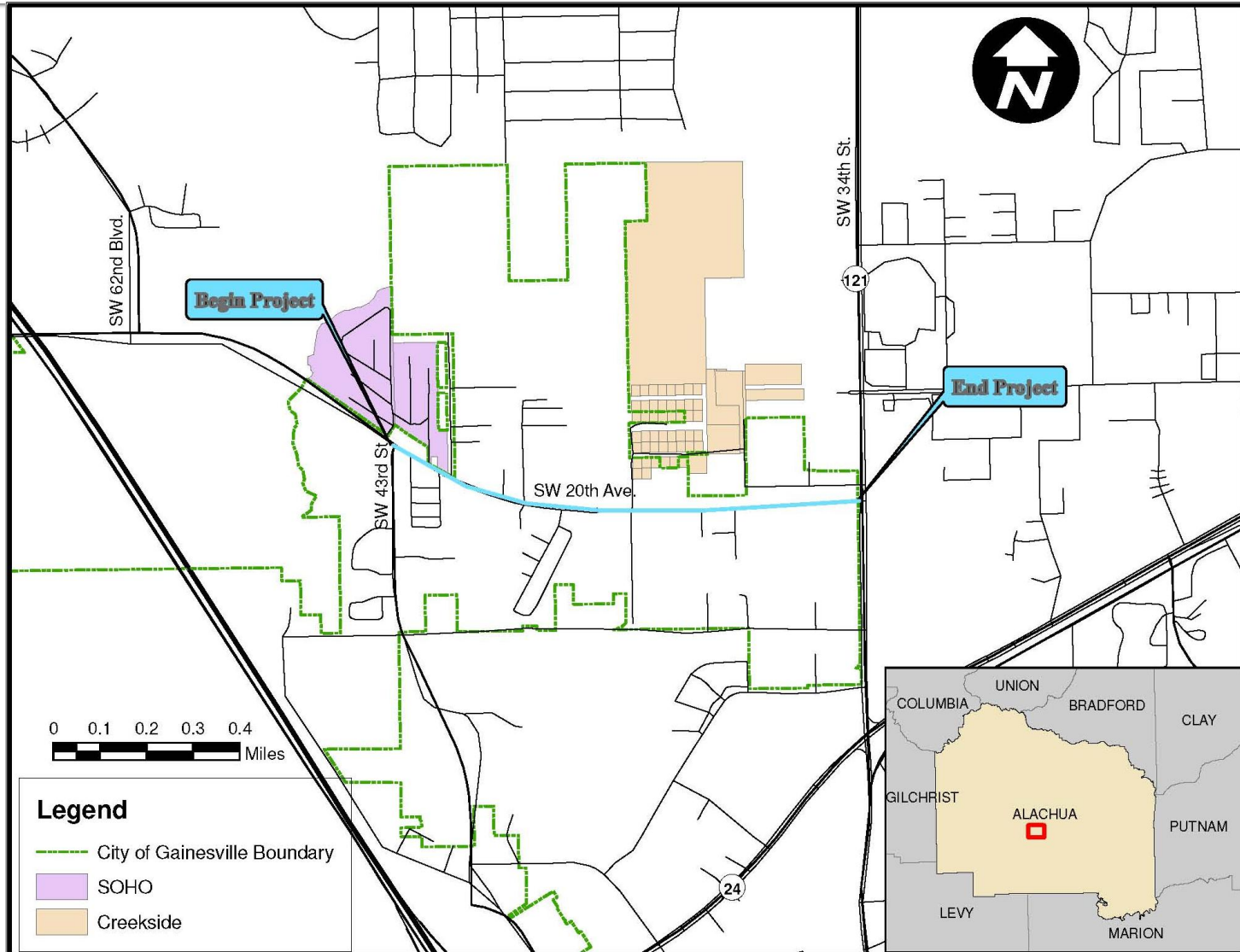


# SW 20<sup>th</sup> Avenue

Prepared By:  
Florida Department of Transportation  
District Two



# 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'

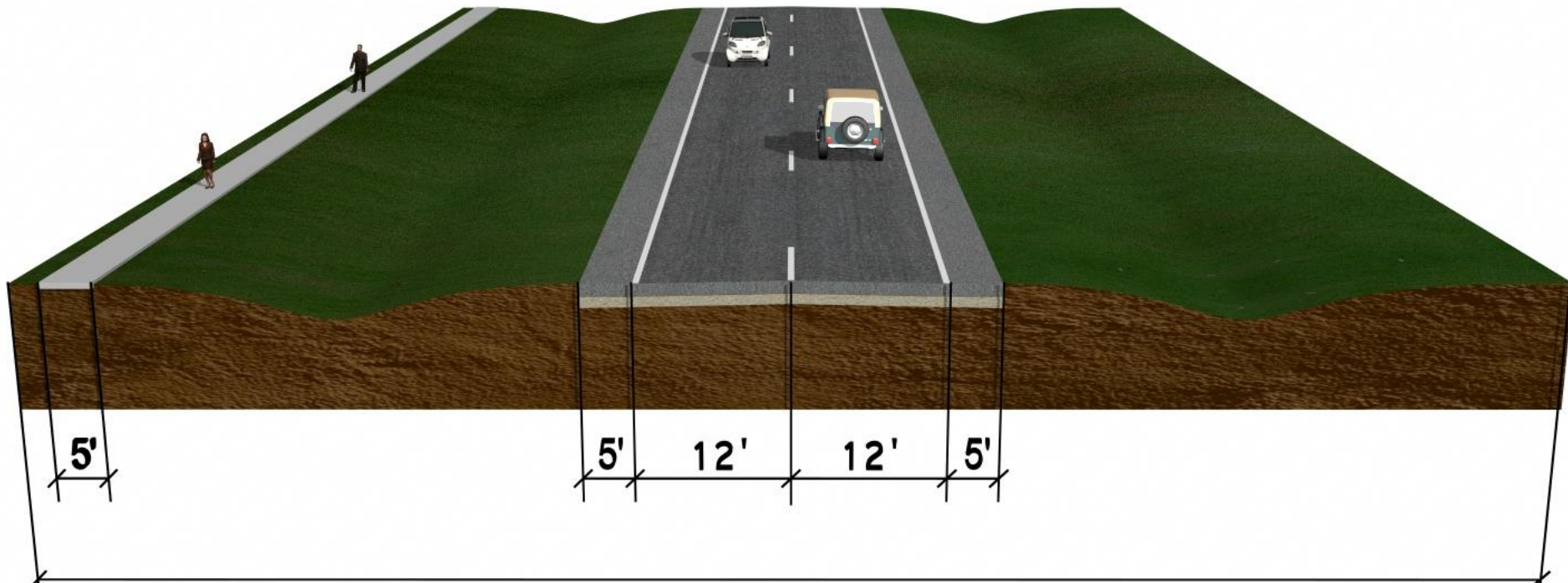
# 2025 Cost Feasible Plan - Priorities

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 <sup>th</sup> 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	<b>SW 20<sup>th</sup> Avenue From: SW 43<sup>rd</sup> Street To: SW 34<sup>th</sup> Street</b>	<b>Reconstruction of the existing two-lane facility to include missing sidewalks, center turn lanes, raised medians, bus bays, and transit 'super stops'</b>	<b>\$12</b>
4	G	NW 34 <sup>th</sup> Street From: NW 16 <sup>th</sup> Avenue To: NW 13 <sup>th</sup> Street	Construction of center turn lanes along this facility	\$1.8
5	Y	Depot Avenue From: SW 13 <sup>th</sup> 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 <sup>th</sup> Avenue	Construction of intersection modifications at Archer Road/SW 16 <sup>th</sup> 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 <sup>th</sup> Ave with associated intersection modifications	\$8.2

# Ongoing/Coinciding Studies

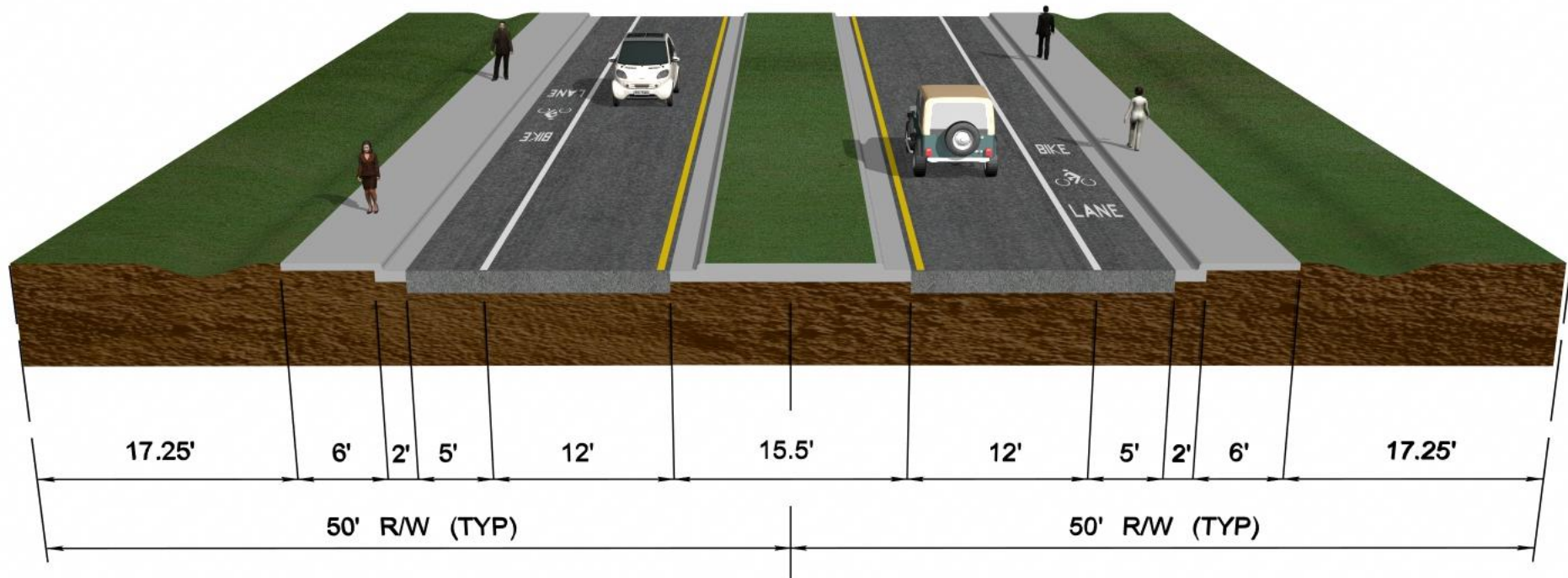
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24<sup>th</sup> Avenue and Construction of 38<sup>th</sup> Terrace
- Annexation Process of the Urban Village into the City Limits

# Existing Typical Section



**80' ROW BETWEEN 43<sup>rd</sup> ST. & 38<sup>th</sup> TERR.  
100' ROW BETWEEN 38<sup>th</sup> TERR. & 34<sup>th</sup> ST.**

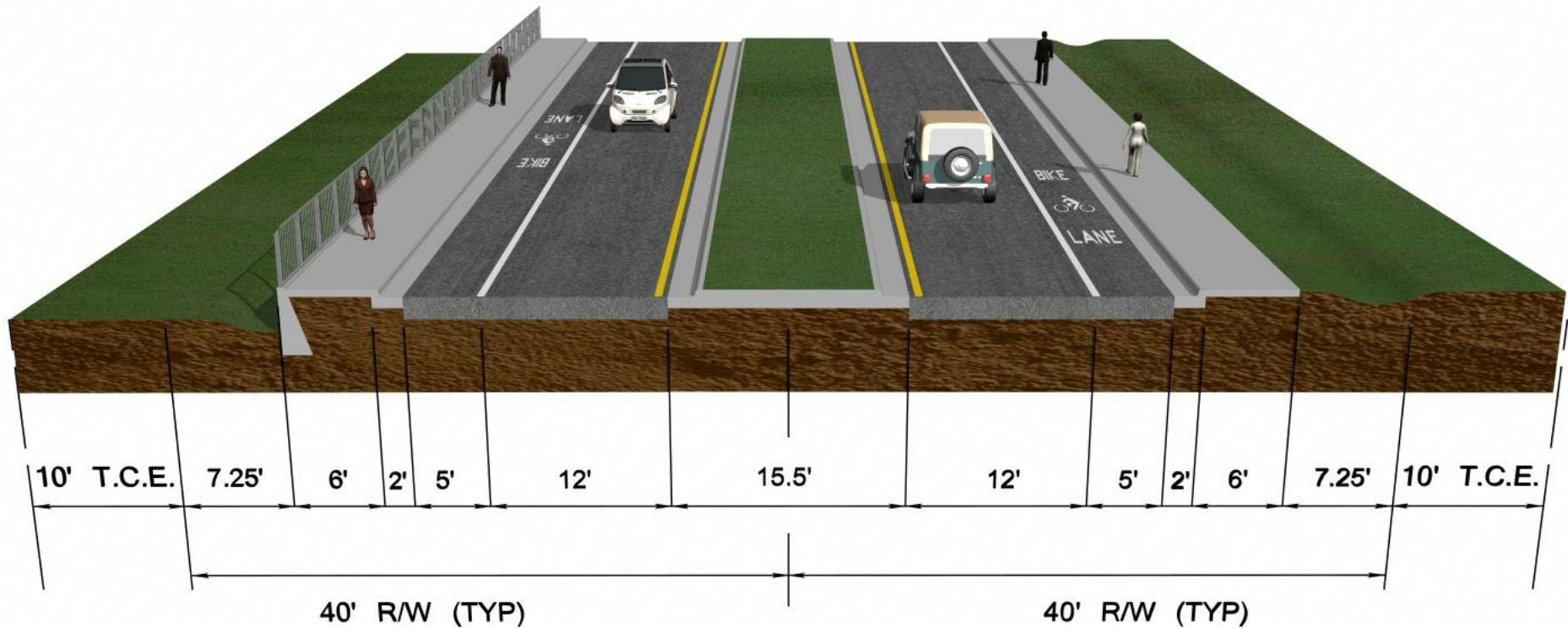
# Proposed Typical Section



From 43<sup>rd</sup> Street to 38<sup>th</sup> Terrace



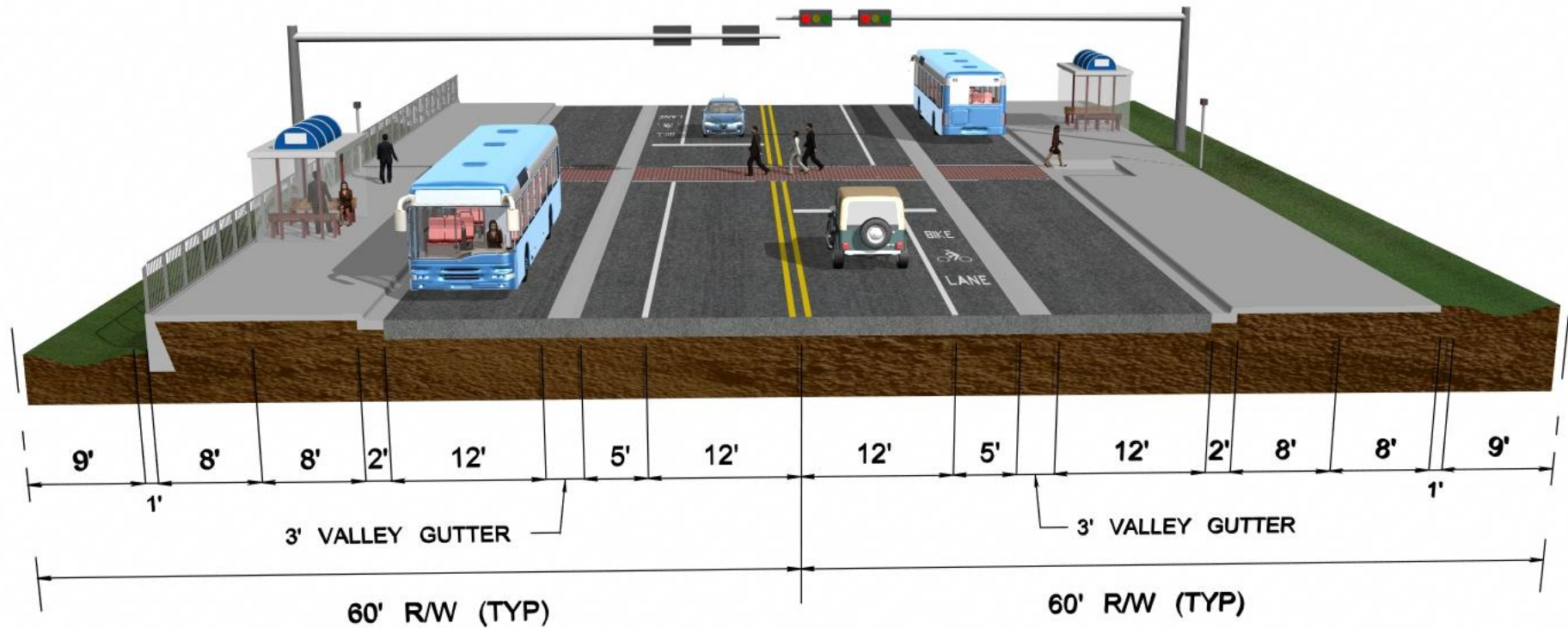
# Proposed Typical Section



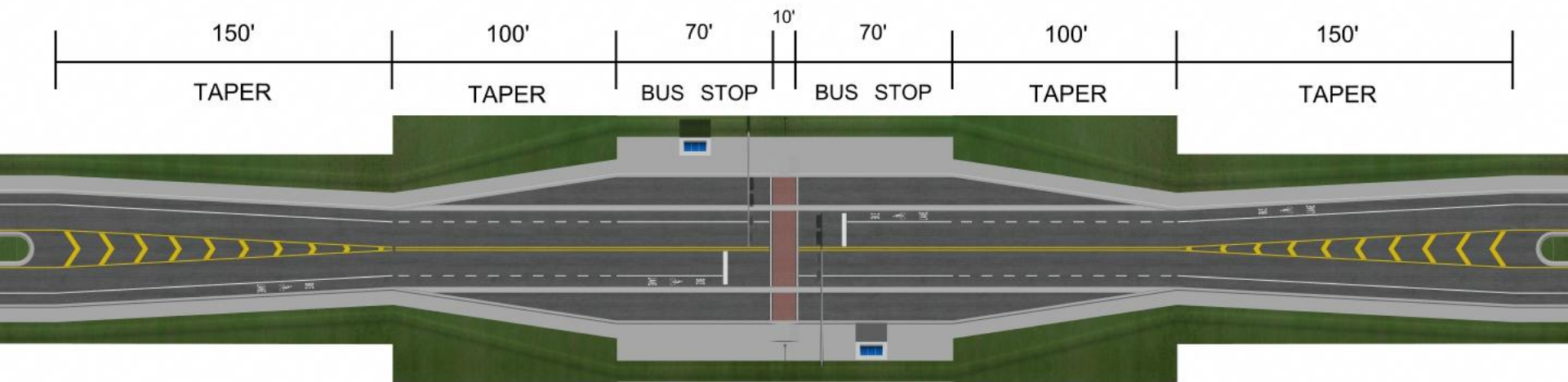
From 38<sup>th</sup> Terrace to 34<sup>th</sup> Street (SR-121)



# Proposed Smart Bus Bay Typical Section

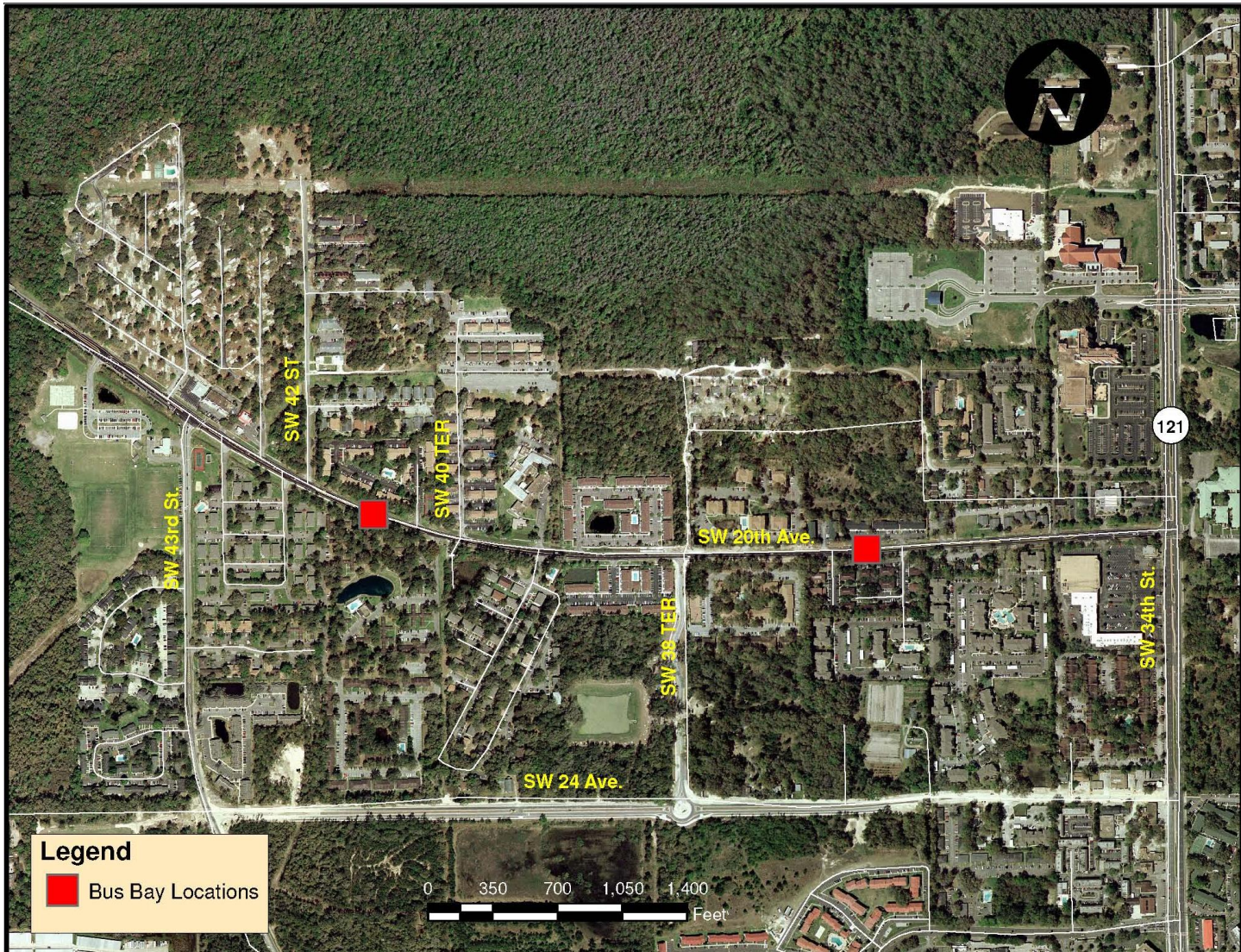


# Proposed Smart Bus Bay Dimensions





# Proposed Smart Bus Bay Locations



# Advantages

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- Livable/Walkable Community
- Aesthetically pleasing
- Easier for buses to reenter roadway
- Continuous Sidewalks

# Disadvantages

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- Limited Median Openings
  - The ability to make left turns into driveways will be removed
- U-turns not possible

# Costs

ITEM	COSTS
Construction	\$19,108,000
Construction Engineering Inspection	\$2,866,000
Engineering	\$2,866,000
Number of Parcels Impacted	20 (including 12 Temporary Construction Easements)
Right-of-Way	\$3,016,000
<b>TOTAL PROJECT COST</b>	<b>\$27,856,000</b>



# Next Steps

- Final Multimodal Corridor Report – December
- Project Development & Environment Study – Unfunded
- Design – Unfunded
- Right-of-Way – Unfunded
- Construction - Unfunded

# Smart Bus Bay Demonstration

