II

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March 28, 2018

TO: Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Meeting Announcement and Agenda

On April 4, 2018, the Technical Advisory Committee will meet at 2:00 p.m. in the **Charles F. Justice Conference Room, North Central Florida Regional Planning Council, 2009 NW 67th Place.** Also, on April 4, 2018 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)***

Page #1 **II.** **Approval of Meeting Agenda** **APPROVE AGENDA**
7:05 p.m.

Page #3 **III.** **Approval of Committee Minutes** **APPROVE MINUTES**
7:10 p.m.

7:15 p.m. **IV.** **Committee Elections*** **ELECT CHAIR AND VICE-CHAIR**
CAC Only

Each year, a new Chair and Vice-Chair are elected.

Page #13 **V.** **Transportation Improvement Program Amendment - Two Federal Transit Administration Section 5310 Small Urban Grant Awards and One Federal Transit Administration Section 5339 Capital Grant Award to the Regional Transit System** **APPROVE STAFF RECOMMENDATION**
7:20 p.m.

The Florida Department of Transportation has requested a Transportation Improvement Program amendment to add two Section 5310 Small Urban Grant awards and one Section 5339 Capital Grant award in Fiscal Year 2017-18.

Page #17 **7:25 p.m.**	**VI.**	**Unified Planning Work Program**	**APPROVE STAFF RECOMMENDATION**

Every two years, the Metropolitan Transportation Planning Organization is required to approve a two-year Unified Planning Work Program in order to receive federal funds.

Page #19 **7:30 p.m.** **CAC Only**	**VII.**	**Kermit Sigmon Citizen Participation Award - 2017**	**SELECT RECIPIENT**

Each year, the Citizens Advisory Committee selects a recipient for this award.

Page #21 **TAC Only**	**VIII.**	**State Highway System Roundabouts**	**DEVELOP PRIORITIZED LIST**

The Metropolitan Transportation Planning Organization referred development of a ranked list of roundabout locations on the State Highway System to its advisory committees.

Page #45 **TAC Only**	**IX.**	**State Road 222 (NE 39th Avenue) Crosswalk - NE 28th Drive Bus Turnaround**	**APPROVE STAFF RECOMMENDATION**

The Metropolitan Transportation Planning Organization referred development of a cost estimate for installation of a Regional Transit System bus turnaround on NE 28th Drive to serve Grace Marketplace/Dignity Village riders.

Page #53 **TAC Only**	**X.**	**Year 2045 Long-Range Transportation Plan Update - Request for Qualifications and Scope of Services**	**APPROVE STAFF RECOMMENDATION**

To meet the federal requirement to update its long-range transportation plan by October 5, 2020, the Metropolitan Transportation Planning Organization will be contracting with a consultant to develop the Year 2045 Long-Range Transportation Plan.

Page #57 **TAC Only**	**XI.**	**Regional Transit System - Midblock Crossing List**	**NO ACTION REQUIRED**

The Technical Advisory Committee requested that the Regional Transit System Midblock Crossing list be discussed at its next meeting.

XII. Information Items

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

Page #59 A. Advisory Committee Attendance Records
Page #61 B. Meeting Calendar- 2018

*No handout included with the enclosed agenda item.
*No handout included with the enclosed agenda item.

III

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, Florida

February 7, 2018
2:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
Dekova Batey	Linda Dixon, Vice-Chair	None	Michael Escalante
Aaron Carver	Ron Fuller		
Jeffrey Hays, Chair	James Speer		
Krys Ochia			
Deborah Leistner			
Dean Mimms			
Brian Singleton			
Karen Taulbee			

CALL TO ORDER

Chair Jeffrey Hays, Alachua County Transportation Planning Manager, called the meeting to order at 2:11 p.m. for discussion items only.

I. INTRODUCTIONS

Chair Hays introduced himself and asked others to introduce themselves.

IV. STATE HIGHWAY SYSTEM ROUNDABOUTS

Michael Escalante, Senior Planner, stated that the Metropolitan Transportation Planning Organization referred the development of a priority list of roundabouts on the State Highway System to its advisory committees. He discussed Florida Design Guideline materials and answered questions.

A quorum was achieved at 2:14 p.m.

II. APPROVAL OF THE MEETING AGENDA

Chair Hays asked for approval of the agenda.

MOTION: Brian Singleton moved to approve the meeting agenda. Dean Mimms seconded; motion passed unanimously.

III. APPROVAL OF COMMITTEE MINUTES

Chair Hays stated that the November 15, 2017 minutes are ready for consideration of approval by the Technical Advisory Committee.

MOTION: Brian Singleton moved to approve the November 15, 2017 Technical Advisory Committee minutes. Karen Taulbee seconded; motion passed unanimously.

IV. STATE HIGHWAY SYSTEM ROUNDABOUTS (Continued)

Mr. Escalante continued discussion of the Florida Design Guideline materials and answered questions.

By consensus, the Committee agreed that Alachua County staff and City of Gainesville staff should provide lists of roundabout locations on the State Highway System for consideration by the Committee at its next meeting.

V. STATE ROAD 222 (NE 39TH AVENUE) CROSSWALK

Mr. Escalante stated that the a concern was received from a citizen regarding installation of a crosswalk on State Road 222 (NE 39th Avenue) at NE 28th Drive. He said that this concern was forwarded to the Florida Department of Transportation District 2 Safety Office. He reported that District 2 is seeking a variance for a midblock crossing on State Road 222 (NE 39th Avenue).

ACTION: Deborah Leistner moved to recommend that the Metropolitan Transportation Planning Organization request that the Florida Department of Transportation proceed with the evaluation for the installation a midblock crosswalk with control on State Road 222 (NE 39th Avenue) at or near NE 28th Drive. Krys Ochia seconded; motion passed unanimously.

By consensus, the Committee agreed to discuss of the Regional Transit System midblock crossing list at its next meeting.

VI. NONE

VII. NONE

VIII. INFORMATION ITEMS

Krys Ochia, Regional Transit System Planner, discussed temporary Americans with Disabilities Act-compliant bus stops at construction sites.

Brian Singleton, Alachua County Public Works Engineer, stated that it was the responsibility of a permitee to provide temporary Americans with Disabilities Act-compliant bus stops at construction sites where permanent Americans with Disabilities Act-compliant bus stops exist.

ADJOURNMENT

The meeting was adjourned at 2:52 p.m.

_____ _____

Date Jeffrey Hays, Chair

MINUTES

GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY
METROPOLITAN TRANSPORTATION PLANNING ORGANIZATION
CITIZENS ADVISORY COMMITTEE

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

May 17, 2017
7:00 p.m.

MEMBERS PRESENT	MEMBERS ABSENT	OTHERS PRESENT	STAFF PRESENT
E. J. Bolduc	Rob Brinkman, Chair	Dekova Batey	Michael Escalante
Thomas Bolduc	Nelle Bullock		Scott Koons
Mary Ann DeMatas	John Picket		
Luis Diaz	Ewen Thomson		
Jan Frentzen, Vice-Chair			
Delia Kradolfer			
Gilbert Levy			
Chandler Otis			
James Samec			
Ruth Steiner			
Paul Thur de Koos			

CALL TO ORDER

Vice-Chair Jan Frentzen called the meeting to order at 7:12 p.m.

I. INTRODUCTIONS

Vice-Chair Frentzen introduced himself and asked others to introduce themselves.

II. APPROVAL OF THE MEETING AGENDA

Vice-Chair Frentzen asked that the agenda be approved.

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

III. APPROVAL OF COMMITTEE MINUTES

Vice-Chair Frentzen asked for approval of the March 15, 2017 Citizens Advisory Committee meeting minutes.

MOTION: Thomas Bolduc moved to approve the March 15, 2017 Citizens Advisory Committee minutes. James Samec seconded; motion passed unanimously

IV. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FOR FISCAL YEARS 2016-17 TO 2020-21 FEDERAL TRANSIT ADMINISTRATION SECTION 5310 CAPITAL GRANT

Michael Escalante, Senior Planner, stated that the Florida Department of Transportation has requested an amendment to the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program. He reported that the amendment is for the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant.

MOTION: E. J. Bolduc moved to recommend that the Metropolitan Transportation Planning Organization amend the Fiscal Years 2016-17 to 2020-21 Transportation Improvement Program to add the purchase of one vehicle and wheelchair tie-downs for existing vehicles funded by a Federal Transit Administration Section 5310 Capital Grant. Thomas Bolduc seconded; motion passed unanimously.

V. TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT - FOR FISCAL YEARS 2017-18 TO 2021-22

Mr. Escalante stated that the Transportation Improvement Program is the most important document that is approved annually by the Metropolitan Transportation Planning Organization. He said that the Transportation Improvement Program is a staged implementation program of transportation projects to the maximum extent feasible consistent with adopted comprehensive plans of Alachua County and the City of Gainesville. He added that, in order for Federal transportation funds to be spent in the Gainesville Metropolitan Area, they must be approved by the Metropolitan Transportation Planning Organization and included in the Transportation Improvement Program. He discussed the project in the draft Transportation Improvement Program, including modifications by the Florida Department of Transportation in response to Metropolitan Transportation Planning Organization comments, and answered questions.

MOTION: Ruth Steiner moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program. James Samec seconded; motion passed unanimously.

VI. LIST OF PRIORITY PROJECTS

Mr. Escalante stated that, each year, the Metropolitan Transportation Planning Organization develops priorities for unfunded projects. He said that these priorities are used by the Florida Department of Transportation to develop its Tentative Work Program. He added that the draft List of Priority Projects includes projects from the recently adopted Year 2040 Long Range Transportation Plan and from local agency recommendations. He discussed the draft List of Priority Projects, reported the Technical Advisory Committee recommendation and answered questions.

Dekova Batey, Bicycle/Pedestrian Coordinator, discussed the Downtown Connector crossing and answered questions.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization approve the Fiscal Years 2018-19 to 2022-23 List of Priority Projects revisions shown in Exhibit 1. James Samec seconded; motion passed unanimously.

MOTION: Ruth Steiner moved to recommend that the Metropolitan Transportation Planning Organization refer the Glen Springs Braid project to its Technical Advisory Committee to identify segments for Safe Routes to School funding in the Fiscal Years 2019-20 to 2023-24 List of Priority Projects. Thomas Bolduc seconded; motion passed unanimously.

VII. PUBLIC INVOLVEMENT PLAN

Mr. Escalante stated that the Metropolitan Transportation Planning Organization reviews the Public Involvement Plan each year. He discussed revisions to the plan and answered questions.

MOTION: Thomas Bolduc moved to recommend that the Metropolitan Transportation Planning Organization approve the revised Public Involvement Plan. James Samec seconded; motion passed unanimously.

VIII. COMMITTEE ELECTIONS

Mr. Escalante stated that the Citizens Advisory Committee needs to elect a new Chair and Vice-Chair. He also stated that Rob Brinkman is the current Chair and Jan Frentzen is the current Vice-Chair.

MOTION: Gilbert Levy moved to re-elect Rob Brinkman as the Citizens Advisory Committee Chair and Jan Frentzen as the Citizens Advisory Committee Vice-Chair. Chandler Otis seconded; motion passed unanimously.

IX. INFORMATION ITEMS

There was no discussion of information items.

ADJOURNMENT

The meeting was adjourned at 8:21 p.m.

_____ _____

Date Jan Frentzen, Vice-Chair

EXHIBIT 1

Bicycle/Pedestrian Priorities

Table 1 identifies bicycle/pedestrian project priorities - state Safe Routes to School State Highway System and SUNTrail funds and federal Transportation Alternatives Program funds for the Fiscal Years 2017-18 to 2021-22 Transportation Improvement Program.

Table 1
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
Safe Routes to School Funds			
1-SR	NW 42 Avenue	FM: NW 13 Street TO: NW 6 Street	Construct Sidewalk
2-SR	SE 43 Street	FM: Hawthorne Road TO: University Avenue	Pedestrian Modifications
3-SR	SW 24 Avenue	FM: SW 87 Way TO: SW 77 Street	Construct Multi-use Path
4-SR	NW 45 Avenue	FM: NW 34 Street TO: NW 24 Boulevard	Construct Multi-use Path
State Highway System Funds			
TAC/CAC* 1-SH	W University Avenue [SR 26]	AT: NW 16 Street AT: NW 17 Street AT: NW 19 Street	Install Enhanced Pedestrian Crossings [29,000 AADT]
TAC/CAC* 2-SH	W University Avenue [SR 26]	FM: Gale Lemerand Drive TO W 13 Street [SR 25]	Construct Bikeway/Sidewalk [29,000 AADT]
3 SH	E University Avenue [SR 26]	AT: Waldo Road [SR 24]	Pedestrian-Oriented Intersection Design [18,700 AADT]
4-SH	E University Avenue [SR 26]	FM: E 7 Street TO: E 10 Street	Construct Raised Median [20,500 AADT]
5-SH	University Avenue [SR 26]	AT: Corridorwide	Install Transit Shelters and Benches [29,000 AADT]
6-SH	E University Avenue [SR 26]	FM: E 1 Street TO: E 3 Street	Construct Midblock Pedestrian Crossings [20,500 AADT]
7-SH	University Avenue [SR 26]	AT: Corridorwide	Install Bicycle Striping and Signal Detection [29,000 AADT]
8-SH	Newberry Road [SR 26]	FM: NW 59 Street TO: NW 34 Street [SR 121]	1. Restripe the pavement to 11-foot general purpose travel lanes with protected bikelanes between NW 52nd Terrace and NW 34th Street (State Road 121) without loss of the westbound right turnlane at NW 43rd Street; 2. Conduct a speed zone study between NW 59th Street and NW 40th Drive; and 3. Prioritize this project for State Highway System funding. [29,000 AADT]

Table 1 (Continued)
Bicycle/Pedestrian Priorities
Fiscal Years 2017-18 to 2021-22
(within the Gainesville Metropolitan Area)

Number	Project	Location	Description
SUNTrail Funds			
1-ST	Gainesville-Hawthorne Trail	FM: La Chua Trail Entrance TO: Depot Park	Resurface Trail
TAC 2-ST	Downtown Connector Rail-Trail Crossing	AT: Williston Road [SR 331]	Construct Grade-Separated Crossing
3-ST	Hull Road	AT: SW 34 Street [SR 121]	Construct Grade-Separated Crossing
TAC/CAC* 4-ST	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue
Number	**Project**	**Location**	**Description**
Transportation Alternatives Program Funds			
1-T	Archer Road [SR 24]	FM: SW 34 Street [SR 121] TO: SW 16 Avenue [SR 226]	Add Midblock Pedestrian-Actuated Crossings
2-T	SW 20th Avenue	FM: SW 43 Street TO: SW 34 Street [SR 121]	Fill In Sidewalk Gaps and Add Midblock Pedestrian-Actuated Crossings
3-T	Williston Road [SR 331] @ Downtown Connector Rail-Trail	FM: SE 4 Street TO: SE 12 Avenue	1. Conduct a speed zone study on from SE 12th Avenue south to SE 4th Street to determine the feasibility of extending the 35 mile per hour speed zone to include the Downtown Connector Rail-Trail crossing; 2. Conduct a pedestrian signal analysis at the Downtown Connector Rail-Trail crossing; 3. Conduct a line-of-sight analysis of the curve; and 4. Increase visibility of both motorists and trail users.
4-T	Glen Springs Braid	FM: Gainesville High School TO: NW 34 Street [SR 121]	Construct Bicycle/Pedestrian Trail
5-T	Gainesville Regional Utilities Right-Of-Way	FM: Depot Park TO: Williston Road [SR 331]	Construct Bicycle/Pedestrian Trail
6-T	NE 27 Avenue	FM: State Road 222 TO: State Road 26	Construct 8-Foot Multiuse Path on North Side of Roadway
7-T	Williston Road [SR 331]	FM: Sweetwater Wetlands Park TO: Gainesville-Hawthorne Rail/Trail Connector	Construct Bicycle/Pedestrian Trail
8-T	SE 8 Avenue	FM: Williston Road [SR 331] TO: Hawthorne Road [SR 20]	Construct Sidewalk
9-T	NW 143 Street	FM: Newberry Road [SR 26] TO: NW 39 Avenue [SR 222]	Complete Sidewalk Network
10-T	NW 6 Street Rail/Trail Extension	FM: NW 16 Avenue TO: NW 39 Avenue	Extend the Rail/Trail North to NW 39 Avenue

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

ADA = Americans with Disabilities Act of 1990; AADT = Average Annual Daily Traffic; E = East; FM = From; NW = Northwest; RTS = Regional Transit System; SR- State Road; SW = Southwest; UF = University of Florida; W = West

Initial Transportation Alternatives Program Priorities were developed by a Technical Advisory Committee working group.

* Blue text indicates recommended revisions to original draft List of Priority Projects presented to the Citizen Advisory Committee and Technical Advisory Committee.

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March 28, 2018

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director SRK

SUBJECT: Transportation Improvement Program Amendment-
Two Federal Transit Administration Section 5310 Small Urban Grant Awards and
One Federal Transit Administration Section 5339 Capital Grant Award to the
Regional Transit System

STAFF RECOMMENDATION

Amend the Transportation Improvement Program to add funding to Fiscal Year 2017-18 for the following Federal Transit Administration grant awards:

- **Section 5310 Small Urban Grant award for capital purchase;**
- **Section 5310 Small Urban Grant award for Regional Transit System operations; and**
- **Section 5339 Capital Grant award (Exhibit 1).**

BACKGROUND

The Florida Department of Transportation has informed the Metropolitan Transportation Planning Organization that the Regional Transit System has been awarded for Fiscal Year 2017-18 the following Federal Transit Administration grant awards:

- Section 5310 Small Urban Grant award for capital purchase (4352108);
- Section 5310 Small Urban Grant award for Regional Transit System operations (4425701); and
- Section 5339 Capital Grant award (4415201).

Therefore, the Metropolitan Transportation Planning Organization needs to amend its Transportation Improvement Program to add this project.

Attachment

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EXHIBIT 1

Florida Department of Transportation

RICK SCOTT
GOVERNOR

Jacksonville Urban Office
2198 Edison Avenue
Jacksonville, FL 32204-2730

MIKE DEW
SECRETARY

TRANSMITTED ELECTRONICALLY – March 23,2018

Mr. Scott Koons, AICP
Executive Director
North Central Florida Regional Planning Council
2009 NW 67th Place
Gainesville, FL 32653-1053

Re: FDOT Amendment to the MTPO Transportation Improvement Program for FY 2017/18 – FY 2021/22

Dear Mr. Koons,

The Florida Department of Transportation requests placement on the agenda for the April 2018 meeting of the Transportation Planning Organization for the Gainesville Urbanized Area (MTPO). The agenda item is a proposed Transportation Improvement Program (TIP) amendment for Regional Transit System (RTS). The amounts listed below are the total project costs to be shown in the TIP amendment report.

FPID 442577-1 **PROJECT I** RTS 5310 Small Urban Grant - Operations

FUND	DU	$ 25,000
	LF	$ 25,000
Total Project		$ 50,000

This amendment adds the project to the current TIP.

FPID 435210-8 **PROJECT** RTS 5310 Small Urban Grant-Capital

FUND	DU	$120,000
	DPTO	$ 15,000
	LF	$ 15,000
Total Project		$150,000

This amendment adds the project to the current TIP

FPID	441520-1	**PROJECT**	RTS 5339 Capital
FUND	FTA	$259,662	
Total Project		$259,662	

If you have any questions about this project or this amendment request please call me at (904) 360.5652.

Sincerely,

Karen Taulbee

Urban Planning Manager
Karen.Taulbee@dot.state.fl.us

xc: Jesus Gomez, RTS

North Central Florida Regional Planning Council

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March 28, 2018

TO: Bicycle/Pedestrian Advisory Board
Citizens Advisory Committee
Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Unified Planning Work Program

STAFF RECOMMENDATION

Recommend approval of the Unified Planning Work Program, with the understanding that additional administrative revisions requested by state and federal review agencies will be made as necessary by staff.

BACKGROUND

In order to receive federal transportation planning funds, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is required to approve a Unified Planning Work Program every two years. The Unified Planning Work Program outlines and describes planning efforts to be undertaken by participating agencies to maintain a comprehensive, cooperative and continuing transportation planning program in the Gainesville Urbanized Area.

Listed below is the link to draft Unified Planning Work Program.

http://ncfrpc.org/mtpo/FullPackets/MTPO/2018/UPWP_2019_2020_mardft_fdot.pdf

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March 28, 2018

TO: Citizens Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Dr. Kermit Sigmon Citizen Participation Award- 2017

STAFF RECOMMENDATION

Select a recipient for the Dr. Kermit Sigmon Citizen Participation Award for 2017.

BACKGROUND

In 1997, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approved the annual Dr. Kermit Sigmon Citizen Participation Award. This award is presented each year to a recipient, selected by the Citizen Advisory Committee, to be recognized for their contribution to the transportation planning process of the community. Below is a listing of past recipients.

Previous Recipients			
1997-	Ruth Sigmon	2007-	Martin Gold
1998-	Perry Maull	2008-	Mike and Susan Wright
1999-	South West Alliance for Planning	2009-	Sharon Hawkey
2000-	Var Heyl and Cindy Smith	2010-	Mayor Mark Goldstein
2001-	Chandler Otis	2011-	Ed Poppell
2002-	Gerry Dedenbach	2012-	Scott Fox
2003-	Dr. Linda Crider	2013-	Thomas Hawkins
2004-	Dan Burden	2014-	Ron Cunningham
2005-	Julia Reiskind	2015-	Marlie Sanderson
2006-	Dr. Ruth Steiner	2016-	Gainesville Citizens for Active Transportation

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March 28, 2018

TO: Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director SRK

SUBJECT: State Highway System Roundabouts

STAFF RECOMMENDATION

Develop a prioritized list of candidate intersections for roundabouts on State Highway System facilities that meet traffic control warrants or are scheduled for traffic signal update for consideration by the Metropolitan Transportation Planning Organization.

BACKGROUND

At its December 4, 2017 meeting, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area discussed State Highway System Roundabout policy and referred development of a ranked list of candidate intersections for roundabouts on the State Highway System to its advisory committees and staff. At its February 7, 2018 meeting, the Technical Advisory Committee requested that the Alachua County and Gainesville Transportation Planning Managers develop draft lists of roundabout locations. Below is the current list of candidate roundabouts:

State Highway System Intersection Roundabout Priorities		
Priority	State Highway System Facility	Cross Street
Alachua County		
1	State Road 24 (Archer Road)	SW 91st Street
2	State Road 121	SW 62nd Avenue
3	State Road 222	State Road 26
City of Gainesville		
1	State Road 24A/226 (SW 16th Avenue)	SW 6th Street
2	State Road 24A/226 (SW 16th Avenue)	South Main Street

Exhibit 1 identifies roadways with roundabouts on the State Highway System. Exhibit 2 is a excerpt from the Florida Department of Transportation Design Manual Roundabout Evaluation. Exhibit 3 is a excerpt from the Florida Department of Transportation Design Manual Modern Roundabouts.

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EXHIBIT 1

Florida Roundabouts
Roundabouts on the State Highway System

County	Community	Intersection
Hillsborough	Tampa	SR 585 at 23rd/22nd Avenue
Leon	Tallahassee	SR 371 (Gaines Street) at SR 157 (S. Woodward Avenue)
Manatee	Bradenton Beach	SR 789 at Bridge Street
Martin	Jensen Beach	SR 732/Jensen Beach Causeway at Indian River Drive
Martin	Jensen Beach	SR A1A at SR 732/Jensen Beach Causeway
Martin	Port Salerno	SR A1A (Dixie Hwy) at SE Cove Road
Martin	Stuart	SR 707 (Dixie Hwy) at 2nd St./Akron Ave/St Lucie Avenue
Martin	Stuart	SR A1A (SE Ocean Blvd) at S Colorado Avenue
Martin	Stuart	SR A1A (Dixie Hwy) at St Lucie Blvd/SE Manatee Lane
Nassau	Amelia Island	SR A1A at Beach Lagoon Road
Nassau	Amelia Island	SR A1A at Amelia Village Circle
Nassau	Amelia Island	SR A1A at David Gregory Drive/Dan Neal Road
Nassau	Amelia Island	SR A1A at Gerbing Road/Buccaneer Trail
Nassau	Fernandina Beach	SR A1A/Fletcher Av at SR 108/Sadler Road
Palm Beach	Lake Worth	SR 802/Lake Worth at A Street
Palm Beach	Palm Beach	SR A1A (Ocean Blvd) at SR 80 (Southern Blvd)
Pinellas	Clearwater	SR 60 (Causeway Boulevard) at Coronado Dr/Mandalay Ave/Poinsettia Avenue
Polk	Lake Wales	SR 17 at Hunt Brothers Road
Polk	Polk City	SR 33 at Deen Still Road
St. Johns	Riverwalk	SR 13 at River Town Boulevard
St. Lucie	Ft. Pierce	SR A1A/Seaway Drive at Harbor Isle
Suwannee	Live Oak	SR 51 at Irvin Ave/CR 136/11th Street
Volusia	DeLand	SR 44 at Grand Avenue

116 Roundabout Evaluation

116.1 General

FDM 213 provides criteria for design of roundabouts on the SHS. These requirements are supplemented by guidance contained in the ***National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Informational Guide***.

116.2 Roundabout Evaluation

A three-step process has been established to determine if a roundabout is the appropriate control measure for a proposed intersection improvement. Following the completion of the three-step process a final determination of the intersection control to be advanced to design will be made.

For evaluation purposes, the 20-year traffic volumes may be estimated using a growth rate between 1 and 3 percent per year.

SYNCHRO and SIDRA are software packages that are often used to determine performance measures of roundabouts in compliance with the ***Highway Capacity Manual***. The preferred software for evaluation and design of roundabouts on the SHS is the SIDRA standard model with environmental factor of 1.1.

116.2.1 Step 1 Screening

This step is intended to quickly assess project-specific conditions to determine the viability of the roundabout alternative. If any of the screening criteria identifies a documented deterrent to the roundabout alternative then advancing to Step 2 Benefit-to-Cost (B-C) Evaluation is optional. However, if none of the Step 1 criteria identifies a deterrent, then the roundabout option must be advanced to Step 2. Certain physical or geometric complications could make it impossible or uneconomical to construct a roundabout.

Step 1 Screening is a checklist of screening criteria that will identify site specific conditions that are inconsistent with the installation or operation of a roundabout. Document the Step 1 Screening using the standard form at the following link:

http://www.fdot.gov/roadway/FDM/

The screening criteria are as follows:

(1) Unfavorable topography or physical constraints (e.g., steep grade, R/W limitations, utility and drainage conflicts,) may limit visibility, complicate construction, or preclude accommodating the design vehicle.

(2) Major roadway AADT exceeds 90% of the total intersection AADT may cause poor operational performance due to limited gaps for minor road.

(3) Presence of pedestrians with special needs that may have difficulty crossing the roadway. This would include areas such as schools, retirement homes, trail crossings, parks, or institutions that serve the visually impaired.

(4) Intersections located within a coordinated signal network. In these situations, the operation of the arterial might be better served with a coordinated signalized intersection incorporated into the system.

(5) Locations where vehicles exiting the roundabout would be interrupted by downstream conditions. This could include proximity to:

  (a) Over-capacity signals, freeway entrance ramps, or mid-block pedestrian crossings.

  (b) Driveways for significant traffic generators

  (c) Traffic control preemption (e.g., fire stations, railroad tracks, drawbridges)

(6) Proximity of historical sites, 4(f) sites, or socially significant trees, and the relocation of residences or businesses. These types of impacts would indicate that the project would not qualify as a Type 1 Categorical Exclusion (federally funded) or Non-Major State Action (state funded).

The presence of one or more of these conditions does not preclude the installation of a roundabout. However, the presence of any physical or geometric complications suggests that special attention will be necessary during the evaluation and design of the roundabout alternative.

Upon completion of the Step 1 Screening, a decision is made to either advance the roundabout to Step 2 B-C Evaluation or eliminate it from further consideration. This decision must be approved by the appropriate FDOT representative as follows:

- District Design Engineer for Design projects
- District Traffic Operations Engineer for Traffic Operations Projects

If the decision is to not advance the roundabout alternative, place the signed Step 1 Screening form in the project file. If the decision is to advance the roundabout alternative to the next evaluation step, include the signed form with Step 2 documentation.

116.2.2 Step 2 B-C Evaluation

Step 2 B-C Evaluation is a systematic approach to comparing the benefits and costs of a roundabout alternative with a traditional intersection (stop controlled or signal controlled). Benefits are measured in the cost savings associated with a reduced frequency and severity of crashes for each alternative. Costs consider the required investment for each alternative (e.g., R/W, utilities, construction, operation, maintenance). Road user costs can also be included in the analysis if information on driver delay is available. The Step 2 B-C Evaluation spreadsheet and supporting documentation can be downloaded at:

http://www.fdot.gov/roadway/FDM/

The Step 2 spreadsheet analysis provides a B-C ratio that indicates whether or not the roundabout alternative delivers a return on investment over the traditional intersection. A B-C ratio greater than 1.0 indicates that a roundabout is economically warranted.

At the completion of Step 2 B-C Evaluation, the District Traffic Operations Engineer or District Design Engineer will approve or deny the decision to advance the roundabout alternative to Step 3 Geometric and Operational Analysis.

A summary form with signature block is included in the spreadsheet under the "Step 2 Form" tab. If the decision is to not advance the roundabout alternative, place the Step 1 and Step 2 signed forms in the project file. If the decision is to advance the roundabout alternative to the next step, include the Step 1 and Step 2 signed forms with Step 3 documentation.

116.2.3 Step 3 Geometric and Operational Analysis

The Step 3 Geometric and Operational Analysis includes a preliminary design that establishes the roundabout alignment, geometry, and lane requirements. The preliminary design must meet sight distance criteria, accommodate all turning movements of the design vehicle, and control the operating speed of entering, circulating, and exiting traffic. The Step 3 Geometric and Operational Analysis form can be downloaded at:

http://www.fdot.gov/roadway/FDM/

An operational analysis is conducted to determine if the roundabout will accommodate projected traffic volumes at an acceptable level of service (LOS). Roundabout LOS is measured in control delay consistent with other unsignalized intersections.

Required data for the analysis includes the following:

(1) The number and configuration of lanes on each approach

(2) Either of the following:

(a) Demand volumes for each entering vehicular turning movement and each pedestrian crossing movement during the peak 15 minutes, or

(b) Demand volumes for each entering vehicular turning movement and each pedestrian crossing movement during the peak hour, and a peak hour factor for the hour

(3) Percentage of trucks

(4) Volume distribution across lanes for 2-lane entries

(5) Length of analysis period, generally a peak 15-minute period within the peak hour

In cases where a roundabout, all-way stop, or signalized intersection would be located within a half mile of the roundabout being evaluated, a systems-level operational analysis should be completed using software specifically designed for roundabouts in a system.

116.3 Roundabout Summary Report

Document Step 3 in a Roundabout Summary Report that includes the following:

(1) **Cover Sheet**: Describe the project purpose and need and how the roundabout alternative would address these issues. Include a summary of the results from Step 1 Screening, Step 2 B-C Evaluation, and Step 3 Geometric and Operational Analysis. The standard form also contains a check box to indicate whether or not the roundabout will be advanced to final design. The signatures of the District Traffic Operations Engineer and the District Design Engineer are required.

(2) **Operational Analysis**: Include the results of the analysis. Present by lane group in terms of volume-to-capacity ratio, average control delay, level of service, and 95th percentile queue. Use Department-approved 20-year traffic projections for morning and afternoon peak hours for the design year analysis.

(3) **Geometric Performance Checks**: Include documentation for sight distance, swept path, and fastest path performance checks. Indicate the selected design vehicle.

(4) **Preliminary Roundabout Design**: Include a plan sheet of the conceptual geometric layout and alignment of the circulatory roadway and approaches using either a scaled aerial or topographic data. Label the dimensions for major geometric components, including splitter islands, circulatory roadway, truck

aprons, center island, and bypass lanes (if required). Also include the following on the plan sheet:

(a) Significant topographic features; e.g., buildings, driveways, drainage structures, utilities, bicycle, pedestrian, and transit facilities.

(b) Existing and proposed R/W lines

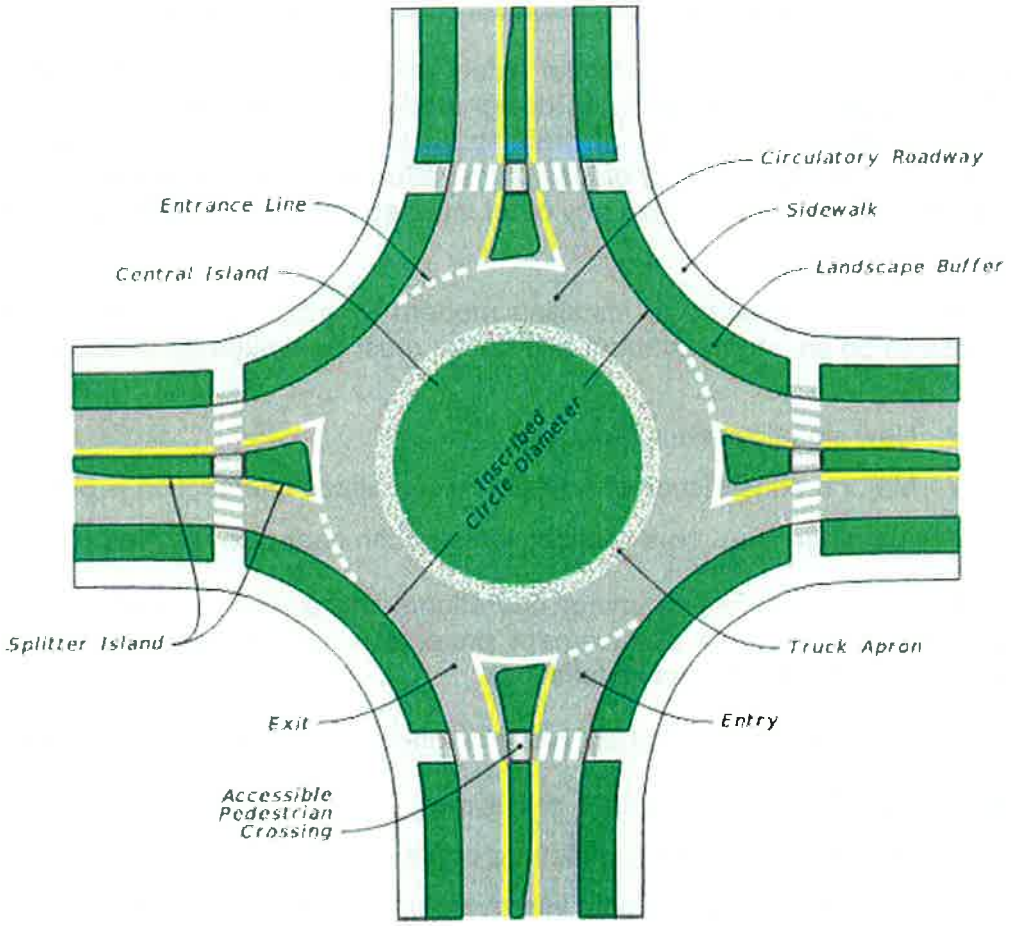
(5) **Step 1 and Step 2 signed forms**: Include signed forms from Step 1 and Step 2 as well as the crash data used to complete the Step 2 evaluation.

213 Modern Roundabouts

213.1 General

This chapter provides design criteria and guidance for the geometric layout of modern roundabouts. A modern roundabout is a circular intersection in which traffic travels counterclockwise around a central island, and entering traffic must yield to circulating traffic. A key design feature of the modern roundabout is the alignment of the entry lane with receiving circulatory roadway. ***Figure 213.1.1*** illustrates the characteristics of a single-lane modern roundabout.

Figure 213.1.1 Modern Roundabout Characteristics



Only single-lane and two-lane modern roundabouts are to be constructed on the SHS. Partial three-lane roundabouts may be acceptable under certain conditions.

Roundabout designs must be submitted to the Central Office for review as early as practical, but no later than Phase II design submittal. See ***FDM 301.4*** for the roundabout review submittal requirements. The design for a roundabout on the SHS requires the approval of the State Roadway Design Engineer.

213.1.1 Roundabout Evaluation

Modification for Non-Conventional Projects:
Delete ***FDM 213.1.1*** and see RFP for requirements.

Modern roundabouts provide substantial safety and operational benefits under a wide range of traffic conditions. FHWA has designated roundabouts as one of nine proven safety countermeasures because of their ability to substantially reduce the types of crashes that result in severe injury or loss of life. Studies show that modern roundabouts provide a higher level of safety than any other intersection type; including pedestrian and bicycle modes.

The Department is committed to installing modern roundabouts on the SHS where it makes sense to do so. A roundabout alternative must be evaluated in accordance with ***FDM 116*** when:

- New signalization is proposed
- Major reconstruction of an existing signalized intersection is proposed
- A change in an un-signalized intersection control is required.

An evaluation is not required for minor operational improvements such as changes to signal phasing, or for signal replacement projects where the primary purpose is to upgrade deficient equipment and installations.

To construct a modern roundabout on the SHS, one of the following must be met:

(1) ***MUTCD*** traffic signal warrants 1 or 2 is met,

(2) Documented high frequency of severe crashes,

(3) Context appropriate operational improvement on low speed facilities, or

(4) Need for speed management when transitioning from a high speed context classification to a lower speed context classification.

While roundabouts may provide a community enhancement, they are not to be constructed on SHS solely for this purpose.

Use 20-year design traffic volumes for roundabout evaluation and design.

213.1.2 NCHRP 672

The criteria contained in the ***FDM*** are supplemented by guidance provided in the ***National Cooperative Highway Research Program (NCHRP) Report 672, Roundabouts: An Informational Guide***.

213.1.3 Design Vehicle

Roundabouts typically accommodate a WB-62FL design vehicle for the through movements on the SHS. A smaller design vehicle may be appropriate for turning movements connecting off-system roads. See ***FDM 201.5*** for additional information on design vehicle.

213.2 Swept Paths

Swept path diagrams assure that there is adequate pavement to accommodate the maneuvers of design vehicle through the roundabout without over-tracking the curb. AUTOTURN is a CADD-based vehicle turning path program that is often used to determine the swept path of the design vehicle.

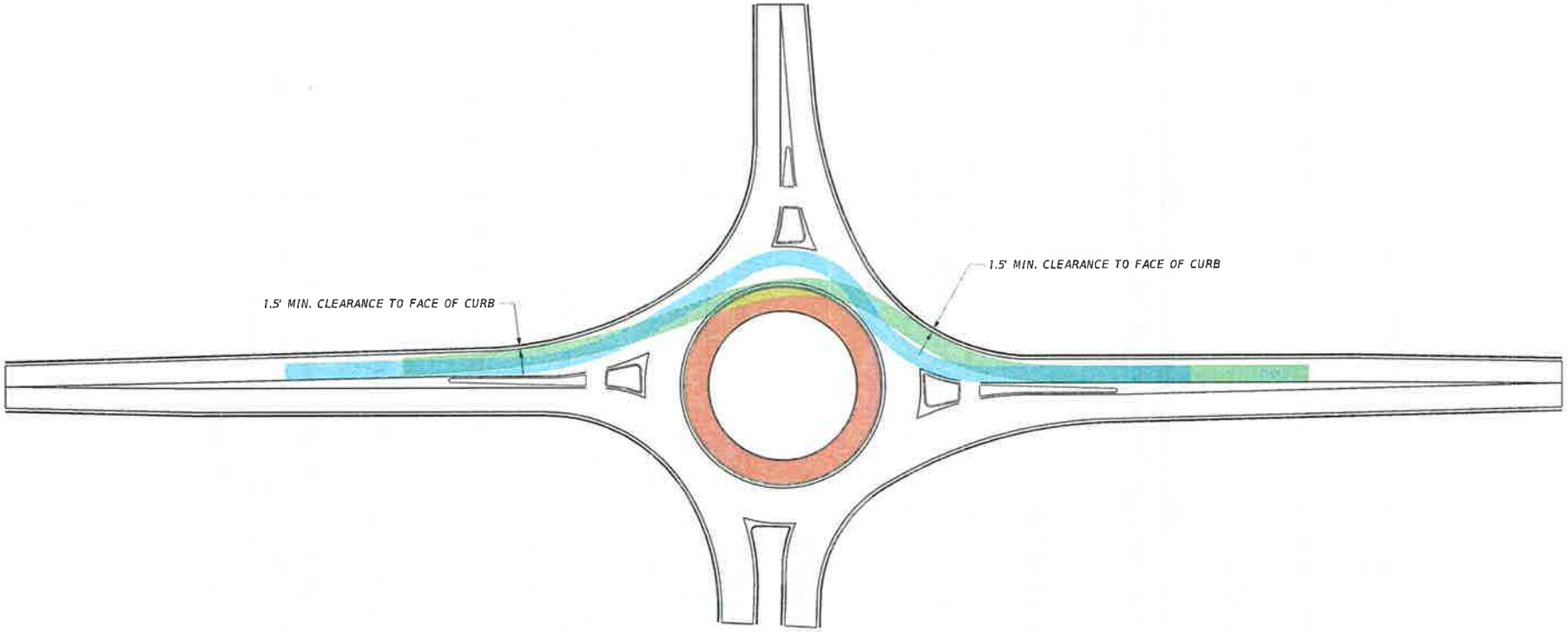
Provide swept path diagrams for the design vehicle for all turning movements. Develop travel paths using continuous smooth spline curve alignments representative of travel paths experienced in the field.

Provide a minimum 1.5-foot clearance between the outside edge of the design vehicle's tire track and the face of curb.

213.2.1 Single-Lane Roundabout

The swept path design vehicle is required to stay within the travel lane and is prohibited from encroaching on the outside gutter pan. The truck trailer is allowed to cross over the inside gutter pan and mount the truck apron. ***Exhibit 213-1*** illustrates a WB-62FL design vehicle swept path for a single-lane roundabout.

SINGLE LANE ROUNDABOUT SWEPT PATH EXAMPLE



NOT TO SCALE

EXHIBIT 213-1
01/01/2018

213.2.2 Two-lane Roundabout

Provide adequate pavement area for the simultaneous passage of the design vehicle and a passenger vehicle through the roundabout and for turning movements. The design vehicle swept paths must stay within the travel lanes without encroaching on the inside and outside gutters, with the exception of the inside gutter of the circulatory roadway. Develop swept path diagrams for all turning movements in the following combinations:

- Design vehicle in the outside lane and passenger vehicle in the inside lane
- Design vehicle in the inside lane and passenger vehicle in the outside lane

It is acceptable for the design vehicle path to encroach on the adjacent travel lane within the circulatory roadway as long as there is sufficient space for the passenger vehicle plus two feet of clearance between the two vehicles. When truck volume is very low, consider allowing the truck-trailer to command both lanes to complete the maneuver.

213.3 Speed Control

Controlling entry, circulating, and exit speeds of vehicles as they navigate through a roundabout has a significant impact on safety and operations. Design roundabouts that limit the speed of approaching traffic and promote consistency in the relative speeds between conflicting traffic streams.

Roundabout design features that serve to control vehicular speeds include:

(1) **Prominent landscaping in the central island:** Prominent landscaping serves to increase visibility of the central island and provide a visual queue to approaching drivers that they are entering a low speed environment. See ***FDM 228*** for landscape design requirements.

(2) **Raised splitter islands and roadside curb:** The segment of roadway adjacent to a roundabout, characterized by the splitter island in the median with curb and gutter on the outside, provides a speed transition zone that promotes slower speeds. Lengthening this transition zone on high speed facilities can be an effective strategy for slowing down traffic prior to entering a roundabout.

(3) **Hard Geometry:** The most effective way to control vehicular speeds at roundabouts is to introduce hard geometric features designed to slow drivers down. These features control speeds by introducing deflection and curvature into the path of the driver. Design parameters have a dramatic impact on the driver's entry, circulating, and exit speeds; e.g., inscribed circle diameter, lane width, entry width, curb locations.

213.3.1 Fastest Path

The effectiveness of speed control within a roundabout can be determined by conducting a fastest path performance check. The fastest path is defined as the smoothest, flattest path possible for a single vehicle, in the absence of other traffic and ignoring all lane markings, traversing through the entry, around the central island, and out the exit. A detailed discussion of the fastest path performance check is provided in ***NCHRP 672***.

Entry speed for a single-lane approach is restricted to 25 mph or less. Entry speed for a 2-lane approach is restricted to 30 mph or less. The relative difference between entry and exit speeds is to be no more than 10 mph.

213.4 Bicycle and Pedestrian Accommodation

Exhibit 213-2 includes standard details for splitter islands, pedestrian facilities, and bicycle facilities. The following requirements for bicycle and pedestrian facilities apply:

(1) Provide sidewalks in accordance with ***FDM 222*** for projects with pedestrian facilities on the approach roadways.

(2) Provide crosswalks at every approach leg when sidewalks are present.

  (a) Provide curb ramps consistent with ***FDM 222*** and ***Standard Plans, Index 522-002***.

  (b) Orient crosswalks perpendicular to the roadway to minimize pedestrian crossing distance.

  (c) At each crosswalk location provide a minimum 6-foot wide and 10-foot long pedestrian refuge area within the splitter island. Locate the refuge area approximately 20 feet from the outside edge of the circulatory roadway.

  (d) Provide detectable warning surfaces in accordance with ***FDM 222*** at each curb ramp and pedestrian refuge area.

  (e) Provide pedestrian crossing lighting in accordance with ***FDM 231***.

(3) For 2-lane roundabouts, terminate bicycle lanes or shoulders approximately 100 feet from the circulatory roadway and provide bail-out ramps. Installation of bicycle bail-out ramps is optional for single-lane roundabouts. When bicycle bail-out ramps are provided, the desired sidewalk width is 10 feet, but should not be less than 8 feet.

213.5 Splitter Islands

See ***Exhibit 213-2*** for an illustration of splitter island details. Splitter islands are to use a traffic separator or Type E curb.

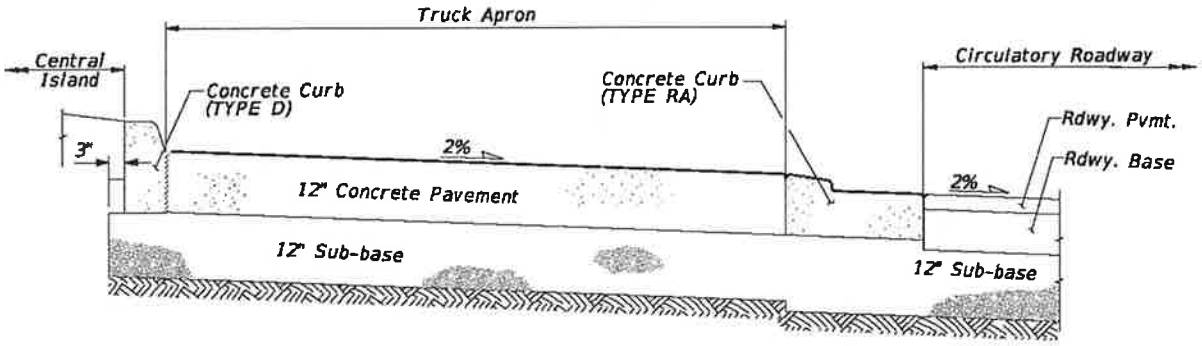
Provide raised splitter islands that are a minimum 100 feet in length and a minimum of 6 feet wide at the crosswalks. An island less than 100 feet in length, but not less than 50 feet, may be considered for roundabouts located on a highway with a design speed of 35 mph or less. Provide an island at least 150 feet in length for roundabouts located on a highway with a design speed of 50 mph or greater.

Extend the splitter island beyond the end of the exit curve to discourage exiting traffic from crossing into the path of approaching traffic.

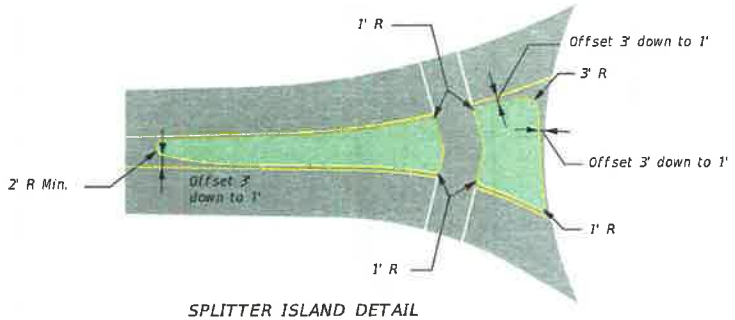
213.6 Truck Apron

Use the standard truck apron design illustrated in ***Figure 213.6.1***. When circulatory lanes are concrete pavement, use red color additive to the concrete truck apron to provide a contrast.

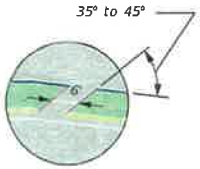
Figure 213.6.1 Standard Truck Apron Design



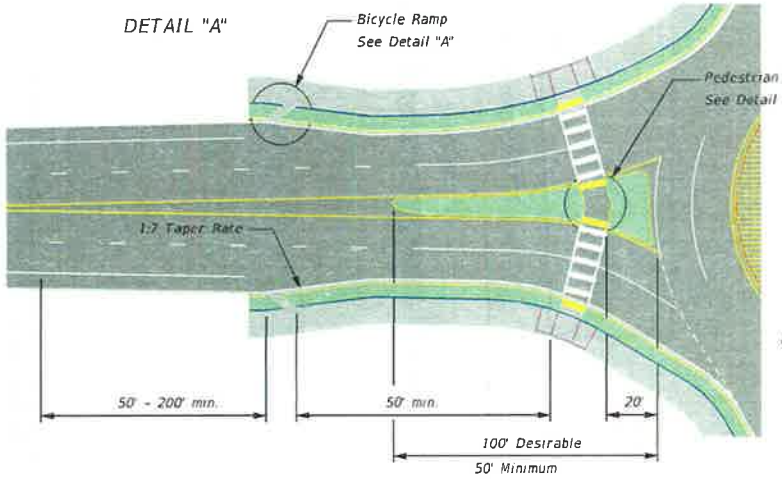
ROUNDABOUT DETAILS



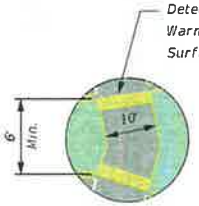
SPLITTER ISLAND DETAIL



DETAIL "A"



BICYCLE AND PEDESTRIAN DETAIL



DETAIL "B"

NOT TO SCALE

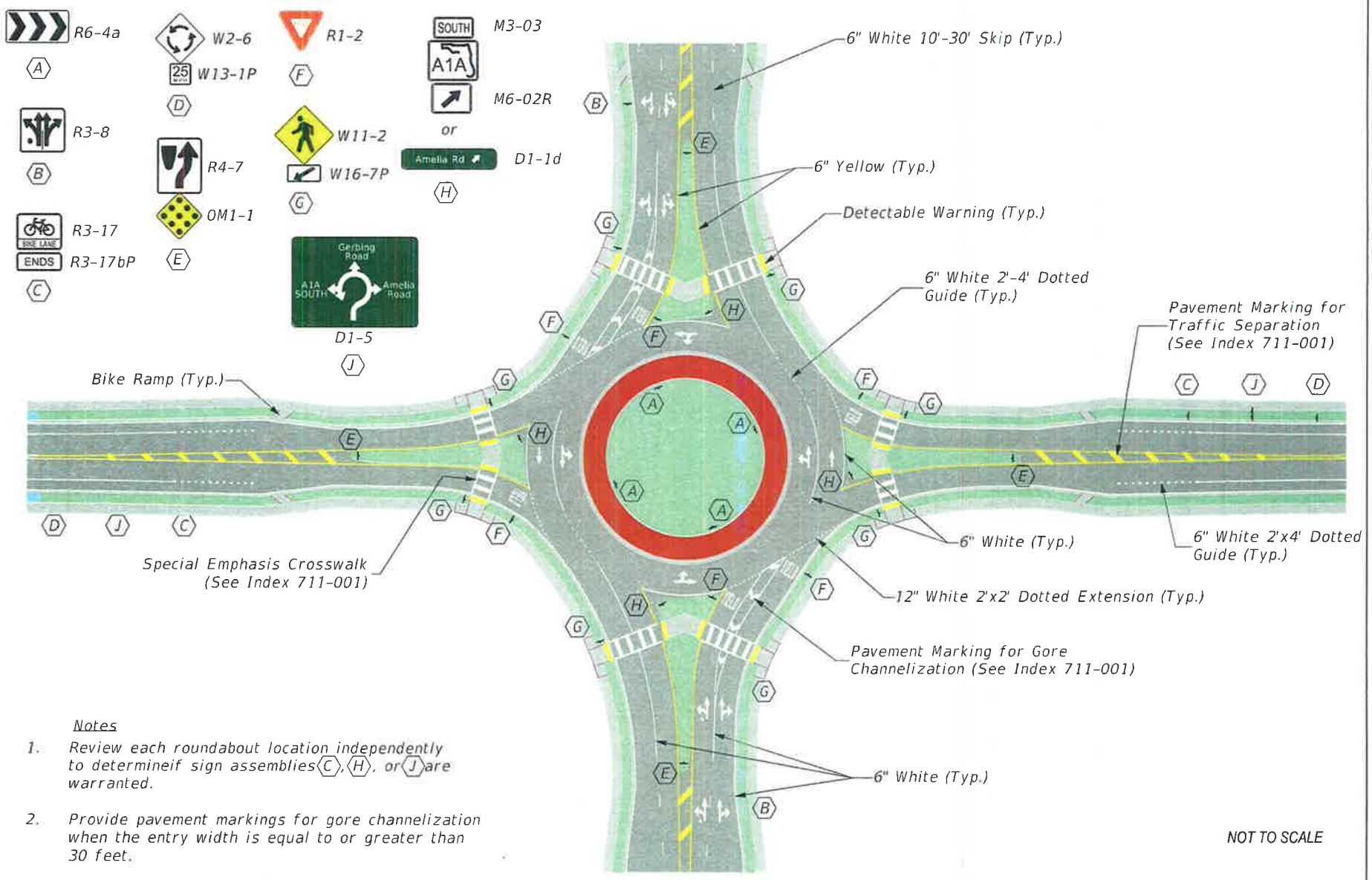
EXHIBIT 213-2
01/01/2018

213.7 Signing and Pavement Markings

Well-designed signing and pavement markings will enhance safety and traffic operations by clarifying the rules of the road and proper lane assignments to drivers as they navigate through the roundabout.

Follow the details presented in ***Exhibits 213-3, 213-4,*** and ***213-5*** when developing roundabout signing and pavement marking plans to promote consistency throughout the state.

Use the standard left-turn arrow with a circular dot on the left-most lane of the approach to multi-lane roundabouts as shown in ***Standard Plans, Index 711-001***. Use standard arrows within the circulatory roadway.



Notes

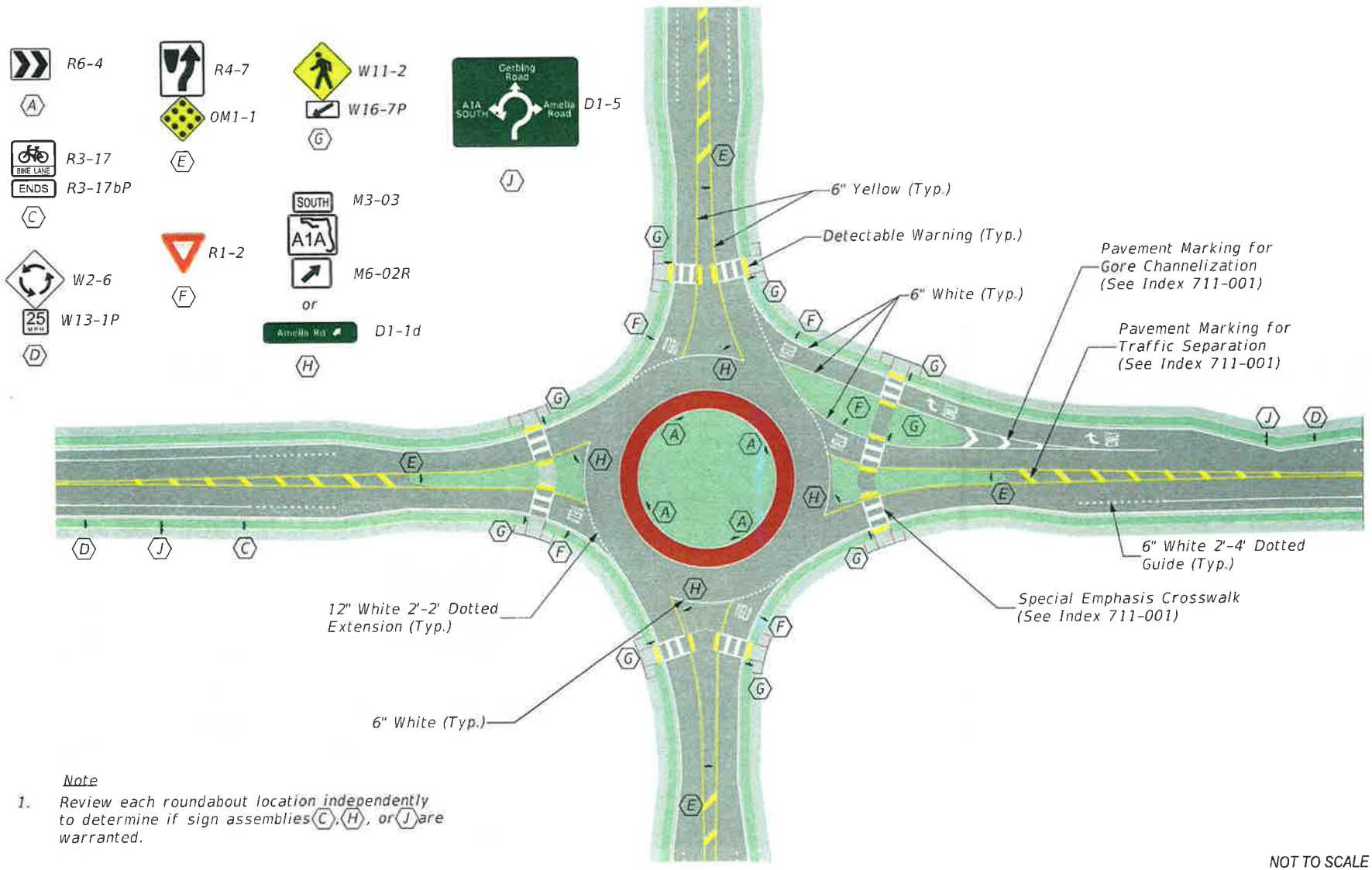
1. Review each roundabout location independently to determineif sign assemblies (C), (H), or (J) are warranted.

2. Provide pavement markings for gore channelization when the entry width is equal to or greater than 30 feet.

NOT TO SCALE

1x2 ROUNDABOUT SIGNING AND PAVEMENT MARKINGS

EXHIBIT 213-3
01/01/2018



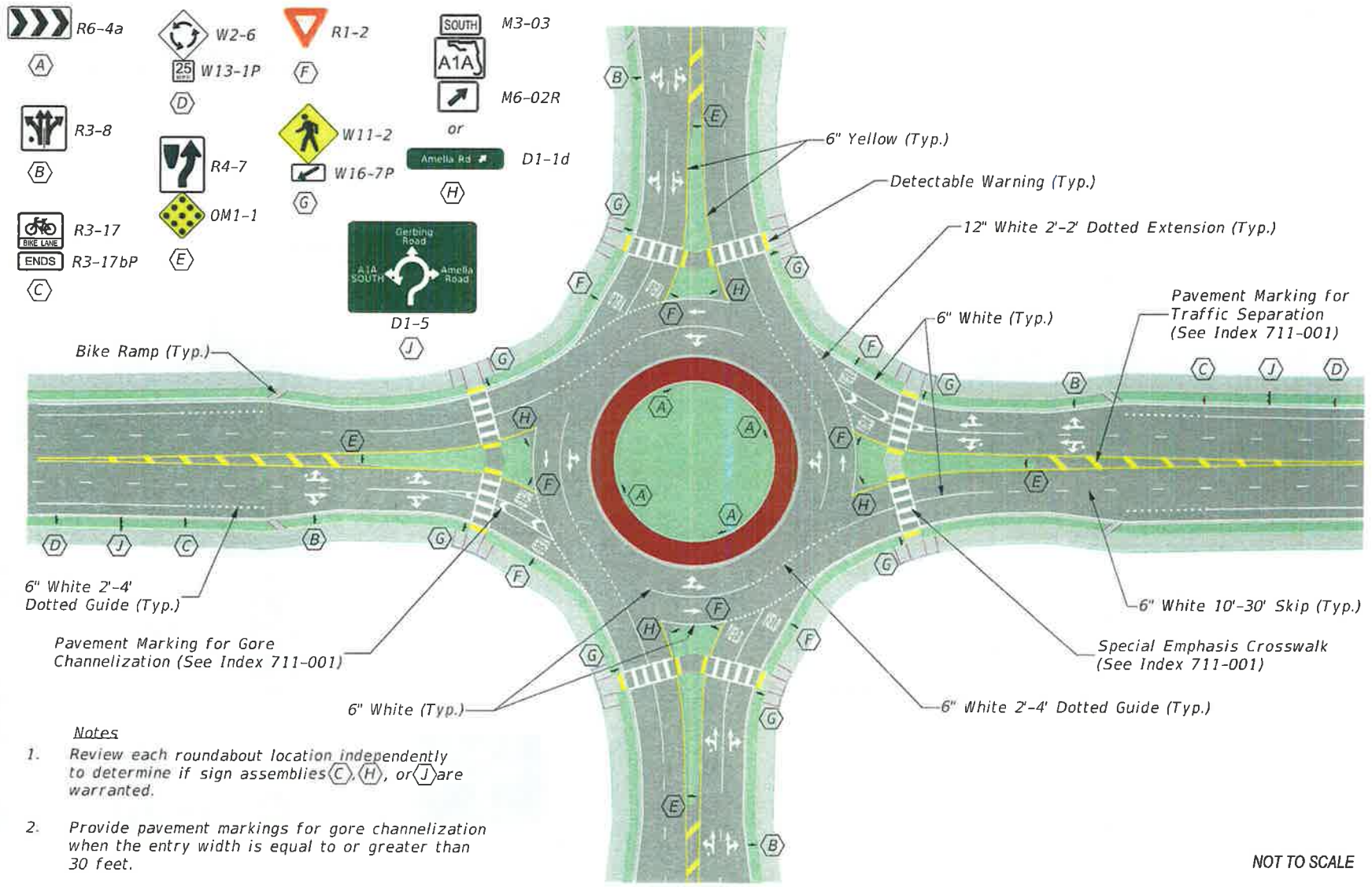
Note

1. Review each roundabout location independently to determine if sign assemblies (C), (H), or (J) are warranted.

NOT TO SCALE

1X1 ROUNDABOUT WITH BYPASS LANE
TYPICAL SIGNING AND PAVEMENT MARKINGS

EXHIBIT 213-4
01/01/2018



Notes

1. Review each roundabout location independently to determine if sign assemblies (C), (H), or (J) are warranted.

2. Provide pavement markings for gore channelization when the entry width is equal to or greater than 30 feet.

NOT TO SCALE

2X2 ROUNDABOUT
SIGNING AND PAVEMENT MARKINGS

EXHIBIT 213-5
01/01/2018

213.8 Lighting

Nighttime illumination of roundabouts is required. Provide a minimum 1.5 foot-candles on the roadway surface within the circulatory roadway and at least 200 feet in advance of the splitter islands.

See ***FDM 231.3.3*** for additional lighting requirements when pedestrian facilities are provided.

213.9 Landscaping

Create a mounded central island that slopes toward the truck apron using a 1:10 slope. Provide varying height landscaping in the central island to enhance driver recognition of the roundabout upon approach. Provide quality space above and below ground for trees and other desirable vegetation to grow. Place trees near the center of the central island and not less than 6 feet from the face of curb.

Use low-maintenance vegetation and trees. If more decorative plantings are requested by local agency or groups, a maintenance agreement should be obtained.

Additional information regarding roundabout landscaping is in Chapter 9 of ***NCHRP 672***.

Coordinate the landscape design in the early stages of plans development to assure that landscaping will be fully integrated into the roundabout design and sight distance requirements will be satisfied.

213.10 Community Aesthetic Features

Communities commonly desire to place public art or other large aesthetic objects within the central island; e.g., statues, monuments, gateway features. These types of features are acceptable provided that:

- Objects are located outside the sight triangles,
- Not less than 6 feet from the inside edge of the truck apron, and
- Approval is granted through the process outlined in ***FDM 127***.

Fountains, or other water spraying features are not permitted.

North Central Florida Regional Planning Council

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March 28, 2018

TO: Technical Advisory Committee

FROM: Scott R. Koons AICP, Executive Director SRK

SUBJECT: State Road 222 (NE 39th Avenue) Crosswalk - NE 28th Drive Bus Turnaround

STAFF RECOMMENDATION

Inform the Metropolitan Transportation Planning Organization that the construction cost of a bus turnaround on NE 28th Drive is estimated at $100,000, not including engineering costs.

BACKGROUND

At its February 26, 2018 meeting, the Metropolitan Transportation Planning Organization discussed installation of a crosswalk on State Road 222 (NE 39th Avenue) at NE 28th Drive. During this discussion, the Metropolitan Transportation Planning Organization requested that staff provide a cost estimate to install a bus turnaround on NE 28th Drive.

Exhibit 1 includes the Florida Department of Transportation cost estimate sheet for widening a rural two-lane facility to a four-lane facility with shoulders. This estimate was used to calculate the turnaround estimate. Exhibit 2 consists of excerpted bus turn radii information from the 2004 American Association of State Highway and Transportation Officials Green Book.

Attachments

t:\scott\sk18\mtpo\memo\ne39av_xwalk_ne28dr_turnaround_tac.docx

EXHIBIT 1

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: WURA24-R-21-BB **Letting Date:** 01/2055

Description: Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 11 Project Grand Total **$2,118,069.36**

Description: June 2016 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$170,914.82
101-1	MOBILIZATION	10.00			$188,006.31
104-10-3	SEDIMENT BARRIER	12,144.00	LF	$1.54	$18,701.76
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$9.29	$929.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$5.96	$596.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,911.75	$2,911.75
107-1	LITTER REMOVAL	1.20	AC	$29.77	$35.72
107-2	MOWING	1.20	AC	$45.51	$54.61
110-1-1	CLEARING & GRUBBING	9.71	AC	$11,329.10	$110,005.56
120-1	REGULAR EXCAVATION	4,840.00	CY	$5.04	$24,393.60
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	24,733.87	CY	$8.14	$201,333.70
160-4	TYPE B STABILIZATION	25,813.33	SY	$3.65	$94,218.65
285-704	OPTIONAL BASE,BASE GROUP 04	6,253.87	SY	$10.34	$64,665.02
285-709	OPTIONAL BASE,BASE GROUP 09	14,467.20	SY	$18.00	$260,409.60
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	14,080.00	SY	$2.27	$31,961.60
334-1-23	SUPERPAVE ASPH CONC, TRAF C, PG76-22,PMA	322.67	TN	$99.35	$32,057.26
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22,PMA	5,420.80	TN	$89.48	$485,053.18
337-7-22	ASPH CONC FC,INC BIT,FC-5,PG76-22,PMA	1,157.38	TN	$128.39	$148,596.02
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	$951.85	$34,266.60
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	$3,275.49	$3,275.49
425-2-71	MANHOLES, J-7,	1.00	EA	$9,021.02	$9,021.02
430-94-1	DESILTING PIPE, 0 - 24"	800.00	LF	$4.29	$3,432.00
430-94-2	DESILTING PIPE, 25 - 36"	168.00	LF	$4.99	$838.32
430-173-124	PIPE CULV OPT MATL, ROUND, 24", GD	152.00	LF	$129.45	$19,676.40

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: WURA24-R-21-BB **Letting Date:** 01/2055

Description: Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 11 Project Grand Total **$2,118,069.36**

Description: June 2016 Update

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	64.00	LF	$86.03	$5,505.92
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$143.62	$8,042.72
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	200.00	LF	$214.93	$42,986.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	10.00	EA	$1,617.03	$16,170.30
546-72-51	RUMBLE STRIPS, GROUND-IN, 16" MIN. WIDTH	2.00	PM	$1,100.00	$2,200.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	600.00	LF	$12.00	$7,200.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	1.00	EA	$6,300.12	$6,300.12
570-1-2	PERFORMANCE TURF, SOD	8,690.67	SY	$2.54	$22,074.30
700-1-11	SINGLE POST SIGN, F&I GM,	2.00	AS	$325.66	$651.32
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	20.00	AS	$966.28	$19,325.60
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$158.69	$317.38
700-1-60	SINGLE POST SIGN, REMOVE	20.00	AS	$21.83	$436.60
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$4,548.76	$9,097.52
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	$469.17	$938.34
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	675.00	EA	$3.39	$2,288.25
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.00	NM	$920.00	$3,680.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.00	GM	$408.75	$2,452.50
711-15-111	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	NM	$4,300.00	$8,600.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	3.00	GM	$1,482.83	$4,448.49
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$50,000.00	$50,000.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: WURA24-R-21-BB					**Letting Date:** 01/2055
Description: Widen Existing 2 Lane Arterial to 4 Lanes Undivided; Add 1 Lane to Each Side; 5' Paved Shoulders					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 11 Project Grand Total					**$2,118,069.36**
Description: June 2016 Update					
Pay Items					
Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 11 Project Grand Total					**$2,118,069.36**

EXHIBIT 2

US Customary

Design Vehicle Type	Passenger Car	Single-Unit Truck	Intercity Bus (Motor Coach)		City Transit Bus	Conventional School Bus (65 pass.)	Large[2] School Bus (84 pass.)	Articulated Bus	Intermediate Semitrailer	Intermediate Semitrailer
Symbol	P	SU	BUS-40	BUS-45	CITY-BUS	S-BUS36	S-BUS40	A-BUS	WB-40	WB-50
Minimum Design Turning Radius (ft)	24	42	45	45	42.0	38.9	39.4	39.8	40	45
Centerline[1] Turning Radius (CTR) (ft)	21	38	40.8	40.8	37.8	34.9	35.4	35.5	36	41
Minimum Inside Radius (ft)	14.4	28.3	27.6	25.5	24.5	23.8	25.4	21.3	19.3	17.0

Design Vehicle Type	Interstate Semitrailer		"Double Bottom" Combination	Triple Semitrailer/ trailers	Turnpike Double Semitrailer/ trailer	Motor Home	Car and Camper Trailer	Car and Boat Trailer	Motor Home and Boat Trailer	Farm[3] Tractor w/One Wagon
Symbol	WB-62*	WB-65** or WB-67	WB-67D	WB-100T	WB-109D*	MH	P/T	P/B	MH/B	TR/W
Minimum Design Turning Radius (ft)	45	45	45	45	60	40	33	24	50	18
Centerline[1] Turning Radius (CTR) (ft)	41	41	41	41	56	36	30	21	46	14
Minimum Inside Radius (ft)	7.9	4.4	19.3	9.9	14.9	25.9	17.4	8.0	35.1	10.5

* = Design vehicle with 48-ft trailer as adopted in 1982 Surface Transportation Assistance Act (STAA).

** = Design vehicle with 53-ft trailer as grandfathered in with 1982 Surface Transportation Assistance Act (STAA).

1 = The turning radius assumed by a designer when investigating possible turning paths and is set at the centerline of the front axle of a vehicle. If the minimum turning path is assumed, the CTR approximately equals the minimum design turning radius minus one-half the front width of the vehicle.

2 = School buses are manufactured from 42-passenger to 84-passenger sizes. This corresponds to wheelbase lengths of 11.0 ft to 20.0 ft, respectively. For these different sizes, the minimum design turning radii vary from 28.8 ft to 39.4 ft and the minimum inside radii vary from 14.0 ft to 25.4 ft.

3 = Turning radius is for 150–200 hp tractor with one 18.5 ft long wagon attached to hitch point. Front wheel drive is disengaged and without brakes being applied.

Exhibit 2-2. Minimum Turning Radii of Design Vehicles (Continued)

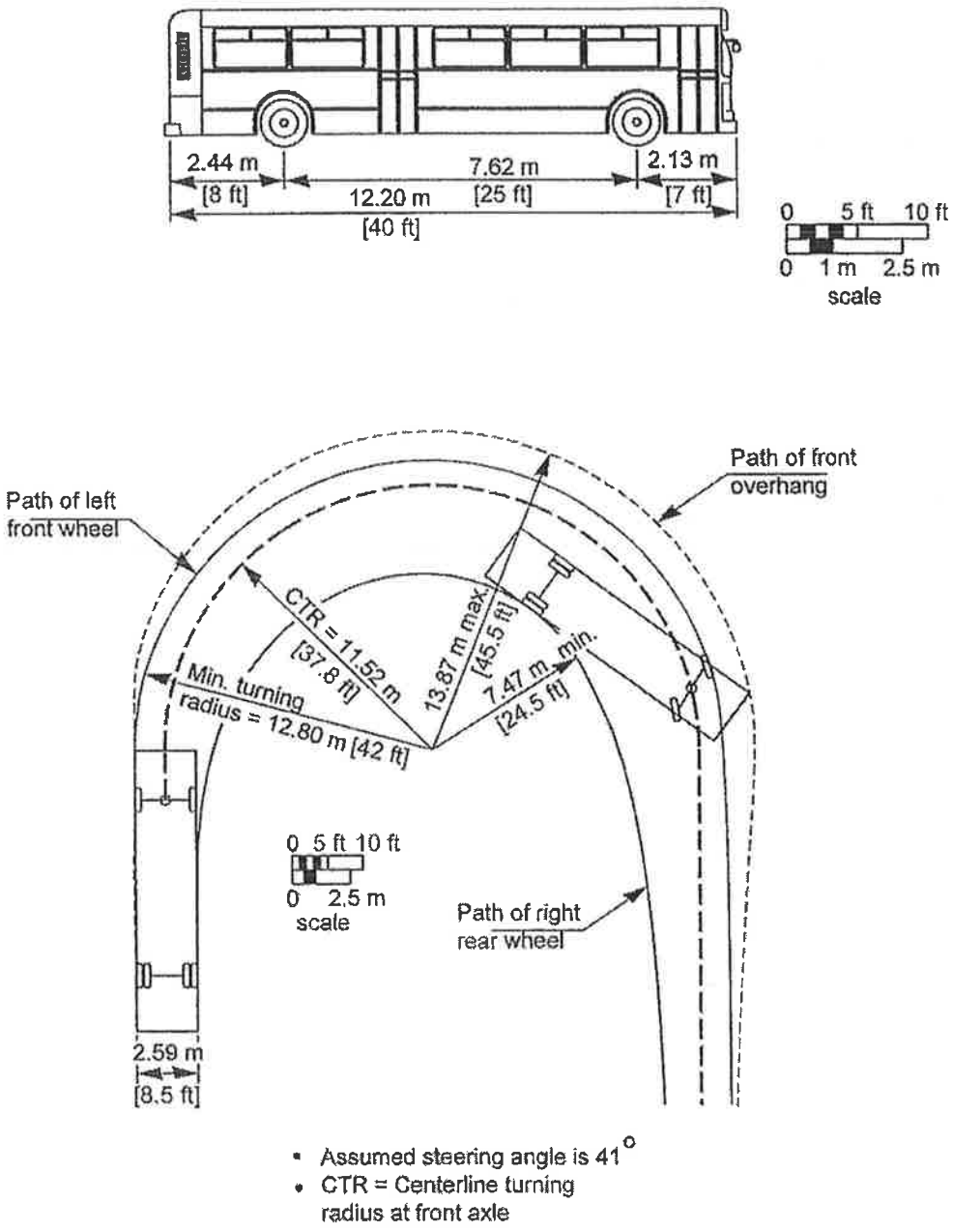

Exhibit 2-7. Minimum Turning Path for City Transit Bus (CITY-BUS) Design Vehicle

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March 28, 2018

TO: Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Year 2045 Long-Range Transportation Plan Update - Request for Qualifications and Scope of Services

STAFF RECOMMENDATION

Recommend approval of the Request for Qualifications and Scope of Services.

BACKGROUND

Every five years, the long range transportation plan for the community is updated. The Year 2040 Long-Range Transportation Plan was approved on October 5, 2015. Therefore, the next plan update needs to be approved by October 5, 2020.

Exhibit 1 is a timeline of major events for the Year 2045 Long-Range Transportation Plan update. As shown in Exhibit 1, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is scheduled to approve a request for qualifications and scope of services for this project at its April 23, 2018 meeting. The draft Request for Qualifications which includes the draft Scope of Services is at the following link.

http://ncfrpc.org/mtpo/FullPackets/TAC_CAC/2018/RFPdraft_scopedraft_4tac_apr4.pdf

Attachment

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EXHIBIT 1

YEAR 2045 LONG RANGE TRANSPORTATION PLAN
TIMELINE

DATE	EVENT
Scope of services and request for qualifications approved by the Metropolitan Transportation Planning Organization	April 2018
Request for qualifications process begins	May 2018
Work begins on consultant contract	May 2018
Staff work begins on Socioeconomic Report	July 2018
Consultant proposals ranked and scored	August 2018
Consultant contract approved by Metropolitan Transportation Planning Organization	August 2018
Consultant contract executed by Metropolitan Transportation Planning Organization	September 2018
Consultant begins work	October 2018
Staff completes Socioeconomic Report	March 2019
Model validated	June 2019
Needs Plan adopted	June 2020
Cost Feasible Plan adopted	August 2020
Final documents completed 90 days after Cost Feasible Plan adopted	(to be determined)

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March 28, 2018

TO: Technical Advisory Committee

FROM: Scott R. Koons, AICP, Executive Director

SUBJECT: Regional Transit System - Midblock Crossing List

STAFF RECOMMENDATION

No Action Required.

BACKGROUND

At its February 7, 2018 meeting, the Technical Advisory Committee discussed a potential midblock crossing on State Road 222 (NE 39th Avenue). At the conclusion of the discussion, it was a consensus of the Committee to discuss the Regional Transit System Midblock Crossing List at its next meeting. A Midblock Crossing List may be provided at the meeting.

Attachment

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TECHNICAL ADVISORY COMMITTEE
ATTENDANCE RECORD

TAC MEMBER AND ALTERNATE	ORGANIZATION	MEETING DATE 11/15/2017	MEETING DATE 2/7/2018	IN VIOLATION IF ABSENT AT NEXT MEETING?
VACANT Alt - Jeff Hays [Chair] Alt - Chris Dawson Alt - Kathleen Pagan	Alachua County Department of Growth Management Office of Planning and Development	P	P	NO
BRIAN SINGLETON Alt- Thomas Strom Alt - Ramon Gavarrete	Alachua County Public Works Department	P	P	NO
DEKOVA BATEY	Alachua County/City of Gainesville/MTPO Bicycle/Pedestrian Advisory Board	P	P	NO
ANDREW PERSONS Alt - Dean Mimms Alt - Jason Simmons	City of Gainesville Department of Doing	A	P	NO
DEBBIE LEISTNER Alt- Phil Mann	City of Gainesville Department of Public Works	A	P	NO
KRYS OCHIA Alt- Jesus Gomez	City of Gainesville Regional Transit System	P	P	NO
AARON CARVER Alt- Suzanne Schiemann Alt- Allan Penksa	Gainesville/Alachua County Regional Airport Authority	P	P	NO
VACANT Alt - Karen Taulbee	Florida Department of Transportation	-	- P	NO
JAMES SPEER Alt- David Deas	School Board of Alachua County	A	A	YES
LINDA DIXON [Vice-Chair] Alt - Erik Lewis	University of Florida Planning, Design & Construction Division	P	A	NO
RON FULLER Alt- Scott Fox	University of Florida Transportation & Parking Services	A	A	YES

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

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Attendance Rule:

1. Each voting member of the Technical Advisory Committee 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 Technical Advisory Committee is expected to demonstrate his or her interest in the Technical Advisory Committee's activities through attendance of the scheduled meetings, except for reasons 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 Technical Advisory Committee address consistent absences and is empowered to recommend corrective action for MetropolitanTransportation Planning Organization consideration.

CITIZENS ADVISORY COMMITTEE

ATTENDANCE RECORD

NAME	TERM EXPIRES	11/16/2016	3/15/2017	5/17/2017	Violation If Absent At Next Meeting 4/4/2018
Thomas Bolduc	19-Dec	P	P	P	-
Craig Brashier	20-Dec	-	-	-	-
Nelle Bullock	19-Dec	P	P	A	-
Peter Davis	20-Dec	-	-	-	-
Mary Ann DeMatas	18-Dec	A	P	P	-
Luis Diaz	19-Dec	-	P	A	-
Jan Frentzen	18-Dec	A	P	P	-
Delia Kradolfer	18-Dec	E	P	P	-
Gilbert Levy	20-Dec	P	P	P	-
Chandler Otis	18-Dec	P	A	P	-
John Pickett	19-Dec	P	P	E	-
James Samec	20-Dec	P	P	P	-
Ruth Steiner	18-Dec	P	P	P	-
Paul Thur de Koos	19-Dec	-	P	P	-
Chris Towne	20-Dec	-	-	-	-

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

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ATTENDANCE RULE

Any appointee of the Metropolitan Transportation Planning Organization to the Citizens Advisory Committee shall be automatically removed from the committee upon filing with the Chair of the Metropolitan Transportation Planning Organization appropriate proof that such person has had three (3) or more consecutive excused or unexcused absences. Excused absences are hereby defined to be those absences which occur from regular or special meetings after notification by such person to the Chair prior to such absence explaining the reasons therefore. All other absences are hereby defined to be unexcused.

ADDITIONAL NOTE: Members denoted in BOLD ITALICs are at risk for attendance rule violation if the next meeting is missed.

SCHEDULED 2018 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	February 7	February 8	February 26 at 3:00 p.m.
MAY	April 4	April 5	April 23 at 3:00 p.m.
JUNE	June 6	June 7	June 25 at 5:00 p.m.
AUGUST	August 8	August 9	August 27 at 3:00 p.m.
OCTOBER	October 3	October 4	October 22 at 3:00 p.m.
DECEMBER	November 28	November 29	December 17 at 5:00 p.m.

Note, unless otherwise scheduled:

1. Technical Advisory Committee meetings are conducted in the Charles F. Justice Conference Room of the North Central Florida Regional Planning Council Building;
2. Citizens Advisory Committee meetings are conducted in the Grace Knight Conference Room of the Alachua County Administration Building; and
3. Metropolitan Transportation Planning Organization meetings are conducted at the Jack Durrance Auditorium of the Alachua County Administration Building unless noted.

MTPO means Metropolitan Transportation Planning Organization
TAC means Technical Advisory Committee
CAC means Citizens Advisory Committee
B/PAB means Bicycle/Pedestrian Advisory Board
NCFRPC means North Central Florida Regional Planning Council