

TABLE 1**YEAR 2035 BICYCLE/PEDESTRIAN COST FEASIBLE PLAN**

SEGMENT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2007 DOLLARS)
Surface Transportation Program (STP) Enhancements (<i>Cost Feasible Plan Revenues = \$11.5 million</i>)				
1	Cross Campus Greenway	Archer Road to SW 34th Street	2.1	\$1.9
2	Hull Road Parking Area	SW 34th Street to End of Hull Road Parking Area	0.2	\$0.2
3	Hull Road Connector	Hull Road Parking Area/SW 20th Avenue	0.5	\$0.5
4	Lake Kanapaha Trail	Tower Road west to Interstate 75	2.3	\$2.1
5	SW 34th Street Grade Separated Crossing	SW 34th Street at Hull Road	0.2	\$7.0
TOTAL STP ENHANCEMENT FUNDED PROJECTS				\$11.7
LOCAL FUNDS				
Alachua County Projects (identified as Cost Feasible by Year 2020)				
NA	SW 8th Avenue multi-use offroad facility	SW 122nd Street to SW 91st Street	2.0	\$0.4
NA	NW 98th Street multi-use offroad facility	NW 23rd Avenue to NW 39th Avenue	1.0	\$0.3
TOTAL ALACHUA COUNTY PROJECTS				\$0.7
LOCAL FUNDS				
City of Gainesville Projects (identified as Cost Feasible by Year 2015)				
NA	SW 35th Place sidewalk	SW 34th Street to SW 23rd Terrace	1.1	\$0.5
TOTAL CITY OF GAINESVILLE PROJECTS				\$0.5
GRAND TOTAL BICYCLE/PEDESTRIAN PROJECTS				\$12.9

NA- Not applicable

TABLE 2

YEAR 2035 ROADWAY COST FEASIBLE PLAN

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (IN 2010 DOLLARS)
STRATEGIC INTERMODAL SYSTEM (SIS) (<i>Cost Feasible Plan Revenues = \$6.4 million</i>)				
-	Interstate 75 Interchange Modifications	At Williston Road At Archer Road At Newberry Road At NW 39th Ave	-	\$6.4
TOTAL STRATEGIC INTERMODAL SYSTEM				\$6.4
STATE HIGHWAY SYSTEM (<i>Cost Feasible Plan Revenues = \$92.0 million year of expenditure dollars</i>)				
1	State Road 226 (SE 16th Avenue) widen to four lanes	Main Street to Williston Road	0.6	\$15.0
2	State Road 121 (NW 34th Street)- construction of turnlanes to improve safety and traffic flow	NW 16th Avenue to US 441	3.5	\$6.0
3	State Road 26 (University Avenue) Multimodal Emphasis Corridor Study (see footnote ^a)	Gale Lemerand Drive to Waldo Road	1.5	\$4.75
4	US 441 (W. 13th Street) Multimodal Emphasis Corridor Study (see footnote ^a)	NW 33rd Avenue to Archer Road	2.8	\$4.75
5	Waldo Road Multiway Boulevard redesign to support bus rapid transit, multi-trail and corridor redevelopment study (PD&E) (see footnote ^b)	University Avenue to NE 39th Avenue	2.5	\$3.0
6	Bus Rapid Transit (BRT) Corridor Infrastructure- Partial	Santa Fe Village to Gainesville Regional Airport	14.0	\$28.0
7	State Road 24 (Archer Road) BRT Dedicated Lane(s) design, additional roadway capacity and corridor management study (PD&E)	MTPO Boundary to SW 45th Street	3.5	\$0.5
8	State Road 121 (Williston Road) additional roadway capacity and corridor management study (PD&E)	SW 62nd Avenue to SW 35th Way	0.5	\$0.5
TOTAL STATE HIGHWAY SYSTEM				\$62.5

TABLE 2 (Continued)**YEAR 2035 ROADWAY COST FEASIBLE PLAN**

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
Alachua County Transit and Roadway Projects (local funds identified as Cost Feasible by the Year 2020)				
1	SW 20th Avenue , four laning and multi-use path	SW 52nd Blvd to SW 61st Blvd	0.5	\$8.8
2	SW 8th Avenue-Phase 2 , two lane roadway and multi-use path	SW 122nd Street to SW 143rd Street	0.7	\$2.7
3	NW 23rd Avenue , four laning and resurfacing	NW 51st Street to NW 59th Terrace	0.7	\$1.8
4	NW 23rd Avenue , four laning	NW 83rd Street to Ft. Clarke Blvd.	0.5	\$12.0
5	SE 43rd Street , construction of two-way left turn lanes, multi-use path and signalization	SR 26 (University Avenue) to SR 20 (Hawthorne Road)	1.1	\$0.9
6	SW 45th / 47th Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and multi-use path	Archer Road to SW 30th Avenue	0.8	\$4.5
7	SW 30th Avenue , new Interstate 75 overpass with travel lanes, BRT Dedicated Transit Lanes and the Archer Braid Trail	SW 43rd Street to SW 47th Street	0.5	\$13.0
8	NW 83rd Street , new roadway with travel lanes, BRT Dedicated Transit Lanes and the Millhopper Greenway	NW 46th Avenue to NW 39th Avenue (SR 222)	0.4	\$2.5
9	NW 83rd Street , BRT Dedicated Transit Lanes	NW 23rd Avenue to NW 39th Avenue	1.0	\$7.8
10	Ft. Clarke/NW 83rd Street Corridor , BRT Dedicated Transit Lanes & new multi-modal only Interstate 75 overpass	NW 23rd Avenue to Newberry Road (SR 26)	1.0	\$14.0

TABLE 2 (Continued)**YEAR 2035 ROADWAY COST FEASIBLE PLAN**

PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST (IN MILLIONS)
11	NW 46 th Avenue , new roadway with travel lanes, BRT Dedicated Transit Lanes, multi-use path and new Interstate 75 overpass	NW 83rd Street to NW 98th Street	1.3	\$15.5
TOTAL ALACHUA COUNTY TRANSIT AND ROADWAY SYSTEM				\$83.5
City of Gainesville Projects (local funds identified as Cost Feasible by the Year 2020)				
N/A	SE 4th Street- Phase 2 reconstruction	Williston Road to Depot Avenue	0.7	\$2.3
N/A	SW 62nd Boulevard-four lanes plus two additional BRT lanes in the middle	Newberry Road to Archer Road	3.2	\$111.0
TOTAL CITY OF GAINESVILLE ROADWAY SYSTEM				\$113.3
GRAND TOTAL COMBINED ROADWAY SYSTEMS				\$265.7

^aMultimodal corridors are defined as major transportation facilities which accommodate automobile, truck, bus, bicycle and pedestrian travel and link different modes together, such as bikes on buses, car and walk and/or park and ride. These projects employ policies and design elements that ensure that the safety and convenience of all users of a transportation system are considered in all phases of project planning and development. Typical elements of a multimodal corridor include sidewalks, bicycle lanes (or wide, paved shoulders), shared-use bicycle and pedestrian paths, designated bus lanes, safe and accessible transit stops and frequent and safe crossings for pedestrians, including median islands, accessible pedestrian signals, and curb extensions. These projects do not include lane reductions.

^bWaldo Road Multiway Boulevard includes the reconstruction of the Waldo Road Corridor to support commercial and residential redevelopment and enhanced pedestrian crossings to the proposed Waldo Road Bus Rapid Transit line.

Note- Estimated costs are shown in Year 2010 dollars, except for the Strategic Intermodal System project that is shown in Year 2009 dollars.

TABLE 3**YEAR 2035 TRANSIT COST FEASIBLE PLAN**

PROJECT PRIORITY	DESCRIPTION	FROM/TO	LENGTH (IN MILES)	ESTIMATED COST IN MILLIONS (2010 DOLLARS)
Transit (<i>Cost Feasible Plan Revenues = \$3.7 million</i>)				
1	Transit Maintenance Facility	Not Applicable (NA)	NA	\$50.0
TOTAL				\$50.0

Surface Transportation Program (<i>Cost Feasible Plan Revenues = \$36.1 million</i>)				
1	Oaks Mall to Airport Bus Rapid Transit Alternatives Analysis	Oaks Mall to Airport (via Archer Road and Downtown)	NA	\$0.4
2	Santa Fe to Oaks Mall Bus Rapid Transit Feasibility Study and Alternatives Analysis	Santa Fe to Oaks Mall	NA	\$0.6
3	Streetcar Feasibility Study	Downtown to Butler Plaza via University of Florida	9.0 (One-way)	\$1.0
4	Intermodal Center/Park and Ride Lot	(location to be determined)	NA	\$1.4
5	Transit Maintenance Facility	NA	NA	\$50.0
TOTAL				\$53.4

YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
1	<p><u>Interstate 75 Intelligent Transportation System Corridor</u></p> <p>Marion County line to Columbia County Line</p>	<p>A. Add Dynamic Message Signs (DMS) to alert motorists of traffic conditions and travel times.</p> <p>B. Add pan-tilt-zoom traffic surveillance cameras for active traffic management of the freeway. This will allow operators at the Gainesville Traffic Management Center (TMC) to alert motorists of existing conditions using the Dynamic Message Signs and the 511 information hotline.</p> <p>C. Add traffic detection technology so automated alerts can be sent to Gainesville Traffic Management Center (TMC) operators when highway speeds drop below a certain threshold as well as for highway traffic studies and travel time collection.</p>	\$9,900,000
2	<p><u>Regional Transportation System Bus Priority System</u></p> <p>Adding signal priority to heavily used bus routes for University of Florida students will make those routes more reliable, thus resulting in higher passenger capacity and fewer vehicles on the road.</p>	<p>A. <u>Route #9</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to SW 23rd Drive <u>State Road 331 (Williston Road)</u> from SW 25th Terrace to SW 23rd Street</p> <p>B. <u>Route # 20</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>C. <u>Route# 21</u> <u>State Road 121 (SW 34th Street)</u> from Hull Road to SW 20th Avenue</p> <p>D. <u>Route #35</u> <u>State Road 24 (Archer Road)</u> from SW 23rd Terrace to State Road 226 (SW 2nd Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 24 (Archer Road) to Shealy Drive <u>State Road 12 (SW 34th Street)</u> from SW 35th Place to State Road 226 (SW 16th Avenue) <u>State Road 226 (SW 16th Avenue)</u> from State Road 121 (SW 34th Street) to SW 23rd Street</p>	\$600,000

YEAR 2035 COST FEASIBLE PLAN

INTELLIGENT TRANSPORTATION SYSTEM (ITS) APPENDIX

PROJECT PRIORITY	PROJECT NAME	DESCRIPTION	ESTIMATED COST (2010 DOLLARS)
3	<p><u>Dynamic Message Signs on State Highway Arterials</u></p> <p>Dynamic message on the arterials will alert drivers of existing traffic conditions, alternate routes, detour routes in the event Interstate 75 is shut down, and travel times.</p>	<p>A. State Road 121 (SW 34th Street) @ SW 20th Avenue (Southbound)</p> <p>B. State Road 121 (SW 34th Street) @ State Road 331 (Eastbound)</p> <p>C. State Road 25 (W 13th Street) @ State Road 26 (W University Avenue)</p> <p>D. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Westbound)</p> <p>E. State Road 25 (NW 13th Street) @ State Road 222 (NW 39th Avenue) (Northbound)</p> <p>F. State Road 222 (NW 39th Avenue) @ State Road 93 (Eastbound)</p>	\$700,000
4	<p><u>Expand Automated Arterial Travel Time System</u></p> <p>Expanding the Arterial Travel Time System will provide motorists with more real time information via Google maps or Dynamic Message Signs for actual travel times to various spots in the urban area. Motorists may be able to make a different route choice based on the information they receive. The travel times can also be used for traffic studies to measure development related impacts.</p>	<p>A. <u>State Road 25 (NW 13th Avenue)</u> State Road 222 (NW 39th Avenue) to State Road 331 (Williston Road)</p> <p>B. <u>State Road 121 (SW 34th Street)</u> NW 16th Avenue to State Road 93 (Interstate 75) Southbound Ramp</p>	\$600,000
5	<p><u>Travel Demand Management</u></p> <p>Information technologies project that addresses travel demand strategies, such as high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes and other travel demand management technologies.</p>	Gainesville Metropolitan Area-wide	(to be determined)
GRAND TOTAL INTELLIGENT TRANSPORTATION SYSTEM PROJECTS			\$11,800,000

NA- Not applicable