

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

May 13, 2008



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, May 20, 2008 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. Interstate 75 Northbound Off Ramp at State Road 26- 30 Percent Plans

DEVELOP MTPO
RECOMMENDATIONS

The Florida Department of Transportation has submitted 30 percent design plans for review and comment

Page#29

IV. Main Street Design Plans- N. 8th Avenue To N. 16th Avenue

FOR INFORMATION ONLY

At the last meeting, County staff stated that they would discuss the City Arborist's concerns with the project manager and report back at the next meeting

Page#37

V. Upcoming Meetings

- A. Next MTPO meeting - May 29th at 6:00 pm (Jack Durrance).
- B. Next Design Team meeting - June 17th at the NCFRPC (if needed).

VI. Information Items

Page#39

Page#41

Page#45

- A. Design Team Membership List & Project Status
- B. Design Team meeting summary (from the last meeting)
- C. FDOT Letter dated April 22, 2008 Concerning Maintenance of Enhanced Crosswalks and Landscaping

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.

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(352) 955-2200 SUNCOM 625-2200 FAX (352) 955-2209

May 12, 2008



TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: **Interstate 75 Northbound Off Ramp at State Road 26- 30 Percent Plans**

MTPO STAFF RECOMMENDATION

Review the enclosed plans and develop MTPO recommendations.

BACKGROUND

The Florida Department of Transportation has submitted 30 percent design plans for the northbound off ramps at State Road 26 (Newberry Road) for review and comment. The enclosed Exhibit 1 is the MTPO overview sketch of the project and Exhibit 2 is the design plans.

Interstate 75 Northbound Off Ramp at State Road 26 Timeline (COST IN THOUSANDS OF DOLLARS)				
2008/2009	2009/2010	2010/2011	2011/2012	2012/2013
\$10 ROW \$25 ROW	\$675 ROW	\$51 ENVIR	\$4,123 CST	-

Enclosures

Marlie Sanderson

From: Taulbee, Karen [Karen.Taulbee@dot.state.fl.us]
Sent: Wednesday, May 07, 2008 3:40 PM
To: Mike Escalante
Cc: Green, James; Williams, Amy; Bennett, James; Marlie Sanderson
Subject: I-75 @SR 26 Ramp Modification
Attachments: I75_SR 26_Ramp Study.pdf; I75_SR26 Ramp Mod.pdf

Mike:

As requested by the Design Team Chair, enclosed is one (1) Phase 1 plan submittal for project #212949-8, I-75 @ SR 26 Ramp Modification. Also enclosed is the original traffic study document. Phase II plan submittal is expected in July, 2008.

The project is a modification to the Northbound off-ramp on I-75 exiting to SR 26/Newberry Road. The project is to extend the Northbound I-75 deceleration and storage lane, and provide greater separation from the I-75 northbound through traffic. The ramp is proposed to be widened to facilitate two (2) left and two (2) right turn lanes at the intersection with SR 26/Newberry Road. Median nose modification and signal modification would be needed to facilitate the dual left/right turns.

Project would be constructed within existing right of way; no additional right of way is anticipated.

Please let me know if you need additional information prior to the Design Team meeting.

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

COMPONENTS OF CONTRACT PLANS SET

FINANCIAL PROJECT ID 212949--8-52-01/
(FEDERAL FUNDS)
ALACHUA COUNTY (26260023)
STATE ROAD NO. 93 (1-75)
NORTHBOUND OFF RAMP AT S. R. 26

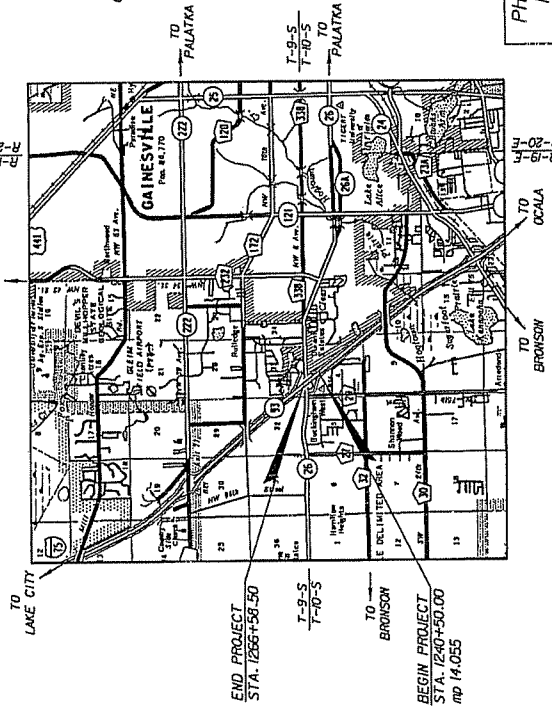
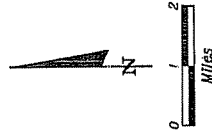
SHEET NO.	SHEET DESCRIPTION
1	COVER SHEET
2	GENERAL NOTES
3	PROPOSED IMPROVEMENTS
4	PROPOSED IMPROVEMENTS
5	PROPOSED IMPROVEMENTS
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1	KEY SHEET
2	SUMMARY OF PARTS--
3-4	DRAINAGE MAP
5-7	TYPICAL SECTION
7-9	SUMMARY OF QUANTITIES--
9	SUMMARY OF DRAINAGE STRUCTURES--
10	OFFICIAL MATERIALS TABULATION--
11	PROJECT LAYOUT
12-16	ROADWAY PLAN
17-21	PROFILE SHEETS
22	RAMP TERMINAL DETAILS--
23-24	DRAINAGE STRUCTURES--
25	POND DETAILS--
26	ROADWAY BRIDGE SURVEY--
28-32	CROSS SECTION
33-35	TRAFFIC CONTROL PREVENTION PLAN
36-47	TRAFFIC CONTROL PLAN
48-52	UTILITY RECONSTRUCTION
53-55	GENERAL NOTES AND BEST TECHNICAL DATA
56	WALL PLAN
57	WALL ELEVATION--

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS DATED 2008,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED 2007,
AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 7-1-08

For Design Standards Modifications click on "Design Standards" at the following web site:
<https://www.dal.state.tx.us/rddesign/>



Faller, Davis & Associates, Inc.
CONSULTING ENGINEERS

SUITE 300
5525 W. CYPRESS SINEE
TAMPA, FLORIDA 33607-1707
(813) 261-5136
CONTRACT NO. C8057
VENDOR NO. F59259495001
CERTIFICATE OF AUTHORIZATION NO: 5964

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.

PHASE I SUBMITTAL
MARCH 26, 2008

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	2608 .50	0.494
BRIDGES	0.00	0.000
NET LENGTH OF PROJECT	2608 .50	0.494
EXCEPTIONS	0.00	0.000
GROSS LENGTH OF PROJECT	2608 .50	0.494

FDOT PROJECT MANAGER: AMY L. WILLIAMS, P.E.

[illegible]

ROADWAY PLANS
ENGINEER OF RECORD: ERBIE A. GARRETT, P.E.

P.F. No: 45219

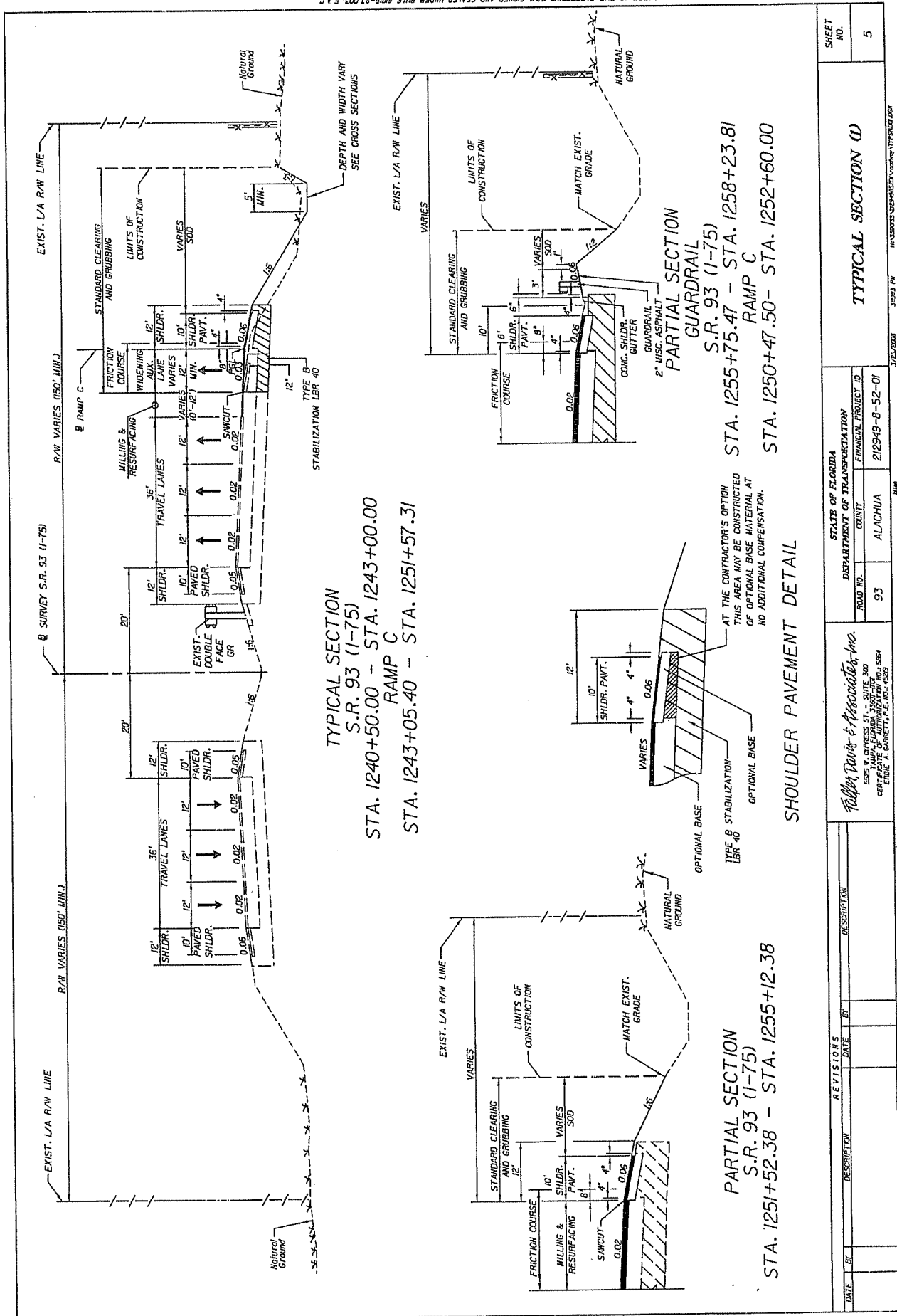
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SHEET NO.	1

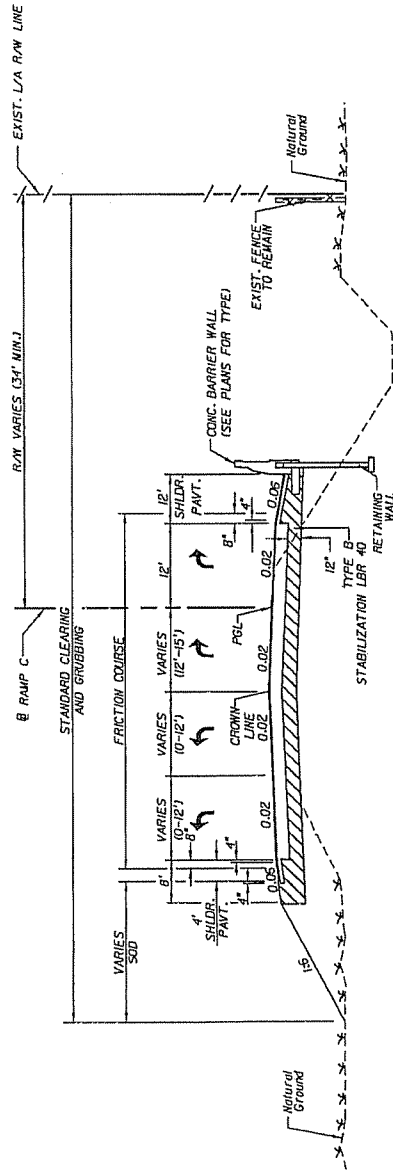
NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 6K15-23.003, F.A.C.

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N.J. DEPT. OF TREASURY 2002/52/5

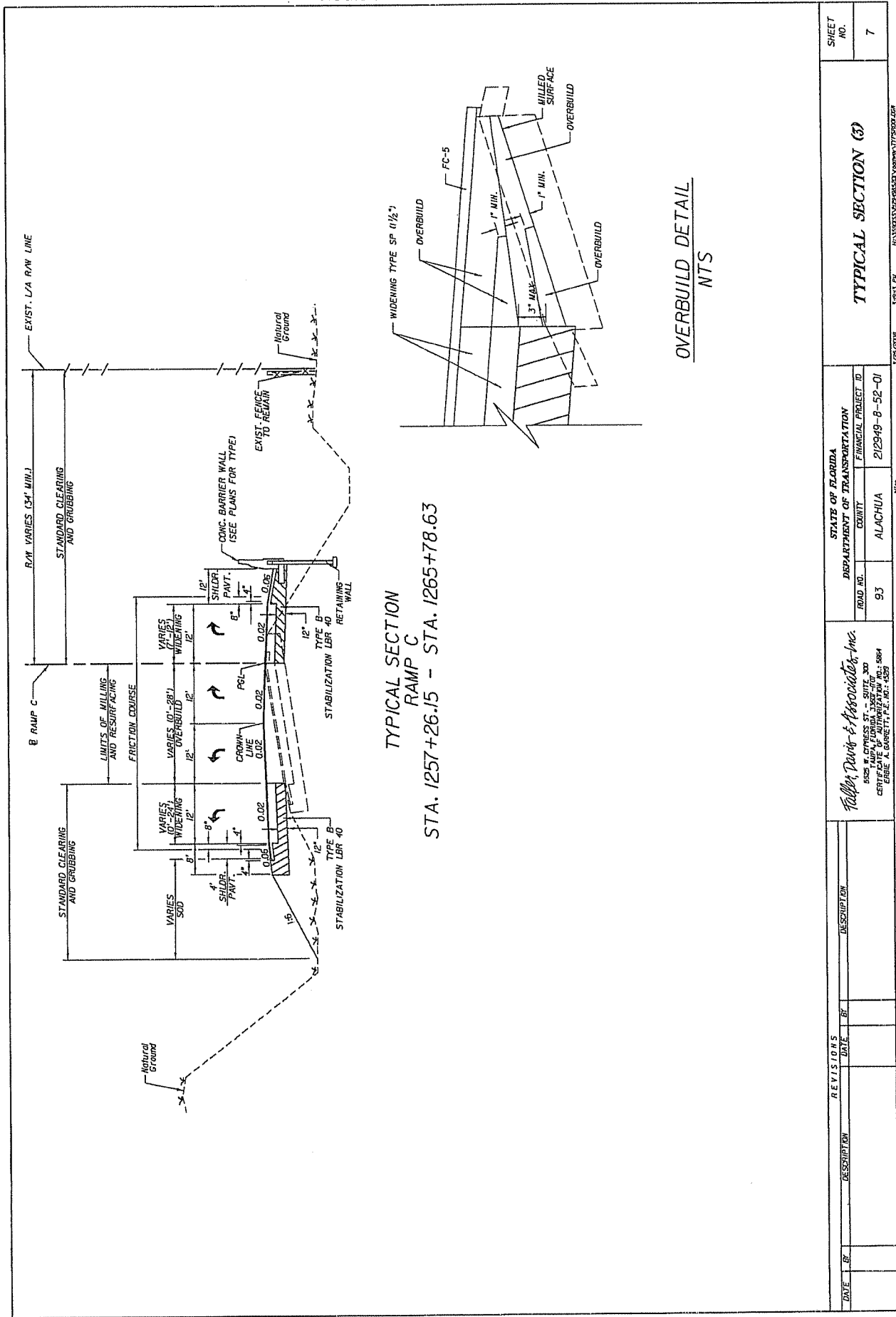
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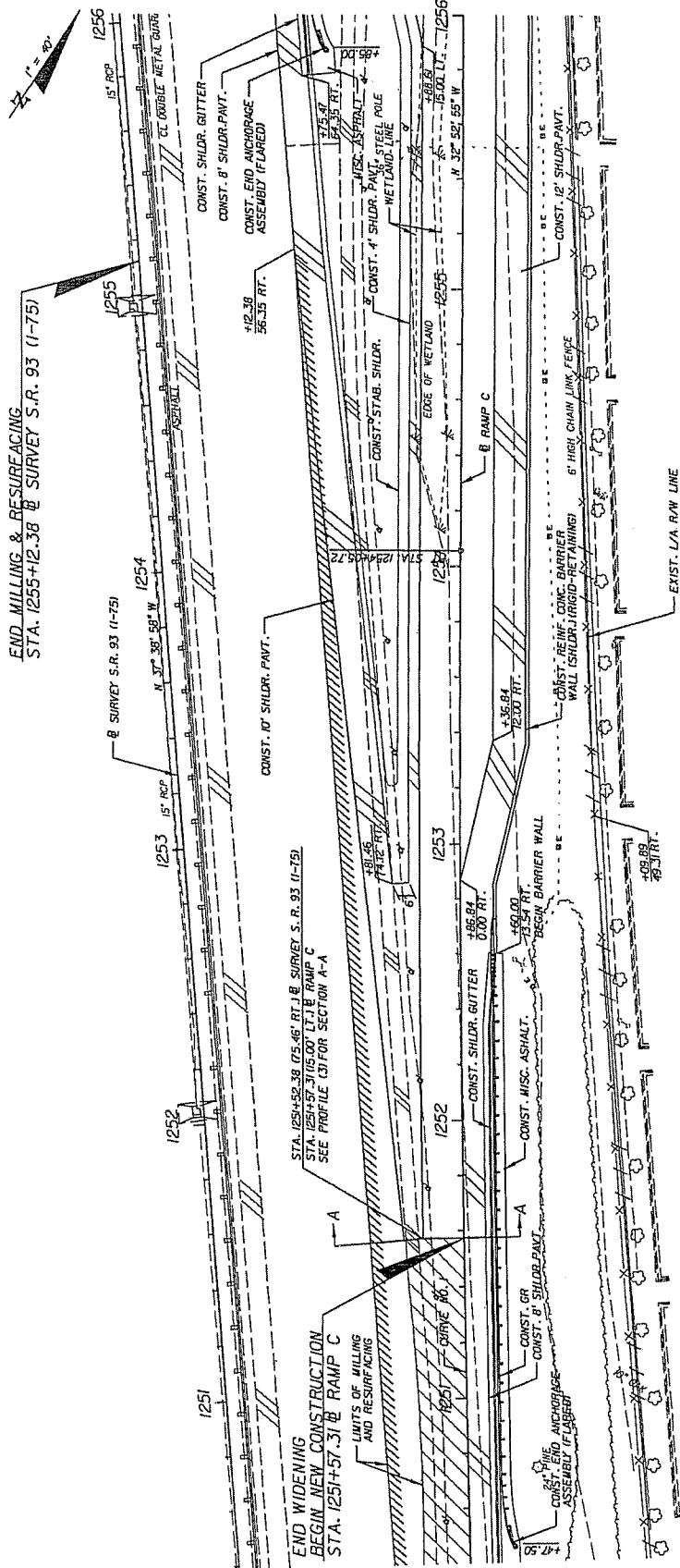
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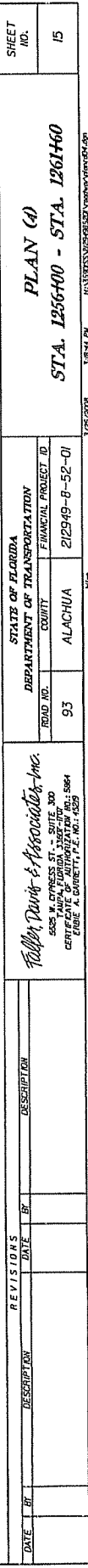
REVISIONS			TYPICAL SECTION (3)			SHEET NO.
DATE	BY	DESCRIPTION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION COUNTY ALACHUA 212949-8-52-01	FINANCIAL PROJECT ID	7	
Fuller, Davis & Associates, Inc. 5520 W. CYPRESS ST. - SUITE 200 TALLAHASSEE, FL 32310-1000 CERTIFICATE NO. 15864 CRIME A. BARNETT, P.E. NO. 4339			93	212949-8-52-01	1/25/2008	19913 PM

END MILLING & RESURFACING
STA. 1255+12.38 @ SURVEY S.R. 93 (1-75)



CURVE NO. 1
PI STA. = 1249+29.27
Def'n = 4° 46' 02" (RT.)
D = 0° 30' 00.00"
T = 477.00'
L = 953.45'
PC STA. = 1244+52.27
PT STA. = 1254+05.72
e = NC

DATE		BY	DESCRIPTION	
DATE		BY	DESCRIPTION	
<p style="text-align: center;"><i>Fallen Davis & Associates, Inc.</i> 5525 N. EXPRESS ST., SUITE 300 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 5864 ETDUE A. GARRETT, P.E. NO. 4509</p>				
<div style="text-align: center;"> STATES OF FLORIDA DEPARTMENT OF TRANSPORTATION </div>			<div style="text-align: center;"> ROAD NO. 93 COUNTY ALACHUA FINANCIAL PROJECT ID 2/29-49-8-52-01 </div>	
<div style="text-align: center;"> PLAN (3) STA. 1250+40 - STA. 1256+00 </div>			<div style="text-align: center;"> SHEET NO. 14 </div>	



TRAFFIC OPERATIONS **SCOPE PACKAGE for CANDIDATE PROJECT**

Financial Project ID: **2129498**

Section No.: **26260000**

County: **Alachua**

I. Project location:
 State Road No.: 98
 Federal Road No.: 175
 Local name(s): I-75 off ramps @ Newberry Road
 City/Town: Gainesville
 Project limits: I-75 to at SR 26
 Beginning milepost: 14.517
 Ending milepost: 14.539

II. Project originator correspondence:
 Project originator: Richard Coliman
 Assignment report number:
 Who requested and how did this project originate? Safety Study
 Phone # of requestor: Work (994) 360-5634 Home:
 Address of requestor:
 Date to advise requestor of status and any major changes to the SCOPE or schedule: ASAP

<p>III. Project characteristics: Median width: 40' Outside lane width: 12' Inside lane width: 12' Posted speed limit: 70 MPH (Current year) 2003 ADT: 72000 (T-factor 1.09) <input checked="" type="checkbox"/> Paved shoulders <input checked="" type="checkbox"/> Intrastate System <input checked="" type="checkbox"/> Curbed shoulders <input checked="" type="checkbox"/> Rural <input checked="" type="checkbox"/> Curbed median <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Uncurbed median <input checked="" type="checkbox"/> Flexible Pavement <input checked="" type="checkbox"/> Grass median <input checked="" type="checkbox"/> Rigid Pavement <input checked="" type="checkbox"/> Concrete median</p>	<p>IV. Project aids furnished: <input checked="" type="checkbox"/> Photograph(s) of project location with narratives <input checked="" type="checkbox"/> Clip of county/city map showing project location <input checked="" type="checkbox"/> Conceptual sketch <input checked="" type="checkbox"/> Right-of-way map(s) <input checked="" type="checkbox"/> Copy of aerial photo map(s) <input checked="" type="checkbox"/> Old plan sheet(s)</p> <p>V. Estimated Costs Construction: \$ Right-of-Way: \$ Utility clearing: \$ Maintenance: \$ Total construction cost: \$</p>
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TRACKING SCHEDULE (Work Program use only)		
Office	Date Sent	Date Returned
Traffic Operations		
Planning		
Maintenance		
Design		
Surveying		

Document2

VI. Engineering Analysis:

A. What is the purpose of the project?

The purpose of this project is to prevent rear-end crashes and eliminate a dangerous situation on the northbound off ramp onto SR 26 when vehicles queue on I-75.

B. Current problems with traffic operations?

Existing safety deficiencies were identified by field reviews and crash studies. Motorists exiting onto SR 26 are queuing onto the I-75 northbound through lanes.

C. Findings:

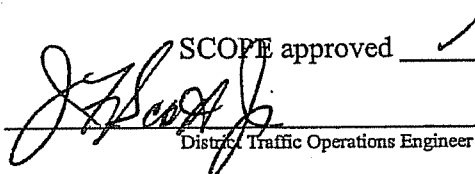
FDOT safety office had our consultant (CES) study this location to determine the best solution for the queuing problems. Their study shows the need to extend the northbound deceleration and storage lanes and increase the capacity on the off ramp.

D. Scope (recommendations):

It is recommended to make the roadway safer by having the Department extend the northbound I-75 deceleration and storage lanes. The ramp should be widened to facilitate two left and two right turn lanes at the intersection with state road 26 as shown on the attached diagram. The deceleration lane shall be extended to a total length of 800' and the right turn storage lanes shall be extended to a total length of 1255' per lane. The left turn storage lanes shall be extended to a total length of 1080' per lane. The signal at state road 26 will need to be modified to facilitate the dual left and right turn lanes.


Traffic Operations Project Originator

4-26-05
Date

SCOPE approved ☒ SCOPE not approved ☐

District Traffic Operations Engineer

5/31/05
Date

VII. Traffic Operations

A. Studies:

Is this signal(s) warranted? Yes No Not applicable ✓
A needed project

Ding Long 06/06/05
Signature Date

B. Signals: The signal timing will also need
to be modified to facilitate this project

This is a good safety upgrade
Mr. Bell 6/6/05
Signature Date

C. Pedestrian/Bicycle: Concur with project

Richard Giff 6-13-05
Signature Date

D. Access Management: Concur with Project

Clyde Alward Jr 6/6/05
Signature Date

E. Safety:

a. Is this a high accident location? Yes ✓ No
b. Could this project be constructed with Federal Funds? Yes ✓ No

Concur with project

H. Walker 6/3/05
Signature Date

F. Intelligent Transportation System: Suggest an ITS solution
as a temporary fix until construction is done

[Signature] 6/8/04
Signature Date

VIII. Planning:

- A. List any projects in the Work Program that include this location: _____

- B. Is there a DRI in this area? Yes _____ No _____
If yes, please give name and location: _____

- C. Functional Classification: Freeway _____ Arterial _____ Collector _____
- D. Is this project on F.L.H.S.? Yes _____ No _____
- E. Who is the local government representative? _____

Signature Title Date

IX. Maintenance:

- Are there any recurring maintenance problems in this area? Yes _____ No _____
If yes, please specify: _____

Signature Title Date

X. Design:

- A. Can project be designed as described? Yes _____ No _____ As modified _____
- B. Can project be designed within existing Right-of-Way? Yes _____ No _____
- C. Design speed _____
- D. Will a design variance or exception be required? Yes _____ No _____
- E. Will design be done in-house? Yes _____ No _____
- F. Will design be done by consultant? Yes _____ No _____ Project Manager: _____

Signature Date

XI. Surveying:

Signature Date

XII. Local Government:

- A. Concept explained and agreed upon by local government representative? Yes _____ No _____
B. Will local government maintain the new signal(s)? Yes _____ No _____ N/A _____

Signature

Date

XIII. Pavement Design (Construction Estimate):

Construction Cost Estimate: \$ _____

Signature

Date

XIV. Work Program:

- A. Could this project be constructed with Federal Funds? Yes _____ No _____
B. Are there excessive Right-of-Way costs? Yes _____ No _____
C. Are there excessive utility relocation costs? Yes _____ No _____
D. Is this project beyond Traffic Operations budget? Yes _____ No _____
E. Is this project being incorporated into another project? Yes _____ No _____
If yes, what is Financial Project ID? _____ Project Manager: _____
F. Has project changed from original SCOPE? Yes _____ No _____
If yes, please explain: _____

Recommend project for approval:

Traffic Operations Program Concepts Engineer

Date

XV. Project approved:

District Traffic Operations Engineer

Date

The map displays Alachua County, Florida, with its boundaries and major features. Key elements include:

- Neighboring Counties:** Columbia, Union, Bradford, Levy, Marion, and Putnam.
- Major Cities and Towns:** Gainesville, Newberry, Archer, Micaville, and others.
- Geographical Features:** The Gulf of Mexico to the south and the Atlantic Ocean to the east.
- Infrastructure:** Major roads and highways are shown, along with a compass rose in the bottom left corner.

STUDY LOCATION:
I-75 OFF-RAMPS TO
SR 26 (NEWBERRY ROAD)

SITE MAP:



CES Comprehensive
Engineering
Services, Inc.

FIGURE 1:
STUDY
LOCATION MAP



Looking north along I-75 at the exit to SR 26



Looking north along the northbound I-75 exit ramp to SR 26

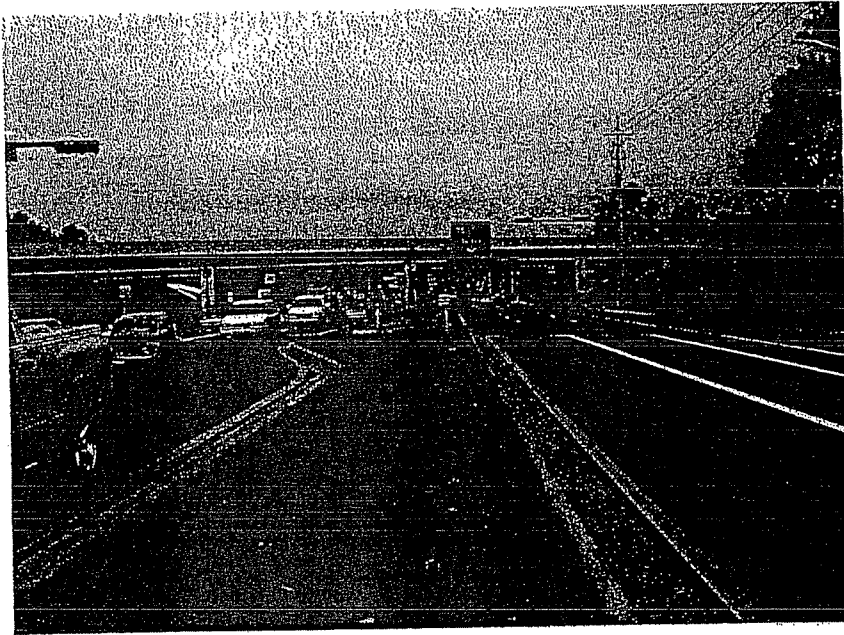
**PROJECT
PHOTOGRAPHS**



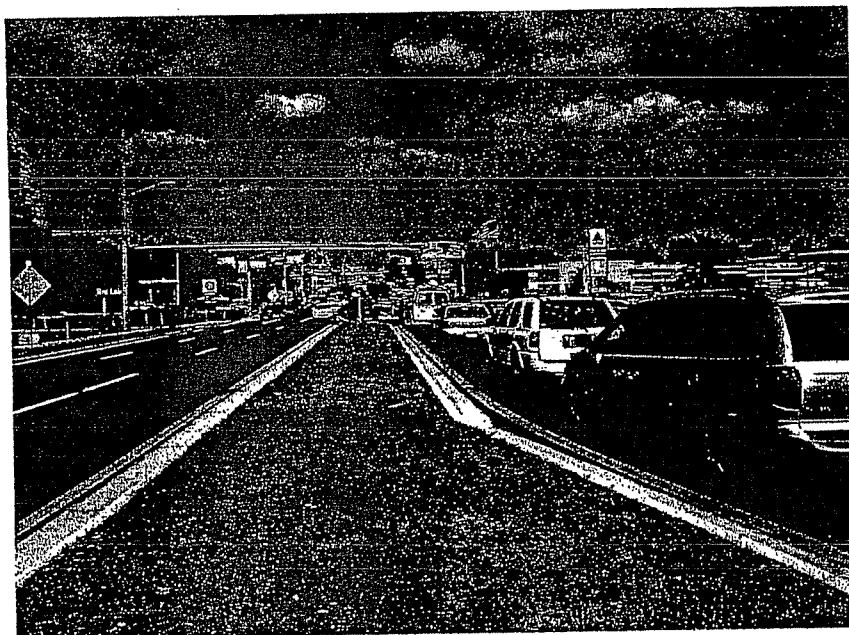
CES Comprehensive
Engineering
Services, Inc.

FIGURE

4c



Looking west at the I-75 northbound off-ramp intersection with SR 26



Looking east at the I-75 northbound on-ramp intersection (½ signal) with SR 26

**PROJECT
PHOTOGRAPHS**



CES

Comprehensive
Engineering
Services, Inc.

**FIGURE
4b**



Looking east along SR 26 at the southbound I-75 ramp terminal



Looking southwest at I-75 southbound ramp terminal on SR 26

**PROJECT
PHOTOGRAPHS**



**FIGURE
4a**

from the interstate. Due to the nature of the improvement alternatives, both concepts were assumed to have similar levels of crash mitigation. Anticipating a calculated estimated reduction of 2.5 crashes per year for either alternative, the annual economic benefit totals approximately \$479,500.

The following table provides the estimated benefit-to-cost (B/C) ratios for each conceptual design alternative:

TABLE 22: BENEFIT / COST ESTIMATES (Alternatives #3 and #4)

Conceptual Design Alternative	Annual Value of Mitigated Crashes	Annual Construction Cost (20 Yr Life)	Benefit / Cost (B/C) Ratio
Alternative #3 (Dual lefts and dual rights)	\$479,500	\$222,100	2.2
Alternative #4 (Left, right and shared)	\$479,500	\$198,600	2.4

Either of the proposed alternative concepts above is considered justified for a safety improvement project on the basis of the estimated B/C ratio.

TABLE 18: ANNUAL CAPITAL COST RECOVERY WORKSHEET

(Conceptual Alternative #3: NB I-75 Off-Ramp Improvements and Terminal Intersection Improvements shown in Figure 10)

(Assumes No R/W Required)

		Unit	Quantity	Unit \$	Total \$	Service Life	Capital Recovery @ 7%	Estimated Annual Cost
GENERAL:								
G-1	Mobilization	LS	1	\$12,000.00	\$ 12,000.00	20	0.0944	\$ 1,132.80
G-2	Maintenance of Traffic	LS	1	\$40,000.00	\$ 40,000.00	20	0.0944	\$ 3,776.00
G-3	Misc. Construction	LS	1	\$40,000.00	\$ 40,000.00	20	0.0944	\$ 3,776.00
G-4	Clearing and Grubbing	LS	1	\$30,000.00	\$ 30,000.00	20	0.0944	\$ 2,832.00
EARTHWORK:								
E-1	Borrow (incl shrinkage, haul & placement)	CY	12000	\$20.00	\$ 240,000.00	20	0.0944	\$ 22,656.00
E-2	Grading	LS	1	\$30,000.00	\$ 30,000.00	20	0.0944	\$ 2,832.00
E-3	Final Dressing and Sodding	SY	9000	\$4.00	\$ 36,000.00	20	0.0944	\$ 3,398.40
DRAINAGE:								
D-1	Miscellaneous Drainage	LS	1	\$10,000.00	\$ 10,000.00	20	0.0944	\$ 944.00
D-2	Install Ditch Bottom Inlet & Manhole	EA	4	\$7,000.00	\$ 28,000.00	20	0.0944	\$ 2,643.20
D-3	Install 36" Pipe	LF	1200	\$50.00	\$ 60,000.00	20	0.0944	\$ 5,664.00
D-4	Remove Existing Headwalls / Pipe	EA	4	\$2,000.00	\$ 8,000.00	20	0.0944	\$ 755.20
D-5	Modify Box Culvert Extension	LS	1	\$10,000.00	\$ 10,000.00	20	0.0944	\$ 944.00
LIGHTING								
L-1	Relocate High Mast Light Pole	EA	2	\$15,000.00	\$ 30,000.00	20	0.0944	\$ 2,832.00
ROADWAY:								
R-1	Friction Course	SY	11150	\$5.00	\$ 55,750.00	20	0.0944	\$ 5,262.80
R-2	Asphaltic Concrete (Roadway)	SY	8550	\$15.00	\$ 128,250.00	20	0.0944	\$ 12,106.80
R-3	Asphaltic Concrete (Shoulder)	SY	2650	\$7.00	\$ 18,550.00	20	0.0944	\$ 1,751.12
R-4	Base Group B & Stabilization (Roadway)	SY	8550	\$12.00	\$ 102,600.00	20	0.0944	\$ 9,685.44
R-5	Base Group 1 (Shoulder)	SY	2650	\$7.00	\$ 18,550.00	20	0.0944	\$ 1,751.12
R-6	Guardrail	LF	708	\$12.00	\$ 8,472.00	20	0.0944	\$ 799.76
R-7	Reconstruct Raised Island	LS	1	\$5,000.00	\$ 5,000.00	20	0.0944	\$ 472.00
SIGNING AND PAVEMENT MARKING:								
S-1	Install Ground Mounted Single Post Sign	AS	9	\$700.00	\$ 6,300.00	5	0.2439	\$ 1,536.57
S-2	Remove Existing Grnd Mounted Single Post Signs	AS	9	\$200.00	\$ 1,800.00	5	0.2439	\$ 439.02
S-3	Install Overhead Cantilever Signs	AS	2	\$50,000.00	\$ 100,000.00	5	0.2439	\$ 24,390.00
S-4	Remove Existing Overhead Cantilever Sign	AS	1	\$5,000.00	\$ 5,000.00	5	0.2439	\$ 1,219.50
S-5	Install Ground Mounted Double Post Sign	AS	4	\$4,000.00	\$ 16,000.00	5	0.2439	\$ 3,902.40
S-6	Remove Existing Grnd Mounted Double Post Signs	AS	4	\$500.00	\$ 2,000.00	5	0.2439	\$ 487.80
S-7	Pavement Markings	LS	1	\$12,000.00	\$ 12,000.00	5	0.2439	\$ 2,926.80
S-8	RPM's	EA	450	\$5.00	\$ 2,250.00	5	0.2439	\$ 548.78
S-9	Misc. Signing and Pavement Markings	LS	1	\$5,000.00	\$ 5,000.00	5	0.2439	\$ 1,219.50
SIGNALIZATION:								
T-1	Replace Signal	LS	1	\$200,000.00	\$ 200,000.00	15	0.1098	\$ 21,960.00
SUBTOTAL					\$ 1,261,522.00			\$ 144,645.00
Construction Contingencies (10%)					\$ 126,152.20	20	0.0944	\$ 11,908.77
ESTIMATED CONSTRUCTION COST					\$ 1,387,674.20			\$ 156,553.77
Design (at 30% of Construction Cost)					\$ 416,302.26	20	0.0944	\$ 39,298.93
CEI (at 20% of Construction Cost)					\$ 277,534.84	20	0.0944	\$ 26,199.29
TOTAL ESTIMATED COST					\$ 2,081,511.30			\$ 222,051.99

IMPROVEMENTS: Relocate existing gore approximately 625 feet south. Construct ramp to provide 660 feet of deceleration from I-75, then 4 storage lanes providing an average of 1200 feet of length each at the terminal intersection

Date: 6/28/2006 11:27:44 AM

FDOT Long Range Estimating System

R2: Project Summary with Components Report

Project: 212949-8-52-01

Letting Date: 07/2007

Description: I-75 @ SR 26

District: 02 County: 26 ALACHUA

Project Manager: KT/JK/MM

Version 4 Project Grand Total

\$3,289,478.72

Description: NB off-ramp modifications only (including retaining wall)

Sequence 1 WDR		
Description:	Reconstruct the northbound I-75 off-ramp to provide additional queue storage and provide a safe deceleration length	
	Component:	Component Subtotals:
	Earthwork	\$265,000.00
	Roadway	\$548,502.50
	Shoulder	\$134,189.16
	Median	\$7,500.00
	Drainage	\$228,900.00
	Signing	\$119,250.00
	Lighting	\$12,000.00
	Signalizations	\$200,000.00
	Retaining Walls	\$262,500.00
Sequence 1 Total		\$1,777,841.66
Sequence 3 RSD		
Description:	SR 26: Mill and Resurface from SB off-ramp to 69th Terrace	
	Component:	Component Subtotals:
	Roadway	\$181,767.40
Sequence 3 Total		\$181,767.40
Project Sequences Subtotal		\$1,959,609.06
Maintenance of Traffic	15.00 %	\$293,941.36
Mobilization	15.00 %	\$338,032.56
Project Sequences Total		\$2,591,582.98
Project Unknowns	25.00 %	\$647,895.74
Project Non-Bid Subtotal		\$50,000.00
Version 4 Project Grand Total		\$3,289,478.72

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

May 12, 2008

TO: Metropolitan Transportation Planning Organization (MTPO)

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Main Street 60 Percent Design Plans-
N 8th Avenue to N 23rd Avenue

MTPO STAFF RECOMMENDATION

No action required. This agenda item is for information only.

BACKGROUND

At the last meeting, the Design Team discussed the enclosed April 14th City Arborist email about the widening of the sidewalk on the east side of N. Main Street immediately north of NW 10th Avenue. At this meeting, Alachua County staff stated that they would discuss the City Arborist's concerns with the project manager and report back at the next meeting.

As you may remember, the MTPO reviewed Alachua County's 60 percent design plans for Main Street from N 8th Avenue to N 23rd Avenue at its December meeting. At this meeting, the MTPO approved the recommendations contained in the enclosed December 17th letter.

CR 329 (Main Street) Timeline				
2006/2007	2007/2008	2008/2009	2009/2010	2010/2011
-	-	\$2,400,000 CST	-	-

Enclosures

Marlie Sanderson

From: Niederhofer, Meg A. [niederhoma@cityofgainesville.org]
Sent: Monday, April 14, 2008 4:23 PM
To: Cerlanek, David
Cc: Marlie Sanderson; Mike Escalante; Julia Reiskind
Subject: N. Main Street Sidewalk -- NW 10th Ave to 16th Ave
Attachments: rent-to-own 2.JPG; Post Office 3.JPG

<<rent-to-own 2.JPG>> <<Post Office 3.JPG>>

Dave,

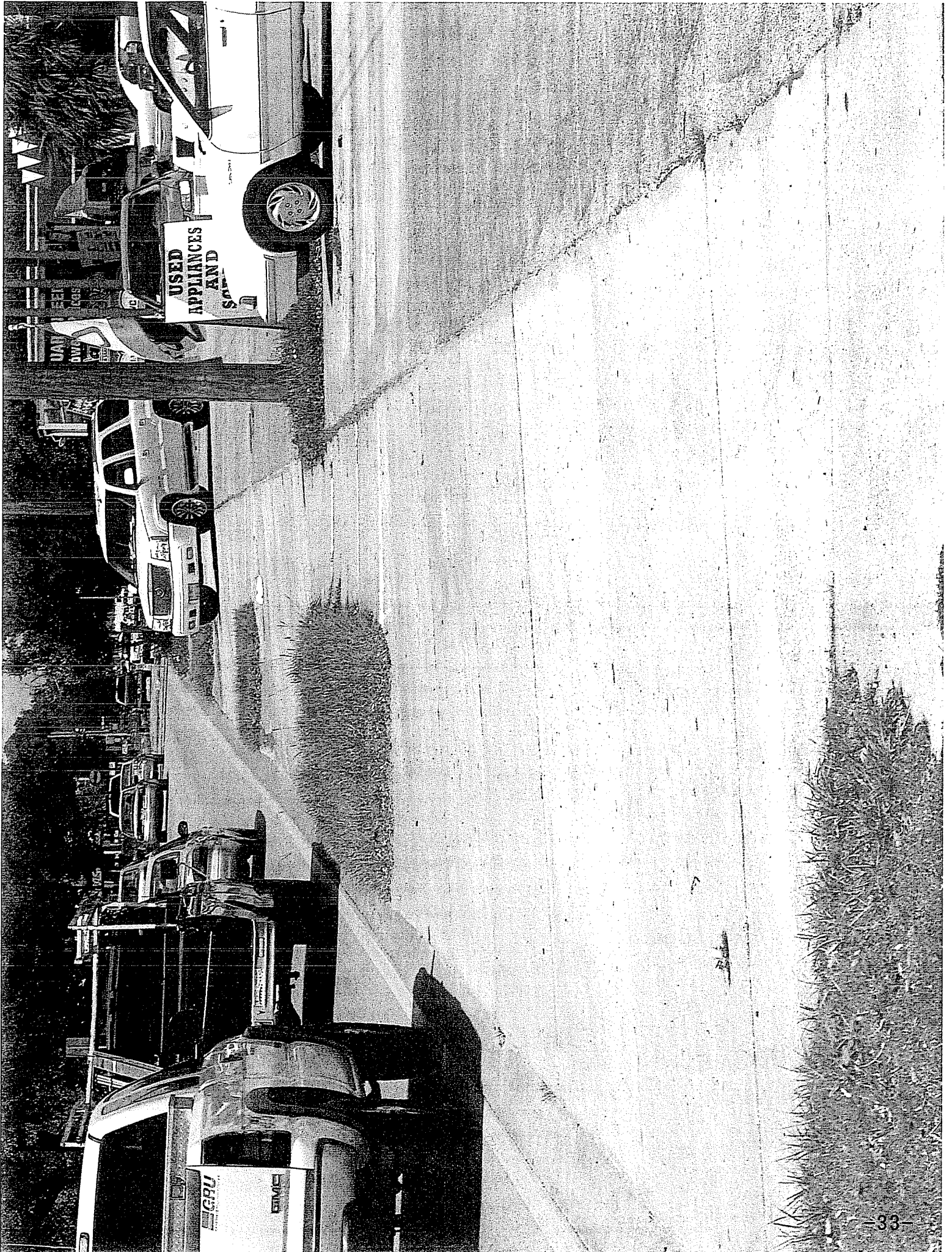
I met with Brian Kanely on the proposed widening of the sidewalk. The first picture shows the area with no trees. The second shows some of the existing trees (by the post office). When you widen the sidewalk to 8', you'll make the area of the second picture look like the first--a wide swath of concrete with no trees and then buildings. To me, this doesn't make any sense.

When you have a moment, would you mind calling me so we could talk about this? 334-2171

I've copied Marlie and Mike, because I know the design team has talked about this. Also Julia for the Bike Ped Board.

The MTPO Design Team recommendation was to save the trees, but I don't see how this can happen with the sidewalk widening. What would make sense would be an actual project that called for creating an 8' cantilevered sidewalk with 140 sq ft of space under tree grates where new shade trees could be planted.

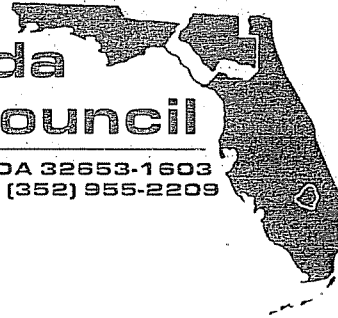
Meg





North Central Florida Regional Planning Council

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



December 17, 2007

The Honorable Rodney J. Long, Chair
Alachua County Board of County Commissioners
P.O. Box 2877
Gainesville, Florida 32602

RE: Main Street- 60 Percent Plans

Dear Chair Long:

As you know, the MTPO reviewed the 60 percent plans for the Main Street Project (from N. 8th Avenue to N. 23rd Avenue) at its December 13th meeting. During this discussion, the MTPO approved a motion to recommend that the Alachua County Commission consider the following comments and approve the Main Street 60 Percent Design Plans:

1. relocate the post office entrance to align with N 14th Avenue;
2. hardscape the area between the sidewalk and the curb on the east side of Main Street between N 8th Avenue to the north Good Year lot line;
3. explore the cost of incorporating tree wells (unit cost per tree well) within the proposed hardscaped area; and
4. refer to the Bicycle/Pedestrian Advisory Board:
 - A. more design specificity regarding hardscaping the sidewalks through the corridor; and
 - B. reconsideration of the roadway cross-section for an offstreet combined facility at the expense of instreet facilities.

If you have any questions, please call Mr. Marlie Sanderson, AICP, Director of Transportation Planning at extension 103.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Lowe".

Craig Lowe, Metropolitan Transportation Planning Organization Chair

xc: Mr. Randall Reid
Mr. Rick Hedrick
Ms. Jennifer Spagnoli
Mr. Dekova Batey



SCHEDULED 2008 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	B/PAB [At 7:00 p.m.]	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	MTPO MEETING
JANUARY	January 8	<i>CANCELLED</i>	<i>CANCELLED</i>
FEBRUARY	January 29	January 30	February 14 at 3:00 p.m.
MARCH	February 26	TAC @ NCFRPC February 27	March 13 at 3:00 p.m.
APRIL	March 25	CAC Orientation @ 6:00 pm March 26	April 10 at 3:00 p.m.
MAY	May 13	CAC-only April 16 TAC & CAC @ NCFRPC May 14	May 29 at 6:00 p.m.
JUNE	May 27	May 28	June 12 at 3:00 p.m.
JULY	July 1	July 2	July 17 at 6:00 p.m.
AUGUST	August 5	August 6	August 21 at 6:00 p.m.
SEPTEMBER	September 2	CAC @ NCFRPC September 3	September 18 at 6:00 p.m.
OCTOBER	September 30	October 1	October 16 at 6:00 p.m.
NOVEMBER	October 28	October 29	November 13 at 3:00 p.m.
DECEMBER	December 2	December 3	December 11 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. TAC meetings are conducted at the Gainesville Regional Utilities (GRU) Administration general purpose meeting room;
3. CAC meetings are conducted in the Grace Knight conference room of the County Administration Building; and
4. MTPO meetings are conducted at the Jack Durrance Auditorium of the County Administration Building unless noted.

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	Bicycle/Pedestrian Advisory Board
Linda Dixon	University of Florida Facilities Planning & Construction
Gary Weed; Greg Sholar (Alt)	Citizens Advisory Committee
Meg Niederhofer, Chair	City of Gainesville Arborist
Beth Jordan; Rocky Lee (Alt)	City of Gainesville Beautification Board
Susan Bridges Niemann	City of Gainesville Community Development
Reid Rivers	City of Gainesville Gainesville Regional Utilities
Emery Swearingen	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'Gurn (Main Street)	Gainesville Downtown Owners & Tenants
Sharon Bachner (Main Street)	Matheson Society Inc. / Alachua County Historic Trust
Arnall Downs	-
Commissioner Byerly	-

T:\Marlie\MS08\DT\Project Status.wpd

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
Depot Avenue Reconstruction	4205371	2008/2009	2-Lane reconstruction SAFETEA-LU Project.			
			Section 1			
			Section 2			
			Section 3		04/08	
			Section 4			
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			
SW 62 nd Boulevard	2113653	(2007/2008)	PD&E of 4 corridor alignment alternatives SAFETEA-LU Project.			
ENHANCEMENT PROJECTS						
SR 24 / Archer Road Archer to I-75	2078374	2011/2012 (CST)	Bike Path/Trail-		-	
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) - waiting for project to develop		-	
INTERSECTION / SAFETY / PROJECTS						
Interstate 75	2129498	2011/2012 (CST)	Operational improvement		05/08	

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

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

NCFRPC Conference Room
Gainesville, Florida

Tuesday, 1:30 p.m.
April 15, 2008

MEMBERS PRESENT

Emery Swearingen, Chair
Linda Dixon
Jesus Gomez
Susan Bridges Niemann
Ha Nguyen
Meg Niederhofer
John Richter
Gary Weed

MEMBERS ABSENT

Katy Fanning
Beth Jordan
Jonathan Paul
Reid Rivers
Karen Taulbee

OTHERS PRESENT

Allan Penska
Rachel Henry

STAFF PRESENT

Marlie Sanderson
Michael Escalante

CALL TO ORDER

Chair Emery Swearingen, City of Gainesville Public Works Engineer, called the meeting to order at 1:34 p.m.

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, noted that a quorum was not present. He suggested beginning discussion on the Airport Access Road 60 Percent Design Plans.

I. INTRODUCTIONS

Chair Swearingen introduced himself and requested introductions.

III. AIRPORT ACCESS ROAD

Mr. Marlie Sanderson, MTPO Director of Transportation Planning, stated that Airport Access Road 60 Percent Design Plans have been submitted to the Design Team for review and comment.

Ms. Rachel Henry, RW Armstrong Senior Engineer, and Mr. Allan Penska, Gainesville Regional Airport Director, discussed the Airport Access Road 60 Percent Design Plans and answered questions. She noted that:

1. the recommendation to have the pavement width for the curb-and-gutter cross-section be the same as the swale cross-section was considered and rejected due to project cost limitations;
2. the crosswalk would be straight across the roadway where the existing trail is located;

3. there is no landscaping in Phase 1, the design plans would attempt to save as many existing shade trees as possible and that shade trees would be considered for the Airport Access Road medians in the landscaping plans;
4. the project includes two drainage basins; and
5. the offstreet bicycle/pedestrian trail would be built in Phase 2 of the project.

Mr. Sanderson noted that the Airport Access Road Project is receiving federal funds and will need the approval of the MTPO. He recommended approval of the Airport Access Road 60 Percent Design Plans.

ACTION: Meg Niederhofer moved to recommend that the MTPO approve the Gainesville Regional Airport Entrance Road 60 Percent Design Plans. John Richter seconded; motion passed 7 to 1.

II. AGENDA APPROVAL

Chair Swearingen requested action on the meeting agenda.

Ms. Meg Niederhofer, Gainesville City Arborist, requested discussion of the landscaping for the Alachua County N. Main Street Resurfacing Project.

Mr. Sanderson noted that there was a N. Main Street agenda item and that her concerns could be discussed as part of that item.

ACTION: Jesus Gomez moved to approve the remaining meeting agenda. Gary Weed seconded; motion passed unanimously.

IV. DEPOT AVENUE CONSTRUCTION DOCUMENT PLANS

Chair Swearingen stated that the City has requested review comments from the Design Team. He discussed previous plans presented to the Design Team. He discussed the Depot Avenue Reconstruction Section 3 Construction Document 60 Percent Plans and answered questions. He noted that these plans may be modified to bifurcate the project at SE 2nd Street in order to address soil cleanup.

ACTION: Linda Dixon moved to recommend that the MTPO approve the Depot Avenue Reconstruction Section 3 Construction Document 60 Percent Plans, with the trees on the north side being retained or mitigated between SE 3rd Street and SE 7th Street. Jesus Gomez seconded; motion passed unanimously.

V. MTPO URBAN DESIGN POLICY MANUAL

A. FDOT MAST ARM POLICY

Chair Swearingen stated that the new FDOT mast arms policy is in conflict with the MTPO mast arms policy. He said that the City has received notification from FDOT. He said that FDOT has concerns regarding the expense for maintaining the paint on mast arms.

Mr Sanderson discussed the FDOT District 2's new policy on painting mast arms. He said that FDOT requires a maintenance agreement in order for painted mast arms to be installed.

B. PEDESTRIAN POLICY

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has informed the City of Gainesville that several State Road resurfacing projects would be done without colorized-textured crosswalks. He said that FDOT requested maintenance agreements with the City and County. He noted that the MTPO policy is that colorized-textured crosswalks are installed with resurfacing projects.

Chair Swearingen stated that the City has sent a letter to FDOT informing a preference for the installation of brick crosswalks.

C. PROPOSED REVISIONS

Chair Swearingen stated that he has reviewed the manual to address consistencies with the City's policies. He discussed proposed revisions and answered questions. He said that he would work with Ms. Susan Bridges Nieman regarding proposed revisions. He noted that he preferred the MTPO Urban Design Manual criteria be used as guidelines rather than mandates.

VI. MAIN STREET PROJECT FOLLOW-UP

Chair Swearingen discussed the Main Street project bus bay and intersection landscaping issues from the March Design Team meeting. He said that the Main Street bulbouts would be sodded. He noted that the City and County have signed maintenance agreements with FDOT for Main Street from Williston Road to N 8th Avenue.

Ms. Niederhofer discussed the County's N Main Street Resurfacing Project. She suggested placing tree wells along the corridor.

Ms. Ha Nguyen, Alachua County Design & Contract Manager, discussed the County's N Main Street Resurfacing Project and answered questions. She noted that the County does not have all the cost estimates for items included in the MTPO recommendations.

Mr. Sanderson suggested deferring this topic until the next Design Team meeting so that the County could have the necessary cost estimates and research the City Arborist's concerns.

It was a consensus to defer this agenda item until the next Design Team meeting.

VII. UPCOMING MEETINGS

Mr. Sanderson stated that the MTPO meeting is scheduled for Thursday, May 29th and the next Design Team meeting is scheduled for Tuesday, May 20th.

VIII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

ACTION: John Richter moved to adjourn the meeting. Jesus Gomez seconded; motion passed unanimously.

The meeting adjourned at 3:21 p.m.

**VI.C**

Florida Department of Transportation

CHARLIE CRIST
GOVERNOR

District Two Office
1109 South Marion Ave
Lake City, FL 32025

STEPHANIE C. KOPELOUSOS
SECRETARY

April 22, 2008

Mr. Russ Blackburn, City Manager
City of Gainesville
P. O. Box 490, Station 6
Gainesville, FL 32602-0490

RE: Maintenance of Enhanced Crosswalks and Landscaping

Dear Mr. Blackburn:

Thank you for your letter dated February 12, 2008, requesting brick crosswalks. The Department allows the installation of surface application treatments (patterned/textured pavements) that provide the appearance of brick pavers as part of roadway improvements. However, the Department's Plans Preparation Manual, Volume 1, addresses the installation of brick pavers as detailed below:

Section 2.6.1: Alternate Roadway Paving Treatments:

When requested by a local community, alternative paving treatments such as patterned/textured pavement and architectural pavers meeting FDOT Specifications may be used for enhancing aesthetics and appearance. Use of either of these paving treatments involves additional construction and maintenance costs not associated with typical roadway pavement. Therefore, when used, appropriate agreements with the local community should be obtained. Maintenance agreements for installations on the State Highway System must include provisions that performance requirements for friction and wear shall be maintained for the duration of the installation.

The following restrictions apply to Architectural Pavers:

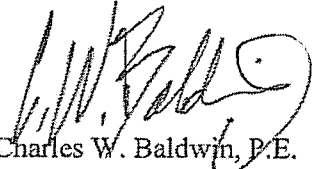
- 1. Shall not be used on the traveled way of the State Highway System.*
- 2. May be used on local side streets (with a design speed of 35 mph or less), non-traffic medians and islands, curb extensions, sidewalks, borders, and other areas not subject to vehicle traffic.*
- 3. ADA requirements must be met in areas subject to pedestrian traffic.*

As such, the installation of brick pavers on the travel lanes of the state highway system will not be allowed. The Department will construct the requested brick pavers on the side streets at signalized intersections provided the City of Gainesville agrees to provide the additional funding for the installation and executes a maintenance agreement.

www.dot.state.fl.us

If you have any questions, please contact James Bennett at (904) 360-5646 or via email at James.Bennett@dot.state.fl.us.

Sincerely,



Charles W. Baldwin, P.E.
District Two Secretary

CC: James G. Bennett, P.E., Urban Area Transportation Development Engineer
Robert L. Parks, P.E., Director of Transportation Development
Karen Taulbee, AICP, Gainesville MTPO Liaison

www.dot.state.fl.us



Office of the City Manager

PO Box 490, Station 6
Gainesville, FL 32602-0490
(352) 334-5010
(352) 334-3119 (fax)
www.cityofgainesville.org

February 12, 2008

Charles Baldwin, P.E.
Urban Area Transportation Development Engineer
Florida Department of Transportation
2198 Edison Avenue
Jacksonville, FL 32204-2730

FDOT District Secretary

Re: Maintenance of Enhanced Crosswalks and Landscaping, City of Gainesville

Dear Mr. Baldwin:

On January 14, 2008, the City Commission voted to decline acceptance for maintenance responsibility of enhanced stamped asphalt crosswalks on state highways in the City. They took further action to request that the state consider installation of brick crosswalks at key intersections in lieu of stamped asphalt. Attached is a cost analysis prepared by staff that indicates that brick is a more cost effective treatment than the stamped, colored asphalt. The City Commission would be willing to take responsibility for maintenance of brick crosswalks.

Thank you for your time and consideration of this matter, should you need additional information, do not hesitate to contact Teresa Scott, Public Works Director, at (352) 334-5070.

Sincerely,

Russ Blackburn
City Manager

Copy: Teresa Scott

..Title

Maintenance of Enhanced Crosswalks and Landscaping on State Highways (B)

This item involves a request by the Florida Department of Transportation (FDOT) to enter into maintenance agreement for the City of Gainesville to provide perpetual maintenance for enhanced pedestrian crosswalks and/or landscaped medians for four FDOT resurfacing projects.

..Explanation

In September 2007, the Public Works Department received a letter from the Florida Department of Transportation (FDOT) that stated certain roadway enhancements will not be included in FDOT projects on the State Highway System unless the local government with jurisdiction agrees to provide for the maintenance of the enhancements. FDOT has recently presented four maintenance agreements for consideration. In particular, the City of Gainesville is requested to be responsible for the future maintenance of the textured pedestrian crosswalks and landscaping within the rights-of-way that exceed the FDOT standards covered by the proposed agreements. There are currently four resurfacing projects being impacted by this change in policy. They are (1) University Avenue from West 21st Street to Waldo Road, (2) University Avenue/Hawthorne Road from Waldo Road to SE 14th Street, (3) NW 34th Street from NW 5th Avenue to US 441, and (4) North 39th Avenue from NW 24th Boulevard to the main Airport Entrance.

There are a total of 1,430 square yards (sq. yd.) of imprinted asphalt crosswalks to be placed in Fiscal Year 2008 and 4,317 sq. yd. of imprinted asphalt crosswalks to be placed in Fiscal Year 2009. These crosswalks are estimated to have a maximum five (5) year life and then would need replacement. Replacement costs are estimated to be \$125 per sq. yd. (2007 dollars); thus a CIP cost of \$251,519 would be required in Fiscal Year 2013 and a CIP cost of \$736,392 would be required in Fiscal Year 2014. The estimated replacement cost includes not only the actual cost of the crosswalks, but also the cost of mobilization, maintenance of traffic, bonding, insurances, and other cost of conducting business and working in an FDOT right-of-way. Additionally, annual landscaping maintenance costs are estimated at \$25.11 per square yard of landscaped area. The current four FDOT resurfacing project plans provide four median islands only on University Avenue between 4th and 7th Streets for an approximate total of 694 sq. yd. This equates to an annual maintenance cost of \$17,426 in 2007 dollars.

The adopted MTPO Urban Design Policy Manual requires pedestrian crosswalks to be constructed of brick on all arterial and collector roadways. The life expectancy for brick crosswalks is a minimum of 25 years with no significant maintenance requirements foreseen. The average unit cost of brick crosswalks installed during project construction is \$170 per sq. yd. as compared to the cost of imprinted asphalt crosswalks of \$70 per sq. yd. These are unit costs taken from FDOT projects and do not contain mobilization, maintenance of traffic, and other general project overhead costs. However, the initial additional construction cost expenditure for the brick crosswalks would be fully recovered with avoiding the cost of the first replacement of the imprinted asphalt crosswalks.

The adopted MTPO Urban Design Policy manual requires that new curb and gutter median islands are sufficiently wide to allow for the planting of shade trees; however, the policy does not specifically require the planting of shade trees. The University Avenue project will require the removal of no existing trees so there is no tree mitigation requirement. The FDOT policy states that their standard design is to address mitigation tree requirements only. Therefore, the standard FDOT landscaping for these four islands is sod. The CRA has secured consultant designed landscape plans for these four islands as well as the re-landscaping of several other existing medians within the project limits on West University Avenue. Only the median islands shown on the FDOT plans for new construction are included in the maintenance cost data.

..Fiscal Note

Additional annual funding in the amount of \$146,000 for crosswalk maintenance and \$17,426 for landscape maintenance is not available in the Public Works Department operating budget.

..Recommendation

Recommended Motion: The City Commission direct the City Manager to notify the FDOT that the City is willing to accept maintenance responsibility of enhanced crosswalk features constructed of brick, but not of other materials such as imprinted or textured asphalt.