150	390	>390
50-84%	120	180	700	>700
85-100%	220	>220	**	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	**	**	270	770
50-84%	**	**	600	1,000
85-100%	**	610	1,000	>1,000

[1] Values shown are presented as hourly directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. To convert to annual average daily traffic volumes, these volumes must be divided by appropriate D and K factors. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual, Bicycle LOS Model, Pedestrian LOS Model and Transit Capacity and Quality of Service Manual, respectively for the automobile/truck, bicycle, pedestrian and bus modes.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

** Cannot be achieved using table input value defaults.

*** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
605 Suwannee Street, MS 19
Tallahassee, FL 32399-0450

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's

Areas Transitioning Into Urbanized Areas OR Areas over 5,000 Not in Urbanized Areas

9/4/09

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities							
				State Arterials						Class II	
	Freeways	Highways		Class I		Class II		Class III		Bicycle	Pedestrian
ROADWAY CHARACATERISTICS											
Number of through lanes	2-5	1	2-3	1	2-3	1	2-3	1	2-3	2	2
Posted speed (mph)	70	50	50	45	50	45	45	35	35	45	45
Free flow speed (mph)	75	55	55	50	55	50	50	40	40	50	50
Aux, meter, or accel/decel ≥1500 (n,y)	n	n	n								
Median (n, nr, r)		n	r	n	r	n	r	n	r	r	r
Terrain (l, r)	l	l	l								
% no passing zone		60									
Exclusive left turn lanes/[impact] (n, y)		[n]	y	y	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n	n	n
Paved shoulder/bicycle lane (n, y)										n,50%,y	n
Outside lane width										t	t
Pavement condition										t	
Sidewalk (n, y)											n,50%,y
Sidewalk/roadway separation (a, t, w)											t
Sidewalk protective barrier (n, y)											n
Facility length (m)	8	5	5	2	2	2	2	2	2	2	2
Number of segments	4										
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.094	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.097
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
Peak hour factor (PHF)	0.950	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910
Base capacity (pcphpl)		1700	2100	1950	1950	1950	1950	1950	1950	1950	1950
Heavy vehicle percent	9.0	4.0	4.0	3.0	3.0	3.0	3.0	2.0	2.0	3.0	3.0
Local adjustment factor	0.950	1.00	.950								
% left turns				12	12	12	12	12	12	12	12
% right turns				12	12	12	12	12	12	12	12
CONTROL CHARACTERISTICS											
Number of Signals				2	2	6	6	10	10	6	6
Arrival type (1-6)				3	3	4	4	4	4	4	4
Signal type (a, s, p)				a	a	s	s	s	s	s	s
Cycle length (C)				120	120	120	120	120	120	120	120
Effective green ratio (g/C)				0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
		Two-Lane	Multilane	Class I	Class II	Class III		
	Density	%ffs	Density	ats	ats	ats	Score	Score
B	≤17	≥0.833	≤18	> 34 mph	> 28 mph	> 24 mph	≤2.5	≤2.5
C	≤24	>0.750	≤26	> 27 mph	> 22 mph	> 18 mph	≤3.5	≤3.5
D	≤31	>0.667	≤35	> 21 mph	> 17 mph	> 14 mph	≤4.5	≤4.5
E	≤39	>0.583	≤41	> 16 mph	> 13 mph	> 10 mph	≤5.5	≤5.5

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX E

ARTPLAN ANALYSES
FOR
DISTRESSED ARTERIALS

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STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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APPENDIX F

HIGHWAY CAPACITY MANUAL SOFTWARE ANALYSES FOR DISTRESSED ARTERIALS

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STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

[PAGE LEFT BLANK INTENTIONALLY]

ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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APPENDIX G

MEDIAN
AVERAGE ANNUAL DAILY TRAFFIC
(AADT) COUNTS

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STATE MAINTAINED ARTERIALS

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YEARLY TRAFFIC COUNTS - STATE ROADS

S-1	US 441 FROM PAYNE'S PRAIRIE TO SR 331			12,100
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF ROCKY PT. RD	6095	11,800	11,800
	SOUTH OF SR 331	6094	12,400	12,400

S-2	US 441 FROM SR 331 TO SR 24			19,100
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF BIVENS ARM	6092	16,500	16,500
	SOUTH OF SW 16TH AVE	6091	22,500	22,500
	SOUTH OF SR 24	6090	19,100	19,100

S-3	US 441 FROM SR 24 TO SR 26			33,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF SW 8TH AVE	6089	33,000	33,000
	NORTH OF SW 2ND AVE	6088	-	-

S-4	US 441 FROM SR 26 TO NW 29TH RD			29,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF UNIVERSITY AVE	6087	28,500	28,500
	SOUTH OF 8TH AVENUE	6086	29,000	29,000
	SOUTH OF 16TH AVENUE	6154	29,500	29,500
	NORTH OF NW 16TH AVE	2065*	36,484	36,484
	SOUTH OF NW 23RD AVE	6085	31,000	31,000
	NORTH OF NW 23RD AVE	6084	29,500	29,500
	NORTH OF NW 23RD AVE	2066*	35,577	35,577

S-5	US 441 FROM NW 29TH RD TO NW 23RD ST			24,250
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF 39TH AVE	6083	26,000	26,000
	SOUTH OF NW 6TH ST	6082	16,200	16,200
	NORTH OF NW 6TH ST	6081	25,500	25,500
	SOUTH OF SR 121	6080	23,000	23,000

S-6	SR 20 (NW 6TH ST) FROM NW 8TH AVE TO SR 222			14,700
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NW 8TH AVE	6100	15,000	15,000
	SOUTH OF NW 16TH AVE	6147	14,700	14,700
	NORTH OF NW 16TH AVE	6148	14,900	14,900
	NORTH OF NW 16TH AVE	2003*		INACTIVE
	SOUTH OF NW 23RD AVE	6099		INACTIVE
	NORTH OF NW 23RD AVE	6098	12,600	12,600
	SOUTH OF SR 222	6097	10,600	10,600

S-7	SR 20 (NW 6TH ST) FROM SR 222 TO US 441			8,800
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF US 441	6096	8,800	8,800

S-8	SR 20 FROM SR 331/SR24 TO SE 43RD ST				15,100
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SR 331/SR 24	6035	25,000		25,000
	SOUTH OF SR 26	5015*			INACTIVE
	WEST OF SE 15TH ST	6146	14,200		14,200
	EAST OF SE 15TH ST	6042	14,500		14,500
	WEST OF SE 27TH ST	6043	17,300		17,300
	EAST OF SE 27TH ST	6044	15,100		15,100

S-9	SR 24 FROM SW 75TH ST (TOWER RD) TO I-75				26,250
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SW 75TH ST	6053			INACTIVE
	EAST OF SW 63RD BLVD	6052	25,000		25,000
	WEST OF I-75	6051	27,500		27,500

S-10	SR 24 FROM I-75 TO SW 34TH ST				48,510
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF I-75	6050	45,500		45,500
	WEST OF SR 121	STUDY	48,510	"	48,510
	WEST OF SR 121	6049	50,000		50,000

S-11	SR 24 FROM SW 16TH AVE TO US 441				30,000
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SW 16TH AVENUE	STUDY	35,510	"	35,510
	EAST OF SW 16TH AVENUE	6157	35,500		35,500
	EAST OF GALE LEMERAND DRIVE	STUDY	31,440	"	31,440
	EAST OF GALE LEMERAND DRIVE	6046	30,000		30,000
	EAST OF CENTER DRIVE	STUDY	28,940	"	28,940
	EAST OF NEWELL DRIVE	STUDY	28,200	"	28,200
	WEST OF US 441	6045	24,000		24,000

S-12	SR 24 (WALDO ROAD) SR 26 TO SR 222				25,954
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SR 26	6120	26,000		26,000
	SOUTH OF NE 16TH AVE	6119	28,500		28,500
	SOUTH OF NE 23RD AVE	6118	25,907		25,907
	SOUTH OF NE 23RD AVE	6117			INACTIVE
	NORTH OF NE 23RD AVE	6116	21,000		21,000

S-13	SR 24 (WALDO ROAD) SR 222 TO NE 77TH AVE				16,600
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SR 222	6115	17,200		17,200
	NORTH OF NE 53RD AVE	6114	16,000		16,000

S-14	SR 26 FROM NW 122ND ST TO INTERSTATE-75 [WEST RAMP]				37,250
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF NW 75TH ST	6020	28,000		28,000
	EAST OF NW 75TH ST	6153	46,500		46,500

S-15	SR 26 FROM INTERSTATE-75 [WEST RAMP] TO NW 8TH AVE			49,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF NW 69TH ST	6152	49,500	49,500
	EAST OF HOSPITAL	6138	47,500	47,500
	EAST OF NW 62ND ST	6021	51,000	51,000

S-16	SR 26 FROM NW 8TH AV TO SR 121 (NW 34TH ST)			31,250
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF NW 43RD ST	6137	28,000	28,000
	WEST OF NW 39TH RD	6022	35,000	35,000
	EAST OF NW 39TH RD	6023	34,500	34,500
	WEST OF SR121	6024	23,600	23,600

S-17	SR 26 FROM SR121 TO GALE LEMERAND DR			23,250
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 121	6025	23,000	23,000
	WEST OF NW 22ND ST	6026	23,500	23,500

S-18	SR26 FROM GALE LEMERAND DR TO US 441 (W 13TH ST)			28,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF GALE LEMERAND DR	6027		INACTIVE
	WEST OF 13TH ST	6028	28,000	28,000

S-19	SR 26 FROM US 441 TO TO SR 24 (WALDO RD)			21,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF W 12TH ST	6029	25,000	25,000
	WEST OF W 6TH ST	6149	23,500	23,500
	WEST OF W 3RD ST	6030	21,500	21,500
	EAST OF E MAIN ST	6031	21,000	21,000
	WEST OF E 3RD ST	6032		INACTIVE
	EAST OF E 9TH ST	6033	19,100	19,100
	WEST OF SR 331/SR 24	6034		INACTIVE

S-20	SR 26 FROM SR 20 (HAWTHORNE RD) TO CR329B (LAKESHORE DR)			10,400
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF E 15TH ST	1004		INACTIVE
	WEST OF E 15TH ST	6145	9,700	9,700
	EAST OF E 15TH ST	6036	10,900	10,900
	EAST OF E 25TH ST	6037	10,400	10,400

S-21	SR 26A FROM SR 26 (NEWBERRY RD) TO SR 121 (W 34TH ST)			14,400
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF W 38TH ST	6133	14,400	14,400

S-22	SR 26A FROM SR 121 (W 34TH ST) TO SR 26 (W UNIVERSITY AV)			12,750
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 121	6040	13,500	13,500
	EAST OF SW 23RD ST	6041	12,000	12,000
	SOUTH OF SR 26	4000*	-	INACTIVE

S-23	SR 121 (W 34TH ST) FROM SR 331 (WILLISTON RD) TO SR 24 (SW ARCHER RD)			26,269
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 331	6077	20,200	20,200
	SOUTH OF SR 24	6134	32,337	32,337

S-24	SR 121 (W 34TH ST) FROM SR 24 (SW ARCHER RD) TO SR 26 (W UNIVERSITY AV)			39,250
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF SW 20TH AV	6135	39,500	39,500
	NORTH OF SW 20TH AV	6076	44,500	44,500
	NORTH OF RADIO RD	6136	39,000	39,000
	SOUTH OF SR 26A	4009		INACTIVE
	SOUTH OF SR 26	6075	23,500	23,500

S-25	SR 121 (W 34TH ST) FROM SR 26 TO NW 16TH AV			17,550
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26	6074	19,100	19,100
	SOUTH OF NW 16TH AV	6073	16,000	16,000

S-26	SR 121 (W 34TH ST) FROM NW 16TH AV TO SR 222 (NW 39TH AV)			13,750
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NW 16TH AV	6142	14,000	14,000
	NORTH OF NW 16TH AV	2012*		INACTIVE
	SOUTH OF NW 31ST BD	6072	13,500	13,500

S-27	SR 121 FROM SR 222 (NW 39TH AVE) TO NW 53RD AVE			14,700
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 222	6071	14,700	14,700
	NORTH OF NW 45TH AV	6140		INACTIVE
	NORTH OF NW 45TH AV	2002		INACTIVE

S-28	SR 121 FROM US 441 TO CR 231			9,906
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF US 441	6155	13,400	13,400
	NORTH OF US 441	6069		INACTIVE
	NORTH OF US 441	6068	6,412	6,412

S-29	SR 222 (N 39TH AV) FROM NW 98TH ST TO NW 83RD ST			19,793
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF NW 98TH ST	new	*12,085*	*12,085*
	WEST OF NW 91ST ST	6132	27,500	27,500

S-30	SR 222 (N 39TH AV) FROM US 441 (NW 13TH ST) TO SR 24 (WALDO RD)			17,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF US 441	6004	18,600	18,600
	EAST OF NW 6TH ST	6005	21,000	21,000
	EAST OF CR 329 (N MAIN ST)	6006	16,200	16,200
	EAST OF CR 329 (N MAIN ST)	3014*		INACTIVE
	WEST OF NE 15TH ST	6144	17,000	17,000
	WEST OF SR 24	6007	14,100	14,100

S-31	SR 222 (N 39TH AV) FRON SR 24 (WALDO RD) TO AIRPORT ENTRANCE			12,800
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 24	6008	12,800	12,800

S-32	SR 222 (N 39TH AV) FROM AIRPORT ENTRANCE TO GMA BOUNDARY			9,650
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 24	6008	12,800	12,800
	WEST OF SR 26	6009	6,500	6,500
	WEST OF SR 26	7014		INACTIVE

S-33	SR 226 (S 16TH AV) FROM SR 24 (SW ARCHER RD) TO US 441 (SW 13TH ST)			20,200
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 24	6055	20,400	20,400
	EAST OF SR 24	STUDY	20,000 "	20,000
	EAST OF SHEALY DRIVE	STUDY	19,820 "	19,820
	EAST OF VA HOSPITAL DRIVE	STUDY	19,260 "	19,260
	WEST OF US 441	STUDY	20,440 "	20,440
	WEST OF US 441	6056	20,800	20,800

S-34	SR 226 (S 16TH AV) FROM US 441 (SW 13TH ST) TO SR 329 (S MAIN ST)			17,800
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF US 441	6057	18,300	18,300
		4028		INACTIVE
	WEST OF SR 329	6058	17,300	17,300

S-35	SR 226 (S 16TH AV) FROM SR 329 (S MAIN ST) TO SR 331 (WILLISTON RD)			7,200
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
		5026		INACTIVE
	EAST OF SR 329	6059	7,200	7,200

S-36	SR 120A (N 23RD AV) FROM US 441 (N 13TH ST) TO SR 24 (WALDO RD)			13,300
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF US 441	6012	14,100	14,100
	EAST OF NW 6TH AV	6013	13,300	13,300
	WEST OF NE 7TH ST	6014	13,700	13,700
	WEST OF NE 15TH ST	3023		INACTIVE
	WEST OF NE 15TH ST	6015	12,900	12,900
	EAST OF NE 15TH ST	6016	7,700	7,700

S-37	SR 329 (MAIN ST) FROM SR 26 (UNIVERSITY AV) TO N 8TH AV			15,600
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26 (UNIVERSITY AV)	6105	13,500	13,500
	SOUTH OF N 8TH AV	6104	17,700	17,700

S-38	SR 331/SR 121 FROM I-75 TO US 441 (SW 13TH ST)			25,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SR 121 (SW 34TH ST)	6112	24,500	24,500
	WEST OF US 441	6111	25,500	25,500

S-39	SR 331 (WILLISTON RD) FROM US 441 (SW 13TH ST) TO SR 26 (UNIVERSITY AV)			19,100
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF US 441	6110	20,500	20,500
	SOUTH OF S 16TH AV	6124	14,700	14,700
	WEST OF SE 4TH ST	6123	20,500	20,500
	SOUTH OF SE 4TH AV	s5503		INACTIVE
	NORTH OF SE 4TH AV	6122	19,100	19,100
	SOUTH OF SR 26	6121	18,900	18,900

S-40	SR 20 (NW 8TH AV) FROM NW 6TH ST TO N MAIN ST			16,300
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF NW 6TH ST	6018	16,300	16,300
	WEST OF N MAIN ST	6019		INACTIVE

S-41	I-75 FROM SR331/SR121 (WILLISTON RD) TO SR 24 (SW ARCHER RD)			59,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR331/SR121	6062	59,000	59,000

S-42	I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)			72,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF SR 26	6061	72,500	72,500

S-43	I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)			70,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26	6060	70,000	70,000

S-44	SR 121 FROM SW 85TH AV TO I-75			8,700
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF CR 22A	6159	8,700	8,700

S-45	SR 26 (NEWBERRY RD) FROM NW 154TH ST TO NW 122ND ST			18,150
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF NW 143RD ST	6161	14,800	14,800
	EAST OF NW 143RD ST	6160	21,500	21,500

S-46	SR 26 (NE 55TH BLVD) FROM CR 329B TO CITY LIMIT			5,100
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF CR 329B	6038	5,100	5,100

S-47	SR 24 (SW ARCHER RD) FROM SW 91ST ST TO SW 75TH ST (TOWER RD)			19,200
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF SW 75TH ST	6054	19,200	19,200

S-48	SR 20 (HAWTHORNE RD) FROM SE 43RD ST TO CR 329B (LAKESHORE DR)			12,500
	COUNT STATION LOCATION	STATION NUMBER	2008	MEDIAN AADT
	EAST OF SE 27TH ST	6044	15,100	15,100
	EAST OF CR 329B	6130	9,900	9,900

S-49	SR 20 (HAWTHORNE RD) FROM CR 329B (LAKESHORE DR) TO CR 2082			9,900
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF CR 329B	6130	9,900	9,900

S-50	US 441 FROM NW 23RD ST TO GAINESVILLE METROPOLITAN AREA BOUNDARY			18,700
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NW 23RD ST	6078	18,700	18,700

S-51	I-75 FROM GAINESVILLE METROPOLITAN AREA BOUNDARY TO WILLISTON RD			61,231
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF WILLISTON RD	6143	61,231	61,231

S-52	I-75 FROM NW 39TH AVE TO GAINESVILLE METROPOLITAN AREA BOUNDARY			48,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NW 39TH AVE	6158	48,500	48,500

S-53	SR 222 (N 39TH AV) FROM NW 51ST ST TO US 441 (W 13TH ST)			27,000
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF NW 43RD ST	6000	33,000	33,000
	EAST OF NW 43RD ST	6001	30,000	30,000
	EAST OF SR 121	6141	25,000	25,000
	EAST OF SR 121	2064*		INACTIVE
	EAST OF NW 24TH BD	6002	27,000	27,000
	WEST OF NW 13TH ST	6003	23,000	23,000

S-54	SR 121 FROM CR 232 (NW 53RD AVE) TO US 441			9,200
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF US 441	6070	9,200	9,200
	SOUTH OF US 441	2001		INACTIVE

S-55	SR 24 FROM SR 121 (SW 34TH ST) TO SR 226 (SW 16TH AV)				50,500
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SR 121	STUDY	-	"	-
	EAST OF SR 121	6048	46,500		46,500
	WEST OF SR 226	6047	54,500		54,500

S-56	SR 222 (N 39TH AV) FROM NW 83RD ST TO NW 51ST ST			26,500
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF NW 83RD ST	6139	26,500	26,500
	EAST OF NW 83RD ST	7018		INACTIVE

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* LOCAL GOVERNMENT COUNT STATION ON STATE-MAINTAINED ROAD WITH FACTORED COUNTS
^ THESE TRAFFIC COUNTS ARE AVERAGED TO DETERMINE MEDIAN COUNT
" STUDY TRAFFIC COUNT ADJUSTED EXTRAPOLATION

ALACHUA COUNTY ARTERIALS

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YEARLY TRAFFIC COUNTS - COUNTY ROADS

A-1 AC-010	NW 53RD AV (CR 232) FROM NW 52ND TR TO NW 13TH ST (US 441)				12,037
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF NW 43RD ST	7051	9,078		9,078
	WEST OF NW 34TH ST (SR 121)	7050	16,708		16,708
	EAST OF NW 34TH ST (SR 121)	2062	12,230	<	12,230
	WEST OF US 441	7049	11,844		11,844

A-2 AC-005	NW 53RD (CR 232) FROM NW 13TH ST (US 441) TO WALDO RD (SR 24)				12,787
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF N MAIN ST (CR 329)	2063	12,946	<	12,946
	WEST OF NE 15TH ST	7035	12,787		12,787
	WEST OF WALDO RD (SR 24)	7036	11,264		11,264

A-3 AC-025	NW 43RD ST FROM NEWBERRY RD (SR 26) TO NW 53RD AV (SR 232)				27,316
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SR 26	7061	14,301		14,301
	NORTH OF NW 8TH AV	6066		INACTIVE	
	NORTH OF NW 8TH AV	2059	27,316	<	27,316
	NORTH OF NW 8TH AV	2004	27,131	<	27,131
	SOUTH OF NW 23RD AV	7009	28,996		28,996
	NORTH OF NW 23RD AV	6065		INACTIVE	
	NORTH OF NW 23RD AV	2060		INACTIVE	
	NORTH OF NW 23RD AV	2005		INACTIVE	
	SOUTH OF NW 39TH AV	7046	28,807		28,807
	NORTH OF NW 39TH AV	6064		INACTIVE	
	NORTH OF NW 39TH AV	7045	28,790		28,790
	NORTH OF NW 39TH AV	2007	23,360	<	23,360

A-6 AC-030	NW 43RD ST FROM NW 53RD AV (SR 232) TO US 441				11,066
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NW 53RD AVE	2061	16,110	<	16,110
	NORTH OF NW 53RD AVE	-	15,884		15,884
	NORTH OF SAN FELASCO PARK RD	-	4,775		4,775
	SOUTH OF NW 93RD AV	-	-	INACTIVE	
	NORTH OF NW 93RD AV	-	-	INACTIVE	
	SOUTH OF US 441	7062	6,248		6,248

A-9 AC-040	NW 23RD AV FROM NW 98TH ST TO NW 55TH ST				15,701
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 98TH ST	7027	7,452		7,452
	WEST OF INTERSTATE 75		15,602		15,602
	EAST OF NW 83RD STREET		15,800		15,800
	WEST OF NW 55TH ST	7008	15,964		15,964

A-10 AC-035	NW 23RD AV FROM NW 55TH ST TO NW 43RD ST				21,237
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 51ST ST	2008		INACTIVE	
	WEST OF NW 43RD ST	7032	21,237		21,237

A-11	NW 16TH AV FROM NW 43RD ST TO NW 13TH ST (US 441)				20,451
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 43RD ST	2038	21,209	<	21,209
	EAST OF NW 38TH ST	2036	19,693	<	19,693
	WEST 0F NW 22ND ST	2071	13,749		13,749
	EAST 0F NW 22ND ST	2089	INACTIVE		
	EAST OF NW 18TH TR	2033	22,842		22,842

A-12	NW 16TH AV FROM NW 13TH ST (US 441) TO SR 24 (WALDO RD)				12,127
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 13TH ST	2088	INACTIVE		
	EAST OF NW 10TH ST	2070	11,876		11,876
	EAST OF NW 6TH ST	2030	12,378		12,378
	WEST OF N MAIN ST	2087	INACTIVE		
	EAST OF NE 2ND ST	3024	12,694	<	12,694
	WEST OF NE 12TH ST	3005	9,669	<	9,669
	WEST OF WALDO RD	3030	INACTIVE		

A-13 AC-090	SW 75TH ST FROM SR 24 (SW ARCHER RD) TO SW 8TH AV			14,902
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 24 (ARCHER RD)	7020	14,902	14,902
	SOUTH OF SW 24TH AV	7043	14,543	14,543
	NORTH OF SW 24TH AV	7042	16,245	16,245

A-14 AC-085	W 75TH ST FROM SW 8TH AV TO SR 26 (NEWBERRY RD)			24,489
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF SR 26 (NEWBERRY RD)	7024	19,638	19,638
	NORTH OF W. UNIVERSITY AV		24,489	24,489
	SOUTH OF W. UNIVERSITY AV		26,643	26,643

A-15 AC-060	SW 20TH AV FROM SW 75TH ST TO SW 62ND BD			15,866
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SW 75TH ST	7021	15,866	15,866

A-16 AC-055	SW 20TH AV FROM SW 62ND BD TO SW 34 ST (SR 121)			21,524
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SW 62ND BD	7044	25,487	25,487
	WEST OF SW 34TH ST	7019	17,560	17,560

A-17	N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV			13,646
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF N 8TH AV	1000	12,958	12,958
	NORTH OF N 10TH AV	1001	16,694	16,694
	NORTH OF N 16TH AV	1002	13,646	13,646
	SOUTH OF N 23RD ST	6103	INACTIVE	

A-18	N MAIN ST (CR 329) FROM N 23RD AV TO N 39TH AV (SR 222)			15,790
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF N 23RD AV	7047	18,633	18,633
	NORTH OF N 23RD AV	6102		INACTIVE
	SOUTH OF N 31ST AV	1005		INACTIVE
	SOUTH OF N 39TH AV	6101		INACTIVE
	SOUTH OF N 31ST ST	1003	12,946 <	12,946

A-19 AC-095	NW 39TH AV (SR 222) FROM NW 110TH ST TO NW 98TH STREET			11,562
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF INTERSTATE 75	7052	11,562	11,562
	EAST OF NW 98TH ST		-	INACTIVE

A-20 AC-065	SW 24TH AV FROM SW 91ST ST TO SW 75TH ST			11,862
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF SW 75TH ST	7022	11,862	11,862

A-21 AC-120	NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)			8,882
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF NW 39TH AV	7033	10,003	10,003
	NORTH OF 23RD AV	2106	7,760	7,760

A-22 AC-110	NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)			10,316
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26	7026	11,618	11,618
	SOUTH OF SR 222	7028	9,014	9,014

A-23 AC-130	NW 83RD ST FROM NW 23RD AV TO NW 39TH AV (SR 222)			13,851
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NW 23RD AV	7030	14,389	14,389
	SOUTH OF NW 39TH AV	7029	13,312	13,312

A-24 AC-165	W 91ST ST FROM SW 46TH BD TO NEWBERRY RD (SR 26)			8,278
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF NEWBERRY RD	7025	8,388	8,388
	NORTH OF SW 24TH AV	4-91-6-1	8,168	8,168

A-25	NW 39TH RD FROM NEWBERRY RD (SR 26) TO NW 8TH AV			-
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26	7005	-	INACTIVE

A-26 AC-140	SW 8TH AV FROM SW 91ST ST TO SW 75TH ST			4,962
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF SW 75TH ST	7023	4,962	4,962

A-28 AC-275	ROCKY POINT RD FROM WILLISTON RD (SR 331) TO SW 13TH ST (US 441)			3,287
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF WILLISTON RD (SR 331)	7011	3,287	3,287
	WEST OF SW 13TH ST	6131		INACTIVE

A-29 AC-280	KINCAID LOOP FROM HAWTHORNE RD (SR 20) TO HAWTHORNE RD (SR 20)			3,926
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF HAWTHORNE RD	5020	3,926	3,926
	NORTH OF SE 7TH AV	5027		INACTIVE
	NORTH OF SE 7TH AV	5008	4,457	4,457
	SOUTH OF SE 7TH AV	5009	7,046	7,046
	NORTH OF SE 22ND AV	5021		INACTIVE
	SOUTH OF SE 22ND AV	5022	3,681	3,681
	SOUTH OF SE 22ND AV	6126		INACTIVE
	NORTH OF SE 22ND AV	6127		INACTIVE
	SOUTH OF HAWTHORNE RD	7003	2,831	2,831

A-30 AC-400	SW 40TH BD/SW 42ND ST/SW 43RD ST FROM SW ARCHER RD TO SW 20TH AV			11,451
	COUNT STATION LOCATION	STATION NUMBER	2008	MEDIAN AADT
	NORTH OF ARCHER RD	STUDY	8,178	8,178
	SOUTH OF SW 33PL	4-4243-1-1	7,602	7,602
	NORTH OF SW 33RD PL	4-4243-2-1-N+S	15,160	15,160
	SOUTH OF SW 20TH AV	4-4243-3-1-N+S	14,723	14,723

A-31 AC-285	MONTEOCHA RD (NE 38TH ST) FROM NE 53RD AV TO TO NE 77TH AV			2,924
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF 53RD AV	6113		INACTIVE
	NORTH OF 53RD AV	7037	2,924	2,924

A-32 AC-240	NW 143RD ST (CR 241) FROM NEWBERRY RD (SR 26) TO GMA BOUNDARY			10,634
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF NEWBERRY RD	1-241-1-1-N+S	10,454	10,454
	SOUTH OF MILLHOPPER RD	1-241-2-1-N+S	10,813	10,813

A-33 AC-070	SW 24TH AV FROM SW 122ND ST TO SW 91ST ST			6,864
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SW 122ND ST	4-24-1-1	5,036	5,036
	WEST OF SW 91ST ST	4-24-2-1	8,692	8,692

A-34 AC-015	NW 53RD AV (MILLHOPPER RD) FROM GMA BOUNDARY TO NW 52ND TERR.			6,048
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF I-75	1-53-2-1	3,018	3,018
	EAST OF 52ND AVE	7051	9,078	9,078

A-35 AC-210	W 122ND ST FROM GMA BOUNDARY TO NEWBERRY RD (SR 26)			7,291
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF SW 24TH AV	4-122-2-1	4,775	4,775
	NORTH OF SW 24TH AV	4-122-3-1	7,291	7,291
	SOUTH OF NEWBERRY RD	4-122-4-1	8,721	8,721

A-36 AC-145	SW 8TH AV FROM SW 122ND ST TO SW 91ST ST			2,098
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF SW 122ND ST	4-8-8-1	2,098	2,098

A-37 AC-100	NW 39TH AV FROM W 143RD ST (CR 241) TO NW 110TH ST			10,108
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF I-75	-	10,108	10,108

A-38 AC-290	SE 43RD ST FROM HAWTHORNE RD (SR 20) TO E UNIVERSITY AV (SR 26)			3,902
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF HAWTHORNE RD	6128	4,033	4,033
	SOUTH OF UNIVERSITY AV	7002	3,770	3,770

A-39 AC-170	SW 91ST ST FROM SW ARCHER RD (SR 24) TO SW 24TH AV			6,660
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF ARCHER RD	4-91-1-1	6,139	6,139
	NORTH OF SW 46TH BLVD	4-91-2-1	6,660	6,660
	NORTH OF SW 44TH BLVD	4-91-3-1	7,035	7,035
	NORTH OF SCHOOL HOUSE ROAD	4-91-4-1	8,340	8,340
	NORTH OF SW 31ST AVENUE	4-91-5-1	6,254	6,254

A-40 AC-180	SW 46TH BD FROM SW 91ST ST TO SW 75TH ST			5,572
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	WEST OF SW 75TH ST	7057	5,572	5,572

A-41 AC-200	SW 62ND AV/SW 63RD BD FROM WILLISTON RD (SR 121) TO ARCHER RD (SR 24)			4,556
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF ARCHER RD	7053	4,556	4,556

A-42 AC-295	CR 329B (LAKESHORE DR) FROM HAWTHORNE RD (SR 20) TO SR 26			447
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 20	3-329-1-1	245	245
	EAST OF SR 26	7016	649	649

A-43 AC-300	NE 77TH AV FROM NE 38TH ST (MONTEOCHA RD) TO SR 24 (WALDO RD)			653
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	EAST OF NE 38TH ST	-	653	653

A-44 AC-095	SW 75TH ST FROM GMA BOUNDARY TO ARCHER RD (SR 24)			3,231
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF ARCHER RD	4-75-1-1	3,231	3,231

A-45 AC-160	FORT CLARKE BLVD FROM SR 26/NEWBERRY RD TO NW 23RD AV			14,051
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	NORTH OF SR 26	7059	13,794	13,794
	SOUTH OF NW 23RD AV	7060	14,307	14,307

A-46 AC-050	NW 32ND AV FROM GMA BOUNDARY TO CR 241/NW 143RD ST			2,408
	COUNT STATION LOCATION	STATION NUMBER	2008	MEDIAN AADT
	WEST OF CR 241	-	2,408	2,408

A-47	CR 329 (MAIN ST) FROM SR 331 (WILLISTON RD) TO UNIVERSITY AV (SR 26)			12,200
	COUNT STATION LOCATION	STATION NUMBER	2009	MEDIAN AADT
	SOUTH OF S 16TH AV	6109	7,100	7,100
	SOUTH OF DEPOT AV	6108	12,200	12,200
	NORTH OF S 4TH AV	6107	13,900	13,900
	SOUTH OF UNIVERSITY AV	6106		INACTIVE

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> 2005 TRAFFIC COUNT

~ 2006 TRAFFIC COUNT

* 2007 TRAFFIC COUNT

< 2009 TRAFFIC COUNT

^ median average for this location

` estimate from 2001 directional split due to broken tube

count may be affected by construction

CITY OF GAINESVILLE /
UNIVERSITY OF FLORIDA ARTERIALS

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YEARLY TRAFFIC COUNTS - CITY / UNIVERSITY OF FLORIDA ROADS

G-1	NW 55TH ST FROM NEWBERRY RD (SR 26) TO NW 23RD AV				8,341
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NEWBERRY RD	2009	9,797	^	9,797
	NORTH OF NEWBERRY RD	2079			INACTIVE
	SOUTH OF NW 23RD AV	2011	6,885		6,885

G-2	NW 8 AV FROM NEWBERRY RD (SR 26) TO NW 22ND ST				16,412
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF NW 43RD ST	2077	23,398	^	23,398
	EAST OF NW 43RD ST	6017			INACTIVE
	WEST OF NW34TH ST	2073	16,412		16,412
	EAST OF NW 34TH ST	2074	16,273	<	16,273

G-3	NW 8TH AV FROM NW 22ND ST TO NW 6TH ST				14,784
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 22ND ST	2075	16,004	>	16,004
	WEST OF NW 6TH ST	2076	13,564		13,564

G-4	SW 62ND BD FROM SW 20 AV TO NEWBERRY RD (SR 26)				21,542
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SW 20TH AV	4029	21,481	<	21,481
	NORTH OF SW 20TH AV	7039	-		INACTIVE
	SOUTH OF NEWBERRY RD	7038	-		INACTIVE
	SOUTH OF NEWBERRY RD	2090	21,603	<	21,603

G-5	NW 22ND ST FROM W UNIVERSITY AV (SR 26) TO NW 16TH AV				6,849
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF W UNIVERSITY AV	2035	6,388	>	6,388
	NORTH OF NW 5TH AV	2037	6,849	>	6,849
	SOUTH OF NW 16TH AV	2072	7,246	~	7,246

G-6	NE 8TH AV FROM N MAIN ST TO WALDO RD (SR 24)				10,498
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF NE 7TH ST	3000	11,469	^	11,469
	EAST OF NE 9TH ST	3001	9,526	^	9,526

G-7	S 2ND AV FROM SW 13TH ST (US 441) TO SE 7TH ST				5,563
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF SW 10TH ST	4026			INACTIVE
	EAST OF SW 10TH ST	4015	5,608	^	5,608
	WEST OF SW 3RD ST	4005	5,916		5,916
	EAST OF SW 2ND ST	4006	-		INACTIVE
	EAST OF S MAIN ST	5010	5,517	~	5,517
	WEST OF SE 7TH ST	5016	1,819		1,819

G-8	SW 6TH ST FROM SW 16TH AV TO SW 4TH AV				5,982
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF DEPOT AV	4001	5,889	^	5,889
	NORTH OF DEPOT AV	4002	6,074	^	6,074

G-9	W 6TH ST FROM SW 4TH AV TO NW 8TH AV				8,197
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF W UNIVERSITY AV	4003	7,452	^	7,452
	NORTH OF W UNIVERSITY AV	2056	8,942	^	8,942
	SOUTH OF NW 8TH AV	2082			INACTIVE

G-10	E 9TH ST FROM SE 2ND AV TO NE 31ST AV				4,457
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF E UNIVERSITY AV	5006	2,138		2,138
	NORTH OF NE 5TH AV	3013	6,086	^	6,086
	SOUTH OF NE 16TH AV	3027	6,213	^	6,213
	NORTH OF NE 16TH AV	3016	4,457	<	4,457
	NORTH OF NE 23RD AV	3017	2,406	<	2,406

G-11	NW 38TH ST FROM NW 8TH AV TO NW 16TH AV				1,848
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NW 8TH AV	2042	1,848	^	1,848

G-12	NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RD AV (SR 232)				3,101
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NW 39TH AV	2046	3,660	<	3,660
	SOUTH OF NW 53RD AV	2047	2,541	<	2,541

G-13	N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SR 232)				4,962
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF N 39TH AV	1006	4,962	<	4,962
	NORTH OF N 39TH AV	7048			INACTIVE

G-14	NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8TH AV				4,967
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF E UNIVERSITY AV	3018	4,967	^	4,967

G-15	NE 15TH ST FROM NE 16TH AV TO NE 39TH AV (SR 222)				4,902
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NE 16TH AV	3019	4,043	<	4,043
	SOUTH OF NE 31ST AV	3028	-		INACTIVE
	NORTH OF NE 31ST AV	3015	5,761	~	5,761

G-16	NE 25TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8TH AV				4,900
	COUNT STATION LOCATION	STATION NUMBER	2008		MEDIAN AADT
	SOUTH OF NE 8TH AV	3020	4,900	<	4,900

G-17	SE 4TH ST FROM WILLISTON RD (SR 331) TO DEPOT AVE.				3,165
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF WILLISTON RD	5005	2,171		2,171
	SOUTH OF DEPOT AV	5000	4,159	~	4,159

G-18	SE 4TH ST/ SE 22ND AV FROM WILLISTON RD (SR 331) TO SE 15TH ST				3,213
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF WILLISTON RD	5023	3,213		3,213
	SOUTH OF WILLISTON RD	6125			INACTIVE

G-19	NE 8TH AV FROM WALDO RD (SR 24) TO NE 25TH ST				6,426
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NE 18TH ST	3002	6,426	<	6,426

G-20	S 4TH AV FROM SW 13TH ST (US 441) TO SE 15TH ST				4,014
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	WEST OF SW 10TH ST	4027			INACTIVE
	WEST OF SW 6TH ST	4018	4,029	^	4,029
	EAST OF SW 6TH ST	4007	5,128		5,128
	WEST OF S MAIN ST	4008	3,998	^	3,998
	EAST OF SE 3RD ST	5013	1,938		1,938
	EAST OF SE 9TH ST	5002	2,744		2,744
	EAST OF WILLISTON RD	5018	4,321		4,321

G-21	SW 9TH RD/DEPOT AVE/SE 7TH AV FROM SW 13TH ST TO SE 15TH ST				4,495
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SW 13TH ST	4020	4,495		4,495
	EAST OF SW 13TH ST	4036	3,080		3,080
	EAST OF SW 6TH ST	4022	5,237	~	5,237
	EAST OF S MAIN ST	5007	7,173	~	7,173
	WEST OF WILLISTON RD	5004	2,251		2,251
	EAST OF WILLISTON RD	5025			INACTIVE
	WEST OF SE 15TH ST	5024	1,972		1,972

G-22	SE 2ND AV FROM SE 7TH ST TO WILLISTON RD				3,174
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SE 9TH ST	5001	1,454		1,454

G-23	NE 31ST AV FROM N MAIN ST TO WALDO RD (SR 24)				2,129
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF N MAIN ST	3010	1,783	^	1,783
	EAST OF NE 15TH ST	3012	2,475	~	2,475

G-24	NW 17TH ST FROM W UNIVERSITY AV (SR 26) TO NW 8TH AV				4,031
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF W UNIVERSITY AV	2031	4,874		4,874
	NORTH OF NW 5TH AV	2032	3,188		3,188

G-25	W 12TH ST FROM SW 4TH AV TO NW 8TH AV				4,421
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SW 2ND AV	4011	5,682	^	5,682
	NORTH OF W UNIVERSITY AV (SR 26)	2024	3,159		3,159

G-26	W 10TH ST FROM SW 4TH AV TO NW 8TH AV				3,593
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SW 2ND AV	4012	5,178		5,178
	SOUTH OF NW 3RD AV	2019	2,008		2,008
	SOUTH OF NW 8TH AV	2085			INACTIVE

G-27	SW 16TH ST FROM SW 16TH AV TO SW ARCHER RD (SR 24)				4,625
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SW 16TH AV	4014	4,625	<	4,625

G-28	NW 5TH AV FROM NW 22ND ST TO NW 13TH ST (US 441)				1,963
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 22ND ST	2084	-		INACTIVE
	WEST OF NW 17TH ST	2018	1,963		1,963
	EAST OF NW 17TH ST	2083			INACTIVE
	EAST OF NW 13TH ST	2081			INACTIVE

G-29	W 3RD ST FROM SW 4TH AV TO NW 8TH AV				490
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF SW 4ND AV	4023			INACTIVE
	NORTH OF SW 2ND AV	4004	-		INACTIVE
	NORTH OF NW 3RD AV	2016	490	*	490

G-30	W 2ND ST FROM SW 4TH AV TO NW 8TH AV				676
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF W UNIVERSITY AV	2058	676	^	676

G-31	GALE LEMERAND DR FROM SW ARCHER RD (SR 24) TO MUSEUM RD				13,614
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF ARCHER RD	UF [4058]	15,982	u	15,982
	NORTH OF MOWRY RD	UF	11,246	u	11,246

G-32	RADIO RD/MUSEUM RD FROM SW 34TH ST (SR 121) TO SW 13TH ST (US 441)				13,621
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SW 34TH ST	4050	7,118		7,118
	WEST OF VILLAGE DR	UF	12,175	u	12,175
	WEST OF NORTH-SOUTH DR	UF	10,814	u	10,814
	EAST OF NORTH-SOUTH DR	UF	15,067	u	15,067
	EAST OF CENTER DR	UF	17,745	u	17,745
	WEST OF SW 13TH ST	4046	16,170	^	16,170

G-33	E 1ST ST FROM SE 2ND PL TO NE 8TH AV				3,120
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF NE 3RD AV	3025	3,120	*	3,120

G-34	E 3RD ST FROM SE DEPOT AV TO NE 2ND AV				3,699
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF SW 4TH AV	5012	3,699		3,699
	SOUTH OF UNIVERSITY AV	5011	4,218	^	4,218
	NORTH OF UNIVERSITY AV	3026	2,008	^	2,008

G-35	HULL/MOWRY RD FROM SW 34TH ST TO CENTER DR.				10,676
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF SW 34TH ST	4051	15,016		15,016
	WEST OF SW 23RD DR	UF	6,336	u	6,336

G-36	GLEN SPRINGS RD/NW 31ST AVE. FROM NW 34TH ST TO NW 16TH TR				6,144
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 34TH ST	7010/2122	4,241	*	4,241
	EAST OF NW 34TH ST	2000			INACTIVE
	WEST OF NW 23RD BD	2080			INACTIVE
	WEST OF NW 23RD BD	6010			INACTIVE
	WEST OF NW 16TH TR	7007/2120	8,046	*	8,046

G-37	SW 23RD TR FROM WILLISTON RD (SR 331) TO ARCHER RD (SR 24)				10,226
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	NORTH OF WILLISTON RD (SR 331)	7041/4063	6,934	^	6,934
	SOUTH OF ARCHER RD (SR 24)	7040/4062	13,517	>	13,517

G-38	NW 23RD BD FROM NW 16TH TR TO NW 13TH ST (US 441)				10,316
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	EAST OF NW 16TH TR	2006	10,316	^	10,316
	WEST OF NW 13TH ST	6011			INACTIVE

G-39	GALE LEMERAND DR FROM MUSEUM RD TO W UNIVERSITY AV (SR 26)				12,368
	COUNT STATION LOCATION	STATION NUMBER	2009		MEDIAN AADT
	SOUTH OF W UNIVERSITY AV	UF [4043]	10,816	u	12,116
	NORTH OF MUSEUM DR	UF	12,619	u	12,619

> Year 2005 count
~ Year 2006 count
* Year 2007 count
^ Year 2008 count
< Year 2010 count
u University of Florida Campus Master Plan update 2009 traffic count
C Count affected by construction activity
H Educational institution not in session
F Fall semester count

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APPENDIX H

SPECIAL CIRCUMSTANCE STUDY RESULTS

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SPECIAL CIRCUMSTANCE STUDY RESULTS

Studies of state-maintained, Alachua County-maintained and City of Gainesville-maintained roadway facilities which do not exclusively incorporate typical methodologies described in this Level of Service (LOS) Report are included in this appendix. In particular, those studies which are done at the request of the Technical Subcommittee of the Metropolitan Transportation Planning Organization entail calculations of LOSs and maximum service volumes (MSVs) based on the latest single-year or post-constructions two-year annual average daily traffic counts for roadways which are subject to preconstruction planning studies for capacity enhancement and roadways which have had their capacities increased within the last year.

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STATE MAINTAINED ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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CITY OF GAINESVILLE ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA

ANNUAL AVERAGE DAILY TRAFFIC MULTIMODAL LEVEL OF SERVICE REPORT

LEVEL OF SERVICE ATLAS

GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

Prepared by:
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653

January, 2011

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EXECUTIVE SUMMARY

The Multimodal Level of Service (LOS) Report, provides multimodal LOS. Automotive/highway (hereinafter highway), bicycle, pedestrian and transit modes of travel are analyzed for level of service. The latest available highway LOS estimate of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary is provided in this report. In addition, bicycle, pedestrian and transit LOS estimates of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area (GMA) Boundary are provided in this report. Hereinafter, all references to highway LOS address LOS as described in the 2000 Highway Capacity Manual (HCM 2000). The LOS Report entails three components: roadway service volume tables; an LOS map atlas and a technical appendices document.

The LOS Report employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled 2009 Quality/Level of Service Handbook. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. **In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed.** Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

ARTPLAN, HIGHPLAN or FREEPLAN, as appropriate, are also used to estimate the amount of service volume that the road actually has at a given LOS. ARTPLAN provides a more accurate estimate of an arterial's service volume than can be obtained using the FDOT Generalized Tables.

Roadway facilities which are ARTPLAN 2009-analyzed using field-collected data are shown in *Italics* in the LOS Tables of the LOS Report.

Roadway facilities that are operating at an unacceptable LOS are identified in Exhibit 1. Note that the LOS analysis is for operational performance based on the HCM 2000's LOS criteria. Roadway facilities may be functioning at LOS F but may have available capacity for FDOT and/or Florida Department of Community Affairs (FDCA)-negotiated MSVs.

Bicycle, pedestrian and transit LOS analyses also employ a two-tiered approach. Those facilities for which the highway LOS is analyzed using the FDOT Generalized Tables, are also analyzed for bicycle, pedestrian and transit LOS using the FDOT Generalized Tables. Those facilities for which the highway LOS is analyzed using FDOT LOSPLAN software, are also analyzed for bicycle, pedestrian and transit LOS using FDOT LOSPLAN software.

Congestion Management Process (CMP)

The LOS Report is updated at least annually. This monitoring system is a key component for prioritizing bicycle facility, pedestrian facility, roadway facility and transit projects, that address congestion management, in the Long Range Transportation Plan and Transportation Improvement Program. This report is intended to address the Safe, Accountable, Feasible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU) congestion management process requirement.

EXHIBIT 1

ROADWAY FACILITIES OPERATING AT AN UNACCEPTABLE HIGHWAY LEVEL OF SERVICE (LOS)

ROADWAY FACILITY	FROM	TO	2009 AADT	2009 LOS	2008 MSV	2009 MSV
SW 13TH ST. [US 441] (S-3)	ARCHER RD.	UNIVERSITY AVE.	34,500	F	28,200	28,200
NW 13TH ST [US 441]. (S-4)	UNIVERSITY AVE.	NW 29TH RD.	31,500	F	28,200	28,200
NEWBERRY ROAD [SR 26] (S-14)	NW 122ND ST.	INTERSTATE 75 (West Ramp)	37,250	F	35,500	35,500
NEWBERRY ROAD [SR 26] (S-15)	INTERSTATE 75 (West Ramp)	NW 8TH AVENUE	49,500	F	43,700	43,700
SW 2ND AVE. [SR 26A] (S-21)	NEWBERRY RD.	SW 34TH ST.	15,200	E	12,495	12,495
NW 34TH ST. [SR 121] (S-25)	UNIVERSITY AVE.	NW 16TH AVE.	18,750	F	15,960	15,960
ARCHER RD. [SR 24] (S-47)	GMA BOUNDARY	SW 75TH ST.	19,000	E	15,960	15,960
ARCHER RD. [SR 24] (S-55)	SW 34TH ST.	SW 16TH AVE.	51,250	F	50,300	50,300
NW 23RD AVENUE (A-9)	NW 98TH ST.	NW 55TH ST.	16,815	F	15,675	15,675
SW 20TH AVE. (A-15)	SW 75TH ST.	SW 62ND BD.	15,866	F	15,675	15,675
SW 20TH AVE. (A-16)	SW 62ND BD.	SW 34TH ST.	21,524	F	15,675	15,675
N MAIN ST. (A-18)	NW 23RD AVE.	NW 39TH AVE.	11,562	E	11,550	11,550
NW 83RD ST. (A-23)	NW 23RD AVE.	NW 39TH AVE.	13,851	E	13,680	13,680
RADIO RD./MUSEUM DR. (G-32)	SW 34TH ST.	SW 13TH ST.	13,621	F	11,260	11,260
GALE LEMERAND DR. (G-39)	MUSEUM DR.	UNIVERSITY AVE.	12,368	F	10,530	10,530

[#] Maximum service volume (MSV) for LOS D is not attainable (NA).

Note: Unacceptable operating performance is based on the 2000 Highway Capacity Manual LOS A to F scale and not Florida Department of Transportation (FDOT) and/or Florida Department of Community Affairs-negotiated LOS standards.

INTRODUCTION

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's Annual Average Daily Traffic (AADT)/ Multimodal Level of Service (LOS) Report is composed of three components: an LOS map atlas; LOS tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to LOS within Appendix A address only highway LOS as described in the 2000 Highway Capacity Manual. This report contains estimates of the LOS and maximum service volume (MSV) for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Illustration I shows the GMA as defined by Chapter 339.175(1)(c), Florida Statutes. LOS and MSV analysis methodology utilizes the Florida Department of Transportation (FDOT) Generalized Tables contained in FDOT's 2009 Quality/Level of Service Handbook (2009 Q/LOS Handbook).

Tables 1 through 3 provide detailed data on each functionally classified road. Table 1 provides roadway LOS data for state-maintained roads. Table 2 provides roadway LOS data for Alachua County-maintained roads. Table 3 provides roadway LOS data for City of Gainesville-maintained roads. The LOS data for the GMA is also graphically illustrated in the MTPO's *Level of Service Atlas*.

This report also contains estimates of bicycle, pedestrian and transit LOS for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the GMA Boundary. Tables 4 through 6 provide the multimodal LOS on each functionally classified road. Table 4 provides multimodal LOS data for state-maintained roads. Table 5 provides multimodal LOS data for Alachua County-maintained roads. Table 6 provides multimodal LOS data for City of Gainesville-maintained roads.

PURPOSE

The primary purpose of this study is to provide the most accurate estimate of multimodal LOS possible for each state maintained arterials, city and county collectors functioning as arterials, transitioning arterials or collectors, major nonstate roads and other nonstate roads within the GMA Boundary. This greater degree of accuracy will become increasingly important when issues dealing with concurrency and growth management arise. The degree of accuracy is accomplished by a hierarchical approach to the analysis. All roadways are analyzed using FDOT's Generalized Tables. Where it has been determined that a roadway has a service volume approaching or exceeding 65 percent the Generalized Tables-specified service volume, a secondary degree of analysis using FDOT analytical computer software is used to analyze the roadway service volume. This analysis provides a more accurate estimate of roadway LOS for concurrency management purposes because they assess local traffic characteristics. In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

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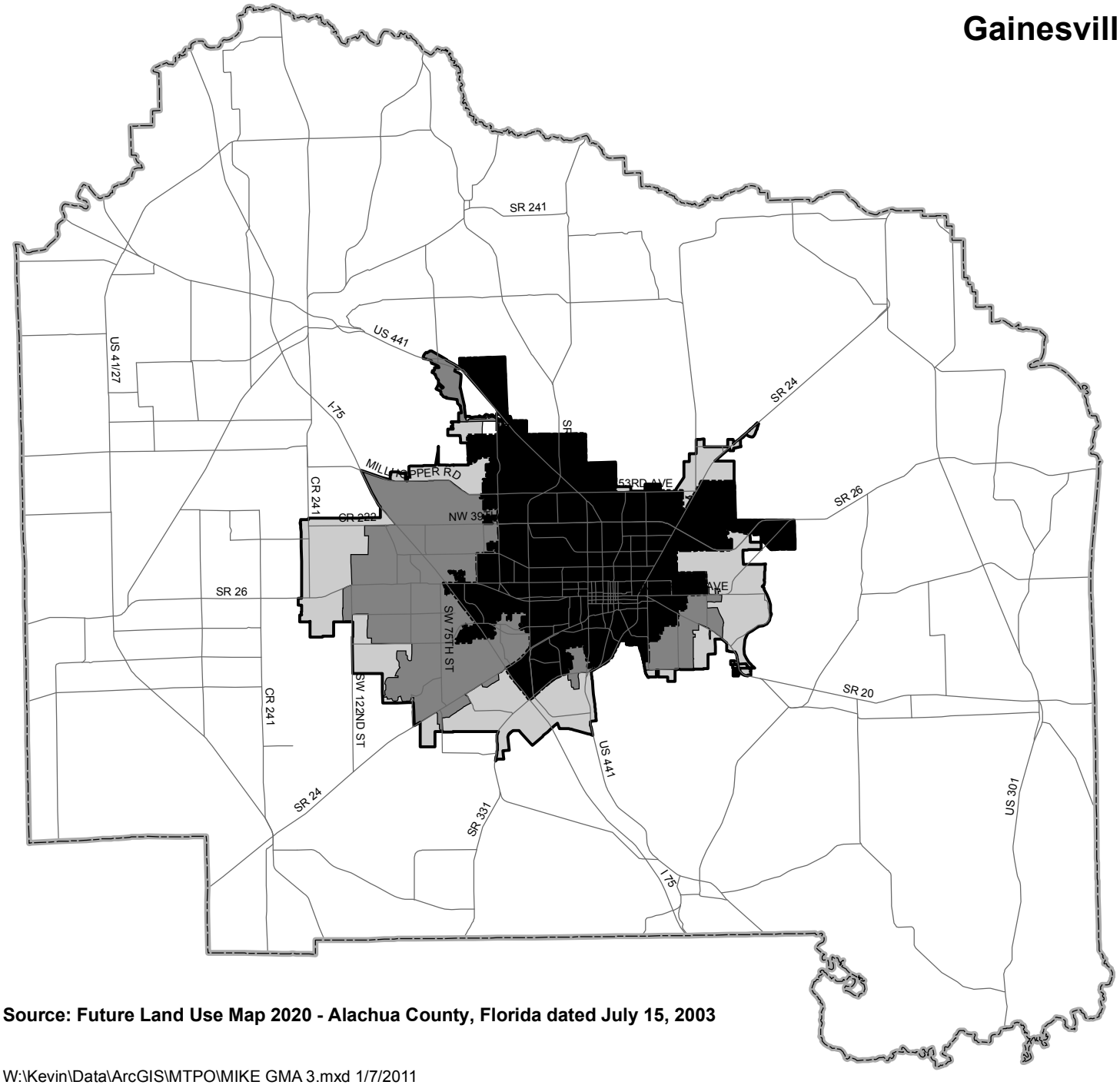
Illustration 1
Gainesville Metropolitan Area
Alachua County



Legend

- Alachua County Boundary
- Roads
- Metropolitan Area 2020
- Gainesville City Limits
- Census 2000 Urbanized Area
- Urban Cluster

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North Central Florida Regional Planning Council

Source: Future Land Use Map 2020 - Alachua County, Florida dated July 15, 2003

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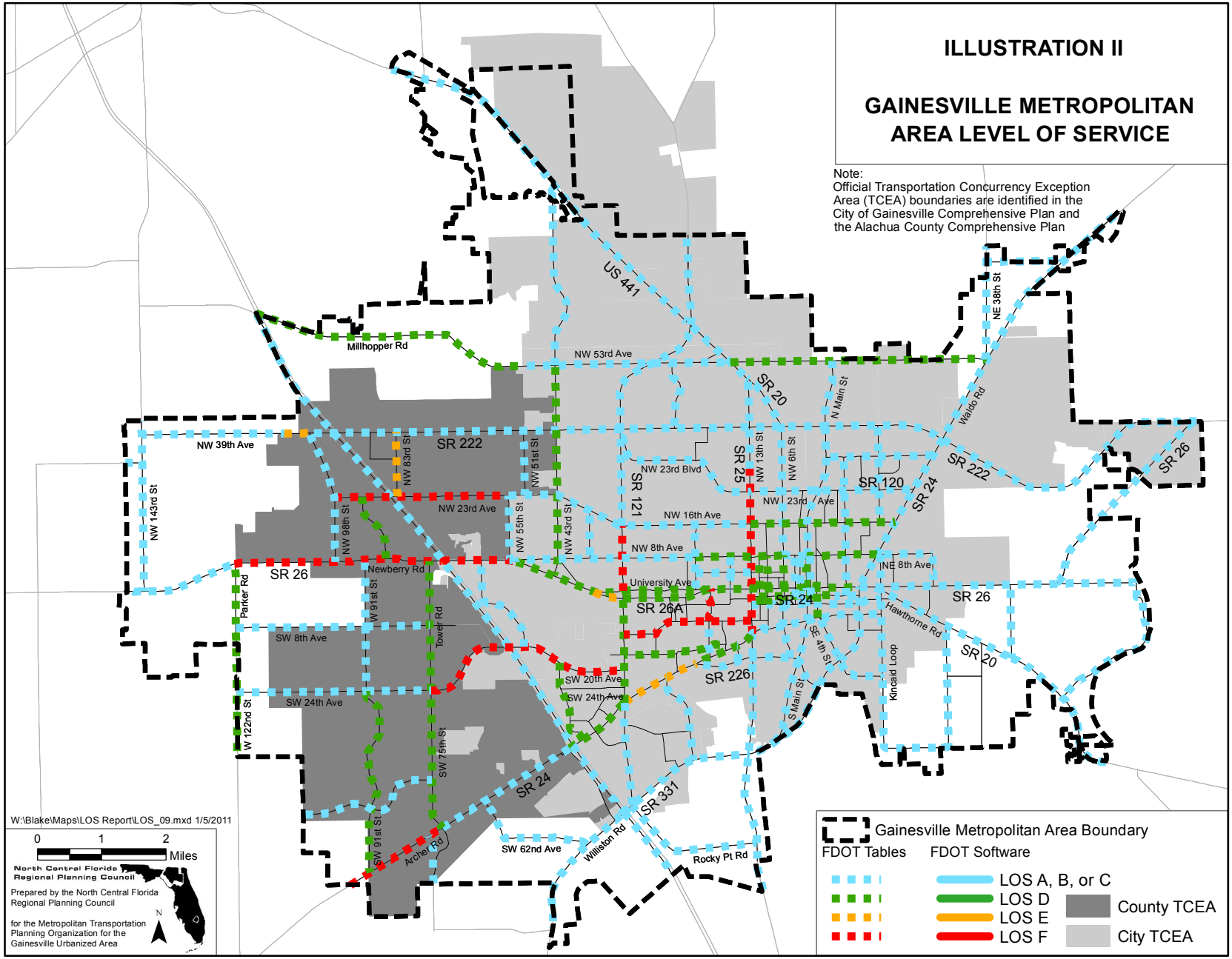
ILLUSTRATION II
GAINESVILLE METROPOLITAN AREA LEVEL OF SERVICE
Note:
Official Transportation Concurrency Exception Area (TCEA) boundaries are identified in the City of Gainesville Comprehensive Plan and the Alachua County Comprehensive Plan
US 441
Milhopper Rd
NW 53rd Ave
NW 39th Ave
NW 143rd St
SR 222
NW 83rd St
NW 51st St
NW 23rd Blvd
NW 23rd Ave
NW 98th St
NW 55th St
NW 43rd St
SR 121
SR 25
NW 13th St
NW 6th St
SR 20
N Main St
Waldo Rd
SR 120
SR 24
SR 222
SR 26
NW 16th Ave
NW 8th Ave
NE 8th Ave
NE 38th St
SR 26
Newberry Rd
University Ave
SR 26A
SR 24
Parker Rd
NW 91st St
Tower Rd
Hawthorne Rd
SE 4th St
SR 20
SW 8th Ave
SW 20th Ave
SW 24th Ave
SR 226
Kincaid Loop
S Main St
W 122nd St
SW 75th St
SR 24
SR 331
SW 91st St
Archer Rd
SW 62nd Ave
Williston Rd
Rocky Pt Rd
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North Central Florida Regional Planning Council
Prepared by the North Central Florida Regional Planning Council
for the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Gainesville Metropolitan Area Boundary
FDOT Tables
FDOT Software
LOS A, B, or C
LOS D
LOS E
LOS F
County TCEA
City TCEA

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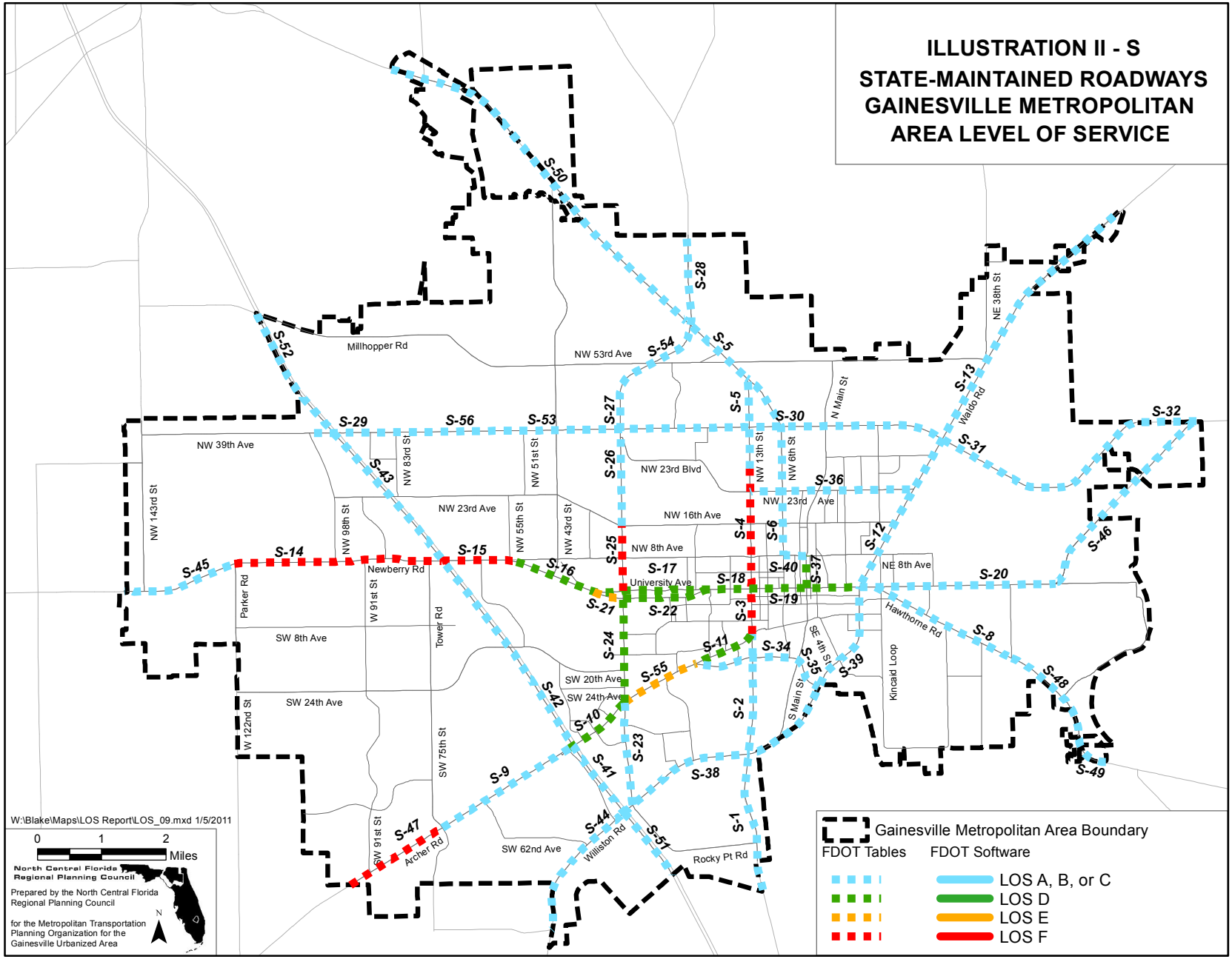
ILLUSTRATION II - S
STATE-MAINTAINED ROADWAYS
GAINESVILLE METROPOLITAN
AREA LEVEL OF SERVICE
Millhopper Rd
NW 53rd Ave
NW 39th Ave
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NW 23rd Ave
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NW 8th Ave
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Archer Rd
Williston Rd
Rocky Pt Rd
Hawthorne Rd
Waldo Rd
NE 38th St
N Main St
S Main St
SE 4th St
Kincaid Loop
Parker Rd
Tower Rd
SW 75th St
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NW 98th St
NW 83rd St
NW 55th St
NW 51st St
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Gainesville Metropolitan Area Boundary
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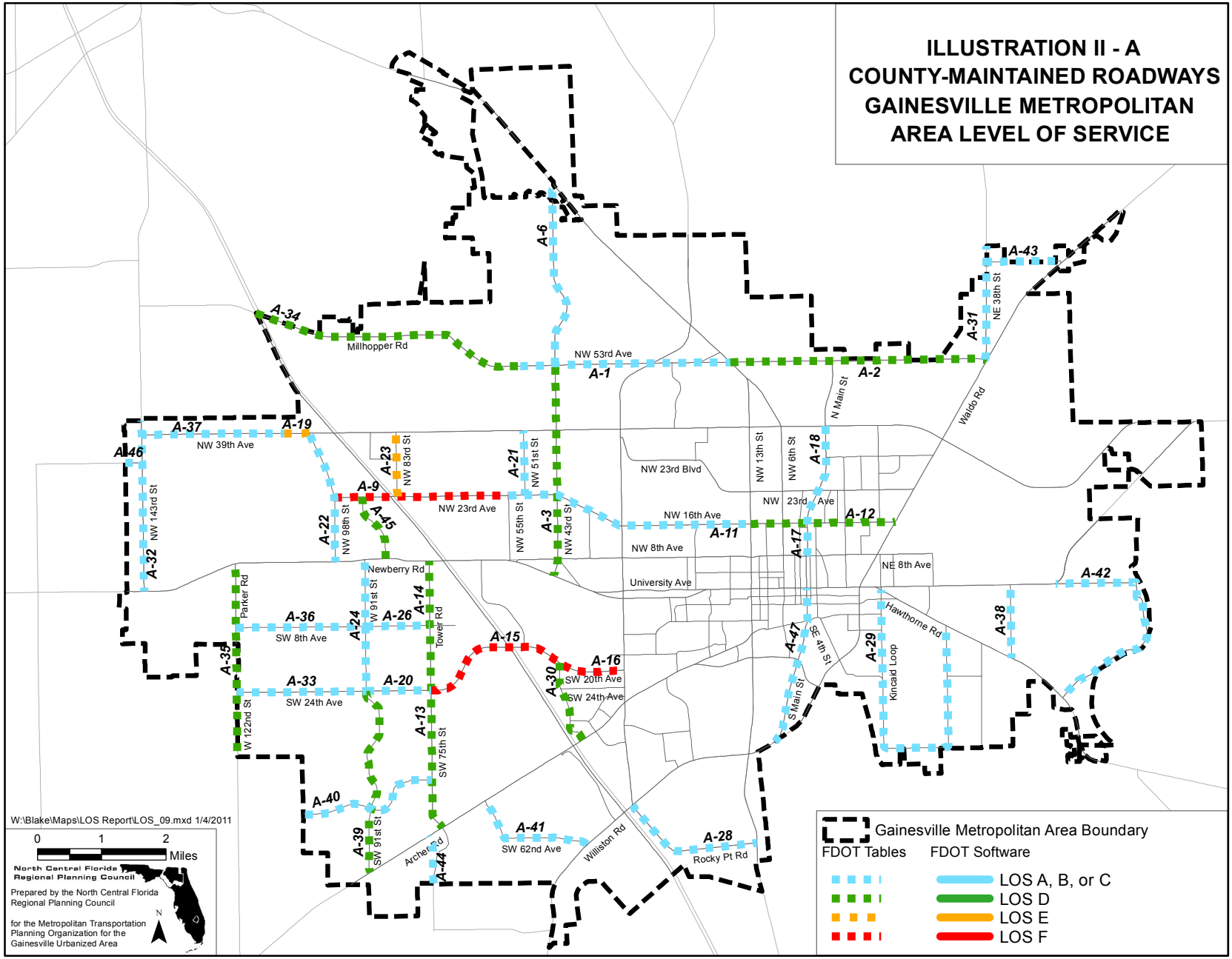
ILLUSTRATION II - A
COUNTY-MAINTAINED ROADWAYS
GAINESVILLE METROPOLITAN
AREA LEVEL OF SERVICE
A-6
A-34
Millhopper Rd
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A-2
A-43
A-31
NE 38th St
N Main St
Waldo Rd
A-37
A-19
NW 39th Ave
A-46
NW 143rd St
A-32
A-23
NW 83rd St
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NW 23rd Ave
A-45
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NW 51st St
NW 55th St
A-3
NW 43rd St
NW 23rd Blvd
NW 13th St
NW 6th St
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NW 23rd Ave
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NW 16th Ave
A-11
NW 8th Ave
A-17
NE 8th Ave
University Ave
A-42
Newberry Rd
Parker Rd
A-36
SW 8th Ave
A-24
A-26
A-14
W 91st St
Tower Rd
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SW 20th Ave
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W 122nd St
SW 75th St
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A-39
SW 91st St
Archer Rd
A-41
SW 62nd Ave
Williston Rd
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Rocky Pt Rd
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SE 4th St
S Main St
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Kincaid Loop
Hawthorne Rd
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Gainesville Metropolitan Area Boundary
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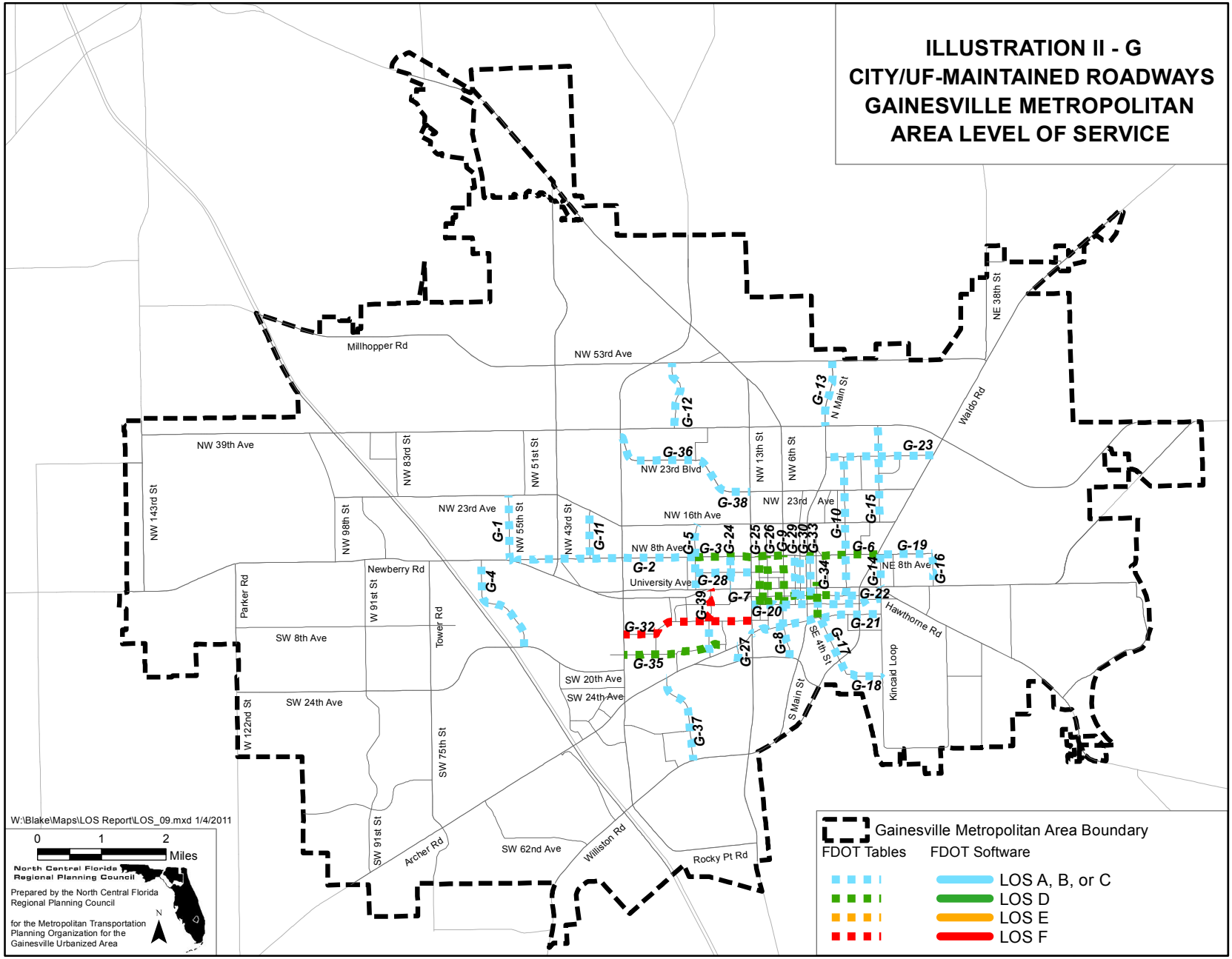
ILLUSTRATION II - G
CITY/UF-MAINTAINED ROADWAYS
GAINESVILLE METROPOLITAN
AREA LEVEL OF SERVICE
Millhopper Rd
NW 53rd Ave
NW 39th Ave
NW 143rd St
NW 83rd St
NW 51st St
NW 98th St
NW 23rd Ave
NW 55th St
NW 43rd St
NW 23rd Blvd
NW 13th St
NW 6th St
NW 16th Ave
NW 8th Ave
University Ave
NW 23rd Ave
NE 38th St
Waldo Rd
N Main St
NE 8th Ave
Hawthorne Rd
Kincaid Loop
SE 4th St
S Main St
Newberry Rd
W 91st St
Parker Rd
Tower Rd
SW 8th Ave
SW 24th Ave
W 122nd St
SW 75th St
SW 91st St
SW 20th Ave
SW 24th Ave
Archer Rd
SW 62nd Ave
Williston Rd
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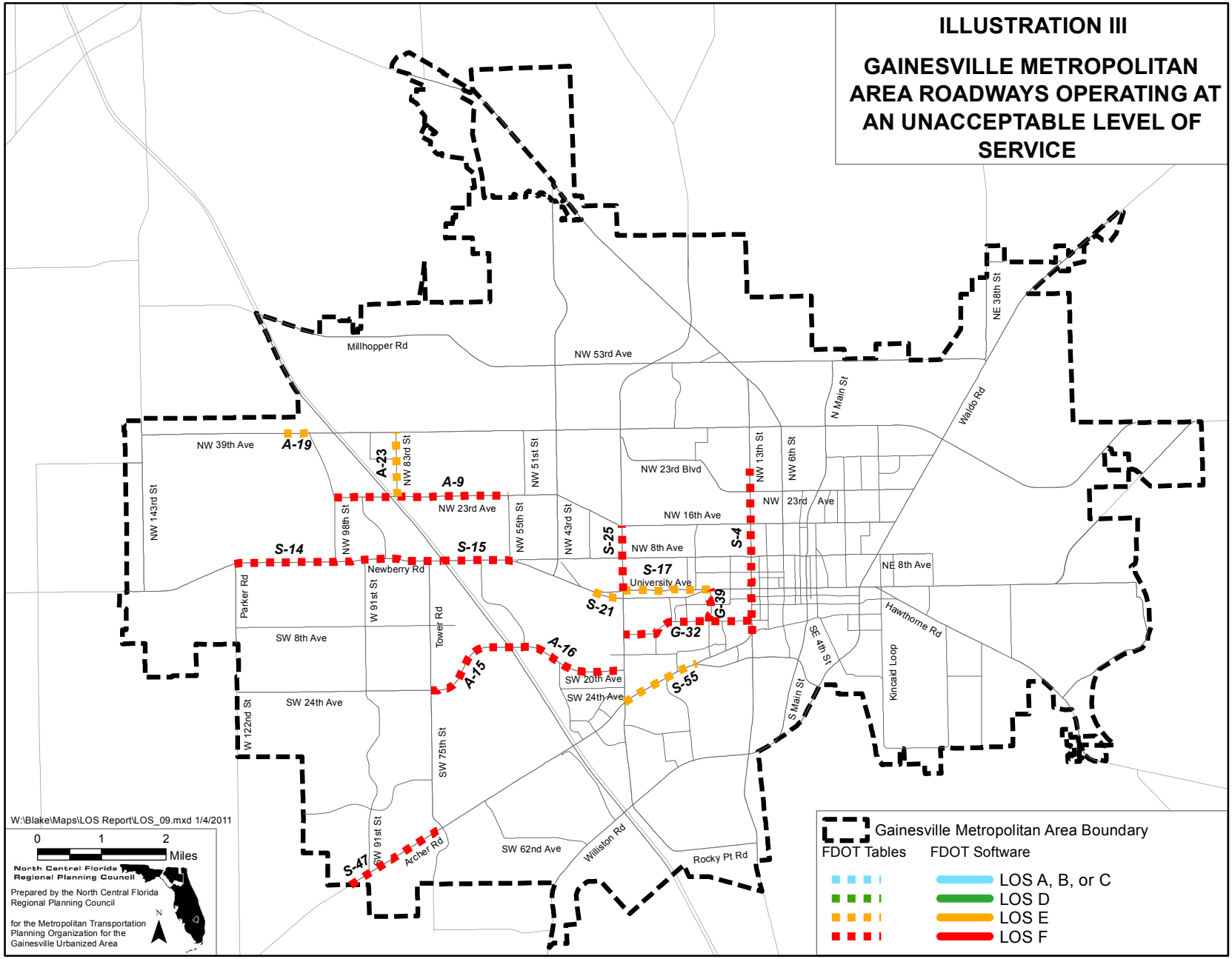
ILLUSTRATION III
GAINESVILLE METROPOLITAN AREA ROADWAYS OPERATING AT AN UNACCEPTABLE LEVEL OF SERVICE
Millhopper Rd
NW 53rd Ave
NE 38th St
N Main St
Waldo Rd
NW 39th Ave
A-19
A-23
NW 83rd St
A-9
NW 23rd Ave
NW 51st St
NW 23rd Blvd
NW 13th St
NW 6th St
NW 143rd St
NW 98th St
NW 55th St
NW 43rd St
NW 16th Ave
NW 23rd Ave
S-25
S-4
NW 8th Ave
S-14
S-15
Newberry Rd
S-17
University Ave
NE 8th Ave
Parker Rd
W 91st St
S-21
G-39
G-32
Hawthorne Rd
SE 4th St
Tower Rd
A-16
A-15
SW 20th Ave
SW 8th Ave
SW 24th Ave
S-55
S Main St
Kincaid Loop
W 122nd St
SW 75th St
SW 91st St
S-47
Archer Rd
SW 62nd Ave
Williston Rd
Rocky Pt Rd
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METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
(MTPO)
FOR THE GAINESVILLE URBANIZED AREA

YEAR 2009 ANNUAL AVERAGE DAILY TRAFFIC MULTIMODAL LEVEL OF SERVICE REPORT

LEVEL OF SERVICE TABLES

GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

January, 2011

Prepared by:
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida 32653

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

FDOT Generalized Tables analysis 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL NOTE [A]	NUMBER OF LANES [B]	FDOT ROADWAY CLASS [C]	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN ADJUSTMENT [D]	ADOPTED LOS STD [E]	MAXIMUM SERVICE VOLUME [F] TABLE	MAXIMUM SERVICE VOLUME [F] CALCULATED	MAXIMUM SERVICE VOLUME [F] NEGOTIATED	PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	AADT [G]	LEVEL OF SERVICE [H] TABLE	LEVEL OF SERVICE [H] CALCULATED
URBANIZED ROADWAYS [I]																	
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	Multimodal Corridor	4-D	I Arterial	1.60 / 1.9	NO	D	36,700	-	TCEA	52%	17,600	19,100	B	-
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	Multimodal Corridor	4-D	III Arterial	8.56 /0.7	NO	D	28,200	-	TCEA	117%	(4,800)	33,000	F	-
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	Multimodal Corridor	4-D	III Arterial	4.82 / 1.9	NO	D	28,200	-	TCEA	105%	(1,300)	29,500	F	-
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	Multimodal Corridor	4-D	I Arterial	1.46 / 2.7	NO	D	36,700	-	TCEA	66%	12,450	24,250	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	31,540	-	TCEA	47%	16,840	14,700	C	-
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	-	4-U	I Arterial	1.07 / 0.9	-5%	D	34,865	-	TCEA	25%	26,065	8,800	B	-
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	SIS / FIHS / Multimodal Corridor	4-D	II Arterial	2.28 / 2.6	NO	C	25,000	-	TCEA (part)	60%	9,900	15,100	C	-
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	Multimodal Corridor	4-D	I Arterial	1.26 / 2.4	NO	D	36,700	-	TCEA	72%	10,450	26,250	B	-
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	Multimodal Corridor	6-D	II Arterial	3.75 / 1.2	NO	D	50,300	-	TCEA	96%	1,790	48,510	D	-
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	Multimodal Corridor	4-D	II Arterial	4.03 / 1.1	NO	D	33,200	-	TCEA	90%	3,200	30,000	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	36,700	-	TCEA	71%	10,746	25,954	B	-
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [west ramp]	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	1.90 / 3.2	NO	C	35,500	-	TCEA (part)	105%	(1,750)	37,250	F	-
S-15	SR 26/Newberry Rd.	Interstate-75 [west ramp	NW 8th Ave.	Multimodal Corridor / Constrained	6-D	III Arterial	6.87 / 1.2	NO	D	43,700	-	TCEA	113%	(5,800)	49,500	F	-
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	Multimodal Corridor	4-D	II Arterial	4.59 / 1.7	NO	D	33,200	-	TCEA	94%	1,950	31,250	D	-
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	Multimodal Corridor / Constrained	3-U	II Arterial	3.67 / 1.4	.5*4LnPDF+.5*2LnOPDF	D	24,200	-	TCEA	96%	950	23,250	E	-
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	Multimodal Corridor	4-D	III Arterial	6.34 / 0.6	NO	D	28,200	-	TCEA	99%	200	28,000	D	-
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	Multimodal Corridor	4-D	III Arterial	7.72 / 1.7	NO	D	28,200	-	TCEA	76%	6,700	21,500	D	-
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	Multimodal Corridor	4-D	I Arterial	0.71 / 2.8	NO	D	36,700	-	TCEA (part)	28%	26,300	10,400	B	-
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	Multimodal Corridor	2-D	III Arterial	6.37 / 0.4	+5%	D	12,495	-	TCEA	115%	(1,905)	14,400	E	-
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	Multimodal Corridor	2-U	I Arterial	0.76 / 1.3	-20%	D	13,200	-	TCEA	97%	450	12,750	D	-
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	Multimodal Corridor	6-D	II Arterial	3.12 / 1.6	NO	D	50,300	-	TCEA	52%	24,031	26,269	C	-
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	Multimodal Corridor	6-D	II Arterial	4.04 / 1.7	NO	D	50,300	-	TCEA (part)	78%	11,050	39,250	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	15,960	-	TCEA	110%	(1,590)	17,550	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	16,500	-	TCEA	83%	2,750	13,750	C	-
S-27	SR 121/W 34th St.	SR 222/NW 39th Ave.	NW 53rd Ave.	Multimodal Corridor	2-U	I Arterial	0.78 /2.2	NO	D	16,500	-	TCEA	89%	1,800	14,700	C	-
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	SIS Connector	4-D	II Arterial	3.71 / 1.4	NO	D	33,200	-	TCEA	60%	13,407	19,793	C	-
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	SIS Connector	4-D	I Arterial	1.64 / 3.0	NO	D	36,700	-	TCEA	46%	19,700	17,000	B	-
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	SIS Connector	4-D	I Arterial	1.16 / 0.9	NO	D	36,700	-	TCEA	35%	23,900	12,800	B	-
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	-	2-U	Unsignalized	0.0 / 2.5	NO	D	22,200	-	TCEA (part)	43%	12,550	9,650	C	-
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	-	4-D	II Arterial	4.36 / 0.9	NO	D	33,200	-	TCEA	61%	13,000	20,200	C	-
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	-	4-D	II Arterial	2.77 / 0.7	NO	D	33,200	-	TCEA	54%	15,400	17,800	C	-
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	-	2-U	I Arterial	1.81 / 0.6	NO	D	16,500	-	TCEA	44%	9,300	7,200	B	-
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	SIS Connector [part]	4-U	II Arterial	2.36 / 2.5	-25%	D	24,900	-	TCEA	53%	11,600	13,300	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

FDOT Generalized Tables analysis 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL NOTE [A]	NUMBER OF LANES [B]	FDOT ROADWAY CLASS [C]	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN ADJUSTMENT [D]	ADOPTED LOS STD [E]	MAXIMUM SERVICE VOLUME [F]			PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	AADT [G]	LEVEL OF SERVICE [H]	
										TABLE	CALCULATED	NEGOTIATED				TABLE	CALCULATED
URBANIZED ROADWAYS [I]																	
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	-	2-D	II Arterial	4.0 /0.5	+5%	D	15,960	-	TCEA	98%	360	15,600	D	-
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	SIS / FIHS	4-D	I Arterial	1.79 / 2.2	NO	C	35,500	-	TCEA (part)	70%	10,500	25,000	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	35,500	-	TCEA	54%	16,400	19,100	B	-
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	-	4-D	II Arterial	2.83 / 0.4	NO	D	33,200	-	TCEA	49%	16,900	16,300	C	-
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	SIS / FIHS	6-D	Freeway	0.0 / 1.3	N/A	C	90,500	-	-	65%	31,500	59,000	B	-
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	SIS / FIHS	6-D	Freeway	0.0 / 3.5	N/A	C	90,500	-	-	80%	18,000	72,500	C	-
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	SIS / FIHS	6-D	Freeway	0.0 / 2.6	N/A	C	90,500	-	-	77%	20,500	70,000	C	-
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	Multimodal Corridor	2-U	I Arterial	0.29 / 3.4	NO	D	16,500	-	TCEA (part)	31%	11,400	5,100	B	-
S-50	US 441	NW 23rd St.	GMA Boundary	Multimodal Corridor	4-D	I Arterial	0.16 / 6.1	NO	D	36,700	-	TCEA (part)	51%	18,000	18,700	B	-
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	SIS / FIHS	6-D	Freeway	0.0 / 1.2	N/A	C	90,500	-	-	54%	42,000	48,500	B	-
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	SIS Connector	4-D	I Arterial	1.71 /3.5	NO	D	36,700	-	TCEA	74%	9,700	27,000	B	-
S-54	SR 121/W 34th St.	NW 53rd Ave.	US 441/W 13th St.	Multimodal Corridor	2-U	I Arterial	1.12 / 0.9	NO	D	16,500	-	TCEA	56%	7,300	9,200	B	-
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	Multimodal Corridor	6-D	II Arterial	2.35 / 1.3	NO	D	50,300	-	-	100%	(200)	50,500	E	-
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	SIS Connector	4-D	I Arterial	0.50 / 1.9	NO	D	36,700	-	TCEA	72%	10,200	26,500	C	-
TRANSITIONING ROADWAYS [J]																	
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	Multimodal Corridor	4-D	I Arterial	0.46 / 2.2	NO	D	33,800	-	-	36%	21,700	12,100	B	-
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	Multimodal Corridor	4-D	I Arterial	0.44 / 4.5	NO	D	33,800	-	TCEA (part)	49%	17,200	16,600	B	-
S-28	SR 121/W 34th St.	US 441/W 13th St.	CR 231	Multimodal Corridor	2-U	I Arterial	0.71 / 1.4	NO	D	15,200	-	TCEA (part)	65%	5,294	9,906	C	-
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	Multimodal Corridor	2-U	I Arterial	0.39 / 2.5	NO	D	15,200	-	-	57%	6,500	8,700	B	-
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	SIS / FIHS	4-D	I Arterial	0.55 / 1.8	NO	C	32,100	-	-	57%	13,950	18,150	B	-
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	Multimodal Corridor	2-D	I Arterial	1.19 / 1.7	+5%	D	15,960	-	TCEA	120%	(3,240)	19,200	F	-
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	0.98 / 1.0	NO	C	32,100	-	-	39%	19,600	12,500	B	-
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	SIS / FIHS / Multimodal Corridor	4-D	Unsignalized	0.0 / 1.3	NO	C	45,400	-	-	22%	35,500	9,900	B	-
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	SIS / FIHS	6-D	Freeway	0.0 / 1.3	N/A	C	86,600	-	-	71%	25,369	61,231	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

Freeway [<2mi] Freeway facility witn Interchange spacing less than 2 miles apart

Freeway [>=2mi] Freeway facility witn Interchange spacing equal to or greater than 2 miles apart

TABLE 2
HIGHWAY LEVEL OF SERVICE DATA FOR ALACHUA COUNTY ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

FDOT Generalized Tables analysis 1/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL NOTE [A]	NUMBER OF LANES [B]	FDOT ROADWAY CLASS [C]	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN ADJUSTMENT [D]	ADOPTED LOS STD [E]	MAXIMUM SERVICE VOLUME [F] TABLE	MAXIMUM SERVICE VOLUME [F] CALCULATED	MAXIMUM SERVICE VOLUME [F] NEGOTIATED	PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	AADT [G]	LEVEL OF SERVICE [H] TABLE	LEVEL OF SERVICE [H] CALCULATED
URBANIZED ROADWAYS [I]																	
A-1 / AC-010	NW 53rd Ave.	NW 52nd Terr.	US 441/W 13th St.	-	2-U	I Arterial	1.22 / 3.3	-	D	15,675	-	TCEA	77%	3,638	12,037	C	-
A-3 / AC-025	NW 43rd St.	SR 26/Newberry Rd.	NW 53rd Ave.	-	4-D	II Arterial	2.13 / 3.3	-	D	31,540	-	TCEA (part)	87%	4,224	27,316	D	-
A-6 / AC-030	NW 43rd St.	NW 53rd Ave.	US 441	-	2-U	I Arterial	0.2 / 3.1	-	D	15,675	-	TCEA (part)	71%	4,609	11,066	C	-
A-9 / AC-040	NW 23rd Ave.	NW 98th St.	NW 55th St.	-	2-U	I Arterial	1.0 / 2.8	-	D	15,580	-	TCEA	101%	(121)	15,701	F	-
A-10 / AC-035	NW 23rd Ave.	NW 55th St.	NW 43rd St.	-	4-D	II Arterial	2.65 / 0.8	-	D	31,540	-	TCEA	67%	10,303	21,237	C	-
A-11	NW 16th Ave.	NW 43rd St.	US 441/W 13th St.	-	4-D	I Arterial	1.6 / 3.1	-	D	34,865	-	TCEA	59%	14,414	20,451	B	-
A-12	N 16th Ave.	US 441/W. 13th St.	SR 24/Waldo Road	-	2-U	II Arterial	2.22 / 2.2	+5%	D	15,160	-	TCEA	80%	3,033	12,127	D	-
A-13 / AC-090	SW 75th St/Tower Rd.	SR 24/Archer Road	SW 8th Ave.	-	2-U	I Arterial	0.94 / 3.2	-	D	15,675	-	TCEA	95%	773	14,902	D	-
A-14 / AC-085	NW 75th St/Tower Rd.	SW 8th Ave.	SR 26/Newberry Rd.	-	4-D	II Arterial	3.00 / 1.0	-	D	31,540	-	TCEA	78%	7,051	24,489	D	-
A-15 / AC-060	SW 20th Ave.	SW 75th St/Tower Rd	SW 62nd Blvd.	Multimodal Corridor	2-U	I Arterial	0.57 / 1.8	-	D	15,675	-	TCEA	101%	(191)	15,866	F	-
A-16 / AC-055	SW 20th Ave.	SW 62nd Blvd.	SR 121/W 34th St.	Multimodal Corridor	2-U	I Arterial	1.21 / 1.7	-	D	15,675	-	TCEA	137%	(5,849)	21,524	F	-
A-17	N Main St.	NW 8th Ave.	NW 23rd Ave.	-	4-U	II Arterial	2.84 / 1.0	-25%	D	23,655	-	TCEA	58%	10,009	13,646	C	-
A-18	N Main St.	NW 23rd Ave.	SR 222/N 39th Ave.	-	4-D	I Arterial	1.0 / 1.0	-	D	34,865	-	TCEA	45%	19,075	15,790	B	-
A-19 / AC-095	NW 39th Ave.	NW 112th St.	NW 98th St.	-	2-U	II Arterial	2.52 / 0.4	-20%	D	11,550	-	TCEA	100%	(12)	11,562	E	-
A-47	S Main St.	Williston Rd.	University Ave.	-	4-D	II Arterial	2.43 /2.5	-	D	31,540	-	TCEA	39%	19,340	12,200	C	-
A-20 / AC-065	SW 24th Ave	SW 91st St.	SW 75th St./Tower Rd.	-	2-U	I Major County Roadway	1.0 / 1.0	-	D	14,850	-	-	80%	2,988	11,862	C	-
A-21 / AC-120	NW 51st St.	NW 23rd Ave.	SR 222/NW 39th Ave.	-	2-U	II Major County Roadway	3.00 / 1.0	-	D	13,680	-	TCEA	65%	4,798	8,882	C	-
A-22 / AC-110	NW 98th St.	SR 26/Newberry Rd.	CR 222/NW 39th Ave.	-	2-U	I Major County Roadway	0.96 / 2.1	-	D	14,850	-	TCEA	69%	4,534	10,316	C	-
A-23 / AC-130	NW 83rd St.	NW 23rd Ave.	SR 222/NW 39th Ave.	-	2-U	II Major County Roadway	3.0 / 1.0	-	D	13,680	-	TCEA	101%	(171)	13,851	E	-
A-24 / AC-165	W 91st St.	SW 24th Ave.	SR 26/Newberry Rd.	-	2-U	I Major County Roadway	0.50 / 2.0	-	D	14,850	-	TCEA	56%	6,572	8,278	B	-
A-26 / AC-140	SW 8th Ave.	SW 91st St.	SW 75th St./Tower Rd.	-	2-U	I Major County Roadway	1.0 / 1.0	-	D	14,850	-	TCEA	33%	9,888	4,962	B	-
A-29 / AC-280	Kincaid Loop	SR 20/Hawthorne Rd.	SR 20/Hawthorne Rd.	-	2-U	I Major County Roadway	0.38 / 5.3	-	D	14,850	-	TCEA (part)	26%	10,924	3,926	B	-
A-30 / AC-400	SW 40th Blvd./ SW 42nd/43rd St.	SR 24/Archer Rd.	SW 20th Ave.	-	2-D	II Major County Roadway	2.23 / 1.3	+5%	D	14,365	-	TCEA	80%	2,914	11,451	D	-
A-33	SW 24th Ave	SW 122nd St./Parker Rd.	SW 91st St.	-	2-U	I Major County Roadway	0.50 / 2.0	-	D	14,850	-	TCEA (part)	46%	7,986	6,864	B	-
A-36	SW 8th Ave.	SW 122nd St./Parker Rd.	SW 91st St.	-	2-U	I Major County Roadway	0.50 / 2.0	-	D	14,850	-	TCEA (part)	14%	12,752	2,098	B	-
A-45 / AC-160	Ft. Clarke Blvd.	SR 26/Newberry Rd.	NW 23rd Avenue	-	2-U	I Major County Roadway	1.84 / 1.1	-	D	14,850	-	TCEA	95%	*799*	14,051	D	-
A-40 / AC-180	SW 46th Blvd.	SW 104th Tr.	Tower Road	-	2-D	I Other Signalized Roadway	0.43 / 2.3	+5%	D	11,260	-	TCEA	49%	5,688	5,572	B	-
A-44 / AC-095	SW 75th St.	GMA Boundary	SR 24/Archer Road	-	2-U	I Other Signalized Roadway	1.33 / 0.8	-	D	10,725	-	TCEA	30%	7,494	3,231	B	-

Roadway sections in shaded rows are also ARTPLAN or HIGHPLAN analyzed. *Roadway sections in italic text are full field study analyses.*

TABLE 2 - Continued
HIGHWAY LEVEL OF SERVICE DATA FOR ALACHUA COUNTY ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

FDOT Generalized Tables analysis 1/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL NOTE [A]	NUMBER OF LANES [B]	FDOT ROADWAY CLASS [C]	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN ADJUSTMENT [D]	ADOPTED LOS STD [E]	MAXIMUM SERVICE VOLUME [F] TABLE	MAXIMUM SERVICE VOLUME [F] CALCULATED	MAXIMUM SERVICE VOLUME [F] NEGOTIATED	PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	AADT [G]	LEVEL OF SERVICE [H] TABLE	LEVEL OF SERVICE [H] CALCULATED
TRANSITIONING ROADWAYS [J]																	
A-2 / AC-005	N 53rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	-	2-U	I Arterial	0.50 / 4.0	-	D	14,440	-	TCEA (part)	89%	1,653	12,787	C	-
A-32 / AC-240	W 143rd St./CR 241	SR 26/Newberry Road	GMA Boundary	-	2-U	I Arterial	0.38 / 2.6	-	D	14,440	-	-	74%	3,806	10,634	C	-
A-37 / AC-100	NW 39th Ave.	CR 241	NW 112th St.	-	2-U	I Arterial	0.45 / 2.2	-	D	14,440	-	-	70%	4,332	10,108	C	-
A-28 / AC-275	Rocky Pt. Rd.	SR 331/Williston Rd.	US 441/SW 13th St.	-	2-U	I Major County Roadway	0.44 / 2.3	-	D	13,680	-	-	24%	10,393	3,287	B	-
A-34 / AC-105	NW 53rd Ave.	Interstate 75	NW 52nd Terr.	-	2-U	I Major County Roadway	0.23 / 4.3	-	D	13,680	-	TCEA (part)	44%	7,632	6,048	B	-
A-35 / AC-210	SW 122nd St./Parker Rd.	GMA Boundary	SR 26/Newberry Rd.	-	2-U	I Major County Roadway	0.33 / 3.0	-	D	13,680	-	-	53%	6,389	7,291	B	-
A-38 / AC-290	SE 43rd St.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	-	2-U	I Major County Roadway	0.88 / 1.1	-	D	13,680	-	-	29%	9,778	3,902	B	-
A-39 / AC-270	SW 91st St.	Archer Road	SW 24th Ave.	-	2-D	I Major County Roadway	0.66 / 3.0	+5%	D	14,365	-	TCEA	46%	7,705	6,660	B	-
A-31 / AC-285	Monteocha Road	NE 53rd Ave.	NE 77th Ave.	-	3-U	I Other Signalized Roadway	0.56 / 1.8	-	D	14,690	-	-	20%	11,766	2,924	B	-
A-41 / AC-200	SW 62nd Ave./ SW 63rd Blvd.	SR 121	SR 24/Archer Road	-	2-U	I Other Signalized Roadway	0.50 / 2.0	-	D	9,880	-	TCEA (part)	46%	5,324	4,556	B	-
A-42 / AC-295	CR 329B/Lakeshore Dr.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	-	2-U	I Other Signalized Roadway	0.26 / 3.8	-	D	9,880	-	-	5%	9,433	447	B	-
A-43 / AC-300	NE 77th Ave./CR 225A	NE 38th St.	SR 24 / Waldo Rd.	-	2-U	I Other Signalized Roadway	0.84 / 1.2	-	D	9,880	-	-	7%	9,227	653	B	-
A-46 / AC-050	NW 32nd Ave.	GMA Boundary	CR 241/NW 143rd St.	-	2-U	II Other Signalized Roadway	3.78 / 0.3	-	D	8,905	-	-	27%	6,497	2,408	C	-

SOURCE: North Central Florida Regional Planning Council

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ARTERIAL - Analyzed Using State-Road Service Volumes Minus 5 percent
MAJOR - Analysed as a Major City/County Roadway
OTHER - Analysed as an Other City/County Roadway

Roadway sections in shaded rows are also ARTPLAN or HIGHPLAN analyzed. *Roadway sections in italic text are full field study analyses.*

NOTE: Roadway Sections A-39 and A-40 retain Transitioning Area LOS standards, but are analyzed by Urbanized Area Generalized Tables.

TABLE 3
HIGHWAY LEVEL OF SERVICE DATA FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

FDOT Generalized Tables analysis 01/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL A NOTE	NUMBER OF B LANES	FDOT ROADWAY C CLASS	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN D ADJUSTMENT	ADOPTED LOS E STD	MAXIMUM SERVICE VOLUME F			PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	G AADT	LEVEL OF SERVICE H	
										TABLE	CALCULATED	NEGOTIATED				TABLE	CALCULATED
						I URBANIZED ROADWAYS											
G-1	NW 55th St.	SR 26/Newberry Rd.	NW 23rd Ave.	-	2-U	I Arterial	1.0 / 1.0	-20%	E	12,540	-	TCEA	67%	4,109	8,431	C	-
G-2	NW 8th Ave.	SR 26/Newberry Rd.	NW 22nd St.	-	4-U	I Arterial	1.43 / 2.8	-5%	E	33,120	-	TCEA	50%	16,708	16,412	B	-
G-3	NW 8th Ave.	NW 22nd St.	NW 6th St.		2-U	II Arterial	2.19 / 1.4	+5%	E	16,160	=	TCEA	91%	1,376	14,784	D	-
G-4	SW 62nd Blvd.	SW 20th Ave.	SR 26/Newberry Rd.	-	2-U / 4-U	I Arterial	1.18 / 1.7	-	E	33,120	-	TCEA	65%	11,578	21,542	B	-
G-36	NW 31st Ave/Glen Springs Rd.	SR 121/NW 34th St.	NW 16th Terr.	-	2-U	I Arterial	0.45 / 2.2	-	E	15,675	-	TCEA	39%	9,531	6,144	B	-
G-38	NW 23rd Blvd.	NW 16th Terr.	US 441/NW 13th St.	-	2-D	II Arterial	4.07 / 0.2	+5%	E	16,160	-	TCEA	64%	5,844	10,316	C	-
G-5	NW 22nd St	SR 26/University Ave.	NW 16th Ave.	-	2-U	I Major City Roadway	2.0 / 1.0	-	E	14,850	-	TCEA	46%	8,001	6,849	B	-
G-6	NE 8th Ave.	N Main St.	SR 24/Waldo Rd.	-	2-U	II Major City Roadway	3.6* / 1.1	-	E	14,580	-	TCEA	72%	4,082	10,498	D	-
G-7	S 2nd Ave.	US 441/SW 13th St.	SE 7th St.	-	2-D	III Major City Roadway	9.29* / 1.3	+5%	E	14,080	-	TCEA	40%	8,517	5,563	D	-
G-9	W 6th St.	SW 4th Ave.	NW 8th Ave.	-	2-U	II Major City Roadway	4.03 / 0.7	-20%	E	11,665	-	TCEA	70%	3,468	8,197	D	-
G-37	SW 23rd Terr.	SR 331/Williston Rd.	SR 24/Archer Rd.	-	2-U	I Major City Roadway	0.69 / 1.4	+5%	E	15,595	-	TCEA	66%	5,369	10,226	C	-
G-8	W 6th St.	SW 16th Ave.	SW 4th Ave.	-	4-D	II Other Signalized Roadway	2.50 / 0.8	-	E	22,815	-	TCEA	26%	16,833	5,982	C	-
G-10	E 9th St.	SE 2nd Ave.	NE 31st Ave.	-	2-U	II Other Signalized Roadway	2.31 / 2.2	-	E	10,530	-	TCEA	42%	6,073	4,457	C	-
G-11	NW 38th St.	NW 8th Ave.	NW 16th Ave	-	2-U	II Other Signalized Roadway	4.03 / 0.8	-	E	10,530	-	TCEA	18%	8,682	1,848	C	-
G-12	NW 24th Blvd.	SR 222/NW 39th Ave.	NW 53rd Ave.	-	2-U	I Other Signalized Roadway	1.84 / 1.1	-20%	E	8,580	-	TCEA	36%	5,479	3,101	B	-
G-14	NE 15th St.	SR 26/E University Ave.	NE 8th Ave.	-	2-U	II Other Signalized Roadway	2.0 / 0.5	-20%	E	8,425	-	TCEA	59%	3,458	4,967	C	-
G-15	NE 15th St.	NE 16th Ave.	SR 222/NE 39th Ave.	-	2-U	I Other Signalized Roadway	0.66 / 1.5	-	E	10,725	-	TCEA	46%	5,823	4,902	B	-
G-16	NE 25th St.	SR 26/E University Ave.	NE 8th Ave.	-	2-U	II Other Signalized Roadway	2.0 / 0.5	-20%	E	8,425	-	TCEA	58%	3,525	4,900	C	-
G-17	SE 4th St.	SR 331/Williston Rd.	Depot Ave.	-	2-U	II Other Signalized Roadway	2.81 / 0.7	-20%	E	8,425	-	TCEA	38%	5,260	3,165	C	-
G-18	SE 4th St.-SE 22nd Ave.	SR 331/Williston Rd.	SE 15th St.	-	2-U	I Other Signalized Roadway	1.21 / 0.8	-20%	E	8,580	-	TCEA	37%	5,367	3,213	B	-
G-19	N 8th Ave	SR 24/Waldo Road	NE 25th St.	-	2-U	I Other Signalized Roadway	1.17 / 0.9	-	E	10,725	-	TCEA	60%	4,299	6,426	C	-
G-20	S 4th Ave.	US 441/SW 13th St.	SE 15th St.	-	2-D	II Other Signalized Roadway	3.94 / 2.0	+5%	E	11,055	-	TCEA	36%	7,041	4,014	C	-
G-21	SW 9th Rd.-Depot Ave.-SE 7th Ave.	US 441/SW 13th St.	SE 15th St.	-	2-U	II Other Signalized Roadway	2.41 / 2.1	-	E	10,530	-	TCEA	43%	6,035	4,495	C	-
G-22	S 2nd Ave.	SE 7th St.	SR 331/Williston Rd.		2-D	III Other Signalized Roadway	5.0 / 0.4	+5%	E	10,170	-	TCEA	31%	6,996	3,174	C	-
G-23	NE 31st Ave.	N Main St.	SR 24/Waldo Road	-	2-U	II Other Signalized Roadway	3.61 / 1.7	-20%	E	8,425	-	TCEA	25%	6,296	2,129	C	-
G-24	NW 17th St.	SR 26/W University Ave.	NW 8th Ave.	-	2-U	II Other Signalized Roadway	3.94 / 0.5	-20%	E	8,425	-	TCEA	48%	4,394	4,031	C	-
G-25	W 12th St.	SW 4th Ave.	NW 8th Ave.	-	2-U	III Other Signalized Roadway	7.95 / 0.8	-20%	E	7,750	-	TCEA	57%	3,329	4,421	D	-
G-26	W 10th St.	SW 4th Ave.	NW 8th Ave.	-	2-U	III Other Signalized Roadway	5.28 / 0.8	-	E	9,685	-	TCEA	37%	6,092	3,593	D	-
G-27	SW 16th St.	SW 16th Ave.	SR 24/Archer Rd.	-	2-U	II Other Signalized Roadway	4.07 / 0.2	+5%	E	11,055	-	TCEA	42%	6,430	4,625	C	-
G-28	NW 5th Ave.	NW 22nd St.	US 441/NW 13th St.	-	2-U	III Other Signalized Roadway	5.76 / 0.9	-20%	E	7,750	-	TCEA	25%	5,787	1,963	C	-
G-29	W. 3rd St.	SW 4th Ave.	NW 8th Ave.	-	2-U 1-Way	II Other Signalized Roadway	2.60 / 0.8	-40%	E	6,320	-	TCEA	8%	5,830	490	C	-
G-30	W. 2nd St.	SW 4th Ave.	NW 8th Ave.	-	2-U 1-Way	II Other Signalized Roadway	3.75 /0.8	-40%	E	6,320	-	TCEA	11%	5,644	676	C	-
G-31	Gale Lemerand Dr.	SR 24/Archer Rd.	Museum Rd.	Univ. of Fla.	4-U	II Other Signalized Roadway	3.58 / 0.6	-5%	E	21,675	-	TCEA	63%	8,061	13,614	C	-
G-32	Radio Rd.-Museum Rd.	SR 121/S 34th St.	US 441/S 13th St.	Univ. of Fla.	2-D	I Other Signalized Roadway	1.93 / 2.1	+5%	E	11,260	-	TCEA	121%	(2,361)	13,621	F	-
G-33	E 1st St.	SE 2nd Pl.	NE 8th Ave.	-	2-U	III Other Signalized Roadway	6.52 / 0.7	-	E	9,685	-	TCEA	32%	6,565	3,120	C	-
G-34	E 3rd St.	SE Depot Ave.	NE 2nd Ave.	-	2-U	III Other Signalized Roadway	10.77 / 0.6	-	E	9,685	-	TCEA	38%	5,986	3,699	D	-
G-35	Hull Rd.-Mowry Rd	SW 34th St.	Center Dr.	Univ. of Fla.	2-U	I Other Signalized Roadway	0.62 / 1.6	-	E	10,725	-	TCEA	100%	49	10,676	D	-
G-39	Gale Lemerand Dr.	Museum Rd.	SR 26/W University Ave.	Univ. of Fla.	2-U	II Other Signalized Roadway	3.84 / 0.5	-	E	10,530	-	TCEA	117%	(1,838)	12,368	F	-

TABLE 3 - Continued
HIGHWAY LEVEL OF SERVICE DATA FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	SPECIAL A NOTE	NUMBER OF B LANES	FDOT ROADWAY C CLASS	SIGNAL DENSITY / LENGTH (MILES)	MEDIAN OR LEFT TURN D ADJUSTMENT	ADOPTED LOS E STD	MAXIMUM SERVICE VOLUME F			PERCENT OF CAPACITY	AVAILABLE SERVICE VOLUME	G AADT	LEVEL OF SERVICE H	
										TABLE	CALCULATED	NEGOTIATED				TABLE	CALCULATED
TRANSITIONING ROADWAYS I																	
G-13	N Main St.	SR 222/NW 39th Ave.	NW 53rd Ave.	-	2-D	I Other Signalized Roadway	1.0 / 1.0	+5%	E	10,375	-	TCEA	48%	5,413	4,962	B	-

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Roadway sections in shaded rows are also ART-PLAN analyzed. *Roadway facilities in italics have full field study inputs*

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.

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

TABLE		NOTE
1,2,3	A -	Constrained 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	SIS -	Roadway facility is part of the Florida Strategic Intermodal System or an SIS Connector. These facilities are subject to the Florida Department of Transportation's (FDOT's) adopted Level of Service standards in accordance with Rule 14-94.
1	FIHS -	Roadway facility is part of the Florida Intrastate Highway System.
1,2		Multimodal Corridor is a roadway within the GMA which has been identified in the Gainesville Multimodal Corridor and Park and Ride Study 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 revised FDOT Generalized Tables (October 4, 2010) of the 2009 Quality/Level of Service Handbook (Q/LOS Handbook).
1,2,3	D -	Adjustments relate to the use of FDOT's Generalized Tables of the Q/LOS Handbook.
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		Tables - these FDOT Generalized Tables of the Q/LOS Handbook 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 Facility 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		Calculated - ARTPLAN, FREEPLAN and/ or HIGHPLAN 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 exceed 65 percent of the FDOT Generalized Tables MSV. [MTPO staff updates of ARTPLAN files were suspended by the LOS Subcommittee in 2008]
1,2,3		Negotiated - 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 facilities 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 -	AADT - For roadway facilities 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 facility AADT. For roadway facilities that are Tier Two-analyzed, such as ARTPLAN, the median of the three most recent annual traffic counts for each SEGMENT AADTs (traffic count nearest the traffic signal for the approach analysed) are used in the calculation of the facility AADT. For ARTPLAN 2009 analyses, the traffic volume at the "sensitive" (usually the highest volume to capacity (v/c) ratio) SEGMENT is reported as the roadway facility AADT. In instances when a field study is conducted, then that single-year seasonal factor and axle factor-adjusted volume is reported as the roadway facility AADT. In cases where the ratchet method for MSV calculation generates an available service volume greater than that calculated by ARTPLAN 2009, then AADT=MSV-ASV. [In 2008, the LOS Subcommittee decided to use the latest year count rather than the three year median count and suspended MTPO staff Tier Two analyses during the installation of the Traffic Management System project.]
1		For Florida State Highway System roadways, the volumes are taken from the 2009 FDOT Traffic information CD-ROM.
2		For Alachua County roadways, the latest [year 2009] unfactored 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, the latest [year 2007, 2008 or 2009] unfactored 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 Q/LOS Handbook.
1,2,3	H -	Tables - FDOT Generalized Tables analyses for urban and transitioning areas.
1,2,3		ARTPLAN - software used to estimate arterial highway level of service which replicates the calculations shown in the 2000 Highway Capacity Manual. 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		FREEPLAN, 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		HIGHPLAN, 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 -	Urbanized Areas are the 2000 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 -	Transitioning Areas 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.

TABLE 4
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR STATE ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/10/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ROADWAYS							
S-2	US 441/W 13th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	B	C	E	B
S-3	US 441/W 13th St.	SR 24/Archer Rd.	SR 26/University Ave.	F	D	E	A
S-4	US 441/W 13th St.	SR 26/University Ave.	NW 29th Rd.	F	D	D	C
S-5	US 441/W 13th St.	NW 29th Rd.	N.W. 23rd St.	B	C	E	F
S-6	SR 20/NW 6th St.	NW 8th Ave.	SR 222/N 39th Ave.	C	D	C	E
S-7	SR 20/NW 6th St.	SR 222/N 39th Ave.	US 441/W. 13th St.	B	D	D	F
S-8	SR 20/Hawthorne Rd.	SR 24/Waldo Rd.	SE 43rd St.	C	B	C	F
S-9	SR 24/Archer Rd.	SW 75th St/Tower Rd.	Interstate 75	B	C	E	E
S-10	SR 24/Archer Rd.	Interstate 75	SR 121/SW 34th St.	D	E	D	A
S-11	SR 24/Archer Rd.	SR 226/SW 16th Ave.	US 441/W 13th St.	D	D	D	A
S-12	SR 24/Waldo Rd.	SR 26/University Ave.	SR 222/E 39th Ave.	B	D	D	E
S-14	SR 26/Newberry Rd.	NW 122nd St.	Interstate-75 [east ramp]	F	D	D	F
S-15	SR 26/Newberry Rd.	Interstate-75 [east ramp]	NW 8th Ave.	F	D	D	D
S-16	SR 26/Newberry Rd.	NW 8th Ave.	SR 121/W 34th St.	D	D	D	B
S-17	SR 26/University Ave.	SR 121/W 34th St.	Gale Lemerand Dr.	D	C	D	B
S-18	SR 26/University Ave.	Gale Lemerand Dr.	US 441/W 13th St.	D	D	D	A
S-19	SR 26/University Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	D	D	C	C
S-20	SR 26/University Ave.	SR 20/Hawthorne Rd.	CR 329B/Lakeshore Dr.	B	D	C	E
S-21	SR 26A/SW 2nd Ave.	SR 26/Newberry Rd.	SR 121/W 34th St.	E	D	C	B
S-22	SR 26A/SW 2nd Ave.	SR 121/SW 34th St.	SR 26/University Ave.	D	E	D	B
S-23	SR 121/W 34th St.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	C	A
S-24	SR 121/W 34th St.	SR 24/Archer Rd.	SR 26/University Ave.	D	C	D	C
S-25	SR 121/W 34th St.	SR 26/University Ave.	NW 16th Ave.	F	D	D	F
S-26	SR 121/W 34th St.	NW 16th Ave.	SR 222/W 39th Ave.	C	C	D	F
S-27	SR 121/W 34th St.	SR 222/NW 39th Ave.	NW 53rd Ave.	C	C	D	D
S-29	SR 222/N 39th Ave.	NW 98th St.	NW 83rd St.	C	C	D	F
S-30	SR 222/N 39th Ave.	US 441/NW 13th St.	SR 24/Waldo Rd.	B	C	C	D
S-31	SR 222/N 39th Ave.	SR 24/Waldo Rd.	End of 4-lane section	B	C	C	F
S-32	SR 222/N 39th Ave.	End of 4-lane section	GMA Boundary	C	C	E	F
S-33	SR 226/S 16th Ave	SR 24/Archer Rd.	US 441/W 13th St.	C	D	C	A
S-34	SR 226/S 16th Ave	US 441/W 13th St.	SR 329/Main St.	C	D	C	B
S-35	SR 226/S 16th Ave	SR 329/Main St.	SR 331/Williston Rd.	B	C	E	C
S-36	SR 120A/N 23rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	C	D
S-37	SR 329/Main St.	University Ave.	N. 8th Ave.	D	D	C	D
S-38	SR 331/SR 121	Interstate 75 (south)	US 441/SW 13th St.	B	D	D	B
S-39	SR 331/Williston Rd.	US 441/SW 13th St.	SR 26/University Ave.	B	C	C	F
S-40	SR 20/NW 8th Ave.	NW 6th St.	N Main St.	C	C	C	F
S-41	Interstate 75	SR 331/SR 121	SR 24/Archer Rd.	B	N/A	N/A	N/A
S-42	Interstate 75	SR 24/Archer Rd.	SR 26/Newberry Rd.	C	N/A	N/A	N/A
S-43	Interstate 75	SR 26/Newberry Rd.	SR 222/NW 39th Ave.	C	N/A	N/A	N/A
S-46	SR 26/University Ave.	CR 329B	GMA Boundary	B	B	D	F
S-50	US 441	NW 23rd St.	GMA Boundary	B	C	E	F
S-52	Interstate 75	SR 222/NW 39th Ave.	GMA Boundary	B	N/A	N/A	N/A
S-53	SR 222/N 39th Ave.	NW 51st St.	US 441/NW 13th St.	B	C	D	F
S-54	SR 121/W 34th St.	NW 53rd Ave.	US 441/W 13th St.	B	C	B	D
S-55	SR 24/Archer Rd.	SR 121/SW 34th St.	SR 226/SW 16th Ave.	E	E	E	A
S-56	SR 222/N 39th Ave.	NW 83rd St.	NW 51st St.	C	C	D	F
TRANSITIONING ROADWAYS							
S-1	US 441/W 13th St.	Payne's Prairie	SR 331/Williston Rd.	B	B	D	E
S-13	SR 24/Waldo Rd.	SR 222/E 39th Ave.	CR 255A/NE 77th Ave.	B	C	E	F
S-28	SR 121/W 34th St.	US 441/W 13th St.	N.W. 77th Ave.	C	C	E	F
S-44	SR 121	S.W. 85th Ave.	Interstate 75 (south)	B	C	E	F
S-45	SR 26/Newberry Rd.	S.W. 154th St.	NW 122nd St.	B	C	D	F
S-47	SR 24/Archer Rd.	GMA Boundary	SW 75th St/Tower Rd.	F	C	E	F
S-48	SR 20/Hawthorne Rd.	SE 43rd St.	CR 329B/Lakeshore Dr.	B	B	C	F
S-49	SR 20/Hawthorne Rd.	CR 329B	GMA Boundary	B	B	D	F
S-51	Interstate 75	GMA Boundary	SR 331/SR 121	B	N/A	N/A	N/A

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL t\mike\los\los10\multimodal\09smmlos.xls

Note: This table is not intended to be used for concurrency management purposes, since bike, pedestrian or transit LOS Standards do not exist. It is for information only.

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed. Roadway facilities in italics have full field study inputs

N/A Not Applicable

TABLE 5
MULTIMODAL LEVEL OF SERVICE SUMMARY FOR ALACHUA COUNTY ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/10/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
A-1	NW 53rd Ave.	NW 52nd Terr.	US 441/W 13th St.	C	C	E	F
A-3	NW 43rd St.	SR 26/Newberry Rd.	NW 53rd Ave.	D	C	D	F
A-6	NW 43rd St.	NW 53rd Ave.	US 441	C	C	E	F
A-9	NW 23rd Ave.	NW 98th St.	NW 55th St.	F	D	E	F
A-10	NW 23rd Ave.	NW 55th St.	NW 43rd St.	C	C	C	E
A-11	NW 16th Ave.	NW 43rd St.	US 441/W 13th St.	B	D	D	F
A-12	N 16th Ave.	US 441/W. 13th St.	SR 24/Waldo Road	D	D	D	E
A-13	SW 75th St/Tower Rd.	SR 25/Archer Road	SW 8th Ave.	F	E	D	D
A-14	NW 75th St/Tower Rd.	SW 8th Ave.	SR 26/Newberry Rd.	D	D	D	D
A-15	SW 20th Ave.	SW 75th St/Tower Rd	SW 62nd Blvd.	F	C	E	E
A-16	SW 20th Ave.	SW 62nd Blvd.	SR 121/W 34th St.	F	C	E	A
A-17	N Main St.	NW 8th Ave.	NW 23rd Ave.	C	D	C	E
A-18	N Main St.	NW 23rd Ave.	SR 222/N 39th Ave.	B	C	C	F
A-19	NW 39th Ave.	NW 110th St.	NW 98th St.	D	C	D	F
A-47	S Main St.	Williston Rd.	University Ave.	C	D	C	B
URBANIZED MAJOR COUNTY ROADWAYS							
A-20	SW 24th Ave	SW 91st St.	SW 75th St./Tower Rd.	C	D	C	F
A-21	NW 51st St.	NW 23rd Ave.	SR 222/NW 39th Ave.	C	D	C	F
A-22	NW 98th St.	SR 26/Newberry Rd.	CR 222/NW 39th Ave.	C	D	E	F
A-23	NW 83rd St.	NW 23rd Ave.	SR 222/NW 39th Ave.	E	D	D	F
A-24	W 91st St.	SW 24th Ave.	SR 26/Newberry Rd.	B	C	C	F
A-26	SW 8th Ave.	SW 91st St.	SW 75th St./Tower Rd.	B	D	D	F
A-29	Kincaid Loop	SR 20/Hawthorne Rd.	SR 20/Hawthorne Rd.	B	D	D	F
A-30	SW 40 Bd/SW 42/43 St	SR 24/Archer Rd.	SW 20th Ave.	D	D	E	F
A-33	SW 24th Ave	SW 122nd St./Parker Rd.	SW 91st St.	B	D	C	F
A-36	SW 8th Ave.	SW 122nd St./Parker Rd.	SW 91st St.	B	C	D	F
A-45	Ft. Clarke Blvd.	SR 26/Newberry Rd.	NW 23rd Avenue	D	D	D	E
URBANIZED OTHER SIGNALIZED ROADWAYS							
A-40	SW 46th Blvd.	SW 104th Tr.	Tower Road	B	D	D	F
A-44	SW 75th St.	GMA Boundary	SR 24/Archer Road	B	C	D	F
TRANSITIONING ARTERIAL ROADWAYS							
A-2	N 53rd Ave.	US 441/W 13th St.	SR 24/Waldo Rd.	C	D	E	F
A-32	W 143rd St./CR 241	SR 26/Newberry Road	GMA Boundary	C	C	E	F
A-37	NW 39th Ave.	CR 241	NW 110th Tr.	C	D	E	F
TRANSITIONING MAJOR COUNTY ROADWAYS							
A-28	Rocky Pt. Rd.	SR 331/Williston Rd.	US 441/SW 13th St.	B	C	D	F
A-34	NW 53rd Ave.	Interstate 75	NW 52nd Terr.	B	B	E	F
A-35	SW 122nd St./Parker Rd.	GMA Boundary	SR 26/Newberry Rd.	B	B	D	F
A-38	SE 43rd St.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	D	C	E
A-39	SW 91st St.	Archer Road	SW 44th Ave.	B	D	D	F
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
A-31	Monteocha Road	NE 53rd Ave.	NE 77th Ave.	D	C	D	F
A-41	SW 62nd Ave./SW 63rd Blvd.	SR 121	SR 24/Archer Road	B	D	D	F
A-42	CR 329B/Lakeshore Dr.	SR 20/Hawthorne Rd.	SR 26/E. University Ave.	B	B	D	F
A-43	NE 77th Ave./CR 225A	NE 38th St.	SR 24 / Waldo Rd.	B	B	D	F
A-46	NW 32nd Ave.	GMA Boundary	CR 241/NW 143rd St.	C	C	C	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL T\MIKE\los\los10\multimodal\09kmmlos.xls

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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

TABLE 6
MULTIMODAL LEVEL OF SERVICE SUMMARY
FOR CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ROADS
WITHIN THE GAINESVILLE METROPOLITAN AREA BOUNDARY

Updated 01/10/11

ASSIGNED ROADWAY NUMBER	ROADWAY	FROM SOUTH OR WEST TERMINI	TO NORTH OR EAST TERMINI	LEVEL OF SERVICE			
				AUTOMOBILE	BICYCLE	PEDESTRIAN	TRANSIT
URBANIZED ARTERIAL ROADWAYS							
G-1	NW 55th St.	SR 26/Newberry Rd.	NW 23rd Ave.	C	B	C	F
G-2	N 8th Ave.	SR 26/Newberry Rd.	W 22nd St.	B	D	C	F
G-3	N 8th Ave.	NW 22nd St.	NW 6th St.	D	D	D	F
G-4	SW 62nd Blvd.	SR 26/Newberry Rd.	SW 20th Ave.	B	E	E	B
G-36	NW 31st Ave/Glen Springs R	SR 121/W 34th St.	NW 16th Terr.	B	D	C	F
G-38	NW 23rd Blvd.	NW 16th Terr.	US 441/W 13th St.	C	D	C	C
URBANIZED MAJOR CITY ROADWAYS							
G-5	NW 22nd St	SR 26/University Ave.	NW 16th Ave.	B	D	C	F
G-6	N 8th Ave.	N Main St.	SR 24/Waldo Rd.	D	D	C	E
G-7	S 2nd Ave.	US 441/W 13th St.	SE 7th St.	B	B	C	C
G-9	W 6th St.	SW 4th Ave.	NW 8th Ave.	C	D	E	F
G-37	SW 23rd Terr.	SR 331/Williston Rd.	SR 24/Archer Rd.	C	C	C	A
URBANIZED OTHER SIGNALIZED ROADWAYS							
G-8	W 6th St.	SW 16th Ave.	SW 4th Ave.	C	D	C	E
G-10	NE 9th St.	SE 2nd Ave.	NE 31st Ave.	C	D	D	E
G-11	NW 38th St.	NW 8th Ave.	NW 16th Ave	C	A	D	F
G-12	NW 24th Blvd.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	C	D	F
G-14	NE 15th St.	SR 26/E University Ave.	NE 8th Ave.	C	D	C	F
G-15	NE 15th St.	NE 16th Ave.	SR 222/NE 39th Ave.	B	D	C	C
G-16	NE 25th St.	SR 26/E University Ave.	NE 8th Ave.	C	C	C	E
G-17	SE 4th St.	SR 331/Williston Rd.	Depot Ave.	C	D	D	E
G-18	SE 4th St.-SE 22nd Ave.	SR 331/Williston Rd.	SE 15th St.	B	D	C	E
G-19	N 8th Ave	SR 24/Waldo Road	NE 25th St.	B	D	C	E
G-20	S 4th Ave.	US 441/SW 13th St.	SE 15th St.	C	D	C	F
G-21	SW 9th Rd.-Depot Ave.-SE	US 441/SW 13th St.	SE 15th St.	C	D	C	F
G-22	S 2nd Ave.	SE 7th St.	SR 331/Williston Rd.	C	A	B	A
G-23	NE 31st Ave.	N Main St.	SR 24/Waldo Road	C	C	D	F
G-24	NW 17th St.	SR 26/W University Ave.	NW 8th Ave.	C	B	C	F
G-25	W 12th St.	SW 4th Ave.	NW 8th Ave.	D	D	C	F
G-26	W 10th St.	SW 4th Ave.	NW 8th Ave.	D	D	C	F
G-27	SW 16th St.	SW 16th Ave.	SR 24/Archer Rd.	C	B	C	B
G-28	NW 5th Ave.	NW 22nd St.	US 441/NW 13th St.	C	C	C	F
G-29	W. 3rd St.	SW 4th Ave.	NW 8th Ave.	C	C	D	F
G-30	W. 2nd St.	SW 4th Ave.	NW 8th Ave.	C	C	D	F
G-31	Gale Lemerand Dr.	SR 24/Archer Rd.	Museum Rd.	C	B	C	A
G-32	Radio Rd.-Museum Rd.	SR 121/S 34th St.	US 441/S 13th St.	F	C	E	B
G-33	E 1st St.	SE 2nd Pl.	NE 8th Ave.	C	C	C	F
G-34	E 3rd St.	SE Depot Ave.	NE 2nd Ave.	D	C	C	D
G-35	Hull Rd.-Mowry Rd	SW 34th St.	Center Dr.	D	C	C	A
G-39	Gale Lemerand Dr.	Museum Rd.	SR 26/W University Ave.	F	C	C	A
TRANSITIONING OTHER SIGNALIZED ROADWAYS							
G-13	N Main St.	SR 222/NW 39th Ave.	NW 53rd Ave.	B	D	D	F

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL t\mike\los\los10\multimodal\09cmmlos.xlsx

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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

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