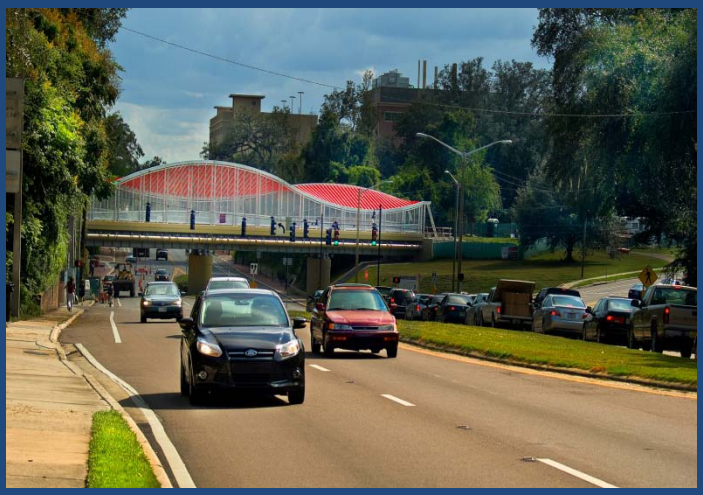

Multimodal Level of Service Report

Year 2013 Average Annual Daily Traffic

Gainesville Metropolitan Area Congestion Management Process

September 30, 2014

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Multimodal Level of Service Report

Year 2013 Average Annual Daily Traffic

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Approved by the

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

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September 30, 2014

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Executive Summary

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Executive Summary

The Multimodal Level of Service Report, provides level of service analysis for automotive/highway (hereinafter highway), bicycle, pedestrian and transit modes of travel. The latest available highway LOS estimate of all federal aid-eligible 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 2013 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. Since 2008, Tier Two analyses have been suspended by the Technical Advisory Committee Level of Service Subcommittee to accommodate signal timing fluctuations during the installation of the Traffic Management System. 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 Mobility Program Areas.

Exhibit 1
Roadway Facilities Operating at an Unacceptable Highway Level Of Service

Roadway Facility	From	To	2012 AADT	2012 LOS	2013 AADT	2013 LOS	2013 MSV
NW 34 Street [SR 121] (S-25)	University Avenue	NW 16 Avenue	20,450	F	18,200	F	16,380
Archer Road [SR 24] (S-47)	GMA Boundary	SW 75 Street	19,600	F	17,700	F	17,010
SW 20 Avenue (A-16)	SW 62 Boulevard	SW 34 Street	21,524	F	24,149	F	14,040
N Main Street	N 8 Avenue	N 16 Avenue	14,826	F	15,976	F	14,740
Fort Clarke Boulevard (A-45)	Newberry Road	NW 23 Avenue	13,614	E	13,614	E	13,320

Note: 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

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.

Exhibits 2, 3 and 4 show multimodal level of service summaries for the state-maintained, county-maintained and city-maintained facilities respectively. For selected urbanized area and transitioning area facilities serving low density development, an outside transit service area (OTSA) designation is used instead indications of unacceptable pedestrian level of service.

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 Moving Ahead for Progress in the 21st Century Act (MAP-21) congestion management process requirement.

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 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	C	B	C	A
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	E	E	D	B
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	D	D	D	D
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	C	B	D	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	C	D	C	D
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	C	D	B	D
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	C	B	C	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	C	C	D	D
S-10	SR 24 / Archer Road	Interstate -75	SR 121 / SW 34 Street	C	E	D	B
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	D	A	C	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	C	B	D	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	D	D	D	F
S-15	SR 26 / Newberry Road	Interstate -75 [east ramp]	NW 8 Avenue	C	E	D	B
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	C	E	D	C
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	C	C	C	B
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	D	B	D	B
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	D	D	C	E
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	C	D	C	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	D	B	C	C
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	D	B	B	C
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	C	B	C	A
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	C	C	D	B
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	F	D	D	No Service
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	C	B	C	No Service
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	B	C	D
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	C	B	C	OTSA
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	C	B	C	E
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	C	B	C	D
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	C	B	OTSA	OTSA
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	D	B	C	C
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	D	D	C	A
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	C	B	D	C
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	D	D	B	E
S-37	SR 20 / Main Street	University Avenue	North 8 Avenue	C	B	C	F
S-38	SR 331 / SR 121	Interstate -75 (south)	US 441 / SW 13 Street	C	C	D	C
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	C	B	D	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	C	B	B	E

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	B	N/A	N/A	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	C	B	E	OTSA
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	F	B	D	OTSA
S-50	US 441	NW 23 Street	NW 126 Avenue	C	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 51 Street	US 441 / NW 13 Street	C	C	D	D
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	C	B	D	B
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	C	B	E	A
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	C	C	E	C
Transitioning Roadways							
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	C	B	E	B
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	C	B	D	E
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	C	C	OTSA	OTSA
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	C	C	E	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	C	C	C	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	C	C	C	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	B	C	OTSA	OTSA
S-51	Interstate -75	GMA	SR 331 / SR 121	B	N/A	N/A	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	C	B	OTSA	OTSA
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	C	C	OTSA	OTSA
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	C	C	OTSA	OTSA

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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 Major County Roadways							
A-1	NW 53 Avenue	NW 71 Street	US 441 / NW 13 Street	C	B	C	F
A-3	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	C	C	D	E
A-6	NW 43 Street	NW 53 Avenue	US 441	C	B	C	OTSA
A-9	NW 23 Avenue	NW 98 Street	NW 55 Street	C	D	E	D
A-10	NW 23 Avenue	NW 55 Street	NW 43 Street	C	D	C	E
A-11	NW 16 Avenue	NW 43 Street	US 441 / NW 13 Street	C	D	C	D
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	D	C	C	F
A-13	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	D	E	D	D
A-14	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	C	D	C	E
A-15	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	D	C	E	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 16 Avenue	F	B	C	E
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	C	B	C	No Service
A-19	NW 39 Avenue	NW 110 Terrace	NW 98 Street	C	A	B	OTSA
A-20	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	D	E	C	E
A-21	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	C	C	OTSA
A-22	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	D	D	C	OTSA
A-23	Northwest 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	E	D	D
A-24	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	D	D	C	OTSA
A-26	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	C	B	B	OTSA
A-29	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	C	C	C	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 91 Street	C	D	C	OTSA
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	C	D	OTSA	OTSA
A-38	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	D	C	E
A-39	SW 91 Street	Archer Road	SW 44 Avenue	D	B	C	OTSA
A-40	SW 46 Boulevard	SW 104 Terrace	Tower Road	C	D	C	OTSA
A-44	SW 75 Street	GMA	SR 24 / Archer Road	C	C	OTSA	OTSA
A-45	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	F	E	D	C
A-50	North Main Street	NW 8 Avenue	North 23 Avenue	C	D	C	F

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-2	North 53 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	C	B	E	F
A-28	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	C	C	D	OTSA
A-31	Monteocha Road	NE 53 Avenue	11200 Block	C	A	OTSA	OTSA
A-32	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	C	C	OTSA	OTSA
A-34	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	C	B	OTSA	OTSA
A-35	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	C	C	OTSA	OTSA
A-37	NW 39 Avenue	CR 241	NW 110 Terrace	C	C	F	OTSA
A-41	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	C	D	E	OTSA
A-42	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	C	C	OTSA	OTSA
A-43	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	C	B	OTSA	OTSA
A-46	NW 32 Avenue	GMA	CR 241 / NW 143 Street	C	C	OTSA	OTSA
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	C	C	OTSA	OTSA
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	C	B	OTSA	OTSA
A-49	CR 231	SR 121	13000 Block	C	D	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 Major City Roadways							
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	C	B	B	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	C	D	C	No Service
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	E	E	D	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	D	E	F	B
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	C	C	A	No Service
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	D	D	C	D
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	C	A	B	B
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	C	C	B	No Service
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	D	B	C	E
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	C	A	B	E
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	C	A	A	No Service
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	B	No Service
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	C	C	D	No Service
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	C	C	B	No Service
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	C	C	B	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	D	D	B	D
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	C	C	B	E
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	C	D	B	C
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	C	C	B	C
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	C	C	B	E
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	C	C	B	D
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road	C	A	A	F
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	C	C	B	No Service
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	C	A	A	No Service
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	C	C	A	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	C	C	A	No Service
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	C	A	B	A
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	C	C	B	No Service
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	No Service
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	C	B	A	No Service

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 Major City Roadways							
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	C	A	B	A
G-32	Radio Road-Museum Road	SR 121 / South 34 Street	US 441 / South 13 Street	D	B	B	A
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	C	C	A	No Service
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	C	C	B	A
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	D	C	B	A
G-36	NW 31 Avenue / Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	C	D	C	D
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	D	B	C	A
G-38	NW 23 Boulevard	NW 16 Terrace	US 441 / West 13 Street	C	B	C	D
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	D	B	C	A
G-40	South Main Street	SR 331/Williston Road	SR 26 / West University Avenue	C	C	B	E
Transitioning Major City Roadways							
-	None	-	-	-	-	-	-

Source: North Central Florida Regional Planning Council

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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 level of service maps and tables of state-maintained, county-maintained and city-maintained federal aid-eligible 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.

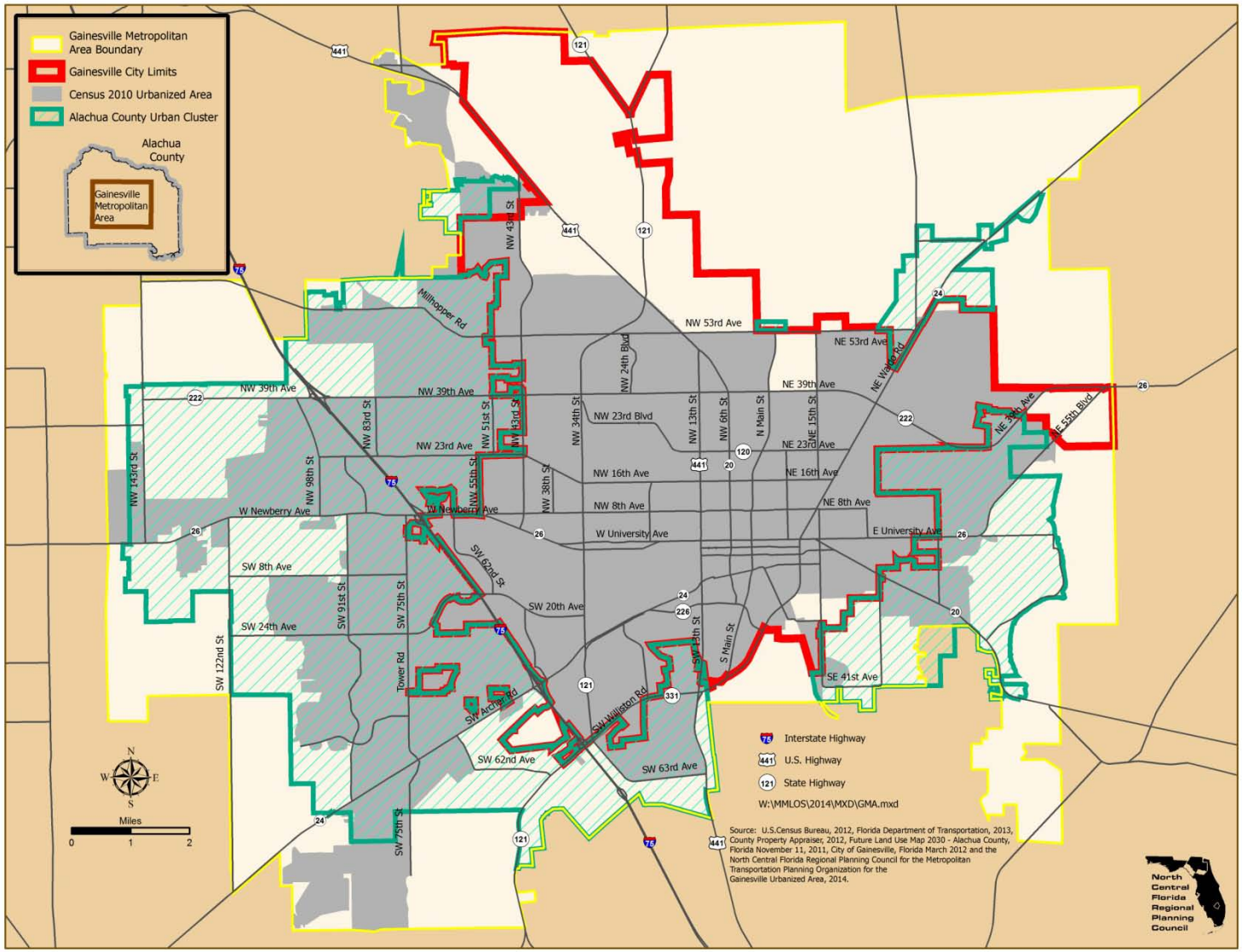
Tier One Level of Service/Maximum Service Volume Analysis uses the Florida Department of Transportation Generalized Tables contained in the latest edition of the Florida Department of Transportation Quality/Level of Service Handbook to determine roadway level of service and maximum service volume. The 2013 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 2013 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 automotive/highway analysis results for all roadways studied. Level of service data is graphically shown in Illustrations II through V 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."

Tables 4 through 6 consist of the bicycle level of service summary. Illustration VI shows the bicycle level of service. Tables 7 through 9 consist of the pedestrian level of service summary. Illustration VII shows the pedestrian level of service. Tables 10 through 12 consist of the transit level of service summary. Illustration VIII shows the transit level of service.

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 Annual Average Daily Traffic 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 mobility managed area are identified in the level of service tables.

In addition, Tables 4 through 12 provide a multimodal level of service summary for automotive/highway, bicycle, pedestrian and transit modes. Tables 4, 7 and 10 provide the summary for the State-maintained arterials, Tables 5, 8 and 11 provide the summary for the Alachua County-maintained roads and Tables 6, 9 and 12 provide 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.

Since 2008, Tier Two analyses have been suspended by the Technical Advisory Committee Level of Service Subcommittee to accommodate signal timing fluctuations during the installation of the Traffic Management System. 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

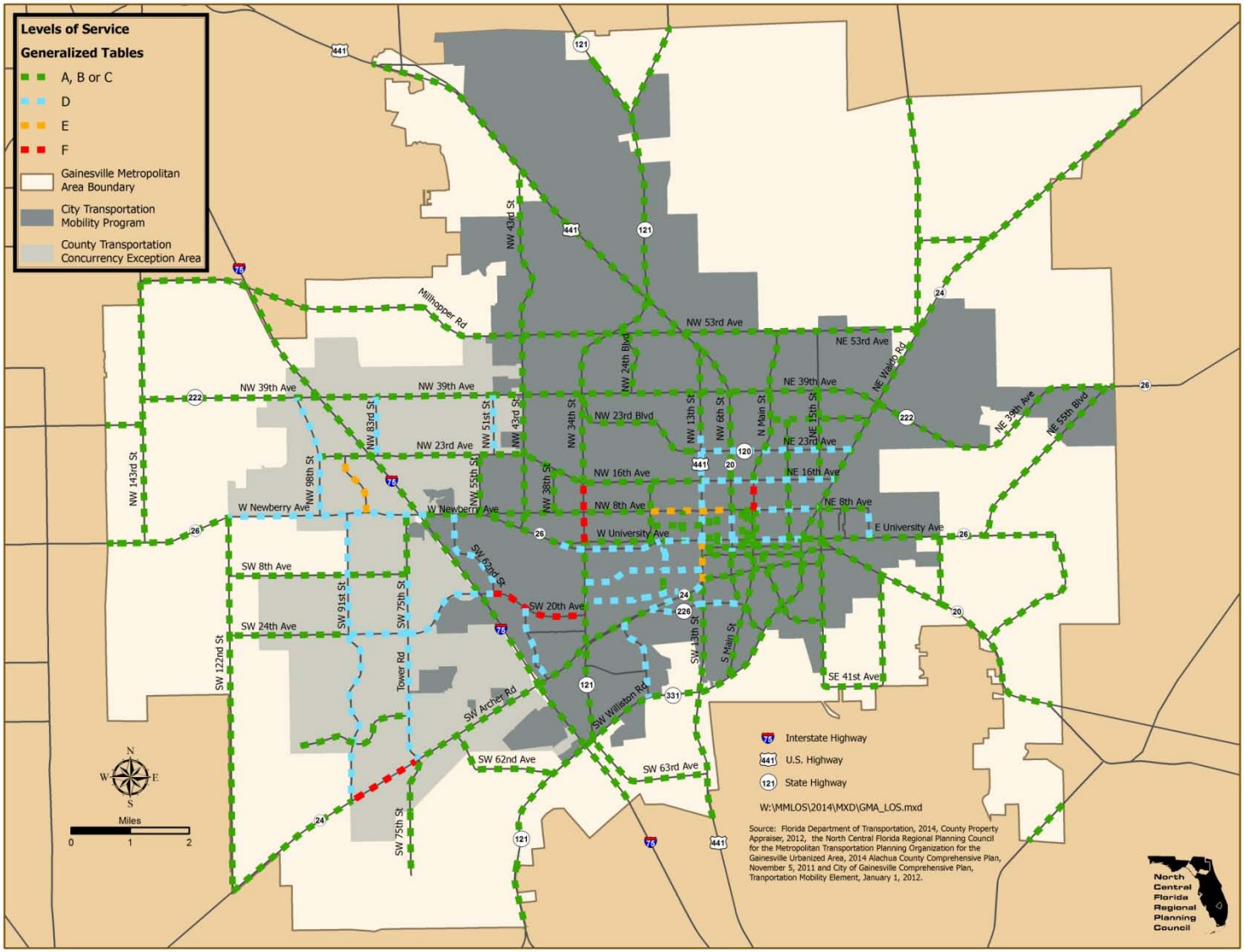

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Illustration III
Gainesville Metropolitan Area Level of Service - State - Maintained Roadways

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	Speed Limit (Miles Per Hour)	Median or Left Turn Adjustment D
			URBANIZED ROADWAYS I					
S-2	US 441 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	Multimodal Corridor	4-D	I State	45	NO
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	Multimodal Corridor	4-D	II State	30	NO
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	Multimodal Corridor	4-D	II State	35	NO
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	Multimodal Corridor	4-D	I State	45	NO
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	-	4-U	II State	35	-5%
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	-	4-U	II State	35	-5%
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	SIS / FIHS / Multimodal Corridor	4-D	I State	45	NO
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate - 75	Multimodal Corridor	4-D	I State	45	NO
S-10	SR 24 / Archer Road	Interstate - 75	SR 121 / SW 34 Street	Multimodal Corridor	6-D	I State	45	NO
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Multimodal Corridor	4-D	II State	35	NO
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	SIS Connector [part] / Multimodal Corridor	4-D	I State	45	NO
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate- 75 [east ramp]	SIS / FIHS / Multimodal Corridor	4-D	I State	45	NO
S-15	SR 26 / Newberry Road	Interstate - 75 [east ramp]	NW 8 Avenue	Multimodal Corridor / Constrained	6-D	II State	35	NO
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	Multimodal Corridor	4-D	I State	40	NO
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	Multimodal Corridor / Constrained	3-U	II State	35	.5*4LnPDF+.5*2LnOPDF
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	Multimodal Corridor	4-D	II State	30	NO
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	Multimodal Corridor	4-D	II State	30	NO
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	Multimodal Corridor	4-D	II State	30	NO
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	Multimodal Corridor	2-D	II State	45	+5%
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	Multimodal Corridor	2-U	II State	35	-20%
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	Multimodal Corridor	6-D	I State	45	NO
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	Multimodal Corridor	6-D	I State	45	NO
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	Multimodal Corridor	2-D	II State	35	+5%
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	Multimodal Corridor	2-U	I State	40	NO
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Multimodal Corridor	2-U	I State	40	NO
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	SIS Connector	4-D	I State	45	NO
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	SIS Connector	4-D	I State	45	NO
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	SIS Connector	4-D	I State	45	NO
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	-	2-U	Unsignalized	55	NO
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	-	4-D	II State	35	NO
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	-	4-D	II State	35	NO
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	-	2-U	II State	35	NO
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	SIS Connector [part]	4-U	II State	35	-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	Speed Limit (Miles Per Hour)	Median or Left Turn Adjustment D
			URBANIZED ROADWAYS I					
S-37	SR 20 / Main Street	University Avenue	North 8 Avenue	-	2-D	II State	30	+5%
S-38	SR 331 / SR 121	Interstate - 75 (south)	US 441 / SW 13 Street	SIS / FIHS	4-D	I State	45	NO
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	SIS / FIHS	4-D	I State	45	NO
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	-	4-D	II State	30	NO
S-41	Interstate - 75	SR 331 / SR 121	SR 24 / Archer Road	SIS / FIHS	6-D	Freeway	70	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	SIS / FIHS	6-D	Freeway	70	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	SIS / FIHS	6-D	Freeway	70	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	Multimodal Corridor	2-U	I State	60	NO
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	Multimodal Corridor	2-D	I State	60	+5%
S-50	US 441	NW 23 Street	NW 126 Avenue	Multimodal Corridor	4-D	I State	60	NO
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	SIS / FIHS	6-D	Freeway	70	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	SIS Connector	4-D	I State	45	NO
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	Multimodal Corridor	2-U	I State	40	NO
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	Multimodal Corridor	6-D	I State	45	NO
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	SIS Connector	4-D	I State	45	NO
			TRANSITIONING ROADWAYS J					
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	Multimodal Corridor	4-D	I State	55	NO
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	Multimodal Corridor	4-D	I State	45	NO
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	Multimodal Corridor	2-U	I State	45	NO
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	Multimodal Corridor	2-U	I State	60	NO
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	SIS / FIHS	4-D	I State	55	NO
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	SIS / FIHS / Multimodal Corridor	4-D	I State	45	NO
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	SIS / FIHS / Multimodal Corridor	4-D	Unsignalized	60	NO
S-51	Interstate - 75	GMA	SR 331 / SR 121	SIS / FIHS	6-D	Freeway	70	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	-	2-U	I State	55	NO
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	-	2-U	I State	55	NO
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	-	4-D	I State	65	NO

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 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	E	39,800	-	TMPA	42%	23,100	16,700	C	-
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	E	33,800	-	TMPA	101%	(200)	34,000	E	-
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	E	33,800	-	TMPA	81%	6,300	27,500	D	-
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	E	39,800	-	TMPA	57%	17,300	22,500	C	-
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	E	32,110	-	TMPA	40%	19,210	12,900	C	-
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	E	32,110	-	TMPA	27%	23,510	8,600	C	-
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	E	39,800	-	TMPA (part)	34%	26,200	13,600	C	-
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	D	39,800	-	TCEA	65%	14,050	25,750	C	-
S-10	SR 24 / Archer Road	Interstate -75	SR 121 / SW 34 Street	E	59,900	-	TMPA	80%	12,069	47,831	C	-
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	E	33,800	-	TMPA	92%	2,800	31,000	D	-
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	E	39,800	-	TMPA	59%	16,332	23,468	C	-
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	D	39,800	-	TCEA (part)	95%	1,800	38,000	D	-
S-15	SR 26 / Newberry Road	Interstate -75 [east ramp]	NW 8 Avenue	E	59,900	-	TMPA	82%	10,900	49,000	C	-
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	E	39,800	-	TMPA	75%	9,800	30,000	C	-
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	E	23,600	-	TMPA	91%	2,100	21,500	C	-
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	E	33,800	-	TMPA	80%	6,800	27,000	D	-
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	E	33,800	-	TMPA	57%	14,500	19,300	D	-
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	E	39,800	-	TMPA (part)	23%	30,500	9,300	C	-
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	E	16,380	-	TMPA	84%	2,580	13,800	D	-
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	E	12,480	-	TMPA	91%	1,080	11,400	D	-
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	E	59,900	-	TCEA	42%	34,937	24,963	C	-
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	E	59,900	-	TMPA (part)	64%	21,400	38,500	C	-
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	E	16,380	-	TMPA	111%	(1,820)	18,200	F	-
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	E	17,700	-	TMPA	78%	3,950	13,750	C	-
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	E	17,700	-	TMPA	84%	2,800	14,900	C	-
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	D	39,800	-	TCEA	51%	19,375	20,425	C	-
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	E	39,800	-	TMPA	48%	20,800	19,000	C	-
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	E	39,800	-	TMPA	33%	26,500	13,300	C	-
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	E	33,300	-	TMPA	32%	22,800	10,500	C	-
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	E	33,800	-	TMPA	56%	14,900	18,900	D	-
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	E	33,800	-	TMPA	50%	17,050	16,750	D	-
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	E	15,600	-	TMPA	47%	8,300	7,300	C	-
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	E	25,350	-	TMPA	52%	12,150	13,200	D	-

*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 20 / Main Street	University Avenue	North 8 Avenue	E	18,585	-	TMPA	74%	4,785	13,800	C	-
S-38	SR 331 / SR 121	Interstate - 75 (south)	US 441 / SW 13 Street	E	39,800	-	TMPA (part)	58%	16,800	23,000	C	-
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	E	39,800	-	TMPA	47%	20,900	18,900	C	-
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	E	33,800	-	TMPA	43%	19,300	14,500	C	-
S-41	Interstate - 75	SR 331 / SR 121	SR 24 / Archer Road	D	111,800	-	-	55%	50,800	61,000	B	-
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	D	111,800	-	-	65%	39,300	72,500	C	-
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	D	111,800	-	-	59%	45,800	66,000	B	-
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	D	17,700	-	TCEA (part)	25%	13,300	4,400	C	-
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	D	17,010	-	TCEA	104%	(690)	17,700	F	-
S-50	US 441	NW 23 Street	NW 126 Avenue	E	39,800	-	TCEA (part)	44%	22,200	17,600	C	-
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	C	111,800	-	-	50%	55,800	56,000	B	-
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	E	39,800	-	TMPA	72%	11,300	28,500	C	-
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	E	17,700	-	TMPA	59%	7,200	10,500	C	-
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	E	59,900	-	-	83%	9,900	50,000	C	-
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	D	39,800	-	TCEA	70%	11,800	28,000	C	-
				TRANSITIONING ROADWAYS J								
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	D	35,500	-	-	32%	24,000	11,500	C	-
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	E	35,500	-	TCEA (part)	46%	19,300	16,200	C	-
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	E	16,200	-	TMPA (part)	59%	6,674	9,526	C	-
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	D	16,200	-	-	58%	6,800	9,400	C	-
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	D	35,500	-	-	54%	16,250	19,250	C	-
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	D	35,500	-	-	31%	24,450	11,050	C	-
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	D	62,900	-	-	14%	54,200	8,700	B	-
S-51	Interstate - 75	GMA	SR 331 / SR 121	C	85,600	-	-	70%	25,322	60,278	B	-
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	D	16,200	-	-	83%	2,800	13,400	C	-
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	E	16,200	-	-	43%	9,300	6,900	C	-
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	D	35,500	-	-	37%	22,500	13,000	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 IV
Gainesville Metropolitan Area Level of Service - Alachua County-Maintained Roadways

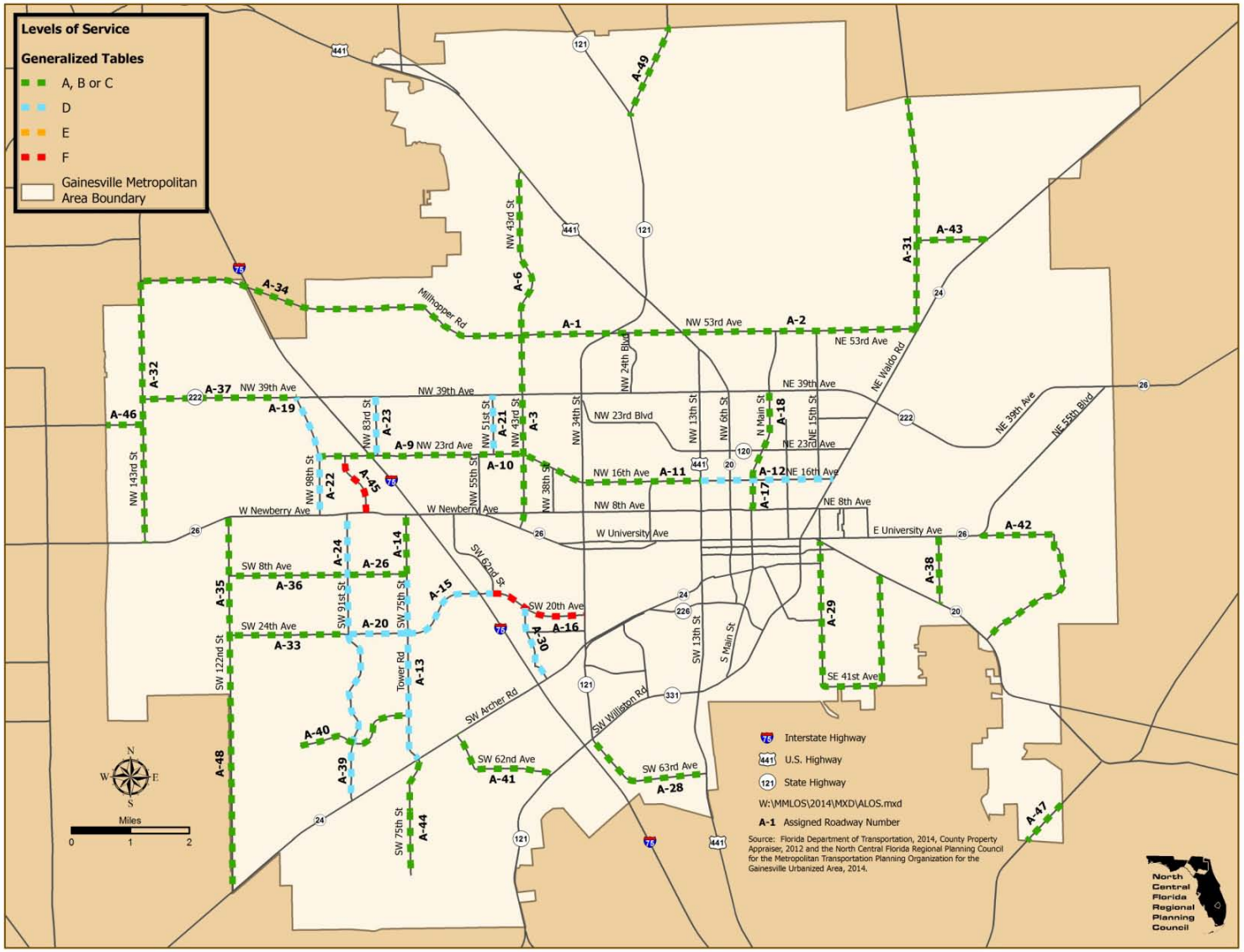

Table 2-A
Automotive / Highway Level of Service Characteristics for Alachua County Roadways

Assigned Roadway Number	Roadway	From South or West Termini	To North or West Termini	Special Note A	Number of Lanes B	Roadway Class C	Speed Limit (Miles Per	Median or Left Turn Adjustment D
			Urbanized Roadways I					
A-1 / AC-010	NW 53 Avenue	NW 71 Street	US 441 / NW 13 Street	-	2-U	I Major County	45	-
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	-	4-D	I Major County	45	-
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	-	2-U	I Major County	55	-
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	-	2-U	I Major County	45	-
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	-	4-D	I Major County	40	-
A-11	NW 16 Avenue	NW 43 Street	US 441 / NW 13 Street	-	4-D	I Major County	40	-
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	-	2-U	II Major County	35	+5%
A-13 / AC-090	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	-	2-U	I Major County	40	-
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	-	4-D	I Major County	40	-
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	Multimodal Corridor	2-U	I Major County	40	-
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121 / West 34 Street	Multimodal Corridor	2-U	II Major County	35	-
A-17	North Main Street	NW 8 Avenue	North 16 Avenue	-	2-D	II Major County	30	+5%
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	-	4-D	I Major County	45	-
A-19 / AC-095	NW 39 Avenue	NW 110 Terrace	NW 98 Street	-	2-U	I Major County	45	-
A-20 / AC-065	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	-	2-U	II Major County	35	-
A-21 / AC-120	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	-	2-U	II Major County	35	-
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	-	2-U	II Major County	35	-
A-23 / AC-130	NW 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	-	2-U	II Major County	35	-
A-24 / AC-165	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	-	2-U	II Major County	35	-
A-26 / AC-140	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	-	2-U	II Major County	35	-
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	-	2-U	II Major County	35	-
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	-	2-D	II Major County	35	+5%
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	-	2-U	I Major County	45	-
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	-	2-U	I Major County	45	-
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	-	2-U	II Major County	35	-
A-39 / AC-270	SW 91 Street	Archer Road	SW 44 Avenue	-	2-D	II Major County	35	+5%
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	-	2-D	II Major County	35	+5%
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	-	2-U	II Major County	35	-
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	-	2-D	II Major County	35	+5%
A-50	North Main Street	NW 16 Avenue	North 23 Avenue	-	4-U	I Major County	40	-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 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	Speed Limit (Miles Per	Median or Left Turn Adjustment D
			Transitioning Roadways J					
A-2 / AC-005	North 53 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	-	2-U	I Major County	50	-
A-28 / AC-275	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	-	2-U	I Major County	45	-
A-31 / AC-285	Monteocha Road	NE 53 Avenue	11200 Block	-	3-U	I Major County	55	-
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	-	2-U	I Major County	55	-
A-34 / AC-105	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	-	2-U	I Major County	45	-
A-35 / AC-210	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	-	2-U	I Major County	45	-
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	-	2-U	I Major County	45	-
A-41 / AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	-	2-U	I Major County	45	-
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	-	2-U	II Major County	35	-
A-43 / AC-300	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	-	2-U	II Major County	30	-
A-46 / AC-050	NW 32 Avenue	GMA	CR 241 / NW 143 Street	-	2-U	II Major County	35	-
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	-	2-U	I Major County	55	-
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	-	2-U	I Major County	45	-
A-49	CR 231	SR 121	13000 Block	-	2-U	I Major County	55	-

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 71 Street	US 441 / NW 13 Street	E	15,930	-	TMPA	71%	4,658	11,272	C	-
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	E	35,820	-	TMPA (part)	76%	8,689	27,131	C	-
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	E	15,930	-	TMPA (part)	83%	2,750	13,180	C	-
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	D	15,930	-	TCEA	94%	986	14,944	C	-
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	E	35,820	-	TMPA	58%	14,999	20,821	C	-
A-11	NW 16 Avenue	NW 43 Street	US 441 / NW 13 Street	E	35,820	-	TMPA	51%	17,628	18,192	C	-
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	E	14,740	-	TCEA	73%	4,027	10,713	D	-
A-13 / AC-090	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	D	15,930	-	TCEA	100%	76	15,854	D	-
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	D	35,820	-	TCEA	68%	11,326	24,494	C	-
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	D	15,930	-	TCEA	98%	314	15,616	D	-
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121 / West 34 Street	E	14,040	-	TMPA	172%	(10,109)	24,149	F	-
A-17	North Main Street	NW 8 Avenue	North 16 Avenue	E	14,740	-	TMPA	108%	(1,236)	15,976	F	-
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	E	35,820	-	TMPA	44%	19,953	15,867	C	-
A-19 / AC-095	NW 39 Avenue	NW 110 Terrace	NW 98 Street	D	15,930	-	TCEA	71%	4,541	11,389	C	-
A-20 / AC-065	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	D	13,320	-	-	90%	1,278	12,042	D	-
A-21 / AC-120	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	13,320	-	TMPA	61%	5,187	8,133	D	-
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	D	13,320	-	TCEA	77%	3,031	10,289	D	-
A-23 / AC-130	NW 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	D	13,320	-	TCEA	86%	1,906	11,414	D	-
A-24 / AC-165	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	D	13,320	-	TCEA	64%	4,861	8,459	D	-
A-26 / AC-140	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	D	13,320	-	TCEA	48%	6,956	6,364	C	-
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	D	13,320	-	TMPA (part)	27%	9,745	3,575	C	-
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	E	14,740	-	TMPA	75%	3,706	11,034	D	-
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	D	15,930	-	TCEA (part)	44%	8,874	7,056	C	-
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	D	15,930	-	TCEA (part)	20%	12,728	3,202	C	-
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	D	13,320	-	-	25%	10,035	3,285	C	-
A-39 / AC-270	SW 91 Street	Archer Road	SW 24 Avenue	D	13,985	-	TCEA	50%	7,007	6,978	D	-
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	D	13,985	-	TCEA	38%	8,728	5,257	C	-
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	D	13,320	-	TCEA	23%	10,197	3,123	C	-
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	D	13,985	-	TCEA	102%	(284)	14,269	F	-
A-50	North Main Street	NW 16 Avenue	North 23 Avenue	E	26,865	-	TMPA	57%	11,447	15,418	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 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 / NW 13 Street	SR 24 / Waldo Road	E	15,930	-	TMPA (part)	63%	5,826	10,104	C	-
A-28 / AC-275	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	D	15,930	-	-	20%	12,710	3,220	C	-
A-31 / AC-285	Monteocha Road	NE 53 Avenue	11200 Block	D	16,265	-	-	17%	13,439	2,826	C	-
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	D	15,930	-	-	59%	6,567	9,363	C	-
A-34 / AC-105	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	D	15,930	-	TCEA (part)	30%	11,088	4,842	C	-
A-35 / AC-210	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	D	15,930	-	-	57%	6,876	9,054	C	-
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	D	15,930	-	-	74%	4,088	11,842	C	-
A-41 / AC-200	SW 62 Avenue / SW 63 Boulevard	SR 121	SR 24 / Archer Road	D	15,930	-	TCEA (part)	32%	10,850	5,080	C	-
A-42 / AC-295	CR 329B / Lakeshore Drive	SR 20 / Hawthorne Road	SR 26 / East University Avenue	D	13,320	-	-	3%	12,879	441	C	-
A-43 / AC-300	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	D	13,320	-	-	5%	12,675	645	C	-
A-46 / AC-050	NW 32 Avenue	GMA	CR 241 / NW 143 Street	D	13,320	-	-	15%	11,292	2,028	C	-
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	D	15,930	-	-	4%	15,333	597	C	-
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	D	15,930	-	-	28%	11,413	4,517	C	-
A-49	CR 231	SR 121	13000 Block	D	15,930	-	-	20%	12,730	3,200	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

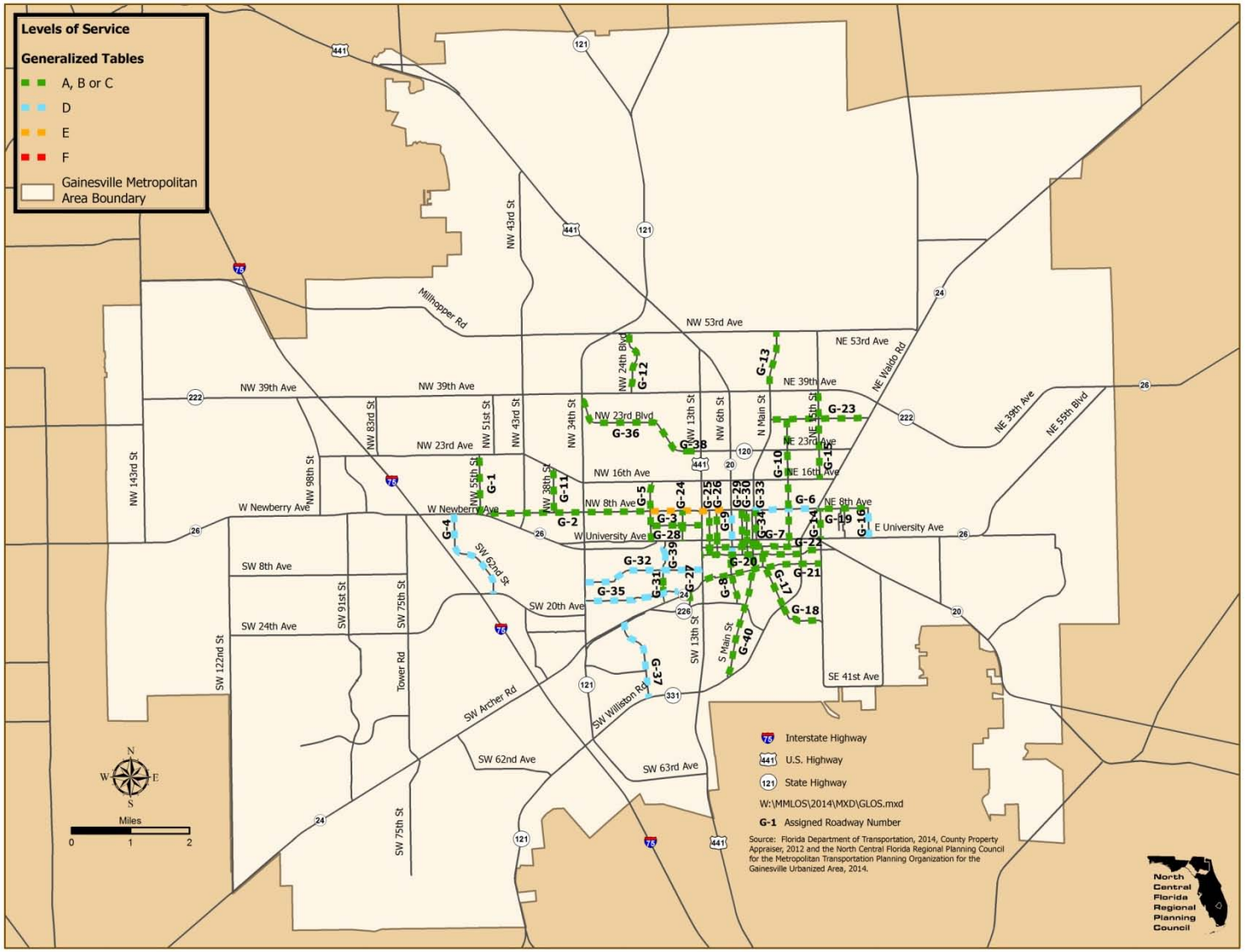

Table 3-A
Automotive / Highway Level of Service - City of Gainesville / University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	Pfrom South or West Termini	To North or West Termini	A Special Note	Number of B Lanes	Roadway C Class	Speed Limit (Miles Per	Median or D Left Turn Adjustment
			Urbanized Roadways	I				
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	-	2-U	II Major City	30	-20%
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	-	4-U	I Major City	40	-5%
G-3	North 8 Avenue	NW 22 Street	NW 6 Street		2-U	II Major City	35	+5%
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	-	2-U / 4-U	II Major City	35	-
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	-	2-U	II Major City	25	-
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	-	2-U	II Major City	30	-
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	-	2-D	II Major City	30	+5%
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	-	4-D	II Major City	35	-
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	-	2-U	II Major City	30	-20%
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	-	2-U	II Major City	35	-
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	-	2-U	II Major City	30	-
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	-	2-U	II Major City	30	-20%
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	-	2-D	I Non-State	45	+5%
G-14	NE 15 Street	SR 26/East University Avenue	NE 8 Avenue	-	2-U	II Major City	30	-20%
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	-	2-U	II Major City	30	-
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	-	2-U	II Major City	30	-20%
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	-	2-U	II Major City	30	-20%
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	-	2-U	II Major City	35	-20%
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	-	2-U	II Major City	30	-
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	-	2-D	II Major City	30	+5%
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	-	2-U	II Major City	30	-
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road		2-D	II Major City	30	+5%
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	-	2-U	II Major City	30	-20%
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	-	2-U	II Major City	25	-20%
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	-	2-U	II Major City	25	-20%
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	-	2-U	II Major City	25	-
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	-	2-U	II Major City	30	+5%
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	-	2-U	II Major City	25	-20%
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	-	2-U 1-Way	II Major City	30	-40%
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	-	2-U 1-Way	II Major City	30	-40%
G-31	Gale Lemerand Drive	SR 24 / Archer Road	Museum Road	Univ. of Fla.	4-U	II Major City	20	-5%
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441 / South 13 Street	Univ. of Fla.	2-D	II Major City	20	+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-A (Continued)
Automotive / Highway Level of Service - City of Gainesville / University of Florida - Maintained Roadways

Assigned Roadway Number	Roadway	Pfrom South or West Termini	To North or West Termini	A Special Note	Number of B Lanes	Roadway C Class	Speed Limit (Miles Per	Median or D Left Turn Adjustment
			Urbanized Roadways	I				
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	-	2-U	II Major City	30	-
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	-	2-U	II Major City	30	-
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	Univ. of Fla.	2-U	II Major City	20	-
G-36	NW 31 Avenue / Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	-	2-U	II Major City	35	-
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	-	2-U	II Major City	35	+5%
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/West 13 Street	-	2-D	I Major City	40	+5%
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	Univ. of Fla.	2-U	II Major City	20	-
G-40	South Main Street	Williston Road	University Avenue	-	2-D / 4-D	II Major City	35	-
			Transitioning Roadways	J				
-	None	-	-	-	-	-	-	-

*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 Table	Maximum Service Volume F Calculated	Maximum Service Volume F Negotiated	Percent of Capacity	Available Service Volume	AADT G	Level of Service H Table	Level of Service H Calculated
				Urbanized Roadways I								
G-1	NW 55 Street	SR 26 / Newberry Road	NW 23 Avenue	E	12,745	-	TMPA	72%	3,604	9,141	C	-
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	E	34,030	-	TMPA	44%	19,217	14,813	C	-
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	E	14,740	=	TMPA	98%	238	14,502	E	-
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	E	28,900	-	TMPA	65%	10,152	18,748	D	-
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	E	14,040	-	TMPA	27%	10,305	3,735	C	-
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	E	14,040	-	TMPA	63%	5,227	8,813	D	-
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	E	14,740	-	TMPA	31%	10,141	4,599	C	-
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	E	30,420	-	TMPA	17%	25,101	5,319	C	-
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	E	11,230	-	TMPA	80%	2,245	8,985	D	-
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	E	14,040	-	TMPA	27%	10,288	3,752	C	-
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	E	14,040	-	TMPA	13%	12,259	1,781	C	-
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	E	11,230	-	TMPA	27%	8,196	3,034	C	-
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	E	16,725	-	TMPA	38%	10,400	6,325	C	-
G-14	NE 15 Street	SR 26/East University Avenue	NE 8 Avenue	E	11,230	-	TMPA	32%	7,662	3,568	C	-
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	E	14,040	-	TMPA	30%	9,758	4,282	C	-
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	E	11,230	-	TMPA	52%	5,402	5,828	D	-
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	E	11,230	-	TMPA	25%	8,422	2,808	C	-
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	E	11,230	-	TMPA	40%	6,707	4,523	C	-
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	E	14,040	-	TMPA	39%	8,523	5,517	C	-
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	E	14,740	-	TMPA	24%	11,268	3,472	C	-
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	E	14,040	-	TMPA	37%	8,911	5,129	C	-
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road	E	14,740	-	TMPA	7%	13,647	1,093	C	-
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	E	11,230	-	TMPA	13%	9,722	1,508	C	-
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	E	11,230	-	TMPA	35%	7,353	3,877	C	-
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	E	11,230	-	TMPA	32%	7,621	3,609	C	-
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	E	14,040	-	TMPA	19%	11,405	2,635	C	-
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	E	14,740	-	TMPA	28%	10,629	4,111	C	-
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	E	11,230	-	TMPA	17%	9,370	1,860	C	-
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	E	8,845	-	TMPA	6%	8,286	559	C	-
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	E	8,845	-	TMPA	6%	8,278	567	C	-
G-31	Gale Lemerand Drive	SR 24 / Archer Road	Museum Road	E	28,900	-	TMPA	36%	18,358	10,542	C	-
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441 / South 13 Street	E	14,740	-	TMPA	84%	2,292	12,448	D	-

*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 (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 Table	Calculated	Negotiated	Percent of Capacity	Available Service Volume	AADT G	Level of Service H Table	Calculated
				Urbanized Roadways I								
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	E	14,040	-	TMPA	22%	10,920	3,120	C	-
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	E	14,040	-	TMPA	24%	10,667	3,373	C	-
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	E	14,040	-	TMPA	59%	5,706	8,334	D	-
G-36	NW 31 Avenue / Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	E	14,040	-	TMPA	46%	7,596	6,444	C	-
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	E	14,740	-	TMPA	56%	6,516	8,224	D	-
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/West 13 Street	E	16,725	-	TMPA	63%	6,262	10,463	C	-
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	E	14,040	-	TMPA	82%	2,541	11,499	D	-
G-40	South Main Street	Williston Road	University Avenue	E	30,420	-	TMPA	35%	19,820	10,600	C	-
				Transitioning Roadways J								
-	None	-	-	-	-	-	-	-	-	-	-	-

*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

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 Procedure No. 525-000-006, Topic 525-000-006a.
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 (December 18, 2012) of the 2013 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 are established in local government comprehensive plans and apply to facilities within their respective jurisdictions regardless of the entity responsible for maintaining the facility. Alachua County utilizes areawide level of service standards.
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 Mobility Program 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 2012 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 2012, 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 2013 Traffic information compact disk.
2		For Alachua County roadways, the latest 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 2011, 2012 or 2013] 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 Non-State service volume classifications as described in the 2013 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 2010 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

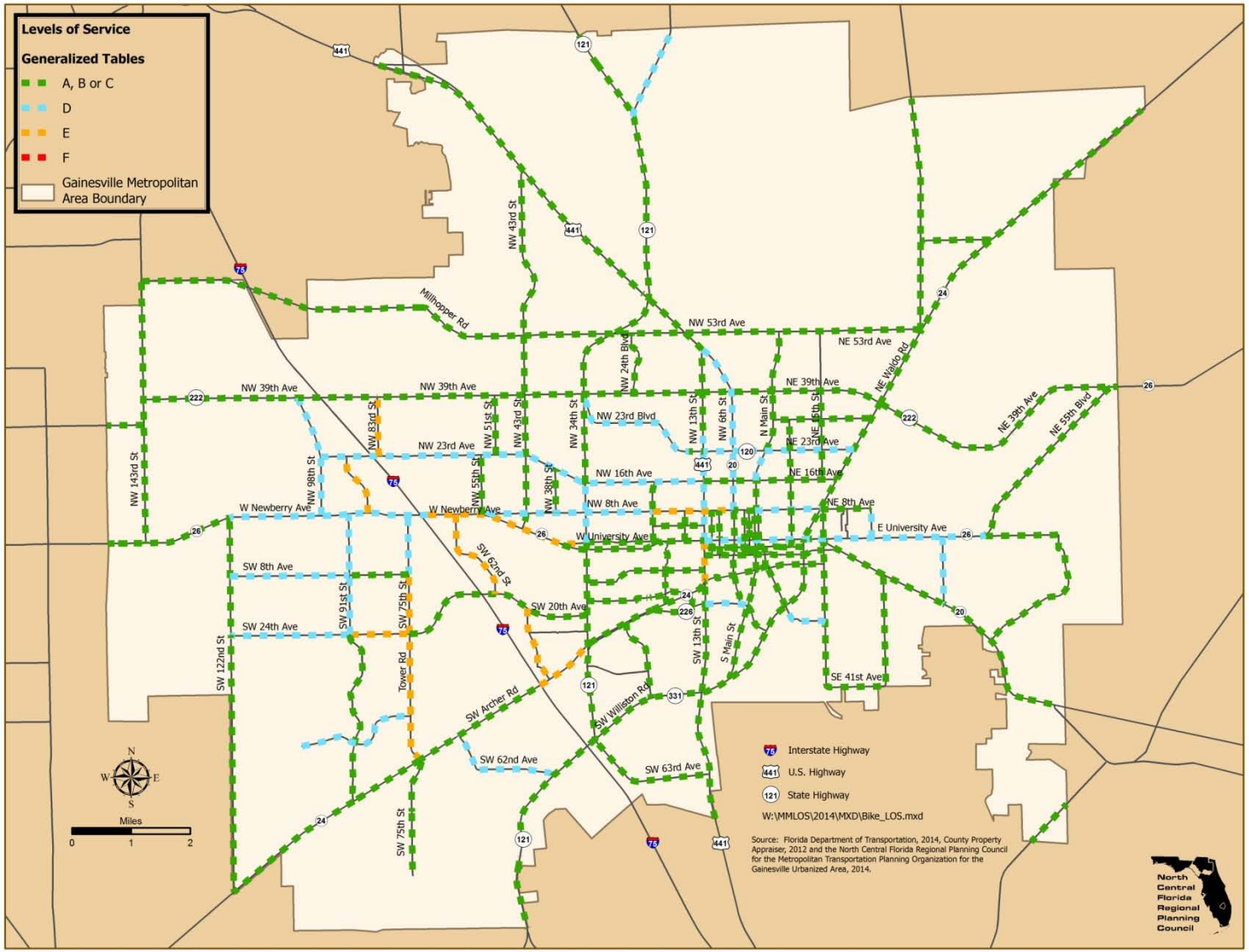

Table 4
Bicycle Level of Service - State - Maintained Roadways

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 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	16,700	B
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	Wide	Typical	No	34,000	E
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	Wide	Typical	No	27,500	D
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	Typical	Typical	Yes	22,500	C
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	Typical	Typical	No	12,900	D
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	Typical	Typical	No	8,600	D
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	Typical	Typical	Yes	13,600	B
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate -75	Typical	Typical	Yes	25,750	C
S-10	SR 24 / Archer Road	Interstate -75	SR 121 / SW 34 Street	Wide	Typical	No	47,831	E
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Typical	Typical	Yes	31,000	A
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	Typical	Typical	Yes	23,468	B
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	Typical	Typical	Yes	38,000	D
S-15	SR 26 / Newberry Road	Interstate -75 [east ramp]	NW 8 Avenue	Typical	Typical	Yes	49,000	E
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	Typical	Typical	Yes	30,000	E
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	Typical	Typical	Yes	21,500	C
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	Typical	Typical	Yes	27,000	B
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	19,300	D
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	Wide	Typical	No	9,300	D
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	Typical	Typical	Yes	13,800	B
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	Typical	Typical	Yes	11,400	B
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	24,963	B
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	Typical	Typical	Yes	38,500	C
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	Wide	Typical	No	18,200	D
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	Typical	Typical	Yes	13,750	E
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Typical	Typical	Yes	14,900	B
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	Typical	Typical	Yes	20,425	B
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	19,000	B
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	Typical	Typical	Yes	13,300	B
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	Typical	Typical	Yes	10,500	B
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	Typical	Typical	No	18,900	B
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	Typical	Typical	No	16,750	D
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	Typical	Typical	Yes	7,300	B
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	Typical	Typical	No	13,200	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 20 / Main Street	University Avenue	North 8 Avenue	Typical	Typical	Yes	13,800	B
S-38	SR 331 / SR 121	Interstate -75 (south)	US 441 / SW 13 Street	Typical	Typical	Yes	23,000	C
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	Typical	Typical	Yes	18,900	B
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	Typical	Typical	Yes	14,500	B
S-41	Interstate -75	SR 331 / SR 121	SR 24 / Archer Road	N/A	N/A	N/A	61,000	N/A
S-42	Interstate -75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	72,500	N/A
S-43	Interstate -75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,000	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	Typical	Typical	Yes	4,400	B
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	Typical	Typical	Yes	17,700	B
S-50	US 441	NW 23 Street	NW 126 Avenue	Typical	Typical	Yes	17,600	C
S-52	Interstate -75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	56,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	Typical	Typical	Yes	28,500	C
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	Typical	Typical	Yes	10,500	B
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	Wide	Typical	No	50,000	B
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	Typical	Typical	No	28,000	C
Transitioning Roadways								
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	Typical	Typical	Yes	11,500	B
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	Typical	Typical	Yes	16,200	B
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	Typical	Typical	Yes	9,526	C
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	Typical	Typical	Yes	9,400	C
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	Typical	Typical	Yes	19,250	C
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	Typical	Typical	Yes	11,050	C
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	Typical	Typical	Yes	8,700	C
S-51	Interstate -75	GMA	SR 331 / SR 121	N/A	N/A	N/A	60,278	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	Typical	Typical	Yes	13,400	B
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	Typical	Typical	Yes	6,900	C
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	Typical	Typical	Yes	13,000	C

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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 71 Street	US 441 / NW 13 Street	Typical	Typical	Yes	12,037	B
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	B
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 / NW 13 Street	Typical	Typical	Yes	20,451	D
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	12,127	C
A-13 / AC-090	SW 75 Street / Tower Road	SR 24 / 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 16 Avenue	Typical	Typical	Yes	15,867	B
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	Typical	Typical	Yes	15,265	B
A-19 / AC-095	NW 39 Avenue	NW 110 Terrace	NW 98 Street	Typical	Typical	Yes	11,389	A
A-20 / AC-065	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	Typical	Typical	No	11,122	E
A-21 / AC-120	NW 51 Street	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	NW 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	Typical	Typical	No	14,157	E
A-24 / AC-165	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	Typical	Typical	No	7,708	D
A-26 / AC-140	SW 8 Avenue	SW 91 Street	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	C
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 91 Street	Typical	Typical	No	6,497	D
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	Typical	Typical	No	1,998	C
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	Typical	Typical	No	3,285	D
A-39 / AC-270	SW 91 Street	Archer Road	SW 44 Avenue	Typical	Typical	Yes	6,366	B
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	C
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	Typical	Typical	No	13,614	D
A-50	North Main Street	NW 16 Avenue	North 23 Avenue	Typical	Typical	Yes	15,418	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 / NW 13 Street	SR 24 / Waldo Road	Typical	Typical	Yes	12,558	C
A-28 / AC-275	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	Typical	Typical	Yes	3,220	C
A-31 / AC-285	Monteocha Road	NE 53 Avenue	11200 Block	Typical	Typical	Yes	2,826	A
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	Typical	Typical	Yes	10,408	C
A-34 / AC-105	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	Typical	Typical	Yes	5,861	C
A-35 / AC-210	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	Typical	Typical	Yes	6,931	C
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	Typical	Typical	Yes	9,549	C
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	C
A-43 / AC-300	NE 77 Avenue / CR 225A	Monteocha Road	SR 24 / Waldo Road	Typical	Typical	No	645	B
A-46 / AC-050	NW 32 Avenue	GMA	CR 241 / NW 143 Street	Typical	Typical	No	2,242	C
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	Typical	Typical	Yes	1,867	C
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	Typical	Typical	Yes	4,406	B
A-49	CR 231	SR 121	13000 Block	Typical	Typical	No	3,200	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

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	9,141	B
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	Typical	Typical	No	14,813	D
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	Typical	Typical	No	14,502	E
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	Typical	Typical	No	18,748	E
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	Typical	Typical	No	3,735	C
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	Typical	Typical	No	8,813	D
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	Typical	Typical	Yes	4,599	A
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	Typical	Typical	No	5,319	C
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	8,985	B
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	Typical	Typical	Yes	3,752	A
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	Typical	Typical	Yes	1,781	A
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	Typical	Typical	No	3,034	C
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	Wide	Typical	No	6,325	C
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	Wide	Typical	No	3,568	C
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	Wide	Typical	No	4,282	C
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	Typical	Typical	No	5,828	D
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	Typical	Typical	No	2,808	C
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	Typical	Typical	No	4,523	D
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	Wide	Typical	No	5,517	C
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	Typical	Typical	No	3,472	C
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	Typical	Typical	No	5,129	C
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road	Typical	Typical	Yes	1,093	A
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	Typical	Typical	No	1,508	C
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	Typical	Typical	Yes	3,877	A
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	Typical	Typical	Yes	3,609	C
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	2,635	C
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	Typical	Typical	Yes	4,111	A
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	Typical	Typical	No	1,860	C
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	559	B
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	Typical	Typical	No	567	B
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	Typical	Typical	Yes	10,542	A
G-32	Radio Road-Museum Road	SR 121 / South 34 Street	US 441 / South 13 Street	Typical	Typical	Yes	12,448	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-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	3,373	C
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	Typical	Typical	Yes	8,334	C
G-36	NW 31 Avenue / Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	Typical	Typical	No	6,444	D
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	Typical	Typical	Yes	8,224	B
G-38	NW 23 Boulevard	NW 16 Terrace	US 441 / West 13 Street	Typical	Typical	Yes	10,463	B
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	Typical	Typical	Yes	11,499	B
G-40	South Main Street	SR 331/Williston Road	SR 26 / West University Avenue	Typical	Typical	Yes	10,600	C
Transitioning Roadways								
-	None	-	-	-	-	-	-	-

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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

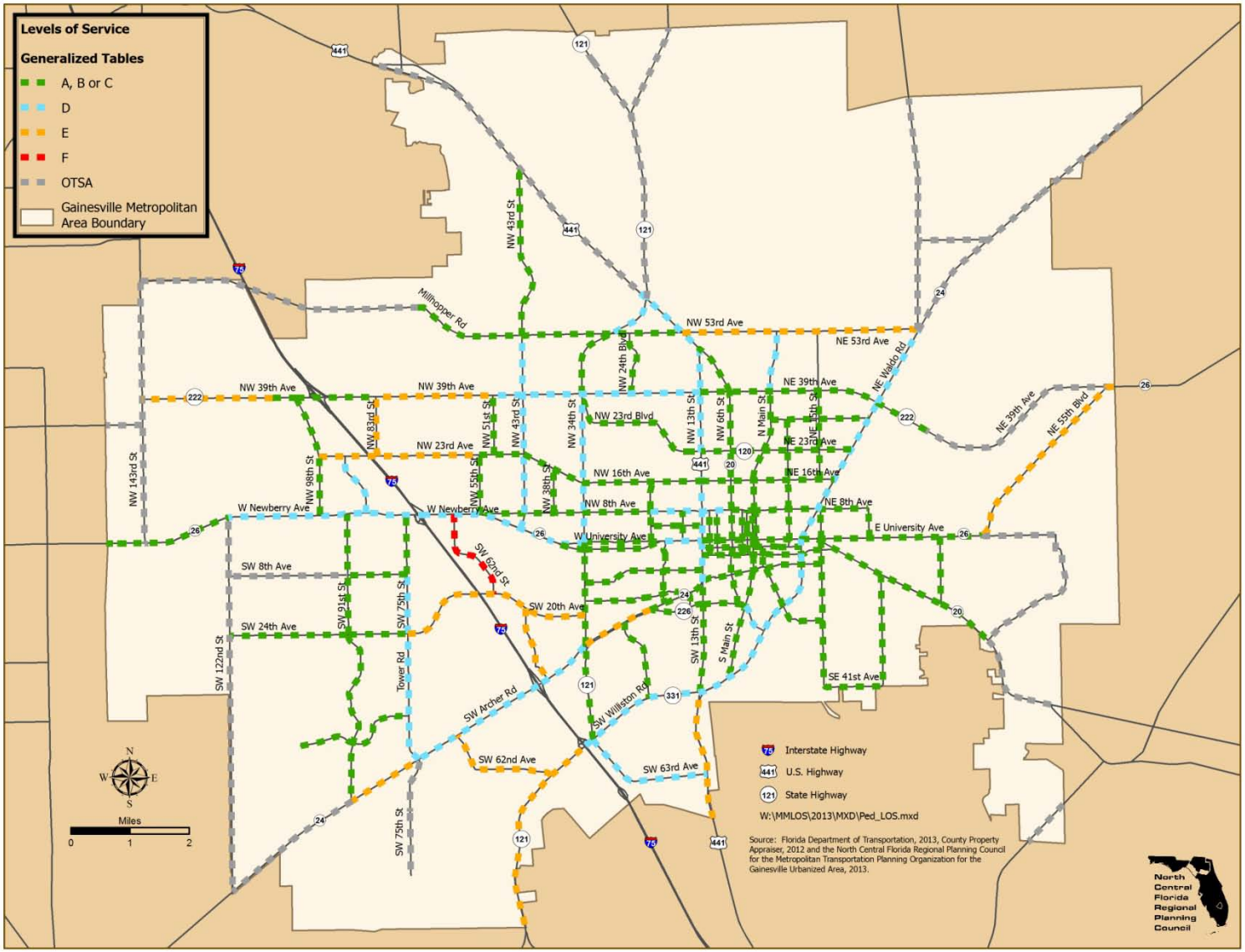

Table 7
Pedestrian Level of Service - State - Maintained Roadways

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	Barrier		
			Urbanized Roadways					
S-2	US 441 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	100	Typical	No	16,700	C
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	100	Typical	No	34,000	D
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	100	Typical	No	27,500	D
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	60	Typical	No	22,500	D
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	100	Typical	No	12,900	C
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	100	Typical	No	8,600	B
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	100	Typical	No	13,600	C
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate - 75	100	Typical	No	25,750	D
S-10	SR 24 / Archer Road	Interstate - 75	SR 121 / SW 34 Street	100	Typical	No	47,831	D
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	100	Typical	No	31,000	C
S-12	SR 24 / Waldo Road	SR 26 / University Avenue	SR 222 / NE 39 Avenue	100	Typical	No	23,468	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate- 75 [east ramp]	100	Typical	No	38,000	D
S-15	SR 26 / Newberry Road	Interstate - 75 [east ramp]	NW 8 Avenue	100	Typical	No	49,000	D
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	100	Typical	No	30,000	D
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	100	Typical	No	21,500	C
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	100	Typical	No	27,000	D
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	100	Typical	No	19,300	C
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	100	Typical	No	9,300	C
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	100	Typical	No	13,800	C
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	100	Typical	No	11,400	B
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	100	Typical	No	24,963	C
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	100	Typical	No	38,500	D
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	100	Typical	No	18,200	D
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	100	Typical	No	13,750	D
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	100	Typical	No	14,900	C
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	100	Typical	No	20,425	C
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	100	Typical	No	19,000	C
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	100	Typical	No	13,300	C
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	No	-	-	10,500	OTSA
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	100	Typical	No	18,900	C
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	100	Typical	No	16,750	C
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	No	-	-	7,300	D
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	100	Typical	No	13,200	B

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	Barrier		
			Urbanized Roadways					
S-37	SR 20 / Main Street	University Avenue	North 8 Avenue	100	Typical	No	13,800	C
S-38	SR 331 / SR 121	Interstate - 75 (south)	US 441 / SW 13 Street	100	Typical	No	23,000	D
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	100	Typical	No	18,900	D
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	100	Typical	No	14,500	B
S-41	Interstate - 75	SR 331 / SR 121	SR 24 / Archer Road	N/A	N/A	N/A	61,000	N/A
S-42	Interstate - 75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	72,500	N/A
S-43	Interstate - 75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,000	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	No	-	-	4,400	E
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	90	Typical	No	17,700	E
S-50	US 441	NW 23 Street	NW 126 Avenue	No	-	-	17,600	OTSA
S-52	Interstate - 75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	56,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	100	Typical	No	28,500	D
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	100	Typical	No	10,500	D
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	100	Typical	No	50,000	E
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	100	Typical	No	28,000	E
			Transitioning Roadways					
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	No	Typical	No	11,500	E
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	30	Typical	No	16,200	D
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	No	-	-	9,526	OTSA
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	100	Typical	No	9,400	E
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	100	Typical	No	19,250	C
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	100	Typical	No	11,050	C
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	No	-	-	8,700	OTSA
S-51	Interstate - 75	GMA	SR 331 / SR 121	N/A	N/A	N/A	60,278	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	No	-	-	13,400	OTSA
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	No	-	-	6,900	OTSA
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	No	-	-	13,000	OTSA

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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	Roadway	
[Percent]	Separation	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	Barrier		
			Urbanized Roadways					
A-1 / AC-010	NW 53 Avenue	NW 71 Street	US 441 / NW 13 Street	75	Typical	No	11,272	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	13,180	C
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	100	Wide	No	14,944	E
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 / NW 13 Street	100	Typical	No	18,192	C
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	100	Typical	No	10,713	C
A-13 / AC-090	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	100	Typical	No	15,854	D
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	100	Typical	No	24,494	C
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	100	Typical	No	15,616	E
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121 / West 34 Street	100	Typical	No	24,149	F
A-17	North Main Street	NW 8 Avenue	North 16 Avenue	100	Typical	No	15,976	C
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	100	Typical	No	15,867	C
A-19 / AC-095	NW 39 Avenue	NW 110 Terrace	NW 98 Street	100	Typical	No	11,389	B
A-20 / AC-065	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	100	Typical	No	12,042	C
A-21 / AC-120	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	100	Typical	No	8,133	C
A-22 / AC-110	NW 98 Street	SR 26 / Newberry Road	CR 222 / NW 39 Avenue	100	Typical	No	10,289	C
A-23 / AC-130	NW 83 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	100	Typical	No	11,414	D
A-24 / AC-165	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	100	Typical	No	8,459	C
A-26 / AC-140	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	100	Typical	No	6,364	B
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	100	Typical	No	3,575	C
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	100	Typical	No	11,034	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	100	Typical	No	7,056	C
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	0	Typical	No	3,202	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 91 Street	Archer Road	SW 44 Avenue	100	Typical	No	6,978	C
A-40 / AC-180	SW 46 Boulevard	SW 104 Terrace	Tower Road	100	Typical	No	5,257	C
A-44 / AC-095	SW 75 Street	GMA	SR 24 / Archer Road	100	Typical	No	3,123	OTSA
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	100	Typical	No	14,269	D
A-50	North Main Street	NW 16 Avenue	North 23 Avenue	100	Typical	No	15,418	C

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	Barrier		
			Transitioning Roadways					
A-2 / AC-005	North 53 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	0	Typical	No	10,104	E
A-28 / AC-275	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	100	Typical	No	3,220	D
A-31 / AC-285	Monteocha Road	NE 53 Avenue	11200 Block	0	Typical	No	2,826	OTSA
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	0	Typical	No	9,363	OTSA
A-34 / AC-105	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	100	Typical	No	4,842	OTSA
A-35 / AC-210	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	100	Typical	No	9,054	OTSA
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	100	Typical	No	11,842	F
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	Monteocha Road	SR 24 / Waldo Road	0	Typical	No	645	OTSA
A-46 / AC-050	NW 32 Avenue	GMA	CR 241 / NW 143 Street	0	Typical	No	2,028	OTSA
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	0	Typical	No	597	OTSA
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	0	Typical	No	4,517	OTSA
A-49	CR 231	SR 121	13000 Block	0	Typical	No	3,200	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	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	Barrier		
			Urbanized Roadways					
G-1	NW 55 Street	SR 26/Newberry Road	NW 23 Avenue	100	Typical	No	9,141	B
G-2	North 8 Avenue	SR 26/Newberry Road	West 22 Street	100	Typical	No	14,813	C
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	100	Wide	No	14,502	D
G-4	SW 62 Boulevard	SR 26/Newberry Road	SW 20 Avenue	100	Wide	No	18,748	F
G-5	NW 22 Street	SR 26/University Avenue	NW 16 Avenue	100	Typical	No	3,735	A
G-6	North 8 Avenue	North Main Street	SR 24/Waldo Road	100	Typical	No	8,813	C
G-7	South 2 Avenue	US 441/West 13 Street	SE 7 Street	100	Typical	No	4,599	B
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	100	Typical	No	5,319	B
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	8,985	C
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	100	Typical	No	3,752	B
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	100	Typical	No	1,781	A
G-12	NW 24 Boulevard	SR 222/NW 39 Avenue	NW 53 Avenue	100	Typical	No	3,034	B
G-13	North Main Street	SR 222/NW 39 Avenue	NW 53 Avenue	50	Typical	No	6,325	D
G-14	NE 15 Street	SR 26/East University Avenue	NE 8 Avenue	100	Typical	No	3,568	B
G-15	NE 15 Street	NE 16 Avenue	SR 222/NE 39 Avenue	100	Typical	No	4,282	B
G-16	NE 25 Street	SR 26/East University Avenue	NE 8 Avenue	100	Typical	No	5,828	B
G-17	SE 4 Street	SR 331/Williston Road	Depot Avenue	100	Typical	No	2,808	B
G-18	SE 4 Street - SE 22 Avenue	SR 331/Williston Road	SE 15 Street	100	Typical	No	4,523	B
G-19	North 8 Avenue	SR 24/Waldo Road	NE 25 Street	100	Typical	No	5,517	B
G-20	South 4 Avenue	US 441/SW 13 Street	SE 15 Street	100	Typical	No	3,472	B
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441/SW 13 Street	SE 15 Street	100	Typical	No	5,129	B
G-22	South 2 Avenue	SE 7 Street	SR 331/Williston Road	100	Typical	No	1,093	A
G-23	NE 31 Avenue	North Main Street	SR 24/Waldo Road	100	Typical	No	1,508	B
G-24	NW 17 Street	SR 26/West University Avenue	NW 8 Avenue	100	Typical	No	3,877	A
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	100	Typical	No	3,609	A
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	2,635	A
G-27	SW 16 Street	SW 16 Avenue	SR 24/Archer Road	100	Typical	No	4,111	B
G-28	NW 5 Avenue	NW 22 Street	US 441/NW 13 Street	100	Typical	No	1,860	B
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	559	A
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	100	Typical	No	567	A
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	100	Typical	No	10,542	B
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441/South 13 Street	100	Typical	No	12,448	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	Barrier		
Urbanized Roadways								
G-33	East 1 Street	SE 2 Place	NE 8 Avenue	100	Typical	No	3,120	A
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	100	Typical	No	3,373	B
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	100	Typical	No	8,334	B
G-36	NW 31 Avenue/Glen Springs Road	SR 121/West 34 Street	NW 16 Terrace	100	Typical	No	6,444	C
G-37	SW 23 Terrace	SR 331/Williston Road	SR 24/Archer Road	100	Typical	No	8,224	C
G-38	NW 23 Boulevard	NW 16 Terrace	US 441/West 13 Street	100	Typical	No	10,463	C
G-39	Gale Lemerand Drive	Museum Road	SR 26/West University Avenue	100	Typical	No	11,499	C
G-40	South Main Street	Williston Road	University Avenue	100	Typical	No	10,600	B
Transistioning Roadways								
-	None	-	-	-	-	-	-	-

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

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Illustration VIII
Gainesville Metropolitan Area Transit Level of Service

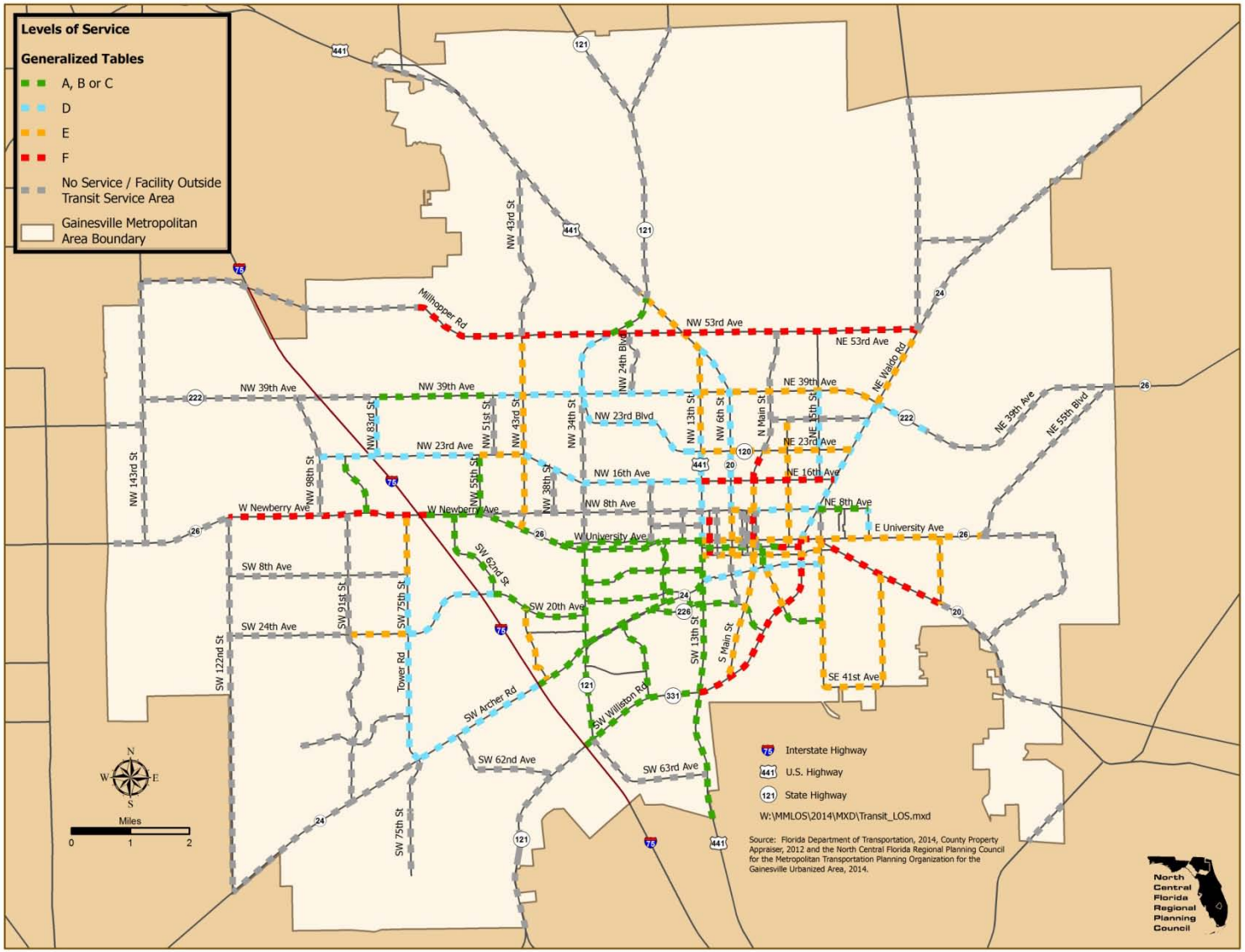

Table 10
Transit Level of Service - State - Maintained Roadways

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 / SW 13 Street	SR 331 / Williston Road	SR 24 / Archer Road	No	9	20	16,700	A
S-3	US 441 / SW 13 Street	SR 24 / Archer Road	SR 26 / University Avenue	No	11	20	34,000	B
S-4	US 441 / NW 13 Street	SR 26 / University Avenue	NW 29 Road	No	3	14	27,500	D
S-5	US 441 / NW 13 Street	NW 29 Road	NW 23 Street	No	3	16	22,500	E
S-6	SR 20 / NW 6 Street	NW 8 Avenue	SR 222 / NW 39 Avenue	No	3	16	12,900	D
S-7	SR 20 / NW 6 Street	SR 222 / NW 39 Avenue	US 441 / West 13 Street	No	1	13	8,600	D
S-8	SR 20 / Hawthorne Road	SR 24 / Waldo Road	SE 43 Street	No	1	13	13,600	F
S-9	SR 24 / Archer Road	SW 75 Street / Tower Road	Interstate - 75	No	2	14	25,750	D
S-10	SR 24 / Archer Road	Interstate - 75	SR 121 / SW 34 Street	No	9	21	47,831	B
S-11	SR 24 / Archer Road	SR 226 / SW 16 Avenue	US 441 / SW 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	23,468	D
S-14	SR 26 / Newberry Road	NW 122 Street	Interstate-75 [east ramp]	No	2	14	38,000	F
S-15	SR 26 / Newberry Road	Interstate - 75 [east ramp]	NW 8 Avenue	No	2	20	49,000	B
S-16	SR 26 / Newberry Road	NW 8 Avenue	SR 121 / NW 34 Street	No	3	20	30,000	C
S-17	SR 26 / University Avenue	SR 121 / West 34 Street	Gale Lemerand Drive	No	3	20	21,500	B
S-18	SR 26 / University Avenue	Gale Lemerand Drive	US 441 / West 13 Street	No	6	20	27,000	B
S-19	SR 26 / University Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	No	4	21	19,300	E
S-20	SR 26 / University Avenue	SR 20 / Hawthorne Road	CR 329B / Lakeshore Drive	No	2	13	9,300	E
S-21	SR 26A / SW 2 Avenue	SR 26 / Newberry Road	SR 121 / West 34 Street	No	4	20	13,800	C
S-22	SR 26A / SW 2 Avenue	SR 121 / SW 34 Street	SR 26 / University Avenue	No	11	20	11,400	C
S-23	SR 121 / SW 34 Street	SR 331 / Williston Road	SR 24 / Archer Road	No	14	21	24,963	A
S-24	SR 121 / SW 34 Street	SR 24 / Archer Road	SR 26 / University Avenue	No	12	21	38,500	B
S-25	SR 121 / NW 34 Street	SR 26 / University Avenue	NW 16 Avenue	OTSA	OTSA	OTSA	18,200	No Service
S-26	SR 121 / NW 34 Street	NW 16 Avenue	SR 222 / NW 39 Avenue	OTSA	OTSA	OTSA	13,750	No Service
S-27	SR 121 / NW 34 Street	SR 222 / NW 39 Avenue	NW 53 Avenue	No	2	14	14,900	D
S-29	SR 222 / NW 39 Avenue	NW 98 Street	NW 83 Street	OTSA	OTSA	OTSA	20,425	OTSA
S-30	SR 222 / North 39 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	No	2	16	19,000	E
S-31	SR 222 / NE 39 Avenue	SR 24 / Waldo Road	End of 4-lane section	No	1	11	13,300	D
S-32	SR 222 / NE 39 Avenue	End of 4-lane section	NE 27 Avenue	OTSA	OTSA	OTSA	10,500	OTSA
S-33	SR 226 / SW 16 Avenue	SR 24 / Archer Road	US 441 / SW 13 Street	No	14	21	18,900	C
S-34	SR 226 / SW 16 Avenue	US 441 / SW 13 Street	Main Street	No	6	20	16,750	A
S-35	SR 226 / SE 16 Avenue	Main Street	SR 331 / Williston Road	No	3	20	7,300	C
S-36	SR 120A / North 23 Avenue	US 441 / West 13 Street	SR 24 / Waldo Road	No	3	16	13,200	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 20 / Main Street	University Avenue	North 8 Avenue	No	4	16	13,800	F
S-38	SR 331 / SR 121	Interstate -75 (south)	US 441 / SW 13 Street	No	13	20	23,000	C
S-39	SR 331 / Williston Road	US 441 / SW 13 Street	SR 26 / University Avenue	No	3	19	18,900	F
S-40	SR 20 / NW 8 Avenue	NW 6 Street	North Main Street	No	1	11	14,500	E
S-41	Interstate -75	SR 331 / SR 121	SR 24 / Archer Road	N/A	N/A	N/A	61,000	N/A
S-42	Interstate -75	SR 24 / Archer Road	SR 26 / Newberry Road	N/A	N/A	N/A	72,500	N/A
S-43	Interstate -75	SR 26 / Newberry Road	SR 222 / NW 39 Avenue	N/A	N/A	N/A	66,000	N/A
S-46	SR 26 / University Avenue	CR 329B	Gainesville City Limit / GMA	OTSA	OTSA	OTSA	4,400	OTSA
S-47	SR 24 / Archer Road	SW 91 Street	SW 75 Street / Tower Road	OTSA	OTSA	OTSA	17,700	OTSA
S-50	US 441	NW 23 Street	NW 126 Avenue	OTSA	OTSA	OTSA	17,600	OTSA
S-52	Interstate -75	SR 222 / NW 39 Avenue	GMA	N/A	N/A	N/A	56,000	N/A
S-53	SR 222 / North 39 Avenue	NW 51 Street	US 441 / NW 13 Street	No	2	16	28,500	D
S-54	SR 121 / NW 34 Street	NW 53 Avenue	US 441 / NW 13 Street	No	2	16	10,500	B
S-55	SR 24 / Archer Road	SR 121 / SW 34 Street	SR 226 / SW 16 Avenue	No	24	21	50,000	A
S-56	SR 222 / NW 39 Avenue	NW 83 Street	NW 51 Street	No	2	16	28,000	C
Transitioning Roadways								
S-1	US 441 / SW 13 Street	Payne's Prairie	SR 331 / Williston Road	No	6	19	11,500	B
S-13	SR 24 / Waldo Road	SR 222 / NE 39 Avenue	CR 232 / NE 53 Avenue	No	1	19	16,200	E
S-28	SR 121 / NW 22 Street	US 441 / NW 13 Street	NW 128 Lane	OTSA	OTSA	OTSA	9,526	OTSA
S-44	SR 121	Wacahoota Road	Interstate 75 (south)	OTSA	OTSA	OTSA	9,400	OTSA
S-45	SR 26 / Newberry Road	SW 154 Street	NW 122 Street	OTSA	OTSA	OTSA	19,250	OTSA
S-48	SR 20 / Hawthorne Road	SE 43 Street	CR 329B / Lakeshore Drive	OTSA	OTSA	OTSA	11,050	OTSA
S-49	SR 20 / Hawthorne Road	CR 329B	CR 2082	OTSA	OTSA	OTSA	8,700	OTSA
S-51	Interstate -75	GMA	SR 331 / SR 121	N/A	N/A	N/A	60,278	N/A
S-57	SR 24 / Archer Road	CR 241 / Parker Road	SW 91 Street	OTSA	OTSA	OTSA	13,400	OTSA
S-58	SR 222 / NE 39 Avenue	NE 27 Avenue	State Road 26	OTSA	OTSA	OTSA	6,900	OTSA
S-59	SR 24 / Waldo Road	NE 53 Avenue	Milligan Still Road	OTSA	OTSA	OTSA	13,000	OTSA

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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 71 Street	US 441 / NW 13 Street	No	2	15	11,272	F
A-3 / AC-025	NW 43 Street	SR 26 / Newberry Road	NW 53 Avenue	No	2	16	27,131	E
A-6 / AC-030	NW 43 Street	NW 53 Avenue	US 441	OTSA	OTSA	OTSA	13,180	OTSA
A-9 / AC-040	NW 23 Avenue	NW 98 Street	NW 55 Street	No	3	16	14,944	D
A-10 / AC-035	NW 23 Avenue	NW 55 Street	NW 43 Street	No	2	15	20,821	E
A-11	NW 16 Avenue	NW 43 Street	US 441 / NW 13 Street	No	3	15	18,192	D
A-12	North 16 Avenue	US 441 / NW 13 Street	SR 24 / Waldo Road	No	2	16	10,713	F
A-13 / AC-090	SW 75 Street / Tower Road	SR 24 / Archer Road	SW 8 Avenue	No	2	14	15,854	D
A-14 / AC-085	NW 75 Street / Tower Road	SW 8 Avenue	SR 26/Newberry Road	No	2	14	24,494	E
A-15 / AC-060	SW 20 Avenue	SW 75 Street / Tower Road	SW 62 Boulevard	No	2	14	15,616	D
A-16 / AC-055	SW 20 Avenue	SW 62 Boulevard	SR 121 / West 34 Street	No	16	19	24,149	A
A-17	North Main Street	NW 8 Avenue	North 16 Avenue	No	1	13	15,976	E
A-18	North Main Street	NW 23 Avenue	SR 222 / North 39 Avenue	No Service	No Service	No Service	15,867	No Service
A-19 / AC-095	NW 39 Avenue	NW 110 Terrace	NW 98 Street	OTSA	OTSA	OTSA	11,389	OTSA
A-20 / AC-065	SW 24 Avenue	SW 91 Street	SW 75 Street / Tower Road	No	1	10	12,042	E
A-21 / AC-120	NW 51 Street	NW 23 Avenue	SR 222 / NW 39 Avenue	OTSA	OTSA	OTSA	8,133	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	11,414	D
A-24 / AC-165	West 91 Street	SW 24 Avenue	SR 26 / Newberry Road	OTSA	OTSA	OTSA	8,459	OTSA
A-26 / AC-140	SW 8 Avenue	SW 91 Street	SW 75 Street / Tower Road	OTSA	OTSA	OTSA	6,364	OTSA
A-29 / AC-280	Kincaid Loop	SR 20 / Hawthorne Road	SR 20 / Hawthorne Road	No	3	13	3,575	E
A-30 / AC-400	SW 40 Boulevard / SW 42 / 43 Street	SR 24 / Archer Road	SW 20 Avenue	No	3	16	11,034	E
A-33	SW 24 Avenue	SW 122 Street / Parker Road	SW 91 Street	OTSA	OTSA	OTSA	7,056	OTSA
A-36	SW 8 Avenue	SW 122 Street / Parker Road	SW 91 Street	OTSA	OTSA	OTSA	3,202	OTSA
A-38 / AC-290	SE 43 Street	SR 20 / Hawthorne Road	SR 26 / East University Avenue	No	2	16	3,285	E
A-39 / AC-270	SW 91 Street	Archer Road	SW 44 Avenue	No	16	19	6,978	OTSA
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
A-45 / AC-160	Fort Clarke Boulevard	SR 26 / Newberry Road	NW 23 Avenue	No	3	15	14,269	C
A-50	North Main Street	NW 16 Avenue	North 23 Avenue	No	1	13	15,418	F

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 / NW 13 Street	SR 24 / Waldo Road	No	1	13	10,104	F
A-28 / AC-275	Rocky Point Road	SR 331 / Williston Road	US 441 / SW 13 Street	OTSA	OTSA	OTSA	3,220	OTSA
A-31 / AC-285	Monteocha Road	NE 53 Avenue	11200 Block	OTSA	OTSA	OTSA	2,826	OTSA
A-32 / AC-240	West 143 Street / CR 241	SR 26 / Newberry Road	Millhopper Road	OTSA	OTSA	OTSA	9,363	OTSA
A-34 / AC-105	Millhopper Road	CR 241 / NW 143 Street	NW 71 Street	OTSA	OTSA	OTSA	4,842	OTSA
A-35 / AC-210	SW 122 Street / Parker Road	SW 24 Avenue	SR 26 / Newberry Road	OTSA	OTSA	OTSA	9,054	OTSA
A-37 / AC-100	NW 39 Avenue	CR 241	NW 110 Terrace	OTSA	OTSA	OTSA	11,842	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	Monteocha Road	SR 24 / Waldo Road	OTSA	OTSA	OTSA	645	OTSA
A-46 / AC-050	NW 32 Avenue	GMA	CR 241 / NW 143 Street	OTSA	OTSA	OTSA	2,028	OTSA
A-47	CR 234	Prairie Creek Bridge	SE 73 Drive	OTSA	OTSA	OTSA	597	OTSA
A-48	SW 122 Street / Parker Road	Archer Road	SW 24 Avenue	OTSA	OTSA	OTSA	4,517	OTSA
A-49	CR 231	SR 121	13000 Block	OTSA	OTSA	OTSA	3,200	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	9,141	C
G-2	North 8 Avenue	SR 26 / Newberry Road	West 22 Street	No Service	No Service	No Service	14,813	No Service
G-3	North 8 Avenue	NW 22 Street	NW 6 Street	No Service	No Service	No Service	14,502	OTSA
G-4	SW 62 Boulevard	SR 26 / Newberry Road	SW 20 Avenue	No	8	20	18,748	B
G-5	NW 22 Street	SR 26 / University Avenue	NW 16 Avenue	No Service	No Service	No Service	3,735	No Service
G-6	North 8 Avenue	North Main Street	SR 24 / Waldo Road	No	3	12	8,813	D
G-7	South 2 Avenue	US 441 / West 13 Street	SE 7 Street	No	5	16	4,599	B
G-8	West 6 Street	SW 16 Avenue	SW 4 Avenue	No Service	No Service	No Service	5,319	No Service
G-9	West 6 Street	SW 4 Avenue	NW 8 Avenue	No	2	13	8,985	E
G-10	NE 9 Street	SE 2 Avenue	NE 31 Avenue	No	2	16	3,752	E
G-11	NW 38 Street	NW 8 Avenue	NW 16 Avenue	No Service	No Service	No Service	1,781	No Service
G-12	NW 24 Boulevard	SR 222 / NW 39 Avenue	NW 53 Avenue	No Service	No Service	No Service	3,034	No Service
G-13	North Main Street	SR 222 / NW 39 Avenue	NW 53 Avenue	No Service	No Service	No Service	6,325	No Service
G-14	NE 15 Street	SR 26 / East University Avenue	NE 8 Avenue	No Service	No Service	No Service	3,568	No Service
G-15	NE 15 Street	NE 16 Avenue	SR 222 / NE 39 Avenue	No	3	16	4,282	D
G-16	NE 25 Street	SR 26 / East University Avenue	NE 8 Avenue	No	3	16	5,828	D
G-17	SE 4 Street	SR 331 / Williston Road	Depot Avenue	No	2	13	2,808	E
G-18	SE 4 Street - SE 22 Avenue	SR 331 / Williston Road	SE 15 Street	No	4	20	4,523	C
G-19	North 8 Avenue	SR 24 / Waldo Road	NE 25 Street	No	3	16	5,517	C
G-20	South 4 Avenue	US 441 / SW 13 Street	SE 15 Street	No	4	16	3,472	E
G-21	SW 9 Road-Depot Avenue-SE 7 Avenue	US 441 / SW 13 Street	SE 15 Street	No	4	15	5,129	D
G-22	South 2 Avenue	SE 7 Street	SR 331 / Williston Road	No	1	11	1,093	F
G-23	NE 31 Avenue	North Main Street	SR 24 / Waldo Road	No Service	No Service	No Service	1,508	No Service
G-24	NW 17 Street	SR 26 / West University Avenue	NW 8 Avenue	No Service	No Service	No Service	3,877	No Service
G-25	West 12 Street	SW 4 Avenue	North 8 Avenue	No	3	16	3,609	F
G-26	West 10 Street	SW 4 Avenue	NW 8 Avenue	No Service	No Service	No Service	2,635	No Service
G-27	SW 16 Street	SW 16 Avenue	SR 24 / Archer Road	No	10	19	4,111	A
G-28	NW 5 Avenue	NW 22 Street	US 441 / NW 13 Street	No Service	No Service	No Service	1,860	No Service
G-29	West 3 Street	SW 4 Avenue	NW 8 Avenue	No Service	No Service	No Service	559	No Service
G-30	West 2 Street	SW 4 Avenue	NW 8 Avenue	No Service	No Service	No Service	567	No Service
G-31	Gale Lemerand Drive	SR 24/Archer Road	Museum Road	No	22	20	10,542	A
G-32	Radio Road-Museum Road	SR 121/South 34 Street	US 441 / South 13 Street	No	42	19	12,448	A

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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-33	East 1 Street	SE 2 Place	NE 8 Avenue	No Service	No Service	No Service	3,120	No Service
G-34	East 3 Street	SE Depot Avenue	NE 2 Avenue	No	12	20	3,373	A
G-35	Hull Road-Mowry Road	SW 34 Street	Center Drive	No	22	19	8,334	A
G-36	NW 31 Avenue/Glen Springs Road	SR 121 / West 34 Street	NW 16 Terrace	No	4	16	6,444	D
G-37	SW 23 Terrace	SR 331 / Williston Road	SR 24 / Archer Road	No	15	19	8,224	A
G-38	NW 23 Boulevard	NW 16 Terrace	US 441 / West 13 Street	No	4	16	10,463	D
G-39	Gale Lemerand Drive	Museum Road	SR 26 / West University Avenue	No	16	19	11,499	A
G-40	South Main Street	Williston Road	University Avenue	No	1	21	10,600	E
Transitioning Roadways								
-	None	-	-	-	-	-	-	-

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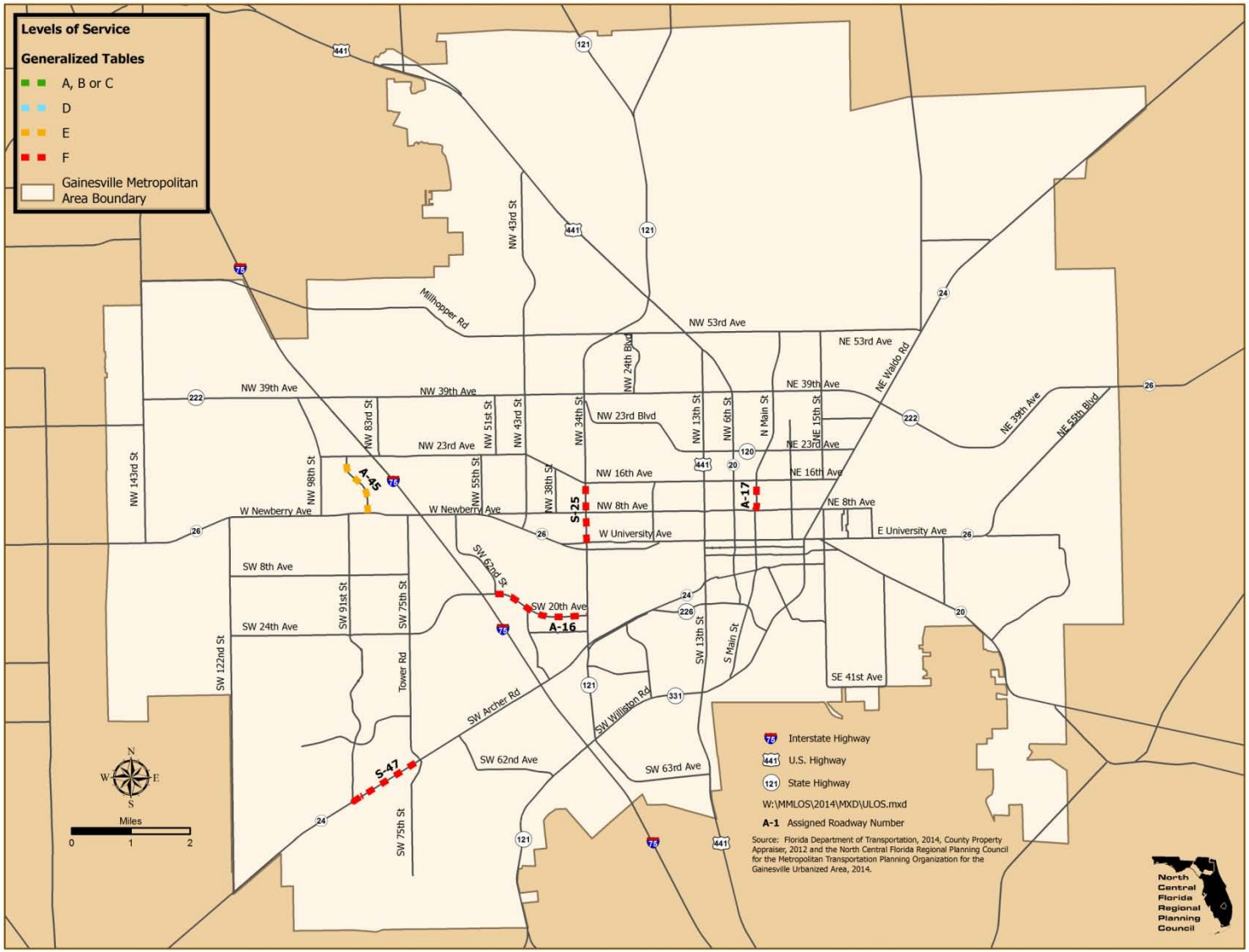
Source: North Central Florida Regional Planning Council
CR - County Road, GMA - Gainesville Metropolitan Area, N/A - Not Applicable, NE - Northeast, NW - Northwest, SE - Southeast, SR - State Road, SW Southwest, OTSA- Outside Transit Service Area
* Data for highest segment identified

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 2013 traffic counts for State of Florida-maintained, Alachua County-maintained and City of Gainesville-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 2013 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 2012 is defined as the AADT of the segment with the highest volume to capacity ratio (v/c) as calculated by ARTPLAN 2012;

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 2013 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 the State Highway System level of service standards. The maximum service volume (i.e., service flow rate) for roadways will relate to the adopted level of service standards identified in the appropriate local government comprehensive plan.

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 maintains a transportation concurrency. The City of Gainesville has replaced concurrency exception areas with a Transportation Mobility Program Areas. 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 inconsistent with Florida Department of Transportation roadway level of service standards.

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, 2013 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 mobility program area (TMPA); 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 mobility program 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 Mobility Program 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. 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 Mobility Program Area zones.

E. Florida State Highway System

FLORIDA STATE HIGHWAY SYSTEM

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Exhibit B-1
Florida Planning Level of Service Standards

10 FLORIDA'S LOS STANDARDS FOR THE STATE

It is the Department's intent to plan, design, and operate the State Highway System at an acceptable level of service for the traveling public. Level of service standards for the State Highway System during peak travel hours are D in urbanized areas and C outside urbanized areas. For additional information, refer to FDOT's Procedure on **Level of Service Standards and Highway Capacity Analysis for the State Highway System (Topic No. 525-000-006)**.

10.1. Application of Standards

Urban State Highway System LOS Standard = LOS D

Outside Urban Areas = LOS C

The use of standard LOS 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. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the State Highway System 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 State Highway System.

The standards require all LOS determinations be based on the latest edition of the HCM, 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 generalized and conceptual planning: 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.

10.1.1. Area Type

The area and roadway types in the LOS standards match well with FDOT's Generalized Service Volume Tables appearing at the end of this Q/LOS Handbook; however, subtleties exist on delineation of areas, as discussed in **Chapter 4**.

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 that 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 should be consulted for applicable boundaries within their districts.

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

10.1.2. 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).

10.1.3. Signalized Intersection Analysis

The logical extension of applying the LOS standards to point analyses is to apply the applicable standards to the through movement of the roadway. For example, for a site impact analysis, if the LOS standard for an arterial is D, then the through movement at the intersection should also be D. However, while sound in concept, it is usually possible to achieve 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 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

10.1.4. Standard K

Standard K is the primary planning analysis hour factor used in Florida. Unless otherwise noted, all references in this Q/LOS Handbook and accompanying LOSPLAN software to a planning analysis hour or K factor refer to Standard K. The use of Standard K represents a design approach in which the K factor for a roadway is established from planning through design. The updated LOSPLAN software automatically enters the correct Standard K value based on the selected area and facility type, using the following values:

- Urbanized and transitioning areas (all facility types) – 0.090
- Large urbanized – 0.080-0.090
- Urban
  - Freeways – 0.105
  - Highways – 0.090
  - Arterials – 0.090
- Rural developed and rural undeveloped
  - Freeways – 0.105
  - Highways – 0.095
  - Arterials – 0.095

Refer to **Section 5.3** for additional information related to the use of Standard K.

All references in this Q/LOS Handbook and accompanying LOSPLAN software to a planning analysis hour or K factor refer to Standard K.

Exhibit B-2
FDOT Level of Service Policy and Procedure

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

POLICY

Effective: April 18, 2012
Office: Systems Planning
Topic No.: 000-525-006-a

LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM

It is the Department's intent to plan, design and operate the State Highway System at an acceptable level of service for the traveling public. The automobile mode level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas. See ***Procedure No. 525-000-006, Level of Service Standards and Highway Capacity Analysis for the State Highway System*** for more information. No specific level of service standards are established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis.

Ananth Prasad, P.E.
Secretary

www.dot.state.fl.us

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

Approved:

Department of Transportation

Effective: April 18, 2012
Office: Systems Planning
Topic No.: 525-000-006-a

LEVEL OF SERVICE STANDARDS AND HIGHWAY CAPACITY ANALYSIS FOR THE STATE HIGHWAY SYSTEM

PURPOSE:

To provide implementation procedures and criteria for the Florida Department of Transportation's Level of Service Standards for the State Highway System.

AUTHORITY:

Sections 20.23(4)(a) and 334.048(3), Florida Statutes (F.S.)

SCOPE:

This procedure will be used by all offices of the Florida Department of Transportation (Department) for the planning, design and operation of the automobile mode on the State Highway System. No specific level of service requirements are established for other highway modes (e.g., bus, pedestrian, bicycle). Quality/level of service for these modes is determined on a case by case basis in accordance with guidance on these modes provided in the Department's ***Quality/Level of Service Handbook***. This procedure may also serve as a reference document for other entities involved with highway capacity and quality/level of service analyses of the State Highway System.

REFERENCES:

- Sections 334.03, 334.044(10)(a), (12), (19), and 339.155(2), F.S.
- Level of Service Standards for the State Highway System, Policy No. 000-525-006
- Plans Preparation Manual, Topic No. 625-000-007
- Project Development and Environment Manual, Topic No. 650-000-001
- Interchange Justification Procedure, Topic No. 525-030-160
- Project Traffic Forecasting Procedure, Topic No. 525-030-120
- System Planning Office's Quality/Level of Service Handbook
- System Planning Office's Interchange Handbook
- Transportation Research Board's Highway Capacity Manual

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

525-000-006-a
Page 2 of 6

DEFINITIONS:

Automobile Mode: A travel mode that includes all motor vehicle traffic using a roadway such as trucks, recreational vehicles, motorcycles, and tour buses, with the exception of transit buses.

Facility: A length of roadway consisting of a combination of points and segments.

Highway Capacity: The maximum number of vehicles or persons that can reasonably be expected to pass a point on a roadway during a specified time period under prevailing roadway, environmental, traffic, and control conditions.

K Factor: The ratio of the traffic volume in the study hour to the annual average daily traffic.

Level of Analysis: Analytic methods relating to transportation phases of planning, project development, design and operations; or to the transportation system structure of points, segments or facilities.

Level of Service (LOS): A quantitative stratification of the quality of service to a typical traveler of a service or facility into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality. LOS "C" and "D" represent generally acceptable moderate to heavy traffic flows or operating conditions. For further clarification as it relates to specific LOS grades see ***Quality/Level of Service Handbook***.

Managed Lane: Exclusive lane(s) on a freeway accessible to those who pay a toll, carpool, or ride in public transit vehicles.

Peak Hour(s): Hour(s) of the day in which the maximum volume occurs.

Performance Measure: A quantitative or qualitative characterization used to evaluate a particular aspect of travel quality.

Point: A place along a facility where conflicting traffic streams cross, merge, or diverge.

Quality of Service: A traveler based perception of how well a service or facility is operating.

Segment: A portion of a facility from one point to the next consecutive point.

Standard: A specification to be employed for the majority of conditions and applications for which it is defined.

State Highway System (SHS): All roadways the Department operates and maintains.

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

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Transportation Impact Assessment: An analysis conducted to determine the impacts to the transportation system of a proposed development.

Urbanized Area: A geographic region comprising as a minimum the area inside an urban place of 50,000 or more persons, as designated by the United States Bureau of the Census, expanded to include adjacent developed areas as provided for by the Federal Highway Administration regulations.

1. BACKGROUND FOR LEVEL OF SERVICE STANDARDS AND HIGHWAY CAPACITY CONCEPTS

Since publication of the ***Highway Capacity Manual (HCM)***, LOS has been the primary technical tool used for planning and designing of the nation's highways. Early common practice was for highways to be planned and designed towards LOS "C". By the mid-1970's, common practice in urbanized areas has been to design highways to achieve LOS "D".

1.1 HIGHWAY CAPACITY MANUAL (HCM)

The ***HCM*** is widely recognized as the leading reference document on highway capacity and LOS in the United States. It contains analytical methodologies, but does not address what levels of service are desirable.

The first ***HCM*** was published by the Bureau of Public Roads in 1950. Subsequent major updates were published by the Transportation Research Board (TRB) in 1965, 1985, 2000 and 2010. The 2010 ***HCM*** is multimodal in approach by simultaneously addressing automobile, transit, pedestrian and bicycle modes. Collectively, these travel modes represent the major highway modes of travel. The Department has been actively involved with the ***HCM*** since the early 1990's. In fact, many traffic engineering/planning advances made in the Department's operating procedures and handbooks were subsequently adopted in the ***HCM***.

The concept of highway (i.e., automobile mode) LOS first appeared in the 1965 ***HCM***. While the primary users of the ***HCM*** are practicing traffic engineers, LOS became the primary method to explain technical traffic planning and engineering analyses to elected officials, as well as the general public.

1.1.1 HIGHWAY CAPACITY SOFTWARE (HCS)

To facilitate the use of the HCM analytical methodologies, the ***Highway Capacity Software (HCS)*** was created to replicate the ***HCM*** analytical methodologies. Nationally, it is widely regarded as the leading software package implementing the ***HCM***. ***HCS*** is owned and maintained by the University of Florida McTrans Center.

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

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Page 4 of 6

1.2 QUALITY/LEVEL OF SERVICE (Q/LOS) HANDBOOK

The Department began publishing its ***Quality/Level of Service (Q/LOS) Handbook*** in 1989, with the purpose of serving Florida as a planning and preliminary engineering guide to the ***HCM***. It is maintained by the Systems Planning Office and updated as needed or approximately every four years.

The ***Q/LOS Handbook*** contains simplifying assumptions to the more detailed ***HCM*** procedures, extensions and modifications to the ***HCM*** procedures, maximum acceptable capacity volumes to be used in Florida and descriptions of the ***LOSPLAN*** software. It also contains generalized service volume tables which are frequently used around the United States. Analytical methods are provided for the automobile, bus, pedestrian and bicycle modes.

1.2.1 LOSPLAN SOFTWARE

The Department's ***LOSPLAN*** (LOS planning) software contains the core tools for site and project specific analyses for planning and preliminary engineering. The software is based on the ***Q/LOS Handbook*** and tied directly to the ***HCM*** analytical methodologies. ***LOSPLAN*** is distributed as part of the ***HCS***.

2. ACCEPTABLE OPERATING LOS STANDARDS

It is the Department's intent to plan, design, and operate the SHS at a generally acceptable LOS for the traveling public. LOS standards for the automobile mode on the SHS during a peak hour(s) are "D" in urbanized areas and "C" outside of urbanized areas. LOS standards represent goals for Department and other entities to achieve and maintain. No specific LOS standards are established for other highway modes (e.g., bus, pedestrian, bicycle).

2.1 APPLICATION OF LOS STANDARDS

Except for toll and managed lane facilities and special use lanes, the standards are applied by the Department from planning through design phases for all facility level analyses. In the planning phase the LOS standards are considered in the funding of projects and are used in the reporting of LOS as part of the Department's performance measurement activities. In the identification of transportation needs, the LOS standards are the primary measure of current and future mobility needs of the traveling public. In project development and design, the LOS standards serve as the principal mobility goal.

Department documents tied directly to the application of the LOS standards include:

- Systems Planning's ***Q/LOS Handbook***
- Systems Planning's ***Interchange Justification***, Topic No. 525-030-160

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

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- Transportation Statistics' ***Project Traffic Forecasting Procedure***, Topic No. 525-030-120
- Environmental Management's ***Project Development and Environment Manual***, Topic No. 650-000-001
- Design's ***Plans Preparation Manual***, Topic No. 625-000-007

Use of Department's LOS standards and guidance on acceptable highway capacity and LOS methods (including software) apply to all appropriate Department reviews and assessments of proposed developments directly impacting the SHS. In the review of plans and designs of other entities directly impacting the SHS, the Department recommends the adoption and use of the Department's LOS standards. Regardless of adoption or use by non-Department entities, the Department will use the LOS standards for the review of actions directly affecting the SHS for all its planning and permitting processes. The Department can modify a connection permit based on adverse impacts to operational, LOS or safety issues as part of a transportation impact assessment.

The LOS standards apply to peak hour(s) using predetermined K factors at a facility level with guidance provided on application to other levels of analysis (e.g., signalized intersections). Having the LOS standards directly applied at the facility level provides both reasonable consistency and flexibility at a project level for appropriate planning and design of highway facilities. At a segment or point level planners and engineers have flexibility when working with the LOS concept and are not required to follow specific LOS criteria.

3. APPLICABILITY OF HIGHWAY CAPACITY AND LOS METHODS AND SOFTWARE

3.1 HIGHWAY CAPACITY MANUAL (HCM)

Since the 1970's, more sophisticated tools like signal optimization and complex microsimulation programs have been developed to offer the potential for more accuracy in addressing traffic engineering issues. Conversely in recent years, less sophisticated traffic engineering/planning tools have been developed which require less analytical effort. In the broad spectrum of LOS analysis tools, the ***HCM*** falls approximately in the middle in terms of complexity and potential accuracy. Although the ***HCM*** is nationally viewed as the leading resource document on highway capacity and LOS and has national consensus behind it, its methodologies do not necessarily provide the greatest accuracy at either the national or state levels.

Nonetheless, the Department's primary source for highway capacity and LOS analysis methodologies is the ***HCM***. However, some evaluation methodologies may be overridden or supplemented by those documented in the ***Q/LOS Handbook*** or in another Department procedure. In general, ***HCM*** capacity methodologies and ***HCS*** analyses take precedence over other techniques for operational analyses at the point

Exhibit B-2 (Continued)
FDOT Level of Service Policy and Procedure

and segment levels of analysis. Frequently, other analytical methodologies take precedence at the facility level.

3.2 QUALITY/LEVEL OF SERVICE (Q/LOS) HANDBOOK

On the SHS the following analysis techniques described in the ***Q/LOS Handbook*** will be used in lieu of the techniques in the ***HCM/HCS*** or other related methodologies:

- Generalized service volume tables
- Freeway facility capacities
- Rural freeway LOS criteria
- Arterial facility LOS criteria
- Arterial free flow speed determinations
- Passing lanes on two-lane highways

4. TRAINING

No mandatory training is associated with this procedure; however, technical training is the optimal practice.

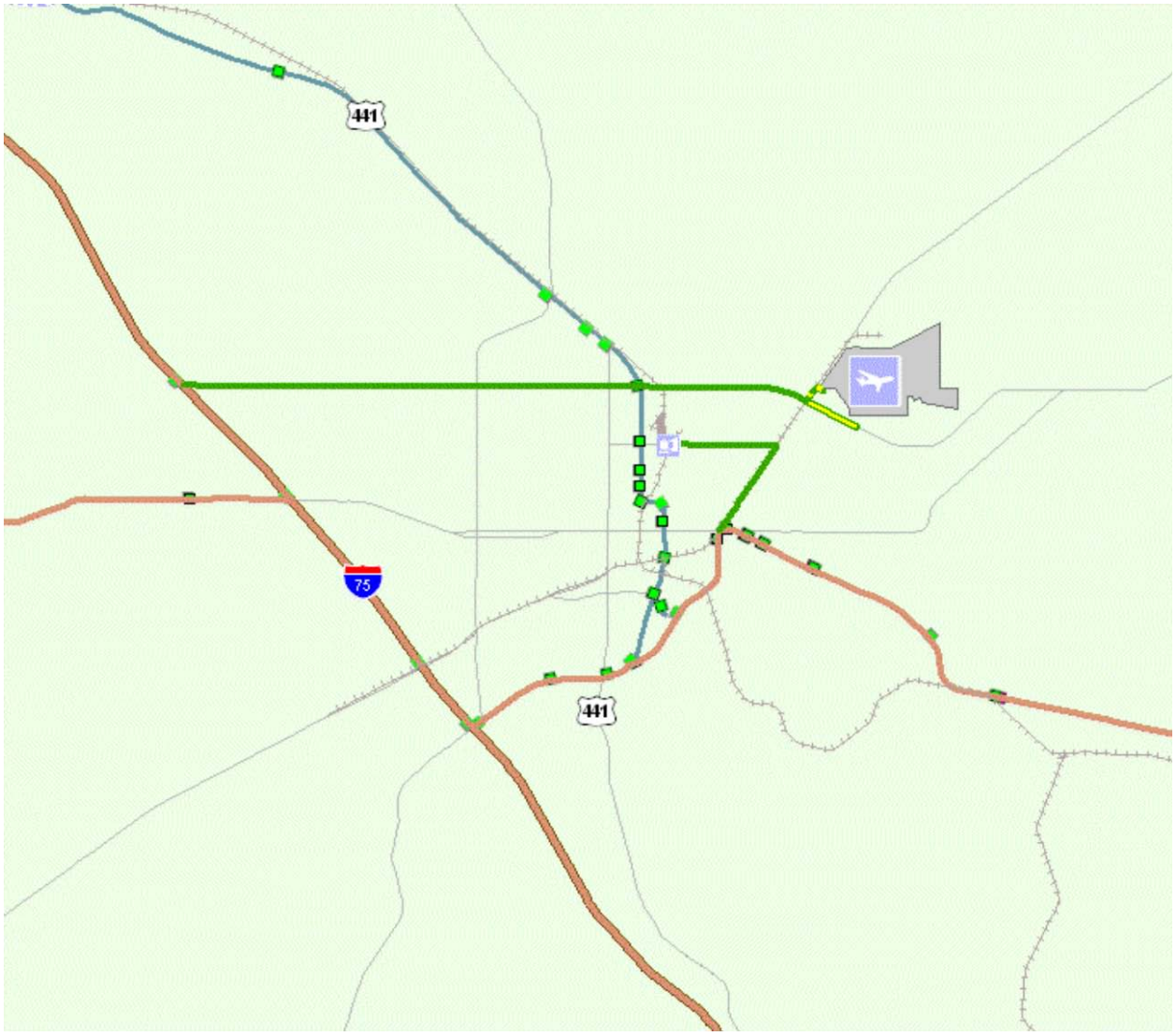
At the planning and preliminary engineering levels, the Central Office Systems Planning Office provides training in the Districts upon each update of the ***Q/LOS Handbook***, as well as regional trainings approximately every 2 years between updates.

At the design and operational levels, as funding allows, the Systems Planning Office provides regional training on the ***HCM*** and ***HCS*** approximately every 4 years. In addition to the Department, other entities may provide additional ***HCM*** and ***HCS*** training on an as-needed basis.

5. FORMS

No forms are required as part of this procedure.

Illustration B-I
Florida Strategic Intermodal System
Gainesville Metropolitan Area

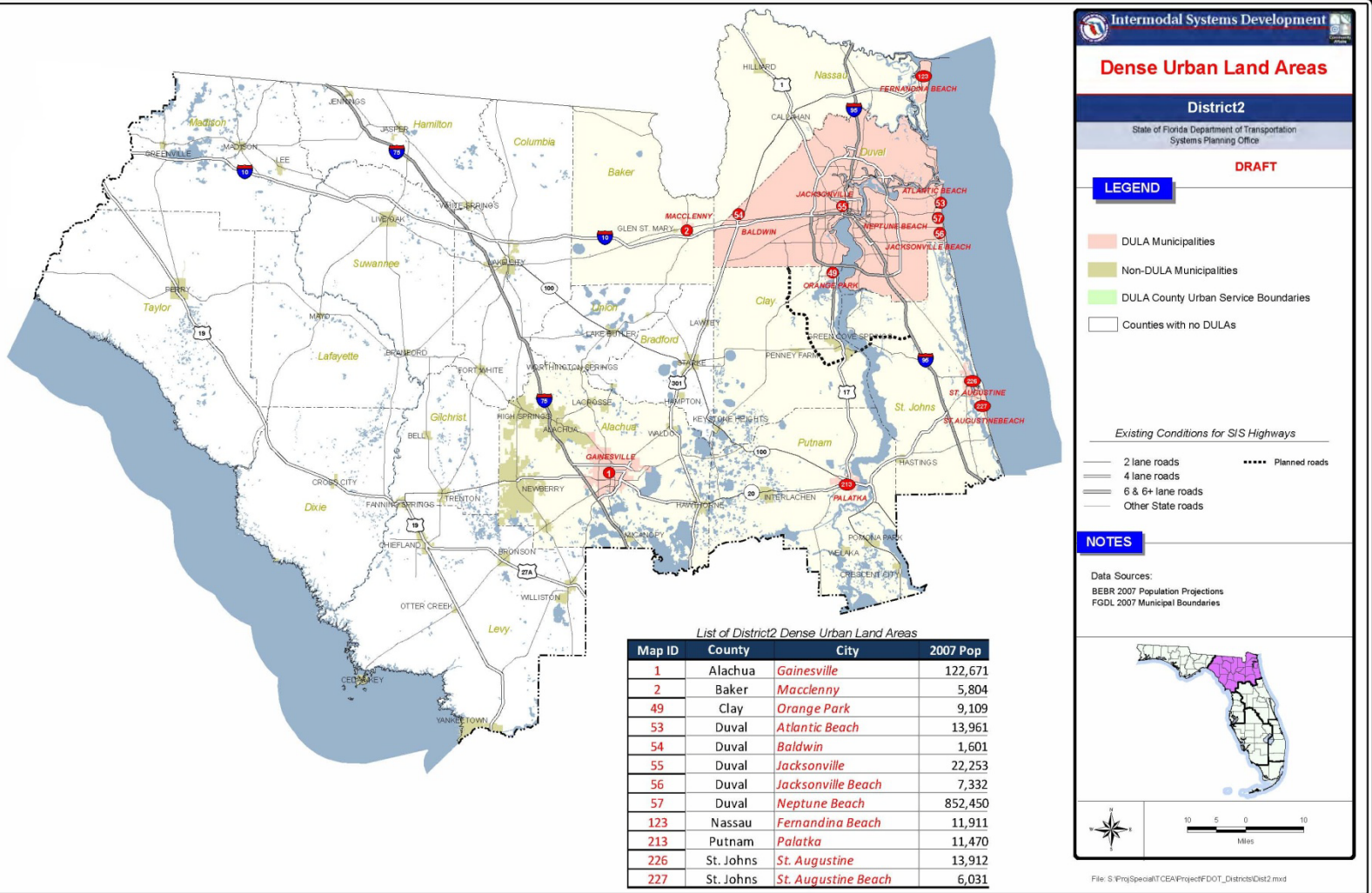


Source: Florida Department of Transportation Strategic Intermodal System website- http://camims01.camsys.com/siswebsite/

Strategic Intermodal System (SIS) facilities- Interstate 75, Hawthorne Road (State Road 20), Williston Road (State Road 331) and Newberry Road (State Road 26)

Strategic Intermodal System Connectors- N 39 Avenue (State Road 222), Waldo Road (State Road 24) and NE 23 Avenue (State Road 120)

Illustration B-11
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	Location	Standard [1, 2,]	
		Urbanized	Transitioning[3]
Interstate 75	Countywide	D	C
Other State Highway System and Nonstate Roads	Within City of Gainesville	E	E
	Within Unincorporated Alachua County	D	D

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

[2] Incorporates mitigation provided by any Dense Urban Land Area (DULA), Transportation Concurrency Exception Area (TCEA) and/or Transportation Mobility Program Area (TMPA) designation.

[3] There are no City-maintained transitioning roadway facilities identified in this 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 Mobility Element shall apply.

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G. Alachua County Roadways

ALACHUA COUNTY ROADWAYS

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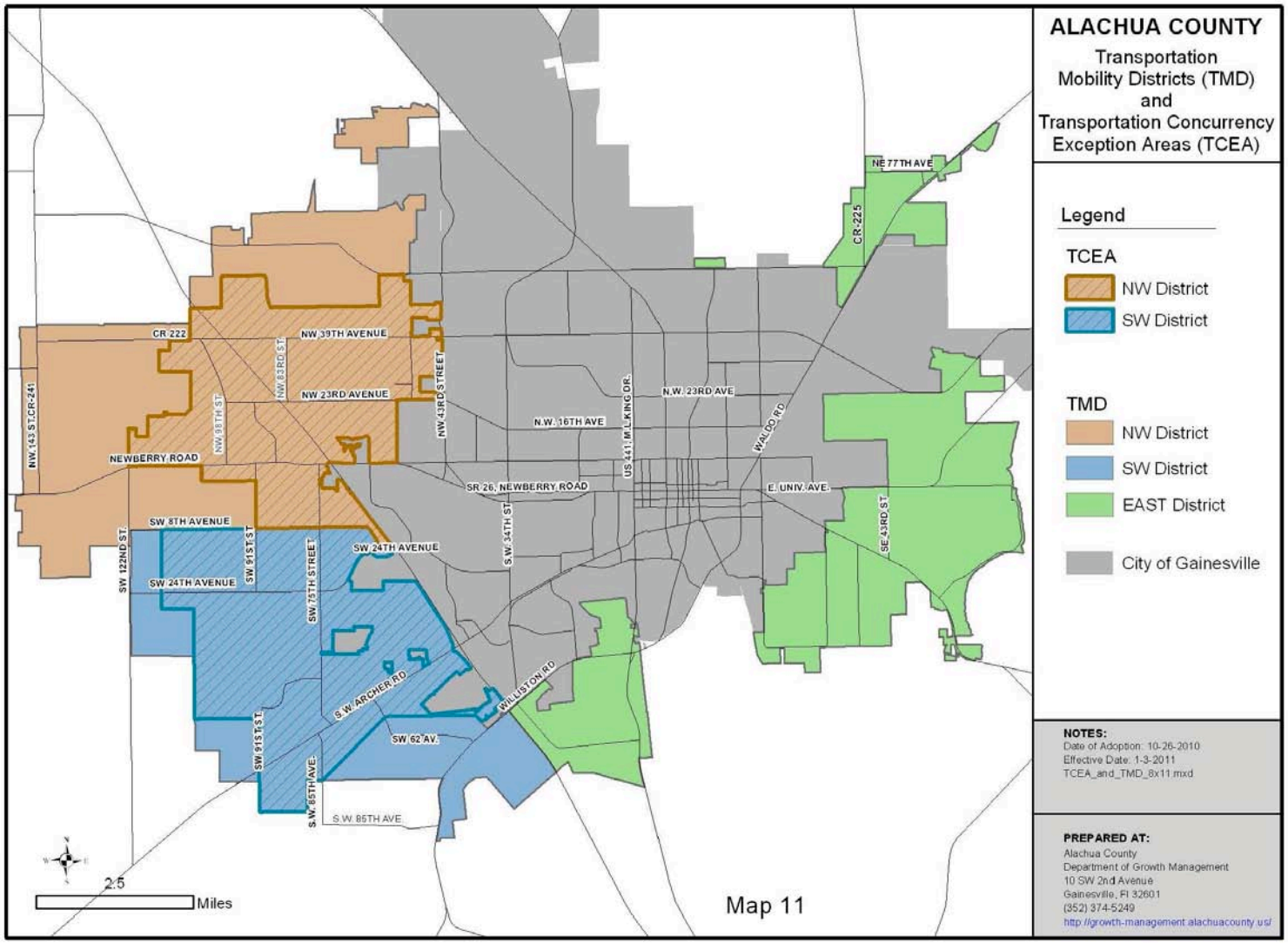
Illustration B-III
Alachua County Transportation Mobility Districts and Transportation Concurrency Areas



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H. City of Gainesville Roadways

CITY OF GAINESVILLE ROADWAYS

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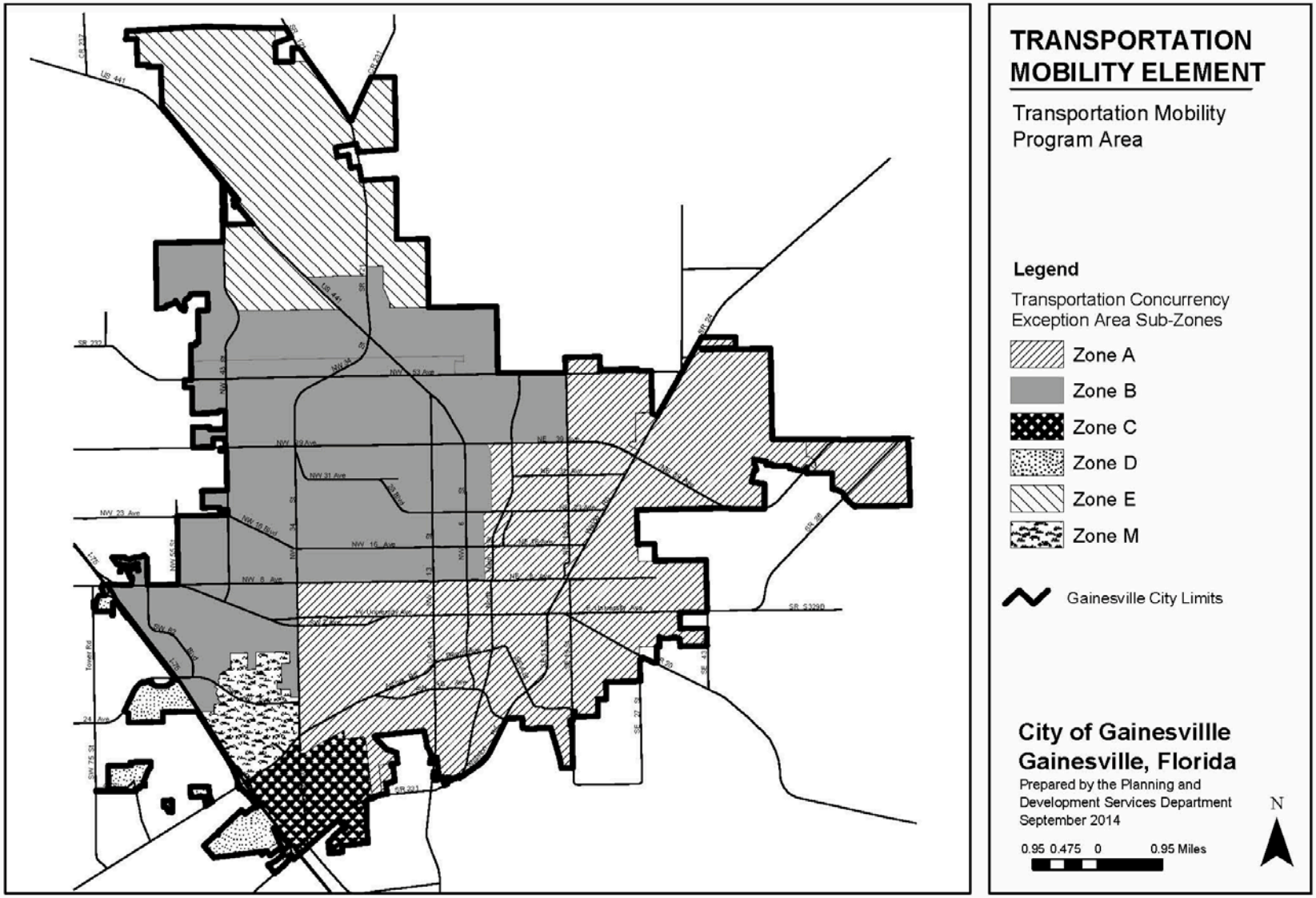
Illustration B-IV
City of Gainesville Transportation Mobility Program Area



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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 <u>2010 Highway Capacity Manual</u>)
PR_5 = FHWA's five point pavement surface condition rating
W_e = Average effective width of outside throughlane:

where:

W_e = W_v - (10 ft ^{x} % OSPA) and $W_l = 0$
W_e = $W_v + W_l$ (1 - 2 ^{x} % OSPA) and $W_l > 0$ & $W_{ps} = 0$

W_e = $W_v + W_l$ - 2(10 ^{x} % 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.

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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**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & 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%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

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%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

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

[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. 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 and the Transit Capacity and Quality of Service Manual.

[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
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

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	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

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%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

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

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. 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 and the Transit Capacity and Quality of Service Manual.

[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
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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 **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & 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%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

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%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

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

[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. 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 and the Transit Capacity and Quality of Service Manual.

[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
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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

TABLE 8

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

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	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 directional volumes in this table by 1.2

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%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

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%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

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

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. 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 and the Transit Capacity and Quality of Service Manual.

[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
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

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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
Median Average Annual Daily Traffic Counts

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Appendix F: 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 F-1 shows the median average annual daily traffic counts for state-maintained facilities. Exhibit F-2 shows the median average annual daily traffic counts for Alachua County-maintained facilities. Exhibit F-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 F-1
Median Average Annual Daily Traffic Counts - State - Maintained Facilities

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-1	US 441 from Payne's Prairie to State Road 331			11,500
	South of Rocky Point Road	6095		11,300
	South of State Road 331	6094		11,700
S-2	US 441 from State Road 331 to State Road 24			16,700
	South of Bivens Arm	6092		14,600
	South of SW 16 Avenue	6091		19,600
	South of State Road 24	6090		16,700
S-3	US 441 from State Road 24 to State Road 26			34,000
	South of SW 8 Avenue	6089		34,000
	North of SW 2 Avenue	6088		6088
S-4	US 441 from State Road 26 to NW 29 Road			27,500
	North of University Avenue	6087		27,500
	South of 8 Avenue	6086		26,500
	South of 16 Avenue	6154		26,500
	North of NW 16 Avenue	2065*		29,092
	South of NW 23 Avenue	6085		29,500
	North of NW 23 Avenue	6084		27,500
	North of NW 23 Avenue	2066*		30,106
S-5	US 441 from NW 29 Road to NW 23 Street			22,500
	South of 39 Avenue	6083		25,000
	South of NW 6 Street	6082		15,000
	North of NW 6 Street	6081		23,500
	South of State Road 121	6080		21,500
S-6	State Road 20 (NW 6 Street) from NW 8 Avenue to State Road 222			12,900
	North of NW 8 Avenue	6100		13,500
	South of NW 16 Avenue	6147		14,300
	North of NW 16 Avenue	6148		12,900
	North of NW 16 Avenue	2003*	Inactive	
	South of NW 23 Avenue	6099	Inactive	
	North of NW 23 Avenue	6098		12,100
	South of State Road 222	6097		10,200
S-7	State Road 20 (NW 6 Street) from State Road 222 to US 441			8,600
	South of US 441	6096		8,600
S-8	State Road 20 from State Road 331 / State Road 24 to SE 43 Street			13,200
	East of State Road 331 / State Road 24	6035		22,500
	South of State Road 26	5015*	Inactive	
	West of SE 15 Street	6146		12,800
	East of SE 15 Street	6042		12,800
	West of SE 27 Street	6043		15,500
	East of SE 27 Street	6044		13,200

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-9	State Road 24 from SW 75 Street (Tower Road) to Interstate 75			25,750
	East of SW 75 Street	6053	Inactive	
	East of SW 63 Boulevard	6052		23,000
	West of Interstate 75	6051		28,500
S-10	State Road 24 from Interstate 75 to SW 34 Street			47,831
	East of Interstate 75	6050		48,500
	West of State Road 121	Study		47,831 "
	West of State Road 121	6049		47,500
S-11	State Road 24 from SW 16 Avenue to US 441			31,000
	East of SW 16 Avenue	Study		35,506 "
	East of SW 16 Avenue	6157		35,500
	East of Gale Lemerand Drive	Study		32,548 "
	East of Gale Lemerand Drive	6046		31,000
	East of Center Drive	Study		25,513 "
	East of Newell Drive	Study		21,700 "
	West of US 441	6045		24,000
S-12	State Road 24 (Waldo Road) State Road 26 to State Road 222			23,468
	North of State Road 26	6120		22,500
	South of NE 16 Avenue	6119		25,000
	South of NE 23 Avenue	6118		24,435
	South of NE 23 Avenue	6117	Inactive	
	North of NE 23 Avenue	6116		19,700
S-13	State Road 24 (Waldo Road) State Road 222 to NE 53 Avenue			16,200
	North of State Road 222	6115		16,200
S-14	State Road 26 from NW 122 Street to Interstate 75 [West Ramp]			38,000
	West of NW 75 Street	6020		28,000
	East of NW 75 Street	6153		48,000
S-15	State Road 26 from Interstate 75 [West Ramp] to NW 8 Avenue			49,000
	East of NW 69 Street	6152		49,000
	East of Hospital	6138		44,000
	East of NW 62 Street	6021		50,000
S-16	State Road 26 from NW 8 Avenue to State Road 121 (NW 34 Street)			30,000
	West of NW 43 Street	6137		27,500
	West of NW 39 Road	6022		34,000
	East of NW 39 Road	6023		32,500
	West of State Road 121	6024		21,200
S-17	State Road 26 from State Road 121 to Gale Lemerand Drive			21,500
	East of State Road 121	6025		21,500
	West of NW 22 Street	6026		21,500
S-18	State Road 26 from Gale Lemerand Drive to US 441 (W 13 Street)			27,000
	East of Gale Lemerand Drive	6027	Inactive	
	West of 13 Street	6028		27,000

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-19	State Road 26 from US 441 to State Road 24 (Waldo Road)			19,300
	West of W 12 Street	6029		25,000
	West of W 6 Street	6149		22,000
	West of W 3 Street	6030		19,900
	East of E Main Street	6031		18,700
	West of E 3 Street	6032	Inactive	
	East of E 9 Street	6033		16,400
	West of State Road 331 / State Road 24	6034		18,100
S-20	State Road 26 from State Road 20 (Hawthorne Road) to County Road 329B (Lakeshore Drive)			9,300
	West of E 15 Street	1004	Inactive	
	West of E 15 Street	6145		8,800
	East of E 15 Street	6036		9,800
	East of E 25 Street	6037		9,300
S-21	State Road 26A from State Road 26 (Newberry Road) to State Road 121 (W 34 Street)			13,800
	West of W 38 Street	6133		13,800
S-22	State Road 26A from State Road 121 (W 34 street) to State Road 26 (W University Avenue)			11,400
	East of State Road 121	6040		12,600
	East of SW 23 Street	6041		10,200
	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 (Archer Road)			24,963
	North of State Road 331	6077		19,000
	South of State Road 24	6134		30,926
S-24	State Road 121 (W 34 Street) from State Road 24 (Archer Road) to State Road 26 (W University Avenue)			38,500
	South of SW 20 Avenue	6135		39,000
	North of SW 20 Avenue	6076		43,000
	North of Radio Road	6136		38,000
	South of State Road 26A	4009	Inactive	
	South of State Road 26	6075		23,500
S-25	State Road 121 (W 34 Street) from State Road 26 to NW 16 Avenue			18,200
	North of State Road 26	6074		18,900
	South of NW 16 Avenue	6073		17,500
S-26	State Road 121 (W 34 Street) from NW 16 Avenue to State Road 222 (NW 39 Avenue)			13,750
	North of NW 16 Avenue	6142		14,000
	North of NW 16 Avenue	2012*	Inactive	
	South of NW 31 Road	6072		13,500
S-27	State Road 121 from State Road 222 (NW 39 Avenue) to NW 53 Avenue			14,900
	North of State Road 222	6071		14,900
	North of NW 45 Avenue	6140	Inactive	
	North of NW 45 Avenue	2002	Inactive	

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-28	State Road 121 from US 441 to NW 128 Lane			9,526
	North of US 441	6155		12,700
	North of US 441	6069	Inactive	
	North of US 441	6068		6,351
S-29	State Road 222 (N 39 Avenue) from NW 98 street to NW 83 Street			20,425
	East of NW 98 Street	new		*10,350*
	West of NW 91 Street	6132		30,500
S-30	State Road 222 (N 39 Avenue) from US 441 (NW 13 Street) to State Road 24 (Waldo Road)			19,000
	East Of US 441	6004		19,000
	East of NW 6 Street	6005		21,500
	East of County Road 329 (N Main Street)	6006		16,200
	East of County Road 329 (N Main Street)	3014*	Inactive	
	West of NE 15 Street	6144		19,800
	West of State Road 24	6007		14,500
S-31	State Road 222 (N 39 Avenue) from State Road 24 (Waldo Road) to Airport Entrance			13,300
	East of State Road 24	6008		13,300
S-32	State Road 222 (N 39 Avenue) from Airport Entrance to NE 27 Avenue			10,100
	East of State Road 24	6008		13,300
	West of State Road 26	6009		6,900
S-33	State Road 226 (S 16 Avenue) from State Road 24 (SW Archer Road) to US 441 (SW 13 Street)			18,960
	East of State Road 24	6055		20,200
	East of State Road 24	Study		19,806 "
	East of Shealy Drive	Study		19,620 "
	East of Veterans Affairs Hospital Drive	Study		16,941 "
	West of US 441	Study		17,981 "
	West of US 441	6056		18,300
S-34	State Road 226 (S 16 Avenue) from US 441 (SW 13 Street) to S Main Street			16,750
	East of US 441	6057		17,100
		4028	Inactive	
	West of Main Street	6058		16,400
S-35	State Road 226 (S 16 Avenue) from State Road 329 (S Main Street) to State Road 331 (Willinston Road)			7,300
		5026	Inactive	
	East of State Road 329	6059		7,300
S-36	State Road 120A (N 23 Avenue) from US 441 (N 13 Street) to State Road 24 (Waldo Road)			13,200
	East of US 441	6012		13,300
	East of NW 6 Avenue	6013		13,200
	West of NE 7 Street	6014		13,300
	West of NE 15 Street	3023	Inactive	
	West of NE 15 Street	6015		9,500
	East of NE 15 Street	6016		7,400
S-37	State Road 329 (Main Street) from State Road 26 (University Avenue) to N 8 Avenue			13,800
	North of State Road 26 (University Avenue)	6105		13,600
	South of N 8 Avenue	6104		14,000

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-38	State Road 331 / State Road 121 from Interstate 75 to US 441 (SW 13 Street)			23,000
	East of State Road 121 (SW 34 Street)	6112		23,500
	West of US 441	6111		22,500
S-39	State Road 331 (Willinston Road) from US 441 (SW 13 Street) to State Road 26 (University Avenue)			18,900
	East of US 441	6110		18,900
	South of S 16 Avenue	6124		15,200
	West of SE 4 Street	6123		19,600
	South of SE 4th Avenue	s5503	Inactive	
	North of SE 4 Avenue	6122		19,000
	South of State Road 26	6121		18,600
S-40	State Road 20 (NW 8 Avenue) from NW 6 Street to N Main Street			14,500
	East of NW 6 Street	6018		14,500
	West of N Main Street	6019	Inactive	
S-41	Interstate75 from State Road 121 (Williston Road) to State Road 24 (SW Archer Road)			61,000
	North of State Road 331 / State Road 121	6062		61,000
S-42	Interstate 75 from State Road 24 (SW Archer Road) to State Road 26 (Newberry Road)			72,500
	South of State Road 26	6061		72,500
S-43	Interstate75 from State Road 26 (Newberry Road) to State Road 222 (NW 39 Avenue)			66,000
	North of State Road 26	6060		66,000
S-44	State Road 121 from Wacahoota Road to Interstate 75			9,400
	North of Wacahoota Road	6159		8,900
	South of SW 62 Avenue	-		9,900
S-45	State Road 26 (Newberry Road) from NW 154 Street to NW 122 Street			19,250
	West of NW 143 Street	6161		15,500
	East of NW 143 Street	6160		23,000
S-46	State Road 26 (NE 55 Boulevard) from County Road 329B to City Limit			4,400
	North of County Road 329B	6038		4,400
S-47	State Road 24 (SW Archer Road) from SW 91 Street to SW 75 Street (Tower Road)			17,700
	West of SW 75 Street	6054		17,700
S-48	State Road 20 (Hawthorne Road) from SE 43 Street to County Road 329B (Lakeshore Drive)			11,050
	East of SE 27 Street	6044		13,200
	East of County Road 329B	6130		8,900
S-49	State Road 20 (Hawthorne Road) from County Road 329B (Lakeshore Drive) to County Road 2082			8,700
	East of County Road 329B	6130		8,700
S-50	US 441 from NW 23 Street to NW 126 Avenue			17,600
	North of NW 23 Street	6078		19,200
	South Railroad Bridge			16,000
S-50	US 441 from NW 23 Street to NW 126 Avenue			17,600
	North of NW 23 Street	6078		19,200
	South Railroad Bridge			16,000

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT
S-51	Interstate75 from Gainesville Metropolitan Area Boundary to Williston Road			60,278
	South of Williston Road	6143		60,278
S-52	Interstate75 from NW 39 Avenue to Gainesville Metropolitan Area Boundary			56,000
	North of NW 39 Avenue	6158		56,000
S-53	State Road 222 (N 39 Avenue) from NW 51 Street to US 441 (W 13 Street)			28,500
	West of NW 43 Street	6000		31,000
	East of NW 43 Street	6001		30,500
	East of State Road 121	6141		28,500
	East of State Road 121	2064*	Inactive	
	East of NW 24 Boulevard	6002		25,000
	West of NW 13 Street	6003		25,500
S-54	State Road 121 from County Road 232 (NW 53 Avenue) to US 441			10,500
	South of US 441	6070		10,500
	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)			50,000
	East of State Road 121	Study		44,278 "
	East of State Road 121	6048		45,500
	West of State Road 226	6047		54,500
S-56	State Road 222 (N 39 Avenue) from NW 83 Street to NW 51 Street			28,000
	East of NW 83 Street	6139		28,000
	East of NW 83 Street	7018	Inactive	
S-57	State Road 24 (Archer Road) from SW 122 Street (Parker Road) to SW 91 Street			13,400
	West of SW 75 Street	6054		17,700
	East of US 27	-		9,100
S-58	State Road 222 from NE 27 Street to State Road 26			6,900
	West of State Road 26	6009		6,900
S-59	State Road 24 (Waldo Road) from NE 53 Avenue to Milligan Still Road			15,000
	North of NE 53 Avenue	6114		15,000

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT
A-1	NW 53 Avenue (County Road 232) from NW 71 Street to NW 13 Street (US 441)		11,272
AC-010	West of NW 43 Street	1-53-3-1	7,014
	West of NW 34 Street (State Road 121)	1-53-4-1-E+W	14,253
	East of NW 34 Street (State Road 121)	2062	12,230 *
	West of US 441	1-53-5-1-E+W	10,314
A-2	NW 53 (County Road 232) from NW 13 Street (US 441) to Waldo Road (State Road 24)		10,104
AC-005	West of N Main Street (County Road 329)	2063	12,946 *
	West of NE 15 Street	2-53-1-1-E+W	10,104
	West of Waldo Road (State Road 24)	2-53-2-1-E+W	9,435
A-3	NW 43 Street from Newberry Road (State Road 26) to NW 53 Avenue (State Road 232)		27,131
AC-025	North of State Road 26	1-43-1-1-N+S	12,992
	North of NW 8 Avenue	6066 Inactive	
	North of NW 8 Avenue	2059	27,316 *
	North of NW 8 Avenue	2004	27,131 *
	South of NW 23 Avenue	1-43-2-1-N+S	20,664
	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	1-43-3-1-N+S	30,056 *
	North of NW 39 Avenue	6064 Inactive	
	North of NW 39 Avenue	1-43-4-1-N+S	29,533 *
	North of NW 39 Avenue	2007	23,360 *
A-6	NW 43 Street from NW 53 Avenue (County Road 232) to US 441		13,180
AC-030	North of NW 53 Avenue	2061	16,110 *
	North of NW 53 Avenue	1-43-5-1-N+S	14,890
	North of San Felasco Park Road	1-43-6-1	11,470
	South of NW 93 Avenue	- Inactive	
	North of NW 93 Avenue	- Inactive	
	South of US 441	1-43-7-1	7,596
A-9	NW 23 Avenue from NW 98 Street to NW 55 Street		14,944
AC-040	East of NW 98 Street	1-23-1-1-E+W	7,660
	West of Interstate 75	1-23-2-1-E+W	15,166
	East of NW 83 Street	1-23-3-1-E+W	14,722
	West of NW 55 Street	1-23-4-1-E+W	15,740
A-10	NW 23 Avenue from NW 55 Street to NW 43 Street		20,821
AC-035	East of NW 51 Sreet	2008 Inactive	
	West of NW 43 Street	1-23-5-1-E+W	20,821 *
A-11	NW 16 Avenue from NW 43 Street to NW 13 Street (US 441)		18,192
	East of NW 43 Street	2038	19,953 *
	East of NW 38 Street	2036	19,074 *
	West of NW 22 Street	2071	17,193 *
	East of NW 22 Street	2089 Inactive	
	East of NW 18 Terrace	2033	17,310 *

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT	
A-12	NW 16 Avenue from NW 13 Street (US 441) to State Road 24 (Waldo Road)			10,713	
	East of NW 13 Street	2088	Inactive		
	East of NW 10 Street	2070		12,440	*
	East of NW 6 Street	2030		10,819	*
	West of N Main Street	2087	Inactive		
	East of NE 2 Street	3024		10,607	*
	West of NE 12 Street	3005		8,443	*
	West of Waldo Road	3030	Inactive		
A-13	SW 75 Street from State Road 24 (SW Archer Road) to SW 8 Avenue			15,854	
AC-090	North of State Road 24 (Archer Road)	4-75-2-1-N+S		15,854	
	South of SW 24 Avenue	4-75-3-1-N+S		13,584	*
	North of SW 24 Avenue	4-75-4-1-N+S		16,836	
A-14	W 75 Street from SW 8 Avenue to State Road 26 (Newberry Road)			24,494	
AC-085	South of State Road 26 (Newberry Road)	4-75-7-1-N+S		24,494	
	North of W University Avenue	4-75-6-1-N+S		22,165	
	South of W University Avenue	4-75-5-1-N+S		24,859	*
A-15	SW 20 Avenue from SW 75 Street to SW 62 Boulevard			15,616	
AC-060	East of SW 75 Street	4-20-1-1-E+W		15,616	
A-16	SW 20 Avenue from SW 62 Boulevard to SW 34 Street (State Road 121)			24,149	
AC-055	East of SW 62 Boulevard	4-20-2-1-E+W		25,782	
	West of SW 34 Street	4-20-3-1-E+W		22,515	
A-17	N Main Street (County Road 329) from N 8 Avenue to N 16 Avenue			15,976	
	North of N 8 Avenue	1000		16,070	@
	North of N 10 Avenue	1001		15,881	@
A-18	N Main Street (County Road 329) from N 23 Avenue to N 39 Avenue (State Road 222)			15,867	
	North of N 23 Avenue	1-MAIN-1-1-N+S		17,854	*
	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		13,880	@
A-19	NW 39 Avenue (State Road 222) from NW 110 Terrace to NW 98 Street			11,389	
AC-095	West of Interstate 75	1-39-3-1		11,389	
	East of NW 98 Street	-	Inactive		
A-20	SW 24 Avenue from SW 91 Street to SW 75 Street			12,042	
AC-065	West of SW 75 Street	4-24-3-1		12,042	
A-21	NW 51 Street from NW 23 Avenue to NW 39 Avenue (State Road 222)			8,133	
AC-120	South of NW 39 Avenue	1-51-1-1-N+S		8,505	
	North of 23 Avenue	2106		7,760	
A-22	NW 98 Street from State Road 26 (Newberry Road) to State Road 222 (NW 39 Avenue)			10,289	
AC-110	North of State Road 26	1-98-1-1		11,589	
	South of State Road 222	1-98-2-1		8,988	

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT	
A-23	NW 83 Street from NW 23 Avenue to NW 39 Avenue (State Road 222)			11,414	
AC-130	North of NW 23 Avenue	1-83-1-1-N+S		10,906	
	South of NW 39 Avenue	1-83-2-1-N+S		11,921	
A-24	W 91 Street from SW 24 Avenue to Newberry Road (State Road 26)			8,459	
AC-165	South of Newberry Road	4-91-7-1		8,368	
	North of SW 24 Avenue	4-91-6-1		8,550	
A-25	NW 39 Road from Newberry Road (State Road 26) to NW 8 Avenue			-	
	North of State Road 26	7005	Inactive		
A-26	SW 8 Avenue from SW 91 Street to SW 75 Street			6,364	
AC-140	West of SW 75 Street	4-8-2-1		6,364	
A-28	Rocky Point Road from Williston Road (State Road 331) to SW 13 Street (US 441)			3,220	
AC-275	South of Williston Road (State Road 331)	7011		3,220	*
	West of SW 13 Street	6131	Inactive		
A-29	Kincaid Loop from Hawthorne Road (State Road 20) to Hawthorne Road (State Road 20)			3,220	
AC-280	South of Hawthorne Road	5020		3,220	*
	North of SE 7 Avenue	5027	Inactive		
	North of SE 7 Avenue	5008		4,457	>
	South of SE 7 Avenue	5009		7,046	>
	North of SE 22 Avenue	5021	Inactive		
	South of SE 22 Avenue	5022		3,078	<
	South of SE 22 Avenue	6126	Inactive		
	North of SE 22 Avenue	6127	Inactive		
	South of Hawthorne Road	3-27-1-2		2,771	*
A-30	SW 40 Boulevard / SW 42 Street / SW 43 Street from SW Archer Road to SW 20 Avenue			11,034	
AC-400	North of Archer Road	7006		8,938	
	South of SW 33 Place	4-4243-1-1		8,087	
	North of SW 33 Place	4-4243-2-1-N+S		13,130	
	South of SW 20 Avenue	4-4243-3-1-N+S		13,354	
A-31	Monteocha Road (NE 38 Street) from NE 53 Avenue to 11200 Block of Monteocha Road			2,826	
AC-285	North of 53 Avenue	6113	Inactive		
	North of 53 Avenue	2-225-1-1		2,826	*
A-32	NW 143 Street (County Road 241) from Newberry Road (State Road 26) to Millhopper Road			9,363	
AC-240	North of Newberry Road	1-241-1-1-N+S		10,285	
	South of Millhopper Road	1-241-2-1-N+S		8,441	
A-33	SW 24 Avenue from SW 122 Street to SW 91 Street			7,056	
AC-070	East of SW 122 Street	4-24-1-1		4,914	
	West of SW 91 Street	4-24-2-1		9,198	
A-34	NW 53 Avenue (Millhopper Road) from NW 143 Street/County Road 241 to NW 71 Street			4,842	
AC-015	East of Interstate 75	1-53-2-1		2,670	
	East of 52 Avenue	1-53-3-1		7,014	
A-35	W 122 Street from SW 24 Avenue to Newberry Road (State Road 26)			9,054	
AC-210	North of SW 24 Avenue	4-122-3-1		8,358	
	South of Newberry Road	4-122-4-1		9,749	

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT
A-36	SW 8 Avenue from SW 122 Street to SW 91 Street		3,202
AC-145	East of SW 122 Street	4-8-1-1	3,202
A-37	NW 39 Avenue from W 143 Street (County Road 241) to NW 110 Street		11,842
AC-100	West of Interstate 75	1-39-1-1	11,842
A-38	SE 43 Street from Hawthorne Road (State Road 20) to East University Avenue (State Road 26)		3,285
AC-290	North of Hawthorne Road	3-43-1-1	3,311 *
	South of University Avenue	3-43-2-1	3,258 *
A-39	SW 91 Street from SW Archer Road (State Road 24) to SW 24 Avenue		6,978
AC-170	North of Archer Road	4-91-1-1	6,662
	North of SW 46 Boulevard	4-91-2-1	6,978
	North of SW 44 Boulevard	4-91-3-1	8,647
	North of School House Road	4-91-4-1	8,928
	North of SW 31 Avenue	4-91-5-1	5,906 *
A-40	SW 46 Boulevard from SW 91 Street to SW 75 Street		5,257
AC-180	West of SW 75 Street	4-46-1-1	5,257 *
A-41	SW 62 Avenue / SW 63 Boulevard from Williston Road (State Road 121) to Archer Road (State Road 24)		5,080
AC-200	South of Archer Road	4-63-1-1	5,080 *
A-42	County Road 329B (Lakeshore Drive) from Hawthorne Road (State Road 20) to State Road 26		441
AC-295	North of State Road 20	3-329-1-1	241 *
	East of State Road 26	3-329-2-1	640 *
A-43	NE 77 Avenue from NE 38 Street (Monteocha Road) to State Road 24 (Waldo Road)		645
AC-300			
	East of NE 38 Street	2-77-1-2	645 *
A-44	SW 75 Street from Gainesville Metropolitan Area Boundary to Archer Road (State Road 24)		3,123
AC-095	South of Archer Road	4-75-1-1	3,123 *
A-45	Fort Clarke Boulevard from State Road 26 / Newberry Road to NW 23 Avenue		14,269
AC-160	North of State Road 26	1-FC-1-1	14,722
	South of NW 23 Avenue	1-FC-2-1	13,816 *
A-46	NW 32 Avenue from Gainesville Metropolitan Area Boundary to County Road 241 / NW 143 Street		2,028
AC-050	West of County Road 241	1-32-1-1	2,028
A-47	County Road 234 from Prairie Creek Bridge to SE 73 Drive		597
	North of US 441	3-234-5-2	597
A-48	W 122 Street from Archer Road to SW 24 Avenue		4,517
	North of Archer Road	4-122-1-1	4,128
	South of SW 24 Avenue	4-122-2-1	4,905
A-49	County Road 231 from State Road 121 to 13000 Block of County Road 231		3,200
	East of State Road 121	1-231-1-2	3,200 *

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

Number	Facility Location / Count Station Location	Station Number		2013 AADT	
A-50	N Main Street (County Road 329) from N 16 Avenue to N 23 Avenue			15,418	
	North of N 16 Avenue	1002		15,418	@
	South of N 23 Street	6103	Inactive		

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>	2008 TRAFFIC COUNT
~	2009 TRAFFIC COUNT
*	2010 TRAFFIC COUNT
<	2012 TRAFFIC COUNT
@	2014 TRAFFIC COUNT
^	median average for this location
#	count may be affected by construction

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C. City of Gainesville / University of Florida Arterials

CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ARTERIALS

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT	
G-1	NW 55 Street from Newberry Road (State Road 26) to NW 23 Avenue		9,141	
	North of Newberry Road	2009	9,295	
	North of Newberry Road	2079	Inactive	
	South of NW 23 Avenue	2011	8,986	
G-2	NW 8 Avenue from Newberry Road (State Road 26) to NW 22 Street		14,813	
	West of NW 43 Street	2077	18,455	"
	East of NW 43 Street	6017	Inactive	
	West of NW 34 Street	2073	12,384	
	East of NW 34 Street	2074	14,813	
G-3	NW 8 Avenue from NW 22 Street to NW 6 Street		14,502	
	East of NW 22 Street	2075	15,028	
	West of NW 6 Street	2076	13,976	
G-4	SW 62 Boulevard from SW 20 Avenue to Newberry Road (State Road 26)		18,748	
	North of SW 20 Avenue	4029	18,544	
	North of SW 20 Avenue	7039	Inactive	
	South of Newberry Road	7038	Inactive	
	South of Newberry Road	2090	18,951	
G-5	NW 22 Street from W University Avenue (State Road 26) to NW 16 Avenue		3,735	
	North of W University Avenue	2035	3,617	>
	North of NW 5 Avenue	2037	3,735	>
	South of NW 16 Avenue	2072	5,361	>
G-6	NE 8 Avenue from N Main Street to Waldo Road (State Road 24)		8,813	
	West of NE 7 Street	3000	9,499	
	East of NE 9 Street	3001	8,126	
G-7	S 2 Avenue from SW 13 Street (US 441) to SE 7 Street		4,599	
	West of SW 10 Street	4026	Inactive	
	East of SW 10 Street	4015	6,604	
	West of SW 3 Street	4005	4,892	`
	East of SW 2 Street	4006	Inactive	
	East of S Main Street	5010	4,305	`
	West of SE 7 Street	5016	1,449	`
G-8	SW 6 Street from SW 16 Avenue to SW 4 Avenue		5,319	
	South of Depot Avenue	4001	3,686	
	North of Depot Avenue	4002	6,951	
G-9	W 6 Street from SW 4 Avenue to NW 8 Avenue		8,985	
	South of W Univeristy Avenue	4003	7,452	^
	North of W University Avenue	2056	10,517	
	South of NW 8 Avenue	2082	Inactive	
G-10	E 9 Street from SE 2 Avenue to NE 31 Avenue		3,752	
	South of E University Avenue	5006	2,577	`
	North of NE 5 Avenue	3013	5,481	`
	South of NE 16 Avenue	3027	4,971	`
	North of NE 16 Avenue	3016	3,752	`
	North of NE 23 Avenue	3017	2,288	`

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT
G-11	NW 38 Street from NW 8 Avenue to NW 16 Avenue		1,781
	North of NW 8 Avenue	2042	1,781 >
G-12	NW 24 Boulevard from NW 39 Avenue (State Road 222) to NW 53 Avenue (State Road 232)		3,034
	North of NW 39 Avenue	2046	3,621
	South of NW 53 Avenue	2047	2,446
G-13	N Main Street from N 39 Avenue (State Road 222) to N 53 Avenue (State Road 232)		6,325
	North of N 39 Avenue	1006	6,325 `
	North of N 39 Avenue	7048	Inactive
G-14	NE 15 Street from E University Avenue (State Road 26) to NE 8 Avenue		3,568
	North of E Univesity Avenue	3018	3,568 `
G-15	NE 15 Street from NE 16 Avenue to NE 39 Avenue (State Road 222)		4,282
	North of NE 16 Avenue	3019	3,168 `
	South of NE 31 Avenue	3028	Inactive
	North of NE 31 Avenue	3015	5,396 >
G-16	NE 25 Street from E University Avenue (State Road 26) to NE 8 Avenue		5,828
	South of NE 8 Avenue	3020	5,828 `
G-17	SE 4 Street from Williston Road (State Road 331) to Depot Avenue		2,808
	North of Williston Road	5005	2,403
	South of Depot Avenue	5000	3,212
G-18	SE 4 Street / SE 22 Avenue from Williston Road (State Road 331) to SE 15 Street		4,523
	South of Williston Road	5023	4,523
	South of Williston Road	6125	Inactive
G-19	NE 8 Avenue from Waldo Road (State Road 24) to NE 25 Street		5,517
	East of NE 18 Street	3002	5,517
G-20	S 4 Avenue from SW 13 Street (US 441) to SE 15 Street		3,472
	West of SW 10 Street	4027	Inactive
	West of SW 6 Street	4018	4,198 `
	East of SW 6 Street	4007	3,951 `
	West of S Main Street	4008	3,544 `
	East of SE 3 Street	5013	3,400 `
	East of SE 9 Street	5002	2,354 `
	East of Williston Road	5018	2,238 `
G-21	SW 9 Road / Depot Ave / SE 7 Avenue from SW 13 Street to SE 15 Street		5,129
	East of SW 13 Street	4020	5,129
	East of SW 13 Street	4036	5,579
	East of SW 6 Street	4022	4,176
	East of S Main Street	5007	5,777
	West of Williston Road	5004	2,167
	East of Williston Road	5025	Inactive
	West of SE 15 Street	5024	2,059

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT	
G-22	SE 2 Avenue from SE 7 Street to Williston Road		1,093	
	East of SE 9 Street	5001	1,093	`
G-23	NE 31 Avenue from N Main Street to Waldo Road (State Road 24)		1,508	
	East of N Main Street	3010	1,452	`
	East of NE 15 Street	3012	1,564	`
G-24	NW 17 Street from W University Avenue (State Road 26) to NW 8 Avenue		3,877	
	North of W University Avenue	2031	4,614	
	North of NW 5 Avenue	2032	3,140	
G-25	W 12 Street from SW 4 Avenue to NW 8 Avenue		3,609	
	North of SW 2 Avenue	4011	4,387	
	North of W University Avenue (State Road 26)	2024	2,831	
G-26	W 10 Street from SW 4 Avenue to NW 8 Avenue		2,635	
	North of SW 2 Avenue	4012	3,585	
	South of NW 3 Avenue	2019	1,685	
	South of NW 8 Avenue	2085	Inactive	
G-27	SW 16 Street from SW 16 Avenue to SW Archer Road (State Road 24)		4,111	
	North of SW 16 Avenue	4014	4,111	
G-28	NW 5 Avenue from NW 22 Street to NW 13 Street (US 441)		1,860	
	East of NW 22 Street	2084	Inactive	
	West of NW 17 Street	2018	1,860	
	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		559	
	North of SW 4 Avenue	4023	Inactive	
	North of SW 2 Avenue	4004	Inactive	
	North of NW 3 Avenue	2016	559	>
G-30	W 2 Street from SW 4 Avenue to NW 8 Avenue		567	
	North of W University Avenue	2058	567	>
G-31	Gale Lemerand Drive from SW Archer Road (State Road 24) to Museum Road		10,542	
	North of Archer Road	UF [4058]	12,330	
	North of Mowry Road	UF	8,754	u
G-32	Radio Road / Museum Road from SW 34 Street (State Road 121) to SW 13 Street (US 441)		12,448	
	East of SW 34 Street	4050	5,819	
	West of Village Drive	UF	9,950	u
	West of North-South Drive	UF	8,840	u
	East of North-South Drive	UF	14,945	u
	East of Center Drive	UF	17,685	u
	West of SW 13 Street	4046	16,122	
G-33	E 1 Street from SE 2 Place to NE 8 Avenue		3,120	
	North of NE 3 Avenue	3025	3,120	*

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

Number	Facility Location / Count Station Location	Station Number	2013 AADT	
G-34	E 3 Street from SE Depot Avenue to NE 2 Avenue		3,373	
	South of SW 4 Avenue	5012	3,373	
	South of University Avenue	5011	4,799	>
	North of University Avenue	3026	1,701	>
G-35	Hull / Mowry Road from SW 34 Street to Center Drive		8,334	
	East of SW 34 Street	4051	10,662	
	West of SW 23 Drive	UF	6,005	u
G-36	Glen Springs Road / NW 31 Avenue from NW 34 Street to NW 16 Terrace		6,444	
	East of NW 34 street	7010/2122	6,444	`
	East of NW 34 Street	2000	Inactive	
	East of NW 23 Terrace	2121	6,182	`
	West of NW 23 Boulevard	2080	Inactive	
	West of NW 23 Boulevard	6010	Inactive	
	West of NW 16 Terrace	7007/2120	7,307	`
G-37	SW 23 Terrace from Williston Road (State Road 331) to Archer Road (State Road 24)		8,224	
	North of Williston Road (State Road 331)	7041/4063	5,920	
	South of Archer Road (State Road 24)	7040/4062	10,527	
G-38	NW 23 Boulevard from NW 16 Terrace to NW 13 Street (US 441)		10,463	
	East of NW 16 Terrace	2006	10,463	
	West of NW 13 Street	6011	Inactive	
G-39	Gale Lemerand Drive from Museum Road to W Univesity Avenue (State Road 26)		11,499	
	South of W University Avenue	UF [4043]	9,252	
	North of Museum Drive	UF	13,745	u
G-40	Main Street from State Road 331 (Williston Road) to University Avenue (State Road 26)		10,600	
	South of S 16 Avenue	6109	6,200	
	South of Depot Avenue	6108	10,600	
	North of S 4 Avenue	6107	11,300	
	South of University Avenue	6106	Inactive	

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

* Year 2007 count
^ Year 2008 count
" Year 2011 count
> Year 2012 count
` Year 2014 count
u Factored 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

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Multimodal Level of Service Report Team

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