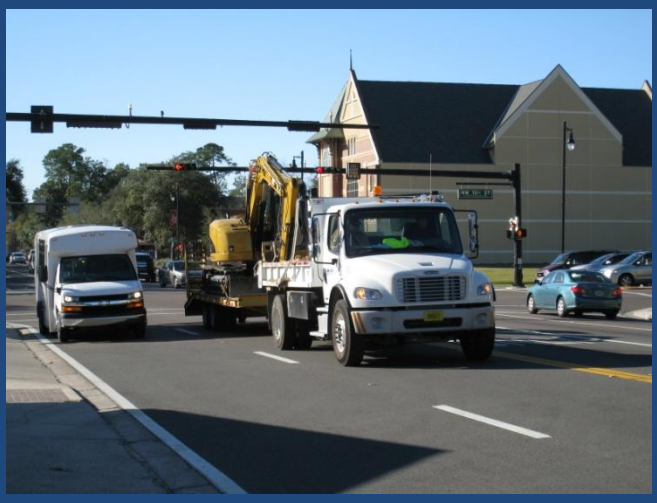
Multimodal Level of Service Report

Year 2011 Average Annual Daily Traffic

Gainesville Metropolitan Area Congestion Management Process

September 28, 2012

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area



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Approved by the

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area
Technical Advisory Committee
Level of Service Subcommittee

With Assistance from:
North Central Florida Regional Planning Council
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Gainesville, FL 32653
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September 28, 2012

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Executive Summary

The Multimodal Level of Service Report, provides multimodal levels of service. 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 Boundary is provided in this report. In addition, bicycle, pedestrian and transit levels of service estimates of all functionally classified collector and arterial roadways within the Gainesville Metropolitan Area Boundary are provided in this report. Hereinafter, all references to highway level of service address level of service as described in the 2010 Highway Capacity Manual. The Multimodal Level of Service Report entails three components: roadway service volume tables; a level of service map atlas and a technical appendices document.

The Multimodal Level of Service Report employs a two-tiered level of service roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's Generalized Tables. Florida Department of Transportation Generalized Tables are contained in an Florida Department of Transportation 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 for the adopted level of service for that roadway in Florida Department of Transportation Generalized Tables. Tier Two analysis, which utilizes Florida Department of Transportation LOSPLAN software, is performed for all "distressed" arterials. The LOSPLAN software package includes three programs:

- ARTPLAN, which analyses interrupted flow (signalized) roadway facilities;
- HIGHPLAN, which analyses uninterrupted flow (unsignalized) roadway facilities; and
- FREEPLAN, which analyses uninterrupted flow and limited access (unsignalized) roadway facilities.

Detailed analysis using Florida Department of Transportation FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate level of service estimate than can be obtained using Florida Department of Transportation Generalized Tables. **In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended updates for 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 Level of Service Subcommittee for inclusion in the Multimodal Level of Service 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 level of service. ARTPLAN provides a more accurate estimate of an arterial's service volume than can be obtained using the Florida Department of Transportation Generalized Tables. Roadway facilities that are operating at an unacceptable level of service are identified in Exhibit 1. The level of service analysis is for operational performance based on the 2010 Highway Capacity Manual level of service criteria. Although roadway facilities may be functioning at level of service F, development is permissible within Transportation Concurrency Exception Areas.

Bicycle, pedestrian and transit levels of service analyses also employ a two-tiered approach. Those facilities for which the highway level of service is analyzed using the Florida Department of Transportation Generalized Tables, are also analyzed for bicycle, pedestrian and transit level of service using the Florida Department of Transportation Generalized Tables. Those facilities for which the highway level of service is analyzed using Florida Department of Transportation LOSPLAN software, are also analyzed for bicycle, pedestrian and transit level of service using Florida Department of Transportation LOSPLAN software.

Congestion Management Process

The Multimodal Level of Service 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

Roadway Facility	From	To	2010 AADT	2010 LOS	2011 AADT	2011 LOS	2011 MSV
SW 13 Street [US 441] (S-3)	Archer Road	University Avenue	35,000	F	35,000	F	28,200
NW 13 Street [US 441]. (S-4)	University Avenue	NW 29 Road	29,500	F	29,500	F	28,200
Newberry Road [SR 26] (S-14)	NW 122 Street	Interstate 75 (West Ramp)	38,500	F	40,000	F	35,500
Newberry Road [SR 26] (S-15)	Interstate 75 (West Ramp)	NW 8 Avenue	48,500	F	51500	F	43,700
SW 2 Avenue [SR 26A] (S-21)	Newberry Road	SW 34 Street	15,000	E	14,700	E	12,495
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	18,200	F	20,450	F	15,960
Archer Road [SR 24] (S-47)	GMA Boundary	SW 75 Street	18,500	E	19,600	F	15,960
Archer Road [SR 24] (S-55)	SW 34 STREET	SW 16 Avenue	52,250	F	51,000	E	50,300
NW 23 Avenue (A-9)	NW 98 Street	NW 55 Street	15,770	F	15,770	F	15,675
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	21,524	F	21,524	F	15,675
NW 83 Street (A-23)	NW 23 Avenue	NW 39 Avenue	14,157	E	14,157	E	13,680
Gale Lemerand Drive (G-39)	Museum Drive	University Avenue	12,368	F	12,368	F	10,530

Notes: Roadway facilities included in the 2010 AADT unacceptable level of service listing that are not included in the 2011 AADT listing are:

- A-15, SW 20th Avenue from SW 75th Street to SW 62nd Boulevard; and
- A-19, NW 39th Avenue from NW 112th Street to NW 98th Street.

Unacceptable operating performance is based on the 2010 Highway Capacity Manual level of service A to F scale
AADT = average annual daily traffic, GMA = Gainesville Metropolitan Area, LOS = level of service, MSV = maximum service volume

Exhibit 2
Multimodal Level of Service for State Roads

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/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	B	C	C	A
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	F	D	D	B
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	F	D	D	B
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	B	C	D	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	C	D	C	D
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	B	D	C	F
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	C	C	C	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	B	C	D	E
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	D	D	D	A
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	D	E	D	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	B	C	D	F
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	F	D	D	F
S-15	SR 26 / Newberry Road	Interstate-75 [east ramp]	NW 8 Avenue	F	E	D	D
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	D	D	D	D
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	D	C	D	C
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	D	D	D	B
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	D	D	D
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	B	D	C	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	E	D	C	B
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	D	D	C	A
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	C	C	D	A
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	D	C	E	A
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	F	D	D	OTSA
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	C	C	C	OTSA
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	D	D
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	C	C	D	OTSA
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	B	C	C	E
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	B	C	C	F
S-32	SR 222 / North 39 Avenue	End of 4-lane section	GMA	C	C	OTSA	OTSA
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	C	D	C	A
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	C	D	C	A
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	B	B	D	C
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	C	D	C	E
S-37	SR 329 / Main Street	University Avenue	North 8 Avenue	D	C	D	D
S-38	SR 331/ SR 121	Interstate -75 (south)	US 441/ SW 13 Street	B	C	D	B
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	B	C	D	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	C	C	C	F

Exhibit 2 (Continued)
Multimodal Level of Service for State Roads

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Roadways							
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	B	N/A	N/A	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	C	N/A	N/A	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	C	N/A	N/A	N/A
S-46	SR 26 / University Avenue	CR 329B	GMA	B	B	D	OTSA
S-50	US 441	NW 23 Street	GMA	B	C	OTSA	OTSA
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	B	N/A	N/A	N/A
S-53	SR 222 / North 39 Avenue	NW 51Street	US 441/ NW 13 Street	B	C	D	E
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	B	B	D	D
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	E	C	E	A
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51Street	B	C	E	E
Transitioning Roadways							
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	B	C	D	A
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	B	C	D	F
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	C	C	OTSA	OTSA
S-44	SR 121	SW 85 Avenue	Interstate - 75 (south)	B	B	C	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	B	C	D	OTSA
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	F	C	D	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	B	C	C	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	B	B	OTSA	OTSA
S-51	Interstate - 75	GMA	SR 331/ SR 121	B	N/A	N/A	N/A

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Source: North Central Florida Regional Planning Council

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, OTSA - Outside Transit Service Area, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Exhibit 3
Multimodal Level of Service for Alachua County Roadways

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 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	C	C	C	E
A-3	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	D	C	D	F
A-6	NW 43 Street	NW 53 Avenue	US 441	C	C	C	OTSA
A-9	NW 23 Avenue	NW 98 Street	NW 55 Street	F	D	D	D
A-10	NW 23 Avenue	NW 55 Street	NW 43 Street	C	D	C	D
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	B	C	D	D
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	C	C	F
A-13	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	C	E	D	D
A-14	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	C	D	D	D
A-15	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	D	C	D	D
A-16	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	F	C	F	A
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	C	C	C	F
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	B	C	C	OTSA
A-19	NW 39 Avenue	NW 110 Street	NW 98 Street	D	B	C	OTSA
A-47	South Main Street	Williston Road	University Avenue	C	C	C	E
Urbanized Major County Roadways							
A-20	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	C	E	D	F
A-21	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	C	C	C	OTSA
A-22	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	C	D	D	OTSA
A-23	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	E	E	E	D
A-24	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	B	D	C	OTSA
A-26	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	B	A	C	OTSA
A-29	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	B	D	D	E
A-30	SW 40 Boulevard / SW 42 / 43 Street	SR 24/Archer Road	SW 20 Avenue	D	E	E	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	B	D	C	OTSA
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	B	B	OTSA	OTSA
A-45	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	C	E	D	C
Urbanized Other Signalized Roadways							
A-40	SW 46 Boulevard	SW 104 Terrace	Tower Road	B	D	D	OTSA
A-44	SW 75 Street	GMA	SR 24 / Archer Road	B	D	OTSA	OTSA
Transitioning Arterial Roadways							
A-2	North 53 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	C	C	E	F
A-32	West 143 Street / CR 241	SR 26 / Newberry Road	GMA	C	C	OTSA	OTSA
A-37	NW 39 Avenue	CR 241	NW 110 Terrace	C	C	D	OTSA

Exhibit 3 (Continued)
Multimodal Level of Service for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Transitioning Major County Roadways							
A-28	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	B	B	D	OTSA
A-34	NW 53 Avenue	Interstate 75	NW 52 Terrace	B	B	OTSA	OTSA
A-35	SW 122 Street / Parker Road	GMA	SR 26 / Newberry Road	B	C	OTSA	OTSA
A-38	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	B	C	C	D
A-39	SW 91 Street	Archer Road	SW 44 Avenue	B	D	C	OTSA
Transitioning Other Signalized Roadways							
A-31	Monteocha Road	NE 53 Avenue	NE 77 Avenue	B	B	OTSA	OTSA
A-41	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	B	D	E	OTSA
A-42	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	B	B	OTSA	OTSA
A-43	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	B	A	OTSA	OTSA
A-46	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	C	C	OTSA	OTSA

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Source: North Central Florida Regional Planning Ccouncil

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, OTSA - Outside Transit Service Area, SE - Southeast, SR - State Road, SW Southwest

Exhibit 4
Multimodal Level of Service for City of Gainesville/University of Florida Roadways

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 55 Street	SR 26 / Newberry Road	NW 23 Avenue	C	C	C	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	B	D	C	OTSA
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	D	E	D	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	B	E	F	B
G-36	NW 31Avenue / Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	B	D	C	C
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/ West 13 Street	C	C	C	B
Urbanized Major City Roadways							
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	B	D	C	OTSA
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	D	D	D	D
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	D	B	C	B
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	D	D	C	E
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	B	C	C	A
Urbanized Other Signalized Roadways							
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	C	D	C	OTSA
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	C	B	C	F
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	C	A	C	OTSA
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	B	D	C	OTSA
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	C	D	C	OTSA
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	B	D	C	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	C	D	C	C
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	C	D	C	E
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	B	D	C	B
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	B	D	C	C
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	C	D	C	D
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	C	C	C	D
G-22	South 2 Avenue	SE 7 Street	SR 331/ Williston Road	C	A	B	F
G-23	NE 31Avenue	North Main Street	SR 24 / Waldo Road	C	C	C	OTSA
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	C	A	B	OTSA
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	D	C	C	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	C	C	B	OTSA

Exhibit 4 (Continued)
Multimodal Level of Service for City of Gainesville/University of Florida Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Level of Service			
				Automobile	Bicycle	Pedestrian	Transit
Urbanized Other Signalized Roadways							
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	C	B	C	A
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	C	C	C	OTSA
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	C	B	B	OTSA
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	C	B	B	OTSA
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	C	B	C	A
G-32	Radio Road- Museum Road	SR 121/ South 34 Street	US 441/ South 13 Street	C	C	C	A
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	C	C	C	OTSA
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	D	D	C	A
G-35	Hull Road- Mowry Road	SW 34 Street	Center Drive	E	C	C	A
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	F	C	D	A
Transitioning Other Signalized Roadways							
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	B	C	D	OTSA

Source: North Central Florida Regional Planning Council t\mike\los\los11\multimodal\11cmmlos.xlsx

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, OTSA - Outside Transit Service Area, SE - Southeast, SR - State Road, SW Southwest

Chapter I
Introduction

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Chapter I: Introduction

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Annual Average Daily Traffic (AADT)/ Multimodal Level of Service Report (Multimodal Level of Service Report) is composed of three components: a level of service map atlas; level of service tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to level of service within Appendix A address only highway level of service as described in the 2010 Highway Capacity Manual. This report contains estimates of the level of service and maximum service volume for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area Boundary. Illustration I shows the Gainesville Metropolitan Area as defined by Chapter 339.175(1)(c), Florida Statutes. Level of service and maximum service volume methodology utilizes a two-tiered approach.

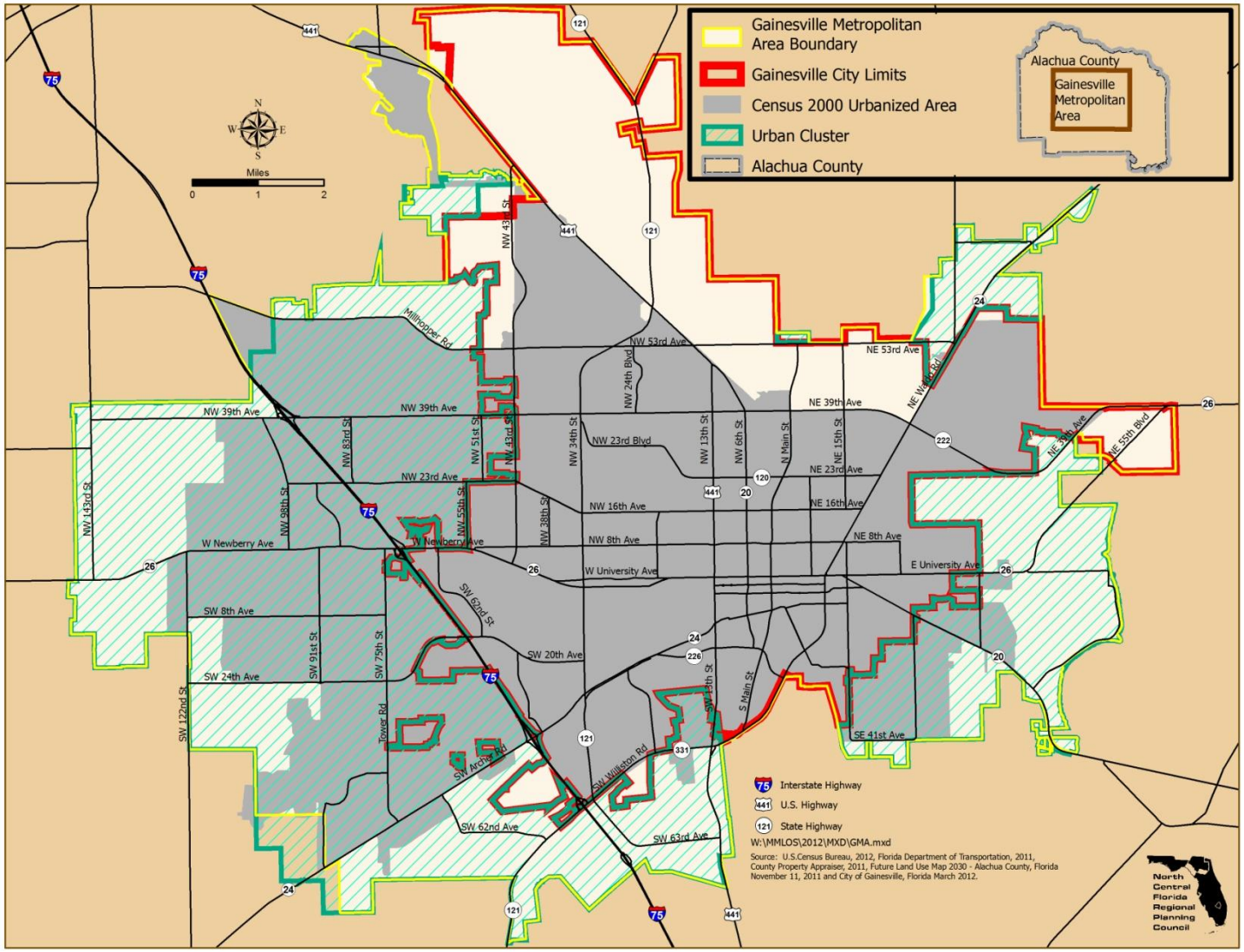
Tier One Level of Service/Maximum Service Volume Analysis uses the Florida Department of Transportation Generalized Tables contained in the latest edition of the Florida Department of Transportation Quality/Level of Service Handbook to determine roadway level of service and maximum service volume. The 2009 Quality/Level of Service Handbook, appended with issue papers, is currently the latest edition. Tier One Level of Service/Maximum Service Volume Analysis is acceptable for use in the Gainesville Metropolitan Area for all roadways with less than 65 percent of the Florida Department of Transportation Generalized Tables maximum service volume for the adopted level of service.

Tier Two Level of Service/Maximum Service Volume Analysis uses the Florida Department of Transportation analytical software which accompanies the 2009 Quality/Level of Service Handbook to determine roadway level of service and maximum service volume. Florida Department of Transportation analytical software is used when more sophisticated analysis is necessary. These analytical tools have varying requirements for field-collected data. Tier Two Level of Service/Maximum Service Volume Analysis is required for use in the Gainesville Metropolitan Area for all roadways with 65 percent or more of the Florida Department of Transportation Generalized Tables maximum service volume for the adopted level of service. The Level of Service Subcommittee adopted a 65 percent threshold to designate a "distressed" arterial and thereby require the use of Tier Two Level of Service/Maximum Service Volume Analysis. Florida Department of Transportation analytical software, such as ARTPLAN, is to be performed for all "distressed" arterials. A detailed analysis using Florida Department of Transportation FREEPLAN software is to be performed for all "distressed" limited-access arterials.

Note that the current level of service analysis is for operational performance based on criteria specified in the 2010 Highway Capacity Manual. In addition, roadway facilities may be functioning at level of service F but may have available capacity based on Florida Department of Economic Opportunity -negotiated maximum service volume s.

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

Illustration I
Gainesville Metropolitan Area



In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended updates for 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 Level of Service Subcommittee for inclusion in the Multimodal Level of Service Report.

A. Purpose

The primary purpose of this report is to provide an estimate of roadway level of service 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 Gainesville Metropolitan Area Boundary. All roadways are analyzed using Florida Department of Transportation 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 Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 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.

B. Scope of Study

The analysis of all Florida Department of Transportation -functionally classified roadways within the Gainesville Metropolitan Area 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. Level of service data is graphically illustrated in the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area *Level of Service Atlas* for all arterials, collectors functioning as arterials and collectors.

Roadways which, when analyzed using the Florida Department of Transportation Generalized Tables, use 65 percent or more of the maximum service volume at the minimum acceptable level of service, are identified as "distressed."

Prior to the publication 2009 Quality/Level of Service Handbook, the 2002 Quality/Level of Service Handbook, was amended by Florida Department of Transportation 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 staff to incorporate these modes into the Multimodal Level of Service Report. Tables 4 through 6 show a multimodal (automotive/highway, bicycle, pedestrian and transit) level of service summary.

C. Results

Automotive/Highway level of service data for each roadway facility are provided for State-maintained, Alachua County-maintained and City of Gainesville-maintained roads within the Gainesville Metropolitan Area boundary. Tables 1 through 3 provide median AADT counts and Florida Department of Transportation Generalized Tables, ARTPLAN, HIGHPLAN or FREEPLAN level of service data for these roads, maximum service volumes, laneage, signal density, median and/or left turn adjustments and adopted level of service 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 29 Road. Roadway facilities which are part of the Strategic Intermodal System, Florida Intrastate Highway System, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area-designated multimodal corridors or are within a local government comprehensive plan-designated transportation concurrency managed area are identified in the level of service 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 5, 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 level of service. Therefore, the maximum service volume for the sensitive intersection is the maximum service volume for the facility.

Summary pages for special circumstance studies are provided in Appendix G. Special circumstance studies include calculated levels of service and maximum service volumes 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 Level of Service Subcommittee for inclusion in the Multimodal Level of Service Report.

Chapter II
Level of Service Analysis Results

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Chapter II: Level of Service Analysis Results

A. Automotive/Highway

Illustration II shows the overall Gainesville Metropolitan Area automotive/highway level of service of federal aid-eligible facilities.

For State of Florida-maintained and federal aid-eligible facilities:

- Illustration III shows the Gainesville Metropolitan Area automotive/highway level of service; and
- Tables 1-A and 1-B identify the overall Gainesville Metropolitan Area automotive/highway level of service.

For Alachua County-maintained and federal aid-eligible facilities:

- Illustration IV shows the Gainesville Metropolitan Area automotive/highway level of service; and
- Tables 2-A and 2-B identify the overall Gainesville Metropolitan Area automotive/highway level of service.

For City of Gainesville-maintained and federal aid-eligible facilities:

- Illustration V shows the Gainesville Metropolitan Area automotive/highway level of service; and
- Tables 3-A and 3-B identify the overall Gainesville Metropolitan Area automotive/highway level of service.

Illustration II
Gainesville Metropolitan Area Level of Service

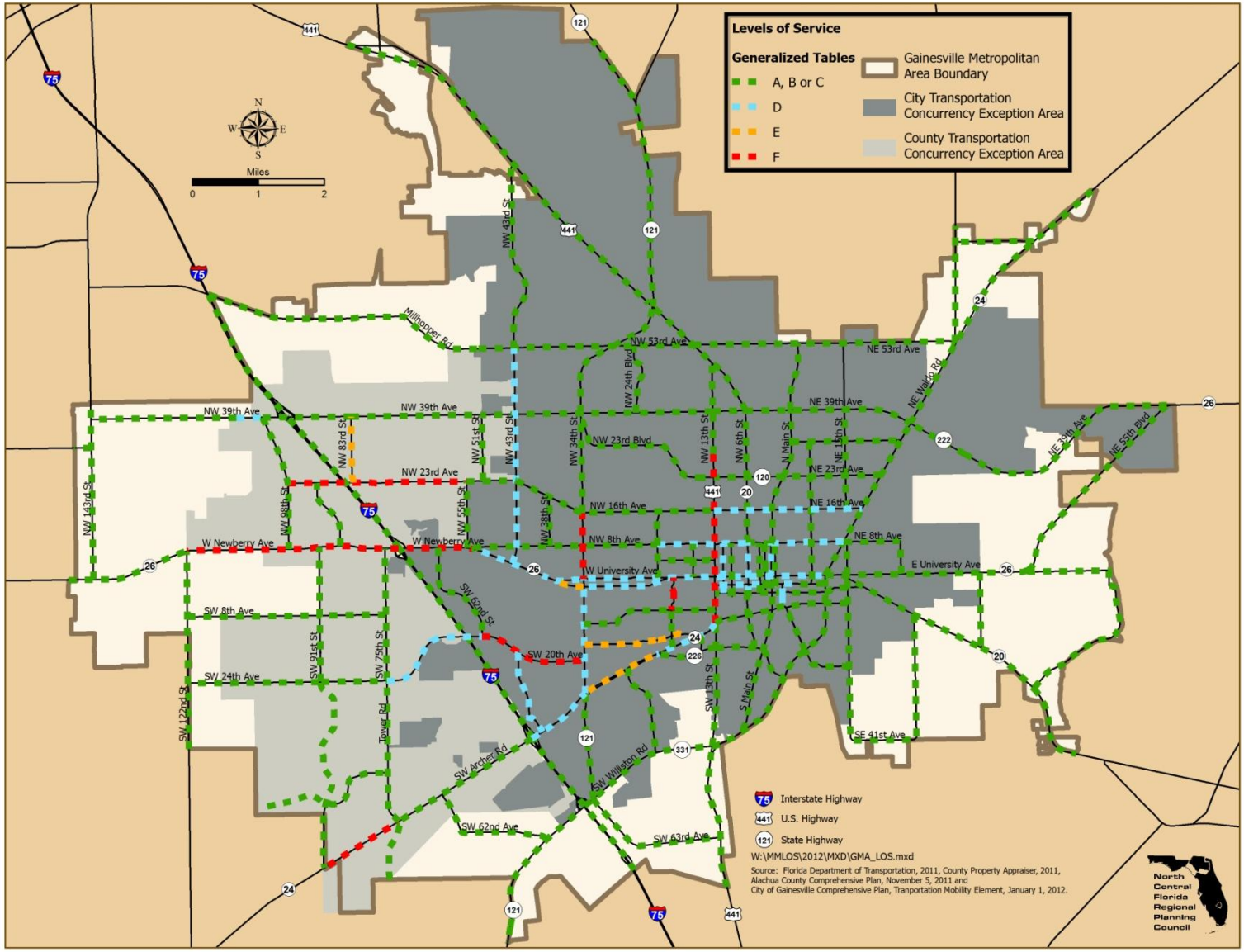

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Illustration III
Gainesville Metropolitan Area Level of Service - State - Maintained Roadways

Table 1-A
Automotive/Highway Level of Service Characteristics for State Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note [A]	Number of Lanes [B]	Roadway Class [C]	Signal Density / Length (Miles)	Median or Left Turn Adjustment [D]
URBANIZED ROADWAYS [I]								
S-2	US 441/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	Multimodal Corridor	4-D	I Arterial	1.60 / 1.9	NO
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	Multimodal Corridor	4-D	III Arterial	8.56 /0.7	NO
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	Multimodal Corridor	4-D	III Arterial	4.82 / 1.9	NO
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	Multimodal Corridor	4-D	I Arterial	1.46 / 2.7	NO
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	-	4-U	II Arterial	2.0 / 2.0	-5%
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	-	4-U	I Arterial	1.07 / 0.9	-5%
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	SIS / FIHS / Multimodal Corridor	4-D	II Arterial	2.28 / 2.6	NO
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate - 75	Multimodal Corridor	4-D	I Arterial	1.26 / 2.4	NO
S-10	SR 24 / Archer Road	Interstate - 75	SR 121/ SW 34 Street	Multimodal Corridor	6-D	II Arterial	3.75 / 1.2	NO
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	Multimodal Corridor	4-D	II Arterial	4.03 / 1.1	NO
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	SIS Connector [part] / Multimodal Corridor	4-D	I Arterial	1.48 / 2.6	NO
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate- 75 [east ramp]	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	1.90 / 3.2	NO
S-15	SR 26 / Newberry Road	Interstate - 75 [east ramp]	NW 8 Avenue	Multimodal Corridor / Constrained	6-D	III Arterial	6.87 / 1.2	NO
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	Multimodal Corridor	4-D	II Arterial	4.59 / 1.7	NO
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	Multimodal Corridor / Constrained	3-U	II Arterial	3.67 / 1.4	.5*4LnPDF+.5*2LnOPDF
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	Multimodal Corridor	4-D	III Arterial	6.34 / 0.6	NO
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	Multimodal Corridor	4-D	III Arterial	7.72 / 1.7	NO
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	Multimodal Corridor	4-D	I Arterial	0.71/ 2.8	NO
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	Multimodal Corridor	2-D	III Arterial	6.37 / 0.4	+5%
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	Multimodal Corridor	2-U	I Arterial	0.76 / 1.3	-20%
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	Multimodal Corridor	6-D	II Arterial	3.12 / 1.6	NO
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	Multimodal Corridor	6-D	II Arterial	4.04 / 1.7	NO
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	Multimodal Corridor	2-D	II Arterial	2.0 / 1.0	+5%
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	Multimodal Corridor	2-U	I Arterial	1.33 / 1.5	NO
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Multimodal Corridor	2-U	I Arterial	0.78 /2.2	NO
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	SIS Connector	4-D	II Arterial	3.71/ 1.4	NO
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	SIS Connector	4-D	I Arterial	1.64 / 3.0	NO
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4- lane section	SIS Connector	4-D	I Arterial	1.16 / 0.9	NO
S-32	SR 222 / North 39 Avenue	End of 4- lane section	GMA	-	2-U	Unsignalized	0.0 / 2.5	NO
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	-	4-D	II Arterial	4.36 / 0.9	NO
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	-	4-D	II Arterial	2.77 / 0.7	NO
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	-	2-U	I Arterial	1.81/ 0.6	NO
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	SIS Connector [part]	4-U	II Arterial	2.36 / 2.5	-25%

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 1-A (Continued)
Automotive/Highway Level of Service Characteristics for State Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note [A]	Number of Lanes [B]	Roadway Class [C]	Signal Density / Length (Miles)	Median or Left Turn Adjustment [D]
URBANIZED ROADWAYS [I]								
S-37	SR 329 / Main Street	University Avenue	North 8 Avenue	-	2-D	II Arterial	4.0 /0.5	+5%
S-38	SR 331/ SR 121	Interstate - 75 (south)	US 441/ SW 13 Street	SIS / FIHS	4-D	I Arterial	1.79 / 2.2	NO
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	SIS / FIHS	4-D	I Arterial	1.76 / 3.4	NO
S-40	SR 20 /NW 8 Avenue	NW 6 Street	North Main Street	-	4-D	II Arterial	2.83 / 0.4	NO
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	SIS / FIHS	6-D	Freeway	0.0 / 1.3	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	SIS / FIHS	6-D	Freeway	0.0 / 3.5	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	SIS / FIHS	6-D	Freeway	0.0 / 2.6	N/A
S-46	SR 26 / University Avenue	CR 329B	GMA	Multimodal Corridor	2-U	I Arterial	0.29 / 3.4	NO
S-50	US 441	NW 23 Street	GMA	Multimodal Corridor	4-D	I Arterial	0.16 / 6.1	NO
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	SIS / FIHS	6-D	Freeway	0.0 / 1.2	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441/ NW 13 Street	SIS Connector	4-D	I Arterial	1.71/3.5	NO
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	Multimodal Corridor	2-U	I Arterial	1.12 / 0.9	NO
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	Multimodal Corridor	6-D	II Arterial	2.35 / 1.3	NO
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51 Street	SIS Connector	4-D	I Arterial	0.50 / 1.9	NO
TRANSITIONING ROADWAYS [J]								
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	Multimodal Corridor	4-D	I Arterial	0.46 / 2.2	NO
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	Multimodal Corridor	4-D	I Arterial	0.44 / 4.5	NO
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	Multimodal Corridor	2-U	I Arterial	0.71/ 1.4	NO
S-44	SR 121	SW 85 Avenue	Interstate 75 (south)	Multimodal Corridor	2-U	I Arterial	0.39 / 2.5	NO
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	SIS / FIHS	4-D	I Arterial	0.55 / 1.8	NO
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	Multimodal Corridor	2-D	I Arterial	1.19 / 1.7	+5%
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	SIS / FIHS / Multimodal Corridor	4-D	I Arterial	0.98 / 1.0	NO
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	SIS / FIHS / Multimodal Corridor	4-D	Unsignalized	0.0 / 1.3	NO
S-51	Interstate - 75	GMA	SR 331/ SR 121	SIS / FIHS	6-D	Freeway	0.0 / 1.3	N/A

Source: North Central Florida Regional Planning Council
*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 1-B
Automotive/Highway Level of Service Characteristics for State Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard 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-2	US 441/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	D	36,700	-	TCEA	47%	19,400	17,300	B	-
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	D	28,200	-	TCEA	124%	(6,800)	35,000	F	-
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	D	28,200	-	TCEA	105%	(1,300)	29,500	F	-
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	D	36,700	-	TCEA	65%	12,950	23,750	B	-
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	D	31,540	-	TCEA	46%	17,140	14,400	C	-
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	D	34,865	-	TCEA	25%	26,165	8,700	B	-
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	C	25,000	-	TCEA (part)	60%	10,100	14,900	C	-
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	D	36,700	-	TCEA	74%	9,700	27,000	B	-
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	D	50,300	-	TCEA	93%	3,627	46,673	D	-
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	D	33,200	-	TCEA	93%	2,200	31,000	D	-
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	D	36,700	-	TCEA	67%	12,266	24,434	B	-
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	C	35,500	-	TCEA (part)	113%	(4,500)	40,000	F	-
S-15	SR 26 / Newberry Road	Interstate-75 [east ramp]	NW 8 Avenue	D	43,700	-	TCEA	117%	(7,300)	51,000	F	-
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	D	33,200	-	TCEA	96%	1,450	31,750	D	-
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	D	24,200	-	TCEA	92%	1,950	22,250	D	-
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	D	28,200	-	TCEA	99%	200	28,000	D	-
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	28,200	-	TCEA	73%	7,700	20,500	D	-
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	D	36,700	-	TCEA (part)	26%	27,000	9,700	B	-
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	D	12,495	-	TCEA	118%	(2,205)	14,700	E	-
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	D	13,200	-	TCEA	95%	600	12,600	D	-
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	D	50,300	-	TCEA	50%	24,920	25,380	C	-
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	D	50,300	-	TCEA (part)	76%	12,050	38,250	D	-
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	D	15,960	-	TCEA	128%	(4,490)	20,450	F	-
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	D	16,500	-	TCEA	89%	1,750	14,750	C	-
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	D	16,500	-	TCEA	95%	900	15,600	C	-
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	D	33,200	-	TCEA	63%	12,157	21,043	C	-
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	D	36,700	-	TCEA	47%	19,300	17,400	B	-
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	D	36,700	-	TCEA	37%	23,200	13,500	B	-
S-32	SR 222 / North 39 Avenue	End of 4-lane section	GMA	D	22,200	-	TCEA (part)	44%	12,350	9,850	C	-
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	D	33,200	-	TCEA	56%	14,682	18,518	C	-
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	D	33,200	-	TCEA	51%	16,300	16,900	C	-
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	D	16,500	-	TCEA	51%	8,100	8,400	B	-
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	24,900	-	TCEA	52%	12,000	12,900	C	-

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 1-B (Continued)
Automotive/Highway Level of Service Characteristics for State Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard [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 Street	University Avenue	North 8 Avenue	D	15,960	-	TCEA	87%	2,060	13,900	D	-
S-38	SR 331/ SR 121	Interstate - 75 (south)	US 441/ SW 13 Street	C	35,500	-	TCEA (part)	66%	12,000	23,500	B	-
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	C	35,500	-	TCEA	57%	15,300	20,200	B	-
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	D	33,200	-	TCEA	49%	16,800	16,400	C	-
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	C	90,500	-	-	69%	28,500	62,000	B	-
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	C	90,500	-	-	76%	21,500	69,000	C	-
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	C	90,500	-	-	73%	24,000	66,500	C	-
S-46	SR 26 / University Avenue	CR 329B	GMA	D	16,500	-	TCEA (part)	27%	12,000	4,500	B	-
S-50	US 441	NW 23 Street	GMA	D	36,700	-	TCEA (part)	50%	18,500	18,200	B	-
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	C	90,500	-	-	61%	35,500	55,000	B	-
S-53	SR 222 / North 39 Avenue	NW 51Street	US 441/ NW 13 Street	D	36,700	-	TCEA	72%	10,200	26,500	B	-
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	D	16,500	-	TCEA	55%	7,400	9,100	B	-
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	D	50,300	-	-	101%	(700)	51,000	E	-
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51Street	D	36,700	-	TCEA	76%	8,700	28,000	B	-
TRANSITIONING ROADWAYS [J]												
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	D	33,800	-	-	34%	22,350	11,450	B	-
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	D	33,800	-	TCEA (part)	50%	16,800	17,000	B	-
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	D	15,200	-	TCEA (part)	65%	5,278	9,922	C	-
S-44	SR 121	SW 85 Avenue	Interstate - 75 (south)	D	15,200	-	-	55%	6,900	8,300	B	-
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	C	32,100	-	-	55%	14,350	17,750	B	-
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	D	15,960	-	TCEA	123%	(3,640)	19,600	F	-
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	C	32,100	-	-	39%	19,600	12,500	B	-
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	C	45,400	-	-	22%	35,300	10,100	B	-
S-51	Interstate - 75	GMA	SR 331/ SR 121	C	86,600	-	-	68%	27,508	59,092	B	-

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Source: North Central Florida Regional Planning Council
*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

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Illustration IV
Gainesville Metropolitan Area Level of Service - Alachua County-Maintained Roadways

Table 2-A
Automotive/Highway Level of Service Characteristics for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note A	Number of Lanes B	Roadway Class C	Signal Density / Length (Miles)	Median or Left Turn Adjustment D
			URBANIZED ROADWAYS I					
A-1 / AC-010	NW 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	-	2-U	I Arterial	1.22 / 3.3	-
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	-	4-D	II Arterial	2.13 / 3.3	-
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	-	2-U	I Arterial	0.2 / 3.1	-
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	-	2-U	I Arterial	1.0 / 2.8	-
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	-	4-D	II Arterial	2.65 / 0.8	-
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	-	4-D	I Arterial	1.6 / 3.1	-
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	-	2-U	II Arterial	2.22 / 2.2	+5%
A-13 / AC-090	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	-	2-U	I Arterial	0.94 / 3.2	-
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	-	4-D	II Arterial	3.00 / 1.0	-
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	Multimodal Corridor	2-U	I Arterial	0.57 / 1.8	-
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	Multimodal Corridor	2-U	I Arterial	1.21/ 1.7	-
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	-	4-U	II Arterial	2.84 / 1.0	-25%
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	-	4-D	I Arterial	1.0 / 1.0	-
A-19 / AC-095	NW 39 Avenue	NW 110 Street	NW 98 Street	-	2-U	II Arterial	2.52 / 0.4	-20%
A-47	South Main Street	Williston Road	University Avenue	-	4-D	II Arterial	2.43 /2.5	-
A-20 / AC-065	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	-	2-U	I Major County Roadway	1.0 / 1.0	-
A-21 / AC-120	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	-	2-U	II Major County Roadway	3.00 / 1.0	-
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	-	2-U	I Major County Roadway	0.96 / 2.1	-
A-23 / AC-130	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	-	2-U	II Major County Roadway	3.0 / 1.0	-
A-24 / AC-165	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	-	2-U	I Major County Roadway	0.50 / 2.0	-
A-26 / AC-140	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	-	2-U	I Major County Roadway	1.0 / 1.0	-
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	-	2-U	I Major County Roadway	0.38 / 5.3	-
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	-	2-D	II Major County Roadway	2.23 / 1.3	+5%
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	-	2-U	I Major County Roadway	0.50 / 2.0	-
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	-	2-U	I Major County Roadway	0.50 / 2.0	-
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	-	2-U	I Major County Roadway	1.84 / 1.1	-
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	-	2-D	I Other Signalized Roadway	0.43 / 2.3	+5%
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	-	2-U	I Other Signalized Roadway	1.33 / 0.8	-

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 2-A (Continued)
Automotive/Highway Level of Service Characteristics for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note A	Number of Lanes B	Roadway Class C	Signal Density / Length (Miles)	Median or Left Turn Adjustment D
TRANSITIONING ROADWAYS J								
A-2 / AC-005	North 53 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	-	2-U	I Arterial	0.50 / 4.0	-
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	GMA	-	2-U	I Arterial	0.38 / 2.6	-
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	-	2-U	I Arterial	0.45 / 2.2	-
A-28 / AC-275	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	-	2-U	I Major County Roadway	0.44 / 2.3	-
A-34 / AC-105	NW 53 Avenue	Interstate 75	NW 52 Terrace	-	2-U	I Major County Roadway	0.23 / 4.3	-
A-35 / AC-210	SW 122 Street / Parker Road	GMA	SR 26 / Newberry Road	-	2-U	I Major County Roadway	0.33 / 3.0	-
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	-	2-U	I Major County Roadway	0.88 / 1.1	-
A-39 / AC-270	SW 91Street	Archer Road	SW 44 Avenue	-	2-D	I Major County Roadway	0.66 / 3.0	+5%
A-31/ AC-285	Monteocha Road	NE 53 Avenue	NE 77 Avenue	-	3-U	I Other Signalized Roadway	0.56 / 1.8	-
A-41/ AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	-	2-U	I Other Signalized Roadway	0.50 / 2.0	-
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	-	2-U	I Other Signalized Roadway	0.26 / 3.8	-
A-43 / AC-300	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	-	2-U	I Other Signalized Roadway	0.84 / 1.2	-
A-46 / AC-050	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	-	2-U	II Other Signalized Roadway	3.78 / 0.3	-

Source: North Central Florida Regional Planning Council
*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 2-B
Automotive/Highway Level of Service Characteristics for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard E	Maximum Service Volume F			Percent of Capacity	Available Service Volume	AADT G	Level of Service H	
					Table	Calculated	Negotiated				Table	Calculated
URBANIZED ROADWAYS												
A-1 / AC-010	NW 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	D	15,675	-	TCEA	77%	3,638	12,037	C	-
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	D	31,540	-	TCEA (part)	86%	4,409	27,131	D	-
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	D	15,675	-	TCEA (part)	69%	4,873	10,802	C	-
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	D	15,675	-	TCEA	101%	(95)	15,770	F	-
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	D	31,540	-	TCEA	66%	10,719	20,821	C	-
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	D	34,865	-	TCEA	59%	14,414	20,451	B	-
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	D	15,160	-	TCEA	80%	3,033	12,127	D	-
A-13 / AC-090	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	D	15,675	-	TCEA	90%	1,620	14,055	C	-
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26 / Newberry Road	D	31,540	-	TCEA	73%	8,567	22,973	C	-
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	D	15,675	-	TCEA	95%	819	14,856	D	-
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	D	15,675	-	TCEA	137%	(5,849)	21,524	F	-
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	D	23,655	-	TCEA	58%	10,009	13,646	C	-
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	D	34,865	-	TCEA	44%	19,600	15,265	B	-
A-19 / AC-095	NW 39 Avenue	NW 110 Street	NW 98 Street	D	11,550	-	TCEA	99%	161	11,389	D	-
A-47	South Main Street	Williston Road	University Avenue	D	31,540	-	TCEA	39%	19,340	12,200	C	-
A-20 / AC-065	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	D	14,850	-	-	75%	3,728	11,122	C	-
A-21 / AC-120	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	13,680	-	TCEA	65%	4,784	8,896	C	-
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	D	14,850	-	TCEA	69%	4,561	10,289	C	-
A-23 / AC-130	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	13,680	-	TCEA	103%	(477)	14,157	E	-
A-24 / AC-165	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	D	14,850	-	TCEA	52%	7,142	7,708	B	-
A-26 / AC-140	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	D	14,850	-	TCEA	32%	10,171	4,679	B	-
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	D	14,850	-	TCEA (part)	26%	10,924	3,926	B	-
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	D	14,365	-	TCEA	80%	2,914	11,451	D	-
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	D	14,850	-	TCEA (part)	44%	8,353	6,497	B	-
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	D	14,850	-	TCEA (part)	13%	12,852	1,998	B	-
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	D	14,850	-	TCEA	92%	*1,236*	13,614	C	-
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	D	11,260	-	TCEA	47%	6,003	5,257	B	-
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	D	10,725	-	TCEA	29%	7,602	3,123	B	-

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 2-B (Continued)
Automotive/Highway Level of Service Characteristics for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard E	Maximum Service Volume F			Percent of Capacity	Available Service Volume	AADT G	Level of Service H	
					Table	Calculated	Negotiated				Table	Calculated
TRANSITIONING ROADWAYS												
A-2 / AC-005	North 53 Avenue	US 441/West 13 Street	SR 24 / Waldo Road	D	14,440	-	TCEA (part)	87%	1,882	12,558	C	-
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	GMA	D	14,440	-	-	72%	4,032	10,408	C	-
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	D	14,440	-	-	66%	4,891	9,549	C	-
A-28 / AC-275	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	D	13,680	-	-	24%	10,460	3,220	B	-
A-34 / AC-105	NW 53 Avenue	Interstate 75	NW 52 Terrace	D	13,680	-	TCEA (part)	43%	7,819	5,861	B	-
A-35 / AC-210	SW 122 Street/Parker Road	GMA	SR 26 / Newberry Road	D	13,680	-	-	51%	6,749	6,931	B	-
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	D	13,680	-	-	24%	10,395	3,285	B	-
A-39 / AC-270	SW 91Street	Archer Road	SW 24 Avenue	D	14,365	-	TCEA	44%	7,999	6,366	B	-
A-31/ AC-285	Monteocha Road	NE 53 Avenue	GMA	D	14,690	-	-	19%	11,864	2,826	B	-
A-41/ AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	D	9,880	-	TCEA (part)	51%	4,800	5,080	B	-
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	D	9,880	-	-	4%	9,439	441	B	-
A-43 / AC-300	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	D	9,880	-	-	7%	9,235	645	B	-
A-46 / AC-050	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	D	8,905	-	-	25%	6,663	2,242	C	-

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Source: North Central Florida Regional Planning Council
*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

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Illustration V
Gainesville Metropolitan Area Level of Service - City of Gainesville/University of Florida Roadways

Table 3-A
Automotive/Highway Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note [A]	Number of Lanes [B]	Roadway Class [C]	Signal Density/ Length (Miles)	Median or Left Turn Adjustment [D]
			URBANIZED ROADWAYS [1]					
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	-	2-U	I Arterial	1.0 / 1.0	-20%
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	-	4-U	I Arterial	1.43 / 2.8	-5%
G-3	North 8 Avenue	NW 22 Street	NW 6 Street		2-U	II Arterial	2.19 / 1.4	+5%
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	-	2-U / 4-U	I Arterial	1.18 / 1.7	-
G-36	NW 31Avenue / Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	-	2-U	I Arterial	0.45 / 2.2	-
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/West 13 Street	-	2-D	II Arterial	4.07 / 0.2	+5%
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	-	2-U	I Major City Roadway	2.0 / 1.0	-
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	-	2-U	II Major City Roadway	3.6* / 1.1	-
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	-	2-D	III Major City Roadway	9.29* / 1.3	+5%
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	-	2-U	II Major City Roadway	4.03 / 0.7	-20%
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	-	2-U	I Major City Roadway	0.69 / 1.4	+5%
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	-	4-D	II Other Signalized Roadway	2.50 / 0.8	-
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	-	2-U	II Other Signalized Roadway	2.31/ 2.2	-
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	-	2-U	II Other Signalized Roadway	4.03 / 0.8	-
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	-	2-U	I Other Signalized Roadway	1.84 / 1.1	-20%
G-14	NE 15 Street	SR 26/East University Avenue	NE 8 Avenue	-	2-U	II Other Signalized Roadway	2.0 / 0.5	-20%
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	-	2-U	I Other Signalized Roadway	0.66 / 1.5	-
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	-	2-U	II Other Signalized Roadway	2.0 / 0.5	-20%
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	-	2-U	II Other Signalized Roadway	2.81/ 0.7	-20%
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	-	2-U	I Other Signalized Roadway	1.21/ 0.8	-20%
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	-	2-U	I Other Signalized Roadway	1.17 / 0.9	-
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	-	2-D	II Other Signalized Roadway	3.94 / 2.0	+5%
G-21	SW 9 Road- Depot Avenue- SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	-	2-U	II Other Signalized Roadway	2.41/ 2.1	-
G-22	South 2 Avenue	SE 7 Street	SR 331/ Williston Road		2-D	III Other Signalized Roadway	5.0 / 0.4	+5%
G-23	NE 31Avenue	North Main Street	SR 24 / Waldo Road	-	2-U	II Other Signalized Roadway	3.61/ 1.7	-20%
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	-	2-U	II Other Signalized Roadway	3.94 / 0.5	-20%
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	-	2-U	III Other Signalized Roadway	7.95 / 0.8	-20%
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	-	2-U	III Other Signalized Roadway	5.28 / 0.8	-
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	-	2-U	II Other Signalized Roadway	4.07 / 0.2	+5%
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	-	2-U	III Other Signalized Roadway	5.76 / 0.9	-20%
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	-	2-U 1-Way	II Other Signalized Roadway	2.60 / 0.8	-40%

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 3-A (Continued)
Automotive/Highway Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	Ffrom South or West Termini	To North or West Termini	A Special Note	Number of B Lanes	Roadway C Class	Signal Density/ Length (Miles)	Median or D Left Turn Adjustment
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	-	2-U 1-Way	II Other Signalized Roadway	3.75 /0.8	-40%
G-31	Gale Lemerand Drive	SR 24 / Archer Road	Museum Road	Univ. of Fla.	4-U	II Other Signalized Roadway	3.58 / 0.6	-5%
G-32	Radio Road- Museum Road	SR 121/South 34 Street	US 441/ South 13 Street	Univ. of Fla.	2-D	I Other Signalized Roadway	1.93 / 2.1	+5%
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	-	2-U	III Other Signalized Roadway	6.52 / 0.7	-
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	-	2-U	III Other Signalized Roadway	10.77 / 0.6	-
G-35	Hull Road- Mowry Road	SW 34 Street	Center Drive	Univ. of Fla.	2-U	I Other Signalized Roadway	0.62 / 1.6	-
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	Univ. of Fla.	2-U	II Other Signalized Roadway	3.84 / 0.5	-
			TRANSITIONING ROADWAYS J					
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	-	2-D	I Other Signalized Roadway	1.0 / 1.0	+5%

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE- Northeast, NW- Northwest, SE- Southeast, SR - State Road, SW Southwest

Table 3-B
Automotive/Highway Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard (E)	Maximum Service Volume (F)			Percent of Capacity	Available Service Volume	AADT (G)	Level of Service (H)	
					Table	Calculated	Negotiated				Table	Calculated
				URBANIZED ROADWAYS								
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	E	12,540	-	TCEA	75%	3,194	9,346	C	-
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	E	33,120	-	TCEA	46%	17,943	15,177	B	-
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	E	16,160	=	TCEA	90%	1,695	14,465	D	-
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	E	33,120	-	TCEA	62%	12,712	20,408	B	-
G-36	NW 31Avenue / Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	E	15,675	-	TCEA	43%	8,969	6,706	B	-
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/ West 13 Street	E	16,160	-	TCEA	64%	5,844	10,316	C	-
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	E	14,850	-	TCEA	46%	8,001	6,849	B	-
G-6	North 8 Avenue	North Main Street	SR 24/Waldo Road	E	14,580	-	TCEA	67%	4,778	9,802	D	-
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	E	14,080	-	TCEA	41%	8,363	5,717	D	-
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	E	11,665	-	TCEA	66%	3,954	7,711	D	-
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	E	15,595	-	TCEA	54%	7,164	8,431	B	-
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	E	22,815	-	TCEA	34%	15,003	7,812	C	-
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	E	10,530	-	TCEA	42%	6,073	4,457	C	-
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	E	10,530	-	TCEA	18%	8,682	1,848	C	-
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	E	8,580	-	TCEA	36%	5,479	3,101	B	-
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	E	8,425	-	TCEA	59%	3,458	4,967	C	-
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	E	10,725	-	TCEA	46%	5,823	4,902	B	-
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	E	8,425	-	TCEA	58%	3,525	4,900	C	-
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	E	8,425	-	TCEA	42%	4,907	3,518	C	-
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	E	8,580	-	TCEA	55%	3,887	4,693	B	-
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	E	10,725	-	TCEA	54%	4,939	5,786	B	-
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	E	11,055	-	TCEA	36%	7,041	4,014	C	-
G-21	SW 9 Road- Depot Avenue- SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	E	10,530	-	TCEA	38%	6,512	4,018	C	-
G-22	South 2 Avenue	SE 7 Street	SR 331/Williston Road	E	10,170	-	TCEA	25%	7,596	2,574	C	-
G-23	NE 31Avenue	North Main Street	SR 24/Waldo Road	E	8,425	-	TCEA	25%	6,296	2,129	C	-
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	E	8,425	-	TCEA	32%	5,753	2,672	C	-
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	E	7,750	-	TCEA	48%	4,060	3,690	D	-
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	E	9,685	-	TCEA	29%	6,882	2,803	C	-
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	E	11,055	-	TCEA	40%	6,611	4,444	C	-
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	E	7,750	-	TCEA	24%	5,873	1,877	C	-
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	E	6,320	-	TCEA	8%	5,830	490	C	-

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

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CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Table 3-B (Continued)
Automotive/Highway Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Adopted LOS Standard [E]	Maximum Service Volume [F]			Percent of Capacity	Available Service Volume	AADT [G]	Level of Service [H]	
					Table	Calculated	Negotiated				Table	Calculated
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	E	6,320	-	TCEA	11%	5,644	676	C	-
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	E	21675	-	TCEA	49%	10,999	10,676	C	-
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441/South 13 Street	E	11,260	-	TCEA	85%	1690	9,570	C	-
G-33	East 1Street	SE 2 Place	NE 8 Avenue	E	9,685	-	TCEA	32%	6,565	3,120	C	-
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	E	9,685	-	TCEA	44%	5,472	4,213	D	-
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	E	10,725	-	TCEA	82%	1932	8,793	E	-
G-39	Gale Lemerand Drive	Museum Road	SR 26/West University Avenue	E	10,530	-	TCEA	117%	(1838)	12,368	F	-
TRANSITIONING ROADWAYS [J]												
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	E	10,375	-	TCEA	48%	5,413	4,962	B	-

*Segment contains one or more traffic signals that have been converted to roundabouts/flashers.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

Notes For Tables 1, 2 and 3
Automotive/Highway Level of Service Data
within the Gainesville Metropolitan Area Boundary

TABLE	NOTE	DESCRIPTION
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 Strategic Intermodal System Connector. These facilities are subject to the Florida Department of Transportation'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 Gainesville Metropolitan Area 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	Roadway Class identifies the corridor analysis category in the revised Florida Department of Transportation Generalized Tables (October 4, 2010) of the 2009 Quality/Level of Service Handbook.
1,2,3	D	Adjustments relate to the use of the Florida Department of Transportation Generalized Tables.
1,2,3	E	Minimum acceptable highway level of service (LOS) standards established by the entity responsible for maintaining the facility.
1,2,3	F	Maximum service volumes for the minimum acceptable highway level of service are established by three different methods. Refer to Appendix A.
1,2,3		Tables - these Florida Department of Transportation Generalized Tables 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 Generalized Tables service volume.
2		Roadway Facility S-17 is analyzed as a three-lane roadway in which the 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 computer programs which provide a more accurate maximum service volume by allowing the use of local data in the analyses. These programs are used to estimate the service volume on arterials when the traffic counts exceed 65 percent of the Generalized Tables maximum service volume. [Updates of ARTPLAN files were suspended by the Level of Service Subcommittee in 2008]
1,2,3		Negotiated - service volumes set by agreements with the Florida Department of Transportation and/or Department of Economic Opportunity in areas which are established as special transportation areas, such as Transportation Concurrency Exception Areas, or on facilities which are designated as constrained.

Notes For Tables 1, 2 and 3 (Continued)
Automotive/Highway Level of Service Data
within the Gainesville Metropolitan Area Boundary

TABLE	NOTE	DESCRIPTION
1,2,3	G	AADT - Tier One-analyzed facilities uses 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 average annual daily traffic (AADT). Tier Two-analyzed facilities uses the median of the three most recent annual traffic counts for each SEGMENT average annual daily traffic (traffic count nearest the traffic signal for the approach analyzed) are used in the calculation of the facility average annual daily traffic. 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 average annual daily traffic. 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 average annual daily traffic. In cases where the ratchet method for maximum service volume (MSV) calculation generates an available service volume greater than that calculated by ARTPLAN 2009, then AADT=MSV-ASV (available service volume). [In 2008, the LOS Subcommittee decided to use the latest year count rather than the three year median count and suspended 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 Florida Department of Transportation 2011 Traffic information compact disk.
2		For Alachua County roadways, the latest [year 2010] 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 2009, 2010 or 2011] 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 2009 Quality/Level of Service 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 2010 Highway Capacity Manual. Highway LOS of arterials which have median AADT counts which exceed 65 percent of the Generalized Tables service volume 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 Generalized Tables service volume at the minimum acceptable highway level of service.
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 Generalized Tables service volume at the minimum acceptable highway level of service.
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.

B. Bicycle, Pedestrian and Transit

Illustration VI shows the overall Gainesville Metropolitan Area bicycle level of service of federal aid-eligible facilities. For State of Florida-maintained and federal aid-eligible facilities, Table 4 identifies the overall Gainesville Metropolitan Area bicycle level of service. For Alachua County-maintained and federal aid-eligible facilities, Table 5 identifies the overall Gainesville Metropolitan Area bicycle level of service. For City of Gainesville-maintained and federal aid-eligible facilities, Table 6 identifies the overall Gainesville Metropolitan Area bicycle level of service.

Illustration VII shows the overall Gainesville Metropolitan Area pedestrian level of service of federal aid-eligible facilities. For State of Florida-maintained and federal aid-eligible facilities, Table 7 identifies the overall Gainesville Metropolitan Area pedestrian level of service. For Alachua County-maintained and federal aid-eligible facilities, Table 8 identifies the overall Gainesville Metropolitan Area pedestrian level of service. For City of Gainesville-maintained and federal aid-eligible facilities, Table 9 identifies the overall Gainesville Metropolitan Area pedestrian level of service.

Illustration VIII shows the overall Gainesville Metropolitan Area transit level of service of federal aid-eligible facilities. For State of Florida-maintained and federal aid-eligible facilities, Table 10 identifies the overall Gainesville Metropolitan Area transit level of service. For Alachua County-maintained and federal aid-eligible facilities, Table 11 identifies the overall Gainesville Metropolitan Area transit level of service. For City of Gainesville-maintained and federal aid-eligible facilities, Table 12 identifies the overall Gainesville Metropolitan Area transit level of service.

Illustration VI
Gainesville Metropolitan Area Bicycle Level of Service

Table 4
Bicycle Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Urbanized Roadways								
S-2	US 441/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	17,300	C
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	Wide	Typical	No	35,000	D
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	Wide	Typical	No	29,500	D
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	Typical	Typical	Yes	23,750	C
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	Typical	Typical	No	14,400	D
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	Typical	Typical	No	8,700	D
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	Typical	Typical	Yes	14,900	C
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	Typical	Typical	Yes	27,000	C
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	Wide	Typical	No	46,673	D
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	Typical	Typical	Yes	31,000	E
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	Typical	Typical	Yes	24,434	C
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	Typical	Typical	Yes	40,000	D
S-15	SR 26 / Newberry Road	Interstate-75 [east ramp]	NW 8 Avenue	Typical	Typical	Yes	51,000	E
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	Typical	Typical	Yes	31,750	D
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	Typical	Typical	Yes	22,250	C
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	Typical	Typical	Yes	28,000	D
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	20,500	D
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	Wide	Typical	No	9,700	D
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	Typical	Typical	Yes	14,700	D
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	Typical	Typical	Yes	12,600	D
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	25,380	C
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	Typical	Typical	Yes	38,250	C
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	Wide	Typical	No	20,450	D
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	Typical	Typical	Yes	14,750	C
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Typical	Typical	Yes	15,600	C
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	Typical	Typical	Yes	21,043	C
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	17,400	C
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	Typical	Typical	Yes	13,500	C
S-32	SR 222 / North 39 Avenue	End of 4-lane section	GMA	Typical	Typical	Yes	9,850	C
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	Typical	Typical	No	18,518	D
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	Typical	Typical	No	16,900	D
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	Typical	Typical	Yes	8,400	B
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	Typical	Typical	No	12,900	D

Table 4 (Continued)
Bicycle Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Urbanized Roadways								
S-37	SR 329 / Main Street	University Avenue	North 8 Avenue	Typical	Typical	Yes	13,900	C
S-38	SR 331/ SR 121	Interstate - 75 (south)	US 441/ SW 13 Street	Typical	Typical	Yes	23,500	C
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	Typical	Typical	Yes	20,200	C
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	Typical	Typical	Yes	16,400	C
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	N/A	N/A	N/A	62,000	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	69,000	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,500	N/A
S-46	SR 26 / University Avenue	CR 329B	GMA	Typical	Typical	Yes	4,500	B
S-50	US 441	NW 23 Street	GMA	Typical	Typical	Yes	18,200	C
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	55,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441/ NW 13 Street	Typical	Typical	Yes	26,500	C
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	Typical	Typical	Yes	9,100	B
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	Wide	Typical	No	51,000	C
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51 Street	Typical	Typical	No	28,000	C
Transitioning Roadways								
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	Typical	Typical	Yes	11,450	C
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	Typical	Typical	Yes	17,000	C
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	Typical	Typical	Yes	9,922	C
S-44	SR 121	SW 85 Avenue	Interstate - 75 (south)	Typical	Typical	Yes	8,300	B
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	Typical	Typical	Yes	17,750	C
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	Typical	Typical	Yes	19,600	C
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	Typical	Typical	Yes	12,500	C
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	Typical	Typical	Yes	10,100	B
S-51	Interstate - 75	GMA	SR 331/ SR 121	N/A	N/A	N/A	59,092	N/A

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Source: North Central Florida Regional Planning Council

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.
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest
* Data for highest segment identified

Facility Factor Options		
Outside Lane Width	Pavement Condition	Bikelane / Paved Shoulder
Narrow	Desirable	Yes/No
Typical	Typical	
Wide	Undesirable	
Custom	-	-

Table 5
Bicycle Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Urbanized Roadways								
A-1 / AC-010	NW 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	Typical	Typical	Yes	12,037	C
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	Typical	Typical	Yes	27,131	C
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	Typical	Typical	Yes	10,802	C
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	Typical	Typical	Yes	15,770	D
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	Typical	Typical	Yes	20,821	D
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	Typical	Typical	Yes	20,451	C
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	12,127	C
A-13 / AC-090	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	Typical	Typical	Yes	14,055	E
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26 / Newberry Road	Typical	Typical	No	22,973	D
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	Typical	Typical	Yes	14,856	C
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	Typical	Typical	Yes	21,524	C
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	Typical	Typical	Yes	13,646	C
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	Typical	Typical	Yes	15,265	C
A-19 / AC-095	NW 39 Avenue	NW 110 Street	NW 98 Street	Typical	Typical	Yes	11,389	B
A-47	South Main Street	Williston Road	University Avenue	Typical	Typical	No	12,200	C
A-20 / AC-065	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	Typical	Typical	No	11,122	E
A-21 / AC-120	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	Typical	Typical	Yes	8,896	C
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	Typical	Typical	No	10,289	D
A-23 / AC-130	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	Typical	Typical	No	14,157	E
A-24 / AC-165	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	Typical	Typical	No	7,708	D
A-26 / AC-140	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	Typical	Typical	Yes	4,679	A
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	Typical	Typical	No	3,926	D
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	Typical	Typical	No	11,451	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	Typical	Typical	No	6,497	D
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	Typical	Typical	No	1,998	B
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	Typical	Typical	No	13,614	E
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	Typical	Typical	No	5,257	D
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	Typical	Typical	No	3,123	D

Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Table 5 (Continued)
Bicycle Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Transitioning Roadways								
A-2 / AC-005	North 53 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	12,558	C
A-32 / AC-240	West 143 Street/CR 241	SR 26 / Newberry Road	GMA	Typical	Typical	Yes	10,408	C
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	Typical	Typical	Yes	9,549	C
A-28 / AC-275	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	Typical	Typical	Yes	3,220	B
A-34 / AC-105	NW 53 Avenue	Interstate 75	NW 52 Terrace	Typical	Typical	Yes	5,861	B
A-35 / AC-210	SW 122 Street / Parker Road	GMA	SR 26 / Newberry Road	Typical	Typical	Yes	6,931	C
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	Typical	Typical	No	3,285	C
A-39 / AC-270	SW 91Street	Archer Road	SW 44 Avenue	Typical	Typical	Yes	6,366	D
A-31 / AC-285	Monteocha Road	NE 53 Avenue	NE 77 Avenue	Typical	Typical	Yes	2,826	B
A-41 / AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	Typical	Typical	No	5,080	D
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	Typical	Typical	No	441	B
A-43 / AC-300	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	Typical	Typical	No	645	A
A-46 / AC-050	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	Typical	Typical	No	2,242	C

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Facility Factor Options		
Outside Lane Width	Pavement Condition	Bikelane / Paved Shoulder
Narrow	Desirable	Yes/No
Typical	Typical	
Wide	Undesirable	
Custom	-	-

Table 6
Bicycle Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Urbanized Roadways								
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	Typical	Typical	Yes	9,346	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	Typical	Typical	No	15,177	D
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	Typical	Typical	No	14,465	E
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	Typical	Typical	No	20,408	E
G-36	NW 31Avenue / Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	Typical	Typical	No	6,706	D
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/ West 13 Street	Typical	Typical	Yes	10,316	C
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	Typical	Typical	No	6,849	D
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	Typical	Typical	No	9,802	D
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	Typical	Typical	Yes	5,717	B
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	7,711	D
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	8,431	C
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	Typical	Typical	No	7,812	D
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	Typical	Typical	Yes	4,457	B
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	Typical	Typical	Yes	1,848	A
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	Typical	Typical	No	3,101	D
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	Wide	Typical	No	4,967	D
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	Wide	Typical	No	4,902	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	Typical	Typical	No	4,900	D
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	Typical	Typical	No	3,518	D
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	Typical	Typical	No	4,693	D
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	Wide	Typical	No	5,786	D
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	Typical	Typical	No	4,014	D
G-21	SW 9 Road- Depot Avenue- SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	Typical	Typical	No	4,018	C
G-22	South 2 Avenue	SE 7 Street	SR 331/ Williston Road	Typical	Typical	Yes	2,574	A
G-23	NE 31Avenue	North Main Street	SR 24 / Waldo Road	Typical	Typical	No	2,129	C
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	Typical	Typical	Yes	2,672	A
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	Typical	Typical	Yes	3,690	C
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	2,803	C
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	Typical	Typical	Yes	4,444	B
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	Typical	Typical	No	1,877	C
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	490	B

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA - Outside Transit Service Area
* Data for highest segment identified

Table 6 (Continued)
Bicycle Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Outside Lane Width	Pavement Condition	Bikelane/ Paved Shoulder		
Urbanized Roadways								
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	676	B
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	Typical	Typical	Yes	10,676	B
G-32	Radio Road- Museum Road	SR 121/ South 34 Street	US 441/ South 13 Street	Typical	Typical	Yes	9,570	C
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	Wide	Typical	No	3,120	C
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	Typical	Typical	No	4,213	D
G-35	Hull Road- Mowry Road	SW 34 Street	Center Drive	Typical	Typical	Yes	8,793	C
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	Typical	Typical	Yes	12,368	C
Transitioning Roadways								
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Wide	Typical	No	4,962	C

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Facility Factor Options		
Outside Lane Width	Pavement Condition	Bikelane / Paved Shoulder
Narrow	Desirable	Yes/No
Typical	Typical	
Wide	Undesirable	
Custom	-	-

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Illustration VII
Gainesville Metropolitan Area Pedestrian Level of Service

Table 7
Pedestrian Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Urbanized Roadways								
S-2	US 441/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	100	Typical	No	17,300	C
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	100	Typical	No	35,000	D
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	100	Typical	No	29,500	D
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	60	Typical	No	23,750	D
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	100	Typical	No	14,400	C
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	100	Typical	No	8,700	C
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	100	Typical	No	14,900	C
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	100	Typical	No	27,000	D
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	100	Typical	No	46,673	D
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	100	Typical	No	31,000	D
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	100	Typical	No	24,434	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	100	Typical	No	40,000	D
S-15	SR 26 / Newberry Road	Interstate-75 [east ramp]	NW 8 Avenue	100	Typical	No	51,000	D
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	100	Typical	No	31,750	D
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	100	Typical	No	22,250	D
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	100	Typical	No	28,000	D
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	100	Typical	No	20,500	D
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	100	Typical	No	9,700	C
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	100	Typical	No	14,700	C
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	100	Typical	No	12,600	C
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	100	Typical	No	25,380	D
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	100	Typical	No	38,250	E
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	100	Typical	No	20,450	D
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	100	Typical	No	14,750	C
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	100	Typical	No	15,600	D
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	100	Typical	No	21,043	D
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	100	Typical	No	17,400	C
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	100	Typical	No	13,500	C
S-32	SR 222 / North 39 Avenue	End of 4-lane section	GMA	No	-	-	9,850	OTSA
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	100	Typical	No	18,518	C
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	100	Typical	No	16,900	C
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	No	-	-	8,400	D
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	100	Typical	No	12,900	C

Table 7 (Continued)
Pedestrian Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Urbanized Roadways								
S-37	SR 329 / Main Street	University Avenue	North 8 Avenue	100	Typical	No	13,900	D
S-38	SR 331/ SR 121	Interstate - 75 (south)	US 441/ SW 13 Street	100	Typical	No	23,500	D
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	100	Typical	No	20,200	D
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	100	Typical	No	16,400	C
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	N/A	N/A	N/A	62,000	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	69,000	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,500	N/A
S-46	SR 26 / University Avenue	CR 329B	GMA	No	-	-	4,500	D
S-50	US 441	NW 23 Street	GMA	No	-	-	18,200	OTSA
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	55,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51Street	US 441/ NW 13 Street	100	Typical	No	26,500	D
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	100	Typical	No	9,100	D
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	100	Typical	No	51,000	E
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51Street	100	Typical	No	28,000	E
Transitioning Roadways								
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	No	Typical	No	11,450	D
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	30	Typical	No	17,000	D
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	No	-	-	9,922	OTSA
S-44	SR 121	SW 85 Avenue	Interstate - 75 (south)	100	Typical	No	8,300	C
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	100	Typical	No	17,750	D
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	90	Typical	No	19,600	D
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	100	Typical	No	12,500	C
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	No	-	-	10,100	OTSA
S-51	Interstate - 75	GMA	SR 331/ SR 121	N/A	N/A	N/A	59,092	N/A

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Source: North Central Florida Regional Planning Council

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest

* Data for highest segment identified

Pedestrian Factor Options		
Sidewalk (Percent)	Roadway Separation	Roadway Barrier
Percent	Adjacent	Yes/No
Development	Typical	
Code	Wide	
Conformity	-	

Table 8
Pedestrian Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Urbanized Roadways								
A-1 / AC-010	NW 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	75	Typical	No	12,037	C
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	100	Typical	No	27,131	D
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	100	Typical	No	10,802	C
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	100	Wide	No	15,770	D
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	100	Typical	No	20,821	C
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	100	Typical	No	20,451	D
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	100	Typical	No	12,127	C
A-13 / AC-090	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	100	Typical	No	14,055	D
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26 / Newberry Road	100	Typical	No	22,973	D
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	100	Typical	No	14,856	D
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	100	Typical	No	21,524	F
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	100	Typical	No	13,646	C
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	100	Typical	No	15,265	C
A-19 / AC-095	NW 39 Avenue	NW 110 Street	NW 98 Street	100	Typical	No	11,389	C
A-47	South Main Street	Williston Road	University Avenue	100	Typical	No	12,200	C
A-20 / AC-065	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	100	Typical	No	11,122	D
A-21 / AC-120	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	100	Typical	D	8,896	C
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	100	Typical	No	10,289	D
A-23 / AC-130	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	100	Typical	No	14,157	E
A-24 / AC-165	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	100	Typical	No	7,708	C
A-26 / AC-140	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	100	Typical	No	4,679	C
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	100	Typical	No	3,926	D
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	100	Typical	No	11,451	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	100	Typical	No	6,497	C
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	0	Typical	No	1,998	OTSA
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	100	Typical	No	13,614	D
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	100	Typical	No	5,257	D
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	100	Typical	No	3,123	OTSA

Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA - Outside Transit Service Area
* Data for highest segment identified

Table 8 (Continued)
Pedestrian Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Transitioning Roadways								
A-2 / AC-005	North 53 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	0	Typical	No	12,558	E
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	GMA	0	Typical	No	10,408	OTSA
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	100	Typical	No	9,549	D
A-28 / AC-275	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	100	Typical	No	3,220	D
A-34 / AC-105	NW 53 Avenue	Interstate 75	NW 52 Terrace	100	Typical	No	5,861	OTSA
A-35 / AC-210	SW 122 Street / Parker Road	GMA	SR 26 / Newberry Road	100	Typical	No	6,931	OTSA
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	100	Typical	No	3,285	C
A-39 / AC-270	SW 91Street	Archer Road	SW 44 Avenue	100	Typical	No	6,366	C
A-31 / AC-285	Monteocha Road	NE 53 Avenue	NE 77 Avenue	0	Typical	No	2,826	OTSA
A-41 / AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	0	Typical	No	5,080	E
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	0	Typical	No	441	OTSA
A-43 / AC-300	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	0	Typical	No	645	OTSA
A-46 / AC-050	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	0	Typical	No	2,242	OTSA

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Pedestrian Factor Options		
Sidewalk [Percent]	Roadway Separation	Roadway Barrier
Percent	Adjacent	Yes/No
Development	Typical	
Code	Wide	
Conformity	-	

Table 9
Pedestrian Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Urbanized Roadways								
G-1	NW 55 Street	SR 26/Newberry Road	NW 23 Avenue	100	Typical	No	9,346	C
G-2	North 8 Avenue	SR 26/Newberry Road	West 22 Street	100	Typical	No	15,177	C
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	100	Wide	No	14,465	D
G-4	SW 62 Boulevard	SR 26/Newberry Road	SW 20 Avenue	100	Wide	No	20,408	F
G-36	NW 31Avenue/Glen Springs Road	SR 121/West 34 Street	NW 16 Terrace	100	Typical	No	6,706	C
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/West 13 Street	100	Typical	No	10,316	C
G-5	NW 22 Street	SR 26/University Avenue	NW 16 Avenue	100	Typical	No	6,849	C
G-6	North 8 Avenue	North Main Street	SR 24/Waldo Road	100	Typical	No	9,802	D
G-7	South 2 Avenue	US 441/West 13 Street	SE 7 Street	100	Typical	No	5,717	C
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	7,711	C
G-37	SW 23 Terrace	SR 331/Williston Road	SR 24/Archer Road	100	Typical	No	8,431	C
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	100	Typical	No	7,812	C
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	100	Typical	No	4,457	C
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	100	Typical	No	1,848	C
G-12	NW 24 Boulevard	SR 222/NW 39 Avenue	NW 53 Avenue	100	Typical	No	3,101	C
G-14	NE 15 Street	SR 26/East University Avenue	NE 8 Avenue	100	Typical	No	4,967	C
G-15	NE 15 Street	NE 16 Avenue	SR 222/NE 39 Avenue	100	Typical	No	4,902	C
G-16	NE 25 Street	SR 26/East University Avenue	NE 8 Avenue	100	Typical	No	4,900	C
G-17	SE 4 Street	SR 331/Williston Road	Depot Avenue	100	Typical	No	3,518	C
G-18	SE 4 Street - SE 22 Avenue	SR 331/Williston Road	SE 15 Street	100	Typical	No	4,693	C
G-19	North 8 Avenue	SR 24/Waldo Road	NE 25 Street	100	Typical	No	5,786	C
G-20	South 4 Avenue	US 441/SW 13 Street	SE 15 Street	100	Typical	No	4,014	C
G-21	SW 9 Road- Depot Avenue- SE 7 Avenue	US 441/SW 13 Street	SE 15 Street	100	Typical	No	4,018	C
G-22	South 2 Avenue	SE 7 Street	SR 331/Williston Road	100	Typical	No	2,574	B
G-23	NE 31Avenue	North Main Street	SR 24/Waldo Road	100	Typical	No	2,129	C
G-24	NW 17 Street	SR 26/West University Avenue	NW 8 Avenue	100	Typical	No	2,672	B
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	100	Typical	No	3,690	C
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	2,803	B
G-27	SW 16 Street	SW 16 Avenue	SR 24/Archer Road	100	Typical	No	4,444	C
G-28	NW 5 Avenue	NW 22 Street	US 441/NW 13 Street	100	Typical	No	1,877	C
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	490	B

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Table 9 (Continued)
Pedestrian Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Facility Factors			Average Daily Traffic	Level of Service
				Sidewalk (Percent)	Roadway Separation	Roadway Barrier		
Urbanized Roadways								
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	676	B
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	100	Typical	No	10,676	C
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441/South 13 Street	100	Typical	No	9,570	C
G-33	East 1Street	SE 2 Place	NE 8 Avenue	100	Typical	No	3,120	C
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	100	Typical	No	4,213	C
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	100	Typical	No	8,793	C
G-39	Gale Lemerand Drive	Museum Road	SR 26/West University Avenue	100	Typical	No	12,368	D
Transistioning Roadways								
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	50	Typical	No	4,962	D

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA - Outside Transit Service Area
* Data for highest segment identified

Pedestrian Factor Options		
Sidewalk [Percent]	Roadway Separation	Roadway Barrier
Percent	Adjacent	Yes/No
Development	Typical	
Code	Wide	
Conformity	-	

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Illustration VIII
Gainesville Metropolitan Area Transit Level of Service

Table 10
Transit Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
Urbanized Roadways								
S-2	US 441/ West 13 Street	SR 331/ Williston Road	SR 24 / Archer Road	No	9	20	17,300	A
S-3	US 441/ West 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	No	11	20	35,000	B
S-4	US 441/ West 13 Street	SR 26 / University Avenue	NW 29 Road	No	3	14	29,500	B
S-5	US 441/ West 13 Street	NW 29 Road	NW 23 Street	No	3	16	23,750	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / North 39 Avenue	No	3	16	14,400	D
S-7	SR 20 / NW 6 Street	SR 222 / North 39 Avenue	US 441/ West 13 Street	No	1	13	8,700	F
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	No	1	13	14,900	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	No	2	14	27,000	E
S-10	SR 24 / Archer Road	Interstate -75	SR 121/ SW 34 Street	No	9	21	46,673	A
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441/ West 13 Street	No	15	21	31,000	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / East 39 Avenue	No	1	13	24,434	F
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	No	2	14	40,000	F
S-15	SR 26 / Newberry Road	Interstate-75 [east ramp]	NW 8 Avenue	No	2	20	51,000	D
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121/ West 34 Street	No	3	20	31,750	D
S-17	SR 26 / University Avenue	SR 121/ West 34 Street	Gale Lemerand Drive	No	3	20	22,250	C
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441/ West 13 Street	No	6	20	28,000	B
S-19	SR 26 / University Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	No	4	21	20,500	D
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	No	2	13	9,700	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121/ West 34 Street	No	4	20	14,700	B
S-22	SR 26A / SW 2 Avenue	SR 121/ SW 34 Street	SR 26 / University Avenue	No	11	20	12,600	A
S-23	SR 121/ West 34 Street	SR 331/ Williston Road	SR 24 / Archer Road	No	14	21	25,380	A
S-24	SR 121/ West 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	No	12	21	38,250	A
S-25	SR 121/ West 34 Street	SR 26 / University Avenue	NW 16 Avenue	OTSA	OTSA	OTSA	20,450	OTSA
S-26	SR 121/ West 34 Street	NW 16 Avenue	SR 222 / West 39 Avenue	OTSA	OTSA	OTSA	14,750	OTSA
S-27	SR 121/ West 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	No	2	14	15,600	D
S-29	SR 222 / North 39 Avenue	NW 98 Street	NW 83 Street	OTSA	OTSA	OTSA	21,043	OTSA
S-30	SR 222 / North 39 Avenue	US 441/ NW 13 Street	SR 24 / Waldo Road	No	2	16	17,400	E
S-31	SR 222 / North 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	No	1	11	13,500	F
S-32	SR 222 / North 39 Avenue	End of 4-lane section	GMA	OTSA	OTSA	OTSA	9,850	OTSA
S-33	SR 226 / South 16 Avenue	SR 24 / Archer Road	US 441/ West 13 Street	No	14	21	18,518	A
S-34	SR 226 / South 16 Avenue	US 441/ West 13 Street	SR 329 / Main Street	No	6	20	16,900	A
S-35	SR 226 / South 16 Avenue	SR 329 / Main Street	SR 331/ Williston Road	No	3	20	8,400	C
S-36	SR 120A / North 23 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	No	3	16	12,900	E

Table 10 (Continued)
Transit Level of Service - State - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
Urbanized Roadways								
S-37	SR 329 / Main Street	University Avenue	North 8 Avenue	No	4	16	13,900	D
S-38	SR 331/ SR 121	Interstate - 75 (south)	US 441/ SW 13 Street	No	13	20	23,500	B
S-39	SR 331/ Williston Road	US 441/ SW 13 Street	SR 26 / University Avenue	No	3	19	20,200	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	No	1	11	16,400	F
S-41	Interstate - 75	SR 331/ SR 121	SR 24 / Archer Road	N/A	N/A	N/A	62,000	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	69,000	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,500	N/A
S-46	SR 26 / University Avenue	CR 329B	GMA	OTSA	OTSA	OTSA	4,500	OTSA
S-50	US 441	NW 23 Street	GMA	OTSA	OTSA	OTSA	18,200	OTSA
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	55,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51Street	US 441/ NW 13 Street	No	2	16	26,500	E
S-54	SR 121/ West 34 Street	NW 53 Avenue	US 441/ West 13 Street	No	2	16	9,100	D
S-55	SR 24 / Archer Road	SR 121/ SW 34 Street	SR 226 / SW 16 Avenue	No	24	21	51,000	A
S-56	SR 222 / North 39 Avenue	NW 83 Street	NW 51Street	No	2	16	28,000	E
Transitioning Roadways								
S-1	US 441/ West 13 Street	Payne's Prairie	SR 331/ Williston Road	No	6	19	11,450	A
S-13	SR 24 / Waldo Road	SR 222 / East 39 Avenue	CR 255A / NE 77 Avenue	No	1	19	17,000	F
S-28	SR 121/ West 34 Street	US 441/ West 13 Street	NW 77 Avenue	OTSA	OTSA	OTSA	9,922	OTSA
S-44	SR 121	SW 85 Avenue	Interstate - 75 (south)	OTSA	OTSA	OTSA	8,300	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	OTSA	OTSA	OTSA	17,750	OTSA
S-47	SR 24 / Archer Road	GMA	SW 75 Street / Tower Road	OTSA	OTSA	OTSA	19,600	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	OTSA	OTSA	OTSA	12,500	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	GMA	OTSA	OTSA	OTSA	10,100	OTSA
S-51	Interstate - 75	GMA	SR 331/ SR 121	N/A	N/A	N/A	59,092	N/A

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Source: North Central Florida Regional Planning Council

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.

CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area

* Data for highest segment identified

Factor Options		
Obstacle to Bus Stop	Frequency [Per Hour]	Service Span
Yes/No	Headways per hour [peak period]	Hours per day

Table 11
Transit Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
Urbanized Roadways								
A-1 / AC-010	NW 53 Avenue	NW 52 Terrace	US 441/ West 13 Street	No	2	15	12,037	E
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	No	2	16	27,131	F
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	OTSA	OTSA	OTSA	10,802	OTSA
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	No	3	16	15,770	D
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	No	2	15	20,821	D
A-11	NW 16 Avenue	NW 43 Street	US 441/ West 13 Street	No	3	15	20,451	D
A-12	North 16 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	No	2	16	12,127	F
A-13 / AC-090	SW 75 Street / Tower Road	SR 25 / Archer Road	SW 8 Avenue	No	2	14	14,055	D
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26 / Newberry Road	No	2	14	22,973	D
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	No	2	14	14,856	D
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121/ West 34 Street	No	16	19	21,524	A
A-17	North Main Street	NW 8 Avenue	North 23 Avenue	No	1	13	13,646	F
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	OTSA	OTSA	OTSA	15,265	OTSA
A-19 / AC-095	NW 39 Avenue	NW 110 Street	NW 98 Street	OTSA	OTSA	OTSA	11,389	OTSA
A-47	South Main Street	Williston Road	University Avenue	No	2	20	12,200	E
A-20 / AC-065	SW 24 Avenue	SW 91Street	SW 75 Street / Tower Road	No	1	10	11,122	F
A-21 / AC-120	NW 51Street	NW 23 Avenue	SR 222 / NW 39 Avenue	OTSA	OTSA	OTSA	8,896	OTSA
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	OTSA	OTSA	OTSA	10,289	OTSA
A-23 / AC-130	NW 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	No	2	15	14,157	D
A-24 / AC-165	West 91Street	SW 24 Avenue	SR 26 / Newberry Road	OTSA	OTSA	OTSA	7,708	OTSA
A-26 / AC-140	SW 8 Avenue	SW 91Street	SW 75 Street / Tower Road	OTSA	OTSA	OTSA	4,679	OTSA
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	No	3	13	3,926	E
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	No	3	16	11,451	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91Street	OTSA	OTSA	OTSA	6,497	OTSA
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91Street	OTSA	OTSA	OTSA	1,998	OTSA
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	No	3	15	13,614	C
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	OTSA	OTSA	OTSA	5,257	OTSA
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	OTSA	OTSA	OTSA	3,123	OTSA

Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Table 11 (Continued)
Transit Level of Service - Alachua County - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
Transitioning Roadways								
A-2 / AC-005	North 53 Avenue	US 441/ West 13 Street	SR 24 / Waldo Road	No	1	13	12,558	F
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	GMA	OTSA	OTSA	OTSA	10,408	OTSA
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	OTSA	OTSA	OTSA	9,549	OTSA
A-28 / AC-275	Rocky Point Road	SR 331/ Williston Road	US 441/ SW 13 Street	OTSA	OTSA	OTSA	3,220	OTSA
A-34 / AC-105	NW 53 Avenue	Interstate 75	NW 52 Terrace	OTSA	OTSA	OTSA	5,861	OTSA
A-35 / AC-210	SW 122 Street / Parker Road	GMA	SR 26 / Newberry Road	OTSA	OTSA	OTSA	6,931	OTSA
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	No	2	16	3,285	D
A-39 / AC-270	SW 91Street	Archer Road	SW 44 Avenue	No	16	19	6,366	OTSA
A-31 / AC-285	Monteocha Road	NE 53 Avenue	NE 77 Avenue	OTSA	OTSA	OTSA	2,826	OTSA
A-41 / AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	OTSA	OTSA	OTSA	5,080	OTSA
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	OTSA	OTSA	OTSA	441	OTSA
A-43 / AC-300	NE 77 Avenue / CR 225A	NE 38 Street	SR 24 / Waldo Road	OTSA	OTSA	OTSA	645	OTSA
A-46 / AC-050	NW 32 Avenue	GMA	CR 241/ Northwest 143 Street	OTSA	OTSA	OTSA	2,242	OTSA

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Factor Options		
Obstacle to Bus Stop	Frequency [Per Hour]	Service Span
Yes/No	Headways per hour [peak period]	Hours per day

Table 12
Transit Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
			Urbanized Roadways					
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	No	3	15	9,346	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	OTSA	OTSA	OTSA	15,177	OTSA
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	OTSA	OTSA	OTSA	14,465	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	No	8	20	20,408	B
G-36	NW 31Avenue/Glen Springs Road	SR 121/ West 34 Street	NW 16 Terrace	No	4	16	6,706	C
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/ West 13 Street	No	4	16	10,316	B
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	OTSA	OTSA	OTSA	6,849	OTSA
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	No	3	12	9,802	D
G-7	South 2 Avenue	US 441/ West 13 Street	SE 7 Street	No	5	16	5,717	B
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	No	2	13	7,711	E
G-37	SW 23 Terrace	SR 331/ Williston Road	SR 24 / Archer Road	No	15	19	8,431	A
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	OTSA	OTSA	OTSA	7,812	OTSA
G-10	NE 9 Street	SE 2 Avenue	NE 31Avenue	No	2	16	4,457	F
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	OTSA	OTSA	OTSA	1,848	OTSA
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	OTSA	OTSA	OTSA	3,101	OTSA
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	OTSA	OTSA	OTSA	4,967	OTSA
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	No	3	16	4,902	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	No	3	16	4,900	C
G-17	SE 4 Street	SR 331/ Williston Road	Depot Avenue	No	2	13	3,518	E
G-18	SE 4 Street - SE 22 Avenue	SR 331/ Williston Road	SE 15 Street	No	4	20	4,693	B
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	No	3	16	5,786	C
G-20	South 4 Avenue	US 441/ SW 13 Street	SE 15 Street	No	4	16	4,014	D
G-21	SW 9 Road- Depot Avenue- SE 7 Avenue	US 441/ SW 13 Street	SE 15 Street	No	4	15	4,018	D
G-22	South 2 Avenue	SE 7 Street	SR 331/ Williston Road	No	1	11	2,574	F
G-23	NE 31Avenue	North Main Street	SR 24 / Waldo Road	OTSA	OTSA	OTSA	2,129	OTSA
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	OTSA	OTSA	OTSA	2,672	OTSA
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	No	3	16	3,690	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	OTSA	OTSA	OTSA	2,803	OTSA
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	No	10	19	4,444	A
G-28	NW 5 Avenue	NW 22 Street	US 441/ NW 13 Street	OTSA	OTSA	OTSA	1,877	OTSA
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	OTSA	OTSA	OTSA	490	OTSA

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Table 12 (Continued)
Transit Level of Service - City of Gainesville/University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or East Termini	Factors			Average Daily Traffic	Level of Service
				Obstacle to Bus Stop	Frequency* (Per Hour)	Service Span (Hours)		
Urbanized Roadways								
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	OTSA	OTSA	OTSA	676	OTSA
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	No	22	20	10,676	A
G-32	Radio Road- Museum Road	SR 121/South 34 Street	US 441/ South 13 Street	No	42	19	9,570	A
G-33	East 1Street	SE 2 Place	NE 8 Avenue	OTSA	OTSA	OTSA	3,120	OTSA
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	No	12	20	4,213	A
G-35	Hull Road- Mowry Road	SW 34 Street	Center Drive	No	22	19	8,793	A
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	No	16	19	12,368	A
Transitioning Roadways								
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	OTSA	OTSA	OTSA	4,962	OTSA

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Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

Factor Options		
Obstacle to Bus Stop	Frequency [Per Hour]	Service Span
Yes/No	Headways per hour [peak period]	Hours per day

C. Roadway Facilities Operating at an Unacceptable Level of Service

Illustration IX shows the roadway facilities that are operating at an unacceptable level of service, based on 2011 traffic counts for State of Florida-maintained and City of Gainesville-maintained facilities and 2010 traffic counts for Alachua County-maintained facilities.

Illustration IX
Gainesville Metropolitan Area Roadways Operating at an Unacceptable Level of Service

Appendix A
Automotive/Highway
Level of Service Analyses

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Appendix A: Automotive/Highway Level of Service Analyses

A. Definitions

ARTPLAN - ARTPLAN is an emulation of the 2010 Highway Capacity Manual software for the level of service 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 Multimodal Level of Service Report. Local traffic characteristics are used which are specific to the particular road being analyzed. The ARTPLAN analysis methodology of the Multimodal Level of Service Report is based on the Florida Department of Transportation's Quality/Level of Service Handbook, appended with issues papers, and criteria specified by the Level of Service Subcommittee. The ARTPLAN software calculates facility-specific level of service and corresponding service volume tables.

FREEPLAN - FREEPLAN is an emulation of the 2010 Highway Capacity Manual software for freeways. The FREEPLAN software calculates facility-specific level of service and corresponding service volume tables.

HIGHPLAN - HIGHPLAN is an emulation of the 2010 Highway Capacity Manual 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) - Annual average daily traffic consists of the Florida Department of Transportation annual and local government semiannual traffic counts as measured at approved count station locations. Florida Department of Transportation 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 Level of Service Subcommittee has determined that the median traffic counts within the last three-year time span shall be used for the Florida Intrastate Highway System / Strategic Intermodal System for analysis consistency with Alachua County and City of Gainesville-maintained roadways for Tier One Level of Service/Maximum Service Volume analysis. The Florida Department of Transportation will continue to use the latest available single-year counts. Annual average daily traffic counts for distressed roadway facility analyses shall be the three-year median traffic count for the median traffic count station within the roadway facility.

"Backlogged" Roadway - an unconstrained facility which is operating at a level of service below the adopted minimum operating level of service standard and not programmed for construction in the first three years of the Florida Department of Transportation adopted work program or the first three years of the five year schedule of improvements in a local government's capital improvements element.

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

"Distressed" Roadway - Where a Tier One Level of Service/Maximum Service Volume analysis of a roadway facility using the Florida Department of Transportation Generalized Tables is measured at 65 percent or more of the maximum service volume for the adopted level of service, the roadway facility is identified as "distressed." These "distressed" arterials are to be analyzed with more accurate analytical tools.

Florida Department of Transportation Generalized Tables - For broad planning applications, the Florida Department of Transportation developed Generalized Tables, which are contained in the 2009 Quality/Level of Service Handbook. The Generalized Tables, which provide generalized daily and peak hour level of service volumes for Florida's urbanized, transitioning and rural areas, are derived from the methodology in the 2010 Highway Capacity Manual. These tables, which reflect the emphasis on signalization characteristics, are based on actual Florida traffic, roadway and signalization data. In developing the Florida Department of Transportation 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 - The 2010 Highway Capacity Manual defines level of service 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 level of service 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 level of service are defined for each type of facility ranging from A to F. A description of the traffic characteristics and driver expectations from Chapter 16 of the 2010 Highway Capacity Manual for Urban Streets level of service is as follows:

LOS A - "describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed."

LOS B - "describes a reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed."

LOS C - "describes stable operations. The ability to maneuver and change lanes in midsegment locations may be more restricted than at level of service B. Longer queues at the boundary intersections may contribute to lower than average travel speeds. The travel speed is between 50% and 67% of the base free-flow speed."

LOS D - "indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed."

LOS E - "is characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, extensive delays at critical intersections and inappropriate signal timing, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed."

LOS F - "is characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, level of service F is assigned to the subject direction of travel if the trough movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

Maximum Service Volume - Maximum service volume for a roadway facility is the average annual daily traffic volume or peak hour volume as indicated in the Florida Department of Transportation Quality/Level of Service Handbook's Generalized Tables for Tier One Maximum Service Volume Analysis, as calculated by ARTPLAN analysis software Tier Two Maximum Service Volume Analysis, or as is negotiated between the local government and Florida Department of Economic Opportunity for the corresponding adopted level of service standard in a local government comprehensive plan. Maximum service volume, 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 100th 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 Multimodal Level of Service Report, consisting of termini determined by the Level of Service Subcommittee using the Quality/Level of Service Handbook criteria.

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

B. Data Collection Requirements

All data shall be collected in accordance with the procedures in the latest available edition of the Quality/Level Handbook. Traffic study termini shall be consistent with the roadway facility termini established in the Multimodal Level of Service 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 Level of Service 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 Florida Department of Transportation Generalized Table in the Quality/Level 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 Quality/Level Handbook criteria.

5. Arterial Class - Use the arterial classification for signal density that corresponds to the appropriate Florida Department of Transportation Generalized Table in the Quality/Level 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 judgment, using criteria specified in the 2010 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.

C. Data Analysis Requirements

Roadway facility analysis shall be undertaken utilizing Florida Department of Transportation -approved analysis tools. These tools include, but are not limited to, the latest version of ARTPLAN, 2010 Highway Capacity Manual and Highway Capacity Software. In some cases, the use of Florida Department of Transportation FREEPLAN or HIGHPLAN software may be appropriate. Data analysis requirements include:

1. Roadway Facility AADT for ARTPLAN 2009 is defined as the AADT of the segment with the highest volume to capacity ratio (v/c) as calculated by ARTPLAN 2009;

2. K-Factor (Florida Department of Transportation Standard 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 Quality/Level Handbook.

3. Segment Average Annual Daily Traffic (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.

D. Highway Level Of Service Standards

1. State of Florida

In March, 1992, the Florida Department of Transportation 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 Quality/Level Handbook and included in Section 8 of the 2009 Quality/Level Handbook. In 2012, Florida's Planning Level of Service Standards were revised to account for changes in growth management legislation. The standards incorporate the growth management concepts of:

- urban infill;
- infrastructure concurrent with the impact of development option;
- alternative modes of transportation;
- local flexibility in setting standards;
- different roles the state's facilities provide; and
- 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 level of service standards for roadways on the State Highway System. For most roadways, the maximum service volume (i.e., service flow rate) will relate to the minimum acceptable level of service shown in this table. Special allowances were made for some roads due to agreements between local governing bodies and the Florida Department of Transportation.

In July 2009, Florida legislation (Senate Bill 360) provided for the designation of Dense Urban Land Areas (DULAs). In 2011, the Community Planning Act, modifications of Chapter 163 as described in HB 7207, was passed. This Act makes transportation concurrency optional. Alachua County and the City of Gainesville maintain transportation concurrency. Chapter 380.06(29) exempts Dense Urban Land Areas (DULAs) from the Development of Regional Impact (DRI) review program. The City of Gainesville is a Dense Urban Land Area. Alachua County's Urban Services Area is a Dense Urban Land Area.

2. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

The minimum acceptable level of service standards within the Gainesville Metropolitan Area Boundary are provided in Appendix B. These standards are consistent with the standards for state-maintained Florida Intrastate Highway System and Strategic Intermodal System 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 level of service for each roadway is shown in Tables 1, 2 and 3.
3. Alachua County and City Of Gainesville

The minimum acceptable level of service standards for Alachua County are provided in Appendix B. The County standards are consistent with Florida Department of Transportation roadway level of service 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 Florida Department of Transportation roadway level of service standards and the Chapter 163, Florida Statutes.

E. Traffic Study Procedures

1. 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 Multimodal Level of Service Report as being Tier One analyzed, the following procedure 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 Multimodal Level of Service 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 maximum service volume (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 Multimodal Level of Service Report which are Tier One analyzed and the total allocated traffic is less than 65 percent of the each roadway facility's Generalized Tables maximum service volume (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

2. 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 Multimodal Level of Service 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 maximum service volume.

F. Methodology

1. Determining Roadway Level Of Service

I. Determination of Average Annual Daily Traffic (AADT)

A. Step 1 - Traffic Count Station Average Annual Daily Traffic

1. At established traffic count stations which are counted yearly, the average annual daily traffic 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 average annual daily traffic 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 average annual daily traffic 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 average annual daily traffic 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 average annual daily traffic 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 Level of Service 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 Florida Department of Transportation District 2 office. Local roads are not required to be factored for seasonal and axle adjustments. But the level of Service Subcommittee may request that these factors be applied to certain roadways.

B. Step 2 - Roadway Facility Average Annual Daily Traffic

1. For Tier One Generalized Tables analysis purposes at established roadway facilities designated in the Multimodal Level of Service Report, the average annual daily traffic 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 Multimodal Level of Service Report, the average annual daily traffic for the facility will be the "sensitive intersection" three-year median value as indicated by the ARTPLAN analysis of the facility using the SEGMENT Average Annual Daily Traffic counts as determined below:

    a. At established roadway facilities, the SEGMENT Average Annual Daily Traffic 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 average annual daily traffic.

    b. At established roadway facilities, the SEGMENT Average Annual Daily Traffic, 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 level of service 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 Level of Service evaluations and determination of roadway maximum service volumes, at the minimum acceptable level of service, for all functionally classified roads within the Gainesville Metropolitan Area Boundary, are to be performed using the Generalized Tables contained in the Florida Department of Transportation publication, 2009 Quality/Level of Service Handbook, as revised, or any subsequent updates.

B. Average Annual Daily Traffic counts (obtained using the method described in Section I) are to be compared with the service volumes at the minimum acceptable level of service to determine if the roadway facility is "distressed". The level of service and maximum service volume at the adopted level of service 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 Florida Department of Transportation Generalized Tables analyses. For the Multimodal Level of Service 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 Florida Department of Transportation and Level of Service Subcommittee for obtaining a more accurate analysis). The results of the detailed analysis and the maximum service volumes, at the adopted level of service 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" and/or "backlogged"-

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** level of service, the level of service and maximum service volume at the adopted level of service derived from that analysis will be used.

b. If it is confirmed, through the detailed analysis, that the roadway is operating at an **unacceptable** level of service, the "backlogged" and/or "constrained" designation will remain on the facility and any negotiated maximum service volumes 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 level of service (by the detailed analysis), the determination as to whether the road should be considered "constrained" will be made. When the Florida Department of Transportation or local government identifies a roadway facility as "constrained", the local government should appropriately update its planning documents.

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

2. Determining Roadway Maximum Service Volumes

Tier One Maximum Service Volume is determined by identifying the corresponding service volume in the Florida Department of Transportation Generalized Tables for the adopted level of service of the roadway facility.

Tier Two Maximum Service Volume is determined by identifying the corresponding service volume as calculated using the Florida Department of Transportation LOSPLAN software programs- ARTPLAN, FREEPLAN or HIGHPLAN, or as calculated by an Florida Department of Transportation and Level of Service Subcommittee-approved analytical tool.

In addition, for capacity evaluation purposes, the maximum service volume of a roadway facility is the adopted value as negotiated by the local government and the Florida Department of Economic Opportunity.

3. Level Of Service Analysis Techniques

There are a number of methods for determining level of service. The simplest (and the least accurate) method is the use of the Florida Department of Transportation Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the Florida Department of Transportation. One of the more complex (and more accurate) methods for determining level of service employs calculations derived using the 2010 Highway Capacity Manual or Highway Capacity Software (HCS). The 2010 Highway Capacity Manual and Highway Capacity Software are acceptable analytical tools for determining level of service. All of these techniques are based on the 2010 Highway Capacity Manual. Data collection shall be consistent with the criteria specified in the Quality/Level of Service Handbook or criteria designated by Florida Department of Transportation District 2.

a. Tier One Level of Service Analysis

Florida Department Of Transportation Generalized Tables

To determine the level of service of a roadway facility, use the appropriate urban, transitioning, or rural area Florida Department of Transportation Generalized Table. Within the table, select the appropriate signal density classification and applicable assumption factors to the average annual daily traffic or peak hour volume being analyzed.

b. 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 level of service 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 level of service analysis of arterial roadways that are not adequately represented in the Generalized Tables. These programs create a localized table showing service volumes for each level of service for freeways, limited-access arterials and 2-lane and multilane highways.

4. Maximum Service Volume Analysis Techniques

a. Tier One Maximum Service Volume Analysis

Florida Department of Transportation Generalized Tables

For Tier One Maximum Service Volume analysis, the maximum service volume is the volume for the appropriate Florida Department of Transportation Generalized Table, signal density classification, and roadway facility characteristic assumptions that correspond to the adopted level of service of the roadway facility being analyzed.

b. 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 maximum service volume is determined by identifying the corresponding service volume for the adopted level of service Standard. The Alachua County Urban Services Area and the City of Gainesville include transportation concurrency areas which provide development permitting criteria for additional vehicle trip demand above the adopted level of service Standard.

FREEPLAN/HIGHPLAN for Estimating Maximum Service Volume

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

5. Variables Used to Perform Level of Service/Maximum Service Volume Analyses

a. Tier One Level of Service Analysis

Tier One analysis inputs shall be in conformance with criteria specified in the Quality/Level of Service Handbook. Note that Florida Department of Transportation 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 average annual daily traffic 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 average annual daily traffic is 44,000.

S-24	SR 121 (W 34 Street From SR 24 (SW Archer Road) To SR 26 (W University Avenue)					**44,000**
	Count Station Location	Station Number	1997	1998	1999	Median Count
	South of SW 20 Avenue	6135	48,000	43,500	42,000	43,500
	North of SW 20 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) - Florida Department of Transportation 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 Gainesville Metropolitan Area transportation planning boundaries map (see Illustration I) or refer to the Multimodal Level of Service Report's Level of Service 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 Florida Department of Transportation 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.

b. Tier Two Level of Service Analysis

Tier Two ARTPLAN analysis inputs shall be in conformance with criteria specified in the Quality/Level of Service Handbook. Tier Two FREEPLAN/HIGHPLAN software analyses shall use roadway facility specific inputs, as determined by Florida Department of Transportation 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 Florida Department of Transportation and the Level of Service 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 level of service and service volume tables.

i. 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 Level of Service Subcommittee would need to approve non-K_{100} traffic analysis periods for inclusion in the Multimodal Level of Service 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 Florida Department of Transportation district.

User Notes - Input the roadway facility ARTPLAN filename and path (its Multimodal Level of Service 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 Gainesville Metropolitan Area transportation planning boundaries map (see Illustration I) or refer to the Multimodal Level of Service Report's Level of Service 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) - Florida Department of Transportation 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 Florida Department of Transportation Generalized Table in the Quality/Level of Service 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 Quality/Level of Service 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 Quality/Level of Service 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 Florida Department of Transportation Generalized Table in the Quality/Level of Service Handbook for the type of facility being analyzed. A calculated saturation flow rate, if approved by Florida Department of Transportation 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 Quality/Level of Service Handbook.

"K" Factor ("K" Factor or Planning Analysis Hour Factor) - The appropriate Florida Department of Transportation-specified Standard K factor is inputted on the ARTPLAN software in accordance with criteria specified in the Quality/Level of Service Handbook.

Peak Hour Factor (PHF) - Use Quality/Level of Service Handbook methodology to calculate the peak hour factor. The peak hour factor 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 2010 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 Quality/Level of Service Handbook criteria.

ii. ARTPLAN Segment Data Screen Peak Direction Inputs

Arrival Type - Input observed prevailing roadway segment arrival types for peak direction for the peak hour, based on professional judgment, using criteria specified in the 2010 Highway Capacity Manual.

Average Annual Daily Traffic - 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 Level of Service 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.

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 Level of Service Subcommittee and Florida Department of Transportation 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 Quality/Level of Service 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 Level of Service 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.

iii. ARTPLAN Facility and Segment Level Of Service Output Screen

Facility Outputs

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

Auto LOS - The calculated roadway facility level of service 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 level of service is displayed.

Segment LOS - The calculated roadway segment level of service 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.

iv. ARTPLAN Facility Service Volume Screen

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

Exhibit A-1

Sensitive Intersection for ARTPLAN-Analyzed Facilities

[RESERVED]

Updated Tier Two Analyses Suspended in 2008

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Appendix B
Minimum Acceptable Highway Level Of Service Standards within the Gainesville Metropolitan Area Boundary

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Appendix B: Minimum Acceptable Highway Level of Service Standards within the Gainesville Metropolitan Area Boundary

In accordance with the guidance of the 1985 Growth Management Act, as amended, all roadway facilities within the Gainesville Metropolitan Area have a designated level of service standard.

In 2011, the Community Planning Act, modifications of Chapter 163 as described in HB 7207, was passed. This Act makes transportation concurrency optional. Alachua County and the City of Gainesville maintain transportation concurrency. Chapter 380.06(29) exempts Dense Urban Land Areas from the Development of Regional Impact review program. As designated by the Florida Legislature's Office of Economic and Demographic Research, the City of Gainesville and the Alachua County Urban Services Area meet the Dense Urban Land Areas criteria of 1,000 persons per square mile. The City of Gainesville also has a citywide Transportation Concurrency Exception Area. The Alachua County Urban Services Area includes three districts.

A. Florida State Highway System

Exhibit B-1 is a level of service excerpt from the Quality/Level of Service Handbook. Exhibit B-2 shows the level of service standards adopted by Florida Department of Transportation Rule 14-94. These standards apply to the roadway facilities within the Gainesville Metropolitan Area which are part of the Florida Intrastate Highway System (FIHS) and/or Strategic Intermodal System (SIS) and designated Strategic Intermodal System Connector or have been Transportation Regional Incentive Program (TRIP)-funded. Illustration B-I shows the Strategic Intermodal System within the Gainesville Metropolitan Area. Illustration B-II shows the Florida Department of Transportation District 2 Dense Urban Land Areas.

B. Metropolitan Planning Organization for the Gainesville Urbanized Area

Exhibit B-3 shows the level of service standards adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. These standards apply to the roadway facilities within the Gainesville Metropolitan Area.

C. Alachua County

Level of service standards that were adopted by Alachua County are contained in the County's comprehensive plan. These standards apply to the roadway facilities within the Gainesville Metropolitan Area which are not contained within municipal corporate limits. Alachua County uses an areawide level of service. The Alachua County Comprehensive Plan is maintained by the Alachua County Department of Growth Management. Requests for the latest information on level of service standards should be directed to the Department of Growth Management. Roadway facility-specific level of service standards are included in the Level of Service Tables in Chapter 2 of this report. Illustration B-III shows the current boundaries for the County's Transportation Concurrency Exception Area districts.

D. City Of Gainesville

Level of service standards, as adopted by the City of Gainesville, are contained in the City's comprehensive plan. These standards apply to the roadway facilities within the Gainesville Metropolitan Area 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 Planning and Development Services. Requests for the latest information on level of service standards should be directed to the Department of Planning and Development Services. Roadway facility-specific level of service standards are included in the Level of Service Tables facility of this report. Illustration XIII shows the current boundaries for the City's Transportation Concurrency Exception Area zones.

E. Florida State Highway System

FLORIDA STATE HIGHWAY SYSTEM

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Exhibit B-1
Florida Planning Level of Service Standards

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.

Exhibit B-1 (Continued)
Florida Planning Level of Service Standards

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.

Exhibit B-1 (Continued)
Florida Planning Level of Service Standards

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.

Exhibit B-1 (Continued)
Florida Planning Level of Service Standards

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.

Exhibit B-2
Chapter 14-94 Statewide Minimum Level of Service Standards

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.

Exhibit B-2 (Continued)
Chapter 14-94 Statewide Minimum Level of Service Standards

(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:

Exhibit B-2 (Continued)
Chapter 14-94 Statewide Minimum Level of Service Standards

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.

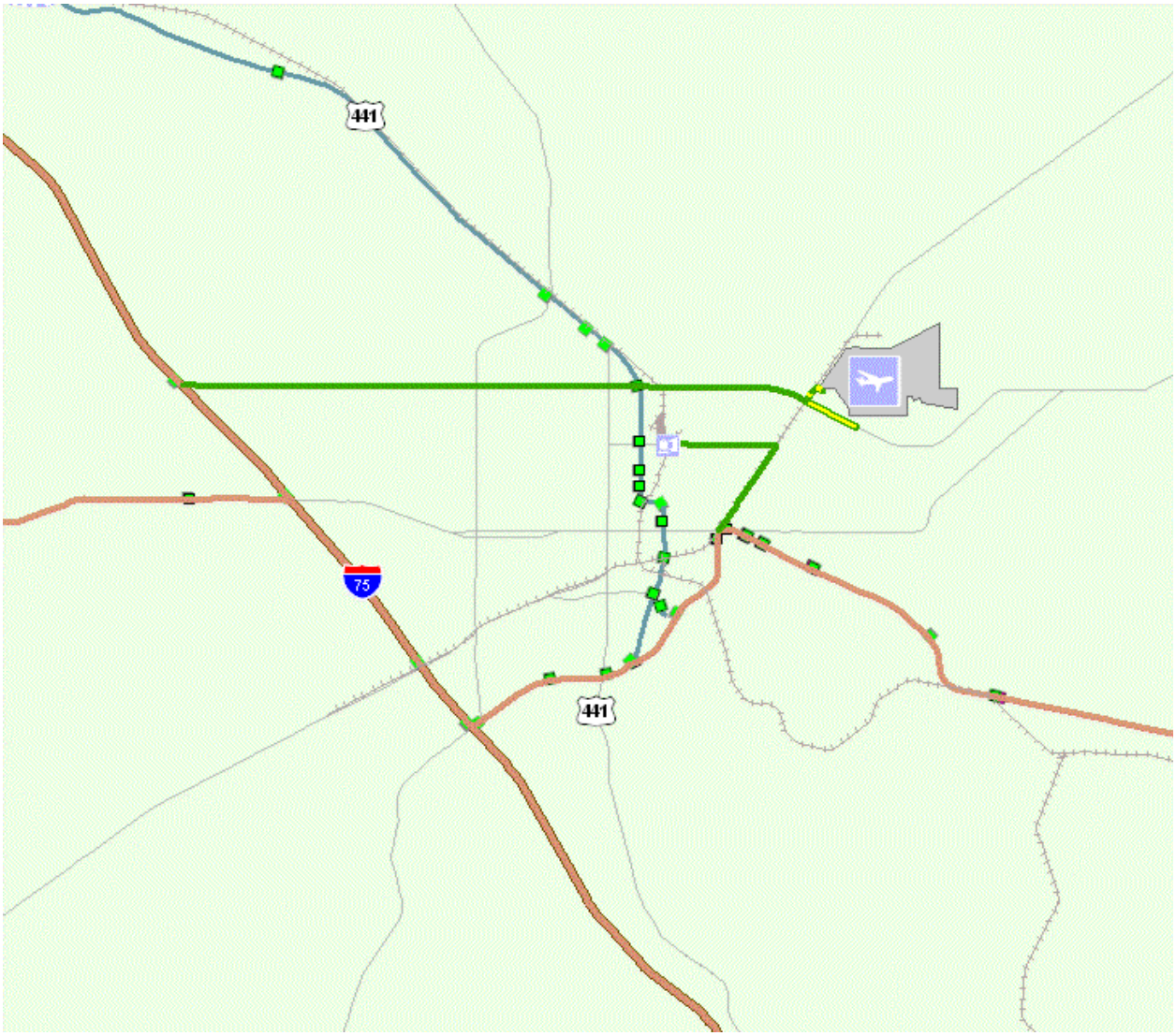
1. Regionally significant roadways utilizing TRIP funding shall adhere to the Other State Roads Standards in Chapter 14-94, F.A.C.

Exhibit B-2 (Continued)
Chapter 14-94 Statewide Minimum Level of Service Standards

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

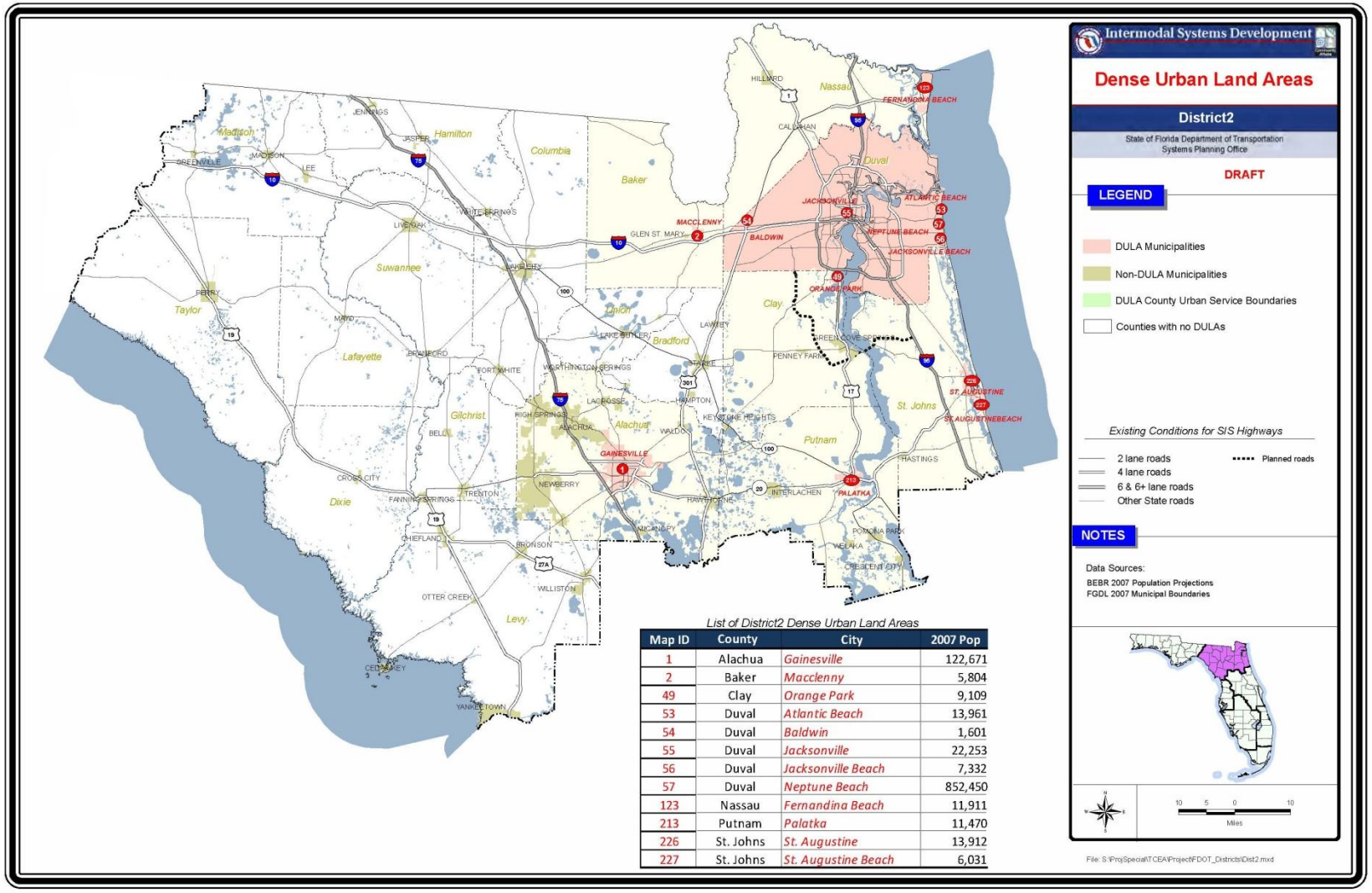
Specific Authority 163.3180(10), 334.044(2) FS. Law Implemented 163.3180(10), 163.3184(4), 334.03, 334.044(10)(a), (12), (19), 339.155(2), 339.2819, 339.61-.64 FS. History–New 4-14-92, Amended 5-8-06.

Illustration B-I
Florida Strategic Intermodal System
Gainesville Metropolitan Area



Source: Florida Department of Transportation Strategic Intermodal System website- http://camims01.camsys.com/siswebsite/

Illustration B-II
Dense Urban Land Areas



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

F. Metropolitan Planning Organization

METROPOLITAN PLANNING ORGANIZATION

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Exhibit B-3
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 Florida Department of Transportation and/or FDEO-negotiated maximum service volumes, 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 is one City-maintained transitioning roadway facility identified in this Multimodal Multimodal Level of Service Report. As the City annexes areas containing transitioning roadway facilities, highway level of service standards specified in the City's Comprehensive Plan Transportation Element shall apply.

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G. Alachua County Roadways

ALACHUA COUNTY ROADWAYS

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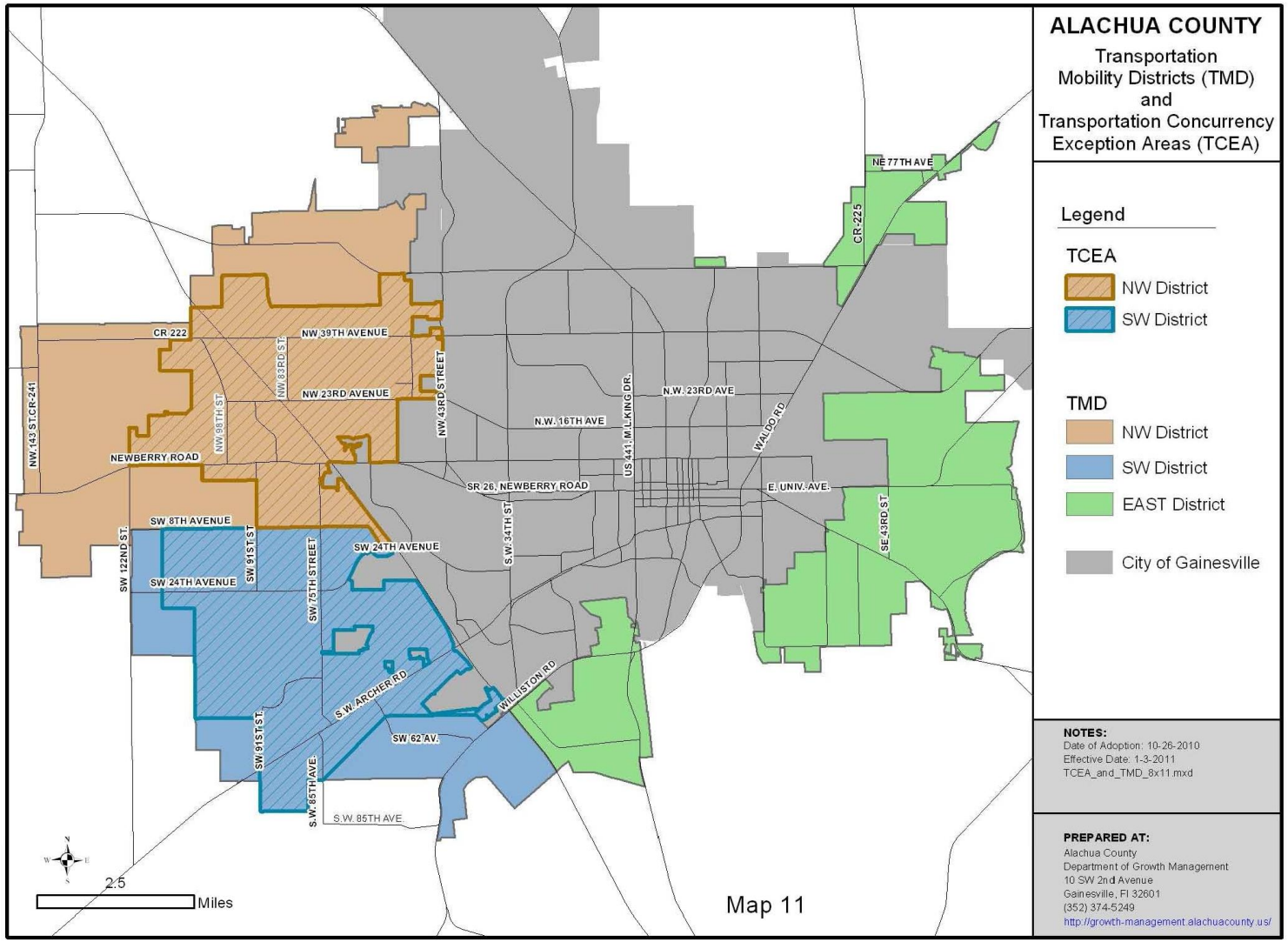
Illustration B-III
Alachua County Transportation Mobility Districts and Transportation Concurrency Areas



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H. City of Gainesville Roadways

CITY OF GAINESVILLE ROADWAYS

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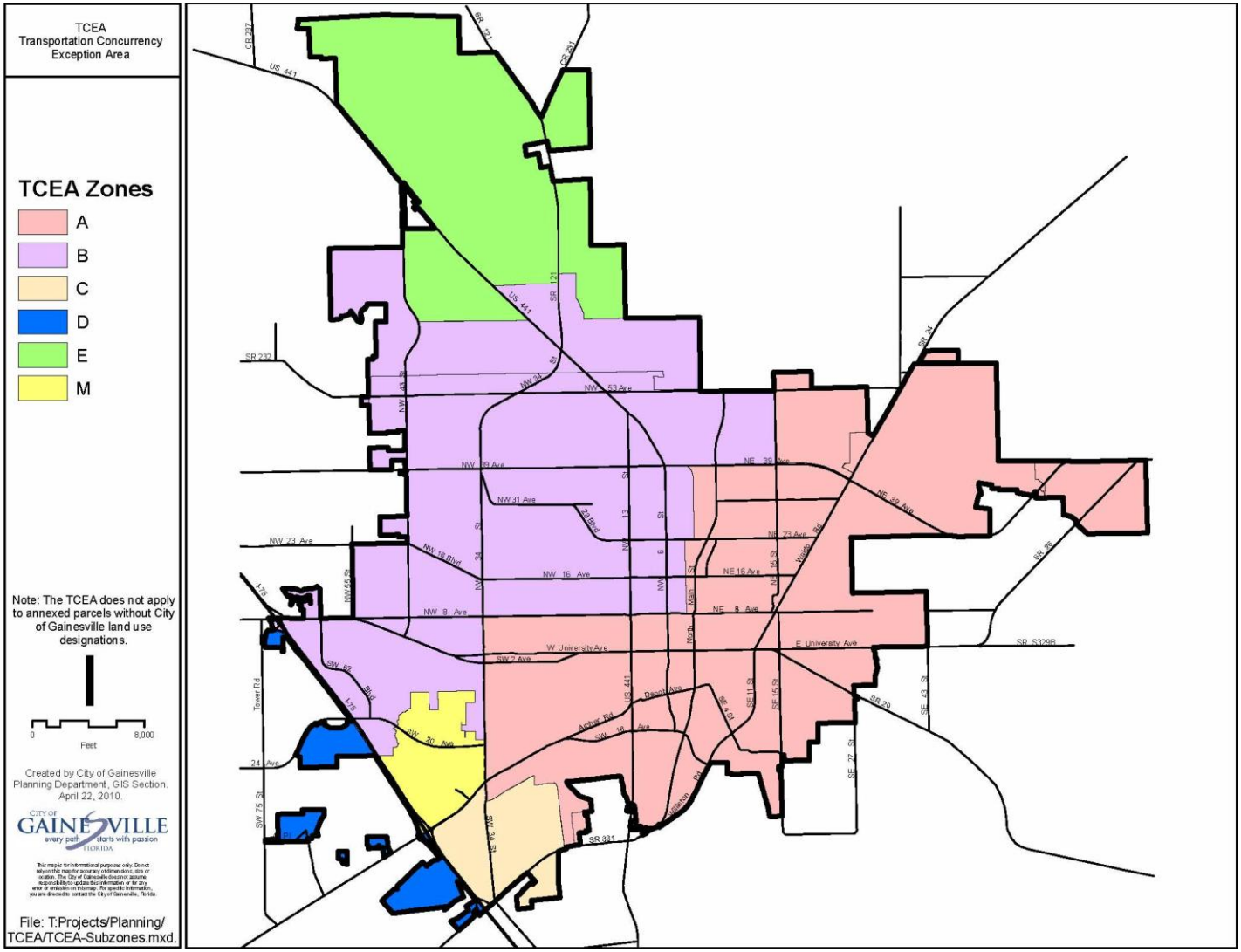
Illustration B-IV
City of Gainesville Transportation Concurrency Management Area



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Appendix C
Bicycle, Pedestrian and Transit Level of Service Analyses

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Appendix C: Appendix C: Bicycle, Pedestrian and Transit Level of Service Analyses

A. Definitions

Bicycle Level of Service - Bicycle level of service 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 x D x Kd) / (4 x 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
- LOS = Level of Service
- 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 2010 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	**Level of Service Score**
A	</= 2.0
B	> 2.0 and </= 2.75
C	> 2.75 and </= 3.5
D	> 3.5 and </= 4.25
E	> 4.25 and </= 5.0
F	> 5.0

Source: 2010 Highway Capacity Manual, Volume 3, Page 16-9

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

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

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	**Level of Service Score**
A	</= 2.0
B	> 2.0 and </= 2.75
C	> 2.75 and </= 3.5
D	> 3.5 and </= 4.25
E	> 4.25 and </= 5.0
F	> 5.0

Source: 2010 Highway Capacity Manual, Volume 3, Page 16-9

The Florida Department of Transportation Generalized Tables and LOSPLAN software incorporate these level of service calculations into their respective level of service determinations.

B. Data Collection and Analysis Requirements

All data shall be collected in accordance with the procedures in the latest available edition of the Quality/Level of Service Handbook. Multimodal traffic study termini shall be consistent with the roadway facility termini established in the Multimodal Level of Service Report. The roadway facility(s) analyzed shall be identified in the traffic study. Roadway facility analysis shall be undertaken utilizing Florida Department of Transportation -approved analysis tools. These tools include, but are not limited to, Florida Department of Transportation's latest version of ARTPLAN, 2010 Highway Capacity Manual and Highway Capacity Software. Data collection and analysis requirements are identified below.

1. 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.

2. 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.

3. 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.

C. 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 Florida Department of Transportation Generalized Tables, then bicycle, pedestrian and transit levels of service are also measured using the Florida Department of Transportation Generalized Tables; and if the determination of automotive/highway level of service for roadway facilities within the Gainesville Metropolitan Area is measured using the Florida Department of Transportation LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN), then bicycle, pedestrian and transit levels of service are also measured using Florida Department of Transportation 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 Florida Department of Transportation Generalized Tables is to be analyzed using Florida Department of Transportation LOSPLAN software (ARTPLAN, HIGHPLAN or FREEPLAN) to determine the corresponding bicycle, pedestrian and transit level of service.

1. Level of Service 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 Florida Department of Transportation 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 Florida Department of Transportation Generalized Tables.

2. Level of Service 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 Quality/Level of Service Handbook or criteria designated by Florida Department of Transportation District 2. Data requirements include the necessary field measurements and collection of information to utilize the Florida Department of Transportation LOSPLAN software.

D. Methodology

1. 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.

2. Level of Service Analysis Techniques

Tools for measuring bicycle, pedestrian and transit levels of service have been developed. These include those developed by Sprinkle Consulting, Inc. and Florida Department of Transportation. The Florida Department of Transportation has applied these analysis techniques into its Quality/Level of Service Handbook. The simplest (and the least accurate) method is the use of the Florida Department of Transportation Generalized Tables. An intermediate level analysis can be performed using the LOSPLAN family software developed by the Florida Department of Transportation. All of these techniques are based on the 2010 Highway Capacity Manual. Data collection shall be consistent with the criteria specified in the Quality/Level of Service Handbook or criteria designated by Florida Department of Transportation District 2.

a. 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.

b. Tier Two Level of Service Analysis

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

i. 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.

ii. 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.

iii. 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.

E. Variables Used To Perform Bicycle, Pedestrian And Transit Los Analyses

1. Tier One Level of Service Analysis

a. Bicycle Level of Service Analyses

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

b. Pedestrian Level of Service Analyses

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

c. Transit Level of Service Analyses

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

2. Tier Two Level of Service Analysis

a. ARTPLAN - Multimodal Facility Data (Screen One) Characteristics

i. 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.

ii. 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.

iii. 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.

b. ARTPLAN - Multimodal Segment Data (Screen Two) Characteristics

i. 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- indicates whether the outside lane width is narrow, typical or wide; or enter the specific width

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

Pedestrian Level of Service Analyses

Sidewalk- indicates whether a sidewalk is present

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

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

Transit Level of Service Analyses

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

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

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

c. ARTPLAN - Pedestrian Subsegment Data (Screen Three) Characteristics

i. Pedestrian Level of Service Analyses

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

Sidewalk- indicates whether a sidewalk is present

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

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

Appendix D
Generalized Annual Average Daily Volumes

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Appendix D: Minimum Acceptable Highway Level of Service Standards

Tier one level of service is evaluated using the Florida Department of Transportation Generalized Tables. Exhibit D-1 includes Table 1 Urbanized Areas Average Annual Daily Volumes and input volume assumptions. Exhibit D-2 includes Table 7 Urbanized Areas Peak Hour Directional Volumes and input volume assumptions. Exhibit D-3 includes Table 2 Transitioning Areas Average Annual Daily Volumes and input volume assumptions. Exhibit D-4 includes Table 8 Transitioning Areas Peak Hour Directional Volumes and input volume assumptions.

A. Urbanized Areas

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Exhibit D-1
Urbanized Areas Average Annual Daily Volumes and Input Volume Assumptions

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

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%

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.

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

Exhibit D-1 (Continued)
Urbanized Areas Average Annual Daily Volumes and Input Volume Assumptions

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)	1	1	1	1	1	1	1	1	1	1	1	1
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

Exhibit D-2
Urbanized Areas Peak Hour Directional Volumes and Input Volume Assumptions

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

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%

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.

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

Exhibit D-2 (Continued)
Urbanized Areas Peak Hour Directional Volumes and Input Volume Assumptions

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

	Freeways	Highway Segments		State & Non-State Signalized Arterials			Bicycle	Pedestrian	Bus
		Two-Lane	Multilane	Class I	Class II	Class III			
Level of Service	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

B. Areas Transitioning Into Urbanized Areas or Areas Over 5,000 Not in Urbanized Areas

Exhibit D-3
Transitioning Areas Average Annual Daily Volumes and Input Volume Assumptions

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

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%

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.

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

Exhibit D-3 (Continued)
Transitioning Areas Average Annual Daily Volumes and Input Volume Assumptions

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

Exhibit D-4
Transitioning Areas Peak Hour Directional Volumes and Input Volume Assumptions

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

Exhibit D-4 (Continued)
Transitioning Areas Peak Hour Directional Volumes and Input Volume Assumptions

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

	Freeways	Highway Segments		State & Non-State Two-Way Arterials			Bicycle	Pedestrian
Level of Service	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Class III 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

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Appendix E
ARTPLAN Analyses for Distressed Arterials

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Appendix E: ARTPLAN Analyses for Distressed Arterials

This appendix includes the ARTPLAN analysis results for State-maintained arterials and Alachua County-maintained and City of Gainesville-maintained arterials and roadways functioning as arterials. ARTPLAN analysis is performed on those roadways which reach or exceed 85 percent of the Florida Department of Transportation Generalized Tables maximum service volume for the adopted level of service volume

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A. State Maintained Arterials

STATE MAINTAINED ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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B. Alachua County Arterials

ALACHUA COUNTY ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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C. City of Gainesville Arterials

CITY OF GAINESVILLE ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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Appendix F
Highway Capacity Manual Software Analyses For Distressed Arterials

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Appendix F: Appendix F: Highway Capacity Manual Software Analyses for Distressed Arterials

Appendix F includes the Highway Capacity Software analysis for state-maintained, Alachua County-maintained and City of Gainesville-maintained roadways.

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A. State-Maintained Arterials

STATE MAINTAINED ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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B. Alachua County Arterials

ALACHUA COUNTY ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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C. City of Gainesville Arterials

CITY OF GAINESVILLE ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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Appendix G
Median Average Annual Daily Traffic Counts

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Appendix G: Median Average Annual Daily Traffic Counts

This appendix includes the median average annual daily traffic counts for roadway facilities within the Gainesville Metropolitan Area. Exhibit G-1 shows the median average annual daily traffic counts for state-maintained facilities. Exhibit G-2 shows the median average annual daily traffic counts for Alachua County-maintained facilities. Exhibit G-3 shows the median average annual daily traffic counts for City of Gainesville/University of Florida-maintained facilities.

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A. State-Maintained Arterials

STATE MAINTAINED ARTERIALS

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Exhibit G-1
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-1	US 441 from Payne's Prairie to State Road 331			11,450
	Count Station Location	Station Number	2011	Median AADT
	South of Rocky Point Road	6095	11,200	11,200
	South of State Road 331	6094	11,700	11,700
S-2	US 441 from State Road 331 to State Road 24			17,300
	Count Station Location	Station Number	2011	Median AADT
	South of Bivens Arm	6092	15,600	15,600
	South of SW 16 Avenue	6091	20,200	20,200
	South of State Road 24	6090	17,300	17,300
S-3	US 441 from State Road 24 to State Road 26			35,000
	Count Station Location	Station Number	2011	Median AADT
	South of SW 8 Avenue	6089	35,000	35,000
	North of SW 2 Avenue	6088	-	-
S-4	US 441 from State Road 26 to NW 29 Road			29,500
	Count Station Location	Station Number	2011	Median AADT
	North of University Avenue	6087	28,000	28,000
	South of 8 Avenue	6086	29,000	29,000
	South of 16 Avenue	6154	29,500	29,500
	North of NW 16 Avenue	2065*	29,092	29,092
	South of NW 23 Avenue	6085	30,000	30,000
	North of NW 23 Avenue	6084	30,000	30,000
	North of NW 23 Avenue	2066*	30,106	30,106
S-5	US 441 from NW 29 Road to NW 23 Street			23,750
	Count Station Location	Station Number	2011	Median AADT
	South of 39 Avenue	6083	26,500	26,500
	South of NW 6 Street	6082	16,200	16,200
	North of NW 6 Street	6081	25,000	25,000
	South of State Road 121	6080	22,500	22,500
S-6	State Road 20 (NW 6 Street) from NW 8 Avenue to State Road 222			14,400
	Count Station Location	Station Number	2011	Median AADT
	North of NW 8 Avenue	6100	15,300	15,300
	South of NW 16 Avenue	6147	15,100	15,100
	North of NW 16 Avenue	6148	14,400	14,400
	North of NW 16 Avenue	2003*		Inactive
	South of NW 23 Avenue	6099		Inactive
	North of NW 23 Avenue	6098	12,100	12,100
	South of State Road 222	6097	10,000	10,000

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-7	State Road 20 (NW 6 Street) from State Road 222 to US 441			8,700
	Count Station Location	Station Number	2011	Median AADT
	South of US 441	6096	8,700	8,700
S-8	State Road 20 from State Road 331 / State Road 24 to SE 43 Street			14,900
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 331 / State Road 24	6035	23,000	23,000
	South of State Road 26	5015*		Inactive
	West of SE 15 Street	6146	13,800	13,800
	East of SE 15 Street	6042	13,800	13,800
	West of SE 27 Street	6043	17,200	17,200
	East of SE 27 Street	6044	14,900	14,900
S-9	State Road 24 from SW 75 Street (Tower Road) to Interstate 75			27,000
	Count Station Location	Station Number	2011	Median AADT
	East of SW 75 Street	6053		Inactive
	East of SW 63 Boulevard	6052	25,500	25,500
	West of Interstate 75	6051	28,500	28,500
S-10	State Road 24 from Interstate 75 to SW 34 Street			46,673
	Count Station Location	Station Number	2011	Median AADT
	East of Interstate 75	6050	45,000	45,000
	West of State Road 121	Study	46,673 "	46,673
	West of State Road 121	6049	47,500	47,500
S-11	State Road 24 from SW 16 Avenue to US 441			31,000
	Count Station Location	Station Number	2011	Median AADT
	East of SW 16 Avenue	Study	38,506 "	38,506
	East of SW 16 Avenue	6157	38,500	38,500
	East of Gale Lemerand Drive	Study	32,965 "	32,965
	East of Gale Lemerand Drive	6046	31,000	31,000
	East of Center Drive	Study	29,938 "	29,938
	East of Newell Drive	Study	29,200 "	29,200
	West of US 441	6045	25,000	25,000
S-12	State Road 24 (Waldo Road) State Road 26 to State Road 222			24,434
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 26	6120	24,000	24,000
	South of NE 16 Avenue	6119	27,000	27,000
	South of NE 23 Avenue	6118	24,867	24,867
	South of NE 23 Avenue	6117		Inactive
	North of NE 23 Avenue	6116	21,000	21,000

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-13	State Road 24 (Waldo Road) State Road 222 to NE 77 Avenue			17,000
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 222	6115	17,800	17,800
	North of NE 53 Avenue	6114	16,200	16,200
S-14	State Road 26 from NW 122 Street to Interstate 75 [West Ramp]			40,000
	Count Station Location	Station Number	2011	Median AADT
	West of NW 75 Street	6020	29,000	29,000
	East of NW 75 Street	6153	51,000	51,000
S-15	State Road 26 from Interstate 75 [West Ramp] to NW 8 Avenue			51,000
	Count Station Location	Station Number	2011	Median AADT
	East of NW 69 Street	6152	51,000	51,000
	East of Hospital	6138	47,000	47,000
	East of NW 62 Street	6021	53,000	53,000
S-16	State Road 26 from NW 8 Avenue to State Road 121 (NW 34 Street)			31,750
	Count Station Location	Station Number	2011	Median AADT
	West of NW 43 Street	6137	28,500	28,500
	West of NW 39 Road	6022	36,000	36,000
	East of NW 39 Road	6023	35,000	35,000
	West of State Road 121	6024	22,000	22,000
S-17	State Road 26 from State Road 121 to Gale Lemerand Drive			22,250
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 121	6025	22,000	22,000
	West of NW 22 Street	6026	22,500	22,500
S-18	State Road 26 from Gale Lemerand Drive to US 441 (W 13 Street)			28,000
	Count Station Location	Station Number	2011	Median AADT
	East of Gale Lemerand Drive	6027		Inactive
	West of 13 Street	6028	28,000	28,000
S-19	State Road 26 from US 441 to State Road 24 (Waldo Road)			20,500
	Count Station Location	Station Number	2011	Median AADT
	West of W 12 Street	6029	25,000	25,000
	West of W 6 Street	6149	23,000	23,000
	West of W 3 Street	6030	21,000	21,000
	East of E Main Street	6031	19,700	19,700
	West of E 3 Street	6032		Inactive
	East of E 9 Street	6033	17,200	17,200
	West of State Road 331 / State Road 24	6034	20,000	20,000

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-20	State Road 26 from State Road 20 (Hawthorne Road) to County Road 329B (Lakeshore Drive)			9,700
	Count Station Location	Station Number	2011	Median AADT
	West of E 15 Street	1004		Inactive
	West of E 15 Street	6145	8,500	8,500
	East of E 15 Street	6036	9,700	9,700
	East of E 25 Street	6037	9,700	9,700
S-21	State Road 26A from State Road 26 (Newberry Road) to State Road 121 (W 34 Street)			14,700
	Count Station Location	Station Number	2011	Median AADT
	West of W 38 Street	6133	14,700	14,700
S-22	State Road 26A from State Road 121 (W 34 street) to State Road 26 (W University Avenue			12,600
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 121	6040	14,100	14,100
	East of SW 23 Street	6041	11,100	11,100
	South of State Road 26	4000*	- -	Inactive
S-23	State Road 121(W 34 Street) from State Road 331(Williston Road) to State Road 24 (SW Archer Road			25,380
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 331	6077	18,800	18,800
	South of State Road 24	6134	31,960	31,960
S-24	State Road 121(W 34 Street) from State Road 24 (SW Archer Road) to State Road 26 (W University A			38,250
	Count Station Location	Station Number	2011	Median AADT
	South of SW 20 Avenue	6135	38,000	38,000
	North of SW 20 Avenue	6076	42,500	42,500
	North of Radio Road	6136	38,500	38,500
	South of State Road 26A	4009		Inactive
	South of State Road 26	6075	24,000	24,000
S-25	State Road 121 (W 34 Street) from State Road 26 to NW 16 Avenue			20,450
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 26	6074	19,900	19,900
	South of NW 16 Avenue	6073	21,000	21,000
S-26	State Road 121 (W 34 Street) from NW 16 Avenue to State Road 222 (NW 39 Avenue)			15,000
	Count Station Location	Station Number	2011	Median AADT
	North of NW 16 Avenue	6142	15,000	15,000
	North of NW 16 Avenue	2012*		Inactive
	South of NW 31 Road	6072	14,500	14,500

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-27	State Road 121 from State Road 222 (NW 39 Avenue) to NW 53 Avenue			15,600
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 222	6071	15,600	15,600
	North of NW 45 Avenue	6140		Inactive
	North of NW 45 Avenue	2002		Inactive
S-28	State Road 121 from US 441 to County Road 231			13,600
	Count Station Location	Station Number	2011	Median AADT
	North of US 441	6155	13,600	13,600
	North of US 441	6069		Inactive
	North of US 441	6068	6,244	6,244
S-29	State Road 222 (N 39 Avenue) from NW 98 street to NW 83 Street			21,043
	Count Station Location	Station Number	2011	Median AADT
	East of NW 98 Street	new	*12,085*	*12,085*
	West of NW 91 Street	6132	30,000	30,000
S-30	State Road 222 (N 39 Avenue) from US 441 (NW 13 Street) to State Road 24 (Waldo Roac			17,400
	Count Station Location	Station Number	2011	Median AADT
	East Of US 441	6004	19,900	19,900
	East of NW 6 Street	6005	23,000	23,000
	East of County Road 329 (N Main Street)	6006	17,400	17,400
	East of County Road 329 (N Main Street)	3014*		Inactive
	West of NE 15 Street	6144	17,000	17,000
	West of State Road 24	6007	15,300	15,300
S-31	State Road 222 (N 39 Avenue) from State Road 24 (Waldo Road) to Airport Entrance			13,500
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 24	6008	13,500	13,500
S-32	State Road 222 (N 39 Avenue) from Airport Entrance to Gainesville Metropolitan Area Boundary			9,850
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 24	6008	13,500	13,500
	West of State Road 26	6009	6,200	6,200
	West of State Road 26	7014		Inactive
S-33	State Road 226 (S 16 Avenue) from State Road 24 (SW Archer Road) to US 441(SW 13 Street)			18,518
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 24	6055	18,700	18,700
	East of State Road 24	Study	18,336 "	18,336
	East of Shealy Drive	Study	18,163 "	18,163
	East of Veterans Affairs Hospital Drive	Study	17,959 "	17,959
	West of US 441	Study	19,061 "	19,061
	West of US 441	6056	19,400	19,400

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-34	State Road 226 (S 16 Avenue) from US 441(SW 13 Street) to State Road 329 (S Main Street)			17,200
	Count Station Location	Station Number	2011	Median AADT
	East of US 441	6057	17,200	17,200
		4028		Inactive
	West of State Road 329	6058	16,600	16,600
S-35	State Road 226 (S 16 Avenue) from State Road 329 (S Main Street) to State Road 331(Willinston Roac			8,400
	Count Station Location	Station Number	2011	Median AADT
		5026		Inactive
	East of State Road 329	6059	8,400	8,400
S-36	State Road 120A (N 23 Avenue) from US 441 (N 13 Street) to State Road 24 (Waldo Road			12,900
	Count Station Location	Station Number	2011	Median AADT
	East of US 441	6012	14,200	14,200
	East of NW 6 Avenue	6013	13,800	13,800
	West of NE 7 Street	6014	12,900	12,900
	West of NE 15 Street	3023		Inactive
	West of NE 15 Street	6015	10,100	10,100
	East of NE 15 Street	6016	7,600	7,600
S-37	State Road 329 (Main Street) from State Road 26 (University Avenue) to N 8 Avenue			13,950
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 26 (University Avenue)	6105	13,200	13,200
	South of N 8 Avenue	6104	14,700	14,700
S-38	State Road 331 / State Road 121 from Interstate 75 to US 441 (SW 13 Street)			23,500
	Count Station Location	Station Number	2011	Median AADT
	East of State Road 121 (SW 34 Street)	6112	23,500	23,500
	West of US 441	6111	23,500	23,500
S-39	State Road 331(Willinston Road) from US 441(SW 13 Street) to State Road 26 (University Avenue)			20,200
	Count Station Location	Station Number	2011	Median AADT
	East of US 441	6110	19,200	19,200
	South of S 16 Avenue	6124	15,100	15,100
	West of SE 4 Street	6123	22,500	22,500
	South of SE 4th Avenue	s5503		Inactive
	North of SE 4 Avenue	6122	20,500	20,500
	South of State Road 26	6121	20,200	20,200
S-40	State Road 20 (NW 8 Avenue) from NW 6 Street to N Main Street			16,400
	Count Station Location	Station Number	2011	Median AADT
	East of NW 6 Street	6018	16,400	16,400
	West of N Main Street	6019		Inactive

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location			
S-41	Interstate75 from State Road 331/ State Road 121(Williston Road) to State Road 24 (SW Archer Road)			62,000
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 331 / State Road 121	6062	62,000	62,000
S-42	Interstate 75 from State Road 24 (SW Archer Road) to State Road 26 (Newberry Road)			69,000
	Count Station Location	Station Number	2011	Median AADT
	South of State Road 26	6061	69,000	69,000
S-43	Interstate75 from State Road 26 (Newberry Road) to State Road 222 (NW 39 Avenue)			66,500
	Count Station Location	Station Number	2011	Median AADT
	North of State Road 26	6060	66,500	66,500
S-44	State Road 121 from SW 85 Avenue to Interstate 75			8,900
	Count Station Location	Station Number	2011	Median AADT
	North of County Road 22A	6159	8,900	8,900
S-45	State Road 26 (Newberry Road) from NW 154 Street to NW 122 Street			17,750
	Count Station Location	Station Number	2011	Median AADT
	West of NW 143 Street	6161	14,500	14,500
	East of NW 143 Street	6160	21,000	21,000
S-46	State Road 26 (NE 55 Boulevard) from County Road 329B to City Limit			4,500
	Count Station Location	Station Number	2011	Median AADT
	North of County Road 329B	6038	4,500	4,500
S-47	State Road 24 (SW Archer Road) from SW 91 Street to SW 75 Street (Tower Road)			19,600
	Count Station Location	Station Number	2011	Median AADT
	West of SW 75 Street	6054	19,600	19,600
S-48	State Road 20 (Hawthorne Road) from SE 43 Street to County Road 329B (Lakeshore Drive)			12,500
	Count Station Location	Station Number	2011	Median AADT
	East of SE 27 Street	6044	14,900	14,900
	East of County Road 329B	6130	10,100	10,100
S-49	State Road 20 (Hawthorne Road) from County Road 329B (Lakeshore Drive) to County Road 2082			10,100
	Count Station Location	Station Number	2011	Median AADT
	East of County Road 329B	6130	10,100	10,100

Exhibit G-1 (Continued)
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location				
S-50	US 441 from NW 23 Street to Gainesville Metropolitan Area Boundary				18,200
	Count Station Location	Station Number	2011		Median AADT
	North of NW 23 Street	6078	18,200		18,200
S-51	Interstate75 from Gainesville Metropolitan Area Boundary to Williston Road				59,092
	Count Station Location	Station Number	2011		Median AADT
	South of Williston Road	6143	59,092		59,092
S-52	Interstate75 from NW 39 Avenue to Gainesville Metropolitan Area Boundary				55,000
	Count Station Location	Station Number	2011		Median AADT
	North of NW 39 Avenue	6158	55,000		55,000
S-53	State Road 222 (N 39 Avenue) from NW 51 Street to US 441 (W 13 Street)				26,500
	Count Station Location	Station Number	2011		Median AADT
	West of NW 43 Street	6000	35,000		35,000
	East of NW 43 Street	6001	32,000		32,000
	East of State Road 121	6141	26,500		26,500
	East of State Road 121	2064*		Inactive	
	East of NW 24 Road	6002	25,000		25,000
	West of NW 13 Street	6003	24,500		24,500
S-54	State Road 121 from County Road 232 (NW 53 Avenue) to US 441				9,100
	Count Station Location	Station Number	2011		Median AADT
	South of US 441	6070	9,100		9,100
	South of US 441	2001		Inactive	
S-55	State Road 24 from State Road 121 (SW 34 Street) to State Road 226 (SW 16 Avenue)				51,500
	Count Station Location	Station Number	2011		Median AADT
	East of State Road 121	Study	47,198	"	47,198
	East of State Road 121	6048	48,500		48,500
	West of State Road 226	6047	54,500		54,500
S-56	State Road 222 (N 39 Avenue) from NW 83 Street to NW 51 Street				28,000
	Count Station Location	Station Number	2011		Median AADT
	East of NW 83 Street	6139	28,000		28,000
	East of NW 83 Street	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

B. Alachua County Arterials

ALACHUA COUNTY ARTERIALS

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Exhibit G-2
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location				
A-1	NW 53 Avenue (County Road 232) from NW 52 Terrace to NW 13 Street (US 441)				12,037
AC-010		Station			Median
	Count Station Location	Number	2011		AADT
	West of NW 43 Street	7051	10,995		10,995
	West of NW 34 Street (State Road 121)	7050	15,546		15,546
	East of NW 34 Street (State Road 121)	2062	12,230		12,230
	West of US 441	7049	11,844	<	11,844
A-2	NW 53 (County Road 232) from NW 13 Street (US 441) to Waldo Road (State Road 24)				12,558
AC-005		Station			Median
	Count Station Location	Number	2011		AADT
	West of N Main Street (County Road 329)	2063	12,946		12,946
	West of NE 15 Street	7035	12,558		12,558
	West of Waldo Road (State Road 24)	7036	10,963		10,963
A-3	NW 43 Street from Newberry Road (State Road 26) to NW 53 Avenue (State Road 232)				27,131
AC-025		Station			Median
	Count Station Location	Number	2011		AADT
	North of State Road 26	7061	13,485		13,485
	North of NW 8 Avenue	6066		Inactive	
	North of NW 8 Avenue	2059	27,316		27,316
	North of NW 8 Avenue	2004	27,131		27,131
	South of NW 23 Avenue	7009	26,625		26,625
	North of NW 23 Avenue	6065		Inactive	
	North of NW 23 Avenue	2060		Inactive	
	North of NW 23 Avenue	2005		Inactive	
	South of NW 39 Avenue	7046	30,056		30,056
	North of NW 39 Avenue	6064		Inactive	
	North of NW 39 Avenue	7045	29,533		29,533
	North of NW 39 Avenue	2007	23,360		23,360
A-6	NW 43 Street from NW 53 Avenue (State Road 232) to US 441				10,802
AC-030		Station			Median
	Count Station Location	Number	2011		AADT
	North of NW 53 Avenue	2061	16,110		16,110
	North of NW 53 Avenue	-	14,702		14,702
	North of San Felasco Park Road	-	4,775	<	4,775
	South of NW 93 Avenue	-	-	Inactive	
	North of NW 93 Avenue	-	-	Inactive	
	South of US 441	7062	6,902		6,902
A-9	NW 23 Avenue from NW 98 Street to NW 55 Street				15,770
AC-040		Station			Median
	Count Station Location	Number	2011		AADT
	East of NW 98 Street	7027	7,476		7,476
	West of Interstate 75		16,138		16,138
	East of NW 83 Street		15,897		15,897
	West of NW 55 Street	7008	15,643		15,643

Exhibit G-2 (Continued)
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location				
A-10	NW 23 Avenue from NW 55 Street to NW 43 Street				20,821
AC-035		Station			Median
	Count Station Location	Number	2011		AADT
	East of NW 51 Sreet	2008		Inactive	
	West of NW 43 Street	7032	20,821		20,821
A-11	NW 16 Avenue from NW 43 Street to NW 13 Street (US 441)				19,693
		Station			Median
	Count Station Location	Number	2011		AADT
	East of NW 43 Street	2038	21,209		21,209
	East of NW 38 Street	2036	19,693		19,693
	West of NW 22 Street	2071	13,749	<	13,749
	East of NW 22 Street	2089		Inactive	
	East of NW 18 Terrace	2033	22,842	<	22,842
A-12	NW 16 Avenue from NW 13 Street (US 441) to State Road 24 (Waldo Road)				12,127
		Station			Median
	Count Station Location	Number	2011		AADT
	East of NW 13 Street	2088		Inactive	
	East of NW 10 Street	2070	11,876	<	11,876
	East of NW 6 Street	2030	12,378	<	12,378
	West of N Main Street	2087		Inactive	
	East of NE 2 Street	3024	12,694		12,694
	West of NE 12 Street	3005	9,669		9,669
	West of Waldo Road	3030		Inactive	
A-13	SW 75 Street from State Road 24 (SW Archer Road) to SW 8 Avenue				14,055
AC-090		Station			Median
	Count Station Location	Number	2011		AADT
	North of State Road 24 (Archer Road)	7020	14,055		14,055
	South of SW 24 Avenue	7043	13,548		13,548
	North of SW 24 Avenue	7042	15,258		15,258
A-14	W 75 Street from SW 8 Avenue to State Road 26 (Newberry Road)				22,973
AC-085		Station			Median
	Count Station Location	Number	2011		AADT
	South of State Road 26 (Newberry Road)	7024	18,418		18,418
	North of W University Avenue		22,973		22,973
	South of W University Avenue		24,859		24,859
A-15	SW 20 Avenue from SW 75 Street to SW 62 Boulevard				14,856
AC-060		Station			Median
	Count Station Location	Number	2011		AADT
	East of SW 75 Street	7021	14,856		14,856
A-16	SW 20 Avenue from SW 62 Boulevard to SW 34 Street (State Road 121)				21,524
AC-055		Station			Median
	Count Station Location	Number	2011		AADT
	East of SW 62 Boulevard	7044	25,487	<	25,487
	West of SW 34 Street	7019	17,560	<	17,560

Exhibit G-2 (Continued)
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location				
A-17	N Main Street (County Road 329) from N 8 Avenue to N 23 Avenue				13,646
	Count Station Location	Station Number	2011		Median AADT
	North of N 8 Avenue	1000	12,958	<	12,958
	North of N 10 Avenue	1001	16,694	<	16,694
	North of N 16 Avenue	1002	13,646	<	13,646
	South of N 23 Street	6103		Inactive	
A-18	N Main Street (County Road 329) from N 23 Avenue to N 39 Avenue (State Road 222)				17,584
	Count Station Location	Station Number	2011		Median AADT
	North of N 23 Avenue	7047	17,584		17,584
	North of N 23 Avenue	6102		Inactive	
	South of N 31 Avenue	1005		Inactive	
	South of N 39 Avenue	6101		Inactive	
	South of N 31 Street	1003	12,946		12,946
A-19	NW 39 Avenue (State Road 222) from NW 110 Street to NW 98 Street				11,389
AC-095	Count Station Location	Station Number	2011		Median AADT
	West of Interstate 75	7052	11,389		11,389
	East of NW 98 Street		-	Inactive	
A-20	SW 24 Avenue from SW 91 Street to SW 75 Street				11,122
AC-065	Count Station Location	Station Number	2011		Median AADT
	West of SW 75 Street	7022	11,122		11,122
A-21	NW 51 Street from NW 23 Avenue to NW 39 Avenue (State Road 222)				8,896
AC-120	Count Station Location	Station Number	2011		Median AADT
	South of NW 39 Avenue	7033	10,032		10,032
	North of 23 Avenue	2106	7,760	<	7,760
A-22	NW 98 Street from State Road 26 (Newberry Road) to State Road 222 (NW 39 Avenue)				10,289
AC-110	Count Station Location	Station Number	2011		Median AADT
	North of State Road 26	7026	11,589		11,589
	South of State Road 222	7028	8,988		8,988
A-23	NW 83 Street from NW 23 Avenue to NW 39 Avenue (State Road 222)				14,157
AC-130	Count Station Location	Station Number	2011		Median AADT
	North of NW 23 Avenue	7030	14,660		14,660
	South of NW 39 Avenue	7029	13,654		13,654
A-24	W 91 Street from SW 24 Avenue to Newberry Road (State Road 26)				7,708
AC-165	Count Station Location	Station Number	2011		Median AADT
	South of Newberry Road	7025	7,808		7,808
	North of SW 24 Avenue	4-91-6-1	7,608		7,608

Exhibit G-2 (Continued)
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location				
A-25	NW 39 Road from Newberry Road (State Road 26) to NW 8 Avenue				-
	Count Station Location	Station Number	2011		Median AADT
	North of State Road 26	7005	-	Inactive	
A-26 AC-140	SW 8 Avenue from SW 91 Street to SW 75 Street				4,679
	Count Station Location	Station Number	2011		Median AADT
	West of SW 75 Street	7023	4,679		4,679
A-28 AC-275	Rocky Point Road from Williston Road (State Road 331) to SW 13 Street (US 441)				3,220
	Count Station Location	Station Number	2011		Median AADT
	South of Williston Road (State Road 331)	7011	3,220		3,220
	West of SW 13 Street	6131		Inactive	
A-29 AC-280	Kincaid Loop from Hawthorne Road (State Road 20) to Hawthorne Road (State Road 20)				4,192
	Count Station Location	Station Number	2011		Median AADT
	South of Hawthorne Road	5020	3,926	<	3,926
	North of SE 7 Avenue	5027		Inactive	
	North of SE 7 Avenue	5008	4,457	<	4,457
	South of SE 7 Avenue	5009	7,046	<	7,046
	North of SE 22 Avenue	5021		Inactive	
	South of SE 22 Avenue	5022	3,681	<	3,681
	South of SE 22 Avenue	6126		Inactive	
	North of SE 22 Avenue	6127		Inactive	
	South of Hawthorne Road	7003	2,771		2,771
A-30 AC-400	SW 40 Boulevard / SW 42 Street / SW 43 Street from SW Archer Road to SW 20 Avenue				11,451
	Count Station Location	Station Number	2011		Median AADT
	North of Archer Road	Study	8,178		8,178
	South of SW 33 Place	4-4243-1-1	7,602		7,602
	North of SW 33 Place	4-4243-2-1-N+S	15,160		15,160
	South of SW 20 Avenue	4-4243-3-1-N+S	14,723		14,723
A-31 AC-285	Monteocha Road (NE 38 Street) from NE 53 Avenue to NE 77 Avenue				2,826
	Count Station Location	Station Number	2011		Median AADT
	North of 53 Avenue	6113		Inactive	
	North of 53 Avenue	7037	2,826		2,826
A-32 AC-240	NW 143 Street (County Road 241) from Newberry Road (State Road 26) to Gainesville Metropolitan Area Boundary				10,408
	Count Station Location	Station Number	2011		Median AADT
	North of Newberry Road	1-241-1-1-N+S	10,003		10,003
	South of Millhopper Road	1-241-2-1-N+S	10,813	<	10,813

Exhibit G-2 (Continued)
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location			
A-33	SW 24 Avenue from SW 122 Street to SW 91 Street			6,497
AC-070		Station		Median
	Count Station Location	Number	2011	AADT
	East of SW 122 Street	4-24-1-1	4,755	4,755
	West of SW 91 Street	4-24-2-1	8,239	8,239
A-34	NW 53 Avenue (Millhopper Road) from Gainesville Metropolitan Area Boundary to NW 52 Terrace			5,861
AC-015		Station		Median
	Count Station Location	Number	2011	AADT
	East of Interstate 75	1-53-2-1	2,987	2,987
	East of 52 Avenue	7051	8,735	8,735
A-35	W 122 Street from Gainesville Metropolitan Area Boundary to Newberry Road (State Road 26)			6,931
AC-210		Station		Median
	Count Station Location	Number	2011	AADT
	South of SW 24 Avenue	4-122-2-1	4,406	4,406
	North of SW 24 Avenue	4-122-3-1	6,931	6,931
	South of Newberry Road	4-122-4-1	8,020	8,020
A-36	SW 8 Avenue from SW 122 Street to SW 91 Street			1,998
AC-145		Station		Median
	Count Station Location	Number	2011	AADT
	East of SW 122 Street	4-8-8-1	1,998	1,998
A-37	NW 39 Avenue from W 143 Street (County Road 241) to NW 110 Street			9,549
AC-100		Station		Median
	Count Station Location	Number	2011	AADT
	West of Interstate 75	-	9,549	9,549
A-38	SE 43 Street from Hawthorne Road (State Road 20) to East University Avenue (State Road 26)			3,285
AC-290		Station		Median
	Count Station Location	Number	2011	AADT
	North of Hawthorne Road	6128	3,311	3,311
	South of University Avenue	7002	3,258	3,258
A-39	SW 91 Street from SW Archer Road (State Road 24) to SW 24 Avenue			6,366
AC-170		Station		Median
	Count Station Location	Number	2011	AADT
	North of Archer Road	4-91-1-1	5,825	5,825
	North of SW 46 Boulevard	4-91-2-1	6,366	6,366
	North of SW 44 Boulevard	4-91-3-1	6,487	6,487
	North of School House Road	4-91-4-1	7,798	7,798
	North of SW 31 Avenue	4-91-5-1	5,906	5,906
A-40	SW 46 Boulevard from SW 91 Street to SW 75 Street			5,257
AC-180		Station		Median
	Count Station Location	Number	2011	AADT
	West of SW 75 Street	7057	5,257	5,257

Exhibit G-2 (Continued)
Median Average Annual Daily Traffic Counts - Alachua County - Maintained Facilities

Number	Facility Location				
A-41	SW 62 Avenue / SW 63 Boulevard from Williston Road (State Road 121) to Archer Road (State Road 24)				5,080
AC-200		Station			Median
	Count Station Location	Number	2011		AADT
	South of Archer Road	7053	5,080		5,080
A-42	County Road 329B (Lakeshore Drive) from Hawthorne Road (State Road 20) to State Road 26				441
AC-295		Station			Median
	Count Station Location	Number	2011		AADT
	North of State Road 20	3-329-1-1	241		241
	East of State Road 26	7016	640		640
A-43	NE 77 Avenue from NE 38 Street (Monteocha Road) to State Road 24 (Waldo Road)				645
AC-300		Station			Median
	Count Station Location	Number	2011		AADT
	East of NE 38 Street	-	645		645
A-44	SW 75 Street from Gainesville Metropolitan Area Boundary to Archer Road (State Road 24)				3,123
AC-095		Station			Median
	Count Station Location	Number	2011		AADT
	South of Archer Road	4-75-1-1	3,123		3,123
A-45	Fort Clarke Boulevard from State Road 26 / Newberry Road to NW 23 Avenue				13,614
AC-160		Station			Median
	Count Station Location	Number	2011		AADT
	North of State Road 26	7059	13,411		13,411
	South of NW 23 Avenue	7060	13,816		13,816
A-46	NW 32 Avenue from Gainesville Metropolitan Area Boundary to County Road 241 / NW 143 Street				2,242
AC-050		Station			Median
	Count Station Location	Number	2011		AADT
	West of County Road 241	-	2,242		2,242
A-47	County Road 329 (Main Street) from State Road 331(Williston Road) to University Avenue (State Road 26)				12,200
		Station			Median
	Count Station Location	Number	2011		AADT
	South of S 16 Avenue	6109	7,100	<	7,100
	South of Depot Avenue	6108	12,200	<	12,200
	North of S 4 Avenue	6107	13,900	<	13,900
	South of University Avenue	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

C. City of Gainesville/University of Florida Arterials

CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ARTERIALS

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Exhibit G-3
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-1	NW 55 Street from Newberry Road (State Road 26) to NW 23 Avenue				9,346
	Count Station Location	Station Number	2011		Median AADT
	North of Newberry Road	2009	9,797	^	9,797
	North of Newberry Road	2079			Inactive
	South of NW 23 Avenue	2011	8,895	<	8,895
G-2	NW 8 Avenue from Newberry Road (State Road 26) to NW 22 Street				15,177
	Count Station Location	Station Number	2011		Median AADT
	West of NW 43 Street	2077	18,455	^	18,455
	East of NW 43 Street	6017			Inactive
	West of NW 34 Street	2073	14,792	<	14,792
	East of NW 34 Street	2074	15,177		15,177
G-3	NW 8 Avenue from NW 22 Street to NW 6 Street				14,465
	Count Station Location	Station Number	2011		Median AADT
	East of NW 22 Street	2075	14,637	>	14,637
	West of NW 6 Street	2076	14,293	<	14,293
G-4	SW 62 Boulevard from SW 20 Avenue to Newberry Road (State Road 26)				20,408
	Count Station Location	Station Number	2011		Median AADT
	North of SW 20 Avenue	4029	19,845		19,845
	North of SW 20 Avenue	7039	-		Inactive
	South of Newberry Road	7038	-		Inactive
	South of Newberry Road	2090	20,971		20,971
G-5	NW 22 Street from W University Avenue (State Road 26) to NW 16 Avenue				6,849
	Count Station Location	Station Number	2011		Median AADT
	North of W University Avenue	2035	5,557	`	5,557
	North of NW 5 Avenue	2037	6,849	`	6,849
	South of NW 16 Avenue	2072	7,246	~	7,246
G-6	NE 8 Avenue from N Main Street to Waldo Road (State Road 24)				9,802
	Count Station Location	Station Number	2011		Median AADT
	West of NE 7 Street	3000	10,349	^	10,349
	East of NE 9 Street	3001	9,255	^	9,255
G-7	S 2 Avenue from SW 13 Street (US 441) to SE 7 Street				5,717
	Count Station Location	Station Number	2011		Median AADT
	West of SW 10 Street	4026			Inactive
	East of SW 10 Street	4015	6,968	^	6,968
	West of SW 3 Street	4005	5,916	<	5,916
	East of SW 2 Street	4006	-		Inactive
	East of S Main Street	5010	5,517	~	5,517
	West of SE 7 Street	5016	1,819	<	1,819

Exhibit G-3 (Continued)
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-8	SW 6 Street from SW 16 Avenue to SW 4 Avenue				7,812
	Count Station Location	Station Number	2011		Median AADT
	South of Depot Avenue	4001	7,128	^	7,128
	North of Depot Avenue	4002	8,495	^	8,495
G-9	W 6 Street from SW 4 Avenue to NW 8 Avenue				7,711
	Count Station Location	Station Number	2011		Median AADT
	South of W Univeristy Avenue	4003	7,452	^	7,452
	North of W University Avenue	2056	7,969	^	7,969
	South of NW 8 Avenue	2082		Inactive	
G-10	E 9 Street from SE 2 Avenue to NE 31 Avenue				4,457
	Count Station Location	Station Number	2011		Median AADT
	South of E University Avenue	5006	2,138	<	2,138
	North of NE 5 Avenue	3013	6,086	^	6,086
	South of NE 16 Avenue	3027	6,213	^	6,213
	North of NE 16 Avenue	3016	4,457		4,457
	North of NE 23 Avenue	3017	2,406		2,406
G-11	NW 38 Street from NW 8 Avenue to NW 16 Avenue				1,848
	Count Station Location	Station Number	2011		Median AADT
	North of NW 8 Avenue	2042	1,848	^	1,848
G-12	NW 24 Boulevard from NW 39 Avenue (State Road 222) to NW 53 Avenue (State Road 232)				3,101
	Count Station Location	Station Number	2011		Median AADT
	North of NW 39 Avenue	2046	3,660		3,660
	South of NW 53 Avenue	2047	2,541		2,541
G-13	N Main Street from N 39 Avenue (State Road 222) to N 53 Avenue (State Road 232)				4,962
	Count Station Location	Station Number	2011		Median AADT
	North of N 39 Avenue	1006	4,962		4,962
	North of N 39 Avenue	7048		Inactive	
G-14	NE 15 Street from E University Avenue (State Road 26) to NE 8 Avenue				4,967
	Count Station Location	Station Number	2011		Median AADT
	North of E Univesity Avenue	3018	4,967	^	4,967
G-15	NE 15 Street from NE 16 Avenue to NE 39 Avenue (State Road 222)				4,902
	Count Station Location	Station Number	2011		Median AADT
	North of NE 16 Avenue	3019	4,043		4,043
	South of NE 31 Avenue	3028	-	Inactive	
	North of NE 31 Avenue	3015	5,761	~	5,761

Exhibit G-3 (Continued)
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-16	NE 25 Street from E University Avenue (State Road 26) to NE 8 Avenue				4,900
	Count Station Location	Station Number	2011		Median AADT
	South of NE 8 Avenue	3020	4,900		4,900
G-17	SE 4 Street from Williston Road (State Road 331) to Depot Avenue				3,518
	Count Station Location	Station Number	2011		Median AADT
	North of Williston Road	5005	2,877	<	2,877
	South of Depot Avenue	5000	4,159	~	4,159
G-18	SE 4 Street / SE 22 Avenue from Williston Road (State Road 331) to SE 15 Street				4,693
	Count Station Location	Station Number	2011		Median AADT
	South of Williston Road	5023	4,693	<	4,693
	South of Williston Road	6125			Inactive
G-19	NE 8 Avenue from Waldo Road (State Road 24) to NE 25 Street				5,786
	Count Station Location	Station Number	2011		Median AADT
	East of NE 18 Street	3002	5,786		5,786
G-20	S 4 Avenue from SW 13 Street (US 441) to SE 15 Street				4,014
	Count Station Location	Station Number	2011		Median AADT
	West of SW 10 Street	4027			Inactive
	West of SW 6 Street	4018	4,029	^	4,029
	East of SW 6 Street	4007	5,128	<	5,128
	West of S Main Street	4008	3,998	^	3,998
	East of SE 3 Street	5013	1,938	<	1,938
	East of SE 9 Street	5002	2,744	<	2,744
	East of Williston Road	5018	4,321	<	4,321
G-21	SW 9 Road / Depot Ave / SE 7 Avenue from SW 13 Street to SE 15 Street				4,018
	Count Station Location	Station Number	2011		Median AADT
	East of SW 13 Street	4020	4,385	<	4,385
	East of SW 13 Street	4036	4,803	<	4,803
	East of SW 6 Street	4022	3,535	~	3,535
	East of S Main Street	5007	4,018	~	4,018
	West of Williston Road	5004	1,924	<	1,924
	East of Williston Road	5025			Inactive
	West of SE 15 Street	5024	2,313	<	2,313
G-22	SE 2 Avenue from SE 7 Street to Williston Road				1,454
	Count Station Location	Station Number	2011		Median AADT
	East of SE 9 Street	5001	1,454	<	1,454

Exhibit G-3 (Continued)
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-23	NE 31 Avenue from N Main Street to Waldo Road (State Road 24)				2,129
	Count Station Location	Station Number	2011		Median AADT
	East of N Main Street	3010	1,783	^	1,783
	East of NE 15 Street	3012	2,475	~	2,475
G-24	NW 17 Street from W University Avenue (State Road 26) to NW 8 Avenue				2,672
	Count Station Location	Station Number	2011		Median AADT
	North of W University Avenue	2031	2,329	<	2,329
	North of NW 5 Avenue	2032	3,015	<	3,015
G-25	W 12 Street from SW 4 Avenue to NW 8 Avenue				3,690
	Count Station Location	Station Number	2011		Median AADT
	North of SW 2 Avenue	4011	4,511	^	4,511
	North of W University Avenue (State Road 26)	2024	2,868	<	2,868
G-26	W 10 Street from SW 4 Avenue to NW 8 Avenue				2,803
	Count Station Location	Station Number	2011		Median AADT
	North of SW 2 Avenue	4012	4,054	<	4,054
	South of NW 3 Avenue	2019	1,552	<	1,552
	South of NW 8 Avenue	2085		Inactive	
G-27	SW 16 Street from SW 16 Avenue to SW Archer Road (State Road 24)				4,444
	Count Station Location	Station Number	2011		Median AADT
	North of SW 16 Avenue	4014	4,444		4,444
G-28	NW 5 Avenue from NW 22 Street to NW 13 Street (US 441)				1,877
	Count Station Location	Station Number	2011		Median AADT
	East of NW 22 Street	2084	-	Inactive	
	West of NW 17 Street	2018	1,877	<	1,877
	East of NW 17 street	2083		Inactive	
	East of NW 13 Street	2081		Inactive	
G-29	W 3 Street from SW 4 Avenue to NW 8 Avenue				490
	Count Station Location	Station Number	2011		Median AADT
	North of SW 4 Avenue	4023		Inactive	
	North of SW 2 Avenue	4004	-	Inactive	
	North of NW 3 Avenue	2016	490	*	490
G-30	W 2 Street from SW 4 Avenue to NW 8 Avenue				0
	Count Station Location	Station Number	2011		Median AADT
	North of W University Avenue	2058	676	^	676

Exhibit G-3 (Continued)
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-31	Gale Lemerand Drive from SW Archer Road (State Road 24) to Museum Road				10,676
	Count Station Location	Station Number	2011		Median AADT
	North of Archer Road	UF [4058]	12,487	u	12,487
	North of Mowry Road	UF	8,865	u	8,865
G-32	Radio Road / Museum Road from SW 34 Street (State Road 121) to SW 13 Street (US 441)				9,570
	Count Station Location	Station Number	2011		Median AADT
	East of SW 34 Street	4050	4,922	>	4,922
	West of Village Drive	UF	8,415	u	8,415
	West of North-South Drive	UF	7,475	u	7,475
	East of North-South Drive	UF	10,725	u	10,725
	East of Center Drive	UF	12,695	u	12,695
	West of SW 13 Street	4046	11,572	>	11,572
G-33	E 1 Street from SE 2 Place to NE 8 Avenue				3,120
	Count Station Location	Station Number	2011		Median AADT
	North of NE 3 Avenue	3025	3,120	*	3,120
G-34	E 3 Street from SE Depot Avenue to NE 2 Avenue				4,213
	Count Station Location	Station Number	2011		Median AADT
	South of SW 4 Avenue	5012	4,213	<	4,213
	South of University Avenue	5011	4,218	^	4,218
	North of University Avenue	3026	2,008	^	2,008
G-35	Hull / Mowry Road from SW 34 Street to Center Drive				8,793
	Count Station Location	Station Number	2011		Median AADT
	East of SW 34 Street	4051	11,249	>	11,249
	West of SW 23 Drive	UF	6,336	u	6,336
G-36	Glen Springs Road / NW 31 Avenue from NW 34 Street to NW 16 Terrace				6,706
	Count Station Location	Station Number	2011		Median AADT
	East of NW 34 street	7010/2122	6,110	*	6,110
	East of NW 34 Street	2000		Inactive	
	West of NW 23 Boulevard	2080		Inactive	
	West of NW 23 Boulevard	6010		Inactive	
	West of NW 16 Terrace	7007/2120	7,302	*	7,302
G-37	SW 23 Terrace from Williston Road (State Road 331) to Archer Road (State Road 24)				8,431
	Count Station Location	Station Number	2011		Median AADT
	North of Williston Road (State Road 331)	7041/4063	6,632	>	6,632
	South of Archer Road (State Road 24)	7040/4062	10,230	>	10,230

Exhibit G-3 (Continued)
Median Average Annual Daily Traffic Counts - City of Gainesville/ University of Florida - Maintained Facilities

Number	Facility Location				
G-38	NW 23 Boulevard from NW 16 Terrace to NW 13 Street (US 441)				10,316
	Count Station Location	Station Number	2011		Median AADT
	East of NW 16 Terrace	2006	10,316	^	10,316
	West of NW 13 Street	6011			Inactive
G-39	Gale Lemerand Drive from Museum Road to W Univesity Avenue (State Road 26)				12,368
	Count Station Location	Station Number	2011		Median AADT
	South of W University Avenue	UF [4043]	8,494	u	12,116
	North of Museum Drive	UF	12,619	u	12,619

N - North, S - South, E - East, W - West, NE - Northeast, NW - Northwest, SE - Southeast, SW Southwest

` Year 2005 count
~ Year 2006 count
* Year 2007 count
^ Year 2008 count
< Year 2009 count
> Year 2011 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

Appendix H
Special Circumstance Study Results

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Appendix H: 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 levels of service and maximum service volumes 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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A. State-Maintained Arterials

STATE MAINTAINED ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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B. Alachua County Arterials

ALACHUA COUNTY ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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C. City of Gainesville Arterials

CITY OF GAINESVILLE ARTERIALS

[RESERVED]

Tier Two Analyses Suspended in 2008

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Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

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