



TECHNICAL REPORT NO. 6

FEBRUARY 2011

ADOPTED OCTOBER 27, 2010

Preliminary & Constrained  
Needs Plan



**Submitted to:**  
Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area



**Submitted by:**  
Renaissance Planning Group



# TABLE OF CONTENTS

INTRODUCTION .....	1
PRELIMINARY NEEDS PLAN.....	2
Existing Plus Committed Network .....	2
Projected Congestion and Transit Ridership.....	6
CONSTRAINED NEEDS PLAN.....	10
NETWORK ALTERNATIVES.....	12
Overview and Major Features of Network Alternatives .....	12
Testing the Network Alternatives.....	15
Transitioning from Alternative 4 to the Year 2035 Needs Plan.....	17
NEEDS PLAN PRIORITIZATION.....	18
Development of Evaluation Criteria .....	18
ENVIRONMENTAL AND SOCIOCULTURAL CONSIDERATIONS.....	25
SUMMARY .....	32
APPENDIX.....	33
Year 2035 Needs Plan ETDM Screening Results: Community, Cultural and Natural Issues .....	33
Year 2035 Needs Plan ETDM Screening Results: Potential Effects .....	48



## LIST OF TABLES

Table 1: Committed Projects (2007-2014).....	2
Table 2: Evaluation of the Existing Plus Committed Network.....	9
Table 3: Transportation Projects Tested in Network Alternatives 1-4.....	12
Table 4: Year 2035 Needs Plan Key Projects.....	17
Table 5: Project Prioritization Criteria.....	18
Table 6: Results of Project Prioritization Scoring .....	20
Table 7: Environmental Evaluation Measures .....	27
Table 8: Needs Plan GIS Analysis for 36 Projects (September 9, 2010).....	33
Table 9: Year 2035 Needs Plan ETDM Screening Results: Potential Effects.....	48

## LIST OF MAPS

Map 1: Existing Plus Committed Network	4
Map 2: Year 2035 Projected Congestion: Existing Plus Committed Network	7
Map 3: Preliminary Needs Plan	8
Map 4: Year 2035 Constrained Needs Plan	11
Map 5: Comparison of Projected Congestion Levels for Alternatives 1, 2, and 3	16



# INTRODUCTION

The 2035 Long Range Transportation Plan for the Gainesville Urbanized Area reflected an analytical and policy-based approach to define the transportation needs for potential investment of federal, state and local funding sources that support community goals for mobility and access. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) led a process of identifying those needs that considered the impact of growth and development in Alachua County and surrounding areas on transportation conditions, as well as the policy framework established in adopted plans. Those adopted plans and policies, along with consideration of environmental impacts, helped to create a strategic and policy-directed Long Range Transportation Plan that aligns vision with actions to achieve desired outcomes of the Livable Community Reinvestment Plan, the name applied to the MTPO's Long Range Transportation Plan.

This technical report describes the process employed to create a constrained 2035 Needs Plan that was ultimately adopted by the MTPO in June 2010. The Needs Plan served as a basis for defining a Cost Feasible Plan that reflects projected revenue sources to fund transportation projects through the year 2035. The following sections of this report address the development of a preliminary (unconstrained) Needs Plan, and the factors used to modify the preliminary plan to create the Needs Plan that better aligns projects with local policies, programs and initiatives. In addition, this report describes the process used to develop priorities for Needs Plan projects and screen those projects for environmental impacts prior to development of the Cost Feasible Plan, which the MTPO adopted on October 27, 2010.



## PRELIMINARY NEEDS PLAN

The first step in developing the Year 2035 Needs Plan was an assessment of projected traffic conditions based on the completion of currently-funded projects and growth in population and employment throughout Alachua County and in surrounding parts of the region by the year 2035. In addition to a review of the Needs Plan projects in the currently adopted 2025 Long Range Transportation Plan (adopted in December 2005), the most congested transportation facilities that were identified as a result of this analysis were considered to be the basis for the Preliminary Needs Plan. This preliminary plan was solely based on the need to reduce auto congestion by widening existing transportation facilities within the Gainesville Urbanized Area, and therefore, is only the first step taken in developing the multimodal transportation plan desired by the MTPO. While the 2025 LRTP was a good starting point in the development of the Preliminary Needs Plan for continuity reasons, changes in travel patterns, growth assumptions or policies may mean those projects are no longer fully supported by local governments. Therefore, new analysis was largely used to define the Preliminary Needs Plan. Details regarding the analysis of the Existing Plus Committed Network and development of the Preliminary Needs Plan are described in this section.

### Existing Plus Committed Network

#### Development of the E+C Network

The Existing Plus Committed (E+C) Network consists of projects funded for construction through the Year 2014 in the FDOT Work Program, the MTPO's Transportation Improvement Program, the City of Gainesville and Alachua County current budgets/Capital Improvements Programs, and other sources of programmed construction funding, such as developer commitments. Table I lists the projects included in the E+C Network, and Map I shows the project location and funding source.

Table I: Committed Projects (2007-2014)

Map #	Facility/Location	From/To	Type
1	SR 45/US 41 at SW 30th Avenue		Add Turn Lanes
2	SW 8th Ave	SW 24th Ave to SW 143rd Street	New Roadways/2 lane reconstruction
3	SW 6th Street	SW 4th Avenue to University Avenue	Reconstruction
4	I-75 at SR 26 (W Newberry Road) (SE quadrant of interchange only)		Interchange Modification/Operational Improvement

Preliminary and Constrained Needs Plan  
Technical Report No. 6

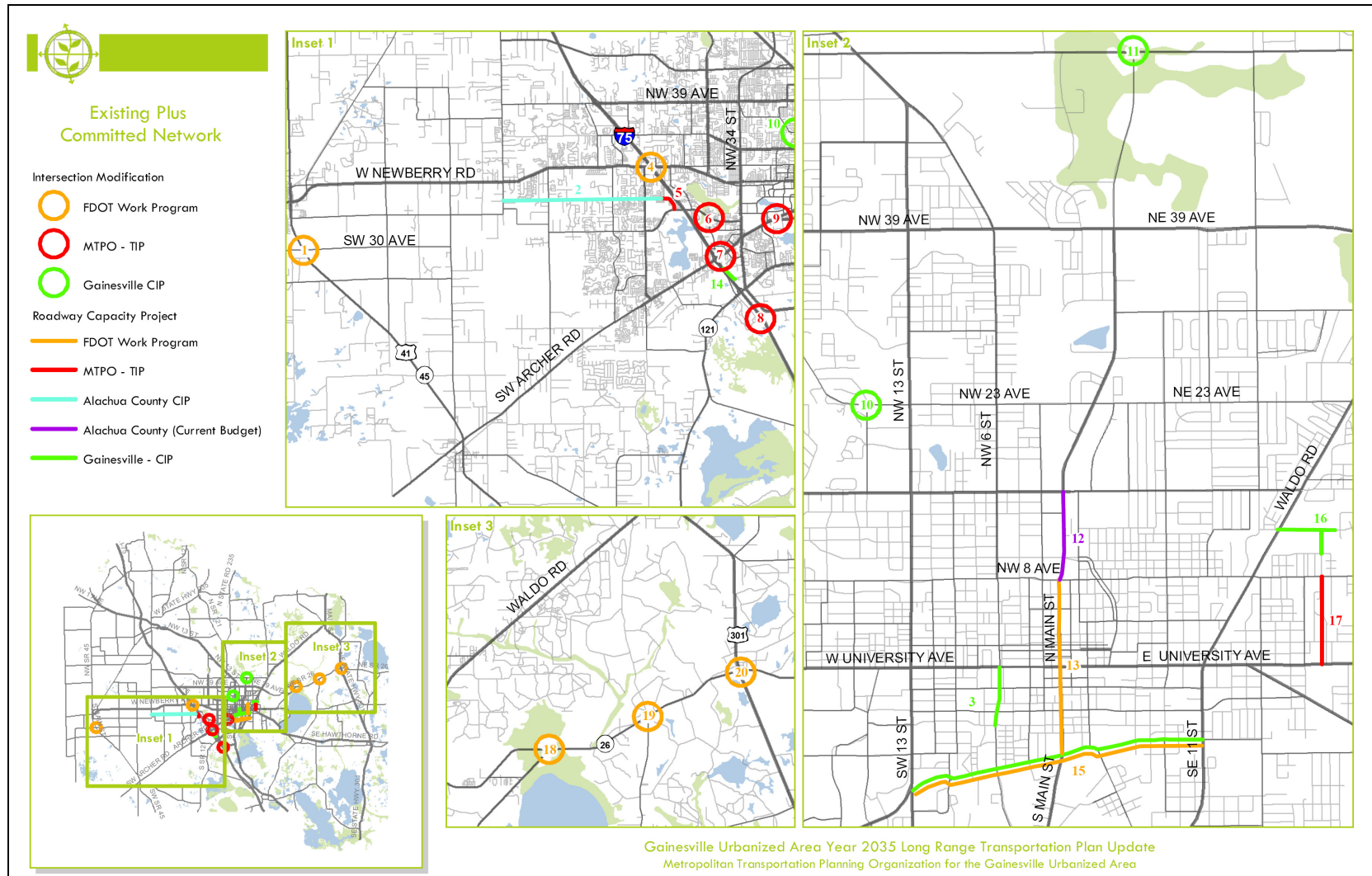


Map #	Facility/Location	From/To	Type
5	SW 8th Avenue Connector	SW 8th Avenue to SW 20th Avenue	New Road Connection - SW 8th Ave to SW 61st St
6	SW 20th Avenue at SW 43rd Street		Intersection Modification
7	SW Archer Road at SW 40th Boulevard		Intersection Modification
8	I-75 Ramps at Paynes Prairie Rest Area		Traffic Ops Modifications - Ramp Turn lanes
9	SW Archer Road at SE 16th Avenue		Intersection Modification
10	NW 23rd Avenue at 16th Terrace		Traffic Signal Reconstruction
11	NE 53rd Avenue at N Main Street		New Traffic Signal
12	SR 329 (Main Street)	NW 8th Ave to NW 16th Ave	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane
13	SR 329 (Main Street)	Depot Avenue to NW 8th Ave	Road Diet - Resurface/Reduce from 4 lanes to 2 lanes with center turn lane
14	SW 40th Boulevard Extension	SW 40th Boulevard to SW 47th Avenue	New 2-lane roadway
15	Depot Avenue	Archer Road to Williston Road	Reconstruction
16	NE 19th Terrace from NE 8th Ave to NE 12th Ave and NE 12th Ave	Waldo Rd to NE 21st St	New 2-lane roadway
17	NE 19th Street/NE 19th Terrace	E University Avenue to NE 8th Avenue	New Road Construction
18	SR 26 at SR 222		Intersection Realign and Install Flashing Beacons
19	SR 26 at NE CR 234		Add Turn Lanes
20	SR 200(US 301) at CSX Railroad Overpass (in Waldo)		CSX Railroad Overpass Modification
N/A	W 6th Street Rail/Trail	SW 2nd Avenue to NW 10th Avenue	Rail Trail
N/A	NW 34th Street	NW 55th Boulevard to US 441	Sidewalk
N/A	SW 35th Place	SW 34th Street to SW 23rd Terrace	Sidewalk

# Preliminary and Constrained Needs Plan Technical Report No. 6



Map 1: Existing Plus Committed Network







## Coding the Existing Plus Committed Network in the Year 2035 Model

In order to evaluate the projected performance of the Existing Plus Committed Network in the Year 2035, the network was coded into the model and run as a transportation scenario. This entailed adding any capacity projects or new roadways built since the 2007 base year of the countywide model used in the validation process plus those locations in the network where funding commitments would increase roadway capacity through addition of travel lanes.

### *Model Adjustments for External Stations' Growth*

To ensure the most accurate results of testing the E+C and various transportation network alternatives, a number of adjustments were made to the model to account for increased traffic volumes at stations outside Alachua County (external stations) where roadways connect traffic from surrounding areas and I-75 into the study area. While model development and validation are discussed in detail in Technical Reports 3 and 4, a brief description of the adjustments is provided in this report.

As stated in Technical Report 3, future year external trips were generated by extrapolating figures from three sources: the I-75 2035 Master Plan; the 2025 Alachua County model; and count trend extrapolations generated using the 2007 Florida Traffic Data CD. The 2035 values were generated from each source and the best fit numbers for each of the external count stations were used. External forecasts for the I-75 corridor were based on projections from the Florida Statewide Model<sup>6</sup>, consistent with the I-75 Master Plan. Where necessary, count volumes were estimated by using past count data at the location or other locations nearby to establish a rate of growth.

For the most part, validation adjustments to the external model consisted of modifying the INTEXT and EETRIPS files, which include internal-external and external-external (EE) trips. The purpose of these adjustments was to balance volumes at the external stations in such a manner as to improve model validation within the study area and so that I-75 EE percents at certain external zones were increased to achieve a better match between model volumes and 2007 traffic counts along the I-75 mainline. Validation of the highway assignment also involved adjustments to external travel and trip generation assumptions, iterative highway network modifications, adjustment of model speeds, and other changes related to the transit system to shift trips among modes most effectively. These adjustments are necessary to ensure that the Needs Plan network reflects projected growth on the interstate and growth in surrounding counties in light of Gainesville's status as a regional employment, educational and institutional center.

### *Creating the Existing Plus Committed Scenario*

Technical Reports 3 and 4 describe in greater detail the development of the E+C network and 2035 external trips. Year 2035 socioeconomic data and external trips were combined with E+C highway and transit projects to generate forecasts of highway and transit trips. As stated in





Technical Report 4, iterative adjusting of bus fares showed that the model was overly sensitive to fare changes. Discussions with Gainesville Regional Transit System (RTS) staff led to a decision on implementation of a Bus Fare Factor in the model. This Bus Fare Factor was introduced to account for the fact that the 2010 local bus fare had increased to \$1.50 (over the year 2007 bus fare of \$1.00), and was used as the base fare for evaluation of future scenarios, including the E+C scenario. The effect of the Bus Fare Factor was to provide a more realistic estimate of ridership with small increases in bus fares, rather than the inaccurate (low, based on actual figures) ridership estimates that occurred during model testing.

The 2035 E+C future year highway network edits were made using the project list shown earlier in Table 1. Many of the projects were minor changes to the network, only requiring changes to the number of lanes and facility types of existing roadways. There were several new roadways that were added; each was an expansion of an existing road, connecting two or more roadways. Other modifications included reducing Main Street from four to two lanes with turn bays through downtown, and coding bicycle lanes into the network. Transit data for the E+C Network included updates to existing routes, new headways, and the addition of new routes that did not exist in the base year.

### Projected Congestion and Transit Ridership

Map 2 depicts the projected congestion for the Existing Plus Committed Network in the Year 2035. Roadways with a volume to capacity ratio (v/c) greater than 1.05 were considered to be “congested.” Much of the congestion was projected in the area west of downtown and the University of Florida along the major corridors leading to UF and downtown, such as US 441/W. 13<sup>th</sup> Street, Newberry Road, SW 20<sup>th</sup> Avenue, Archer Road, NW 34<sup>th</sup> Street, and I-75. The congested roadway segments (with v/c ratio greater than 1.05) were considered to be the Preliminary Needs Plan, as shown in Map 3.

Table 2 provides a summary of how the E+C Network was projected to perform in relation to the performance measures discussed in Technical Report 5 and other characteristics of the transportation network, such as mode share and transit ridership figures. This analysis provided a baseline set of data for developing and testing of the four network alternatives during the next phase of Needs Plan development.

# Preliminary and Constrained Needs Plan Technical Report No. 6



Map 2: Year 2035 Projected Congestion: Existing Plus Committed Network

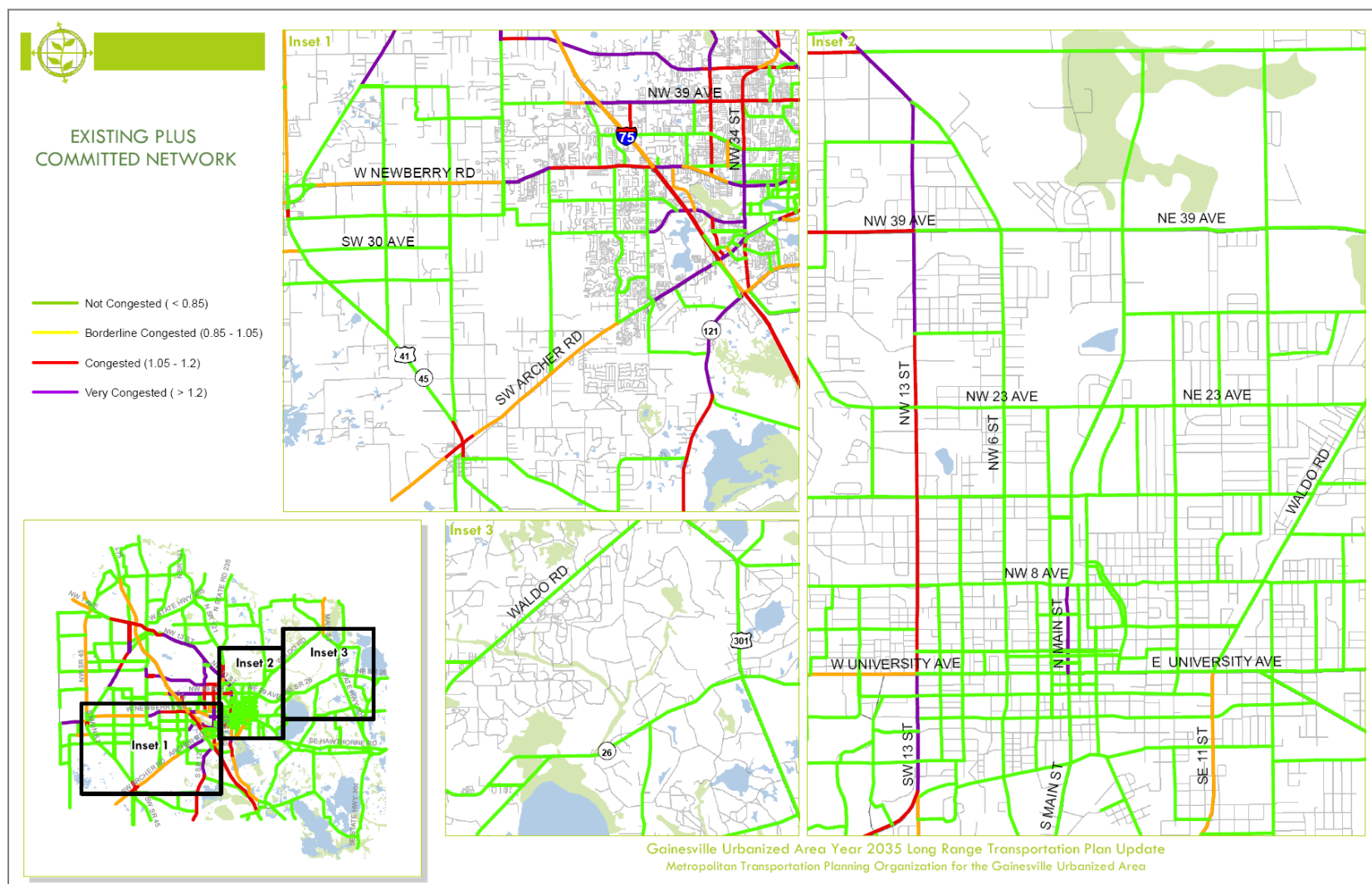






Table 2: Evaluation of the Existing Plus Committed Network

Existing Plus Committed Network Evaluation Results	
Vehicle Miles of Travel (VMT)	11,918,235
Vehicle Hours of Travel (VHT)	381,467
Roadway Lane Miles	2,206
Congested Lane Miles	373 (17%)
Transit Riders per Congested Lane Miles	41.44
Delay (minutes)	514
<b>Within ¼ mile of local bus or ½ mile of premium transit stop:</b>	
Dwelling Units	71,112 (39%)
Employment	123,794 (85%)
<b>Mode of Travel</b>	
Transit	26,936
Bicycle/Pedestrian	70,048
<b>Mode Split</b>	
Auto	96.5%
Bicycle/Pedestrian	2.1%
Transit	1.4%



## CONSTRAINED NEEDS PLAN

Once the Preliminary Needs Plan was developed, a Constrained Needs Plan was developed by identifying facilities in the Preliminary Needs Plan that cannot be widened due to adopted policies, community impacts, and/or major cost. Specifically, roadways were eliminated from the Preliminary Needs Plan based on the following factors:

- The existing geography or development patterns caused the project to be too difficult or expensive;
- Current state or local policies prohibited widening of the roadway; and
- Widening the roadway would have a major impact on either a designated historic district or environmentally sensitive lands.

A review of Alachua County's Future Traffic Circulation Map identified a number of roadways that were considered "constrained." In addition, Policy 7.1.1 of the Transportation Mobility Element in the City of Gainesville's adopted Comprehensive Plan states that "the maximum number of travel lanes for a new or widened street within city limits shall not exceed 4 travel lanes." An example of a project that was included in previous Long Range Transportation Plans, but that was omitted from this Constrained Needs Plan, was E 27<sup>th</sup> Street between East University Avenue and NE 39<sup>th</sup> Avenue. While considered by some to be an important connector road to the airport, Alachua County staff believed the environmental constraints and high project costs of this new roadway would make it cost-prohibitive to build.

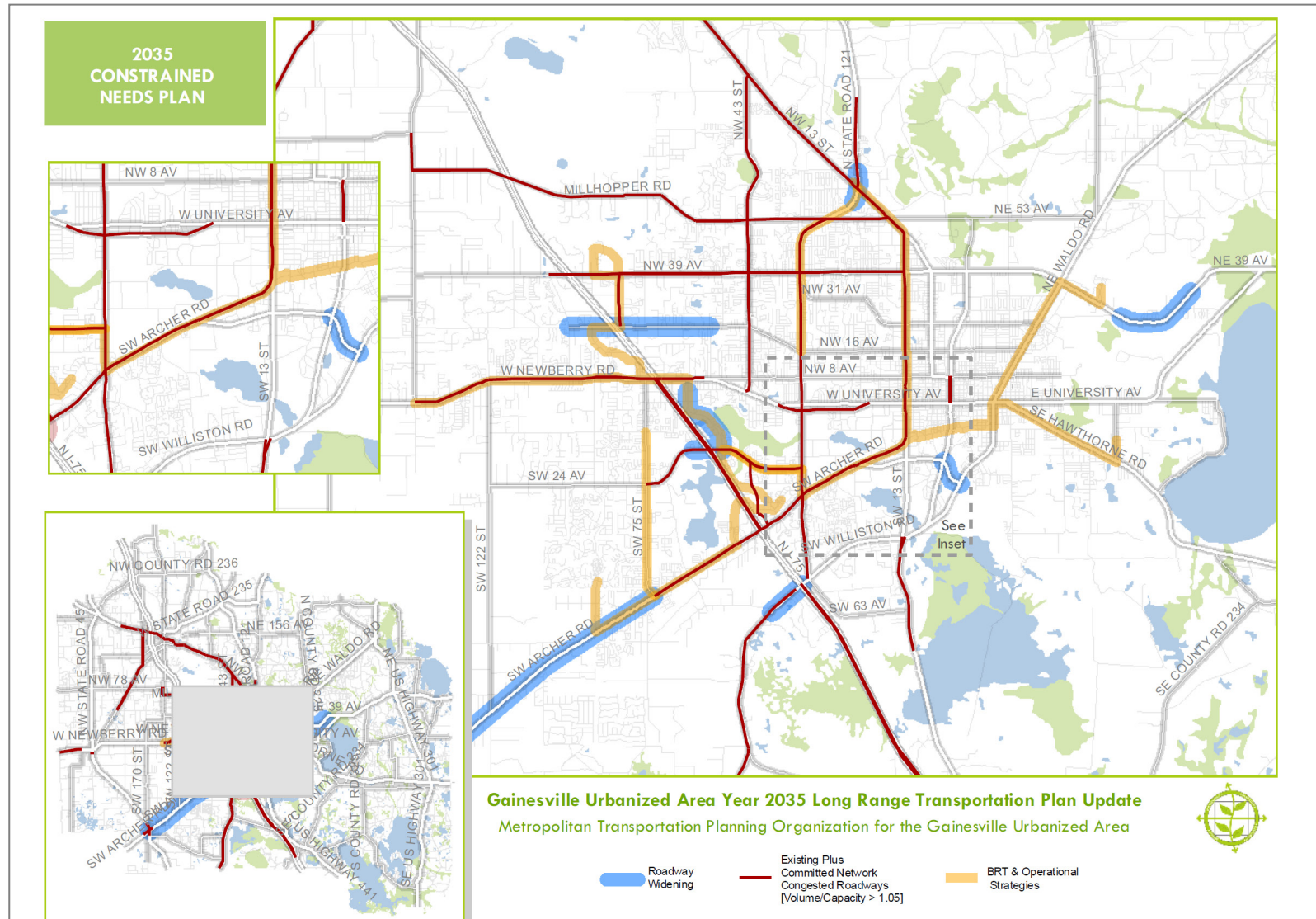
Based on this analysis, a Constrained Needs Plan was developed that included roadway widening projects where feasible based on the criteria identified above. The Constrained Needs Plan also identified corridors/facilities where operational strategies and transit service, including Bus Rapid Transit, would help to alleviate a portion of the projected congestion or provide a viable travel option. The Constrained Needs Plan is depicted in Map 4.



Preliminary and Constrained Needs Plan  
Technical Report No. 6



Map 4: Year 2035 Constrained Needs Plan





# NETWORK ALTERNATIVES

## Overview and Major Features of Network Alternatives

Once the Constrained Needs Plan was developed, a series of network alternatives were developed and tested to determine how the future transportation network would function under various scenarios reflecting different strategies for improving mobility. Four transportation network alternatives were developed for the 2035 Needs Plan, as follows: Alternative 1/Bus Rapid Transit emphasis, Alternative 2/highway emphasis, Alternative 3/streetcar emphasis, and Alternative 4/hybrid needs alternative. Each network alternative included a mix of roadway and transit projects that were identified from local plans, public input, the MTPO advisory committees and the initial analysis of the E+C network. The network alternatives provided a set of realistic options for resolving congestion and providing improved mobility and accessibility in the Gainesville Urbanized Area. Alternative 4, the hybrid needs network, was developed based on the results of testing the first three alternatives. Alternative 4 blended the best of the highway, BRT, and streetcar elements from Alternatives 1-3, and was intended to serve as the basis for development, evaluation and selection of the Year 2035 Needs Plan. Technical Report 5 provides more detail on the Network Alternatives, including the results of the testing. Table 3 provides a comparison of the transportation projects tested under each of the four alternatives.

Table 3: Transportation Projects Tested in Network Alternatives 1-4

FACILITY/LOCATION	TYPE	Alt 1: Transit/ BRT	Alt 2: Highway	Alt 3: Transit/ Streetcar	Alt 4: Hybrid Needs
<b>Transit</b>					
Santa Fe College to Airport (BRT Study w/Extension to Santa Fe)	Bus Rapid Transit	X		X	X
Santa Fe College to Butler Plaza (via Haile Village Center)	Bus Rapid Transit	X			X*
Jonesville to E. Gainesville	Bus Rapid Transit	X			X
Northwood Village to UF via 13th Street	Bus Rapid Transit	X			X
Northwood Village to UF via Butler Plaza	Bus Rapid Transit				X
Santa Fe College to UF	Bus Rapid Transit				X
Newberry Road to Archer Road	Bus Rapid Transit	X			



Preliminary and Constrained Needs Plan  
Technical Report No. 6



FACILITY/LOCATION	TYPE	Alt 1: Transit/ BRT	Alt 2: Highway	Alt 3: Transit/ Streetcar	Alt 4: Hybrid Needs
(via Tower Road)					
Downtown/UF	Streetcar			X	X
Urban Village/UF	Streetcar			X	X
Alachua to Downtown Gainesville (via US 441 & 6th Street)	Express Bus Route	X**	X	X	X**
Archer to Downtown Gainesville (via Archer Road & 13th Street)	Express Bus Route	X**	X	X**	X**
Newberry to Downtown Gainesville (via Newberry Road)	Express Bus Route	X**	X	X**	X**
Waldo to Downtown Gainesville (via Waldo Road/US301)	Express Bus Route		X	X**	X**
Hawthorne to Downtown Gainesville (via Hawthorne Road)	Express Bus Route		X	X**	X**
Existing RTS Fixed Route Bus	Fixed Route Bus	X	X	X	X
Planned RTS Fixed Route Bus	Fixed Route Bus	X	X	X	X
Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Premium Fixed Route (15 minute frequencies)			X	X
I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot	X			X
Newberry Road and Ft. Clarke Road	Park & Ride Lot	X			X
Newberry Road and CR 241 (Jonesville)	Park & Ride Lot	X			X
Butler Plaza Area	Park & Ride Lot	X			X
Archer Road west of I-75 and Archer Road (near SW 52nd Terrace)	Park & Ride Lot	X			
Archer Road and Tower Road (SW 75th Street)	Park & Ride Lot	X			X
US 441 and Williston Road	Park & Ride Lot	X			X
Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Park & Ride Lot	X			X
SE Hawthorne Road and SE 24th Street/SE 8th Ave	Park & Ride Lot	X			X
NW 34th Street and US 441	Park & Ride Lot	X			X



FACILITY/LOCATION	TYPE	Alt 1: Transit/ BRT	Alt 2: Highway	Alt 3: Transit/ Streetcar	Alt 4: Hybrid Needs
(Northwood Village)					
NW 39th Avenue and I-75	Park & Ride Lot	X			X
NE 39th Avenue and Waldo Road	Park & Ride Lot	X			X
<b>Roadway</b>					
Archer Road (west of I-75 to Archer)	Add 2 lanes (2 to 4)		X		X
NE 39th Avenue	Add 2 lanes (2 to 4)		X		
NW 23rd Avenue	Add 2 lanes (2 to 4)	X	X		X
NW 43rd Street	Add 2 lanes (2 to 4)		X		
SE 16th Avenue	Add 2 lanes (2 to 4)		X		X
SR 121 (NW 58th Avenue to NW 67th Place)	Add 2 lanes (2 to 4)		X		X
SW 20th Avenue (SW 43rd Street to SW 62nd Boulevard)	Add 2 lanes (2 to 4)		X		X
SW 62nd Boulevard	Add 2 lanes (2 to 4)	X	X	X	X
Williston Road (West of I-75 to SW 62nd Avenue)	Add 2 lanes (2 to 4)		X		X
NW 34th Street (NW 16th Ave to US 441)	Add turn lanes	X	X		
SW 20th Avenue	Add turn lanes, bus bays		X		
NW/SW 13th Street (SW 16th Avenue to NW 23rd Avenue)	Multimodal Emphasis				X
University Avenue (NW 34th Street to Waldo Road)	Multimodal Emphasis				X
Airport Access Road	New 2 lane road				X
Hull Road Extension	New 2 lane road	X	X	X	X
NW 122nd Street Extension	New 2 lane road	X	X	X	X
NW 23rd Avenue Extension	New 2 lane road	X	X	X	X
NW 76th Boulevard Extension	New 2 lane road				X
NW 83rd Street Extension	New 2 lane road		X	X	X
Radio Road Extension	New 2 lane road		X	X	X
Springhills Boulevard	New 2 lane road	X	X	X	X



FACILITY/LOCATION	TYPE	Alt 1: Transit/ BRT	Alt 2: Highway	Alt 3: Transit/ Streetcar	Alt 4: Hybrid Needs
SW 23rd Terrace Extension to University of Florida campus	New 2 lane road				X
SW 35th Boulevard Extension	New 2 lane road		X	X	X
SW 38th Terrace Extension	New 2 lane road	X	X	X	
SW 40th Boulevard (to SW 47th Avenue)	New 2 lane road	X***	X***		
SW 43rd Street	New 2 lane road	X	X	X	X
SW 45th Boulevard Extension	New 2 lane road	X	X	X	X
SW 47th Street Extension (east to SW 40th Place)	New 2 lane road		X		
SW 47th Way Extension (should have been SW 57th Road)	New 2 lane road		X		
SW 8th Avenue Extension	New 2 lane road	X	X	X	X
SW 62nd Boulevard Extension	New 4 lane road	X	X	X	X
<b>Notes</b>					
*Note: BRT line from Haile Village Center to Butler Plaza.					
**Note: Express Bus Route terminates at BRT rather than continuing into downtown.					
***Note: This project is now committed and has been added to the Existing plus Committed Network.					

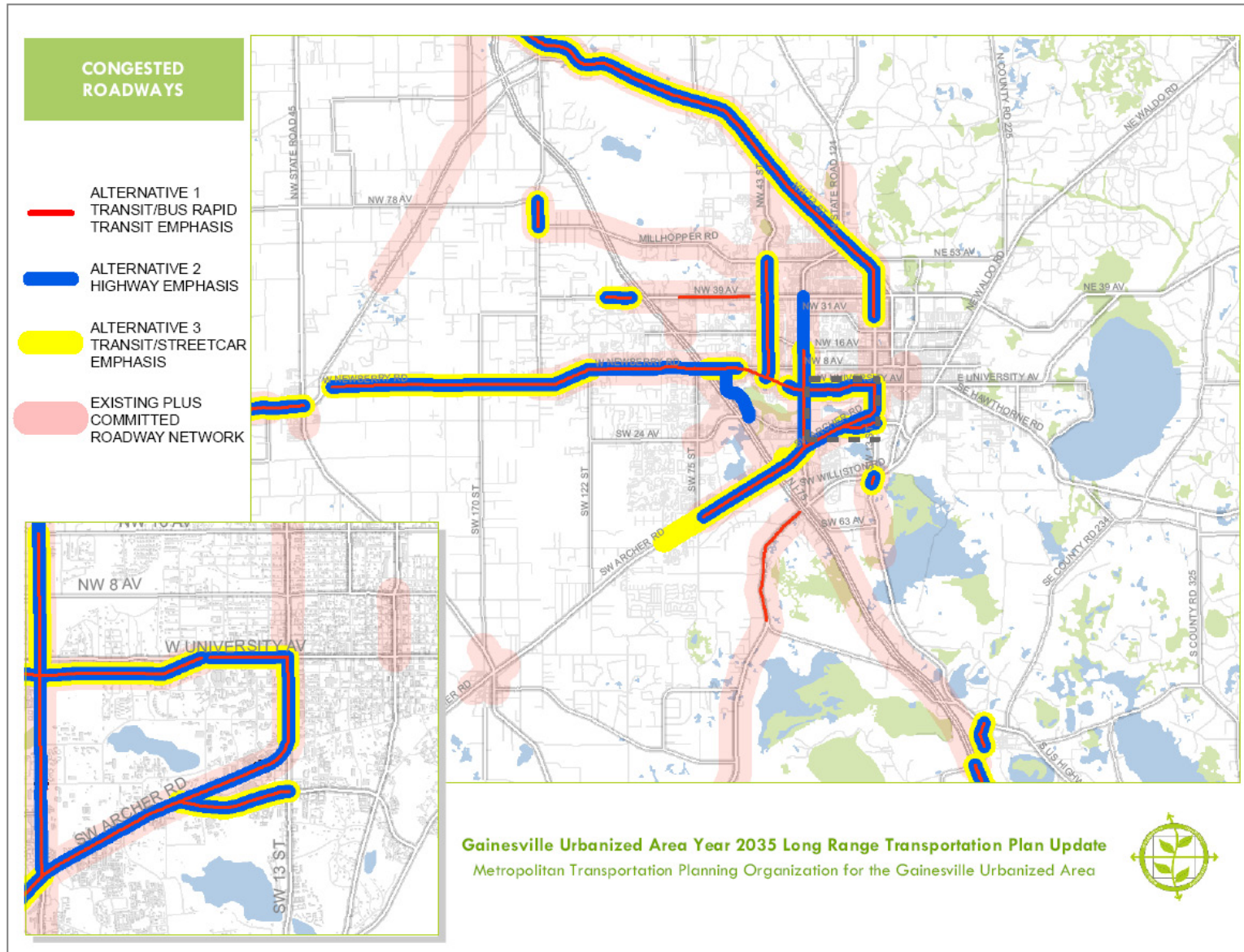
## Testing the Network Alternatives

Alternatives 1-3 were first evaluated against the E+C Network, as well as against the peak oil factors, to account for increased volatility of fuel prices as a result of rising global demand and declining oil production. The peak oil analysis factors are documented in Technical Report 5. As shown in Map 5, none of the three Network Alternatives was projected to completely eliminate congestion on the roadway network, especially along several of the major corridors in the County. This is primarily due to the constrained nature of the Needs Plan networks, reflecting the policy choices in the community described previously. Based on the results of testing Alternatives 1-3 and evaluation of the outcomes with the MTPO's advisory committees, Alternative 4 was developed and tested. The results of the Network Alternatives testing process is described in detail in Technical Report 5.

Preliminary and Constrained Needs Plan  
Technical Report No. 6



Map 5: Comparison of Projected Congestion Levels for Alternatives 1, 2, and 3





## Transitioning from Alternative 4 to the Year 2035 Needs Plan

With Alternative 4 serving as a starting point, technical analysis and input from the public and MTPO advisory committees guided identification of a preferred Needs Plan for presentation to the MTPO for its consideration and adoption. The goal was to carry forward the information learned and best elements of each of the four network alternatives tested and incorporate additional projects that were needed to achieve a multimodal transportation network as envisioned in the adopted Vision, Goals, and Objectives. The MTPO adopted the Needs Plan in June 2010 based on recommendations developed by MTPO staff and the advisory committees. The key projects in the Year 2035 Needs Plan are shown in Table 4 below. Additional details on development of the Needs Plan are included in Technical Report 5.

Table 4: Year 2035 Needs Plan Key Projects

Year 2035 Needs Plan Key Projects	
Transit Needs Plan Projects	
Bus Rapid Transit Trunk Line	Santa Fe College area to Gainesville Regional Airport (via Oaks Mall, Butler Plaza, UF/Shands, RTS Downtown Transfer Center, and Five Points)
Bus Rapid Transit Feeder Routes	From Jonesville, Haile Village Center, Northwood Village and Eastside Activity Center into the BRT trunk line or RTS Downtown Transfer Center
Streetcar	Two streetcar lines connecting downtown, UF, and the Butler Plaza area
Intermodal Centers & Park and Ride Lots	Butler Plaza and RTS Downtown Transfer Center (upgrade existing facility) and other locations
RTS Maintenance Facility	Expansion of existing maintenance facility
Fixed route bus	New and expanded routes; increased frequency
Express bus service	From Alachua/High Springs, Archer, Hawthorne, Newberry and Waldo to the BRT line/Downtown Gainesville
Roadway Needs	
Roadway projects that were tested in Alternative 4	
Strategic Intermodal System interchange modifications at 4 locations along I-75	Interchanges at SR 222/39th Avenue, SR 24/Archer Road, SR 26/Newberry Road, and SR 331/Williston Road
Additional roadway projects to provide increased network connectivity for all modes	
Bicycle and Pedestrian Needs	
The Bicycle and Pedestrian Needs Plan projects were developed by MTPO staff in conjunction with the Bicycle/Pedestrian Advisory Board, consistent with the priorities indicated in the updated Bicycle Master Plan.	



# NEEDS PLAN PRIORITIZATION

## Development of Evaluation Criteria

To assist with the development of the Year 2035 Cost Feasible Plan, the adopted Needs Plan was evaluated against a set of criteria shown in Table 5 below. These criteria provide an indication of how well the Needs Plan projects increase mobility and accessibility in the Gainesville Urbanized Area, consistent with the MTPO's goals and objectives for the Year 2035 LRTP. These criteria were refined based on MTPO staff and advisory committee feedback. They complement the performance measures and benchmarks discussed in Technical Report 5 and use data from both the accessibility analysis and the MTPO model.

Table 5: Project Prioritization Criteria

Project Prioritization Criteria			
Number	Description	Scoring	Data Source
1	On or parallel to an existing or future congested roadway?	1.2 or more = 20 1.05 to 1.2 = 15 .80 to 1.05 = 10	MTPO Model
2	Extends existing transit service to high population and employment density areas? (9 du/acre or 12 employees in 2035)	Transit service = 20 Park-and-ride connection = 15 Roadway project to enable future transit service = 10	Accessibility Analysis
3	Located in highly accessible area?	Completely within highly accessibility area = 20 Partially within highly accessible area = 15 Within moderately accessible area = 10 Within low accessibility area = 5	Accessibility Analysis
4	Connects two or more collector or arterial roads?	Both roads are congested = 20 One road is congested = 10	MTPO Model
5	Increases frequency of transit service to less than 30 minutes or expand operating hours?	Both = 20 One = 10	MTPO Model/Transit Characteristics





The Year 2035 LRTP update placed an emphasis on increased accessibility, network connectivity, and availability of transit expansion for consideration in project prioritization. The results of the evaluation criteria screening are shown in Table 6 below. No project prioritization process is completely devoid of subjective judgments, and there are various ways in which the merits of the projects may be interpreted using the scoring criteria. However, the process helped to ensure that some of the key considerations in the MTPO's vision, goals and objectives would be reflected in the identification of candidate cost feasible transportation projects. The evaluation criteria results were used as an initial screening to help differentiate among potentially competing projects, but were not intended to determine definitively whether a project should be incorporated into the Cost Feasible Plan. Rather, it was to help provide some analytical support to MTPO staff and the advisory committees as they developed recommendations for the Cost Feasible Plan for consideration by the MTPO.





Table 6: Results of Project Prioritization Scoring

Facility/Location	From/To	Type	Length	Prioritization Criteria					
Roadway				1	2	3	4	5	Total
Hull Road Extension	SW 34th St to SW 43rd St Ext	New 2 lane road	1.1	20	10	15	20	0	65
University Avenue	NW 34th St to Waldo Rd	Multimodal Emphasis	3.7	20	10	15	20	0	65
SW 62nd Boulevard*	Newberry Rd to SW 20th Ave	Add 2 lanes (2 to 4)	1.7	20	10	15	20	0	65
SW 62nd Boulevard Extension*	SW 20th Ave to Windmeadows Blvd	New 4 lane road	0.97	20	10	15	20	0	65
Radio Road Extension	SW 34th St. to Hull Rd Extension	New 2 lane road	1.0	20	0	20	20	0	60
NW/SW 13th Street	SW 16th Ave to NW 23rd Ave	Multimodal Emphasis	2.6	20	0	20	20	0	60
NW 83rd Street Extension	NW 39th St to Millhopper Rd	New 2 lane road	1.5	20	0	15	20	0	55
NW 34th Street	NW 16th Ave to US 441	Add turn lanes	3.67	20	0	10	20	0	50
Archer Road	West of I-75 to Archer (city limits)	Add 2 lanes (2 to 4)	7.0	15	0	10	20	0	45
Tower Road	SW 8th Avenue to Archer Road	Reconstruct (2 lane upgrade)	3.2	20	0	20	0	0	40
Williston Road	West of I-75 to SW 62nd Ave	Add 2 lanes (2 to 4)	0.8	20	0	10	10	0	40
NW 23rd Avenue	NW 55th St to NW 98th St	Add 2 lanes (2 to 4)	2.7	20	0	10	10	0	40

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



Facility/Location	From/To	Type	Length	Prioritization Criteria					
SW 20th Avenue	SW 43rd St to SW 62nd Blvd	Add 2 lanes (2 to 4)	0.6	20	0	20	0	0	40
SW 57th Road	SW 75th Street to SW 63rd Boulevard	New 2 lane road	2.2	20	0	10	10	0	40
Waldo Road Multiway Boulevard	University Avenue to NE 39th Street	New 2 lane road	2.6	10	0	15	10	0	35
SE 4th St	Depot Ave to Williston Rd	Multimodal Emphasis	0.7	0	10	15	10	0	35
Springhills Boulevard	NW 83rd St Ext to NW 115th St	New 2 lane road	2.3	20	0	10	0	0	30
NW 122nd Street Extension	NW 46th Ave to Newbery Rd	New 2 lane road	2.2	0	0	10	20	0	30
NW 34th Street/SR121	NW 58th Ave to NW 67th Place	Add 2 lanes (2 to 4)	0.7	15	0	15	0	0	30
NW 76th Boulevard Extension	NW 76th Blvd to Ft Clarke	New 2 lane road	0.6	15	0	15	0	0	30
SW 20th Avenue	SW 34th Ave to SW 43rd St	Add turn lanes	1.0	20	0	10	0	0	30
SW 23rd Terrace Extension to University of Florida campus	Hull Rd to Archer Rd	New 2 lane road	0.3	20	0	10	0	0	30
SW 63rd/SW 67th Ave	SW 24th Ave to Archer Road	New 2 lane road	1.9	0	0	10	20	0	30
NW 23rd Avenue Extension	NW 98th St to NW 143rd St (CR 241)	New 2 lane road	3.12	20	0	5	0	0	25
SE 16th Avenue	Main St to Williston Rd	Add 2 lanes (2 to 4)	0.6	15	0	10	0	0	25

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



Facility/Location	From/To	Type	Length	Prioritization Criteria					
SW 47th Street Extension	SW 47th St to SW 40th Place	New 2 lane road	0.5	0	0	20	0	0	20
SW 8th Avenue Extension	SW 122nd St to SW 143rd (CR 241)	New 2 lane road	1.4	10	0	5	0	0	15
Airport Access Road	Waldo Rd to Airport	New 2 lane road	0.5	0	0	10	0	0	10
SW 45th Street	Archer Rd to I-75	New 2 lane road	0.6	0	0	10	0	0	10
NE 39th Avenue (SR 222)	Gainesville Regional Airport to NE 27th Avenue	Add 2 lanes (2 to 4)	1.7	0	0	5	0	0	5

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



Facility/Location	Type	Length	Prioritization Criteria					
Transit			1	2	3	4	5	Total
Downtown/UF	Streetcar	5.4	20	20	20	20	20	100
Urban Village/UF	Streetcar	3.6	20	20	20	20	20	100
Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	Bus Rapid Transit (Dedicated Lane)	16.3	20	20	15	20	20	95
Haile Village Center to Butler Plaza Intermodal Center	Bus Rapid Transit (Dedicated Lane)	6.5	20	20	15	20	20	95
Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	Bus Rapid Transit (Dedicated Lane)	14.2	20	20	15	20	20	95
Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	Bus Rapid Transit (Dedicated Lane)		20	20	15	20	20	95
Northwood Village to UF/ 2nd Ave S (via 13th Street)	Bus Rapid Transit (Dedicated Lane)	5.3	10	20	20	20	20	90
Planned RTS Fixed Route Bus (new fixed route service)	Fixed Route Bus	6 Routes	0	20	15	20	20	75
Fixed Route Bus from Santa Fe to Airport on NW/NE 39th Ave	Fixed Route Bus		20	0	15	20	20	75
High Springs to US 441/Northwood Village Intermodal Center	Express Bus Route	13.2	20	0	5	20	20	65
Archer to Butler Plaza Intermodal Center (via Archer Road)	Express Bus Route	7.2	15	0	5	20	20	60
I-75 and Newberry Road (Oaks Mall)	Park & Ride Lot		20	0	20	20	0	60
RTS Maintenance Facility	Transit Maintenance Facility		0	20	20	0	20	60
Existing RTS Fixed Route Bus (increased frequency)	Fixed Route Bus	5 Routes	0	20	15	0	20	55
Butler Plaza Area	Intermodal Center/ Park & Ride Lot		20	15	20	0	0	55

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



Facility/Location	Type	Length	Prioritization Criteria					
Transit			1	2	3	4	5	Total
Multimodal Regional Transportation Center (Archer Road and SW 16th Avenue)	Multimodal Regional Transit Center		20	15	20	0	0	55
Newberry to Newberry Road Intermodal Center (via Newberry Road)	Express Bus Route	6.8	10	0	5	10	20	45
NW 39th Avenue and I-75 (Springhills/SFC Area)	Intermodal Center/ Park & Ride Lot		20	0	20	0	0	40
Downtown Intermodal Center (RTS Transfer Center)	Intermodal Center/ Park & Ride Lot		0	0	20	0	20	40
Newberry Road and CR 241 (Jonesville)	Intermodal Center/ Park & Ride Lot		20	0	10	0	0	30
Archer Road and Tower Road (SW 75th Street)	Intermodal Center/ Park & Ride Lot		20	0	10	0	0	30
NW 34th Street and US 441 (Northwood Village)	Intermodal Center/ Park & Ride Lot		20	0	10	0	0	30
Waldo to Airport Area Intermodal Center (via Waldo Road/US301)	Express Bus Route	10.2	0	0	5	0	20	25
Hawthorne to Eastside Intermodal Center (via Hawthorne Road)	Express Bus Route	12.2	0	0	5	0	20	25
Newberry Road and Ft. Clarke Road	Park & Ride Lot		15	0	10	0	0	25
US 441 and Williston Road	Park & Ride Lot		15	0	10	0	0	25
NE 39th Avenue and Waldo Road (Airport Area)	Intermodal Center/ Park & Ride Lot		10	0	5	0	0	15
SE Hawthorne Road and SE 24th Street/SE 8th Ave	Park & Ride Lot		0	0	10	0	0	10
Eastside Activity Center (SE 43rd Street and SE Hawthorne Road)	Intermodal Center/ Park & Ride Lot		0	0	10	0	0	10
Bus Replacement Program	Capital Project	N/A	--	--	--	--	--	N/A



## ENVIRONMENTAL AND SOCIOCULTURAL CONSIDERATIONS

The planning provisions of SAFETEA-LU emphasize a collaborative and integrated planning process that considers environmental stewardship in the development of metropolitan transportation plans and programs. The provisions required the MTPO to conduct the following activities in the development of the Year 2035 LRTP:

- Consider conservation plans and natural and historic resources in the development of the plan's projects and strategies;
- Consult with state and local agencies responsible for land use management, economic development, natural resources, environmental protection, and historic preservation;
- Identify potential environmental mitigation strategies and potential areas to carry out these activities; and
- Provide opportunities for public and agency participation in the development of a project purpose and need.

Florida's Efficient Transportation Decision Making (ETDM) Process provides a planning framework for fulfilling the intent of SAFETEA-LU provisions and government regulations supporting the integration of the transportation planning process with the environmental review process. It creates linkages between land use, transportation and environmental planning through early and continuing collaboration among planning, environmental resource agencies and the public.

An environmental resource evaluation was conducted for each candidate transportation project in the Year 2035 Needs Plan to determine the relative potential project effects to natural and cultural resources. The environmental resource evaluation characterized each candidate project in the Needs Plan as having potentially low, moderate or high effects to the natural and cultural resources. Potential project effects were analyzed within a defined buffer area around each candidate project. Low potential effects suggest that the project's potential impacts to environmental resources are relatively low in comparison to other candidate projects. Moderate potential effects indicate that the project's potential impacts are moderate relative to other projects. High potential effects indicate relatively high impacts and suggest that environmental mitigation measures may need to be identified during the project development phase.

The potential project effects were evaluated for certain issues defined within the ETDM Process Environmental Screening Tool (EST). These issues include: Contaminated Sites, Farmlands, Floodplains, Historic Resources, Archaeological Sites, Navigation, Recreation Areas, Section 4(f) Potential, Special Designations, Water Quality and Quantity, Wetlands, Wildlife and Habitat. Evaluation measures, shown in Table 7, were used to determine potential low, moderate, and high impacts on various environmental and cultural resources. Datasets of the EST that are specific to



Alachua County were used to support the evaluation and measurement of potential project effects for each defined issue. Results of the EST were reviewed by the MTPO advisory committees and staff, and were used in part to identify projects that were included in the Cost Feasible Plan. Most importantly, the results of this analysis were focused on identifying any serious or fatal flaws in the consideration of potential projects in the adopted Needs Plan. By flagging such projects at the Needs Plan point in the process, it would help the MTPO and its partners at the local and state level understand potential implications and consider an alternative project or at least go forward with the prior knowledge of likely impacts. The results of the Environmental Screening are included in the Appendix.



Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



Table 7: Environmental Evaluation Measures

Environmental Resource	Analysis Area	Resources Impacted	Potential Effects
Contaminated Sites	Urban = 100', Rural = 200'	None	Low
		1 or 2 sites	Moderate
		3 or more sites	High
Farmland	Urban = 100', Rural = 200'	5 acres or less	Low
		5 to 10 acres	Moderate
		More than 10 acres	High
Floodplains	Urban = 100', Rural = 200'	5 acres or less	Low
		5 to 10 acres	Moderate
		More than 10 acres	High
Historic and Archaeological Sites	Urban = 100', Rural = 200'	None	Low
		1 or 2 sites	Moderate
		3 or more sites	High
Navigation	Intersects	Absent	Low
		Present	Moderate
Recreation	Urban = 100', Rural = 200'	Absent	Low
		Present	High
Section 4(f) Potential	Urban = 100', Rural = 200'	Absent	Low
		Present	High
Special Designations	Urban = 100', Rural = 200'	5 acres or less	Low
		5 to 10 acres	Moderate
		More than 10 acres	High
Water Quality and Quantity	Urban = 100', Rural = 200'	No Impaired Waterbodies	Low
		Impaired Waterbodies	Moderate
Wetlands	Urban = 100', Rural = 200'	5 acres or less	Low
		5 to 10 acres	Moderate
		More than 10 acres	High
Wildlife and Habitat	Urban = 100', Rural = 200'	FFWCC Management Areas	Highly Dependent on Project Type, Habitats, and Species
		State and Federal Listed Species	



## Contaminated Sites

The potential effect for the Contaminated Sites category is based on the total number of known contamination sites and known producers of toxic or hazardous wastes identified within the project's 100-foot buffer (urban) or 200-foot buffer (rural). The following eight datasets provide information on these sites and facilities: FDEP Off-Site Contamination Notices, Hazardous Waste Sites, National Priority List Sites, Super ACT Risk Sources, Solid Waste Facilities, Superfund Hazardous Waste Sites, Toxic Release Inventory Sites, and US EPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities. The total number of sites within the buffer area was used to estimate low, moderate, or high effect.

Since the same site may occur in multiple databases, the listing of sites within each dataset were compared to the search results of the other datasets to ensure that sites were counted only once in the analyses.

## Farmlands

The potential effect for the Farmlands category is based on the acreage of Prime Farm Land within the 100-foot project buffer (urban) or 200-foot project buffer (rural). The total acreage was used to estimate a potentially low, moderate, or high project effect. Recent aerial imagery was consulted, in addition, to confirm the presence of Prime Farm Land (i.e. row or commodity crops) in the project area.

## Floodplains

The potential effect for the Floodplains category is based on the total acreage of designated 100-year floodplain identified within the project's 100-foot buffer (urban) or 200-foot buffer (rural). The two datasets assessed in this category include: DFIRM 100-Year Flood Plain and FEMA Flood Insurance Rate Maps 1996. The reported 100-year floodplain acreage was used to estimate a potentially low, moderate, or high effect (i.e., the results of the two datasets were not added).



## Historic Resources

For the purposes of this study, historic resources are categorized as those listed in or eligible for the National Register of Historic Places and those locally designated as historic properties by the City of Gainesville, Alachua County and other local governments. National Register resources can be categorized as historic buildings, structures, districts, objects, cemeteries, roads, canals, railroads, and landscapes. This data is available through the following Florida Master Site File datasets:

- Historic structures (individual buildings, structures, and objects)
- Historic bridges
- Historic cemeteries
- Resource groups (roads, canals, railroads, neighborhoods, districts)
- National Register of Historic Places.

The potential effect to historic resources is based on the number of historic resources within the project's 200-foot buffer for both urban and rural areas. The total number of resources within the buffer area was used to estimate low, moderate, or high potential project effect.

## Archaeological Sites

Archaeological Resources include campsites, villages, settlements and other evidence of past human activity that span Florida's long period of human occupation from the earliest hunters and gathers through the early to mid 1900s. For this analysis, these resources are categorized into Sensitive Sites and Unevaluated Archaeological Sites. Sensitive sites include those listed on or potentially eligible for the National Register of Historic Places, sites with known or suspected human remains, or known Seminole, Miccosukee, or Creek cultural or heritage sites, as identified in the Florida Master Site File archaeological sites and National Register datasets. Unevaluated sites include those sites included in the Florida Master Site archaeological sites dataset for which no National Register eligibility is recorded. The potential effect to archaeological sites is based on the total number of sites within the project's 200-foot buffer for both urban and rural areas. A project is considered to have a potentially high effect if a Sensitive Site is located within the project buffer. For Unevaluated sites, the total number of sites within the buffer area was used to estimate low, moderate, or high potential project effect.

## Navigation

The potential effect for the Navigation category is based on the presence or absence of navigable water crossings within the project corridor. If the proposed project does not cross a navigable waterway, the potential effect was assumed to be low. If the proposed project includes adding lanes to an existing water crossing, the potential effect was assumed to be moderate. If the



proposed project involves a new crossing over a navigable waterway, the degree of effect was assumed to be high.

### Recreation Areas

The potential effect for the Recreation Areas category is based on the absence or presence of recreational features within or in proximity to the project corridor. Such resources include: multi-use trails, local and state parks, marine facilities, etc. (refer to list of datasets). If a recreational feature was not identified within the 100-foot project buffer (urban) or 200-foot project buffer (rural), then the degree of effect was assumed to be low. If a recreational feature is present within the 100-foot project buffer (urban) or 200-foot project buffer (rural), then the degree of effect was assumed to be high.

### Section 4(f) Potential

The potential effect for the Section 4(f) category is based on the absence or presence of Section 4(f) protected resources. Such resources include: historic and archaeological features, public land, recreational facilities, etc. (refer to list of datasets). If a Section 4(f) resource was not identified within the 100-foot project buffer (urban) or 200-foot project buffer, then the degree of effect was assumed to be low.

If a Section 4(f) resource is present within the 100-foot project buffer (urban) or 200-foot project buffer (rural), then the degree of effect was assumed to be high.

### Special Designations

The potential effect for the Special Designations category is based on the total acres of the special designated properties and features within the 100-foot project buffer (urban) or 200-foot project buffer (rural). The special designated properties and features assessed in this category include: Florida Forever Board of Trustees (BOT) Projects, Native American Lands, South Florida Water Management District (SFWMD) – Save Our Rivers Lands, and Special or Outstanding Florida Waters. The total acreage was used to estimate a potentially low, moderate, or high effect.

### Water Quality and Quantity

The potential effect for the Water Quality and Quantity category is based on the presence of designated impaired waterbodies within the project's 100-foot buffer (urban) or 200-foot buffer (rural). Listings of impaired waterbodies are contained in the FDEP Total Maximum Daily Loads for Listed Waters dataset and Impaired Waters – 303(d) dataset. If an Impaired waterbody was not identified within the 100-foot project buffer (urban) or 200-foot project buffer, then the degree of effect was assumed to be low. If an Impaired waterbody is present within the 100-foot project buffer (urban) or 200-foot project buffer (rural), then the degree of effect was assumed to be moderate.



## Wetlands

The potential effect for the Wetlands category is based on the acreage of wetlands within the project's 100-foot buffer (urban) or 200-foot buffer (urban) as reported by the Wetlands 2004 dataset. The total wetland acreage reported by the dataset was used to assign a potentially low, moderate, or high effect.

## Wildlife and Habitat

The potential effect for the Wildlife and Habitat category is highly dependent on proposed project type, habitats present, and mix of species potentially present. Datasets that were reviewed to assess the potential degree of effect include the following: Bald Eagle Nesting Territories, Black Bear Road Kills, FFWCC Management Areas, FFWCC Wildlife Observations, Florida Species Observations 2007, FNAI Bird Rookeries, Florida Forever BOT Projects, Florida Managed Areas, Florida Natural Areas Inventory Managed Lands, Florida State Parks, Public Land, Threatened or Endangered Species, and Water Management District Owned Lands.



## SUMMARY

The development of the 2035 Long Range Transportation Plan for the Gainesville Urbanized Area entailed an analytical and policy-based planning process that guided selection of transportation projects for future funding from a variety of federal, state and local sources. Transportation needs over a 25 year planning horizon can be defined in a number of ways, and it is important that the process reflect broad-based community input and the policy framework as reflected in adopted plans and established programs. It is also important that the planning process reflect an unbiased analytical component that provides the best information available about the projected transportation conditions in the future, and how those conditions may be influenced by potential transportation projects.

In developing the 2035 Needs Plan, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area (MTPO) chose to create a plan that was constrained by established policies, environmental considerations and a desire to reduce the anticipated growth of vehicle miles of travel by creating more non-auto travel options.

The starting point for the Needs Plan was the adopted 2025 Long Range Transportation. The first technical step involved in defining the 2035 transportation needs in the community entailed an analysis of the projected congestion levels on the roadway network based on anticipated future growth and the existing plus committed transportation network as of 2014. Congestion levels defined the preliminary needs network. From that point, the process involved reducing the potential transportation projects based on definition of constrained roads or policies limiting roads to a maximum of four lanes. Other constraints included environmental factors and concerns about how certain capacity projects may exacerbate sprawl development patterns. Thus, a series of steps led to the development of a constrained Needs Plan that was presented to the MTPO for consideration and adoption in June 2010.

Finally, the constrained Needs Plan was then subjected to a prioritization and environmental screening process that helped inform the selection of projects for the Cost Feasible Plan. The prioritization process used criteria consistent with the vision, goals and objectives to guide development of the Cost Feasible Plan. The environmental screening identified potential red flags for projects with fatal flaws or high potential impacts, which also was a consideration in developing the plan. These steps are consistent with federal SAFETEA-LU requirements, and help ensure that the MTPO and its partners focus on transportation projects that serve the broader goals for growth and development in the Gainesville Urbanized Area.



## APPENDIX

### Year 2035 Needs Plan ETDM Screening Results: Community, Cultural and Natural Issues

Table 8: Needs Plan GIS Analysis for 36 Projects (September 9, 2010)

ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
11734	NDS: Haile Village Center to Butler Plaza Intermodal Center	T-B	Haile Village Center	Butler Plaza Intermodal Center	Bus Rapid Transit	<p>Community</p> <ul style="list-style-type: none"> <li>Over 33% Residential land use</li> <li>One blockgroup with a median family income under \$25,000</li> <li>One blockgroup with a minority population over 40%</li> <li>One Public School</li> <li>Three Private Schools</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 historic structures</li> <li>4 archaeological sites</li> <li>one NRHP-listed site</li> <li>one Resource Group</li> <li>3 Parks</li> <li>One Trail</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One State Funded Hazardous Waste Cleanup Site</li> <li>One Toxic Release Inventory Site</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>2 additional blockgroups with a minority population over 40%</li> <li>one additional private school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>7 additional historic structures</li> <li>3 additional archaeological sites</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>2 additional blockgroups with a minority population over 40%</li> <li>Alachua County Fire Rescue Station 15</li> <li>one additional school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>5 additional historic structures</li> <li>3 additional archaeological sites</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one Threatened or Endangered Specie</li> </ul>
11735	NDS: Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	T-CI	Jonesville	Butler Plaza Intermodal Center	Bus Rapid Transit	<p>Community</p> <ul style="list-style-type: none"> <li>2 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> <li>One Private School</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>11 archaeological sites (2 are potentially NRHP-eligible)</li> <li>one Resource Group</li> <li>2 Trails</li> <li>4 Parks</li> <li>2 Florida Managed Areas</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One occurrence of Rare and</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One cemetery</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>4 historic structures</li> <li>2 additional archaeological sites</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas over 31%</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>North Florida Regional Medical Center</li> <li>one private school</li> <li>one hospital</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>6 additional historic structures</li> <li>2 additional archaeological sites</li> <li>one additional Florida Managed Area</li> <li>one additional park</li> </ul>





ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
						<ul style="list-style-type: none"> <li>Imperiled Fish</li> <li>One State Funded Hazardous Waste Cleanup Site</li> </ul>		
11736	NDS: Northwood Village to UF/ 2nd Ave S (via 13th Street)	T-D	Northwood Village	UF/ 2nd Ave S	Bus Rapid Transit	<p>Community</p> <ul style="list-style-type: none"> <li>Over 29% Commercial and Services land use</li> <li>University of Florida</li> <li>10 blockgroups with a median family income under \$25,000</li> <li>20 blockgroups with a minority population over 40%</li> <li>one cemetery</li> <li>one fire station</li> <li>one law enforcement station</li> <li>2 private schools</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>38 historic structures</li> <li>one archaeological site</li> <li>4 NRHP-listed sites</li> <li>9 Resource Groups</li> <li>2 existing recreational trails</li> <li>6 Trails</li> <li>one park</li> <li>3 Florida Managed Areas</li> <li>2 parcel derived parks</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>2 occurrences of Rare and Imperiled Fish</li> <li>2 Brownfield Boundaries</li> <li>one waste water facility</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>3 additional blockgroups with a minority population over 40%</li> <li>one additional fire station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>11 additional historic structures</li> <li>one additional NRHP-listed site</li> <li>one additional Resource Group</li> <li>one additional park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas over 29%</li> <li>one additional waste water facility</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one additional school</li> <li>8 additional blockgroups with a minority population over 40%</li> <li>one law enforcement station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic bridge</li> <li>one greenway</li> <li>72 additional historic structures</li> <li>3 additional archaeological sites</li> <li>3 additional NRHP-listed sites</li> <li>one additional Resource Group</li> <li>one additional existing recreational trail</li> <li>2 additional parks</li> <li>one additional Florida Managed Area</li> <li>2 additional parks</li> <li>one additional Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One Toxic Release Inventory Site</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
11737	NDS: Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	T-C2	Eastside Activity Center (@ SE	Downtown RTS Transfer Center	Bus Rapid Transit	<p>Community</p> <ul style="list-style-type: none"><li>Over 26% Residential land use</li><li>6 blockgroups with a median family income under \$25,000</li><li>42 blockgroups with a minority population over 40%</li><li>5 private schools</li><li>one fire station</li><li>1 cemetery</li><li>one law enforcement station</li><li>one Front Porch Community</li></ul> <p>Cultural</p> <ul style="list-style-type: none"><li>one historic cemetery</li><li>30 historic structures</li><li>3 archaeological sites</li><li>5 Resource Groups</li><li>one existing recreational trail</li><li>6 trails</li></ul> <p>Natural</p> <ul style="list-style-type: none"><li>one Brownfield Boundary</li><li>one Black Bear Nuisance Report</li><li>Red-Cockaded Woodpecker Consultation Area</li><li>2 occurrences of Rare and Imperiled Fish</li></ul>	<p>Community</p> <ul style="list-style-type: none"><li>4 additional blockgroups with a minority population over 40%</li></ul> <p>Cultural</p> <ul style="list-style-type: none"><li>16 additional historic structures</li><li>one NRHP-listed site</li></ul> <p>Natural</p> <ul style="list-style-type: none"><li>one waste water facility</li></ul>	<p>Community</p> <ul style="list-style-type: none"><li>3 additional schools</li><li>22 additional blockgroups with a minority population over 40%</li></ul> <p>Cultural</p> <ul style="list-style-type: none"><li>2 parks</li><li>25 additional historic structures</li><li>2 additional archaeological sites</li><li>one additional NRHP-listed site</li><li>one additional Resource Group</li></ul> <p>Natural</p> <ul style="list-style-type: none"><li>One Toxic Release Inventory Site</li></ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1738	NDS: Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	T-A	Santa Fe	Airport	Bus Rapid Transit	<p>Community</p> <ul style="list-style-type: none"> <li>Shands Rehabilitation Hospital</li> <li>Shands Vista Behavioral Health</li> <li>2 private schools</li> <li>one public school</li> <li>2 colleges</li> <li>17 blockgroups with a median family income under \$25,000</li> <li>54 blockgroups with a minority population over 40%</li> <li>one correctional facility</li> <li>3 fire stations</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>41 historic structures</li> <li>12 archaeological sites</li> <li>2 NRHP-listed sites</li> <li>10 Resource Groups</li> <li>2 existing recreational trails</li> <li>6 trails</li> <li>5 parks</li> <li>5 Florida Managed Areas</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one Brownfield Boundary</li> <li>Special Flood Hazard Areas over 28%</li> <li>one waste water facility</li> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>3 occurrences of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>Select Specialty Hospital Gainesville</li> <li>Gainesville Regional Airport</li> <li>Shands Hospital Heliport</li> <li>Shands Helistop</li> <li>4 additional blockgroups with a minority population over 40%</li> <li>one additional correctional facility</li> <li>one additional fire station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic bridge</li> <li>18 additional historic structures</li> <li>4 additional archaeological sites (one potentially NRHP-eligible)</li> <li>one additional Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one additional waste water facility</li> <li>one Black Bear Nuisance Report</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>3 additional hospitals</li> <li>2 additional schools</li> <li>31 additional blockgroups with a minority population over 40%</li> <li>2 airports</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>3 additional Florida Managed Areas</li> <li>52 additional historic structures</li> <li>4 additional archaeological sites</li> <li>3 additional NRHP-listed sites</li> <li>2 additional Resource Groups</li> <li>4 additional parks</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One Toxic Release Inventory Site</li> <li>one Bald Eagle Nesting Territory</li> <li>one threatened or endangered specie</li> </ul>
I 1739	NDS: Waldo Road Multiway Boulevard	AD	University Avenue	NE 39th Street	Multiway Boulevard	<p>Community</p> <ul style="list-style-type: none"> <li>6 blockgroups with a median family income under \$25,000</li> <li>7 blockgroups with a minority population over 40%</li> <li>one Front Porch Community</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>3 Resource Groups</li> <li>one existing recreational trail</li> <li>5 trails</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One private school</li> <li>6 additional blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic structure</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one fire station</li> <li>one school</li> <li>18 additional blockgroups with a minority population over 40%</li> <li>one Emergency Medical Service</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 parks</li> <li>8 additional historic structures</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
						Consultation Area <ul style="list-style-type: none"> <li>2 occurrences of Rare and Imperiled Fish</li> </ul>		
I 1740	NDS: SE 4th Ave	AC	Depot Ave	Williston Rd	Reconstruction	Community <ul style="list-style-type: none"> <li>Over 28% Residential land use</li> <li>3 blockgroups with a median family income under \$25,000</li> <li>12 blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>6 historic structures</li> <li>4 Resource Groups</li> <li>2 existing recreational trails</li> <li>6 trails</li> <li>one park</li> </ul> Natural <ul style="list-style-type: none"> <li>one Brownfield Boundary Red-Cockaded Woodpecker Consultation Area</li> </ul>	Community <ul style="list-style-type: none"> <li>One additional blockgroup with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>one additional historic structure</li> </ul>	Community <ul style="list-style-type: none"> <li>one fire station</li> <li>one emergency medical service</li> <li>6 additional blockgroups with a minority population over 40%,</li> </ul> Cultural <ul style="list-style-type: none"> <li>One NRHP-listed site</li> <li>7 additional historic structures</li> </ul> Natural <ul style="list-style-type: none"> <li>one waste water facility</li> </ul>
I 1741	NDS: NW/SW 13th Street	P	SW 16th Ave	NW 23rd Ave	Multimodal Emphasis	Community <ul style="list-style-type: none"> <li>Over 29% Commercial and Services land use</li> <li>University of Florida</li> <li>8 blockgroups with a median family income under \$25,000</li> <li>7 blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>one historic bridge</li> <li>23 historic structures</li> <li>one archaeological site</li> <li>2 NRHP-listed sites</li> <li>4 Resource Groups</li> <li>one existing recreational trail</li> <li>6 trails</li> <li>one Florida Managed Area</li> </ul> Natural <ul style="list-style-type: none"> <li>one Brownfield Boundary</li> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>	Community <ul style="list-style-type: none"> <li>One additional blockgroup with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>15 additional historic structures</li> <li>one additional NRHP-listed site</li> </ul>	Community <ul style="list-style-type: none"> <li>one additional school</li> <li>3 additional blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>One park</li> <li>63 additional historic structures</li> <li>one additional archaeological site</li> <li>one additional NRHP-listed site</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1742	NDS: University Avenue	G	NW 34th St	Waldo Rd	Multimodal Emphasis	<p>Community</p> <ul style="list-style-type: none"> <li>Over 29% Residential land use</li> <li>over 26% Commercial and Services land use</li> <li>one college</li> <li>one public school</li> <li>University of Florida</li> <li>Amtrak Railroad Terminal</li> <li>6 blockgroups with a median family income under \$25,000</li> <li>6 blockgroups with a minority population over 40%</li> <li>one Front Porch Community</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>70 historic structures</li> <li>7 NRHP-listed sites</li> <li>11 Resource Groups</li> <li>5 trails</li> <li>2 parks</li> <li>3 Florida Managed Areas</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one additional blockgroup with a minority population over 40%</li> <li>one law enforcement office</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>64 additional historic structures</li> <li>2 additional NRHP-listed sites</li> <li>one existing recreational trail</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One Brownfield Boundary</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>5 additional blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>One archaeological site</li> <li>182 additional historic structures</li> <li>6 additional NRHP-listed sites</li> <li>2 additional Resource Groups</li> </ul>
I 1743	NDS: NW 34th Street	L	NW 16th Ave	US 441	Add turn lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 75% Residential land use</li> <li>2 private schools</li> <li>5 blockgroups with a minority population over 40%</li> <li>one fire station</li> <li>one law enforcement station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one existing recreational trail</li> <li>2 trails</li> <li>2 parks</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>3 occurrences of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One additional blockgroup with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one Resource Group</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One additional private school</li> <li>one additional law enforcement station</li> <li>one additional fire station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one greenway</li> <li>one additional park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas over 29%</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1744	NDS: SW 20th Avenue	R	SW 34th Ave	SW 43rd St	Reconstruction	<p>Community</p> <ul style="list-style-type: none"> <li>Over 60% Residential land use</li> <li>2 blockgroups with a median family income under \$25,000</li> <li>6 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one trail</li> <li>one park</li> <li>one Florida Managed Area</li> <li>4 archaeological sites</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one occurrence of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one fire station</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>State University</li> <li>one Emergency Medical Service</li> <li>one school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 additional archaeological sites</li> <li>one additional park</li> <li>one additional Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas over 29%</li> </ul>
I 1745	NDS: Tower Road	AB	SW 8th Avenue	Archer Road	Reconstruction	<p>Community</p> <ul style="list-style-type: none"> <li>Over 59% Residential land use</li> <li>3 private schools</li> <li>one college</li> <li>2 blockgroups with a median family income under \$25,000</li> <li>5 blockgroups with a minority population over 40%</li> <li>one public school</li> <li>one fire station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>4 archaeological sites</li> <li>one Resource Group</li> <li>2 trails</li> <li>one park</li> </ul>	<p>Cultural</p> <ul style="list-style-type: none"> <li>one historic structure</li> <li>2 additional archaeological sites</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one additional blockgroup with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one additional archaeological site</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1746	NDS: Downtown/UF	T-G	Downtown	UF	Streetcar	<p>Community</p> <ul style="list-style-type: none"> <li>Shands Alachua General Hospital</li> <li>Over 25% Commercial and Services land use</li> <li>University of Florida</li> <li>Alachua General Hospital Heliport</li> <li>9 blockgroups with a median family income under \$25,000</li> <li>8 blockgroups with a minority population over 40%</li> <li>one fire station</li> <li>one existing recreational trail</li> <li>6 trails</li> <li>one park</li> <li>8 Florida Managed Areas</li> <li>one Emergency Medical Service</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>198 historic structures</li> <li>10 NRHP-listed sites</li> <li>7 Resource Groups</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one USEPA Power Plant</li> <li>one Brownfield Boundary</li> <li>one Toxic Release Inventory Site</li> <li>2 waste water facilities</li> <li>Red-Cockaded Woodpecker Consultation Area</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one law enforcement station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>16 additional historic structures</li> <li>3 NRHP-listed sites</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Two additional USEPA Power Plants</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>one additional law enforcement station</li> <li>one additional airport</li> <li>7 additional blockgroups with a minority population over 40%</li> <li>3 additional schools</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>4 archaeological sites</li> <li>98 additional historic structures</li> <li>5 additional NRHP-listed sites</li> <li>one additional Resource Group</li> <li>one additional park</li> <li>one additional Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one additional waste water facility</li> </ul>
I 1747	NDS: Urban Village/UF	T-H	Urban Village	UF	Streetcar	<p>Community</p> <ul style="list-style-type: none"> <li>University of Florida</li> <li>4 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>9 archaeological sites</li> <li>2 trails</li> <li>one park</li> <li>3 Florida Managed Areas</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>3 Solid Waste Facilities</li> <li>one State Funded Hazardous Waste Cleanup Sites</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>Veterans Administration Medical Center Airport</li> <li>one additional blockgroup with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 historic structures</li> <li>one additional Florida Managed Area</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>3 additional schools</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 additional historic structures</li> <li>6 additional archaeological sites</li> <li>one additional Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One waste water facility</li> <li>Special Flood Hazard Areas over 49%</li> </ul>





ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1748	NDS: NE 39th Avenue (SR 222)	AG	University Avenue	NE 39th Street	Multiway Boulevard	<p>Community</p> <ul style="list-style-type: none"> <li>Over 49% Residential land use Gainesville Regional Airport</li> <li>one blockgroup with a median family income under \$25,000</li> <li>6 blockgroups with a minority population over 40%</li> <li>one cemetery</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one trail</li> <li>one park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>3 occurrences of Rare and Imperiled Fish</li> </ul>	<p>Cultural</p> <ul style="list-style-type: none"> <li>2 historic structures</li> <li>one additional park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas Zone A over 29%</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>3 additional blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>One archaeological site</li> <li>one additional historic structure</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas over 73%</li> </ul>
I 1749	NDS: Archer Road	B	West of I-75	Archer (city limits)	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 46% Residential land use</li> <li>one private school</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic structure</li> <li>6 archaeological sites</li> <li>one NRHP-listed site</li> <li>one Resource Group</li> <li>one trail</li> <li>one park</li> </ul>	<p>Cultural</p> <ul style="list-style-type: none"> <li>2 additional historic structures</li> <li>one additional archaeological site</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>Peach Orchard Airport</li> <li>2 fire stations</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>8 additional historic structures</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one Threatened or Endangered Species,</li> </ul>
I 1750	NDS: Williston Road	H	West of I-75	SW 62nd Ave	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 34% Residential land use</li> <li>one blockgroup with a median family income under \$25,000</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one archaeological site (potentially NRHP-eligible)</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas Zone A over 30%,</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One blockgroup with a minority population over 40%</li> </ul>	



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1751	NDS: NW 23rd Avenue	J	NW 55th St	NW 98th St	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 61% Residential land use</li> <li>2 private schools</li> <li>one college</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>3 historic structures</li> <li>one archaeological site</li> <li>one NRHP-listed site</li> <li>one trail</li> <li>one park</li> </ul>	<p>Cultural</p> <ul style="list-style-type: none"> <li>2 additional historic structures and one additional archaeological site</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One additional school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>2 additional historic structures</li> <li>3 additional archaeological sites</li> </ul>
I 1752	NDS: NW 34th Street/SR121	M	NW 58th Ave	NW 67th Place	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 49% Commercial and Services land use</li> <li>one fire station</li> <li>one law enforcement station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one Resource Group</li> <li>one existing recreational trail</li> <li>one trail</li> <li>one park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas Zone A over 46%</li> <li>2 occurrences of Rare and Imperiled Fish</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One blockgroup with a minority population over 40%</li> <li>one Emergency Medical Service</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One additional law enforcement station</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one additional park</li> </ul>
I 1753	NDS: SE 16th Avenue	Q	Main St	Williston Rd	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>2 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one Resource Group</li> <li>5 trails</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker Consultation Area</li> </ul>		<p>Community</p> <ul style="list-style-type: none"> <li>2 additional blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>One archaeological site</li> <li>one park</li> <li>2 Florida Managed Areas</li> <li>one additional Resource Group</li> <li>4 existing recreational trails</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one sewage treatment facility</li> <li>one waste water facility</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1754	NDS: SW 20th Avenue	S	SW 43rd St	SW 62nd Blvd	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 55% Residential land use</li> <li>2 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one archaeological site</li> <li>one existing recreational trail</li> <li>one park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one occurrence of Rare and Imperiled Fish</li> </ul>		<p>Cultural</p> <ul style="list-style-type: none"> <li>one Florida Managed Area</li> <li>one additional archaeological site</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one Threatened or Endangered Specie</li> </ul>
I 1755	NDS: SW 62nd Boulevard*	X	Newberry Rd	SW 20th Ave	Widen from 2 to 4 lanes	<p>Community</p> <ul style="list-style-type: none"> <li>Over 43% Residential land use</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>3 archaeological sites</li> <li>one trail</li> <li>2 parks</li> <li>one Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas Zone AE over 29%</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>		<p>Community</p> <ul style="list-style-type: none"> <li>One public school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one park</li> </ul>
I 1756	NDS: Airport Access Road	A	Waldo Rd	Airport	New 2-lane road	<p>Community</p> <ul style="list-style-type: none"> <li>Gainesville Regional Airport</li> <li>2 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> <li>one intermodal facility</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one Resource Group</li> <li>one trail</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Red-Cockaded Woodpecker Consultation Area</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>		<p>Community</p> <ul style="list-style-type: none"> <li>One additional blockgroup with a minority population over 40%</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>one additional occurrence of Rare and Imperiled Fish</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1757	NDS: SW 47th Street Extension	AA	(east	SW 40th Place)	New 2-lane road	Community <ul style="list-style-type: none"> <li>Over 57% Residential land use</li> </ul> Cultural <ul style="list-style-type: none"> <li>one Resource Group</li> <li>one trail</li> </ul>	Cultural <ul style="list-style-type: none"> <li>one additional trail</li> </ul>	
I 1758	NDS: SW 63rd/SW 67th Ave	AE	University Avenue	NE 39th Street	Multiway Boulevard	Community <ul style="list-style-type: none"> <li>Over 45% Residential land use</li> <li>one blockgroup with a median family income under \$25,000</li> <li>3 blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>one historic structure</li> <li>2 archaeological sites</li> <li>2 Resource Groups</li> <li>one trail</li> <li>2 parks</li> <li>one Florida Managed Area</li> </ul>	Community <ul style="list-style-type: none"> <li>One additional blockgroup with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>2 additional archaeological sites</li> <li>one additional park</li> <li>one additional Florida Managed Area</li> </ul>	Community <ul style="list-style-type: none"> <li>One college</li> <li>one public school</li> <li>2 additional blockgroups with a minority population over 40%</li> <li>one cemetery</li> </ul> Cultural <ul style="list-style-type: none"> <li>3 additional historic structures</li> <li>2 additional archaeological sites</li> <li>one additional park</li> <li>one additional Florida Managed Area</li> </ul> Natural <ul style="list-style-type: none"> <li>one waste water facility</li> </ul>
I 1759	NDS: SW 57th Road	AF	University Avenue	NE 39th Street	Multiway Boulevard	Community <ul style="list-style-type: none"> <li>Over 50% Residential land use</li> <li>3 blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>one historic structure</li> <li>one Resource Group</li> <li>one trail</li> </ul> Natural <ul style="list-style-type: none"> <li>2 Solid Waste Facilities</li> </ul>	Cultural <ul style="list-style-type: none"> <li>3 additional historic structures</li> </ul>	Community <ul style="list-style-type: none"> <li>2 additional blockgroups with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>5 additional historic structures</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1760	NDS: SW 43rd Street / Hull Road Extension	D	SW 20th Avenue	SW 34th St	New 2-lane road	<p>Community</p> <ul style="list-style-type: none"> <li>One college</li> <li>3 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic cemetery</li> <li>one historic structure</li> <li>4 archaeological sites</li> <li>2 trails</li> <li>one park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>3 Solid Waste Facilities</li> <li>Special Flood Hazard Areas Zone AE over 47%</li> <li>National Wetlands Inventory (NWI) Palustrine over 37%</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>	<p>Cultural</p> <ul style="list-style-type: none"> <li>one additional park</li> </ul>	<p>Community</p> <ul style="list-style-type: none"> <li>One fire station</li> <li>one Emergency Medical Service</li> <li>one additional school one additional blockgroup with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one Florida Managed Area</li> <li>one additional archaeological site</li> <li>one additional park</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>National Wetlands Inventory over 52%</li> </ul>
I 1761	NDS: Radio Road Extension	E	SW 34th St.	Hull Rd Extension	New 2-lane road	<p>Community</p> <ul style="list-style-type: none"> <li>One college</li> <li>2 blockgroups with a median family income under \$25,000</li> <li>2 blockgroups with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>3 archaeological sites</li> <li>2 trails</li> <li>one park</li> <li>one Florida Managed Area</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>Special Flood Hazard Areas Zone AE over 24%</li> <li>one occurrence of Rare and Imperiled Fish</li> </ul>		<p>Community</p> <ul style="list-style-type: none"> <li>one additional blockgroup with a minority population over 40%</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one historic structure</li> <li>one additional archaeological site</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>One Solid Waste Facility</li> </ul>
I 1762	NDS: Springhills Boulevard	F	NW 83rd St Ext	NW 115th St	New 2-lane road	<p>Community</p> <ul style="list-style-type: none"> <li>One private school</li> </ul> <p>Cultural</p> <ul style="list-style-type: none"> <li>one archaeological site (potentially NRHP-eligible)</li> </ul>		<p>Community</p> <ul style="list-style-type: none"> <li>Shands Vista Psychiatric Hospital</li> </ul> <p>Natural</p> <ul style="list-style-type: none"> <li>2 Forest Inventory</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1763	NDS: NW 122nd Street Extension	I	NW 46th Ave	Newbery Rd	New 2-lane road	Community <ul style="list-style-type: none"> <li>One private school</li> </ul> Cultural <ul style="list-style-type: none"> <li>2 archaeological sites</li> <li>one trail</li> </ul> Natural <ul style="list-style-type: none"> <li>one occurrence of timberland</li> </ul>	Cultural <ul style="list-style-type: none"> <li>one historic structure</li> <li>one Resource Group</li> </ul>	Cultural <ul style="list-style-type: none"> <li>one additional historic structure</li> <li>one additional archaeological site</li> </ul>
I 1764	NDS: NW 23rd Avenue Extension	K	NW 98th St	NW 143rd St (CR 241)	New 2-lane road	Cultural <ul style="list-style-type: none"> <li>one archaeological site</li> <li>one trail</li> <li>one park</li> </ul>		Cultural <ul style="list-style-type: none"> <li>One historic structure</li> <li>one additional park</li> </ul>
I 1765	NDS: NW 76th Boulevard Extension	N	NW 76th Blvd	Ft Clarke	New 2-lane road	Cultural <ul style="list-style-type: none"> <li>one trail</li> </ul>		
I 1766	NDS: NW 83rd Street Extension	O	NW 39th St	Millhopper Rd	New 2-lane road	Cultural <ul style="list-style-type: none"> <li>2 archaeological sites</li> </ul>		Community <ul style="list-style-type: none"> <li>Shands Vista Psychiatric Hospital</li> </ul> Cultural <ul style="list-style-type: none"> <li>one additional archaeological site</li> </ul>
I 1767	NDS: SW 23rd Terrace Extension to University of Florida campus	T	Hull Rd	Archer Rd	New 2-lane road	Community <ul style="list-style-type: none"> <li>One college</li> <li>Veterans Administration Medical Center</li> <li>3 blockgroups with a median family income under \$25,000</li> <li>one blockgroup with a minority population over 40%</li> </ul> Cultural <ul style="list-style-type: none"> <li>one Resource Group</li> <li>2 trails</li> </ul>		
I 1768	NDS: SW 45th Street	V	Archer Rd	I-75	New 2-lane road and two transit lanes	Community <ul style="list-style-type: none"> <li>Over 31% Residential land use</li> <li>one blockgroup with a median family income under \$25,000</li> </ul> Cultural <ul style="list-style-type: none"> <li>one historic structure</li> <li>one Resource Group</li> <li>one trail</li> </ul>		Cultural <ul style="list-style-type: none"> <li>One archaeological site (potentially NRHP-eligible)</li> <li>one additional historic structure</li> </ul>



ETDM #	PRJNAME	PLAN_ID	FROM_FACILITY	TO_FACILITY	Improvement	100-Foot Buffer Distance	200-Foot Buffer Distance	500-Foot Buffer Distance
I 1769	NDS: SW 62nd Boulevard Extension*	Y	SW 20th Ave	Windmeadows Blvd	New 4-lane road	<div>Community<ul style="list-style-type: none"><li>one blockgroup with a median family income under \$25,000</li></ul></div> <div>Cultural<ul style="list-style-type: none"><li>6 archaeological sites (one potentially NRHP-eligible)</li><li>one trail</li><li>one Florida Managed Area</li></ul></div> <div>Natural<ul style="list-style-type: none"><li>one occurrence of Rare and Imperiled Fish</li></ul></div>	<div>Cultural<ul style="list-style-type: none"><li>One additional archaeological site</li></ul></div>	<div>Cultural<ul style="list-style-type: none"><li>2 historic structures</li><li>3 additional archaeological sites</li><li>one additional Florida Managed Area</li></ul></div>
I 1770	NDS: SW 8th Avenue Extension	Z	SW 122nd St	SW 143rd (CR 241)	New 2-lane road	<div>Community<ul style="list-style-type: none"><li>Over 34% Residential land use</li><li>one blockgroup with a minority population over 40%</li></ul></div> <div>Cultural<ul style="list-style-type: none"><li>one trail</li></ul></div>		





Year 2035 Needs Plan ETDM Screening Results: Potential Effects

Table 9: Year 2035 Needs Plan ETDM Screening Results: Potential Effects

ETDM #	Project	Plan ID	From	To	Project Type	Wetlands			Wildlife and Habitat		Special Designations		Historic and Archaeological Sites			Contaminated Sites			Navigation		Farmland			Floodplains			Recreation			Water		Summary	
						Acres	Description	Potential Effect	Description	Potential Effect	Description	Potential Effect	No. of Sites	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Acres	Description	Potential Effect	Acres	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Total Score	Potential Effects
11734	NDS: Haile Village Center to Butler Plaza Intermodal Center	T-B	Haile Village Center	Butler Plaza Intermodal Center	Bus Rapid Transit	7.10	National Wetlands Inventory (NWI) Palustrine 0.96%	Low	1 Threatened or Endangered Species	Moderate	-	Low	26	15 Florida Site File (FSF) Historic Standing Structures, 10 FSF Archaeological or Historic Sites 35.58 acres, and 1 Resource Group 24.43 acres	High	9	1 Super Act Risk Source, 1 State Funded Hazardous Waste Cleanup Site, and 6 USEPA Resource Conservation and Recovery Act (RCRA) Regulated Facilities	Moderate	-	Low	16.8	All Areas Are Prime Farmland 2.27%	Moderate	-	-	Low	2	Geocoded Schools	Moderate	-	Low	16	Low
11735	NDS: Jonesville to Butler Plaza Intermodal Center (via Oaks Mall)	T-C1	Jonesville	Butler Plaza Intermodal Center	Bus Rapid Transit	27.40	NWI Palustrine 2.5%	Moderate	-	Low	-	Low	27	1 FSF Cemetery 1.52 acres, 10 FSF Historic Standing Structures, 15 Archaeological or Historic Sites 146.37 acres, and 1 Resource Group 66.9 acres	High	23	8 Super Act Risk Sources, 1 State Funded Hazardous Waste Cleanup Site, and 14 USEPA RCRA Regulated Facilities	High	-	Low	20.1	All Areas Are Prime Farmland 1.83%	Moderate	74.4	Special Flood Hazard Areas 6.78%	Moderate	2	1 Geocoded Park and 1 Geocoded School	Moderate	-	Low	18	Moderate
11736	NDS: Northwood Village to UF/ 2nd Ave S (via 13th Street)	T-D	Northwood Village	UF/ 2nd Ave S	Bus Rapid Transit	9.80	NWI Palustrine 1.25%	Moderate	-	Low	-	Low	138	1 FSF Cemetery 2.99 acres, 1 FSF Historic Bridge, 121 FSF Historic Standing Structures, 4 FSF Archaeological or Historic Sites 4.69 acres, and 11 Resource Groups 117.88 acres	High	67	13 FDEP Off Site Contamination Notices, 27 Super Act Risk Sources, 1 Toxic Release Inventory Site, and 26 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	81.1	Special Flood Hazard Areas 10.34%	Moderate	3	1 Geocoded Park and 2 Geocoded Schools	High	-	Low	18	Moderate
11737	NDS: Eastside Activity Center (@ SE 43rd St) to Downtown RTS Transfer Center	T-C2	Eastside Activity Center (@ SE	Downtown RTS Transfer Center	Bus Rapid Transit	10.80	NWI Palustrine 2.11%	Moderate	-	Low	-	Low	83	1 FSF Cemetery 1.96 acres, 71 FSF Historic Standing Structures, 5 FSF Archaeological or Historic Sites 9.43 acres, and 6 Resource Groups 43.88 acres	High	29	16 Super Act Risk Sources, 1 Toxic Release Inventory Site, and 12 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	1.7	Special Flood Hazard Areas 0.33%	Low	1	1 Geocoded Park	Moderate	-	Low	16	Low
11738	NDS: Santa Fe to Airport (via Oaks Mall, Archer Road, Downtown)	T-A	Santa Fe	Airport	Bus Rapid Transit	39.40	NWI Palustrine 1.78%	Moderate	1 Bald Eagle Nesting Territory and 1 Threatened or Endangered Species	Moderate	-	Low	145	1 FSF Cemetery 1.96 acres, 1 FSF Historic Bridge, 111 FSF Historic Standing Structures, 20 Archaeological or Historic Sites 127.49 acres, 12 Resource Groups 124.57 acres	High	87	3 FDEP Off Site Contamination Notices, 33 Super Act Risk Sources, 1 Toxic Release Inventory Site, and 50 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	160.1	Special Flood Hazard Areas 7.25%	Moderate	10	4 Geocoded Parks and 6 Geocoded Schools	High	-	Low	19	Moderate
11739	NDS: Waldo Road Multiway Boulevard	AD	University Avenue	NE 39th Street	Multiway Boulevard	-	-	Low	-	Low	-	Low	13	1 FSF Cemetery 1.96 acres, 9 FSF Historic Standing Structures, and 3 Resource Groups 24.22 acres	High	23	3 FDEP Off Site Contamination Notices, 9 Super Act Risk Sources, 11 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	3.2	Special Flood Hazard Areas 0.97%	Low	2	1 Geocoded Park and 1 Geocoded School	Moderate	-	Low	15	Low
11740	NDS: SE 4th Ave	AC	Depot Ave	Williston Rd	Reconstruction	5.00	NWI Palustrine 4.77%	Moderate	-	Low	-	Low	18	14 FSF Historic Standing Structures and 4 Resource Groups 15.29 acres	High	10	5 Super Act Risk Sources and 5 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	6.6	Special Flood Hazard Areas 6.3%	Moderate	-	-	Low	-	Low	16	Low
11741	NDS: NW/SW 13th Street	P	SW 16th Ave	NW 23rd Ave	Multimodal Emphasis	1.60	NWI Palustrine 0.48%	Low	-	Low	-	Low	108	1 FSF Historic Bridge, 101 FSF Historic Standing Structures, 2 FSF Archaeological or Historic Sites 2.25 acres, and 4 Resource Groups 64.18 acres	High	26	1 FDEP Off Site Contamination Notice, 12 Super Act Risk Sources, and 13 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	-	-	Low	2	2 Geocoded Schools	Moderate	-	Low	15	Low

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



ETDM #	Project	Plan_ID	From	To	Project Type	Wetlands			Wildlife and Habitat		Special Designations		Historic and Archaeological Sites		No. of Sites	Contaminated Sites		Navigation		Farmland			Floodplains			Recreation		Water		Summary			
						Acres	Description	Potential Effect	Description	Potential Effect	Description	Potential Effect	No. of Sites	Description		Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Acres	Description	Potential Effect	Acres	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Total Score
11742	NDS: University Avenue	G	NW 34th St	Waldo Rd	Multimodal Emphasis	-	-	Low	-	Low	-	Low	331	1 FSF Cemetery 1.91 acres, 316 FSF Historic Standing Structures, 1 FSF Archaeological or Historic Site 1.65 acres, and 13 Resource Groups 398.23 acres	High	50	12 FDEP Off Site Contamination Notices, 21 Super Act Risk Sources, and 17 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	3.5	Special Flood Hazard Areas 0.76%	Low	3	1 Geocoded Park and 2 Geocoded Schools	High	-	Low	16	Low
11743	NDS: NW 34th Street	L	NW 16th Ave	US 441	Add turn lanes	1.50	NW/ Palustrine 0.32%	Low	-	Low	-	Low	1	1 Resource Group 1.33 acres	Moderate	3	1 FDEP Off Site Contamination Notice and 2 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	29.7	Special Flood Hazard Areas 6.39%	Moderate	1	1 Geocoded School	Moderate	-	Low	14	Low
11744	NDS: SW 20th Avenue	R	SW 34th Ave	SW 43rd St	Reconstruction	10.10	NW/ Palustrine 4.68%	Moderate	-	Low	-	Low	6	6 FSF Archaeological or Historic Sites 71.18 acres	Moderate	4	1 Super Act Risk Source and 3 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	29.1	Special Flood Hazard Areas 13.47%	Moderate	-	-	Low	-	Low	14	Low
11745	NDS: Tower Road	AB	SW 8th Avenue	Archer Road	Reconstruction	1.50	NW/ Palustrine 0.36%	Low	-	Low	-	Low	9	1 FSF Historic Standing Structures, 7 FSF Archaeological or Historic Sites 53.51 acres, and 1 Resource Group 1.34 acres	Moderate	3	3 USEPA RCRA Regulated Facilities	Moderate	-	Low	16.6	All Areas Are Prime Farmland 4.1%	Moderate	5	Special Flood Hazard Areas 1.23%	Moderate	1	1 Geocoded School	Moderate	-	Low	15	Low
11746	NDS: Downtown/UF	T-G	Downtown	UF	Streetcar	10.70	NW/ Palustrine 1.82%	Moderate	-	Low	-	Low	324	312 FSF Historic Standing Structures, 4 FSF Archaeological or Historic Sites 6.47 acres, and 8 Resource Groups 282.93 acres	High	42	5 FDEP Off Site Contamination Notices, 19 Super Act Risk Sources, 1 Toxic Release Inventory Site, 2 USEPA Power Plants, and 15 USEPA RCRA Regulated Facilities	High	-	Low	-	-	Low	23	Special Flood Hazard Areas 3.91%	Moderate	3	2 Geocoded Parks and 1 Geocoded Schools	High	-	Low	18	Moderate
11747	NDS: Urban Village/UF	T-H	Urban Village	UF	Streetcar	39.40	NW/ Palustrine 8.78%	Moderate	-	Low	-	Low	19	4 FSF Historic Standing Structures and 15 FSF Archaeological or Historic Sites 54.97 acres	High	11	4 FDEP Off Site Contamination Notices, 3 Solid Waste Facilities, 1 State Funded Hazardous Waste Cleanup Site, and 3 USEPA RCRA Regulated Facilities	High	-	Low	4	All Areas Are Prime Farmland 0.89%	Low	49.4	Special Flood Hazard Areas 11.02%	Moderate	-	-	Low	-	Low	16	Low
11748	NDS: NE 39th Avenue (SR 222)	AG	University Avenue	NE 39th Street	Multway Boulevard	11.90	NW/ Palustrine 5.61%	Moderate	-	Low	-	Low	4	3 FSF Historic Standing Structures and 1 FSF Archaeological or Historic Sites 0.41 acres	Low	2	2 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	73.4	Special Flood Hazard Areas 34.56%	Moderate	-	-	Low	-	Low	13	Low
11749	NDS: Archer Road	B	West of I-75	Archer (city limits)	Widen from 2 to 4 lanes	-	-	Low	1 Threatened or Endangered Specie	Moderate	-	Low	19	11 FSF Historic Standing Structures, 7 FSF Archaeological or Historic Sites 19.58 acres, and 1 Resource Group 48.59 acres	High	4	2 Super Act Risk Sources and 2 USEPA RCRA Regulated Facilities	Moderate	-	Low	20.2	All Areas Are Prime Farmland 2.22%	Moderate	-	-	Low	1	1 Geocoded School	Moderate	-	Low	16	Low
11750	NDS: Williston Road	H	West of I-75	SW 62nd Ave	Widen from 2 to 4 lanes	2.00	NW/ Palustrine 1.77%	Moderate	-	Low	-	Low	1	1 FSF Archaeological or Historic Site 6.09 acres	Low	5	3 Super Act Risk Sources and 2 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	33.5	Special Flood Hazard Areas 29.83%	Moderate	-	-	Low	-	Low	13	Low

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



ETDM #	Project	Plan_ID	From	To	Project Type	Wetlands			Wildlife and Habitat		Special Designations		Historic and Archaeological Sites			Contaminated Sites			Navigation		Farmland			Floodplains			Recreation		Water		Summary		
						Acres	Description	Potential Effect	Description	Potential Effect	Description	Potential Effect	No. of Sites	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Acres	Description	Potential Effect	Acres	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Total Score	Potential Effects
11751	NDS: NW 23rd Avenue	J	NW 55th St	NW 98th St	Widen from 2 to 4 lanes	4.30	NWI Palustrine 1.25%	Moderate	-	Low	-	Low	13	1 FSF Cemetery 1.61 acres, 7 FSF Historic Standing Structures, and 5 FSF Archaeological or Historic Sites 4.54 acres	High	1	1 USEPA RCRA Regulated Facility	Moderate	-	Low	-	-	Low	-	-	Low	2	2 Geocoded Schools	Moderate	-	Low	15	Low
11752	NDS: NW 34th Street/SR1 21	M	NW 58th Ave	NW 67th Place	Widen from 2 to 4 lanes	6.20	NWI Palustrine 7.21%	Moderate	-	Low	-	Low	1	1 Resource Group 1.8 acres	Moderate	-	-	Low	-	Low	-	-	Low	50.1	Special Flood Hazard Areas 58.53%	High	-	-	Low	-	Low	14	Low
11753	NDS: SE 16th Avenue	Q	Main St	Williston Rd	Widen from 2 to 4 lanes	-	-	Low	-	Low	-	Low	3	1 FSF Archaeological or Historic Site 1.0 acres and 2 Resource Groups 4.31 acres	Moderate	7	2 Super Act Risk Sources and 5 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	20.1	Special Flood Hazard Areas 23.66%	Moderate	-	-	Low	-	Low	13	Low
11754	NDS: SW 20th Avenue	S	SW 43rd St	SW 62nd Blvd	Widen from 2 to 4 lanes	-	-	Low	1 Threatened or Endangered Specie	Moderate	-	Low	3	3 FSF Archaeological or Historic Sites 44.86 acres	Low	-	-	Low	-	Low	-	-	Low	-	-	Low	-	-	Low	-	Low	11	Low
11755	NDS: SW 62nd Boulevard*	X	Newberry Rd	SW 20th Ave	Widen from 2 to 4 lanes	11.20	NWI Palustrine 5.77%	Moderate	-	Low	-	Low	3	3 FSF Archaeological or Historic Sites 55.38 acres	Low	1	1 USEPA RCRA Regulated Facility	Moderate	-	Low	-	-	Low	47.5	Special Flood Hazard Areas 24.48%	Moderate	2	1 Geocoded Park and 1 Geocoded School	Moderate	-	Low	14	Low
11756	NDS: Airport Access Road	A	Waldo Rd	Airport	New 2-lane road	1.90	NWI Palustrine 2.29%	Moderate	-	Low	-	Low	1	1 Resource Group 1.55 acres	Moderate	1	1 Super Act Risk Source	Moderate	-	Low	-	-	Low	4.5	Special Flood Hazard Areas 5.46%	Moderate	-	-	Low	-	Low	14	Low
11757	NDS: SW 47th Street Extension	AA	(east	SW 40th Place)	New 2-lane road	2.70	NWI Palustrine 3.28%	Moderate	-	Low	-	Low	1	1 Resource Group 48.49 acres	High	-	-	Low	-	Low	7.8	All Areas Are Prime Farmland 9.43%	Moderate	-	-	Low	-	-	Low	-	Low	14	Low
11758	NDS: SW 63rd/SW 67th Ave	AE	University Avenue	NE 39th Street	Multiway Boulevard	4.70	NWI Palustrine 1.86%	Moderate	-	Low	-	Low	13	1 FSF Cemetery 3.06 acres, 4 FSF Historic Standing Structures, 6 FSF Archaeological or Historic Sites 21.26 acres, and 2 Resource Groups 7.38 acres	High	1	1 USEPA RCRA Regulated Facility	Moderate	-	Low	-	-	Low	4.9	Special Flood Hazard Areas 1.97%	Moderate	2	2 Geocoded Schools	Moderate	-	Low	16	Low
11759	NDS: SW 57th Road	AF	University Avenue	NE 39th Street	Multiway Boulevard	-	-	Low	-	Low	-	Low	10	9 FSF Historic Standing Structures and 1 Resource Group 1.42 acres	High	2	2 Solid Waste Facilities	Moderate	-	Low	11.5	All Areas Are Prime Farmland 3.18%	Moderate	-	-	Low	-	-	Low	-	Low	14	Low
11760	NDS: SW 43rd Street / Hull Road Extension	D	SW 20th Avenue	SW 34th St	New 2-lane road	52.70	NWI Palustrine 30.67%	High	-	Low	-	Low	7	1 FSF Cemetery .27 acres, 1 FSF Historic Standing Structure, and 5 FSF Archaeological or Historic Sites 43.83 acres	Moderate	10	4 FDEP Off Site Contamination Notices, 1 Super Act Risk Source, 3 Solid Waste Facilities, and 2 USEPA RCRA Regulated Facility	High	-	Low	-	-	Low	73.1	Special Flood Hazard Areas 42.5%	Moderate	-	-	Low	-	Low	16	Low
11761	NDS: Radio Road Extension	E	SW 34th St	Hull Rd Extension	New 2-lane road	15.80	NWI Palustrine 16.91%	High	-	Low	-	Low	5	1 FSF Historic Standing Structure and 4 FSF Archaeological or Historic Sites 9.79 acres	Moderate	1	1 Solid Waste Facility	Moderate	-	Low	-	-	Low	20.9	Special Flood Hazard Areas 22.41%	Moderate	-	-	Low	-	Low	15	Low
11762	NDS: Springhills Boulevard	F	NW 83rd St Ext	NW 115th St	New 2-lane road	1.90	NWI Palustrine 0.74%	Low	-	Low	-	Low	1	1 FSF Archaeological or Historic Site 18.63 acres	Low	-	-	Low	-	Low	2.9	All Areas Are Prime Farmland 1.11%	Moderate	6.8	Special Flood Hazard Areas 2.61%	Moderate	1	1 Geocoded School	Moderate	-	Low	13	Low
11763	NDS: NW 122nd Street Extension	I	NW 46th Ave	Newbery Rd	New 2-lane road	0.30	NWI Palustrine 0.1%	Low	-	Low	-	Low	6	2 FSF Historic Standing Structures, 3 FSF Archaeological or Historic Sites 7.15 acres, and 1 Resource Group 2.13 acres	Moderate	-	-	Low	-	Low	-	-	Low	-	-	Low	1	1 Geocoded School	Moderate	-	Low	12	Low
11764	NDS: NW 23rd Avenue Extension	K	NW 98th St	NW 143rd St (CR 241)	New 2-lane road	-	-	Low	-	Low	-	Low	2	1 FSF Historic Standing Structure and 1 FSF Archaeological or Historic Site 7.52 acres	Low	-	-	Low	-	Low	8.3	All Areas Are Prime Farmland 2.07%	Moderate	-	-	Low	-	-	Low	-	Low	11	Low

Preliminary and Constrained Needs Plan  
Technical Memorandum No. 6



ETDM #	Project	Plan_ID	From	To	Project Type	Wetlands			Wildlife and Habitat		Special Designations		Historic and Archaeological Sites			Contaminated Sites		Navigation		Farmland			Floodplains		Recreation		Water		Summary				
						Acres	Description	Potential Effect	Description	Potential Effect	Description	Potential Effect	No. of Sites	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Acres	Description	Potential Effect	Acres	Description	Potential Effect	No. of Sites	Description	Potential Effect	Description	Potential Effect	Total Score	Potential Effects
11765	NDS: NW 76th Boulevard Extension	N	NW 76th Blvd	Ft Clarke	New 2-lane road	-	-	Low	-	Low	-	Low	-	-	Low	-	-	Low	-	Low	-	-	Low	12.8	Special Flood Hazard Areas 15.79%	Moderate	-	-	Low	-	Low	11	Low
11766	NDS: NW 83rd Street Extension	O	NW 39th St	Millhopper Rd	New 2-lane road	12.10	NWI Palustrine 5.04%	Moderate	-	Low	-	Low	3	3 FSF Archaeological or Historic Sites 22.07 acres	Low	-	-	Low	-	Low	-	-	Low	3.9	Special Flood Hazard Areas 1.65%	Moderate	-	-	Low	-	Low	12	Low
11767	NDS: SW 23rd Terrace Extension to University of Florida campus	T	Hull Rd	Archer Rd	New 2-lane road	-	-	Low	-	Low	-	Low	1	1 Resource Group 1.37 acres	Low	-	-	Low	-	Low	-	-	Low	-	-	Low	-	-	Low	-	Low	10	Low
11768	NDS: SW 45th Street	V	Archer Rd	I-75	New 2-lane road and two transit lanes	0.40	NWI Palustrine 0.22%	Low	-	Low	-	Low	5	3 FSF Historic Standing Structures, 1 FSF Archaeological or Historic Site 1.25 acres, and 1 Resource Group 1.36 acres	Moderate	3	3 USEPA RCRA Regulated Facilities	Moderate	-	Low	-	-	Low	-	-	Low	-	-	Low	-	Low	12	Low
11769	NDS: SW 62nd Boulevard Extension*	Y	SW 20th Ave	Windmeadows Blvd	New 4-lane road	10.20	NWI Palustrine 4.61%	Moderate	-	Low	-	Low	12	2 FSF Historic Standing Structures and 10 FSF Archaeological or Historic Structures 98.51 acres	High	-	-	Low	-	Low	-	-	Low	19.9	Special Flood Hazard Areas 9.03%	Moderate	-	-	Low	-	Low	14	Low
11770	NDS: SW 8th Avenue Extension	Z	SW 122nd St	SW 143rd (CR 241)	New 2-lane road	-	-	Low	-	Low	-	Low	-	-	Low	-	-	Low	-	Low	0.9	All Areas Are Prime Farmland 0.46%	Low	-	-	Low	-	-	Low	-	Low	10	Low

