
THE GREENWAYS OF GAINESVILLE

Gainesville, Florida

FINAL TRAFFIC STUDY

Prepared For:

A.D.W. INVESTMENT CO., INC.

Prepared By:

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May 2000



Florida Department of Transportation

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THOMAS F. BARRY, JR.
SECRETARY

June 19, 2000

Mr. Chuck Kiester
Director of Regional Planning
North Central Florida Regional
Planning Council
2009 N.W. 67 Place
Gainesville, Florida 32606



RE: GREENWAYS OF GAINESVILLE, DRI
May 2000 - Sufficiency Response Submittal
(Final Traffic Study)

Dear Mr. Kiester:

The Department has reviewed the Applicant's Sufficiency Response Submittal, dated May 2000, of the Greenways of Gainesville, DRI. We have observed that this new analysis is not a response to the questions raised in the July submittal, it is, rather, a new traffic study based on a new land use proposal. Please accept the following comments/recommendations for your consideration in reviewing the transportation section of this DRI.

(1) PROPOSED LAND USES (TABLEs 21-A.1):

We have compared the proposed "Summary of Development Program and Phasing Plan" Table 21-A-1 of the May 2000 submittal with Table 21-A-1 of the July 1999 submittal, and it appears that there has been a change in a number of the proposed land uses; these changes altered the pattern of the development, as well as the traffic impacts. Are these changes reflected in the Master Development Plan, and/or in the Land Use section of the ADA?

For example: The July 1999 the proposed land uses included:
150,000 GLA of Home Improvement Store;
45,000 Business Park;
210,000 GLA Free standing Discount Store; and
118,350 GFA Business Park.

Whereas, the May 2000 submittal omitted the Home Improvement Store land use category;
increased the Free Standing Discount Store to 234,451 GLA;
added the Research/Corporate Park of 315,820 GFA; and
increase retail uses in some locations.

(2) SUMMARY OF TRIP GENERATION (TABLEs 21-B.2, 3 &4):

We have compared the proposed "Summary of Trip Generation, years 2003, 2008 and 2013" Tables 21-B.2,3 &4 of the May 2000 submittal with Tables 21-B.2, 3 &4 of the July 1999 submittal, and as a results of the proposed land use configuration there is a reduction of the total traffic impacts.

The July 1999 shows a total traffic impact of 71,318 Average Daily Trips from the proposed land uses, (with reductions for pass-by, internal capture, transit etc.) with the net external trip-ends of 56,408 ADT (4,599 peak hour trips). The May 2000 submittal shows a total of 64,668 average daily trips from the proposed land uses, with some reductions for pass-by, internal capture, transit etc. with the net external trip-ends of 49,758 ADT (4,366 peak hour trips);

In other words, the current land use proposal resulted in a reduction of total trips (by 6,650 ADT by year 2013, Stage-3). These changes caused a shift of the stages where intersections and roads were identified as significant/adverse.

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(3) TRIP DISTRIBUTION: (Figures 1, 2 and 3):

It is not clear why the trip distribution in this submittal is different from the one originally approved (within the ADA) which was based on the reviewing agencies recommendations. We have compared Figures 1, 2 & 3 of the May 2000 submittal with the same figures of the July 1999 submittal; Especially noticeable is the different trip distribution on US 441 and on NW 43rs Street. We have found that as a result of these changes, impacts to State facilities shifted from one Stage of the development yo another.

(4) TABLE 21-E.1 and TABLE 21-F.1 - LOS:

"Summary of Roadway LOS, Year 2003; Table 21-E.1 and Projected Improvement Needs, Year 2003 For Significant and Adverse Roadway Segments Table 21-F.1." The Segment (S-5), NW 13th Street (US 441), from NW NW29th Rd to NW 23rd St. in Table 21-E.1 is shown to be Significant and Adverse in Table 21-E.1, but is not identified for the projected improvement needs in Table 21-F.1. Please explain.

(5) TABLE 21-F.8 Summary of Improvement Costs, Stage-3 (year 2013):

The applicant's analysis shows in Table 21-F.8 that a number of roadways will be needing additional capacity due to the impacts from this DRI and from the projected increasing background traffic. For example:

- *** Segment #A-3 NW 43rd Street (from SR 26-NW 53rd Ave): Create eight lanes of Capacity;
- *** Segment #S-24, NW 34th Street/SR 121 (from Archer Road to University Ave): Create ten lanes of Capacity;
- *** Segment #S-15, SR 26 (from I-75 to NW 8th Ave): Create twelve lanes of Capacity;

How is the Applicant proposing to "CREATE CAPACITIES" in leu of the fact that the proposed eight, ten and twelve lanes may never be accomplished given the City's/County's current political climate and based on the limited funds available for R-O-W acquisition of such projects. What are the Applicant's alternative solutions to achieve the needed roadway capacity.

(6) EXHIBIT 21-G.1 Access and Median openings on US 441:

The Applicant has revised the "Master Development Plan" Exhibit 21-G.1 to include a proposal for access points and median openings. The Applicant should be aware that no access point or median opening will be approved at this time until the Applicant submits driveway applications to the FDOT's Traffic Operation and Permits Engineers. The Applicant's plans must be consistent with FDOT's Access Management Rules: 14-96 and 14-97. The D.O. may include provisions that address the need for access and median openings but these provisions must address the need to coordinate with and be consistent with FDOT requirements.

(7) EXHIBIT 21-G.1: The Greenways internal roadway system; Streets A, B & C:

The Greenways Master Development Plan illustrates the proposed internal roadway system. It includes: Street A, Street B and Street C, east and west connectors which will serve not only the development's traffic but will also move traffic from US 441 to 43dr Street and from 43rd Street to US 441. It is not clear when are these facilities planned for construction? Is it within Stage-1, 2 or Stage-3. It will be helpful to incorporate in the project's development plans the timing of the construction of these roads.

(8) INTERSECTIONS: We have previously voiced our concern regarding the Applicant's method of assessing the significance and adversity levels of intersections. The Applicant's proposed methodology is not an acceptable method in District-2. We expect the Applicant to take responsibility for improving any intersection that is failing due impacts incurred by the development. In general, if a project creates traffic problems along a corridor, the intersection in that corridor must be improved. This is not a question of the development's percent significant and adverse impacts but the need to identify critical movements and failing intersections. The necessary improvements to remedy the failing intersections must be listed and mitigated.

For example: Intersection at US 441 and NW University Avenue is failing, it is operating at LOS F but the Applicant is showing (Exhibit 21-E.4) that his impacts are at 4.9% therefore, no improvements have been identified by the

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Applicant. This is not a responsible way of mitigating for the failing intersection.

(9) **PROPORTIONATE SHARE** -Table 21-F.9: This Table shows the proportionate share of the Greenways for Stage-1 at a total of \$1,124,359. However, because the Applicant has not assessed the fair share estimates for the identified intersections correctly, (see comment #8 above) the actual impacts should be estimated at (see column H) \$5,581,000.

(10) **MITIGATION/ FAIR SHARE ESTIMATES BY STAGE:** Tables 21-F.6, 21-F.7 and 21-F.8 provide a summary of improvement costs by Stage as follows:
Stage-1 the Total improvement costs (for roads and intersections) are at \$ 35,528,090.
Stage-2 the Total improvement costs (for roads and intersections) are at \$156,940,171.
Stage-3 the Total improvement costs (for roads and intersections) are at \$155,553,872.

The Applicant has provided costs estimates for roads and intersections but did not provided for a mitigation plan. Some of the roadway improvements are not achievable (see our comment #5 above); Furthermore, the intersection improvement list is inaccurate because of the method utilized to estimate the impacts (see comment # 8 above). Consequently, the proposed fair share estimates are not realistic. The Applicant should provide an acceptable mitigation plan which will address all impacts and include a proposal for alternative modification acceptable to the City, County and the Department to properly address all impacts.

Note: Attached you will find comments from Mr. Rob Ayers, of our FDOT Regional Office in Gainesville.

Thank you for coordinating the review of this DRI with FDOT. If you have any questions regarding our comments, please do not hesitate to call me at (904) 360-5647.

Sincerely,



Lea E. Gabbay
Growth Management Administrator
DRI Coordinator

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PROJECTED IMPROVEMENT NEEDS, YEAR 2013 ROADWAYS

The Greenways of Gainesville

May 2000

Segment #	Roadway	Segment From To	Projected LOS	Improved LOS	Greenways Significance	S i f	A d v	S i g & Adv.
A-3	NW 43rd Street	SR26 - NW 53rd Ave.	F*	D*	41.1%	Y	Y	Y
A-6		NW 53rd Ave. - US441	F	B	101.7%	Y	Y	Y
S-23	SW 34th Street (SR21)	SR331 - Archer Rd.	B	B*	3.7%	N	N	N
S-24	SW 34th Street (SR12)	Archer Rd. - University Ave.	F*	N/A	8.3%	Y	N	N
S-25		University Ave. - NW 16th Ave.	D	N/A	10.2%	Y	N	N
S-26		NW 16th Ave. - NW 39th Ave.	D*	N/A	4.7%	N	N	N
S-27		NW 39th Ave. - US441	C	N/A	3.5%	N	N	N
S-28		US441 - NW 77th Ave.	B	E*	2.3%	N	Y	N
F-1		NW 77th Ave. - NW 156th Ave.	C	E*	3.6%	N	Y	N
S-3	SW 13th Street (US441)	SW Archer Rd. - University Ave.	F*	C*	12.2%	Y	Y	Y
S-4	NW 13th Street (US441)	University Ave. - NW 29th Rd.	F*	D*	34.8%	Y	Y	Y
S-5		NW 29th Rd. - NW 23rd St.	F*	N/A	37.6%	Y	N	N
S-50		NW 23rd Rd. - GMA Boundary	C	N/A	7.1%	Y	N	N
F-2		GMA Boundary - Rachel Blvd. (CR2054)	B	N/A	5.1%	Y	N	N
F-3		Rachael Blvd. (CR2054) - I-75	B	N/A	2.5%	N	N	N
F-4		I-75 - NW 202nd St.	B	N/A	4.8%	N	N	N
G-9	NW 6th Street (SR20)	SW 4th Ave. - NW 8th Ave.	B	N/A	8.8%	Y	N	N
S-6		NW 8th Ave. - NW 39th Ave.	B	N/A	21.4%	Y	N	N
S-7		NW 39th Ave. - NW 13th St.	C	N/A	2.8%	N	N	N
S-37	S. Main Street	SR331 - NW 8th Ave.	E	N/A	6.5%	Y	N	N
A-17	N. Main Street	NW 8th Ave. - NW 23rd Ave.	D*	N/A	1.4%	N	N	N
A-18		NW 23rd Ave. - NW 39th Ave.	E	N/A	0.0%	N	Y	N
G-13		NW 39th Ave. - NW 53rd Ave.	F	C*	3.7%	N	Y	N
A-34	NW 53rd Avenue	NW 98th St. - NW 52nd Terr.	F*	B*	3.0%	N	Y	N
A-1		NW 52nd Terr. - NW 13th St.	F*	N/A	7.1%	Y	N	N
A-2		NW 13th St. - SR24	C	B*	10.3%	Y	Y	Y
A-37	NW 39th Avenue	CR241 - NW 110th Terr.	F*	C*	8.2%	Y	Y	Y
A-19		NW 110th Terr. - NW 98th St.	F*	B	2.6%	N	Y	N
S-29		NW 97th Blvd. - NW 43rd St.	F	N/A	1.8%	N	N	N
S-53		NW 43rd St. - NW 13th St.	B	N/A	0.1%	N	N	N
S-30		NW 13th St. - SR24	B	N/A	1.8%	N	N	N
G-36	Glen Springs Road	NW 34th St. - NW 16th Tr.	C	N/A	2.5%	N	N	N
G-38	NW 23rd Avenue	NW 16th Tr. - NW 13th St.	C	N/A	4.7%	N	N	N
S-36		NW 13th St. - SR24	C	N/A	7.5%	Y	N	N
A-9	NW 23rd Ave.	NW 98th St. - NW 55th St.	D	N/A	8.8%	Y	N	N
A-10		NW 55th St. - NW 43rd St.	C	N/A	7.3%	Y	N	N
A-11	NW 16th Avenue	NW 43rd St. - NW 13th St.	D	N/A	7.0%	Y	N	N
A-12		NW 13th St. - SR24	B	N/A	4.6%	N	Y	N
S-45 / SR26		SW 154th St. - NW 98th St.	D*	N/A	4.2%	N	Y	N
S-14		NW 98th St. - I-75	F*	D*	5.7%	Y	Y	Y
S-15		I-75 - NW 8th Ave.	F*	B*	5.0%	N	N	N
S-16		NW 8th Ave. - NW 34th St.	B	N/A	1.8%	N	N	N
G-2	NW 8th Avenue	Newberry Rd. - NW 22nd St.	E	N/A	0.6%	N	N	N
G-3		NW 22nd St. - NW 6th St.	D	N/A	2.7%	N	N	N
S-40		NW 6th St. - N. Main St.	C	N/A	7.3%	Y	N	N
G-6		N. Main St. - SR24	D	B*	8.1%	Y	Y	Y
S-17	University Avenue	NW 34th St. - North-South Dr.	D	D*		Y	Y	Y
S-18		North-South Dr. - US441	E*	D*		Y	Y	Y

Source: Glatting Jackson Kercher Anglin Lopet Rinehart, Inc.

**Table 21-F.3
PROJECTED IMPROVEMENT NEEDS, YEAR 2008
ROADWAYS**

The Greenways of Gainesville

Segment #	Roadway	Segment From - To	Projected LOS	Improvement	Improved LOS	Greenways Significance	S I	A A	Sig. & Adv.
A-3	NW 43rd Street	SR26 - NW 53rd Ave.	F*	Widen to six lanes	D*	32.6%	Y	Y	Y
A-6		NW 53rd Ave. - US441	F*	None	N/A	41.6%	Y	Y	Y
S-23	SW 34th Street (SR124)	SR331 - Archer Rd.	C	None	N/A	1.0%	N	N	N
S-24	NW 34th Street (SR124)	Archer Rd. - University Ave.	F*	None	E*	2.5%	N	Y	N
S-25		University Ave. - NW 16th Ave.	C	None	N/A	5.9%	Y	N	N
S-26		NW 16th Ave. - NW 39th Ave.	C*	None	N/A	7.6%	Y	Y	Y
S-27		NW 39th Ave. - US441	B	None	N/A	3.7%	N	N	N
S-28		US441 - NW 77th Ave.	B	None	N/A	1.9%	N	N	N
F-1		NW 77th Ave. - NW 156th Ave.	B	None	N/A	1.3%	N	N	N
S-3	SW 13th Street (US441)	SW Archer Rd. - University Ave.	F*	Widen to six lanes	E*	1.9%	N	Y	N
S-4	NW 13th Street (US441)	University Ave. - NW 29th Rd.	F*	Widen to six lanes	C*	8.9%	Y	Y	Y
S-5		NW 29th Rd. - NW 23rd St.	F*	Widen to six lanes	C*	26.8%	Y	Y	Y
S-50		NW 23rd Rd. - GMA Boundary	B	None	N/A	13.9%	Y	N	N
F-2		GMA Boundary - Raehael Blvd. (CR2054)	B	None	N/A	3.9%	N	N	N
F-3		Raehael Blvd. (CR2054) - I-75	B	None	N/A	2.8%	N	N	N
F-4		I-75 - NW 202nd St.	B	None	N/A	1.4%	N	N	N
G-9	NW 6th Street (SR20)	SW 4th Ave. - NW 8th Ave.	C	None	N/A	3.3%	N	N	N
S-6		NW 8th Ave. - NW 39th Ave.	B	None	N/A	7.0%	Y	N	N
S-7		NW 39th Ave. - NW 13th St.	B	None	N/A	16.9%	Y	N	N
S-37	S. Main Street	SR331 - NW 8th Ave.	D	None	N/A	1.5%	N	N	N
A-17	N Main Street	NW 8th Ave. - NW 23rd Ave.	D*	None	N/A	5.1%	Y	N	N
A-18		NW 23rd Ave. - NW 39th Ave.	B	None	N/A	1.1%	N	N	N
G-13		NW 39th Ave. - NW 53rd Ave.	D	None	N/A	0.0%	N	N	N
A-34	NW 53rd Avenue	NW 29th St. - NW 52nd Terr.	F*	Widen to four lanes	C	1.8%	N	Y	N
A-1		NW 52nd Terr. - NW 13th St.	F*	Widen to four lanes	C*	2.2%	N	Y	N
A-2		NW 13th St. - SR24	F*	Widen to four lanes	B*	1.4%	N	Y	N
A-37	NW 39th Avenue	CR241 - NW 110th Terr.	B	None	N/A	2.6%	N	N	N
A-19		NW 110th Terr. - NW 98th St.	E*	Widen to four lanes	N/A	6.1%	Y	Y	Y
S-29		NW 98th St. - NW 43rd St.	F*	Widen to six lanes	B*	5.6%	Y	Y	Y
S-33		NW 43rd St. - NW 13th St.	C	None	C*	1.4%	N	N	N
S-30		NW 13th St. - SR24	B	None	N/A	0.6%	N	N	N
G-36	Glen Springs Road	NW 34th St. - NW 16th Tr.	B	None	N/A	0.0%	N	N	N
G-38	NW 23rd Avenue	NW 16th Tr. - NW 13th St.	C	None	N/A	1.2%	N	N	N
S-36		NW 13th St. - SR24	B	None	N/A	1.3%	N	N	N
A-9	NW 23rd Ave.	NW 98th St. - NW 53th St.	C	None	N/A	3.0%	N	N	N
A-10		NW 53th St. - NW 43rd St.	C	None	N/A	4.9%	N	N	N
A-11	NW 16th Avenue	NW 43rd St. - NW 13th St.	C	None	N/A	6.0%	Y	N	N
A-12		NW 13th St. - SR24	C	None	N/A	4.0%	N	N	N
S-45	SR26	SW 154th St. - NW 98th St.	B	None	N/A	3.5%	N	N	N
S-14		NW 98th St. - I-75 - I-75 - NW 8th Ave.	B*	None	N/A	2.9%	N	N	N
S-15		I-75 - NW 8th Ave.	F*	None	N/A	2.8%	N	Y	N
S-16		NW 8th Ave. - NW 34th St.	F*	Widen to six lanes	D*	3.8%	N	Y	N
G-2	NW 8th Avenue	Norberry Rd. - NW 22nd St.	B	None	N/A	3.0%	N	N	N
G-3		NW 22nd St. - NW 6th St.	C	None	N/A	0.2%	N	N	N
S-40		NW 6th St. - N. Main St.	D	None	N/A	0.3%	N	N	N
G-6	NE 8th Avenue	N. Main St. - SR24	D	None	N/A	1.6%	N	N	N
S-17	University Avenue	NW 34th St. - North-South Dr.	C	None	N/A	3.1%	N	N	N
S-18		North-South Dr. - US441	E*	Widen to six lanes	D*	3.4%	N	N	N

* - based on ART-PLAN

Source: Glattling Jackson Kercher Anglin Lopez Rinehart, Inc.

May 2000

Table 21-F.2
PROJECTED IMPROVEMENT NEEDS, YEAR 2003
INTERSECTIONS
The Greenways of Gainesville

No.	Location	Projected LOS	Improvement	Improved LOS	Greenways Significance	Sig. Adv.	Adv.	Sig. & Adv.	Year
	INTERSECTIONS								
1	NW 43rd Street @ Street A	B	None	N/A	12.1%	YES	NO	NO	N/A
2	NW 43rd Street @ Street C	B	None	N/A	51.5%	YES	NO	NO	N/A
3	NW 43rd Street @ NW 53rd Avenue	F	Add WB left, NB left w/receiving lane and NB right	N/A	0.0%	NO	YES	NO	N/A
3-AM	NW 43rd Street @ NW 53rd Avenue	D	None	N/A	15.5%	YES	NO	NO	N/A
4	NW 43rd Street @ NW 39th Avenue	F	Add NB, SB, EB & WB left	D	3.4%	NO	YES	NO	1999
5	NW 43rd Street @ NW 23rd Avenue	F	Add NB, SB left & SB, NB right	D	8.2%	YES	YES	YES	2001
6	NW 43rd Street @ NW 8th Avenue	D	None	N/A	3.7%	NO	NO	NO	N/A
7	NW 43rd Street @ SR26 (Newberry Road)	F	Add WB right	C	3.2%	NO	YES	NO	N/A
8	NW 34th Street @ NW 53rd Avenue	F	Add EB left (plus receiving lane)	D	2.4%	NO	YES	NO	N/A
9	NW 34th Street @ NW 39th Avenue	F	Add EB left (plus receiving lane), NB left & WB left	D	0.3%	NO	YES	NO	N/A
10	NW 34th Street @ Glen Springs Road	C	None	N/A	1.6%	NO	NO	NO	N/A
11	NW 34th Street @ NW 16th Avenue	F	Add WB left (plus receiving lane) & SB right	D	2.7%	NO	YES	NO	N/A
12	NW 34th Street @ NW 8th Avenue	D	None	N/A	1.5%	NO	NO	NO	N/A
13	NW 34th Street @ University Avenue	D	None	N/A	1.6%	NO	NO	NO	N/A
14	NW 34th Street @ SW 2nd Avenue	F	Add NB left (plus receiving lane) & WB left	D	4.0%	NO	YES	NO	N/A
15	US441 @ NW43rd Street	F	Signalize when warranted	B	5.4%	YES	YES	YES	2004
16	US441 @ Business Park Entrance	N/A	None	N/A	--	NO	NO	NO	N/A
17	US441 @ Street B	A	None	N/A	97.5%	YES	NO	NO	N/A
18	US441 @ Street C	A	None	N/A	97.6%	YES	NO	NO	N/A
19	US441 @ Research Park Entrance	N/A	None	N/A	--	NO	NO	NO	N/A
20	US441 @ NW 23rd Street	B	None	N/A	12.4%	YES	NO	NO	N/A
21	US441 @ SR121/NW 34th Street	D	None	N/A	13.5%	YES	NO	NO	2002
22	US441 @ NW 53rd Avenue	F	Add NB (plus receiving lane) & SB left (w/ rec. lane)	D	11.7%	YES	YES	YES	2000
23	US441 @ NW 6th Street	F	Signalize and add SB left-turn lane	B	15.0%	YES	YES	YES	2001
24	US441 @ NW 39th Avenue	F	Add EB left, WB left, WB right, NB right	D	6.5%	YES	YES	YES	2001
25	US441 @ NW 23rd Avenue	F	Add SB left	D	4.4%	NO	YES	NO	2002
26	US441 @ NW 16th Avenue	E	Add NB left	D	3.3%	NO	YES	NO	2002
27	US441 @ NW University Avenue	F	Add EB & NB left and WB & NB right	D	2.7%	NO	YES	NO	N/A
28	NW 8th Avenue @ SR26	F	Add EB & WB thru lane	N/A	3.2%	NO	YES	NO	N/A

May 2000

Source: Glatting Jackson Kercher Anglin Lopez Rinehart, Inc.

Table 21-F.4
PROJECTED IMPROVEMENT NEEDS, YEAR 2008
INTERSECTIONS
 The Greenways of Gainesville

May 2000

No.	Location	Projected LOS	Improvement	Improved LOS	Greenways Significance	Sig.	Adv.	Sig. & Adv.
1	NW 43rd Street @ Street A	B	None	N/A	47.0%	YES	NO	NO
2	NW 43rd Street @ Street B	F	Signalize when warranted	B	74.0%	YES	YES	YES
3	NW 43rd Street @ NW 53rd Avenue	F	Add EB & NB left, NB/SB thru, and NB/SB right	D	0.0%	NO	YES	NO
3-AM	NW 43rd Street @ NW 53rd Avenue	F	Add WB left and NB right	D	42.8%	YES	YES	YES
4	NW 43rd Street @ NW 39th Avenue	F	Add EB/WB/NB/SB left and two EB/WB/NB/SB thru	D	10.1%	YES	YES	YES
5	NW 43rd Street @ NW 23rd Avenue	F	Add EB left, WB right, NB/SB left and SB/SB thru	D	13.6%	YES	YES	YES
6	NW 43rd Street @ NW 8th Avenue	F	Add SB right	D	14.4%	YES	YES	YES
7	NW 43rd Street @ SR26 (Newberry Road)	F	Add EB/WB thru, dual WB rights and SB left	D	9.9%	YES	YES	YES
8	NW 34th Street @ NW 53rd Avenue	F	Add EB left, EB/WB right and NB/SB right	D	1.5%	NO	YES	NO
9	NW 34th Street @ NW 39th Avenue	F	Add EB/WB left, EB/WB thru and NB left	D	3.9%	NO	YES	NO
10	NW 34th Street @ Glen Springs Road	C	None	N/A	4.7%	NO	NO	NO
11	NW 34th Street @ NW 16th Avenue	F	Add WB left, WB thru and SB right	D	11.0%	YES	YES	YES
12	NW 34th Street @ NW 8th Avenue	F	Add WB left, WB right and NB/SB right	D	8.2%	YES	YES	YES
13	NW 34th Street @ University Avenue	F	WB right	D	3.9%	NO	YES	NO
14	NW 34th Street @ SW 2nd Avenue	F	Add EB/WB right, WB left and NB left	D	6.3%	YES	YES	YES
15	US441 @ NW43rd Street	F	Signalize when warranted	B	3.5%	NO	YES	NO
16	US441 @ Business Park Entrance	N/A	None	N/A	N/A	NO	NO	NO
17	US441 @ Street B	B	None	N/A	52.6%	YES	NO	NO
18	US441 @ Street C	C	None	N/A	57.1%	YES	NO	NO
19	US441 @ Research Park Entrance	N/A	None	N/A	N/A	NO	NO	NO
20	US441 @ NW 23rd Street	B	None	N/A	30.9%	YES	NO	NO
21	US441 @ SR121/NW 34th Street	F	Add WB left, WB right and NB thru	D	48.0%	YES	YES	YES
22	US441 @ NW 53rd Avenue	F	Add NB/SB left, two NB thru and SB thru	D	35.5%	YES	YES	YES
23	US441 @ NW 6th Street	F	Signalize and add NB thru, dual SB lefts and WB right	C	102.7%	YES	YES	YES
24	US441 @ NW 39th Avenue	F	Add EB/WB thru, WB left, NB/SB thru and NB/SB right	D	17.5%	YES	YES	YES
25	US441 @ NW 23rd Avenue	F	Add EB/WB left, WB right, MB/SB thru, NB/SB right and SB left	D	14.1%	YES	YES	YES
26	US441 @ NW 16th Avenue	F	Add WB right, NB left and NB/SB right	D	13.3%	YES	YES	YES
27	US441 @ NW University Avenue	F	Add EB left, WB right, NB left and NB/SB right	D	4.9%	NO	YES	NO
28	NW 8th Avenue @ SR26	F	Add EB/WB thru	D	5.0%	YES	YES	YES

Source: Glariting Jackson Kercher Anglin Lopez Rinehart, Inc.

Table 21-F.1

**PROJECTED IMPROVEMENT NEEDS, YEAR 2003
FOR SIGNIFICANT AND ADVERSE ROADWAY SEGMENTS**
The Greenways of Gainesville

May 2000

Segment #	Roadway	Segment From - To	Projected LOS	Improvement	Improved LOS	Greenways Significance	S i g	A d v	Sig. & Adv.
A-3	NW 43rd Street	SR26 - NW 53rd Ave.	D	Intersection Improvements at 53rd, 39th & 23rd	N/A	7.7%	Y	N	N
A-6		NW 53rd Ave. - US441	B	None	N/A	19.6%	Y	N	N
S-24	NW 34th Street (SR121)	Archer Rd. - University Ave.	D	None	N/A	0.9%	N	N	N
S-25		University Ave. - NW 16th Ave.	F	Not Significant	N/A	3.2%	N	Y	N
S-26		NW 16th Ave. - NW 39th Ave.	C	None	N/A	2.9%	N	N	N
S-27		NW 39th Ave. - US441	B	None	N/A	1.4%	N	N	N
S-28		US441 - NW 77th Ave.	B	None	N/A	0.8%	N	N	N
F-1		NW 77th Ave. - NW 156th Ave.	C	None	N/A	1.0%	N	N	N
S-3	SW 13th Street (US441)	SW Archer Rd. - University Ave.	F	None	N/A	0.9%	N	Y	N
S-4	NW 13th Street (US441)	University Ave. - NW 29th Rd.	C	None	N/A	3.5%	N	N	N
S-5		NW 29th Rd. - NW 23rd St.	C	None	N/A	10.1%	Y	N	N
S-50		NW 23rd Rd. - GMA Boundary	B	None	N/A	6.3%	Y	N	N
F-2		GMA Boundary - Rachael Blvd. (CR2054)	B	None	N/A	1.7%	N	N	N
F-3		Rachael Blvd. (CR2054) - I-75	B	None	N/A	1.1%	N	N	N
F-4		I-75 - NW 202nd St.	B	None	N/A	0.6%	N	N	N
G-9	NW 6th Street (SR20)	SW 4th Ave. - NW 8th Ave.	B	None	N/A	1.0%	N	N	N
S-6		NW 8th Ave. - NW 39th Ave.	B	None	N/A	2.6%	N	N	N
S-7		NW 39th Ave. - NW 13th St.	B	None	N/A	6.2%	Y	N	N
S-37	N. Main Street	SR331 - NW 8th Ave.	D	None	N/A	0.8%	N	N	N
A-17		NW 8th Ave. - NW 23rd Ave.	D	None	N/A	1.9%	N	N	N
A-18		NW 23rd Ave. - NW 39th Ave.	B	None	N/A	0.4%	N	N	N
G-13		NW 39th Ave. - NW 53rd Ave.	D	None	N/A	0.0%	N	N	N
A-34	NW 53rd Avenue	NW 98th St. - NW 52nd Terr.	C	None	N/A	0.7%	N	N	N
A-1		NW 52nd Terr. - NW 13th St.	C	None	N/A	1.1%	N	N	N
A-2		NW 13th St. - SR24	C	None	N/A	0.9%	N	N	N
S-29	NW 39th Avenue	NW 97th Blvd. - NW 43rd St.	D	None	N/A	2.0%	N	N	N
S-53		NW 43rd St. - NW 13th St.	C	None	N/A	0.6%	N	N	N
S-30		NW 13th St. - SR24	B	None	N/A	0.5%	N	N	N
G-36	Glen Springs Road	NW 34th St. - NW 16th Tr.	B	None	N/A	0.0%	N	N	N
G-38	23rd Avenue	NW 16th Tr. - NW 13th St.	C	None	N/A	0.6%	N	N	N
S-36		NW 13th St. - SR24	B	None	N/A	0.7%	N	N	N
A-11	NW 16th Avenue	NW 43rd St. - NW 13th St.	B	None	N/A	0.9%	N	N	N
A-12		NW 13th St. - SR24	C	None	N/A	1.7%	N	N	N
S-14	SR26	NW 98th St. - I-75	F	Not Significant	N/A	1.5%	N	Y	N
S-15		I-75 - NW 8th Ave.	F	Not Significant	N/A	1.2%	N	Y	N
S-16		NW 8th Ave. - NW 34th St.	F	None	N/A	1.2%	N	Y	N
G-2	NW 8th Avenue	Newberry Rd. - NW 22nd St.	B	None	N/A	1.4%	N	N	N
G-3		NW 22nd St. - NW 6th St.	D	None	N/A	0.5%	N	N	N
S-40		NW 6th St. - N. Main St.	D	None	N/A	0.2%	N	N	N
G-6		N. Main St. - SR24	C	None	N/A	0.3%	N	N	N

Bold represents changes from the March 1999 Traffic Study

Source: Glanling Jackson Kercher Anglin Lopez Rinehart, Inc.