North Central Florida Regional Planning Council

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

February 13, 2013

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, February 20, 2013, the Technical Advisory Committee will meet at 2:00 p.m. in the **Gainesville Regional Utilities (GRU) General Purpose Meeting Room, 301 SE 4th Avenue.** Also on Wednesday, February 20, 2013, the Citizens Advisory Committee will meet at 7:00 p.m. in the **Grace Knight Conference Room, Alachua County Administration Building 12 SE 1st Street**. Times shown on this agenda are for the Citizens Advisory Committee meeting.

			STAFF RECOMMENDATION
7:00 p.m.	**I.**	**Introductions (if needed)***	
	II.	**Approval of Meeting Agenda**	**APPROVE AGENDA**
Page #3 7:05 p.m.	**III.**	**Approval of Committee Minutes**	**APPROVE MINUTES**
Page #11 7:10 p.m.	**IV.**	**SW 30th Avenue Interstate 75 Overpass** Alachua County staff will make a presentation concerning this project.	**NO ACTION REQUIRED**
Page #67 7:40 p.m.	**V.**	**State Road 226 Transportation System Management Project- 60 Percent Plans** The Florida Department of Transportation is requesting that the MTPO approve the 60 percent plans for this project.	**APPROVE PLANS**
Page #89 8:00 p.m.	**VI.**	**Transportation Alternatives Applications** The Florida Department of Transportation has requested that two applications be submitted by March 29, 2013.	**RECOMMEND TWO PROJECTS**

Page #103 **VII.** **List of Priority Projects** **APPROVE PRIORITIES**
TAC ONLY

Each year, the MTPO approves priority lists for needed unfunded projects.

Page #159 **VIII.** **Updated Bylaws** **APPROVE BYLAWS**
TAC ONLY

The currently adopted bylaws are out of date and need to be updated.

Page #161 **IX.** **Election of Officers** **ELECT CHAIR AND VICE-CHAIR**
TAC ONLY

Each year, the Committee elects a Chair and Vice-Chair.

Page #163 **X.** **Citizens Advisory Committee- Vacant Positions** **NO ACTION REQUIRED**
8:15 p.m.
CAC ONLY

The Chair wants to discuss the MTPO's new policy to advertise and fill all vacant CAC positions as they occur and to eliminate the "CAC Designate" positions.

XI. **Information Items**

The following materials are for your information only and are not scheduled to be discussed unless otherwise requested.

Page #165 A. CAC and TAC Attendance Records
Page #167 B. Meeting Calendar- 2013
Page #169 C. Roundabout Flyers

*No handout included with the enclosed agenda mater

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MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
TECHNICAL ADVISORY COMMITTEE (TAC)

Gainesville Regional Utilities
301 SE 4th Avenue
Gainesville, Florida

2:00 p.m.
Wednesday
January 23, 2013

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Jeff Hays, Vice Chair	Doug Robinson, Chair	Gerry Dedenbach	Marlie Sanderson
Dekova Batey	Ron Fuller	Doreen Joyner-Howard	Michael Escalante
Linda Dixon	John Gifford	Wiley Page	
Mike Iguina	Steve Kabat		
Debbie Leistner	Scott Koons		
Dean Mimms	Harrell Harrison		
Karen Taulbee			
Chris Zeigler			

At 2:20 p.m., Mr. Marlie Sanderson, Director of Transportation Planning, asked the TAC members present if they wanted to hear the presentations and see if a quorum would occur or cancel the meeting.

It was a consensus of the TAC members present to hear the presentations and see if a quorum would occur.

Mr. Sanderson recommended deferring taking action on the Hull Road Right-of-Way Width until Ms. Linda Dixon was present.

IV. ARCHER BRAID TRAIL- 60 PERCENT PLANS

Mr. Sanderson stated that Alachua County has submitted 60 percent plans for the Archer Braid Trail.

Mr. Chris Zeigler, Alachua County Senior Engineering Technician, discussed the plans and answered questions. He noted that the plans were modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting.

VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-
REQUEST FOR QUALIFICATIONS (RFQ)
VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-
SCOPE OF SERVICES

Mr. Sanderson stated that the draft Year 2040 RFQ and Long Range Transportation Plan Scope of Services is completed. He asked if there were any questions regarding the draft RFQ and the draft scope-of-services.

Vice Chair Hays discussed his concern regarding how the Scope addressed separation of Bus Rapid Transit, premium bus, bicycle and pedestrian modes.

VIII. PLANNING AREA BOUNDARY, VOTING MEMBERS AND VOTING PROCEDURE

Mr. Sanderson stated that the MTPO, at its December meeting, authorized its staff to prepare a report concerning the advantages and disadvantages of expanding the metropolitan planning area boundary to include all of Alachua County, including corresponding changes that would be needed to existing membership and voting procedures. He discussed the alternatives and answered questions.

V. HULL ROAD EXTENSION- RIGHT-OF-WAY WIDTH

Mr. Sanderson stated that representatives of N.P. International have requested an opportunity to present the Village Point project.

Mr. Gerry Dedenbach, Causseaux, Hewett & Wapole Director of Planning & GIS Services, gave a presentation of the Village Point project and answered questions.

Mr. Sanderson noted a quorum was present.

CALL TO ORDER

Vice Chair Hays called the meeting to order at 3:37 p.m.

V. HULL ROAD EXTENSION- RIGHT-OF-WAY WIDTH (Continued)

Mr. Dedenbach continued discussion of the Village Point project and answered questions.

MOTION: Linda Dixon moved to recommend that the MTPO approve the Hull Road Extension right-of-way width be reduced from 100 feet to 90 feet within the Village Point Project. Dean Mimms seconded; motion passed unanimously.

IV. ARCHER BRAID TRAIL- 60 PERCENT PLANS (Continued)

Mr. Sanderson asked for a motion on the Archer Braid Trail 60 percent Design Plans.

MOTION: Chris Zeigler moved to recommend that the MTPO approve the Archer Braid Trail 60 Percent Plans as modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting. Dean Mimms seconded, motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Vice Chair Hays asked for approval of the TAC meeting minutes.

MOTION: Dean Mimms moved to approve the November 28, 2012 TAC minutes. Chris Zeigler seconded; motion passed unanimously

VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-
SCOPE OF SERVICES

Mr. Sanderson asked for a motion on the draft Scope of Services.

MOTION: Mike Iguina moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan Scope of Services. Chris Zeigler seconded, motion passed unanimously.

VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE-
REQUEST FOR QUALIFICATIONS (RFQ) (Continued)

Mr. Sanderson asked for a motion on the draft Request for Qualifications.

MOTION: Chris Zeigler moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan update Request for Qualifications. Mike Iguina seconded, motion passed unanimously.

VIII. PLANNING AREA BOUNDARY, VOTING MEMBERS AND
VOTING PROCEDURE (Continued)

Mr. Sanderson asked for a motion on the Planning Area Boundary, Voting Membership and Procedure.

It was a consensus of the TAC to not have a recommendation.

ADJOURNMENT

The meeting was adjourned at 4:03 p.m.

_____ _____

Date Doug Robinson, Chair

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION (MTPO)
CITIZENS ADVISORY COMMITTEE (CAC)

Grace Knight Conference Room
12 SE 1st Street
Gainesville, Florida

7:00 p.m.
Wednesday
January 23, 2013

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Rob Brinkman, Vice Chair	Jan Frentzen, Chair	Gerry Dedenbach	Marlie Sanderson
E. J. Bolduc	Blake Fletcher	Doreen Joyner-Howard	Michael Escalante
Thomas Bolduc	James Samec	Guy Parola	
Nelle Bullock	Holly Shema	Karen Taulbee	
Rajeeb Das		Chris Zeigler	
Mary Ann DeMatas			
Melinda Koken			
Chandler Otis			
John Richter			
Ruth Steiner			
Ewen Thomson			

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:07 p.m.

I. INTRODUCTIONS

Vice Chair Brinkman introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Mr. Marlie Sanderson, Director of Transportation Planning, asked that the agenda be approved.

MOTION: Ruth Steiner moved to approve the meeting agenda. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

MOTION: E. J. Bolduc moved to approve the November 28, 2012 CAC minutes. Thomas Bolduc seconded; motion passed unanimously.

IV. ARCHER BRAID TRAIL- 60 PERCENT PLANS

Mr. Sanderson stated that Alachua County has submitted 60 percent plans for the Archer Braid Trail.

Mr. Chris Zeigler, Alachua County Senior Engineering Technician, discussed the plans and answered questions. He noted that the plans were modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting.

MOTION: Chandler Otis moved to recommend that the MTPO approve the Archer Braid Trail 60 Percent Plans as modified by the Alachua County Board of County Commissioners at its January 22, 2013 meeting, with two revisions to:

- **keep the ten-foot wide trail section on SW 46th Boulevard east of SW 91st Street and add tapering to the eight-foot wide trail outside this section; and**
- **use bricks for the trail in front of the Haile Plantation sign.**

Melinda Koken seconded, motion passed unanimously.

V. HULL ROAD EXTENSION- RIGHT-OF-WAY WIDTH

Mr. Sanderson stated that representatives of N.P. International have requested an opportunity to present the Village Point project.

Mr. Gerry Dedenbach, Causseaux, Hewett & Wapole Director of Planning & GIS Services, gave a presentation of the Village Point project and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the Hull Road Extension right-of-way width be reduced from 100 feet to 90 feet within the Village Point Project. Ewen Thomson seconded. Chandler Otis called the question; Question call passed unanimously. The motion passed unanimously.

VI. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- REQUEST FOR QUALIFICATIONS (RFQ)

Mr. Sanderson stated that the MTPO updates its long range transportation plan every five years. He said that the plan needs to be updated by October 26, 2015. He discussed the plan update timeline, the draft RFQ and answered questions.

MOTION: E. J. Bolduc moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan update Request for Qualifications. Melinda Koken seconded, motion passed unanimously.

VII. YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE- SCOPE OF SERVICES

Mr. Sanderson stated that the draft Year 2040 Long Range Transportation Plan Scope of Services is completed. He discussed the scope-of-services and answered questions.

MOTION: E. J. Bolduc moved to recommend that the MTPO approve the Year 2040 Long Range Transportation Plan Scope of Services. Ruth Steiner seconded, motion passed unanimously.

VIII. PLANNING AREA BOUNDARY, VOTING MEMBERS AND VOTING PROCEDURE

Mr. Sanderson stated that the MTPO, at its December meeting, authorized its staff to prepare a report concerning the advantages and disadvantages of expanding the metropolitan planning area boundary to include all of Alachua County, including corresponding changes that would be needed to existing membership and voting procedures. He discussed the alternatives and answered questions.

MOTION: Melinda Koken moved to recommend that the MTPO defer its discussion of the planning area boundary, voting membership and voting procedure and that they be topics that are discussed with Alachua County municipalities in the upcoming "listening tour." Ruth Steiner seconded, motion passed unanimously.

IX. UPDATED BYLAWS

Mr. Sanderson stated that the bylaws were last updated in 1983. He said that several policies have become outdated. He discussed the draft bylaws and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the Bylaws document. Thomas Bolduc seconded, motion passed unanimously.

X. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Sanderson stated that Chair Frentzen requested discussion of committee alternates. He said that since the Chair was absent, that this topic should be deferred.

MOTION: Melinda Koken moved to recommend defer discussion of the CAC vacant positions. Ruth Steiner seconded, motion passed unanimously.

XI. ELECTION OF OFFICERS

Mr. Sanderson stated that it was time to select a Chair and Vice Chair for the committee. He said that, currently, the Chair is Jan Frentzen and the Vice Chair is Rob Brinkman.

MOTION: Ruth Steiner moved to nominate Ewen Thomson as Chair. Ewen Thomson declined the nomination.

MOTION: Ruth Steiner moved to nominate Jan Frentzen as Chair. Mary Ann DeMatas seconded. Chandler Otis moved to close nominations. John Richter seconded; nomination closure passed unanimously. The motion passed unanimously.

MOTION: Ruth Steiner moved to select Jan Frentzen as Chair . Chandler Otis seconded, motion passed unanimously.

MOTION: Ewen Thomson moved to nominate Rob Brinkman as Vice Chair. Ruth Steiner seconded. John Richter moved to close nominations. Ruth Steiner seconded; nomination closure passed unanimously. The motion passed unanimously.

MOTION: Ruth Steiner moved to select Rob Brinkman as Vice Chair . Chandler Otis seconded, motion passed unanimously.

XII. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 9:10 p.m.

_____ _____

Date Jan Frentzen, Chair

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

February 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 30th Avenue Interstate 75 Overpass

STAFF RECOMMENDATION

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

BACKGROUND

The consultant for the Celebration Pointe development has requested an opportunity to provide a presentation on the SW 30th Avenue Interstate 75 Overpass. This project is being funded through a low interest State Infrastructure Bank loan and will be paid back by the developer of Celebration Pointe. Enclosed please find the following exhibits concerning the proposed SW 30th Avenue Interstate 75 Overpass:

Exhibit 1- Nue Urban Concepts Letter dated February 11, 2013;

Exhibit 2-Alachua County Public Works letter dated December 3, 2012;

Exhibit 3- Celebration Pointe letter dated November 19, 2012;

Exhibit 4- Celebration Pointe Vision; and

Exhibit 5- Celebration Pointe Presentation.

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EXHIBIT 1

NUE URBAN CONCEPTS
427 SW 40th Terrace, Gainesville, FL 32607
jbpaul@nueurbanconcepts.com
www.nueurbanconcepts.com
352-363-0614

February 11th, 2014

Mr. Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1603

Dear Marlie:

On behalf of my client Celebration Pointe Partners, I respectfully request the opportunity to provide the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area with information on the status of the SW 30th Avenue Overpass. The presentation will include an overview of the importance of the project to enhancing multi-modal mobility, increased connectivity and reduced congestion consistent with the policies established in the award winning Alachua County Mobility Plan.

SW 30th Avenue has been adopted into the Alachua County Comprehensive Plan and is included in the 2035 Long Range Transportation Plan. The multi-modal transportation corridor enhances regional mobility by providing an alternative to the Interstate 75 (Strategic Intermodal System Corridor) and Archer Road (SW 24) interchange. In addition, the project will also include a vital connection over Interstate 75 for the Archer Braid Trail, the number one regionally significant MTPO bicycle and pedestrian project. The corridor will also include the first dedicated transit lane to be constructed in the community.

The developer of Celebration Pointe, Alachua County's first Transit Oriented Development (TOD), will be constructing the project consistent with the Southwest Transportation Improvement District Agreement between the County and Celebration Pointe Partners. This past November, the Florida Department of Transportation selected SW 30th Avenue to receive a low interest loan from the State Infrastructure Bank. Celebration Pointe Partners is in the process of finalizing the loan agreement that will provide State funds for construction in 2014 and 2015. TranSystems has already started design and permitting. Construction of SW 30th Avenue will start in 2014 with completion in 2015.

Celebration Pointe Partners looks forward to continued coordination with Alachua County, the City of Gainesville and property owners east of Interstate 75 on the design and alignment of SW 30th Avenue. No formal action is needed on this item by the MTPO at this time. On behalf of my Client, we appreciate the opportunity to provide the MTPO with information regarding this regionally significant multi-modal transportation project.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP, MA^2

EXHIBIT 2

Alachua County
Public Works Department

Richard Hedrick, Director
rhedrick@alachuacounty.us

Administration
Kenneth Fair
Sr. Administrative Support Manager
kfair@alachuacounty.us
Tel: (352) 374-5245

Animal Services
Vern Sawyer
Acting Director
vsawyer@alachuacounty.us
3400 NE 53rd Avenue
Gainesville, FL 32609
Tel: (352) 264-6890
Fax: (352) 955-2542

Engineering & Operations
David Cerlanek
County Engineer
dcerlanek@alachuacounty.us
Tel: (352) 374-5245

Fleet Management
Gerald Bailey
Fleet Manager
gbailey@alachuacounty.us
Tel: (386) 462-1975
Fax: (386) 418-0331

Parks and Recreation
Robert Avery
Parks/Open Space Superintendent
ravery@alachuacounty.us
Tel: (352) 374-5245

Waste Management
Sally Palmi
Assistant Public Works Director
Waste Management
scp@alachuacounty.us
Tel: (352) 374-5213
Fax: (352) 337-6244

December 3, 2012

Mr. Svein Dyrkolbotn
Celebration Pointe Partners
2579 SW 87th Drive
Gainesville, FL 32608

Re: Celebration Pointe - SW 30th Avenue Cross-Section

Dear Mr. Dyrkolbotn:

Thank you for all of your efforts to date in proactively and diligently working with County staff on this important regional project. Over the past five months, we have met several times with TranSystems and their sub consultant NUE Urban Concepts to review cross-sections and alignments for the proposed SW 30th Avenue overpass over Interstate 75. Determining a suitable alignment for the corridor based upon the constraints east of Interstate 75 has proved to be a challenge. I understand your need to move forward with design of the bridge, and the alignment that has been presented to the County appears to be sufficient in terms of providing adequate space and ROW for the SW 30th Avenue overpass. The connection of SW 30th Avenue to SW 42nd Way thru parcels 06810-001-004 and 06800-024-000 also appears to be the best alternative given the present constraints. Coordination is still needed with the City of Gainesville to provide connectivity of the overpass to SW 42nd Way and eventually SW 42nd Street, as well as any associated necessary improvements.

The Southwest Transportation Improvement Agreement (SWTIA) entered into between the County and Celebration Pointe Partners requires that SW 30th Avenue be designed as a multi-modal transportation corridor. It is my understanding that based upon the November 26th 2012 meeting between County staff and the sub consultant for TranSystems, the attached cross-sections presented for SW 30th Avenue represent the minimum ROW width for

the corridor, and that the cross-sections and resulting ROW widths may be larger to address any structural, safety or transition issues as the overpass project moves through the design and permitting process. Further, I understand that additional efforts will be made to locate into the design of the corridor a transit vehicle pull off/passing area to provide better flexibility for the anticipated single lane transit operations.

The information contained in the proposed cross-sections is consistent with the requirements of the SWTIA and the County's Land Development Regulations. The slopes for the bridge approaches on both sides of Interstate 75 and the bridge structure itself must meet all FDOT and FHWA design requirements. The minimum acceptable design speed for the SW 30th Avenue overpass is 35 mph. Pavement markings shall conform to all MUTCD requirements. Coordination with RTS and the City of Gainesville will be necessary to address signalization for the dedicated transit lane.

We look forward to continuing our efforts with you and your consultants on the development of the SW 30th Avenue overpass, which is a critical link in the County's overall multi-modal transportation network.

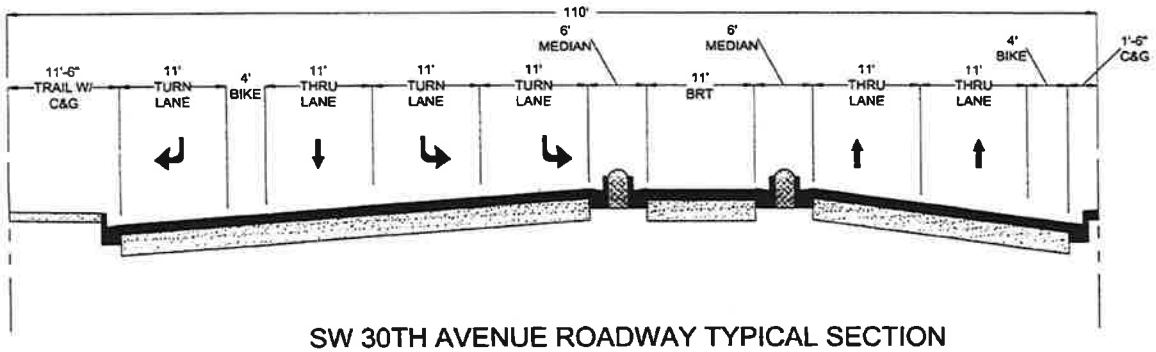
Sincerely,

Wm. David Cerlanek, PE, PTOE, CPM
County Engineer

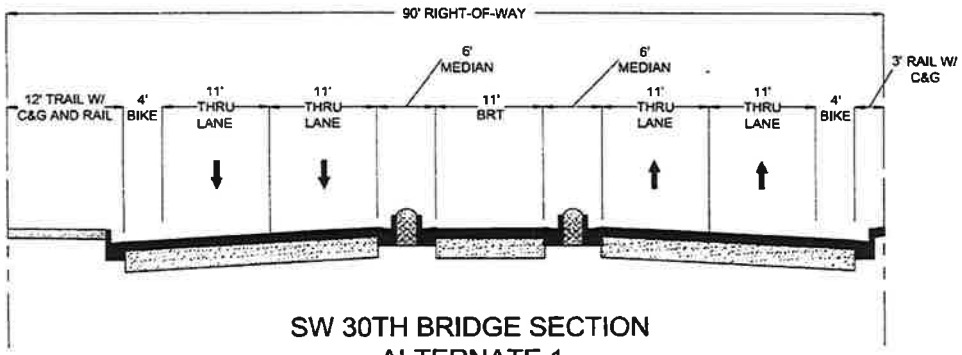
Attachments:

SW 30th Avenue Cross-Sections
SW 30th Avenue Pavement Marking sketch

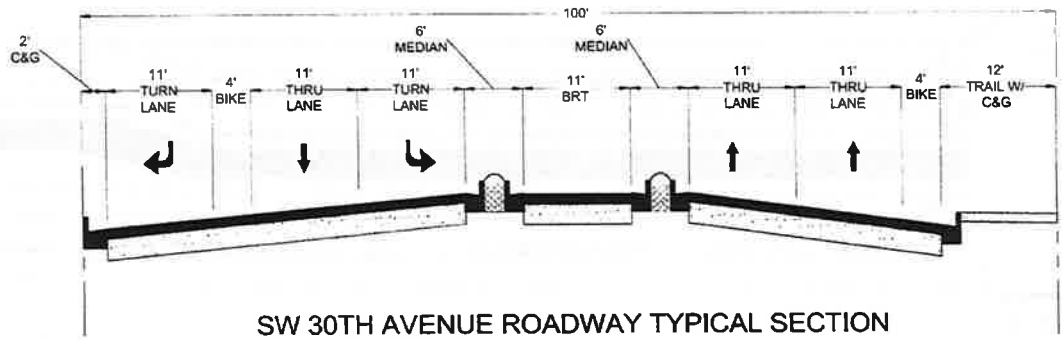
Cc: Rick Drummond, County Manager
Jeff Hays, Transportation Planning Manager
John T. Grow, TranSystems
Jonathan Paul, NUE Urban Concepts



SW 30TH AVENUE ROADWAY TYPICAL SECTION
ALTERNATE 1
(TURN LANES FACING WB)
(AT 45TH STREET INTERSECTION)



SW 30TH BRIDGE SECTION
ALTERNATE 1



SW 30TH AVENUE ROADWAY TYPICAL SECTION
(TURN LANES FACING EB)
(AT 42ND WAY INTERSECTION)

SW 30th Avenue – Pavement Marking

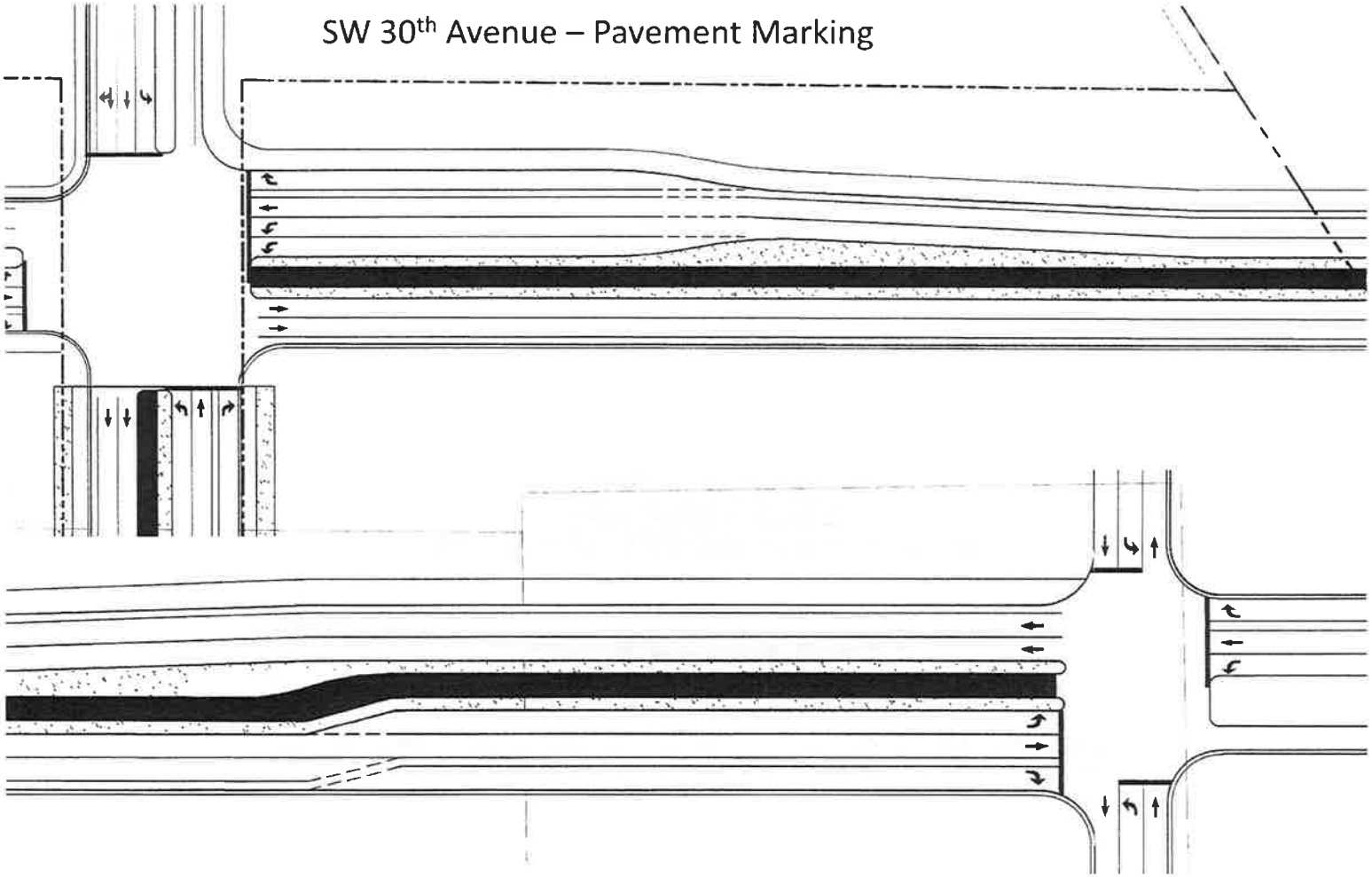


EXHIBIT 3

CELEBRATION POINTE

November 19th, 2012

Mr. Richard Drummond, AICP
County Manager
Alachua County
12 SE 1st Street
Gainesville, FL 32601

Re: SW 30th Avenue Overpass

Dear Rick:

I am writing to inform you that we have secured ROW for the SW 30th Avenue overpass and have finalized the cross-section. The design of the SW 30th Avenue overpass is consistent with the requirements of the Comprehensive Plan and the Southwest District Transportation Improvement Agreement (SWTIA).

SW 30th Avenue Alignment

We appreciate the County's efforts to attempt to acquire ROW from Butler Enterprises. However, we have secured an alternative ROW alignment for SW 30th Avenue due to the following reasons:

(1) Butler Enterprises Development Schedule

Butler Enterprises received Planned Development (PD) approval for the expansion of Butler Plaza in January 2012. To date, no further development activity has commenced. Per the conditions of the Butler Plaza Comprehensive Plan and Planned Development, they are not required to dedicate ROW for SW 30th Avenue until issuance of a Certificate of Occupancy. Because of the uncertainty of the timeframe for Butler Enterprises to move forward with their development, Celebration Pointe is not in a position to wait for the ROW to be dedicated. Further, we have learned that Butler Enterprises is seeking to amend their PD, thus further delaying the start of their development and the dedication of ROW.

(2) Celebration Pointe Development Schedule

Final engineering plans have been submitted for phase 1 of SW 45th Street. It is our intent to commence construction before the end of 2012 on this roadway. Site development work on Celebration Pointe will begin in 2013 with a projected opening of a significant portion of the development in 2014. In order to achieve the time frames established by our end users, we are required to start construction of the SW 30th Overpass in 2013. In order to meet this schedule, ROW for the overpass needs to be in place today.

2579 SW 87TH DRIVE · GAINESVILLE FL 32608 | 352.333.9333 OFFICE · 352.333.9533 FAX

(3) Presence of wetlands, floodplain and right-of-way constraints

The proposed alignment for SW 30th Avenue through the Butler Enterprises property would have significantly impacted an existing wetland and floodplain. In addition, based upon our preliminary environmental review, several of the stormwater ponds that would have been impacted by the roadway may have not obtained the proper permits, thus those facilities may be considered wetlands. The impact to wetlands and floodplains would require a review by the Army Corp of Engineers, which would delay the design and permitting of SW 30th Avenue. Upon review of the property boundaries, a portion of the future right-of-way for SW 30th Avenue shown on the approved PD plans for Butler Plaza is not owned by Butler Enterprises. This would further reduce the ROW available to construct the roadway.

(4) Comprehensive Plan and Southwest District Transportation Improvement Agreement (SWTIA) requirements

The Alachua County Comprehensive Plan policies for Transit Oriented Developments require the provision for a dedicated transit facility. In addition, the SWTIA between Alachua County and Celebration Pointe requires the construction of a dedicated transit lane and the Archer Braid Trail on SW 30th Avenue. The overpass is also required to include bike lanes in the design. In order to meet future traffic demands, there needs to be four lanes across Interstate 75. The outside lanes on the bridges become turn lanes at their respective terminus on either side of I-75.

A kick-off design meeting for SW 30th Avenue was held on July 26th, 2012. County, FDOT and City Staff, as well as representativeness from Butler Plaza, where in attendance. At the meeting, City Staff questioned the need for dedicated transit lanes on the overpass. It was explained that this is a requirement of the Comprehensive Plan for TOD's. Further, City Public Works Staff insisted that the City's top priority was a local roadway connection along the ROW that Butler Plaza has set aside to allow for the construction of SW 30th Avenue.

In an attempt to address the concerns of the City of Gainesville's Public Works Staff local roadway connectivity, a considerable amount of financial resources was spent to develop alternative cross-sections and alignments for both the SW 30th Avenue overpass and a local roadway connection. Unfortunately given the limited right-of-way set aside by Butler Plaza and the requirements of the Comprehensive Plan and SWTIA, it was impossible to design both the SW 30th Avenue overpass and a local roadway connection.

With the restricted ROW set-aside for SW 30th, the requirement for a local roadway connection, the presence of wetlands and floodplains and the County requirements for a dedicated transit facility and the Archer Braid Trail, it was not possible to overcome all these issues within the proposed area for SW 30th Avenue approved as part of the Butler Plaza Comprehensive Plan.

SW 30th Avenue Cross-Section

The final designs for the SW 30th Avenue cross-section are consistent with the Comprehensive Plan and the SWTIA. The cross-section includes:

(1) Four travel lanes,
(2) Bike lanes,
(3) Dedicated transit lane in the median, and
(4) The Archer Braid Trail.

The dedicate transit lane will run from SW 45th Street to SW 42nd Way over Interstate 75. Both intersections will be signal controlled with signal priority for transit vehicles within the dedicated transit lane.

A total of three cross-sections for SW 30th Avenue have been designed consistent with all applicable requirements:

(1) SW 30th Avenue at SW 45th Street – minimum ROW of 110'
(2) SW 30th Avenue – Midblock - minimum ROW of 90'
(3) SW 30th Avenue at SW 42nd Way - minimum ROW of 100'

Conclusion

It has been more than three months since a kick-off meeting was held for the overpass. We are no longer in a position to wait and for the reasons stated above, we need to move forward with the design of the overpass. The Celebration Pointe Team will continue to coordinate with County Staff as we move through the design process. We will also coordinate with City Staff and representatives of Butler Enterprises to ensure that they are aware of the design and alignment of the overpass and hopefully work with them in a cooperative manner to ensure connectivity within the impacted area east of Interstate 75.

This week we are releasing our survey, environmental and geotechnical consultants to commence with their respective task as they relate to the need roadway alignment. TranSystems will commence design of the 30% plans for the overpass upon completion of the survey, environmental and geotechnical review.

The attached cross-sections meet County requirements and are consistent with all applicable plans and agreements. If the County has any additional comments regarding the cross-section for SW 30th Avenue, please provide them to me before the end of November so that we can proceed with design. A considerable amount of time and resources have already been spent on the review and planning for SW 30th Avenue and it is now time for us to commence with design of the overpass. We look forward to continuing working with the County as we design and construct this multi-modal transportation corridor.

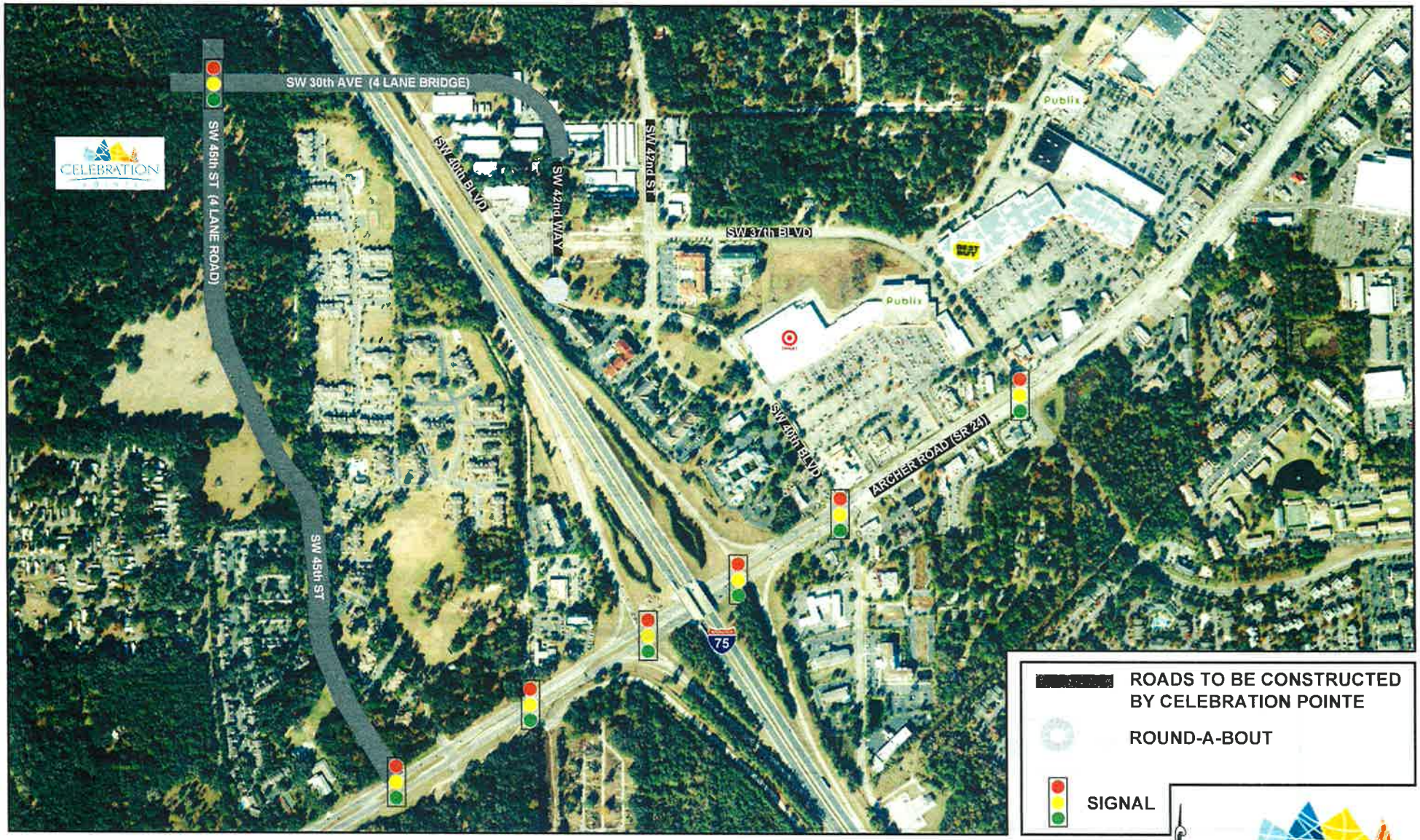
Sincerely,

Svein Dyrkolbotn
Managing Member
Celebration Pointe Partners

Attachments:

Celebration Pointe Primary Access Connections
SW 30th Avenue Cross-Sections
SW 30th Avenue Pavement Markings

Cc: Dave Cerlanek, County Engineer
Jeff Hays, Transportation Planning Manager
John Grow, TranSystems
Jonathan Paul, NUE Urban Concepts



PRIMARY ACCESS CONNECTIONS 2014

GRAPHIC SCALE
500 0 500 1000
(IN FEET)
1 inch = 500 ft.

CELEBRATION POINTE

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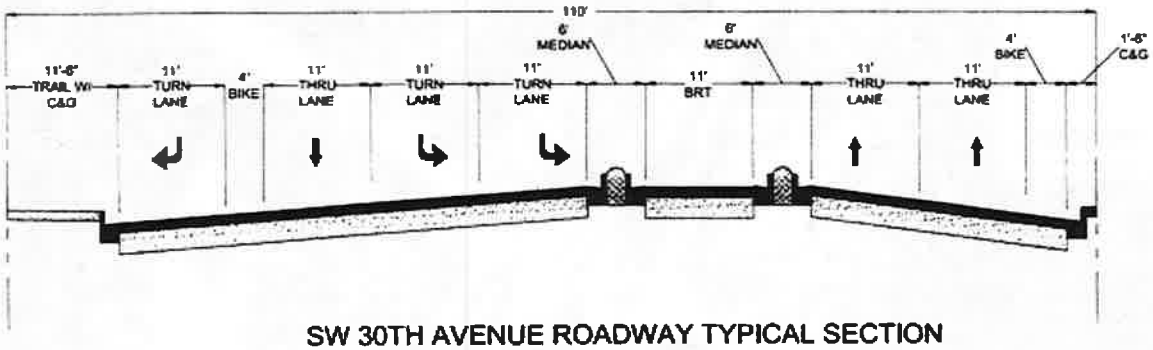
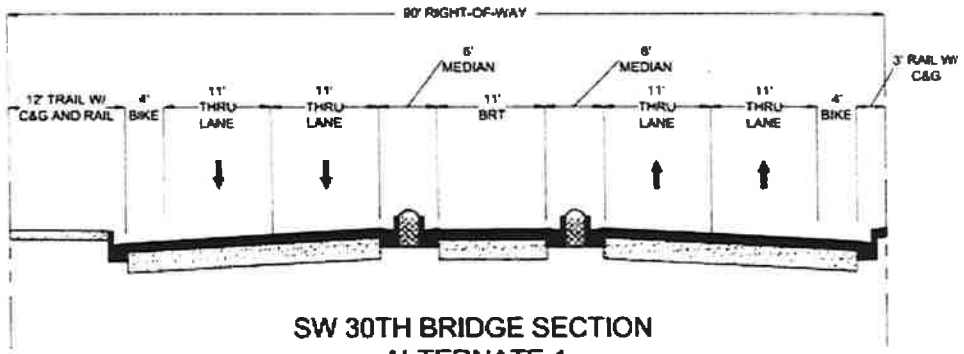
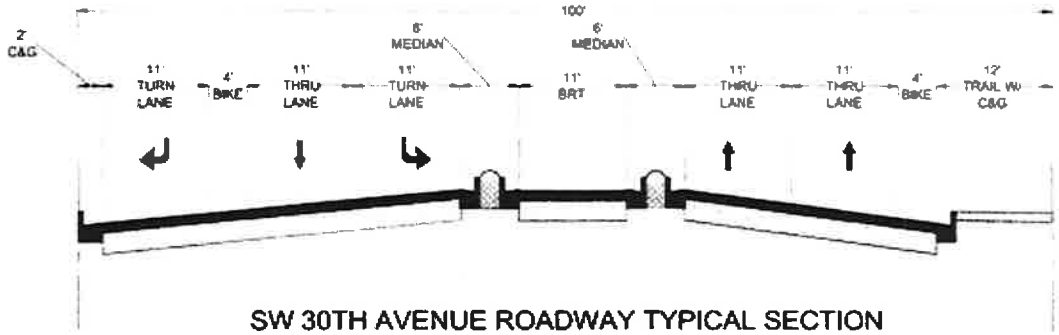


SW 30TH AVENUE ROADWAY TYPICAL SECTION
ALTERNATE 1
(TURN LANES FACING WB)
(AT 45TH STREET INTERSECTION)



SW 30TH BRIDGE SECTION
ALTERNATE 1



SW 30TH AVENUE ROADWAY TYPICAL SECTION
(TURN LANES FACING EB)
(AT 42ND WAY INTERSECTION)

SW 30th Avenue – Pavement Marking

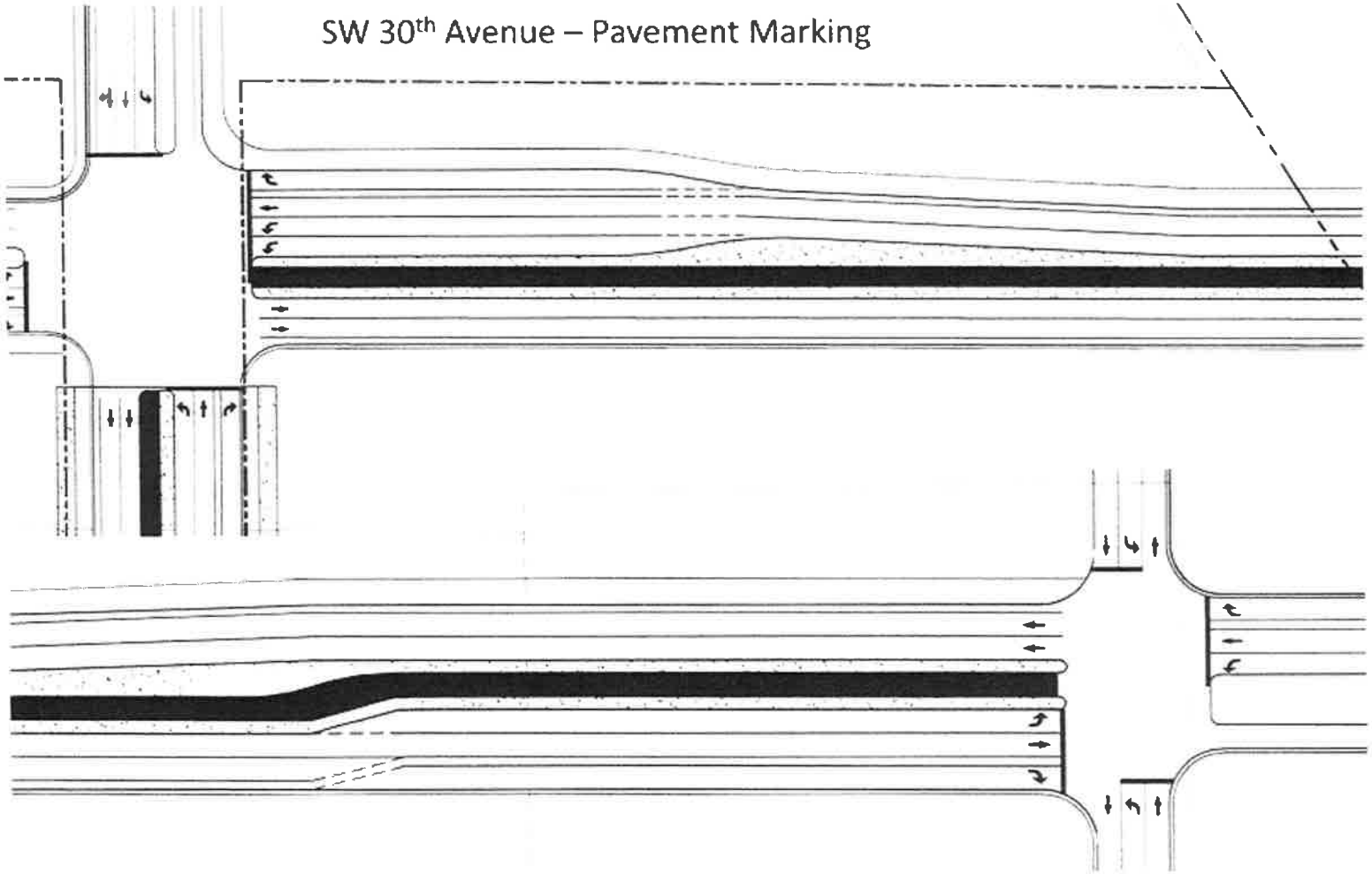


EXHIBIT 4

CELEBRATION POINTE

ALACHUA COUNTY'S FIRST GREEN TRANSIT ORIENTED DEVELOPMENT (TOD)

CELEBRATION POINTE VISION

To develop the 1st Green Transit Oriented Development in the Southeastern United States. A place where one can live in an urban environment, stroll through shops, hop on board enhanced rapid transit, work for innovative companies, walk, jog or bike miles of trails, enjoy nature, dine at some of the best cafes and restaurants or meet friends for a drink and concert in the village square. Celebration Pointe has the potential to be a transformative development on the magnitude of Seaside, the Neo-Traditional Development by which all New Urbanist developments are measured. As Florida's 1st Green Transit Oriented Development, Celebration Pointe is setting the standard for mixed-use developments that incorporates the latest innovations in community planning, transportation mobility, green design and environmental stewardship.

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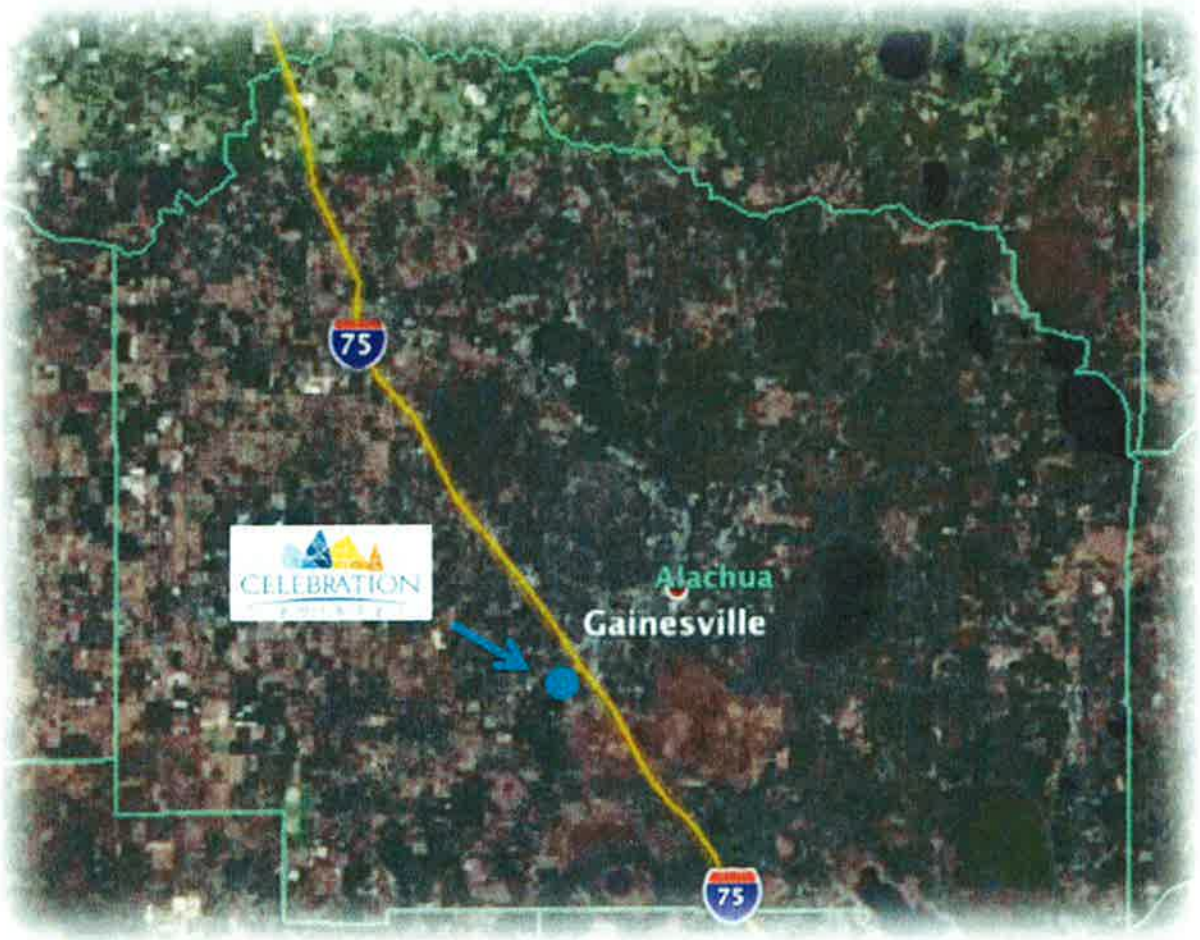
Innovative Design	4
Eco-Friendly	5
Access	6
Long Range Transportation Plan	7
Dedicated Transit Lanes	8
Conclusion	8

LOCATION

Celebration Pointe is located at the Northwest corner of the Interstate 75 and Archer Road (State Road 24) Interchange; ideally situated in the heart of Alachua County. Celebration Pointe is just 2 miles west of the University of Florida, 3 miles from Shands Hospital, the Veterans Administration Hospital and North Florida Regional Medical Center and 5 miles from Santa Fe College; the areas largest employment centers.

Project Location - County Level



Alachua County is the educational, medical, employment, cultural and retail center of North Central Florida. The County is home to the University of Florida, the states largest land grant university and premier research institution with over 50,000 students and 25,000 employees. Alachua County has more than 50 cultural venues including museums, galleries and performing arts centers and over 100 state, regional and local parks. With all these destinations, Alachua County has a large influx of visitors throughout the year.

Project Location - Proximity to University of Florida

INNOVATIVE DESIGN

The design premise of Celebration Pointe is simple, like most memorable communities, Celebration Pointe is designed around you. Streets foster a lively, festive atmosphere, building entrances are located closer to streets, wide sidewalks are landscaped and shaded by trees, balconies, and covered walkways, and parking and roadways facilitate the harmonious interaction between people, bicycles and the automobile.

When you read national reviews of the best places to live, work and shop, most people don't desire the "most drivable communities", they desire the "most walkable communities". The design of Celebration Pointe will fosters an environment where community residents, employees and visitors feel completely at easy walking, riding a bike, riding the bus or taking a short drive to carry out most of their daily activities.

ECO-FRIENDLY

Designing an eco-friendly community that preserves the natural environment is an essential element in becoming one of the 1st Green Transit Oriented Developments in the United States. Buildings within Celebration Pointe will incorporate green roofs, solar panels and energy saving elements to help reduces the projects carbon footprint. Low impact development techniques will be developed to create park like areas to enhance the habitat for native wildlife and naturally treat stormwater.

Celebration Pointe is setting aside over 100 acres (out of 225 total acres) as permanent conservation area that preserves the natural buffer around Lake Kanapaha Park and the Hogtown Creek Greenway. A network of trails constructed within the conservation area will link Celebration Pointe, via the future Archer Braid Trail, with thousands of residential households to the west and the University of Florida to the east.

ACCESS

Celebration Pointe Blvd (aka SW 45th / SW 47th Street) will be a beautifully landscaped and tree lined boulevard with convenient and safe signalized access to four-lane Archer Road (State Road 24). The multi-modal components of Celebration Pointe Blvd include bike lanes, a dedicated transit lane, transit stops and a multi-use path.

Celebration Pointe Access Connection

The future transportation plan for Celebration Pointe also includes the construction of a new roadway over Interstate 75, known as SW 30th Avenue. SW 30th Avenue will provide a convenient connection to the University of Florida via the future extensions of SW 38th Street and Hull Road within the City of Gainesville. The SW 30th Avenue overpass will also function as a vital alternative to the congested Interstate 75 and Archer Road interchange.

The Archer Braid Trail is a regional multi-modal facility set to begin construction in 2012. The trail will connect the Gainesville-Hawthorne Trail, Downtown Gainesville, the University of Florida, Shands, Celebration Pointe, Haile Plantation along with numerous schools and parks. When completed, the trail will result in a 40 mile regional trail network serving recreational users and commuters.

LONG RANGE TRANSPORTATION PLAN

Celebration Pointe Blvd, SW 30th Avenue and the Archer Braid Trail have been adopted into the Alachua County Comprehensive Plan Capital Improvements Element. SW 62nd Blvd, SW 38th Street and the Archer Braid Trail have been adopted into the City of Gainesville's Comprehensive Plan Capital Improvements Element. All five projects are included in the 2035 MTPO Long Range Transportation Plan. Below is a table from the 2035 Long Range Transportation Plan which shows Celebration Pointe Blvd (SW 45th Street / SW 47th Street) and SW 30th Avenue.

2035 Long Range Transportation Plan Update
Year 2035 Cost Feasible Plan

Priority	Description	From/To	Length (In Miles)	Estimated Cost In Millions (In 2010 Dollars)
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45th Street	3.5	$0.5
8	State Road 221 (Williston Road) additional roadway capacity and corridor management (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	$0.5
TOTAL STATE HIGHWAY SYSTEM				**$62.5**
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	SW 20th Avenue, four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	$8.8
2	SW 8th Avenue-Phase 2, two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	$2.7
3	NW 23rd Avenue, four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	$1.8
4	NW 23rd Avenue, four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	$12.0
5	SE 43rd Street, construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	$0.9
6	SW 45th / 47th Street, new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	$4.5
7	SW 30th Avenue, new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	$13.0

Metropolitan Transportation Planning Organization
for the Gainesville Urbanized Area

ENHANCED RAPID TRANSIT

The Regional Transit System (RTS) in Alachua County carried over 10 million transit passengers in 2012 and is regarded as the top transit system in Florida. Celebration Pointe seek to work with RTS, the County and the City of Gainesville on the development of an enhanced rapid transit network that will connect Celebration Pointe with the University of Florida, Shands Hospital, Veterans Administration Hospital, Downtown Gainesville, East Gainesville, North Florida Regional Medical Center and Santa Fe College. Dedicated transit lanes, modeled after Eugene, Oregon, will allow transit vehicles to operate within their own right-of-way, thus enabling travel speeds and times that are as competitive as those provided via motor vehicle.

A network of dedicated transit lanes has been adopted into the Alachua County Comprehensive Plan. RTS is currently conducting an Alternatives Analysis to determine the alignment for the 1st phase of the communities enhanced rapid transit network. Celebration Pointe Blvd and SW 30th Avenue will both include a dedicated transit lane within the roadway right-of-way, consistent with the adopted Alachua County Comprehensive Plan.

CONCLUSION

Celebration Pointe will be a unique community in the central portion of Alachua County. Celebration Pointe will be one of the most exciting new developments in Florida. As Florida's 1st Green Transit Oriented Development, Celebration Pointe has the potential to be a transformative development that will further enhance the quality of life in our community.

EXHIBIT 5

Alachua County, Florida

ALACHUA COUNTY'S FIRST GREEN TRANSIT ORIENTED DEVELOPMENT (TOD)

CELEBRATION POINTE

PUBLIC / PRIVATE PARTNERSHIP

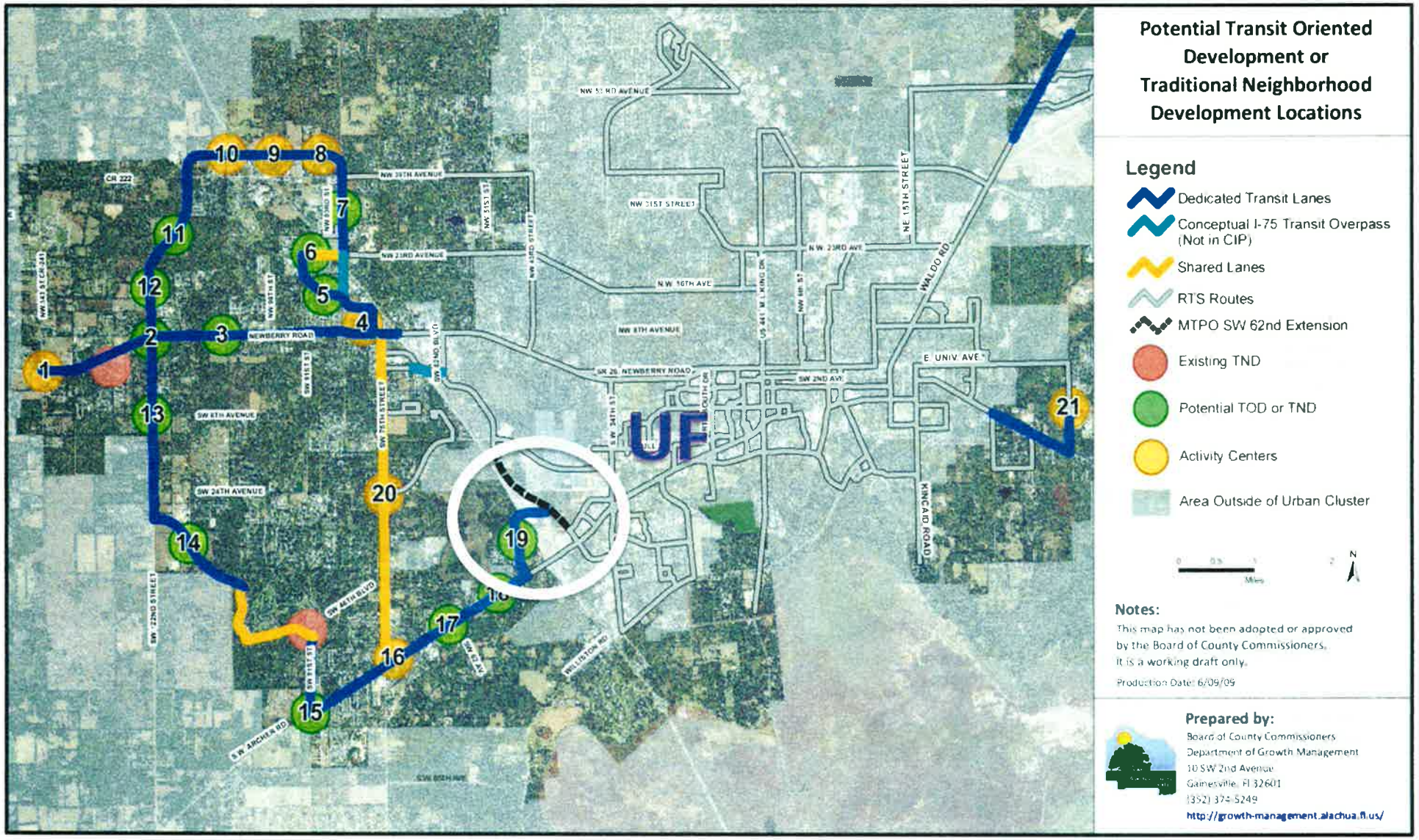
- Transit Oriented Development
- SW 30th Avenue Overpass - $15 million
- SW 45th Street - $5 million
- Enhanced Rapid Transit Lane (1.5 miles) - $1.75 million
- Archer Braid Trail Network (3.75 miles) - $2.25 million
- 200 space structured park & ride - $3 million
- Funding of Transit Service & Capital - $8 million
- Total Multi-Modal Commitment - $35 million by 2035

Alachua County, Florida

CELEBRATION POINTE

PROJECT LOCATION

MOBILITY PLAN TOD/TND MAP



ESSENTIAL TOD ELEMENTS

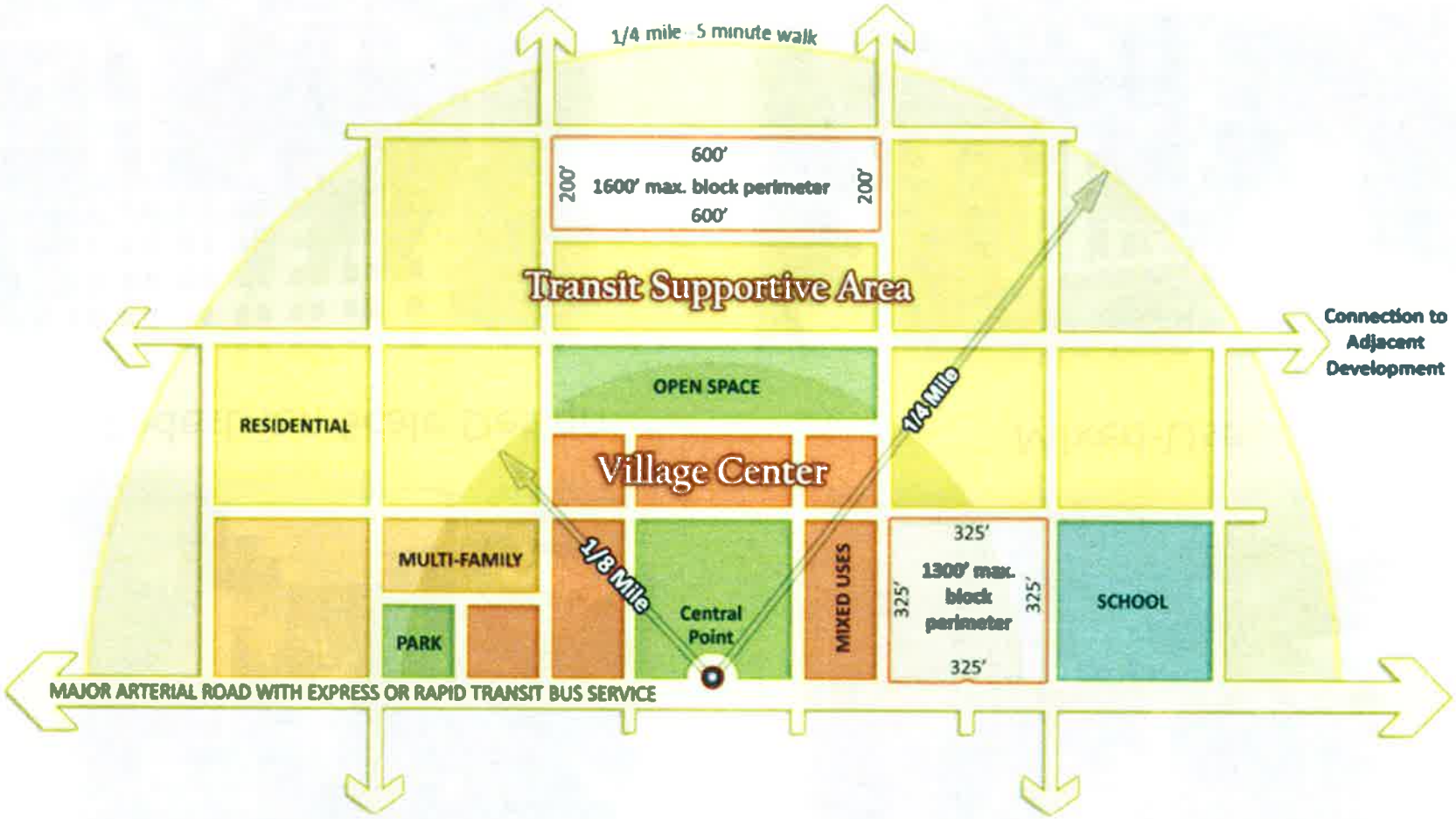
Pedestrian Scale Design

Mixed-Use

Active Public Spaces

Multi-Modal

TOD LAYOUT



Small Block Pattern

Gridded Street Network

Dedicated Transit Facility

Compact with Village Center

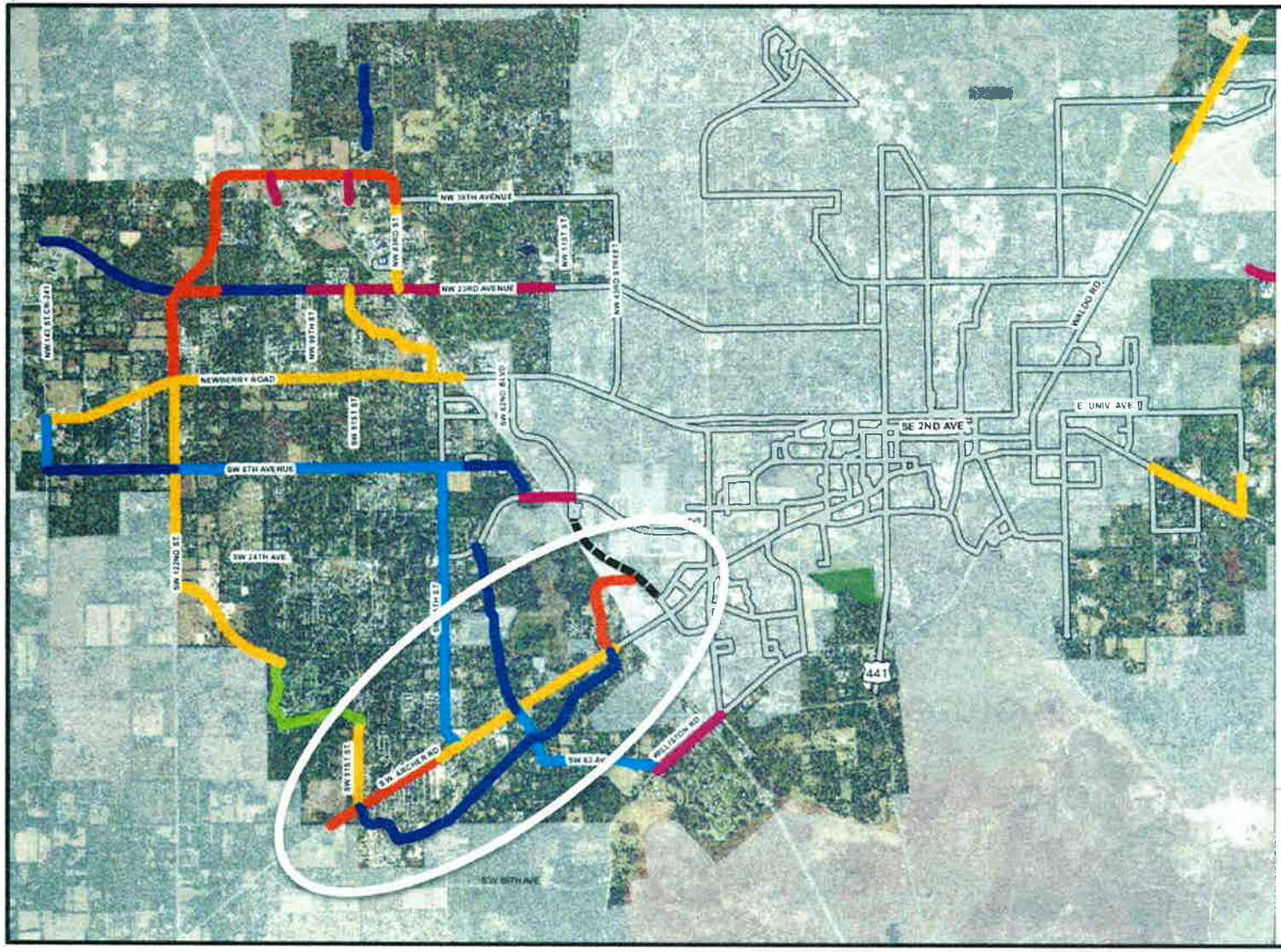
Show TOD / TND Video Clip

SW 30th AVENUE PROJECT TIMELINE

- Adopted into County CIE – 2009
- Included in 2035 LRTP – 2010
- Reference included in Butler CPA - 2010
- Included in Southwest TID Agreement – 2011
- Project Design Kick-Off – July 2012
- New Alignment – Fall 2012
- Selected for FDOT State Infrastructure Loan – Nov 2012
- Community Development District Approved – Nov 2012
- Overpass design & permitting – 2013
- Construction – 2014
- Opening - 2015

Alachua County, Florida

CELEBRATION POINTE



Urban Cluster Transportation Mobility Areas Capital Improvements Element

Legend

- 2 Lane Road
- 2 Lane Upgrade
- 4 Lane Road
- Dedicated Transit Line
- Road w/ Dedicated Transit Line
- Shared Transit Lane
- RTS Routes
- MTPO SW 62nd Extension
- Area Outside of Urban Cluster

Miles

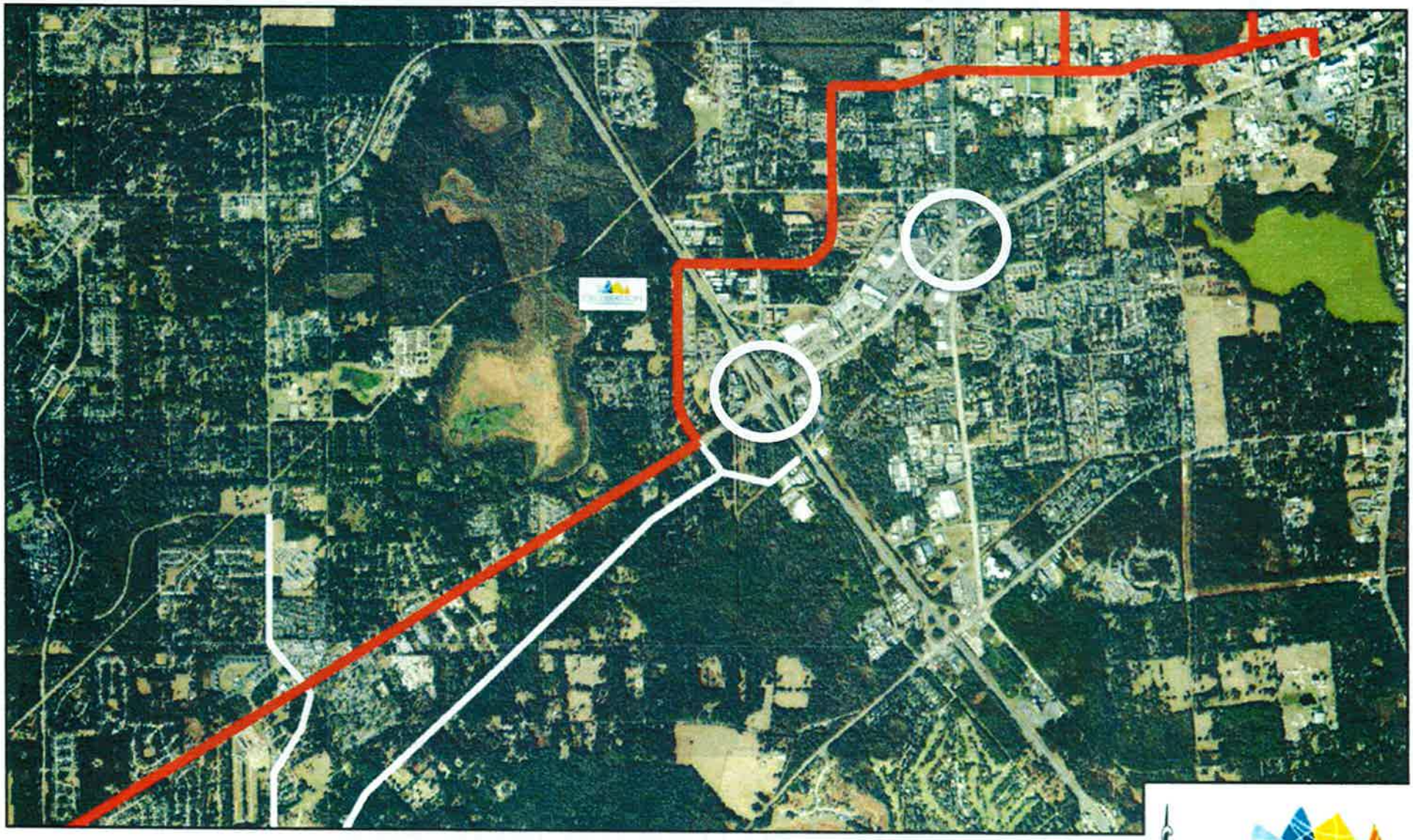
Notes:

This map has not been adopted or approved by the Board of County Commissioners.
It is a working draft only.
All roadways will have bike lanes and sidewalks.

Production Date: 06/09/09

Prepared by:
Board of County Commissioners
Department of Growth Management
10 SW 2nd Avenue
Gainesville, Fl 32601
(352) 374-5249
http://growth-management.alachua.fl.us/

ALTERNATIVE TO TWO OF THE MOST CONGESTED AREAS IN COMMUNITY



COMMUNITY TRANSPORTATION CORRIDORS

GRAPHIC SCALE

CELEBRATION POINTE

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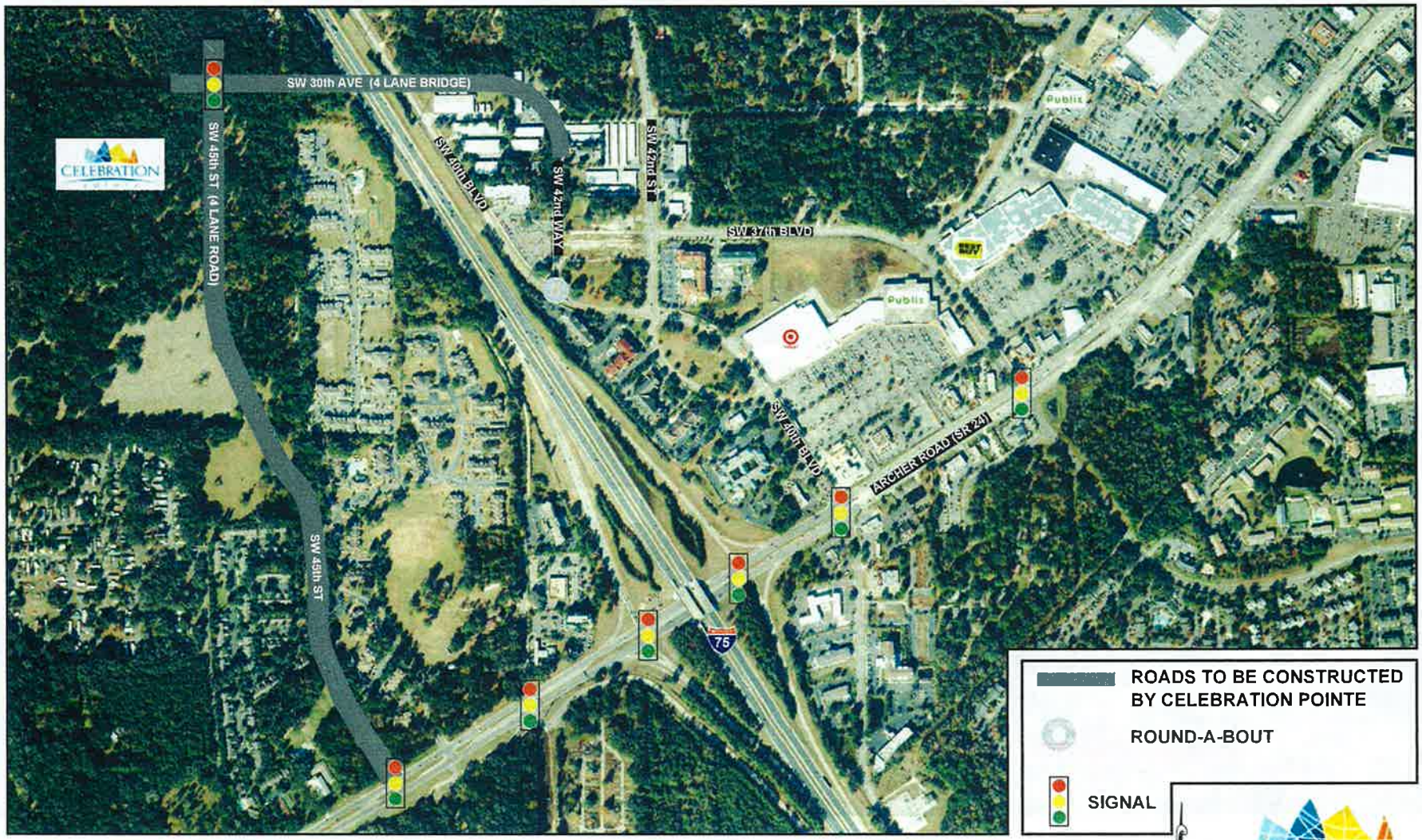
SW 30th AVENUE OVERPASS



PRIMARY ACCESS CONNECTIONS 2014

GRAPHIC SCALE
500 0 500 1000
(IN FEET)
1 inch = 500 ft.

CELEBRATION POINTE

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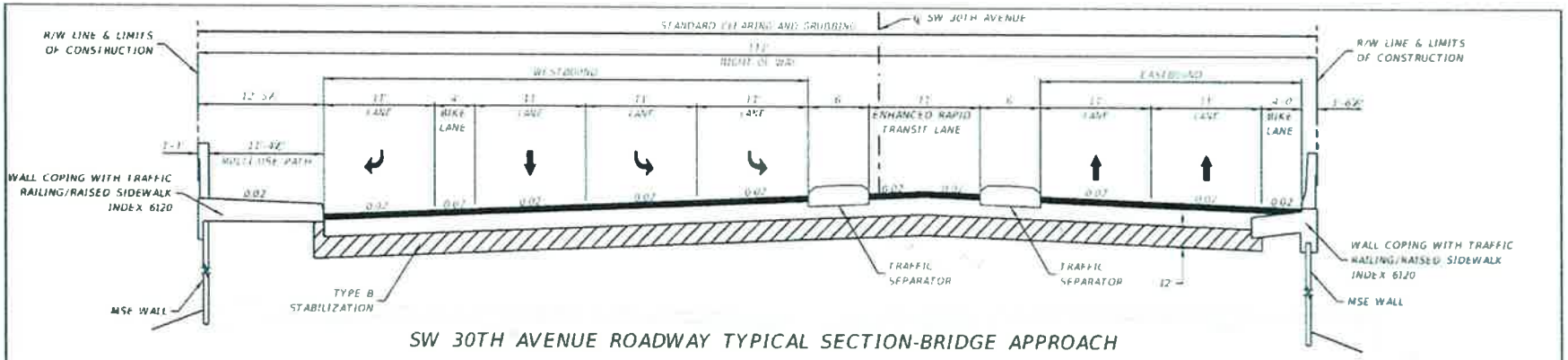
SW 30th AVE @ SW 45th ST

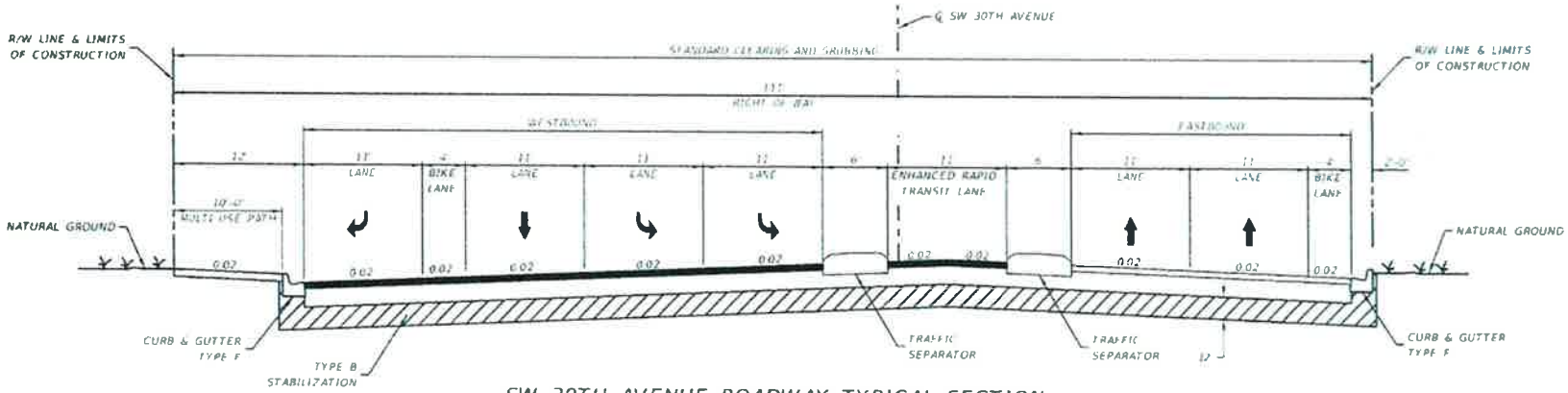


SW 30TH AVENUE ROADWAY TYPICAL SECTION-BRIDGE APPROACH

(AT SW 45TH STREET INTERSECTION-WEST OF INTERSTATE 75)

NEW CONSTRUCTION

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (XX")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1 XX") (RUBBER)



SW 30TH AVENUE ROADWAY TYPICAL SECTION

(AT SW 45TH STREET INTERSECTION-WEST OF INTERSTATE 75)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

TranSystems

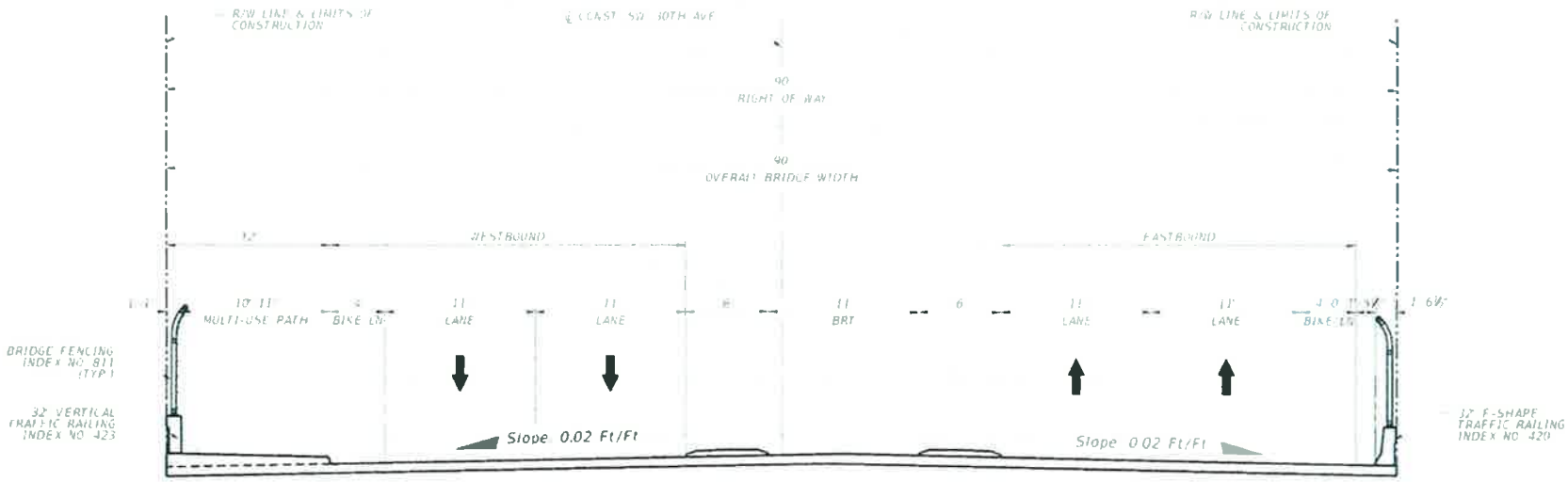
CELEBRATION POINTE

ROAD NO.	COUNTY	DEVELOPERS
SW 30TH	ALACHUA	CELEBRATION POINTE PARTNERS, LLC

TYPICAL SECTION

SHEET NO

SW 30th AVE over INTERSTATE 75



SW 30TH BRIDGE SECTION

BRIDGE NUMBER: XXXXXX

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

TranSystems

CELEBRATION POINTE

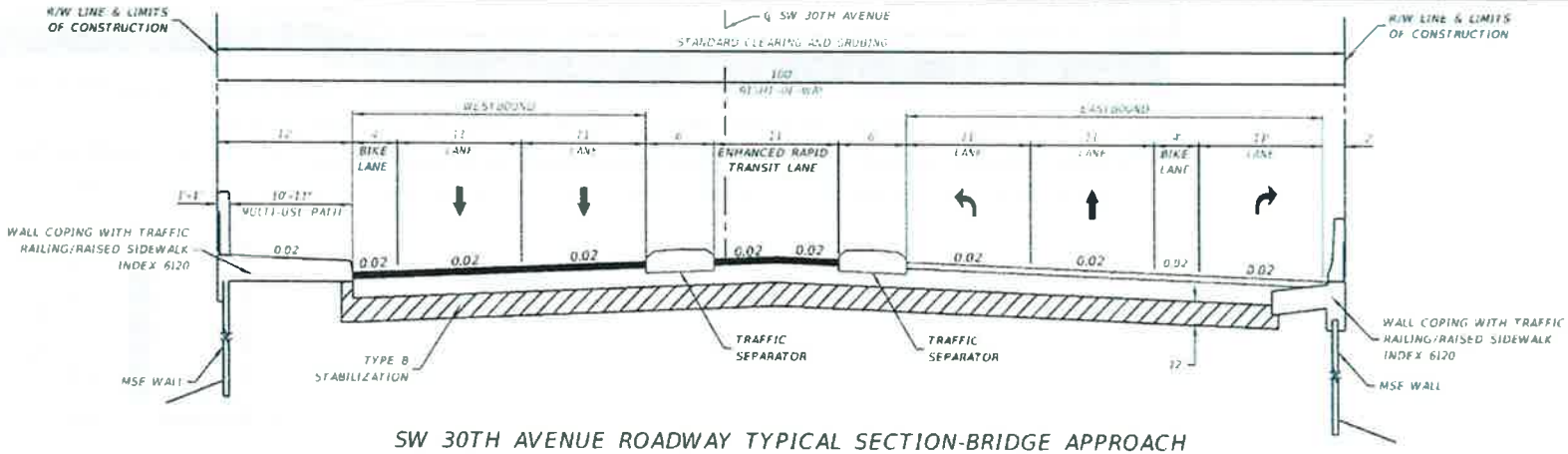
CELEBRATION POINTE PARTNERS, LLC

ALACHUA, FL

BRIDGE SECTION

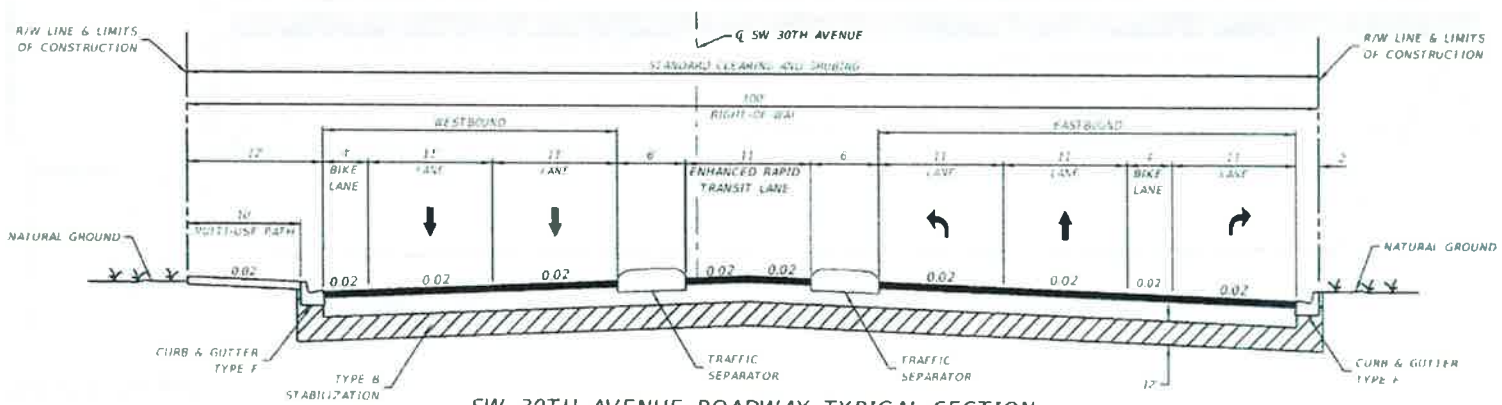
SW 30TH AVE OVER I-75 AND SW 40TH BLVD

SW 30th AVE @ SW 42nd WAY



SW 30TH AVENUE ROADWAY TYPICAL SECTION-BRIDGE APPROACH

(AT SW 42ND WAY INTERSECTION-EAST OF INTERSTATE 75)



SW 30TH AVENUE ROADWAY TYPICAL SECTION

(AT SW 42ND WAY INTERSECTION-EAST OF INTERSTATE 75)

NEW CONSTRUCTION

OPTIONAL BASE GROUP 8 WITH
TYPE SP STRUCTURAL COURSE (TRAFFIC C) (XX")
AND FRICTION COURSE FC-12.5 (TRAFFIC C) (1 XX") (RUBBER)

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

TranSystems

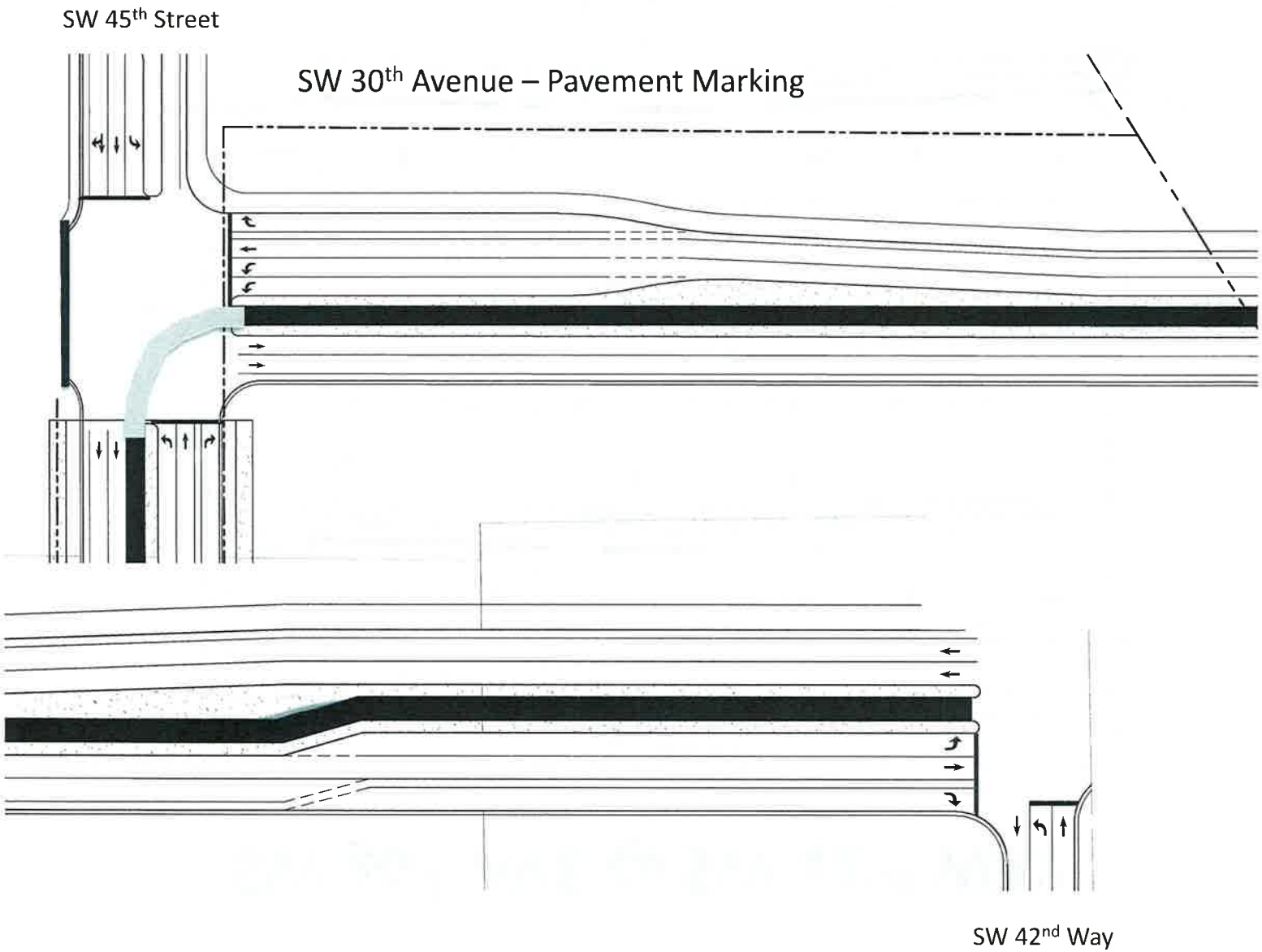
CELEBRATION POINTE

ROAD NO	COUNTY	DEVELOPERS
SW 30TH	ALACHUA	CELEBRATION POINTE PARTNERS, LLC

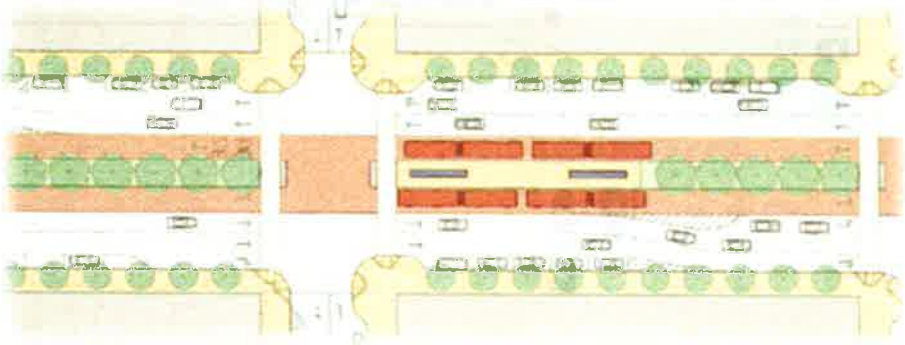
TYPICAL SECTION

SHEET NO

SW 30th AVE LANE MARKINGS

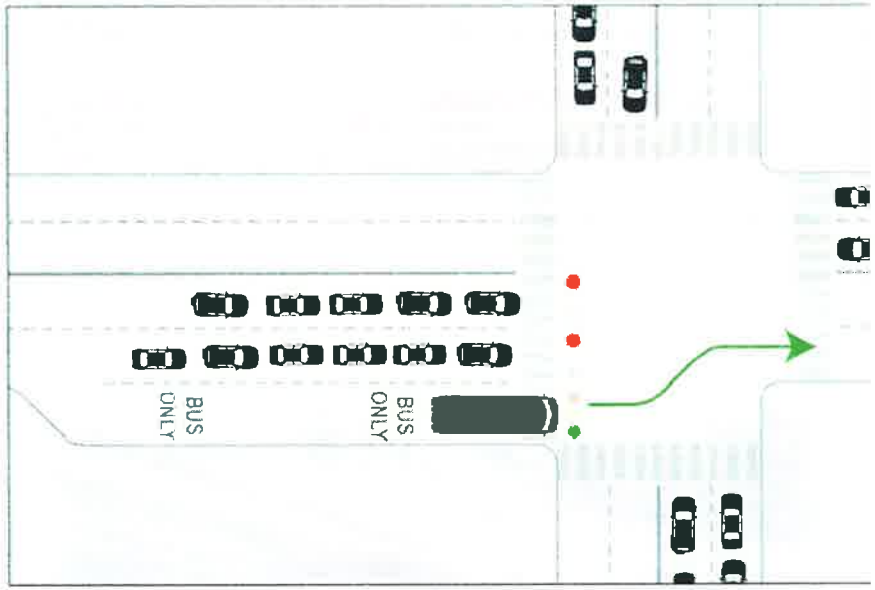


ENHANCED TRANSIT LANES



Show Eugene Video Clip

ENHANCED TRANSIT SERVICE

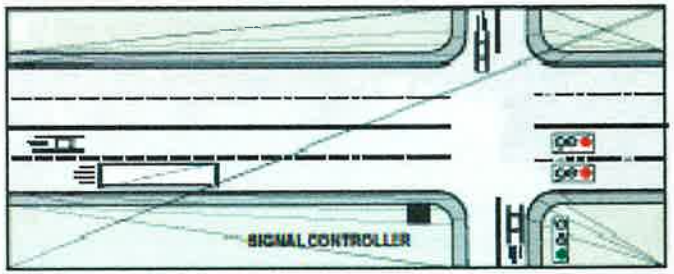


Source: FDOT Southwest 24th Avenue Multimodal Corridor Analysis Report, 2002

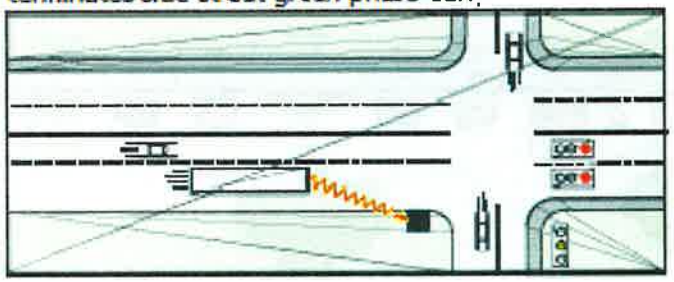
Show King County Video Clip

RED TRUNCATION

Bus approaches red signal



Signal controller detects bus; terminates side street green phase early



Bus proceeds on green signal

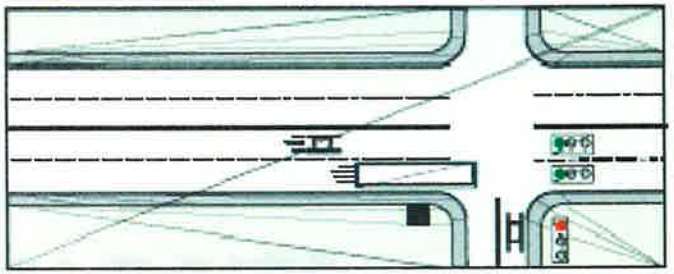
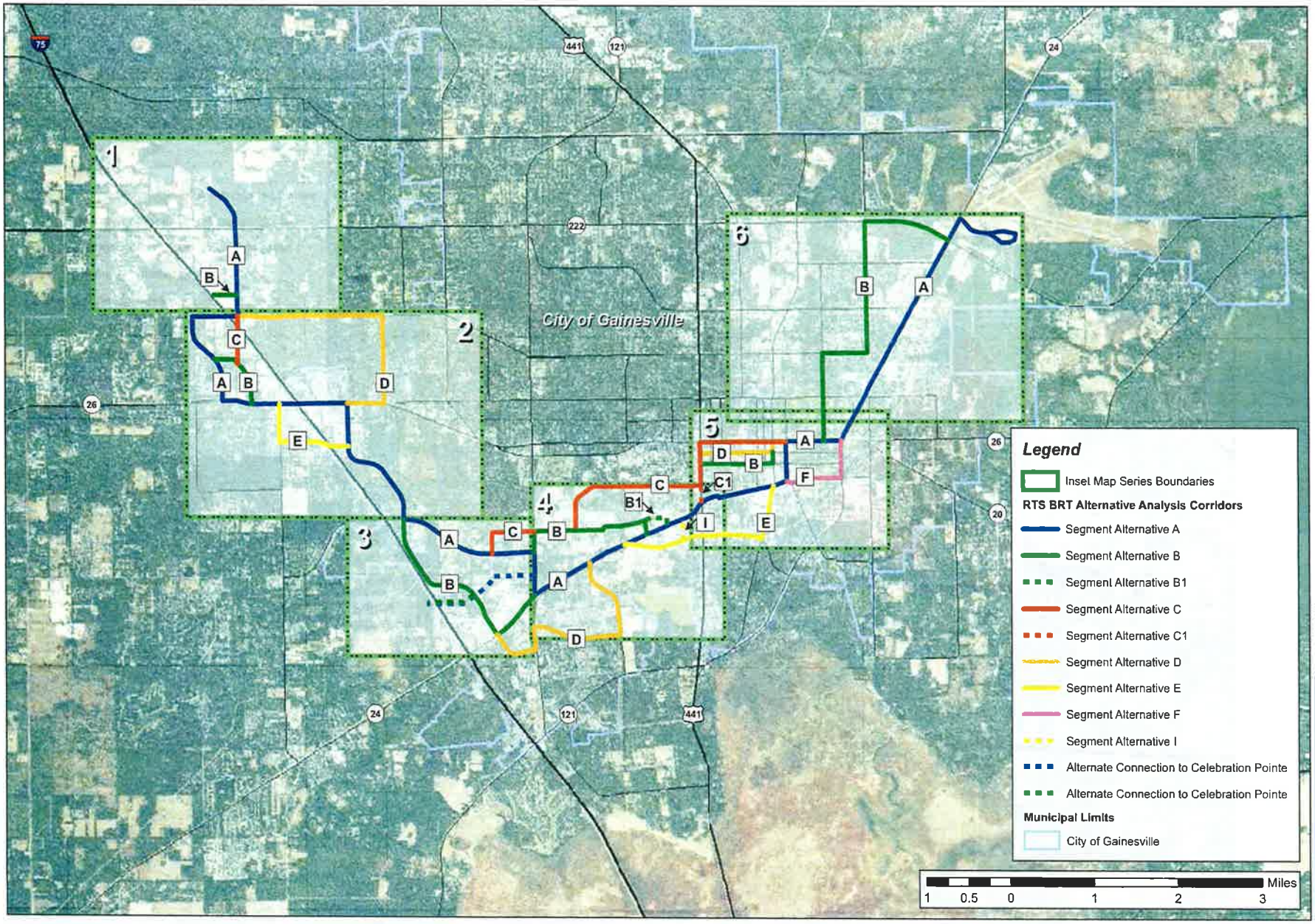


ILLUSTRATION 1A:
CORRIDOR
INDEX MAP

RTS Alternative Analysis Corridor
BRT Preferred Service Alignment

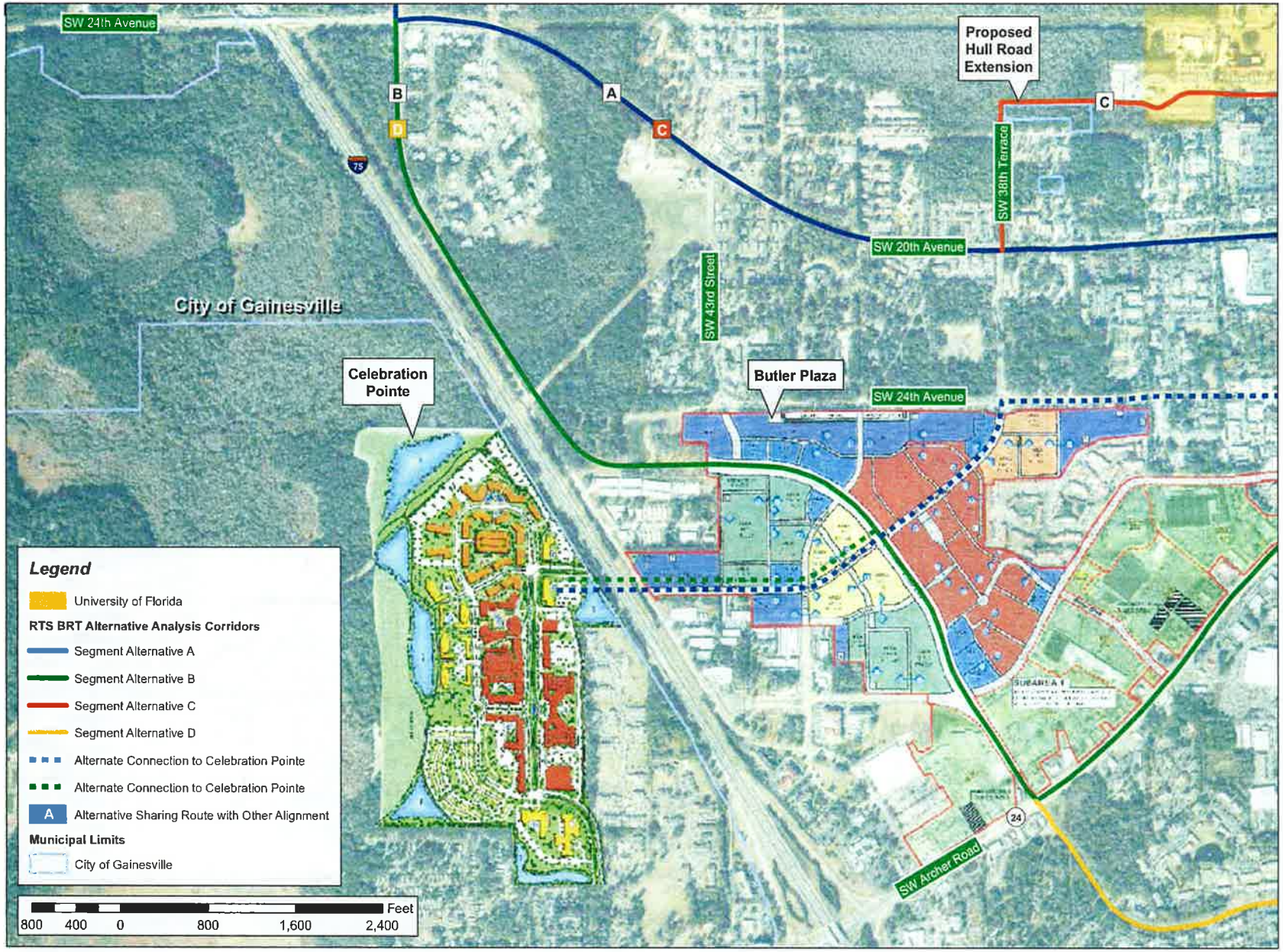


NORTH

Causseaux, Hewett, & Walpole, Inc.
Engineering · Surveying · Planning · GIS
132 NW Main Drive, Gainesville, FL 32607
Phone: (352) 331-1976 Fax: (352) 331-2476
http://www.chw-inc.com

ILLUSTRATION 1B-3:
AERIAL MAP

RTS Alternative Analysis Corridor
BRT Preferred Service Alignment



NORTH

Causseaux, Hewett, & Walpole, Inc.
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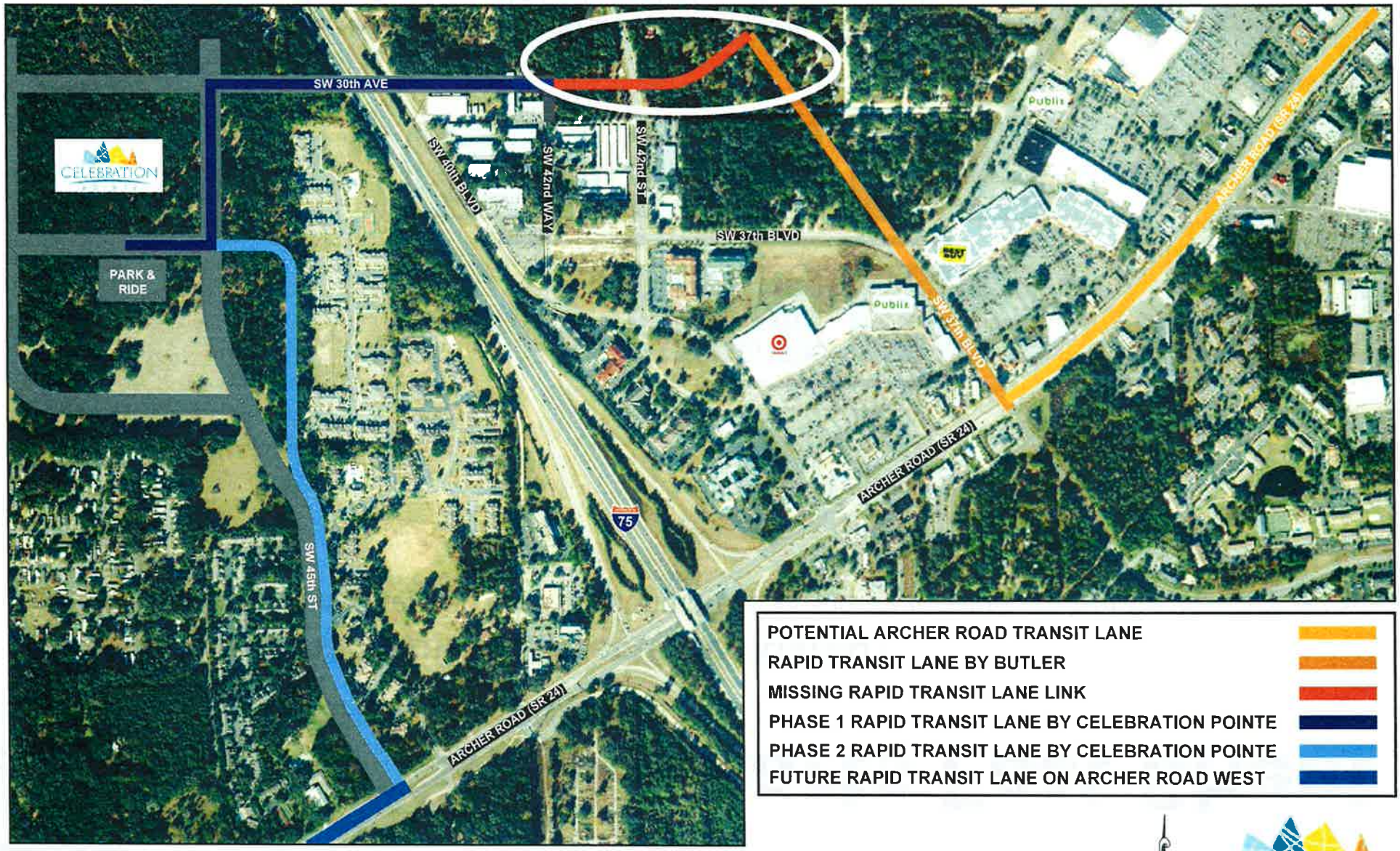
CHW

MISSING LINK IN RAPID TRANSIT LANE



POTENTIAL ENHANCED SOUTHWEST RAPID TRANSIT ROUTE

GRAPHIC SCALE
500 0 500 1000
(IN FEET)
1 inch = 500 ft.

CELEBRATION POINTE

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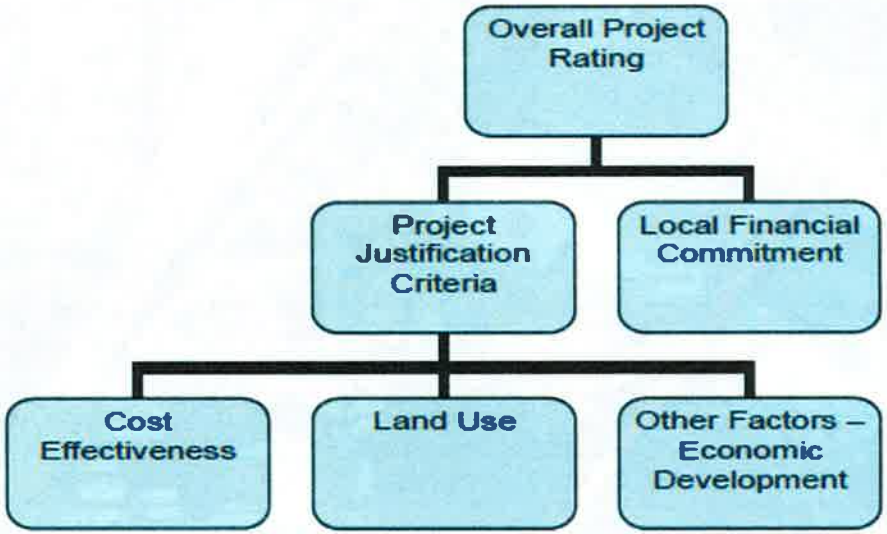
Small Starts Fact Sheet

How are Small Starts projects evaluated?

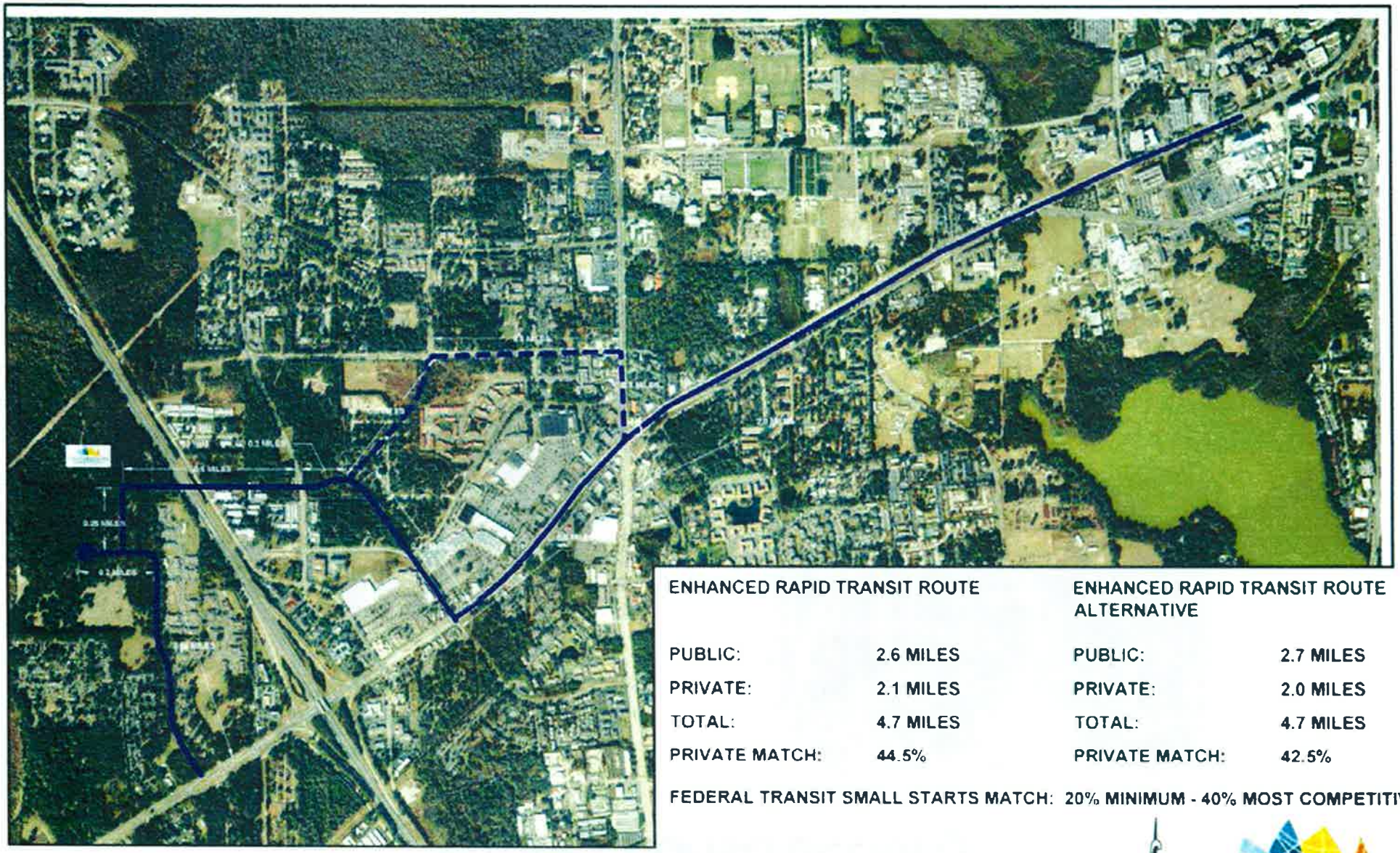
The following illustrates the project rating process and evaluation criteria for Small Starts projects:



Match

The statutory match for New Starts funding is 80 percent Federal, 20 percent local. However, for projects under a Full Funding Grant Agreement (FFGA), FTA continues to encourage project sponsors to request a Federal New Starts funding share that is as low as possible. The Congressional Conference Report that accompanied the FY 2002 Department of Transportation Appropriations Act instructs "FTA not to sign any new full funding grant agreements after September 30, 2002 that have a maximum Federal share of higher than 60 percent."

IMPROVING POSITION FOR FEDERAL FUNDS



ENHANCED RAPID TRANSIT ROUTE		ENHANCED RAPID TRANSIT ROUTE ALTERNATIVE	
PUBLIC:	2.6 MILES	PUBLIC:	2.7 MILES
PRIVATE:	2.1 MILES	PRIVATE:	2.0 MILES
TOTAL:	4.7 MILES	TOTAL:	4.7 MILES
PRIVATE MATCH:	44.5%	PRIVATE MATCH:	42.5%

FEDERAL TRANSIT SMALL STARTS MATCH: 20% MINIMUM - 40% MOST COMPETITIVE

ENHANCED RAPID TRANSIT ROUTE OPTIONS

GRAPHIC SCALE
1200 0 1200 2400
(IN FEET)
1 inch = 1200 ft.

CELEBRATION POINTE

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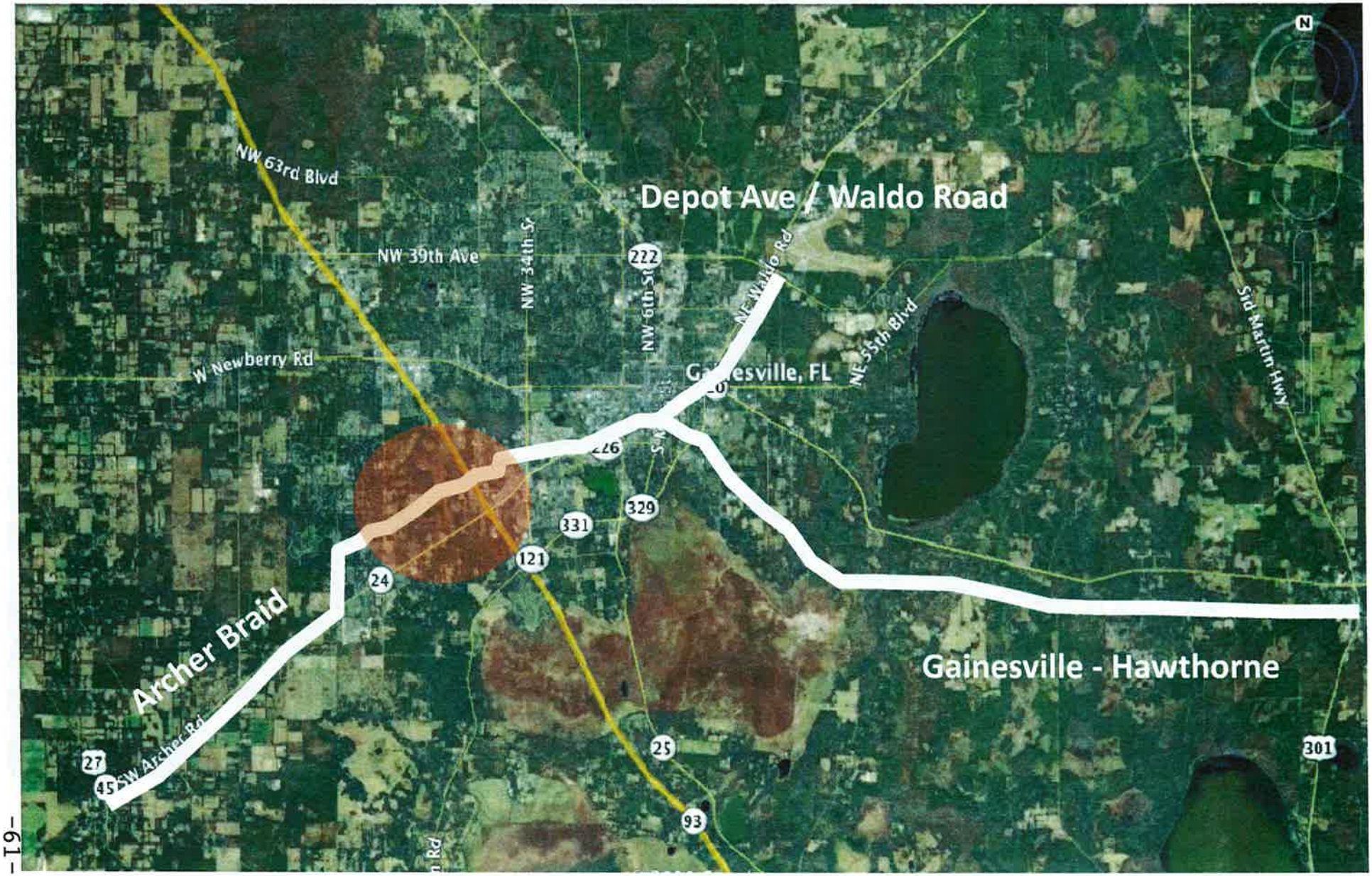
ARCHER BRAID TRAIL
(under construction)

Show Davis Video Clip

REGIONAL TRAIL NETWORK



EXAMPLE OF CREATIVE PARTNERSHIPS

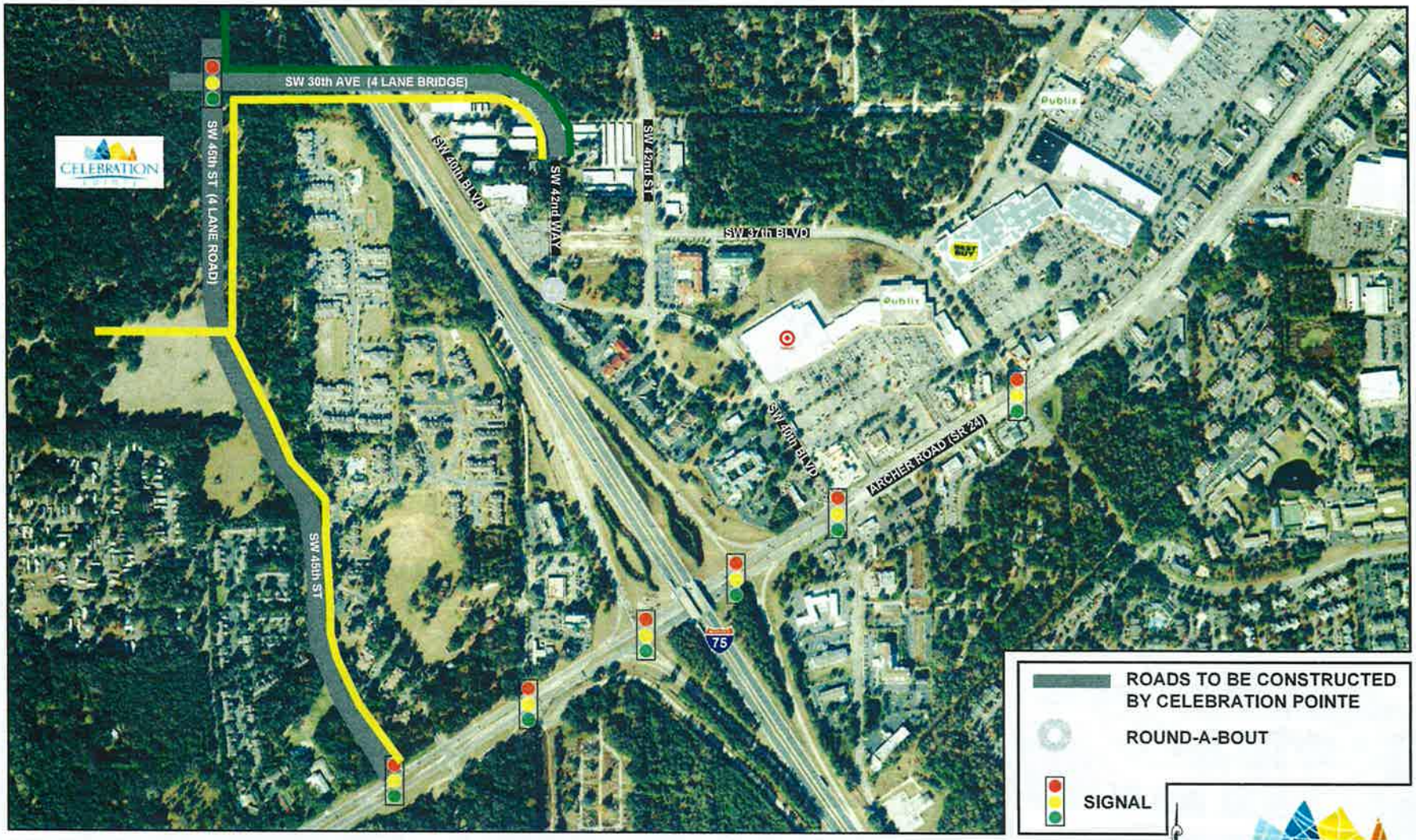
ARCHER BRAID TRAIL (HAILE PLANTATION TO UF)

CELEBRATION POINTE

CPP | 2579 SW 87th Drive | Gainesville, Florida 32608 | Tel: 352-333-9333 | Fax: 352-333-9533 | www.cpgainesville.com

SW 30th AVENUE

(Road, Archer Braid Trail & Dedicated Transit Lane terminate @ SW 42nd Way)



PRIMARY ACCESS CONNECTIONS 2014

GRAPHIC SCALE
500 0 500 1000
(IN FEET)
1 inch = 500 ft.

CELEBRATION POINTE

CPP | 2579 SW 87th Drive | Gainesville, Florida 32608 | Tel: 352-333-9333 | Fax: 352-333-9533 | www.cpgainesville.com

ONE OPTION FOR IMPROVED CONNECTIVITY & MOBILITY

POTENTIAL SOUTHWEST FUTURE TRANSPORTATION NETWORK

GRAPHIC SCALE
700 0 700 1400
(IN FEET)
1 inch = 700 ft.

CELEBRATION POINTE

CPP | 2579 SW 87th Drive | Gainesville, Florida 32608 | Tel: 352-333-9333 | Fax: 352-333-9533 | www.cpgainesville.com

DISCUSSION

- SW 30th Avenue Overpass under design
- Construction completed in 2015
- Increase connectivity, reduce congestion & enhance mobility
- Significant local match to obtain Federal Funds
- Excellent Opportunity to Jump Start Enhanced Transit System
- Extend Archer Braid Trail to create a 40 plus mile regional trail
- Unique Public / Private / Intergovernmental Partnership

North Central Florida Regional Planning Council

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February 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: State Road 226 Transportation System Management Project- 60 Percent Plans

STAFF RECOMMENDATIONS

Recommend approval of the State Road 226 (SE 16th Avenue) 60 percent plans.

BACKGROUND

At its October 1, 2012 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area reviewed the scoping plans for State Road 226 (SE 16th Avenue). During this discussion, the following motion was approved:

> *"approve the "Scoping Plans" for the State Road 226 (SE 16th Avenue) Project, with one review comment to request that the Florida Department of Transportation take another look at, and consider removing, the proposed sliplane triangle configuration in the southeast corner of the South Main Street and Southeast 16th Avenue intersection."*

The Florida Department of Transportation has submitted 60 percent plans for review and comment (see attachments). Table 1 shows the currently status of this project in the Transportation Improvement Program.

Table 1- State Road 226 Transportation System Management Project

Fiscal Year (In Dollars)				
2013	2014	2015	2016	2017
$5,000 $250,000	-	-	$34,000 $235,000 $2,140,000	-

t:\marlie\ms13\mtpo\memo\sr226feb20.docx

Florida Department of Transportation
2198 Edison Avenue - MS 2812
Jacksonville, FL 32204

TO: Marlie Sanderson, AICP

FROM: Karen Taulbee, AICP

DATE: February 7, 2013

Subject: Phase II - Plan review SR 226/SW 16th Ave
Project # 423608-2

In October, 2012, Florida Department of Transportation (FDOT) staff presented the PH 1-Scope/30% Plan Review for the Transportation System Management (TSM) project on SR 226/16th Ave., Main St. to Williston Rd.

During discussion, the Metropolitan Transportation Planning Organization (MTPO) had several questions and sent a plan review comment to FDOT on October 12, 2012. The MTPO plan review comment asked FDOT to take another look at, and consider removing, the proposed slip lane triangle configuration in the southeast corner of the South Main Street and Southeast 16th Avenue intersection.

FDOT design project management was provided the MTPO request. The subsequent Phase II -60%project plan has been submitted for review.

FDOT staff would like to request placement on the Technical Advisory Committee (TAC) and Citizen's Advisory Committee (CAC) agenda for February 20, 2013 as well as the MTPO agenda March 4th, to review and comment on the Phase II submittal.

The preliminary Roadway Plan set and the preliminary Signing/Pavement Marking Plan set are enclosed.

Please let me know if you need any additional information for the mail out. FDOT staff will attend both the committee meetings and the MTPO for this item.

Thank you

CONSTRUCTION CONTRACT NO. TBD

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
SIGNALIZATION PLANS

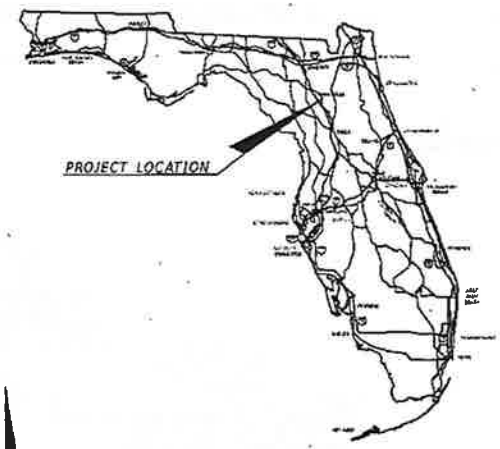
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 423608-2-52-01
(FEDERAL FUNDS)

ALACHUA COUNTY (26004)

STATE ROAD NO. 226



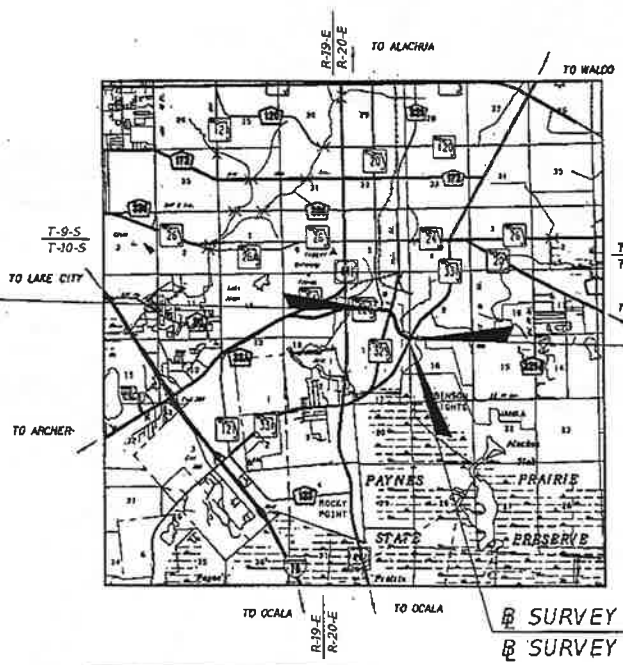
A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SUMMARY OF PAY ITEMS
3 - 7	TYPICAL SECTION
8	OPTIONAL MATERIALS TABULATION
9 - 10	PROJECT LAYOUT
11	GENERAL NOTES
12 - 18	ROADWAY PLAN
19	INTERSECTION DETAILS
20 - 31	DRAINAGE STRUCTURES
32	ROADWAY SOIL SURVEY
33	CROSS SECTION PATTERN SHEET
34 - 58	CROSS SECTIONS
59 - 61	STORMWATER POLLUTION PREVENTION PLAN
62	TEMPORARY TRAFFIC CONTROL PLAN

LIST OF REVISED INDEX DRAWINGS

INDEX NO.	SHEET NO.



BEGIN PROJECT
℄ SURVEY SR 226
STA. 148+21.33
MP 1.644

END PROJECT
℄ SURVEY SIDESTREET
STA. 00+64.78
M.P. 0.012

℄ SURVEY SR 226 STA. 177+29.26 =
℄ SURVEY SIDESTREET STA. 00+00.00

N

0 1 2
Miles

ROADWAY SHOP DRAWINGS TO BE SUBMITTED TO:

RYAN A. MCGINNIS, P.E.
COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FLORIDA 32801
PH. (407) 423-1600 FAX: (407) 423-9614

PLANS PREPARED BY:

CES Comprehensive Engineering Services, Inc.

COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FL 32801
Phone: (407) 423-1600
Fax: (407) 423-9614
CERTIFICATE OF AUTHORIZATION NO. 7862
www.CESclvil.com
VENDOR NO. F593472222001
CONTRACT NO. C-9241

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

PHASE II SUBMITTAL
JANUARY 14, 2013

GOVERNING STANDARDS AND SPECIFICATIONS: FLORIDA DEPARTMENT OF TRANSPORTATION, 2013 DESIGN STANDARDS AND REVISED INDEX DRAWINGS AS APPENDED HEREIN, AND 2013 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AS AMENDED BY CONTRACT DOCUMENTS

For Design Standards revisions click on "Design Standards" link at the following web site: http://www.dot.state.fl.us/rddesign/

For Standard Specifications for Road and Bridge Construction click on the "Specifications" link at the following web site: http://www.dot.state.fl.us/specificationsoffice/

PRELIMINARY
NOT FOR CONSTRUCTION
1/14/2013 5:24:05 PM

LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	2972.71	0.563
BRIDGES	N/A	N/A
NET LENGTH OF PROJECT	2972.71	0.563
EXCEPTIONS	N/A	N/A
GROSS LENGTH OF PROJECT	2972.71	0.563

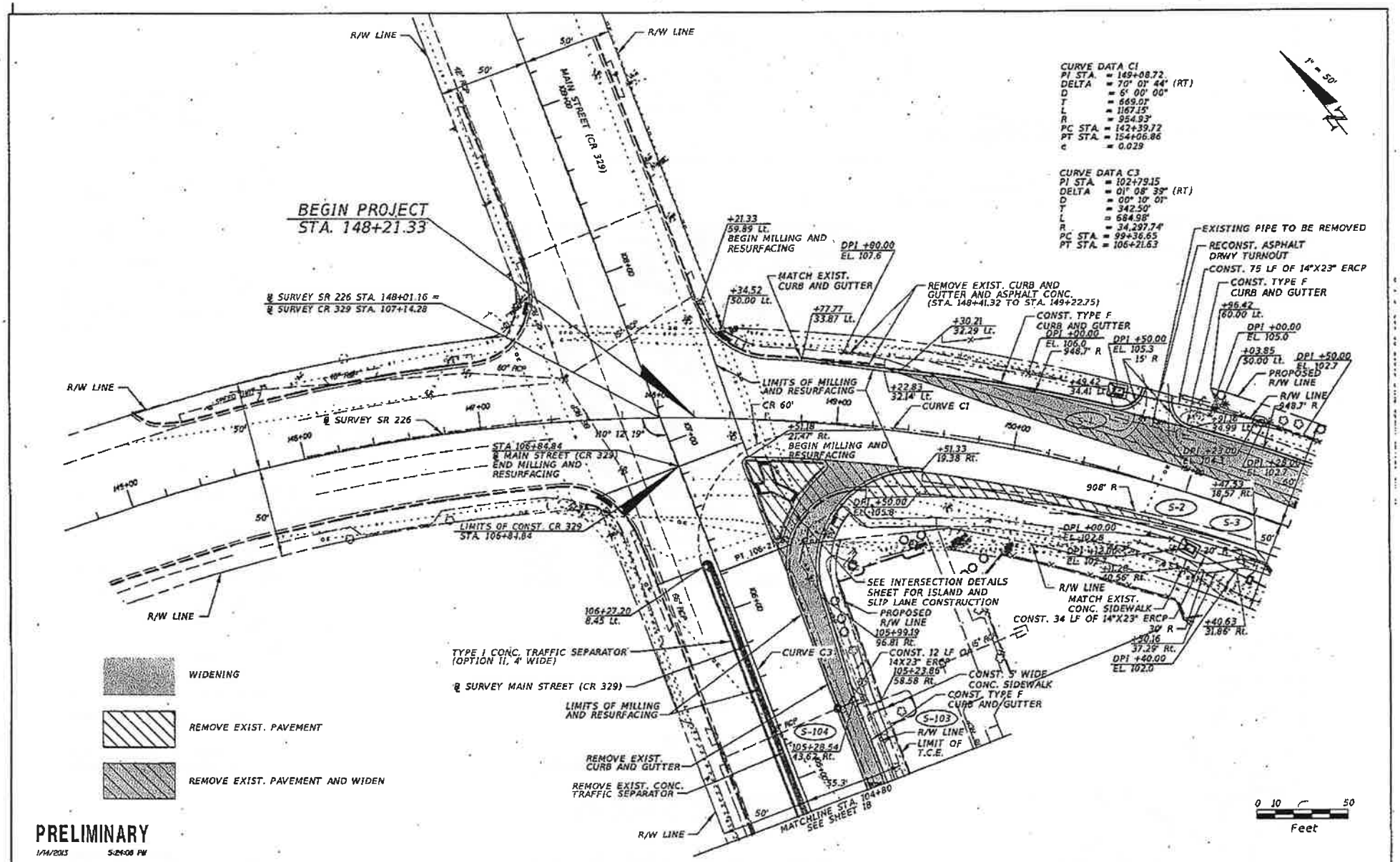
FDOT PROJECT MANAGER: AMY L. WILLIAMS, P.E.

KEY SHEET REVISIONS	
DATE	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: RYAN A. MCGINNIS, P.E.

P.E. NO.: 58694

FISCAL YEAR	SHEET NO.
16	1



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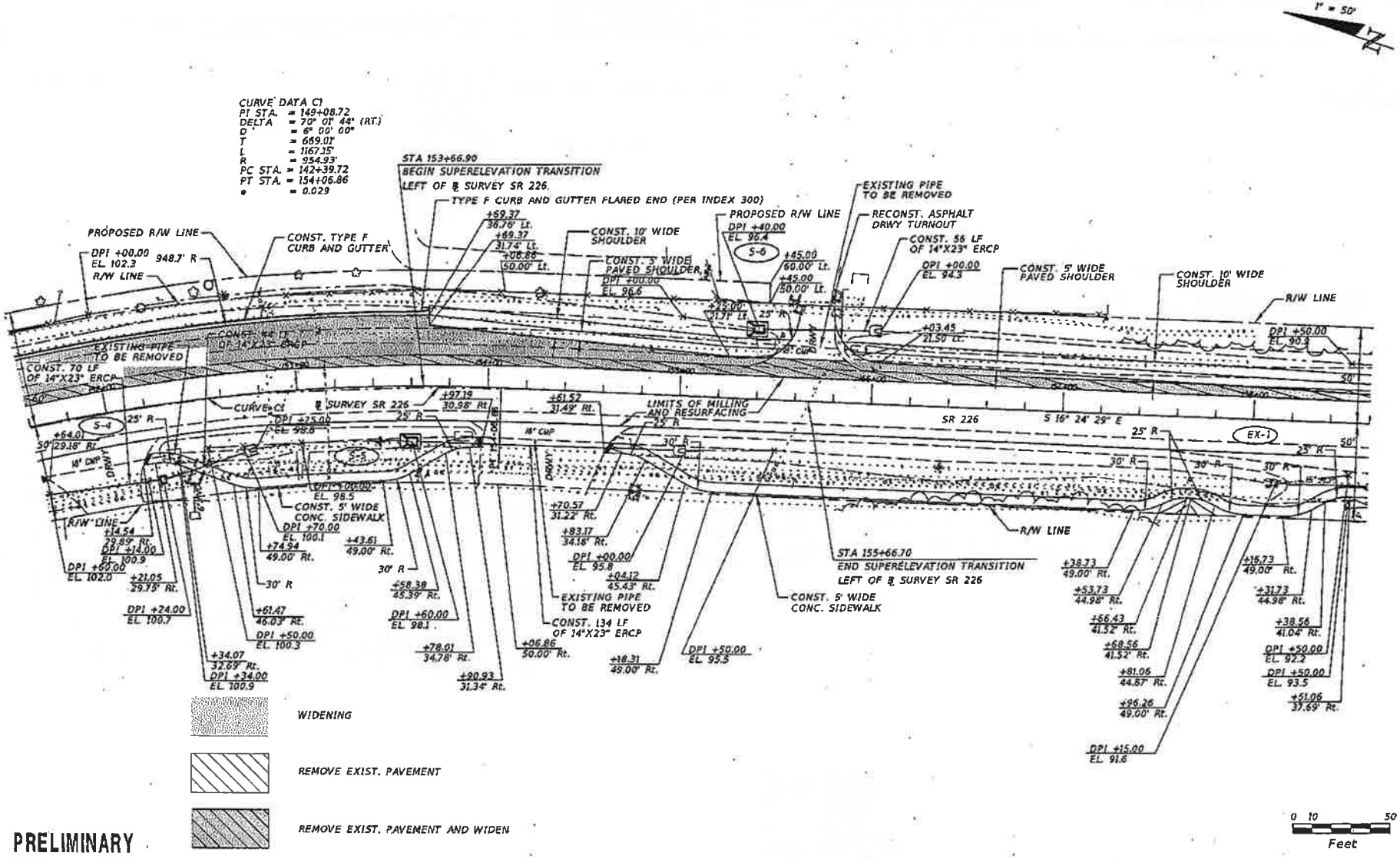
Ryan A. McGinnis, P.E., License No. 58694

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 12



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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

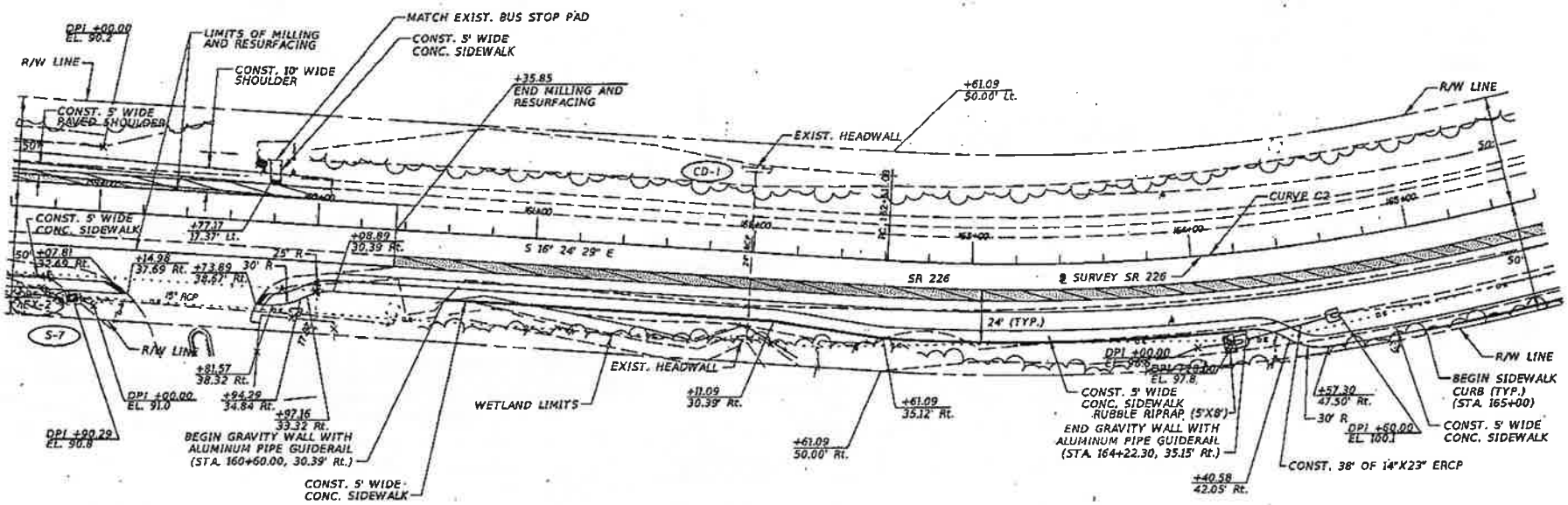
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 13

1" = 50'

CURVE DATA C2
PI STA. = 166+72.16
DELTA = 46° 34' 52" (LT)
D = 6° 00' 00"
T = 411.07'
L = 776.35'
R = 954.93'
PC STA. = 162+61.09
PT STA. = 170+37.44
e = 0.052



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SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 14

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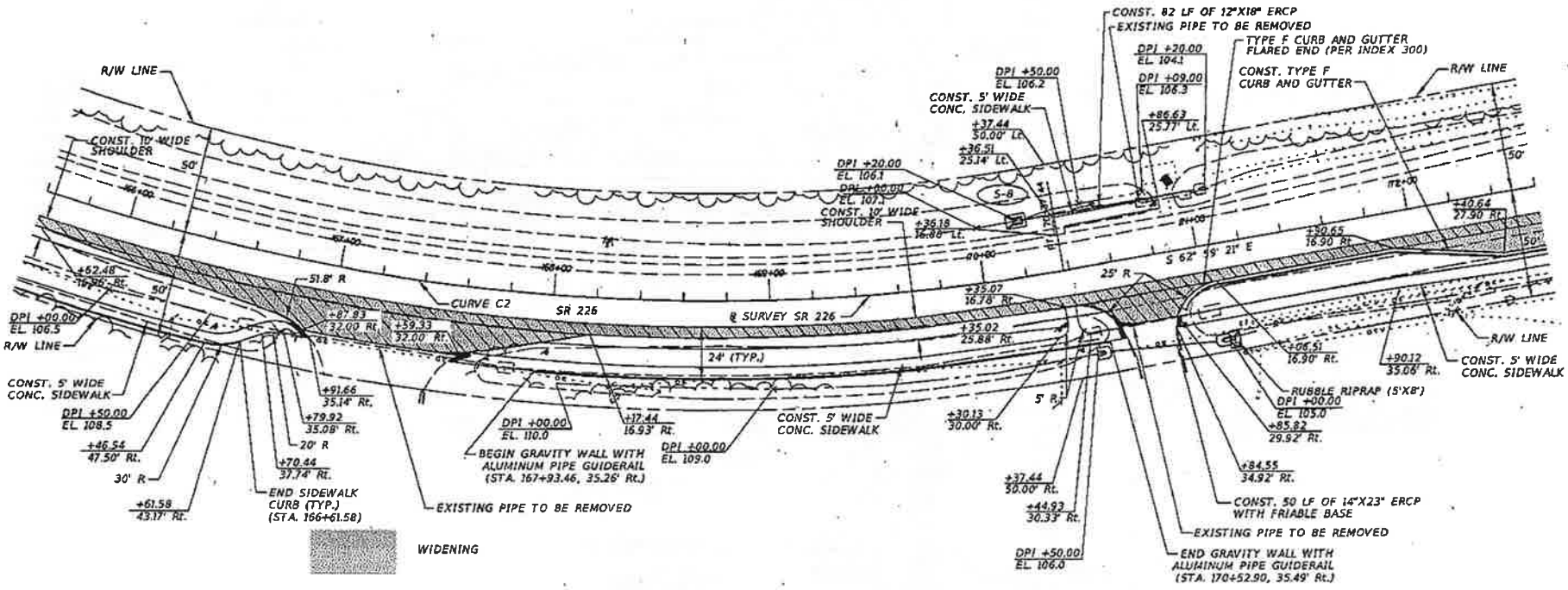
L = 776.35'
R = 954.93'
PC STA. = 162+61.09
PT STA. = 170+37.44
e = 0.052



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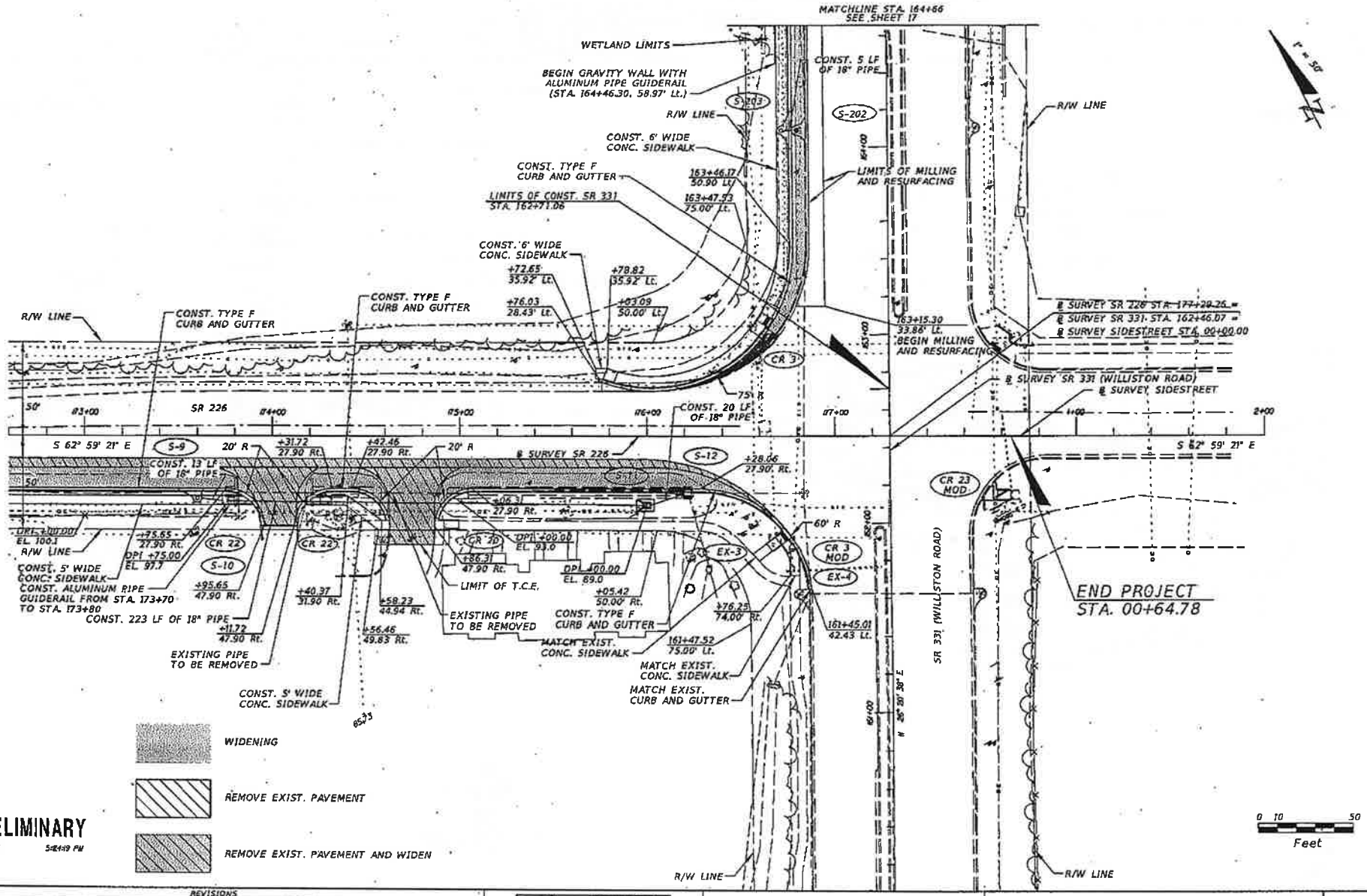
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 15



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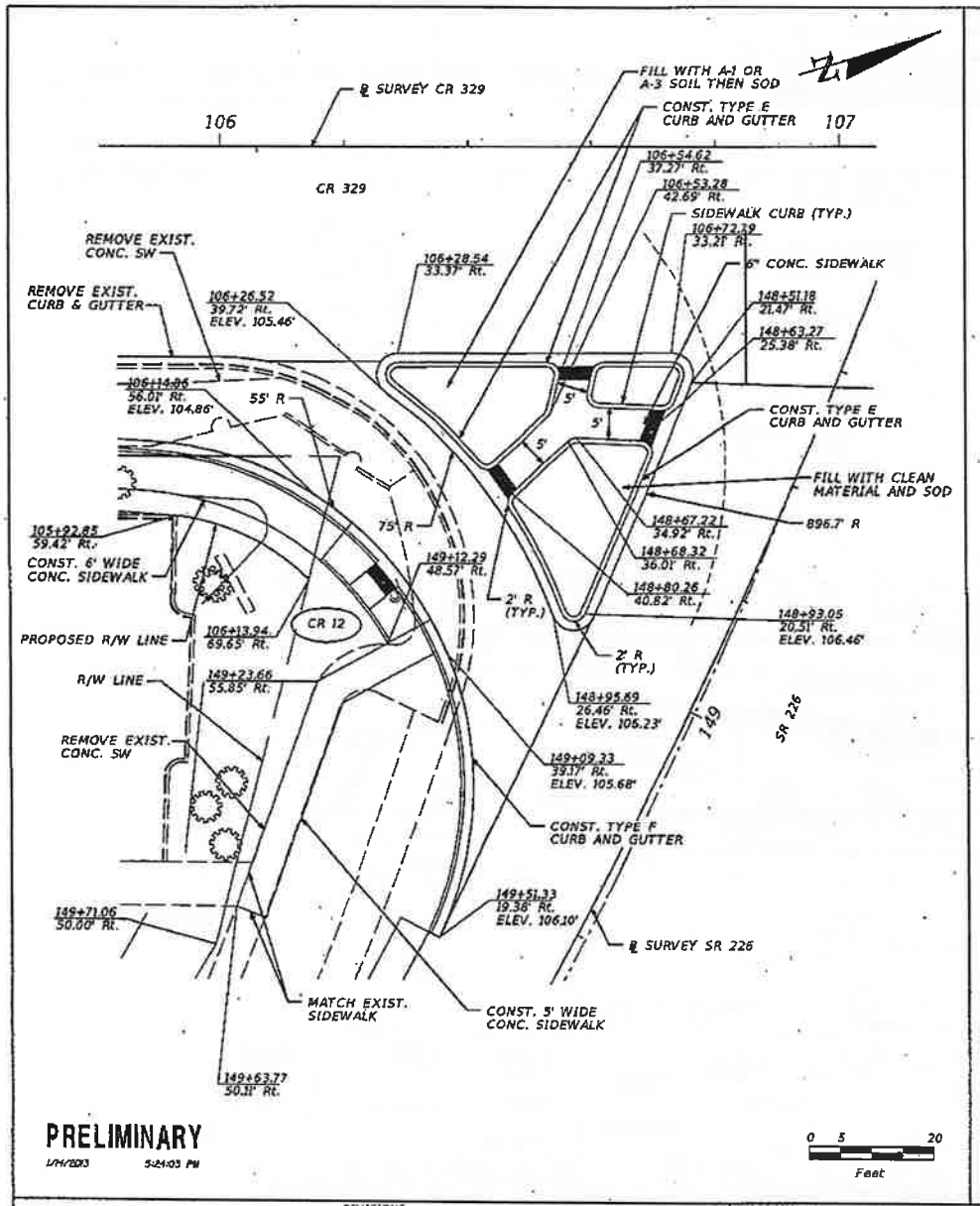
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 16



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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

INTERSECTION DETAILS

SHEET NO. 19

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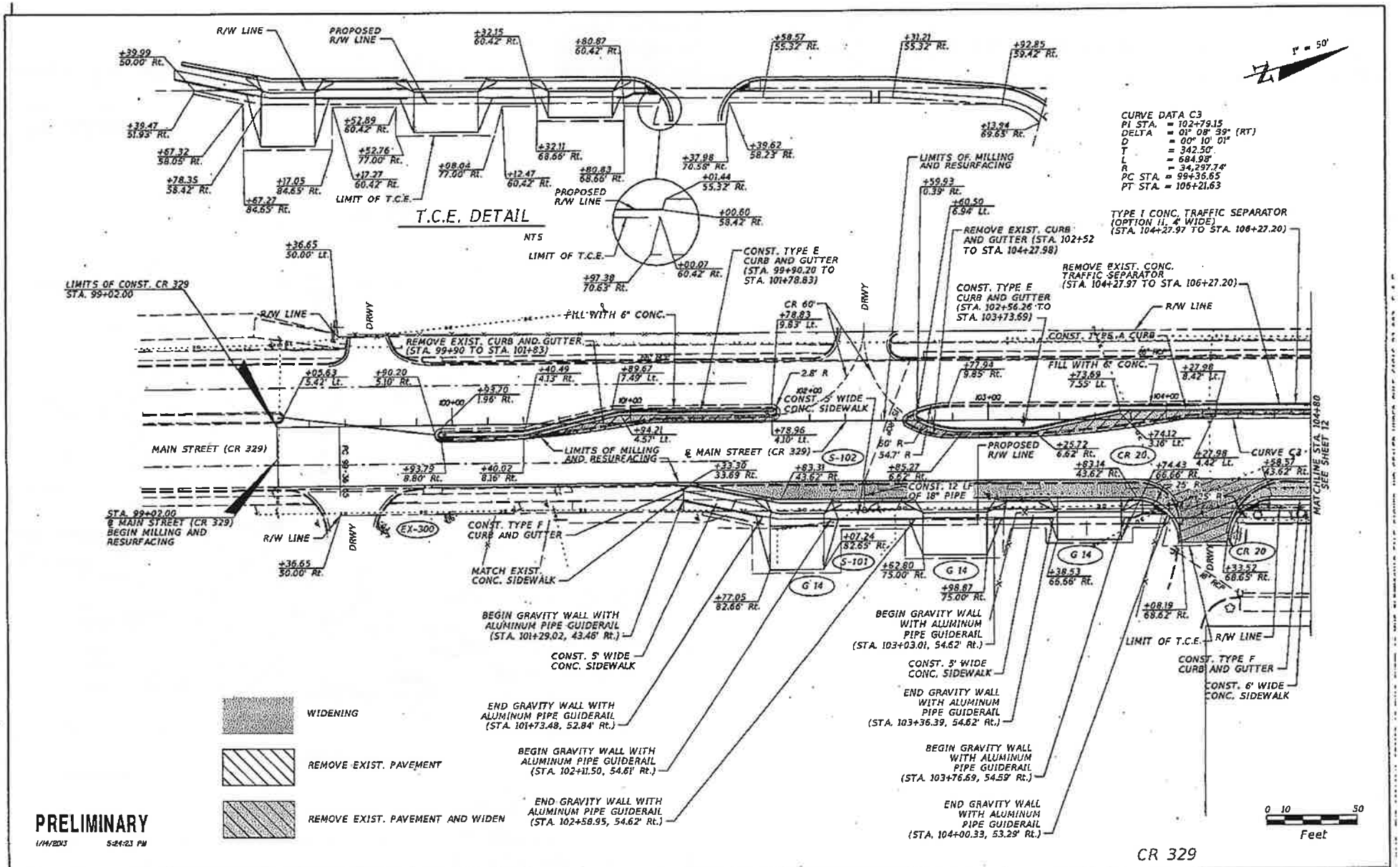

REVISIONS			
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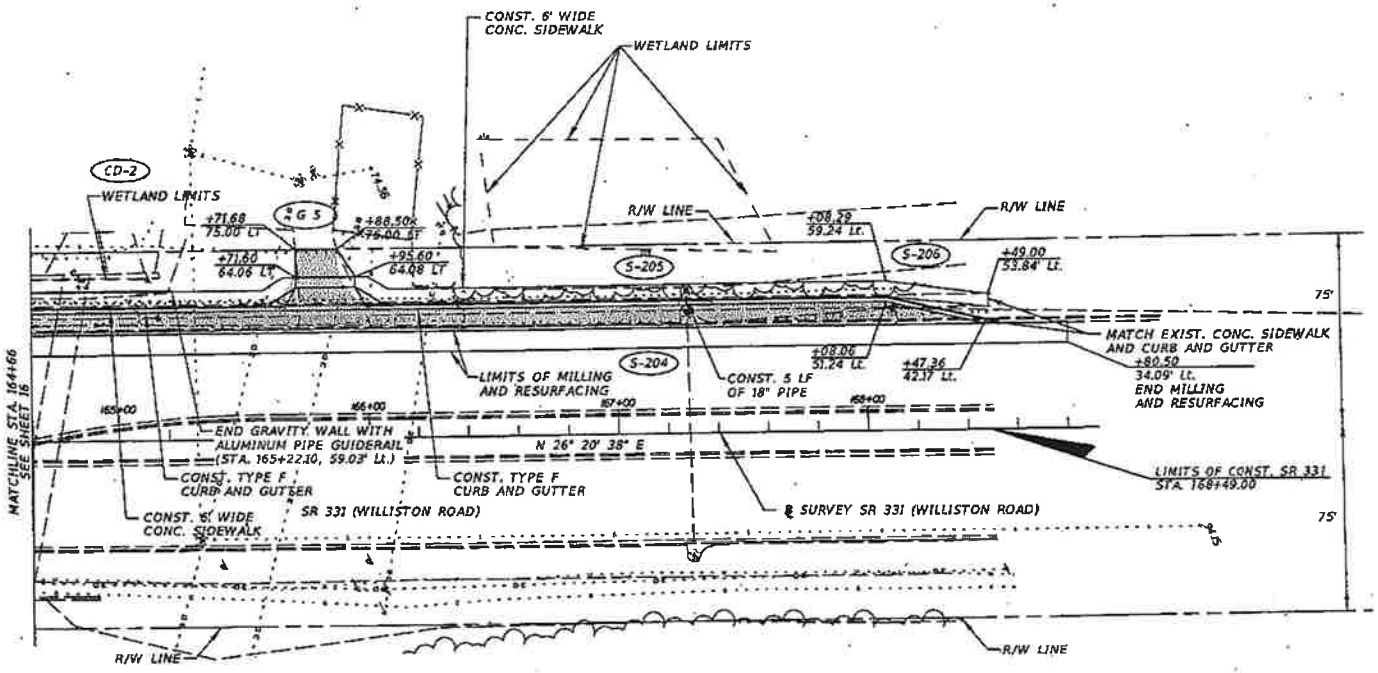
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 18



WIDENING

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REMOVE EXIST. PAVEMENT AND WIDEN

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Feet

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SR 331

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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SR 226	ALACHUA	423608-2-52-01

ROADWAY PLAN

SHEET NO. 17

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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

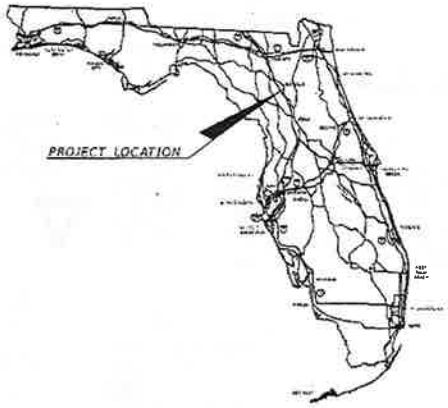
CONTRACT PLANS

FINANCIAL PROJECT ID 423608-2-52-01
(FEDERAL FUNDS)

ALACHUA COUNTY (26004)

STATE ROAD NO. 226

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
S-1	KEY SHEET
S-2	TABULATION OF QUANTITIES
S-3	GENERAL NOTES
S-4 - S-10	SIGNING AND PAVEMENT MARKING PLAN

SIGNING AND PAVEMENT MARKING
SHOP DRAWINGS
TO BE SUBMITTED TO:

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COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FLORIDA 32801
PH. (407) 423-1600 FAX: (407) 423-9614

PLANS PREPARED BY:

CES Comprehensive Engineering Services, Inc.

COMPREHENSIVE ENGINEERING SERVICES, INC.
201 S. ORANGE AVENUE, SUITE 1300
ORLANDO, FL 32801
Phone: (407) 423-1600
Fax: (407) 423-9614
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ENGINEER OF RECORD: RYAN A. MCGINNIS, P.E.

P.E. NO.: 58694

FISCAL YEAR	SHEET NO.
16	S-1

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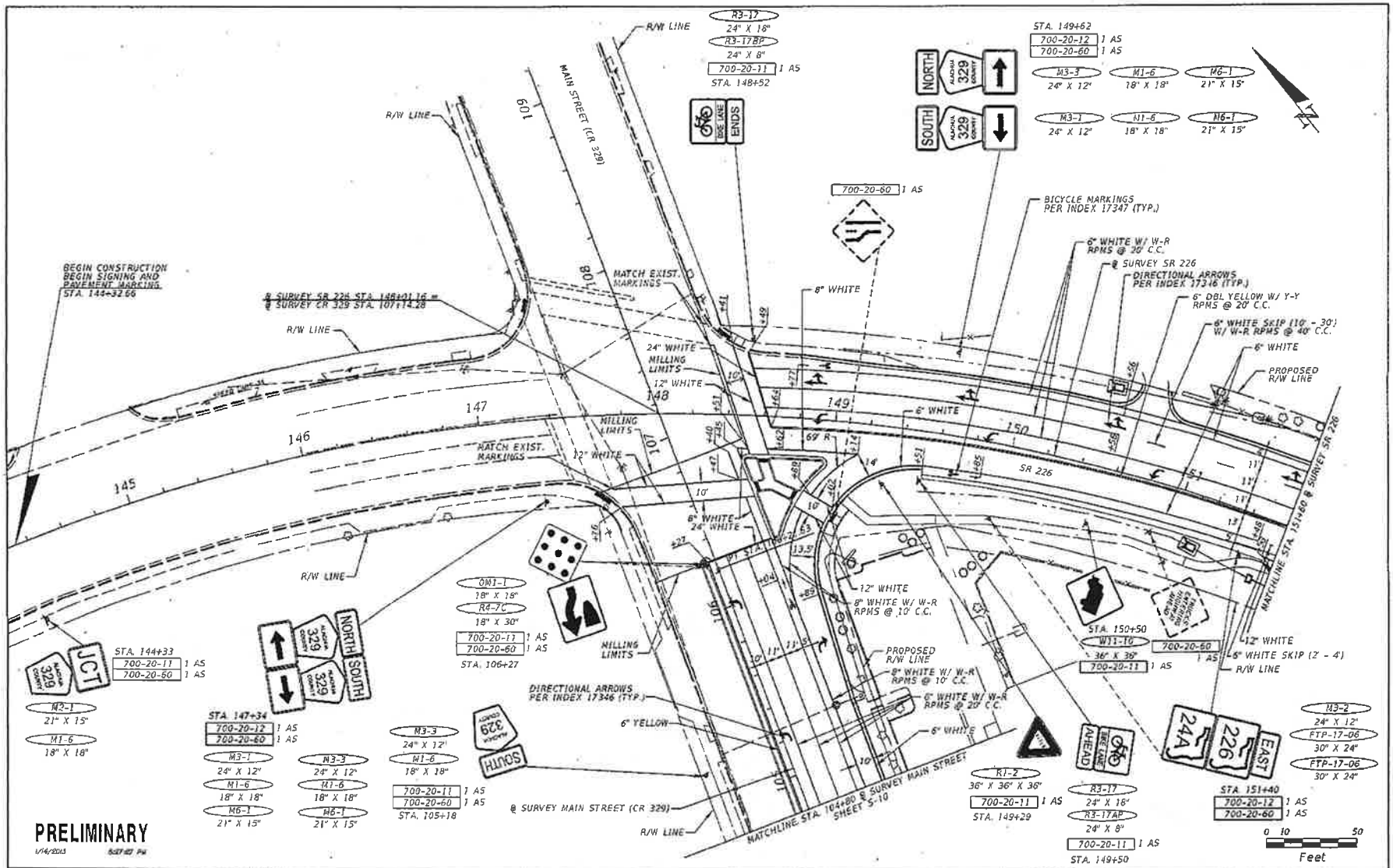
FDOT PROJECT MANAGER: AMY L. WILLIAMS, P.E.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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Ryan A. McGinnis, P.E., License No. 56684

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-4

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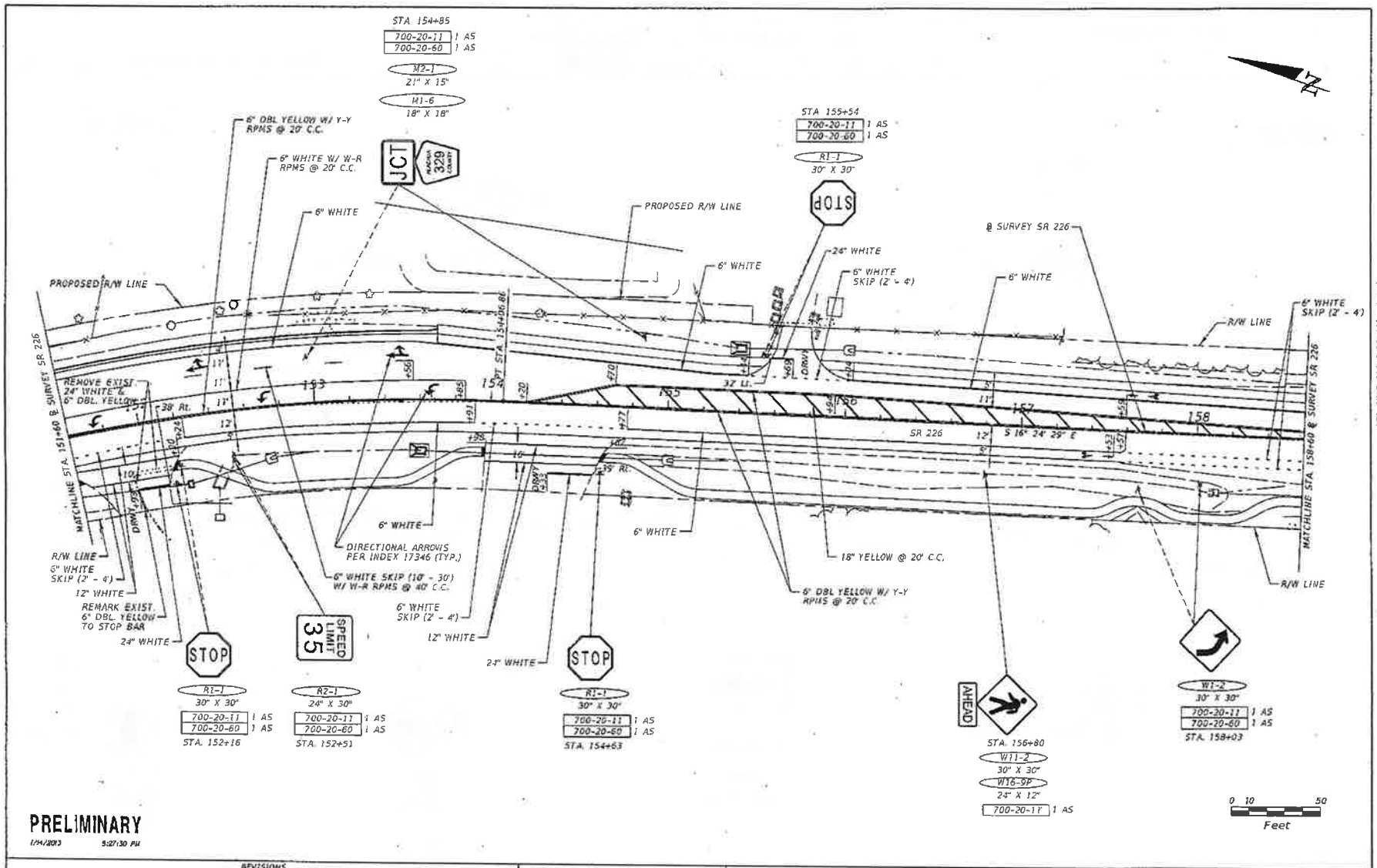

REVISIONS			
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CES Comprehensive Engineering Services, Inc.
201 S Orange Ave. Suite 1300 Orlando, FL 32801-3442
Certificate of Authorization Number : 7862
Ryan A. McGinnis, P.E., License No. 58694

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. 5-5

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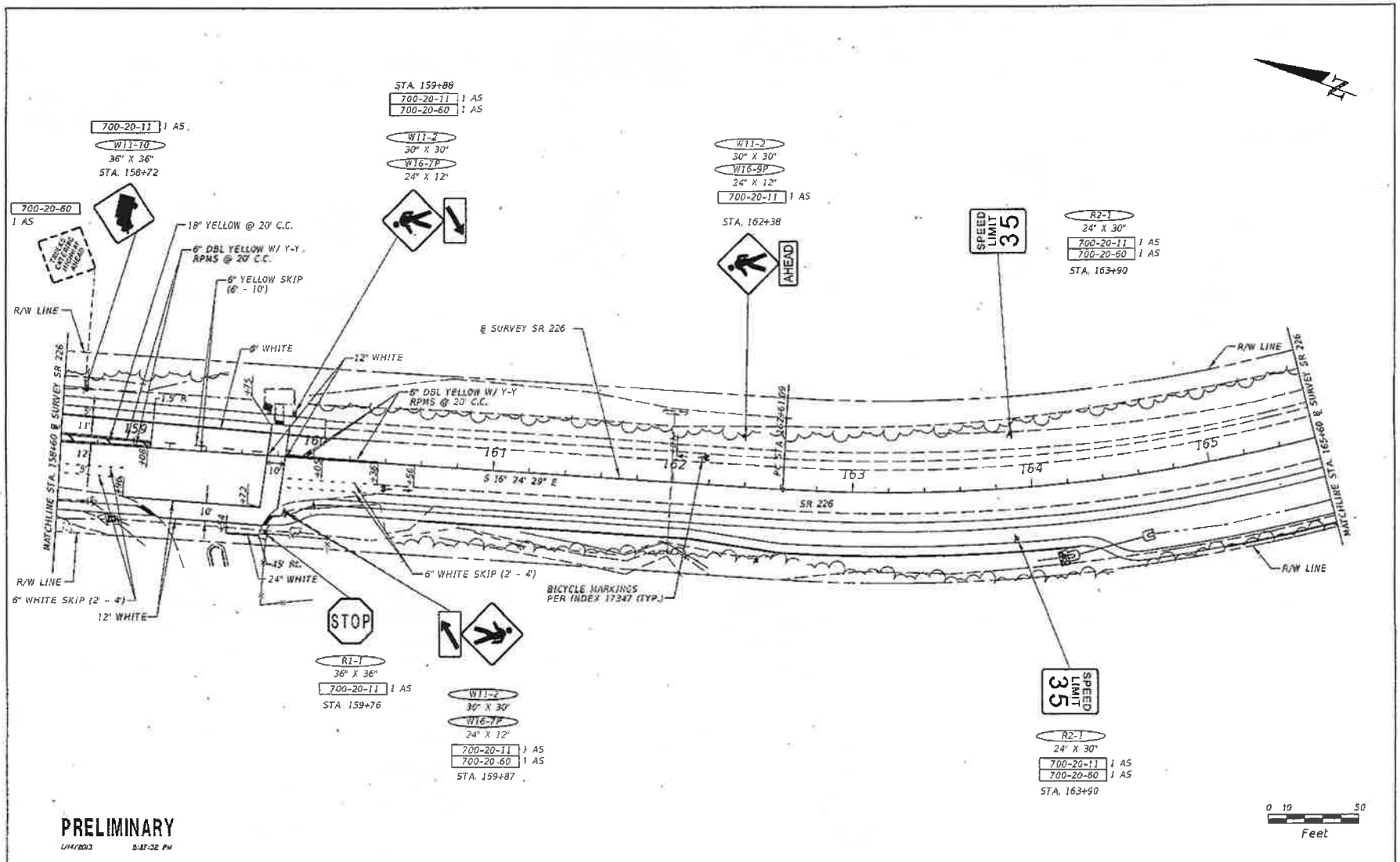

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REVISIONS			
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CES Comprehensive Engineering Services, Inc.
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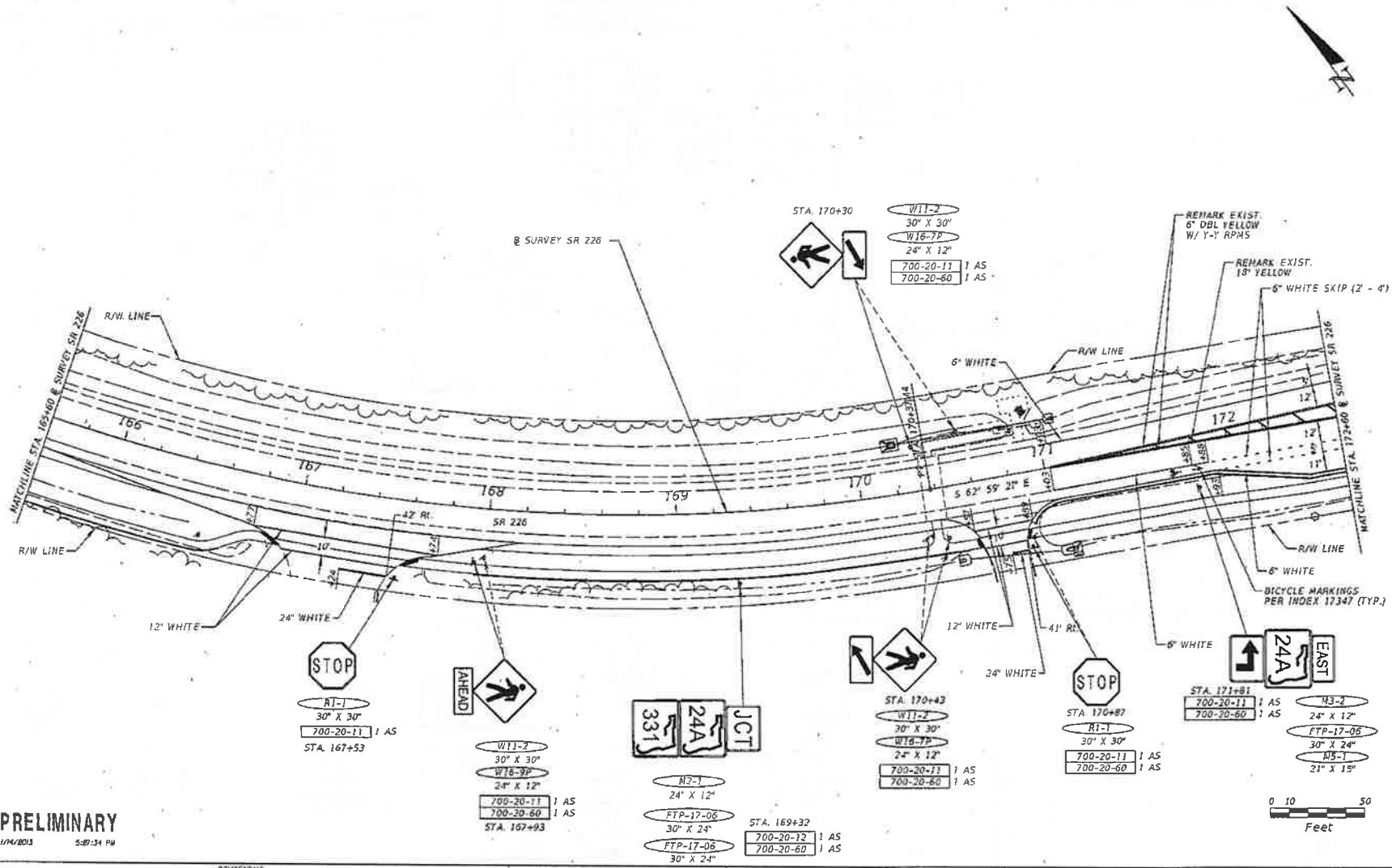
Certificate of Authorization Number : 7882
Ryan A. McGhinis, P.E., License No. 58694

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-6



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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CES Comprehensive Engineering Services, Inc.
201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
Certificate of Authorization Number: 7892
Ryan A. McGinnis, P.E., License No. 56994

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-7

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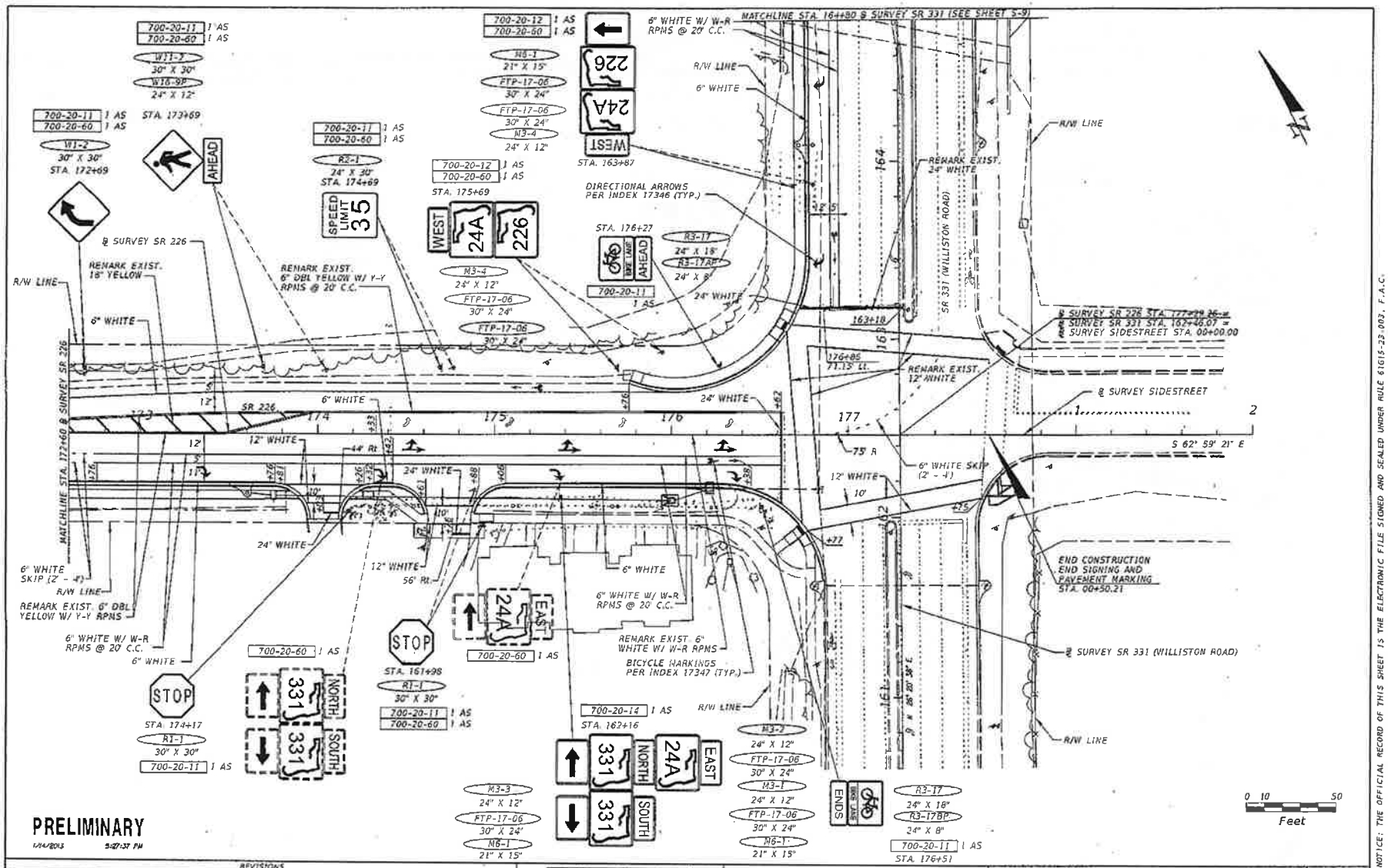

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CES Comprehensive Engineering Services, Inc.
201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
Certificate of Authorization Number : 7652
Ryan A. McGinnis, P.E., License No. 58694

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-8

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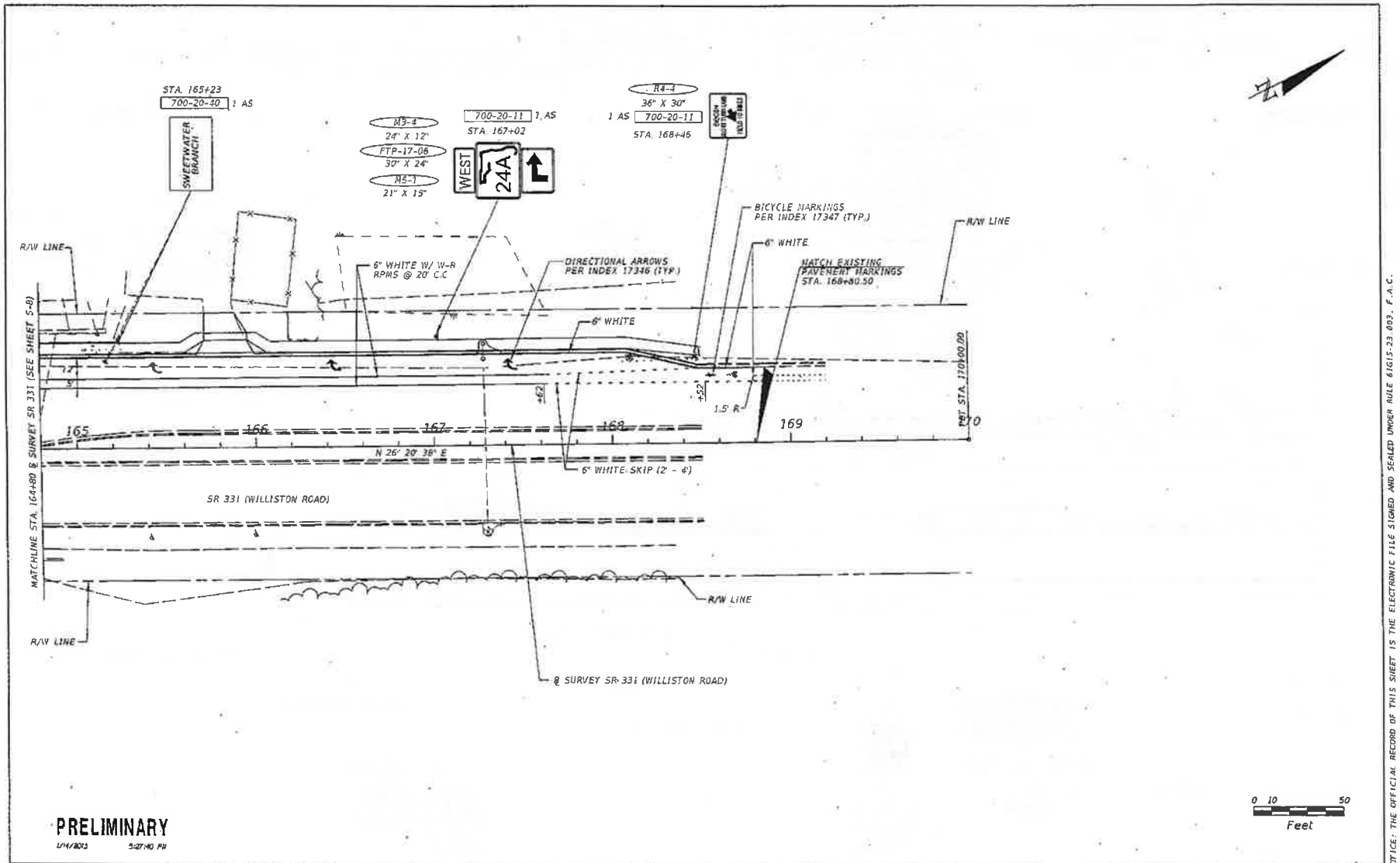

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CES Comprehensive Engineering Services, Inc.
201 S Orange Ave, Suite 1300 Orlando, FL 32801-3442
Certificate of Authorization Number : 7862
Ryan A. McGinnis, P.E., License No. 56594

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-9

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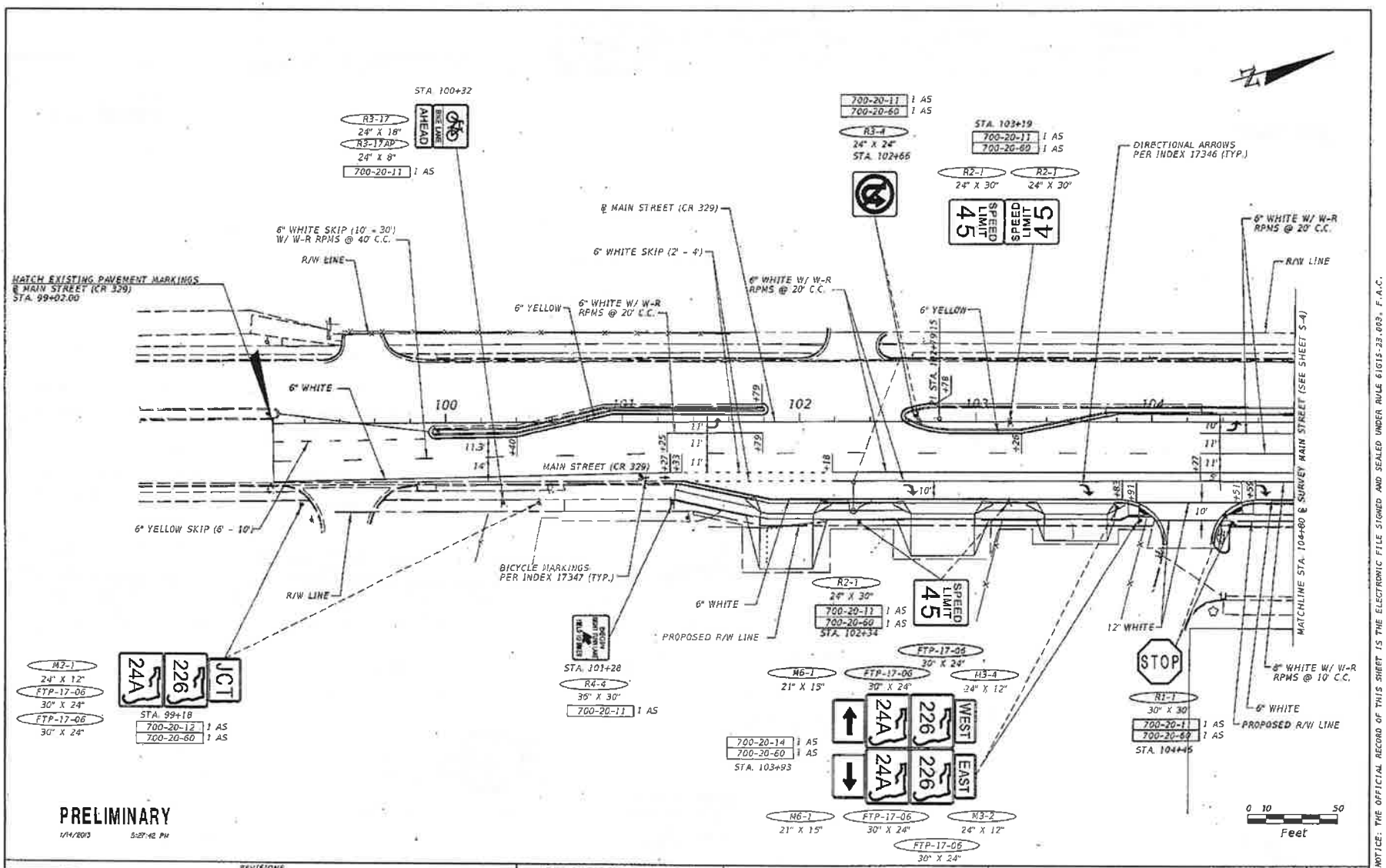

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

CES Comprehensive Engineering Services, Inc.
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Certificate of Authorization Number : 7862
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 226	ALACHUA	423608-2-52-01

SIGNING AND PAVEMENT MARKING PLAN

SHEET NO. S-10

NOTICE: THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE SIGNED AND SEALED UNDER RULE 61G15-23.003, F.A.C.

North Central Florida Regional Planning Council

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February 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Alternatives Applications

STAFF RECOMMENDATION

Recommend that the following two Transportation Alternative project applications be submitted to the Florida Department of Transportation by March 29, 2013-

Priority #1- SW 43rd Street from SW 40 Boulevard to SW 20th Avenue- construct ADA-compliant sidewalk (application prepared and submitted by City of Gainesville staff); and

Priority #2- NW 3rd Street from W. University Avenue to NW 8th Avenue- construct ADA-compliant sidewalk (application prepared and submitted by City of Gainesville staff).

BACKGROUND

The Florida Department of Transportation is soliciting applications for the Transportation Alternatives Program (that replaces the Transportation Enhancement Program). In Exhibit 1, the Florida Department of Transportation is requesting two project applications by March 29, 2013.

Also in Exhibit 1, the Florida Department of Transportation states that the *"Safe Routes to School Program"* has a separate application and that, because of the extensive nature of this application, *"an additional year may be needed before a Safe Routes to School project can be programmed."*

Exhibits

The following exhibits are included to assist in selecting the two project applications that will be submitted this year-

Exhibit 1- Florida Department of Transportation January 23, 2013 letter
Exhibit 2- Application Form
Exhibit 3- Year 2035 Bicycle/Pedestrian Cost Feasible Plan
Exhibit 4- List of Priority Projects- Bicycle/Pedestrian Priorities
Exhibit 5- List of Priority Projects- Safe Routes to School Priorities

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EXHIBIT 1

Florida Department of Transportation

RICK SCOTT
GOVERNOR

1109 South Marion Avenue
Lake City, FL 32025

ANANTH PRASAD, P.E.
SECRETARY

January 23, 2013

Gainesville MTPO: Sent via e-mail

Dear Mr. Sanderson,

The Florida Department of Transportation is soliciting project applications for the Transportation Alternatives Program for the Work Program cycle for Fiscal Year 2019. The Transportation Alternatives Program was created in 2012 under the Moving Ahead for Progress in the 21st Century Act or MAP-21. The Transportation Alternatives Program replaces the Transportation Enhancement Program of prior years. The application form is attached.

Eligible Projects: The following types of projects are eligible for Transportation Alternatives funding:

- Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclisits, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation structures.
- Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- The Safe Routes to School Program – A separate application form must be filled out and included with the Transportation Alternatives application. Because of the extensive nature of the Safe Routes to School application, an additional year may be needed before a Safe Routes to School project can be programmed.

The Department receives an annual allocation of approximately $5,000,000 in enhancement funds to be disbursed among the 18 counties that make up District Two. In this solicitation cycle, the Department is asking for a **maximum of two (2) projects in addition to any Safe Routes to School project applications** to be submitted within the Gainesville Metropolitan Transportation Planning Organization (MTPO) boundary. Please prioritize these projects when submitted. The Department also sent a separate solicitation letter to Alachua County requesting a maximum of two (2) projects outside the MTPO boundary.

For Alachua County, the following Transportation Alternatives Projects are already in the tentative FY 2013 - FY2018 work program and do NOT need a new application:

- 4247671 Sidewalk SR 121 (NW 34th St) from Northside Park to US 441
- 4273271 Sidewalk NE 19th Place from NE 9th St to NE 15th St
- 4288931 Sidewalk City of Archer, SR 24 from SW 169th Dr to SW 73rd Ct
- 4288941 Bike Lane/Sidewalk City of Newberry, NW 8th Ave-SW 20th St. various sidewalks connecting schools and trailhead
- 4288951 Bike Lane/Sidewalk SW 8th Ave from 91st Street to SW 122nd Street
- 4288961 Bike Lane/Sidewalk UF Campus Greenway from SW 34th Street to Gale Lemerand Drive
- 4290291 Bike Path/Trail Archer Braid Trail from SR 24 (Archer Rd) to Kanapaha Park
- 4305131 Sidewalk Town of Lacrosse, SR 121 from NW 202 Pl to CSX Railroad
- 4306141 Bike Lane/Sidewalk UF Campus Greenway from Gale Lemerand Drive to Archer Road
- 4322401 Bike Lane/Sidewalk Hawthorne, SE 221 st from Trailhead to SR 20
- 4322411 Sidewalk SR 200 (US 301) from end of exist sidewalk to NE 177th Pl
- 4322421 Bike Path/Trail UF Campus Greenway, Hull Road from parking lot to US 441
- 4322551 Sidewalk Micanopy,Cholokka Blvd from end of existing sidewalk to US 441
- 4333571 Sidewalk SW 170th St from S. of SW 147th Ave to SW 128th Pl

Please note that projects that were previously applied for but were not programmed will need to be requested again if the project is still desired.

VERY IMPORTANT!!! – If ALL the Right-of-Way necessary to construct the project is not currently in public ownership, please do not submit an application until you speak with us.

The "Certification of Project Sponsor" on the last page of the application must be filled out and signed before a project will be programmed. Once an application is received it will be evaluated for constructability, financial feasibility, and prioritized. If the project is programmed the local agency will be
notified and the project added to the Tentative 5-Year Work Program. If the project is not programmed but remains a priority with the local agency, then the project will need to be requested in the next solicitation cycle.

Please submit separate projects on separate application forms. Submit completed applications to me no later than **March 29, 2013**. The application may be sent by email or regular mail at the address below.

If you have any questions or comments or need further clarification, please call me at (386) 961-7878 or (800) 749-2967, Extension 7878.

Sincerely,

Barney Bennette
Transportation Alternatives Coordinator
Florida Department of Transportation, District 2
1109 S. Marion Avenue
Mail Station 2014
Lake City, Fl 32025-5874
email: barney.bennette@dot.state.fl.us.

EXHIBIT 2

FLORIDA DEPARTMENT OF TRANSPORTATION
APPLICATION FOR TRANSPORTATION ALTERNATIVES PROJECTS

Date: _____

Project Title: _____

Project Sponsor (name of city, county, state, federal agency, or MPO):

_____

Contact _____ Title _____ Agency _____

Address _____

Phone _____ Email _____

Priority (relative to other applications submitted by the Project Sponsor) _____

Name of Applicant (If other than contact person) _____

1. Qualifying Transportation Alternatives Activities:
Check the Transportation Alternatives activity that the proposed project will address. **(Check all that apply).**

- ☐ Provision of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, or transportation projects to achieve compliance with the Americans with Disabilities Act.
- ☐ The provision of safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- ☐ Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- ☐ Construction of turnouts, overlooks, and viewing areas.
- ☐ Inventory, control, or removal of outdoor advertising.
- ☐ Historic preservation and rehabilitation of historic transportation structures.
- ☐ Vegetation management in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- ☐ Environmental mitigation activity to address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff.
- ☐ Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
- ☐ Safe Routes to School Project - A separate SRTS application must be filled out and submitted with this application. Because of the extensive nature of the SRTS application, an additional year may be needed before an SRTS project can be programmed.

2. Project Description:

Use additional sheets as necessary to respond to the following:

(a) Provide a clear and concise detailed description of the Transportation Alternatives project. For sidewalks and multiuse paths, include the preferred construction material, (ie. concrete or asphalt surface). Describe where the project is located, the beginning and ending termini and approximate length. For sidewalks and bike paths that parallel roads, include which side of the road it is proposed and any unique or special features such as boardwalks or bridges. Include a location map if possible.

(b) What project phases are proposed to be funded with Transportation Alternatives funds? (Do not include work that is already complete or will be funded by other means. Check all that apply)

- ☐ Planning Studies and Activities
- ☐ Project Development and Environmental Studies
- ☐ Engineering and Final Plans Preparation Work
- ☐ Right of Way Acquisition
- ☐ Construction
- ☐ Construction Engineering and Inspection Activities

(c) Describe any related project work phases that are already complete or currently underway, such as planning studies, master plans, PD&E studies, engineering, surveying or plans preparation. Provide copies of this information if available

(d) Describe the project's existing right of way ownerships. This description shall identify who owns the right of way, when the right of way was acquired (if known) and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys). Also describe if any additional right of way is required, and who will acquire and retain ownership of proposed right of way.

(e) Summarize any special characteristics of the project and provide any other specific project information that should be considered.

3. Project Implementation Information (attach extra sheets if needed):

(a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. Local Agency or FDOT) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's ***Local Agency Program Manual*** (topic no. 525-010-300).

(b) Describe any public support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

(c) Describe the proposed ownership and maintenance for the project when it is completed.

(d) Matching local funds are not required, but if matching local funds are to be used, describe source of matching funds and any restrictions on availability.

(e) Other specific implementation information that should be considered.

4. Project Cost:

What is the total estimated cost of the work requested to be funded as an Transportation Alternatives project through this application?

Planning Activities.	$ 0.00
Project Development and Environmental Studies.	$ 0.00
Engineering and Final Plans Preparation Work.	$ 0.00
Right of Way Acquisition.	$ 0.00
Construction.	$ 0.00
Construction Engineering and Inspection Activities.	$ 0.00
Other. (Describe)	$ 0.00
TOTAL:	$ 0.00

If local matching funds are proposed,
how much will be funded by FDOT and how much by local funds?

FDOT Alternatives Funds $ 0.00 + Local Funds $ 0.00 = Total $ 0.00

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by _____,
(municipal, county, state, federal agency, or MPO)
and that said entity will:

1. enter into a maintenance agreement with the Florida Department of Transportation;
2. comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and
3. support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered by (check **only** one):

☐ The applicant or sponsor using the department's Local Agency Program, or

☐ The Florida Department of Transportation

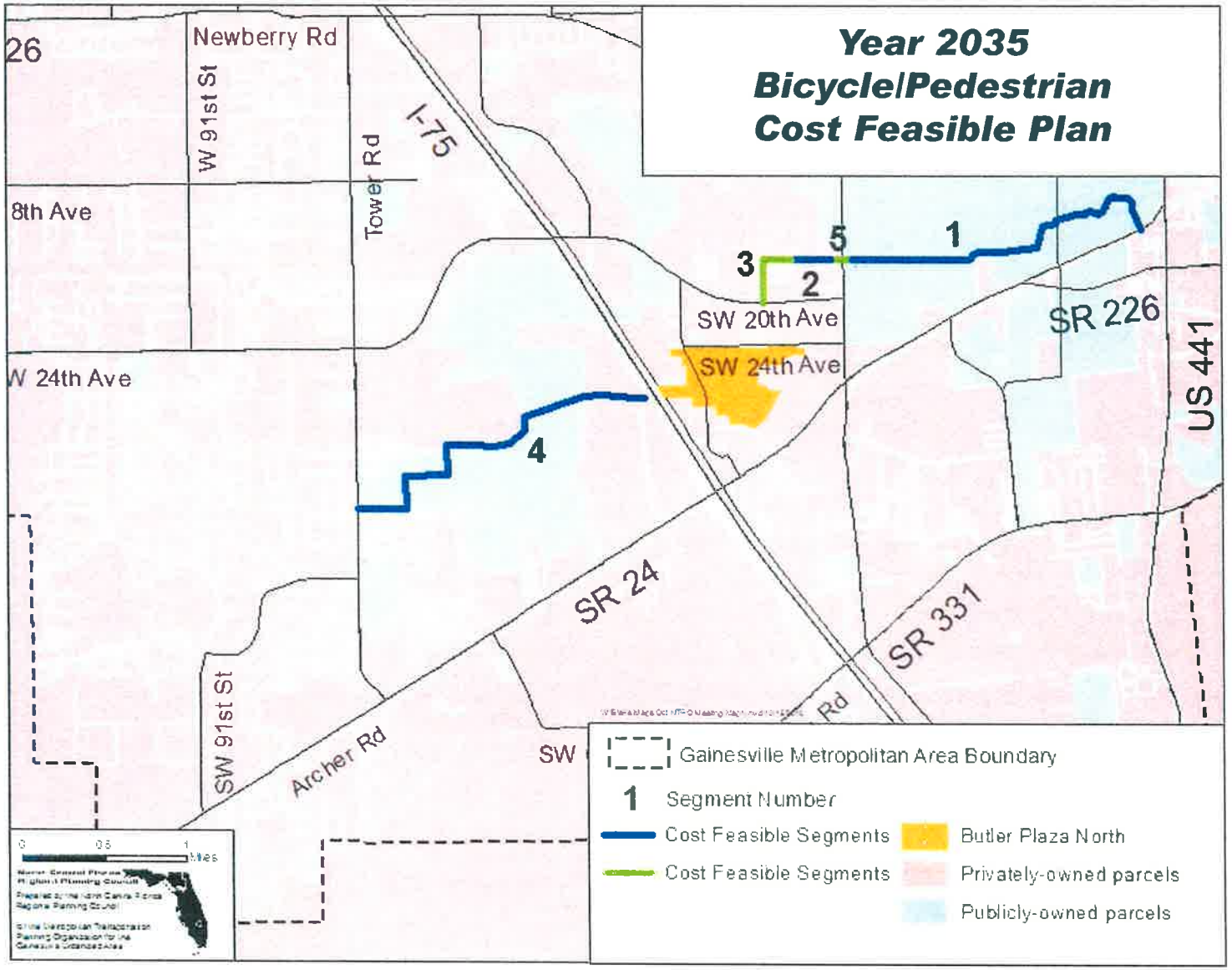
_____ _____

Name (please type or print) Title

_____ _____

Signature Date

EXHIBIT 3



North Central Florida
Regional Planning Council

Table 1A
Bicycle/Pedestrian Priorities - Enhancement Fund
Fiscal Years 2013-14 to 2017-18
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	*UF Cross Campus Trail [part of Archer Braid*]*	*FM: Gale Lemerand Drive* *TO: Archer Road [SR 24]*	*Construct bicycle/pedestrian trail*
2	Hull Road Parking Area [part of the Archer Braid*]	FM: End of Hull Road Parking Area TO: SW 34 Street [SR 121]	Construct bicycle/pedestrian trail
3	Hull Road Connector [part of the Bivens Braid*]	FM: SW 20 Avenue TO: End of Hull Road Parking Area	Construct bicycle/pedestrian trail
4	Lake Kanapaha Trail	FM: Tower Road TO: Interstate 75	Construct bicycle/pedestrian trail
5	SW 34 Street Grade-Separated Crossing [part of the Archer Braid*]	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing
6	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
7	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
8	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
9	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA = Americans with Disabilities Act of 1990
FM = From
RTS = Regional Transit System
UF = University of Florida
E = East
NW = Northwest
SW = Southwest
W = West

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

Table 8
Safe Routes to School* Priorities
Fiscal Years 2013-14 to 2017-18
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	NE 8 Avenue	FM: NE 25 Street TO: 2800 Block	Construct pedestrian access to the Horizon Center/Lofton School
2	NW 23 Avenue / NW 16 Boulevard / NW 16 Avenue Corridor	FM: NW 57 Terrace TO: NW 13 Street	Widen sidewalks to accommodate multimodal use
3	Norton Trail	FM: NW 39 Avenue TO: NW 45 Avenue	Construct pedestrian/bicycle access to Norton Elementary School

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From
NW = Northwest
NE = Northeast

* Kindergarten through 8-Grade within a 2-mile radius of a school campus

Initial Safe Routes to School Priorities were developed by the Alachua County Traffic Safety Team.

TAC Only

VII

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

January 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: List of Priority Projects

STAFF RECOMMENDATION

Approve the Fiscal Years 2015 to 2019 List of Priority Projects.

BACKGROUND

Each year, the MTPO develops recommended transportation priorities for projects that are needed, but not currently funded. This information is used by the Florida Department of Transportation each fall to develop its Tentative Five Year Work Program.

Enclosed is a full color copy of Chapter II of the draft *List of Priority Projects* that shows the proposed tables and maps that have been developed by the:

- Alachua County Traffic Operations Committee;
- Alachua County Traffic Safety Team;
- Alachua County Transportation Disadvantaged Coordinating Board;
- Bicycle/Pedestrian Advisory Board;
- City of Gainesville Public Works;
- Gainesville/Alachua County Regional Airport Authority staff;
- Regional Transit System staff; and
- Staff using the *Year 2035 Livable Community Reinvestment Plan*.

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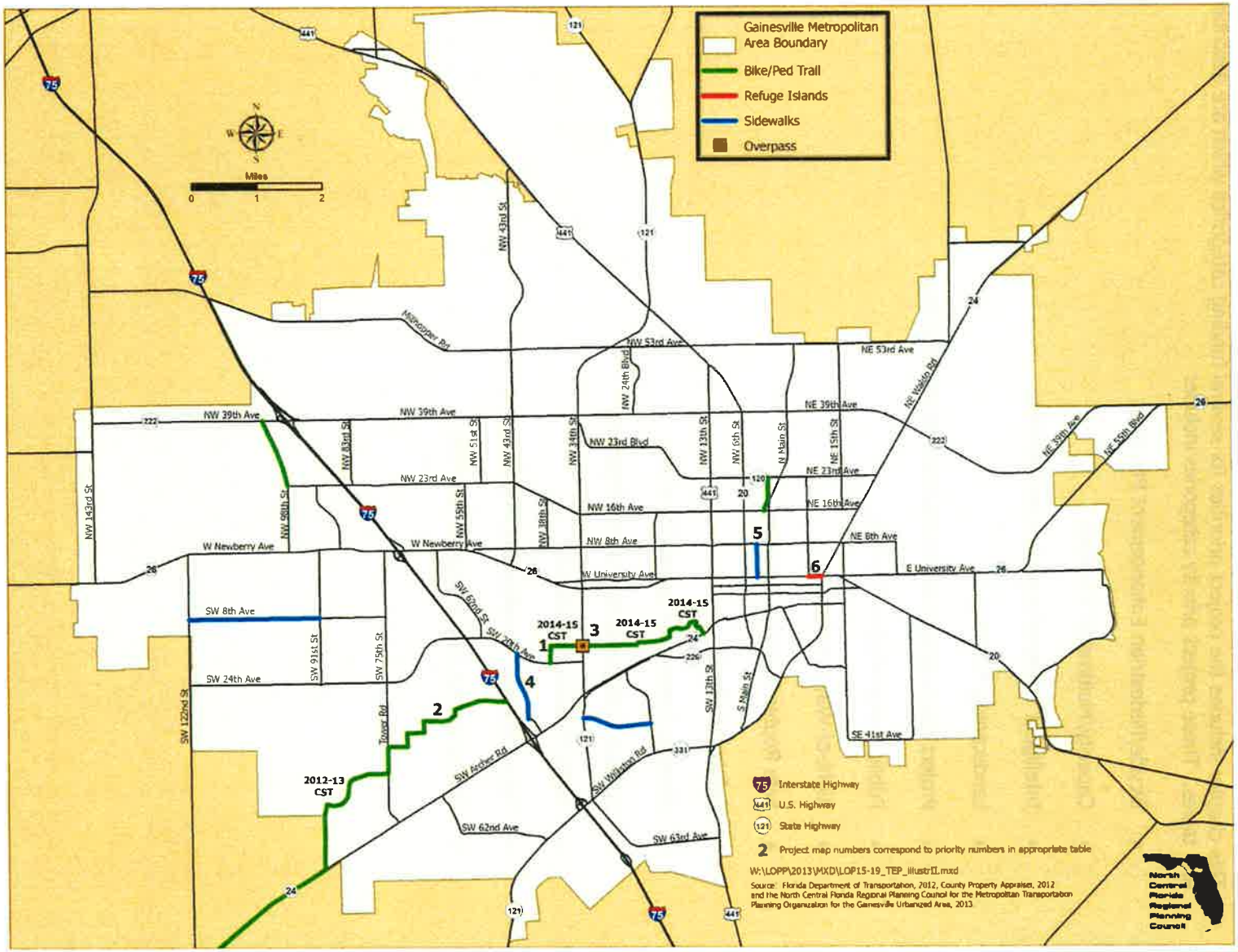
Chapter II: Project Priorities

This chapter includes the project priorities for several funding categories which are described on maps and tables. These project priority categories include:

- Bicycle/Pedestrian Enhancement Priorities;
- Capacity/Multimodal Priorities;
- Intelligent Transportation System Priorities;
- Landscaping Priorities;
- Project Development and Environment Study Priorities;
- Public Transportation Priorities;
- Right-of-Way Priorities;
- Safe Routes to School Priorities;
- Safety Priorities;
- Strategic Intermodal System Priorities;
- Surface Transportation Program Priorities;
- Traffic Operations Priorities
- Transit Corridor Development Priorities; and
- Transportation Disadvantaged Priorities.

Illustration II
Transportation Enhancement Priorities
Fiscal Years 2014-15 to 2018-19



A. Bicycle/Pedestrian Enhancement Priorities

Table 1A identifies enhancement-funded bicycle/pedestrian project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 1B identifies Alachua County-maintained facility bicycle/pedestrian project priorities. Table 1C identifies City of Gainesville-maintained facility bicycle/pedestrian project priorities.

Table 1A
Bicycle/Pedestrian Priorities - Enhancement Fund
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Hull Road Connector [part of the Bivens Braid*]	FM: SW 20 Avenue TO: End of Hull Road Parking Area	Construct bicycle/pedestrian trail
2	Lake Kanapaha Trail	FM: Tower Road TO: Interstate 75	Construct bicycle/pedestrian trail
3	SW 34 Street Grade-Separated Crossing [part of the Archer Braid*]	AT: SW 34 Street [SR 121]	Construct bicycle/pedestrian grade-separated crossing
4	SW 43 Street	FM: SW 40 Boulevard TO: SW 20 Avenue	Construct ADA-compliant sidewalk
5	NW 3 Street	FM: W University Avenue TO: NW 8 Avenue	Construct ADA-compliant sidewalk
6	E University Avenue [SR 26]	FM: E 9 Street TO: Waldo Road [SR 24]	Pedestrian refuge islands
7	Bus Stop Upgrades	AT: RTS Systemwide	Construct bus stops and sidewalk connections

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

*2004 Alachua Countywide Bicycle Master Plan Addendum

ADA = Americans with Disabilities Act of 1990; E = East; FM = From; NW = Northwest
RTS = Regional Transit System; SW = Southwest; UF = University of Florida; W = West

Initial Enhancement Priorities were developed by the Bicycle/Pedestrian Advisory Board.

Table 1B
Bicycle/Pedestrian Priorities - Alachua County - Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
NA	NW 98 Street Multi-Use Offroad Facility	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	Construct bicycle/pedestrian trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.)

FM = From; NA = Not Applicable; RTS = Regional Transit System; SR = State Road; SW = Southwest
UF = University of Florida; ADA = Americans with Disabilities Act of 1990
FDOTTWP = Florida Department of Transportation Tentative Work Program-funded project

Bicycle/Pedestrian Priorities- Alachua County-Maintained Facilities are derived from the adopted 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

Table 1C
Bicycle/Pedestrian Priorities - City of Gainesville-Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

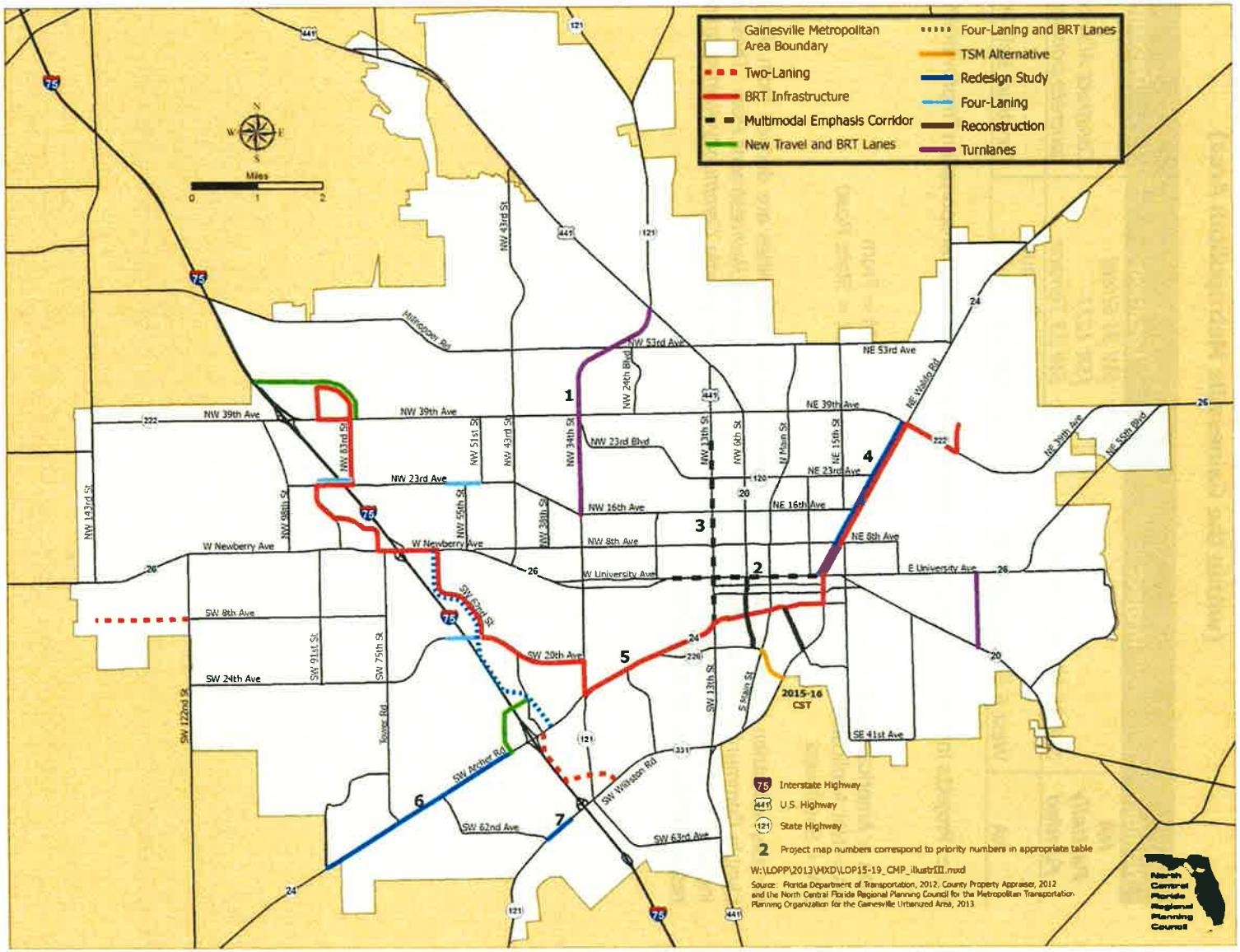
Number	Project	Location	Description
NA Partially Funded	*SW 35 Place Sidewalk*	*FM: SW 34 Street [SR 121]* *TO: SW 23 Terrace*	*Construct ADA-compliant concrete sidewalk*
NA	West 6 Street Rail/Trail	FM: NW 16 Avenue TO: NW 23 Avenue	Construct Rail/Trail

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

ADA = Americans with Disabilities Act of 1990
NA = Not Applicable
SW = Southwest
FM = From
SR = State Road

Bicycle/Pedestrian Priorities- City of Gainesville-Maintained Facilities are derived from the adopted 2035 Livable Community Reinvestment Plan, the *Livable Community Reinvestment Plan.* These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

Illustration III
Capacity/Multimodal Priorities State Highway System
Fiscal Years 2014-15 to 2018-19



B. Capacity/Multimodal Priorities

Table 2A identifies State Highway System capacity/multimodal project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 2B identifies Alachua County-maintained facility capacity/multimodal project priorities. Table 2C identifies City of Gainesville-maintained capacity/multimodal project priorities.

Table 2A
Capacity/Multimodal Priorities - State Highway System
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	*NW 34 Street [SR 121]*	*FM: NW 16 Avenue* *TO: US 441*	*Construction of center turnlanes along this facility*
2	University Avenue [SR 26]	FM: Gale Lemerand Drive TO: Waldo Road [SR 24]	Conduct Multimodal Emphasis Corridor Study
3	W 13 Street [US 441]	FM: Archer Road [SR 24] TO: NW 33 Avenue	Conduct Multimodal Emphasis Corridor Study
4	Waldo Road Multiway Boulevard	FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222]	Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E)
5	Bus Rapid Transit (BRT) Corridor Infrastructure-partial	FM: Santa Fe Village TO: Gainesville Regional Airport	Installation of BRT infrastructure
6	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E)
7	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Additional roadway capacity and corridor management study (PD&E)

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NW = Northwest; PD&E = Project Design and Environment
SE = Southeast; SW = Southwest; TSM = Transportation System Management
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Capacity/Multimodal Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

Table 2B
Capacity/Multimodal Priorities - Alachua County-Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 20 Avenue	FM: SW 61 Street TO: SW 52 Street	4-laning and multi-use path
2	SW 8 Avenue - Phase 2	FM: SW 143 Street TO: SW 122 Street	2-lane roadway and multi-use path
3	NW 23 Avenue	FM: NW 59 Terrace TO: NW 51 Street	4-laning and resurfacing
4	NW 23 Avenue	FM: Ft. Clarke Boulevard TO: NW 83 Street	4-laning
5	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Construction of two-way left turnlanes, multi-use path and signalization
6	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	New roadway with travel lanes, BRT dedicated transit lanes and multi-use path
7	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	New Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
8	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	New roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
9	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	BRT dedicated transit lanes
10	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass
11	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	New roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft = Fort; NW = Northwest; SE = Southeast; SW = Southwest
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Capacity/Multimodal Priorities - Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan Cost Feasible Plan, the *Livable Community Reinvestment Plan* projects. These projects were included in the 2035 Long Range Transportation Plan Cost Feasible Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

Table 2C
Capacity/Multimodal Priorities - City of Gainesville-Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
NA	SE 4 Street- Phase 2	FM: Williston Road [SR 331] TO: Depot Avenue	Reconstruction
NA	SW 62 Boulevard	FM: Archer Road [SR 24] TO: Newberry Road [SR 24]	Four lanes plus two additional BRT lanes in the middle
NA	Hull Road Extension	FM: SW 43 Street TO: SW 34 Street	Construct Hull Road extension with approved 150-foot right-of-way cross-section
NA	SW 6 Street	FM: SW 16 Avenue [SR 226} TO: W University Avenue [SR 26]	Urban cross-section with bikelanes reconstruction from SW 4 Avenue to West University Avenue and add medians, bikelanes and onstreet parking from SW 16 Avenue to SW 4 Avenue
NA	SW 40 Boulevard	FM: SW 34 Street [SR 121] TO: Archer Road [SR 24]	Construct 2-lane extension
NA	SW 47 Avenue	FM: SW 34 Street [SR 121] TO: Williston Road [SR 331]	Construct 2-lane extension

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; SE = Southeast; SR = State Road
SW = Southwest; W = West

Initial Capacity/Multimodal Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

Illustration IV
Intelligent Transportation System Priorities
Fiscal Years 2014-15 to 2018-19

C. Intelligent Transportation System Priorities

Table 3 identifies intelligent transportation system project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 3
Intelligent Transportation System Priorities
Fiscal Years 2014-15 to 2018-19
(Gainesville Metropolitan Area/Countywide)

Number	Project	Location	Description
1 Partially Funded	*Traffic Management System- Phase V- Interstate 75*	*FM: Marion County line* *TO: Columbia County line*	*A. Add Dynamic Message Signs to alert motorists of traffic conditions and travel times.* *B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This allows operators at the Gainesville Traffic Management Center to alert motorists of existing conditions using Dynamic Message Signs and the 511 information hotline.* *C. Add traffic detection technology so automated alerts can be sent to the Gainesville Traffic Management Center operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.*
2	Regional Transit System - Bus Priority System-	-	Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.
	A. Route 9- Archer Road [SR 24]	FM: SW 23 Terrace TO: SW 23 Drive	
	Route 9- Williston Road [SR 331]	FM: SW 25 Terrace TO: SW 23 Terrace	
	B. Route 20 - SW 34 Street [SR 121]	FM: SW 20 Avenue TO: Hull Road	
	C. Route 21 - SW 34 Street [SR 121]	FM: SW 20 Avenue TO: Hull Road	
	D. Route 35- Archer Road [SR 24]	FM: Center Drive TO: Lemerand Drive	
		FM: SW 23 Terrace TO: SW 16 Avenue	
	Route 35- SW 16 Avenue [SR 226]	FM: Archer Road TO: Shealy Drive	
	Route 35- SW 34 Street [SR 121]	FM: SW 35 Place TO: Williston Road	
	Route 35- Williston Road [SR 331]	FM: SW 34 Street [SR 121] TO: SW 23 Terrace	

Table 3 (Continued)
Intelligent Transportation System Priorities
Fiscal Years 2014-15 to 2018-19
(Gainesville Metropolitan Area/Countywide)

Number	Project	Location	Description
3 Partially Funded	*Dynamic Message Signs on State Highway Arterials*	-	*Dynamic message on arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.*
	Expand Automated Arterial Travel Time System-		Expanding the Arterial Travel Time System will provide motorists with more real time information via Google map or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on information they receive. The travel times can also be used for traffic studies to measure development-related impacts
	A. W 13 Street [US 441]	FM: Williston Road TO: NW 39 Avenue	
4	B. SW 34 Street [SR 121]	FM: Interstate 75 TO: NW 16 Avenue	
5	Travel Demand Management	AT: Gainesville Metropolitan Areawide	Information technologies project that addresses travel demand strategies, such as HOV lanes and other travel demand technologies.
6	Traffic Management System	AT: Countywide	Conversion to yellow flashing arrows

HOV = High Occupancy Vehicles; FM = From; SE = Southeast; NW = Northwest; SW = Southwest
SR = State Road; W = West; TMC = Traffic Management Center

Initial intelligent transportation system priorities were developed by City of Gainesville Traffic Operations staff.

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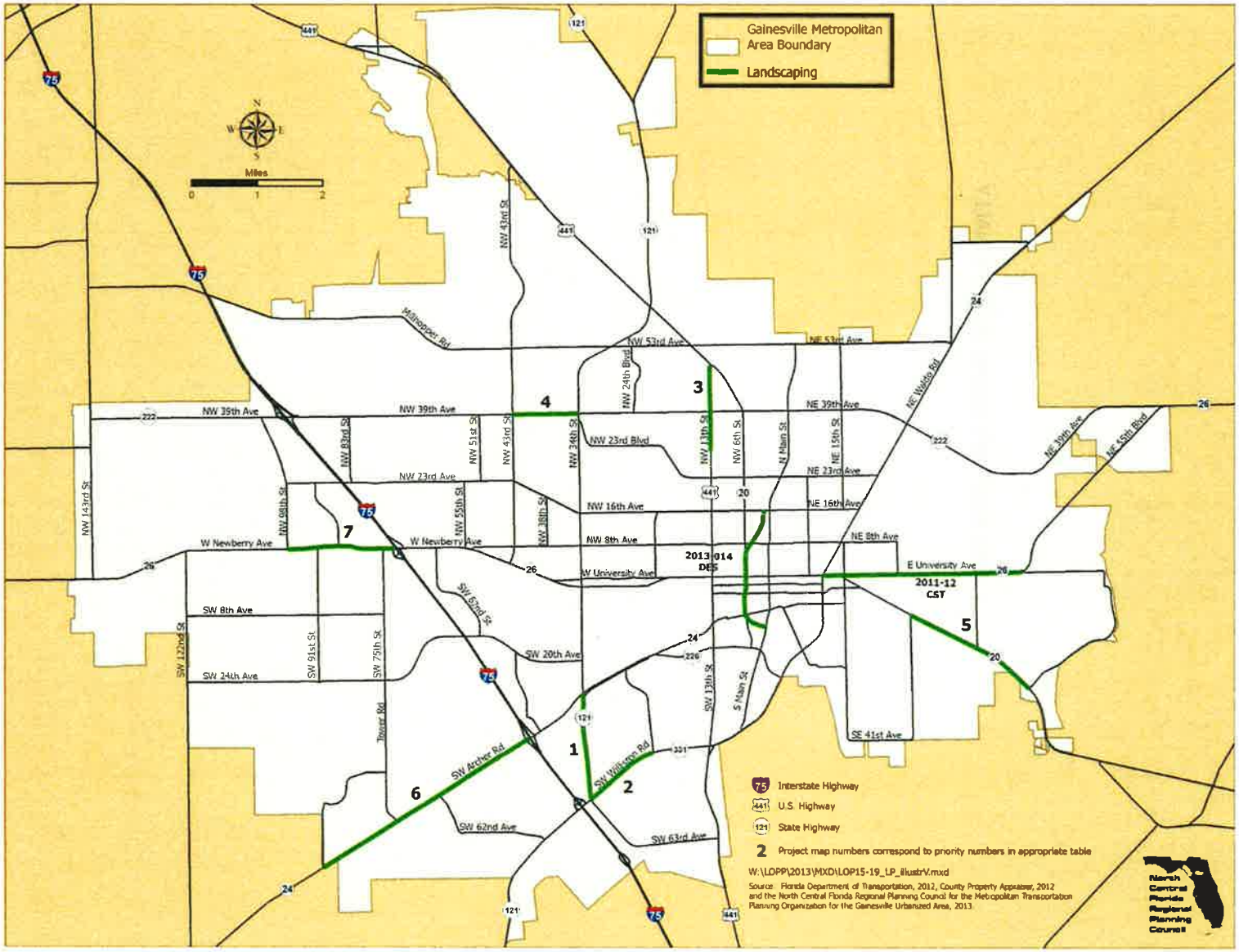
Illustration V
Landscaping Priorities
Fiscal Years 2014-15 to 2018-19



D. Landscaping Priorities

Table 4 identifies landscaping project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 4
Landscaping Priorities - State Highway System Only*
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 34 Street [SR 121]	FM: Williston Road [SR 331] TO: Archer Road [SR 24]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
2	Williston Road [SR 331]	FM: SW 34 Street [SR 121] TO: SW 23 Terrace	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
3	NW 13 Street [US 441]	FM: NW 39 Avenue [SR 222] TO: NW 6 Street [SR 20]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
4	NW 39 Avenue [SR 222]	FM: NW 43 Street TO: NW 34 Street [SR 121]	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
5	Hawthorne Road [SR 20]	FM: SE 27 Street TO: SE 55 Boulevard	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
6	Archer Road [SR 24]	FM: SW 91 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible
7	Newberry Road [SR 26]	FM: NW 98 Street TO: Interstate 75	provide shade tree landscaping for pedestrian facilities where possible and landscaping to grassed medians where it is not possible

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

* Projects must be constructible within the available State Road right-of-way.

FM = From; NW = Northwest; SE = Southeast; SW = Southwest; SR = State Road

Initial Landscaping Priorities were developed by Alachua County and City of Gainesville Public Works Department staff.

Illustration VI
Project, Development and Environment (PD&E) Priorities
Fiscal Years 2014-15 to 2018-19

E. Project, Development and Environment Study Priorities

Table 5A identifies State Highway System Project Development and Environment study project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 5B identifies Alachua County-maintained facility Project Development and Environment study project priorities. Table 5C identifies City of Gainesville-maintained facility Project Development and Environment study project priorities.

Table 5A
Project, Development and Environment Study Priorities
State Highway System
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	NW 34 Street [SR 121]	FM: NW 16 Avenue TO: US 441	conduct PD&E study in order to add turnlanes in various locations
2	Oaks Mall to Airport BRT	FM: Oaks Mall TO: Airport (via Archer Road and Downtown)	Conduct PD&E study
3	Santa Fe to Oaks Mall BRT	FM: Santa Fe College TO: Oaks Mall	Conduct PD&E study
4	University Avenue [SR 26]	FM: Gale Lemerand Drive TO: Waldo Road [SR 24]	Conduct Multimodal Emphasis Corridor Study
5	W 13 Street [US 441]	FM: Archer Road [SR 24] TO: NW 33 Avenue	Conduct Multimodal Emphasis Corridor Study
6	Waldo Road Multiway Boulevard	FM: E University Avenue [SR 26] TO: NE 39 Avenue [SR 222]	Redesign to support bus rapid transit, multi-use trail and corridor redevelopment study (PD&E)
7	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Dedicated lane(s) design, additional roadway capacity and corridor management study (PD&E)
8	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Additional roadway capacity and corridor management study (PD&E)

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; E = East; FM = From; NE = Northeast; NW = Northwest;
PD&E = Project Design and Environment Study; SR = State Road; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Project Design and Environment Study Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

Table 5B
Project, Development and Environment Study Priorities
Alachua County - Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 20 Avenue Reconstruction	FM: SW 61 Street TO: SW 52 Street	Conduct PD&E study in order to construct a 4-lane divided facility and multi-use path
2	SW 8 Avenue- Phase 2	FM: SW 143 Street TO: SW 122 Street	Conduct PD&E study for 2-lane roadway and multi-use path
3	NW 23 Avenue	FM: NW 59 Terrace TO: NW 51 Street	Conduct PD&E study for 4-laning and resurfacing
4	NW 23 Avenue	FM: Ft. Clarke Boulevard TO: NW 83 Street	Conduct PD&E study for 4-laning
5	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Conduct PD&E study for construction of two-way left turnlanes, multi-use path and signalization
6	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path
7	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	Conduct PD&E study for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
8	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
9	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	Conduct PD&E study for BRT dedicated transit lanes
10	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Conduct PD&E study for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass

Table 5B (Continued)
Project, Development and Environment Study Priorities
Alachua County - Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
11	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	Conduct PD&E study for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft. = Fort; NW = Northwest;
PD&E = Project Design and Environment Study; SE = Southeast; SR = State Road; SW = Southwest

Initial Project Design and Environment Study Priorities- Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

Table 5C
Project, Development and Environment Study Priorities
City of Gainesville - Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
NA	SE 4 Street- Phase 2	FM: Williston Road [SR 331] TO: Depot Avenue	Conduct PD&E study for reconstruction
NA	SW 62 Boulevard	FM: Archer Road [SR 24] TO: Newberry Road [SR 24]	Conduct PD&E study for four lanes plus two additional BRT lanes in the middle
NA	Hull Road Extension	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Conduct PD&E study for MTPO-approved 150-foot cross-section

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; PD&E = Project Design and Environment Study; SE = Southeast; SR =State Road; SW = Southwest
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Project Design and Environment Study Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

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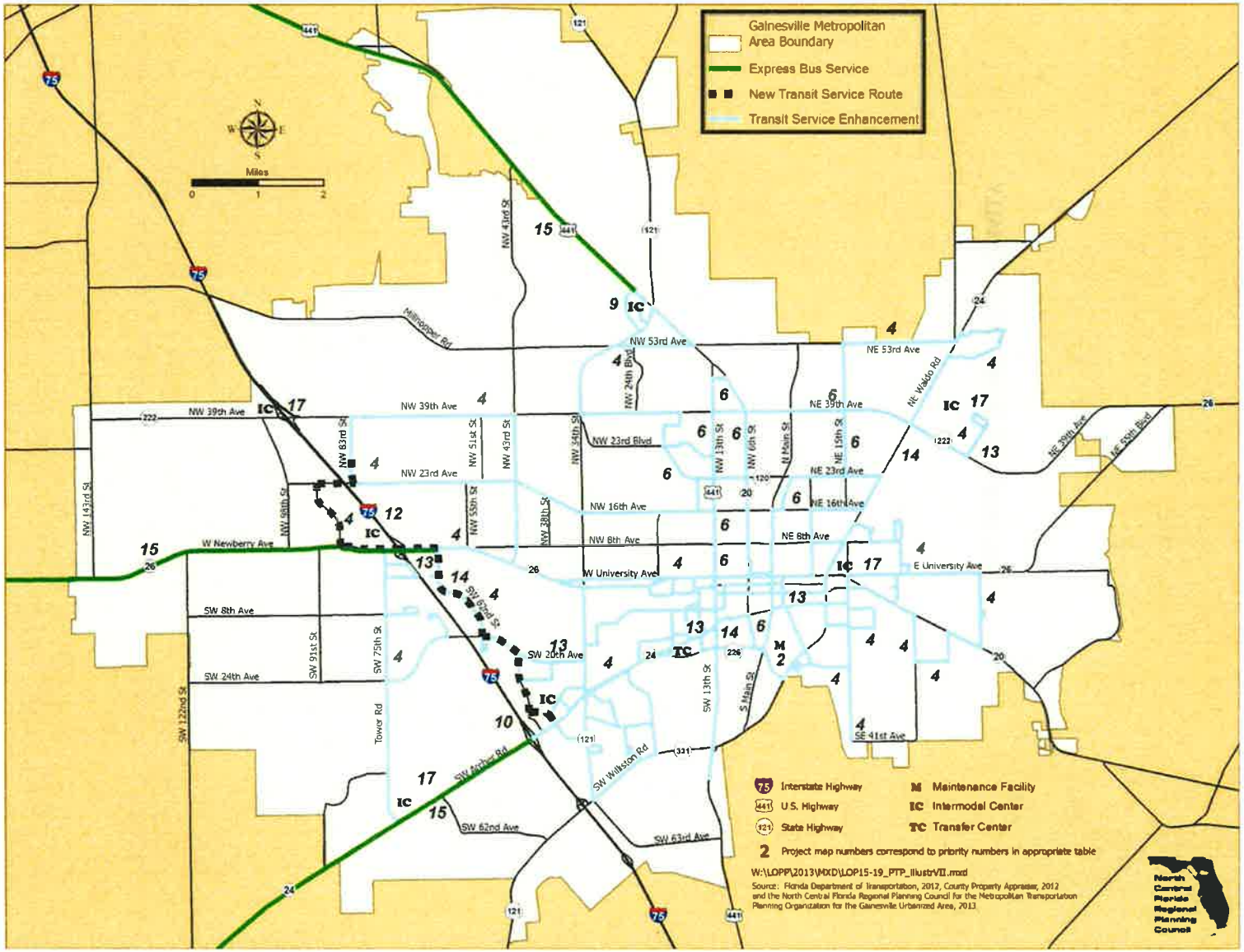
Illustration VII
Public Transportation Priorities
Fiscal Years 2014-15 to 2018-19



F. Public Transportation Priorities

Table 6 identifies public transportation project priorities. This category includes: commuter assistance projects; intermodal facility projects; park-and-ride facility projects; railroad right-of-way projects; and transit system projects for the Fiscal Years 2014-15 to 2018-19.

Table 6
Public Transportation Priorities
Fiscal Year 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Funded Annually	*Block Grant- Public Transit Operating*	*RTS Systemwide*	*Operating Assistance [Funded annually by State]**
2	RTS Phase 2 of 2 Maintenance Facility	AT: 34 SE 13th Road	Project includes construction of bus parking lot, including acquisition of property and demolition of existing building. RTS has received SIB Loan contingent on the use of STP funds for loan repayment in the amount of $3.9 million
3 Partially Funded	*Capital Equipment- purchase of rolling stock*	*RTS Systemwide*	*Replace and expand bus fleet as needed to preserve fleet age and support existing and planned service improvement as identified in the RTS ten-year TDP*
4	Implement new transit service- Service Development Funding - to include any of the TDP service enhancements	RTS Systemwide	Implementation of new routes, increased frequencies of routes and extended hours of service as per RTS Transit Development Plan, MTPO 2035 Long Range Transportation Plan and City Comprehensive Plan
5	Enhance Bus Service	RTS Systemwide	Implement increases of service frequencies of routes and extended hours of service according to the RTS Transit Development Plan and MTPO 2035 Transportation Plan
6	RTS Bus Stop Amenities	RTS Systemwide	Purchase and install bus shelters bicycle racks, etc.
7	Capital Equipment- Purchase transit support vehicles	RTS Systemwide	Purchase non-revenue vehicles to support transit service
8	Enhance transit facilities- Regional Intermodal Transportation Center	AT: Archer Road [SR 24] & SW 16 Avenue [SR 226] intersection	Planning, design, engineering and construction of a regional multimodal regional transportation center [site not determined]
9	Commuter Assistance	RTS Systemwide	Commuter Assistance Grants

Table 6 (Continued)
Public Transportation Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
10	Park-and-Ride Lot with bus service	AT: US 441 / SR 121	Construct park-n-ride lot with transit service
11	Archer Road [SR 24] Intermodal Center [Butler Plaza]	AT: Interstate 75	Construct transit transfer facility with park-n-ride lot- Butler Plaza
12	Capital Equipment- Purchase Fare Collection Equipment	RTS Systemwide	Purchase new fareboxes for existing fleet, upgrade vault, ticket vending and card service equipment
13	Newberry Road [SR 26] Transfer Station with Park-and-Ride	Oaks Mall Area	Station would include park-and-ride lot with connections to future BRT service
14	Capital- Corridor infrastructure for Bus Rapid Transit (BRT)	Along Preferred Configuration	Construct transit stations along preferred BRT configuration(s)
15	Service- Bus Rapid Transit (BRT)	Preferred BRT Configuration	BRT service according to Alternatives Analysis (Go-Enhance RTS Study) results
16	Capital- Construct Park-And-Ride Lots to Support Express Bus Service	Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; &US 441	Locations and funding to be determined
17	Limited Stop Bus Service to Outlying Municipalities or Unincorporated Alachua County to Park-And-Ride Lots or Traditional Neighborhood developments	Transportation Corridors- State Road 20; State Road 26; State Road 24; State Road 222; & US 441	Initiate full funding agreement with Alachua County for services outside Gainesville City Limit, including ADA trips. Implement park-and\n-ride service from areas outside Gainesville City Limit into the City of Gainesville, Cities to include Alachua, Archer, Hawthorne, High Springs and Newberry [no funding available and no locations determined - service priority contingent on community funding support]

Table 6 (Continued)
Public Transportation Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
18	Intermodal Centers	AT: Five Points - [SR 20 @ SR 24]; Gainesville Regional Airport; SpringHills / Santa Fe College [SR 222 @ I-75]; & Archer Road [SR 24] & Tower Road intersection	Construct transit transfer facility with park-n-ride lot [no parcel sites have been determined]

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

@ = at; ADA = Americans with Disabilities Act of 1990; BRT = Bus Rapid Transit; I = Interstate
PD&E = Project Design and Environment Study; RTS = Regional Transit System;
SIB = State Infrastructure Bank; SR = State Road; TDP = Transit Development Plan; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

* Block Grant program is an annual formula program with funds provided by State legislation.

Initial Public Transportation Priorities were developed by Regional Transit System staff, based on the Regional Transit System Transit Development Plan.

Illustration VIII
Right-of-Way Priorities State Highway System
Fiscal Years 2014-15 to 2018-19

G. Right-of-Way Priorities

Table 7A identifies State Highway System Right-of-Way project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program. Table 7B identifies Alachua County-maintained facility Right-of-way project priorities. Table 7C identifies City of Gainesville-maintained facility Right-of-way project priorities.

Table 7A
Right-of-Way Priorities - State Highway System
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	*SE 16 Avenue [SR 226]*	*FM: Main Street [SR 329]* *TO: Williston Road [SR 331]*	*Acquire necessary ROW for reconstruction for MTPO-approved TSM Alternative*
2	NW 34 Street [SR 121]	FM: NW 16 Avenue TO: US 441	Acquire necessary ROW for construction of center turnlanes along this facility
3	BRT Corridor Infrastructure-partial	FM: Santa Fe Village TO: Gainesville Regional Airport	Acquire necessary ROW for installation of BRT infrastructure
4	Archer Road [SR 24] BRT	FM: MTPO Boundary TO: SW 45 Street	Acquire necessary ROW for Dedicated lane(s) design, and additional roadway capacity
5	Williston Road [SR 121]	FM: SW 62 Avenue TO: SW 35 Way	Acquire necessary ROW for additional roadway capacity

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NW = Northwest; ROW = Right-of-Way; SR = State Road;
TSM = Transportation System Management; US = United States
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Right-of-way Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

Table 7B
Right-of-Way Priorities - Alachua County-Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 20 Avenue Reconstruction	FM: SW 61 Street TO: SW 52 Street	Acquire necessary ROW to construct a 4-lane divided facility and multi-use path
2 Partially Funded	*SW 8 Avenue- Phase 2*	*FM: SW 143 Street* *TO: SW 122 Street*	*Acquire necessary ROW for 2-lane roadway and multi-use path*
3	NW 23 Avenue	FM: NW 59 Terrace TO: NW 51 Street	Acquire necessary ROW for 4-laning and resurfacing
4	NW 23 Avenue	FM: Ft. Clarke Boulevard TO: NW 83 Street	Acquire necessary ROW for 4-laning
5	SE 43 Street	FM: Hawthorne Road [SR 20] TO: University Avenue [SR 26]	Acquire necessary ROW for construction of two-way left turnlanes, multi-use path and signalization
6	SW 45 Street / SW 47 Street	FM: Archer Road [SR 24] TO: SW 30 Avenue	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and multi-use path
7	SW 30 Avenue	FM: SW 47 Street TO: SW 43 Street	Acquire necessary ROW for new Interstate 75 overpass with travel lanes, BRT dedicated transit lanes and the Archer Braid Trail
8	NW 83 Street	FM: NW 39 Avenue [SR 222] TO: NW 46 Avenue	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes and the Millhopper Greenway
9	NW 83 Street	FM: NW 23 Avenue TO: NW 39 Avenue [SR 222]	Acquire necessary ROW for BRT dedicated transit lanes
10	Ft. Clarke Boulevard / NW 83 Street Corridor	FM: Newberry Road [SR 26] TO: NW 23 Avenue	Acquire necessary ROW for BRT dedicated transit lanes & new multimodal-only Interstate 75 overpass
11	NW 46 Avenue	FM: NW 98 Street TO: NW 83 Street	Acquire necessary ROW for new roadway with travel lanes, BRT dedicated transit lanes & new multi-use path and new Interstate 75 overpass

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; Ft = Fort; NW = Northwest; ROW = Right-of-Way;
SR = State Road; SW = Southwest

Initial Right-of-way Priorities- Alachua County-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of Alachua County.

Table 7C
Right-of-Way Priorities - City of Gainesville-Maintained Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

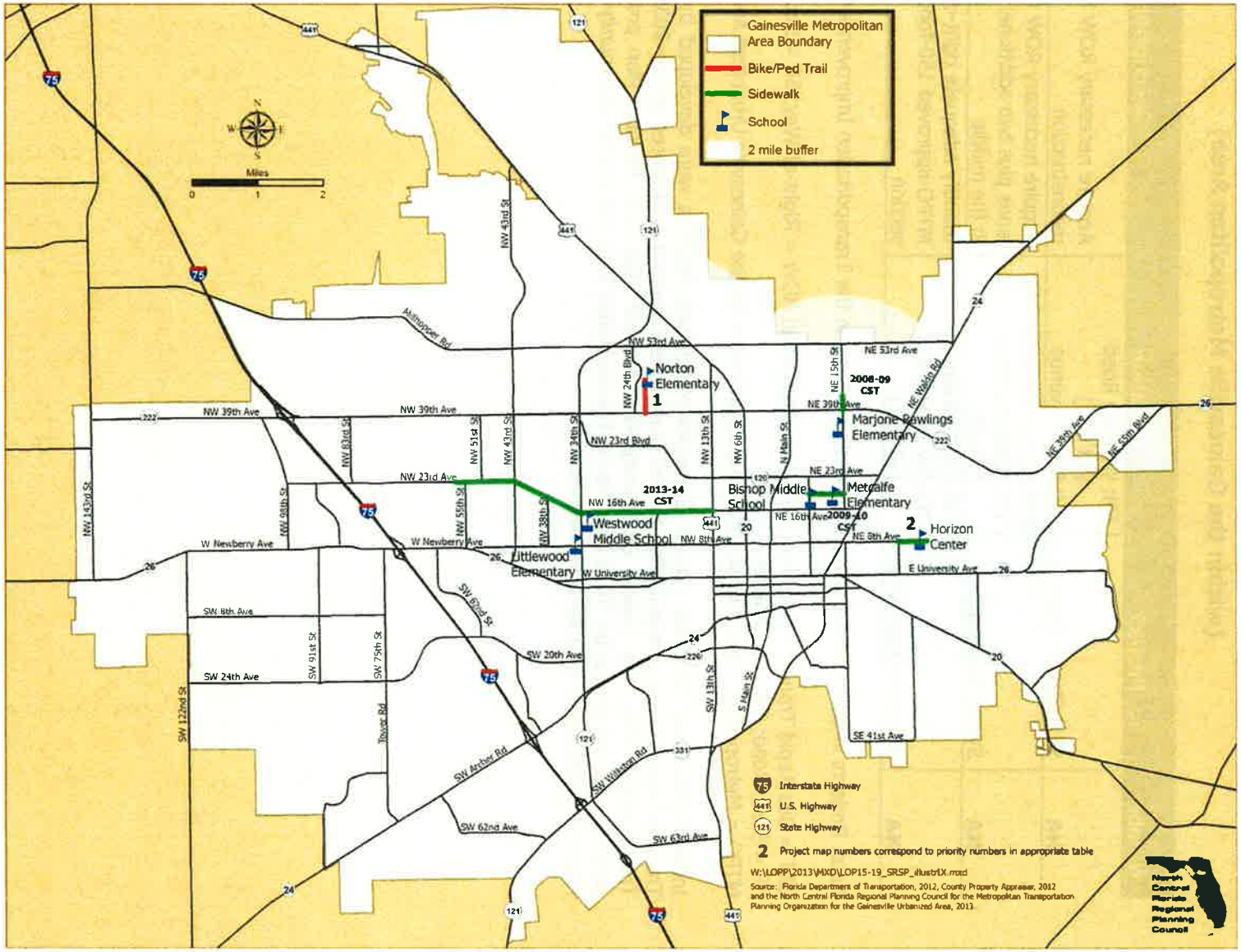
Number	Project	Location	Description
NA	SE 4 Street- Phase 2	FM: Williston Road [SR 331] TO: Depot Avenue	Acquire necessary ROW for reconstruction
NA	SW 62 Boulevard	FM: Archer Road [SR 24] TO: Newberry Road [SR 24]	Acquire necessary ROW for four lanes plus two additional BRT lanes in the middle
NA	Hull Road Extension	FM: SW 20 Avenue TO: SW 34 Street [SR 121]	Identify adequate right-of-way for MTPO-approved 150-foot cross-section

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

BRT = Bus Rapid Transit; FM = From; NA = Not Applicable; ROW = Right-of-Way; SE = Southeast
SR = State Road; SW = Southwest
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Initial Right-of-way Priorities- City of Gainesville-Maintained Facilities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects. These projects were included in the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan* at the request of the City of Gainesville.

Illustration IX
Safe Routes to School Priorities
Fiscal Years 2014-15 to 2018-19



H. Safe Routes to School Priorities

Table 8 identifies transportation safe routes to school project priorities developed by the School Board of Alachua County staff, Bicycle/Pedestrian Advisory Board and Alachua County Traffic Safety Team for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 8
Safe Routes to School* Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Norton Trail	FM: NW 39 Avenue TO: NW 45 Avenue	Construct pedestrian/bicycle access to Norton Elementary School
2	NE 8 Avenue	FM: NE 25 Street TO: 2800 Block	Construct pedestrian access to the Horizon Center/Lofton School

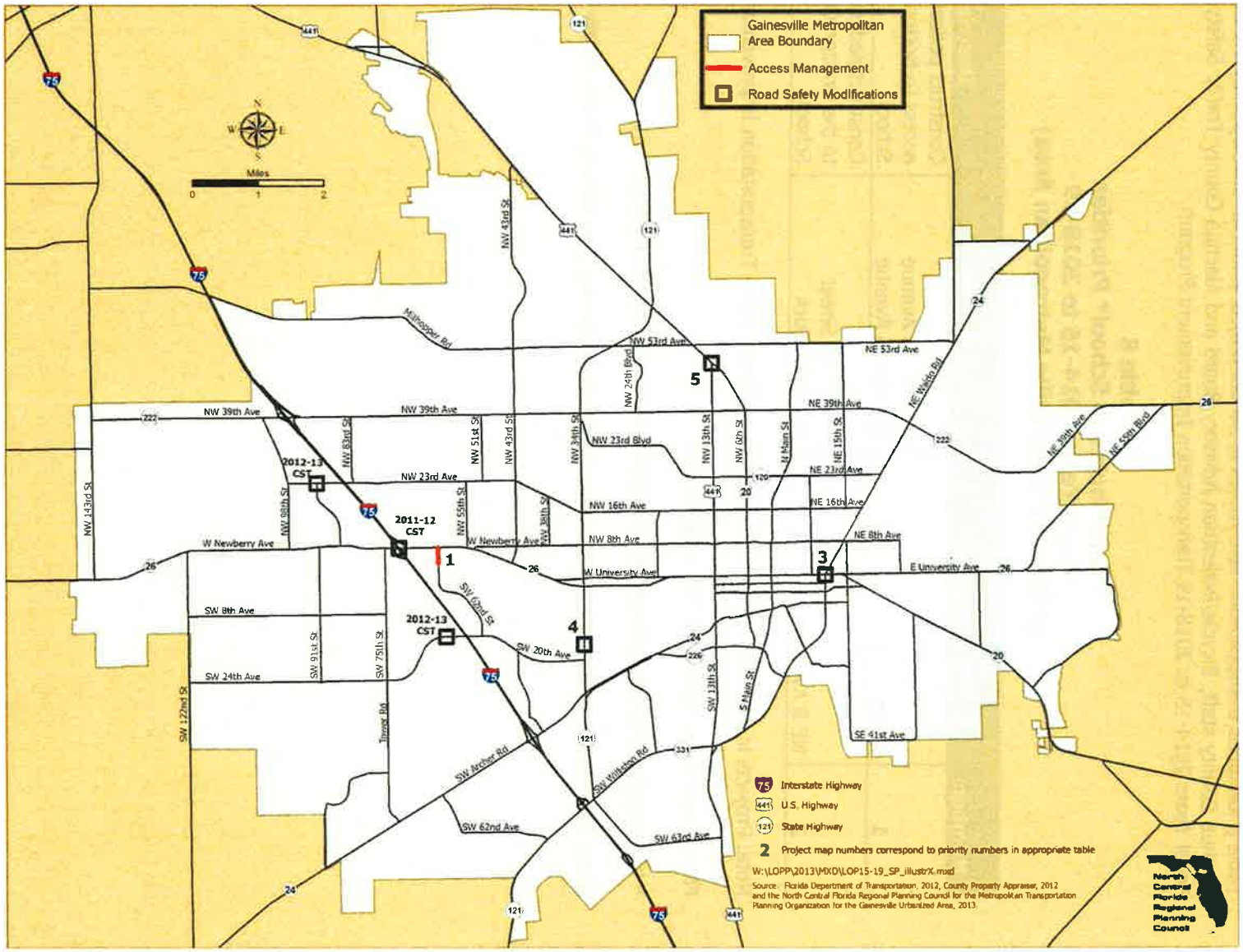
Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From; NE = Northeast; NW = Northwest

* Kindergarten through 8-Grade within a 2-mile radius of a school campus

Initial Safe Routes to School Priorities were developed by the Alachua County Traffic Safety Team.

Illustration X
Safety Priorities
Fiscal Years 2014-15 to 2018-19



I. Safety Priorities

Table 9 identifies transportation safety project priorities developed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Technical Advisory Committee and Alachua County Traffic Safety Team for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 9
Safety Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 62 Boulevard	AT: NW 4 Place / Oaks Mall entrance	Access management*
2	Santa Fe College Area	Areawide	Traffic analysis on/off campus
3	University Avenue [SR 26]	AT: Waldo Road [SR 24]	Intersection modifications to enhance pedestrian/cyclist crossing consisting of: 1. adding Rail/Trail Signage to provide wayfinding and increase aesthetics 2. adding ladder striping to crosswalks 3. moving the stop bars further back 4. install a vegetative median on State Road 331 (Williston Road) at the State Road 26 (E. University Avenue) intersection
4	SW 34 Street [SR 121]	AT: Hull Road	Extend southbound left turnlane
5	NW 13 Street [US 441]	AT: NW 6 Street [SR 20]	Realign intersection
6	Traffic Management System	AT: Countywide	Conversion to flashing yellow

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

E = East; NW = Northwest; SR = State Road; SW = Southwest

*At this intersection, the observed major crash pattern is angle collisions involving southbound through and eastbound left-turning vehicles. Eastbound vehicles exiting the Oaks Mall fail to yield the right-of-way and collide with southbound vehicles. This type of crash accounted for 82% of all crashes at this intersection. Peak periods were observed between 1:00 pm to 2:00 pm and 5:00 pm to 6:00 pm. Therefore, explore the possibility of a raised median on NW 62 Boulevard to restrict turning movements, particularly eastbound left. Traffic exiting the Oaks Mall traveling towards north has several other exit options with signalized and non-signalized driveways along State Road 26/Newberry Road and a signalized driveway at NW 62 Street & NW 1 Place.

Initial Safety Priorities were developed by the Alachua County Traffic Safety Team.

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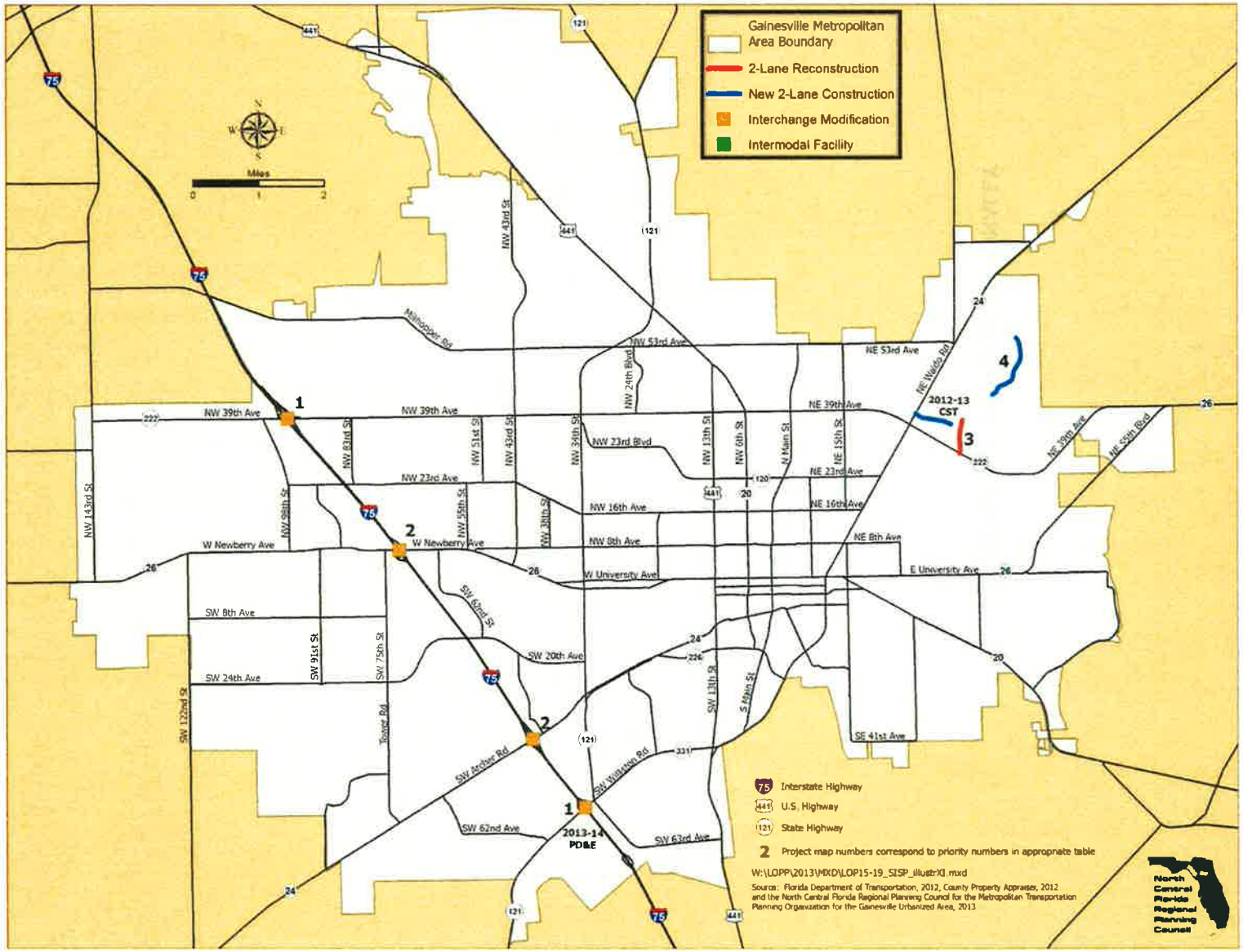
Illustration XI
Strategic Intermodal System Priorities
Fiscal Years 2014-15 to 2018-19



J. Strategic Intermodal System Priorities

Table 10 identifies Strategic Intermodal System project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 10
Strategic Intermodal System Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded (PD&E)	*Interstate 75 Interchange*	*AT: Williston Road [SR 121]* *AT: NW 39 Avenue [SR 222]*	*Interchange modifications per SIS Cost Feasible Plan*
2	Interstate 75 Interchange	AT: Archer Road [SR 24] AT: Newbery Road [SR 26]	Interchange modifications per SIS Cost Feasible Plan
3	NE 39 Avenue [SR 222] access to airport	FM: NE 39 Avenue [SR 222] TO: Airport Terminal (Gainesville Regional Airport)	Reconfigure ingress-egress, improve curb-and-gutter system, add bike lanes and sidewalks, install stormwater drainage, install traffic guidance system of signs and signals; and install bike lockers
4	Extension of Airport Industrial Park Road	FM: Airport service road TO: NE 49 Road (east end of Airport Industrial Park)	Extend existing service road to provide access to Waldo Road (Extend existing access road through east end of Airport Industrial Park, from Waldo Road [SR 24])

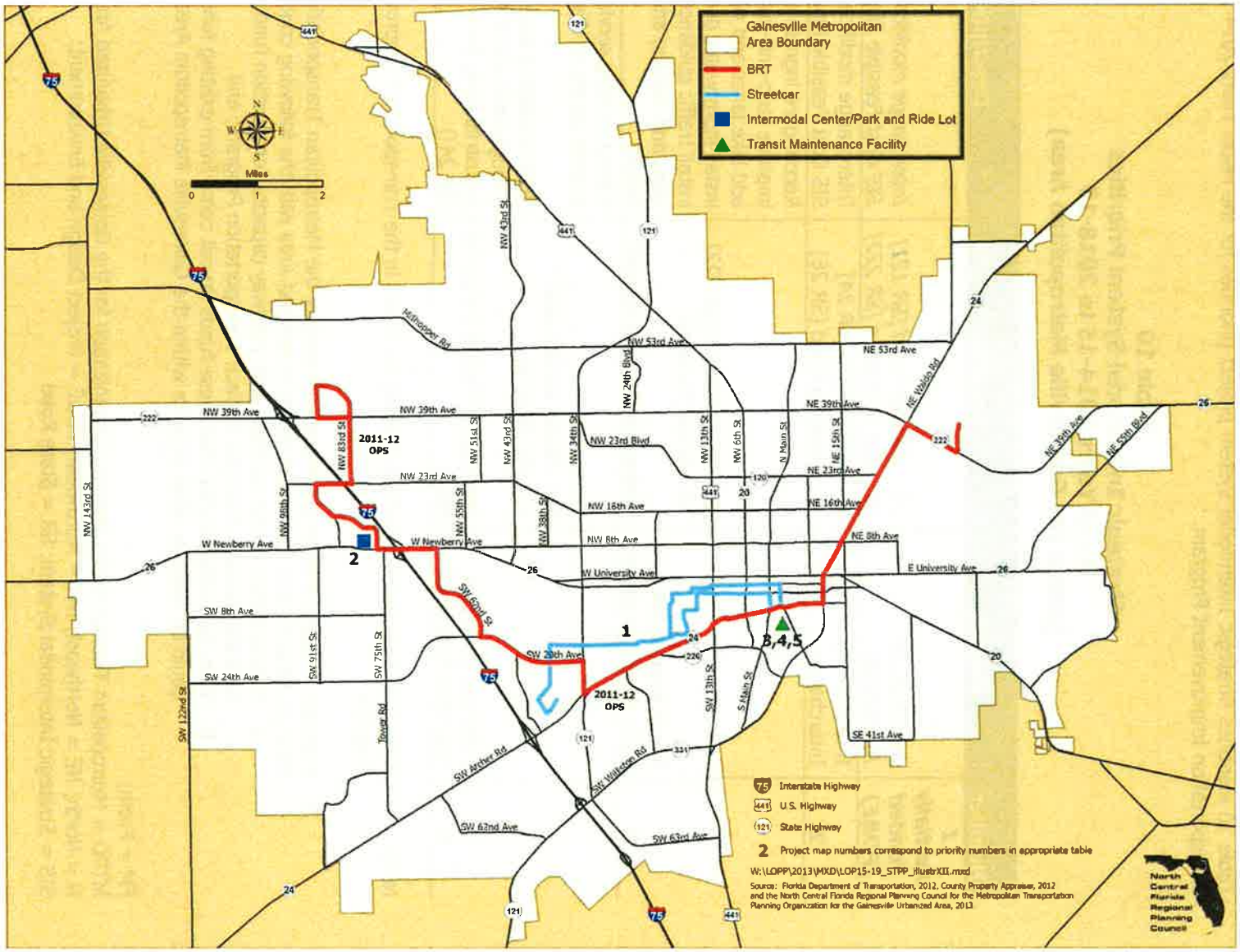
Notes: 1. Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

2. Priorities #3 and #4 listed above are endorsed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area with the following conditions:
   A. Provided they do not compete with roadway capacity construction funding typically available from the Surface Transportation Program; and
   B. With the understanding that these funds do not come from existing funds that could be used for other projects within the Gainesville Metropolitan Area.

FM = From;
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
N = North; NE = Northeast; NW = Northwest; PD&E = Project Design and Environment;
SIS = Strategic Intermodal System; SR = State Road

Initial Strategic Intermodal System Priorities were developed by Gainesville Regional Airport staff and the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area based on the Strategic Intermodal System Cost Feasible Plan.

Illustration XII
Surface Transportation Program Fund Priorities
Fiscal Years 2014-15 to 2018-19



K. Surface Transportation Program Fund Priorities

Table 11 identifies Surface Transportation Program-eligible capacity modification priorities. This category includes: bicycle facility projects; Non-State resurfacing projects; pedestrian facility (including school safety concern) projects; road construction and reconstruction projects; streetlighting; and additional public transportation, traffic operations and transportation disadvantaged projects for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 11
Surface Transportation Program Fund Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

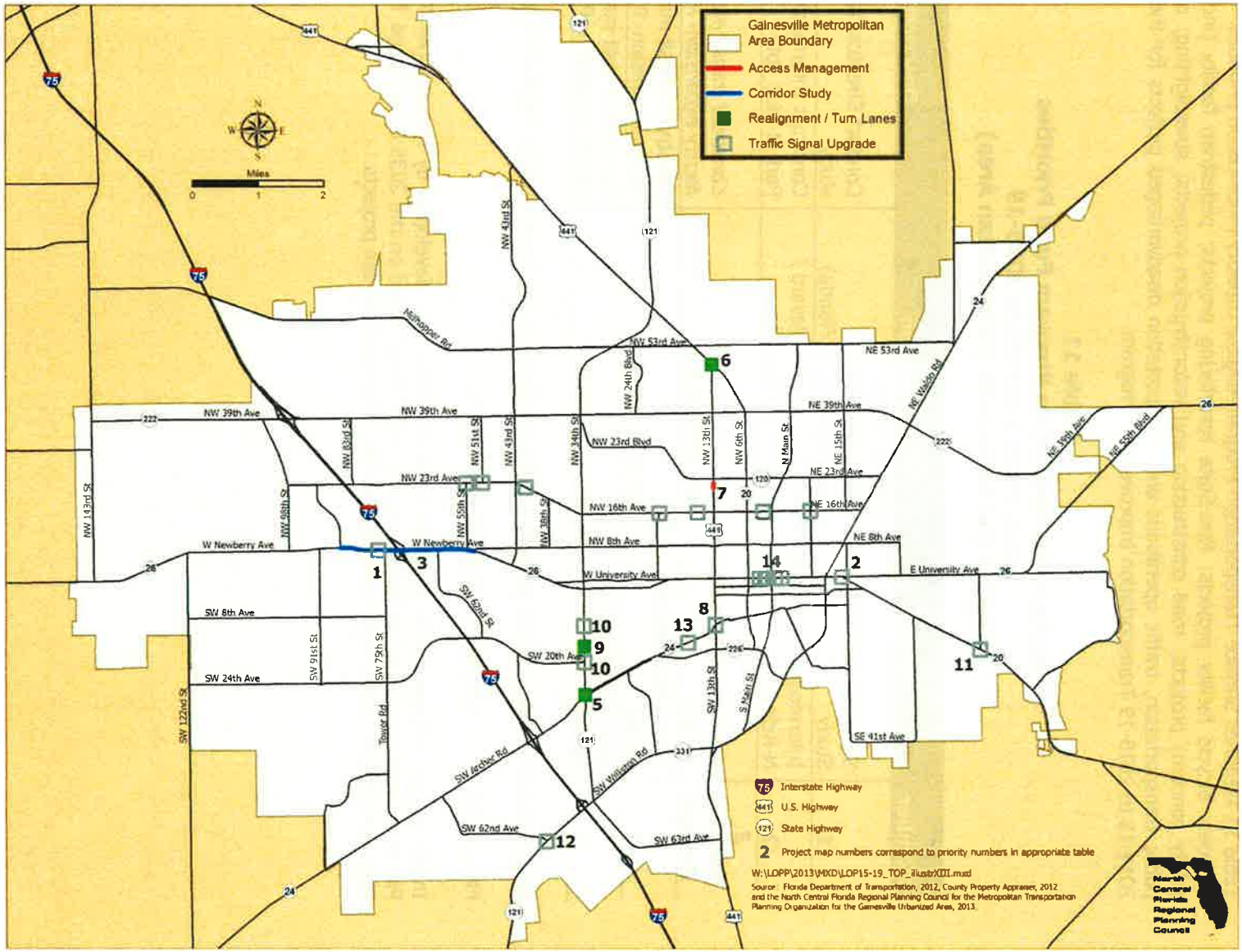
Number	Project	Location	Description
1	Streetcar Feasibility Study	FM: Downtown TO: Butler Plaza (via University of Florida)	Conduct Streetcar feasibility study
2	Intermodal Center/Park-N-Ride Lot	AT: Ft. Clarke Boulevard / Newberry Road area	Construct Intermodal Center / Park-N-Ride Lot
3 Partially Funded	*Transit Maintenance Facility*	*AT: RTS location*	*Construct transit maintenance facility expansion- Phase 2 of 4*
4	Transit Maintenance Facility	AT: RTS location	Construct transit maintenance facility expansion- Phase 3 of 4
5	Transit Maintenance Facility	AT: RTS location	Construct transit maintenance facility expansion- Phase 4 of 4

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From; Ft. = Fort; RTS = Regional Transit System

Initial Surface Transportation Program Fund Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the 2035 Long Range Transportation Plan, the *Livable Community Reinvestment Plan*, Cost Feasible Plan projects.

Illustration XIII
Traffic Operations Priorities Local Facilities
Fiscal Years 2014-15 to 2018-19



L. Traffic Operations Priorities

Table 12A identifies State Highway System traffic operations project priorities. Table 12B identifies local facility traffic operations project priorities. This category includes: congestion management system projects; intelligent transportation system projects; and intersection modification projects for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 12A
Traffic Operations Priorities - State Highway System Only
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1 Partially Funded	*Newberry Road [SR 26]*	*AT: NW 76 Street*	*Reconstruction of traffic signal*
2	University Avenue [SR 26]	AT: Hawthorne Road [SR 20]	Reconstruction of traffic signal
3	Newberry Road [SR 26]	FM: Ft Clarke Boulevard TO: NW 8 Avenue	Corridor study
4	Traffic Management System	AT: Countywide	Conversion to yellow flashing arrows
5 Partially Funded	*SW 34 Street [SR 121]*	*AT: Archer Road [SR 24]*	*Enhance right turn movement accommodation, such as the accommodation at the SW 34 Street at SW 20 Avenue intersection*
6	NW 13 Street [US 441]	AT: NW 6 Street [SR 20]	Intersection realignment/construction/ signalization
7	NW 13 Street [US 441]	FM: 2100 block TO: 2200 block	Access management and pedestrian refuge islands
8 Partially Funded*	*SW 13 Street [US 441]*	*AT: Archer Road [SR 24]*	*Signal reconstruction and retaining wall modifications*
9 Partially Funded	*SW 34 Street [SR 121]*	*AT: Hull Road*	*Extend southbound left turnlane; install northbound right exclusive right turnlane variable message board*
10	SW 34 Street [SR 121]	AT: Radio Road AT: SW 20 Avenue	Traffic signal replacement to address structural deficiency
11	Hawthorne Road [SR 20]	AT: SE 43rd Street	Intersection modification
12	Williston Road [SR 121]	AT: SW 62nd Avenue	Intersection modification
13 Partially Funded	*Archer Road [SR 24]*	*AT: Center Drive / VA Entrance*	*Traffic signal replacement to address structural deficiency*

Table 12A (Continued)
Traffic Operations Priorities- State Highway System Only
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
14	University Avenue [SR 26]	AT: W 3 Street, W 2 Street, W 1 Street, E 1 Street & E 3 Street	Replace five existing galvanized mast arms with MTPO-approved mast arms
15	Traffic Signal Upgrade - Non-SHS	At various intersections (see Table 12B)	Replace existing signal with horizontal mast arm signals

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

* This project is partially funded with University of Florida Campus Development Agreement funds.
Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

FM = From; NW = Northwest; PD&E = Project Design and Environment; SE = Southeast
SHS = State Highway System; SR = State Road; SW = Southwest; VA = Veterans Administration
MTPO = Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Table 12B
Traffic Operations Priorities - Local Facilities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

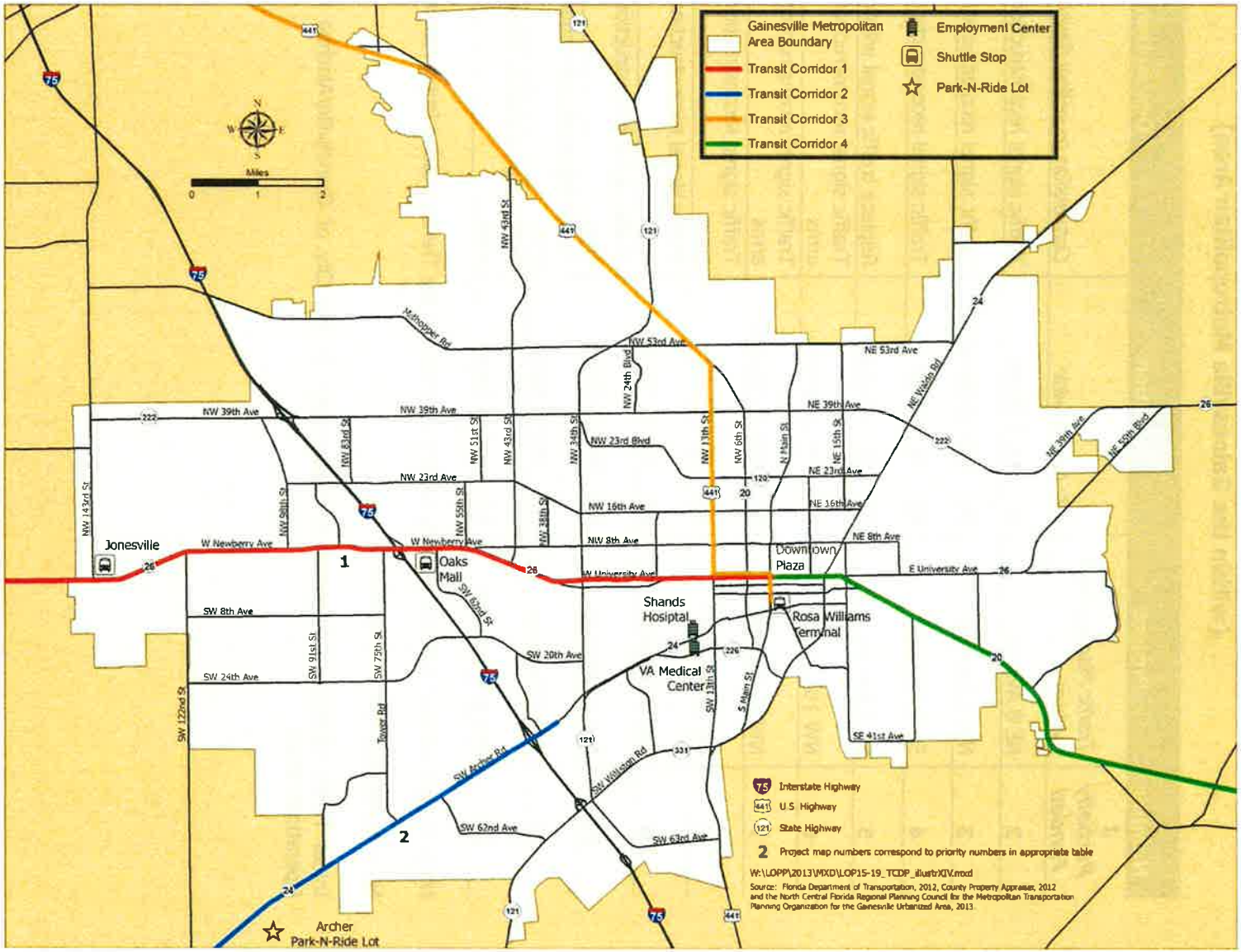
Number	Project	Location	Description
1 Partially Funded	*Traffic Management System*	*AT: Countywide*	*Conversion to yellow flashing arrows*
2	NE 8 Avenue	AT: NE 7 Street	Traffic signal reconstruction
3	NW 8 Avenue	AT: NW 10 Street	Traffic signal reconstruction
4	SE 4 Avenue	AT: SE 3 Street	Traffic signal reconstruction
5	SE 3 Avenue	AT: SE 15 Street	Replace traffic signal with roundabout
6	NW 16 Avenue	AT: NW 2 Street	Traffic signal reconstruction to mast arms
7	NW 16 Avenue	AT: NW 16 Terrace	Traffic signal reconstruction to mast arms
8	NE 16 Avenue	AT: NE 9 Street	Traffic signal reconstruction to mast arms
9	NW 16 Avenue	AT: NW 22 Terrace	Traffic signal reconstruction to mast arms
10	NW 23 Avenue	AT: NW 55 Street	Traffic signal reconstruction to mast arms
11	NW 23 Avenue	AT: NW 51 Street	Traffic signal reconstruction to mast arms
12	NW 16 Boulevard	AT: NW 41 Street	Traffic signal reconstruction to mast arms

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

NE = Northeast; NW = Northwest

Initial Traffic Operations Priorities were developed by the City of Gainesville/Alachua County Traffic Operations Team.

Illustration XIV
Transit Corridor Development Priorities
Fiscal Years 2014-15 to 2018-19



M. Transit Corridor Development Priorities

Table 13 identifies transit corridor development project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 13
Transit Corridor Development Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Newberry Road [SR 26]	FM: City of Newberry TO: City of Gainesville	Express bus service from Newberry Road park-n-ride lot to the City of Gainesville
2	Archer Road [SR 24]	FM: City of Archer TO: Gainesville	Express bus service from Archer Road park-n-ride lot to the City of Gainesville
3	US 441 [SR 25]	FM: City of High Springs TO: Gainesville	Express bus service from High Springs and Alachua to the City of Gainesville
4	Hawthorne Road [SR 20]	FM: City of Hawthorne TO: Gainesville	Express bus service from Hawthorne to the City of Gainesville

FM = From; SR = State Road; US = United States

Initial Transit Corridor Development Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based on the Regional Transit System Transit Development Plan.

N. Transportation Disadvantaged Priorities

Table 14, Table 15, Table 16, Table 17 and Table 18 identify transportation disadvantaged project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 14
Transportation Disadvantaged Priorities - Transportation Disadvantaged Trust Fund
Fiscal Years 2014-15 to 2018-19
(Alachua County Areas Outside of the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Provision of paratransit trips for vital medical purposes (dialysis, cancer care).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
2	Provision of paratransit trips for medical purposes (doctor appointments, pharmacy, physical therapy).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
3	Provision of paratransit trips for employment purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
4	Provision of paratransit trips for shopping purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
5	CTC Paratransit Van Fleet Expansion- TD Trust Funds	Countywide	Purchase two lift-equipped paratransit vans each year with any TD Trust Funds remaining after all TD Trust Fund paratransit trip priorities have been fulfilled.

Notes: 1. The grant funds allocated from the Transportation Disadvantaged Trust Fund are for the specific purpose of purchasing passenger trips for non-sponsored transportation disadvantaged individuals, or for equipment to be utilized by a Community Transportation Coordinator. Twenty-five percent of the Transportation Disadvantaged Trust Fund allocation may be spent to purchase capital equipment.

2. The Alachua County Transportation Disadvantaged Coordinating Board, in cooperation with the Community Transportation Coordinator, prioritize the use of the state Transportation Disadvantaged Trust Funds. The current and past Transportation Disadvantaged Trust Fund allocations are sufficient to provide trips under priorities 1 and 2 on a first come, first served basis.

CTC = Community Transportation Coordinator; TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 15
Transportation Disadvantaged Priorities - Federal Transit Administration Section 5310 - Capital Funding/Equipment Program Fiscal Years 2014-15 to 2018-19 (Alachua Countywide)

Number	Project	Location	Description
1	RTS Paratransit Van Fleet Expansion- Section 5310 funds	Countywide	Purchase a replacement vehicle to provide transportation for the elderly and disabled in Alachua County and the City of Gainesville
2*	Quality of Life Community Services Accessible Taxicab Fleet Expansion- Section 5310 funds	Countywide	Purchase accessible taxicab vehicles

Note: Capital expenditures shall be in accordance with United States Code Section 5310 funding eligibility criteria.

* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

RTS = Regional Transit System

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 16
Transportation Disadvantaged Priorities - Federal Transit Administration Section 5311 - Nonurbanized Area Formula Program Fiscal Years 2014-15 to 2018-19 (Alachua County Areas Outside of the Gainesville Urbanized Area)

Number	Project	Location	Description
1 Partially Funded	*Provision of paratransit trips that cannot be provided with TD Trust Funds.*	*Areas outside of the Gainesville Urbanized Area*	*Maintain the fixed route between the Oaks mall and Santa Fe College in the unincorporated portions of the Gainesville Urbanized Area. Provide demand response service in the nonurbanized areas of Alachua County*
2	RTS Paratransit Van Fleet Expansion- Section 5311 funds	Countywide-Nonurbanized	Purchase two demand response vehicles

Note: Capital and operating expenditures shall be in accordance with United States Code Section 5311 funding eligibility criteria.

RTS = Regional Transit System; TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 17
Transportation Disadvantaged Priorities - Federal Transit Administration Section 5316 - Job Access And Reverse Commute Program Fiscal Years 2014-15 to 2018-19 (Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Job Access and Reverse Commute Program	Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route ADA service area	Use FTA grant to provide job access and job-related transportation to TD-eligible individuals.

ADA = Americans with Disabilities Act of 1990; FTA = Federal Transit Administration
TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 18
Transportation Disadvantaged Priorities - Federal Transit Administration Section 5317 - New Freedom Program Fiscal Years 2014-15 to 2018-19 (Gainesville Metropolitan Area/Alachua County)

Number	Project	Location	Description
1	New Freedom Program	Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route Americans with Disabilities Act of 1990 service area	Use FTA grant to provide paratransit service to disabled citizens
2	Regional Transit System Capital Purchase of Replacement Paratransit Vehicle	Countywide	Purchase replacement paratransit vehicle to provide transportation to the elderly and disabled in Alachua County and the City of Gainesville
3*	Quality of Life Community Services Taxicab Operating Capital- Section 5317 funds	Countywide	Operating subsidies for transportation disadvantaged persons needing taxicab service

* In accordance with Chapter 427, Florida Statutes, the service provider (Quality of Life Community Services Taxicab) must execute a coordination agreement with the Alachua County Community Transportation Coordinator (MV Transportation) in order to receive these funds.

FTA = Federal Transit Administration

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

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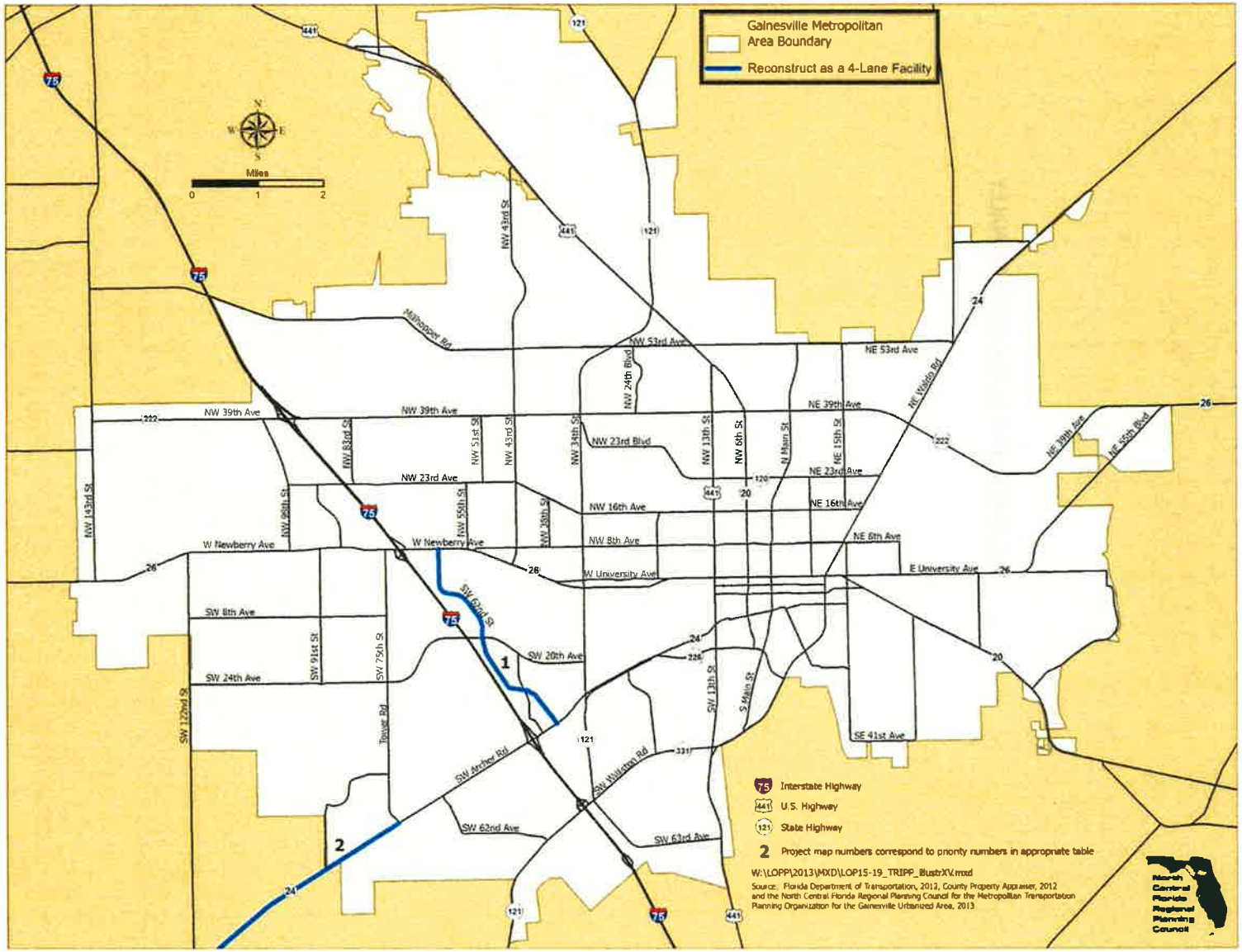
Illustration XV
Transportation Regional Incentive Program Priorities
Fiscal Years 2014-15 to 2018-19



O. Transportation Regional Incentive Program Priorities

Table 19 identifies Transportation Regional Incentive Program project priorities for the Fiscal Years 2014-15 to 2018-19 Transportation Improvement Program.

Table 19
Transportation Regional Incentive Program Priorities
Fiscal Years 2014-15 to 2018-19
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	SW 62 Connector	FM: Williston Road [SR 331] TO: Newberry Road [SR 26]	SW 62 Boulevard extension project, including extension of SW 40 Boulevard south to SW 34 Street, extending it east to connect at Williston Road – regionally significant project: 1. would alleviate congestion along Interstate-75 between Newberry Road and Williston Road, and other state roads such as Archer Road [SR 24], SW 34 Street [SR 121], Newberry Road [SR 26]; 2. improve system connectivity; and 3. add roadway capacity.
2	Archer Road	FM: Levy County line TO: Tower Road	Reconstruct as a 4-lane facility

Note: Projects in italic text are partially funded, as shown in the Transportation Improvement Program.

FM = From; SR = State Road; SW = Southwest

Initial Transportation Regional Incentive Program Priorities were developed by Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, based Alachua County and City of Gainesville Comprehensive Plan Transportation Elements.

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2009 NW 67th Place, Gainesville, FL 32653-1603 • 352.955.2200

February 13, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Updated Bylaws

STAFF RECOMMENDATION

Recommend approval of the draft bylaws.

BACKGROUND

The existing Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Bylaws were last reviewed and revised in 1983. Consequently, there are sections that are currently outdated and need to be updated. For example, Section 1.02 (1.) (b.) states that the voting members for the City of Gainesville are the "five (5) members of the City Commission." Enclosed with the meeting packets are updated bylaws.

In the enclosed bylaws, the material that is underlined and "in red" are sections that have been revised since they were reviewed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area Attorney. The underlining and "red color" are reminders to have this material reviewed by the Attorney after all remaining comments/revisions have been made.

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TAC Only

IX

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February 13, 2013

TO: Technical Advisory Committee

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Election of Officers

Each year, the Technical Advisory Committee elects a Chair and a Vice-Chair. Officers for last year were as follows:

Chair-	Doug Robinson
Vice-Chair	Jeff Hayes

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CAC Only X

Marlie Sanderson

From: jfrentzn@bellsouth.net
Sent: Wednesday, December 05, 2012 8:31 AM
To: Marlie Sanderson
Subject: Re: alternates to CAC

Thanks Marlie.

----- Original Message -----
From: Marlie Sanderson
To: jfrentzn@bellsouth.net
Cc: Scott Koons ; Mike Escalante
Sent: Wednesday, December 05, 2012 8:22 AM
Subject: RE: alternates to CAC

Jan-

We will put this on the next CAC agenda for discussion. Marlie

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

From: jfrentzn@bellsouth.net [mailto:jfrentzn@bellsouth.net]
Sent: Tuesday, December 04, 2012 5:31 PM
To: Marlie Sanderson
Subject: Re: alternates to CAC

OK, thanks Marlee. I was feeling kind of guilty about taking a seat that maybe one of the youngbloods should get. I guess with the record of vacancies on our committee there will be more opportunities for them and probably soon.

That brings to mind my biggest concern with the new plan for filling vacancies - the time lag. I know that before appointments only happened once a year, which could mean an empty position for months. Hopefully it is in the new MTPO plan to act more quickly so we don't have those empty seats. Perhaps we can discuss a recommendation to the MTPO at our next meeting which addresses this, or any other ideas we would like them to consider when it comes to filling vacancies on our committee.

Jan F

----- Original Message -----
From: Marlie Sanderson
To: jfrentzn@bellsouth.net
Sent: Tuesday, December 04, 2012 9:45 AM
Subject: RE: alternates to CAC

Jan-

Congratulations- you were reappointed to a new three-year term. Also, last night the MTPO approved a new policy not to have CAC Designate positions that are filled automatically as vacancies occur. The new policy is that all CAC positions will be filled by the MTPO at an MTPO meeting.

Marlie

Marlie J. Sanderson, AICP
Assistant Executive Director & Director of Transportation Planning
North Central Florida Regional Planning Council
2009 NW 67th Place, Gainesville, FL 32653-1603
Voice: 352.955.2200, ext. 103
Fax: 352.955.2209

From: jfrentzn@bellsouth.net [mailto:jfrentzn@bellsouth.net]
Sent: Monday, December 03, 2012 9:36 PM
To: Marlie Sanderson
Subject: alternates to CAC

Hi Marlee -

Tuned in at about 9:15 and saw the discussion on "alternates". Don't "we" (don't know if I've been reappointed at this point) now have people ready to fill in when a vacancy occurs, and couldn't they become alternates? I thought we got that done a year or two ago. Also, isn't Comm Baird's motion to have new appointments when vacancies occur in conflict? Lastly, was I reappointed. I don't necessarily disagree with Comm Baird's idea for bringing in new blood, so I'm OK with whatever happened.

Thanks,
Jan

TECHNICAL ADVISORY COMMITTEE (TAC)
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/28/2012	MEETING DATE 1/23/2013	IN VIOLATION IF ABSENT AT NEXT MEETING?
STEVE LACHNICHT Alt - Jeff Hays [Vice Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
RICHARD HEDRICK Alt- Chris Zeigler Alt- Michael Fay Alt - Dave Cerlanek	Alachua County Public Works Department	A	P	NO
DEKOVA BATEY Alt- Vacant	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
Vacant Alt- Steve Kabat	Alachua County/City of Gainesville Arborist	A	A	YES
ERIK BREDFELDT Alt - Dean Mimms Alt - Onelia Lazzari* Alt - Jason Simmons**	City of Gainesville Department of Community Development	P	P	NO
DEBBIE LEISTNER Alt- Don Hambidge Alt- Phil Mann	City of Gainesville Department of Public Works	P	P	NO
JESUS GOMEZ Alt- Doug Robinson, Chair Alt- David Smith	City of Gainesville Regional Transit System	P	A	NO
MICHAEL IGUINA Alt- Laura Aguiar Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	A	P	NO
JOHN GIFFORD Alt - Steve Phelps	Gainesville Regional Utilities	A	A	YES
KAREN TAULBEE Alt - Thomas Hill Alt - Vacant	Florida Department of Transportation	P	P	NO
SCOTT KOONS Alt - Steve Dopp	North Central Florida Regional Planning Council	P	E	NO
BILL REESE~	Santa Fe College Facilities Services	-	-	-
HARREL HARRISON Alt- Edward Gable Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON Alt - Carol Walker	University of Florida Facilities Planning & Construction Division	P	P	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	P	E	NO

LEGEND KEY - P = Present A = Absent * = New Member

me\p\em13\tac\attendanceTAC.xls

* City of Gainesville Level of Service (LOS) Subcommittee Member; ** LOS Subcommittee Alternate only.

~ Santa Fe College representative currently is a non-voting position.

Attendance Rule:

1. Each voting member of the TAC may name one (1) or more alternates who may vote only in the absence of that member on a one vote per member basis.
2. Each member of the TAC is expected to demonstrate his or her interest in the TAC's activities through attendance of the scheduled meetings, except for reaons of an unavoidable nature. In each instance of an unavoidable absence, the absent member should ensure that one of his or her alternates attends. No more that three (3) consecutive absences will be allowed by the member. The TAC shall deal with consistent absences and is empowered to recommend corrective action for MTPO consideration.

CITIZENS ADVISORY COMMITTEE (CAC)

ATTENDANCE RECORD

NAME	TERM EXPIRES	3/21/2012	5/23/2012	7/25/2012	9/19/2012	11/28/2012	1/23/2013	PERCENT IF ABSENT AT NEXT MEETING 2/20/2013
E J Bolduc	14-Dec	P	P	P	P	P	P	86%
Thomas Bolduc	15-Dec	-	-	-	-	-	P	-
Rob Brinkman	14-Dec	P	P	P	A	P	P	71%
Nelle Bullock	13-Dec	P	A	P	P	P	P	71%
Rajeeb Das	15-Dec	-	-	-	-	-	P	-
Mary Ann DeMatas	14-Dec	P	A	P	P	P	P	71%
Vacant	13-Dec	-	-	-	-	-	-	-
Jan Frentzen	15-Dec	-	-	-	-	-	A	-
Melinda Koken	15-Dec	-	-	-	-	-	P	-
Chandler Otis	15-Dec	-	-	-	-	-	P	-
John Richter	13-Dec	P	P	P	E	P	P	71%
James Samec	14-Dec	P	P	P	P	P	A	71%
Holly Shema	13-Dec	-	-	-	-	-	A	-
Ruth Steiner	14-Dec	P	P	P	P	P	P	86%
Ewen Thomson	13-Dec	P	P	P	P	P	P	86%

LEGEND KEY - P-Present; E-Excused Absence; A-Unexcused Absence

t\mike\em13\cac\attd_cac1213.xls

ATTENDANCE RULE

Any appointee of the MTPO to the CAC shall be automatically removed from the committee upon filing with the Chairman of the MTPO appropriate proof that such person has had three (3) or more consecutive unexcused absences, or that the overall attendance record of any such person (including excused and unexcused absences) is less than 66-2/3% for any six (6) month consecutive period or less than 66-2/3% for six (6) consecutive meetings if meetings are not held each month, whichever is longer. Excused absences are here defined to be those absences which occur from regular or special meetings after notification by such person to the Chairman prior to such absence explaining the reasons therefore. All other absences are here defined to be unexcused.

ADDITIONAL NOTES:

1. On October 30, 1985, staff asked the CAC to clarify the procedures staff should use to record attendance at CAC meetings. The CAC instructed staff to use the following procedures:
   A. all CAC meetings will require mandatory attendance by all members; and
   B. attendance is recorded at all CAC meetings, even if a quorum is not present.
2. On April 28, 1999, the CAC decided to limit attendance by teleconferencing to medical emergencies only.
3. Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2013 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	TAC [At 2:00 p.m.] CAC [At 7:00 p.m.]	B/PAB [At 7:00 p.m.]	MTPO MEETING
FEBRUARY	January 23	January 24	February 4 at 3:00 p.m.
MARCH	February 20	February 21	March 4 at 3:00 p.m.
JUNE	May 22	May 23	June 3 at 5:00 p.m.
AUGUST	July 24	July 25	August 5 at 3:00 p.m.
SEPTEMBER	September 18	September 19	September 30 at 3:00 p.m.
DECEMBER	November 20	November 21	December 2 at 5:00 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 and 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.

T:\Marlie\MS13\MTPO\MEET2013.doc January 9, 2013

What is a Roundabout?

A Roundabout is a one-way circular intersection without traffic signal equipment in which traffic flows around a center island that operates with yield control at the entry points, and gives priority to vehicles within the Roundabout.

1. Central Island
2. Concrete Truck Apron
3. Pedestrian Refuge
4. Crosswalk
5. Yield Line
6. Splitter Island
7. Circulatory Roadway
8. Sidewalk Around Perimeter
9. Exit Lanes and Entry Lanes

Roundabout Signs

Slow down when approaching a roundabout

Watch for pedestrians

Yield to traffic already in the roundabout

Stay to the right of the splitter island

Travel in a counterclockwise direction only.

Roundabout User Tips

Cars

- Determine where you want to go.
- Approach the roundabout as you would a typical four-way intersection.
- Stay to the right of the splitter island and **SLOW DOWN** to 10-15 mph.
- Watch for bicyclists and allow for them to merge into the entry lane.
- Watch for and yield to pedestrians in the crosswalk or waiting to cross.
- **YIELD** to traffic already in the roundabout.
- **DO NOT TURN LEFT AT THE SPLITTER ISLAND.**
- Once you are in the roundabout, do not stop except to avoid a collision; you have the right-of-way over entering traffic. Travel in a counter clockwise direction.
- Look for your street, use your right-turn signal and exit the roundabout.
- As you exit the roundabout, watch for and yield to pedestrians and bicyclists.
- If you miss your street, simply travel around the roundabout again and exit at the desired street.

Pedestrians

- Stay on the designated walkways at all times, crossing only at designated crosswalks.
- Never cross to the central island.
- Watch for cars; you have the right-of-way, but your best protection is your own attention.
- Proceed to the splitter island; the splitter island is a refuge area between opposing directions of traffic flow.

Bicyclists

- If comfortable riding in traffic, you may ride on the circulatory roadway of the roundabout like a car.
- As you approach the roundabout, merge into the entry lane before the shoulder or bike lane ends.
- Communicate your intentions to drivers by pointing to your destination.
- If uncomfortable riding in traffic, dismount your bicycle at the crosswalk and move to the sidewalk. Once on the sidewalk, walk your bicycle like a pedestrian.

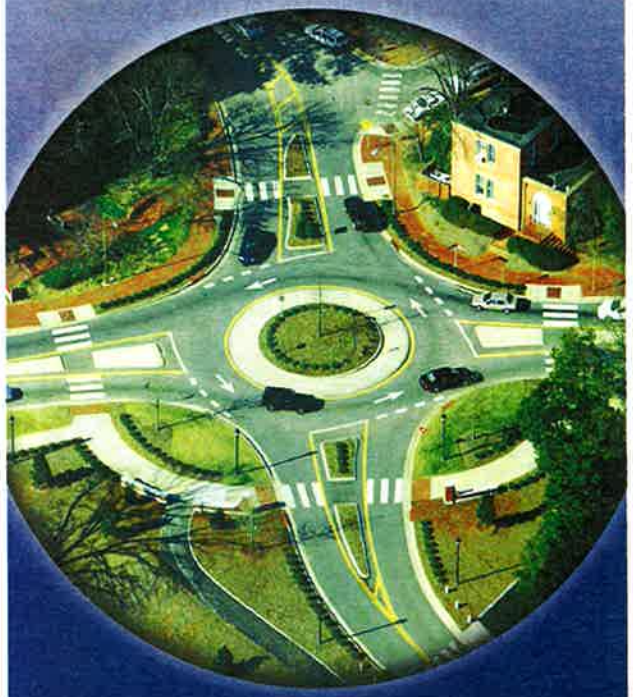
Why Roundabouts?

Roundabouts move traffic safely and efficiently through an intersection. The benefits of a roundabout include slower speeds, reduction in pollution and fuel use, reduction in the severity of accidents, and drivers have more time to judge and react to other vehicles and pedestrians.

PRODUCED BY Kimley-Horn and Associates, Inc. FOR FDOT - D2

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

A Guide To Roundabouts (ONE-LANE)



Informational Guide For:
CARS • PEDESTRIANS • BICYCLISTS

Florida Department of Transportation
District Two Safety Office

XI.C

Driving Roundabouts

First, determine where you want to go.

Going Right

1. Slow down and prepare to YIELD as you approach the roundabout.
2. Indicate a right turn.
3. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
4. You must YIELD to traffic already in the roundabout.
5. Enter the roundabout when there is a safe gap in the traffic.
6. Look for your street, use your right-turn signal, and exit the roundabout.
7. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.

Going Straight Ahead

1. Slow down and prepare to YIELD as you approach the roundabout.
2. When going straight ahead you do not need to indicate on approach.
3. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
4. You must YIELD to traffic already in the roundabout.
5. Enter the roundabout when there is a safe gap in the traffic.
6. As you exit the roundabout, look out for vehicles traveling on the outside of the circulatory roadway that may continue to circulate around the roundabout.
7. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.

Going Left or Making a U-Turn

1. Slow down and prepare to YIELD as you approach the roundabout.
2. Indicate a left turn.
3. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
4. You must YIELD to traffic already in the roundabout.
5. Enter the roundabout when there is a safe gap in the traffic.
6. Look for your street, use your right-turn signal, and exit the roundabout.
7. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.

What is a Roundabout?

A Roundabout is a one-way circular intersection without traffic signal equipment in which traffic flows around a center island that operates with yield control at the entry points, and gives priority to vehicles within the Roundabout.

1. Central Island
2. Concrete Truck Apron
3. Pedestrian Refuge
4. Crosswalk
5. Yield Line
6. Splitter Island
7. Circulatory Roadway
8. Sidewalk Around Perimeter
9. Exit Lanes and Entry Lanes

Roundabout Signs

Slow down when approaching a roundabout

Watch for pedestrians

Yield to traffic already in the roundabout

Stay to the right of the splitter island

Travel in a counterclockwise direction only.

Roundabout User Tips

Cars

- Determine where you want to go.
- Approach the roundabout as you would a typical four-way intersection.
- Stay to the right of the splitter island and **SLOW DOWN** to 10-15 mph.
- If you are making a right turn, you should be in the right lane; if you are making a left turn, you should be in the left lane; through movements can be made from either lane.
- Watch for bicyclists and allow for them to merge into the entry lane.
- Watch for and yield to pedestrians in the crosswalk or waiting to cross.
- **YIELD** to traffic already in the roundabout.
- **DO NOT TURN LEFT AT THE SPLITTER ISLAND.**
- Once you are in the roundabout, do not stop except to avoid a collision; you have the right-of-way over entering traffic. Travel in a counter-clockwise direction. DO NOT CHANGE LANES.
- Look for your street, use your right-turn signal and exit the roundabout.
- As you exit the roundabout, watch for and yield to pedestrians and bicyclists.
- If you miss your street, simply travel around the roundabout again and exit at the desired street.

Pedestrians

- Stay on the designated walkways at all times, crossing only at designated crosswalks.
- Never cross to the central island.
- Watch for cars; you have the right-of-way, but your best protection is your own attention.
- Cross the crosswalk one lane at a time, using the splitter island as a refuge area before crossing the next lane.

Bicyclists

- If comfortable riding in traffic, you may ride on the circulatory roadway of the roundabout like a car.
- As you approach the roundabout, merge into the entry lane before the shoulder or bike lane ends.
- Communicate your intentions to drivers by pointing to your destination.
- If uncomfortable riding in traffic, dismount your bicycle at the crosswalk and move to the sidewalk. Once on the sidewalk, walk your bicycle like a pedestrian.

Why Roundabouts?

Roundabouts move traffic safely and efficiently through an intersection. The benefits of a roundabout include slower speeds, reduction in pollution and fuel use, reduction in the severity of accidents, and drivers have more time to judge and react to other vehicles and pedestrians.

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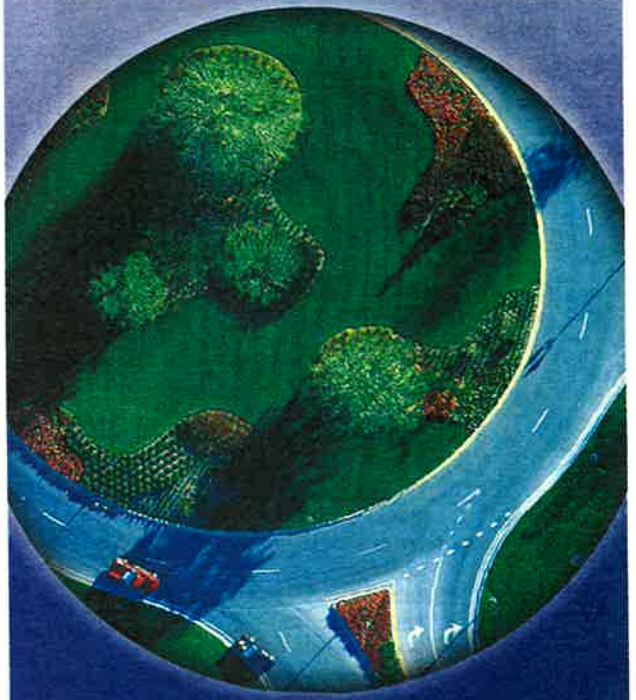
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

A Guide To Roundabouts (TWO-LANE)



Informational Guide For:

CARS • PEDESTRIANS • BICYCLISTS

Florida Department of Transportation
District Two Safety Office

Driving Roundabouts

First, determine where you want to go.

Going Right

1. On approach you must be in the right lane unless otherwise marked on the road, and indicate a right turn.
2. Slow down and prepare to YIELD as you approach the roundabout.
3. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
4. You must YIELD to traffic already in the roundabout.
5. Enter the roundabout when there is a safe gap in the traffic.
6. Stay in the right lane.
7. Look for your street, use your right-turn signal, and exit the roundabout.
8. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.

Going Straight Ahead

1. When going straight ahead you do not need to indicate on approach.
2. Slow down and prepare to YIELD as you approach the roundabout.
3. On approach you can be in either lane, unless otherwise marked on roadway or posted.
4. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
5. You must YIELD to traffic already in the roundabout.
6. Enter the roundabout when there is a safe gap in the traffic.
7. Stay to the inside of the circulatory roadway if you entered from the left approach lane, or stay to the outside if you entered from the right approach lane. (DO NOT CHANGE LANES)
8. As you exit the roundabout, look out for vehicles traveling on the outside of the circulatory roadway that may continue to circulate around the roundabout.
9. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.

Going Left or Making a U-Turn

1. On approach you must be in the left lane unless otherwise marked on the road, and indicate a left turn.
2. Slow down and prepare to YIELD as you approach the roundabout.
3. YIELD to pedestrians and bicyclists crossing at the designated crosswalks.
4. You must YIELD to traffic already in the roundabout.
5. Enter the roundabout when there is a safe gap in the traffic.
6. Stay in the left lane (inside of the circulatory roadway) until you are ready to exit. (DO NOT CHANGE LANES)
7. Look for your street, use your right-turn signal, and exit the roundabout.
8. As you exit the roundabout, YIELD for any pedestrians or bicyclists crossing at the designated crosswalks.