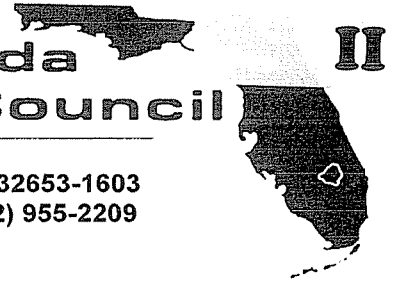


North Central Florida Regional Planning Council



2009 N.W. 67 PLACE, SUITE A, GAINESVILLE, FLORIDA 32653-1603
(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

July 14, 2009

TO: Metropolitan Transportation Planning Organization Design Team

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

The Design Team will meet on Tuesday, July 21, 2009 at 1:30 p.m. in the Charles F. Justice Conference Room, North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida.

STAFF RECOMMENDATION

I. Introductions (if necessary)*

II. Agenda Approval

APPROVE AGENDA

Page#3

III. Archer Road/SW 16th Avenue Project Development and Environment (PD&E) Study

REVIEW AND DEVELOP
RECOMMENDATIONS

City staff will discuss the proposed Archer Road/SW 16th Avenue cross-sections

Page#11

IV. SW 20th Avenue- Scoping Plans

APPROVE
ALTERNATIVE 3

FDOT has updated the SW 20th Avenue Corridor Study

Page#67

V. Upcoming Meetings

- A. Next MTPO meeting - August 10th at 3:00 pm (Jack Durrance)
- B. Next Design Team meeting - August 18th at the NCFRPC (if needed)

VI. Information Items

Page#69

A. FDOT Mast Arm Policy Impact

Page#71

B. Design Team Membership List & Project Status

Page#73

C. Design Team meeting summary (from the last meeting)

D. MTPO Urban Design Policy Manual (separate enclosure)

If you have any questions regarding the agenda items or enclosed materials, please contact Mike Escalante, AICP, at 955-2200, extension 114.

* - No handout included with the enclosed agenda material.

- Materials in full color are provided on the [ncfrpc.org transportation/mtpo](http://ncfrpc.org/transportation/mtpo) website



Kimley-Horn
and Associates, Inc.



July 8, 2009

Mr. Mike Escalante
Metropolitan Transportation Planning Organization (MTPO)
2009 NW 67th Place, Suite A
Gainesville, FL 32653

4431 Embarcadero Drive
West Palm Beach, Florida
33407

**SUBJECT: Archer Road (SR 24)/ SW 16th Avenue (SR 226)
Project Development & Environment (PD&E) Study
City of Gainesville, Alachua County, Florida
Financial Project ID Number: 423608-1-22-01**

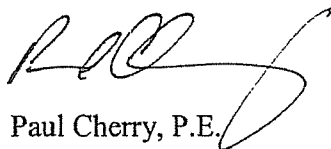
Dear Mr. Escalante:

Transmitted herewith, please find the proposed typical sections for SW 16th Avenue from Archer Road to SW 13th Street and Archer Road from SW 16th Avenue to SW 13th Street. The City has asked us to make a presentation to the MTPO Committees to obtain their endorsement for these proposed typical sections.

If you have any questions, please do not hesitate to contact Walter Grimsley at 561-494-0408 or email walter.grimsley@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.


Paul Cherry, P.E.
Project Manager

cc: Despina Veilleux (City of Gainesville)
Lisa Stewart (KHA)

Archer Road (SR 24) / SW 16th Avenue (SR 226) PD&E Study

Proposed Typical Sections for

SW 16th Avenue

From Archer Road to SW 13th Street
and

Archer Road

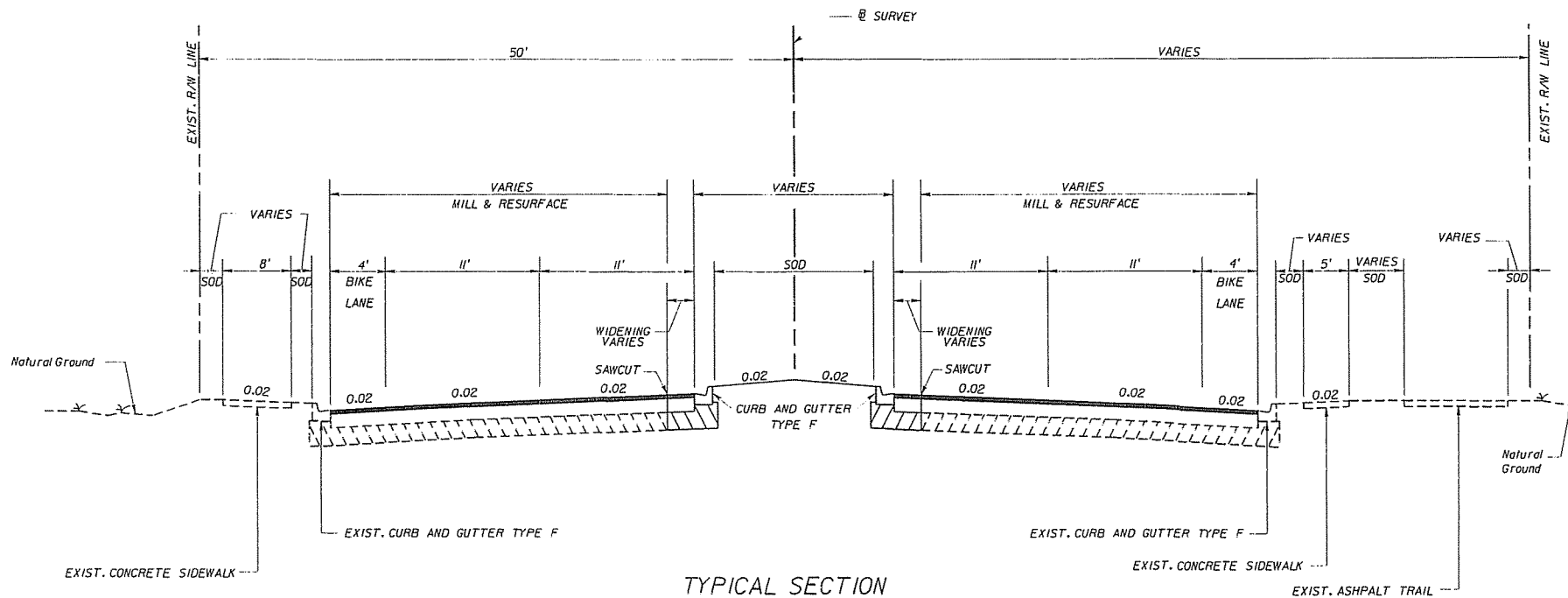
From SW 16th Avenue to SW 13th Street

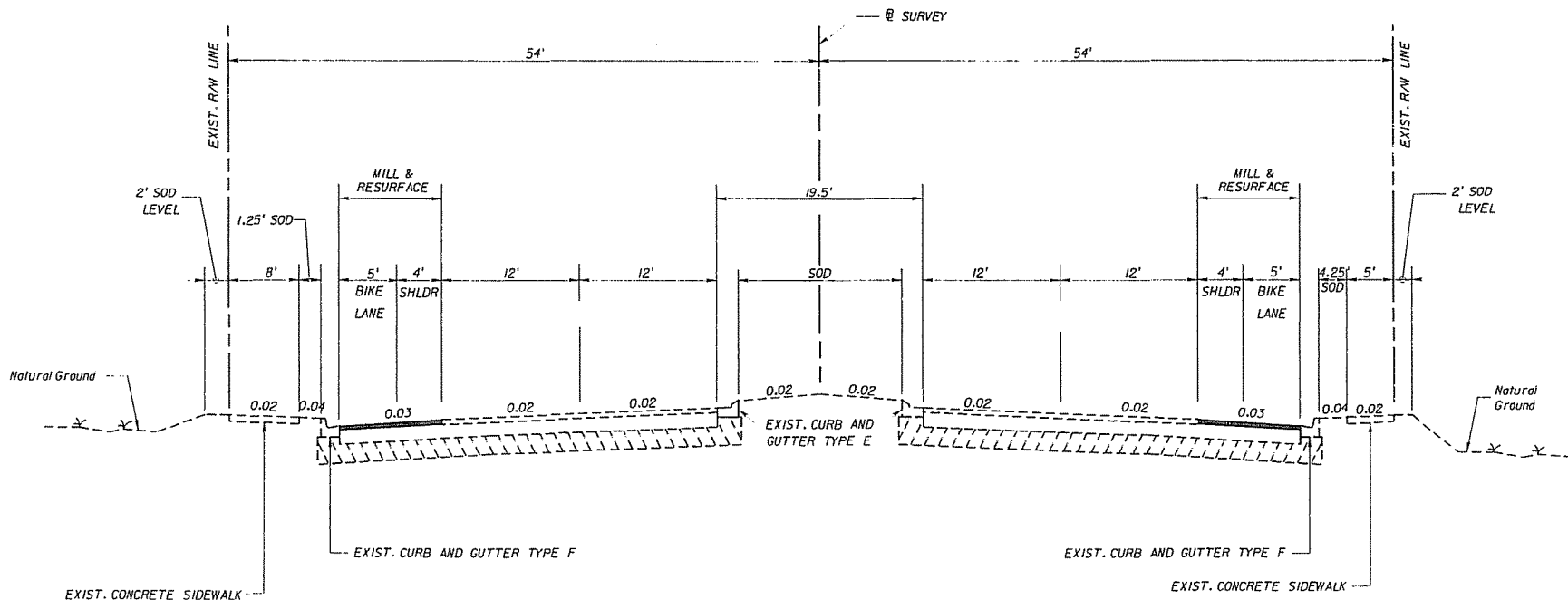


UNIVERSITY of
UF FLORIDA
The Foundation for The Gator Nation



Kimley-Horn
and Associates, Inc.

[illegible]



TYPICAL SECTION
S.R. 226
(SW 16th AVENUE)

DESIGN SPEED = 45 M.P.H.
POSTED SPEED = 35 M.P.H.

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION



Kimley-Horn and Associates, Inc.
Corporate Registration
No. CA 00000696
Leon Frederick Burtell, P.E.
PE Number 45825
3660 Naguire Boulevard, Suite 200
Orlando, Florida 32803

CITY OF GAINESVILLE
ALACHUA COUNTY, FLORIDA

ARCHER ROAD / SW 16TH AVE.
IMPROVEMENT PROJECT

FIGURE

11/22/2009

7/31/2009

PJ35153 AW

K:\001_Roadway\440000000_Archer_Road\FDLE\440000000\roadway\typical\fig1.dgn

July 14, 2009

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 20th Avenue- Scoping Plans

JOINT RECOMMENDATION

The Bicycle/Pedestrian Advisory Board and MTPO staff recommend that the MTPO approve the attached Alternative 3 Cross Section (see page 3-4) with one revision to include a substantial form of rumble strip separating the travel and bicycle lanes in the enclosed Florida Department of Transportation (FDOT) report entitled Draft Multimodal Corridor Report.

BACKGROUND

Enclosed is a report prepared by FDOT entitled Draft Multimodal Corridor Report SW 20th Avenue from 43rd Street to 34th Street. This report contains Alternatives 1 and 2 (on pages 3-2 and 3-3) that were reviewed by the MTPO Advisory Committees last year. The Committee recommendations after reviewing alternatives 1 and 2 are shown in Exhibit 1. Based upon the Committee recommendations, FDOT has developed and added Alternative 3 to this report.

November MTPO Meeting

In November, FDOT made a presentation to the MTPO concerning the SW 20th Avenue Corridor Planning Study. At this meeting, the MTPO made a motion to approve Alternative 3. Unfortunately, the MTPO did not have a quorum when it came time to vote. Since the November meeting, the MTPO has not had enough County Commissioners present at any MTPO meeting to be able to vote on this issue.

April MTPO meeting

In April, the MTPO requested that the Florida Department of Transportation have appropriate staff present at the June 8, 2009 meeting to answer MTPO questions about the enclosed recommended Alternative 3 typical section. In particular, the MTPO wanted answers to the following two questions:

1. Was consideration given to moving the sidewalk to the outside of the right-of-way in order to increase the separation between pedestrians and the flow of traffic and to allow for additional landscaping? *Yes, Alternative Two on page 3-3 locates the sidewalk on the outside portion of the right-of-way.*
2. If so, what are the reasons why the sidewalk was not located on the outside? *As shown on page 3-3, Alternative Two may require the construction of a large concrete drainage ditch in some locations. Alternative Three was developed based upon input from the City Commission, Alachua County Commission, MTPO Advisory Committees, and stakeholders, such as the Regional Transit System. Alternative Three improves upon the design in Alternative One by having a five foot planted strip between the curb and the sidewalk and this design does not contain the large concrete drainage ditch.*

June MTPO meeting

In May, the MTPO received copies of the Draft Multimodal Corridor Report SW 20th Avenue from 43rd Street to 34th Street to include in the MTPO June 8, 2009 meeting packet. At its June meeting, the MTPO did not have enough Alachua County Commissioners present to vote on this agenda item. Therefore, this agenda item has been deferred to the next MTPO meeting.

August MTPO meeting

In June and July, the MTPO Advisory Committees reviewed the Scoping Plans to consider the new Alternative 3.

Funding

Unfortunately, funds are not currently programmed for this project by either the Florida Department of Transportation, local government (Alachua County or City of Gainesville) or the private sector. However, this project has a high priority (priority number three) in the MTPO's adopted long range transportation plan.

SW 20 th Avenue- Programmed Funds Timeline (NO FUNDS ARE PROGRAMMED)				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
-	-	-	-	-

EXHIBIT 1

MTPO ADVISORY COMMITTEE RECOMMENDATIONS

DESIGN TEAM RECOMMENDATIONS

Approve the SW 20th Avenue Scoping Plans with the Alternative 1 Cross-Section (see page 3-2 in the enclosed FDOT report entitled *Draft Multimodal Corridor Report*), considering the following elements in design as this project progresses:

1. amend the typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelanes (similar to Millhopper Road);
2. consider moving the sidewalk back to accommodate a planting strip where appropriate and applicable; and
3. consider reducing the “Smart Bus Bay” lanes to 11-foot.

BICYCLE/PEDESTRIAN ADVISORY BOARD COMMENDATIONS

Approve the SW 20th Avenue Scoping Plans with the Alternative 2 Cross-Section (see page 3-3 in the enclosed FDOT report entitled *Draft Multimodal Corridor Report*), considering the following elements in design as this project progresses:

1. amend the typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelane (similar to Millhopper Road); and
2. consider reducing the “Smart Bus Bay” lanes to 11-foot.

JOINT CITIZENS ADVISORY COMMITTEE AND TECHNICAL ADVISORY COMMITTEE RECOMMENDATIONS

Approve the SW 20th Avenue Scoping Plans with the Alternative 1 Cross-Section (see page 3-2 in the enclosed FDOT report entitled *Draft Multimodal Corridor Report*) with modifications to:

1. provide a wider sidewalk that can accommodate tree plantings;
2. consider accommodating stormwater in median swales; and
3. a typical section to show 11-foot travel lanes, 1-foot separation, and 5-foot bikelanes (similar to Millhopper Road);

Note- the CAC and TAC do not recommend Alternative 2 because of the concrete drainage “trenches” with the double fencing.



Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

1109 South Marion Avenue
Lake City, Florida 32025-5874

STEPHANIE C. KOPELOUSOS
SECRETARY

June 29, 2009

Ms. Ha T. Ngyuen, P.E.
Contract & Design Manager
Alachua County Public Works
P.O. Box 1188
Gainesville, FL 32602-1188

RE: SW 20th Avenue Multi Modal Corridor Study
FDOT Financial Project #211335-3-21-01
Final Report

Dear Ms. Ngyuen:

The Department is pleased to submit two (2) copies of the final SW 20th Avenue Multi Modal Corridor Study. This report was produced in coordination with Alachua County's Southwest 62nd Boulevard Connector alternatives study, the Metropolitan Transportation Planning Organization (MTPO) adopted *Urban Village: Southwest 20th Avenue Transportation Design Proposal* and the *Urban Village Action Plan*, the *Year 2025 Livable Community Reinvestment Plan*, the current RTS Rapid Transit Study, the MTPO *Urban Design Policy Manual*, and the *AASHTO Policy on Geometric Design of Highways and Streets*.

Close coordination with the MTPO advisory committees and RTS were maintained throughout the study. Based on input from Alachua County, City of Gainesville, the MTPO advisory committees, Alachua County Emergency Services, and RTS staff three (3) conceptual alternatives are provided in the study. While details of the three (3) conceptual alternatives are outlined in graphic and text, a final recommended or preferred alternative is not included at this time. Further discussion of this study by Alachua County and the MTPO and committees may be needed to arrive at a preferred alternative that Alachua County can implement.

It has been a pleasure working with you and Alachua County on this project. Please feel free to contact me should you have any questions, (386) 961-7873 or bill.henderson@dot.state.fl.us.

Sincerely,

William R. Henderson
District Two Planning and Environmental Manager

cc: Stephen Browning, FDOT Project Manager
Karen Taulbee, FDOT Transportation Specialist
Rick Hedrick, Alachua County Public Works Director
Dave Cerlanek, Assistant Alachua County Public Works Director
Marlie Sanderson, MTPO Director of Transportation Planning

NORTH CENTRAL FLORIDA
RECEIVED
JUN 30 2009
REGIONAL PLANNING COUNCIL

Multimodal Corridor Report

SW 20th Avenue from 43rd Street to 34th Street/SR-121

Alachua County, Florida

FPID: 211335-3-21-01



Florida Department of Transportation
District Two
Environmental Management Office
1109 South Marion Avenue
Lake City, Florida 32025-5874

Prepared By: Stephen L. Browning, E.I.

June 25, 2009

PROJECT: SW 20th Avenue Multimodal Corridor Report

FINANCIAL PROJECT ID: 211335-3-21-01

LOCATION: Alachua County, Florida.

This report includes a summary of data collection efforts and preliminary design analyses for SW 20th Avenue from 43rd Street to 34th Street/SR-121.

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Chapter 1

Introduction

1 INTRODUCTION

1.1 Background

The project study area and the SW 20th Avenue Corridor has been through numerous studies over the last thirteen years. In 1997, the community held a design charrette known as the Student Village Charrette, to develop a future plan for this area. The charrette focused on creating a walkable, dense, urban fabric that would support bicycle, pedestrian, transit and automobile transportation modes.

In 1998, the Florida Department of Transportation (FDOT) completed a Preliminary Engineering Report that recommended constructing a four-lane roadway from SW 75th Street to 34th Street/SR-121, realigning the east end of the project to intersect 34th Street/SR-121 at Hull Road.

The recommendation of the Student Village Charrette, Option “M”, was adopted by the Metropolitan Transportation Planning Organization (MTPO) in August 2005. Option “M” was furthered recommended along with the auto-merge concept by the University of Florida School of Architecture in their report entitled: “*Urban Village: Southwest 20th Avenue Transportation Design Proposal*”. The Urban Village: Southwest 20th Avenue Transportation Design Proposal document was approved by the MTPO in May 2006 as the design recommendation for the Urban Village area.

In August 2006, an Urban Village Subcommittee and a Focus Group was created to ensure that the Urban Village Design Proposal was implemented. The subcommittee recommendation to the MTPO was to implement “Plan #5” as the recommended land use scenario and establish a Multimodal Transportation District (MMTD) for the Urban Village area. Plan #5 along with specified land use densities and other comprehensive plan recommendations, were adopted by the MTPO on April 10, 2008.

1.2 Purpose

The purpose of this study is to develop a recommended typical section for the MMTD based on the MTPO Urban Village Design Proposal. This report will incorporate turn lanes, missing sidewalks, a two-lane typical with a raised median, bus bays, median openings and transit ‘super stops’ as requested by Alachua County.

Incorporating these design elements in a typical section is also reiterated in the adopted 2025 Long Range Transportation Plan (LRTP), the “*Year 2025 Liveable Community Reinvestment Plan*” adopted November 3, 2005 for the Gainesville Metropolitan Area. The Cost Feasible Plan assigns Priority #3 to the Southwest 20th Avenue corridor to implement those elements of a typical section described above.

This study is being completed under the assumption that the Comprehensive Plan will be amended to designate the area a MMTD. Also, concurrency determinations for this area will be based on multimodal performance measures that consider all available modes of transportation including walking, biking, and transit and focus on providing an acceptable LOS to walking, biking, and transit. Redevelopment of this area will be accomplished by adopting an automobile Level Of Service (LOS) for SW 20th Avenue of LOS “F” which is the existing LOS.

All of the recommendations will be based solely on input from Alachua County, City of Gainesville, MTPO, and various other stakeholders. FDOT will only document these recommendations and not provide a Department position on how the local corridor should be designed.

1.3 Study Area

SW 20th Avenue is located in Alachua County and provides east-west access across Interstate 75. It is a local road maintained by Alachua County. The area surrounding SW 20th Avenue from I-75 to 34th Street/SR-121 was annexed into the City of Gainesville during the November 2008 election. The project limits for this study are from 43rd Street to 34th Street/SR-121. The project location is shown in Figure 1-1.

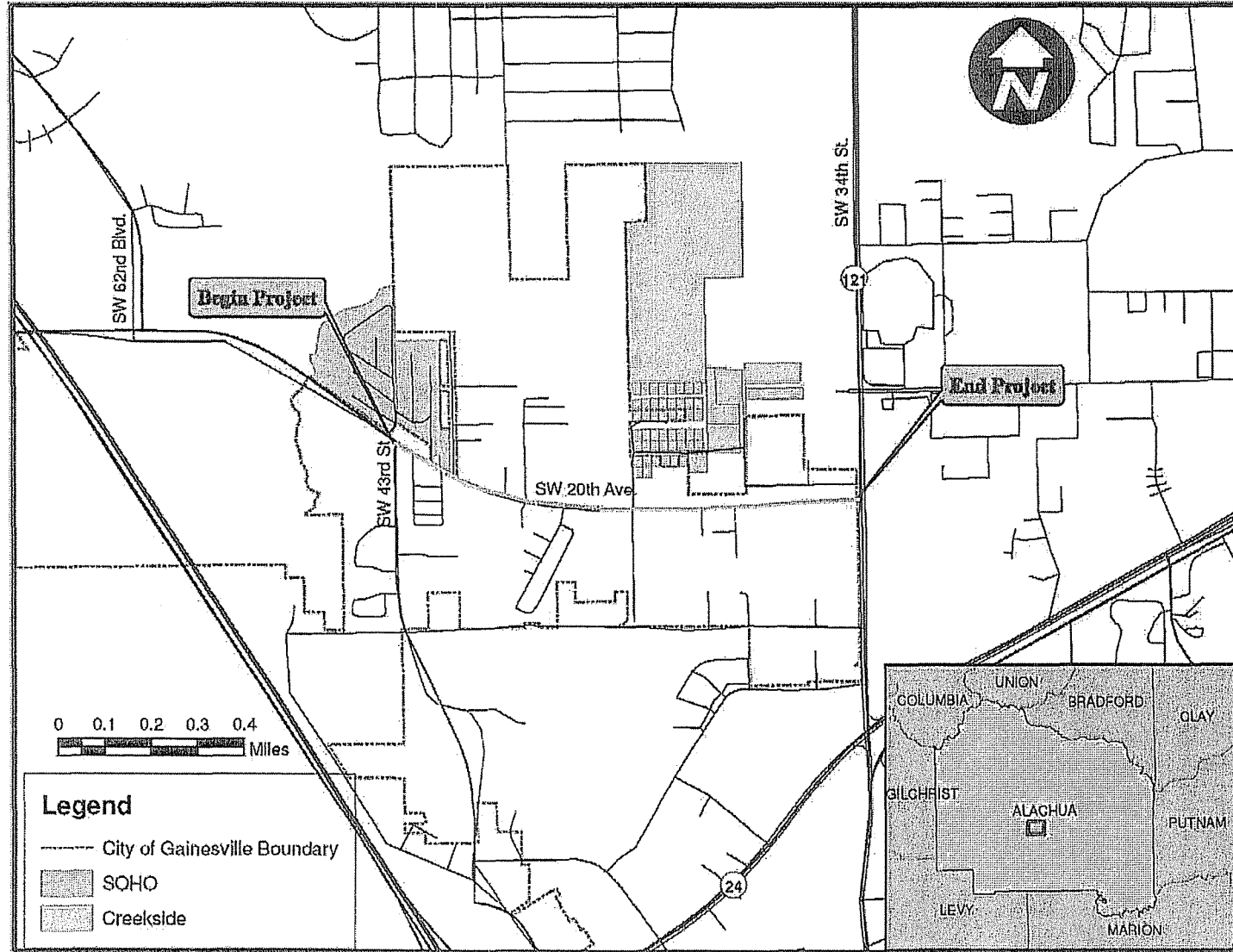


Figure 1-1: Project Study Area

Chapter 2

Existing Conditions

2 EXISTING CONDITIONS

2.1 Typical Section

SW 20th Avenue is an urban minor arterial. The existing typical section is a rural undivided two lane typical section with 12' travel lanes and 5' paved shoulders. Drainage is conveyed by ditch swales throughout the project. The existing typical section is shown in Figure 2-1.

2.2 Pedestrian, Bicycle, and Transit Facilities

Throughout most of the project there are 5' sidewalks present. There are two sections on the north side of the roadway that do not have sidewalks. The first section between SW 42nd Street and 38th Terrace is roughly 1380' long. The second section between 38th Terrace and 34th Street/SR-121 is roughly 2590' long. A 5' paved shoulder provides bicycle facilities throughout the entire limits of the project.

SW 20th Avenue is currently served by two bus routes. Route number 20 has bus service from 6:00 a.m. to 6:30 p.m. with 6 buses arriving per hour. Route number 21 has service from 6:34 a.m. to 6:07 p.m. with 5 buses arriving per hour. Route 20 has the highest ridership in the Regional Transit System (RTS) system with peak hour trips exceeding the capacity of the buses.

2.3 Right of Way

The right-of-way varies from 80' to 100'. Currently, there is 100' of right-of-way between 43rd Street and 38th Terrace and 80' between 38th Terrace and 34th Street/SR-121.

2.4 Traffic

Based on the traffic counts from HNTB's ongoing study of the Southwest 62nd Boulevard Connector; SW 20th Avenue currently has an average annual daily traffic count of 22,012 vehicles between 43rd Street and 34th Street/SR-121. This volume of traffic corresponds to a level of service F.

2.5 Lighting

Lighting is currently installed throughout the project limits.

2.6 Ongoing and/or Coinciding Studies

There are several on-going studies within the project area and are as follows:

- SW 62nd Boulevard Connector Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Bus Rapid Transit Study
- SW 24th Ave and 38th Terrace Construction
- Annexation of the Urban Village into the City Limits

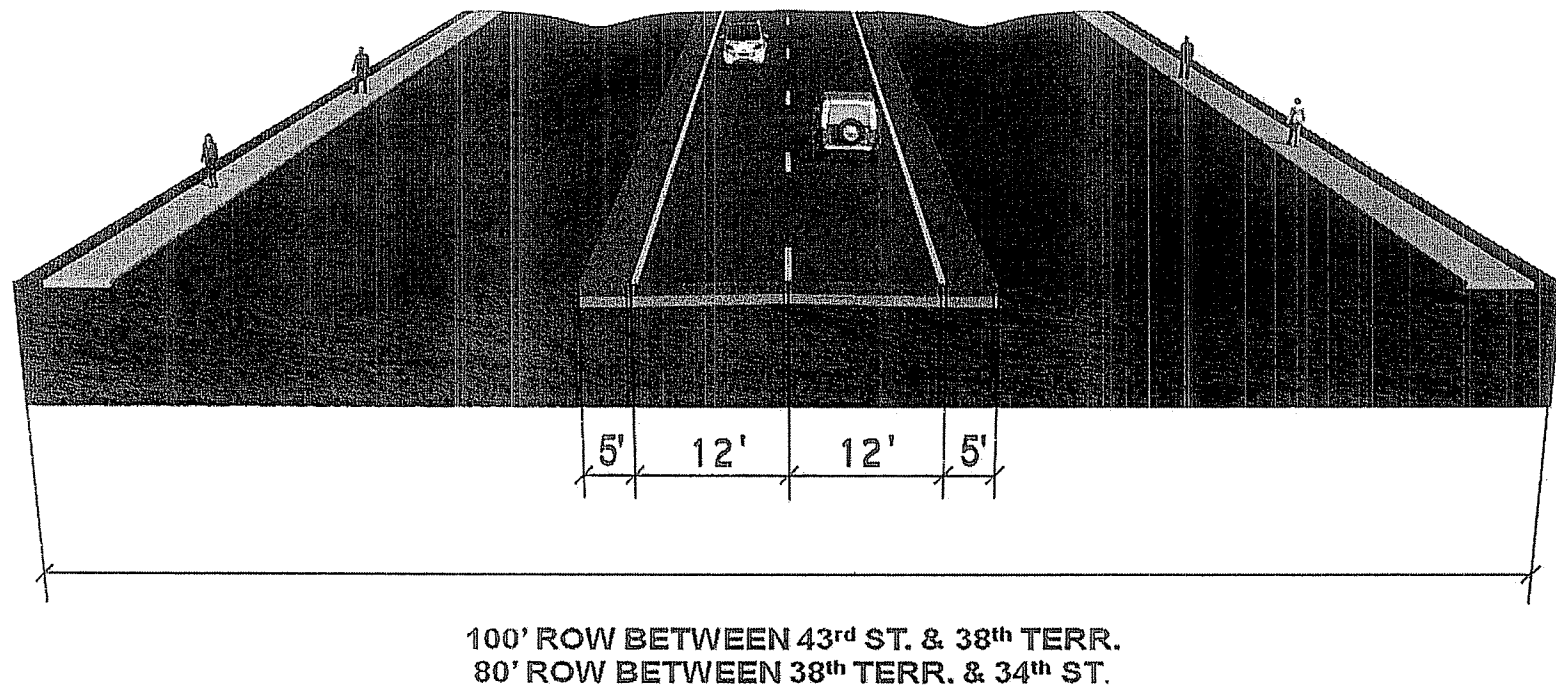


Figure 2-1: Existing Typical Section

Chapter 3

Conceptual Recommendations

3 CONCEPTUAL RECOMMENDATIONS

3.1 Alternative Development

Based on input from Alachua County, MTPO, City of Gainesville, the MTPO Committees, various stakeholders, and in coordination with RTS, it was determined that the preferred typical section would be a divided two lane urban typical. The roadway will have sidewalks and bike lanes throughout the entire project limits. Based on input from Alachua County Emergency services a minimum of 17' between the travel lane and bike lane is required to allow emergency vehicles to pass other vehicles. Three alternative typical sections were developed during the study and are shown in Figure 3-1 thru Figure 3-3.

Based on a field review of the project area and to be conservative, incorporating offsite drainage was assumed for all alternatives and is considered a significant issue for this project. The road was built in a low area and currently most of the water draining from the adjoining properties is being conveyed by the roadside swales that outfall into Hogtown Creek west of the project limits. With the differences in elevation between the lower adjoining properties and the higher roadway a separate drainage system was assumed to collect the offsite water. This situation becomes more significant as you move from east to west through the project limits.

Each alternative was shown with two conditions. The left side represented the worst case scenario while the right side represented the best case scenario. These drainage ideas are very conceptual and will be further refined with detailed survey of the area during the design phase of the project. The goal was to provide ample room to accommodate drainage and minimize the right-of-way impacts. In doing so this may allow additional room for green space throughout some of the project or for the alternative footprints to be narrowed.

3.2 Commissions' & Committees' Alternative Recommendations

Alternative One was presented to the Alachua County Commission and the Design Team on October 21st, 2008 and was modified to show 8' sidewalks and 11' travel lanes with a 1' striped separator but was originally presented with 6' sidewalks and 12' travel lanes. The County Commission requested modifications to the typical to include 8' sidewalks and an additional alternative with sidewalks located next to the right-of-way. The Design Team recommended the typical show 11' travel lanes with a 1' foot striped separator between the travel lane and bike lane similar to Milhopper Rd. They also asked to move the sidewalk back to accommodate a planting strip and to reduce the bus bay width to 11'. Based on the comments from the County Commission Alternative Two was developed with the sidewalks located at the right-of-way.

Alternatives One and Two were presented to the Bike/Pedestrian Board on October 28th, 2008 and to the Technical Advisory Committee as well as the Citizens Advisory Committee on October 29th, 2008. The Bike/Pedestrian Board approved Alternative Two with a recommendation to include a 1' striped separator between the travel and bike lane and to reduce the bus bay width to 11'. The Technical Advisory Committee approved Alternative One with modifications to provide additional width to allow tree planting (green space or tree wells) between the back of curb and the sidewalk. Based on this concept Alternative Three was developed. The Citizens Advisory Committee approved the Technical Advisory Committee's recommendation. The Technical Advisory Committee also requested that the median drainage be considered with a wider median. Due to the differences in topography of the adjoining parcels and the roadway accompanied with the left turn lanes this concept was not considered feasible.

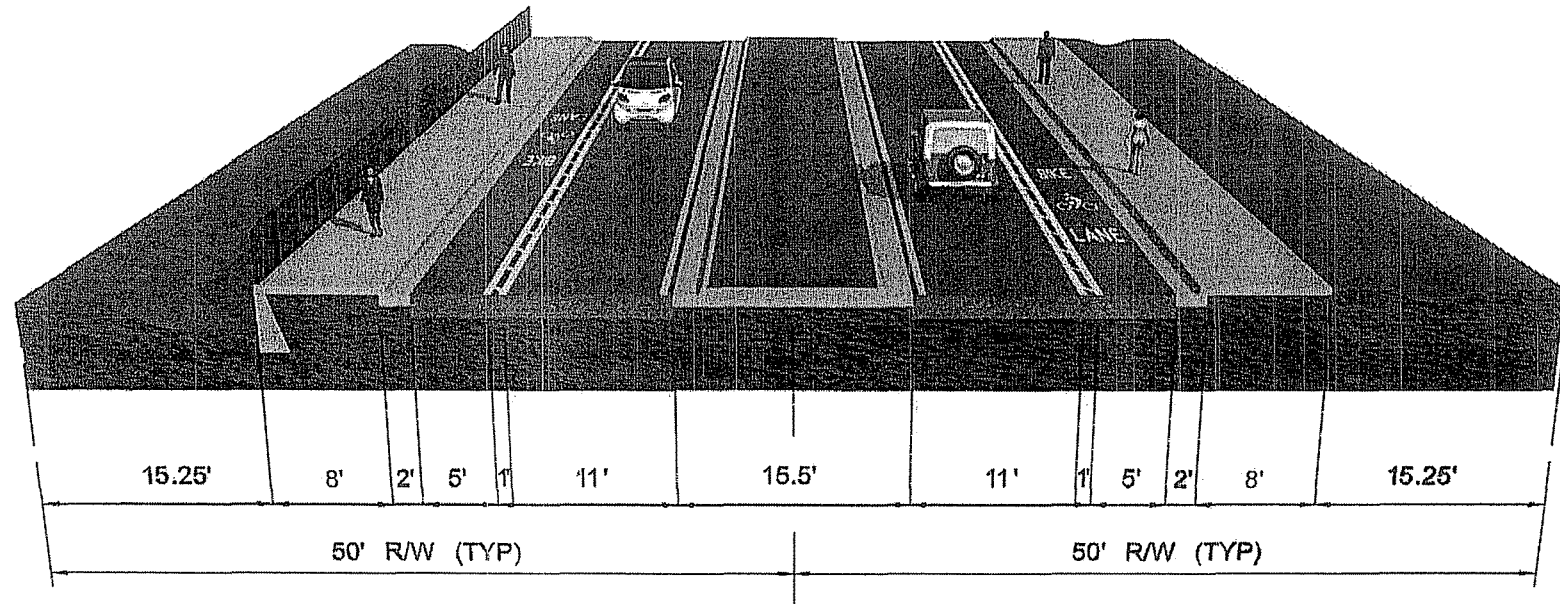


Figure 3-1: Alternative One

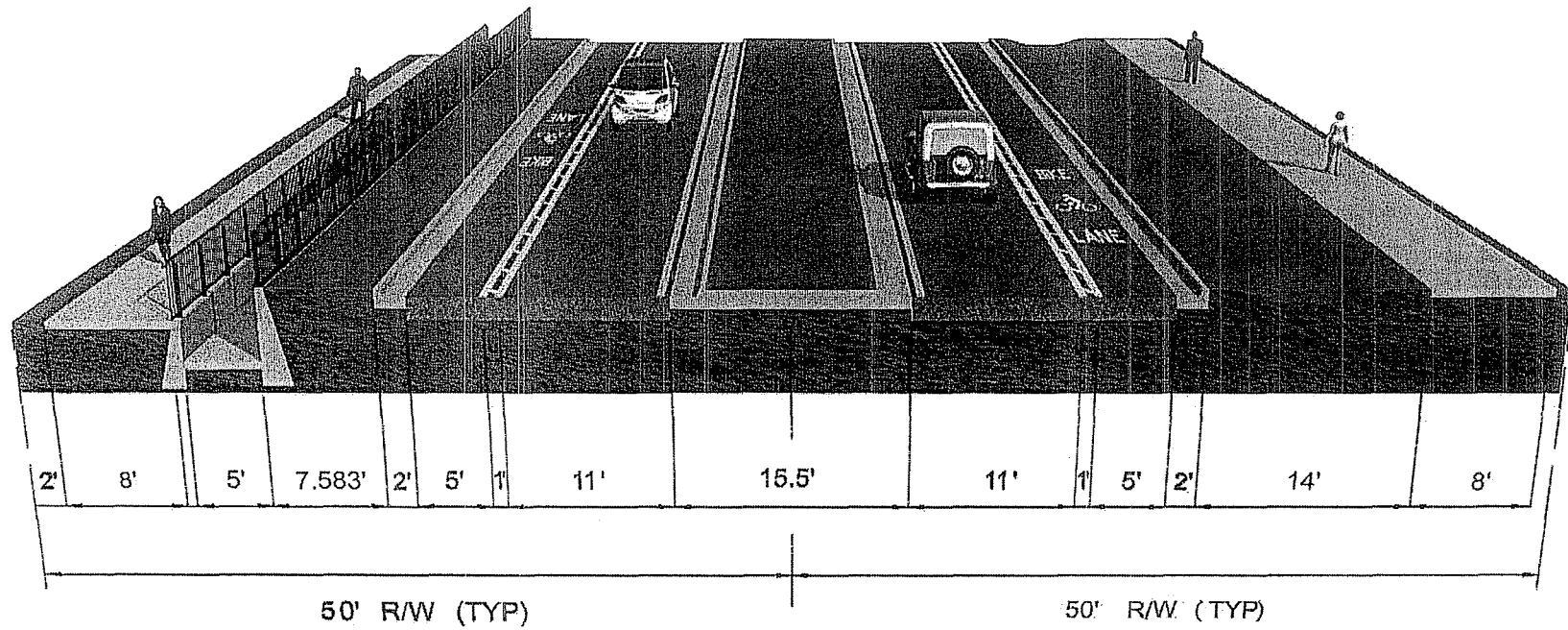


Figure 3-2: Alternative Two

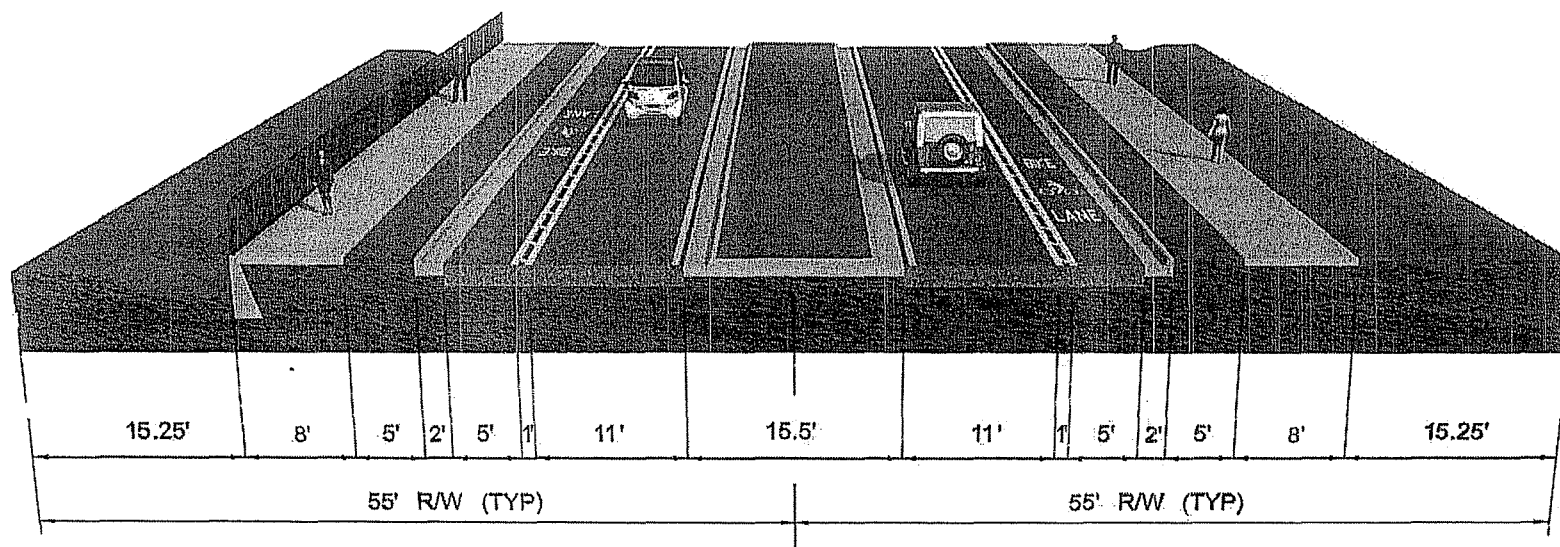


Figure 3-3: Alternative Three

3.3 Alternatives

Three alternatives were ultimately developed based on further input from the City Commission, County Commission, MTPO committees, and stakeholders. All of the typical sections include an 11' travel lane with a 1' striped separator between the 5' bike lane and travel lane. The travel lanes will be divided with a 15.5' raised median with type "E" mountable curb. A multiuse path of 8' will accommodate pedestrians and bicyclist. The three alternatives are described further below. All of the alternatives assume a hypothetical three acre pond site to be located during design or the project development phase.

3.3.1 Alternative One

Alternative One is anticipated to require 100' of continuous right-of-way throughout the project limits. It is estimated that 17 parcels will be impacted due to this alternative. The estimated right-of-way costs for this alternative is \$4,433,000. The total project cost for this alternative was \$31,715,000.

3.3.2 Alternative Two

Alternative Two is anticipated to require 100' of continuous right-of-way throughout the project limits. It is estimated that 17 parcels will be impacted due to this alternative. The estimated right-of-way costs for this alternative is \$4,433,000. The total project cost for this alternative was \$36,095,000.

3.3.3 Alternative Three

Alternative Three is anticipated to require 110' of continuous right-of-way throughout the project limits. It is estimated that 17 parcels will be impacted due to this alternative. The estimated right-of-way costs for this alternative is \$5,990,000. The total project cost for this alternative was \$34,057,000.

3.4 Preferred Alternative

Alternative One, Two, and Three were presented to the MTPO on November 13th, 2008. The presentation is included in the report in Appendix B. The initial recommendation was for Alternative Three and because a quorum was not present at the meeting their recommendation was moved to the consent agenda for the December 11th, 2008 meeting. The MTPO also requested that, during the design phase, an emphasis should be placed on ensuring that the roadway has adequate lighting. At the December 11th meeting the MTPO did not have a quorum so the item was pulled from the consent agenda and deferred until the January meeting and placed on the regular agenda. The January and February meetings were cancelled. The study was then placed on the March 2, 2009 regular agenda and the MTPO did not have a quorum present so the study was placed on the April 20, 2009 regular agenda. At the April meeting Commissioner Byerly requested action be deferred on the study until the next meeting, at which, FDOT would have staff present to discuss the specifics of the sidewalk locations on the proposed typical. The May 11, 2009 meeting was cancelled so the study was moved to the June 8, 2009 meeting for discussion with FDOT staff. The MTPO did not have a quorum at the June meeting therefore no action was taken for the study. At this time FDOT chose to complete the study with no preferred alternative chosen.

3.5 Transit Super Stops

All alternatives have two transit super stops that will allow the buses to enter and exit the traffic stream with little disruption to traffic. This will be accomplished by signaling the bus bays. The signals will offer midblock crosswalks at these two locations. The super stops will require the roadway to transition from a divided to undivided section. This will require less right-of-way and also provide less distance for pedestrians to cross the street. The super stops may require a gravity wall which will depend on the difference in elevation of the roadway and the adjacent parcel. The super stop typical section is shown in Figure 3-4. The plan view of the typical section is shown in Figure 3-5. The proposed locations of the super stops are shown in Figure 3-6. The super stops will be in addition to other bus stops, the locations of which were not analyzed during this project.

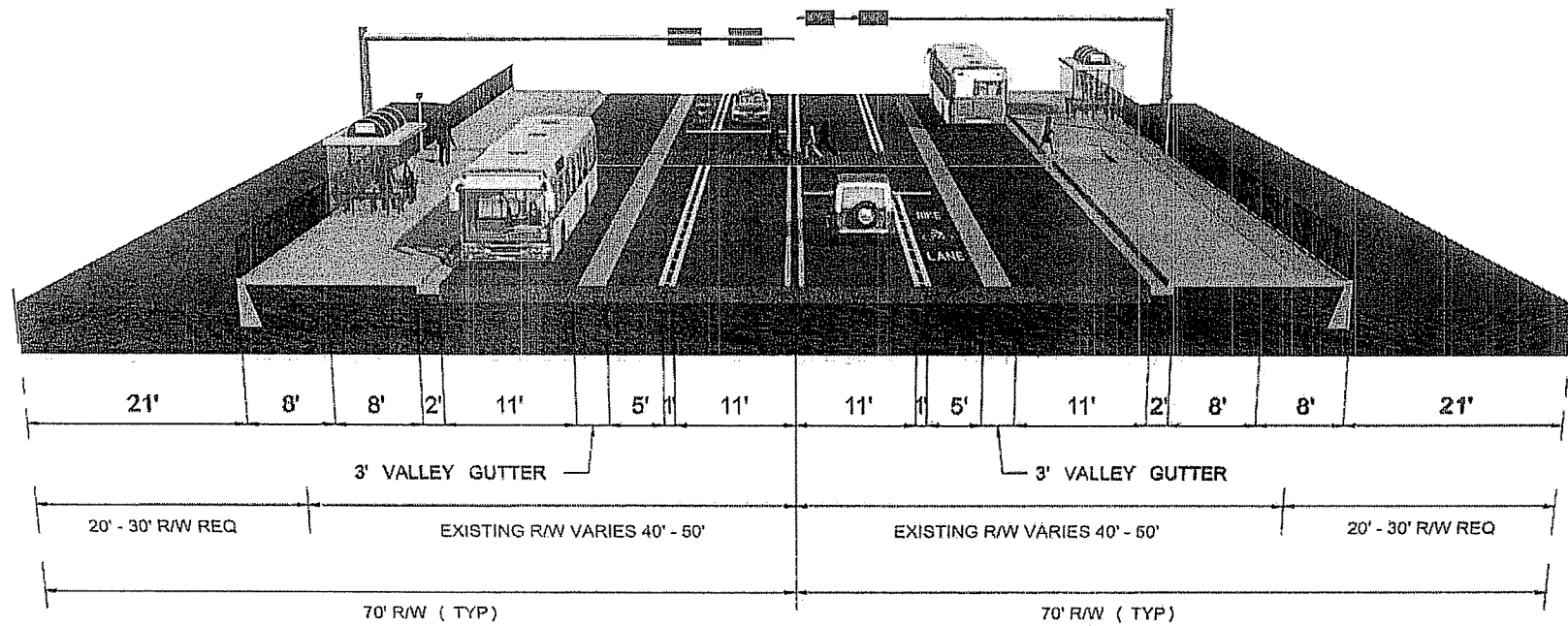


Figure 3-4: Transit Super Stop Typical Section

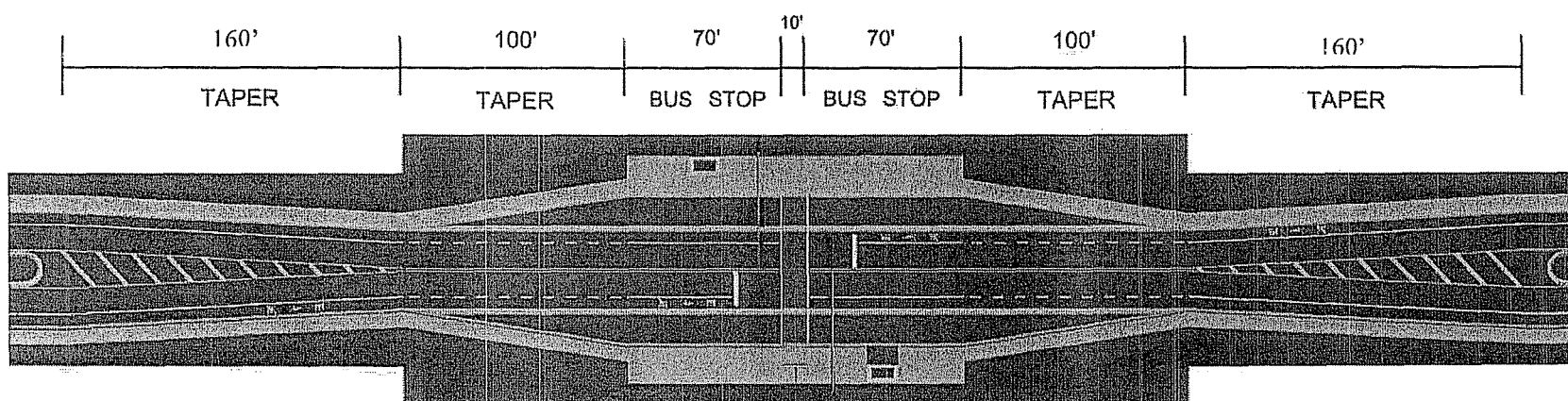


Figure 3-5: Transit Super Stop Plan View

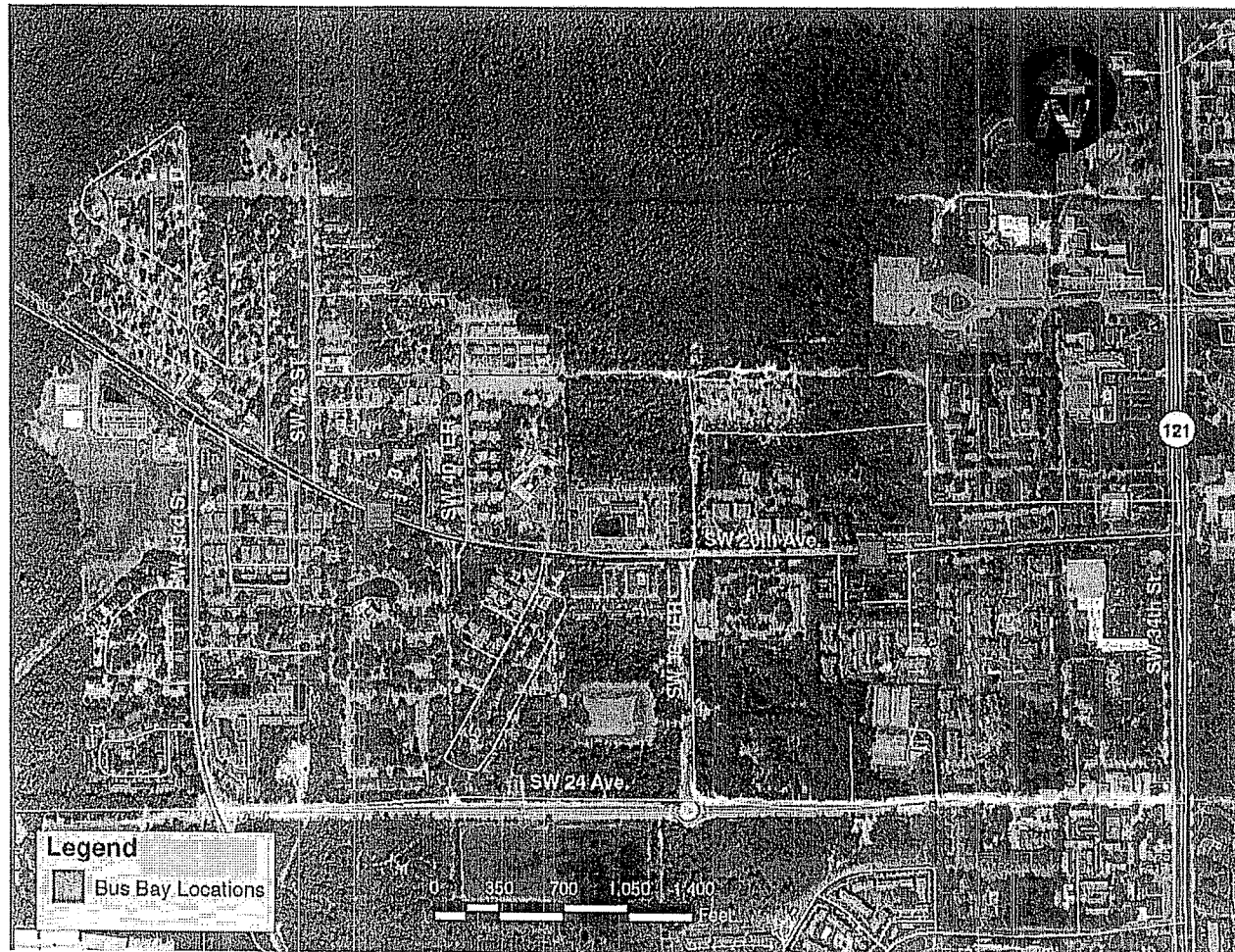


Figure 3-6: Transit Super Stop Locations

APPENDIX A: LRE Estimates

Date: 6/10/2009 4:36:44 PM

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: 211335-3-21-01

Letting Date: 01/2099

Description: SW 20TH AVE FROM SW 43RD ST TO SW 34TH STREET

District: 02 **County:** 26 ALACHUA

Project Manager: BH/JK/SB

Version 4 Project Grand Total

\$22,735,046.71

Description: Alternative 1, 11-5-08

Pay Items				
Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00		\$1,493,226.23
101-1	MOBILIZATION	10.00		\$1,642,548.85
104-4	MOWING	1.44 AC	\$356.37	\$513.17
104-11	FLOATING TURBIDITY BARRIER	189.50 LF	\$10.44	\$1,978.38
104-12	STAKED TURBIDITY BARRIER	189.50 LF	\$2.95	\$559.02
104-13-1	STAKED SILT FENCE, TYPE III	10,604.48 LF	\$0.76	\$8,059.40
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,779.90	\$2,779.90
104-16	ROCK BAG	801.00 EA	\$4.37	\$3,500.37
110-1-1	CLEARING & GRUBBING	20.12 AC	\$14,950.38	\$300,801.65
120-1	REGULAR EXCAVATION	53,904.15 CY	\$6.76	\$364,392.05
120-6	EMBANKMENT	184,436.70 CY	\$15.57	\$2,871,679.42
160-4	TYPE B STABILIZATION	40,352.45 SY	\$2.48	\$100,074.08
180-70	STABILIZED SUBBASE	13,514.00 SY	\$9.48	\$128,112.72
285-709	OPTIONAL BASE,BASE GROUP 09	48,588.83 SY	\$9.74	\$473,255.20
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	1,444.00 SY	\$2.24	\$3,234.56
327-70-23	MILLING EXIST ASPH PAVT, 6" AVG DEPTH	3,466.00 SY	\$6.86	\$23,776.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	5,787.34 TN	\$87.50	\$506,392.25
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	4,547.90 TN	\$96.75	\$440,009.32
337-7-33	ASPH CONC FC,TRAFFIC C,FC- 12.5,RUBBER	2,806.00 TN	\$100.15	\$281,020.90
400-1-11	CONC CLASS I, RETAINING WALLS	4,531.73 CY	\$712.89	\$3,230,625.00
400-2-2	CONC CLASS II, ENDWALLS	49.64 CY	\$1,633.90	\$81,106.80
400-4-1	CONC CLASS IV, CULVERTS	457.65 CY	\$841.55	\$385,135.36
415-1-1	REINF STEEL- ROADWAY	58,252.50 LB	\$0.99	\$57,669.98
415-1-3	REINF STEEL- RETAINING WALL	76,448.44 LB	\$1.07	\$81,799.83
425-1-351	INLETS, CURB, TYPE P-5, <10'	28.00 EA	\$3,373.83	\$94,467.24
425-1-451	INLETS, CURB, TYPE J-5, <10'	8.00 EA	\$4,562.17	\$36,497.36
425-1-521	INLETS, DT BOT, TYPE C, <10'	4.00 EA	\$2,702.77	\$10,811.08
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$2,737.00	\$5,474.00
425-2-41	MANHOLES, P-7, <10'	4.00 EA	\$3,060.00	\$12,240.00

425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,989.13	\$9,978.26
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	2,008.00 LF	\$81.98	\$164,615.84
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,904.00 LF	\$137.61	\$537,229.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$184.94	\$73,976.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00 LF	\$155.00	\$28,520.00
515-2-302	PED/BICYCLE RAILING, ALUM,54"PICKET RAIL	10,538.90 LF	\$61.80	\$651,304.02
520-1-7	CONCRETE CURB & GUTTER, TYPE E	15,113.82 LF	\$26.32	\$397,795.74
520-1-10	CONCRETE CURB & GUTTER, TYPE F	7,327.24 LF	\$23.36	\$171,164.33
520-3	VALLEY GUTTER- CONCRETE	2,600.00 LF	\$25.38	\$65,988.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	5,670.00 LF	\$36.50	\$206,955.00
522-1	SIDEWALK CONC, 4" THICK	12,341.51 SY	\$60.00	\$740,490.60
522-2	SIDEWALK CONC, 6" THICK	434.72 SY	\$64.22	\$27,917.72
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,020.00 LF	\$11.51	\$23,250.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1- 20'OPEN	2.00 EA	\$3,383.17	\$6,766.34
570-1-1	PERFORMANCE TURF	1,847.22 SY	\$0.54	\$997.50
570-1-2	PERFORMANCE TURF, SOD	31,647.07 SY	\$2.78	\$87,978.85
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	8,500.00 LF	\$6.28	\$53,380.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	2,500.00 LF	\$19.18	\$47,950.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	11.00 PI	\$1,787.50	\$19,662.50
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	156.00 EA	\$314.45	\$49,054.20
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	11.00 AS	\$1,265.00	\$13,915.00
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	660.00 LF	\$1.40	\$924.00
649-415-003	M/ARM,F&I/HL,1ST-B5,2ND-0,POLE-Q3	24.00 EA	\$29,046.19	\$697,108.56
649-423-102	M/ARM, F&I/HL, 1ST B3, 2ND B1, POLE Q2	20.00 EA	\$24,813.25	\$496,265.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	122.00 AS	\$896.98	\$109,431.56
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	88.00 AS	\$400.00	\$35,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	78.00 EA	\$92.01	\$7,176.78
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	11.00 EA	\$910.03	\$10,010.33
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	134.00 EA	\$177.61	\$23,799.74
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	134.00 AS	\$762.78	\$102,212.52
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	88.00 EA	\$163.70	\$14,405.60
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	11.00 AS	\$19,648.11	\$216,129.21
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	19.00 AS	\$333.70	\$6,340.30
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$514.52	\$1,029.04
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$2,463.49	\$4,926.98
700-21-12	MULTI- POST SIGN, F&I, 51-100	2.00 AS	\$5,436.06	\$10,872.12
700-48-19	SIGN PANELS, F & I, 16 - 100	44.00 EA	\$1,426.82	\$62,780.08
706-3	RETRO-REFLECTIVE PAVEMENT	102.00 EA	\$3.59	\$366.18

	MARKERS			
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.06 NM	\$814.06	\$4,933.20
710-11-133	PAINTED PVMT MARK, STD, WHITE, SKIP, 12"	3.34 GM	\$1,750.00	\$5,845.00
710-11-223	PAINTED PAVT MARK,STD,YELLOW,SOLID, 12"	5,700.00 LF	\$1.31	\$7,467.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,245.43 LF	\$2.23	\$42,917.31
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	5,269.44 LF	\$5.73	\$30,193.89
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	1,045.90 LF	\$19.07	\$19,945.31
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE- MOULDED	37.00 EA	\$417.98	\$15,465.26
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	37.00 EA	\$544.04	\$20,129.48
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	37.00 EA	\$2,744.12	\$101,532.44
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00 LS	\$150,000.00	\$150,000.00
Project Unknowns		25.00 %		\$4,517,009.34
Design/Build		0.00 %		\$0.00
Version 4 Project Grand Total				\$22,735,046.71

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FDOT Long Range Estimating System - Production

R4: Project Details Composite Report By Version

Project: 211335-3-21-01

Letting Date: 01/2099

Description: SW 20TH AVE FROM SW 43RD ST TO SW 34TH STREET

District: 02 **County:** 26 ALACHUA

Project Manager: BH/JK/SB

Version 5 Project Grand Total

\$26,385,326.39

Description: Alternative 2, 11-5-08

Pay Items				
Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00		\$1,734,567.03
101-1	MOBILIZATION	10.00		\$1,908,023.74
104-4	MOWING	1.44 AC	\$356.37	\$513.17
104-11	FLOATING TURBIDITY BARRIER	189.50 LF	\$10.44	\$1,978.38
104-12	STAKED TURBIDITY BARRIER	189.50 LF	\$2.95	\$559.02
104-13-1	STAKED SILT FENCE, TYPE III	10,604.48 LF	\$0.76	\$8,059.40
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,779.90	\$2,779.90
104-16	ROCK BAG	801.00 EA	\$4.37	\$3,500.37
110-1-1	CLEARING & GRUBBING	20.12 AC	\$14,950.38	\$300,801.65
120-1	REGULAR EXCAVATION	53,904.15 CY	\$6.76	\$364,392.05
120-6	EMBANKMENT	184,436.70 CY	\$15.57	\$2,871,679.42
160-4	TYPE B STABILIZATION	40,352.45 SY	\$2.48	\$100,074.08
180-70	STABILIZED SUBBASE	13,514.00 SY	\$9.48	\$128,112.72
285-709	OPTIONAL BASE,BASE GROUP 09	48,588.83 SY	\$9.74	\$473,255.20
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	1,444.00 SY	\$2.24	\$3,234.56
327-70-23	MILLING EXIST ASPH PAVT, 6" AVG DEPTH	3,466.00 SY	\$6.86	\$23,776.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	5,787.34 TN	\$87.50	\$506,392.25
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	4,547.90 TN	\$96.75	\$440,009.32
337-7-33	ASPH CONC FC,TRAFFIC C,FC- 12.5,RUBBER	2,806.00 TN	\$100.15	\$281,020.90
400-1-11	CONC CLASS I, RETAINING WALLS	7,973.93 CY	\$712.89	\$5,684,534.96
400-2-2	CONC CLASS II, ENDWALLS	49.64 CY	\$1,633.90	\$81,106.80
400-4-1	CONC CLASS IV, CULVERTS	457.65 CY	\$841.55	\$385,135.36
415-1-1	REINF STEEL- ROADWAY	58,252.50 LB	\$0.99	\$57,669.98
415-1-3	REINF STEEL- RETAINING WALL	148,346.88 LB	\$1.07	\$158,731.16
425-1-351	INLETS, CURB, TYPE P-5, <10'	28.00 EA	\$3,373.83	\$94,467.24
425-1-451	INLETS, CURB, TYPE J-5, <10'	8.00 EA	\$4,562.17	\$36,497.36
425-1-521	INLETS, DT BOT, TYPE C, <10'	4.00 EA	\$2,702.77	\$10,811.08
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$2,737.00	\$5,474.00
425-2-41	MANHOLES, P-7, <10'	4.00 EA	\$3,060.00	\$12,240.00

425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,989.13	\$9,978.26
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	2,008.00 LF	\$81.98	\$164,615.84
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,904.00 LF	\$137.61	\$537,229.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$184.94	\$73,976.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00 LF	\$155.00	\$28,520.00
515-2-302	PED/BICYCLE RAILING, ALUM,54"PICKET RAIL	10,538.88 LF	\$61.80	\$651,302.78
520-1-7	CONCRETE CURB & GUTTER, TYPE E	15,113.82 LF	\$26.32	\$397,795.74
520-1-10	CONCRETE CURB & GUTTER, TYPE F	7,327.24 LF	\$23.36	\$171,164.33
520-3	VALLEY GUTTER- CONCRETE	2,600.00 LF	\$25.38	\$65,988.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	5,670.00 LF	\$36.50	\$206,955.00
522-1	SIDEWALK CONC, 4" THICK	10,384.31 SY	\$60.00	\$623,058.60
522-2	SIDEWALK CONC, 6" THICK	434.72 SY	\$64.22	\$27,917.72
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,020.00 LF	\$11.51	\$23,250.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00 EA	\$3,383.17	\$6,766.34
570-1-1	PERFORMANCE TURF	1,847.22 SY	\$0.54	\$997.50
570-1-2	PERFORMANCE TURF, SOD	31,647.07 SY	\$2.78	\$87,978.85
630-1-12	CONDUIT-SIGNALS, F&I, UNDERGROUND	8,500.00 LF	\$6.28	\$53,380.00
630-1-14	CONDUIT-SIGNALS,F&I, UG JACKED	2,500.00 LF	\$19.18	\$47,950.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	11.00 PI	\$1,787.50	\$19,662.50
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	156.00 EA	\$314.45	\$49,054.20
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	11.00 AS	\$1,265.00	\$13,915.00
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	660.00 LF	\$1.40	\$924.00
649-415-003	M/ARM,F&I/HL,1ST-B5,2ND-0,POLE-Q3	24.00 EA	\$29,046.19	\$697,108.56
649-423-102	M/ARM, F&I/HL, 1ST B3, 2ND B1, POLE Q2	20.00 EA	\$24,813.25	\$496,265.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	122.00 AS	\$896.98	\$109,431.56
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	88.00 AS	\$400.00	\$35,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	78.00 EA	\$92.01	\$7,176.78
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	11.00 EA	\$910.03	\$10,010.33
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	134.00 EA	\$177.61	\$23,799.74
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	134.00 AS	\$762.78	\$102,212.52
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	88.00 EA	\$163.70	\$14,405.60
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	11.00 AS	\$19,648.11	\$216,129.21
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	19.00 AS	\$333.70	\$6,340.30
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$514.52	\$1,029.04
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$2,463.49	\$4,926.98
700-21-12	MULTI- POST SIGN, F&I, 51-100	2.00 AS	\$5,436.06	\$10,872.12
700-48-19	SIGN PANELS, F & I, 16 - 100	44.00 EA	\$1,426.82	\$62,780.08
706-3	RETRO-REFLECTIVE PAVEMENT	102.00 EA	\$3.59	\$366.18

	MARKERS			
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.06 NM	\$814.06	\$4,933.20
710-11-133	PAINTED PVMT MARK, STD, WHITE, SKIP, 12"	3.34 GM	\$1,750.00	\$5,845.00
710-11-223	PAINTED PAVT MARK,STD,YELLOW,SOLID, 12"	5,700.00 LF	\$1.31	\$7,467.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,245.43 LF	\$2.23	\$42,917.31
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	5,269.44 LF	\$5.73	\$30,193.89
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	1,045.90 LF	\$19.07	\$19,945.31
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE- MOULDED	37.00 EA	\$417.98	\$15,465.26
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	37.00 EA	\$544.04	\$20,129.48
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	37.00 EA	\$2,744.12	\$101,532.44
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00 LS	\$150,000.00	\$150,000.00
Project Unknowns		25.00 %		\$5,247,065.28
Design/Build		0.00 %		\$0.00
Version 5 Project Grand Total				\$26,385,326.39

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FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: 211335-3-21-01

Letting Date: 01/2099

Description: SW 20TH AVE FROM SW 43RD ST TO SW 34TH STREET

District: 02 **County:** 26 ALACHUA

Project Manager: BH/JK/SB

Version 6 Project Grand Total

\$23,388,756.99

Description: Alternative 3, 11-5-08

Pay Items				
Pay Item	Description	Total Unit Quantity	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00		\$1,536,446.74
101-1	MOBILIZATION	10.00		\$1,690,091.42
104-4	MOWING	1.44 AC	\$356.37	\$513.17
104-11	FLOATING TURBIDITY BARRIER	189.50 LF	\$10.44	\$1,978.38
104-12	STAKED TURBIDITY BARRIER	189.50 LF	\$2.95	\$559.02
104-13-1	STAKED SILT FENCE, TYPE III	10,604.48 LF	\$0.76	\$8,059.40
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,779.90	\$2,779.90
104-16	ROCK BAG	801.00 EA	\$4.37	\$3,500.37
110-1-1	CLEARING & GRUBBING	21.04 AC	\$14,950.38	\$314,556.00
120-1	REGULAR EXCAVATION	53,904.15 CY	\$6.76	\$364,392.05
120-6	EMBANKMENT	210,518.16 CY	\$15.57	\$3,277,767.75
160-4	TYPE B STABILIZATION	40,352.45 SY	\$2.48	\$100,074.08
180-70	STABILIZED SUBBASE	13,514.00 SY	\$9.48	\$128,112.72
285-709	OPTIONAL BASE,BASE GROUP 09	48,588.83 SY	\$9.74	\$473,255.20
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	1,444.00 SY	\$2.24	\$3,234.56
327-70-23	MILLING EXIST ASPH PAVT, 6" AVG DEPTH	3,466.00 SY	\$6.86	\$23,776.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	5,787.34 TN	\$87.50	\$506,392.25
334-1-14	SUPERPAVE ASPHALTIC CONC, TRAFFIC D	4,547.90 TN	\$96.75	\$440,009.32
337-7-33	ASPH CONC FC,TRAFFIC C,FC- 12.5,RUBBER	2,806.00 TN	\$100.15	\$281,020.90
400-1-11	CONC CLASS I, RETAINING WALLS	4,531.73 CY	\$712.89	\$3,230,625.00
400-2-2	CONC CLASS II, ENDWALLS	49.64 CY	\$1,633.90	\$81,106.80
400-4-1	CONC CLASS IV, CULVERTS	457.65 CY	\$841.55	\$385,135.36
415-1-1	REINF STEEL- ROADWAY	58,252.50 LB	\$0.99	\$57,669.98
415-1-3	REINF STEEL- RETAINING WALL	76,448.44 LB	\$1.07	\$81,799.83
425-1-351	INLETS, CURB, TYPE P-5, <10'	28.00 EA	\$3,373.83	\$94,467.24
425-1-451	INLETS, CURB, TYPE J-5, <10'	8.00 EA	\$4,562.17	\$36,497.36
425-1-521	INLETS, DT BOT, TYPE C, <10'	4.00 EA	\$2,702.77	\$10,811.08
425-1-541	INLETS, DT BOT, TYPE D, <10'	2.00 EA	\$2,737.00	\$5,474.00
425-2-41	MANHOLES, P-7, <10'	4.00 EA	\$3,060.00	\$12,240.00

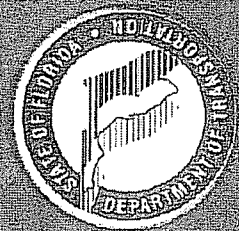
425-2-71	MANHOLES, J-7, <10'	2.00 EA	\$4,989.13	\$9,978.26
430-171-101	PIPE CULV OPT MATL, ROUND, 0-24", SS	2,008.00 LF	\$81.98	\$164,615.84
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	3,904.00 LF	\$137.61	\$537,229.44
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00 LF	\$184.94	\$73,976.00
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	184.00 LF	\$155.00	\$28,520.00
515-2-302	PED/BICYCLE RAILING, ALUM,54"PICKET RAIL	10,538.90 LF	\$61.80	\$651,304.02
520-1-7	CONCRETE CURB & GUTTER, TYPE E	15,113.82 LF	\$26.32	\$397,795.74
520-1-10	CONCRETE CURB & GUTTER, TYPE F	7,327.24 LF	\$23.36	\$171,164.33
520-3	VALLEY GUTTER- CONCRETE	2,600.00 LF	\$25.38	\$65,988.00
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	5,670.00 LF	\$36.50	\$206,955.00
522-1	SIDEWALK CONC, 4" THICK	12,341.51 SY	\$60.00	\$740,490.60
522-2	SIDEWALK CONC, 6" THICK	434.72 SY	\$64.22	\$27,917.72
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	2,020.00 LF	\$11.51	\$23,250.20
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1- 20'OPEN	2.00 EA	\$3,383.17	\$6,766.34
570-1-1	PERFORMANCE TURF	1,847.22 SY	\$0.54	\$997.50
570-1-2	PERFORMANCE TURF, SOD	36,094.00 SY	\$2.78	\$100,341.32
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	8,500.00 LF	\$6.28	\$53,380.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	2,500.00 LF	\$19.18	\$47,950.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	11.00 PI	\$1,787.50	\$19,662.50
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	156.00 EA	\$314.45	\$49,054.20
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	11.00 AS	\$1,265.00	\$13,915.00
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	660.00 LF	\$1.40	\$924.00
649-415-003	M/ARM,F&I/HL,1ST-B5,2ND-0,POLE-Q3	24.00 EA	\$29,046.19	\$697,108.56
649-423-102	M/ARM, F&I/HL, 1ST B3, 2ND B1, POLE Q2	20.00 EA	\$24,813.25	\$496,265.00
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	122.00 AS	\$896.98	\$109,431.56
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	88.00 AS	\$400.00	\$35,200.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	78.00 EA	\$92.01	\$7,176.78
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	11.00 EA	\$910.03	\$10,010.33
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	134.00 EA	\$177.61	\$23,799.74
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	134.00 AS	\$762.78	\$102,212.52
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	88.00 EA	\$163.70	\$14,405.60
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	11.00 AS	\$19,648.11	\$216,129.21
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	19.00 AS	\$333.70	\$6,340.30
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	2.00 AS	\$514.52	\$1,029.04
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	2.00 AS	\$2,463.49	\$4,926.98
700-21-12	MULTI- POST SIGN, F&I, 51-100	2.00 AS	\$5,436.06	\$10,872.12
700-48-19	SIGN PANELS, F & I, 16 - 100	44.00 EA	\$1,426.82	\$62,780.08
706-3	RETRO-REFLECTIVE PAVEMENT	102.00 EA	\$3.59	\$366.18

	MARKERS			
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	6.06 NM	\$814.06	\$4,933.20
710-11-133	PAINTED PVMT MARK, STD, WHITE, SKIP, 12"	3.34 GM	\$1,750.00	\$5,845.00
710-11-223	PAINTED PAVT MARK,STD,YELLOW,SOLID, 12"	5,700.00 LF	\$1.31	\$7,467.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,245.43 LF	\$2.23	\$42,917.31
715-2-11	LIGHTING-CONDUIT, F&I, UNDERGROUND	5,269.44 LF	\$5.73	\$30,193.89
715-2-12	LIGHTING-CONDUIT, F&I, UNDER EXIST PVMT	1,045.90 LF	\$19.07	\$19,945.31
715-14-11	LIGHTING - PULL BOX,F&I,ROADSIDE- MOULDED	37.00 EA	\$417.98	\$15,465.26
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	37.00 EA	\$544.04	\$20,129.48
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	37.00 EA	\$2,744.12	\$101,532.44
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00 LS	\$150,000.00	\$150,000.00
Project Unknowns		25.00 %		\$4,647,751.40
Design/Build		0.00 %		\$0.00
Version 6 Project Grand Total				\$23,388,756.99

APPENDIX B: MTPO Presentation, November 13, 2008

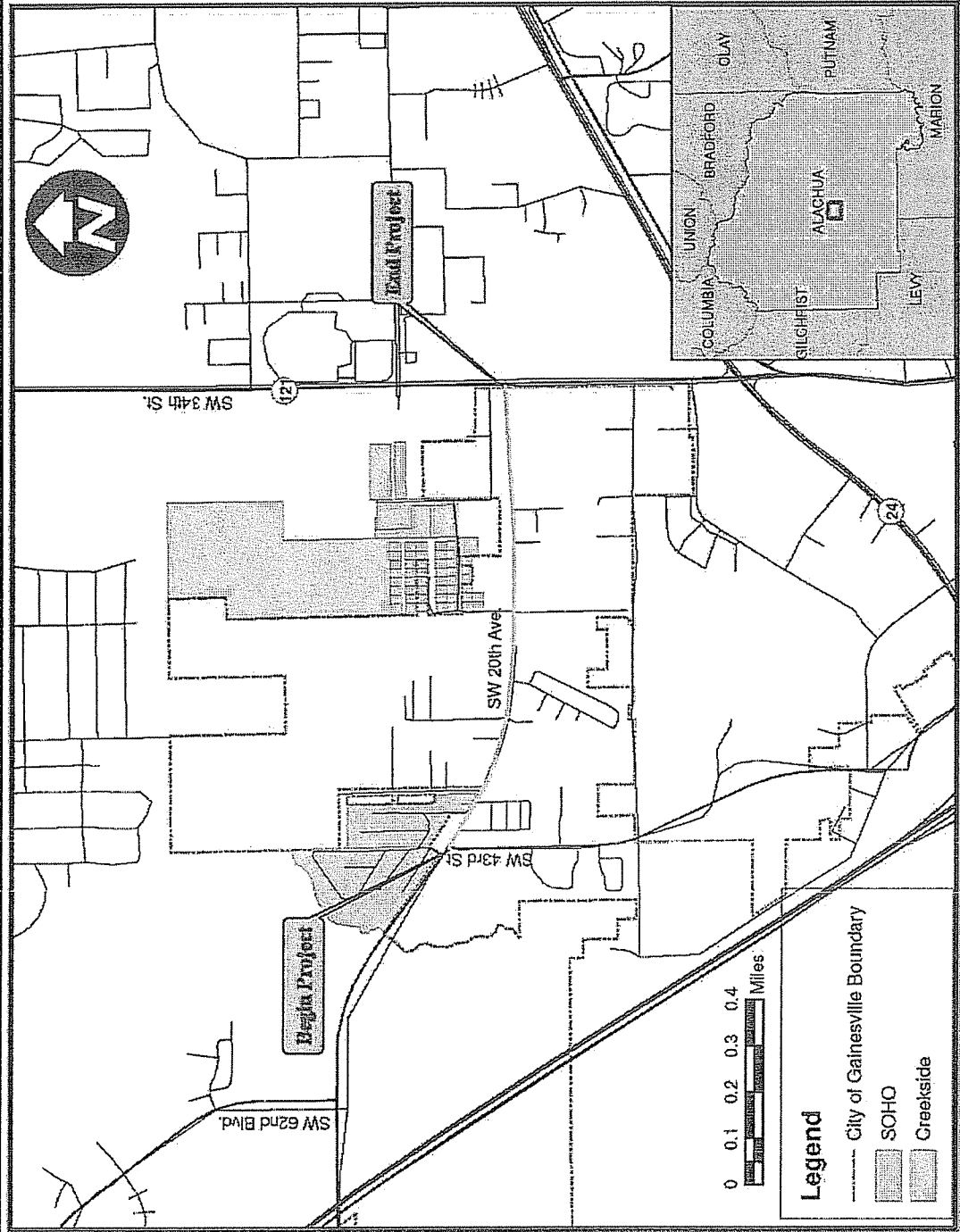
SW 20th Avenue

Prepared By:
Florida Department of Transportation
District Two



MTPO November 13, 2008

Study Area



Scope of Study

- Based on the Long Range Transportation Plan (LRTP) - Reconstruct the existing two lane facility to include:
 - Missing sidewalks
 - Center turn lanes
 - Raised medians
 - Bus bays
 - Transit 'Super Stops'

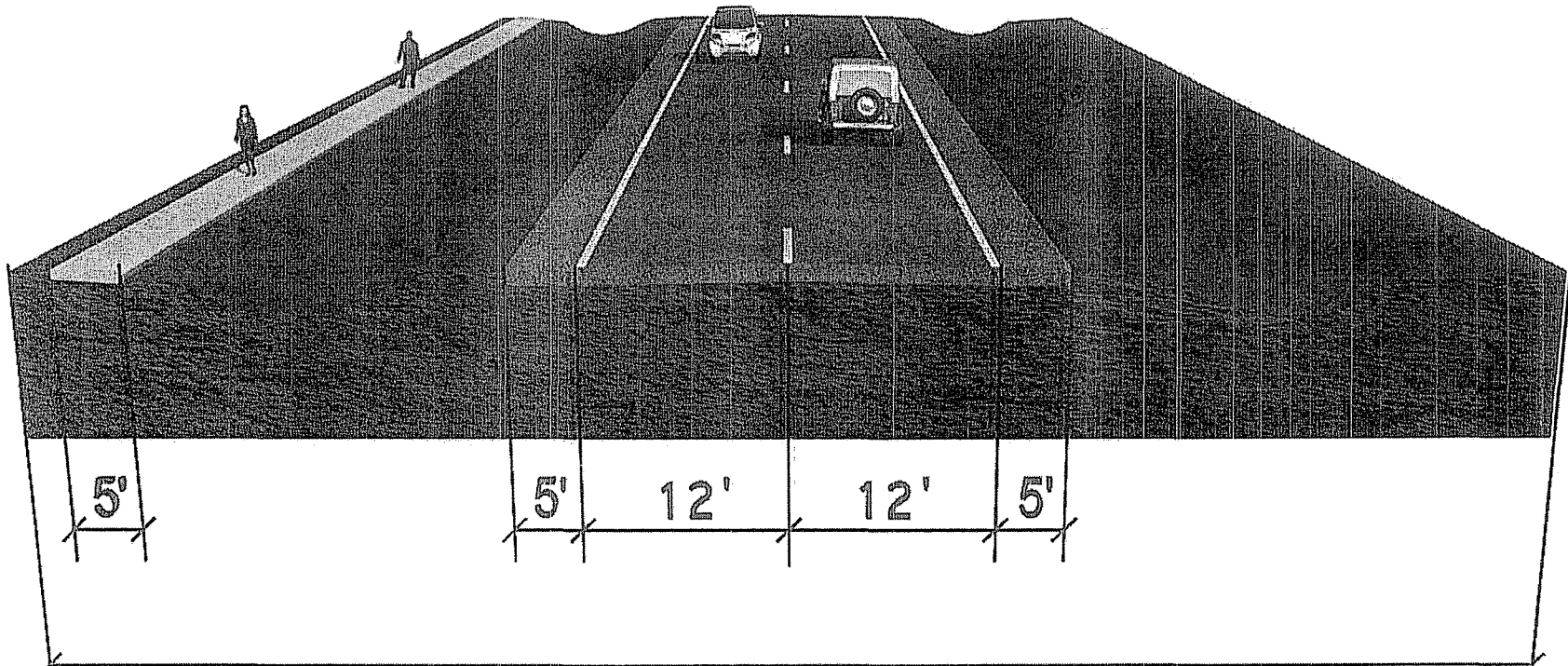
2025 Cost Feasible Plan - Priorities

Priority	Needs Plan Project	Description	Type Work	Funding Allocated (\$millions) [2004 Dollars]
1	ITS-1	Traffic Management System AT: Systemwide	Install modernized traffic-control system	\$16
2	E	SE 16 th Avenue From: Main Street To: Williston Road	Widen the existing facility from two to four lanes with in-street bike lanes	\$5.3
3	V	SW 20 th Avenue From: SW 43 rd Street To: SW 34 th Street	Reconstruction of the existing two-lane facility to include missing sidewalks, center turn lanes, raised medians, bus bays, and transit 'super stops'	\$12
4	G	NW 34 th Street From: NW 16 th Avenue To: NW 13 th Street	Construction of center turn lanes along this facility	\$1.8
5	Y	Depot Avenue From: SW 13 th Street To: Williston Rd	Reconstruction of the existing two-lane facility. Total estimated project costs is \$15.8 million, of which \$4.8 million is federally funded	\$3.4
6	F	Archer Road/SW 16 th Avenue	Construction of intersection modifications at Archer Road/SW 16 th Ave and Archer Rd/Gale Lemerand Dr., including restricted access on a portion of Archer Road and a new north-south road connection between Archer Rd. and SW 16 th Ave with associated intersection modifications	\$8.2

Ongoing/Coinciding Studies

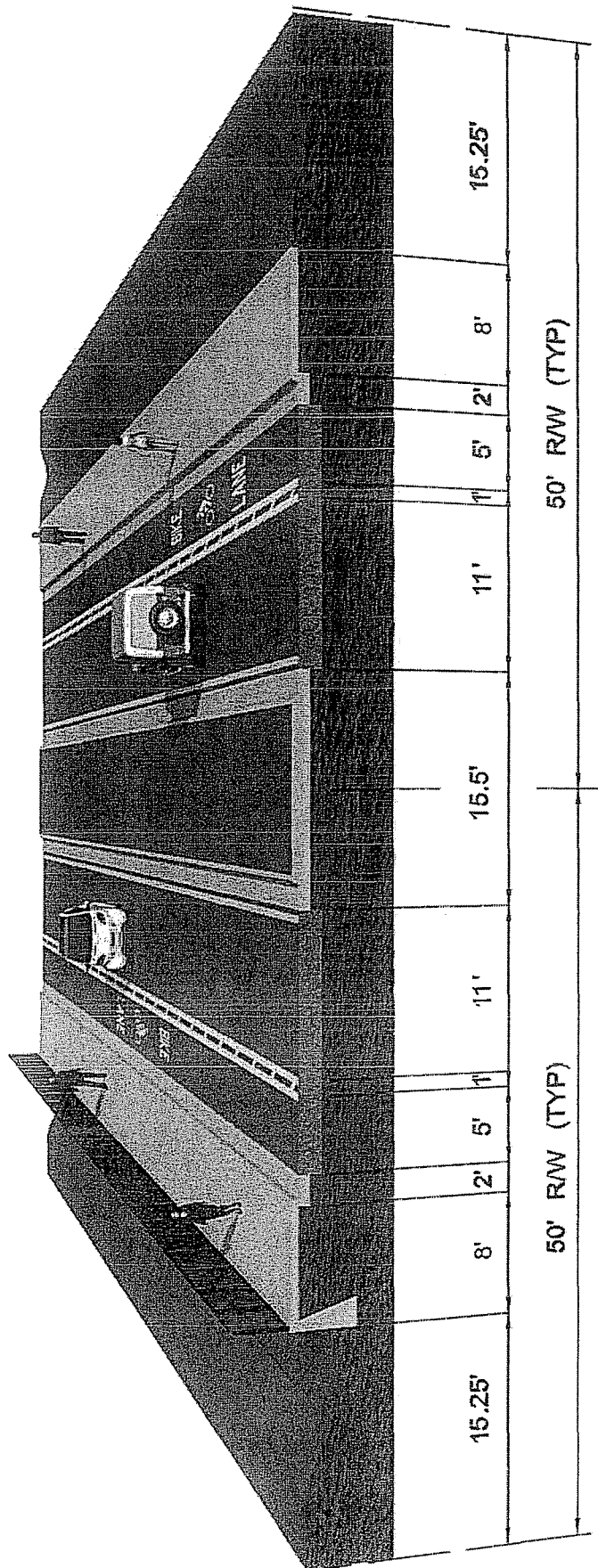
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24th Avenue and Construction of 38th Terrace
- Annexation Process of the Urban Village into the City Limits

Existing Typical Section

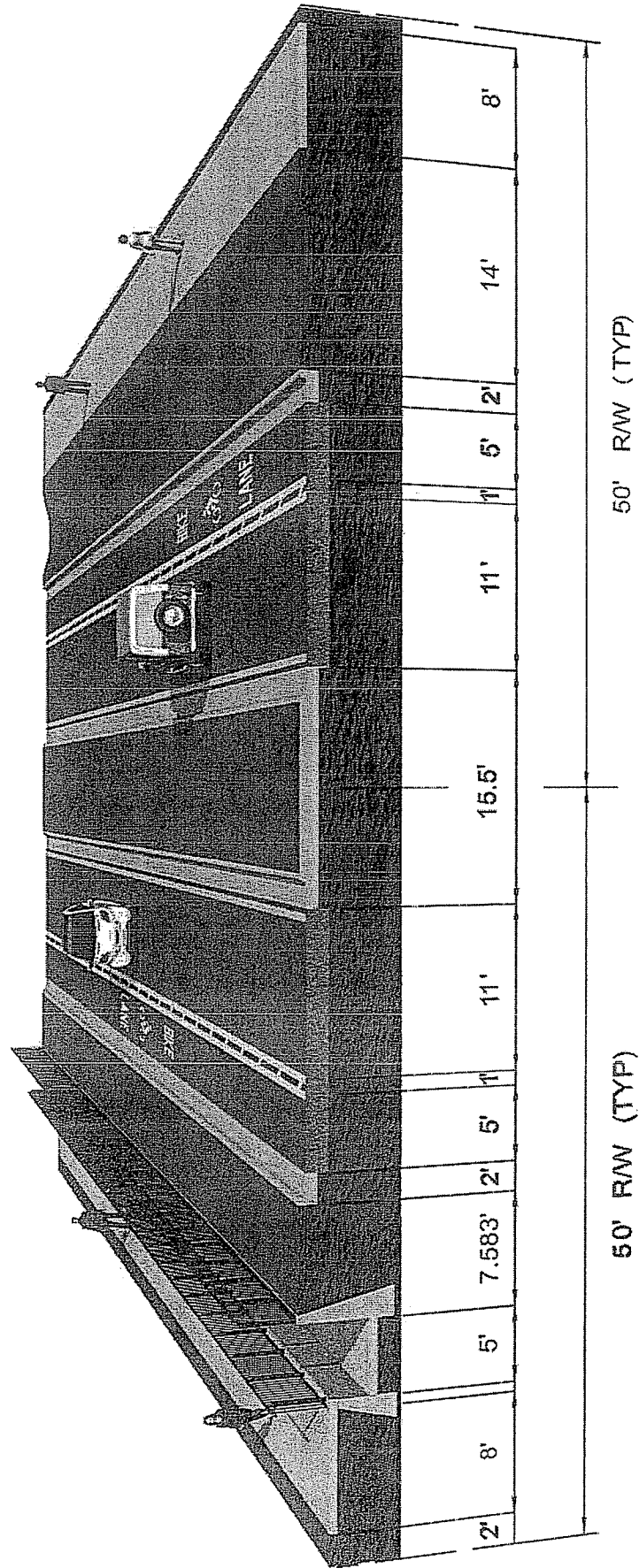


100' ROW BETWEEN 43rd ST. & 38th TERR.
80' ROW BETWEEN 38th TERR. & 34th ST.

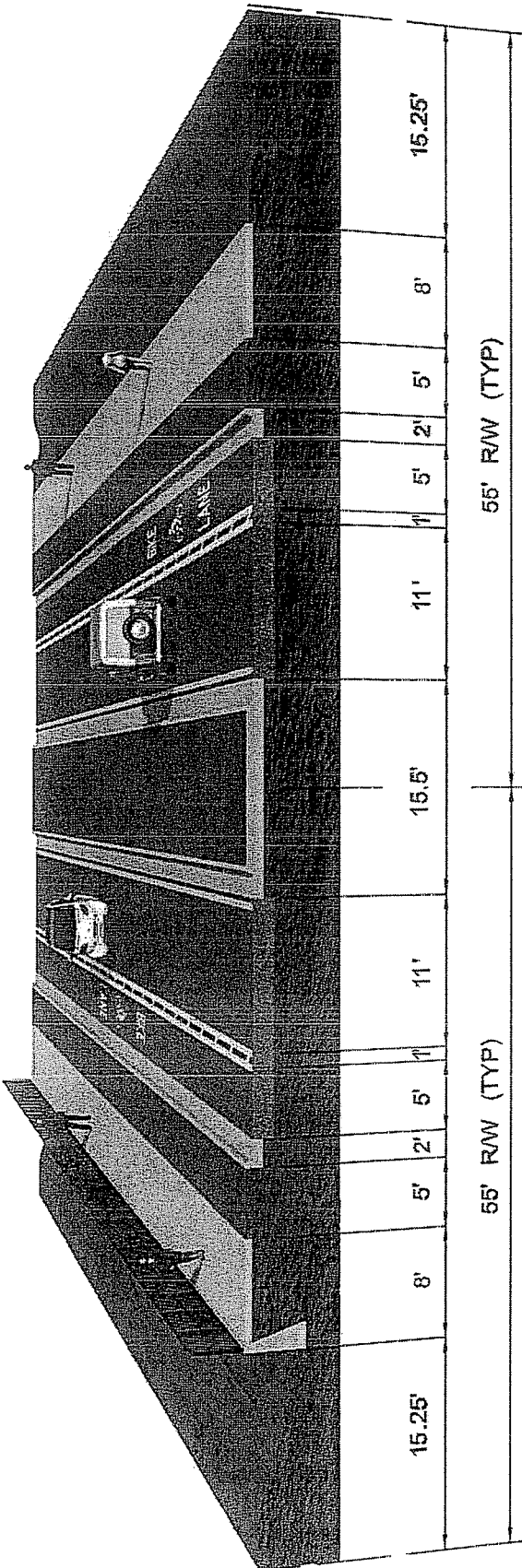
Proposed Typical Section ALTERNATIVE 1



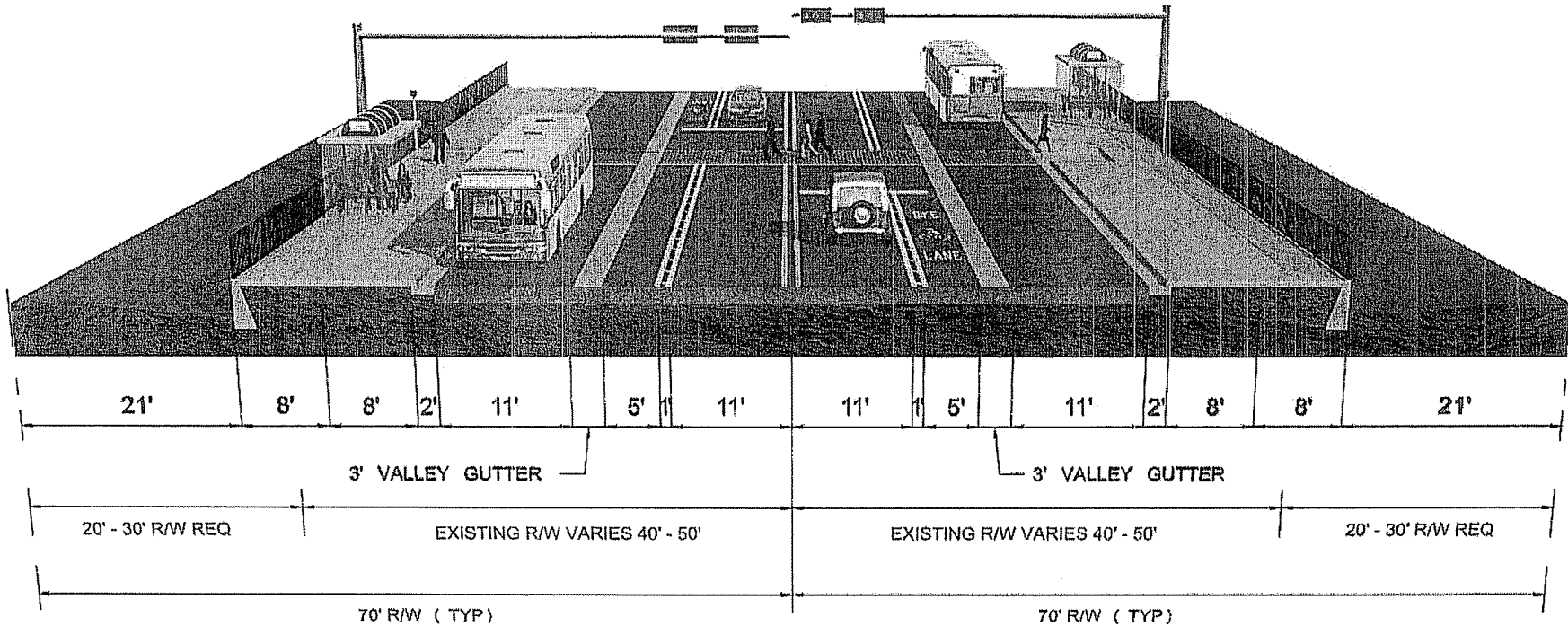
Proposed Typical Section ALTERNATIVE 2



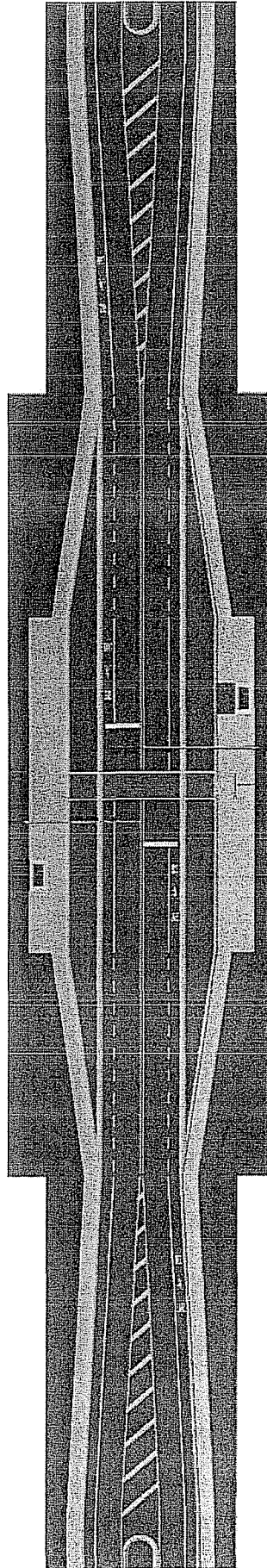
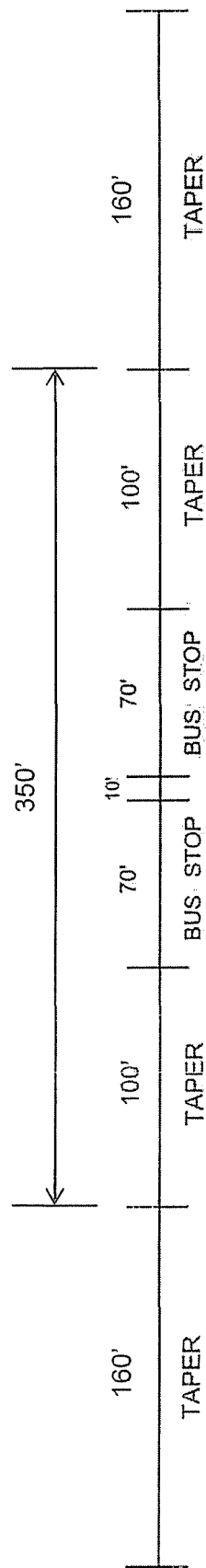
Proposed Typical Section ALTERNATIVE 3



Proposed Smart Bus Bay Typical Section



Proposed Smart Bus Bay Dimensions



Proposed Smart Bus Bay Locations



Advantages

- Livable/Walkable Community
- Aesthetically pleasing
- Easier for buses to reenter roadway
- Continuous Sidewalks
- Two Signalized Midblock Pedestrian Crosswalks

Disadvantages

- Limited Median Openings
- U-turns not possible

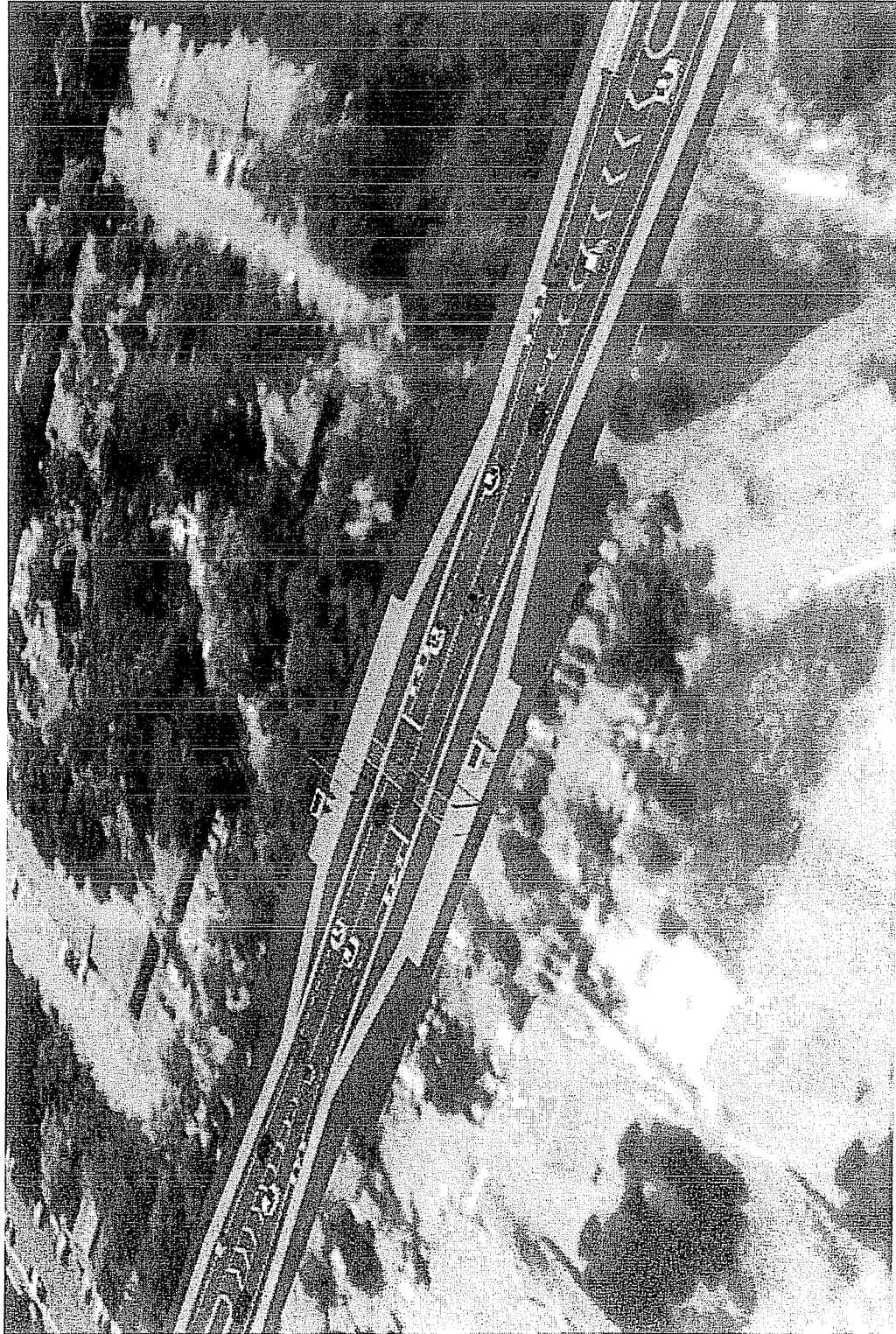
Costs

ITEM	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Construction	\$22,735,000	\$26,385,000	\$23,389,000
Design/Inspection	\$4,547,000	\$5,277,000	\$4,678,000
Number of Parcels Impacted	17	17	29
Right-of-Way	\$4,433,000	\$4,433,000	\$5,990,000
TOTAL COST	\$31,715,000	\$36,095,000	\$34,057,000

Next Steps

- Final Multimodal Corridor Report -- December

Smart Bus Bay Demonstration





SCHEDULED 2009 MTPO AND COMMITTEE MEETING DATES AND TIMES

PLEASE NOTE: All of the dates and times shown in this table are subject to being changed during the year

MTPO MEETING MONTH	DESIGN TEAM [At 1:30 p.m.]	B/PAB [At 7:00 p.m.]	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	MTPO MEETING
JANUARY	-	January 6	<i>CANCELLED</i>	<i>CANCELLED</i>
FEBRUARY	January 20	January 20	<i>CANCELLED</i>	February 17 at 6:00 p.m.
MARCH	<i>CANCELLED</i>	February 24	February 25	March 2 at 2:00 p.m.
APRIL	<i>CANCELLED</i>	March 31	CAC Orientation @ 6:30 pm April 1	April 20 at 6:00 p.m.
MAY	<i>CANCELLED</i>	April 28	TAC Only April 29	<i>CANCELLED</i>
JUNE	May 19	May 26	TAC @ NCFRPC May 27	June 8 at 6:00 p.m.
JULY	<i>CANCELLED</i>	June 30	CAC Only July 1	<i>CANCELLED</i>
AUGUST	July 21	July 28	TAC @ NCFRPC July 29	August 10 at 3:00 p.m.
SEPTEMBER	August 18	September 1	September 2	September 14 at 3:00 p.m.
OCTOBER	September 15	September 29	September 30	October 12 at 3:00 p.m.
NOVEMBER	October 20	October 27	October 28	November 9 at 3:00 p.m.
DECEMBER	November 17	December 1	December 2	December 14 at 6:00 p.m.

Note, unless otherwise scheduled:

1. Shaded boxes indicate the months that we may be able to cancel MTPO meetings if agenda items do not require a meeting. Corresponding Advisory Committee meeting may also be cancelled;
2. Design Team meetings are conducted at the NCFRPC Charles F. Justice conference room;
3. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
4. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
5. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Friday, July 10, 2009 11:18 AM
To: Marlie Sanderson
Cc: Bennett, James; Pitman, Jimmy; Thomas, Kathy; Widmer, Myrna
Subject: FDOT Mast Arm Policy - Potential Project Impacts

Marlie:

As a follow up to the MTPO meeting of June 8, 2009, regarding FDOT District mast arm policy changes, please find information below that discusses potential projects in Alachua County/MTPO Boundary that would be impacted by the reiteration of the Department's mast arm policy.

During the June 8, MTPO meeting, James Bennett said that FDOT would provide MTPO members with a list of which forthcoming FDOT projects would be impacted by this policy. Please provide this information for the MTPO's August 10th Consent Agenda for information only.

There are no FDOT projects currently in design phase in the Gainesville/MTPO boundary that this policy would have a negative impact on.

The projects reviewed were resurfacing, new construction or reconstruction. Only the Main Street resurfacing project, 207785-1, expected to be under construction by Fall 2009, addresses replacing signals with mast arms. These signals will be black mast arm design.

As stated in the Department's letter of May 5, 2009, any new projects initiated by the Department, local governments or private development will follow the adopted policy.

Should you have any questions or need additional information, please contact me.

Karen S. Taulbee, AICP
 Transportation Specialist
 Jacksonville Urban Office
 904-360-5652
karen.taulbee@dot.state.fl.us

**WORKING DRAFT
MTPO DESIGN TEAM STATUS REPORT**

ASSIGNMENT	FIN Number	CONSTRUCTION STATUS YEAR (PE YEAR)	CURRENT STATUS	DESIGN REVIEW		
				SCOPE	30%	60%
CONSTRUCTION PROJECTS						
Airport Access Road	2076143	2007/2008	Conceptual Design and Property Acquisition- waiting for LAP certification	10/07	01/08	4/08
Arcehr Road/SW 16 th Avenue	-	2009/2010	Corridor/Intersection modifications.	08/09		
N Main Street	-	-	Reconstruction as 2-Lane Divided		06/07	10/07
NE 19 th Street/NE 19 th Terrace	4204511	2008/2009	Reconstruction of road from NE 3 rd Avenue to NE 8 th Avenue. SAFETEA-LU Project.			
SW 20 th Avenue	2113353	2004/2005	PE study and 30 percent design plans- waiting for Urban Village Study recommendations	10/08		
SW 62 nd Boulevard	2113653	(2007/2008)	PD&E of 4 corridor alignment alternatives SAFETEA-LU Project.			
			Interim Projects	10/08	05/09	
ENHANCEMENT PROJECTS						
Archer Road / SR 24 Archer to I-75	2078374	2011/2012 (CST)	Bike Path/Trail-		-	
NW 34 th Street SR 222 to US 441	4262081	2008/2009	Sidewalk			
SW 8 th Avenue Tower Road to SW 67 th Terrace	2110911	2008/2009	Sidewalk			
Old Gainesville Depot	4046281	2001/2002	Local agency program (City) - waiting for project to develop		-	
W 6 th Street Rail-Trail	2113632	2011/2012	Bike path- Local agency program (City) - Phase 1	10/08	-	01/09
INTERSECTION / SAFETY / PROJECTS						
Archer Road Safety Project	2078378	2011/2012 (CST)	Access management [01/09 4 Info]			
Interstate 75	2129498	2011/2012 (CST)	Operational improvement		05/08	

*Shaded projects are the projects that are new to this list.

MTPO DESIGN TEAM MEMBERSHIP

NAME	AGENCY
PERMANENT MEMBERS	
Ha Nguyen; R. Hedrick, M. Fay, & D. Cerlanek (Alts)	Alachua County Public Works Department
Kathy Fanning	Alachua County Department of Environmental
Jonathan Paul	Alachua County Department of Growth Management
Julia Reiskind; John Richter (Alt)	Bicycle/Pedestrian Advisory Board
Linda Dixon	University of Florida Facilities Planning & Construction
Gary Weed; Greg Sholar (Alt)	Citizens Advisory Committee
Meg Niederhofer	City of Gainesville Arborist
Vacant; Vacant (Alt)	City of Gainesville Beautification Board
Susan Bridges Niemann; Dean Mimms designee (Alt)	City of Gainesville Community Development
David Kvaltine	City of Gainesville Gainesville Regional Utilities
Emery Swearingen, Chair	City of Gainesville Public Works Department
Jesus Gomez; Doug Robinson (Alt)	City of Gainesville Regional Transit System
Karen Taulbee	Florida Department of Transportation
PROJECT MEMBERS	
Vacant (SR 26/26A Project Member)	Citizen Advocate
(appropriate FDOT project member)	Florida Department of Transportation
SPECIAL MAILINGS (agendas only)	
Anthony Lyons (Main Street)	City of Gainesville Community Redevelopment Agency
Cindy Robinson / Linda M ^c Gurn (Main Street)	Gainesville Downtown Owners & Tenants
Sharon Bachner (Main Street)	Matheson Society Inc. / Alachua County Historic Trust
Arnall Downs	-
Commissioner Byerly	-

T:\Marlie\MS10\DT\Project Status.wpd

MEETING SUMMARY
 GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
 METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
 DESIGN TEAM

NCFRPC Conference Room
 Gainesville, Florida

Tuesday, 1:30 p.m.
 May 19, 2009

MEMBERS PRESENT

Emery Swearingen, Chair
 Jesus Gomez
 Ha Nguyen
 Dean Mimms
 Meg Niederhofer
 Julia Reiskind
 David Kvaltine
 Gary Weed

MEMBERS ABSENT

Linda Dixon
 Kathy Fanning
 Beth Jordan
 Jonathan Paul
 Karen Taulbee

OTHERS PRESENT

John Butler
 John Richter
 Terry Shaw

STAFF PRESENT

Marlie Sanderson
 Michael Escalante

CALL TO ORDER

Chair Emery Swearingen, City of Gainesville Public Works Manager, called the meeting to order at 1:40 p.m.

I. INTRODUCTIONS

Chair Swearingen introduced himself and requested introductions.

II. AGENDA APPROVAL

Chair Swearingen requested action on the meeting agenda.

ACTION: Jesus Gomez moved to approve the meeting agenda. Julia Reiskind seconded; motion passed unanimously.

III. SW 62ND CONNECTOR INTERIM PROJECTS PERCENT DESIGN PLANS

- A. SW 40TH BOULEVARD AT ARCHER ROAD INTERSECTION MODIFICATIONS
- B. SW 43RD STREET AT SW 20TH AVENUE INTERSECTION MODIFICATIONS
- C. SMART BUS BAY ON SW 20TH AVENUE

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, that City of Gainesville staff has submitted 30 percent design plans for the SW 40th Boulevard at Archer Road Intersection Modifications, SW 43rd Street at SW 20th Avenue Intersection Modifications and the Smart Bus Bay on SW 20th Avenue.

Mr. Terry Shaw, HNTB Associate Vice President, discussed the 30 percent design plans for the SW 40th Boulevard at Archer Road Intersection Modifications, SW 43rd Street at SW 20th Avenue Intersection Modifications and the Smart Bus Bay on SW 20th Avenue and answered questions.

ACTION: Julia Reiskind move to recommend that the MTPO approve the SW 40th Boulevard at Archer Road Intersection Modifications Project 30 Percent Design Plans, the SW 43rd Street at SW 20th Avenue Intersection Modifications 30 percent design plans and Smart Bus Bay on SW 20th Avenue 30 percent design plans, that includes a written explanation that discusses why the MTPO Design Policy Manual shade tree provisions cannot be followed. Gary Weed seconded; motion passed 6 to 2.

IV. AMERICAN RECOVERY & REINVESTMENT ACT (ARRA) ENHANCEMENT PROJECTS- SCOPING PLANS

A. NW 34TH STREET [NW 39TH AVENUE TO US 441] SIDEWALK

Mr. Sanderson stated that Florida Department of Transportation (FDOT) staff has provided some information regarding the NW 34th Street Sidewalk scoping plans.

Mr. Emery Swearingen, City of Gainesville Public Works Manager, discussed the scope of the NW 34th Street Sidewalk Project and answered questions. He noted that there would be a 6-foot Americans with Disabilities Act (ADA)-compliant sidewalk. He added that the project would be split into two phases, with Phase 1 from NW 39th Avenue to NW 53rd Avenue and Phase 2 from NW 53rd Avenue to US 441.

ACTION: Gary Weed moved to recommend that the MTPO approve the scope for the NW 34th Street Sidewalk Project to replace the existing asphalt path with a 6-foot ADA-compliant sidewalk. John Richter seconded; motion passed unanimously.

B. SW 8TH AVENUE [TOWER ROAD TO SW 67TH TERRACE] SIDEWALK

Mr. Sanderson stated that FDOT staff has provided some information regarding the SW 8th Avenue Sidewalk Project.

Ms. Ha Nguyen, Alachua County Contract & Design Manager, discussed the scope of the SW 8th Avenue Sidewalk Project and answered questions.

ACTION: Gary Weed moved to recommend that the MTPO approve the scope for the SW 8th Avenue Sidewalk Project to construct an MTPO Design Policy Manual-compliant sidewalk on the north side of SW 8th Avenue that, as needed, will meander around utility poles and drainage structures. John Richter seconded; motion passed unanimously.

V. UPCOMING MEETINGS

Mr. Sanderson stated that the MTPO meeting is scheduled for Monday, June 8th and the next Design Team meeting is scheduled for Tuesday, June 16th.

VI. INFORMATION ITEMS

Mr. Dean Mimms, City of Gainesville Chief of Comprehensive Planning, discussed his concerns regarding traffic signal timing.

ADJOURNMENT

ACTION: Gary Weed moved to adjourn. John Richter seconded; motion passed unanimously.

The meeting adjourned at 2:40 p.m.

