Draft Multimodal Corridor Report

SW 20th Avenue from 43rd Street to 34th Street

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
November 19, 2008

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.

Table of Contents:

List of Figures

List of Tables

Appendix

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 SR-121 (34th Street), realigning the east end of the project to intersect 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 Multi-modal 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 SW 34th Street was annexed into the City of Gainesville during the November 2008 election. The project limits for this study are from 43rd Street to SR-121. The project location is shown in Figure 1-1.

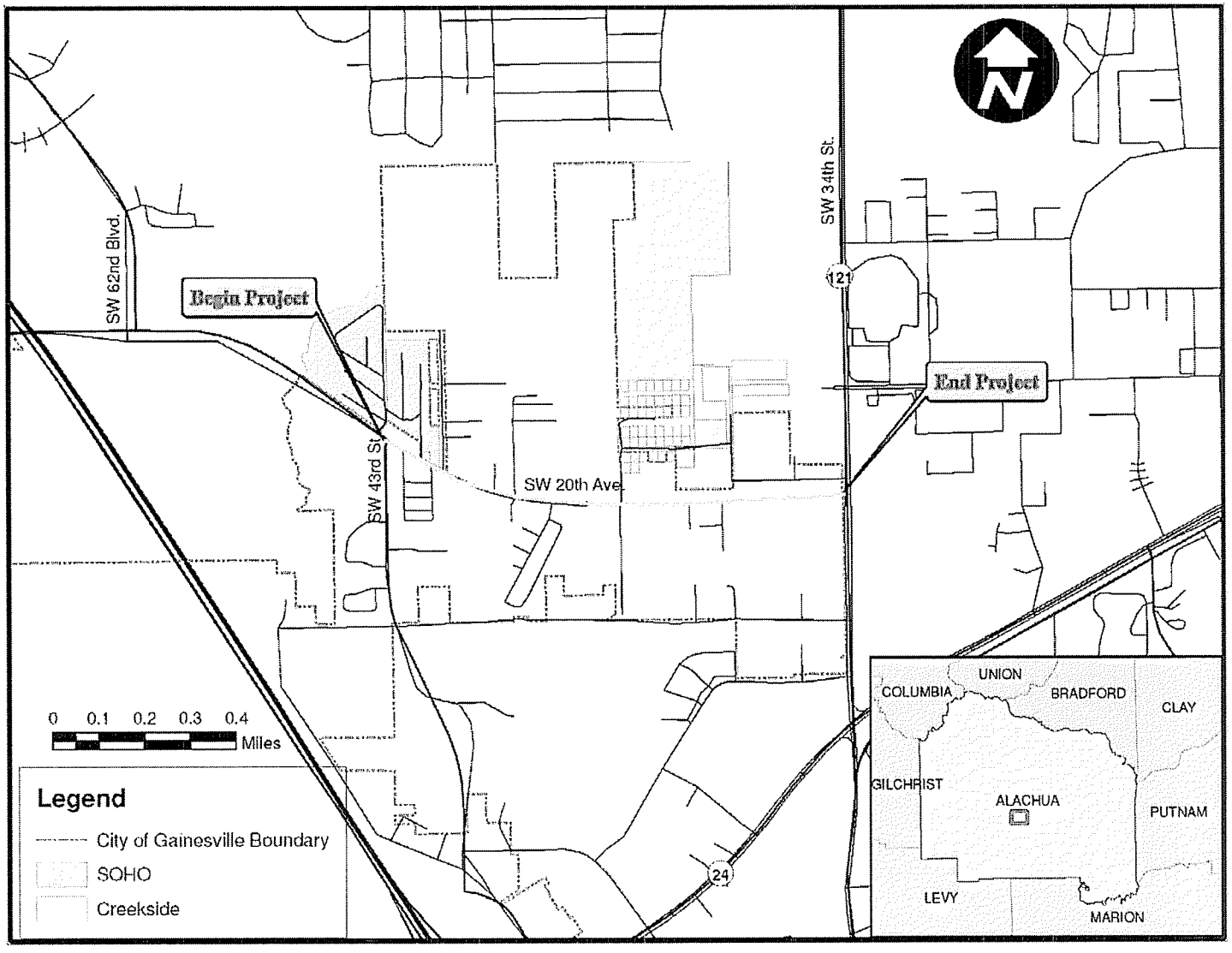


Figure 1-1: Project Study Area

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 is between SW 42nd Street and 38th Terrace and is roughly 1380' long. The second section is between 38th Terrace and 34th Street and 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 Gainesville Rapid 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.

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. This volume of traffic corresponds to a level of service F.

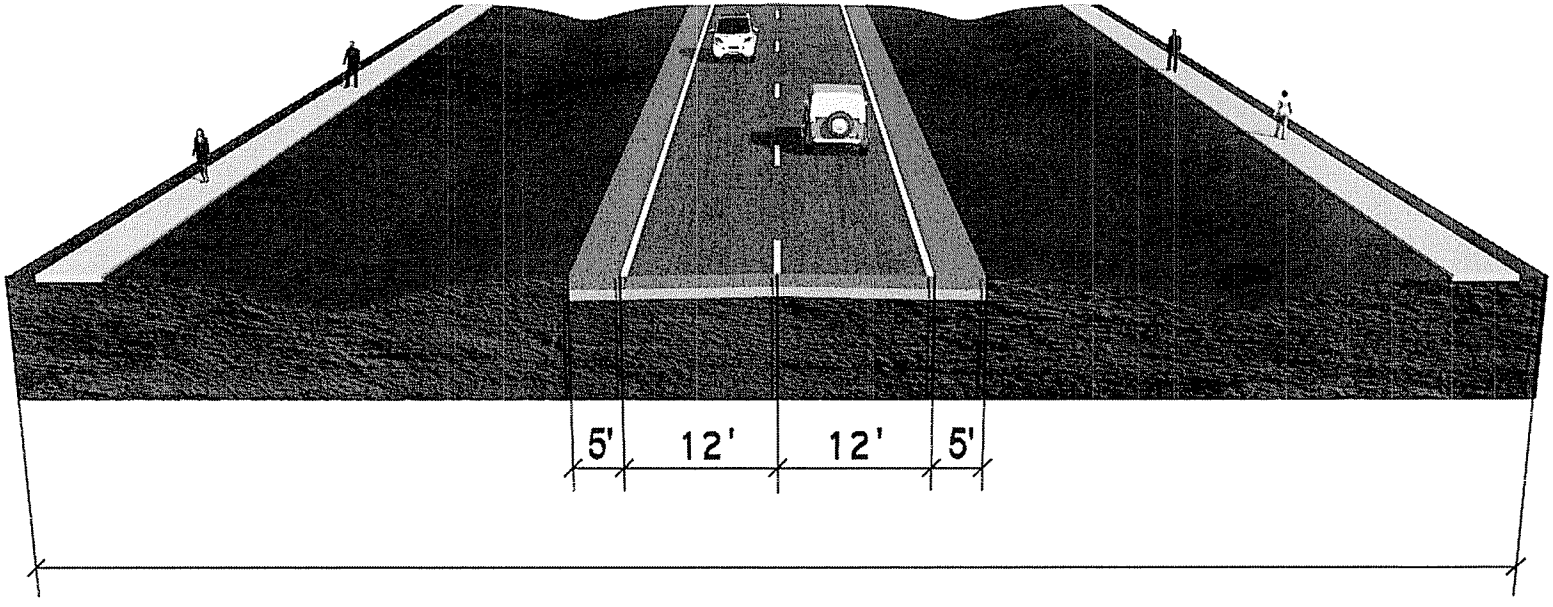
2.5 Lighting

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



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

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, and various stakeholders 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 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 is 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 considered not feasible.

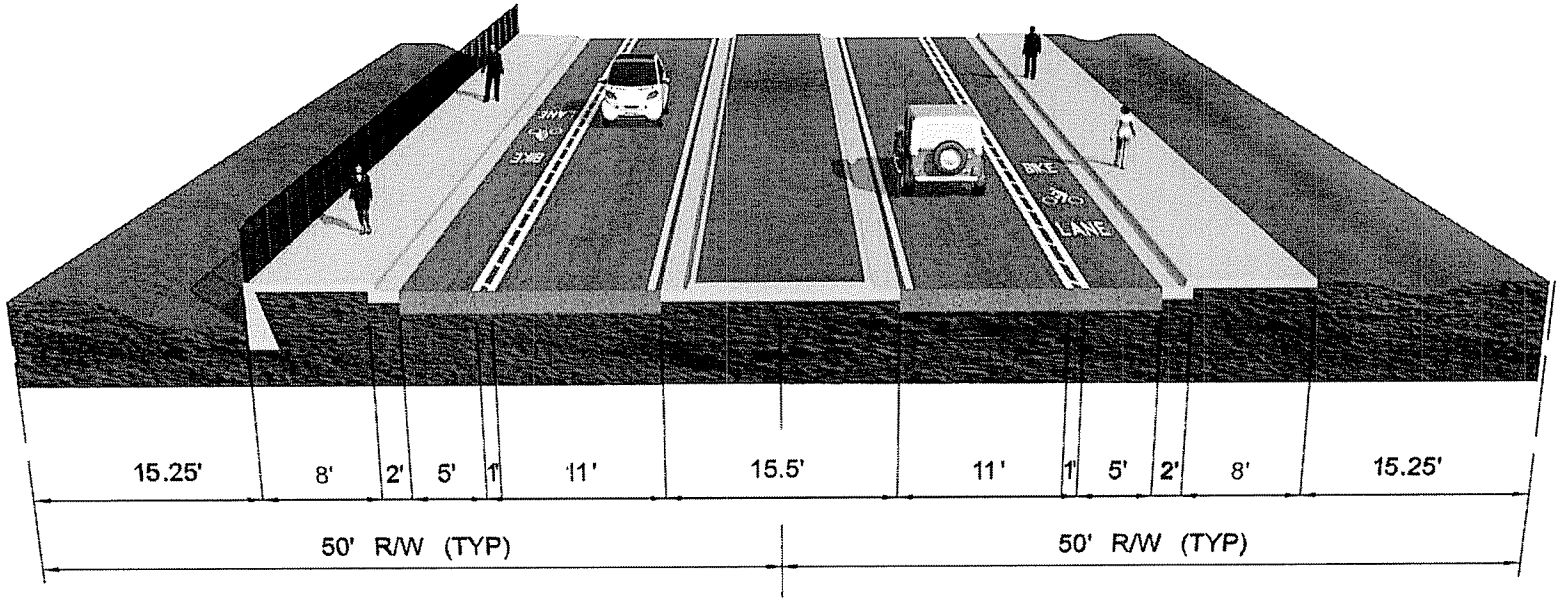


Figure 3-1: Alternative One

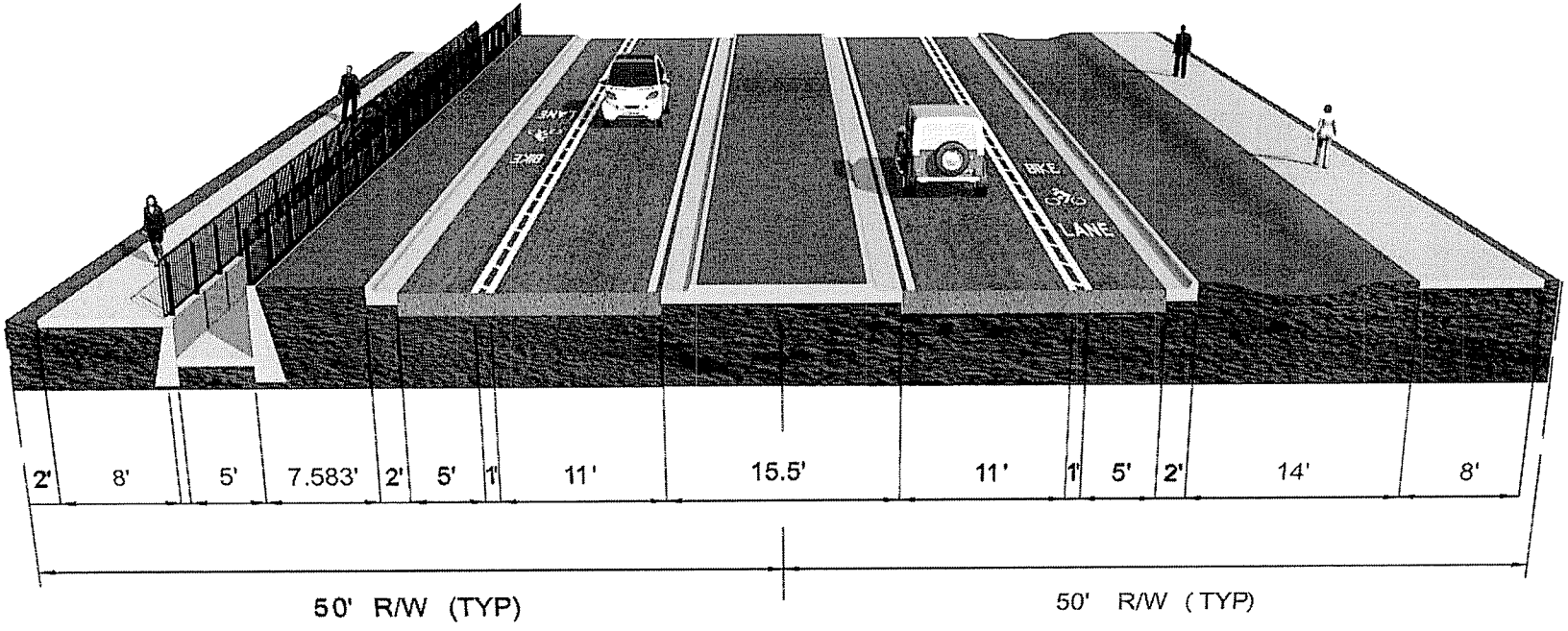


Figure 3-2: Alternative Two

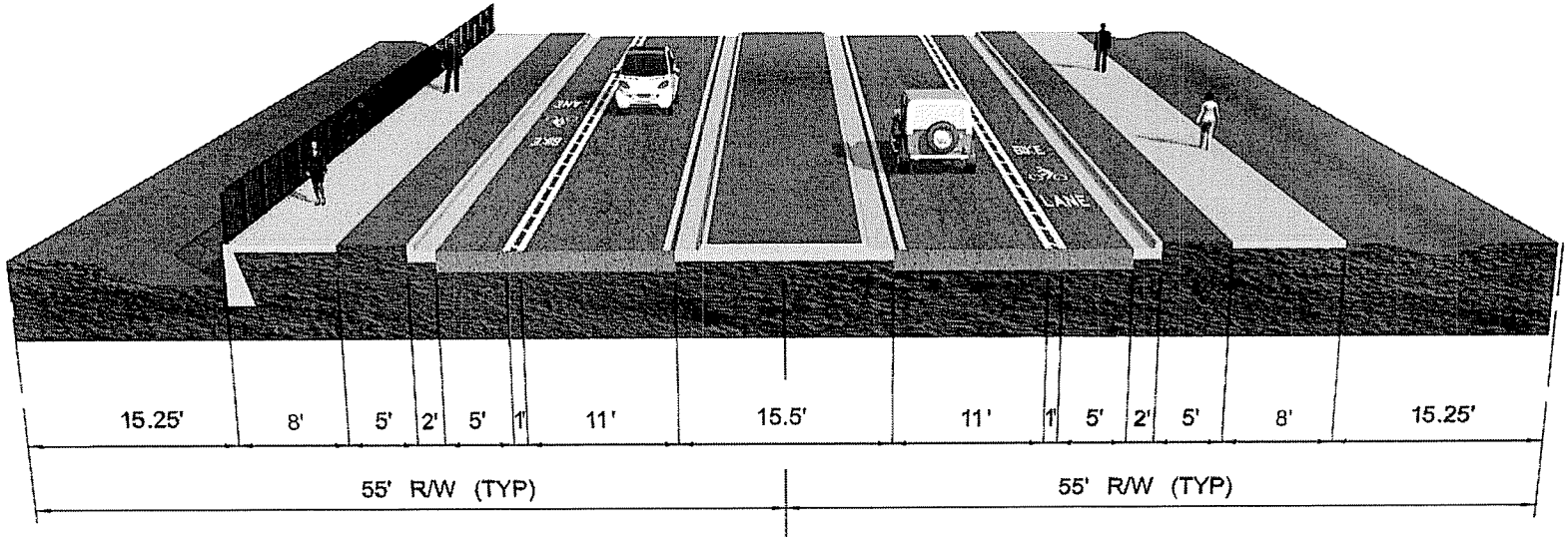


Figure 3-3: Alternative Three

Alternative Three was developed based on the Technical and Citizens Advisory Committees comments. Alternative Three is the same concept as Alternative One except it was modified to have a 5' planting strip between the back of curb and the sidewalk.

3.3 Alternatives

Three alternatives were ultimately developed based on further input from the City Commission, County Commission, and the various committees. 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 the 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. Their recommendation was for Alternative 3 and due to not having enough voting members their recommendation was moved to the consent agenda for the December 11th meeting. The Metropolitan Transportation Planning Organization also requested that, during the design phase, an emphasis should be placed on ensuring that the roadway has adequate lighting.

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 signalizing 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. These will be in addition to several normal stops that were not located during this project.

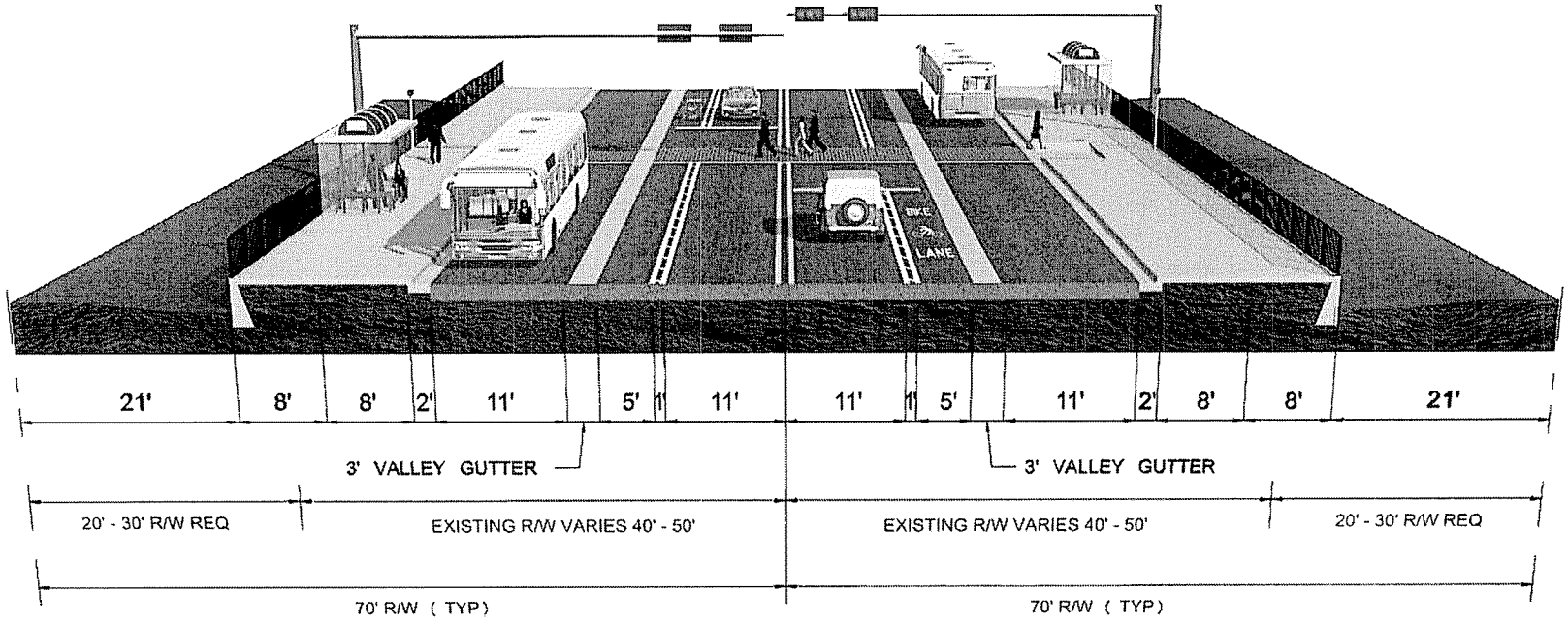


Figure 3-4: Transit Super Stop Typical Section

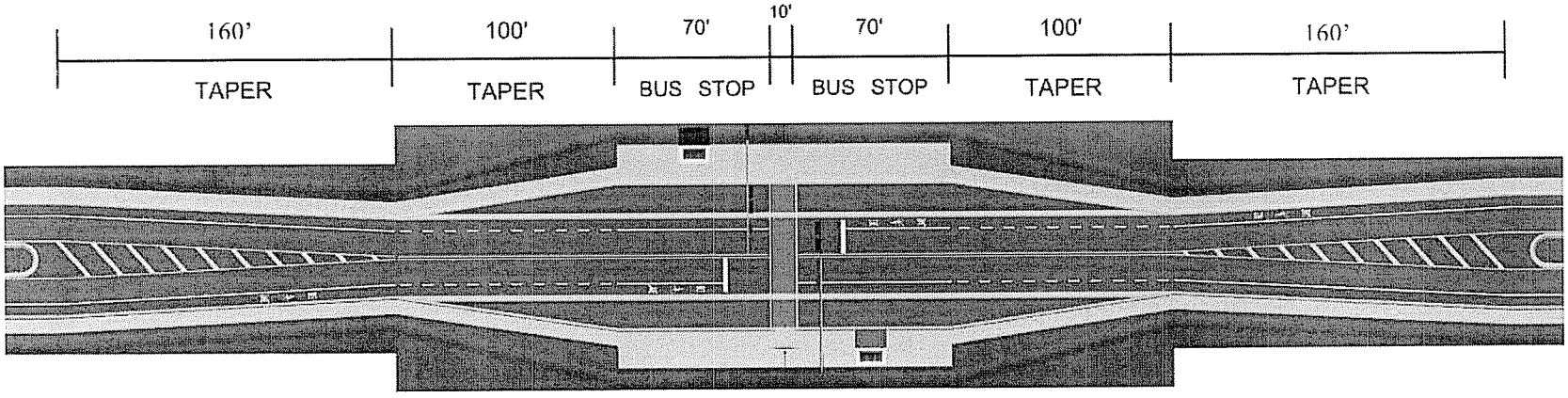


Figure 3-5: Transit Super Stop Plan View

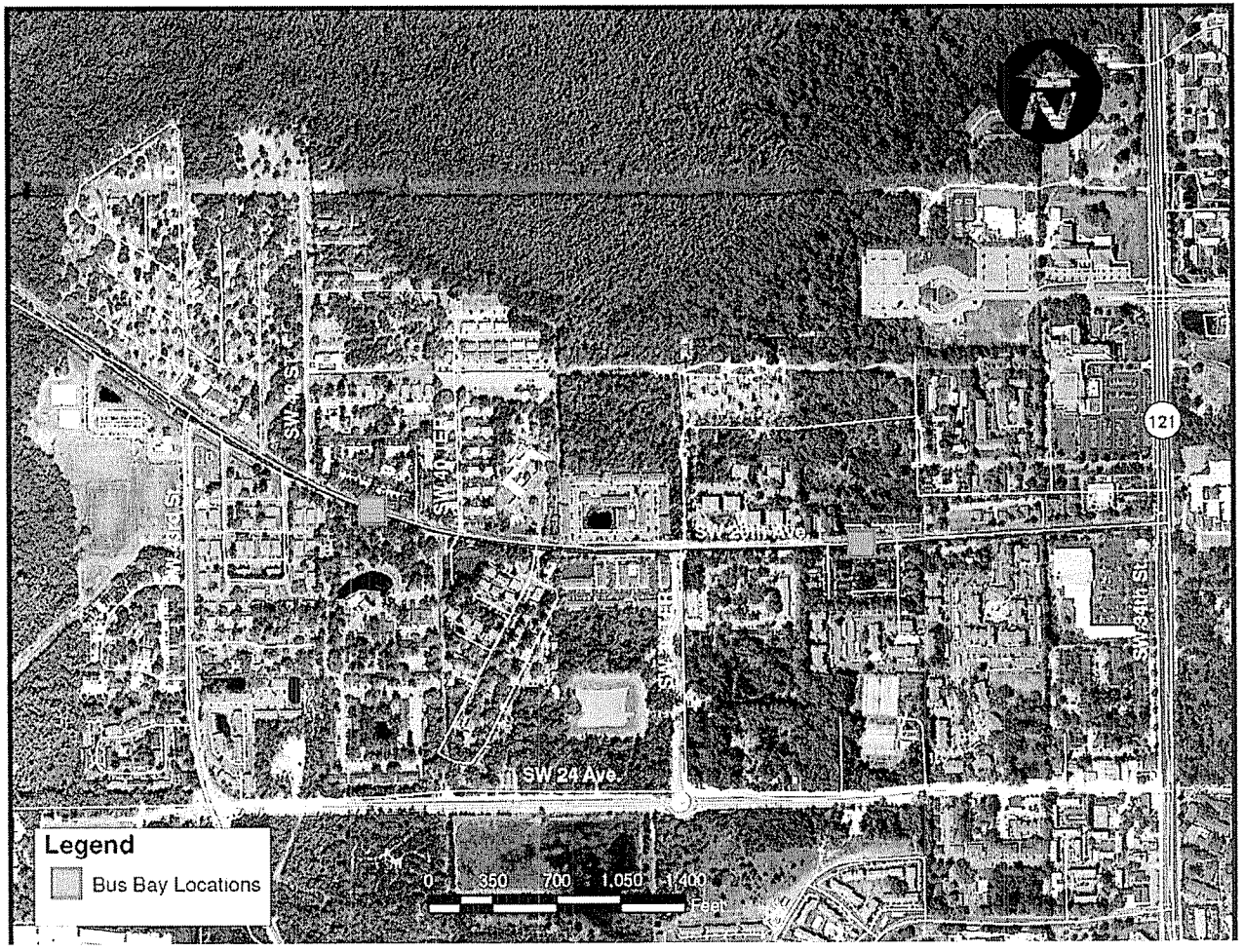


Figure 3-6: Transit Super Stop Locations

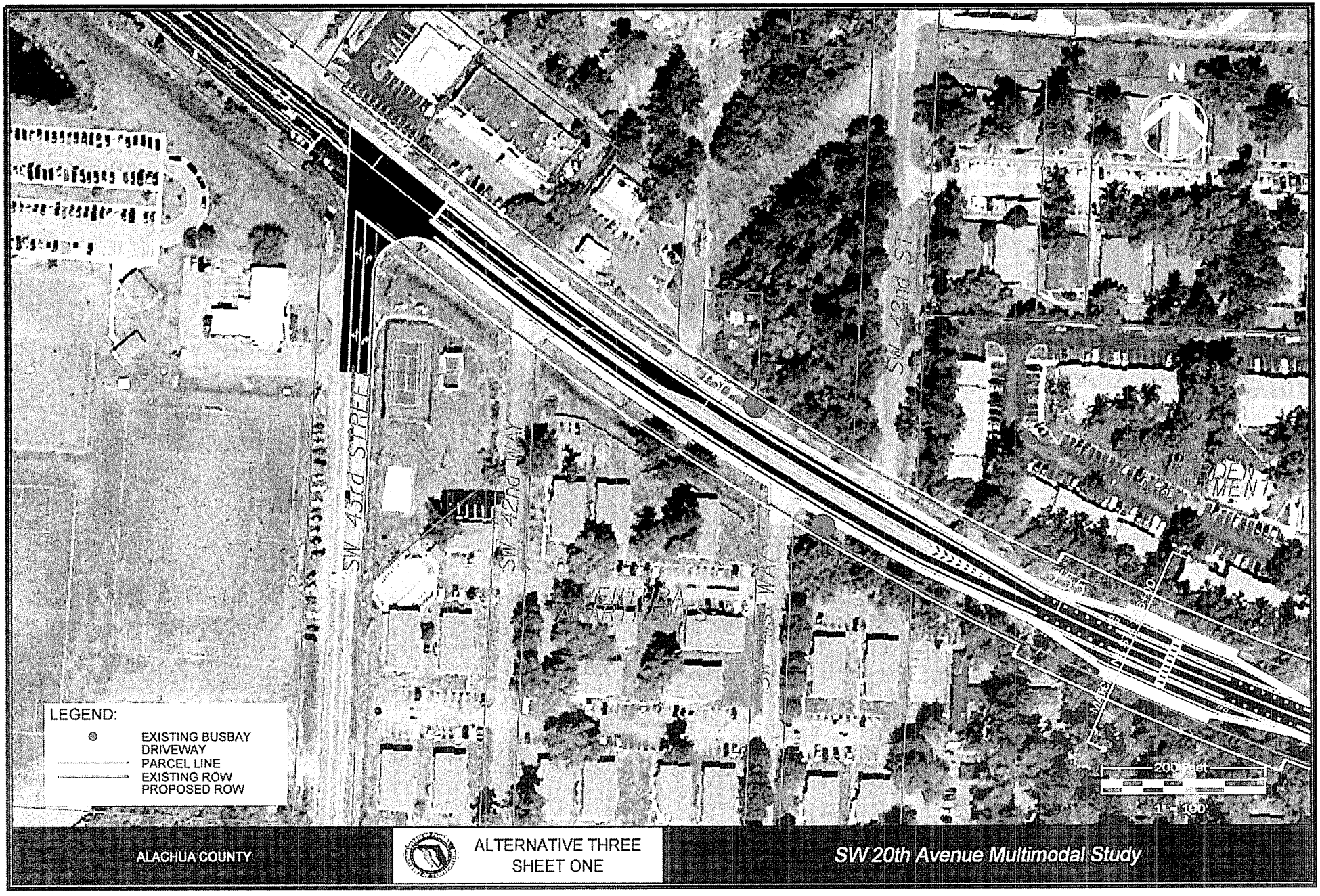
3.6 Evaluation Matrix

The total project cost for Alternative 3 is shown in Table 3-1. These are based on 2008 costs using the Florida Department of Transportation Long Range Estimate Program.

Table 3-1: Evaluation Matrix

CONSTRUCTION COST	$23,389,000
DESIGN/INSPECTION COSTS	$4,678,000
RIGHT-OF-WAY COSTS	$5,990,000
NUMBER OF PARCELS IMPACTED	29
TOTAL COST	**$34,057,000**

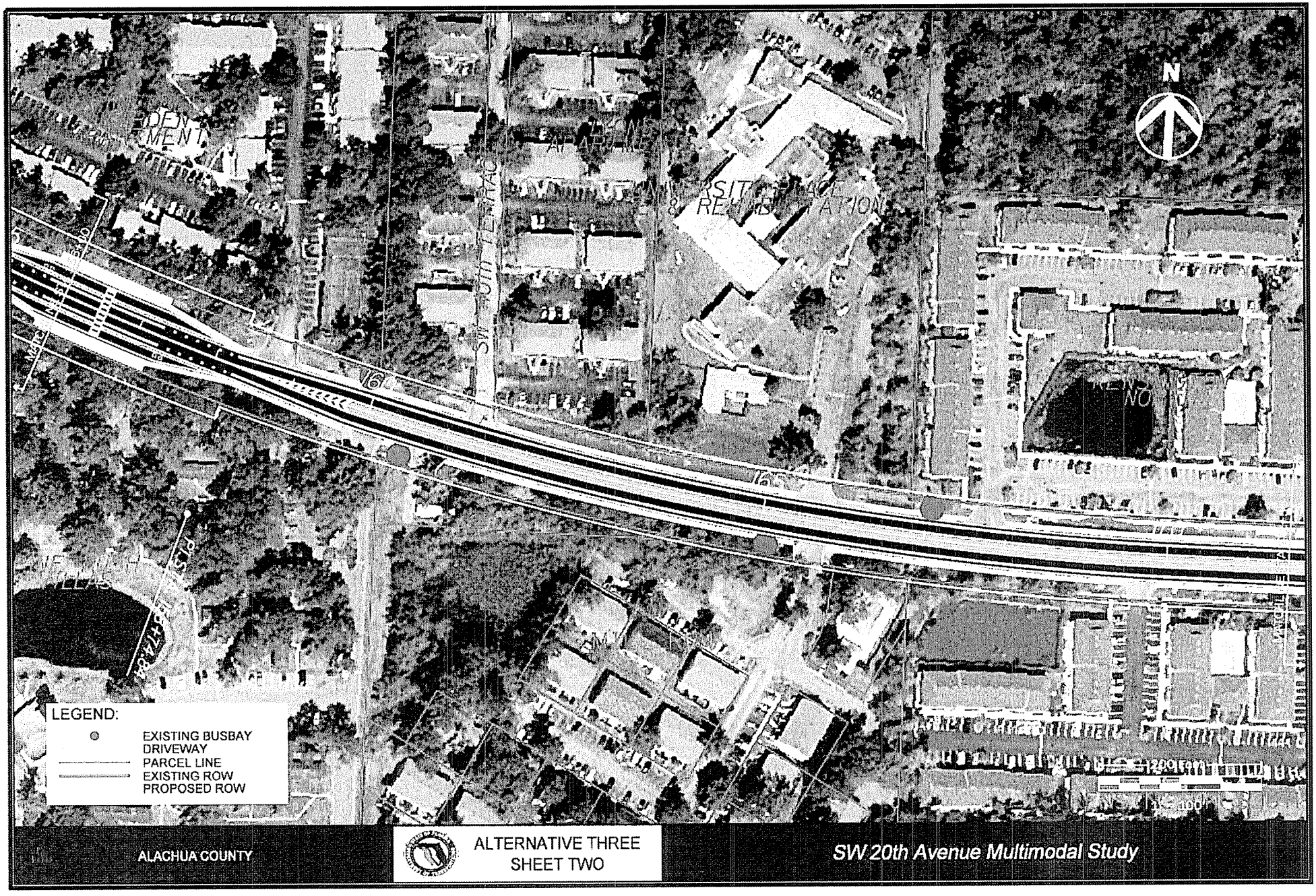
APPENDIX A: Alternative Concepts

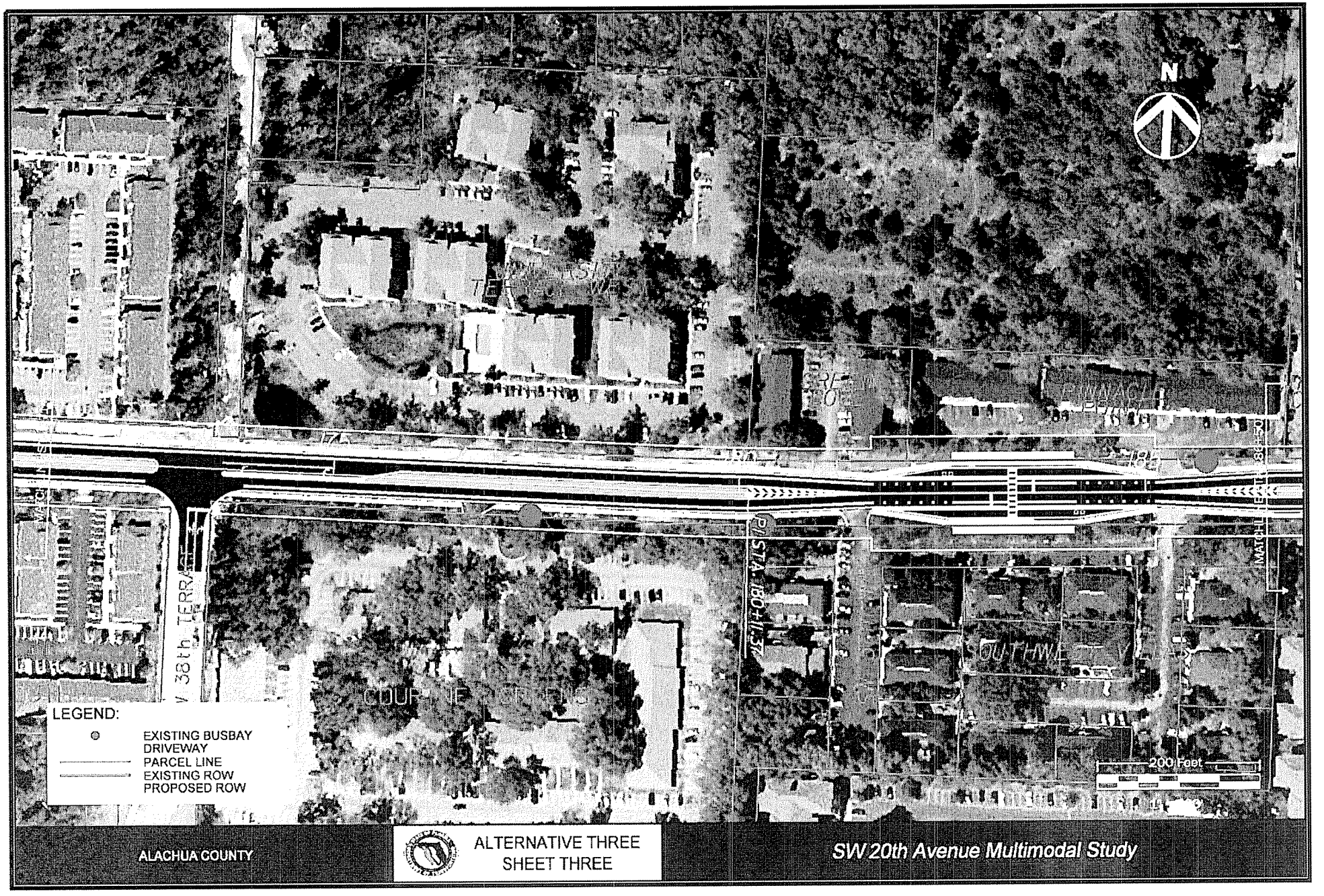


ALACHUA COUNTY

ALTERNATIVE THREE
SHEET ONE

SW 20th Avenue Multimodal Study


N
LEGEND:
EXISTING BUSBAY
DRIVEWAY
PARCEL LINE
EXISTING ROW
PROPOSED ROW
1200 FT
ALACHUA COUNTY
ALTERNATIVE THREE
SHEET TWO
SW 20th Avenue Multimodal Study


N
LEGEND:
EXISTING BUSBAY
DRIVEWAY
PARCEL LINE
EXISTING ROW
PROPOSED ROW
200 Feet
ALACHUA COUNTY
ALTERNATIVE THREE
SHEET THREE
SW 20th Avenue Multimodal Study

ALACHUA COUNTY

ALTERNATIVE THREE
SHEET FOUR

SW 20th Avenue Multimodal Study

APPENDIX B: LRE Estimates

Date: 11/18/2008 9:05:36 AM

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 Quantity	Unit	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 MARKERS	102.00 EA	$3.59	$366.18
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
Version 6 Project Grand Total				**$23,388,756.99**

APPENDIX C: Right-of-Way Estimates

FLORIDA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY COST ESTIMATE

FM#:	211335-3	**ALTERNATIVE:**	Two	**DATE OF ESTIMATE:**	10/31/08
CE ID#:	N/A	**ALIGNMENT:**	N/A	**DISTRICT:**	Two
JOB/SEC#:	26506001	**LENGTH OF JOB**	1.651 **Miles**	**COUNTY:**	26 - ALACHUA
Program Year:	TBD	**Design Plans:**	Conceptual or Sketch (new)	**STATE ROAD:**	CR 2074
Estimate Type:	Preprogram	**Project Type:**	9980 - PRELIMINARY ENGINEERING	**Actual Costs:**	None
PROJECT:	SW 20TH AVE FROM SW 43RD ST TO SW 34TH STREET				

PARCELS:	**FEE**	**Perm. Easmt**	**TCE**	**Total Parcels**
Commercial:	28	0	0	28
Residential:	0	0	0	0
Vacant:	1	0	0	1
Donations:	0	0	0	0
Companion Parcels:	0	0	0	0
Total Parcels:	29	0	0	29

RELOCATEES (EST.)	
Business:	0
Residential:	12
Personal Prop	0
Special:	0
ODA Signs:	0
Total:	12

SUMMARY OF PHASE TOTALS	
TOTAL PHASE 4B	$652,587
TOTAL PHASE 41	$290,000
TOTAL PHASE 42	$0
TOTAL PHASE 43	$4,938,207
TOTAL PHASE 45	$108,900
TOTAL PHASE 46&48	$0
TOTAL ALL PHASES	$5,989,694

ESTIMATED BY:	Gerald W. Springstead II	DATE:	10/31/08
REVIEWED BY:	John S. Skinner	DATE:	10/31/08
SUPERSEDES ESTIMATE:		DATE:	N/A
COMPLETED DATA INPUT DATE:	10/31/08		

Remarks: This cost estimate is based on preliminary R/W sketches. Take areas were provided by Stephen Browning of FDOT EMO. Per instructions, a hypothetical pond containing three acres of right of way was included. All costs are subject to change with the availability of more detailed maps and information. The proposed take from parcel 06713-100-001 would negatively impact parking and circulation. Demolition of the multifamily building located in the middle of the complex has been considered as a cure to restore parking. It has been assumed that circulation and parking of the other parcels would not be negatively impacted. Careful consideration is needed in design to avoid damages (if possible) to parking and circulation of the multifamily and commercial properties along this project. These damages can substantially increase right of way costs. Landscape buffer replacement costs could also be above average for this project. It has been assumed that parking damages would not result in the taking from Kennington North.

PERSON REQUESTING ESTIMATE:	Stephen Browning	**DATE REQUESTED:**	10/28/08
PROJECT MANAGER, PHONE EXT:	BH/JK/SB	**DUE DATE:**	ASAP

This cost estimate is a consultation service and not an appraisal of market value (per USPAP).

The amount shown is a probable cost to acquire right of way. Accuracy is directly correlated to the completeness of project and market information. The project file contains supporting documentation for this estimate. The cost estimate's confidence rating as listed below is based on the completeness and accuracy of the data utilized and the time allowed to perform the estimate. Signed copies of the estimate are maintained within the project file and are available upon request.

The following indicates the confidence level of this report based on a level between 1 and 5 with 5 representing the highest level of confidence

CONFIDENCE LEVEL: 1

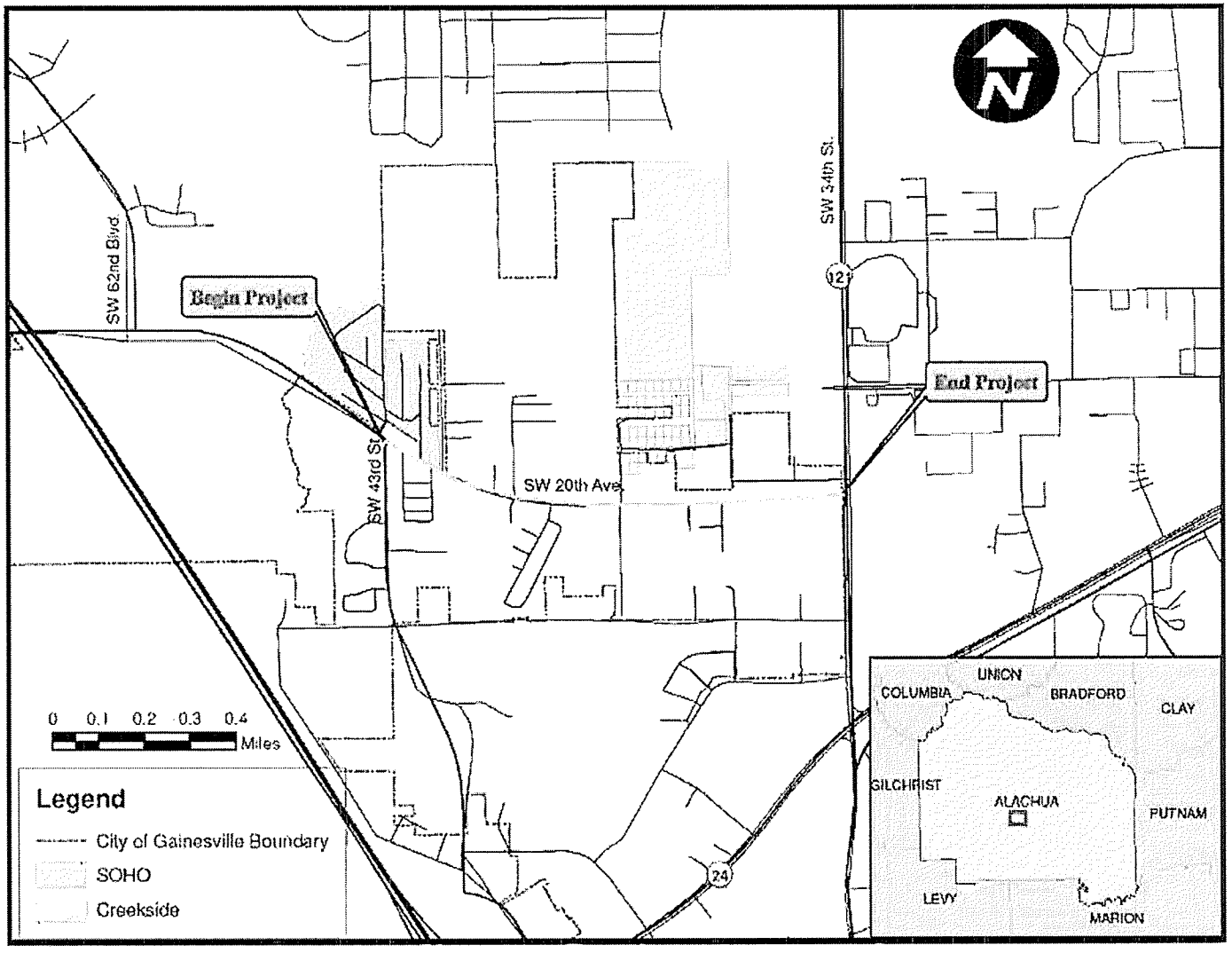
APPENDIX D: MTPO Presentation, November 13, 2008

SW 20th Avenue

Prepared By:
Florida Department of Transportation
District Two

MTPO November 13 , 2008

Study Area


SW 62nd Blvd
Begin Project
SW 43rd St
SW 20th Ave
SW 34th St
121
End Project
24
0 0.1 0.2 0.3 0.4
Miles
Legend
City of Gainesville Boundary
SOHO
Creekside
UNION
COLUMBIA
BRADFORD
CLAY
GILCHRIST
ALACHUA
PUTNAM
LEVY
MARION

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'

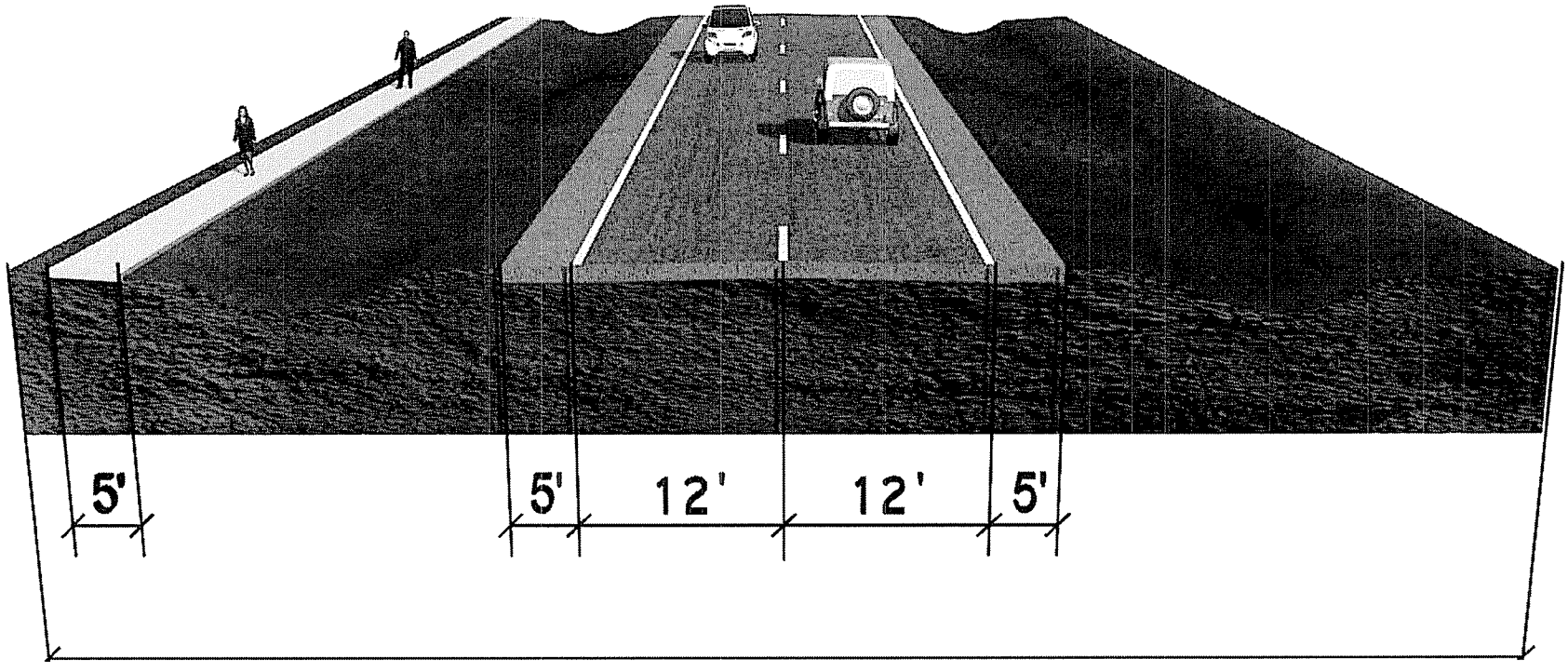
2025 Cost Feasible Plan - Priorities

Priority	Needs Plan Project	Description	Type Work	Funding Allocated ($millions) [Year of Expenditure Dollars]
1	ITS-1	Traffic Management System AT: Systemwide	Install modernized traffic-control system	$16
2	E	SE 16th 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 20th Avenue From: SW 43rd Street To: SW 34th 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 34th Street From: NW 16th Avenue To: NW 13th Street	Construction of center turn lanes along this facility	$1.8
5	Y	Depot Avenue From: SW 13th 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 16th Avenue	Construction of intersection modifications at Archer Road/SW 16th 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 16th Ave with associated intersection modifications	$8.2

Ongoing/Coinciding Studies

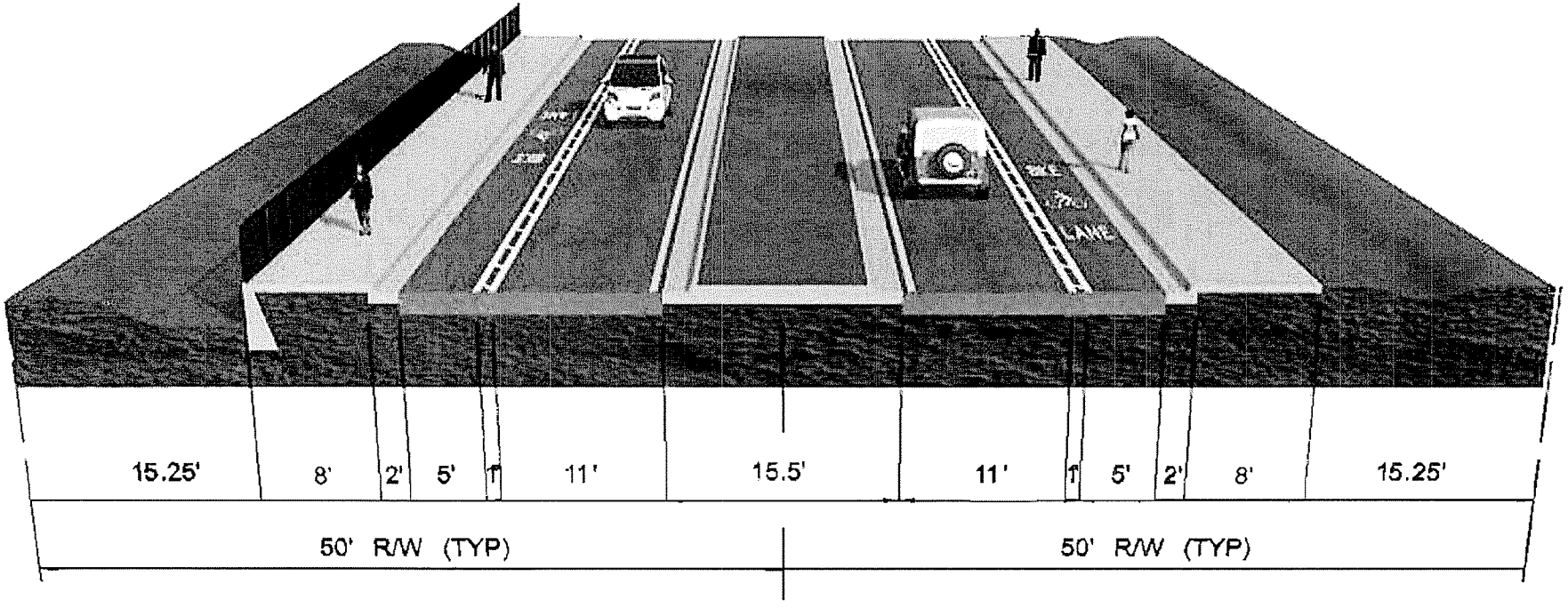
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24th Avenue and Construction of 38th Terrace
- Annexation Process of the Urban Village into the City Limits

Existing Typical Section

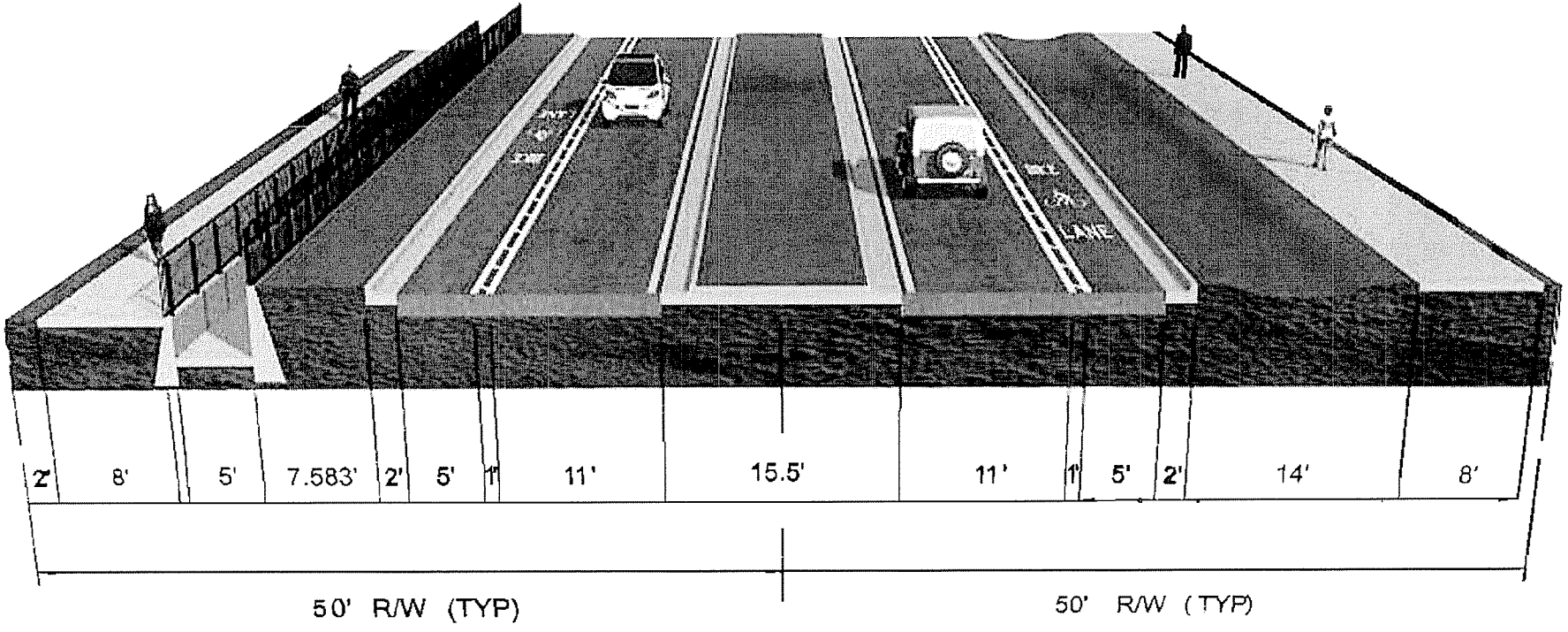


100' ROW BETWEEN 43rd ST. & 38th TERR.
80' ROW BETWEEN 38th TERR. & 34th ST.

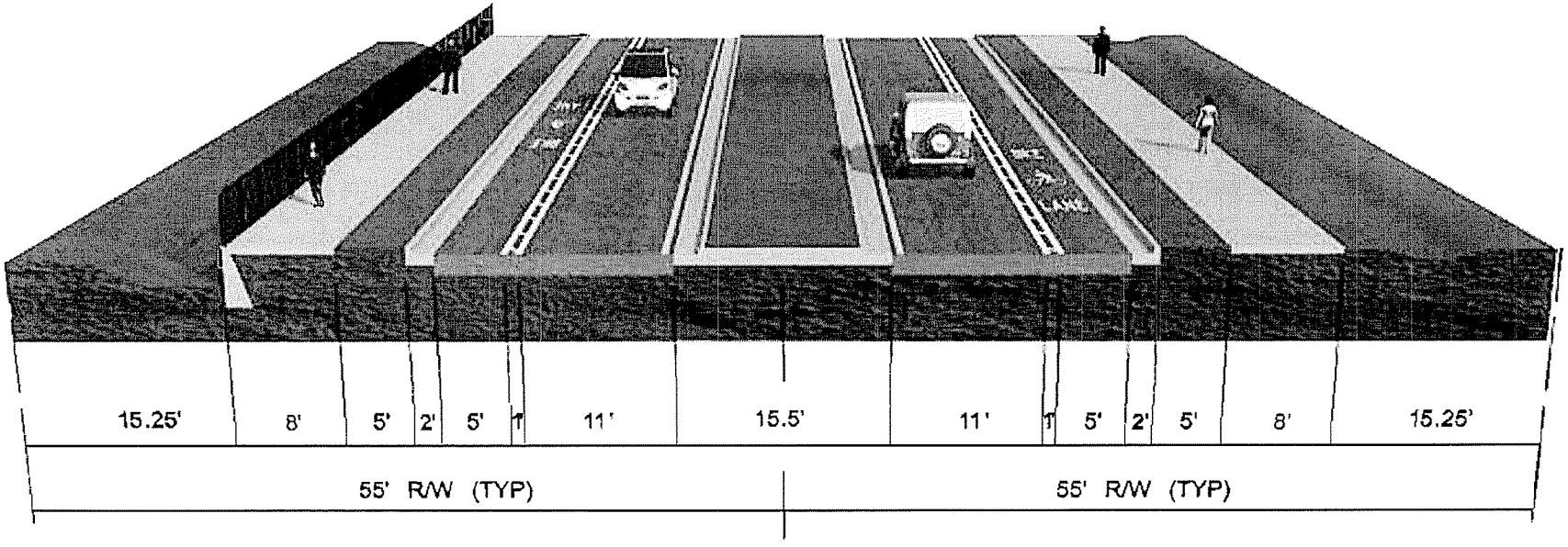
Proposed Typical Section
ALTERNATIVE 1



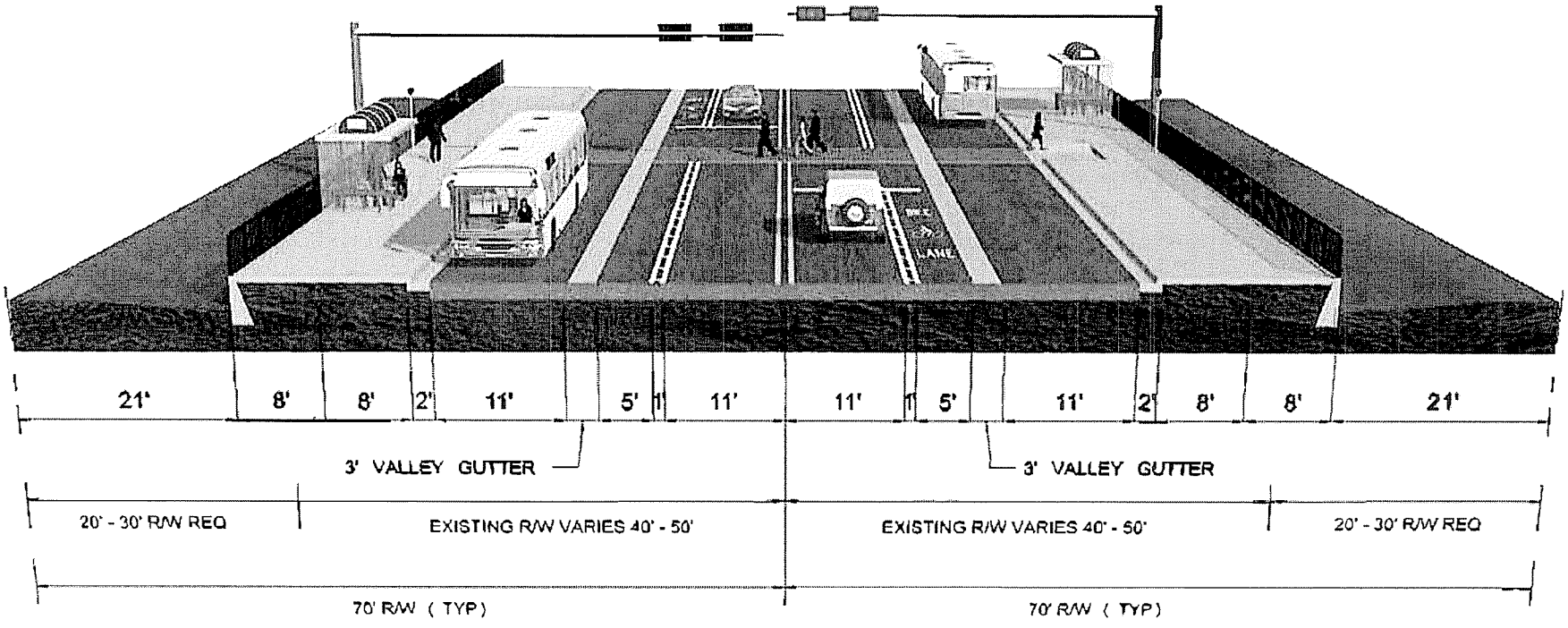
Proposed Typical Section
ALTERNATIVE 2



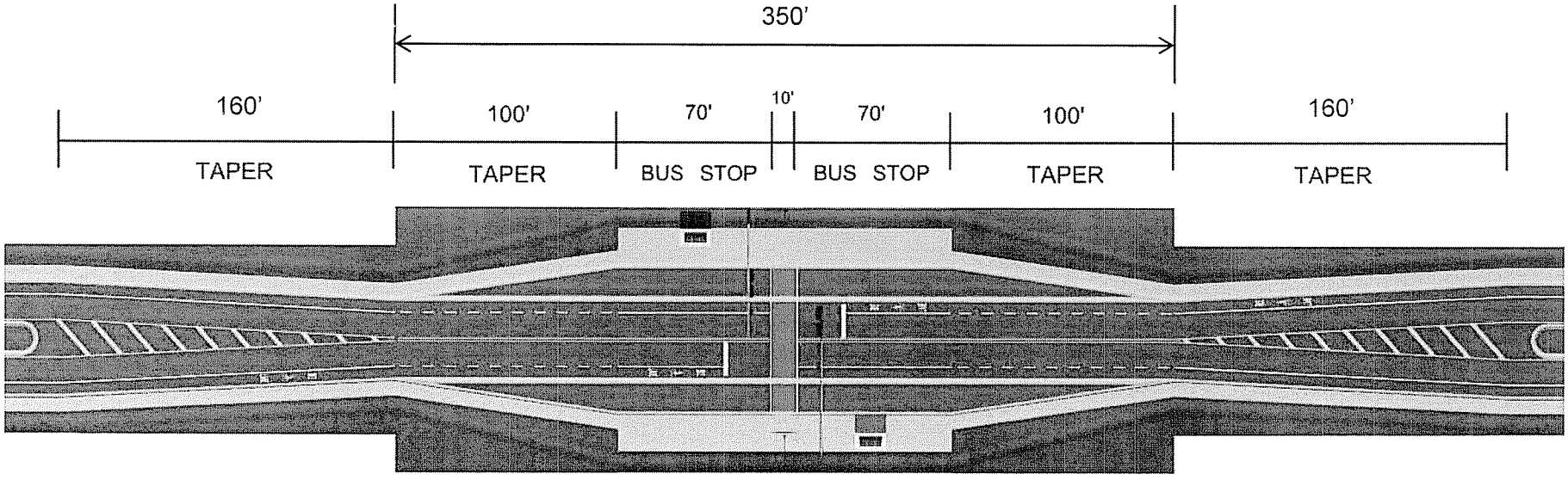
Proposed Typical Section
ALTERNATIVE 3



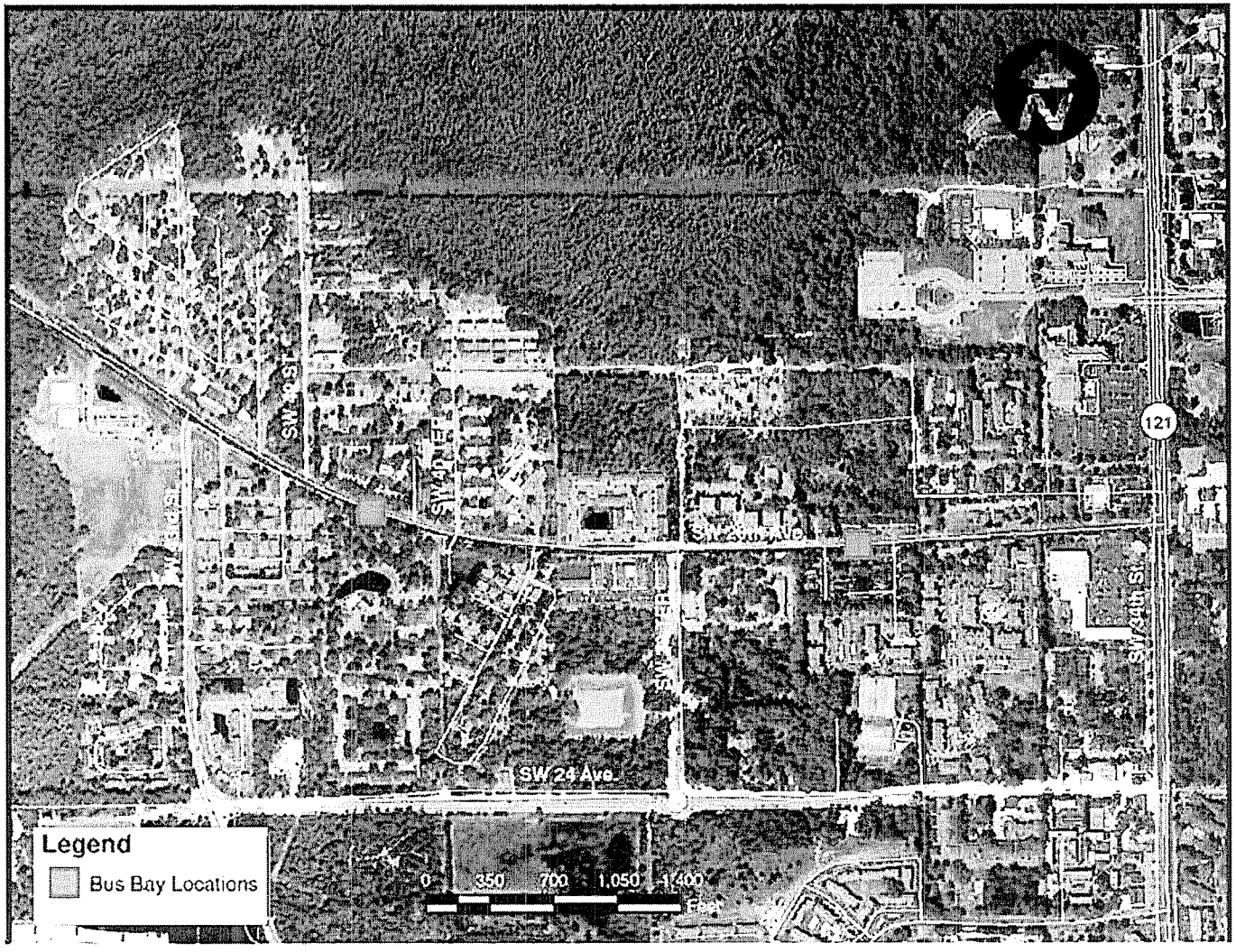
Proposed Smart Bus Bay Typical Section



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