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North Central Florida Regional Planning Council

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May 15, 2013

TO: Citizens and Technical Advisory Committees

FROM: Marlie Sanderson, Director of Transportation Planning

SUBJECT: Meeting Announcement and Agenda

On Wednesday, May 22, 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, May 22, 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 #9 7:10 p.m.	**IV.**	**Transportation Improvement Program (TIP)**	**APPROVE STAFF RECOMMENDATION**
		The MTPO must approve all projects in the TIP that contain federal funds (other projects are included for information only)	
Page #13 7:30 p.m.	**V.**	**SW 34th Street at Archer Road Intersection- Southbound Right-Turn Movement**	**APPROVE STAFF RECOMMENDATION**
		FDOT District 2 staff will discuss a draft report prepared for this intersection movement.	
Page #43 8:00 p.m.	**VI.**	**List of Priority Projects- 2013**	**APPROVE STAFF RECOMMENDATION**
		Each year, the MTPO approves priority lists of needed projects that are eligible to be funded with federal and/or state funds	

Page #45 **VII.** **SW 8th Avenue Multi-Use Path** **APPROVE STAFF RECOMMENDATION**
8:30 p.m.

County staff will discuss 60 percent design plans for this project.

Page #99 **VIII.** **Citizens Advisory Committee- Vacant Positions** **NO ACTION REQUIRED**
8:45 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.

Page #101 **IX.** **Updated Bylaws** **APPROVE STAFF RECOMMENDATION**
TAC ONLY

The currently adopted bylaws are out of date and need to be updated.

Page #103 **X.** **Year 2040 Population Projections** **APPROVE PROJECTIONS**
TAC ONLY

Draft Year 2040 projections have been developed for Alachua County municipalities and the unincorporated area.

Page #107 **XI.** **Transportation Alternative Projects** **NO ACTION REQUIRED**
8:45 p.m.
TAC ONLY

Next year, project applications will be due around the end of November.

Page #111 **XII.** **Election of Officers** **ELECT CHAIR AND VICE-CHAIR**
TAC ONLY

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

XIII. **Information Items**

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

Page #113 A. CAC and TAC Attendance Records
Page #115 B. Meeting Calendar- 2013
Page #117 C. FDOT Letter dated March 18, 2013- Main Street Transfer

*No handout included with the enclosed agenda matter

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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 Jeff Hays, Vice 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
February 20, 2013

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

CALL TO ORDER

Vice Chair Rob Brinkman called the meeting to order at 7:03 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 amended to delete item IV. SW 30th Avenue Interstate Overpass.

MOTION: Ruth Steiner moved to approve the meeting agenda amended to delete item IV. SW 30th Avenue Interstate Overpass. James Samec seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Frentzen asked for approval of the CAC meeting minutes.

MOTION: James Samec moved to approve the January 23, 2013 CAC minutes. Ruth Steiner seconded; motion passed unanimously.

V. STATE ROAD 226 TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECT-60 PERCENT PLANS

Mr. Sanderson stated that the Florida Department of Transportation (FDOT) has submitted 60 percent plans for the SE 16th Avenue TSM project to the MTPO for review and comment. He and Ms. Karen Taulbee, FDOT Transportation Specialist, discussed the Tentative Work Program and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the State Road 226 Transportation System Management 60 Percent Plans with a request to try and improve the line-of-sight for northbound traffic on Main Street using the sliplane to go eastbound on SE 16th Avenue and make corresponding adjustments to the sliplane pedestrian crossing to maximize pedestrian safety. Melinda Koken seconded, motion passed unanimously.

VI. TRANSPORTATION ALTERNATIVES APPLICATIONS

Mr. Sanderson stated that the FDOT has requested that two Transportation Alternatives Project (TAP) Applications be submitted. He discussed the proposed TAPs and answered questions.

MOTION: Ruth Steiner moved to recommend that the MTPO approve the submission of Transportation Alternatives Project applications for the NW 45th Avenue sidewalk from NW 13th Street to NW 6th Street and the SW 27th Street/SW 40th Place/SW 25th Terrace sidewalk from SW 35th Terrace to Williston Road. James Samec seconded, motion passed unanimously.

X. CITIZENS ADVISORY COMMITTEE- VACANT POSITIONS

Mr. Sanderson noted that Chair Frentzen wanted to discuss the former CAC Designate positions.

It was a consensus of the CAC to defer this topic to a meeting attended by Chair Frentzen.

XI. INFORMATION ITEMS

There was no discussion of the information items.

ADJOURNMENT

The meeting was adjourned at 7:47 p.m.

_____ _____

Date Jan Frentzen, Chair

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May 15, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Improvement Program

RECOMMENDATION

Recommend approval of the the Fiscal Years 2013-14 - 2017-18 Transportation Improvement Program.

BACKGROUND

Enclosed please find a draft copy of the Fiscal Years 2013-14 - 2017-18 Transportation Improvement Program. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with adopted comprehensive plans of Alachua County and the City of Gainesville.

Exhibit 1 is a copy of the advertisement that appeared in the Gainesville Guardian and Gainesville Sun on Thursday, May 9, 2012 and in The Independent Florida Alligator on Tuesday, May 14, 2012. A full color copy of the draft Transportation Improvement Program may be viewed at the following website:

http://ncfrpc.org/mtpo/publications/TIP/TIPDOC13_maydft_4_web.pdf

Authorization of Funds

The Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area. In order for federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and included in this document.

Approval of the Transportation Improvement Program authorizes about $26 million in federal funds for Fiscal Year 2013/14. Of this $26 million, about $17 million are for Regional Transit System projects.

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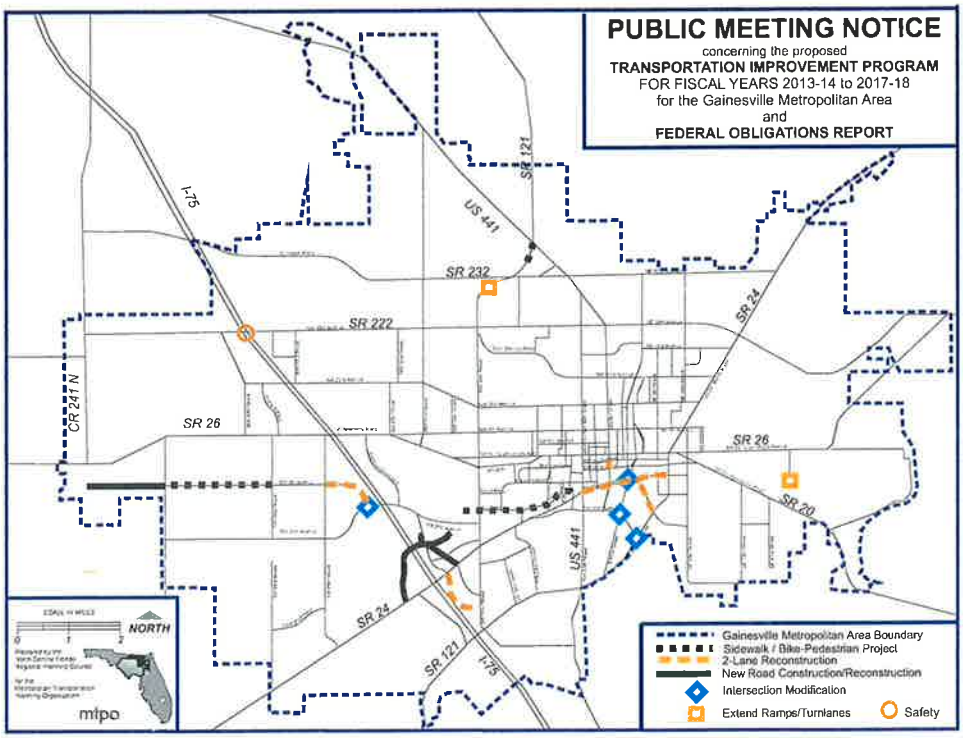
EXHIBIT 1



COMMUNITY TRANSPORTATION MEETING

June 3, 2013 at 5:00 p.m.

Jack Durrance Auditorium, County Administration Building, 12 SE 1ST STREET, GAINESVILLE, FLORIDA

PURPOSE: The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area has scheduled a public meeting to receive input concerning the proposed Transportation Improvement Program for Fiscal Years 2013-14 to 2017-18. The Transportation Improvement Program is a staged implementation program of transportation projects consistent, to the maximum extent feasible, with the Alachua County and City of Gainesville comprehensive plans.

Projects in the proposed Transportation Improvement Program are also consistent with the Gainesville Metropolitan Area Year 2035 Transportation Plan- The Livable Community Reinvestment Plan. This plan identifies transportation system modifications expected to be needed to serve projected volumes and patterns of traffic through the Year 2035. A final decision regarding all projects contained in the Transportation Improvement Program will be forwarded to the Florida Department of Transportation by the adoption of this Transportation Improvement Program document.

The Federal Obligations Report is included in Appendix B of the Transportation Improvement Program. This Report shows the expenditure of federal funds within the Gainesville Metropolitan Area from October 1, 2011 through September 30, 2012.

This map only shows some of the transportation projects scheduled during the next five years. The proposed Transportation Improvement Program includes transportation projects such as: bicycle; pedestrian; project development and environmental studies; resurfacing/repaving; school safety concern; transportation enhancement; and transit projects, including transportation disadvantaged projects.

THE MEETING ROOM WILL BE OPEN AT 4:30 PM FOR THE PUBLIC TO REVIEW THE PROPOSED TRANSPORTATION IMPROVEMENT PROGRAM AND STAFF WILL BE PRESENT TO ANSWER QUESTIONS.

Copies of the meeting agenda and more detailed information concerning the Federal Obligations Report and proposed Transportation Improvement Program can be obtained by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, c/o North Central Florida Regional Planning Council, 2009 NW 67th Place, Gainesville, Florida 32653, by appearing in person at the above address during business hours, at the www.ncfrpc.org/mtpo website, or by calling 352.955.2200. All persons are advised that, if they decide to contest any decision made at this public meeting, they will need a record of the proceedings and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which it is to be based. All interested persons are invited to attend and be heard. Public participation is solicited without regard to race, color, national origin, age, sex, sexual orientation, marital status, religious status, disability, familial status or gender identity. Persons who require special accommodations under the American with Disabilities Act, or persons who require translation services (free of charge), should contact Mr. Marlie Sanderson at 352.955.2200, extension 103, at least seven (7) days before the public meeting.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area consists of the Gainesville City Commission, the Alachua County Commission and nonvoting advisors of the University of Florida, the Florida Department of Transportation and the Alachua County League of Cities. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for the continuing, comprehensive and cooperative urban transportation planning program for the Gainesville Metropolitan Area. This planning program is required in order to receive federal and state funds for transportation projects.

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May 15, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Archer Road at SW 34th Street Intersection Modifications

STAFF RECOMMENDATION

Recommend approval of the Exhibit 2 Conclusion (page 22).

BACKGROUND

On June 4, 2012, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved Table 12A Traffic Operations Priorities for the State Highway System (enclosed as Exhibit 1) with one revision to project priority number 4. This revision revised the project description from "Add right turnlanes" to "enhance right turn movement accommodation, such as the accommodation at the SW 34th Street at SW 20th Avenue intersection." The issue that caused this revision was concern about adding additional lanes to an intersection that is already difficult for pedestrians to cross.

Figure 1- Archer Road at SW 34th Street (southbound)

During this discussion, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved a motion to:

> *"request that appropriate staff present at a future meeting possible modifications to accommodate right turn movements at the Archer Road at SW 34th Street intersection."*

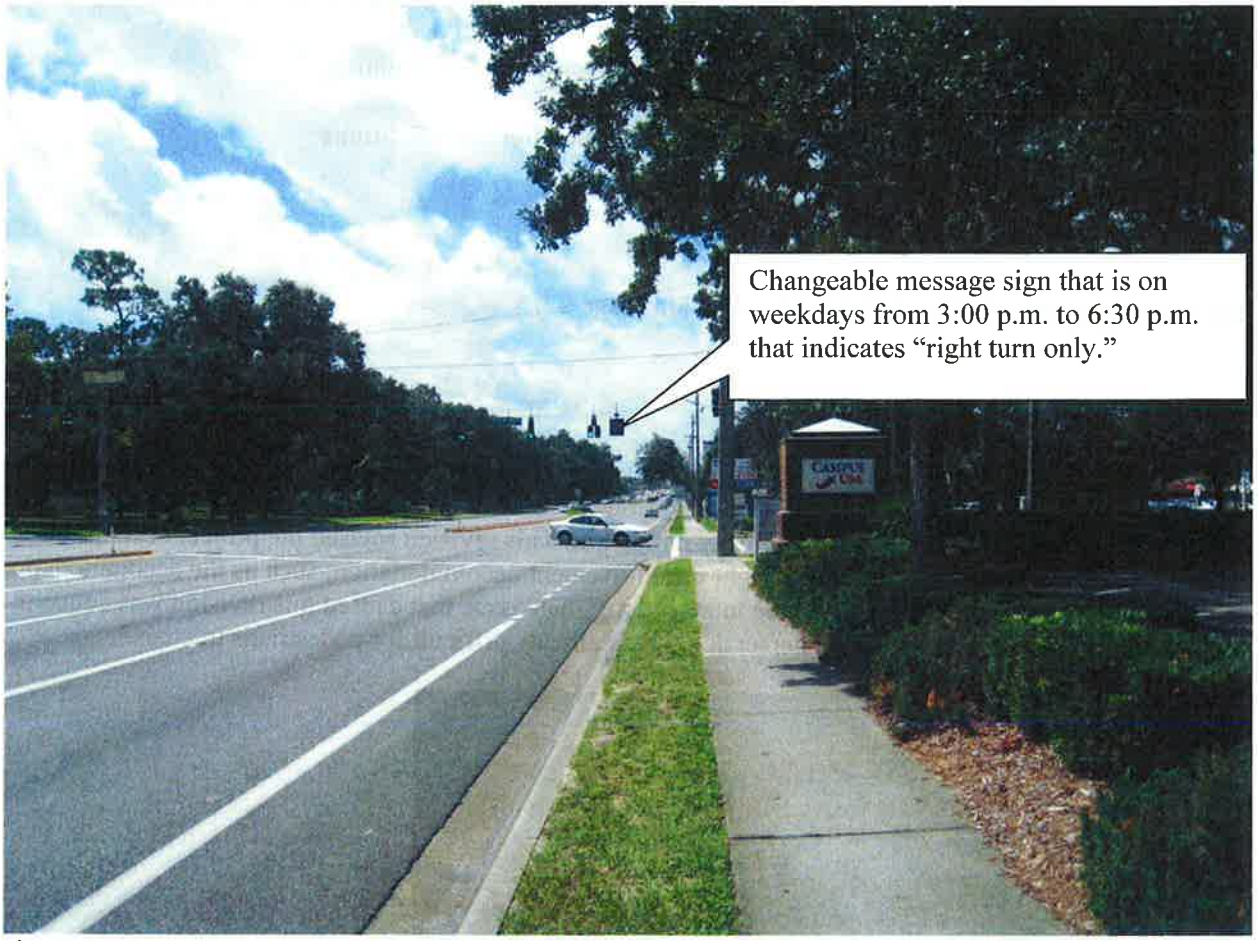

Figure 2- SW 34th Street at SW 20th Avenue (southbound)

Traffic Operations Study

Enclosed as Exhibit 2 is a study prepared by the Florida Department of Transportation District 2 entitled District Wide Traffic Operations Studies Project- Task Order Number: 2- SR 24 (SW Archer Road) at SR 121 (SW 34th Street)- Gainesville Florida.

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Table 12A
Traffic Operations Priorities - State Highway System Only
Fiscal Years 2013-14 to 2017-18
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	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	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
5	NW 13 Street [US 441]	AT: NW 6 Street [SR 20]	Intersection realignment/construction/ signalization
6	NW 13 Street [US 441]	FM: 2100 block TO: 2200 block	Access management and pedestrian refuge islands
7 Partially Funded*	*SW 13 Street [US 441]*	*AT: Archer Road [SR 24]*	*Signal reconstruction and retaining wall modifications*
8 Partially Funded	*SW 34 Street [SR 121]*	*AT: Hull Road*	*Extend southbound left turnlane; install northbound right exclusive right turnlane variable message board*
9	SW 34 Street [SR 121]	AT: Radio Road AT: SW 20 Avenue	Traffic signal replacement to address structural deficiency
10	Hawthorne Road [SR 20]	AT: SE 43rd Street	Intersection modification
11	Williston Road [SR 121]	AT: SW 62nd Avenue	Intersection modification
12 Partially Funded	*Archer Road [SR 24]*	*AT: Center Drive / VA Entrance*	*Traffic signal replacement to address structural deficiency*

EXHIBIT 2

TECHNICAL REPORT

District Wide Traffic Operations Studies Project

Contract Number: C9851

Financial Identification Numbers: 432429-1-12-01, 432429-2-12-01, 432429-3-12-01

Task Work Order Number: 2

SR 24 (SW Archer Road) at SR 121 (SW 34th Street) – Gainesville, Florida

Prepared for:

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

FDOT, District 2

Prepared by:

Prosser Hallock

Under Contract to:

ETM
England-Thims & Miller, Inc.
VISION • EXPERIENCE • RESULTS

Submitted by: Fred Kyle, PE, PTOE
Florida PE No. 40360
May 2013

TECHNICAL REPORT

Task Work Order Number: 2

SR 24 (SW Archer Road) at SR 121 (SW 34th Street) – Gainesville, FL

INTRODUCTION:

Prosser Hallock, Inc. (PH) under contract to England-Thims & Miller, Inc. (ETM) was tasked by the Florida Department of Transportation with analyzing the intersection of SR 24 (SW Archer Road) and SR 121 (SW 34th Street) in Gainesville, Florida, and providing recommendations to improve traffic flow for motorists at this intersection. The intersection of SR 121 and Windmeadows Boulevard was also included in the study area because of its close proximity to the subject intersection. The focus of this task was to examine the request of the Gainesville Metropolitan Transportation Planning Organization (MTPO) to "Enhance the right turn movement accommodation, such as the accommodation at the SW 34th St. at SW 20th St. intersection." Although the focus of this study was the north approach right turn movement, other capacity/operational improvements at this intersection were also identified and analyzed.

Currently, the intersection of SR 24/SW Archer Road and SR 121/SW 34th Street is a signalized intersection with three through lanes and two left turn lanes on each approach. In addition, right turn channelization islands exist for the right turn movements on SR 24. The signalization at these intersections includes fully protected left turn phases that either lead or lag the through movements by time-of-day.

Currently, speed limits of 45 mph exist on both roadways.

Intersection of SR 24 (SW Archer Road) and SR 121 (SW 34th Street)

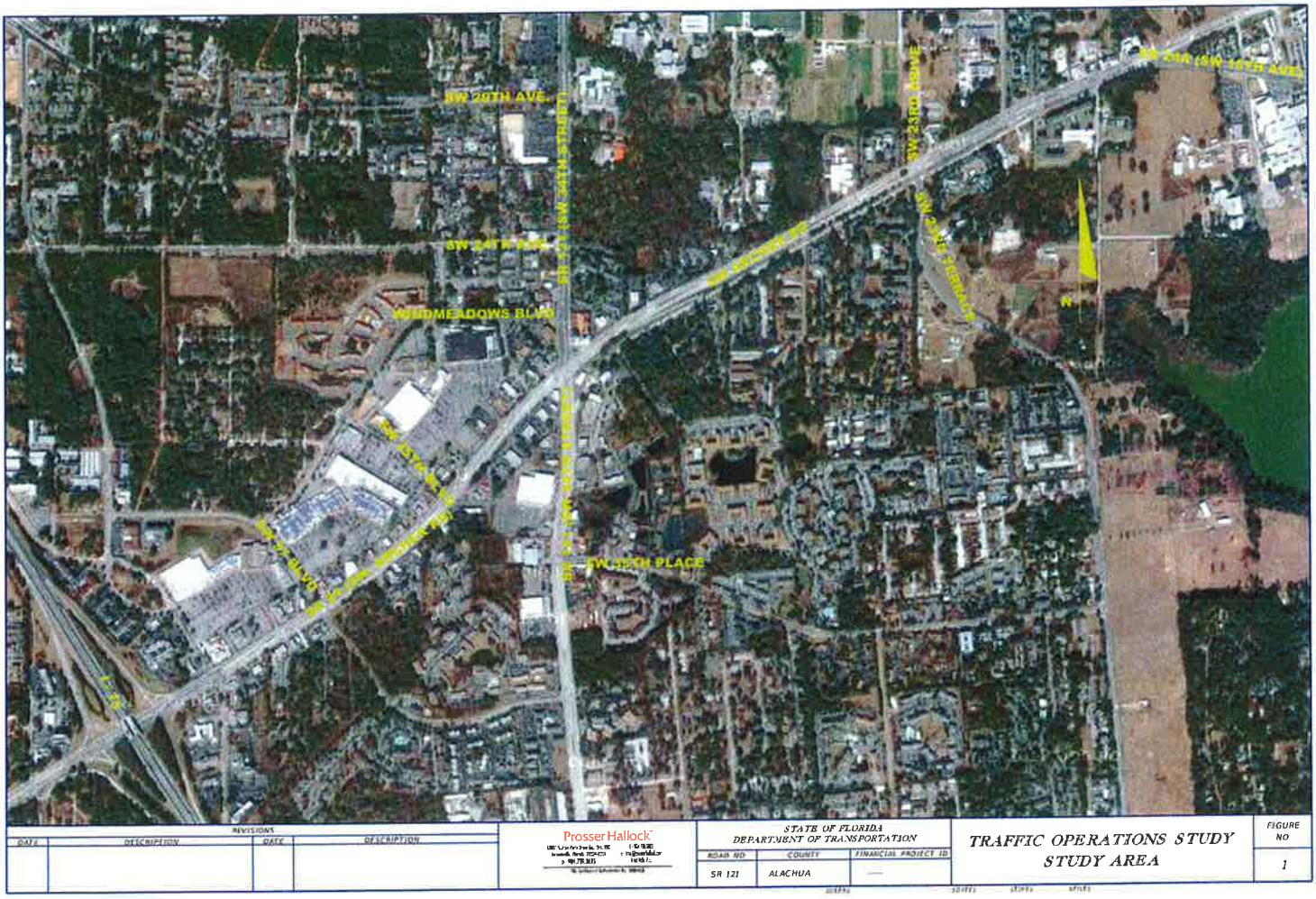
The intersection of SR 121 and Windmeadows Boulevard is approximately 550 feet north of the SR 24 intersection. This "tee" intersection is also signalized. SR 121 has three lanes in each direction with a short left turn lane on the south approach for vehicles turning on Windmeadows Boulevard. Windmeadows Boulevard is a basic two lane road that widens to provide three approach lanes at the intersection – two left turn lanes and a single right turn lane. The speed limit on Windmeadows Boulevard is 25 mph.

SR 121 (SW 34th Street) and Windmeadows Boulevard

As can be seen from these aerial pictures, the land uses around these two intersections is primarily retail commercial. A large shopping center with several out parcels is located on the northwest quadrant of the SR 24/SR 121 intersection. Smaller individual retail businesses and small strip retail centers occupy the other three quadrants. In addition, several large multi-family residential developments are in close proximity to these intersections. Windmeadows Boulevard provides a back access to this large shopping center, as well as access to several of the multi-family developments. The University of Florida campus is north and east of these intersections.

The traffic signals at these two intersections are part of large coordinated signal systems on SR 24 and on SR 121. The SR 24/SR 121 intersection is the critical intersection in both of these systems. The traffic signal at Windmeadows Boulevard is cross-coordinated with the SR 24 intersection to provide coordinated operation on SR 121.

Figure 1 provides an overall view of the study area including the large retail commercial center in the northwest quadrant of the SR 24/SR 121 intersection.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

Prosser Hallock

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 121	ALACHUA	—

TRAFFIC OPERATIONS STUDY
STUDY AREA

FIGURE NO 1

ETM was asked by the Department to identify improvements to the intersection that would improve traffic flow in the area. Of particular interest was the MTPO's request to enhance the right turn movement by converting the through/right lane on the north approach of the SR 24/SR 121 intersection to an exclusive right turn lane either full time or by time-of-day. Although the primary focus of this study was the north approach right turn movement, other potential intersection improvements were also studied.

North Approach of the SR 121/SR 24 intersection looking south toward SR 24

DATA COLLECTION:

Turning movement counts were made at both intersections. These counts, copies of which are included in the Appendix, were made from 7:00 A.M. to 9:00 A.M., 12:00 P.M. to 2:00 P.M., and 3:00 P.M. to 7:00 P.M. on January 29, 2013. Copies of the turning movement counts are included in the Appendix.

Traffic signal timing data for both intersections was obtained from the City of Gainesville Traffic Management Center. The timing data not only included phase split times for the various traffic

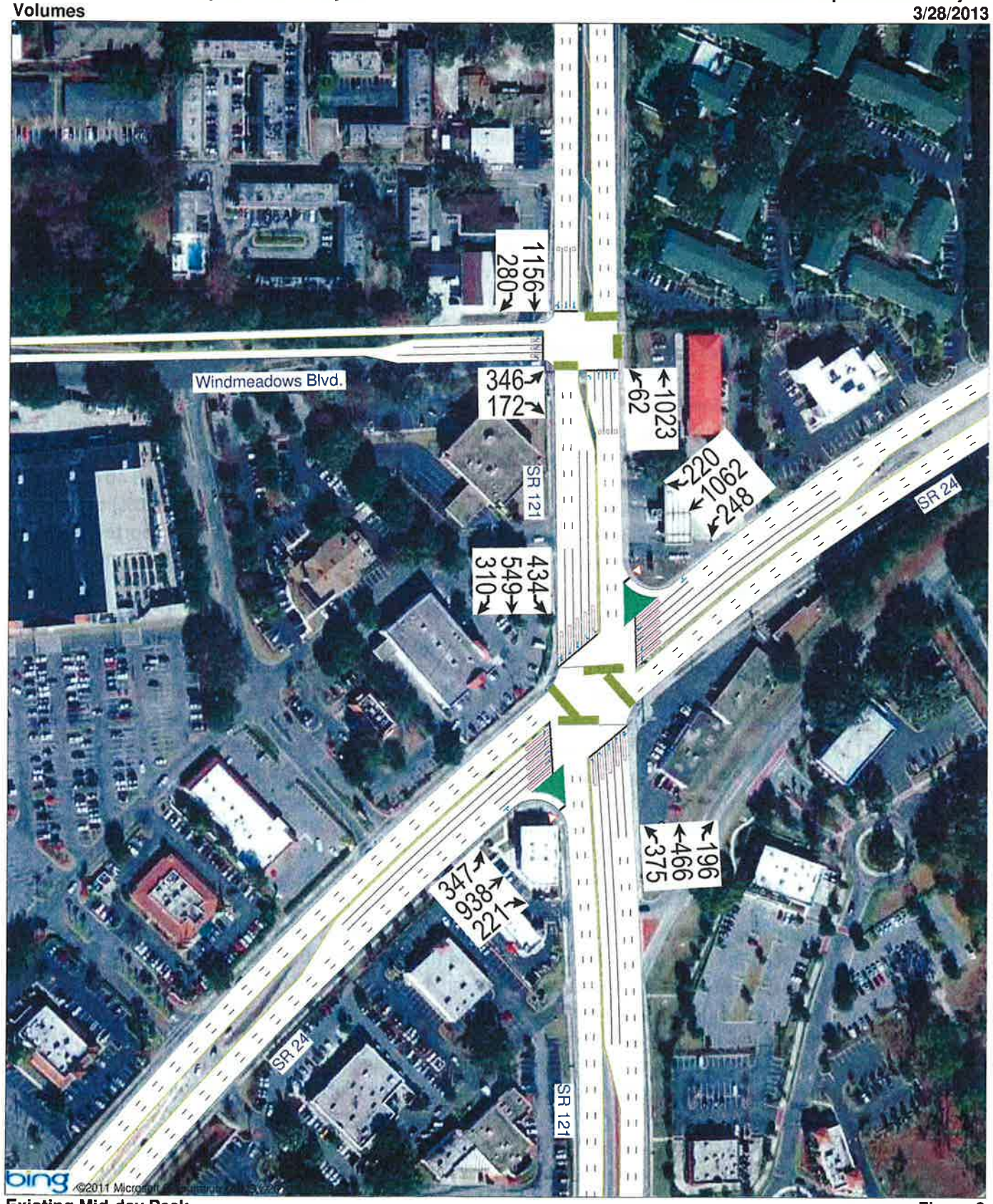
plans in effect at these intersections, but the phase sequencing as well. This is critically important because the left turn movements at both intersections lead or lag the through movements based on the specific timing plan in effect. The traffic volume data and signal timing data were used as inputs into the Synchro/SimTraffic software package. The Synchro/SimTraffic results were then used to compare Measures of Effectiveness (MOEs) for each considered alternative. Copies of the signal timing sheets are also included in the Appendix. Figures 2, 3, and 4 provide a graphical representation of the A.M., Mid-day, and P.M. peak hour volumes used in this analysis.

The FDOT provided all of the Long Form Crashes found in the CAR database for the study area from 1/1/09 through 12/31/11. Most of the collisions centered around the two signalized intersections of SR 24/SR 121 and SR 121/Windmeadows. Figure 5 is a collision diagram showing the various collision types and the locations. Collision summaries are provided in the Appendix.
The following is a summary of the reported collisions:

SR 24 / SR 121 Intersection – There were 147 total Long Form collisions found in the CAR database. There were 112 property damage only collisions. Thirty five collisions involved injuries resulting in 47 injuries. There were no reported fatalities. A majority of the collisions were rear-end or sideswipe collisions. Rear end collisions accounted for 101 (69%) of the total collisions and 40 (85%) of the injuries. Sideswipe collisions accounted for 24 (16%) of the total collisions and 3 (10%) of the injuries. There was one collision involving a bicycle and no pedestrian collisions were reported. There were 112 (76%) collisions during the day and 35 (24%) at night. The roadway was reported dry for 127 (86%) and wet for 20 (14%) of the collisions.

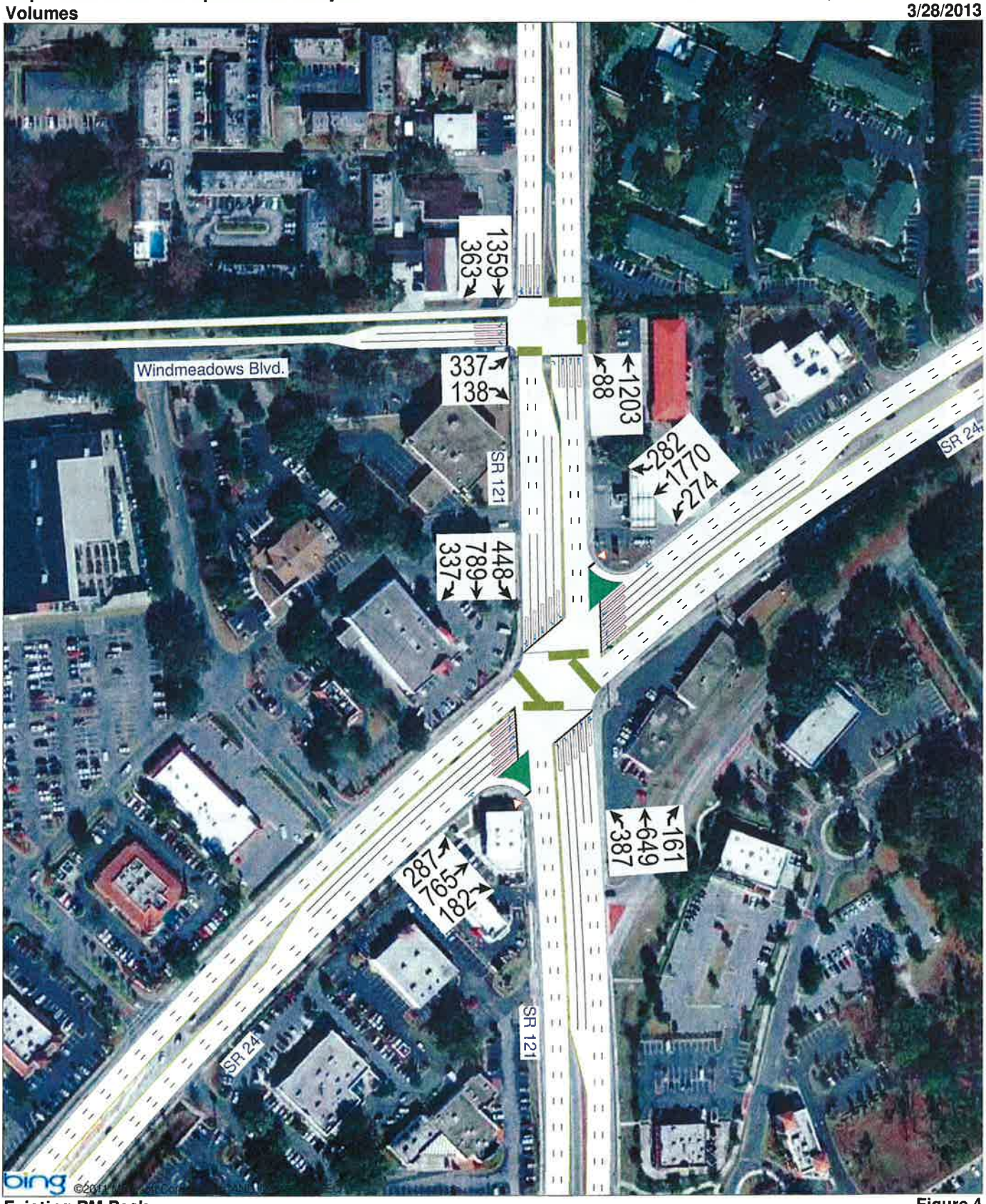
SR 121 / Windmeadows – There were 59 total Long Form collisions found in the CAR database, of which 38 were property damage only collisions, and 21 collisions involved injuries resulting in 28 injuries. There were no reported fatalities. A majority of collisions were either rear-end, sideswipe, right angle, or left turn collisions. Rear end collisions accounted for 26 (44%) of the total collisions and 14 (24%) of the injuries. Sideswipe collisions accounted for 10 (18%) of the total collisions and 3 (4%) of the injuries. Right angle collisions accounted for 13 (22%) of the total collisions and 4 (14%) of the injuries. Left turn collisions accounted for 6 (10%) of the total collisions and 6 (21%) of the injuries. There was one collision involving a bicycle and one pedestrian collision was reported. There were 45 (76%) collisions during the day and 12 (24%) at night. The roadway was reported dry for 48 (81%) and wet for 11 (19%) of the collisions.

Driveways in the area – There are numerous driveways within approximately 1,000 feet of the signalized intersection where collisions were reported that appear to be related to delays at the signalized intersections. There were 10 total Long Form collisions found in the CAR database that appear to be related to the signalized intersections. There were seven property damage only collisions. Three collisions involved injuries, resulting in a total of 4 injuries. There were no reported fatalities. The majority of collisions were right angle or sideswipe collisions. Right angle collisions accounted for 5 (50%) of the total collisions and 2 (50%) of the injuries. Sideswipe collisions accounted for 2 (20%) of the total collisions and no injuries. There was one collision involving a pedestrian and no bicycle collisions were reported. There were 7 (70%) collisions during the day and 3 (30%) at night. The roadway was reported dry for all 10 (100%) and wet for none of the collisions.



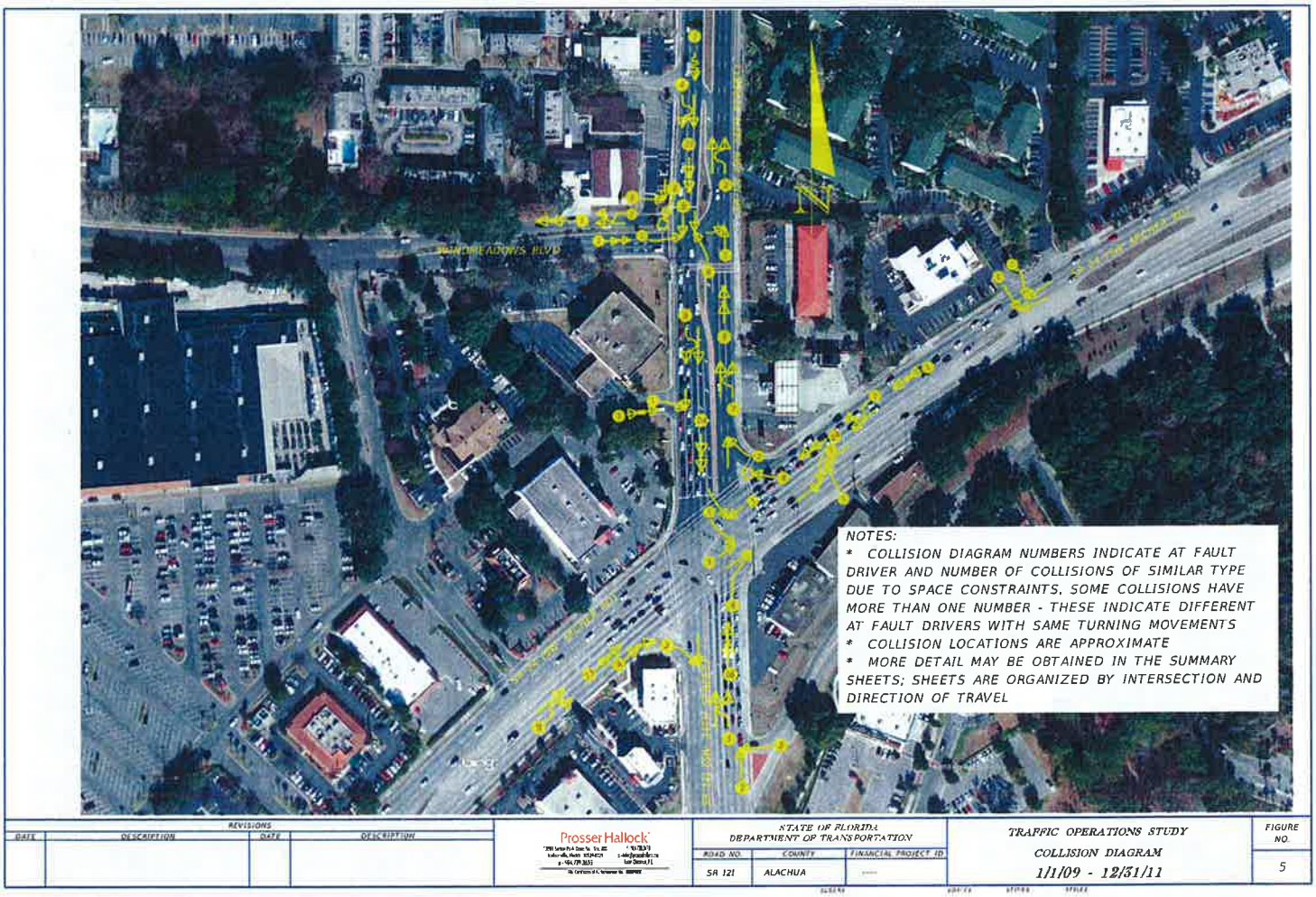
Existing Mid-day Peak
Prosser Hallock, Inc.

Figure 3



Existing PM Peak
Prosser Hallock, Inc.

Figure 4



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

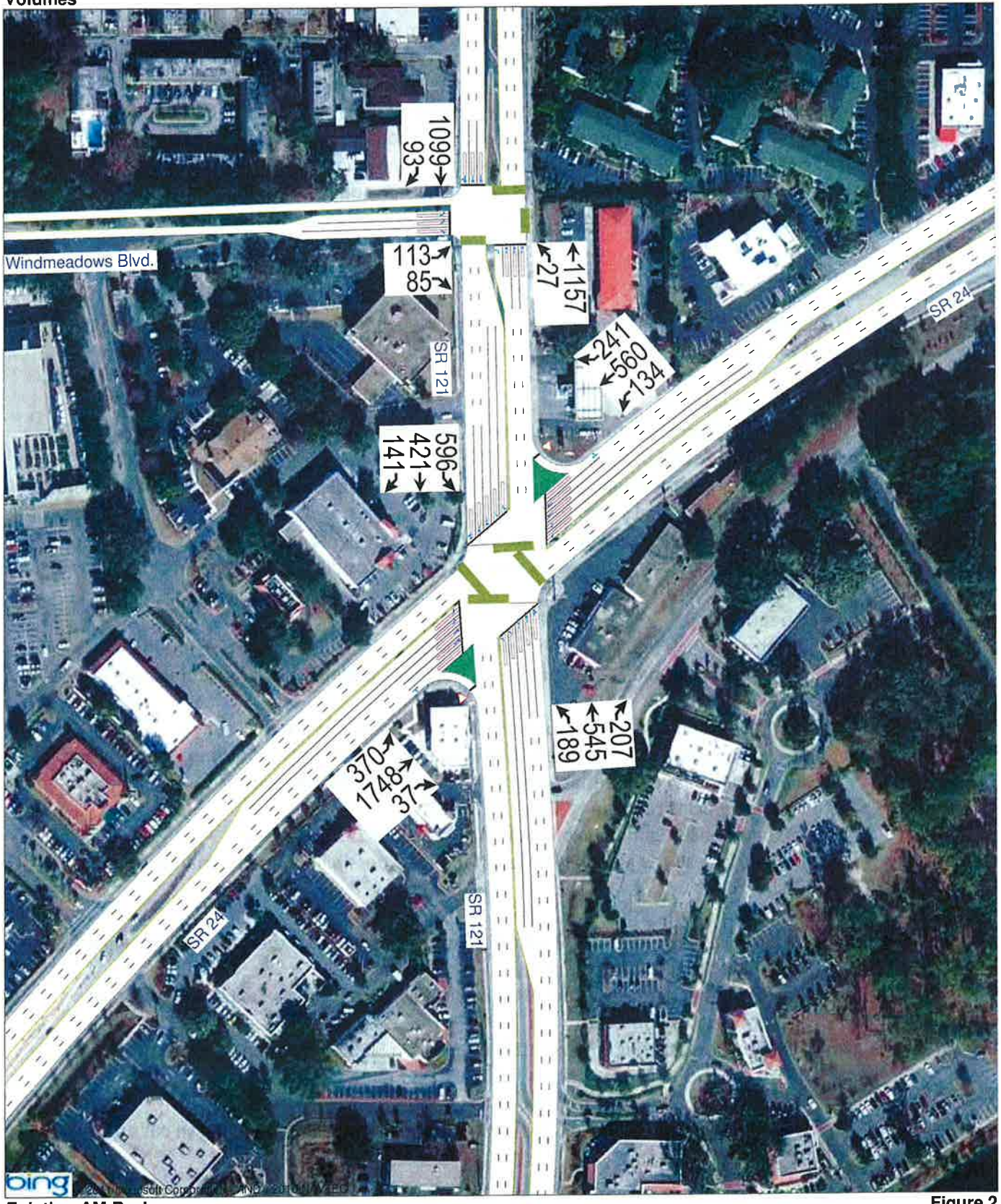
Prosser Hallock

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 121	ALACHUA	----

TRAFFIC OPERATIONS STUDY
COLLISION DIAGRAM
1/1/09 - 12/31/11

FIGURE NO. 5



Existing AM Peak
Prosser Hallock, Inc.

Figure 2

Summary of all collisions – There were 216 total Long Form collisions found in the CAR database. One hundred fifty-seven of these collisions were property damage only. Fifty-nine collisions involved injuries, with a total of 79 injuries. There were no reported fatalities. A majority of the collisions were rear end or sideswipe collisions. Rear end collisions accounted for 129 (60%) of the total collisions and 56 (71%) of the injuries. Sideswipe collisions accounted for 34 (16%) of the total collisions and 6 (8%) of the injuries. There were two collisions involving a bicycle and two pedestrian collisions reported. There were 164 (76%) collisions during the day and 52 (24%) at night. The roadway was reported dry for 185 (86%) and wet for 31 (14%) of the collisions.

OBSERVATIONS:

Site visits to observe traffic operations at these intersections were made on February 27 and 28, 2013. Some of the issues observed are as follows:

- Morning peak period
    - north approach left turn queues on SR 121 at SR 24 often extended north of Windmeadows Boulevard
    - west approach through queues on SR 24 extended almost to SW 35th Boulevard, but cleared each signal cycle
    - other movements cleared the intersections each signal cycle
    - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles
- Mid-day peak period
    - north approach right turn volumes at the SR 24/SR 121 intersection are heavy
    - north approach right turn volumes at the SR 121/Windmeadows intersection are heavy
    - north approach through volumes at both intersections are also heavy
    - the right-in/right-out commercial driveway on SR 121 between Windmeadows and SR 24 that serves the retail commercial development is heavily used with many of the exiting vehicles continuing south on SR 121
    - east approach right turn volumes on SR 24 at SR 121 are heavy
    - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles
- Afternoon peak period
    - east approach queues on SR 24 extend over 5,000 feet to the east, taking 3-4 cycles to reach the SR 121 intersection
    - north approach through and left turn queues are also heavy, extending north of Windmeadows Boulevard
    - the right-in/right-out commercial driveway on SR 121 between Windmeadows and SR 24 that serves the retail commercial development is heavily used, with most of the vehicles continuing south on SR 121
    - pedestrian activity along SR 24 resulted in the possibility of pedestrian calls most cycles

In the course of traveling to and from the study area, the team also briefly observed the intersection of SW 34th Street and SW 20th Street. These observations were made between 4:30 P.M. and 4:45 P.M.; at a time when the right turn only restriction was in effect. During the brief visit to this intersection we observed a Gainesville Police Department officer parked over the curb near the intersection for the purpose of enforcing the right turn only restriction. Our team was there only a few minutes when a violation occurred and the officer left the scene and was later observed ticketing the offending driver. While the officer was away, a number of violations of the right turn restriction were observed.

ALTERNATIVES:

The focus of this task work order was to investigate the possibility of restriping the outside lane of the north approach of the intersection of SR 24 and SR 121. Currently this lane is striped as a through/right turn lane. As noted in the field observations, and the turning movement counts, the north approach right turn volumes at this intersection are quite heavy from mid-day through the P.M. peak resulting in vehicle queuing in the outside lane. The goal of this study was to determine if converting this lane to a right turn only lane either full time or only during the peak periods will reduce vehicle queues and improve intersection efficiency. Of note, this alternative was analyzed with and without a right turn overlap signal phase.

Constructing a separate right turn lane was also considered. However, in order to construct the right turn lane, additional right-of-way would be needed from the CVS Pharmacy located in the northwest corner of the intersection. It appears that the right-of-way line is located at the back of sidewalk, which is about 8' from the back of curb. In places, the CVS parking lot is only about 11' from the back of curb. Therefore, adding a right turn lane would cause the pharmacy to lose several parking places.

In addition, underground utilities such as water (a fire hydrant is located on the corner), underground electric service for the streetlights, and underground phone ducts (as evidenced by a large switch cabinet) are evident just behind the sidewalk. Also, the traffic signal strain pole on this corner supporting the signal span is located in the back of the sidewalk. If a right turn lane is added, this concrete stain pole would need to be relocated resulting in a complete rebuild of the traffic signal.

Due to limited available right-of-way, the possibility of high business-damage costs (resulting from the loss of private property as well as the loss of existing parking spaces), numerous utility conflicts, and the need to replace the existing traffic signal, adding a separate right turn lane was not analyzed further.

Our site observations also revealed that the north approach left turn queues on SR 121 at SR 24 frequently extended beyond the SR 121/Windmeadows Boulevard intersection during the A.M. and P.M. peak periods. As a result, we analyzed the effects of extending one of the southbound left turn lanes north of the Windmeadows Boulevard intersection.

During our site observations and discussions with City of Gainesville Traffic Management Center staff, it became obvious that improvements to the east approach of SR 24 would also be helpful. As mentioned previously, significant queuing occurs during the P.M. peak with queues measuring over 5,000 feet long. Since this approach currently has three through lanes and two left turn lanes, we also analyzed the benefits of adding a dedicated right turn lane at this intersection. Based on our field reviews, it appears that sufficient right-of-way exists to add this additional turn lane to this approach.

Synchro/SimTraffic software was used to develop Measures of Effectiveness (MOEs) for comparing the alternatives to the existing conditions. Inputs used in the analysis included the existing traffic volumes and the current traffic signal timing. Since these two intersections are a part of larger coordinated signal systems, new signal timing was not developed. The following alternatives were analyzed:

- Existing Conditions
- Alternate 1
    - add a right turn lane to the east approach of SR 24,
    - restripe the outside lane of the north approach of SR 121 creating a right turn only lane, resulting in a right turn only lane, two through lanes, and two left turn lanes on this approach, and
    - lengthen one of the north approach left turn lanes to extend north of the Windmeadows intersection.
- Alternate 2
    - Includes Alternate 1 options plus a right turn overlap signal phase for the north approach of the SR24/SR 121 intersection.

Figures 6 – 8 provide graphical representations of the analyzed improvements to SR 121 and SR 24.

It should be mentioned that Synchro is a macroscopic model that represents traffic in an aggregate measure for the time period analyzed. SimTraffic is a microscopic model that individually tracks every vehicle through the network during each 0.1 second of simulation. These differences are important when dealing with over-saturated conditions or conditions where queues extend upstream to the next signalized intersection. SimTraffic provides MOEs for every vehicle during the simulation and better reflects the impacts of oversaturation and downstream roadway conditions on driver behavior.

Tables 1, 2, and 3, contain a summary of the key Synchro Measures of Effectiveness using the existing traffic volumes and Tables 4, 5, and 6 contain a summary of the key SimTraffic Measures of Effectiveness. The Synchro and SimTraffic reports are included in the Appendix.

The analysis was performed using traffic volume and signal timing data for the morning peak, the noon or mid-day peak and the afternoon peak. The specific hours of analysis were from 7:30 A.M. – 8:30 A.M., 12:15 P.M. – 1:15 P.M., and 4:30 P.M. – 5:30 P.M. These were the hours when the traffic volumes were the highest. The Synchro and SimTraffic results for each time period indicate that while the conversion of the north approach outside lane helps the right turn traffic, the delay and

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

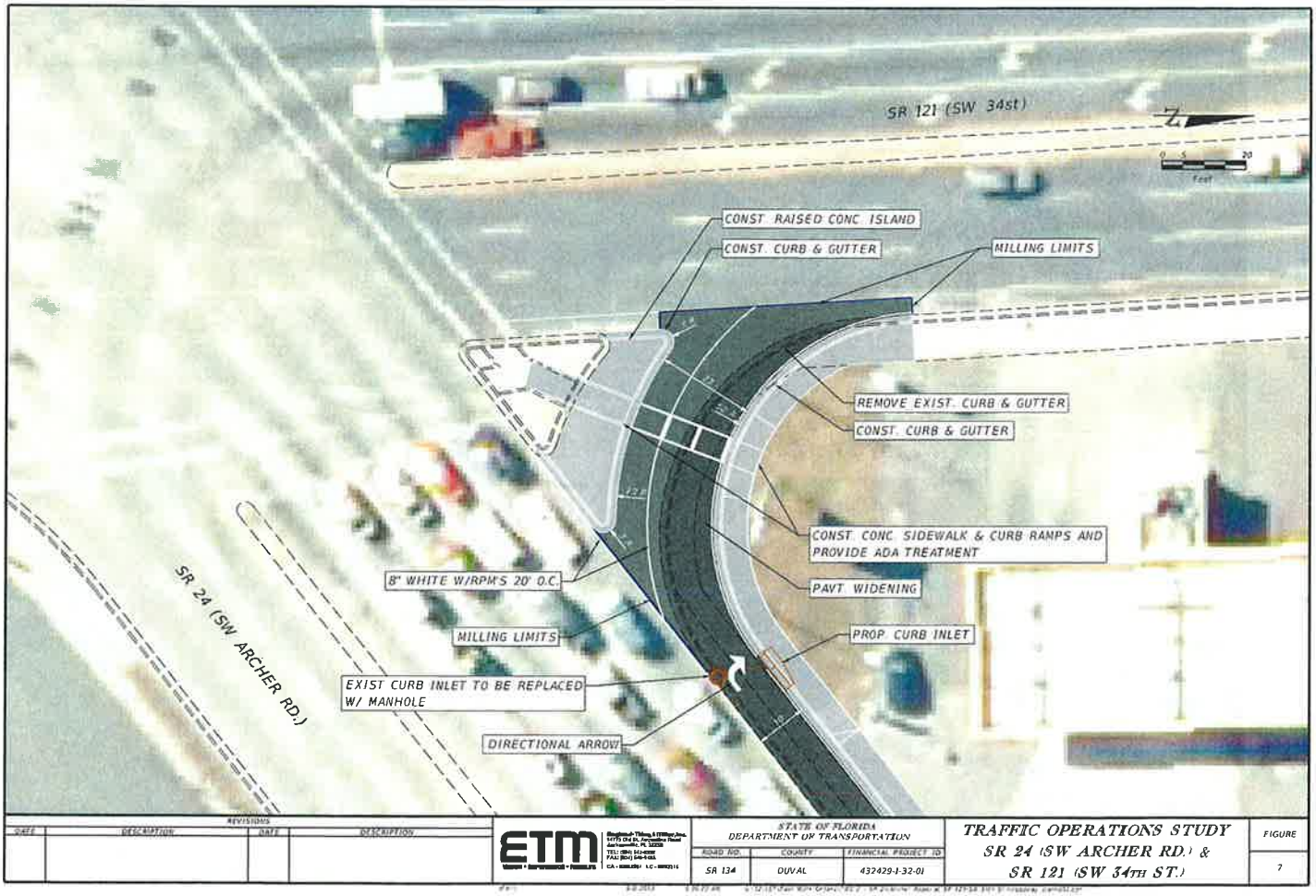
ETM

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO	COUNTY	FINANCIAL PROJECT ID
SR 115	DUVAL	432429-1-32-01

TRAFFIC OPERATIONS STUDY
SR 24 (SW ARCHER RD.) &
SR 121 (SW 34TH ST.)

FIGURE 6


SR 121 (SW 34st)
CONST. RAISED CONC. ISLAND
CONST. CURB & GUTTER
MILLING LIMITS
REMOVE EXIST. CURB & GUTTER
CONST. CURB & GUTTER
CONST. CONC. SIDEWALK & CURB RAMPS AND PROVIDE ADA TREATMENT
PAVT. WIDENING
PROP. CURB INLET
8" WHITE W/RPM'S 20' O.C.
MILLING LIMITS
EXIST CURB INLET TO BE REPLACED W/ MANHOLE
DIRECTIONAL ARROW
SR 24 (SW ARCHER RD.)
REVISIONS
DATE
DESCRIPTION
DATE
DESCRIPTION
ETM
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO.
COUNTY
FINANCIAL PROJECT ID
SR 134
DUVAL
432429-1-32-01
TRAFFIC OPERATIONS STUDY
SR 24 (SW ARCHER RD.) &
SR 121 (SW 34TH ST.)
FIGURE
7


WINDMEADOWS BLVD.
6" WHITE
6" YELLOW
PAVT. WIDENING
REMOVE EXIST. CURB & GUTTER
12" WHITE
SR 121 (SW 34st)
24" WHITE
6" WHITE
6" YELLOW
PAVT. WIDENING
CONST. RAISED CONC. ISLAND
REMOVE EXIST. CURB & GUTTER
60'
REVISIONS
DATE
DESCRIPTION
DATE
DESCRIPTION
ETM
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO.
COUNTY
FINANCIAL PROJECT ID
SR 134
DUVAL
432429-1-32-01
TRAFFIC OPERATIONS STUDY
WINDMEADOWS BLVD. &
SR 121 (SW 34TH ST.)
FIGURE
8

Table 1

A.M. Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	9.4	A	10.1	B
Thru	44.8	D	51.1	D	51.1	D
Left	142.0	F	142.4	F	142.4	F
Approach	94.8	F	93.0	F	93.1	F
East Approach						
Right	--	--	5.6	A	5.8	A
Thru	41.3	D	41.4	D	43.7	D
Approach	49.9	D	40.5	D	42.2	D

Table 2

Mid-day Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	7.3	A	9.1	A
Thru	34.5	C	40.6	D	40.6	D
Left	73.1	E	71.8	E	71.8	E
Approach	47.5	D	43.1	D	43.5	D
East Approach						
Right	--	--	5.8	A	5.8	A
Thru	52.6	D	47.2	D	48.1	D
Approach	55.4	E	44.9	D	45.5	D

Table 3

P.M. Peak Synchro Measures of Effectiveness

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	34.7	C	34.4	C
Thru	94.3	F	110.3	F	110.3	F
Left	77.0	E	78.9	E	78.9	E
Approach	89.4	F	85.2	F	85.1	F
East Approach						
Right	--	--	9.8	A	9.8	A
Thru	135.2	F	75.0	E	75.0	E
Approach	128.4	F	67.5	E	67.5	E

Table 4

A.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	25.0	1.0	9	76	158	5.4	0.2	18	3	15	4.3	0.2	19	2	14
Thru	42.9	5.8	7	193	472	43.1	5.7	6	110	190	43.4	5.8	6	117	207
Left	89.1	15.4	3	284	388	89.2	15.2	3	295	418	89.6	15.3	3	294	408
East															
Right	11.9	0.9	36	166	306	6.0	0.4	39	8	73	6.4	0.5	39	8	74
Thru	39.3	6.9	26	133	217	37.8	6.5	27	116	180	40.8	7.1	26	128	196
Intersection	77.3	122.5	11	NA	NA	77.8	122.0	11	NA	NA	76.3	120.4	11	NA	NA

Table 5

Mid-day Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	23.8	2.1	9	80	188	9.8	0.9	14	21	66	7.4	0.7	15	18	66
Thru	33.2	5.9	8	66	218	33.2	5.9	8	94	184	31.9	5.7	8	91	180
Left	90.9	12.1	3	183	304	75.2	9.7	4	161	286	72.1	9.2	4	154	267
East															
Right	30.0	2.0	28	306	425	8.4	0.5	38	8	91	8.1	0.5	38	2	40
Thru	51.7	16.7	23	266	381	48.0	15.7	24	237	327	46.3	15.0	25	229	309
Intersection	49.1	79.0	16	NA	NA	46.0	74.6	17	NA	NA	44.4	71.7	17	NA	NA

Table 6

P.M. Peak SimTraffic Measures of Effectiveness

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	66.2	7.1	4	342	423	23.7	2.5	9	107	232	19.6	2.0	10	96	224
*Thru	104.9	32.3	4	629	1028	173.6	52.1	3	794	1343	171.1	51	3	762	1278
Left	94.4	13.3	3	246	418	70.5	9.4	4	174	305	69.2	9.3	4	180	301
East															
Right	361.6	31.1	6	2257	3852	33.6	2.8	27	294	593	44.7	3.6	24	320	597
Thru	317.8	183.3	6	2238	3848	76.5	43.4	19.0	574	851	86.7	50.2	17	670	1020
Intersection	171.9	345.4	6	NA	NA	84.2	166.2	12	NA	NA	83.8	166.8	12	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

queues increase for the through traffic. This is to be expected since the number of through lanes is reduced from three lanes to two.

In regards to the implementation of a right turn only restriction by time-of-day, this would typically be done to relieve congestion during the peak periods. Since this study analyzed the effects of a right turn lane during the peak hours, a time-of-day implementation to address peak hour conditions is not recommended for the same reasons as mentioned previously. In addition, time-of-day implementation would require significant enforcement to insure driver compliance.

These results also indicate that there is a benefit to lengthening one of the north approach left turn lanes. These benefits come from providing more queue storage for left turn vehicles so they do not block the through lanes. A benefit also results from the separating the left turn and through vehicles so the vehicle headways are shorter resulting in less delay. These benefits are especially noticeable in the SimTraffic analyses.

FUTURE VOLUMES

A final step in the study included estimating future traffic volumes and comparing the alternatives under future conditions. The FDOT 2011 Florida Transportation Information data disk contains historic data for traffic counts made on SR 24 east and west of SR 121 and on SR 121 north and south of SR 24. Trends analysis software was used to develop traffic volume growth rates to estimate future volumes. The Trends software projected a very minimal or negative growth rate for these volumes; therefore, a 1% growth rate was used to develop future volumes. After discussions with Department staff, a minimum 20-year horizon was chosen for the future analyses. With this guideline, 2035 was chosen as the horizon year. Future volumes were developed and used in the Synchro/SimTraffic analyses. The future analyses also included the development of new traffic signal timing for the two signalized intersections. Copies of the Trends analysis are included in the Appendix.

Since oversaturated conditions currently exist, the future analyses yielded results that are similar to the current volume analysis, just with a difference in magnitude.

Tables 7, 8, and 9 contain the Synchro results with the future volumes and Tables 10, 11, and 12 summarize the results of the SimTraffic future analyses.

Table 7
A.M. Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	4.7	A	8.3	A
Thru	43.6	D	50.1	D	50.1	D
Left	276.6	F	277.1	F	277.1	F
Approach	163.5	F	161.4	F	161.8	F
East Approach						
Right	--	--	6.1	A	6.1	A
Thru	51.3	D	47.2	D	47.3	D
Approach	66.6	E	52.5	D	52.6	D

Table 8
Mid-day Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	17.4	B	14.2	B
Thru	39.1	D	44.7	D	44.7	D
Left	98.6	F	98.4	F	98.4	F
Approach	59.1	E	56.2	E	55.4	E
East Approach						
Right	--	--	5.4	A	5.4	A
Thru	75.6	E	51.6	D	51.6	D
Approach	77.8	E	51.0	D	51.0	D

Table 9
P.M. Peak Synchro Measures of Effectiveness
Future Volumes

Approach	Existing Geometry		Alternate 1		Alternate 2	
	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS	Total Delay (sec/veh)	LOS
North Approach						
Right	--	--	58.8	E	36.3	D
Thru	150.2	F	154.1	F	154.1	F
Left	315.7	F	315.7	F	315.7	F
Approach	197.3	F	179.7	F	174.8	F
East Approach						
Right	--	--	11.7	B	11.7	B
Thru	190.7	F	109.8	F	109.8	F
Approach	177.9	F	94.6	F	94.6	F

re.

Table 10
A.M. Peak SimTraffic Measures of Effectiveness
Future Volumes

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	59.3	2.5	5	124	245	8.4	0.4	15	9	40	5.4	0.2	18	3	19
*Thru	212.4	61.5	5	1707	2529	216.9	62.4	6	1470	2359	226.7	65.6	6	1554	2314
Left	152.8	26.5	2	349	352	158.0	27.1	2	421	467	159.1	27.2	2	423	464
East															
Right	18.8	1.6	32	238	363	7.5	0.7	38	20	119	7.6	0.7	38	22	127
Thru	44.4	9.8	25	182	280	41.3	9.1	26	159	227	43.3	9.7	25	163	233
Intersection	154.0	279.7	6	NA	NA	163.1	295.3	6	NA	NA	157.7	286.7	6	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

Table 11
Mid-day Peak SimTraffic Measures of Effectiveness
Future Volumes

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	46.7	4.8	6	189	342	18.6	2.0	10	72	163	10.8	1.1	13	45	122
*Thru	156.2	55.5	6	1813	2024	141.4	52.1	6	1637	2053	134.3	47.9	6	943	2046
Left	172.4	25.8	2	329	412	178.3	27.0	2	390	473	169.8	25.8	2	376	340
East															
Right	124.3	9.9	14	747	1249	15.1	1.2	34	123	425	15.6	1.3	34	130	437
Thru	131.1	53.2	13	712	1232	66.8	27.5	20	375	596	67.5	27.7	20	376	618
Intersection	114.4	226.8	9	NA	NA	92.2	183.7	10	NA	NA	87.0	171.3	11	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

Table 12
P.M. Peak SimTraffic Measures of Effectiveness
Future Volumes

Approach	Existing Geometry					Alternate 1					Alternate 2				
	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)	Total Delay/Veh (sec/veh)	Total Delay (Hr)	Avg. Speed (mph)	Avg. Queue (ft)	95% Queue (ft)
North															
Right	56.3	5.1	5	189	396	43.5	4.1	6	105	223	35.3	3.3	7	83	186
*Thru	284.9	97.5	5	1878	2412	345.0	113.9	3	1802	2482	352.6	116.3	3	1795	2502
Left	265.6	31.0	1	349	352	264.5	31.2	1	426	476	259.3	31.0	1	427	474
East															
Right	455.6	42.5	4	3335	4688	223.2	22.5	9	355	583	192.2	19.3	10	335	594
Thru	417.9	263.5	5	3331	4704	230.6	165.8	8.0	2163	3781	213.1	151.8	9	1978	3706
Intersection	288.1	571.7	4	NA	NA	216.5	450.6	6	NA	NA	209.7	432.2	6	NA	NA

*North Approach queues extend north of Windmeadows Blvd. Delays and queues shown include those for Windmeadows.

RECOMMENDATIONS:

Based on the Synchro analysis, restriping the outside lane of the north approach of SR 121 to only serve right turn movements does not appear to be justified because of negative impacts to other intersection movements. While restriping the north approach will provide a separate right turn lane, the number of through lanes will be reduced from three lanes to two lanes, resulting in a reduction in operational efficiency on this approach.

As shown in Tables 1 and 3, the delay per through vehicle on this approach in the morning peak increases approximately 14%, from 44.8 seconds per vehicle to 51.1 seconds per vehicle. During the afternoon peak this delay increases 17% (94.3 seconds per vehicle to 110.3 seconds per vehicle).

The impacts of implementing a dedicated right-turn lane are also reflected in the SimTraffic micro-simulation results. During the afternoon peak period, the delay to the through vehicles is increased by 65%, from 104.9 seconds to 173.6 seconds. Not only is the delay increased, but the vehicle queues are also increased, from 1028 feet to 1343 feet (31%).

It should be pointed out that providing a separate right turn lane will indeed reduce the delay to right turn traffic since motorists making this movement would have exclusive use of the right lane. The SimTraffic results for the afternoon peak show a reduction in delay from 66.2 seconds per vehicle to 23.7 seconds per vehicle, a 64% reduction.

In addition to the increased delay and vehicle queues for the through movements, modifying the outside lane has other disadvantages. First, during the field observations, a relatively large number of vehicles were observed exiting the right-in/right-out driveway that is located on SR 121 between SR 24 and Windmeadows Boulevard. Most of these vehicles entered the outside lane and proceeded south through the SR 24/SR 121 intersection. If the outside lane becomes a right turn only lane, these vehicles will need to cross the right turn lane in order to enter a through lane, resulting in increased vehicle conflicts.

Second, restriping the outside lane will require the relocation of the existing bicycle lane that exists along SR 121. While FDOT Standard Index 17347 provides guidance to accomplish this transition, cyclists will be required to cross the right turning traffic in order to stay in the bicycle lane.

Finally, implementing this change would disrupt lane continuity on SR 121. The six-lane section of SR 121 begins just north of W. University Avenue, which is about 1 ¾ miles north of SR 24 and continues to SE Williston Road, a distance of approximately 1.6 miles south of SR 24. Converting the outside lane at SR 24 would eliminate lane continuity in the outside lane resulting in numerous lane changes, increasing the number of vehicle conflict points thus, potentially increasing the crash frequency.

As mentioned previously in this report, implementation of a right turn only restriction by time-of day would typically be done to relieve congestion during the peak periods. Since this study analyzed the effects of a right turn lane during the peak hours, a time-of-day implementation to address peak

hour conditions is not recommended for the same reasons as mentioned previously. In addition, time-of-day implementation would require significant enforcement to insure driver compliance.

In summary, the analysis shows that restriping the north approach of the SR 24/SR 121 intersection to provide a right turn lane and two through lanes either permanently or by time-of-day will slightly reduce the overall north approach delay and the through movement delay during the A.M. and Mid-day peak periods, but the approach delay and through movement delay is greatly increased during the P.M. peak period. Because the disadvantages of restriping the outside lane outweigh the advantages gained by the right-turn movement, it was determined that this improvement should not be recommended.

In addition to estimating the impacts of restriping the north approach of the SR 24/SR 121 intersection, the Synchro and SimTraffic analyses were used to identify other improvements that might be considered. The greatest improvement to traffic flow is expected to occur with the construction of a right-turn lane on the east approach of SR 24 at the SR 121 intersection. This improvement is expected to substantially reduce the existing queues and delays on the east approach, especially during the P.M. peak period. Lengthening the outside left turn lane on the north approach of SR 121 at the SR 24 intersection will also improve traffic operations at this location by providing additional storage for the left turning vehicles.

CONCEPTUAL PLANS – OPINION OF PROBABLE COSTS:

Conceptual plans highlighting the recommended improvements are provided for the Department's consideration (please see Figures 6-8). Based on these concepts, it appears a reasonable cost for these improvements is approximately $230,000. This estimate includes $30,000 for project unknowns and a 30% contingency (because these are relatively-small improvements and historical unit-cost prices may not apply). Also, this opinion does not include any right-of-way costs that may be needed (to reconstruct the proposed right-turn radius on the northeast corner). A detailed cost estimate is included in the report's Appendix.

CONCLUSION:

Based on the Synchro/SimTraffic analyses and our site investigations, restriping the outside lane of the north approach of the SR 24/SR 121 intersection to form a right turn only lane would reduce delay to the right turn movement. However, the delay to the north approach would be increased since the number of through lanes would be reduced from three lanes to two. In addition, the through traffic on this approach is expected to queue beyond the Windmeadows Boulevard intersection.

This study also identified other improvements that could improve traffic operations at the intersection. Constructing a right turn lane on the east approach of SR 24 at the SR 121 intersection will greatly reduce delay and vehicle queues, especially during the afternoon peak when frequently traffic backs up more than a mile in length. In addition, lengthening one of the left turn lanes on the north approach of SR 121 at the same intersection will improve traffic operations by providing additional storage for the vehicles turning left.

APPENDIX

1. **Turning Movement Counts – January, 2013**
2. **Traffic Signal Timing Sheets**
3. **Collision Summaries**
4. **Synchro/SimTraffic Reports (On CD only)**
5. **Trends Results**
6. **Cost Estimate**

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May 15, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: List of Priority Projects

RECOMMENDATION

Recommend approval of the 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.

A full color copy of the draft *List of Priority Projects* can be viewed at the following website link:

http://ncfrpc.org/mtpo/publications/TIP/LOPP13dft_4_web.pdf

t:\marlie\ms13\mtpo\memo\loppmay22.docx

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May 15, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: SW 8th Avenue Multi-Use Path- 60 Percent Design Plans

STAFF RECOMMENDATION

Recommend approval of the the SW 8th Avenue Multi-Use Path 60 Percent Design Plans.

BACKGROUND

As noted in the enclosed Exhibit 1, Alachua County Public Works Department staff has requested that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area and its advisory committees review the SW 8th Avenue Multi-Use Path 60 Percent Design Plans. Also enclosed are:

Exhibit 2- SW 8th Avenue Multi-Use Path 60% Design Plans slideshow; and

Exhibit 3- SW 8th Avenue Multi-Use Path 60% Construction Plans.

Enclosures

t:\marlie\ms13\mtpo\memo\sw8avpathjune3.docx

EXHIBIT 1

Marlie Sanderson

From: Brian Singleton [bsingleton@AlachuaCounty.US]
Sent: Wednesday, May 08, 2013 4:34 PM
To: Marlie Sanderson
Cc: Mike Escalante; bateydt@cityofgainesville.org
Subject: June 3 MTPO Meeting Agenda Item

Marlie:

I'm requesting to place the SW 8th Ave Multi-use path project – 60% design plans on the June 3 MTPO meeting agenda and the sub-committee meeting agendas related to the June 3rd meeting. I will send the plans and powerpoint in separate emails since they are large files; if you do not receive either file, let me know.

If you have any questions, please let me know.

Regards,

Brian M. Singleton, E.I.
Transportation Engineering Manager
Alachua County Public Works
5620 NW 120th Lane
Gainesville, FL 32653
352.548.1306 (Desk)
352.260.7830 (Mobile)
352.337.6243 (Fax)
bsingleton@alachuacounty.us

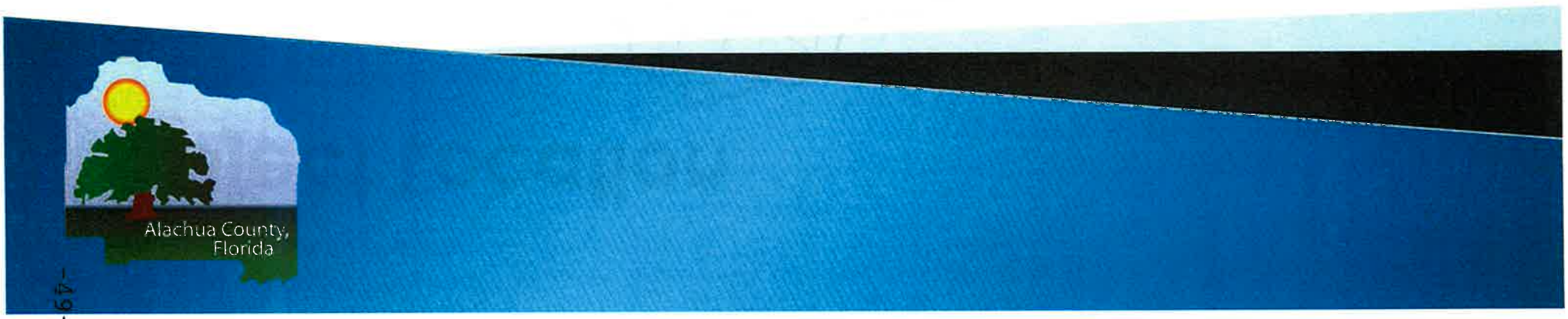
Office Hours: Mon - Thurs, 7:00a to 5:30p

EXHIBIT 2

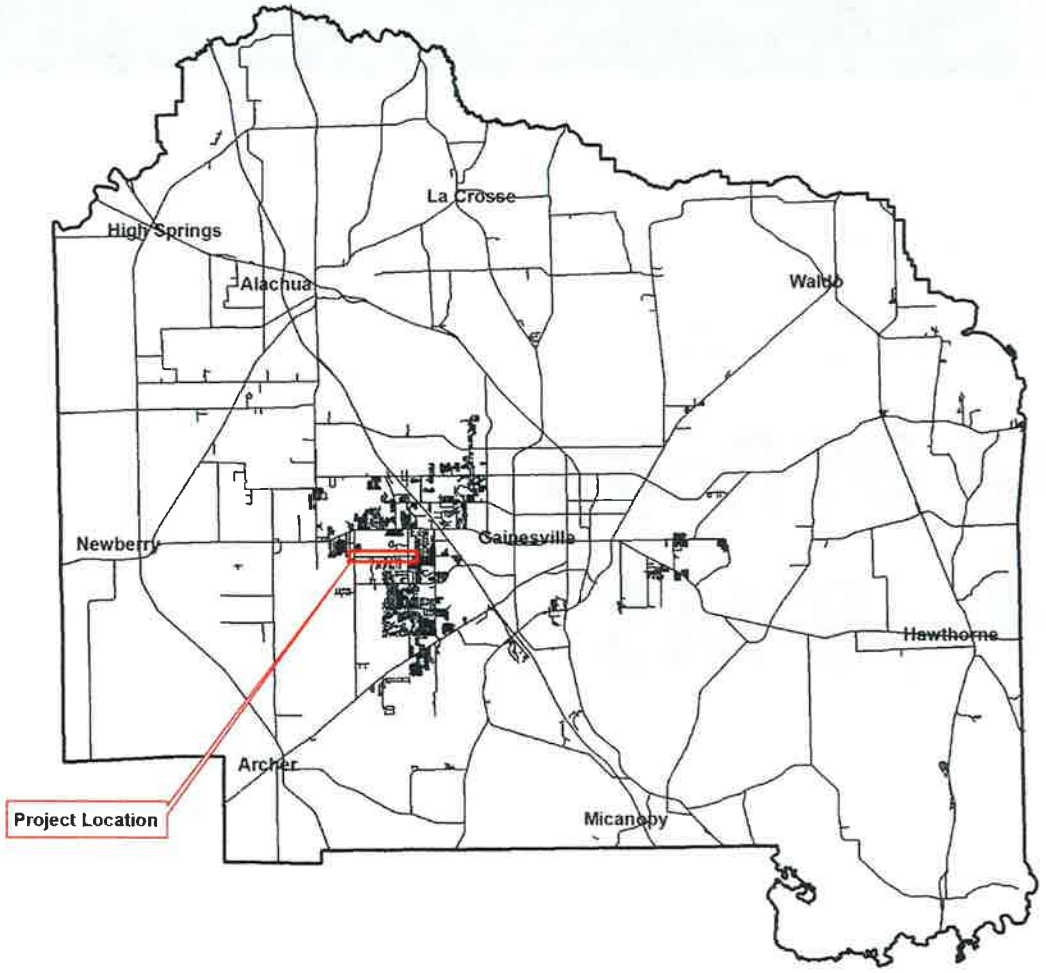
SW 8th Ave Multi-Use Path

60% Design Plans

June 3, 2013



Project Location



Project Location

Recommendation

- Approve the 60% design plans
- Direct staff to finalize design and proceed with construction bidding

Presentation Outline

- Project Background
- Review of 60% Design Plans
- Estimated Construction Cost
- Schedule
- Recommendation
- Questions & Comments

Project Background

- #2 Priority of Bike/Ped Work Program
- Scope of work: design & construction of an 8 ft wide multi-use path from SW 91st St to SW 122nd St reducing path width to a minimum of 5 ft in constrained areas
  - Approved by BoCC on September 25, 2012
  - Approved by MTPO on October 1, 2012
- Construction is fully funded through the Federal Transportation Enhancement Program via FDOT

Review 60% Plans

Alachua County, Florida

Existing Conditions – *SW 8th Ave*

- ±2 Miles in Length - SW 122nd St to SW 91st St
- 80' Right-of-Way
- ±30-40' Pavement Width
- Vegetation & Fences abut R/W Line
- Drainage Swales Both Sides. Poorly Defined in Areas
- Driveways & Side Streets
- Utility Poles

INSERT DATE

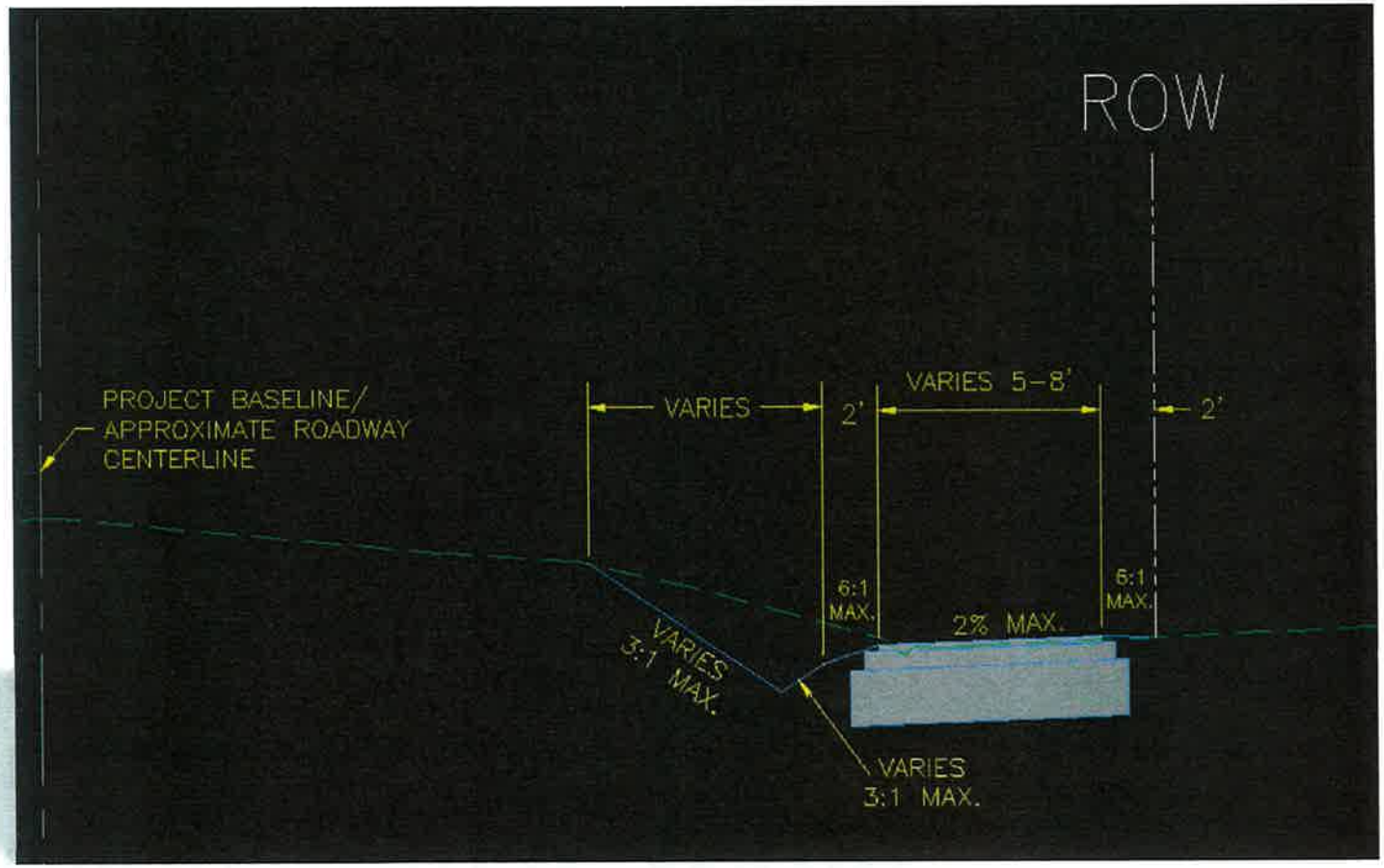
Proposed Conditions – *SW 8th Ave*

- 8' Path Located On South Side of Roadway – 2' Offset from R/W Line
  - Exceptions to 8' Width:
    - Driveway Crossings and Side Drains
    - Areas with Limited Space Due to Center Turn Lanes
    - Runoff Volume Sensitive Drainage Areas
  - Exceptions to 2' Offset:
    - Unmovable Obstacles and Utilities
    - Side-Street Crossings (Visibility at Stop Bar)
- Path Never Less than 6' Wide

Proposed Conditions – SW 8th Ave

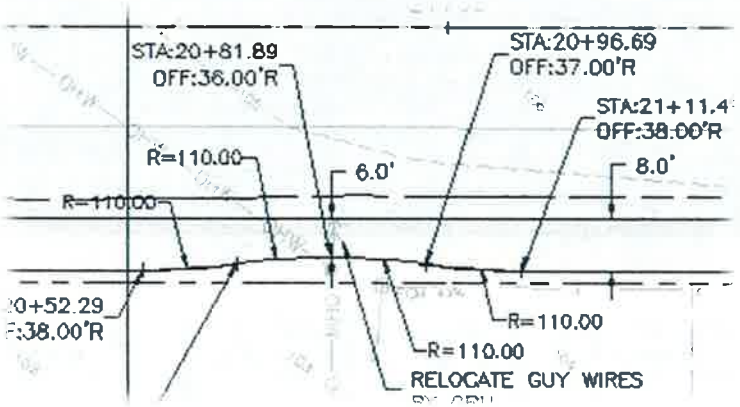
- Swale Blocks on North Side of Road Between SW 115th St and SW 105th Ter (±0.6 miles)
  - Purpose:
    - Retain Runoff within Volume Sensitive Drainage Area
    - Hayes Glen Subdivision Flooding From 2004
- Compensatory Stormwater Management Facility
  - Purpose:
    - Retain Runoff within Volume Sensitive Drainage Area
    - Royal Oaks Subdivision Flooding From 2004

Proposed Typical Section



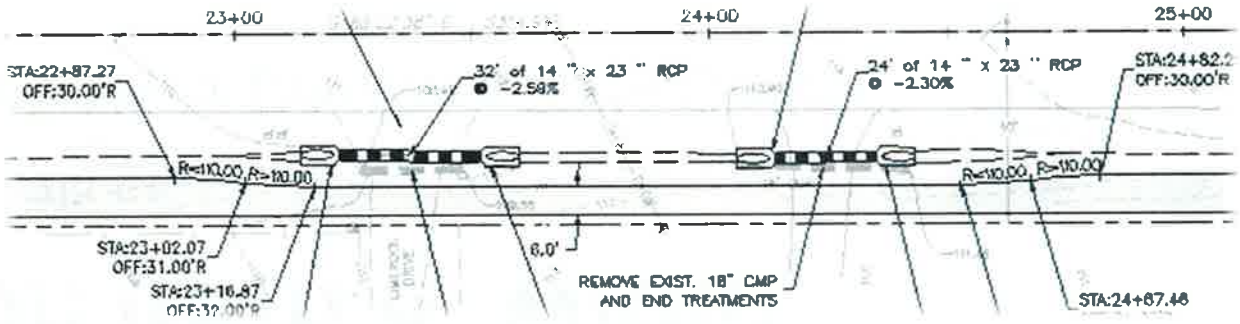
Deviation from 8' Width

- ±1100 LF East of SW 122nd St
- 6' Wide Path to Avoid Utility Pole
- Spans 60'



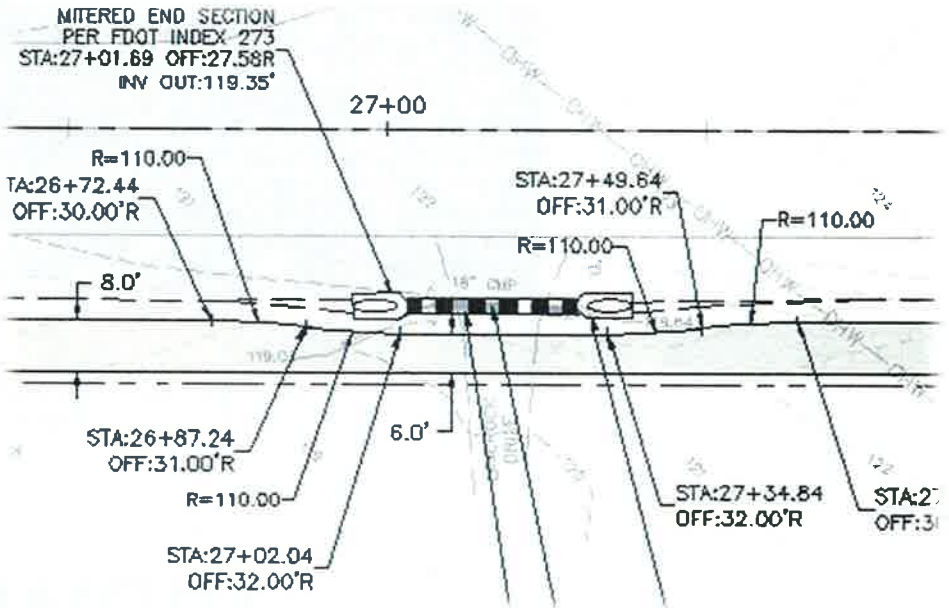
Deviation from 8' Width

- ±1300 LF East of SW 122nd St
- 6' Wide Path Near Driveway Side Drains
- Spans 195'



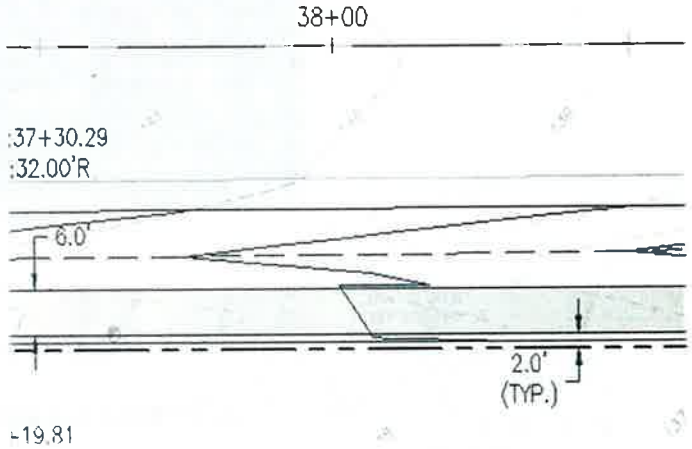
Deviation from 8' Width

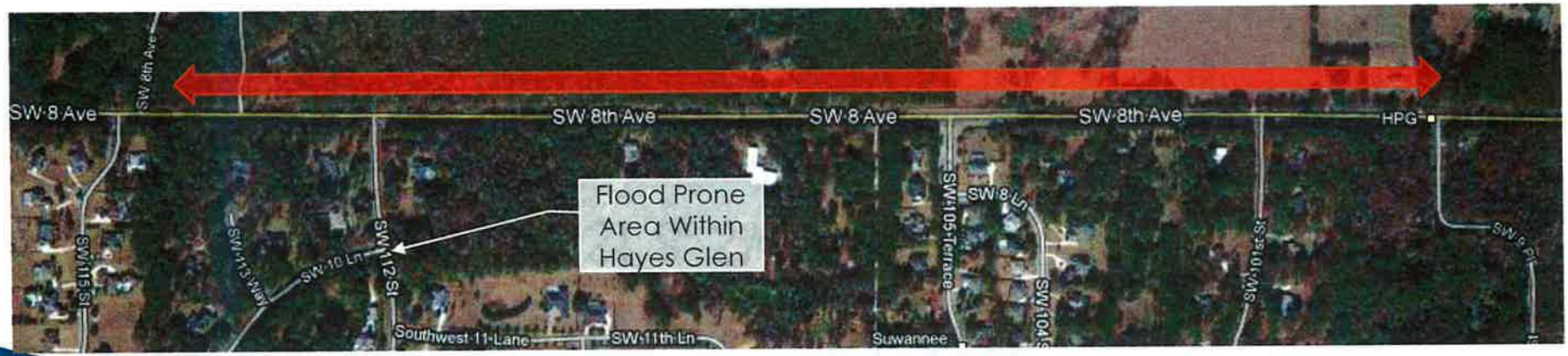
- Near SW 117th St
- 6' Wide Path Near Driveway Side Drain
- Spans 77'



Deviation from 8' Width

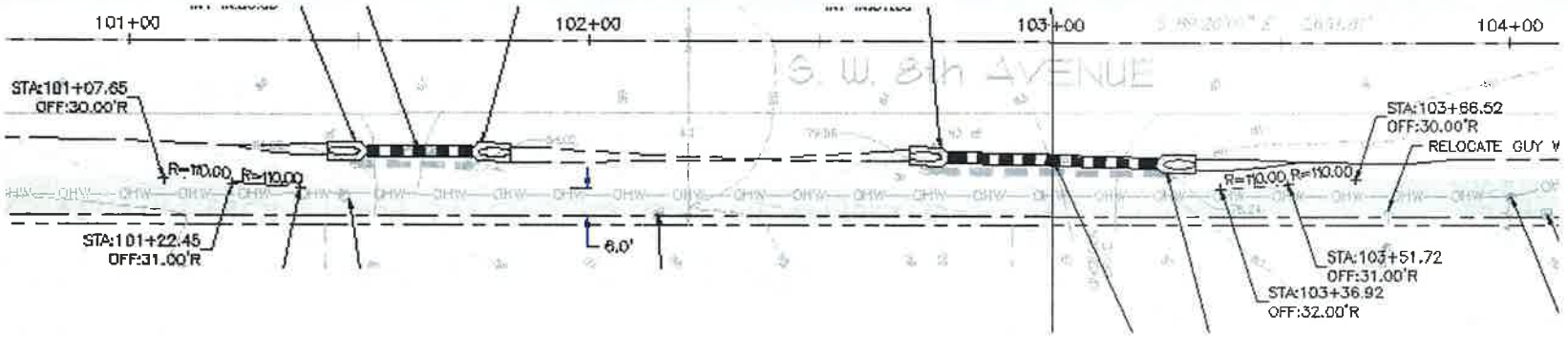
- SW 115th St to SW 99th St – Balmoral to Willow Bend Subdivisions
- 6' Wide Path
- Spans 5,375'
- Volume Sensitive Drainage Area - Swale Blocks within Northern Swale to Compensate for Increase in Runoff From Path (between Balmoral and Granite Park)





Deviation from 8' Width

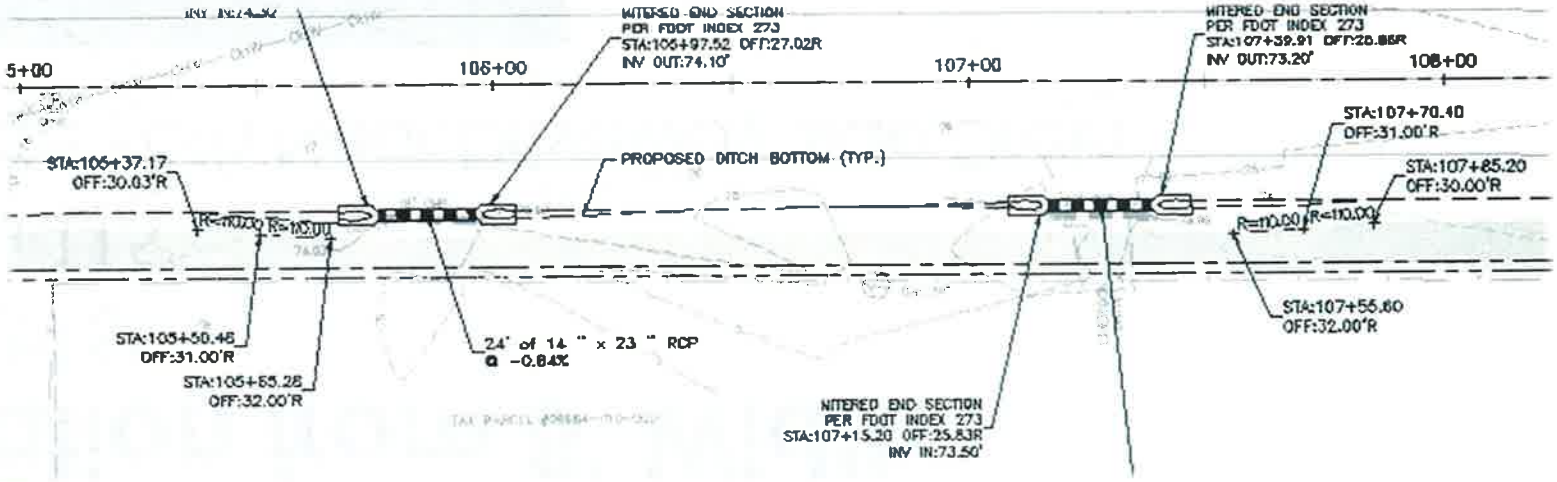
- Between SW 96th St & SW 93th St
- Spans 260'
- 6' Wide Path Near Driveway Side Drains



INSERT DATE

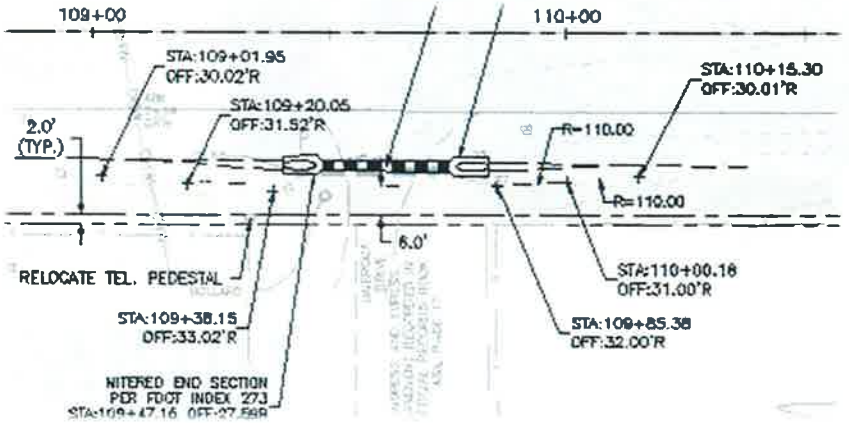
Deviation from 8' Width

- Between SW 96th St & SW 93rd St
- Spans 250'
- 6' Wide Path Near Driveway Side Drains



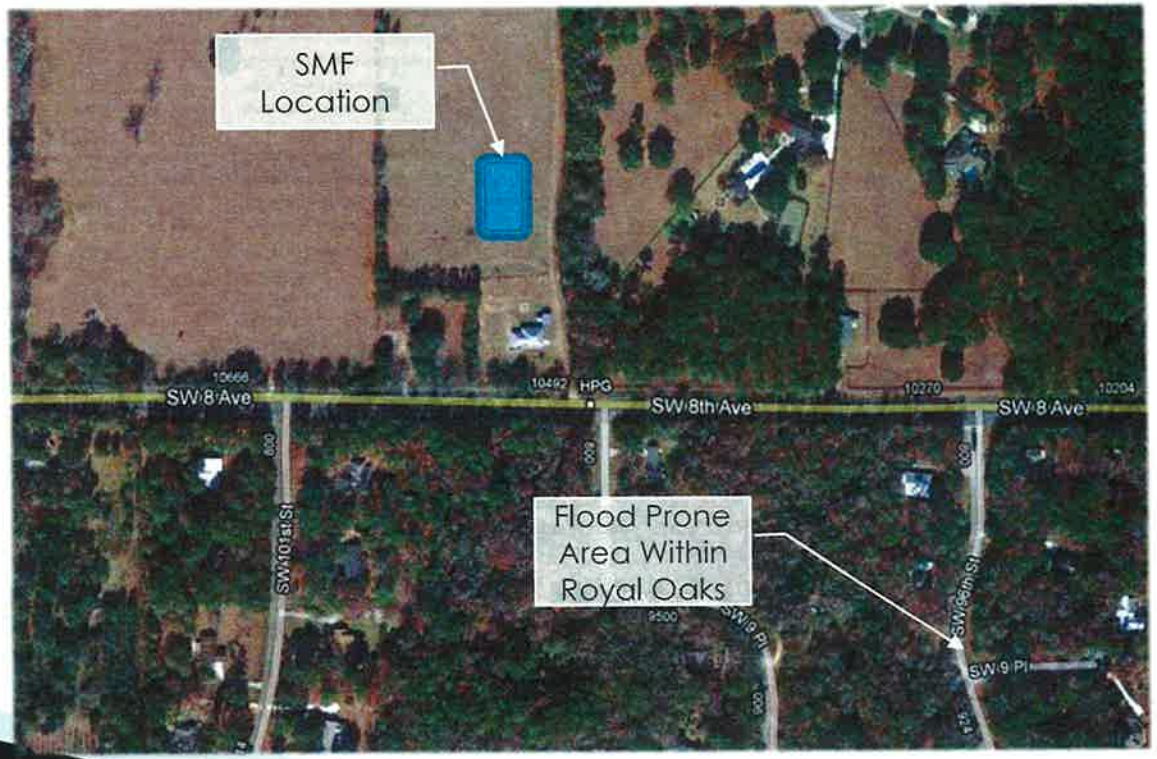
Deviation from 8' Width

- SW 93rd St
- Spans 115'
- 6' Wide Path Near Driveway Side Drain



Compensatory SMF

- Across From SW 99th St
- Volume Sensitive Drainage Area
- Stores Runoff Upgradient of Flood Prone Area Within Royal Oaks Subdivision



INSERT DATE

Construction Cost Estimate

- $780,000±

SW 8th Ave Multi-Use Path Preliminary Opinion of Probable Cost

60% Plans

FDOT Pay Item			Item	QTY	Unit	Unit Price	Amount
104	10	3	Sediment Barrier	9,768	LF	$0.68	$6,642.24
0000	200	1	Prevention, Control, and Abatement of Erosion and Water Pollution	1	LS	$15,000.00	$15,000.00
120	1		Excavation	2281	CY	$3.50	$7,983.11
120	4		Subsoil Excavation	800	CY	$7.21	$5,768.00
120	6		Embankment	2472	CY	$4.00	$9,888.74
160	4		12" LBR40 Stabilization	9,762	SY	$2.79	$27,235.98
285	70	1	4" Limerock (Optional Base Group 1)	8,647	SY	$9.15	$79,120.05
337	7	30	1.5" SP-9.5 Asphalt Concrete	621	TN	$99.13	$61,578.57
400	1	2	Concrete Class 1, Endwalls	9.97	CY	$858.66	$8,560.84
400	1	11	Conc. Retaining Wall	73	CY	$712.11	$51,855.85
425	2	71	Manholes, J-7, <10'	4	EA	$6,364.38	$25,457.52
425	15	21	Inlets, Ditch Bottom, Type C, <10'	5	EA	$1,455.91	$7,279.55
425	19	10	Inlets, Closed Flume	1	EA	$2,780.60	$2,780.60
430	174	124	Pipe Culvert, Opt Mtl, Round, 24"	7	LF	$75.00	$525.00
430	175	218	Pipe Culvert, Opt Mtl, Elliptical, 18"	924	LF	$45.00	$41,580.00
430	175	224	Pipe Culvert, Opt Mtl, Elliptical, 24"	330	LF	$50.00	$16,500.00
430	175	236	Pipe Culvert, Opt Mtl, Elliptical, 36"	8	LF	$100.00	$800.00
430	982	625	Mitered End Section, Opt Elliptical 18"	26	EA	$841.45	$21,877.70
430	982	629	Mitered End Section, Opt Elliptical 24"	1	EA	$870.00	$870.00
515	1	2	Pipe Handrail - Guiderail, Aluminum	662	LF	$42.58	$28,187.96
522	2		Sidewalk Concrete, 6" Thick	30	SY	$50.00	$1,500.00
524	1	2	Concrete Ditch Pavement, Non Reinf, 4" (Pond Spillway)	90	SY	$60.00	$5,400.00
570	1	2	Performance Turf, SOD	15488	SY	$1.96	$30,356.48
						Subtotal	$456,748.19
			Mobilization, MOT, Clearing, Grubbing, Striping, Signage, Etc.			35%	$159,861.87
						Subtotal	$616,610.05
			CEI			10%	$61,661.01
						Subtotal	$678,271.06
			Contingency			15%	$101,740.66
						Total	$780,011.72

INSERT DATE

Schedule

- Present 60% design plans to MTPO June 3, 2013
- Finalize design November 2013
- Construction Fiscal Year 2014

Recommendation

- Approve the 60% design plans
- Direct staff to finalize design and proceed with construction bidding

Questions/Comments

SW 8th Ave Multi-use Path

Alachua County, Florida

60% CONSTRUCTION PLANS
for
SW 8TH AVENUE MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

Alachua County, Florida

COUNTY COMMISSIONERS:

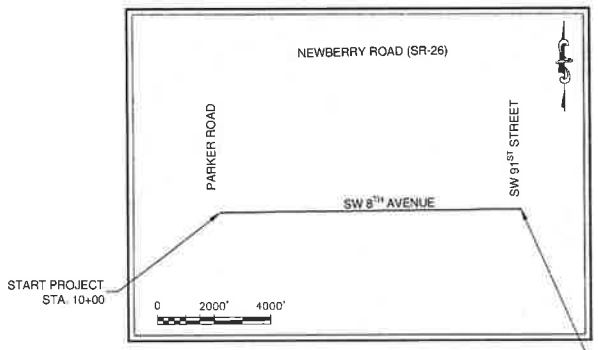
MIKE BYERLY, CHAIR

LEE PINKOSON, VICE CHAIR

SUSAN BAIRD

ROBERT HUTCHINSON

CHARLES S. CHESTNUT



LOCATION MAP

1" = 2000' (22 x 34)
1" = 4000' (11 x 17)

INDEX OF DRAWINGS

GOVERNING STANDARDS & SPECIFICATIONS
FLORIDA DEPARTMENT OF TRANSPORTATION, DESIGN STANDARDS DATED 2012, AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED 2010, AS AMENDED BY CONTRACT DOCUMENTS

DESIGN CRITERIA
FDOT "MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS" MAY 2007 EDITION

FOR REVIEW ONLY
NOT FOR CONSTRUCTION

MAY, 2013

DRMP PROJECT NO. 11-0160.002

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DRMP, Inc. - Certificate of Authorization No. 2648

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ENGINEER OF RECORD CHRISTOPHER D. TOWNE, P.E.

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REVISIONS

NO	DATE	DESCRIPTION	BY

DESIGNED JTW | DRAWN JTW | CHECKED CDT | APPROVED CDT

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

COVER SHEET

DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE

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1900 SW 34th Street, Suite 204
Gainesville, Florida 32608
Phone: (352) 371-2741 Fax: (352) 372-4318
www.drmpinc.com
Certificate of Authorization No. 2648

CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 68828
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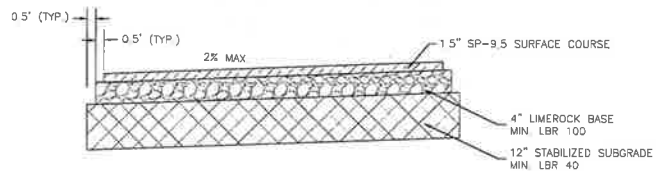
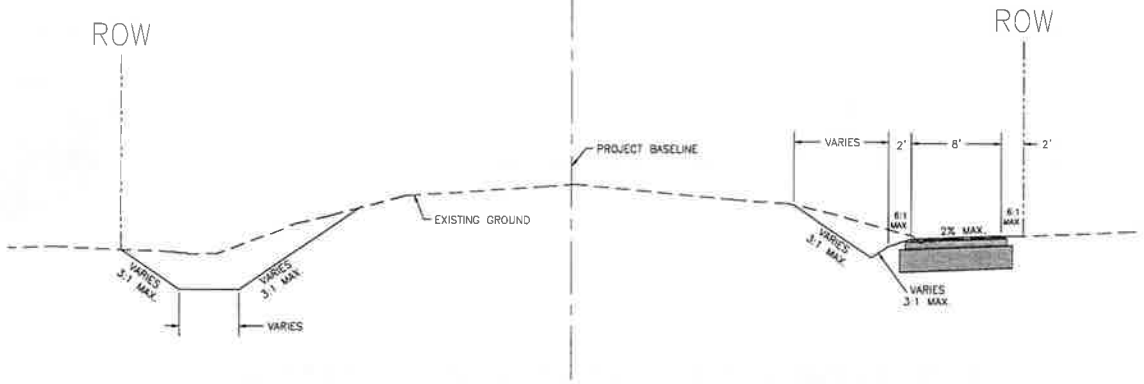
PROJECT NO. 11-0160.002
SCALE NONE
DATE MAY 2013
DRAWING 1



TYPICAL PAVEMENT SECTION



TYPICAL SECTION

REVISIONS				
NO.	DATE	DESCRIPTION		BY

DESIGNED BY: JTR
DRAWN BY: JTR
CHECKED BY: CDT
APPROVED BY: CDT

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

TYPICAL SECTIONS

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NOT FOR CONSTRUCTION

CHRISTOPHER S. TOMAC, P.E.
FLORIDA P.E. NO. 66926

PROJECT NO: 11-0160.002
SCALE: AS SHOWN
DATE: MAY 2013
DRAWING NO: 6

GENERAL NOTES:

THIS DESIGN HAS BEEN BASED UPON TOPOGRAPHICAL FIELD SURVEY BY ALACHUA COUNTY PUBLIC WORKS

CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE, INCLUDING ALL SURFACE AND SUB-SURFACE CONDITIONS, THE WORK REQUIRED AND ALL OTHER CONDITIONS THAT MAY EFFECT THE SUCCESSFUL COMPLETION OF THE JOB PRIOR TO COMMENCEMENT OF WORK.

THE CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND PERMIT CONDITIONS BEARING ON THE CONDUCT OF THE WORK, AS DRAWN AND SPECIFIED. IF THE CONTRACTOR OBSERVES THAT THE DRAWINGS AND SPECIFICATIONS ARE AT VARIANCE THEREWITH, HE SHALL PROMPTLY NOTIFY THE ENGINEER, IN WRITING, AND ANY NECESSARY CHANGES SHALL BE ADJUSTED, AS PROVIDED IN THE AGREEMENT FOR CHANGES IN THE WORK.

THE CONTRACTOR SHALL BE RESPONSIBLE TO THE OWNER AND THE ENGINEER FOR THE ACTS AND OMISSIONS OF CONTRACTOR'S EMPLOYEES AND ALL HIS SUBCONTRACTORS AND THEIR AGENTS AND EMPLOYEES AND OTHER PERSONS PERFORMING ANY OF THE WORK UNDER A CONTRACT WITH THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ALL NECESSARY ARRANGEMENTS WITH GOVERNMENTAL DEPARTMENTS, PUBLIC UTILITIES, PUBLIC CARRIERS, SERVICE COMPANIES, AND CORPORATIONS OWNING OR CONTROLLING ROADWAYS, RAILWAYS, WATER, SEWER, GAS, ELECTRICAL, TELEPHONE, AND TELEGRAPH FACILITIES SUCH AS PAVEMENTS, TRACKS, PIPING, WIRES, CABLES, CONDUITS, POLES, GUYS, OR OTHER SIMILAR FACILITIES, INCLUDING INCIDENTAL STRUCTURES CONNECTED THEREWITH THAT ARE ENCOUNTERED IN THE WORK IN ORDER THAT SUCH ITEMS MAY BE PROPERLY SUPPORTED, PROTECTED OR LOCATED.

UNLESS OTHERWISE SPECIFIED IN THE GENERAL CONDITIONS, ALL CONSTRUCTION IS TO BE GOVERNED BY THE PLANS, APPLICABLE PERMITS, AND SPECIFICATIONS HEREIN, AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING AND SAFETY CODES, LAWS AND ORDINANCES.

PRIOR TO PERFORMING ANY WORK WITHIN ANY PUBLIC OR UTILITY RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN AUTHORIZATION AND PERMIT FROM JURISDICTION RESPONSIBLE FOR SUCH RIGHT-OF-WAY. IN ADDITION, CONTRACTOR SHALL CONTACT SUNSHINE ONE CALL (811) AT LEAST 72 HOURS PRIOR TO START OF WORK.

PRIOR TO PERFORMING ANY WORK WITHIN ANY PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL DEVELOP AND IMPLEMENT A TRAFFIC CONTROL PLAN CONSISTENT WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

IN THE EVENT THE CONTRACTOR DISCOVERS ANY ERRORS OR OMISSIONS IN THE PLANS HE SHALL IMMEDIATELY NOTIFY THE OWNER OR OWNER'S AGENT.

CONTRACTOR SHALL PRESERVE AND PROTECT ALL PERMANENT REFERENCE MONUMENTS, PERMANENT CONTROL POINTS, PERMANENT BENCH MARKS AND PROPERTY CORNERS. IN THE EVENT THE MONUMENTS, POINTS OR MARKERS ARE DISTURBED THE CONTRACTOR SHALL EMPLOY A FLORIDA REGISTERED LAND SURVEYOR TO RESET OR REPLACE THEM.

THE OWNER, OWNER'S AGENT AND INSPECTORS OF APPLICABLE GOVERNMENT JURISDICTIONS, SHALL AT ALL TIMES HAVE ACCESS TO THE WORK WHEREVER AND WHENEVER IT IS IN PREPARATION OR PROGRESS; AND THE CONTRACTOR SHALL PROVIDE PROPER FACILITIES FOR SUCH ACCESS AND FOR THE INSPECTION.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE ALL REASONABLE AND PRUDENT PRECAUTIONS TO INSURE THAT ALL COMPLETED WORK, MATERIALS AND EQUIPMENT STORED ON SITE ARE SAFE AND SECURED FROM UNAUTHORIZED ACCESS OR USE. SUCH PRECAUTIONS MAY INCLUDE INSTALLATION OF SIGNS, FENCES, OR POSTING OF SECURITY GUARDS.

CONTRACTOR SHALL, AT ALL TIMES, UTILIZE ALL NORMALLY ACCEPTED AND REASONABLY EXPECTED SAFETY PRACTICES AND COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS, ORDINANCES AND GUIDELINES PERTAINING TO SAFE UTILIZATION OF EQUIPMENT OR MATERIALS AS PUBLISHED BY MANUFACTURER.

PRIOR TO INITIATING ANY EXCAVATION (INCLUDING BUT NOT LIMITED TO TUNNELS, DITCHES, STORMWATER PONDS, CANALS, ARTIFICIAL LAKES) CONTRACTOR SHALL INSTALL FENCES AND TAKE ALL OTHER REASONABLE AND PRUDENT STEPS TO INSURE THAT ACCESS TO EXCAVATION BY UNAUTHORIZED PERSONNEL IS PREVENTED.

CONTRACTOR SHALL COMPLY IN EVERY RESPECT WITH THE PROVISIONS OF THE FLORIDA STATE TRENCH SAFETY ACT.

ADEQUATE TRAFFIC CONTROL, BARRICADES AND FLAGMAN SERVICES SHALL BE FURNISHED AND MAINTAINED BY THE CONTRACTOR AT ALL POINTS WHERE CONVEYING EQUIPMENT ENGAGED ON THE WORK REGULARLY ENTERS ONTO OR CROSSES TRAFFIC-CARRYING ROADS.

THE CONTRACTOR SHALL COMPLY IN EVERY RESPECT WITH THE FEDERAL OCCUPATIONAL HEALTH AND SAFETY ACT OF 1970 AND ALL RULES AND REGULATIONS NOW OR HEREAFTER IN EFFECT UNDER SAID ACT, AND THE CONTRACTOR FURTHER AGREES TO COMPLY WITH ANY AND ALL APPLICABLE STATE LAWS AND REGULATIONS PERTAINING TO JOB SAFETY AND HEALTH.

THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT AN EROSION CONTROL PLAN TO MINIMIZE EROSION AND INSURE FUNCTIONING OF STORMWATER MANAGEMENT SYSTEM UPON COMPLETION OF CONSTRUCTION.

GENERAL NOTES (CONT):

CONTRACTOR FURTHER AGREES THAT CONTRACTOR AND ITS SUBCONTRACTORS SHALL NOT CAUSE THE DISCHARGE, RELEASE OR DISPOSAL OF ANY HAZARDOUS MATERIAL CREATED BY ITS WORK ON OR ABOUT THE JOB SITE. IN THE EVENT OF ANY SPILL, RELEASE OR ANY OTHER REPORTABLE OCCURRENCE, CONTRACTOR SHALL NOTIFY THE APPROPRIATE GOVERNMENTAL AGENCY AND SHALL TAKE SUCH ACTION AS MAY BE NECESSARY TO MINIMIZE THE DELETERIOUS EFFECT OF SUCH SPILL ON PERSONS OR PROPERTY.

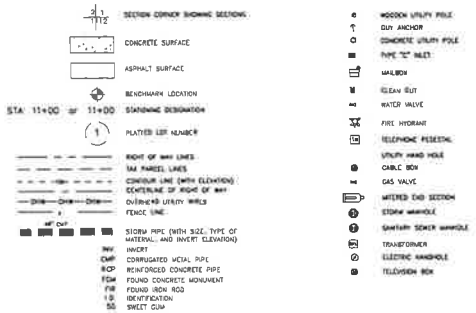
THE EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL EXISTING UTILITIES AS TO SIZE, LOCATION, AND ELEVATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY AND ALL CONFLICTS PRIOR TO BEGINNING CONSTRUCTION.

STABILIZED SUBGRADE MAY NEGLECTED IF DIRECTED IN THE FIELD BY THE OWNER PROVIDED THAT COMPACTION REQUIREMENTS FOR THE LIMEROCK BASE ARE ABLE TO BE MET WITH THE IN-SITU MATERIAL.

SPREAD FOOTING REQUIREMETS FOR CAST-IN-PLACE GRAVITY WALL:

SUBGRADE BENEATH FOUNDATIONS SHALL BE COMPACTED TO 95% OF AASHTO T-180 FOR A DEPTH OF 1 FOOT FOR SOIL STRATUMS 1 AND 2. STRATUM 3 SOILS SHALL BE PROBED TO CONFIRM THEY ARE FIRM AND UNYIELDING IN LIEU OF PERFORMING COMPACTION TESTS AS LONG AS THESE SOILS ARE NOT APPRECIABLY DISTURBED. DISTURBED STRATUM 3 SOILS IF STRATUM 4 SOILS ARE ENCOUNTERED AT THE FOUNDATION BOTTOM ELEVATION, THESE SOILS SHOULD BE UNDERCUT 1 FOOT AND REPLACED WITH STRATUM 2 OR 3 SOILS THAT ARE COMPACTED TO 95%.

LEGEND OF SYMBOLS & ABBREVIATIONS:



REVISIONS			
NO	DATE	DESCRIPTION	BY

DESIGNED BY: JFW
DRAWN BY: JFW
CHECKED BY: CDT
APPROVED BY: CDT

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

GENERAL NOTES, LEGEND AND ABBREVIATIONS

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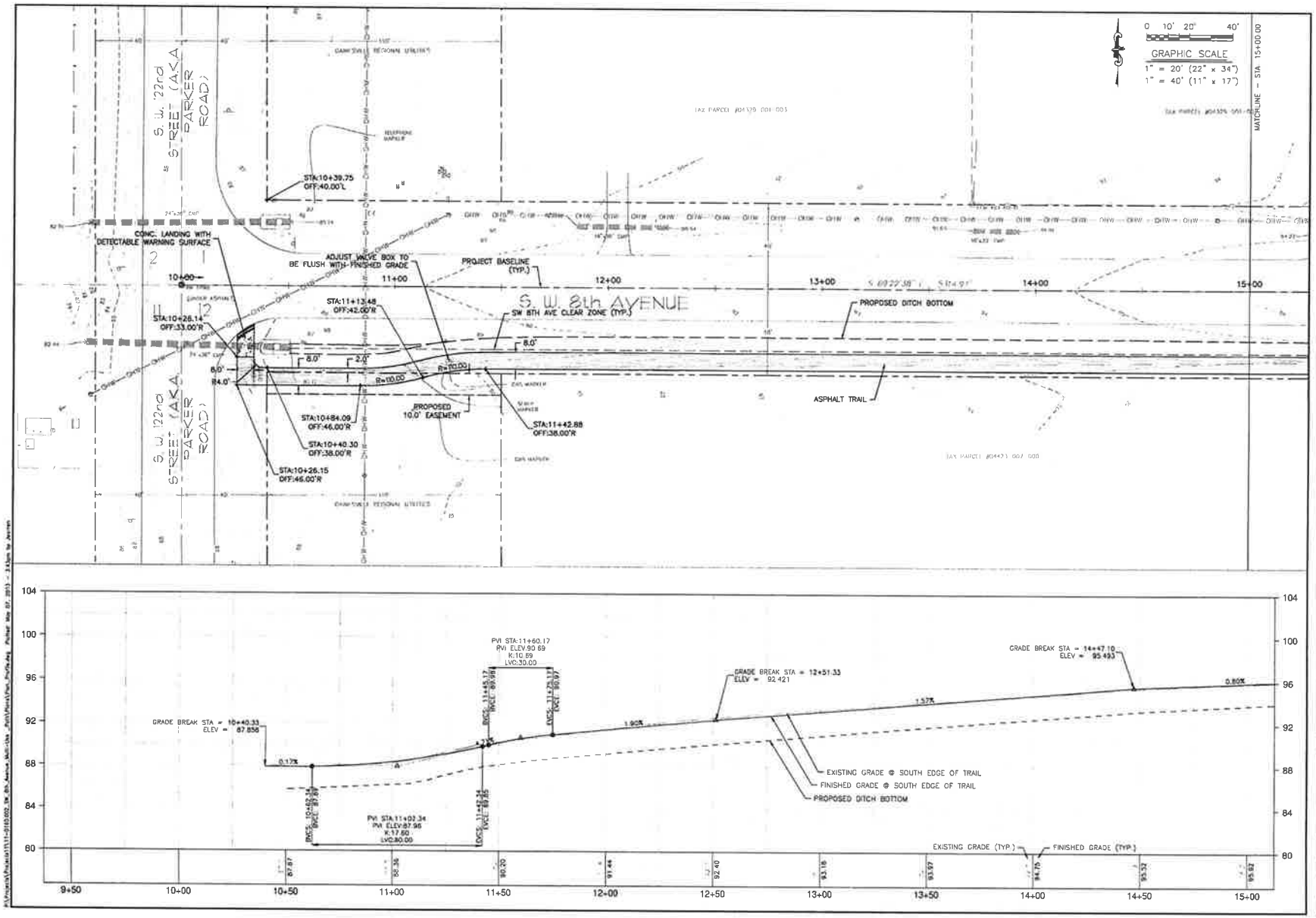
Certificate of Authorization No. 2648

CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 62938

PROJECT NO: 11-0160.002
SCALE: N/A
DATE: MAY 2013
DRAW NO: 7



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 10+00 TO STA. 15+00

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DRAWN BY: JW
CHECKED BY: CDT
APPROVED BY: CDT

REVISIONS

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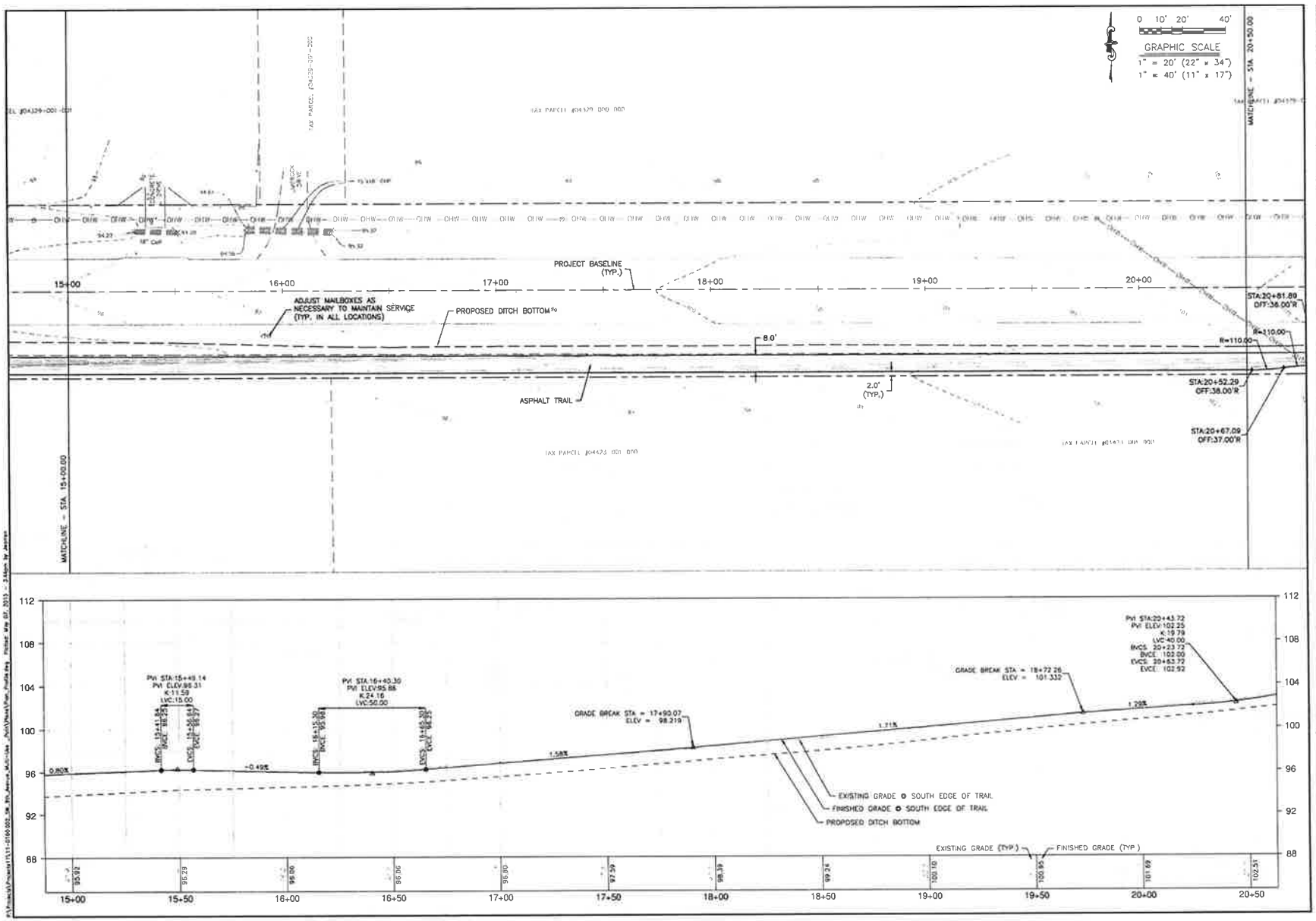
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 68828

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 2" = 1" (VERTICAL)
DATE: MAY 2013
DRAWING: 8



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 15+00 TO STA. 20+50

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REVISIONS

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DRAWN BY: JPW
CHECKED BY: CDT
APPROVED BY: CDT

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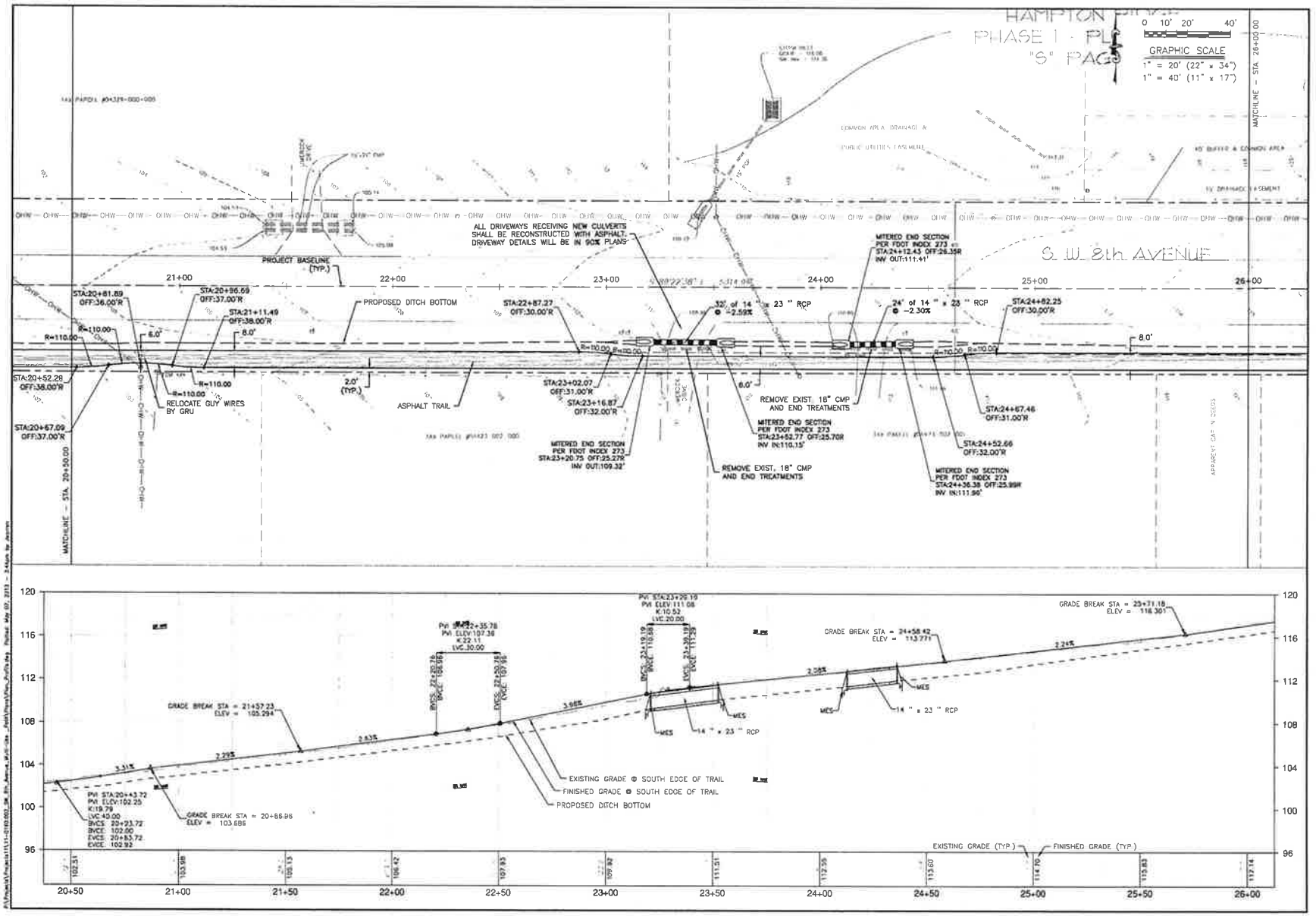
Certificate of Authorization No. 2448

CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO.: 69928

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 9



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 20+50 TO STA. 26+00

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CHRISTOPHER D. TOMAC, P.E.
FLORIDA P.E. NO.: 66926

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 10

REVISIONS

NO	DATE	DESCRIPTION	BY

DESIGNED BY: JPR
DRAWN BY: JPR
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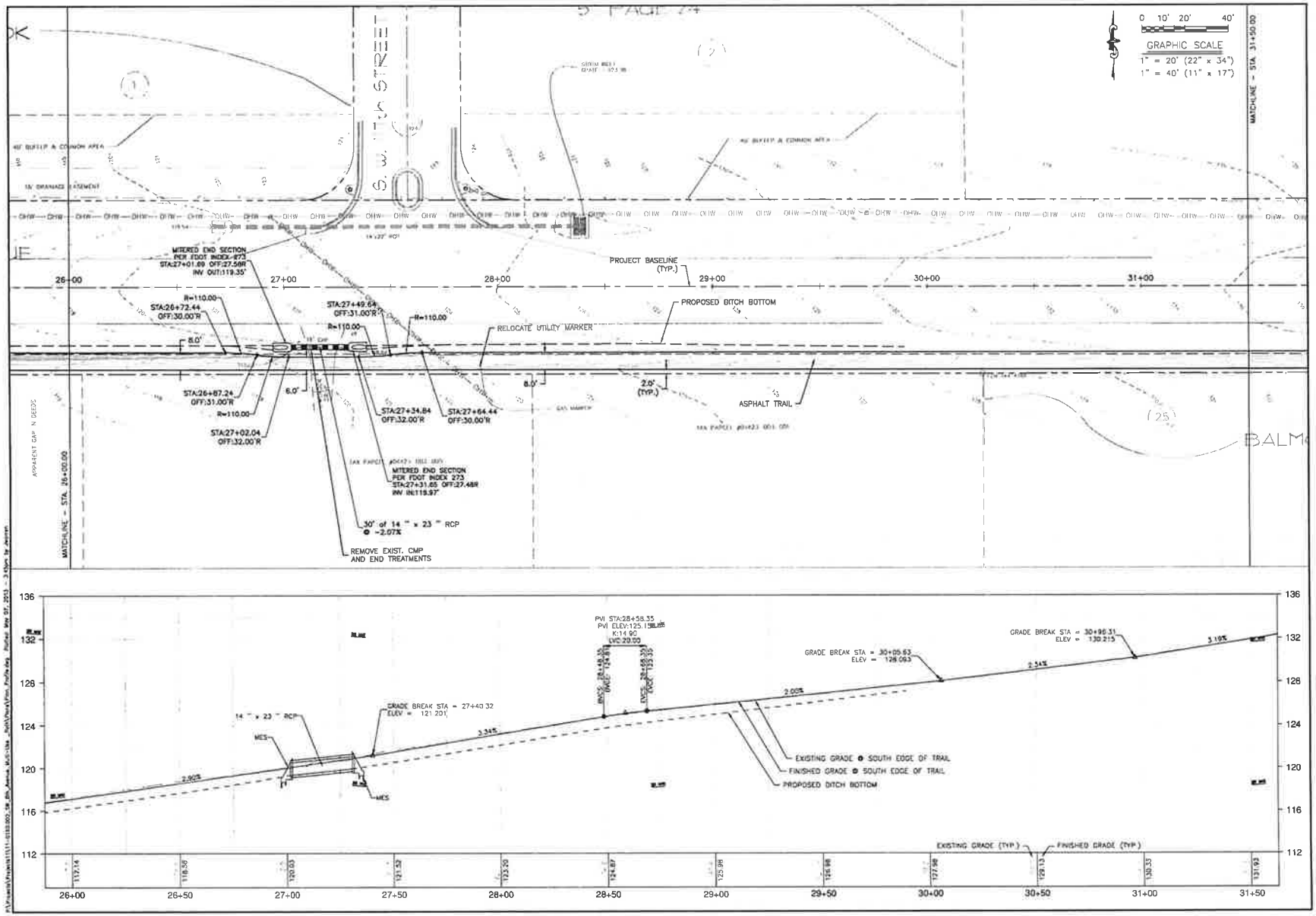
APPROVED BY: CDT



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 26+00 TO STA. 31+50

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CHECKED BY	CDT
APPROVED BY	CDT

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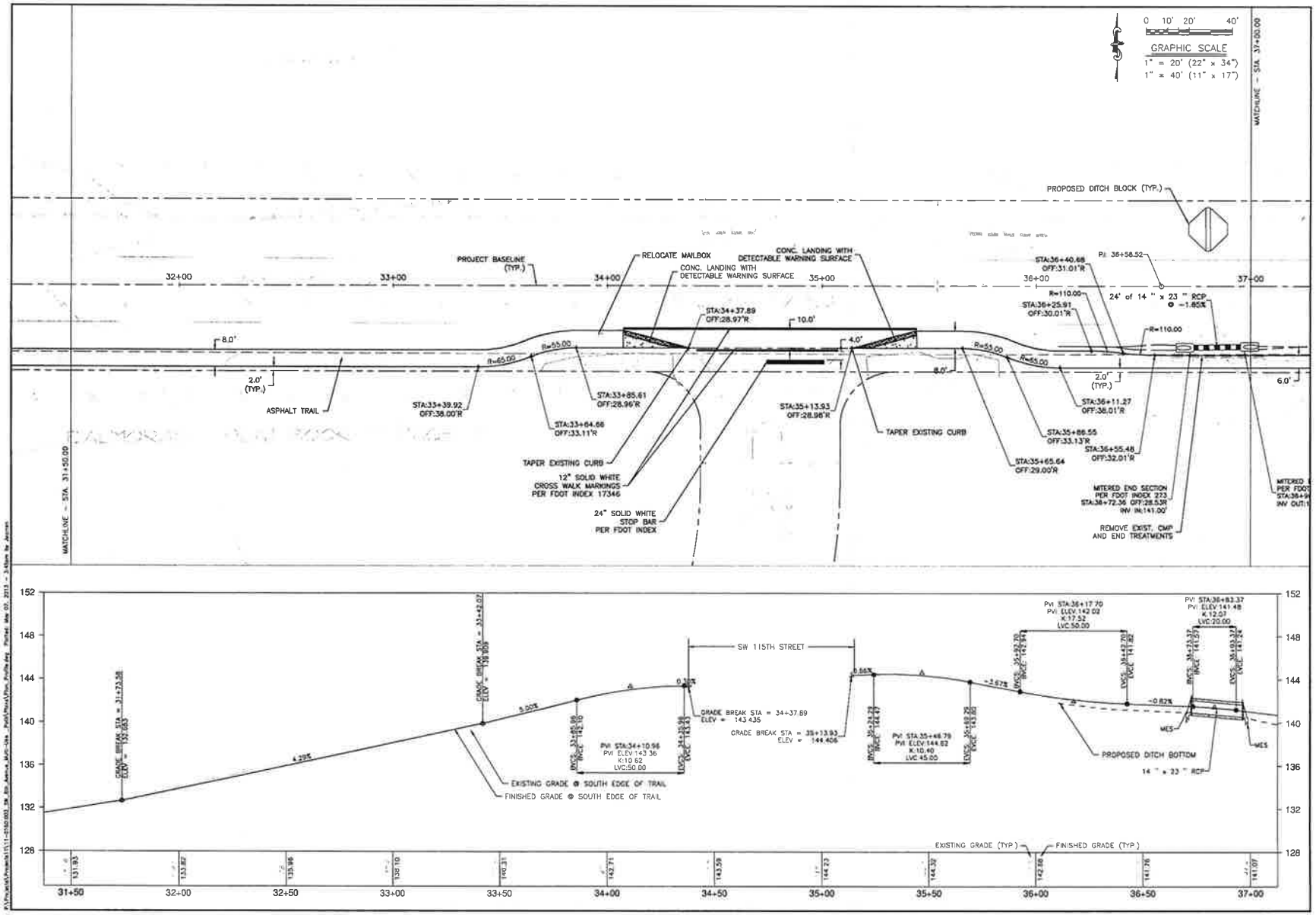
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 69938

PROJECT NO.
11-0180.002

SCALE
1" = 20' (HORIZONTAL)
1" = 4' (VERTICAL)

DATE
MAY 2013

DRAWING
11



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SITE ENGINEERING PLANS FOR
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MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 31+50 TO STA. 37+00

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NO.	DATE	DESCRIPTION	BY
DESIGNED BY	JTR		
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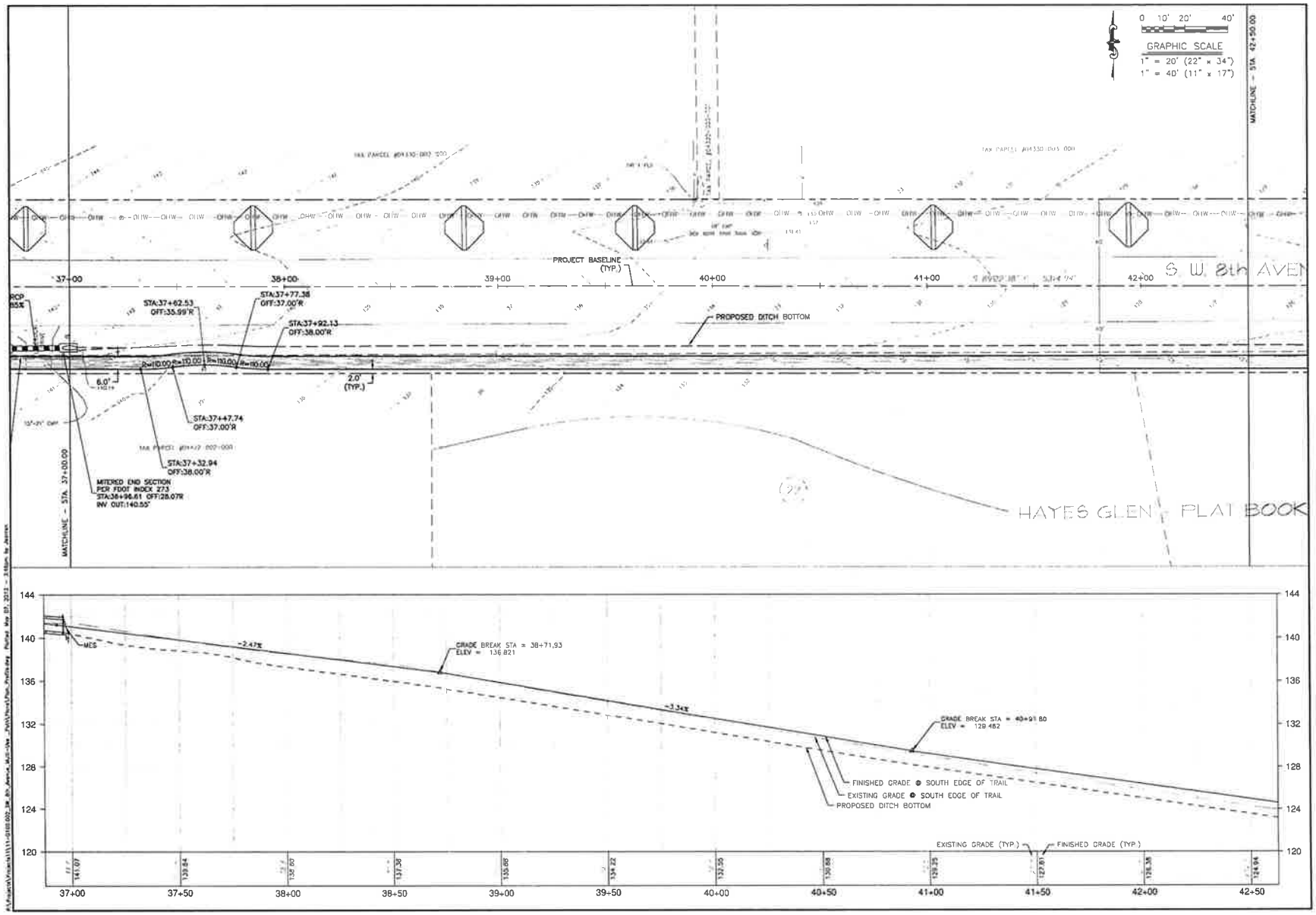
CHECKED BY	DJT		
APPROVED BY	DJT		

"AS PLANS POSTED FOR REVIEW" NOT FOR CONSTRUCTION

CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO.: 69628

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 12



REVISIONS

NO.	DATE	DESCRIPTION	BY

DESIGNED BY JPW
DRAWN BY JPW
CHECKED BY CDT
APPROVED BY CDT

PLAN & PROFILE
STA. 37+00 TO STA. 42+50

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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Certificate of Authorization No. 3648

"AS BUILT" PLANS
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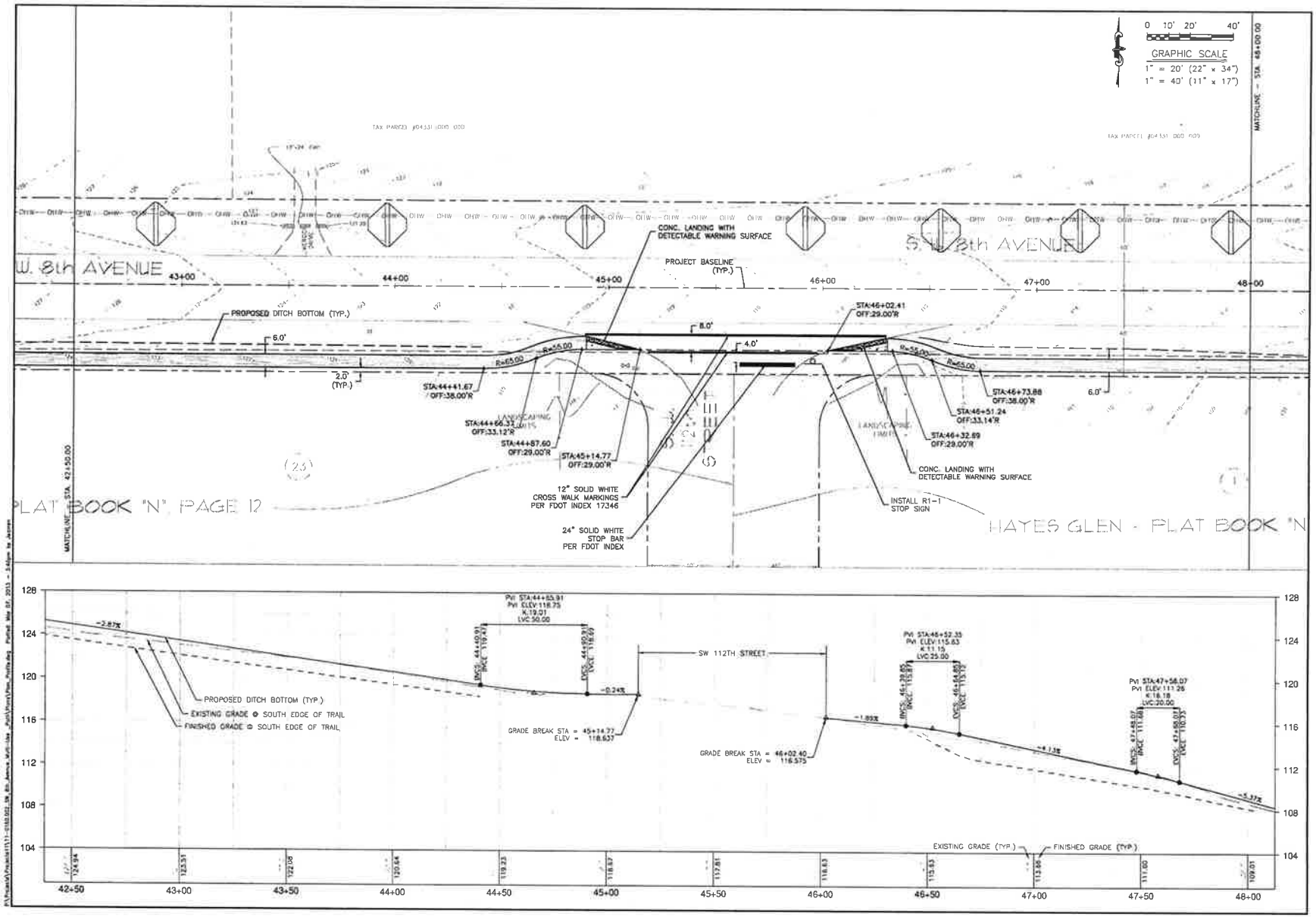
CHRISTOPHER D. TOMAC, P.E.
FLORIDA P.E. NO.: 69639

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 13



NO.	DATE	REVISIONS DESCRIPTION	BY

DESIGNED BY: JPB
DRAWN BY: JPB
CHECKED BY: CBS
APPROVED BY: CBS

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 42+50 TO STA. 48+00

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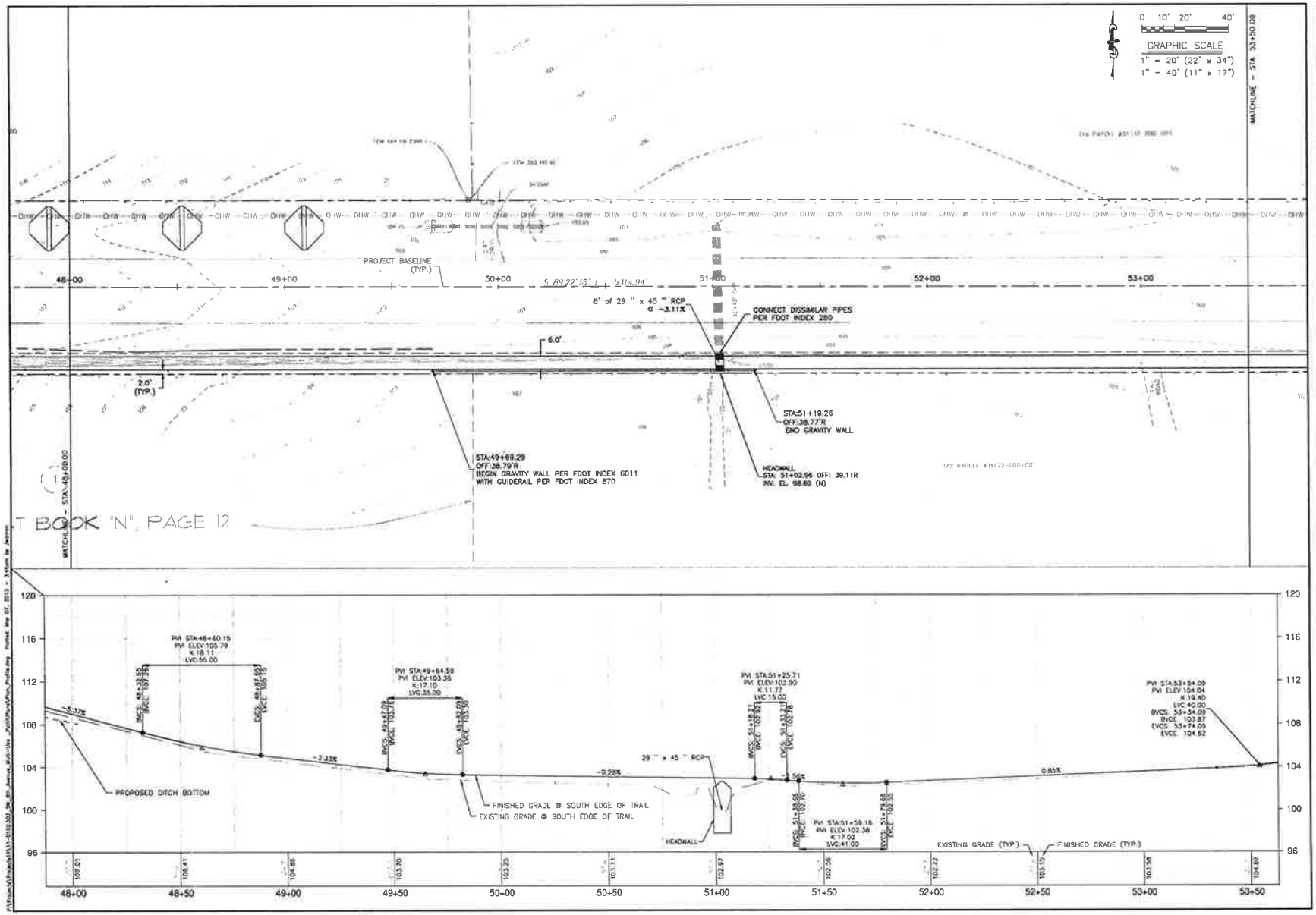
FOR PERMITTING AND CONSTRUCTION
CHRISTOPHER S. TOMAC, P.E.
FLORIDA P.E. NO.: 66639

PROJECT NO.
11-0160 002

SCALE
1" = 20' HORIZONTAL
1" = 4' VERTICAL

DATE
MAY 2013

DRAWING
14



T BOOK "N", PAGE 12

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DRAWN BY JPW
CHECKED BY CDT
APPROVED BY CDT

REVISIONS

NO	DATE	DESCRIPTION	BY

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 48+00 TO STA. 53+50

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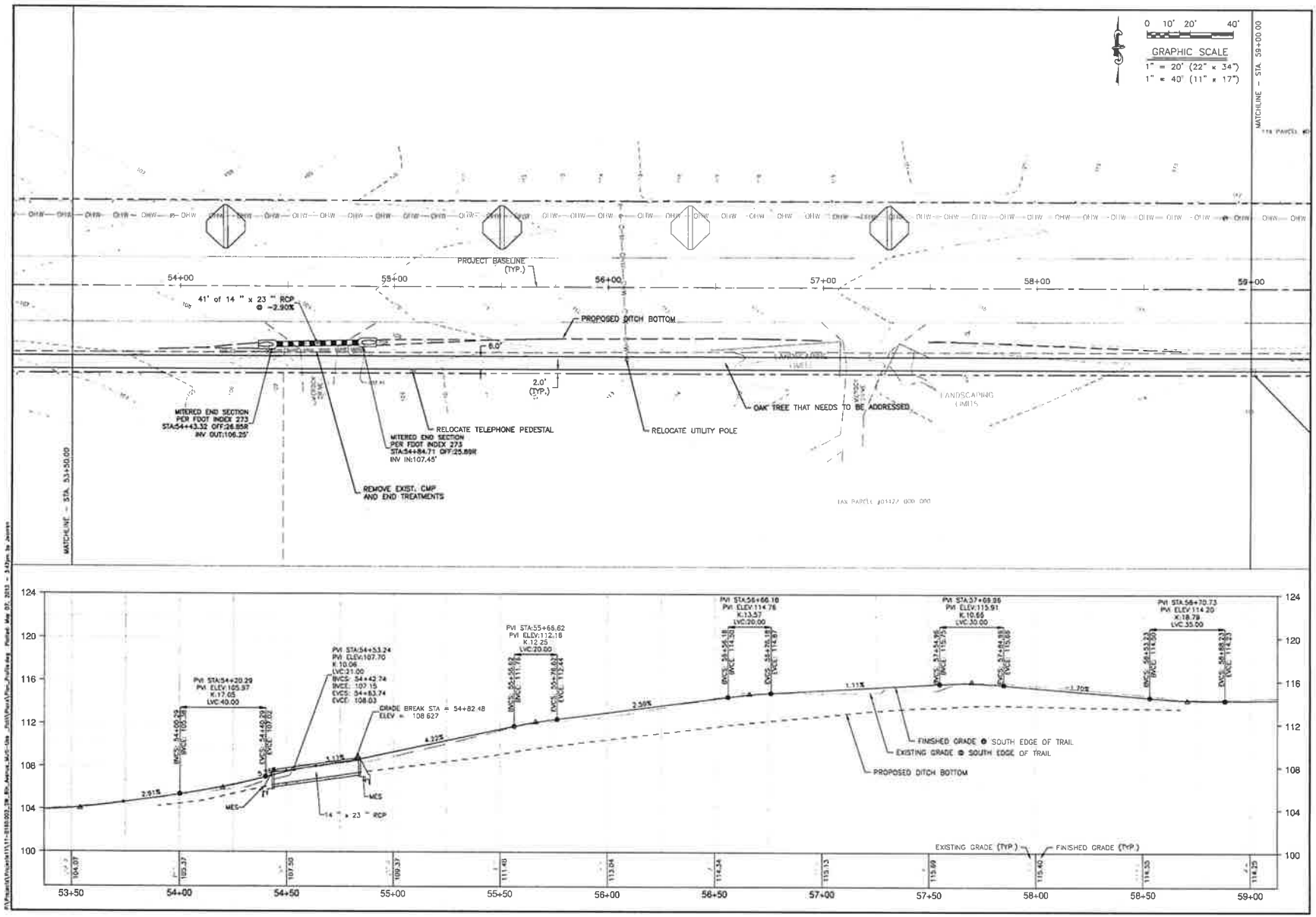
CHRISTOPHER D. TOMEK, P.E.
FLORIDA P.E. NO: 69629

PROJECT NO
11-0160 002

SCALE
1" = 20' HORIZONTAL
1" = 2' VERTICAL

DATE
MAY 2013

DRAWING
15



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NO.	DATE	DESCRIPTION	BY

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DRAWN BY JTW
CHECKED BY CDT
APPROVED BY EBT

PLAN & PROFILE
STA. 53+00 TO STA. 59+00

SITE ENGINEERING PLANS FOR:
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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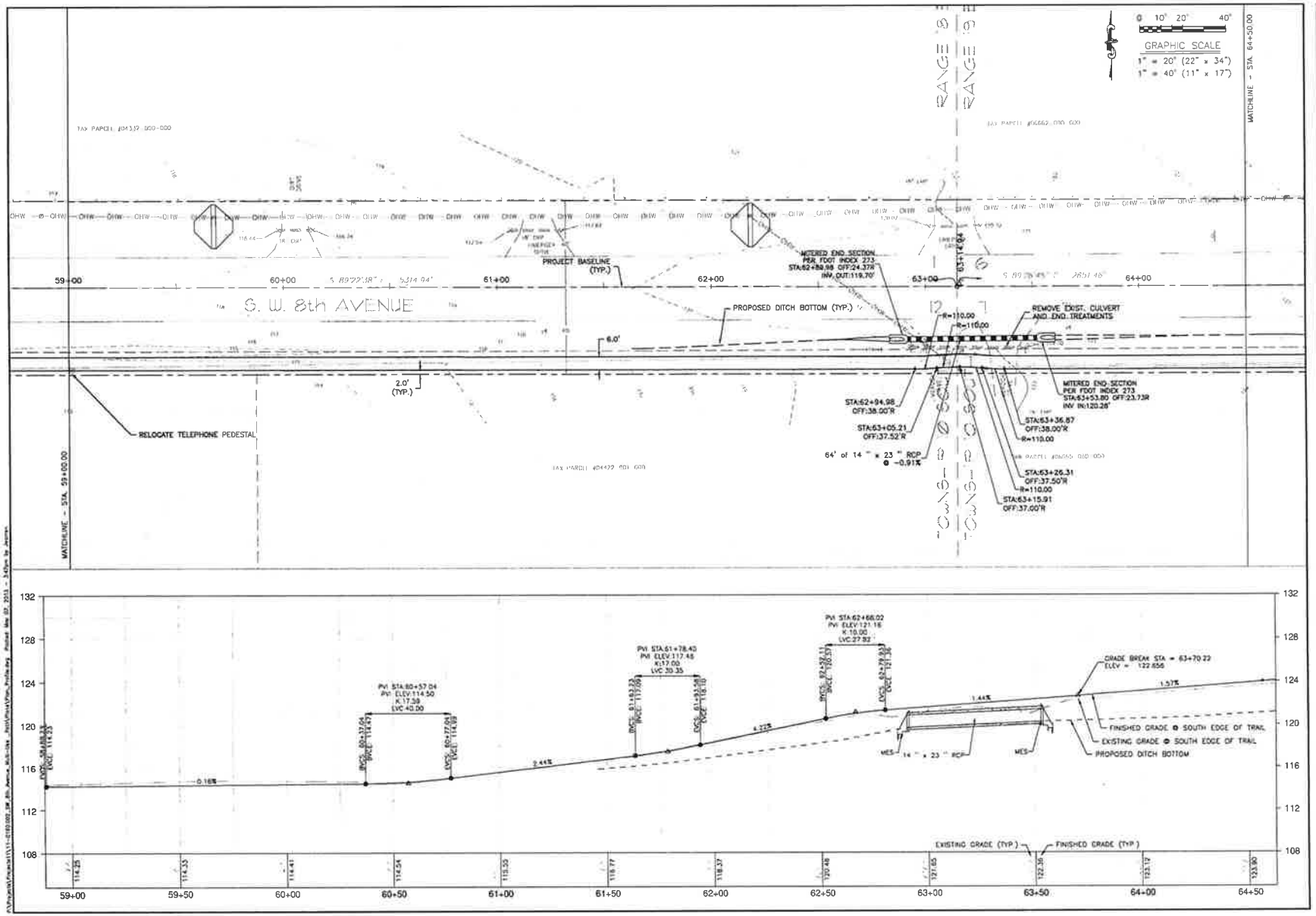
CHRISTOPHER B. TOMEO, P.E.
FLORIDA P.E. NO. 68828

PROJECT NO.
11-0160.002

SCALE
1" = 20' (HORIZONTAL)
1" = 4' (VERTICAL)

DATE
MAY 2013

DRAWING
16



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 59+00 TO STA. 64+50

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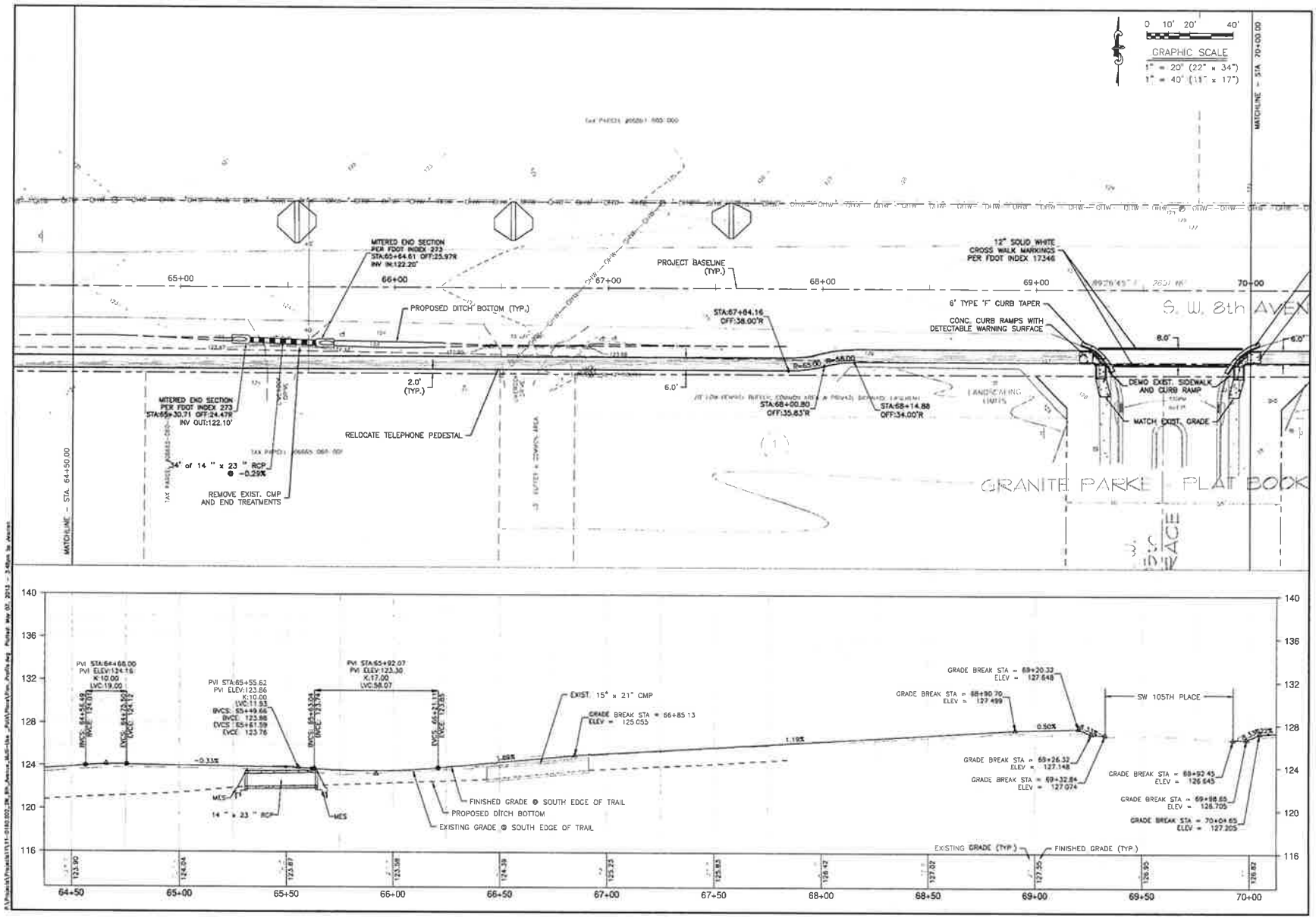
FLORIDA P.E. NO. 66928

PROJECT NO.: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 17



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 64+50 TO STA. 70+00

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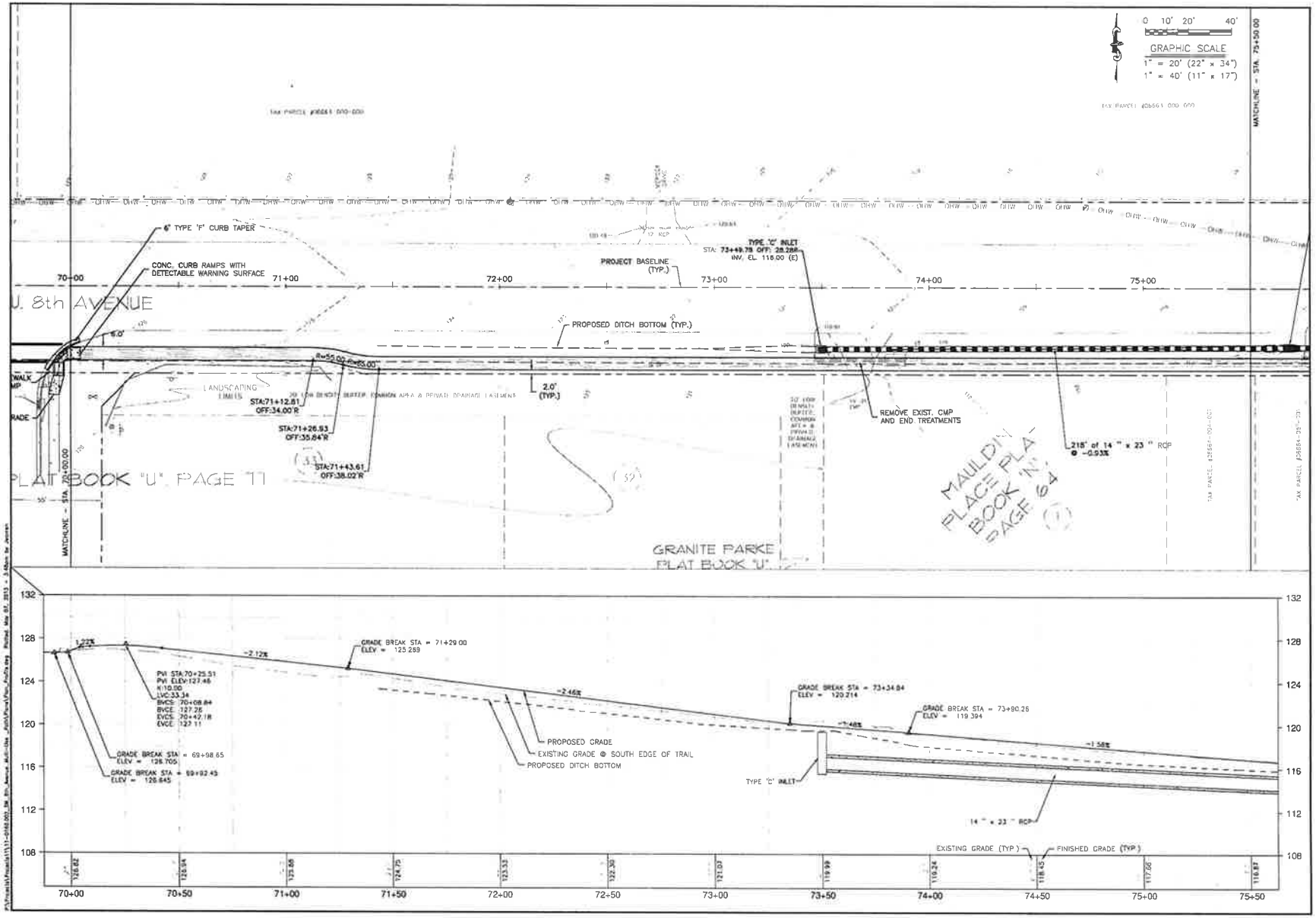
CHRISTOPHER S. TOMEI, P.E.
FLORIDA P.E. NO. 69828

PROJECT NO: 11-0160.002
SCALE: 1" = 20' HORIZONTAL, 1" = 4' VERTICAL
DATE: MAY 2013
DRAWING: 18

NO	DATE	DESCRIPTION	BY
		REVISIONS	
		DESIGNED BY: JTR	
		DRAWN BY: CDT	
		CHECKED BY: CDT	
		APPROVED BY: CDT	



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DESIGNED BY JFW
DRAWN BY JFW
CHECKED BY EEB
APPROVED BY COT

PLAN & PROFILE
STA. 70+00 TO STA. 75+50

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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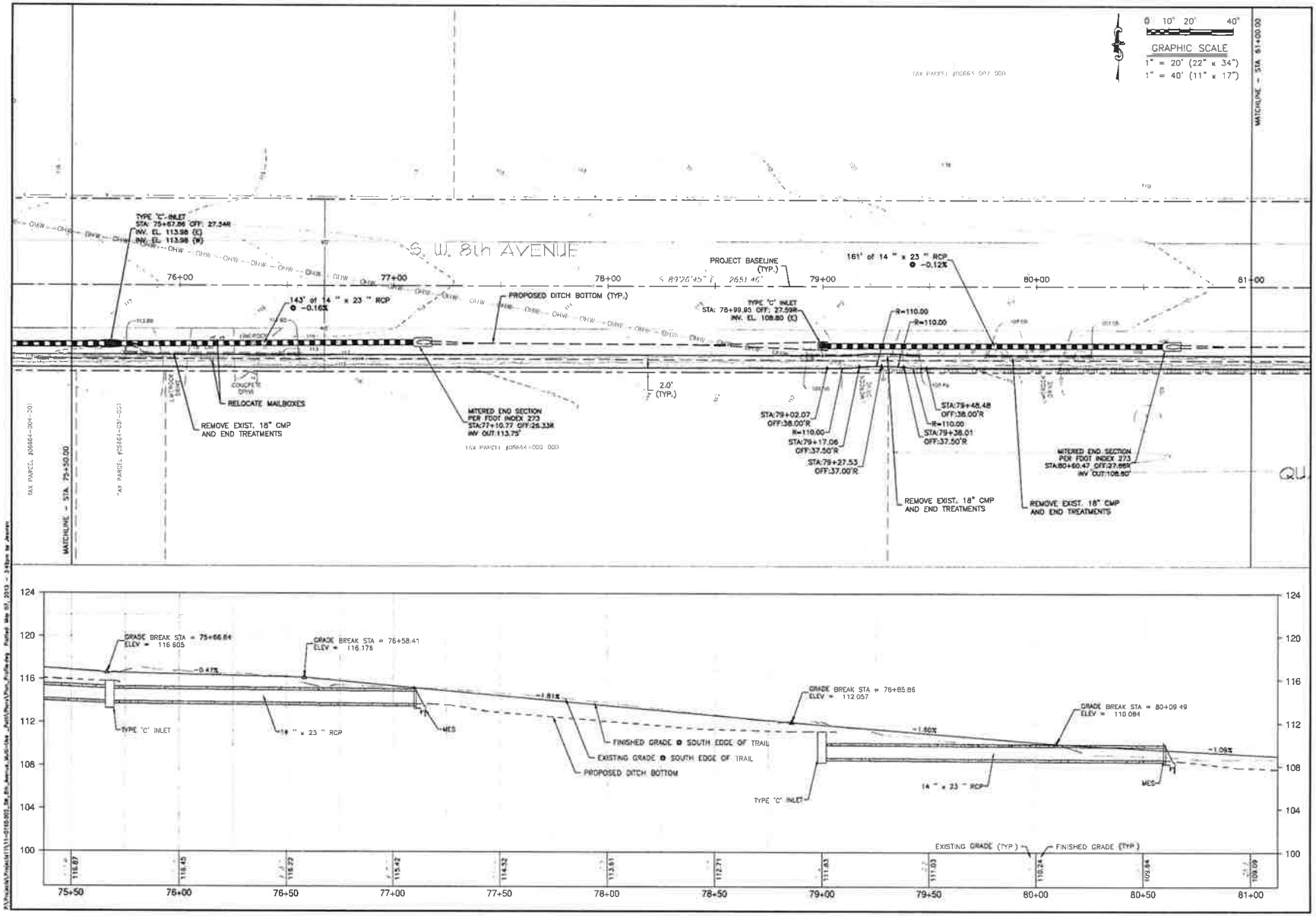
PROJECT NO. 11-0160.002
SCALE 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE MAY 2013
DRAWING 19



REVISIONS			
NO.	DATE	DESCRIPTION	BY

DESIGNED BY: JPW
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CHECKED BY: CDT
APPROVED BY: CDT

PLAN & PROFILE
STA. 75+50 TO STA. 81+00

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
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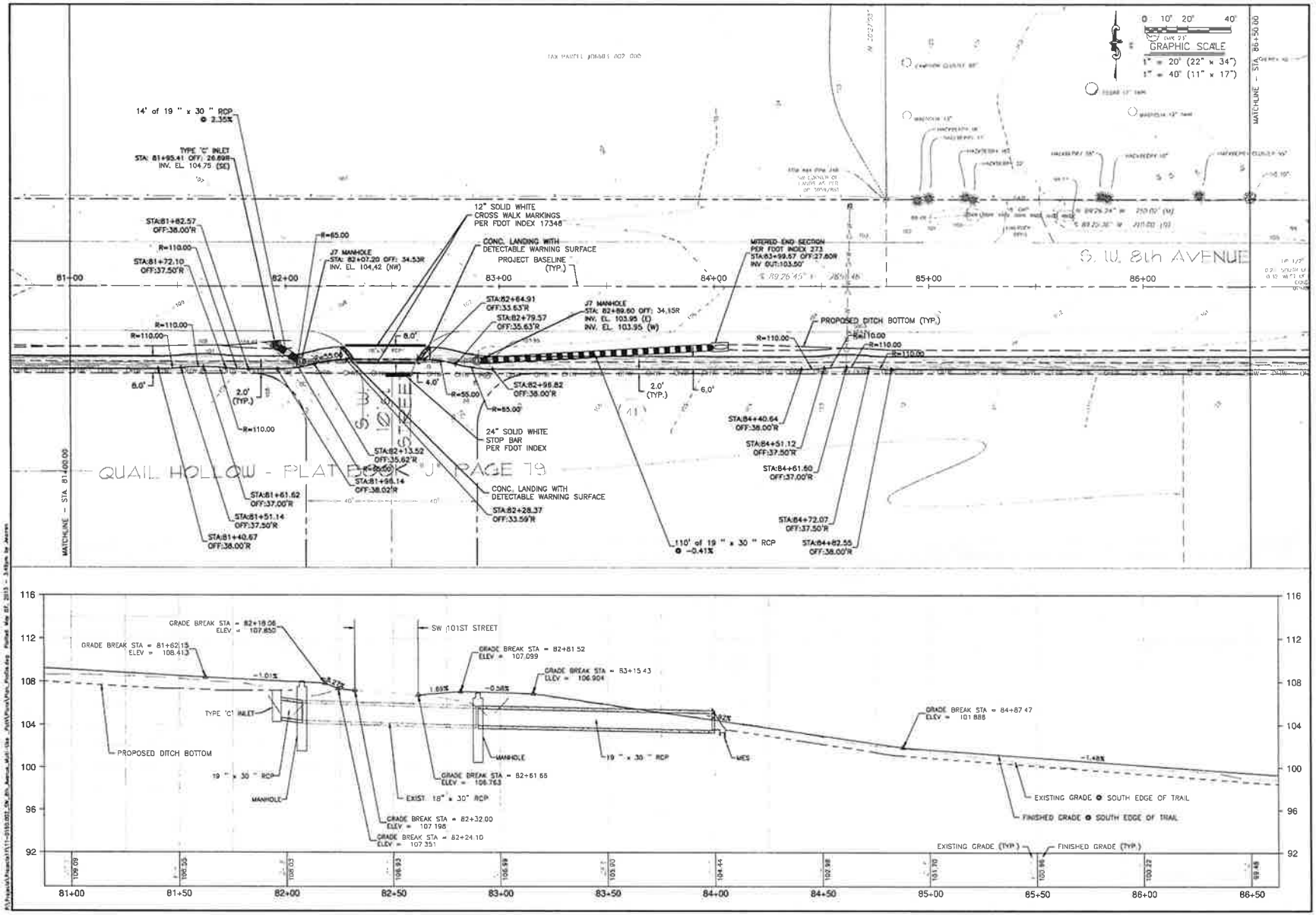
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO.: 66635

PROJECT NO.: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 20



REVISIONS

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DRAWN BY: JTR
CHECKED BY: CDT
APPROVED BY: CDT

PLAN & PROFILE
STA. 81+00 TO STA. 86+50

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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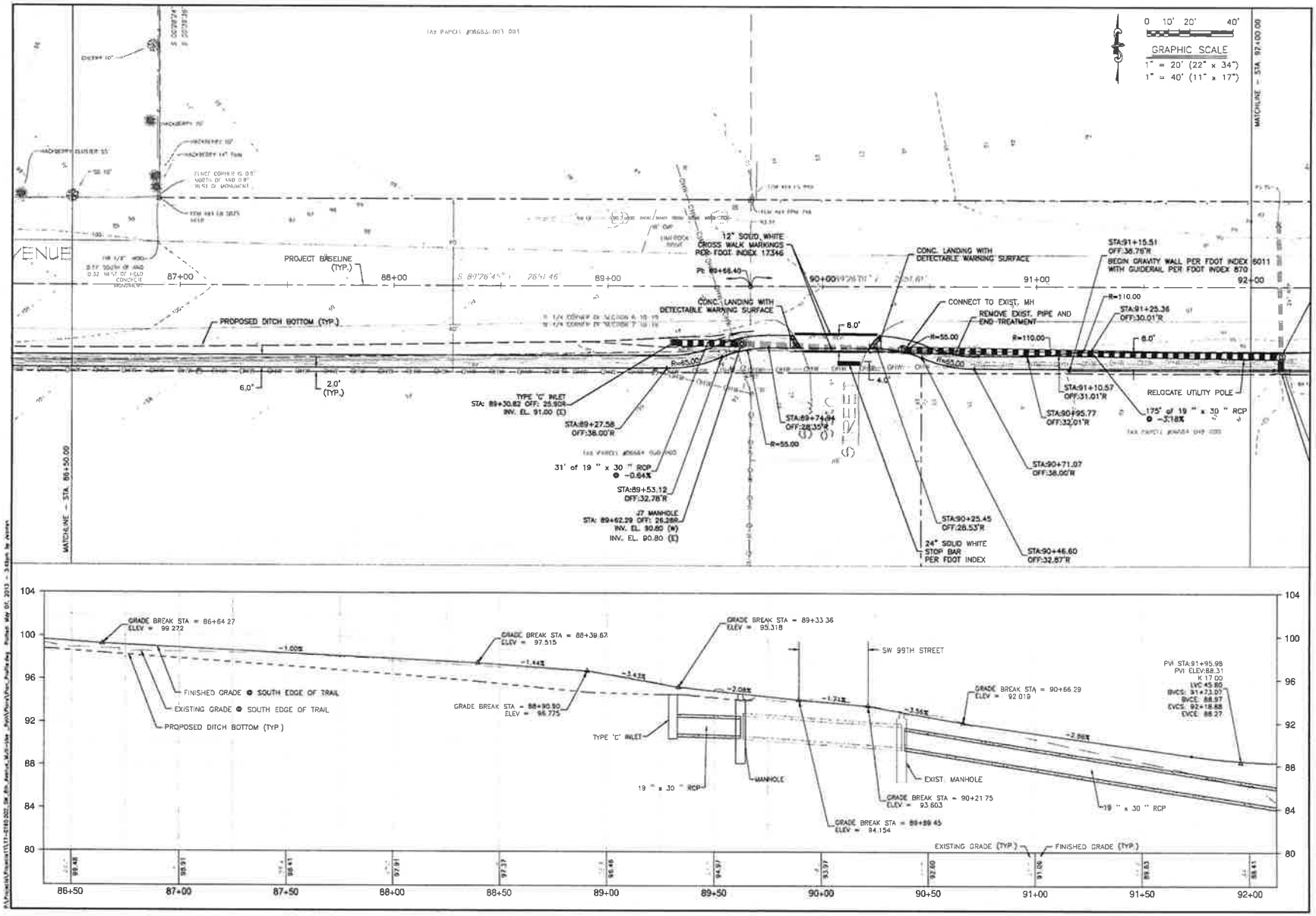
CHRISTOPHER D. TOMAC, P.E.
FLORIDA P.E. NO. 68928

PROJECT NO.: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 21



NO	DATE	DESCRIPTION	BY

DESIGNED BY: JFW
DRAWN BY: JFW
CHECKED BY: CDT
APPROVED BY: CDT

PLAN & PROFILE
STA. 86+50 TO STA. 92+00

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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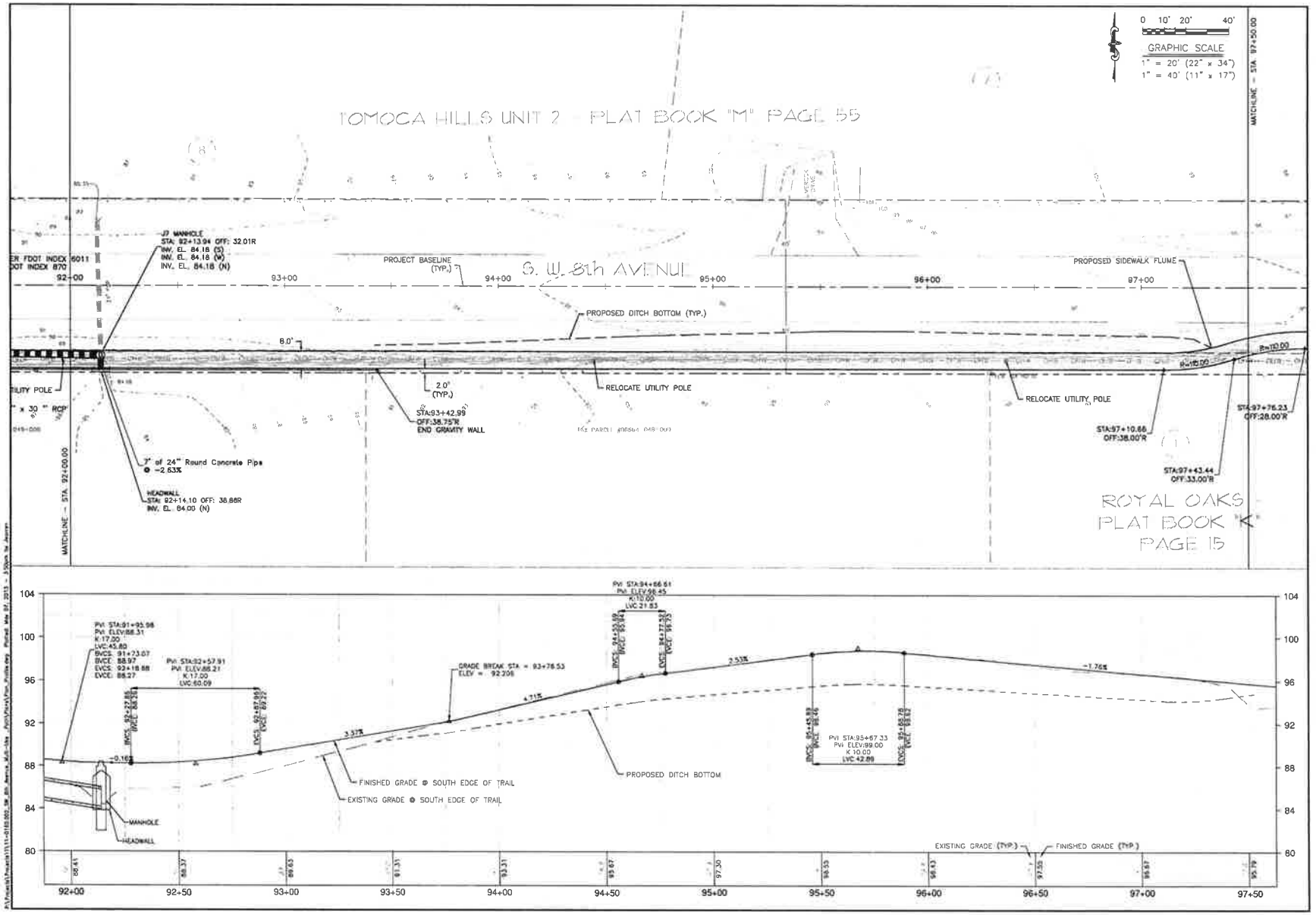
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 68408

PROJECT NO.: 11-0160 002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 22



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DRAWN BY JPK
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APPROVED BY CDT

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 92+00 TO STA. 97+50

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Phone: (352) 377-2741 Fax: (352) 372-4318
www.drmp.com
Certificate of Authorization No. 3446

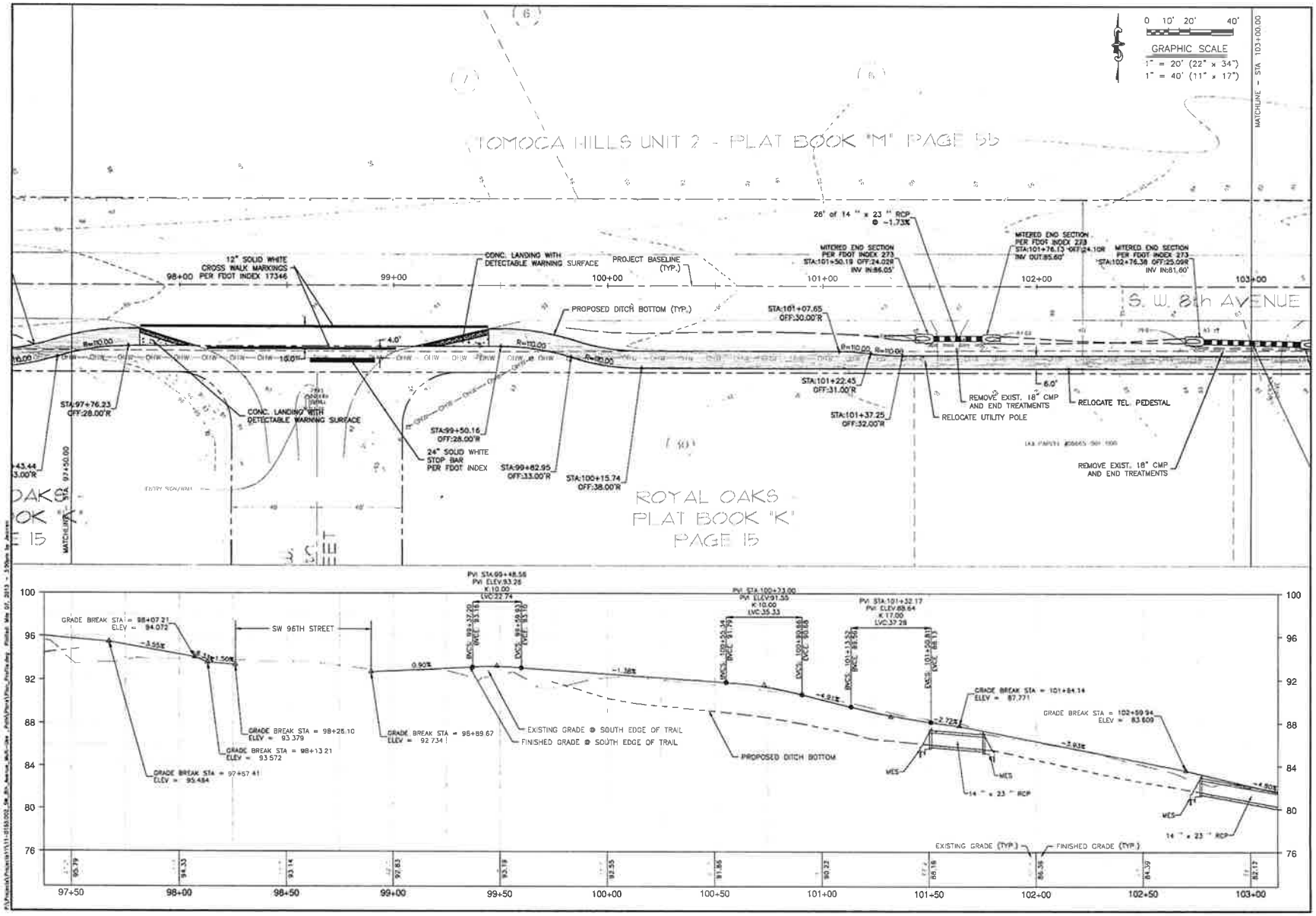
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 49639

PROJECT NO.
11-0160.002

SCALE:
1" = 20' (HORIZONTAL)
1" = 4' (VERTICAL)

DATE
MAY 2013

DRAWING
23



REVISIONS

NO.	DATE	DESCRIPTION	BY

DESIGNED BY JPM
DRAWN BY JPM
CHECKED BY CDT
APPROVED BY CDT

SITE ENGINEERING PLANS FOR:
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 97+50 TO STA. 103+00

DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE

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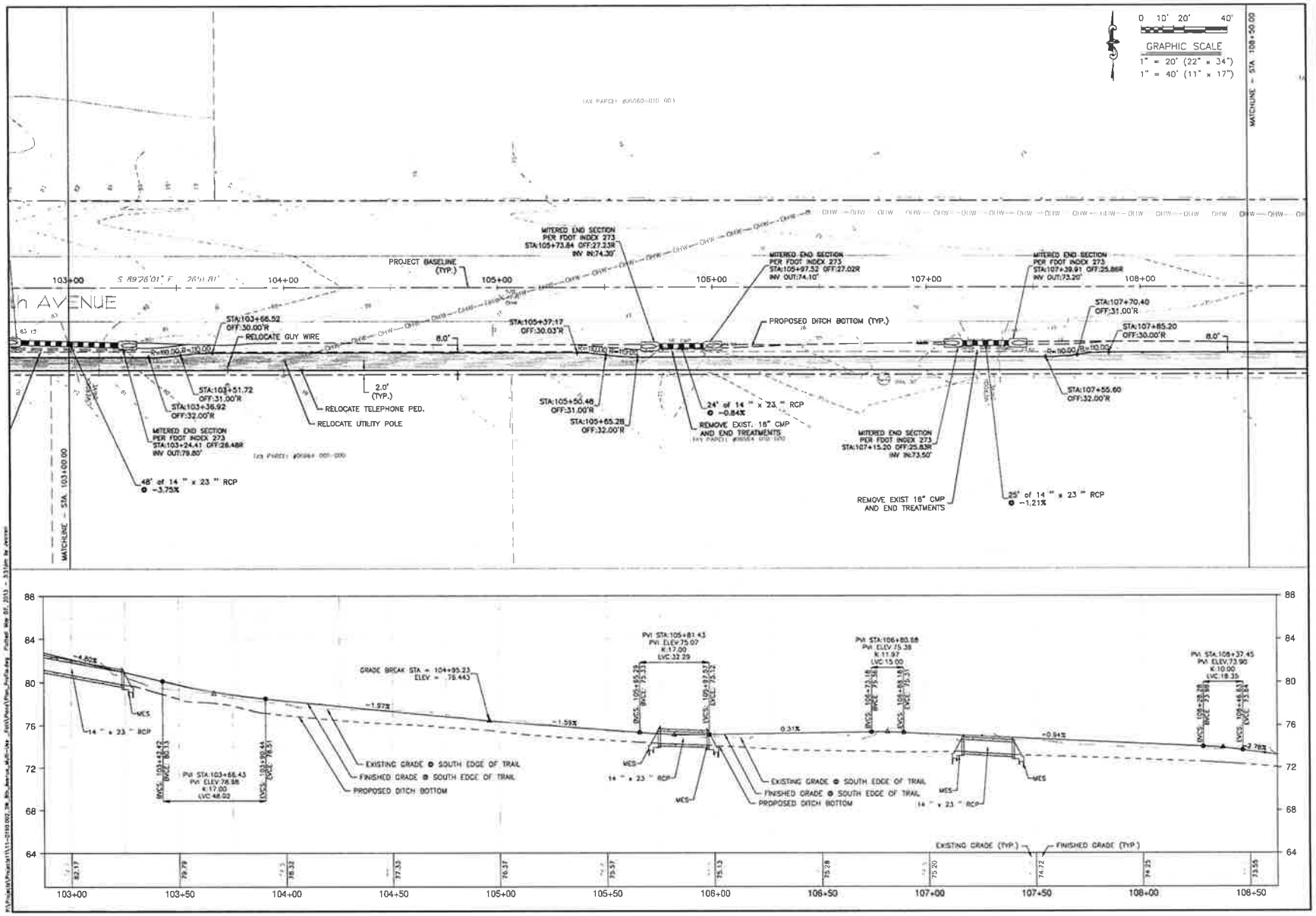
Certificate of Authorization No. 28468

CHRISTOPHER D. TOMAC, P.E.
FLORIDA P.E. NO. 49328

PROJECT NO. 11-0160.002
SCALE 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE MAY 2013
DRAWING 24



NO.	DATE	DESCRIPTION	BY

DESIGNED BY: JFB
DRAWN BY: JFB
CHECKED BY: CBT
APPROVED BY: CBT

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 103+00 TO STA. 108+50

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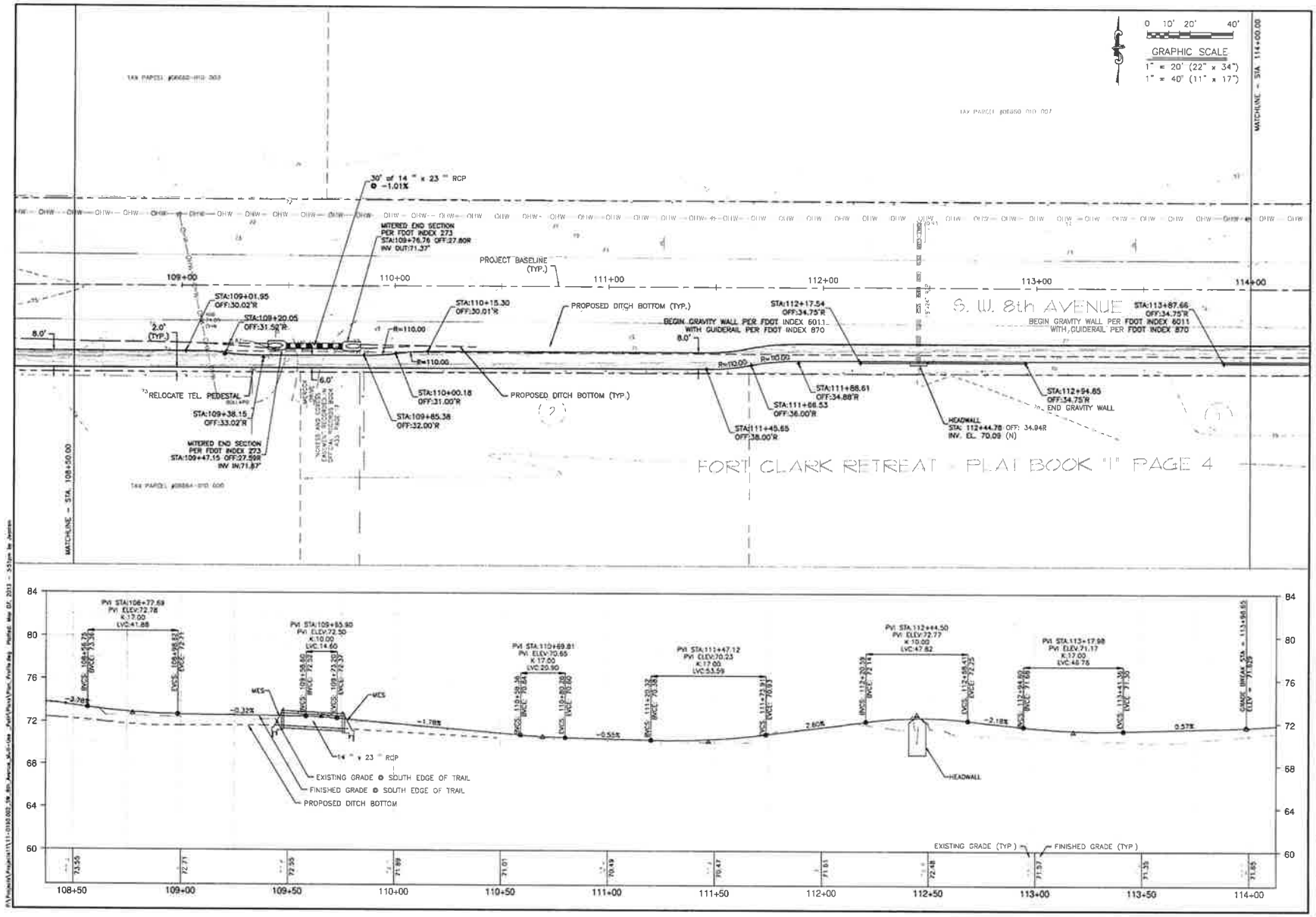
Certificate of Authorization No. 2640

NOT FOR CONSTRUCTION

CHRISTOPHER B. TOMEC, P.E.
FLORIDA P.E. NO. 69638

PROJECT NO: 11-0160.002
SCALE: 1" = 20' (HORIZONTAL) 1" = 4' (VERTICAL)
DATE: MAY 2013
DRAWING: 25



REVISIONS				
NO.	DATE	DESCRIPTION	BY	
DESIGNED BY	JTW			
DRAWN BY	JTW			
CHECKED BY	CDT			
APPROVED BY	CDT			

PLAN & PROFILE
STA. 108+50 TO STA. 114+00

SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

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Certificate of Authorization No. 3648

NOT FOR CONSTRUCTION

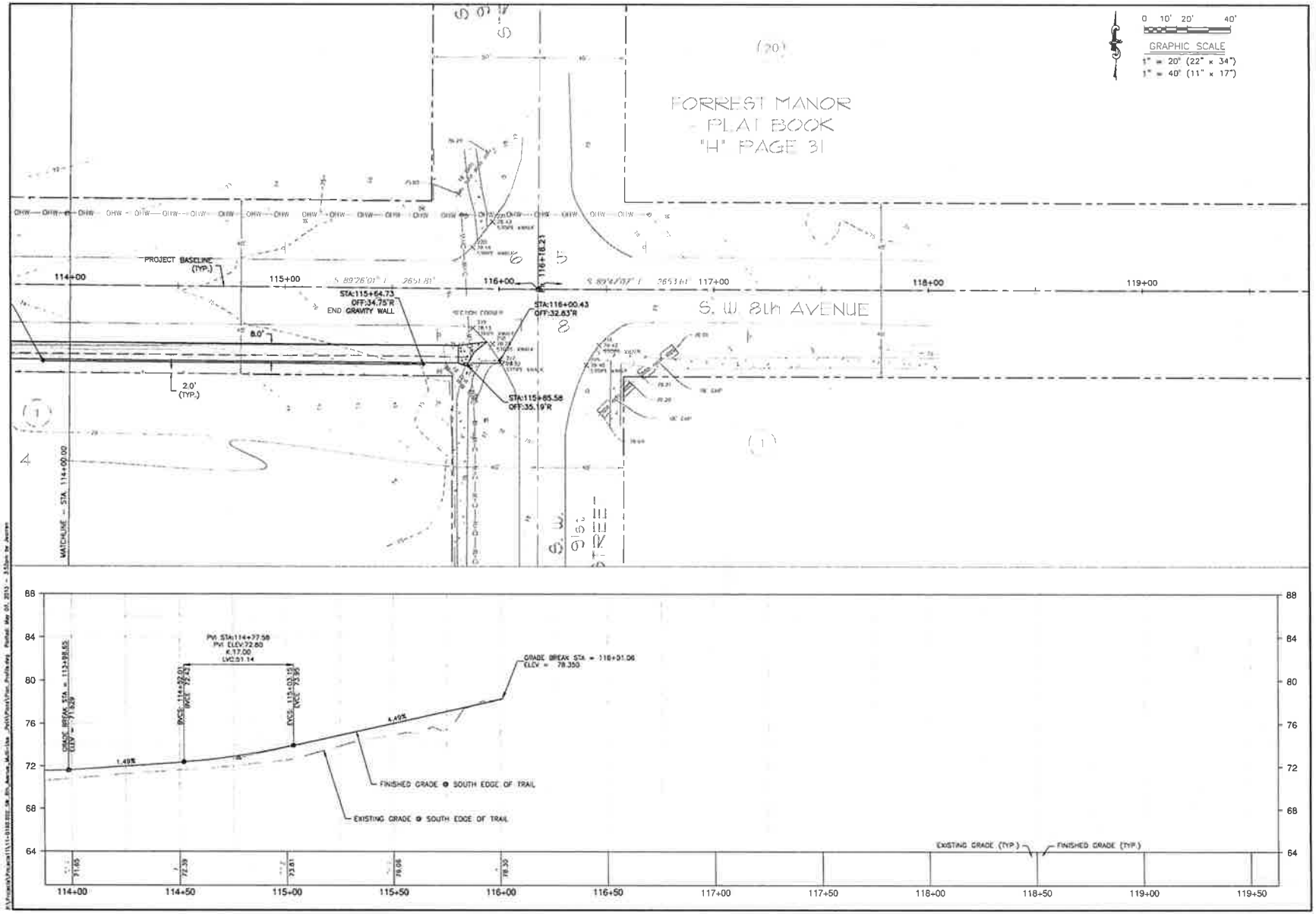
CHRISTOPHER D. TOWNE, P.E.
FLORIDA P.E. NO. 68928

PROJECT NO.
11-0160.002

SCALE:
1" = 20' HORIZONTAL
1" = 4' VERTICAL

DATE
MAY 2013

DRAWING
26



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

PLAN & PROFILE
STA. 114+00 TO STA. 118+00

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REVISIONS

NO	DATE	DESCRIPTION	BY

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Gainesville, Florida 32608
Phone: (352) 377-0741 Fax: (352) 372-4318
Certificate of Authorization No. 2648

NOT FOR CONSTRUCTION

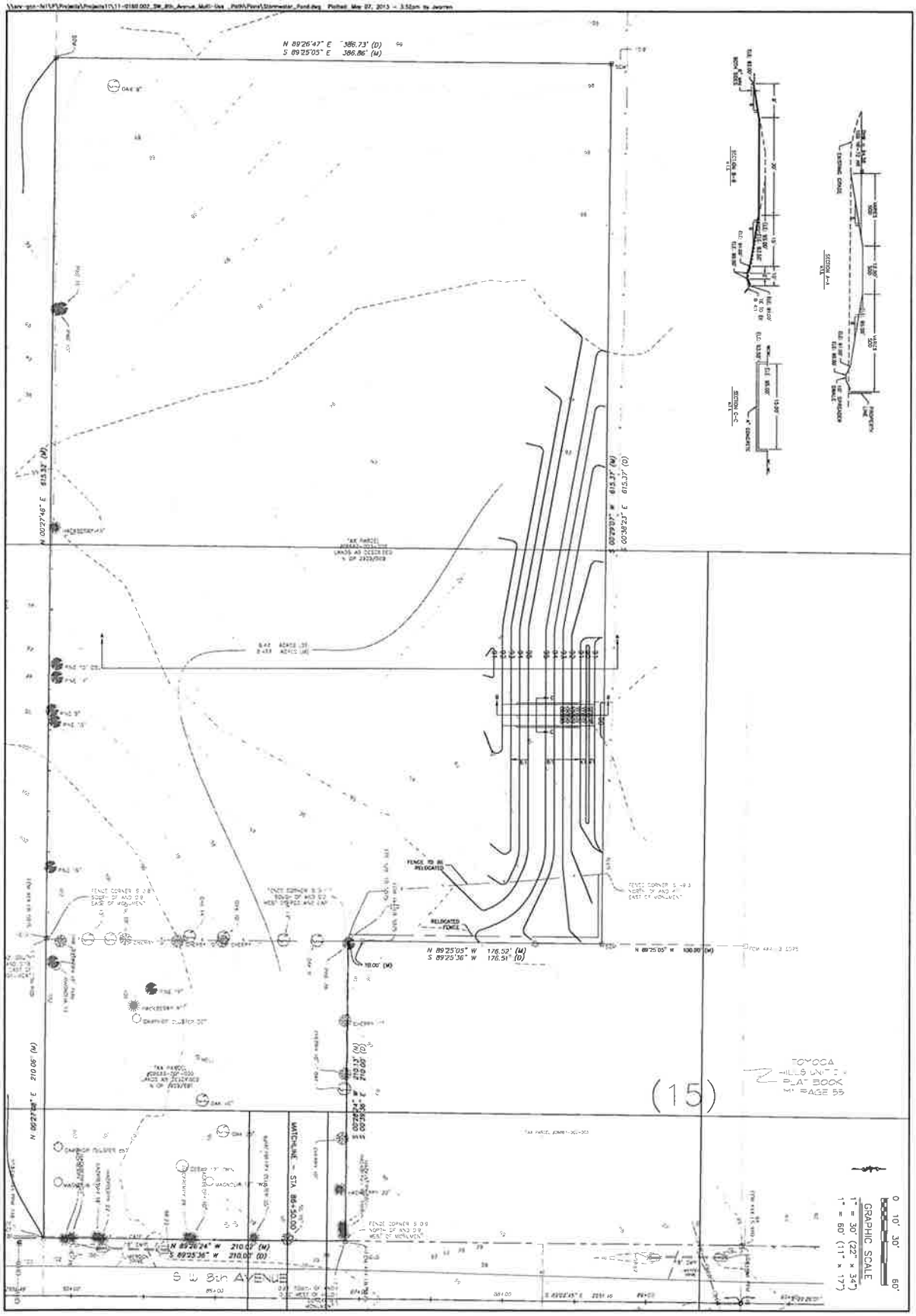
CHRISTOPHER S. TOME, P.E.
FLORIDA P.E. NO. 68826

PROJECT NO.
11-0160.002

SCALE
1" = 20' (HORIZONTAL)
1" = 4' (VERTICAL)

DATE
MAY 2013

DRAWING
27



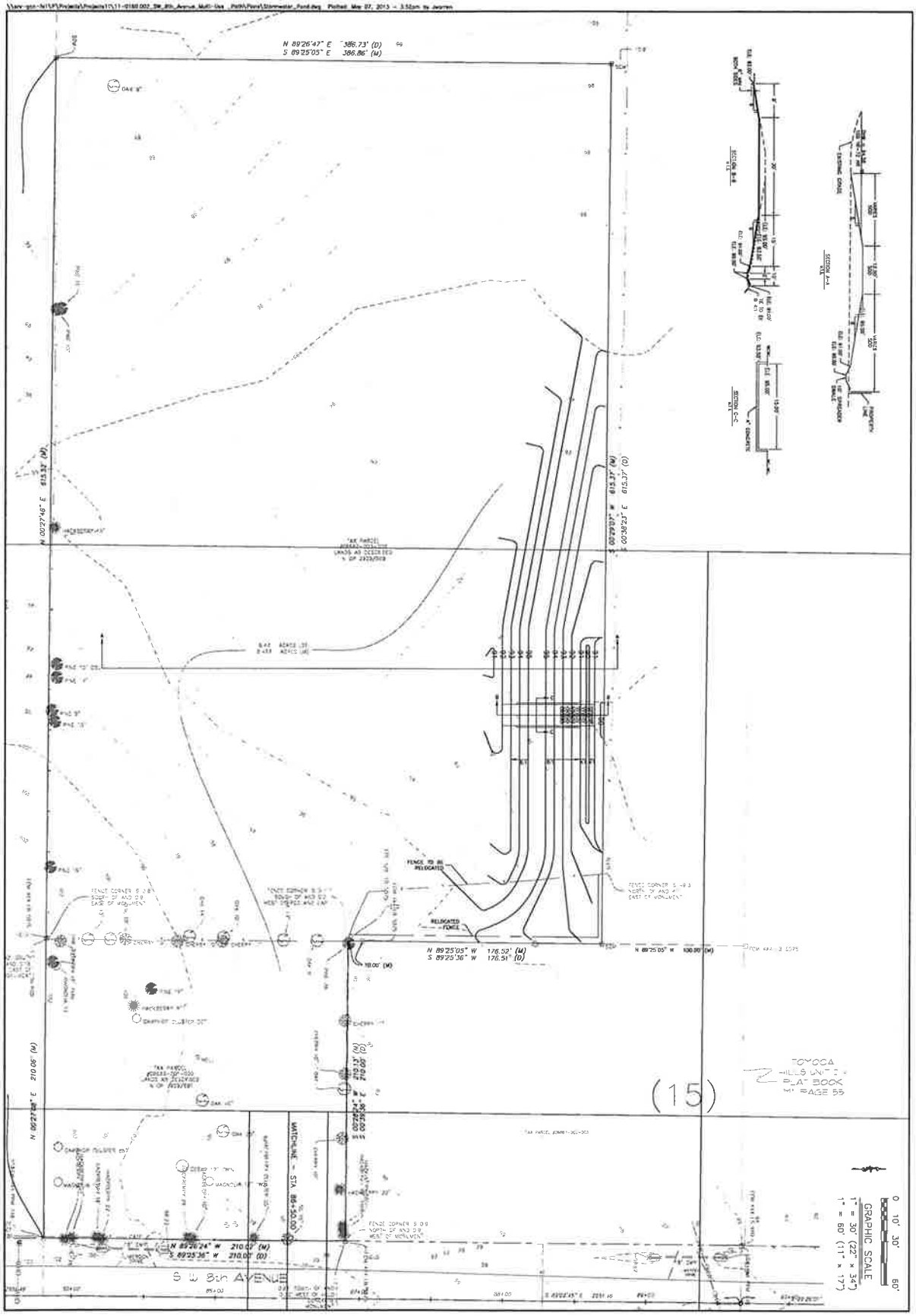
DRAWING 28	DATE MAY 2013	SCALE 1" = 30' (22" x 34") 1" = 60' (11" x 17")	PROJECT NO. 11-0180.002	Certificate of Authorization No. 918	DRMP ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS 1900 SW 34th Street, Suite 204 Gainesville, Florida 32608 Phone: (352) 371-2741 Fax: (352) 372-4316 www.DRMP.com	SITE ENGINEERING PLANS FOR SW 8TH AVENUE MULTI-USE PATH ALACHUA COUNTY, FLORIDA	PROPOSED STORMWATER POND

DESIGNED BY JFW
DRAWN BY JFW
CHECKED BY CDT
APPROVED BY CDT

DO NOT SCALE THIS DRAWING – DIMENSIONS AND NOTES TAKE PREFERENCE

REVISIONS

NO	DATE	DESCRIPTION	BY



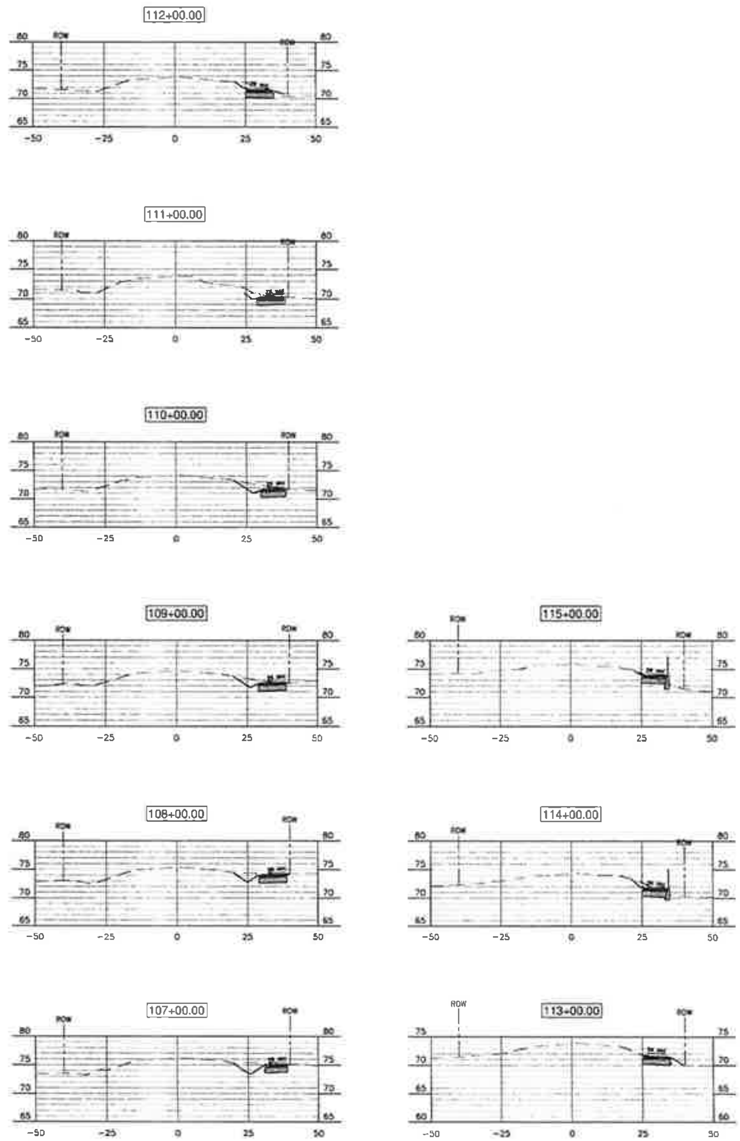
DRAWING 28	DATE MAY 2013	SCALE 1" = 30' (22" x 34") 1" = 60' (11" x 17")	PROJECT NO. 11-0180.002	Certificate of Authorization No. 918	DRMP ENGINEERS • SURVEYORS • PLANNERS • SCIENTISTS 1900 SW 34th Street, Suite 204 Gainesville, Florida 32608 Phone: (352) 371-2741 Fax: (352) 372-4316 www.DRMP.com	SITE ENGINEERING PLANS FOR SW 8TH AVENUE MULTI-USE PATH ALACHUA COUNTY, FLORIDA	PROPOSED STORMWATER POND

DESIGNED BY JFW
DRAWN BY JFW
CHECKED BY CDT
APPROVED BY CDT

DO NOT SCALE THIS DRAWING – DIMENSIONS AND NOTES TAKE PREFERENCE

REVISIONS

NO	DATE	DESCRIPTION	BY



SITE ENGINEERING PLANS FOR

SW 8TH AVENUE
MULTI-USE PATH

ALACHUA COUNTY, FLORIDA

CROSS SECTIONS
STA. 107+00 TO STA. 115+00

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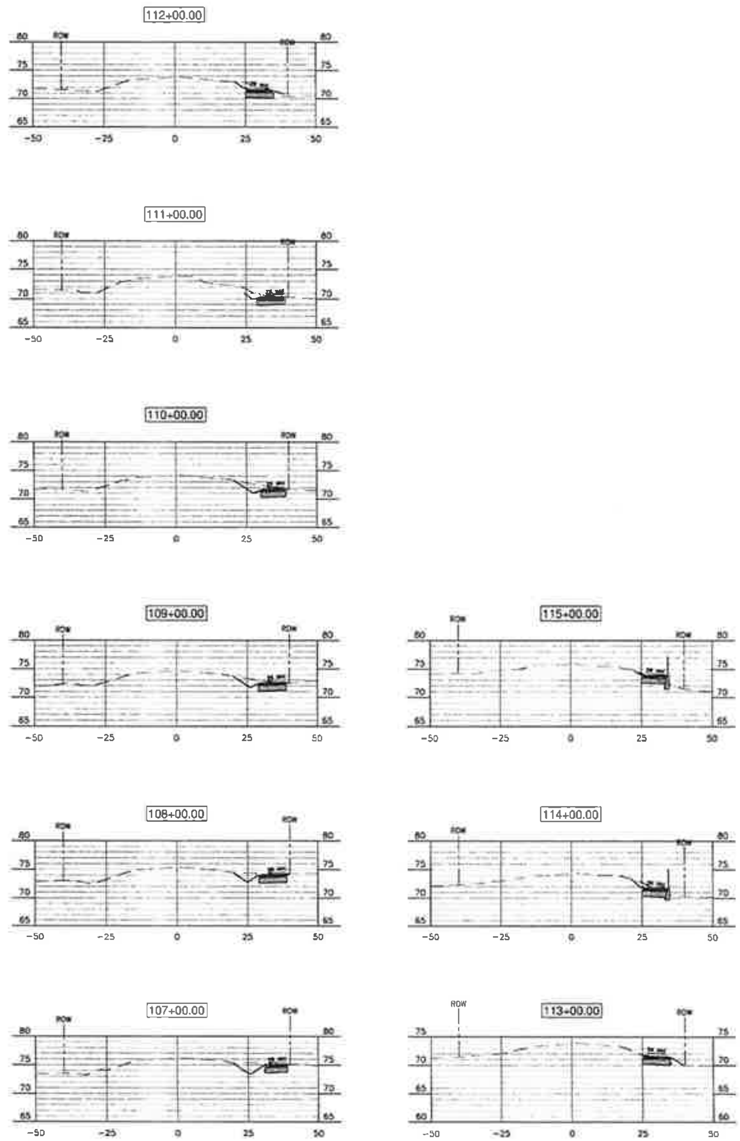
Certificate of Authorization No. 2648

CHRISTOPHER S. TOWNE, P.E.

PROJECT NO. 11-0180.002

DATE: MAY 2013

DRAWING: 33



SITE ENGINEERING PLANS FOR
SW 8TH AVENUE
MULTI-USE PATH
ALACHUA COUNTY, FLORIDA

CROSS SECTIONS
STA. 107+00 TO STA. 115+00

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REVISIONS

NO	DATE	DESCRIPTION	BY

DESIGNED BY JW
DRAWN BY JW
CHECKED BY CST
APPROVED BY CST

DRMP
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Gainesville, Florida 32608
Phone: (352) 371-2741 Fax: (352) 372-4318

Certificate of Authorization No. 2648

CHRISTOPHER S. TOWNE, P.E.

PROJECT NO. 11-0180.002

SCALE 1" = 20' (HORIZONTAL) 1" = 10' (VERTICAL)

DATE MAY 2013

DRAWING 33

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

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May 15, 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.

t:\marlie\ms13\mtpo\memo\bylawsfeb20.docx

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May 15, 2013

TO: Technical Advisory Committee

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Year 2040 Population Projections

STAFF RECOMMENDATION

Approve the population projections in Table 1 as the basis for distributing population to Year 2040 traffic analysis zones.

BACKGROUND

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area must approve an updated long range transportation plan by October 26, 2015. One task that is completed early in the plan update process is a projection of future (Year 2040) population for each municipality and the unincorporated area. The following steps describe how the projections in Table 1 were developed-

Step One- Obtain the latest available Alachua County "medium" population projections from the University of Florida, Bureau of Economic and Business Research for the Year 2040. Table 1 shows this projection to be 305,400.

Step Two- Obtain the latest available population estimates from the University of Florida, Bureau of Economic and Business Research in order to determine the "percent of total" that each municipality and the unincorporated area is of the total Alachua County population estimate. This information is shown in Table 1.

Step Three- Use the "percent of total" population estimate information in Table 1 as the basis for projecting Year 2040 population for each municipality and the unincorporated area.

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Table 1
Population Estimates and Projections
Alachua County, 2012 to 2040

Municipality	April 1, 2012 Estimate	Percent of Total	2040 Projection	Percent of Total
Alachua	9,134	3.70%	11,300	3.70%
Archer	1,130	0.46%	1,405	0.46%
Gainesville	123,903	50.21%	153,341	50.21%
Hawthorne	1,389	0.56%	1,710	0.56%
High Springs	5,355	2.17%	6,627	2.17%
LaCrosse	356	0.14%	428	0.14%
Micanopy	605	0.25%	764	0.25%
Newberry	4,957	2.01%	6,139	2.01%
Waldo	969	0.39%	1,191	0.39%
Unincorporated Area	98,972	40.11%	122,496	40.11%
TOTAL	246,770	100%	305,400	100%

T:\Marlie\MS13\LRTP\projections.xlsx

Sources: Florida Estimates of Population 2012, Bureau of Economic and Business Research, University of Florida.
Projections of Florida Population by County, 2015-2040, with Estimates for 2012, Volume 46, Bulleting, 165, March 2013, Bureau of Economic and Business Research, University of Florida.

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May 15, 2013

TO: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

FROM: Marlie Sanderson, AICP, Director of Transportation Planning

SUBJECT: Transportation Alternative Projects

STAFF RECOMMENDATION

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

BACKGROUND

Attached is an email from the Florida Department of Transportation discussing the Transportation Alternatives Program. In this email, Mr. Barney Bennette, Florida Department of Transportation District 2 Enhancement Program Coordinator, states that the next solicitation cycle for transportation alternatives projects begins early next year. Next year's schedule is to request new projects for funding in September, with applications due around the end of November.

Recommended Timetable

July 24th and 25th-	Recommendations are made by the MTPO Advisory Committees concerning two new projects for funding applications. According to page 13 of the List of Priority Projects, the next two highest priorities for funding are Priority #3 (E. University Avenue) and Priority #4 (Norton Elementary Trail).
August 5th-	MTPO Approves Two New Projects for Funding Applications
September/October-	Two Project Applications Prepared
Late November-	Two Project Applications Submitted

t:\marlie\ms13\tac\taaugustrecmay22.docx

Marlie Sanderson

From: Bennette, Barney [Barney.Bennette@dot.state.fl.us]
Sent: Friday, May 10, 2013 2:05 PM
To: Marlie Sanderson; Leistner, Deborah L.
Cc: Scott Koons; Mike Escalante; Taulbee, Karen; Scott, Teresa A.; Sadler, Katrina; Green, Jordan
Subject: Gainesville MTPO: Transportation Alternatives Projects for FY 2019

Marlie and Debbie,
We have reviewed the TAP applications for the Gainesville area MPO.

- Priority 1, NW 45th Ave: We did not create a Candidate project for the NW 45th Avenue because the 30' R/W is believed to be too narrow to accommodate a sidewalk and the existing utilities along the roadway. Given the narrow right of way and proximity to residences and apartments, easements may be required. This may be better if it were funded by local government and is really not a good candidate for federal transportation funding.

- Priority 2, SE 27th Path: I have entered a Candidate Project for the SW 27th Street path from Williston Road to 35th Place. The project will be administered by the City of Gainesville using the Local Agency Program. The project number is 433989-1.

Tentatively the design will be programmed in FY 2017 and the construction in FY 2019. These dates may need to be adjusted based on our allocation and balancing the program and a more definitive time-frame will be presented during the Work Program public hearings in November or December.

Finally, the new Transportation Legislation (MAP-21) has given us added challenges in managing the Transportation Alternatives Program. Beginning with the next solicitation cycle, we will request new projects sometime in September with the applications for new projects due around Thanksgiving time.

Thanks,
Barney Bennette, PE
Florida Department of Transportation, District 2
Strategic Intermodal System Coordinator
Enhancement Program Coordinator
1109 S. Marion Avenue, MS 2007
Lake City, FL 32025-5874
(386) 961-7878
barney.bennette@dot.state.fl.us
PE # 41821

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May 15, 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

t:\marlie\ms13\tac\elect.docx

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- Matthew Muller 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

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* 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	5/23/2012	7/25/2012	9/19/2012	11/28/2012	1/23/2013	2/20/2013	PERCENT IF ABSENT AT NEXT MEETING 5/22/2013
E J Bolduc	14-Dec	P	P	P	P	P	P	86%
Thomas Bolduc	15-Dec	-	-	-	-	P	P	-
Rob Brinkman	14-Dec	P	P	A	P	P	P	71%
Nelle Bullock	13-Dec	A	P	P	P	P	P	71%
Rajeeb Das	15-Dec	-	-	-	-	P	E	-
Mary Ann DeMatas	14-Dec	A	P	P	P	P	P	71%
Vacant	13-Dec	-	-	-	-	-	-	-
Jan Frentzen	15-Dec	-	-	-	-	A	E	-
Melinda Koken	15-Dec	-	-	-	-	P	P	-
Chandler Otis	15-Dec	-	-	-	-	P	P	-
John Richter	13-Dec	P	P	E	P	P	P	71%
James Samec	14-Dec	P	P	P	P	A	P	71%
Holly Shema	13-Dec	-	-	-	-	A	P	-
Ruth Steiner	14-Dec	P	P	P	P	P	P	86%
Ewen Thomson	13-Dec	P	P	P	P	P	E	86%

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

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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 May 10, 2013

Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

Transmitted electronically to: byerly@alachuacounty.us ; mayor@cityofgainesville.org; sanderson@ncfrpc.org

March 18, 2013

The Honorable Mike Byerly, Chair
Alachua County Board of County Commissioners
12 SE 1st Street
Gainesville, FL 32601

The Honorable Craig Lowe, Mayor
200 E. University Ave.
Gainesville, FL 32601

Subject: SR 329 (Main Street) transfer from Depot Avenue to SR 331 (Williston Road)

Dear Commissioner Byerly and Mayor Lowe:

The December 3, 2012, meeting of the Gainesville MTPO included a presentation by the Gainesville Community Redevelopment Agency (CRA) regarding Main Street south of Depot Avenue. The presentation outlined changes to the roadway typical section including reducing the number of travel lanes, on-street parking, medians, etc. As explained at the meeting, Main Street remains under the jurisdiction of the Florida Department of Transportation as SR 329 between SR 331 (Williston Road) and Depot Avenue. Prior commitments by the Alachua County Board of County Commissioners included the transfer of this section of Roadway from the Department to Alachua County upon the completion of the reconstruction of Main Street between Depot Avenue and NW 8th Avenue. The Department has completed the reconstruction project. However, the transfer of Main Street to Alachua County has not been completed due to changes by the Alachua County Board of County Commissioners.

The Florida Department of Transportation encourages the Alachua County Board of County Commissioners and the City of Gainesville to work together to reach an agreement on which agency should assume the ownership and maintenance of Main Street. Until such time that the above reference section of roadway is removed from the state system, no further modifications to Main Street will be approved by the Department. Any requested modifications or changes to a state facility must be submitted to the Department and a permit issued in advance of any activities with the Department's rights-of-way.

The Department welcomes the opportunity to work with Alachua County and the City of Gainesville to finalize the ownership and maintenance responsibilities for this section of roadway. If you have any questions or need any further information, please contact me at (904) 360-5646 or via email at James.Bennett@dot.state.fl.us.

Respectfully,

James G. Bennett, P.E.
Urban Transportation Development Manager

CC: Alachua County Commissioners
City of Gainesville Commissioners
Gainesville MTPO