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

# ANNUAL AVERAGE DAILY TRAFFIC (AADT)

# MULTIMODAL LEVEL OF SERVICE REPORT

# GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

Prepared by: North Central Florida Regional Planning Council 2009 NW 67<sup>th</sup> Place, Suite A Gainesville, Florida 32653

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#### **EXECUTIVE SUMMARY**

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

The LOS Report employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled 2002 Quality/Level of Service Handbook, including appended issue papers. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

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

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

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

#### **Congestion Management Process (CMP)**

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

#### **EXHIBIT 1**

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

| ROADWAY<br>FACILITY                        | FROM                         | ТО                           | 2007<br>AADT    | 2007<br>LOS | 2006<br>MSV | 2007<br>MSV |
|--|------------------------------|------------------------------|-----------------|-------------|-------------|-------------|
| SW 13 <sup>TH</sup> ST. [US 441]<br>(S-3)  | ARCHER RD.                   | UNIVERSITY AVE.              | 34,500          | F           | 28,900      | 28,900      |
| NW 13 <sup>TH</sup> ST [US 441].<br>(S-4)  | UNIVERSITY AVE.              | NW 29 <sup>th</sup> RD.      | 33,000          | F           | 28,900      | 28,900      |
| ARCHER RD. [SR 24]<br>(S-10)               | INTERSTATE 75                | SW 34 <sup>th</sup> ST.      | 52,510          | F           | 49,200      | 49,200      |
| ARCHER RD. [SR 24]<br>(S-11)               | SW $16^{TH}$ AVE.            | SW 13 <sup>th</sup> ST.      | 33,500          | F           | 28,900      | 28,900      |
| NEWBERRY ROAD [SR 26]<br>(S-14)            | NW 122 <sup>ND</sup> ST.     | INTERSTATE 75<br>(West Ramp) | 38,000          | F           | 34,700      | 34,700      |
| NEWBERRY ROAD [SR 26]<br>(S-15)            | INTERSTATE 75<br>(West Ramp) | NW $8^{TH}$ AVENUE           | 51,000          | F           | 44,700      | 44,700      |
| UNIVERSITY AVE. [SR 26]<br>(S-17)          | SW 34 <sup>th</sup> ST.      | GALE LEMERAND DR.            | 25,500          | F           | 24,550      | 24,550      |
| UNIVERSITY AVE. [SR 26]<br>(S-18)          | GALE LEMERAND DR.            | W 13 <sup>™</sup> ST.        | 30,500          | Е           | 28,900      | 28,900      |
| SW 2 <sup>ND</sup> AVE. [SR 26A]<br>(S-21) | NEWBERRY RD.                 | SW 34 <sup>™</sup> ST.       | 14,900          | Е           | 13,230      | 13,230      |
| SW 2 <sup>ND</sup> AVE. [SR 26A]<br>(S-22) | SW 34 <sup>th</sup> ST.      | UNIVERSITY AVE.              | 13,650          | F           | 13,120      | 13,120      |
| NW 34 <sup>TH</sup> ST. [SR 121]<br>(S-25) | UNIVERSITY AVE.              | NW $16^{TH}$ AVE.            | 19,250          | F           | 16,170      | 16,170      |
| ARCHER RD. [SR 24]<br>(S-47)               | GMA BOUNDARY                 | SW 75 <sup>th</sup> STREET   | 19,500          | F           | 16,275      | 16,275      |
| ARCHER RD. [SR 24]<br>(S-55)               | SW 34 <sup>th</sup> ST.      | SW $16^{TH}$ AVE.            | 54,500          | F           | 53,500      | 53,500      |
| NW 23 <sup>rd</sup> AVENUE<br>(A-9)        | NW 98 <sup>th</sup> STREET   | NW 55 <sup>th</sup> STREET   | 17,034 F        |             | 15,580      | 15,580      |
| SW 75 <sup>TH</sup> STREET<br>(A-13)       | ARCHER RD.                   | SW $8^{TH}$ AVE.             | 27,680 F        |             | 15,580      | 15,580      |
| SW 20 <sup>th</sup> AVE.<br>(A-15)         | SW 75 <sup>™</sup> ST.       | SW 62 <sup>nd</sup> BD       | 16,595 F        |             | 15,580      | 15,580      |
| SW 20 <sup>th</sup> AVE.<br>(A-16)         | SW 62 <sup>ND</sup> BD.      | SW 34 <sup>th</sup> ST.      | 22,833 F 15,586 |             | 15,580      | 15,580      |
| RADIO RD./MUSEUM DR.<br>(G-32)             | SW 34 <sup>th</sup> ST.      | SW 13 <sup>th</sup> ST.      | 13,506          | F           | 13,230      | 13,230      |

<sup>#</sup> Maximum service volume (MSV) for LOS D is not attainable (NA).

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

#### **INTRODUCTION**

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

Tier One LOS/MSV Analysis uses the Florida Department of Transportation (FDOT) Generalized Tables contained in the latest edition of FDOT's <u>Quality/Level of Service Handbook</u> (<u>Q/LOS Handbook</u>) to determine roadway LOS and MSV. The <u>2002 Q/LOS Handbook</u>, appended with issue papers, is currently the latest edition. Tier One LOS/MSV Analysis is acceptable for use in the GMA for all roadways with less than 65 percent of the FDOT Generalized Tables MSV for the adopted LOS.

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

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

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

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



#### **PURPOSE**

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

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

#### **SCOPE OF STUDY**

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

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

The <u>2002 Q/LOS Handbook</u>, as amended by FDOT Issue Papers, provides the ability to determine the level of service for bicycle, pedestrian and transit levels of service. In 2003, the Level of Service Technical Advisory Subcommittee directed MTPO staff to incorporate these modes into the MTPO LOS Report. Tables 4 through 6 show a multimodal (automotive/highway, bicycle, pedestrian and transit) LOS summary. In 2007, FDOT issued new Generalized Tables.

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

### ANNUAL AVERAGE DAILY TRAFFIC/ MULTIMODAL LEVEL OF SERVICE REPORT

### AUTOMOTIVE / HIGHWAY BICYCLE PEDESTRIAN TRANSIT

# LEVEL OF SERVICE TECHNICAL APPENDIX

Prepared by the North Central Florida Regional Planning Council 2009 NW 67<sup>th</sup> Place, Suite A Gainesville, Florida 32653

March 5, 2009

## **APPENDIX A**

## AUTOMOTIVE/HIGHWAY LEVEL OF SERVICE ANALYSES

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#### **DEFINITIONS**

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

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

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

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

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

**FDOT Generalized Tables** - For broad planning applications, FDOT developed Generalized Tables, which are contained in the <u>Quality/Level of Service Handbook</u> May 2007 issue papers. The Generalized Tables, which provide generalized daily and peak hour LOS volumes for Florida's urbanized, transitioning and rural areas, are derived from the methodology in the <u>HCM 2000</u>. These tables, which reflect the emphasis on signalization characteristics, are based on actual Florida traffic, roadway and signalization data. In developing the FDOT Generalized Tables, a number of assumptions were made pertaining to roadway characteristics, signal design and traffic conditions. These assumptions are based on average conditions for the State of Florida. The Generalized Tables are accurate to the extent that the local conditions of the arterial which is being analyzed are consistent with the statewide assumptions made. The assumptions are provided as a part of the table.

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

- LOS A "describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal."
- <u>LOS B</u> "represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension."
- <u>LOS C</u> "represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS B, and longer queues, adverse signal coordination or both may contribute to lower than average travel speeds of about 50 percent of the free-flow speed for the arterial classification. Motorists will experience appreciable tension while driving."
- LOS D "borders on the range in which small increases in flow may cause substantial increases in delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes or some combination of these factors. Average travel speeds are about 40 percent of the free-flow speed."
- LOS E "characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections and inappropriate signal timing."
- LOS F "characterizes arterial flow at extremely low speeds below one-third to one-fourth of the freeflow speed. Intersection congestion is likely at critical signalized locations, with high delays and extensive queuing. Adverse progression is frequently a contributor to this condition.

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

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

**Peak Hour** - The 100<sup>th</sup> 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 <u>LOS Report</u>, consisting of termini determined by the TAC Subcommittee using FDOT <u>Q/LOS Handbook</u> criteria.

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

#### **DATA COLLECTION REQUIREMENTS**

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

- Traffic Counts A three-day (72 hour) midweek traffic count at 15-minute intervals when the University of Florida and Alachua County schools are in session shall be collected. In order to account for through movement traffic, traffic count devices shall be placed at appropriate midblock locations away from entrances to activity centers such as shopping centers and schools, to the maximum extent possible. These traffic counts shall be adjusted for axle and seasonal traffic conditions for roadway facilities on the State Highway System and other roadway facilities, as specified by the TAC Subcommittee.
- 2. Turning Movements At least two days of turning movements for all signalized intersections (and the roadway section's peak direction terminus) for the peak period/direction shall be collected. For studies in which the peak period/direction is to be determined, turning movements shall be collected in both directions for a.m. and p.m. periods. Turning movements from exclusive lanes shall be indicated. At the outside throughlane, right turns on a redlight may be counted as a turning movement from exclusive lanes.
- 3. Adjusted Saturation Flow Rate Use the default adjusted saturation flow rate that corresponds to the appropriate FDOT Generalized Table in the <u>Q/LOS Handbook</u> 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 <u>Q/LOS Handbook</u> criteria.
- 5. Arterial Class Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the <u>Q/LOS Handbook</u>.

- 6. Free Flow Speed Use the roadway facility's predominant posted speed limit, i.e. the speed limit with the longest duration over the length of the roadway facility.
- 7. Arrival Type Use the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgement, using criteria specified in the <u>2000 Highway Capacity Manual</u> for the roadway facility.
- 8. Type Signal System Use the signal type from information collected from the City of Gainesville Public Works Department.
- 9. Distance Between Signals Use the distances between traffic signals for all the roadway segments from the initial terminus to the peak direction terminus.

#### **DATA ANALYSIS REQUIREMENTS**

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

- 1. Roadway Facility AADT for ARTPLAN 2000 is defined as the AADT of the segment with the highest volume to capacity ratio (v/c) as calculated by ARTPLAN 2000;
- K-Factor ("K<sub>100</sub>" 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 <u>Q/LOS Handbook</u>.
- 3. Segment AADT Use the average traffic count from the three-day, 24-hour, 15-minute traffic counts that have been collected (latest traffic count available) which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.
- 4. Segment Peak Hour Volume (PHV) Use the median traffic count from the three-day, peak hour, 15-minute traffic counts that have been collected which is nearest in the approach of a signalized intersection, terminus or other roadway segment break.
- 5. Cycle Length at Signalized Intersections Use the average cycle length for the peak hour, as calculated from the median of at least two days (Tuesday Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.
- 6. Effective <sup>g</sup>/C at Signalized Intersections Use the average effective green time (green + yellow + all red lost time) for the peak hour, as calculated from the median of at least two days (Tuesday Thursday) of field-collected data. Signal timing data from local traffic studies, which are maintained by the City of Gainesville Public Works Department, may be used with the permission of the appropriate government agencies. Those intersections, which are identified as running free, shall be analyzed using field-collected data.

#### **HIGHWAY LEVEL OF SERVICE STANDARDS**

#### **STATE OF FLORIDA**

In March, 1992, the FDOT adopted by rule *Statewide Minimum Level of Service Standards for the State Highway System*. In 2007, these standards were modified to account for the Florida Strategic Intermodal System (SIS), and appended to the <u>2002 Q/LOS Handbook</u>. The standards incorporate the growth management concepts of:

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

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

#### METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

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

#### ALACHUA COUNTY AND CITY OF GAINESVILLE

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

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

#### TRAFFIC STUDY PROCEDURES

#### **TIER ONE ANALYZED ROADWAY Facilities**

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

- 1. Determine project traffic demand for all appropriate adjacent facilities.
- 2. For each project-affected roadway facility, add project traffic demand  $(P_T)$  to the latest available existing traffic count data  $(E_T)$ , as identified in the <u>LOS Report</u> 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<sub>A</sub>. Determine whether the total allocated traffic is equal to or exceeds 65 percent of the each roadway facility's Generalized Tables MSV (MSV<sub>GT</sub>). 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<sub>B</sub>. For those roadway facilities in the <u>LOS Report</u> which are Tier One analyzed and the total allocated traffic is less than 65 percent of the each roadway facility's Generalized Tables MSV (MSV<sub>GT</sub>), then implement the Tier One analysis procedures.

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

#### **TIER TWO ANALYZED ROADWAY Facilities**

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

- 1. Roadway facilities identified in the LOS Report as being Tier Two analyzed; or
- 2. Any Tier One analyzed roadway facility where the total allocated traffic is equal to or exceeds 65 percent of the roadway facility's Generalized Tables MSV.

#### **METHODOLOGY**

#### DETERMINING ROADWAY LEVEL OF SERVICE

- I. Determination of Average Annual Daily Traffic (AADT)
  - A. Step 1 Traffic Count Station AADT

- 1. At established traffic count stations which are counted yearly, the AADT for the station will be, for all analysis purposes, the median volume of the current year's count and the two previous years' counts.
- 2. At established traffic count stations which are counted semiannually, the AADT for the station will be, for all analysis purposes, the median volume of the semiannual count average for the current year's and the two previous years' counts.
- 3. At established traffic count stations which traffic counts are collected in alternate years, the AADT for the station will be, for all analysis purposes, the average of the two most recent counts.
- 4. At established traffic count stations, where traffic counts are collected once every three years, the AADT for the station will be, for all analysis purposes, that count.
- 5. At traffic count stations, which have only been counted one year (such as a new or special study count station), the AADT for the station will be, for all analysis purposes, that count.
- 6. Traffic counts for functionally classified arterials, collectors functioning as arterials and collectors which were collected four years preceding the current year shall be considered stale data and may only be used with the consent of the TAC Subcommittee.
- 7. Traffic counts collected for roadway facilities on the State Highway System shall be factored for latest available seasonal and axle adjustments. These factor tables are available from the FDOT District 2 office. Local roads are not required to be factored for seasonal and axle adjustments. But the TAC Subcommittee may request that these factors be applied to certain roadways.
- B. Step 2 Roadway Facility AADT
  - 1. For Tier One Generalized Tables analysis purposes at established roadway facilities designated in the <u>LOS Report</u>, the AADT for the facility will be the median value of the count station median values as determined in Step 1., above. In 2008, the Technical Advisory Committee Level of Service Subcommittee modified the Tier One analysis to be the median of count station values within a Roadway Facility for the latest available traffic count.
  - For Tier Two ARTPLAN analysis purposes at established roadway facilities designated in the LOS <u>Report</u>, the AADT for the facility will be the "sensitive intersection" three-year median value as indicated by the ARTPLAN analysis of the facility using the SEGMENT AADT counts as determined below:
    - a. At established roadway facilities, the SEGMENT AADT will be for ARTPLAN analysis purposes, the latest three-year median annual value for the nearest count station of the signalized intersection being analyzed for those segments with more than one AADT.
    - b. At established roadway facilities, the SEGMENT AADT, for those facilities for which there are segments without traffic counts (not field studied), will be for ARTPLAN analysis purposes:
      - i. for field-studied facilities, the calculated value that correspond to the LOS field study traffic count profile associated with the latest three-year median annual value for the nearest count stations; and
      - ii. For nonfield-studied facilities:
        - (a). the latest three-year median annual value for the nearest count station extrapolated to the adjacent segment without data; or
        - (b). the latest three-year median annual value for the nearest count stations interpolated to the adjacent segment(s) without data.

#### II. Tier One Evaluation of All Functionally Classified Roadways

- A. Tier One LOS evaluations and determination of roadway MSVs, at the minimum acceptable LOS, for all functionally classified roads within the GMA Boundary, are to be performed using the Generalized Tables contained in the FDOT publication, <u>2000 Q/LOS Handbook</u>, as revised, or any subsequent updates.
- B. AADT counts (obtained using the method described in Section I) are to be compared with the service volumes at the minimum acceptable LOS to determine if the roadway facility is "distressed". The LOS and MSV at the adopted LOS as determined by the Generalized Tables is to be used for all roadway facilities which are <u>not</u> considered "distressed". However, once a roadway facility meets the "distressed" threshold, the roadway facility will be analyzed using ARTPLAN analysis until modification, such as additional lanes, to the roadway facility increases capacity. The continuation of ARTPLAN analysis is to sufficiently assess the roadway facility's performance since local government transportation demand management (TDM) and transportation system management (TSM) policies may have been activated to address congested traffic conditions.
- C. The number of signalized intersections per roadway facility is a factor used in FDOT Generalized Tables analyses. For the LOS Report, the number of signalized intersections is determined by averaging the number of intersections (both signalized and ones requiring the through movement to stop) in the peak directions, not counting the starting one, with the number of intersections, not counting the starting one, in the offpeak direction.

#### III. Tier Two Evaluation of "Distressed" Roadways

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

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

A. Roadways previously designated as "constrained"<sup>1</sup> and/or "backlogged"<sup>2</sup>-

- 1. Roadways previously designated as "backlogged" and/or "constrained", based on a generalized tables analysis, will be analyzed using the detailed technique. The results of the detailed analysis will be used for these roadways.
  - a. If, because of the detailed analysis, it is determined that the roadway is operating at an **acceptable** LOS, the LOS and MSV at the adopted LOS derived from that analysis will be used.
  - b. If it is confirmed, through the detailed analysis, that the roadway is operating at an **unacceptable** LOS, the "backlogged" and/or "constrained" designation will remain on the facility and any negotiated MSVs designated in the City or County's Comprehensive Plan will be used.

<sup>&</sup>lt;sup>1</sup>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.

<sup>&</sup>lt;sup>2</sup>Backlogged - is an unconstrained facility which is operating at an LOS below the adopted minimum operating LOS standard and not programmed for construction in the first three years of FDOT's adopted work program or the first three years of the five year schedule of improvements in a local government's capital improvements element.

- B. When a roadway, which has not previously been designated as "constrained" and/or "backlogged", is found to be operating at an unacceptable LOS (by the detailed analysis), the determination as to whether the road should be considered "constrained" and/or "backlogged" will be made. When FDOT or local government identifies a roadway facility as "constrained" and/or "backlogged", the local government should appropriately update its planning documents.
- C. Roadways operating at an unacceptable LOS may gain some additional capacity through negotiation between the local government and FDCA. Among the options for increasing capacity for development purposes include: a negotiated capacity degradation of up to ten percent of the MSV for the adopted LOS; designation of a transportation concurrency exception area (TCEA); and designation of a transportation concurrency management area (TCMA).

#### DETERMINING ROADWAY MAXIMUM SERVICE VOLUMES

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

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

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

#### LEVEL OF SERVICE ANALYSIS TECHNIQUES

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

#### TIER ONE LEVEL OF SERVICE ANALYSIS

#### FDOT GENERALIZED TABLES

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

#### TIER TWO LEVEL OF SERVICE ANALYSIS

#### ARTPLAN FOR ESTIMATING LEVEL OF SERVICE

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

#### FREEPLAN/HIGHPLAN FOR ESTIMATING LEVEL OF SERVICE

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

#### MAXIMUM SERVICE VOLUME ANALYSIS TECHNIQUES

#### TIER ONE MAXIMUM SERVICE VOLUME ANALYSIS

#### FDOT GENERALIZED TABLES

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

#### TIER TWO MAXIMUM SERVICE VOLUME ANALYSIS

#### ARTPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

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

#### FREEPLAN/HIGHPLAN FOR ESTIMATING MAXIMUM SERVICE VOLUME

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

#### VARIABLES USED TO PERFORM LOS/MSV ANALYSES

#### TIER ONE LOS ANALYSIS

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

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

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

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

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

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

#### Arterial/Non-State Roadway Adjustments-

#### Divided/Undivided Facilities-

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

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

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

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

#### TIER TWO LOS ANALYSIS

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

#### ARTPLAN - GENERAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS

#### DESCRIPTION OF ROADWAY FACILITY

Road Name - Input the roadway facility name.

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

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

#### FILE INFORMATION

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

Analysis Date - Input the traffic study date.

Agency - Input the entity employing the traffic study analyst.

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

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

#### **ROADWAY VARIABLES**

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

**Class (Signal Density)** - FDOT Generalized Tables identify arterial classification factors based on signal density (number of signals per mile). The number of signalized intersections is determined by averaging the number of intersections (signalized and unsignalized traffic-controlled for the through movement) in the peak directions, not counting the starting one, with the number of intersections, not counting the

starting one, in the off-peak direction. Use the arterial classification for signal density that corresponds to the appropriate FDOT Generalized Table in the <u>Q/LOS Handbook</u>.

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 <u>Q/LOS Handbook</u> criteria.

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

#### **TRAFFIC VARIABLES**

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

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

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

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

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

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

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

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

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

#### TRAFFIC CONTROL VARIABLES

**Arrival Type** - Input the median of the observed prevailing arrival types for both peak and off-peak direction for the peak hour for each roadway segment, based on professional judgement, using criteria specified in the <u>2000 Highway Capacity Manual</u> 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 <u>Q/LOS Handbook</u> criteria.

#### ARTPLAN SEGMENT DATA SCREEN PEAK DIRECTION INPUTS

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

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

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

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

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

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

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

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

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

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

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

#### FACILITY OUTPUTS

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

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

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

Segments - The segment termini names are displayed.

#### **SEGMENT OUTPUTS**

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

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

Segment LOS - The calculated roadway segment LOS is displayed.

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

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

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

#### ARTPLAN FACILITY SERVICE VOLUME SCREEN

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

#### **RESULTS**

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

Table 1 provides the summary for the State-maintained arterials, Table 2 provides the summary for the Alachua County-maintained roads and Table 3 provides the summary for the City of Gainesvillemaintained 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<sup>th</sup> Road. Roadway facilities which are part of the FIHS, MTPO-designated multimodal corridors or are within a local government comprehensive plan-designated transportation concurrency managed area are identified in the LOS tables.

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

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

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

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

## **APPENDIX B**

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

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

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

# FLORIDA STATE HIGHWAY SYSTEM

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

# **METROPOLITAN PLANNING ORGANIZATION**

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

# ALACHUA COUNTY

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

### **CITY OF GAINESVILLE**

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

# FLORIDA STATE HIGHWAY SYSTEM

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| 6  | FLORIDA'S PLANNING LEVEL OF SERVICE<br>STANDARDS   |
|--|--|
| Rule Chapter 14-94                           | FDOT's Statewide Minimum Level of Service Standards for the<br>State Highway System were adopted by Administrative Rule in<br>1992 (Rule Chapter No. 14-94) and are shown in Table 6-1.  |
|  | The area and roadway types in the level of service standards<br>match well with FDOT's Generalized Tables appearing in<br>Chapter 4 of this Handbook; however, subtleties exist on<br>delineation of areas. The first part of Section 3.4 of this<br>Handbook addresses area types.  |
|  | The indicated levels of service designate the lowest quality operating conditions acceptable for the 100 <sup>th</sup> highest volume hour of the year, from the present through the planning horizon, generally up to 20 years. The 100 <sup>th</sup> highest hour approximates the typical weekday peak hour during the peak season in developed areas. Thus, it can be thought of as the typical drive during "rush" hour in an area's peak season. |
| 6.1  |  |
| APPLICABILITY OF<br>STANDARDS                |  |
| Applicable to FDOT<br>planning               | The standards are to be applied to FDOT's planning activities.<br>The level of service standards in this Handbook are based on the<br>100 <sup>th</sup> highest hour for planning purposes. The 30 <sup>th</sup> highest hour,<br>or design hour, remains effective for design purposes and must<br>be used in the review of new or modified interchanges on limited<br>access facilities.   |
| Applicable to Florida<br>Intrastate Highways | Florida Statutes, 163.1380(10), require local governments to<br>adopt the level of service standards for the Florida Intrastate<br>Highway System (FIHS). Local governments establish the<br>adopted level of service standard on all non-FIHS roadways in<br>their comprehensive plans. These standards can differ from<br>FIHS and FDOT's recommended standards.   |
|  | l de la construcción de la constru   |

| 6.2                                    |  |
|--|--|
| CONCEPTS OF<br>UNDERLYING<br>STANDARDS |  |
|  | The standards include the following major concepts:  |
|  | <ul> <li>the different level of importance of the Florida Intrastate<br/>Highway System and other state roads,</li> <li>the different roles (i.e., mobility versus access) provided<br/>by state facilities (i.e., Florida Intrastate Highway System<br/>versus other state roads),</li> <li>the direct correlation between urban size and acceptance<br/>of some highway congestion as a tradeoff for other urban<br/>amenities,</li> <li>urban infill as a desirable objective,</li> <li>the presence of infrastructure concurrent with the impact<br/>of development,</li> <li>local flexibility in setting standards in and around<br/>Transportation Concurrency Management Areas and<br/>Transportation Concurrency Exception Areas,</li> <li>recognition of the interaction between highways and<br/>exclusive transit systems serving commuters,</li> <li>recognition that many state facilities are constrained<br/>because they cannot be expanded because of physical or<br/>policy barriers, and</li> <li>recognition that the operation of many state facilities do<br/>not meet the standards and are not programmed for<br/>improvement in FDOT's 5-Year Work Program.</li> </ul> |
| 6.3                                    |  |
| Example problems                       | By September 2002, FDOT intends to have example problems dealing with its level of service standards posted on its website:<br>http://www11.myflorida.com/planning/systems/sm/los/default.htm  |

FDOT Quality/Level of Service Handbook

#### CHAPTER 14-94 STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS

| 14-94.001 | Purpose.                                      |
|-----------|---|
| 14-94.002 | Definitions.                                  |
| 14-94.003 | Statewide Minimum Level of Service Standards. |
| 14-94.004 | Implementation Schedule. (Repealed)           |
|           |   |

#### 14-94.001 Purpose.

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

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

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

#### 14-94.002 Definitions.

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

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

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

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

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

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

(6) "Level of Service (LOS)" for highways means a quantitative stratification of the quality of service to a typical traveler on a facility into six letter grade levels with "A" describing the highest quality and "F" describing the lowest quality. The indicated LOS standards designate lowest acceptable operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest volume hour represents the typical peak hour during the peak season. Definitions and measurement criteria used for minimum LOS standards are based on the Transportation Research Board *Highway Capacity* Manual 2000. All LOS evaluations are to be based on the Transportation Research Board *Highway Capacity* Manual 2000, the Department's 2002 *Quality/Level of Service* Handbook, or a methodology determined by the Department to be of comparable reliability. The Transportation Research Board *Highway Capacity Manual Service* Handbook are hereby incorporated by reference and made a part of these rules. The National Transportation Research Board's *Highway Capacity* Manual 2000, is available from the Transportation Research Board, National Research Council, Washington, D.C. The Department's 2002 *Quality/Level of Service* Handbook may be found at: http://www.dot.state.fl.us/planning/ systems/sm/los/los sw2.htm.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### 14-94.003 Statewide Minimum Level of Service Standards.

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

| STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM, ROADWAYS ON THE          |  |                      |                  |                  |  |
|---|--|----------------------|------------------|------------------|--|
| ROADWAY FACILITIES FUNDED IN ACCORDANCE WITH SECTION 339.2819, FLORIDA STATUTES, THE TRANSPORTATION |  |                      |                  |                  |  |
| REGIONAL INCENTIVE PROGRAM (TRIP)   |  |                      |                  |                  |  |
|   | SIS AND FIHS FACILITIES TRIP FUNDED FACILITIES AND OTHER STATE |                      |                  |                  |  |
|   |  |                      | ROA              | ADS <sup>3</sup> |  |
|   | Limited Access   | Controlled Access    | Other Multilane4 | Two-Lane4        |  |
|   | Highway <sup>4</sup> (Freeway)                                 | Highway <sup>4</sup> |                  |                  |  |
| Rural Areas   | В  | Bl                   | В                | С                |  |
| Transitioning Urbanized   | С  | С                    | С                | С                |  |
| Areas, Urban Areas, or  |  |                      |                  |                  |  |
| Communities   |  |                      |                  |                  |  |
| 500,000   | C(D)   | C                    | U                | D                |  |
| Urbanized Areas Over  | D(E)   | D                    | D                | D                |  |
| Roadways Parallel to  | E  | E                    | E                | Е                |  |
| Exclusive Transit   | _  | _                    |                  | _                |  |
| Facilities  |  |                      |                  |                  |  |
| Inside TCMAs  | $D(E)^2$   | E <sup>2</sup>       | 2                | 2                |  |
| Inside TCEAs <sup>2</sup> and   | 2  | 2                    | 2                | 2                |  |
| MMTDs <sup>2</sup>  |  |                      |                  |                  |  |

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

1. For rural two-lane facilities, the standard is C.

2. Means the Department must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively. 3. Means the level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.

4. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

NOTE: Level of service letter designations are defined in the Department's 2002 Quality/Level of Service Handbook.

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

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

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

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

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

(a) Minimum LOS Standards for SIS Highways.

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

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

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

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

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

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

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

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

# FLORIDA STRATEGIC INTERMODAL SYSTEM (SIS) GAINESVILLE METROPOLITAN AREA



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











Jacksonville Area (Inset D)



Gainesville Area (Inset G)





# **District 2 SIS and Emerging SIS Hubs, Corridors, and Connectors**

Facilities That Meet Adopted Criteria and Thresholds

# Table 1.SIS Hubs and Corridors that Meet Adopted Criteria and Thresholds

# Table 1.

# SIS Hubs and Corridors that Meet Adopted Criteria and Thresholds (continued)

| X                                     | SIS commercial service airports   | Jacksonville International                               |   |          |  | CSX          |
|---------------------------------------|---|--|---|----------|--|--------------|
|                                       | 1   |  | - |          |  |              |
| X                                     | General aviation reliever airports  | None   |   |          |  |              |
|                                       | SIS deenwater seanorts  | Port of Jacksonville                                     |   |          |  | and          |
| <b>.</b>                              |   |  |   |          |  | From         |
| <u>8</u> 1                            | SIS interregional or interstate pas-<br>senger terminals                        | <b>Greyhound Intercity Bus Terminals</b><br>Jacksonville |   | John St. | SIS freight rail corridors             | Fron<br>Dins |
|                                       |   | Intermodel Conters                                       |   | N C      |  | From         |
|                                       | SIS interregional or interstate pas-<br>senger terminals ( <i>Planned Add</i> ) | Jacksonville Multimodal Terminal Center                  |   |          |  | From         |
|                                       |   |  | - |          |  | Pens         |
| À                                     | SIS spaceport   | None   |   |          |  | FEC          |
| 294                                   | 254962  | FEC Intermodal Terminals                                 |   |          |  | From         |
|                                       |   | Jacksonville   |   |          |  | Nor          |
| SIS intermodal freight rail terminals | <b>CSX Intermodal Terminal</b><br>Jacksonville                                  |  |   |          | Fron<br>Amt                            |              |
|                                       |   | Norfolk Southern Intermodal Terminal                     |   | NIN WINT |  | From         |
|                                       |   | Jacksonville   |   |          | SIS interracional or interstate passan |              |
|                                       |   | Interstates  |   |          |  |              |
|                                       | SIS highways  | I-10, I-75, I-95, I-295 (entire lengths)                 |   |          | ger rail corridors                     | Eron         |
|                                       |   | Turnpikes and Expressways                                |   |          |  | Dins         |
| $\wedge$                              |   | Jacksonville Eastern Beltway (SR 9A)                     |   |          |  | From         |
|                                       |   | Other FIHS Facilities                                    |   |          |  | Pens         |
|                                       |   | U.S. 301/SR A1A from SR 326 to I-95                      |   |          | SIS waterways                          |              |
|                                       |   | SR 26, SR 331, SR 20 and SR 207 from U.S. 19/98 to I-95  |   | $\sim$   |  | Atla         |
|                                       |   | U.S. 1 from I-295 to the Georgia State Line              | _ |          |  | Gulf         |
|                                       |   | Turnpikes and Expressways                                |   |          |  |              |
|                                       | SIS highways (Planned Add)  | First Coast Outer Beltway                                |   |          |  |              |
|                                       |   | Jacksonville Eastern Beltway (SR 9B)                     |   |          |  |              |

| K Lines   |
|---|
| n Auburndale north to Jacksonville via Orlando and ford   |
| n Plant City north to Baldwin via Zephyrhills, Wildwood, Ocala  |
| n Baldwin north to Callahan   |
| n Jacksonville northwest to Georgia State Line via smore and Callahan   |
| n Newberry northeast to Starke  |
| n the Alabama State Line east to Jacksonville via sacola, Chattahoochee, Tallahassee, and Baldwin   |
| C Lines   |
| n Miami north to Jacksonville   |
| folk Southern Lines   |
|   |
| n Jacksonville northwest to the Georgia state line  |
| n Jacksonville northwest to the Georgia state line<br>trak Corridors  |
| n Jacksonville northwest to the Georgia state line<br>trak Corridors<br>n Auburndale north to Jacksonville via Orlando and<br>ford (along CSX tracks)   |
| n Jacksonville northwest to the Georgia state line<br><b>trak Corridors</b><br>n Auburndale north to Jacksonville via Orlando and<br>ford (along CSX tracks)<br>n Vitis north to Baldwin via Zephyrhills, Wildwood, and<br>la (along CSX tracks)  |
| n Jacksonville northwest to the Georgia state line<br><b>trak Corridors</b><br>n Auburndale north to Jacksonville via Orlando and<br>ford (along CSX tracks)<br>n Vitis north to Baldwin via Zephyrhills, Wildwood, and<br>la (along CSX tracks)<br>n Jacksonville northwest to Georgia State Line via<br>smore and Callahan (along CSX tracks)   |
| n Jacksonville northwest to the Georgia state line<br><b>trak Corridors</b><br>n Auburndale north to Jacksonville via Orlando and<br>ford (along CSX tracks)<br>n Vitis north to Baldwin via Zephyrhills, Wildwood, and<br>la (along CSX tracks)<br>n Jacksonville northwest to Georgia State Line via<br>smore and Callahan (along CSX tracks)<br>n the Alabama State Line east to Jacksonville via<br>sacola, Chattahoochee, Tallahassee, and Baldwin (along<br>K tracks) |

f Intracoastal Waterway and shipping lanes

Facilities That Meet Adopted Criteria and Thresholds

#### SIS Intermodal Connectors that Meet Adopted Criteria and Thresholds Table 2. Table 2.

# SIS Intermodal Connectors that Meet Adopted Criteria and Thresholds (continued)

|                     |  | Port of Jacksonville  |       |                     |   | Port of Jack                 |
|---------------------|--|---|-------|---------------------|---|------------------------------|
|                     |  | Talleyrand: I-95 to U.S. 1 (via MLK Jr. Parkway) to Phoenix Avenue to 21 <sup>st</sup> Street to North Talleyrand Avenue to 11 <sup>th</sup> Street entrance      |       |                     |   | Talleyrand:<br>party operate |
|                     | Blount Island: SR 9A to SR 105 (Heckscher) to Dave Rawls |   |       |                     | Lines   |                              |
|                     | Boulevard/Blount Island Road to entrance                 |   |       | SIS rail connectors | Blount Islan                                  |                              |
|                     |  | Dames Point (bulk cargo terminal): SR 9A to SR 105 (Heckscher) to<br>August Drive to Port of Jacksonville property boundary                                       |       |                     | Dames Point                                   |                              |
|                     |  | Dames Point (cruise ship terminal): I-95 to SR 105 (Heckscher) to   |       |                     | to CSX and                                    |                              |
|                     |  | August Drive to Port of Jacksonville property boundary  | State |                     | Jacksonville                                  |                              |
|                     |  | Dames Point (container terminal): SR 9A to SR 105 (Heckscher  | N . W |                     | On Jacksonv                                   |                              |
|                     |  | Drive) to New Berlin Rd to container terminal entrance  |       |                     |   | Jacksonville                 |
|                     |  | Jacksonville International Airport  |       |                     |   | On CSX line                  |
| $\sim$              | SIC read compactors                                      | I-95 to SR 102 (Airport Road) to passenger entrance   | ****  |                     | Jacksonville                                  |                              |
| SIS road connectors | SIS road connectors                                      | I-295 to Duval Road to South International Airport Boulevard to air cargo access road to cargo entrance   |       |                     | On Norfolk                                    |                              |
|                     |  | Jacksonville FEC Intermodal Freight Terminal  |       | K. 2                | SIS rail connectors<br>( <i>Planned Add</i> ) | Jacksonville                 |
|                     |  | I-95 to J Turner Butler Boulevard to U.S. 1 to entrance   |       | *                   |   | On Jacksonv                  |
|                     |  | Jacksonville CSX Intermodal Freight Terminal  |       |                     |   | Port of Jack                 |
|                     |  | I-295 to Pritchard Road to Sportsman Club Road to entrance  |       |                     | SIS waterway connectors                       | Jacksonville                 |
|                     |  | Jacksonville NS Intermodal Freight Terminal   |       |                     |   | water way co                 |
|                     |  | I-295 to Pritchard Road to Old Kings Road to SR 111 (Edgewood Avenue) to Edgewood Drive to entrance   |       |                     |   |                              |
|                     |  | Jacksonville Greyhound Bus Terminal   |       |                     |   |                              |
|                     |  | I-95 to Forsyth Street to Pearl Street to Bay Street entrance; exit to<br>Forsyth Street to Pearl Street to Bay Street to Broad Street to Adams<br>Street to I-95 |       |                     |   |                              |
|                     | CIC road connectors                                      | Jacksonville Multimodal Terminal Center   |       |                     |   |                              |
| <b></b>             | (Planned Add)  | I-95 to Forsyth Street to Lee Street to entrance; exit to Lee Street to Adams Street to I-95  |       |                     |   |                              |

#### ksonville

On-dock JAXPORT Talleyrand Terminal Railroad (third or) from seaport property to CSX and Norfolk Southern

d: On-dock CSX connection from seaport property on d to CSX and Norfolk Southern Lines

t: CSX connection from seaport property on Dames Point Norfolk Southern Lines

e FEC Intermodal Freight Terminal

ville-Miami FEC line

### e CSX Intermodal Freight Terminal

### e NS Intermodal Freight Terminal

Southern line from Jacksonville northwest to Georgia

### e Multimodal Terminal Center

ville-Miami FEC line

#### ksonville

Harbor channel and turning basins, St. Johns River onnecting to Atlantic Coast shipping lane

# **District 2 SIS and Emerging SIS Hubs, Corridors, and Connectors**

Facilities That Meet Adopted Criteria and Thresholds

# Table 3.Emerging SIS Hubs and Corridors that Meet Adopted Criteria and Thresholds

# Table 4.

# **Emerging SIS Intermodal Connectors that Meet Adopted Criteria and Thresholds**

| X              | Emerging SIS commercial service airports  | Gainesville Regional   |
|----------------|---|--|
|                | Emerging SIS deepwater seaports   | Port of Fernandina   |
| L.F.           | Emerging SIS interregional or interstate passenger terminals                      | <b>Greyhound Intercity Bus Terminals</b><br>Gainesville  |
|                | Emerging SIS interregional or<br>interstate passenger terminals<br>(Planned Drop) | Amtrak Stations<br>Jacksonville Amtrak   |
|                | Emerging SIS intermodal freight rail terminals                                    | None   |
| ~              | Emerging SIS highways   | FIHS Facilities<br>U.S. 19 from SR 44 to the Georgia State Line<br>U.S. 27/U.S. 27A from U.S. 19 to I-75<br>Non-FIHS Routes<br>U.S. 17 from I-4 to I-295<br>SR 100/SR 100A/U.S. 41 from I-95 to I-10 |
| Charles in the | Emerging SIS freight rail corridors   | <b>CSX Lines</b><br>From Crystal River to Newberry in Alachua, Levy, Marion, and<br>Citrus Counties  |
| $\sim$         | Emerging SIS waterways  | <b>St. Johns River</b><br>Between the Florida East Coast Railway Bridge in Jacksonville<br>and Lake Harney on the Seminole-Volusia county border   |

|   |                              | Port of F                |
|---|------------------------------|--------------------------|
| $\sim$  | Emerging SIS road connectors | I-95 to SH<br>entrance   |
|   |                              | Gainesvi                 |
|   |                              | SR 331 to                |
|   |                              | Gainesvi                 |
| ~~  | ( <i>Planned Add</i> )       | I-75 to SH<br>airport en |
|   |                              | Gainesvi                 |
| $\sim$  |                              | I-75 to SH               |
|   | ( <i>Planned Drop</i> )      | Jacksonv                 |
|   |                              | I-95 to Ne<br>Clifford I |
|   |                              | Port of F                |
| ALL AND A DE ALL AND | Emerging SIS rail connectors | On-dock<br>Southern      |
|   |                              | Jacksonv                 |
|   |                              | On CSX                   |
|   | Emorging SIS waterway        | Port of F                |
|   | connectors                   | Port of Fe<br>Atlantic I |

## Fernandina

SR A1A to 8<sup>th</sup> Street to Dade Street to Front Street to

### ille Greyhound Bus Terminal

o SR 24 (Waldo Rd) to NE 23<sup>rd</sup> Avenue to entrance

### ille Regional Airport

SR 222 (39<sup>th</sup> Avenue) to SR 24 (Waldo Rd) to planned ntrance

# ille Regional Airport

SR 222 (39<sup>th</sup> Avenue) to entrance

### ville Amtrak Station

ew Kings Road and Martin Luther King Jr. Parkway to Lane to entrance

### Fernandina

CSX rail from seaport property to CSX and Norfolk lines in Jacksonville

### ville Amtrak Station

Corridor

### Fernandina

ernandina channel and turning basins connecting to Intracoastal Waterway

# **METROPOLITAN PLANNING ORGANIZATION**

### METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION

## LEVEL OF SERVICE STANDARDS

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

|                   |                              | STANDARD 1, 2, 3 |                                  |  |  |
|-------------------|------------------------------|------------------|----------------------------------|--|--|
| TYPE OF FACILITY  |                              | URBANIZED        | <b>TRANSITIONING<sup>4</sup></b> |  |  |
| INTRASTATE        | LIMITED ACCESS HIGHWAY       | С                | С                                |  |  |
|                   | CONTROLLED ACCESS            | С                | С                                |  |  |
| OTHER STATE ROADS | OTHER MULTILANE              | D                | С                                |  |  |
|                   | TWO-LANE                     | D                | D                                |  |  |
|                   | CITY-MAINTAINED FACILITIES   | Е                | Е                                |  |  |
| NONSTATE ROADS    | COUNTY-MAINTAINED FACILITIES | D                | D                                |  |  |

- <sup>1</sup> Metropolitan Transportation Planning Organization Minimum Level of Service Standards for Highways were approved May 18, 1995.
- <sup>2</sup> Except as specifically provided by FDOT and/or FDCA-negotiated MSVs, as incorporated in adopted local government comprehensive plans.
- <sup>3</sup> Except as specifically provided within any designated Transportation Concurrency Exception Area (TCEA).
- <sup>4</sup> There are currently no City-maintained transitioning roadway facilities identified in this LOS Report. However, should the City annex any areas containing transitioning roadway facilities, highway LOS standards specified in the City's Comprehensive Plan Transportation Element shall apply.

# **APPENDIX C**

# BICYCLE, PEDESTRIAN AND TRANSIT LEVEL OF SERVICE ANALYSES

#### **DEFINITIONS**

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

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

where:

Vol<sub>15</sub> = (ADT <sup>x</sup> D <sup>x</sup> Kd) / (4 <sup>x</sup> PHF) Volume of directional traffic in 15 minute time period where:

ADT = Average Daily Traffic on the segment or link

D = Directional Factor

 $K_d$  = Peak to Daily Factor

PHF = Peak Hour Factor

 $L_n$  = Total number of directional lanes

 $SP_t = 1.1199 \ln(SP_p - 20) + 0.8103$ where:

 $SP_n$  = Posted Speed limit (a surrogate for average running speed)

- HV = percentage of heavy vehicles (as defined in the 1994 Highway Capacity Manual)
- $PR_5 = FHWA's$  five point pavement surface condition rating
- $W_e$  = Average effective width of outside throughlane:

where:

 $W_{e} = W_{v} - (10 \text{ ft} \times \% \text{ OSPA}) \text{ and } W_{1} = 0$   $W_{e} = W_{v} + W_{1} (1 - 2 \times \% \text{ OSPA}) \text{ and } W_{1} > 0 \& W_{ps} = 0$   $W_{e} = W_{v} + W_{1} - 2(10 \times \% \text{ OSPA}) \text{ and } W_{1} > 0 \& W_{ps} = 0 \& \text{ a bikelanes exists}$ where:  $W_{t} = \text{ total width of outside lane and shoulder pavement}$  OSPA = percentage of segment with occupied onstreet parking  $W_{1} = \text{ width of paving between the outside lane stripe \& \text{ the edge of the pavement}}$   $W_{ps} = \text{ width of pavement striped for onstreet parking}$   $W_{v} = \text{ effective width as a function of traffic volume}$ and  $W_{v} = W_{t} \text{ if ADT} > 4,000 \text{ vehicles/day}$   $W_{v} = W_{t} (2 - 0.00025 \text{ ADT}) \text{ if ADT} > 4,000 \text{ vehicles/day and}$ if the street/road is undivided and unstriped  $A_{1} = 0.507$   $A_{v} = 0.199$ 

 $(A_1 - A_4 \text{ are coefficients established by multivariate regression analysis})$ 

| BICYCLE LEVEL OF SERVICE CATEGORIES |                     |  |  |  |
|-------------------------------------|---------------------|--|--|--|
| LEVEL OF SERVICE                    | BLOS SCORE          |  |  |  |
| А                                   | = 1.5</td           |  |  |  |
| В                                   | > 1.5 and = 2.5</td |  |  |  |
| С                                   | > 2.5 and = 3.5</td |  |  |  |
| D                                   | > 3.5 and = 4.5</td |  |  |  |
| Е                                   | > 4.5 and = 5.5</td |  |  |  |
| F                                   | > 5.5               |  |  |  |

Source: Alachua Countywide Bicycle Master Plan, 2001

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

Ped LOS = -1.2021 ln(W<sub>ol</sub> + W<sub>1</sub> +  $f_p \times \% OSP + f_b \times W_b + f_{sw} \times W_s$ ) +0.253 ln(Vol<sub>15</sub>/L) + 0.0005 SPD<sup>2</sup> + 5.3876

where:

| $W_{ol}$          | = | Width of outside lane  |
|-------------------|---|--|
| $W_1$             | = | Width of shoulder or bikelane (feet)                                       |
| f <sub>p</sub>    | = | 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 = $6 - 0.3 W_s$                              |
| W <sub>s</sub>    | = | Width of sidewalk (feet)   |
| Vol <sub>15</sub> | = | Average traffic during a fifteen (15) minute period                        |
| L                 | = | Total number of (through)lanes (for road or street)                        |
| SPD               | = | Average running speed of motor vehicle traffic (mi/hr)                     |

| PEDESTRIAN LEVEL OF SERVICE CATEGORIES |                     |
|--|---------------------|
| LEVEL OF SERVICE                       | PLOS SCORE          |
| А                                      | = 1.5</td           |
| В                                      | > 1.5 and = 2.5</td |
| С                                      | > 2.5 and = 3.5</td |
| D                                      | > 3.5 and = 4.5</td |
| E                                      | > 4.5 and = 5.5</td |
| F                                      | > 5.5               |

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

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

#### **DATA COLLECTION AND ANALYSIS REQUIREMENTS**

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

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

### TRAFFIC STUDY PROCEDURES

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

#### LOS REPORT TIER ONE ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

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

#### LOS REPORT TIER TWO ANALYZED BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

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

#### METHODOLOGY

#### DETERMINING FACILITY LEVEL OF SERVICE

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

#### LEVEL OF SERVICE ANALYSIS TECHNIQUES

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

#### TIER ONE LEVEL OF SERVICE ANALYSIS

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

#### TIER TWO LEVEL OF SERVICE ANALYSIS

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

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

#### VARIABLES USED TO PERFORM BICYCLE, PEDESTRIAN AND TRANSIT LOS ANALYSES

#### TIER ONE LEVEL OF SERVICE ANALYSIS

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

#### TIER TWO LEVEL OF SERVICE ANALYSIS

#### **ARTPLAN - MULTIMODAL FACILITY DATA (SCREEN ONE) CHARACTERISTICS**

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

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

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

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

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

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

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

#### **ARTPLAN - MULTIMODAL SEGMENT DATA (SCREEN TWO) CHARACTERISTICS**

#### **BICYCLE LEVEL OF SERVICE ANALYSES**

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

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

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

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

Sidewalk- indicate whether a sidewalk is present

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

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

#### TRANSIT LEVEL OF SERVICE ANALYSES

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

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

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

#### ARTPLAN - PEDESTRIAN SUBSEGMENT DATA (SCREEN THREE) CHARACTERISTICS

#### PEDESTRIAN LEVEL OF SERVICE ANALYSES

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

Sidewalk- indicate whether a sidewalk is present

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

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

#### **RESULTS**

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

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

# **APPENDIX D**

# GENERALIZED ANNUAL AVERAGE DAILY VOLUMES
#### GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S

#### **URBANIZED AREAS\***

| ľ             | UNINTERRUPTED FLOW HIGHWAYS               |                                  |                                 |                                 |                                  |                                     |                                     |  | F                                   | REEWAY                              | S                                   |                                      |                          |
|---------------|---|----------------------------------|---------------------------------|---------------------------------|----------------------------------|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------|
|               |   |                                  | Le                              | evel of Ser                     | vice                             |                                     | Interchan                           | ge spacing $> 2$                             | mi apart                            |                                     |                                     |                                      | -                        |
| Lane          | s Divided                                 | Α                                | В                               | С                               | D                                | Е                                   |                                     | 0 1 0-                                       | Le                                  | vel of Serv                         | ice                                 |                                      |                          |
| 2             | Undivided                                 | 2,200                            | 7,600                           | 15,000                          | 21,300                           | 27,100                              | Lanes                               | А  | В                                   | С                                   | D                                   | E                                    |                          |
| 4             | Divided                                   | 20,400                           | 33,000                          | 47,800                          | 61,800                           | 70,200                              | 4                                   | 23,800                                       | 39,600                              | 55,200                              | 67,100                              | 74,600                               | 1                        |
| 6             | Divided                                   | 30,500                           | 49,500                          | 71,600                          | 92,700                           | 105,400                             | 0                                   | 36,900                                       | 61,100                              | 85,300                              | 103,600                             | 115,300                              |                          |
| Class         | ST  | ATE TW                           | O-WAY                           | ARTERIA                         | ALS                              |                                     | 8                                   | 49,900                                       | 82,700                              | 115,300                             | 140,200                             | 156,000                              |                          |
| Class         | 1 (>0.00 to 1.                            | 99 signali                       |                                 | ections per                     | mile)                            |                                     | 10                                  | 75 900                                       | 104,200                             | 145,500                             | 176,900                             | 196,400                              |                          |
| Lane          | s Divided                                 | А                                | В                               | C                               | D                                | Е                                   | 12                                  | 75,700                                       | 123,000                             | 175,500                             | 213,300                             | 237,100                              |                          |
| 2             | Undivided                                 | **                               | 4,200                           | 13,800                          | 16,400                           | 16,900                              | Interchan                           | ge spacing < 2 i                             | mi apart                            |                                     |                                     |                                      |                          |
| 4             | Divided                                   | 4,800                            | 29,300                          | 34,700                          | 35,700                           | ***                                 |                                     |  | Le                                  | vel of Serv                         | ice                                 |                                      |                          |
| 6             | Divided                                   | 7,300                            | 44,700                          | 52,100                          | 53,500                           | ***                                 | Lanes                               | A  | В                                   | С                                   | D                                   | Е                                    | 3                        |
| 8             | Divided                                   | 9,400                            | 58,000                          | 66,100                          | 67,800                           | ***                                 | 4                                   | 22,000                                       | 36,000                              | 52,000                              | 67,200                              | 76,500                               | •                        |
| Class         | II (2.00 to 4.                            | 50 signali                       | zed interse                     | ctions ner                      | mile)                            |                                     | 8                                   | 34,800<br>47,500                             | 77 000                              | 111 400                             | 105,800                             | 163 900                              |                          |
| Class         | 11 (2.00 to +.                            | JO SIGNAN                        | Let merse                       | evel of Ser                     | vice                             |                                     | 10                                  | 60.200                                       | 97.500                              | 141.200                             | 182.600                             | 207,600                              |                          |
| Lane          | s Divided                                 | А                                | В                               | С                               | D                                | Е                                   | 12                                  | 72,900                                       | 118,100                             | 170,900                             | 221,100                             | 251,200                              |                          |
| 2             | Undivided                                 | **                               | 1,900                           | 11,200                          | 15,400                           | 16,300                              |                                     |  |                                     |                                     | -                                   |                                      |                          |
| 4             | Divided                                   | **                               | 4,100                           | 26,000                          | 32,700                           | 34,500                              |                                     |  |                                     |                                     |                                     |                                      |                          |
| 6             | Divided                                   | **                               | 6,500                           | 40,300                          | 49,200                           | 51,800                              |                                     |  | BIC                                 | YCLE MO                             | DDE                                 |                                      |                          |
| 8             | Divided                                   | **                               | 8,500                           | 53,300                          | 63,800                           | 67,000                              | (Note: Le                           | vel of service for                           | or the bicycl                       | le mode in t                        | his table is                        | based on roa                         | dway                     |
| Class         | III (more the                             | n 4 5 cian                       | alized into                     | rsections n                     | er mile an                       | d not                               | geometric                           | s at 40 mpn pos<br>facility ) (Mussi         | sieu speed a                        | nu traffic co                       | volumes ch                          | ounumber of                          | v number                 |
| Ciass         | within pr                                 | imarv city                       | / central bi                    | isiness disi                    | rict of an                       | . 101                               | of direction                        | onal roadway la                              | ines to deter                       | mine two-w                          | av maximu                           | m service vo                         | lumes )                  |
|               | urbanized                                 | d area ove                       | r 750,000)                      |                                 |                                  |                                     |                                     |  |                                     |                                     |                                     |                                      |                          |
|               |   |                                  |                                 |                                 |                                  |                                     | Paved                               | Shoulder/                                    |                                     |                                     |                                     |                                      |                          |
|               |   |                                  | Le                              | evel of Serv                    | vice                             | -                                   | Bicy                                | cle Lane                                     |                                     | 1                                   | Level of Sei                        | rvice_                               | _                        |
| Lane          | s Divided                                 | A<br>**                          | B<br>**                         | C 5 200                         | D                                | E                                   | Co                                  | overage                                      | A                                   | B                                   | C                                   | D                                    | E                        |
| 2             | Divided                                   | **                               | **                              | 5,300                           | 12,600                           | 15,500                              | 0<br>51                             | -49%   | **                                  | 2 500                               | 3,200                               | 13,800                               | >1.3,800                 |
| 6             | Divided                                   | **                               | **                              | 19 500                          | 44 700                           | 49 300                              | 85                                  | -100%  | 3 100                               | 7 200                               | >7 200                              | ***                                  | ***                      |
| 8             | Divided                                   | **                               | **                              | 25,800                          | 58,700                           | 63,800                              |                                     | 10070  | 2,100                               | 7,200                               | . 1,200                             |                                      |                          |
|               |   |                                  |                                 |                                 | ŕ                                |                                     |                                     |  | PEDE                                | STRIAN M                            | 10DE                                |                                      |                          |
| Class         | IV (more tha                              | n 4.5 sign                       | alized inte                     | rsections p                     | er mile an                       | d within                            | (Note: Le                           | vel of service f                             | or the pedes                        | trian mode                          | in this table                       | is based on                          | roadway                  |
|               | primary o                                 | ity centra                       | l business                      | district of                     | an urbaniz                       | ed area                             | geometric                           | s at 40 mph pos                              | sted speed a                        | nd traffic co                       | onditions, n                        | ot number of                         | pedestrians              |
|               | over 750,                                 | ,000)                            | Ĭe                              | wel of Ser                      | vice                             |                                     | using the                           | facility) (Multi                             | iply motoriz                        | ed vehicle                          | volumes sho                         | own below by                         | y number of              |
| Lane          | Divided                                   | А                                | B                               | C                               | D                                | E                                   | directiona                          | ii Toauway Tane:                             | s to determin                       | le two-way                          | Inaximum<br>Level of Ser            | vice                                 | nes.)                    |
| 2             | Undivided                                 | **                               | **                              | 5,200                           | 13,700                           | 15,000                              | Sidewa                              | lk Coverage                                  | А                                   | В                                   | C                                   | D                                    | Е                        |
| 4             | Divided                                   | **                               | **                              | 12,300                          | 30,300                           | 31,700                              | 0                                   | -49%   | **                                  | **                                  | **                                  | 6,400                                | 15,500                   |
| 6             | Divided                                   | **                               | **                              | 19,100                          | 45,800                           | 47,600                              | 50                                  | )-84%  | **                                  | **                                  | **                                  | 9,900                                | 19,000                   |
| 8             | Divided                                   | **                               | **                              | 25,900                          | 59,900                           | 62,200                              | 85                                  | -100%  | **                                  | 2,200                               | 11,300                              | >11,300                              | ***                      |
|               |   | NON                              | ATERA                           | DIVANC                          | 9 Mar 1 - Mar 1                  |                                     |                                     |  |                                     |                                     | F. 1-                               | 、<br>、                               |                          |
|               |   | NUN-ST                           | AIE ROA                         | DWAYS<br>Roadway                |                                  |                                     | BUS MODE (Scheduled Fixed Route)    |  |                                     |                                     |                                     |                                      |                          |
|               |   | Le                               | evel of Ser                     | vice                            |                                  |                                     | (Note: Buses                        | per hour shown are                           | only for the per                    | t vice (Buse                        | ingle direction                     | of the higher tra                    | (ffic flow)              |
| Lane          | Divided                                   | A                                | B                               | С                               | D                                | Е                                   |                                     |  | · ·                                 | J                                   | Level of Ser                        | vice                                 | ,                        |
| 2             | Undivided                                 | **                               | **                              | 9,100                           | 14,600                           | 15,600                              | Sidewa                              | lk Coverage                                  | А                                   | В                                   | C                                   | D                                    | Е                        |
| 4             | Divided                                   | **                               | **                              | 21,400                          | 31,100                           | 32,900                              | 0                                   | -84%   | **                                  | >5                                  | <u>&gt;</u> 4                       | <u>&gt;</u> 3                        | ≥2                       |
| 6             | Divided                                   | **                               | **                              | 33,400                          | 46,800                           | 49,300                              | 85-                                 | 100%   | >6                                  | >4                                  | <u>≥3</u>                           | ≥2                                   | ≥l                       |
|               |   |                                  |                                 |                                 |                                  |                                     |                                     | ARTERIAL/                                    | NON-STA                             | TE ROAD                             | WAY ADJ                             | USTMENT                              | S                        |
|               |   | Other S                          | ignalized I                     | Roadways                        | ->                               |                                     |                                     | (alter corr                                  | responding v                        | olume by t                          | he indicated                        | i percent)                           |                          |
|               | (   | signalized                       | i intersecti                    | on analysi:                     | 5)                               |                                     | Lance                               | Madian                                       | I eA T                              | n Loner                             |                                     | diuntmant T.                         | ato                      |
| Lane          | Divided                                   | A                                | B                               | C                               | D                                | E                                   | 2                                   | Divided                                      |                                     | n Lanes                             | A                                   | 45% ujusument ra                     | CIOIS                    |
| 2             | Undivided                                 | **                               | **                              | 4,800                           | 10,000                           | 12,600                              | 2                                   | Undivided                                    | N                                   | 0                                   |                                     | -20%                                 |                          |
| 4             | Divided                                   | **                               | **                              | 11,100                          | 21,700                           | 25,200                              | Multi                               | Undivided                                    | Y                                   | es                                  |                                     | -5%                                  |                          |
| Sourc         | e: Florida                                | Denartm                          | ent of Tra                      | sportation                      |                                  | 05/17/07                            | Multi                               | Undivided                                    | No                                  | b                                   |                                     | -25%                                 |                          |
|               | System                                    | s Plannin                        | g Office                        | portation                       |                                  |                                     |                                     |  |                                     |                                     |                                     |                                      |                          |
|               | 605 Su                                    | wannee S                         | treet, MS                       | 19                              |                                  |                                     |                                     |  | ONE-W                               | AY FACII                            | LITIES                              |                                      |                          |
|               | Tallaha                                   | ssee, FL                         | 32399-045                       | 0                               |                                  |                                     | Mu                                  | ltiply the corres                            | sponding two                        | o-directiona                        | al volumes i                        | n this table b                       | y 0.6                    |
| http:/        | /www.dot.stat                             | e fl.us/pla                      | inning/sys                      | tems/sm/lo                      | s/default h                      | tm                                  |                                     |  | -                                   |                                     |                                     |                                      |                          |
| * Val         | ues shown are pres                        | ented as two                     | -way annual a                   | verage daily v                  | olumes for le                    | vels of service a                   | and are for the a                   | utomobile/truck mod                          | des unless speci                    | fically stated. A                   | lthough presen                      | ted as daily volu                    | mes, they                |
| actua<br>mode | iy represent peak l<br>Is from which this | iour direction<br>table is deriv | n conditions w<br>red should be | nth applicable<br>used for more | K and D factor<br>specific plann | ors applied. Thi<br>ing application | s table does not<br>s The table and | constitute a standard<br>deriving computer i | d and should be<br>models should n  | used only for g<br>ot be used for a | eneral planning<br>orridor or inter | applications. Th<br>section design w | e computer<br>/here more |
| refine        | d techniques exist                        | Level of ser                     | vice letter gra                 | de thresholds                   | are probably r                   | ot comparable                       | across modes a                      | nd, therefore, cross n                       | nodal compariso                     | ns should be m                      | ade with cautio                     | on Furthermore,                      | combining<br>Nodel       |
| Pedes         | trian LOS Model a                         | and Transit C                    | apacity and Q                   | uality of Serv                  | ice Manual, re                   | spectively for t                    | he automobile/                      | ruck, bicycle, pedest                        | trian and bus me                    | s or me riignw<br>ides              | ay Capacity Ma                      | uiuai, Bicycle E.C.                  | is intodel,              |
| **Ca<br>***N  | not be achieved u                         | sing table inp                   | out value defa                  | ults<br>ade For autor           | nhile/truck m                    | odes volumer                        | greater than low                    | el of service D beco                         | me F hecauce in                     | tersection con-                     | cities have been                    | reached Ear Li                       | pycle and                |
| pedes         | trian modes, the le                       | vel of service                   | e letter grade (                | including F) is                 | s not achievab                   | le, because the                     | e is no maximu                      | im vehicle volume th                         | me r because in<br>reshold using ta | ible input value                    | defaults                            | reached Por bio                      | Lycre and                |

#### GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S

#### **URBANIZED AREAS\***

|         | UNINTERRUPTED FLOW HIGHWAYS                  |                |                 |                |                |                | FREEWAYS                                |                       |                   |                 |                  |                   |                 |
|---------|--|----------------|-----------------|----------------|----------------|----------------|---|-----------------------|-------------------|-----------------|------------------|-------------------|-----------------|
|         |  |                | Lev             | el of Servi    | ce             |                | Interchange                             | spacing $> 2$ m       | ni anart          |                 |                  |                   |                 |
| Lane    | s Divided                                    | А              | В               | C              | D              | Е              | meerenange                              | spacing _ 2 n         | Lev               | el of Servic    | e                |                   |                 |
| 1       | Undivided                                    | 110            | 400             | 790            | 1,130          | 1,440          | Lanes                                   | А                     | В                 | С               | D                | E                 |                 |
| 2       | Divided                                      | 1,060          | 1,720           | 2,500          | 3,230          | 3,670          | 2                                       | 1,270                 | 2,110             | 2,940           | 3,580            | 3,980             |                 |
| 3       | Divided                                      | 1,600          | 2,590           | 3,740          | 4,840          | 5,500          | 3                                       | 1,970                 | 3,260             | 4,550           | 5,530            | 6,150             |                 |
|         | STA  | TE TWO         | -WAY A          | RTERIAL        | S              |                | 4                                       | 2,660                 | 4,410             | 6,150           | 7,480            | 8,320             |                 |
| Class   | I (>0.00 to 1.99                             | 9 signalize    | d intersect     | ions per m     | ile)           |                | 5                                       | 3,360                 | 5,560             | 7,760           | 9,440            | 10,480            |                 |
|         |  |                | Lev             | el of Servi    | ce             |                | 6                                       | 4,050                 | 6,710             | 9,360           | 11,390           | 12,650            |                 |
| Lane    | Divided                                      | A              | B               | C              | D              | E              |   |                       |                   |                 |                  |                   |                 |
| 1       | Undivided                                    | **             | 220             | 720            | 860            | 890            | Interchange                             | spacing < 2 m         | n apart           | 1.00            |                  |                   |                 |
| 2       | Divided                                      | 250            | 1,530           | 1,810          | 1,800          | ***            | Lanas                                   | •                     | D                 | el of Servic    | e<br>D           | г                 |                 |
| 2       | Divided                                      | 380<br>400     | 2,330           | 2,720          | 2,790          | ***            | 2 Lanes                                 | 1 1 3 0               | 1 840             | 2 660           | 3 440            | 2010              |                 |
| 4       | Livided                                      | 490            | 3,030           | 5,400          | 3,340          |                | 3                                       | 1,130                 | 2 890             | 4 180           | 5 4 1 0          | 6 150             |                 |
| Class   | II (2.00 to 4.50                             | ) signalized   | d intersect     | ions per mi    | le)            |                | 4                                       | 2,340                 | 3,940             | 5,700           | 7,380            | 8,380             |                 |
|         | ,  | U              | Lev             | el of Servi    | ce             |                | 5                                       | 3,080                 | 4,990             | 7,220           | 9,340            | 10,620            |                 |
| Lane    | Divided                                      | А              | В               | С              | D              | E              | . 6                                     | 3,730                 | 6,040             | 8,740           | 11,310           | 12,850            |                 |
| 1       | Undivided                                    | **             | 100             | 590            | 810            | 850            |   |                       |                   |                 |                  |                   |                 |
| 2       | Divided                                      | **             | 220             | 1,360          | 1,710          | 1,800          |   |                       | BICY              | CLE MO          | DE               |                   |                 |
| 3       | Divided                                      | **             | 340             | 2,110          | 2,570          | 2,710          |   |                       |                   |                 |                  |                   |                 |
| 4       | Divided                                      | **             | 440             | 2,790          | 3,330          | 3,500          | (Note: Leve                             | l of service fo       | r the bicycle     | e mode in tl    | nis table is l   | based on roa      | dway            |
|         | 111 /  |                |                 |                |                |                | geometrics                              | at 40 mph post        | ted speed an      | d traffic co    | nditions, no     | ot number of      |                 |
| Class   | III (more than                               | 4.5 sıgnali    | zed interse     | ections per    | mile and       | not            | bicyclists u                            | ing the facility      | (Multiply         | / motorized     | i vehicle vo     | lumes show        | n below         |
|         | within prin                                  | hary city c    | entral busi     | ness distric   | et of an       |                | by number                               | of directional r      | oadway lan        | es to detern    | nine maxim       | ium service       | volumes)        |
|         | urbanizeu a                                  | alea over 7    | 30,000)         |                |                |                | Paved S                                 | houlder/              |                   | I               | evel of Ser      | vice              |                 |
|         |  |                | Lev             | el of Servi    | се             |                | Bicycle                                 | Lane                  |                   |                 |                  | VICC              |                 |
| Lanes   | Divided                                      | А              | В               | C              | D              | Е              | Cov                                     | erage                 | А                 | В               | С                | D                 | Е               |
| 1       | Undivided                                    | **             | **              | 280            | 660            | 810            | 0-4                                     | 9%                    | **                | **              | 170              | 720               | >720            |
| 2       | Divided                                      | **             | **              | 650            | 1,510          | 1,720          | 50-                                     | 34%                   | **                | 130             | 210              | >210              | ***             |
| 3       | Divided                                      | **             | **              | 1,020          | 2,330          | 2,580          | 85-1                                    | 00%                   | 160               | 380             | >380             | ***               | ***             |
| 4       | Divided                                      | **             | **              | 1,350          | 3,070          | 3,330          |   |                       |                   |                 |                  |                   |                 |
|         |  |                |                 |                |                |                |   |                       | PEDES             | TRIAN M         | ODE              |                   |                 |
| Class   | IV (more than                                | 4.5 signali    | zed interse     | ections per    | mile and       | within         | (Note: Leve                             | l of service fo       | r the pedesti     | rian mode i     | n this table     | is based on       | roadway         |
| l       | primary cit                                  | y central b    | usiness di      | strict of an   | urbanized      | i area         | geometrics                              | at 40 mph post        | led speed an      | d traffic co    | nditions, no     | ot the numbe      | rof             |
|         | over 750,00                                  | 00)            | Lav             | al of Somi     |                |                | pedestrians                             | using the facil       | ity.) (Multip     | oly motoriz     | ed vehicle v     | olumes sho        | wn below        |
| Lanes   | Divided                                      | Δ              | B               | C              | D              | F              | by number of                            | n uncenonai i         | Oadway fam        | es to detern    | mne maxm         | ium service       | volumes)        |
| 1       | Undivided                                    | **             | **              | 270            | 720            | 780            |   |                       |                   | I               | evel of Ser      | vice              |                 |
| 2       | Divided                                      | **             | **              | 650            | 1.580          | 1.660          | Sidewalk                                | Coverage              | А                 | в               | C                | D                 | Е               |
| 3       | Divided                                      | **             | **              | 1,000          | 2,390          | 2,490          | 0-4                                     | 9%                    | **                | **              | **               | 330               | 810             |
| 4       | Divided                                      | **             | **              | 1,350          | 3,130          | 3,250          | 50-                                     | 34%                   | **                | **              | **               | 520               | 990             |
|         |  |                |                 |                |                |                | 85-1                                    | 00%                   | **                | 120             | 590              | >590              | ***             |
|         | N  | ON-STAT        | ΓĒ ROAD         | WAYS           |                |                |   |                       |                   |                 |                  |                   |                 |
|         | Ν  | Aajor City     | /County R       | oadways        |                |                | <b>BUS MODE</b> (Scheduled Fixed Route) |                       |                   |                 |                  |                   |                 |
|         |  |                | Lev             | el of Servi    | ce _           |                | (Note: Buses                            | per hour shown are    | e only for the pe | ak hour in the  | e single directi | on of the higher  | traffic flow )  |
| Lanes   | Divided                                      | A              | B               | C              | D              | E              | <u></u>                                 | L                     | evel of Serv      | vice (Buses     | s per hour)      | ~                 | -               |
|         | Undivided                                    | **             | **              | 480            | 160            | 810            | Sidewalk                                | Coverage              | A                 | B               | C N              | D                 | E               |
| 2       | Divided                                      | **             | **              | 1,120          | 1,020          | 1,720          | 0-8                                     | +%0<br>\A&Z           | ~~                | >5<br>>4        | <u>24</u>        | <u>د &lt;</u>     | $\geq 2$        |
| 5       | Divided                                      |                |                 | 1,740          | 2,450          | 2,560          | 03-1                                    | J() 70                | -0                | 24              | <u> </u>         | 22                | ≥1              |
|         |  |                |                 |                |                |                |   |                       |                   |                 |                  |                   |                 |
| I       |  | Other Sign     | nalized Ro      | adways         |                |                |   | RTERIAL/N             | ON-STAT           | E ROADV         | VAY ADJU         | STMENTS           | 5               |
|         | (si  | gnalized in    | ntersectior     | analysis)      |                |                |   | (alter corre          | sponding vo       | olume by th     | e indicated      | percent)          |                 |
| Ι.      |  |                | Lev             | el of Servi    | ce             |                |   |                       |                   |                 |                  |                   |                 |
| Lanes   | Divided                                      | A              | B               | C              | D              | E              |   | N. 17                 | 1.0-              |                 |                  | 1                 |                 |
|         | Divided                                      | **             | **              | 250            | 530            | 660            | Lanes                                   | Median                | Left Lurn         | is Lanes        | Ad               | Justment Fa       | ctors           |
| 2       | Divided                                      |                |                 | 790            | 1,140          | 1,520          |   | Divided               | i e               | 5               |                  | +3%               |                 |
| Source  | e: Florida F                                 | Janartman      | t of Trance     | ortation       | 0              | 5/17/07        |   | Undivided             | No                | )               |                  | -20%              |                 |
| Sourc   | <ul> <li>FIGHUAL</li> <li>Systeme</li> </ul> | Planning (     | Office          | onation        | U              | 011101         | Multi                                   | Undivided             | Ye                | s               |                  | -5%               |                 |
|         | 605 Suw                                      | annee Stre     | et, MS 19       |                |                |                | with                                    | Unaivided             | N                 | U               |                  | -25%              |                 |
|         | Tallahas                                     | see, FL 32     | 399-0450        |                |                |                |   |                       | ONF W4            | YFACU           | ITIES            |                   |                 |
| http:// | www.dot.state.                               | fl usplanni    | ing/system      | s/sm/los/d     | efault htm     | L              |   | Inci                  | ease correst      | conding vo      | lume by 1.2      | 2.                |                 |
| * Val   | ies shown are hourly                         | directional v  | olumes for le   | els of service | and are for th | ne automobile  | e/truck modes unle                      | ss specifically state | ed To convert to  | o annual avera  | ge daily traffic | volumes, these v  | olumes must     |
| be div  | ided by appropriate                          | D and K facto  | rs. This table  | does not const | itute a standa | ird and shoul  | d be used only for                      | general planning a    | pplications The   | computer mod    | lels from which  | this table is der | ived should be  |
| thresh  | olds are probably no                         | it comparable  | across modes    | and, therefore | , cross moda   | comparison:    | s should be made                        | with caution Furthe   | rmore, combini    | ng levels of se | rvice of differe | nt modes into or  | ie overall      |
| roadw   | ay level of service is                       | s not recomme  | ended Calcula   | tions are base | d on planning  | g applications | s of the Highway (                      | apacity Manual, B     | icycle LOS Moo    | del, Pedestrian | LOS Model an     | d Transit Capaci  | ity and Quality |
| **Ca    | not be achieved usir                         | ig table input | value defaults  | i              |                | 545 moues      |   |                       |                   |                 |                  |                   |                 |
| ***N    | ot applicable for that                       | level of servi | ce letter grade | For automob    | ile/truck mod  | les, volumes   | greater than level                      | of service D becom    | e F because inte  | ersection capac | ities have been  | reached For bio   | cycle           |

#### GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S AREAS TRANSITIONING INTO URBANIZED AREAS OR AREAS OVER 5,000 NOT IN URBANIZED AREAS\*

| UN]  | INTERRUP   | TED FLO  | w highw   | 'AYS   |  | FREEWAYS  |  |  |  |  |   |  |
|--|--|--|---|--|--|---|--|--|--|--|---|--|
| Lanes Divided<br>2 Undivided<br>4 Divided<br>6 Divided   | A<br>2,400<br>18,600<br>27,900   | Le<br>B<br>8,000<br>30,200<br>45,200   | evel of Servi<br>C<br>14,900<br>43,600<br>65,500  | D<br>21,100<br>56,500<br>84,700  | E<br>26,700<br>64,200<br>96,200  | Lanes<br>4<br>6<br>8<br>10  |  | A<br>23,500<br>36,400<br>49,100<br>61,800  | L,<br>B<br>38,700<br>59,800<br>. 80,900<br>101,800   | evel of Serv<br>C<br>52,500<br>81,100<br>109,600<br>138,400  | ice<br>D<br>62,200<br>96,000<br>129,800<br>163,800  | E<br>69,100<br>106,700<br>144,400<br>182,000                                     |
| Class I (>0.00 to 1.9  | STATE TW<br>99 signalized  | O-WAY A  | RTERIAL   | S  |  | BICYCLE MODE  |  |  |  |  |   |  |
| Lanes Divided<br>2 Undivided<br>4 Divided<br>6 Divided   | A<br>**<br>4,600<br>6,900  | Le<br>B<br>4,000<br>27,900<br>42,800   | evel of Servi<br>C<br>13,100<br>32,800<br>49,300  | D<br>15,500<br>34,200<br>51,400  | E<br>16,300<br>***<br>***  | (Note: L<br>geometri<br>bicyclist<br>below by<br>maximu   | evel of service<br>cs at 40 mph j<br>s using the fac<br>number of di<br>n service volu   | e for the bio<br>posted spee<br>ility ) (Mu<br>rectional ro<br>umes.)  | cycle mode<br>ed and traffi<br>ltiply motor<br>badway lane   | in this table<br>c conditions<br>ized vehicle<br>es to determ  | is based on<br>a, not numbe<br>volumes sh<br>ine two-way  | roadway<br>r of<br>own   |
| Class II (2 00 to 4 5<br>Lanes Divided<br>2 Undivided<br>4 Divided<br>6 Divided  | 0 signalized<br>A<br>**<br>**<br>**  | intersectior<br>Le<br>B<br>**<br>3,700<br>6,000  | ns per mile)<br>evel of Servi<br>C<br>10,500<br>24,400<br>38,000  | ice<br>D<br>14,500<br>30,600<br>46,100   | E<br>15,300<br>32,200<br>48,400  | Paved<br>Bicyo<br>Co<br>0-<br>50<br>85-   | Shoulder/<br>cle Lane<br>/erage<br>49%<br>-84%<br>100%   | A<br>**<br>**<br>3,200   | L<br>B<br>1,900<br>2,500<br>7,100  | evel of Serv<br>C<br>3,300<br>4,000<br>>7,100  | ice<br>D<br>13,600<br>>4,000<br>***   | E<br>>13,600<br>***<br>***   |
| Class III (more than<br>Lanes Divided<br>2 Undivided<br>4 Divided<br>6 Divided   | 4.5 signaliz<br>A<br>**<br>**<br>**  | ed intersect<br>Le<br>B<br>**<br>**<br>**  | ions per mil<br>evel of Servi<br>C<br>5,000<br>11,700<br>18,400   | e)<br>ice<br>11,800<br>27,200<br>42,100  | E<br>14,600<br>30,800<br>46,300  | (Note: L<br>roadway<br>of pedes<br>by numb<br>service v   | evel of service<br>geometric at a<br>trians using th<br>er of direction<br>olumes )  | PEDI<br>e for the pe<br>40 mph pos<br>e facility.)<br>al roadway   | destrian mo<br>sted speed a<br>(Multiply m<br>/ lanes to de<br>L   | de in this ta<br>nd traffic co<br>notorized ve<br>termine two<br>evel of Serv                                | ble is based<br>onditions, no<br>hicle volume<br>o-way maxin  | on<br>t number<br>es shown<br>num  |
|  | <b>NON-ST</b><br>Major Ci  | TATE ROA<br>ty/County 1  | <b>DWAYS</b><br>Roadways  | erete this, when a   |  | % Sidewa<br>0.<br>50<br>85-   | lk Coverage<br>49%<br>-84%<br>100%   | A<br>**<br>**<br>**  | B<br>**<br>**<br>2,200   | C<br>**<br>**<br>11,200  | D<br>6,300<br>9,800<br>>11,200  | E<br>15,400<br>18,800<br>***   |
| Lanes Divided<br>2 Undivided<br>4 Divided<br>6 Divided   | A<br>**<br>**<br>**<br>Other S<br>(signalized  | Le<br>B<br>**<br>**<br>ignalized R<br>d intersection   | evel of Servi<br>C<br>7,000<br>16,400<br>25,700<br>oadways<br>on analysis)  | D<br>13,600<br>29,300<br>44,100  | E<br>14,600<br>30,900<br>46,400  | Lanes<br>2<br>2<br>Multi  | ARTERIAL/A<br>(alter corr<br>I<br>Ui<br>Ui<br>Ui   | NON-STA<br>responding<br>Median<br>Divided<br>ndivided<br>ndivided   | TE ROAD<br>volume by<br>Left T   | WAY ADJ<br>the indicate<br>urn Lanes<br>Yes<br>No<br>Yes   | USTMENT:<br>d percent)<br>Adjustme<br>+5<br>-20<br>-5   | S<br>ent Factors<br>5%<br>0%<br>5%   |
| Lanes Divided<br>2 Undivided<br>4 Divided  | A<br>**<br>**  | Le<br>B<br>**<br>**  | evel of Servi<br>C<br>4,400<br>10,300   | ice<br>D<br>9,400<br>20,200  | E<br>12,000<br>24,000  | Multi   | Uı   | ndivided<br>ONE-V  | WAY FACI   | No<br>LITIES   | -2:   | 5%   |
| Source:<br>http://www.dot.stat   | Florida D<br>Systems I<br>605 Suwa<br>Tallahass<br>e.fl.us/plann   | epartment o<br>Planning Of<br>Innee Street<br>ee, FL 3239<br>ing/systems   | of Transport<br>fice<br>, MS 19<br>99-0450<br>s/sm/los/defi   | ation<br>ault.htm  | 05/17/07   | Mult  | iply the corres  | ponding tv   | vo-direction   | al volumes   | in this table   | by 0 6   |
| *Values shown are prese<br>represent peak hour direct<br>which this table is derive<br>exist Level of service let<br>different modes into one<br>Transit Capacity and Qui<br>**Cannot be achieved us<br>**Not applicable for the<br>predesting modes the law | nted as two-way<br>tition conditions v<br>d should be used<br>ter grade thresho<br>overall roadway<br>ality of Service N<br>ing table input v<br>at level of service<br>letter letter letter<br>ter los service letter | annual average<br>with applicable<br>of for more speci<br>olds are probabl<br>level of service<br>Aanual, respecti<br>alue defaults<br>e letter grade. F | e daily volumes<br>K and D factors<br>fic planning app<br>y not comparab<br>e is not recomma<br>ively for the auto-<br>for automobile/t | for levels of se<br>s applied. This<br>olications. The<br>le across mode<br>ended. Calcula<br>omobile/truck,<br>ruck modes, vo | rvice and are for<br>table does not co<br>table and derivi<br>s and, therefore<br>tions are based of<br>bicycle, pedestr<br>plumes greater the | r the automobi<br>onstitute a star<br>ng computer n<br>, cross modal<br>on planning ap<br>rian and bus m<br>nan level of se<br>parimum yebi | le/truck modes un<br>Idard and should b<br>iodels should not b<br>comparisons should<br>plications of the H<br>odes<br>rivice D become F | ess specificall<br>e used only for<br>be used for con<br>d be made with<br>ighway Capac<br>because interso<br>ld using table | y stated Althou<br>general plannin<br>ridor or intersec<br>a caution Furth<br>ity Manual, Bic<br>ection capacities | gh presented as<br>ng applications<br>tion design, wh<br>ermore, combin<br>ycle LOS Mode<br>s have been reac | daily volumes, t<br>The computer n<br>ere more refined<br>ing levels of serv<br>el, Pedestrian LC<br>thed For bicycle | they actually<br>nodels from<br>i techniques<br>vice of<br>DS Model and<br>e and |

#### GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES FOR FLORIDA'S AREAS TRANSITIONING INTO URBANIZED AREAS OR AREAS OVER 5,000 NOT IN URBANIZED AREAS\*

|               | UN  | INTERRUP                                  | TED FLO                        | W HIGHW         | AYS             |                    | FREEWAYS<br>Level of Service |                     |                  |                  |                    |                  |              |
|---------------|---|---|--------------------------------|-----------------|-----------------|--------------------|------------------------------|---------------------|------------------|------------------|--------------------|------------------|--------------|
| Lane          | s Divided                                     | А   | В                              | C               | D               | Е                  | Lanes                        |                     | А                | В                | C                  | D                | Е            |
| 1             | Undivided                                     | 120                                       | 420                            | 790             | 1,120           | 1,410              | 2                            |                     | 1,290            | 2,130            | 2,890              | 3,420            | 3,800        |
| 2             | Divided                                       | 980                                       | 1,590                          | 2,300           | 2,980           | 3,390              | 3                            |                     | 2,000            | 3,290            | 4,460              | 5,280            | 5,870        |
| 3             | Divided                                       | 1,470                                     | 2,390                          | 3,460           | 4,470           | 5,080              | 4                            |                     | 2,700            | 4,450            | 6,030              | 7,140            | 7,940        |
|               |   |   |                                |                 |                 |                    | 5                            |                     | 3,400            | 5.600            | 7.610              | 9.010            | 10.010       |
| Class         | s I (>0.00 to 1.9                             | STATE TW<br>99 signalized                 | O-WAY A                        | RTERIAL         | S               |                    |                              |                     | BIC              | CYCLE M          | ODE                |                  |              |
|               |   |   | Le                             | evel of Serv    | ice             |                    | (Note: Le                    | evel of servic      | e for the bio    | cycle mode       | in this table      | is based on      | roadway      |
| Lane          | s Divided                                     | А   | В                              | С               | D               | E                  | geometric                    | es at 40 mph        | posted spee      | d and traffi     | c conditions       | , not numbe      | rof          |
| 1             | Undivided                                     | **  | 210                            | 690             | 820             | 860                | bicyclists                   | using the fac       | cility ) (Mul    | tiply motor      | ized vehicle       | volumes sh       | iown         |
| 2             | Divided                                       | 240                                       | 1,470                          | 1,730           | 1,810           | ***                | below by                     | number of d         | irectional ro    | oadway lane      | es to determi      | ne maximu        | m service    |
| 3             | Divided                                       | 370                                       | 2,260                          | 2,600           | 2,710           | ***                | volumes                      | )                   |                  |                  |                    |                  |              |
| Class         | s II (2.00 to 4 5                             | 0 signalized                              | intersectior                   | s per mile)     |                 |                    | Paved S<br>Bicycl            | houlder/<br>le Lane |                  | L                | evel of Serv       | ice              |              |
| 1             |   |   | Le                             | vel of Serv     | ice             |                    | Cov                          | erage               | А                | В                | С                  | D                | E            |
| Lane          | s Divided                                     | А   | В                              | С               | D               | E                  | 0-4                          | 19%                 | **               | 100              | 170                | 720              | >720         |
| 1             | Undivided                                     | **  | **                             | 560             | 760             | 810                | 50-                          | 84%                 | **               | 130              | 210                | >210             | ***          |
| 2             | Divided                                       | **  | 200                            | 1,290           | 1,620           | 1,700              | 85-1                         | 100%                | 170              | 380              | >380               | ***              | ***          |
| 3             | Divided                                       | **  | 320                            | 2,000           | 2,430           | 2,560              |                              |                     | PEDE             | STRIAN I         | MODE               |                  |              |
| Class         | s III (more than                              | 4.5 signaliz                              | ed intersect                   | ions per mi     | le)             |                    | (Natas La                    | wol of romia        | a far tha na     | daatai ah ma     | da in this to      | bla in basad     |              |
|               |   |   | Ĩ                              | wel of Serv     | ice             |                    | (Note: Le                    | ever of servic      | 40  mph pos      | ted speed a      | nd traffic co      | nditions no      | ON<br>t      |
| Lape          | s Divided                                     | Δ   | B                              | C               | n               | F                  | number o                     | f nedestrians       | using the f      | acility ) (M     | ultiply moto       | rized vehicl     | n<br>e       |
| 1             | Undivided                                     | **  | **                             | 260             | 620             | 770                | volumes                      | shown by nu         | mber of dire     | ectional roa     | dwav lanes t       | o determine      |              |
| $\frac{1}{2}$ | Divided                                       | **  | **                             | 620             | 1 440           | 1 630              | maximum                      | i service voli      | umes )           | ononar rou       | a may rance r      | o determine      | -<br>-       |
| 3             | Divided                                       | **  | **                             | 970             | 2,220           | 2,450              |                              |                     |                  |                  |                    |                  |              |
|               |   |   |                                |                 |                 |                    | ·                            |                     |                  | L                | evel of Serv       | ice              |              |
| <b></b>       |   |   |                                |                 |                 |                    | Sidewalk                     | Coverage            | А                | В                | С                  | D                | Е            |
|               |   |   |                                |                 |                 |                    | 0-4                          | 49%                 | **               | **               | **                 | 330              | 810          |
|               |   | NON-ST                                    | ATE ROA                        | DWAYS           |                 |                    | 50-                          | 84%                 | **               | **               | **                 | 520              | 990          |
| 1             |   | Major Ci                                  | ty/County I                    | Roadways        |                 |                    | 85-                          | 100%                | **               | 120              | 590                | >590             | ***          |
|               |   |   |                                |                 |                 |                    |                              |                     |                  |                  |                    |                  |              |
|               |   |   | Le                             | vel of Serv     | ice             |                    |                              |                     |                  |                  |                    |                  |              |
| Lane          | s Divided                                     | А   | В                              | С               | D               | E                  | A                            | RTERIAL/            | NON-STA          | TE ROAD          | WAY ADJI           | JSTMENT          | s            |
| 1             | Undivided                                     | **  | **                             | 370             | 720             | 770                |                              | (alter cor          | responding       | volume by        | the indicated      | l percent)       |              |
| 2             | Divided                                       | **  | **                             | 870             | 1,550           | 1,630              | _                            |                     |                  |                  |                    |                  |              |
| 3             | Divided                                       | * *                                       | **                             | 1,360           | 2,330           | 2,450              | Lanes                        | 1                   | Median           | Left T           | urn Lanes          | Adjustme         | ent Factors  |
|               |   | Other Si                                  | gnalized R                     | oadways         |                 |                    | 1                            | I                   | Divided          |                  | Yes                | +;               | 5%           |
|               |   | (signalized                               | l intersectio                  | n analysis)     |                 |                    | 1                            | U                   | ndivided         |                  | No                 | -2               | .0%          |
|               |   |   |                                |                 |                 |                    | Multi                        | U                   | ndivided         |                  | Yes                | -3               | 5%           |
| 1.            | <b>B</b> <sup>2</sup> · · · ·                 |   | Le                             | vel of Serv     | ice _           | -                  | Multi                        | U                   | ndivided         |                  | No                 | -2               | 5%           |
| Lane          | s Divided                                     | A   | в<br>**                        | C               | D               | E                  |                              |                     | 0.15             | UAN 5401         | 1 17150            |                  |              |
|               | Divided                                       | **  | **                             | 230             | 490             | 030                |                              |                     | UNE-V            | νΑΥ ΓΑΟΙ         | LITTES             |                  |              |
| 2<br>0        | DIVIDED                                       |   |                                | J40             | 1,070           | 1,270              |                              |                     |                  |                  |                    | <b>`</b>         |              |
| Sour          | ce:   | Florida D                                 | epartment of                   | or Transport    | ation           | 05/17/07           |                              | In                  | crease corre     | esponding v      | olume by 1.        | 2                |              |
| 1             |   | 605 Surve                                 | idiliifig UI                   | MS 10           |                 |                    |                              |                     |                  |                  |                    |                  |              |
|               |   | Tallahaee                                 |                                | 9-0450          |                 |                    |                              |                     |                  |                  |                    |                  |              |
| http:/        | /www.dot.state                                | fl.us/planni                              | ng/systems/                    | sm/los/defa     | ult.htm         |                    |                              |                     |                  |                  |                    |                  |              |
| * Va          | ues shown are hour                            | v directional vol                         | umes for levels                | of service and  | are for the put | omobile/truck m    | odes unless sne              | cifically stated 1  | To convert to an | nual average d   | aily traffic volum | nes, these volum | nes must he  |
| divid         | ed by appropriate D                           | and K factors T                           | his table does r               | ot constitute a | standard and s  | hould be used on   | ly for general p             | lanning applicati   | ons The comp     | uter models fro  | m which this tab   | le is derived sh | ould be used |
| for n         | ore specific plannin                          | g applications T                          | he table and de                | riving compute  | r models shou   | Id not be used for | r corridor or int            | ersection design,   | where more re    | fined technique  | s exist. Level of  | service letter g | rade         |
| level         | of service is not rec                         | ommended. Calc                            | ulations are bas               | sed on planning | applications    | of the Highway C   | apacity Manua                | l, Bicycle LOS N    | Aodel, Pedestria | in LOS Model     | and Transit Capa   | city and Qualit  | y of Service |
| Man           | ual, respectively for                         | the automobile/ti                         | ruck, bicycle, p               | edestrian and b | us modes        |                    |                              |                     |                  |                  | ·                  |                  |              |
| ***N          | amor be achieved us<br>lot applicable for the | ing table input vi<br>it level of service | nue oerauns<br>letter grade. F | or automobile/t | ruck modes v    | olumes greater th  | an level of serv             | vice D become F     | because interse  | ction canacities | have been read     | ied. For bicycle | e and        |

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

# **APPENDIX E**

# ARTPLAN ANALYSES FOR DISTRESSED ARTERIALS

E-1

## **STATE MAINTAINED ARTERIALS**

#### [RESERVED]

## ALACHUA COUNTY ARTERIALS

#### [RESERVED]

## **CITY OF GAINESVILLE ARTERIALS**

#### [RESERVED]

# **APPENDIX F**

# HIGHWAY CAPACITY MANUAL SOFTWARE ANALYSES FOR DISTRESSED ARTERIALS

## **STATE MAINTAINED ARTERIALS**

#### [RESERVED]

## ALACHUA COUNTY ARTERIALS

#### [RESERVED]

## **CITY OF GAINESVILLE ARTERIALS**

#### [RESERVED]

# **APPENDIX G**

# MEDIAN AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNTS

## **STATE MAINTAINED ARTERIALS**

| S-1 | US 441 FROM PAYNE'S PRAIRIE TO SR 331       |         |        | 11,550  |
|-----|---|---------|--------|---------|
|     |   | STATION |        | MEDIAN  |
|     | COUNT STATION LOCATION                      | NUMBER  | 2007   | AADT    |
|     | SOUTH OF ROCKY PT. RD                       | 6095    | 11,600 | 11,600  |
|     | SOUTH OF SR 331                             | 6094    | 11,500 | 11,500  |
|     |   |         |        |         |
| S-2 | US 441 FROM SR 331 TO SR 24                 |         |        | 19,900  |
|     |   | STATION |        | MEDIAN  |
|     | COUNT STATION LOCATION                      | NUMBER  | 2007   | AADT    |
|     | SOUTH OF BIVENS ARM                         | 6092    | 16,700 | 16,700  |
|     | SOUTH OF SW 16TH AVE                        | 6091    | 19,900 | 19,900  |
|     | SOUTH OF SR 24                              | 6090    | 19,900 | 19,900  |
|     |   |         |        |         |
| S-3 | US 441 FROM SR 24 TO SR 26                  |         |        | 35,000  |
|     |   | STATION |        | MEDIAN  |
|     | COUNT STATION LOCATION                      | NUMBER  | 2007   | AADT    |
|     | SOUTH OF SW 8TH AVE                         | 6089    | 35,000 | 35,000  |
|     | NORTH OF SW 2ND AVE                         | 6088    | -      | -       |
| 64  |   |         |        | 20 500  |
| 5-4 | 03 441 FROM SR 20 TO NW 2911 RD             | STATION |        | MEDIAN  |
|     |   |         | 2007   |         |
|     |   | 6087    | 29 500 | 29 500  |
|     |   | 6086    | 30,500 | 30,500  |
|     |   | 6154    | 32 500 | 32 500  |
|     |   | 2065*   | 24 499 | 24 499  |
|     | SOUTH OF NW 23RD AVE                        | 6085    | 33 500 | 33 500  |
|     | NORTH OF NW 23RD AVE                        | 6084    | 33,000 | 33,000  |
|     | NORTH OF NW 23RD AVE                        | 2066*   | 27,818 | 27,818  |
|     |   |         |        |         |
| S-5 | LIS 441 FROM NW 20TH RD TO NW 23RD ST       |         |        | 25 250  |
|     |   | STATION |        | MEDIAN  |
|     | COUNT STATION LOCATION                      | NUMBER  | 2007   | AADT    |
|     | SOUTH OF 39TH AVE                           | 6083    | 28,000 | 28,000  |
|     | SOUTH OF NW 6TH ST                          | 6082    | 17.200 | 17.200  |
|     | NOBTH OF NW 6TH ST                          | 6081    | 26,500 | 26,500  |
|     | SOUTH OF SR 121                             | 6080    | 24,000 | 24,000  |
|     |   |         |        |         |
| S-6 | SR 20 (NW 6TH ST) FROM NW 8TH AVE TO SR 222 |         |        | 16,500  |
|     |   | STATION |        | MEDIAN  |
|     | COUNT STATION LOCATION                      | NUMBER  | 2007   | AADT    |
|     | NORTH OF NW 8TH AVE                         | 6100    | 16,600 | 16,600  |
|     | SOUTH OF NW 16TH AVE                        | 6147    | 17,000 | 17,000  |
|     | NORTH OF NW 16TH AVE                        | 6148    | 16,500 | 16,500  |
|     | NORTH OF NW 16TH AVE                        | 2003*   | 11     | NACTIVE |
|     | SOUTH OF NW 23RD AVE                        | 6099    | 11     | NACTIVE |
|     | NORTH OF NW 23RD AVE                        | 6098    | 13,700 | 13,700  |
|     | SOUTH OF SR 222                             | 6097    | 10,900 | 10,900  |
| 11  |   |         |        |         |

#### YEARLY TRAFFIC COUNTS - STATE ROADS

| S-7          | SR 20 (NW 6TH ST) FROM SR 222 TO US 441  |         |              | 9.200            |
|--------------|--|---------|--------------|------------------|
|              |  | STATION |              | MEDIAN           |
|              | COUNT STATION LOCATION                   | NUMBER  | 2007         | AADT             |
|              | SOUTH OF US 441                          | 6096    | 9,200        | 9,200            |
|              |  |         |              |                  |
| S-8          | SR 20 FROM SR 331/SR24 TO SE 43RD ST     |         |              | 13,800           |
|              |  | STATION |              | MEDIAN           |
|              | COUNT STATION LOCATION                   | NUMBER  | 2007         | AADT             |
|              | EAST OF SR 331/SR 24                     | 6035    | 24,500       | 24,500           |
|              | SOUTH OF SR 26                           | 5015*   | 11           | NACTIVE          |
|              | WEST OF SE 15TH ST                       | 6146    | 13,000       | 13,000           |
|              | EAST OF SE 15TH ST                       | 6042    | 13,200       | 13,200           |
|              | WEST OF SE 27TH ST                       | 6043    | 16,600       | 16,600           |
|              | EAST OF SE 27TH ST                       | 6044    | 13,800       | 13,800           |
| S-9          | SR 24 FROM SW 75TH ST (TOWER RD) TO I-75 |         |              | 26 750           |
|              |  | STATION |              | MEDIAN           |
|              | COUNT STATION LOCATION                   | NUMBER  | 2007         | AADT             |
|              | EAST OF SW 75TH ST                       | 6053    | 11           | NACTIVE          |
|              | EAST OF SW 63RD BLVD                     | 6052    | 25,500       | 25,500           |
|              | WEST OF I-75                             | 6051    | 28,000       | 28,000           |
|              |  |         |              |                  |
| S-10         |  |         |              | 52 510           |
| 0-10         | 38 24 1 10 81 73 10 80 34 11 81          | STATION |              | MEDIAN           |
|              | COUNT STATION LOCATION                   | NUMBER  | 2007         | AADT             |
|              | FAST OF I-75                             | 6050    | 48 500       | 48,500           |
|              | WEST OF SR 121                           | STUDY   | 52,510 "     | 52,510           |
|              | WEST OF SR 121                           | 6049    | 54,500       | 54,500           |
|              |  |         |              |                  |
| 0.44         |  |         |              | 22 500           |
| 5-11         | SR 24 FROM SW 161H AVE 10 05 441         | STATION |              | 33,300<br>MEDIAN |
|              |  | NUMBER  | 2007         |                  |
|              | EAST OF SW 16TH AVENUE                   | STUDY   | 39.010 "     | 39.010           |
|              | EAST OF SW 16TH AVENUE                   | 6157    | 39,000       | 39,000           |
|              | EAST OF GALE LEMERAND DRIVE              | STUDY   | 34,950 "     | 34,950           |
|              | EAST OF GALE LEMERAND DRIVE              | 6046    | 33,500       | 33,500           |
|              | EAST OF CENTER DRIVE                     | STUDY   | 32,100 "     | 32,100           |
|              | EAST OF NEWELL DRIVE                     | STUDY   | 31,100 "     | 31,100           |
|              | WEST OF US 441                           | 6045    | 25,500       | 25,500           |
|              |  |         |              |                  |
| <b>Q_1</b> 2 |  |         |              | 22 742           |
| 3-12         | 01 24 (WALDO NOAD) 51 20 10 58 222       | STATION |              | MEDIAN           |
|              | COUNT STATION LOCATION                   | NUMBER  | 2007         | AADT             |
|              | NORTH OF SR 26                           | 6120    | 23 000       | 23 000           |
|              | SOUTH OF NE 16TH AVE                     | 6119    | 29,000       | 29,500           |
|              | SOUTH OF NE 23RD AVE                     | 6118    | 24 483       | 24 483           |
|              | SOUTH OF NE 23RD AVE                     | 6117    | 21,100<br>II | NACTIVE          |
|              | NORTH OF NE 23RD AVE                     | 6116    | 21,500       | 21,500           |
|              |  |         | .,           | .,               |

| S-13 | SR 24 (WAI DO ROAD) SR 222 TO NE 77TH AVE  |            |              | 17,100  |
|------|--|------------|--------------|---------|
|      |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | NORTH OF SR 222                            | 6115       | 18,800       | 18,800  |
|      | NORTH OF NE 53RD AVE                       | 6114       | 15,400       | 15,400  |
|      |  |            |              |         |
| S-14 | SR 26 FROM NW 122ND ST TO INTERSTATE-75 [V | VEST RAMP] |              | 38,000  |
|      |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | WEST OF NW 75TH ST                         | 6020       | 28,000       | 28,000  |
|      | EAST OF NW 75TH ST                         | 6153       | 48,000       | 48,000  |
| S-15 | SR 26 FROM INTERSTATE-75 IWEST RAMPLTO N   |            |              | 51 000  |
| 0-10 |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | EAST OF NW 69TH ST                         | 6152       | 51.000       | 51.000  |
|      | EAST OF HOSPITAL                           | 6138       | 48.000       | 48.000  |
|      | EAST OF NW 62ND ST                         | 6021       | 53,500       | 53,500  |
|      |  |            | ·            | ·       |
| [    |  |            |              |         |
| S-16 | SR 26 FROM NW 8TH AV TO SR 121 (NW 34TH ST | -)         |              | 30,000  |
|      |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | WEST OF NW 43RD ST                         | 6137       | 29,000       | 29,000  |
|      | WEST OF NW 39TH RD                         | 6022       | 36,000       | 36,000  |
|      | EAST OF NW 39TH RD                         | 6023       | 31,000       | 31,000  |
|      | WEST OF SR121                              | 6024       | 25,000       | 25,000  |
| S-17 | SR 26 FROM SR121 TO GALE LEMERAND DR       |            |              | 25,500  |
|      |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | EAST OF SR 121                             | 6025       | 25,500       | 25,500  |
|      | WEST OF NW 22ND ST                         | 6026       | 25,500       | 25,500  |
|      |  |            |              |         |
| S-18 | SR26 FROM GALE LEMERAND DR TO US 441 (W    | 13TH ST)   |              | 30,500  |
|      |  | STATION    |              | MEDIAN  |
|      |  | NUMBER     | 2007         |         |
|      | EAST OF GALE LEMERAND DR                   | 6027       | ار<br>20 500 | NACTIVE |
|      | WEST OF 13TH ST                            | 0020       | 30,300       | 30,300  |
| S-19 | SR 26 FROM US 441 TO TO SR 24 (WALDO RD)   |            |              | 22,500  |
|      |  | STATION    |              | MEDIAN  |
|      | COUNT STATION LOCATION                     | NUMBER     | 2007         | AADT    |
|      | WEST OF W 12TH ST                          | 6029       | 26,500       | 26,500  |
|      | WEST OF W 6TH ST                           | 6149       | 25,000       | 25,000  |
|      | WEST OF W 3RD ST                           | 6030       | 22,500       | 22,500  |
|      | EAST OF E MAIN ST                          | 6031       | 21,000       | 21,000  |
|      | WEST OF E 3RD ST                           | 6032       | 11           | NACTIVE |
|      | EAST OF E 9TH ST                           | 6033       | 18,500       | 18,500  |
|      | WEST OF SR 331/SR 24                       | 6034       | 11           | NACTIVE |
| 1    |  |            |              |         |

| S-20 | SR 26 FROM SR 20 (HAWTHORNE RD) TO CR329E    | 3 (LAKESHORE    | DR)        | 11,400  |
|------|--|-----------------|------------|---------|
|      |  | STATION         | ,          | MEDIAN  |
|      | COUNT STATION LOCATION                       | NUMBER          | 2007       | AADT    |
|      | WEST OF E 15TH ST                            | 1004            | 11         | NACTIVE |
|      | WEST OF E 15TH ST                            | 6145            | 10,100     | 10,100  |
|      | EAST OF E 15TH ST                            | 6036            | 11,400     | 11,400  |
|      | EAST OF E 25TH ST                            | 6037            | 11,400     | 11,400  |
|      |  |                 |            |         |
| S-21 | SR 26A FROM SR 26 (NEWBERRY RD) TO SR 121    | (W 34TH ST)     |            | 14,900  |
|      |  | STATION         |            | MEDIAN  |
|      |  | NUMBER          | 2007       | AADT    |
|      | WEST OF W 38TH ST                            | 6133            | 14,900     | 14,900  |
|      |  |                 |            |         |
| S-22 | SR 26A FROM SR 121 (W 34TH ST) TO SR 26 (W U | NIVERSITY AV)   |            | 13,650  |
|      |  | STATION         | 0007       | MEDIAN  |
|      |  |                 | 2007       | AADI    |
|      |  | 6040            | 15,200     | 15,200  |
|      | EAST OF SW 23RD ST                           | 6041            | 12,100     | 12,100  |
|      | SOUTH OF SR 26                               | 4000            | - 11       | NAGTIVE |
|      |  |                 |            |         |
| S-23 | SR 121 (W 34TH ST) FROM SR 331 (WILLISTON RE | D) TO SR 24 (SV | ARCHER RD  | 28,415  |
|      |  | STATION         |            | MEDIAN  |
|      | COUNT STATION LOCATION                       | NUMBER          | 2007       | AADT    |
|      | NORTH OF SR 331                              | 6077            | 21,500     | 21,500  |
|      | SOUTH OF SR 24                               | 6134            | 35,329     | 35,329  |
| S-24 | SR 121 (W 34TH ST) FROM SR 24 (SW ARCHER RI  | D) TO SR 26 (W  | UNIVERSITY | 41,750  |
|      |  | STATION         |            | MEDIAN  |
|      | COUNT STATION LOCATION                       | NUMBER          | 2007       | AADT    |
|      | SOUTH OF SW 20TH AV                          | 6135            | 43,500     | 43,500  |
|      | NORTH OF SW 20TH AV                          | 6076            | 47,500     | 47,500  |
|      | NORTH OF RADIO RD                            | 6136            | 40,000     | 40,000  |
|      | SOUTH OF SR 26A                              | 4009            | 11         | NACTIVE |
|      | SOUTH OF SR 26                               | 6075            | 27,500     | 27,500  |
|      |  |                 |            |         |
| S-25 | SR 121 (W 34TH ST) FROM SR 26 TO NW 16TH AV  | ,               |            | 19,250  |
|      |  | STATION         |            | MEDIAN  |
|      | COUNT STATION LOCATION                       | NUMBER          | 2007       | AADT    |
|      | NORTH OF SR 26                               | 6074            | 22,000     | 22,000  |
|      | SOUTH OF NW 16TH AV                          | 6073            | 16,500     | 16,500  |
| S-26 | SR 121 (W 34TH ST) FROM NW 16TH AV TO SR 22  | 2 (NW 39TH AV   | )          | 13,750  |
|      |  | STATION         |            | MEDIAN  |
|      | COUNT STATION LOCATION                       | NUMBER          | 2007       | AADT    |
|      | NORTH OF NW 16TH AV                          | 6142            | 15,000     | 15,000  |
|      | NORTH OF NW 16TH AV                          | 2012*           | 11         | NACTIVE |
|      | SOUTH OF NW 31ST BD                          | 6072            | 12,500     | 12,500  |
|      |  |                 |            |         |

| 0.07 |                                       |                        |             | 1       |
|------|---------------------------------------|------------------------|-------------|---------|
| S-27 | SR 121 FROM SR 222 (NW 39TH AVE) TO   | NW 53RD AVE            |             | 15,500  |
|      |                                       | STATION                |             | MEDIAN  |
|      |                                       | NUMBER                 | 2007        | AADI    |
|      | NORTH OF SR 222                       | 6071                   | 15,500      | 15,500  |
|      | NORTH OF NW 45TH AV                   | 6140                   | 11          | NACTIVE |
|      | NORTH OF NW 45TH AV                   | 2002                   | 11          | NACTIVE |
|      |                                       |                        |             |         |
| 0.00 |                                       |                        |             | 40.570  |
| 5-28 | SR 121 FROM US 441 TO CR 231          | CTATION                |             | 10,578  |
|      |                                       | STATION                | 0007        | MEDIAN  |
|      |                                       | NUMBER                 | 2007        | AADT    |
|      | NORTH OF US 441                       | 6155                   | 14,000      | 14,000  |
|      | NORTH OF US 441                       | 6069                   | ۱۱<br>      | NACTIVE |
|      | NORTH OF US 441                       | 6068                   | 7,155       | 7,155   |
|      |                                       |                        |             |         |
| S 20 |                                       |                        |             | 20 202  |
| 0-29 | 5K 222 (N 3311 AV) T KOM NW 3011 31 1 | STATION                |             | MEDIAN  |
|      |                                       | NUMBER                 | 2007        |         |
|      |                                       | NONDER                 | 12 095      | 12 095  |
|      |                                       | 6122                   | 72,000      | 72,000  |
|      | WEST OF NW 9131 31                    | 0152                   | 20,300      | 20,500  |
| S-30 | SR 222 (N 39TH AV) FROM US 441 (NW 13 | 3TH ST) TO SR 24 (WALD | ORD)        | 18,200  |
|      |                                       | STATION                | ,           | MEDIAN  |
|      | COUNT STATION LOCATION                | NUMBER                 | 2007        | AADT    |
|      | EAST OF US 441                        | 6004                   | 21,000      | 21,000  |
|      | EAST OF NW 6TH ST                     | 6005                   | 23,500      | 23,500  |
|      | EAST OF CR 329 (N MAIN ST)            | 6006                   | 18,200      | 18,200  |
|      | EAST OF CR 329 (N MAIN ST)            | 3014*                  | 11          | NACTIVE |
|      | WEST OF NE 15TH ST                    | 6144                   | 17,700      | 17,700  |
|      | WEST OF SR 24                         | 6007                   | 15,800      | 15,800  |
|      |                                       |                        |             |         |
| S-31 | SR 222 (N 39TH AV) FRON SR 24 (WALDO  | ORD) TO AIRPORT ENTR   | ANCE        | 14,500  |
|      |                                       | STATION                |             | MEDIAN  |
|      | COUNT STATION LOCATION                | NUMBER                 | 2007        | AADT    |
|      | EAST OF SR 24                         | 6008                   | 14,500      | 14,500  |
|      |                                       |                        |             |         |
| 6 22 |                                       |                        |             | 10 600  |
| 3-32 | SR 222 (N 39TH AV) FROM AIRFORT ENT   |                        |             |         |
|      |                                       |                        | 2007        |         |
|      |                                       | E009                   | 14 500      | 14 500  |
|      | EAST OF SR 24                         | 6000                   | 6,700       | 6 700   |
|      | WEST OF SR 20                         | 7014                   | 6,700       | 6,700   |
|      | WEST OF SR 20                         | 7014                   | 11          | NACTIVE |
|      |                                       |                        |             |         |
| S-33 | SR 226 (S 16TH AV) FROM SR 24 (SW AR  | CHER RD) TO US 441 (S) | // 13TH ST) | 20,550  |
|      |                                       | STATION                |             | MEDIAN  |
|      | COUNT STATION LOCATION                | NUMBER                 | 2007        | AADT    |
|      | EAST OF SR 24                         | 6055                   | 20,500      | 20,500  |
|      | EAST OF SR 24                         | STUDY                  | 20,100 "    | 20,100  |
|      | EAST OF SHEALY DRIVE                  | STUDY                  | 199,100 "   | 199,100 |
|      | EAST OF VA HOSPITAL DRIVE             | STUDY                  | 19,400 "    | 19,400  |
|      | WEST OF US 441                        | STUDY                  | 20,600 "    | 20,600  |
|      | WEST OF US 441                        | 6056                   | 21 000      | 21 000  |

| S-34        | SR 226 (S 16TH AV) FROM US 441 (SW 13TH   | ST) TO SR 329 (S MA  | AIN ST)          | 18,450           |
|-------------|---|----------------------|------------------|------------------|
|             |   | STATION              | ,                | MEDIAN           |
|             | COUNT STATION LOCATION                    | NUMBER               | 2007             | AADT             |
|             | EAST OF US 441                            | 6057                 | 19,400           | 19,400           |
|             |   | 4028                 | IN               | IACTIVE          |
|             | WEST OF SR 329                            | 6058                 | 17,500           | 17,500           |
|             |   |                      |                  |                  |
|             |   |                      |                  |                  |
| S-35        | SR 226 (S 16TH AV) FROM SR 329 (S MAIN ST | T) TO SR 331 (WILLIS | STON RD)         | 7,900            |
|             |   | STATION              |                  | MEDIAN           |
|             | COUNT STATION LOCATION                    | NUMBER               | 2007             | AADT             |
|             |   | 5026                 | II               | IACTIVE          |
|             | EAST OF SR 329                            | 6059                 | 7,900            | 7,900            |
| S-36        | SR 1204 (N 23RD AV) FROM US 441 (N 13TH   |                      |                  | 15 100           |
| 0-50        | SK 120A (N 25KD AV) 1 KOM 05 441 (N 1511) | STATION              |                  | MEDIAN           |
|             |   | NUMBER               | 2007             |                  |
|             |   | 6012                 | 16 300           | 16 300           |
|             |   | 6012                 | 15,500           | 15,500           |
|             |   | 6013                 | 15,000           | 15,500           |
|             | WEST OF NE 15TH ST                        | 3023                 | 15,100           |                  |
|             | WEST OF NE 15TH ST                        | 6015                 | 11 900           | 11 000           |
|             | EAST OF NE 15TH ST                        | 6016                 | 8 300            | 8 300            |
|             |   | 0010                 | 0,300            | 0,300            |
| S-37        | SR 329 (MAIN ST) FROM SR 26 (UNIVERSITY   | AV) TO N 8TH AV      |                  | 20,200           |
|             |   | STATION              | >                | MEDIAN           |
|             | COUNT STATION LOCATION                    | NUMBER               | 2007             | AADT             |
|             | NORTH OF SR 26 (UNIVERSITY AV)            | 6105                 | 20,500           | 20,500           |
|             | SOUTH OF N 8TH AV                         | 6104                 | 19,900           | 19,900           |
|             |   |                      |                  |                  |
| S-38        | SR 331/SR 121 FROM I-75 TO US 441 (SW 131 | TH ST)               |                  | 26,250           |
|             |   | STATION              |                  | MEDIAN           |
|             | COUNT STATION LOCATION                    | NUMBER               | 2007             | AADT             |
|             | EAST OF SR 121 (SW 34TH ST)               | 6112                 | 27,500           | 27,500           |
|             | WEST OF US 441                            | 6111                 | 25,000           | 25,000           |
| <b>6</b> 00 |   |                      |                  | 40.000           |
| 5-39        | SR 331 (WILLISTON RD) FROM US 441 (SW 1.  | 31H 51) 10 SR 26 (0  | NIVERSITYA       | 18,300           |
|             |   |                      | 2007             |                  |
|             |   |                      | 21.000           | 21 000           |
|             |   | 011U<br>6404         | ∠1,000<br>14,700 | ∠1,000<br>14,700 |
|             |   | 6100                 | 19,700           | 14,700           |
|             |   | 0123                 | 13,400           | 19,400           |
|             |   | 50003<br>6100        | 18 200           | 19 200           |
|             | SOUTH OF SE 26                            | 6124                 | 10,000           | 10,000           |
| [           | 500111 0F 5R 20                           | 0121                 | 10,000           | 10,000           |
| S-40        | SR 20 (NW 8TH AV) FROM NW 6TH ST TO N     | IAIN ST              |                  | 18.600           |
| _           | · · · · · · · · · · · · · · · · · · ·     | STATION              |                  | MEDIAN           |
|             | COUNT STATION LOCATION                    | NUMBER               | 2007             | AADT             |
|             | EAST OF NW 6TH ST                         | 6018                 | 18.600           | 18,600           |
|             | WEST OF N MAIN ST                         | 6019                 | .,<br>IN         | JACTIVE          |

| S-42I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)90,500S-42I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)90,500STATIONMEDIANCOUNT STATION LOCATIONNUMBERSOUTH OF SR 26606190,50090,500S-43I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)S-43I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)S-43I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)S-44SR 121 FROM SW 85TH AV TO I-75S-44SR 121 FROM SW 85TH AV TO I-75   |
|---|
| COUNT STATION LOCATION         NUMBER         2007         AADT           NORTH OF SR331/SR121         6062         73,500         73,500           S-42         I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)         90,500         90,500           COUNT STATION LOCATION         STATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007         AADT           SOUTH OF SR 26         6061         90,500         90,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           STATION         MEDIAN         MEDIAN           COUNT STATION LOCATION         NUMBER         2007           NORTH OF SR 26         6060         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400 |
| NORTH OF SR331/SR121         6062         73,500         73,500           S-42         I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)         90,500           STATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007           SOUTH OF SR 26         6061         90,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400  |
| S-42       I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)       90,500         STATION       MEDIAN         COUNT STATION LOCATION       NUMBER       2007         SOUTH OF SR 26       6061       90,500         S-43       I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)       81,500         S-43       I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)       81,500         STATION       MEDIAN         COUNT STATION LOCATION       NUMBER       2007         NORTH OF SR 26       6060       81,500         S-44       SR 121 FROM SW 85TH AV TO I-75       9,400   |
| S-42         I-75 FROM SR 24 (SW ARCHER RD) TO SR 26 (NEWBERRY RD)         90,500           STATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007         AADT           SOUTH OF SR 26         6061         90,500         90,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           COUNT STATION LOCATION         NUMBER         2007         AADT           COUNT STATION LOCATION         NUMBER         2007         AADT           NORTH OF SR 26         STATION         MEDIAN           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| STATIONMEDIANCOUNT STATION LOCATIONNUMBER2007AADTSOUTH OF SR 26606190,50090,500S-43I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)81,500S-43COUNT STATION LOCATIONMEDIANCOUNT STATION LOCATIONNUMBER2007NORTH OF SR 26606081,500S-44SR 121 FROM SW 85TH AV TO I-759,400  |
| COUNT STATION LOCATION         NUMBER         2007         AADT           SOUTH OF SR 26         6061         90,500         90,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           STATION         MEDIAN           COUNT STATION LOCATION         NUMBER           COUNT STATION LOCATION         NUMBER           NORTH OF SR 26         6060           S1,500         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75           9,400         STATION   |
| SOUTH OF SR 26         6061         90,500         90,500           S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           S-43         COUNT STATION LOCATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007           NORTH OF SR 26         6060         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           STATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007         AADT           NORTH OF SR 26         6060         81,500         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| S-43         I-75 FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         81,500           STATION         STATION         MEDIAN           COUNT STATION LOCATION         NUMBER         2007         AADT           NORTH OF SR 26         6060         81,500         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| STATION     MEDIAN       COUNT STATION LOCATION     NUMBER     2007     AADT       NORTH OF SR 26     6060     81,500     81,500       S-44     SR 121 FROM SW 85TH AV TO 1-75     9,400  |
| COUNT STATION LOCATION         NUMBER         2007         AADT           NORTH OF SR 26         6060         81,500         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| NORTH OF SR 26         6060         81,500         81,500           S-44         SR 121 FROM SW 85TH AV TO I-75         9,400   |
| S-44         SR 121 FROM SW 85TH AV TO I-75         9,400           STATION         MEDIAN  |
| 5-44 SK 121 FRUM SW 851H AV 101-75 9,400  |
|   |
|   |
| NORTH OF CR 22A         6159         9 400         9 400  |
|   |
| S-45 SR 26 (NEWBERRY RD) FROM NW 154TH ST TO NW 122ND ST 23 250   |
| STATION MEDIAN  |
| COUNT STATION LOCATION NUMBER 2007 AADT   |
| WEST OF NW 143RD ST 6161 25,000 25,000  |
| EAST OF NW 143RD ST 6160 21,500 21,500  |
|   |
| STATION MEDIAN  |
| COUNT STATION LOCATION NUMBER 2007 AADT   |
| NORTH OF CR 329B         6038         5,200         5,200   |
|   |
| S-47 SR 24 (SW ARCHER RD) FROM SW 91ST ST TO SW 75TH ST (TOWER RD) 19,500   |
| STATION MEDIAN  |
| COUNT STATION LOCATION NUMBER 2007 AADT   |
| WEST OF SW 75TH ST 6054 19,500 19,500   |
|   |
| S-48 SR 20 (HAWTHORNE RD) FROM SE 43RD ST TO CR 329B (LAKESHORE DR) 11,150  |
|   |
| EAST OF SE 27TH ST. COUNT STATION LOCATION NUMBER 2007 AADT   |
| EAST OF CE 271 TIST 5044 13,800 13,800<br>EAST OF CE 330B 6130 9 500 9 500  |
|   |
| S-49 SR 20 (HAWTHORNE RD) FROM CR 329B (LAKESHORE DR) TO CR 2082 8,500  |
| STATION MEDIAN  |
| COUNT STATION LOCATION NUMBER 2007 AADT   |
| EAST OF CR 329B 6130 8,500 8,500  |

| S-50 | US 441 FROM NW 23RD ST TO GAINESVILL | E METROPOLITAN A | REA BOUNDAF  | 18,600 |
|------|--------------------------------------|------------------|--------------|--------|
|      |                                      | STATION          |              | MEDIAN |
|      | COUNT STATION LOCATION               | NUMBER           | 2007         | AADT   |
|      | NORTH OF NW 23RD ST                  | 6078             | 18,600       | 18,600 |
|      |                                      |                  |              |        |
| [    |                                      |                  |              |        |
| S-51 | I-75 FROM GAINESVILLE METROPOLITAN A | AREA BOUNDARY TO | WILLISTON RE | 64,743 |
|      |                                      | STATION          |              | MEDIAN |
|      |                                      |                  | ~~~~         |        |
|      | COUNT STATION LOCATION               | NUMBER           | 2007         | AADT   |

| S-52 | I-75 FROM NW 39TH AVE TO GAINESVILLE METROPOLITAN AREA BOUNDARY |         |        | 61,000 |
|------|---|---------|--------|--------|
|      |   | STATION |        | MEDIAN |
|      | COUNT STATION LOCATION  | NUMBER  | 2007   | AADT   |
|      | NORTH OF NW 39TH AVE  | 6158    | 61,000 | 61,000 |

| S-53 | SR 222 (N 39TH AV) FROM NW 51ST ST TO US 441 (W 13TH ST) |         |        | 29,000  |
|------|--|---------|--------|---------|
|      |  | STATION |        | MEDIAN  |
|      | COUNT STATION LOCATION                                   | NUMBER  | 2007   | AADT    |
|      | WEST OF NW 43RD ST                                       | 6000    | 33,000 | 33,000  |
|      | EAST OF NW 43RD ST                                       | 6001    | 33,500 | 33,500  |
|      | EAST OF SR 121   | 6141    | 29,000 | 29,000  |
|      | EAST OF SR 121   | 2064*   | IN     | IACTIVE |
|      | EAST OF NW 24TH BD                                       | 6002    | 26,000 | 26,000  |
|      | WEST OF NW 13TH ST                                       | 6003    | 27,500 | 27,500  |

| S-54 | SR 121 FROM CR 232 (NW 53RD AVE) TO US 441 |         |       | 9,600  |
|------|--|---------|-------|--------|
|      |  | STATION |       | MEDIAN |
|      | COUNT STATION LOCATION                     | NUMBER  | 2007  | AADT   |
|      | SOUTH OF US 441                            | 6070    | 9,600 | 9,600  |
|      | SOUTH OF US 441                            | 2001    | IN    | ACTIVE |

| S-55 | SR 24 FROM SR 121 (SW 34TH ST) TO SR 226         | 54,500  |                                       |         |
|------|--|---------|---------------------------------------|---------|
|      |  | STATION |                                       | MEDIAN  |
|      | COUNT STATION LOCATION                           | NUMBER  | 2007                                  | AADT    |
|      | EAST OF SR 121                                   | STUDY   | - "                                   | -       |
|      | EAST OF SR 121                                   | 6048    | 50,000                                | 50,000  |
|      | WEST OF SR 226                                   | 6047    | 59,000                                | 59,000  |
|      |  |         |                                       |         |
| S-56 | SR 222 (N 39TH AV) FROM NW 83RD ST TO NW 51ST ST |         |                                       | 28,000  |
|      |  | STATION | · · · · · · · · · · · · · · · · · · · | MEDIAN  |
|      | COUNT STATION LOCATION                           | NUMBER  | 2007                                  | AADT    |
|      | EAST OF NW 83RD ST                               | 6139    | 28,000                                | 28,000  |
|      | EAST OF NW 83RD ST                               | 7018    | IN                                    | IACTIVE |

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

# ALACHUA COUNTY ARTERIALS

#### YEARLY TRAFFIC COUNTS - COUNTY ROADS

| A-1    | NW 53RD AV (CR 232) FROM NW 52ND TR TO NW 13TH ST (US 441) |                  |          |          |  |
|--------|--|------------------|----------|----------|--|
| AC-010 |  | STATION          | 2007     | MEDIAN   |  |
|        |  |                  | 2007     | 41.974   |  |
|        |  | 7051             | 11,874   | 11,074   |  |
|        | EAST OF NW 34TH ST (SR 121)                                | 7050             | 10,910   | 10,910   |  |
|        | EAST OF NW 341H ST (SR 121)                                | 2062             | 11,501   | 11,501   |  |
|        | WEST OF 03 441   | 7049             | 10,009   | 10,869   |  |
| A-2    | NW 53RD (CR 232) FROM NW 13TH ST (US 441) TO               | ) WALDO RD (SR   | 24)      | 12,902   |  |
| AC-005 |  | STATION          |          | MEDIAN   |  |
|        | COUNT STATION LOCATION                                     | NUMBER           | 2007     | AADT     |  |
|        | WEST OF N MAIN ST (CR 329)                                 | 2063             | 14,777   | 14,777   |  |
|        | WEST OF NE 15TH ST   | 7035             | 12,902   | 12,902   |  |
|        | WEST OF WALDO RD (SR 24)                                   | 7036             | 11,123   | 11,123   |  |
|        |  |                  |          |          |  |
|        |  |                  |          |          |  |
| A-3    | NW 43RD ST FROM NEWBERRY RD (SR 26) TO NV                  | V 53RD AV (SR 23 | 32)      | 29,280   |  |
| AC-025 |  | STATION          |          | MEDIAN   |  |
| -      |  |                  | 2007     | AADI     |  |
|        | NORTH OF SR 26   | 7061             | 14,355   | 14,355   |  |
|        | NORTH OF NW 81H AV   | 6066             | I        | NACTIVE  |  |
|        | NORTH OF NW 81H AV   | 2059             | 27,752   | 27,752   |  |
|        | NORTH OF NW 8TH AV   | 2004             | 29,213   | 29,213   |  |
|        | SOUTH OF NW 23RD AV  | 7009             | 30,487   | 30,487   |  |
|        | NORTH OF NW 23RD AV  | 6065             | I        | NACTIVE  |  |
|        | NORTH OF NW 23RD AV  | 2060             | I        | NACTIVE  |  |
|        | NORTH OF NW 23RD AV  | 2005             |          | NACTIVE  |  |
|        | SOUTH OF NW 39TH AV  | 7046             | 30,363   | 30,363   |  |
|        | NORTH OF NW 391H AV  | 6064             | II       | NACTIVE  |  |
|        | NORTH OF NW 39TH AV  | 7045             | 29,938 ~ | - 29,938 |  |
|        | NORTH OF NW 39TH AV  | 2007             | 29,280   | 29,280   |  |
| A-6    | NW 43RD ST FROM NW 53RD AV (SR 232) TO US                  | 141              |          | 11.773   |  |
| AC-030 |  | STATION          |          | MEDIAN   |  |
|        | COUNT STATION LOCATION                                     | NUMBER           | 2007     | AADT     |  |
|        | NORTH OF NW 53RD AVE                                       | 2061             | 16,644   | 16,644   |  |
|        | NORTH OF NW 53RD AVE                                       | -                | 17,303   | 17,303   |  |
|        | NORTH OF SAN FELASCO PARK RD                               | -                | 4,967    | 4,967    |  |
|        | SOUTH OF NW 93RD AV  | -                | - 1      | NACTIVE  |  |
|        | NORTH OF NW 93RD AV  | -                | -        | NACTIVE  |  |
|        | SOUTH OF US 441  | 7062             | 6,901    | 6,901    |  |
|        |  |                  |          |          |  |
| A-9    | NW 23RD AV FROM NW 98TH ST TO NW 55TH ST                   |                  |          | 17,034   |  |
| AC-040 |  | STATION          |          | MEDIAN   |  |
|        | COUNT STATION LOCATION                                     | NUMBER           | 2007     | AADT     |  |
|        | EAST OF NW 98TH ST   | 7027             | 8,164    | 8,164    |  |
|        | WEST OF INTERSTATE 75                                      |                  | 17,030   | 17,030   |  |
|        | EAST OF NW 83RD STREET                                     |                  | 17,037   | 17,037   |  |
|        | WEST OF NW 55TH ST   | 7008             | 17,109   | 17,109   |  |
| A 10   |  |            |          | 22 172 |
|--------|--|------------|----------|--------|
| A-10   | NW 25RD AV FROM NW 55TH ST TO NW 45RD ST     |            |          |        |
| AC-035 |  | NUMBER     | 2007     |        |
|        |  | 2008       | 2007     |        |
|        |  | 2008       | 20 170   | 22 172 |
|        |  | 1032       | 22,172   | 22,172 |
| A-11   | NW 16TH AV FROM NW 43RD ST TO NW 13TH ST (L  | JS 441)    |          | 23,769 |
|        |  | STATION    |          | MEDIAN |
|        | COUNT STATION LOCATION                       | NUMBER     | 2007     | AADT   |
|        | EAST OF NW 43RD ST                           | 2038       | 25,351 ~ | 25,351 |
|        | EAST OF NW 38TH ST                           | 2036       | 22,157 ~ | 22,157 |
|        | WEST 0F NW 22ND ST                           | 2071       | 23,513 ~ | 23,513 |
|        | EAST 0F NW 22ND ST                           | 2089       | IN       | ACTIVE |
|        | EAST OF NW 18TH TR                           | 2033       | 24,025 > | 24,025 |
|        |  |            |          |        |
| A-12   | NW 16TH AV FROM NW 13TH ST (US 441) TO SR 24 | (WALDO RD) |          | 12,127 |
|        |  | STATION    |          | MEDIAN |
|        |  | NUMBER     | 2007     | AADT   |
|        | EAST OF NW 13TH ST                           | 2088       | IN       | ACTIVE |
|        | EAST OF NW 10TH ST                           | 2070       | 11,876 ~ | 11,876 |
|        | EAST OF NW 6TH ST                            | 2030       | 12,378 ~ | 12,378 |
|        | WEST OF N MAIN ST                            | 2087       | IN       | ACTIVE |
|        | EAST OF NE 2ND ST                            | 3024       | 13,351 ~ | 13,351 |
|        | WEST OF NE 12TH ST                           | 3005       | 8,899 ~  | 8,899  |
|        | WEST OF WALDO RD                             | 3030       | IN       | ACTIVE |
| A-13   | SW 75TH ST FROM SR 24 (SW ARCHER RD) TO SW   | / 8TH AV   |          | 17.234 |
| AC-090 |  | STATION    |          | MEDIAN |
|        | COUNT STATION LOCATION                       | NUMBER     | 2007     | AADT   |
|        | NORTH OF SR 24 (ARCHER RD)                   | 7020       | 17,893   | 17,893 |
|        | SOUTH OF SW 24TH AV                          | 7043       | 14,534   | 14,534 |
|        | NORTH OF SW 24TH AV                          | 7042       | 17,234   | 17,234 |
|        |  |            |          |        |
| A-14   | W 75TH ST FROM SW 8TH AV TO SR 26 (NEWBERR   | (Y RD)     |          | 27.680 |
| AC-085 | A  | STATION    |          | MEDIAN |
|        | COUNT STATION LOCATION                       | NUMBER     | 2007     | AADT   |
|        | SOUTH OF SR 26 (NEWBERRY RD)                 | 7024       | 27,680   | 27,680 |
|        | NORTH OF W. UNIVERSITY AV                    |            | 25,507   | 25,507 |
|        | SOUTH OF W. UNIVERSITY AV                    |            | 28,595   | 28,595 |
|        |  |            |          |        |
| A-15   | SW 20TH AV FROM SW 75TH ST TO SW 62ND BD     |            |          | 16,595 |
| AC-060 |  | STATION    |          | MEDIAN |
|        | COUNT STATION LOCATION                       | NUMBER     | 2007     | AADT   |
|        | EAST OF SW 75TH ST                           | 7021       | 16,595 ~ | 16,595 |
|        |  |            |          |        |

| AC-055         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           EAST OF SW 62ND BD         7044         27,220 ~ 27           EAST OF SW 62ND BD         STUDY         -           WEST OF SW 43RD ST         STUDY         -           EAST OF SW 43RD ST         STUDY         -           WEST OF SW 34TH ST         STUDY         -           WEST OF SW 34TH ST         T019         18,446 ~ 18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         106           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 > 17         NORTH OF N 10TH AV         1001         16,416 > 16           NORTH OF N 16TH AV         1002         16,593 ~ 16         SOUTH OF N 23RD ST         6103         INACTIVE  | AN<br>DT<br>7,220<br>0<br>0<br>0<br>0<br>0<br>3,446<br>3,593<br>AN<br>T<br>7,513  |
|--|---|
| COUNT STATION LOCATION         NUMBER         2007         AAD           EAST OF SW 62ND BD         7044         27,220 ~         27           EAST OF SW 62ND BD         STUDY         -         27           WEST OF SW 43RD ST         STUDY         -         27           EAST OF SW 43RD ST         STUDY         -         27           WEST OF SW 43RD ST         STUDY         -         27           WEST OF SW 34TH ST         STUDY         -         27           WEST OF SW 34TH ST         7019         18,446 ~         18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16         16           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           NORTH OF N 23RD ST         6103         INACTIVE         1002  | 7,220<br>0<br>0<br>0<br>3,446<br>3,593<br>AN<br>T<br>7,513  |
| EAST OF SW 62ND BD         7044         27,220 ~         27           EAST OF SW 62ND BD         STUDY         - <t< td=""><td>7,220<br/>0<br/>0<br/>0<br/>3,446<br/>3,593<br/>AN<br/>T<br/>7,513</td></t<>                                      | 7,220<br>0<br>0<br>0<br>3,446<br>3,593<br>AN<br>T<br>7,513  |
| EAST OF SW 62ND BD         STUDY         -           WEST OF SW 43RD ST         STUDY         -           EAST OF SW 43RD ST         STUDY         -           WEST OF SW 34RD ST         STUDY         -           WEST OF SW 34RD ST         STUDY         -           WEST OF SW 34TH ST         STUDY         -           WEST OF SW 34TH ST         7019         18,446 ~         18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16         16           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE         1002   | 0<br>0<br>0<br>3,446<br>3,593<br>AN<br>T<br>7,513   |
| WEST OF SW 43RD ST         STUDY         -           EAST OF SW 43RD ST         STUDY         -           WEST OF SW 34TH ST         STUDY         -           WEST OF SW 34TH ST         7019         18,446 ~ 18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 > 17         16           NORTH OF N 10TH AV         1001         16,416 > 16         16           NORTH OF N 16TH AV         1002         16,593 ~ 16         16           SOUTH OF N 23RD ST         6103         INACTIVE         1002  | 0<br>0<br><u>3,446</u><br><u>3,593</u><br>AN<br>IT<br>7,513   |
| EAST OF SW 43RD ST         STUDY         -           WEST OF SW 34TH ST         STUDY         -           WEST OF SW 34TH ST         7019         18,446 ~ 18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 > 17         17           NORTH OF N 10TH AV         1001         16,416 > 16         16           NORTH OF N 16TH AV         1002         16,593 ~ 16           SOUTH OF N 23RD ST         6103         INACTIVE   | 0<br>0<br><u>3,446</u><br><u>3,593</u><br>AN<br>'T<br>7,513   |
| WEST OF SW 34TH ST         STUDY         -           WEST OF SW 34TH ST         7019         18,446 ~ 18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 > 17         17           NORTH OF N 10TH AV         1001         16,416 > 16         16           NORTH OF N 16TH AV         1002         16,593 ~ 16           SOUTH OF N 23RD ST         6103         INACTIVE  | 0<br><u>3,446</u><br><u>5,593</u><br>AN<br>'T<br>7,513  |
| WEST OF SW 34TH ST         7019         18,446 ~         18           A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16           COUNT STATION LOCATION         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE  | 8,446<br>6,593<br>AN<br>T<br>7,513  |
| A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         11           STATION         STATION         MEDI           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE  | 6,593<br>AN<br>'T<br>7,513  |
| A-17         N MAIN ST (CR 329) FROM N 8TH AV TO N 23RD AV         16           STATION         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE   | 6,593<br>AN<br>IT<br>7,513  |
| STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE   | AN<br><u>17</u><br>7,513  |
| COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF N 8TH AV         1000         17,513 > 17           NORTH OF N 10TH AV         1001         16,416 > 16           NORTH OF N 16TH AV         1002         16,593 ~ 16           SOUTH OF N 23RD ST         6103         INACTIVE   | от<br>7,513   |
| NORTH OF N 8TH AV         1000         17,513 >         17           NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE  | 7,513   |
| NORTH OF N 10TH AV         1001         16,416 >         16           NORTH OF N 16TH AV         1002         16,593 ~         16           SOUTH OF N 23RD ST         6103         INACTIVE   |   |
| NORTH OF N 16TH AV         1002         16,593         16           SOUTH OF N 23RD ST         6103         INACTIVE   | 3,416   |
| SOUTH OF N 23RD ST 6103 INACTIVE   | 5,593   |
|  |   |
|  |   |
| A-18 N MAIN ST (CR 329) FROM N 23RD AV TO N 39TH AV (SR 222) 17  | 7,250   |
| STATION MEDI.  | AN  |
| COUNT STATION LOCATION NUMBER 2007 AAD   | <u>'T</u>   |
| NORTH OF N 23RD AV 7047 18,800 18  | 3,800   |
| NORTH OF N 23RD AV 6102 INACTIVE   | <u>:</u><br>  |
| SOUTH OF N 31ST AV 1005 INACTIVE   |   |
| SOUTH OF N 39TH AV 6101 INACTIVE   |   |
| SOUTH OF N 31ST ST 1003 15,699 ~ 15  | 5,699   |
|  |   |
|  | 500   |
|  | <u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>  |
|  |   |
| WEST OF INTERSTATE 75 7052 10 500 10   | 0 500   |
|  | J,399<br>:  |
|  |   |
|  |   |
| III A-20 I SW 24TH AV FROM SW 91ST ST TO SW 75TH ST  | 1.837   |
| A-20 SW 241H AV FROM SW 91ST ST 10 SW 751H ST 11<br>AC-065 STATION MEDI  | 1,837<br>AN   |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007   | 1,837<br>AN<br>'T   |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11.837         11   | 1,837<br>AN<br>'T<br>1,837  |
| A-20         SW 24TH AV FROM SW 91ST ST TO SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11   | 1,837<br>AN<br>'T<br>1,837  |
| A-20         SW 24TH AV FROM SW 91ST ST TO SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007           WEST OF SW 75TH ST         7022         11,837  | 1,837<br>AN<br>T<br>1,837   |
| A-20       SW 24TH AV FROM SW 91ST ST TO SW 75TH ST       11         AC-065       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         WEST OF SW 75TH ST       7022       11,837       11         A-21       NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)       10   | 1,837<br>AN<br>0T<br>1,837<br>0,126   |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           AC-120         STATION         MEDI.  | 1,837<br>AN<br>9T<br>1,837<br><u>),126</u><br>AN  |
| A-20       SW 241H AV FROM SW 91ST ST 10 SW 75TH ST       11         AC-065       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         WEST OF SW 75TH ST       7022       11,837       11         A-21       NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)       10         AC-120       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD   | 1,837<br>AN<br>IT<br>1,837<br>),126<br>AN<br>T  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           AC-120         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10  | 1,837<br>AN<br>bT<br>1,837<br><u>),126</u><br>AN<br>T<br>),344  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10         10           AC-120         STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 65         10   | 1,837<br>AN<br>iT<br>1,837<br>),126<br>AN<br>iT<br>),344<br>),907   |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           COUNT STATION LOCATION         STATION         MEDI.           AC-120         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 3         3   | 1,837<br>AN<br>iT<br>1,837<br>),126<br>AN<br>iT<br>),344<br>9,907   |
| A-20       SW 241H AV FROM SW 91ST ST 10 SW 75TH ST       11         AC-065       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         WEST OF SW 75TH ST       7022       11,837       11         AC-120       NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)       10         AC-120       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         SOUTH OF NW 39TH AV       7033       10,344       10         NORTH OF 23RD AV       2106       9,907 ~       31         A-22       NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)       10  | 1,837<br>AN<br>iT<br>1,837<br>J,126<br>AN<br>iT<br>J,344<br>9,907<br>J,350  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10         10           AC-120         STATION         MEDI.         10         10           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 05         10           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         10         10           AC-110         STATION         MEDI.         10         10  | 1,837<br>AN<br>iT<br>1,837<br>D,126<br>AN<br>iT<br>D,344<br><u>D,907</u><br><u>D,350</u><br>AN  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10         10           AC-120         STATION         MEDI.         11           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 9         9           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         10           COUNT STATION LOCATION         NUMBER         2007         AAD  | 1,837<br>AN<br>IT<br>1,837<br>D,126<br>AN<br>IT<br>D,344<br>D,344<br>D,344<br>D,350<br>AN<br>T  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10         10           AC-120         STATION         MEDI.         COUNT STATION LOCATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 35         35           AC-110         STATION         MEDI.         10           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF 23RD AV         2106         9,907 ~ 35         35           AC-110         STATION         MEDI.         10           NORTH OF SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         10         10           NORTH OF SR 26         7026         11,735         11   | 1,837<br>AN<br>iT<br>1,837<br>D,126<br>AN<br>iT<br>D,344<br>D,907<br>D,350<br>AN<br>T<br>1,735  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 751H ST         11           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           AC-120         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10         10           AC-120         STATION         MEDI.         COUNT STATION LOCATION         MEDI.           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~ 9         9           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         10         10           AC-110         STATION         MEDI.         11         11           NORTH OF SR 26         7026         11,735         11           NORTH OF SR 26         7026         11,735         11           NORTH OF SR 222         7028         8,965         8   | 1,837<br>AN<br>iT<br>1,837<br>D,126<br>AN<br>iT<br>D,344<br>9,907<br>D,350<br>AN<br>T<br>1,735<br>3,965   |
| A-20       SW 241H AV FROM SW 91ST ST 10 SW 751H ST       11         AC-065       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         WEST OF SW 75TH ST       7022       11,837       11         AC-120       NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)       11       11         AC-120       STATION       MEDI.         COUNT STATION LOCATION       NUMBER       2007       AAD         SOUTH OF NW 39TH AV       7033       10,344       10         NORTH OF 23RD AV       2106       9,907 ~       35         A-22       NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)       11         A-22       NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)       11         COUNT STATION LOCATION       NUMBER       2007       AAD         NORTH OF SR 26       7026       11,735       12         NORTH OF SR 26       7028       8,965       35         A-23       NW 83RD ST EROM NW 23RD AV TO NW 39TH AV/ (SR 222)       44   | 1,837<br>AN<br>DT<br>1,837<br>D,126<br>AN<br>DT<br>D,344<br>D,350<br>AN<br>T<br>1,735<br>3,965  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 751H ST         1           AC-065         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         1*           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~         5           A-21         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         11           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         11           AC-110         STATION         MEDI.           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF SR 26         7026         11,735         1*           NORTH OF SR 26         7028         8,965         6           A-23         NW 83RD ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         13         14   | 1,837<br>AN<br>DT<br>1,837<br>D,126<br>AN<br>D,344<br>D,344<br>D,344<br>D,350<br>AN<br>T<br>1,735<br><u>3,965</u><br>3,799<br>AN                  |
| A-20         SW 241H AV FROM SW 91ST ST 10 SW 75TH ST         11           AC-065         STATION         MEDI           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         11           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~         50           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         11           AC-110         STATION         MEDI           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF SR 26         7026         11,735         11           SOUTH OF SR 222         7028         8,965         6           A-23         NW 83RD ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         11         12           AC-130         STATION         MEDI         GOUNT STATION LOCATION         MEDI           COUNT STATION LOCATION         NUMBER | 1,837<br>AN<br>DT<br>1,837<br>D,126<br>AN<br>0,126<br>AN<br>0,344<br>0,344<br>0,344<br>0,344<br>0,350<br>AN<br>1,735<br>3,965<br>3,799<br>AN<br>T |
| A-20         SW 241H AV FROM SW 91ST ST IO SW 75TH ST         1           AC-065         STATION         MEDI           COUNT STATION LOCATION         NUMBER         2007         AAD           WEST OF SW 75TH ST         7022         11,837         1*           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           A-21         NW 51ST ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         10           AC-120         STATION         MEDI           COUNT STATION LOCATION         NUMBER         2007         AAD           SOUTH OF NW 39TH AV         7033         10,344         10           NORTH OF 23RD AV         2106         9,907 ~         5           A-22         NW 98TH ST FROM SR 26 (NEWBERRY RD) TO SR 222 (NW 39TH AV)         10           COUNT STATION LOCATION         NUMBER         2007         AAD           NORTH OF SR 26         7026         11,735         1*           SOUTH OF SR 222         7028         8,965         6           A-23         NW 83RD ST FROM NW 23RD AV TO NW 39TH AV (SR 222)         13         14           AC-130         STATION         MEDI         COUNT STATION LOCATION         NUMBER         2007         AAD           AC-130       | 1,837<br>AN<br>DT<br>1,837<br>0,126<br>AN<br>0,344<br>9,907<br>0,344<br>9,907<br>0,350<br>AN<br>1,735<br>3,965<br>3,799<br>AN<br>T<br>4,149       |

| A-24    | W 91ST ST FROM SW 46TH BD TO NEWBERRY R   | D (SR 26)       |            | 8,252     |
|---------|---|-----------------|------------|-----------|
| AC-165  |   | STATION         |            | MEDIAN    |
|         | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
|         | SOUTH OF NEWBERRY RD                      | 7025            | 8,339      | 8,339     |
|         | NORTH OF SW 24TH AV                       | 4-91-6-1        | 8,165      | 8,165     |
|         |   |                 |            |           |
| A-25    | NW 39TH RD FROM NEWBERRY RD (SR 26) TO N  | W 8TH AV        |            | -         |
|         |   | STATION         |            | MEDIAN    |
| -       | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
|         | NORTH OF SR 26                            | 7005            | - 11       | NACTIVE   |
| Δ-26    | SW 8TH AV FROM SW 91ST ST TO SW 75TH ST   |                 |            | 5 690     |
| AC-140  |   | STATION         |            | MEDIAN    |
| 7.0 140 | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
| -       | WEST OF SW 75TH ST                        | 7023            | 5.690      | 5.690     |
|         |   |                 | -,         | -,        |
| A 20    |   |                 |            | 2 400     |
| A-28    | ROCKY POINT RD FROM WILLISTON RD (SR 331) |                 | 05 441)    | 3,429     |
| AC-275  |   |                 | 2007       |           |
|         | SOUTH OF WILLISTON RD (SR 331)            | 7011            | 3 /20      | 3 420     |
|         | WEST OF SW 13TH ST                        | 6131            | 3,429      | JACTIVE   |
|         |   | 0101            |            | NAOTINE . |
| A-29    | KINCAID LOOP FROM HAWTHORNE RD (SR 20) TO | O HAWTHORNE F   | RD (SR 20) | 4,501     |
| AC-280  |   | STATION         |            | MEDIAN    |
|         | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
|         | SOUTH OF HAWTHORNE RD                     | 5020            | 4,501 >    | 4,501     |
|         | NORTH OF SE 7TH AV                        | 5027            | 11         | NACTIVE   |
|         | NORTH OF SE 7TH AV                        | 5008            | 4,738 >    | 4,738     |
|         | SOUTH OF SE 7TH AV                        | 5009            | 6,908 >    | 6,908     |
|         | NORTH OF SE 22ND AV                       | 5021            | 11         | NACTIVE   |
|         | SOUTH OF SE 22ND AV                       | 5022            | 3,708 >    | 3,708     |
|         | SOUTH OF SE 22ND AV                       | 6126            | IN         | IACTIVE   |
|         | NORTH OF SE 22ND AV                       | 6127            | IN         | IACTIVE   |
|         | SOUTH OF HAWTHORNE RD                     | 7003            | 2,951      | 2,951     |
|         |   |                 |            |           |
| A-30    | SW 40TH BD/SW 42ND ST/SW 43RD ST FROM SW  | ARCHER RD TO    | SW 20TH AV | 10,940    |
| AC-400  |   | STATION         |            | MEDIAN    |
|         | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
|         | NORTH OF ARCHER RD                        | STUDY           | 8,089      | 8,089     |
|         | SOUTH OF SW 33PL                          | STUDY           | 7,519      | 7,519     |
|         | NORTH OF SW 33RD PL                       | STUDY           | 13,790     | 13,790    |
|         | SOUTH OF SW 20TH AV                       | STUDY           | 15,093     | 15,093    |
| A-31    | MONTEOCHA RD (NE 38TH ST) FROM NE 53RD A  | V TO TO NE 77TH | AV         | 3.164     |
| AC-285  |   | STATION         |            | MEDIAN    |
|         | COUNT STATION LOCATION                    | NUMBER          | 2007       | AADT      |
|         | NORTH OF 53RD AV                          | 6113            | 1          | NACTIVE   |
|         | NORTH OF 53RD AV                          | 7037            | 3,164      | 3,164     |

| 1.00   |   |                   |          |        |
|--------|---|-------------------|----------|--------|
| A-32   | NW 143RD ST (CR 241) FROM NEWBERRY RD (S  | SR 26) TO GMA BOU | JNDARY   | 11,924 |
| AC-240 |   | STATION           |          | MEDIAN |
|        | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | NORTH OF NEWBERRY RD                      | -                 | 11,898 ~ | 11,898 |
|        | SOUTH OF MILLHOPPER RD                    | -                 | 11,950 ~ | 11,950 |
| A 22   |   | ·                 |          | 6.022  |
| A-33   | SW 24TH AV FROM SW 122ND ST TO SW 91ST S  |                   |          | 6,933  |
| AC-070 |   | STATION           | 2007     |        |
|        |   |                   | 2007     | AADI   |
|        | EAST OF SW 122ND ST                       | 4-24-1-1          | 4,757    | 4,757  |
|        | WEST OF SW 91ST ST                        | 4-24-2-1          | 9,109    | 9,109  |
| A-34   | NW 53RD AV (MILLHOPPER RD) FROM GMA BOL   | INDARY TO NW 52   |          | 6 929  |
| AC-015 |   | STATION           |          | MEDIAN |
| 10000  | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | FAST OF I-75                              | 1-53-2-1          | 3 495    | 3 495  |
|        | EAST OF 52ND AVE                          | 7051              | 10 363   | 10 363 |
|        |   | 7001              | 10,000   | 10,505 |
| A-35   | W 122ND ST FROM GMA BOUNDARY TO NEWBE     | RRY RD (SR 26)    |          | 7,291  |
| AC-210 |   | STATION           |          | MEDIAN |
|        | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | SOUTH OF SW 24TH AV                       | 4-122-2-1         | 4,826    | 4,826  |
|        | NORTH OF SW 24TH AV                       | 4-122-3-1         | 7.291    | 7.291  |
|        | SOUTH OF NEWBERRY RD                      | 4-122-4-1         | 8.613    | 8.613  |
|        |   | ==                | 01010    | 010.0  |
|        |   |                   |          |        |
| A-36   | SW 8TH AV FROM SW 122ND ST TO SW 91ST ST  | -                 |          | 2,137  |
| AC-145 |   | STATION           |          | MEDIAN |
|        | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | EAST OF SW 122ND ST                       | 4-8-8-1           | 2,137    | 2,137  |
|        |   |                   |          |        |
|        |   |                   |          |        |
| A-37   | NW 39TH AV FROM W 143RD ST (CR 241) TO NW | / 110TH ST        |          | 9,411  |
| AC-100 |   | STATION           |          | MEDIAN |
|        | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | WEST OF I-75                              | -                 | 9,411    | 9,411  |
|        |   |                   |          |        |
|        |   |                   |          |        |
| A-38   | SE 43RD ST FROM HAWTHORNE RD (SR 20) TO   | E UNIVERSITY AV   | (SR 26)  | 3,852  |
| AC-290 |   | STATION           |          | MEDIAN |
|        | COUNT STATION LOCATION                    | NUMBER            | 2007     | AADT   |
|        | NORTH OF HAWTHORNE RD                     | 6128              | 3,974    | 3,974  |
|        | SOUTH OF UNIVERSITY AV                    | 7002              | 3,729    | 3,729  |
| A 00   |   |                   |          | 0.070  |
| A-39   | SW 91ST ST FROM SW ARCHER RD (SR 24) TO S | 5VV 241H AV       |          | 6,670  |
| AC-170 |   | STATION           | 0007     | MEDIAN |
|        |   | NUMBER            | 2007     | AADT   |
|        |   | 4-91-1-1          | 6,087    | 6,087  |
|        | NORTH OF SW 46TH BLVD                     | 4-91-2-1          | 6,670    | 6,670  |
|        | NORTH OF SW 44TH BLVD                     | 4-91-3-1          | 7,025    | 7,025  |
|        | NORTH OF SCHOOL HOUSE ROAD                | 4-91-4-1          | 8,415    | 8,415  |
|        | NORTH OF SW 31ST AVENUE                   | 4-91-5-1          | 6,178    | 6,178  |
| 11 1   |   |                   |          |        |

| A 40   |  | ц ет                             |              | 5 420           |
|--------|--|----------------------------------|--------------|-----------------|
| AC-40  | 3W 40111 BD 1 ROM 3W 9131 31 10 3W 731 | STATION                          |              | MEDIAN          |
|        | COUNT STATION LOCATION                 | NUMBER                           | 2007         | AADT            |
|        | WEST OF SW 75TH ST                     | 7057                             | 5,420        | 5,420           |
|        |  |                                  |              |                 |
|        |  |                                  |              |                 |
| A-41   | SW 62ND AV/SW 63RD BD FROM WILLISTON   | NRD (SR 121) TO ARCH             | ER RD (SR 24 | 3,425           |
| AC-200 |  | STATION                          | 0007         | MEDIAN          |
|        |  | NUMBER                           | 2007         | AADT            |
|        | SOUTH OF ARCHER RD                     | 7053                             | 3,425 >      | 3,425           |
|        |  |                                  |              |                 |
| A-42   | CR 329B (LAKESHORE DR) FROM HAWTHO     | RNE RD (SR 20) TO SR 2           | 26           | 442             |
| AC-295 |  | STATION                          |              | MEDIAN          |
| -      | COUNT STATION LOCATION                 | NUMBER                           | 2007         | AADT            |
|        | NORTH OF SR 20                         | 3-329-1-1                        | 241          | 241             |
|        | EAST OF SR 26                          | 7016                             | 642          | 642             |
| A 43   |  |                                  |              | 692             |
| A-43   | NE // THAV FROM NE 38TH ST (MONTEOCH   | 1A RD) TO SR 24 (WALD<br>STATION |              |                 |
| AC-300 |  |                                  | 2007         |                 |
|        | EAST OF NE 38TH ST                     | NOWBER                           | 682          | 682             |
|        |  |                                  | 002          | 002             |
| A 44   |  |                                  |              | 2 201           |
| A-44   | SW 75TH ST FROM GMA BOUNDART TO AR     |                                  |              | 3,391<br>MEDIAN |
| AC-095 |  | NUMBER                           | 2007         |                 |
| -      | SOUTH OF ARCHER RD                     | 4-75-1-1                         | 3.391        | 3.391           |
|        |  |                                  | -,           | -,              |
| Δ_45   |  |                                  |              | 14 276          |
| AC-160 | TONT CLAIME BLVD FROM SR 20/NEWBER     | STATION                          |              | MEDIAN          |
|        |  | NIMBER                           | 2007         |                 |
|        | NORTH OF SR 26                         | 7059                             | 13 920       | 13 920          |
|        | SOUTH OF NW 23RD AV                    | 7060                             | 14,632       | 14,632          |
|        |  |                                  | ,002         | . 1,002         |
| A-46   | NW 32ND AV FROM GMA BOUNDARY TO CR     | 241/NW 143RD ST                  |              | 2,518           |
| AC-050 |  | STATION                          |              | MEDIAN          |
|        | COUNT STATION LOCATION                 | NUMBER                           | 2007         | AADT            |
|        | WEST OF CR 241                         | -                                | 2,518        | 2,518           |
|        |  |                                  |              |                 |

| A-47 | CR 329 (MAIN ST) FROM SR 331 (WILLISTON | RD) TO UNIVERSITY AV | (SR 26) | 13,500  |
|------|---|----------------------|---------|---------|
|      |   | STATION              |         | MEDIAN  |
|      | COUNT STATION LOCATION                  | NUMBER               | 2007    | AADT    |
|      | SOUTH OF S 16TH AV                      | 6109                 | 7,500   | 7,500   |
|      | SOUTH OF DEPOT AV                       | 6108                 | 13,500  | 13,500  |
|      | NORTH OF S 4TH AV                       | 6107                 | 16,400  | 16,400  |
|      | SOUTH OF UNIVERSITY AV                  | 6106                 | 11      | NACTIVE |
|      |   |                      |         |         |

#### < 1997 TRAFFIC COUNT

> 2005 TRAFFIC COUNT

~ 2006 TRAFFIC COUNT

\* 2007 TRAFFIC COUNT

^ median average for this location

` estimate from 2001 directional split due to broken tube

# count may be affected by construction

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# CITY OF GAINESVILLE / UNIVERSITY OF FLORIDA ARTERIALS

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## YEARLY TRAFFIC COUNTS - CITY / UNIVERSITY OF FLORIDA ROADS

| G-1 | NW 55TH ST FROM NEWBERRY RD (SR 26) TO NW 23E               |                      |                             | 9.626           |
|-----|---|----------------------|-----------------------------|-----------------|
|     |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | NORTH OF NEWBERRY RD  | 2009                 | 9,797 ^                     | 9,797           |
|     | NORTH OF NEWBERRY RD  | 2079                 | IN                          | ACTIVE          |
|     | SOUTH OF NW 23RD AV   | 2011                 | 9,454 ~                     | 9,454           |
|     |   |                      |                             |                 |
| G-2 | NW 8 AV FROM NEWBERRY RD (SR 26) TO NW 22ND S               | ст.                  |                             | 18 479          |
| 02  |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | WEST OF NW 43RD ST  | 2077                 | 23.400 >                    | 23,400          |
|     | EAST OF NW 43RD ST  | 6017                 | _0, 100 F                   | ACTIVE          |
|     | WEST OF NW34TH ST   | 2073                 | 18.187 ~                    | 18,187          |
|     | EAST OF NW 34TH ST  | 2074                 | 18,479 *                    | 18,479          |
|     |   |                      |                             |                 |
| G-3 | NW 8TH AV FROM NW 22ND ST TO NW 6TH ST                      |                      |                             | 14,808          |
|     |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | EAST OF NW 22ND ST  | 2075                 | 16,004 >                    | 16,004          |
|     | WEST OF NW 61H ST   | 2076                 | 13,611 ~                    | 13,611          |
| G-4 | SW 62ND BD FROM SW 20 AV TO NEWBERRY RD (SR                 | 26)                  |                             | 23 885          |
| •   |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | NORTH OF SW 20TH AV   | 4029                 | 22,948 *                    | 22,948          |
|     | NORTH OF SW 20TH AV   | 7039                 | - IN                        | ACTIVE          |
|     | SOUTH OF NEWBERRY RD  | 7038                 | - IN                        | ACTIVE          |
|     | SOUTH OF NEWBERRY RD  | 2090                 | 24,821 *                    | 24,821          |
|     |   |                      |                             |                 |
| G-5 | NW 22ND ST FROM W UNIVERSITY AV (SR 26) TO NW               | 16TH AV              |                             | 6,849           |
|     |   | STATION              | 0007                        | MEDIAN          |
|     |   | NUMBER               | 2007                        | AADT            |
|     |   | 2035                 | 6,388 >                     | 6,388           |
|     |   | 2037                 | 0,049 >                     | 0,049           |
|     |   | 2012                 | 7,240 ~                     | 7,240           |
|     |   |                      |                             |                 |
| G-6 | NE 8TH AV FROM N MAIN ST TO WALDO RD (SR 24)                |                      |                             | 10,498          |
|     |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | WEST OF NE 7TH ST   | 3000                 | 11,469 ^                    | 11,469          |
|     | EAST OF NE 9TH ST   | 3001                 | 9,526 ^                     | 9,526           |
| G-7 | S 2ND AV FROM SW 13TH ST (US 441) TO SE 7TH ST              |                      |                             | 5 770           |
|     |   | STATION              |                             | MEDIAN          |
|     | COUNT STATION LOCATION                                      | NUMBER               | 2007                        | AADT            |
|     | WEST OF SW 10TH ST  | 4026                 | IN                          | ACTIVE          |
|     | EAST OF SW 10TH ST  | 4015                 | 6.632 >                     | 6.632           |
|     |   | 4005                 | 6,000                       | 6.023           |
|     | WEST OF SW 3RD ST   | 4005                 | 0.023 ~                     |                 |
|     | WEST OF SW 3RD ST<br>EAST OF SW 2ND ST                      | 4005                 | - IN                        | ACTIVE          |
|     | WEST OF SW 3RD ST<br>EAST OF SW 2ND ST<br>EAST OF S MAIN ST | 4005<br>4006<br>5010 | 6,023 ~<br>- IN/<br>5,517 ~ | ACTIVE<br>5,517 |

|      |  |   |  | 6.078   |
|------|--|---|--|---|
|      |  | STATION   |  | MEDIAN  |
|      | COUNT STATION LOCATION   | NUMBER  | 2007   | AADT  |
|      | SOUTH OF DEPOT AV  | 4001  | 6,634 >  | 6,634   |
|      | NORTH OF DEPOT AV  | 4002  | 5,522 >  | 5,522   |
|      |  |   |  |   |
| G-9  | W 6TH ST FROM SW 4TH AV TO NW 8TH AV   |   |  | 8,197   |
|      |  | STATION   |  | MEDIAN  |
|      |  | NUMBER  | 2007   | AADI  |
|      |  | 4003  | 7,452 ^  | 7,452   |
|      |  | 2056  | 8,942 ^  | 8,942   |
|      | SOUTH OF NW 8TH AV   | 2082  | IINA   | ACTIVE  |
|      |  |   |  |   |
| G-10 | E 9TH ST FROM SE 2ND AV TO NE 31ST AV  |   |  | 4,863   |
|      |  | STATION   |  | MEDIAN  |
|      | COUNT STATION LOCATION   | NUMBER  | 2007   | AADT  |
|      | SOUTH OF E UNIVERSITY AV   | 5006  | 3,701 ~  | 3,701   |
|      | NORTH OF NE 5TH AV   | 3013  | 6,086 ^  | 6,086   |
|      | SOUTH OF NE 16TH AV  | 3027  | 6,213 ^  | 6,213   |
|      | NORTH OF NE 16TH AV  | 3016  | 4,863 *  | 4,863   |
|      | NORTH OF NE 23RD AV  | 3017  | 2,999 *  | 2,999   |
|      |  |   |  |   |
| G-11 | NW 38TH ST FROM NW 8TH AV TO NW 16TH AV  |   |  | 1.745   |
|      |  | STATION   |  | MEDIAN  |
|      | COUNT STATION LOCATION   | NUMBER  | 2007   | AADT  |
|      | NORTH OF NW 8TH AV   | 2042  | 1,745 >  | 1,745   |
|      |  |   |  |   |
|      |  |   |  |   |
| G 12 |  | N// (SE 222)  |  | 2 094   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53R  | D AV (SR 232)<br>STATION  |  | 3,084<br>MEDIAN   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI   | D AV (SR 232)<br>STATION<br>NUMBER  | 2007   | 3,084<br>MEDIAN<br>AADT   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046  | 2007   | 3,084<br>MEDIAN<br>AADT<br>3.847  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047  | 2007<br>3,847 *<br>2,321 *   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047  | 2007<br>3,847 *<br>2,321 *   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SR 222)  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)   | 2007<br>3,847 *<br>2,321 *   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SR 222)  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION  | 2007<br>3,847 *<br>2,321 *   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2000) STATION LOCATION  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER  | 2007<br>3,847 *<br>2,321 *<br>2007   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2011)<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2000)<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2000)<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV   | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4.967  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2000)<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007   | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>2007<br>4,967 ^                                      | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC 2000)<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018  | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018<br>22)<br>STATION                          | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967   |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV<br>NORTH OF STATION LOCATION<br>NORTH OF STATION LOCATION  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018<br>22)<br>STATION<br>NUMBER                | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^  | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>4,967<br>MEDIAN<br>AADT<br>4,967  |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (SC<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NE 15TH ST FROM NE 16TH AV TO NE 39TH AV (SR 22<br>COUNT STATION LOCATION<br>NORTH OF NE 16TH AV                                   | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018<br>22)<br>STATION<br>NUMBER<br>3019        | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^<br>2007<br>4,967 ^                           | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967<br>MEDIAN<br>AADT<br>4,940<br>MEDIAN<br>AADT<br>4,118                             |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (S<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NORTH OF E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV  | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018<br>22)<br>STATION<br>NUMBER<br>3018        | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^<br>2007<br>4,967 ^<br>IN/<br>2007<br>4,967 ^ | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967<br>4,967<br>MEDIAN<br>AADT<br>4,940<br>MEDIAN<br>AADT<br>4,118<br>ACTIVE          |
| G-12 | NW 24TH BD FROM NW 39TH AV (SR 222) TO NW 53RI<br>COUNT STATION LOCATION<br>NORTH OF NW 39TH AV<br>SOUTH OF NW 53RD AV<br>N MAIN ST FROM N 39TH AV (SR 222) TO N 53RD AV (S<br>COUNT STATION LOCATION<br>NORTH OF N 39TH AV<br>NORTH OF N 39TH AV<br>NE 15TH ST FROM E UNIVERSITY AV (SR 26) TO NE 8<br>COUNT STATION LOCATION<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF E UNIVERSITY AV<br>NORTH OF NE 16TH AV TO NE 39TH AV (SR 22<br>COUNT STATION LOCATION<br>NORTH OF NE 16TH AV<br>SOUTH OF NE 16TH AV | D AV (SR 232)<br>STATION<br>NUMBER<br>2046<br>2047<br>SR 232)<br>STATION<br>NUMBER<br>1006<br>7048<br>TH AV<br>STATION<br>NUMBER<br>3018<br>22)<br>STATION<br>NUMBER<br>3018<br>22) | 2007<br>3,847 *<br>2,321 *<br>2007<br>5,740 *<br>IN/<br>2007<br>4,967 ^<br>2007<br>4,967 ^<br>2007<br>4,967 ^        | 3,084<br>MEDIAN<br>AADT<br>3,847<br>2,321<br>5,740<br>MEDIAN<br>AADT<br>5,740<br>ACTIVE<br>4,967<br>MEDIAN<br>AADT<br>4,967<br>4,967<br>MEDIAN<br>AADT<br>4,940<br>MEDIAN<br>AADT<br>4,118<br>ACTIVE<br>5,761 |

| G-16 | NE 25TH ST FROM F LINIVERSITY AV (SR 26) TO NE 8T | ΉΑV           |         | 3 848   |
|------|---|---------------|---------|---------|
| 010  |   | STATION       |         | MEDIAN  |
|      |   | NUMBER        | 2007    |         |
|      | SOUTH OF NE 8TH AV                                | 3020          | 3 848 * | 3 848   |
|      |   | 0020          | 0,040   | 0,040   |
|      |   |               |         |         |
| G-17 | SE 4TH ST FROM WILLISTON RD (SR 331) TO DEPOT A   | AVE.          |         | 3,496   |
|      |   | STATION       |         | MEDIAN  |
|      | COUNT STATION LOCATION                            | NUMBER        | 2007    | AADT    |
|      | NORTH OF WILLISTON RD                             | 5005          | 2,833 ~ | 2,833   |
|      | SOUTH OF DEPOT AV                                 | 5000          | 4,159 ~ | 4,159   |
| 0.40 |   |               |         | 1 1 0 7 |
| G-18 | SE 41H ST/ SE 22ND AV FROM WILLISTON RD (SR 331)  | TO SE 15TH ST |         | 4,187   |
|      |   | STATION       | 0007    | MEDIAN  |
|      |   | NUMBER        | 2007    | AADT    |
|      | SOUTH OF WILLISTON RD                             | 5023          | 4,187   | 4,187   |
|      | SOUTH OF WILLISTON RD                             | 6125          | IN      | IACTIVE |
| G-19 | NE 8TH AV FROM WALDO RD (SR 24) TO NE 25TH ST     |               |         | 5.378   |
|      |   | STATION       |         | MEDIAN  |
|      | COUNT STATION LOCATION                            | NUMBER        | 2007    | AADT    |
|      | EAST OF NE 18TH ST                                | 3002          | 5,378 * | 5,378   |
|      |   |               |         |         |
|      |   |               |         |         |
| G-20 | S 4TH AV FROM SW 13TH ST (US 441) TO SE 15TH ST   |               |         | 4,198   |
|      |   | STATION       |         | MEDIAN  |
|      |   | NUMBER        | 2007    | AADT    |
|      | WEST OF SW 10TH ST                                | 4027          |         | IACTIVE |
|      | WEST OF SW 6TH ST                                 | 4018          | 4,029 ^ | 4,029   |
|      | EAST OF SW 61H ST                                 | 4007          | 4,367 ~ | 4,367   |
|      | WEST OF 5 MAIN ST                                 | 4008          | 5,652 > | 5,652   |
|      |   | 5013          | 4,880 ~ | 4,886   |
|      |   | 5002          | 3,493 ~ | 3,493   |
|      | EAST OF WILLISTON RD                              | 5018          | 3,177~  | 3,177   |
| []   |   |               | ****    |         |
| G-21 | SW 9TH RD/DEPOT AVE/SE 7TH AV FROM SW 13TH ST     | TO SE 15TH ST |         | 5,151   |
|      |   | STATION       |         | MEDIAN  |
|      | COUNT STATION LOCATION                            | NUMBER        | 2007    | AADT    |
|      | EAST OF SW 13TH ST                                | 4020          | 5,064 ~ | 5,064   |
|      | EAST OF SW 13TH ST                                | 4036          | 5,293 ~ | 5,293   |
|      | EAST OF SW 6TH ST                                 | 4022          | 5,237 ~ | 5,237   |
|      | EAST OF S MAIN ST                                 | 5007          | 7,173 ~ | 7,173   |
|      | WEST OF WILLISTON RD                              | 5004          | 3,074 ~ | 3,074   |
|      | EAST OF WILLISTON RD                              | 5025          | IN      | IACTIVE |
|      | WEST OF SE 15TH ST                                | 5024          | 2,616 ~ | 2,616   |
|      |   |               |         |         |
| G-22 | SE 2ND AV FROM SE 7TH ST TO WILLISTON RD          |               |         | 1,983   |
|      |   | STATION       |         | MEDIAN  |
|      | COUNT STATION LOCATION                            | NUMBER        | 2007    | AADT    |
|      | EAST OF SE 9TH ST                                 | 5001          | 1,983 ~ | 1,983   |
|      |   |               |         |         |

| 6.22 |   | <br>\     |   | 2 1 4 4          |
|------|---|-----------|---|------------------|
| G-23 | NE STOT AV FROM NIMAIN ST TO WALDO RD (SR 24) | α στατιών |   | Z, 144<br>MEDIAN |
|      |   | NUMBER    | 2007                                    |                  |
|      | EAST OF N MAIN ST                             | 3010      | 1 812 >                                 | 1 812            |
|      | EAST OF NE 15TH ST                            | 3012      | 2 475 ~                                 | 2 475            |
|      |   | 3012      | 2,475 4                                 | 2,775            |
| G-24 | NW 17TH ST FROM W UNIVERSITY AV (SR 26) TO NV | V 8TH AV  |   | 4,639            |
|      |   | STATION   |   | MEDIAN           |
|      | COUNT STATION LOCATION                        | NUMBER    | 2007                                    | AADT             |
|      | NORTH OF W UNIVERSITY AV                      | 2031      | 5,283 ~                                 | 5,283            |
|      | NORTH OF NW 5TH AV                            | 2032      | 3,995 ~                                 | 3,995            |
| [    |   |           |   |                  |
| G-25 | W 12TH ST FROM SW 4TH AV TO NW 8TH AV         |           |   | 4,513            |
|      |   | STATION   |   | MEDIAN           |
|      | COUNT STATION LOCATION                        | NUMBER    | 2007                                    | AADT             |
|      | NORTH OF SW 2ND AV                            | 4011      | 5,682 ^                                 | 5,682            |
|      | NORTH OF W UNIVERSITY AV (SR 26)              | 2024      | 3,343 ~                                 | 3,343            |
| G 26 |   |           |   | 2 121            |
| G-20 |   | STATION   |   | MEDIAN           |
|      |   | NUMBER    | 2007                                    |                  |
|      |   | 4012      | 4 452 ~                                 | 4 452            |
|      | SOUTH OF NW 3RD AV                            | 2019      | 2 416 ~                                 | 2 416            |
|      | SOUTH OF NW 8TH AV                            | 2085      | 2,410 M                                 | ACTIVE           |
|      |   | 2000      |   | NOTIVE           |
|      |   |           | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ |                  |
| G-27 | SW 16TH ST FROM SW 16TH AV TO SW ARCHER RD    | (SR 24)   |   | 3,878            |
|      |   | STATION   |   | MEDIAN           |
|      | COUNT STATION LOCATION                        | NUMBER    | 2007                                    | AADT             |
|      | NORTH OF SW 16TH AV                           | 4014      | 3,878 ^                                 | 3,878            |
|      |   |           |   |                  |
| 0.00 |   | 444)      |   | 0.400            |
| G-20 | NW 51H AV FROM NW 22ND 51 10 NW 131H 51 (05   |           |   | 2,130            |
|      |   |           | 2007                                    |                  |
|      |   |           | 2007                                    |                  |
|      |   | 2004      | 2 120                                   | 2 120            |
|      | EAST OF NW 17TH ST                            | 2010      | 2,150 ~<br>IN                           | ACTIVE           |
|      | EAST OF NW 13TH ST                            | 2005      | IN                                      | ACTIVE           |
|      |   | 2007      | ux                                      |                  |
| G-29 | W 3RD ST FROM SW 4TH AV TO NW 8TH AV          |           |   | 490              |
|      |   | STATION   |   | MEDIAN           |
|      | COUNT STATION LOCATION                        | NUMBER    | 2007                                    | AADT             |
|      | NORTH OF SW 4ND AV                            | 4023      | IN                                      | ACTIVE           |
|      | NORTH OF SW 2ND AV                            | 4004      | - IN                                    | ACTIVE           |
|      | NORTH OF NW 3RD AV                            | 2016      | 490 *                                   | 490              |
|      |   |           |   |                  |
|      |   |           |   |                  |
| G-30 | W 2ND ST FROM SW 4TH AV TO NW 8TH AV          |           |   | 676              |
|      |   | STATION   |   | MEDIAN           |
|      | COUNT STATION LOCATION                        | NUMBER    | 2007                                    | AADT             |
|      | NORTH OF W UNIVERSITY AV                      | 2058      | 676 ^                                   | 676              |
|      |   |           |   |                  |

| G-31 | GALE LEMERAND DR FROM SW ARCHER RD (SR 24)    | TO MUSEUM RD     |           | 14,247         |
|------|---|------------------|-----------|----------------|
|      |   | STATION          |           | MEDIAN         |
|      | COUNT STATION LOCATION                        | NUMBER           | 2007      | AADT           |
|      | NORTH OF ARCHER RD                            | 4058             | 15,294 u: | 15,294         |
|      | NORTH OF MOWRY RD                             | UF               | 13,199 <  | 13,199         |
|      |   |                  |           |                |
| G-32 | RADIO RD/MUSEUM RD FROM SW 34TH ST (SR 121)   | TO SW 13TH ST (L | JS 441)   | 14,667         |
|      |   | STATION          |           | MEDIAN         |
|      | COUNT STATION LOCATION                        | NUMBER           | 2007      | AADT           |
|      | EAST OF SW 34TH ST                            | 4050             | 6,679 u   | 6,679          |
|      | WEST OF VILLAGE DR                            | UF               | 13,917 u  | 13,917         |
|      | WEST OF NORTH-SOUTH DR                        | UF               | 11,793 u- | 11,793         |
|      | EAST OF NORTH-SOUTH DR                        | UF               | 17,282 u  | 17,282         |
|      | EAST OF CENTER DR                             | UF               | 15,417 u  | 15,417         |
|      | WEST OF SW 13TH ST                            | 4046             | 16,170 ^  | 16,170         |
| G-33 | E 1ST ST FROM SE 2ND PL TO NE 8TH AV          |                  |           | 3,120          |
|      |   | STATION          |           | MEDIAN         |
|      | COUNT STATION LOCATION                        | NUMBER           | 2007      | AADT           |
|      | NORTH OF NE 3RD AV                            | 3025             | 3,120 *   | 3,120          |
|      |   |                  |           |                |
| 0.04 |   |                  |           | 2 205          |
| G-34 | E 3RD ST FROM SE DEPOT AV TO NE 2ND AV        | CTATION          |           | 3,285          |
|      |   | STATION          | 2007      |                |
|      |   |                  | 2007      | 2 205          |
|      |   | 5012             | 3,200     | 3,200<br>4 219 |
|      |   | 3026             | 2 008 ^   | 2 008          |
|      | North of only end of the                      | 0020             | 2,000     | 2,000          |
|      |   |                  |           |                |
| G-35 | HULL/MOWRY RD FROM SW 34TH ST TO CENTER DI    | R                |           | 10,959         |
|      |   | STATION          |           | MEDIAN         |
|      |   | NUMBER           | 2007      | AADI           |
|      | EAST OF SW 34TH ST                            | 4051             | 14,327 ~  | 14,327         |
|      | WEST OF SW 23RD DR                            | UF               | 7,590 <   | 7,590          |
| G-36 | GLEN SPRINGS RD/NW 31ST AVE. FROM NW 34TH S   | T TO NW 16TH TR  |           | 6,144          |
|      |   | STATION          |           | MEDIAN         |
|      | COUNT STATION LOCATION                        | NUMBER           | 2007      | AADT           |
|      | EAST OF NW 34TH ST                            | 7010/2122        | 4,241 ~   | 4,241          |
|      | EAST OF NW 34TH ST                            | 2000             | IN        | ACTIVE         |
|      | WEST OF NW 23RD BD                            | 2080             | IN        | ACTIVE         |
|      | WEST OF NW 23RD BD                            | 6010             | IN        | ACTIVE         |
|      | WEST OF NW 16TH TR                            | 7007/2120        | 8,046 ~   | 8,046          |
|      |   |                  |           |                |
| G-37 | SW 23RD TR FROM WILLISTON RD (SR 331) TO ARCH | IER RD (SR 24)   |           | 10,391         |
|      |   | STATION          |           | MEDIAN         |
|      | COUNT STATION LOCATION                        | NUMBER           | 2007      | AADT           |
|      | NORTH OF WILLISTON RD (SR 331)                | 7041/4063        | 7,265 >   | 7,265          |
|      | SOUTH OF ARCHER RD (SR 24)                    | 7040/4062        | 13,517 >  | 13,517         |

| G-38 | NW 23RD BD FROM NW 16TH TR TO NW 13TH ST ( | US 441)             |          | 10,316 |
|------|--|---------------------|----------|--------|
|      |  | STATION             |          | MEDIAN |
|      | COUNT STATION LOCATION                     | NUMBER              | 2007     | AADT   |
|      | EAST OF NW 16TH TR                         | 2006                | 10,316 ^ | 10,316 |
|      | WEST OF NW 13TH ST                         | 6011                | IN       | ACTIVE |
|      |  |                     |          |        |
| G-39 | GALE LEMERAND DR FROM MUSEUM RD TO W U     | NIVERSITY AV (SR 26 | )        | 12,464 |
|      |  | STATION             |          | MEDIAN |
|      | COUNT STATION LOCATION                     | NUMBER              | 2007     | AADT   |
|      | SOUTH OF W UNIVERSITY AV                   | 4043                | 10,816 > | 10,816 |
|      | NORTH OF MUSEUM DR                         |                     | 14,111 u | 14,111 |

< Year 2004 count

> Year 2005 count

Year 2006 count
Year 2007 count

^ Year 2008 count

u University of Florida Campus Master Plan update traffic count C Count affected by construction activity

H Educational institution not in session

F Fall semester count

# **APPENDIX H**

# SPECIAL CIRCUMSTANCE STUDY RESULTS

### SPECIAL CIRCUMSTANCE STUDY RESULTS

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

# **STATE MAINTAINED ARTERIALS**

## [RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

# ALACHUA COUNTY ARTERIALS

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

# **CITY OF GAINESVILLE ARTERIALS**

[RESERVED]

MTPO Staff-Updated Tier Two Analyses Suspended in 2008

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

## ANNUAL AVERAGE DAILY TRAFFIC MULTIMODAL LEVEL OF SERVICE REPORT

# LEVEL OF SERVICE ATLAS

## GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

Prepared by: North Central Florida Regional Planning Council 2009 NW 67<sup>th</sup> Place, Suite A Gainesville, Florida 32653

March 5, 2009

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## **EXECUTIVE SUMMARY**

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

The <u>LOS Report</u> employs a two-tiered LOS roadway facility analysis. Tier One analysis utilizes Florida Department of Transportation's (FDOT) Generalized Tables. FDOT Generalized Tables are contained in an FDOT document entitled <u>2002 Quality/Level of Service Handbook</u>. Tier Two analysis is required for all "distressed" arterials. A "distressed" arterial is one where current highway traffic uses 65 percent or more of the maximum service volume (MSV) for the adopted LOS for that roadway in FDOT's Generalized Tables. Tier Two analysis, which utilizes FDOT's LOSPLAN software, is performed for all "distressed" arterials. Detailed analysis using FDOT FREEPLAN software is performed for all "distressed" limited-access arterials. These analyses are done to develop a more accurate LOS estimate than can be obtained using FDOT Generalized Tables. In 2008, the Technical Advisory Committee Level of Service Subcommittee suspended MTPO Staff-updated Tier Two analyses due to concerns that data used are outdated while the Traffic Management System is installed. Field studies are still reviewed by the LOS Subcommittee for inclusion in the LOS Report.

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

Roadway facilities which are ARTPLAN 2002-analyzed using field-collected data are shown in *Italics* in the LOS Tables of the <u>LOS Report</u>.

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

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

### **Congestion Management Process (CMP)**

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

### **EXHIBIT 1**

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

| ROADWAY<br>FACILITY                        | FROM                         | то                           | 2007<br>AADT | 2007<br>LOS | 2006<br>MSV | 2007<br>MSV |
|--|------------------------------|------------------------------|--------------|-------------|-------------|-------------|
| SW 13 <sup>TH</sup> ST. [US 441]<br>(S-3)  | ARCHER RD.                   | UNIVERSITY AVE.              | 34,500       | F           | 28,900      | 28,900      |
| NW 13 <sup>TH</sup> ST [US 441].<br>(S-4)  | UNIVERSITY AVE.              | NW 29 <sup>™</sup> RD.       | 33,000       | F           | 28,900      | 28,900      |
| ARCHER RD. [SR 24]<br>(S-10)               | INTERSTATE 75                | SW 34 <sup>™</sup> ST.       | 52,510       | F           | 49,200      | 49,200      |
| ARCHER RD. [SR 24]<br>(S-11)               | SW $16^{TH}$ AVE.            | SW 13 <sup>™</sup> ST.       | 33,500       | F           | 28,900      | 28,900      |
| NEWBERRY ROAD [SR 26]<br>(S-14)            | NW 122 <sup>ND</sup> ST.     | INTERSTATE 75<br>(West Ramp) | 38,000       | F           | 34,700      | 34,700      |
| NEWBERRY ROAD [SR 26]<br>(S-15)            | INTERSTATE 75<br>(West Ramp) | NW 8 <sup>th</sup> AVENUE    | 51,000       | F           | 44,700      | 44,700      |
| UNIVERSITY AVE. [SR 26]<br>(S-17)          | SW 34 <sup>th</sup> ST.      | GALE LEMERAND DR.            | 25,500       | F           | 24,550      | 24,550      |
| UNIVERSITY AVE. [SR 26]<br>(S-18)          | GALE LEMERAND DR.            | W 13 <sup>th</sup> ST.       | 30,500       | Е           | 28,900      | 28,900      |
| SW 2 <sup>ND</sup> AVE. [SR 26A]<br>(S-21) | NEWBERRY RD.                 | SW 34 <sup>th</sup> ST.      | 14,900       | Е           | 13,230      | 13,230      |
| SW 2 <sup>ND</sup> AVE. [SR 26A]<br>(S-22) | SW 34 <sup>th</sup> ST.      | UNIVERSITY AVE.              | 13,650       | F           | 13,120      | 13,120      |
| NW 34 <sup>th</sup> ST. [SR 121]<br>(S-25) | UNIVERSITY AVE.              | NW 16 <sup>th</sup> AVE.     | 19,250       | F           | 16,170      | 16,170      |
| ARCHER RD. [SR 24]<br>(S-47)               | GMA BOUNDARY                 | SW 75 <sup>th</sup> STREET   | 19,500       | F           | 16,275      | 16,275      |
| ARCHER RD. [SR 24]<br>(S-55)               | SW 34 <sup>th</sup> ST.      | SW $16^{TH}$ AVE.            | 54,500       | F           | 53,500      | 53,500      |
| NW 23 <sup>rd</sup> AVENUE<br>(A-9)        | NW 98 <sup>th</sup> STREET   | NW 55 <sup>th</sup> STREET   | 17,034       | F           | 15,580      | 15,580      |
| SW 75 <sup>th</sup> STREET<br>(A-13)       | ARCHER RD.                   | SW 8 <sup>th</sup> AVE.      | 27,680       | F           | 15,580      | 15,580      |
| SW 20 <sup>th</sup> AVE.<br>(A-15)         | SW 75 <sup>th</sup> ST.      | SW 62 <sup>ND</sup> BD       | 16,595       | F           | 15,580      | 15,580      |
| SW 20 <sup>th</sup> AVE.<br>(A-16)         | SW 62 <sup>ND</sup> BD.      | SW 34 <sup>™</sup> ST.       | 22,833       | F           | 15,580      | 15,580      |
| RADIO RD./MUSEUM DR.<br>(G-32)             | SW 34 <sup>th</sup> ST.      | SW 13 <sup>th</sup> ST.      | 13,506       | F           | 13,230      | 13,230      |

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

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

## **INTRODUCTION**

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area's <u>Annual Average Daily Traffic (AADT)/ Multimodal Level of Service (LOS) Report</u> is composed of three components: an LOS map atlas; LOS tables of state-maintained, county-maintained and city-maintained roadways and a technical appendices document. All references to LOS within Appendix A address only highway LOS as described in the <u>2000 Highway Capacity</u> <u>Manual</u>. This report contains estimates of the LOS and maximum service volume (MSV) for arterials, collectors functioning as arterials, transitioning arterials and collectors, major nonstate roads and other nonstate roads within the Gainesville Metropolitan Area (GMA) Boundary. Illustration I shows the GMA as defined by Chapter 339.175(1)(c), Florida Statutes. LOS and MSV analysis methodology utilizes the Florida Department of Transportation (FDOT) Generalized Tables contained in FDOT's 2002 Quality/Level of Service Handbook (2002 Q/LOS Handbook).

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

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

### PURPOSE

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



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

# ANNUAL AVERAGE DAILY TRAFFIC MULTIMODAL LEVEL OF SERVICE REPORT

# LEVEL OF SERVICE TABLES

## GAINESVILLE METROPOLITAN AREA CONGESTION MANAGEMENT PROCESS

March 5, 2009

Prepared by: North Central Florida Regional Planning Council 2009 NW 67<sup>th</sup> Place, Suite A Gainesville, Florida 32653 .

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

Page 1 of 2 FDOT Generalized Tables analysis 02/09 PERCENT AVAILABLE ASSIGNED NUMBER FDOT MEDIAN OR ADOPTED FROM SOUTH TO NORTH SIGNAL F н MAXIMUM SERVICE VOLUME OF SERVICE LEVEL OF SERVICE ROADWAY OF ROADWAY DENSITY / LEFT TURN LOS OR WEST OR EAST С E STD | TABLE CALCULATED NEGOTIATED CAPACITY VOLUME CLASS AADT TABLE CALCULATED NUMBER ROADWAY TERMINI TERMINI SPECIAL NOTE LANES LENGTH (MILES) ADJUSTMENT URBANIZED ROADWAYS S-2 US 441/W 13th St. SR 331/Williston Rd SR 24/Archer Rd Multimodal Corridor 4-D I Arterial 158/19 NO D 35,700 TCEA 56% 15,800 19,900 в -÷ NO D 28,900 TCEA 119% 34,500 S-3 US 441/W 13th St. SR 24/Archer Rd. SR 26/University Ave. Multimodal Corridor 4-D III Arterial 8.57 /0.7 <u>61</u>1 (5.600) E 21 L I S-4 III Arterial 474/19 NO 28,900 114% (4,100 33,000 F US 441/W 13th St. SR 26/University Ave. NW 29th Rd. Multimodal Corridor 4-D D 1.1 TCEA 14 25,250 N.W. 23rd St. NO S-5 US 441/W 13th St. NW 29th Rd. Multimodal Corridor 4-D I Arterial 1.43/2.8 D 35,700 TCEA 71% 10,450 В SR 222/N 39th Ave 20/20 -5% D 31.065 TCEA 53% 14.565 16,500 C S-6 SR 20/NW 6th St N.W. 8th Ave. 4-U II Arterial ---S-7 SR 20/NW 6th St. SR 222/N 39th Ave US 441/W. 13th St 4-U I Arterial 0 56 / 0.9 -5% D 33,915 TCEA 27% 24.715 9,200 в --13,800 S-8 SR 20/Hawthome Rd SR 24/Waldo Rd SE 43rd St SIS / FIHS / Multimodal Corridor 4-D II Arterial 222127 NO С 26 000 TCEA (part) 53% 12 200 С ~ ~ 1.36/2.2 NO 75% 8,950 26,750 S-9 SR 24/Archer Rd. SW 75th St/Tower Rd. Interstate 75 Multimodal Corridor 4-D I Arterial D 35,700 난날 문 1 <u>1</u> 1 В ÷., S-10 SR 24/Archer Rd. Interstate 75 SR 121/SW 34th St. Multimodal Corridor 6-D II Arterial 4.16/1.2 NO D 49,200 323 107% (3.310 52.510 F 1 . . · 33,500 S-11 SR 24/Archer Rd. SR 226/SW 16th Ave. US 441/W 13th St. Multimodal Corridor 4-D III Arterial 4.55/1.1 NO D 28,900 TCEA 116% (4,600 F -\_---NO TCEA 67% 11.958 23,742 S-12 SR 24/Waldo Rd. SR 26/University Ave SR 222/E 39th Ave SIS Connector (part) / 4-D I Arterial 148/26 D 35,700 -В -Multimodal Corridor NW 122nd St. SIS / FIHS / Multimodal Corridor 4-D I Arterial 1.7/3.0 NO С 34,700 110% (3,300) 38,000 F S-14 SR 26/Newberry Rd. Interstate-75 [west ramp] . . <u>.</u> . Interstate-75 [west ramp] NW 8th Ave III Arterial 7.27/1.4 NO D 44,700 114% 51,000 F SR 26/Newberry Rd. Multimodal Corridor / Constrained 6-D TCEA (6,300 S-15 . S-16 SR 26/Newberry Rd. NW 8th Ave. SR 121/W 34th St. Multimodal Corridor 4-D II Arterial 3.44/1.7 NO D 32,700 TCEA 92% 2,700 30,000 D ÷ -. SR 121/W 34th St. Gale Lemerand Dr 25,500 Multimodal Corridor / Constrained Arterial 143/14 5\*4LnPDF+,5\*2LnOPDF 24 550 TCEA 104% (950) F S-17 SR 26/University Ave. 3-U D S... 1 1 S-18 SR 26/University Ave. Gale Lemerand Dr. US 441/W 13th St. Multimodal Corridor 4-D III Arterial 6.67 / 0.6 NO D 28,900 TCEA 106% (1.600) 30,500 Е 22 S-19 SR 26/University Ave. US 441/W 13th St. SR 24/Waldo Rd Multimodal Corridor 4-D III Arterial 7.65/1.7 NO D 28,900 TCEA 78% 6,400 22,500 D --11,400 S-20 SR 20/Hawthorne Rd CR 329B/Lakeshore Dr Multimodal Corridor 4-D I Arterial 177/28 NO D 35,700 TCEA (part) 32% 24,300 в SR 26/University Ave ~ ~ 14,900 S-21 SR 26A/SW 2nd Ave. SR 26/Newberry Rd. SR 121/W 34th St. Multimodal Corridor 2-D III Arterial 5.1/0.4 +5% р 13.230 54 S TCEA 113% (1,670) E . S-22 SR 26A/SW 2nd Ave. SR 121/SW 34th St. SR 26/University Ave Multimodal Corridor 2-U I Arterial 1.15/1.3 -20% D 13,120 1. -TCEA 104% (530) 13,650 F 6-D 3.75/1.6 NO 49,200 58% 20,785 28,415 С S-23 SR 121/W 34th St. SR 331/Williston Rd. SR 24/Archer Rd. Multimodal Corridor II Arterial D 121 ್ಕೆ ÷... 41,750 6-D 3.53/1.7 NO D 49,200 85% 7,450 S-24 SR 121/W 34th St. SR 24/Archer Rd SR 26/University Ave. Multimodal Corridor II Arterial -TCEA (part) D . S-25 SR 121/W 34th St. SR 26/University Ave. NW 16th Ave. Multimodal Corridor 2-D II Arterial 2.0/1.0 +5% D 16,170 TCEA 119% (3,080 19,250 F 12.1 - <u>-</u> 1 S-26 SR 121/W 34th St. NW 16th Ave. SR 222/W 39th Ave. Multimodal Corridor 2-U I Arterial 1.33/1.5 NO D 16,400 TCEA 84% 2.650 13,750 С . . S-27 SR 121/W 34th St. SR 222/NW 39th Ave. NW 53rd Ave Multimodal Corridor 2-U I Arterial 0.91/2.2 NO D 16,400 TCEA 95% 900 15,500 D - <u>1</u> S-29 SR 222/N 39th Ave NW 98th St. NW 83rd St. SIS Connector 4-D II Arterial 3.76/1.3 NO D 32,700 <u>a</u> 1 · · · · 62% 12.407 20.293 C -21 SR 24/Waldo Rd 1.67/3.0 NO 35,700 51% 17.500 18.200 В S-30 SR 222/N 39th Ave US 441/NW 13th St. SIS Connector 4-D I Arterial D -TCEA -S-31 SR 222/N 39th Ave. SR 24/Waldo Rd End of 4-lane section SIS Connector 4-D Arterial 0 56 / 0.9 NO D 35,700 TCEA 41% 21,200 14,500 в -S-32 SR 222/N 39th Ave. End of 4-lane section GMA Boundary 2-U Unsignalized 0.0/2.5 NO D 21,300 TCEA (part) 50% 10,700 10,600 С ---20,550 NO 32,700 63% 12,150 C S-33 SR 226/S 16th Ave SR 24/Archer Rd. US 441/W 13th St. · \_\_ . 4-D II Arterial 4.44/0.9 D TCEA 18,450 S-34 SR 226/S 16th Ave US 441/W 13th St SR 329/Main St 4-D II Arterial 2.86/0.7 NO D 32,700 -TCEA 56% 14,250 С --S-35 SR 226/S 16th Ave SR 329/Main St SR 331/Williston Rd. 2-U I Arterial 167/06 NO D 16,400 -TCEA 48% 8,500 7,900 С -S-36 SR 120A/N 23rd Ave. US 441/W 13th SI SR 24/Waldo Rd. SIS Connector [part] 4-U II Arterial 2.4/2.5 -25% D 24,525 -TCEA 62% 9,425 15,100 С -

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed

Roadway facilities in italics have full field study inputs

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

| Page 2 of 2 |                       |                       |                       |                                  |        |                 |               |           |                  |         |           |                        | FDOT Generaliz    | zed Tables analys | is 02/09 |       |  |
|-------------|-----------------------|-----------------------|-----------------------|----------------------------------|--------|-----------------|---------------|-----------|------------------|---------|-----------|------------------------|-------------------|-------------------|----------|-------|--|
| ASSIGNED    | •                     | FROM SOUTH            | TO NORTH              |                                  | NUMBER | FDOT            | SIGNAL        | MEDIAN OR | ADOPTED          |         |           | F                      | PERCENT           | AVAILABLE         |          |       | н  |
| ROADWAY     | ,                     | OR WEST               | OR EAST               |                                  | OF     | ROADWAY         | DENSITY /     | LEFT TURN | LOS              | МАХ     | IMUM SERV | ICE VOLUME             | OF                | SERVICE           |          | LEVEL | OF SERVICE                                   |
| NUMBER      | ROADWAY               | TERMINI               | TERMINI               | SPECIAL NOTE                     |        |                 | LENGTH (MILES |           | STD <sup>E</sup> | TABLE C | ALCULATE  |                        | CAPACITY          | VOLUME            | AADT     | TABLE | CALCULATED                                   |
|             |                       |                       |                       |                                  |        | URBA            | NIZED ROADWA  | I<br>YS   |                  |         |           |                        |                   |                   |          |       |  |
| S-37        | SR 329/Main St.       | University Ave        | N. 8th Ave            | -                                | 4-U    | III Arterial    | 8.0 /0.5      | -25%      | D                | 21,675  | -         | TCEA                   | 93%               | 1,475             | 20,200   | D     | -  |
| S-38        | SR 331/SR 121         | Interstate 75 (south) | US 441/SW 13th St.    | SIS / FIHS                       | 4-D    | I Arterial      | 1 74 / 2.3    | NO        | С                | 34,700  | -         | -                      | 76%               | 8,450             | 26,250   | В     | -  |
| S-39        | SR 331/Williston Rd.  | US 441/SW 13th St.    | SR 26/University Ave  | SIS / FIHS                       | 4-D    | I Arterial      | 1.76 / 3.4    | NO        | С                | 34,700  | -         | TCEA                   | 53%               | 16,400            | 18,300   | В     | -  |
| S-40        | SR 20/NW 8th Ave.     | NW 6th St.            | N Main St.            | -                                | 4-D    | II Arterial     | 3.33/03       | NO        | D                | 28,900  | -         | TCEA                   | 64%               | 10,300            | 18,600   | D     | -  |
| S-41        | Interstate 75         | SR 331/SR 121         | SR 24/Archer Rd.      | SIS / FIHS                       | 6-D    | Freeway [<2mi]  | 0.0 / 1.3     | N/A       | С                | 81,700  | -         | -                      | 90%               | 8,200             | 73,500   | С     | -  |
| S-42        | Interstate 75         | SR 24/Archer Rd.      | SR 26/Newberry Rd.    | SIS / FIHS                       | 6-D    | Freeway [>=2mi] | 0.0/3.5       | N/A       | С                | 85,300  | -         | -                      | 106%              | (5,200)           | 90,500   | D     | -  |
| S-43        | Interstate 75         | SR 26/Newberry Rd.    | SR 222/NW 39th Ave    | SIS / FIHS                       | 6-D    | Freeway [>=2mi] | 0.0/26        | N/A       | C                | 85,300  | -         | -                      | 96%               | 3,800             | 81,500   | С     | -  |
| S-46        | SR 26/University Ave. | CR 329B               | GMA Boundary          | Multimodal Corridor              | 2-U    | Unsignalized    | 0.0/22        | NO        | D                | 21,300  | -         | -                      | 24%               | 16,100            | 5,200    | В     | -  |
| S-50        | US 441                | NW 23rd St            | GMA Boundary          | Multimodal Corridor              | 4-D    | I Arterial      | 0 23 / 4 4    | NO        | D                | 35,700  | -         | -                      | 52%               | 17,100            | 18,600   | В     | -  |
| S-52        | Interstate 75         | SR 222/NW 39th Ave    | GMA Boundary          | SIS / FIHS                       | 6-D    | Freeway [>=2mi] | 0.0/1.2       | N/A       | С                | 85,300  |           | -                      | 72%               | 24,300            | 61,000   | В     | -  |
| S-53        | SR 222/N 39th Ave.    | NW 51st St.           | US 441/NW 13th St.    | SIS Connector                    | 4-D    | I Arterial      | 1.92 /2.8     | NO        | D                | 35,700  |           | TCEA                   | 81%               | 6,700             | 29,000   | В     | Margar-Decision                              |
| S-54        | SR 121/W 34th St.     | NW 53rd Ave.          | US 441/W 13th St.     | Multimodal Corridor              | 2-U    | I Arterial      | 1.11 / 0.9    | NO        | D                | 16,400  | -         | TCEA (part)            | 59%               | 6,800             | 9,600    | C     | New Press                                    |
| S-55        | SR 24/Archer Rd.      | SR 121/SW 34th St.    | SR 226/SW 16th Ave    | Multimodal Corridor              | 6-D    | I Arterial      | 2.31 / 1.3    | NO        | D                | 53,500  | •         | - 1                    | 102%              | (1,000)           | 54,500   | F     | - 6488-00-00-00-00-00-00-00-00-00-00-00-00-0 |
| S-56        | SR 222/N 39th Ave.    | NW 83rd St.           | NW 51st St.           | SIS Connector                    | 4-D    | I Arterial      | 0.53 / 1.9    | NO        | D                | 35,700  | •         | TCEA (part)            | 78%               | 7,700             | 28,000   | В     |  |
|             |                       |                       |                       |                                  |        | TRANS           | TIONING ROADW | J         |                  |         |           |                        |                   |                   |          |       |  |
| S-1         | US 441/W 13th St      | Payne's Prairie       | SR 331/Williston Rd   | Multimodal Corridor              | 4-D    | I Arterial      | 0.23/2.2      | NO        | D                | 34,200  | -         | -                      | 34%               | 22,650            | 11,550   | В     | -  |
| S-13        | SR 24/Waldo Rd        | SR 222/E 39th Ave     | CR 255A/NE 77th Ave   | Multimodal Corridor              | 4-D    | I Arterial      | 0 52 / 3.8    | NO        | D                | 34,200  | -         | TCEA (part)            | 46%               | 18,600            | 15,600   | В     | · ·  |
| S-28        | SR 121/W 34th St.     | US 441/W 13th St.     | CR 231                | Multimodal Corridor              | 2-U    | I Arterial      | 0.56/0.9      | NO        | D                | 15,500  | -         | -                      | 69%               | 4,752             | 10,748   | С     | -  |
| S-44        | SR 121                | S W. 85th Ave.        | Interstate 75 (south) | Multimodal Corridor              | 2-U    | I Arterial      | 02/23         | NO        | D                | 15,500  |           | -                      | 61%               | 6,100             | 9,400    | С     | -  |
| S-45        | SR 26/Newberry Rd.    | S.W. 154th St.        | NW 122nd St.          | SIS / FIHS                       | 4-D    | I Arterial      | 0.55/2.8      | NO        | C                | 34,200  |           | 5 (1999) - 1997 (1999) | 68%               | 10,950            | 23,250   | В     |  |
| S-47        | SR 24/Archer Rd.      | GMA Boundary          | SW 75th St/Tower Rd.  | Multimodal Corridor              | 2-D    | I Arterial      | 0.3 / 1.7     | +5%       | D                | 16,275  |           |                        | 120%              | (3,225)           | 19,500   | F     |  |
| S-48        | SR 20/Hawthorne Rd    | SE 43rd St.           | CR 329B/Lakeshore Dr. | SIS / FIHS / Multimodal Corridor | 4-D    | I Arterial      | 0.4/1.0       | NO        | С                | 34,200  | -         | -                      | 33%               | 23,050            | 11,150   | В     | -  |
| S-49        | SR 20/Hawthome Rd     | CR 329B               | GMA Boundary          | SIS / FIHS / Multimodal Corridor | 4-D    | Unsignalized    | 00/13         | NO        | С                | 43,600  |           | -                      | 19%               | 35,100            | 8,500    | A     | -  |
| S-51        | Interstate 75         | GMA Boundary          | SR 331/SR 121         | SIS / FIHS                       | 6-D    | Freeway [>=2mi] | 0.0 / 1.3     | N/A       | С                | 81,100  | -         | -                      | 80%               | 16,357            | 64,743   | С     | -  |
| SOURCE: NO  | RTH CENTRAL FLORID    | A REGIONAL PLANNING   | COUNCIL               |                                  |        |                 |               |           |                  |         |           |                        | t\mike\los\los08\ | 07sdatan wk4      |          |       |  |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

Roadway facilities in shaded rows are also ART-PLAN, HIGHPLAN or FREEPLAN analyzed

Roadway facilities in italics have full field study inputs

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

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

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

| Page 1 of 2   |                                   |                         |                       |                                 |        |                          |                |                               |         |         |   |  | FDOT Gener | alized Tables and | alysis 2/09 |         |   |
|---------------|-----------------------------------|-------------------------|-----------------------|---------------------------------|--------|--------------------------|----------------|-------------------------------|---------|---------|---|--|------------|-------------------|-------------|---------|---|
| ASSIGNED      |                                   | FROM SOUTH              | TO NORTH              |                                 | NUMBER | FDOT                     | SIGNAL         | MEDIAN OR                     | ADOPTED | )       |   | F  | PERCENT    |                   |             |         | н   |
| ROADWAY       |                                   | OR WEST                 | OR FAST               |                                 | OF     | ROADWAY                  | DENSITY /      | I FET TURN                    | 1.05    | RAAN    |   |  | OF         | SERVICE           |             | 1 5//51 |   |
| ROADWAT       |                                   | OKTEST                  | ONLAGI                | A                               | В      | C                        | DENSITY        | D                             | E       | 1117-07 |   |  |            | JERVICE           | G           |         | OF SERVICE  |
| NUMBER        | ROADWAY                           | TERMINI                 | TERMINI               | SPECIAL NOTE                    | LANES  | CLASS                    | LENGTH (MILES) | ADJUSTMENT                    | STD     | TABLE   | CALCULATED  | NEGOTIATED                               | CAPACITY   | VOLUME            | AADT        | TABLE   | CALCULATED  |
|               |                                   |                         |                       |                                 |        | URBAN                    | ZED ROADWAYS   | •                             |         |         |   |  |            |                   |             |         |   |
| A-1 / AC-010  | NW 53rd Ave.                      | NW 52nd Terr.           | US 441/W 13th St.     | -                               | 2-U    | I Arterial               | 1.6 / 3.2      | -                             | D       | 15,580  | -   | TCEA                                     | 75%        | 3,862             | 11,718      | С       |   |
| A-3/AC-025    | NW 43rd St.                       | SR 26/Newberry Rd.      | NW 53rd Ave.          |                                 | 4-D    | II Arterial              | 2.1/3.3        |                               | D       | 31,065  |   | TCEA (part)                              | 94%        | 1,785             | 29,280      | D       |   |
| A-6 / AC-030  | NW 43rd St                        | NW 53rd Ave             | US 441                | -                               | 2-U    | I Arterial               | 0.2/3.1        | ~                             | D       | 15,580  | -   | TCEA (part)                              | 76%        | 3,807             | 11,773      | С       | -   |
| A-9 / AC-040  | NW 23rd Ave.                      | NW 98th St.             | NW 55th St.           | anna stratistica int            | 2-U    | I Arterial               | 1.0/2.8        | andraid and an                | D       | 15,580  | ntaria= instari   | an a | 109%       | (1,454)           | 17,034      | STF 10  | i Naziri. Bayeri  |
| A-10 / AC-035 | NW 23rd Ave                       | NW 55th St              | NW 43rd St            | ÷                               | 4-D    | II Arterial              | 25/08          | -                             | D       | 31,065  | -   | -  | 71%        | 8,893             | 22,172      | С       | -   |
| A-11          | NW 16th Ave                       | NW 43rd St              | US 441/W 13th St      | -                               | 4-D    | I Arterial               | 1.6/3.1        | -                             | D       | 33,915  | -   | TCEA                                     | 70%        | 10,146            | 23,769      | В       | -   |
| A-12          | N 16th Ave                        | US 441/W. 13th St.      | SR 24/Waldo Road      | -                               | 2-U    | II Arterial              | 2.1/2.4        | +5%                           | D       | 15,360  | -   | TCEA                                     | 79%        | 3,232             | 12,127      | С       | -   |
| A-13 / AC-090 | SW 75th St/Tower Rd.              | SR 24/Archer Road       | SW 8th Ave            |                                 | 2-U    | I Arterial               | 0.9/3.7        |                               | D       | 15,580  | NA STE SA ST  | an shini <mark>y</mark> sana ƙ           | 111%       | (1,654)           | 17,234      | F       | setty - steven  |
| A-14 / AC-085 | NW 75th St/Tower Rd.              | SW 8th Ave.             | SR 26/Newberry Rd.    | a Antonia - Company             | 4-D    | II Arterial              | 3.8 / 0.4      | A String South                | D       | 31,065  |   |  | 89%        | 3,385             | 27,680      | D       |   |
| A-15 / AC-060 | SW 20th Ave.                      | SW 75th St/Tower Rd     | SW 62nd Blvd.         | Multimodal Corridor             | 2-U    | I Arterial               | 0.6 / 1.7      |                               | D       | 15,580  | 27) 222 <b>-</b> 4033 02  |  | 107%       | (1,015)           | 16,595      | F       |   |
| A-16 / AC-055 | SW 20th Ave.                      | SW 62nd Blvd.           | SR 121/W 34th St.     | Multimodal Corridor             | 2-U    | I Arterial               | 1.6 / 1.7      | ananan Tajihinya              | D       | 15,580  | ing in the second s  | TCEA (part)                              | 147%       | (7,253)           | 22,833      | F       | and the second  |
| A-17          | N Main St.                        | NW 8th Ave              | NW 23rd Ave           | -                               | 4-U    | II Arterial              | 2.7/10         | -25%                          | D       | 23,300  | ~   | TCEA                                     | 71%        | 6,707             | 16,593      | С       | -   |
| A-18          | N Main St                         | NW 23rd Ave             | SR 222/N 39th Ave     | -                               | 4-D    | I Arterial               | 1.0 / 1.0      | -                             | D       | 33,915  | -   | TCEA                                     | 51%        | 16,665            | 17,250      | В       | -   |
| A-19 / AC-095 | NW 39th Ave.                      | NW 112th St.            | NW 98th St.           | in vevên <del>a</del> r servere | 2-U    | II Arterial              | 2.4/0.5        | -20%                          | D       | 11,704  | olan s <u>a sa ana</u>  | 1974 - CEVER                             | 91%        | 1,105             | 10,599      | D       | - several data es   |
| A-47          | S Main St.                        | Williston Rd            | University Ave.       | -                               | 4-D    | II Arterial              | 2.9 /2.4       | -                             | D       | 31,065  | -   | TCEA                                     | 43%        | 17,565            | 13,500      | с       | -   |
| A-20 / AC-065 | SW 24th Ave                       | SW 91st St.             | SW 75th St./Tower Rd. | _                               | 2-U    | Major County Roadway     | -/0.9          | -                             | D       | 14,600  | -   | -  | 81%        | 2,763             | 11,837      | D       | -   |
| A-21 / AC-120 | NW 51st St.                       | NW 23rd Ave             | SR 222/NW 39th Ave    | -                               | 2-U    | Major County Roadway     | -/10           | -                             | D       | 14,600  | -   | -  | 69%        | 4,474             | 10,126      | D       | -   |
| A-22 / AC-110 | NW 98th St                        | SR 26/Newberry Rd       | CR 222/NW 39th Ave    | -                               | 2-U    | Major County Roadway     | -/2.0          | -                             | D       | 14,600  | -   | -  | 71%        | 4,250             | 10,350      | D       | -   |
| A-23 / AC-130 | NW 83rd St.                       | NW 23rd Ave.            | SR 222/NW 39th Ave.   | and the second of               | 2-U    | Major County Roadway     | 3.0/1.0        | - 1993 <del>-</del> 2016 - 19 | D       | 14,600  |   | nders <del>r</del> ucht                  | 95%        | 801               | 13,799      | D       | and the state of the second |
| A-24 / AC-165 | W 91st St.                        | SW 24th Ave             | SR 26/Newberry Rd     | -                               | 2-U    | Major County Roadway     | -/2.0          | +                             | D       | 14,600  | -   | -  | 57%        | 6,348             | 8,252       | С       | -   |
| A-26 / AC-140 | SW 8th Ave                        | SW 91st St              | SW 75th St /Tower Rd  | ~                               | 2-U    | Major County Roadway     | -/0.9          | -                             | D       | 14,600  | -   | -  | 39%        | 8,910             | 5,690       | С       | -   |
| A-29 / AC-280 | Kincaid Loop                      | SR 20/Hawthorne Rd      | SR 20/Hawthome Rd     | -                               | 2-U    | Major County Roadway     | -/50           | -                             | D       | 14,600  | -   | TCEA (part)                              | 31%        | 10,099            | 4,501       | С       | -   |
| A-30 / AC-400 | SW 40th Blvd./<br>SW 42nd/43rd St | SR 24/Archer Rd         | SW 20th Ave           | -                               | 2-D    | Major County Roadway     | -/1.2          | +5%                           | D       | 15,330  | -   | -  | 71%        | 4,390             | 10,940      | D       | -   |
| A-33          | SW 24th Ave                       | SW 122nd St./Parker Rd. | SW 91st St.           |                                 | 2-U    | Major County Roadway     | -/ 1.8         |                               | D       | 14,600  | ~   |  | 47%        | 7,667             | 6,933       | С       | -   |
| A-36          | SW 8th Ave                        | SW 122nd St /Parker Rd  | SW 91st St.           | -                               | 2-U    | Major County Roadway     | -/19           | -                             | D       | 14,600  | -   |  | 15%        | 12,463            | 2,137       | С       | -   |
| A-45 / AC-160 | Ft. Clarke Blvd.                  | SR 26/Newberry Rd.      | NW 23rd Avenue        |                                 | 2-U    | Major County Roadway     | -/ 1.3         |                               | D       | 14,600  | an esta de la compañía de la compañí<br>La compañía de la comp | nevier <mark>-</mark> Breivier           | 98%        | 324               | 14,276      | D       |   |
| A-40 / AC-180 | SW 46th Blvd.                     | SW 104th Tr.            | Tower Road            | ~                               | 2-D    | Other Signalized Roadway | -/2.1          | +5%                           | D       | 10,500  | ~   |  | 52%        | 5,080             | 5,420       | D       | _   |
| A-44 / AC-095 | SW 75th St                        | GMA Boundary            | SR 24/Archer Road     | -                               | 2-U    | Other Signalized Roadway | -/0.4          | -                             | D       | 10,000  | -   |  | 34%        | 6,609             | 3,391       | с       | -   |

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

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

| Page 2 of 2   |                               |                     |                         |   |        |                          |                |                |         |        |             |             | FDOT Gener | alized Tables ana | lysis 2/09 |       |            |
|---------------|-------------------------------|---------------------|-------------------------|---|--------|--------------------------|----------------|----------------|---------|--------|-------------|-------------|------------|-------------------|------------|-------|------------|
| ASSIGNED      |                               | FROM SOUTH          | TO NORTH                |   | NUMBER | FDOT                     | SIGNAL         | MEDIAN OR      | ADOPTED |        |             | F           | PERCENT    | AVAILABLE         |            |       | н          |
| ROADWAY       |                               | OR WEST             | OR EAST                 |   | OF     | ROADWAY                  | DENSITY /      | LEFT TURN      | LOS     | MA     | XIMUM SERVI |             | OF         | SERVICE           | G          | LEVEL | OF SERVICE |
| NUMBER        | ROADWAY                       | TERMINI             | TERMINI                 | SPECIAL NOTE                              | LANES  | CLASS                    | LENGTH (MILES) | ADJUSTMENT     | STD     | TABLE  | CALCULATED  | NEGOTIATED  | CAPACITY   | VOLUME            | AADT       | TABLE | CALCULATED |
|               |                               |                     |                         |   |        | TRANSITI                 | ONING ROADWAY  | J<br><u>'S</u> |         |        |             |             |            |                   |            |       |            |
| A-2 / AC-005  | N 53rd Ave.                   | US 441/W 13th St    | SR 24/Waldo Rd          | *   | 2-U    | I Arterial               | 03/4.0         | -              | D       | 14,725 | -           | TCEA (part) | 88%        | 1,823             | 12,902     | D     | -          |
| A-32 / AC-240 | W 143rd St./CR 241            | SR 26/Newberry Road | GMA Boundary            | -   | 2-U    | I Arterial               | -/3.2          | -              | D       | 14,725 | -           |             | 81%        | 2,801             | 11,924     | С     | -          |
| A-37 / AC-100 | NW 39th Ave.                  | CR 241              | NW 112th St.            | an sa | 2-U    | I Arterial               | -/1.9          |                | D       | 14,725 |             |             | 64%        | 5,314             | 9,411      | С     |            |
| A-28 / AC-275 | Rocky Pt. Rd.                 | SR 331/Williston Rd | US 441/SW 13th St.      | -   | 2-U    | Major County Roadway     | -/22           | -              | D       | 13,600 | -           | -           | 25%        | 10,171            | 3,429      | С     | -          |
| A-34 / AC-105 | NW 53rd Ave.                  | Interstate 75       | NW 52nd Terr            | -   | 2-U    | Major County Roadway     | -/32           | -              | D       | 13,600 | -           |             | 51%        | 6,671             | 6,929      | С     | -          |
| A-35 / AC-210 | SW 122nd St /Parker Rd        | GMA Boundary        | SR 26/Newberry Rd       | -   | 2-U    | Major County Roadway     | -/2.3          | -              | D       | 13,600 | -           |             | 50%        | 6,734             | 6,866      | С     | -          |
| A-38 / AC-290 | SE 43rd St.                   | SR 20/Hawthome Rd   | SR 26/E. University Ave | -   | 2-U    | Major County Roadway     | -/ 1.1         | -              | D       | 13,600 | -           |             | 28%        | 9,748             | 3,852      | С     | -          |
| A-39 / AC-270 | SW 91st St.                   | Archer Road         | SW 24th Ave.            | -   | 2-D    | Major County Roadway     | -/16           | +5%            | D       | 15,330 | -           |             | 44%        | 8,660             | 6,670      | С     | -          |
| A-31 / AC-285 | Monteocha Road                | NE 53rd Ave.        | NE 77th Ave.            | -   | 3-U    | Other Signalized Roadway | - / 1.5        | -              | D       | 14,800 | -           | -           | 21%        | 11,636            | 3,164      | С     | -          |
| A-41 / AC-200 | SW 62nd Ave./<br>SW 63rd Blvd | SR 121              | SR 24/Archer Road       | TF.                                       | 2-U    | Other Signalized Roadway | -/1.9          |                | D       | 9,400  | -           |             | 36%        | 5,975             | 3,425      | С     | -          |
| A-42 / AC-295 | CR 329B/Lakeshore Dr.         | SR 20/Hawthome Rd.  | SR 26/E University Ave. | -   | 2-U    | Other Signalized Roadway | -/37           | -              | D       | 9,400  | -           |             | 5%         | 8,958             | 442        | С     | -          |
| A-43 / AC-300 | NE 77th Ave./CR 225A          | NE 38th St.         | SR 24 / Waldo Rd        | -   | 2-U    | Other Signalized Roadway | -/12           | -              | D       | 9,400  | -           | -           | 7%         | 8,718             | 682        | С     | -          |
| A-46 / AC-050 | NW 32nd Ave.                  | GMA Boundary        | CR 241/NW 143rd St.     | -   | 2-U    | Other Signalized Roadway | -/0.8          | -              | D       | 9,400  | -           |             | 27%        | 6,882             | 2,518      | С     | -          |

SOURCE: North Central Florida Regional Planning Council

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ARTERIAL - Analyzed Using State-Road Service Volumes Minus 5 percent

MAJOR - Analysed as a Major City/County Roadway

OTHER - Analysed as an Other City/County Roadway

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

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

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

| Page 1 of 2 |                                  |                        |                         |                |                   |                          |                     |                        |          |                  |               |          | FDOT Generali:       | zed Tables ana | ysis 02/09 |           |
|-------------|----------------------------------|------------------------|-------------------------|----------------|-------------------|--------------------------|---------------------|------------------------|----------|------------------|---------------|----------|----------------------|----------------|------------|-----------|
| ASSIGNED    |                                  | FROM SOUTH<br>OR WEST  | TO NORTH<br>OR EAST     | SPECIAL        | NUMBER<br>OF<br>B | FDOT<br>ROADWAY<br>C     | SIGNAL<br>DENSITY / | MEDIAN OR<br>LEFT TURN |          |                  | F<br>E VOLUME | PERCENT  | AVAILABLE<br>SERVICE | G              |            |           |
| NUMBER      | ROADWAY                          | IERMINI                | TERMINI                 | NOTE           | LANES             | CLASS                    | LENGTH (MILES)      | ADJUSTMENT             | SID      | TABLE CALCULATED | NEGOTIATED    | CAPACITY | VOLUME               | AADI           | TABLE C    | ALCULATED |
|             |                                  |                        |                         |                |                   | URBAN                    | NIZED ROADWAYS      | 1                      |          |                  |               |          |                      |                |            |           |
| G-1         | NW 55th St                       | SR 26/Newberry Rd      | NW 23rd Ave             |                | 2-11              | I Arterial               | 10/10               | -20%                   | F        | 12.844           | TCEA          | 75%      | 3.214                | 9.630          | с          |           |
| G-2         | NW 8th Ave                       | SR 26/Newberry Rd      | NW 22nd St              | -              | 4-U               | I Arterial               | 10/27               | -5%                    | E        | 32,220 -         | TCEA          | 57%      | 13,741               | 18,479         | В          | _         |
| G-3         | NW 8th Ave.                      | NW 22nd St.            | NW 6th St.              | 91000000       | 2-U               | II Arterial              | 2.1/1.3             | +5%                    | E        | 16,260 =         | TCEA          | 91%      | 1,452                | 14,808         | D          |           |
| G-4         | SW 62nd Blvd.                    | SW 20th Ave.           | SR 26/Newberry Rd.      | A AND L ADD IN | 2-U/4-U           | I Arterial               | 1.18/1.7            | angging dipang         | E State  | 32,220 -         | TCEA          | 74%      | 8,335                | 23,885         | B          |           |
| G-36        | NW 31st Ave/Glen Springs Rd      | SR 121/NW 34th St.     | NW 16th Terr.           | -              | 2-U               | I Arterial               | 02/2.6              | -                      | E        | 16,060 -         | TCEA          | 59%      | 6,511                | 9,549          | C          | -         |
| G-38        | NW 23rd Blvd.                    | NW 16th Terr.          | US 441/NW 13th St.      | -              | 2-D               | II Arterial              | 3.3 / 0.3           | +5%                    | E        | 16,260 -         | TCEA          | 66%      | 5,489                | 10,771         | С          | -         |
| 6.5         | NIM 22nd St                      | SP 26/Upivorsity Avo   | NIAL 16th Ave           | 1              | 211               | Major City Poadyay       | 20/10               |                        | E        | 15 600           | TCEA          | 44%      | 8 751                | 6 849          | C          |           |
| G-6         | NE 8th Ave                       | N Main St              | SR 24/Waldo Rd          | -              | 2-0               | Major City Roadway       | 2.071.0             | -                      | E        | 15,600 -         | TCEA          | 62%      | 5,904                | 9,696          | D          | -         |
| G-7         | S 2nd Ave                        | US 441/SW 13th St      | SE 7th St               | -              | 2-D               | Major City Roadway       | 6.9*/1.3            | +5%                    | E        | 16,380 -         | TCEA          | 35%      | 10,610               | 5,770          | С          | -         |
| G-9         | W 6th St                         | SW 4th Ave             | NW 8th Ave.             | -              | 2-U               | Major City Roadway       | -/08                | -20%                   | E        | 12,480 -         | TCEA          | 68%      | 3,972                | 8,508          | D          | -         |
| G-37        | SW 23rd Terr.                    | SR 331/Williston Rd.   | SR 24/Archer Rd.        | -              | 2-U               | Major City Roadway       | -/1.5               | +5%                    | E        | 16,380 -         | TCEA (part)   | 63%      | 5,989                | 10,391         | D          | -         |
|             |                                  |                        |                         | T              | 4.0               | Other Office Hand David  |                     |                        |          | or 200           | TOPA          | 2.40/    | 10,100               | 6 079          |            |           |
| G-10        | F 9th St                         | SF 2nd Ave             | NF 31st Ave             | -              | 4-D<br>2-U        | Other Signalized Roadway | -/0.8               |                        | E        | 12,600 -         | TCEA          | 39%      | 7,737                | 4,863          |            | -         |
| G-11        | NW 38th St                       | NW 8th Ave             | NW 16th Ave             |                | 2-11              | Other Signalized Roadway | -/08                |                        | E        | 12.600 -         | TCEA          | 14%      | 10.855               | 1,745          | c          |           |
| G-12        | NW 24th Blvd                     | SR 222/NW 39th Ave     | NW 53rd Ave             | -              | 2-U               | Other Signalized Roadway | -/1.1               | -20%                   | E        | 10.080 -         | TCEA          | 31%      | 6,996                | 3,084          | С          | -         |
| G-14        | NE 15th St.                      | SR 26/E University Ave | NE 8th Ave              | -              | 2-U               | Other Signalized Roadway | -/0.5               | -20%                   | E        | 10,080 -         | TCEA          | 49%      | 5,136                | 4,944          | D          |           |
| G-15        | NE 15th St.                      | NE 16th Ave            | SR 222/NE 39th Ave      | -              | 2-U               | Other Signalized Roadway | -/15                | -                      | E        | 12,600 -         | TCEA          | 39%      | 7,660                | 4,940          | D          | -         |
| G-16        | NE 25th St                       | SR 26/E University Ave | NE 8th Ave              | -              | 2-U               | Other Signalized Roadway | -/05                | -20%                   | E        | 10,080 -         | TCEA          | 38%      | 6,232                | 3,848          | C          | -         |
| G-17        | SE 4th St                        | SR 331/Williston Rd    | Depot Ave.              | -              | 2-U               | Other Signalized Roadway | -/07                | -20%                   | E        | 10,080 -         | TCEA          | 35%      | 6,584                | 3,496          | С          | -         |
| G-18        | SE 4th St -SE 22nd Ave           | SR 331/Williston Rd    | SE 15th St              | ~              | 2-U               | Other Signalized Roadway | -/08                | -20%                   | E        | 10,080 -         | TCEA          | 42%      | 5,893                | 4,187          | D          | -         |
| G-19        | N 8th Ave                        | SR 24/Waldo Road       | NE 25th St              | -              | 2-U               | Other Signalized Roadway | -/09                | -                      | E        | 12,600 -         | TCEA          | 43%      | 7,222                | 5,378          | D          | -         |
| G-20        | S 4th Ave                        | US 441/SW 13th St      | SE 15th St.             | -              | 2-D               | Other Signalized Roadway | -/21                | +5%                    | E        | 13,230 -         | TCEA          | 34%      | 8,681                | 4,549          | С          | -         |
| G-21        | SW 9th Rd -Depot Ave -SE 7th Ave | US 441/SW 13th St      | SE 15th St.             | -              | 2-U               | Other Signalized Roadway | -/21                | -                      | E        | 12,600 -         | TCEA          | 41%      | 7,449                | 5,151          | D          | -         |
| G-22        | S 2nd Ave                        | SE 7th St.             | SR 331/Williston Rd     |                | 2-D               | Other Signalized Roadway | -/0.4               | +5%                    | E        | 13,230 -         | TCEA          | 15%      | 11,247               | 1,983          | С          | -         |
| G-23        | NE 31st Ave                      | N Main St.             | SR 24/Waldo Road        | -              | 2-U               | Other Signalized Roadway | -/17                | -20%                   | E        | 10,080 -         | TCEA          | 21%      | 7,936                | 2,144          | С          | -         |
| G-24        | NW 17th St.                      | SR 26/W University Ave | NW 8th Ave              | -              | 2-U               | Other Signalized Roadway | -/05                | -20%                   | E        | 10,080 -         | TCEA          | 47%      | 5,387                | 4,693          | D          | -         |
| G-25        | W 12th St                        | SW 4th Ave             | NW 8th Ave              | -              | 2-U               | Other Signalized Roadway | -/0.8               | -20%                   | E        | 10,080 -         | TCEA          | 45%      | 5,588                | 4,492          | D          |           |
| G-26        | W 10th St.                       | SW 4th Ave             | NW 8th Ave              | -              | 2-U               | Other Signalized Roadway | - / 0.8             | -                      | E        | 12,600 -         | TCEA          | 27%      | 9,166                | 3,434          | <u> </u>   | -         |
| G-27        | SW 16th St.                      | SW 16th Ave            | SR 24/Archer Rd         | -              | 2-U               | Other Signalized Roadway | -/02                | +5%                    | E        | 13,230 -         | TCEA          | 33%      | 8,817                | 4,413          | D          | -         |
| G-28        | NW 5th Ave                       | NW 22nd St.            | US 441/NW 13th St       | ~              | 2-U               | Other Signalized Roadway | - / 0.9             | -20%                   | E        | 10,080 -         | TCEA          | 21%      | 7,950                | 2,130          | C          | -         |
| G-29        | W. 3rd St.                       | SW 4th Ave             | NW 8th Ave              |                | 2-U 1-Way         | Other Signalized Roadway | - / 0.8             | -40%                   | E        | 15,120 -         | TCEA          | 3%       | 14,630               | 490            |            | -         |
| G-30        | W. 2nd St.                       | SW 4th Ave             | NW 8th Ave.             |                | 2-U 1-Way         | Other Signalized Roadway | - /0.8              | -40%                   | E        | 15,120 -         | TCEA          | 6%       | 14,236               | 884            | C          |           |
| G-31        | Gale Lemerand Dr.                | SR 24/Archer Rd        | Museum Rd               | Univ. of Fla.  | 4-U               | Other Signalized Roadway | -/05                | -5%                    | E        | 23,940 -         | TCEA          | 60%      | 9,693                | 14,247         | D          |           |
| G-32        | Radio RdMuseum Rd.               | SR 121/S 34th St.      | US 441/S 13th St.       | Univ. of Fla.  | 2-D               | Other Signalized Roadway | -/21                | +5%                    | E        | 13,230 -         | TCEA          | 102%     | (276)                | 13,506         | F          | ~         |
| G-33        | E 1st St.                        | SE 2nd Pl.             | NE 8th Ave              |                | 2-U               | Other Signalized Roadway | -/0.7               | -                      | E        | 12,600 -         | TCEA          | 25%      | 9,480                | 3,120          |            |           |
| G-34        | E 3rd St                         | SE Depot Ave           | NE 2nd Ave              |                | 2-0               | Other Signalized Roadway | -/06                | -                      | E        | 12,600 -         | ICEA          | 26%      | 9,315                | 3,285          |            |           |
| G-35        | Hull Rd -Mowry Rd                | SW 34th St.            | Center Dr.              | Univ. of Fla.  | 2-U               | Other Signalized Roadway | -/18                | -                      | <u> </u> | 12,600 ~         | TCEA          | 8/%      | 1,641                | 10,959         |            |           |
| G-39        | Gale Lemerand Dr.                | Museum Rd.             | SR 26/W University Ave. | Univ of Fla    | 2-U               | Other Signalized Roadway | -/05                | -                      | <u>E</u> | 12,600 -         | ICEA          | 99%      | 136                  | 12,464         | E          | -         |

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

| Page 2 of 2 |            |                       |                     |         |              |                          |                     |                        |                |                  |                |          | FDOT General         | zed Tables ana | lysis 02/09 |                 |
|-------------|------------|-----------------------|---------------------|---------|--------------|--------------------------|---------------------|------------------------|----------------|------------------|----------------|----------|----------------------|----------------|-------------|-----------------|
| ASSIGNED    | ,          | FROM SOUTH<br>OR WEST | TO NORTH<br>OR EAST | SPECIAL | NUMBER<br>OF | FDOT<br>ROADWAY          | SIGNAL<br>DENSITY / | MEDIAN OR<br>LEFT TURN | ADOPTED<br>LOS | MAXIMUM SERVI    | F<br>CE VOLUME | PERCENT  | AVAILABLE<br>SERVICE | -              | LEVEL       | H<br>OF SERVICE |
| NUMBER      | ROADWAY    | TERMINI               | TERMINI             |         | B<br>LANES   | CLASS                    | LENGTH (MILES)      | D<br>ADJUSTMENT        | STD E          | TABLE CALCULATED | NEGOTIATED     | CAPACITY | VOLUME               | G              | TABLE       | CALCULATED      |
|             |            |                       |                     |         |              | TRANSIT                  | IONING ROADWA       | ı<br>YS                |                |                  |                |          |                      |                |             |                 |
| G-13        | N Main St. | SR 222/NW 39th Ave    | NW 53rd Ave.        | -       | 2-D          | Other Signalized Roadway | - / 1.0             | +5%                    | E              | 13,230 -         | TCEA           | 43%      | 7,490                | 5,740          | D           | -               |
|             |            |                       |                     |         |              |                          |                     |                        |                |                  |                |          |                      | t\mike\los08\0 | 7cdatan wk  | 4               |

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

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

#### NOTES FOR TABLES 1, 2 & 3

### HIGHWAY LEVEL OF SERVICE DATA ON STATE ROADS, COUNTY ROADS AND CITY OF GAINESVILLE ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY

| TABLE |     | NOTE   |
|-------|-----|--|
| 1,2,3 | A - | <u>Constrained</u> 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   |     | <u>SIS</u> - Roadway facility is part of the Florida Strategic Intermodal System or an SIS<br>Connector. These facilities are subject to the Florida Department of Transportation's<br>(FDOT's) adopted Level of Service standards in accordance with Rule 14-94.  |
| 1     |     | FIHS - Roadway facility is part of the Florida Intrastate Highway System.  |
| 1,2   |     | <u>Multimodal Corridor</u> is a roadway within the GMA which has been identified in the <u>Gainesville Multimodal Corridor and Park and Ride Study</u> for multimodal use.   |
| 1,2,3 | B - | Number of lanes is the number of lanes continuing through a signalized intersection.   |
| 1,2,3 | C - | FDOT Roadway Class identifies the corridor analysis category in the FDOT Generalized Tables of the 2002 Quality/Level of Service Handbook (LOS Handbook).  |
| 1,2,3 | D - | Adjustments relate to the use of FDOT's Generalized Tables of the <u>Q/LOS Handbook</u> .  |
| 1,2,3 | E - | Minimum acceptable highway level of service (LOS) standards established by the entity responsible for maintaining the facility.  |
| 1,2,3 |     | LOS M represents a degraded maximum service volume (MSV) permitted by FDOT.  |
| 1,2,3 | F - | Maximum service volumes for the minimum acceptable highway LOS are established by three different methods. NOTE: Refer to "Guidelines to Determining Level of Service and the Maximum Service Volumes for Roadways Within the Gainesville Metropolitan Area Boundary" in the LOS Report Technical Appendix.  |
| 1,2,3 |     | <u>Tables</u> - these FDOT Generalized Tables of the <u>O/LOS Handbook</u> volumes are based on statewide averages and may not reflect local conditions. These tables are used as a preliminary estimate and are considered sufficiently accurate for arterials where the average annual daily traffic (AADT) counts do not exceed 65% of the FDOT Generalized Tables service volume.  |
| 2     |     | Roadway Facility S-17 is analyzed as a three-lane roadway in which the FDOT Generalized Tables service volumes for two- and four-lane roadways were averaged to estimate three-lane service volumes.   |
| 1,2,3 |     | <u>Calculated</u> - ARTPLAN, FREEPLAN and/ or HIGHPLAN are FDOT computer<br>programs which provide a more accurate MSV by allowing the use of local data in the<br>analyses. These programs are used to estimate the service volume on arterials when the<br>AADT counts exceeds 65 percent of the FDOT Generalized Tables MSV. [MTPO staff<br>updates of ARTPLAN files were suspended by the LOS Subcommittee in 2008]  |
| 1,2,3 |     | <u>Negotiated</u> - service volumes set by agreements with the FDOT and/or Department of<br>Community Affairs in areas which are established as special transportation areas, such as<br>Transportation Concurrency Exception Areas (TCEAs), or on facilities which are<br>designated as constrained. These service volumes are documented by the City of<br>Gainesville and Alachua County Comprehensive Plans. The TCEA roadway facilities<br>established by the City of Gainesville Comprehensive Plan Transportation Mobility<br>Element are identified in these LOS Tables. |

#### NOTES FOR TABLES 1, 2 & 3 (Continued)

#### LEVEL OF SERVICE DATA ON STATE ROADS, COUNTY ROADS AND CITY OF GAINESVILLE ROADS WITHIN THE GAINESVILLE METROPOLITAN AREA (GMA) BOUNDARY

| <b>TABLE</b> |     | NOTE   |
|--------------|-----|--|
| 1.2.3        | G - | <u>AADT</u> - For roadway facilities that are Tier One-analyzed, the median of the three most recent annual traffic counts at each count station, then the median volume of the traffic count station median volumes is defined as the roadway facility AADT. For roadway facilities that are Tier Two-analyzed, such as ARTPLAN, the median of the three most recent annual traffic counts for each SEGMENT AADTs (traffic count nearest the traffic signal for the approach analysed) are used in the calculation of the facility AADT. For ARTPLAN 2002 analyses, the traffic volume at the "sensitive" (usually the highest volume to capacity (v/c) ratio) SEGMENT is reported as the roadway facility AADT. In instances when a field study is conducted, then that single-year seasonal factor and axle factor-adjusted volume is reported as the roadway facility AADT. In cases where the ratchet method for MSV calculation generates an available service volume greater than that calculated by ARTPLAN 2002, then AADT=MSV-ASV. [In 2008, the LOS Subcommittee decided to use the latest year count rather than the three year median count and suspended MTPO staff Tier Two analyses during the installation of the Traffic Management System project.] |
| 1            |     | For Florida State Highway System roadways, the volumes are taken from the 2007 FDOT Traffic information CD-ROM.  |
| 2            |     | For Alachua County roadways, the latest [year 2006] 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 2005, 2006 or 2007] unfactored counts taken when the University of Florida, Santa Fe Community College and public schools are in session are used to determine current traffic.   |
| 2,3          |     | City and County arterials were analyzed using the State analysis groups with a five percent (5%) reduction in the service volume as described in the <u>Q/LOS Handbook</u> .   |
| 1,2,3        | H - | Tables - FDOT Generalized Tables analyses for urban and transitioning areas.   |
| 1,2,3        |     | <u>ARTPLAN</u> - software used to estimate arterial highway level of service which replicates<br>the calculations shown in the 2000 <u>Highway Capacity Manual</u> . Highway LOS of<br>arterials which have median AADT counts which exceed 65 percent of the FDOT<br>Generalized Tables MSV at the minimum acceptable highway LOS were analyzed using<br>ARTPLAN.   |
| 1            |     | <u>FREEPLAN</u> , software used to estimate limited-access (freeway) highway level of service, was used to analyze limited-access highways which exceed 65% of the FDOT Generalized Tables MSV at the minimum acceptable highway LOS.  |
| 1            |     | <u>HIGHPLAN</u> , software used to estimate urban 2-lane highway level of service, was used to analyze urban 2-lane highways which exceed 65% of the FDOT Generalized Tables MSV at the minimum acceptable highway LOS.  |
| 1,2,3        | Ι-  | <u>Urbanized Areas</u> are the 2000 urbanized areas designated by the U.S. Bureau of Census<br>as well as the surrounding geographical areas as agreed upon by the Florida Department<br>of Transportation, the Metropolitan Transportation Planning Organization and the<br>Federal Highway Administration.   |
| 1,2          | J - | <u>Transitioning Areas</u> 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.   |

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

| ASSIGNED     |                       | FROM SOUTH                |                           |            |          |                        |                   |
|--------------|-----------------------|---------------------------|---------------------------|------------|----------|------------------------|-------------------|
| ROADWAY      |                       | OR WEST                   | OR EAST                   |            |          | OLIVIOL                |                   |
| NUMBER       | ROADWAY               | TERMINI                   | TERMINI                   | AUTOMOBILE | BICYCLE  | PEDESTRIAN             | TRANSIT           |
|              |                       | •                         |                           | VAVS       |          | •                      |                   |
| S-2          | LIS ///1/// 13th St   | SR 331/Williston Rd       | SR 24/Archer Rd           | в          | C        | F                      | В                 |
| S-3          | US 441/W 13th St      | SR 24/Archer Rd           | SR 26/University Ave      | F          | D        | F                      | A                 |
| S-4          | US 441/W 13th St.     | SR 26/University Ave.     | NW 29th Rd.               | F          | D        | D                      | C                 |
| S-5          | US 441/W 13th St.     | NW 29th Rd.               | N.W. 23rd St.             | В          | С        | Е                      | F                 |
| S-6          | SR 20/NW 6th St.      | NW 8th Ave.               | SR 222/N 39th Ave.        | С          | D        | С                      | E                 |
| S-7          | SR 20/NW 6th St.      | SR 222/N 39th Ave.        | US 441/W. 13th St.        | В          | D        | D                      | F                 |
| S-8          | SR 20/Hawthorne Rd.   | SR 24/Waldo Rd.           | SE 43rd St.               | С          | В        | С                      | F                 |
| S-9          | SR 24/Archer Rd.      | SW 75th St/Tower Rd.      | Interstate 75             | В          | С        | E                      | E                 |
| S-10         | SR 24/Archer Rd.      | Interstate 75             | SR 121/SW 34th St.        | F          | E        | D                      | А                 |
| S-11         | SR 24/Archer Rd.      | SR 226/SW 16th Ave.       | US 441/W 13th St.         | F          | D        | D                      | А                 |
| S-12         | SR 24/Waldo Rd.       | SR 26/University Ave.     | SR 222/E 39th Ave.        | В          | D        | D                      | E                 |
| S-14         | SR 26/Newberry Rd.    | NW 122nd St.              | Interstate-75 [east ramp] | F          | D        | D                      | F                 |
| S-15         | SR 26/Newberry Rd.    | Interstate-75 [east ramp] | NW 8th Ave.               | F          | D        | D                      | D                 |
| S-16         | SR 26/Newberry Rd.    | NW 8th Ave.               | SR 121/W 34th St.         | D          | D        | D                      | В                 |
| S-17         | SR 26/University Ave. | SR 121/W 34th St.         | Gale Lemerand Dr.         | F          | С        | D                      | В                 |
| S-18         | SR 26/University Ave. | Gale Lemerand Dr.         | US 441/W 13th St.         | E          | D        | D                      | A                 |
| S-19         | SR 26/University Ave. | US 441/W 13th St.         | SR 24/Waldo Rd.           | D          | D        | С                      | С                 |
| S-20         | SR 26/University Ave. | SR 20/Hawthorne Rd.       | CR 329B/Lakeshore Dr.     | В          | D        | С                      | E                 |
| S-21         | SR 26A/SW 2nd Ave.    | SR 26/Newberry Rd.        | SR 121/W 34th St.         | E          | D        | С                      | В                 |
| S-22         | SR 26A/SW 2nd Ave.    | SR 121/SW 34th St.        | SR 26/University Ave.     | F          | E        | D                      | В                 |
| S-23         | SR 121/W 34th St.     | SR 331/Williston Rd.      | SR 24/Archer Rd.          | С          | C        | С                      | A                 |
| S-24         | SR 121/W 34th St.     | SR 24/Archer Rd.          | SR 26/University Ave.     | Б          | C        | D                      | C                 |
| S-25         | SR 121/W 34th St.     | SR 26/University Ave.     | NVV 16th Ave.             | F          | D        | D                      | F                 |
| S-26         | SR 121/W 34th St.     | NW 16th Ave.              | SR 222/W 39th Ave.        | C          | C        | D                      | F                 |
| 5-27         | SR 121/W 34th St.     | SR 222/NVV 39th Ave.      | NVV 53rd AVe.             | D          | C C      | D                      | D<br>5            |
| 3-29<br>S-30 | SR 222/N 39th Ave.    | 119 1/11/NW/ 13th St      | SR 24/Maldo Rd            | B          | C        | C C                    | P D               |
| S-30         | SR 222/N 39th Ave.    | SR 24/Waldo Rd            | End of 4-lane section     | B          |          | 0<br>C                 | F                 |
| 5-31<br>S-32 | SR 222/N 39th Ave     | End of 4-lane section     | GMA Boundary              | C          | c        | F                      | F                 |
| S-33         | SR 226/S 16th Ave     | SR 24/Archer Rd           | US 441/W 13th St          | C C        | D        | C                      | A                 |
| S-34         | SR 226/S 16th Ave     | US 441/W 13th St          | SR 329/Main St            | C          | D        | C<br>C                 | B                 |
| S-35         | SR 226/S 16th Ave     | SR 329/Main St.           | SR 331/Williston Rd.      | c          | C        | E                      | C                 |
| S-36         | SR 120A/N 23rd Ave.   | US 441/W 13th St.         | SR 24/Waldo Rd.           | С          | D        | С                      | D                 |
| S-37         | SR 329/Main St.       | University Ave.           | N. 8th Ave.               | D          | D        | С                      | D                 |
| S-38         | SR 331/SR 121         | Interstate 75 (south)     | US 441/SW 13th St.        | В          | D        | D                      | В                 |
| S-39         | SR 331/Williston Rd.  | US 441/SW 13th St.        | SR 26/University Ave.     | В          | С        | С                      | F                 |
| S-40         | SR 20/NW 8th Ave.     | NW 6th St.                | N Main St.                | D          | С        | С                      | F                 |
| S-41         | Interstate 75         | SR 331/SR 121             | SR 24/Archer Rd.          | С          | N/A      | N/A                    | N/A               |
| S-42         | Interstate 75         | SR 24/Archer Rd.          | SR 26/Newberry Rd.        | D          | N/A      | N/A                    | N/A               |
| S-43         | Interstate 75         | SR 26/Newberry Rd.        | SR 222/NW 39th Ave.       | С          | N/A      | N/A                    | N/A               |
| S-46         | SR 26/University Ave. | CR 329B                   | GMA Boundary              | В          | В        | D                      | F                 |
| S-50         | US 441                | NW 23rd St.               | GMA Boundary              | В          | С        | E                      | F                 |
| S-52         | Interstate 75         | SR 222/NW 39th Ave.       | GMA Boundary              | В          | N/A      | N/A                    | N/A               |
| S-53         | SR 222/N 39th Ave.    | NW 51st St.               | US 441/NW 13th St.        | В          | C        | D                      | F                 |
| S-54         | SR 121/W 34th St.     | NWV 53rd AVe.             | 05 441/W 13th St.         | C          | C        | В                      | D                 |
| 3-00<br>S_56 | SR 222/N 30th Avo     | SIX 12 1/SW 3411 ST.      | NW/51st St                | F          | E        | E<br>D                 | F                 |
| 0-30         | ON LLLIN OUT AVE.     |                           |                           |            | U        | 0                      |                   |
|              |                       |                           | TRANSITIONING ROAD        | OWAYS      |          | 1                      |                   |
| S-1          | US 441/W 13th St.     | Payne's Prairie           | SR 331/Williston Rd.      | В          | В        | D                      | E                 |
| S-13         | SR 24/Waldo Rd.       | SR 222/E 39th Ave.        | CR 255A/NE 77th Ave.      | В          | С        | E                      | F                 |
| S-28         | SR 121/W 34th St.     | US 441/W 13th St.         | N.W. 77th Ave.            | C          | C        | É                      | F                 |
| 5-44         | SK 121                | S.VV. 85th Ave.           | Interstate 75 (south)     | C          | C        | E                      | F                 |
| S-45         | SR 26/Newberry Rd.    | S.W. 154th St.            | NW 122nd St.              | В          | C        | р<br>С                 | F                 |
| 5-4/         | SR 24/Archer Rd.      | GiviA Boundary            | CP 320P/Lakashara Dr      | P          | P        | E                      | F                 |
| -40<br>6 40  |                       | 02 4010 OL                | CMA Boundary              | D          | D        |                        | F                 |
| 5-49         | on 20/mawinome Kd.    | GMA Boundary              | SR 331/SP 121             | A          | B<br>N/A |                        |                   |
| SOURCE: NOR  |                       |                           | OUNCIL                    | U          | IN/A     | t/mike/los/los08/multi | nodal\07smmlos.wk |

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

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

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

| ASSIGNED     |                                | FROM SOUTH              | TO NORTH                 |            | LEVEL O  | F SERVICE  |         |
|--------------|--------------------------------|-------------------------|--------------------------|------------|----------|------------|---------|
| ROADWAY      |                                | OR WEST                 | OR EAST                  |            |          |            |         |
| NUMBER       | ROADWAY                        | TERMINI                 | TERMINI                  | AUTOMOBILE | BICYCLE  | PEDESTRIAN | TRANSIT |
|              |                                | URBAN                   | IZED ARTERIAL ROAD       | WAYS       |          |            |         |
| A-1          | NW 53rd Ave.                   | NW 52nd Terr.           | US 441/W 13th St.        | С          | С        | E          | F       |
| A-3          | NW 43rd St.                    | SR 26/Newberry Rd.      | NW 53rd Ave.             | D          | С        | D          | F       |
| A-6          | NW 43rd St.                    | NW 53rd Ave.            | US 441                   | С          | С        | E          | F       |
| A-9          | NW 23rd Ave.                   | NW 98th St.             | NW 55th St.              | F          | D        | E          | F       |
| A-10         | NW 23rd Ave.                   | NW 55th St.             | NW 43rd St.              | С          | С        | С          | E       |
| A-11         | NW 16th Ave.                   | NW 43rd St.             | US 441/W 13th St.        | В          | D        | D          | F       |
| A-12         | N 16th Ave.                    | US 441/W. 13th St.      | SR 24/Waldo Road         | С          | D        | D          | E       |
| A-13         | SW 75th St/Tower Rd.           | SR 25/Archer Road       | SW 8th Ave.              | F          | E        | D          | D       |
| A-14         | NW 75th St/Tower Rd.           | SW 8th Ave.             | SR 26/Newberry Rd.       | D          | D        | D          | D       |
| A-15         | SW 20th Ave.                   | SW 75th St/Tower Rd     | SW 62nd Blvd.            | F          | С        | E          | E       |
| A-16         | SW 20th Ave.                   | SW 62nd Blvd.           | SR 121/W 34th St.        | F          | С        | E          | A       |
| A-17         | N Main St.                     | NW 8th Ave.             | NW 23rd Ave.             | С          | D        | С          | E       |
| A-18         | N Main St.                     | NW 23rd Ave.            | SR 222/N 39th Ave.       | В          | С        | С          | F       |
| A-19         | NW 39th Ave.                   | NW 110th St.            | NW 98th St.              | D          | С        | D          | F       |
| A-47         | S Main St.                     | Williston Rd.           | University Ave.          | С          | D        | С          | В       |
|              |                                | URBANIZE                | D MAJOR COUNTY RO        | ADWAYS     |          |            |         |
| A-20         | SW 24th Ave                    | SW 91st St.             | SW 75th St./Tower Rd.    | D          | D        | С          | F       |
| A-21         | NW 51st St.                    | NW 23rd Ave.            | SR 222/NW 39th Ave.      | D          | D        | С          | F       |
| A-22         | NW 98th St.                    | SR 26/Newberry Rd.      | CR 222/NW 39th Ave.      | D          | D        | E          | F       |
| A-23         | NW 83rd St.                    | NW 23rd Ave.            | SR 222/NW 39th Ave.      | D          | D        | D          | F       |
| A-24         | W 91st St.                     | SW 24th Ave.            | SR 26/Newberry Rd.       | С          | С        | С          | F       |
| A-26         | SW 8th Ave.                    | SW 91st St.             | SW 75th St./Tower Rd.    | c          | D        | D          | F       |
| A-29         | Kincaid Loop                   | SR 20/Hawthorne Rd.     | SR 20/Hawthorne Rd.      | C          | D        | D          | F       |
| A-30         | SW 40th Blvd./SW 42nd/43rd St. | SR 24/Archer Rd.        | SW 20th Ave.             | D          | D        | E          | F       |
| A-33         | SW 24th Ave                    | SW 122nd St./Parker Rd. | SW 91st St.              | C          | <br>D    | C          | F       |
| A-36         | SW 8th Ave.                    | SW 122nd St./Parker Rd. | SW 91st St.              | c          | c        | D          | F       |
| A-45         | Ft. Clarke Blvd.               | SR 26/Newberry Rd.      | NW 23rd Avenue           | D          | D        | D          | E       |
|              |                                |                         |                          |            |          |            |         |
|              |                                |                         | THER SIGNALIZED R        |            |          |            | F       |
| A-40         | Svv 46th Bivd.                 | SW 104th Tr.            | Tower Road               | D          | D        | D          | F       |
| A-44         | SW 75th St.                    | GMA Boundary            | SR 24/Archer Road        | C          | C        | D          | F       |
|              |                                | TRANSITI                | ONING ARTERIAL ROA       | DWAYS      |          |            |         |
| A-2          | N 53rd Ave.                    | US 441/W 13th St.       | SR 24/Waldo Rd.          | D          | D        | E          | F       |
| A-32         | W 143rd St./CR 241             | SR 26/Newberry Road     | GMA Boundary             | С          | С        | E          | F       |
| A-37         | NW 39th Ave.                   | CR 241                  | NW 110th Tr.             | С          | D        | E          | F       |
|              |                                | TRANSITION              | ING MAJOR COUNTY F       | ROADWAYS   |          |            |         |
| A-28         | Rocky Pt. Rd.                  | SR 331/Williston Rd.    | US 441/SW 13th St.       | C          | С        | D          | F       |
| A-34         | NW 53rd Ave.                   | Interstate 75           | NW 52nd Terr.            | С          | В        | E          | F       |
| A-35         | SW 122nd St./Parker Rd.        | GMA Boundary            | SR 26/Newberry Rd.       | С          | В        | D          | F       |
| A-38         | SE 43rd St.                    | SR 20/Hawthorne Rd.     | SR 26/E. University Ave. | С          | D        | С          | E       |
| A-39         | SW 91st St.                    | Archer Road             | SW 44th Ave.             | С          | D        | D          | F       |
|              |                                | TRANSITIONIN            |                          |            |          |            |         |
| Δ.24         | Montoocha Road                 |                         |                          |            | 6        |            | F       |
| A-31<br>A-44 | SMI 62nd Ave /SMI 62nd Plud    | NE JOIU AVE.            | SP 24/Archor Pood        |            |          |            | F       |
| A-41         | CR 220P/Lakoshara Dr           |                         | SR 24/AICHEL ROBU        |            |          |            | r<br>F  |
| A-42         | NE 77th Avo /CP 2254           | NE 29th St              | SR 20/E. University AVe. |            | P        |            | F       |
| A-45         | NW 32nd Ave                    | GMA Boundary            | CR 2/1/NIW 1/3rd 9t      |            | <u> </u> | C          | F       |
|              |                                |                         | UN 241/1900 14310 3L     |            |          |            | 1-      |

SOURCE: NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL

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

|          |                               |                         |                         |            |          |            | Updated 02/06/07 |
|----------|-------------------------------|-------------------------|-------------------------|------------|----------|------------|------------------|
| ASSIGNED |                               | FROM SOUTH              | TO NORTH                |            | LEVEL OF | - SERVICE  |                  |
| ROADWAY  |                               | OR WEST                 | OR EAST                 |            |          |            |                  |
| NUMBER   | ROADWAY                       | TERMINI                 | TERMINI                 | AUTOMOBILE | BICYCLE  | PEDESTRIAN | TRANSIT          |
|          |                               | URBANIZ                 | ED ARTERIAL ROADWAY     | 'S         |          |            |                  |
| G-1      | NW 55th St.                   | SR 26/Newberry Rd.      | NW 23rd Ave.            | С          | В        | С          | F                |
| G-2      | N 8th Ave.                    | SR 26/Newberry Rd.      | W 22nd St.              | В          | D        | С          | F                |
| G-3      | N 8th Ave.                    | NW 22nd St.             | NW 6th St.              | D          | D        | D          | F                |
| G-4      | SW 62nd Blvd.                 | SR 26/Newberry Rd.      | SW 20th Ave.            | В          | E        | E          | В                |
| G-36     | NW 31st Ave/Glen Springs Rd.  | SR 121/W 34th St.       | NW 16th Terr.           | С          | D        | С          | F                |
| G-38     | NW 23rd Blvd.                 | NW 16th Terr.           | US 441/W 13th St.       | С          | D        | С          | С                |
|          |                               | URBANIZE                | D MAJOR CITY ROADWA     | YS         |          |            |                  |
| G-5      | NW 22nd St                    | SR 26/University Ave.   | NW 16th Ave.            | С          | D        | С          | F                |
| G-6      | N 8th Ave.                    | N Main St.              | SR 24/Waldo Rd.         | D          | D        | С          | E                |
| G-7      | S 2nd Ave.                    | US 441/W 13th St.       | SE 7th St.              | С          | В        | С          | С                |
| G-9      | W 6th St.                     | SW 4th Ave.             | NW 8th Ave.             | D          | D        | E          | F                |
| G-37     | SW 23rd Terr.                 | SR 331/Williston Rd.    | SR 24/Archer Rd.        | D          | С        | С          | А                |
|          |                               | URBANIZED C             | THER SIGNALIZED ROAI    | OWAYS      |          |            |                  |
| G-8      | W 6th St.                     | SW 16th Ave.            | SW 4th Ave.             | С          | D        | С          | E                |
| G-10     | NE 9th St.                    | SE 2nd Ave.             | NE 31st Ave.            | D          | D        | D          | E                |
| G-11     | NW 38th St.                   | NW 8th Ave.             | NW 16th Ave             | С          | А        | D          | F                |
| G-12     | NW 24th Blvd.                 | SR 222/NW 39th Ave.     | NW 53rd Ave.            | С          | С        | D          | F                |
| G-14     | NE 15th St.                   | SR 26/E University Ave. | NE 8th Ave.             | D          | D        | С          | F                |
| G-15     | NE 15th St.                   | NE 16th Ave.            | SR 222/NE 39th Ave.     | D          | D        | С          | С                |
| G-16     | NE 25th St.                   | SR 26/E University Ave. | NE 8th Ave.             | С          | С        | С          | E                |
| G-17     | SE 4th St.                    | SR 331/Williston Rd.    | Depot Ave.              | С          | D        | D          | E                |
| G-18     | SE 4th StSE 22nd Ave.         | SR 331/Williston Rd.    | SE 15th St.             | D          | D        | С          | E                |
| G-19     | N 8th Ave                     | SR 24/Waldo Road        | NE 25th St.             | D          | D        | С          | Е                |
| G-20     | S 4th Ave.                    | US 441/SW 13th St.      | SE 15th St.             | С          | D        | С          | F                |
| G-21     | SW 9th RdDepot AveSE 7th Ave. | US 441/SW 13th St.      | SE 15th St.             | D          | D        | С          | F                |
| G-22     | S 2nd Ave.                    | SE 7th St.              | SR 331/Williston Rd.    | С          | A        | В          | A                |
| G-23     | NE 31st Ave.                  | N Main St.              | SR 24/Waldo Road        | С          | С        | D          | F                |
| G-24     | NW 17th St.                   | SR 26/W University Ave. | NW 8th Ave.             | D          | В        | С          | F                |
| G-25     | W 12th St.                    | SW 4th Ave.             | NW 8th Ave.             | D          | D        | С          | F                |
| G-26     | W 10th St.                    | SW 4th Ave.             | NW 8th Ave.             | С          | D        | С          | F                |
| G-27     | SW 16th St.                   | SW 16th Ave.            | SR 24/Archer Rd.        | D          | В        | С          | В                |
| G-28     | NW 5th Ave.                   | NW 22nd St.             | US 441/NW 13th St.      | С          | С        | С          | F                |
| G-29     | W. 3rd St.                    | SW 4th Ave.             | NW 8th Ave.             | С          | С        | D          | F                |
| G-30     | W. 2nd St.                    | SW 4th Ave.             | NW 8th Ave.             | С          | С        | D          | F                |
| G-31     | Gale Lemerand Dr.             | SR 24/Archer Rd.        | Museum Rd.              | D          | В        | С          | A                |
| G-32     | Radio RdMuseum Rd.            | SR 121/S 34th St.       | US 441/S 13th St.       | F          | С        | E          | В                |
| G-33     | E 1st St.                     | SE 2nd Pl.              | NE 8th Ave.             | С          | С        | С          | F                |
| G-34     | E 3rd St.                     | SE Depot Ave.           | NE 2nd Ave.             | C<br>_     | C        | C          | D                |
| G-35     | Hull RdMowry Rd               | SW 34th St.             | Center Dr.              | E          | С        | C          | A                |
| G-39     | Gale Lemerand Dr.             | Museum Rd.              | SR 26/W University Ave. | E          | С        | C          | A                |
|          | 1                             | TRANSITIONING           | OTHER SIGNALIZED RO     | ADWAYS     |          | •          |                  |
| G-13     | N Main St.                    | SR 222/NW 39th Ave.     | NW 53rd Ave.            | D          | D        | D          | F                |

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## NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL TRANSPORTATION PLANNING STAFF

| Scott R. Koons, AICP,       | Executive Director                   |
|-----------------------------|--------------------------------------|
| Marlie Sanderson, AICP,     | Director of Transportation Planning  |
| Lynn Franson-Godfrey, AICP, | Senior Planner                       |
| Michael Escalante, AICP,    | Senior Planner                       |
| Luis Lopez-Rivera, PE,      | FHWA Professional Development Intern |
| Jake Petrosky,              | Planning Intern                      |

\* Primary Responsibility

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