

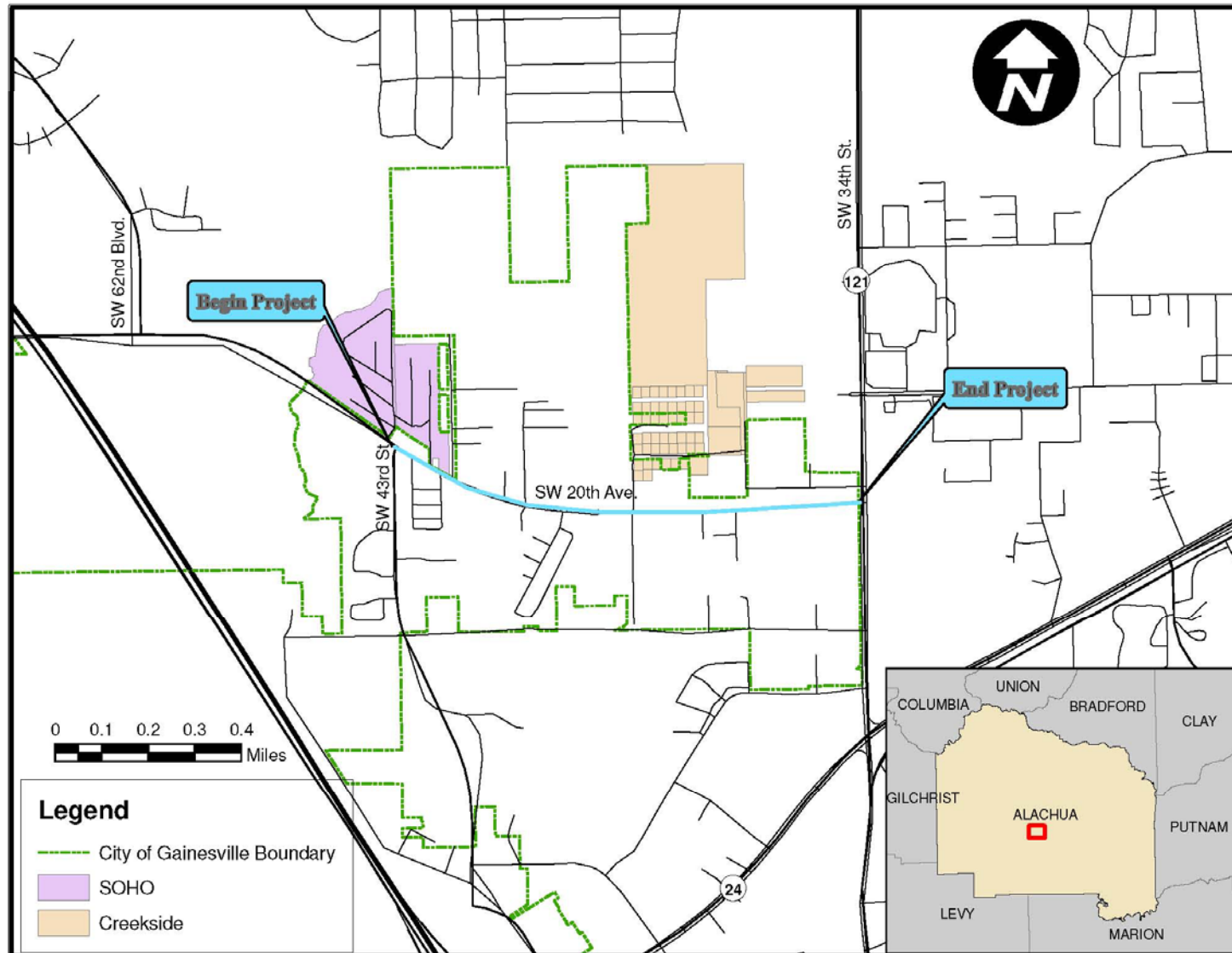
SW 20th Avenue

Prepared By:
Florida Department of Transportation
District Two



TAC/CAC Presentation October 29th , 2008

Study Area



Scope of Study

- Based on the Long Range Transportation Plan (LRTP) - Reconstruct the existing two lane facility to include:
 - Missing sidewalks
 - Center turn lanes
 - Raised medians
 - Bus bays
 - Transit 'Super Stops'

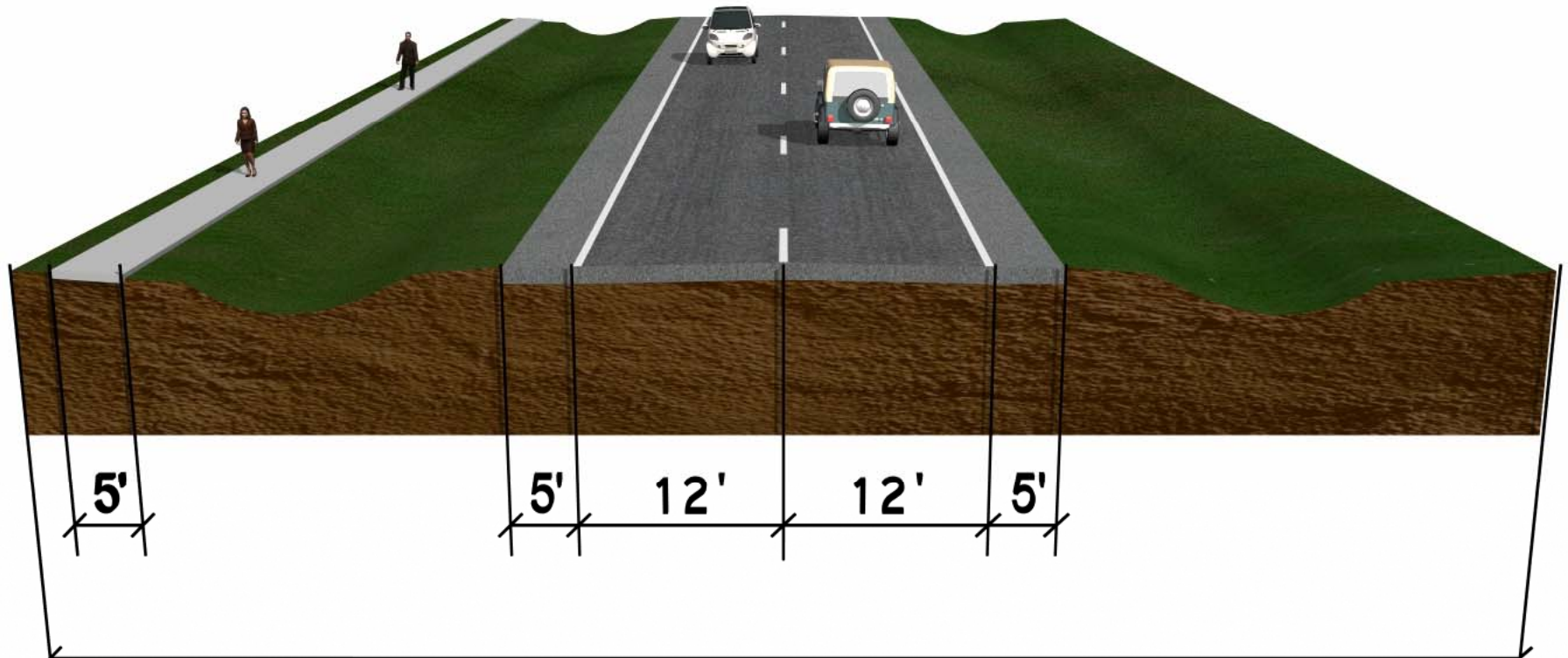
2025 Cost Feasible Plan - Priorities

Priority	Needs Plan Project	Description	Type Work	Funding Allocated (\$millions) [2004 Dollars]
1	ITS-1	Traffic Management System AT: Systemwide	Install modernized traffic-control system	\$16
2	E	SE 16 th Avenue From: Main Street To: Williston Road	Widen the existing facility from two to four lanes with in-street bike lanes	\$5.3
3	V	SW 20th Avenue From: SW 43rd Street To: SW 34th Street	Reconstruction of the existing two-lane facility to include missing sidewalks, center turn lanes, raised medians, bus bays, and transit 'super stops'	\$12
4	G	NW 34 th Street From: NW 16 th Avenue To: NW 13 th Street	Construction of center turn lanes along this facility	\$1.8
5	Y	Depot Avenue From: SW 13 th Street To: Williston Rd	Reconstruction of the existing two-lane facility. Total estimated project costs is \$15.8 million, of which \$4.8 million is federally funded	\$3.4
6	F	Archer Road/SW 16 th Avenue	Construction of intersection modifications at Archer Road/SW 16 th Ave and Archer Rd/Gale Lemerand Dr., including restricted access on a portion of Archer Road and a new north-south road connection between Archer Rd. and SW 16 th Ave with associated intersection modifications	\$8.2

Ongoing/Coinciding Studies

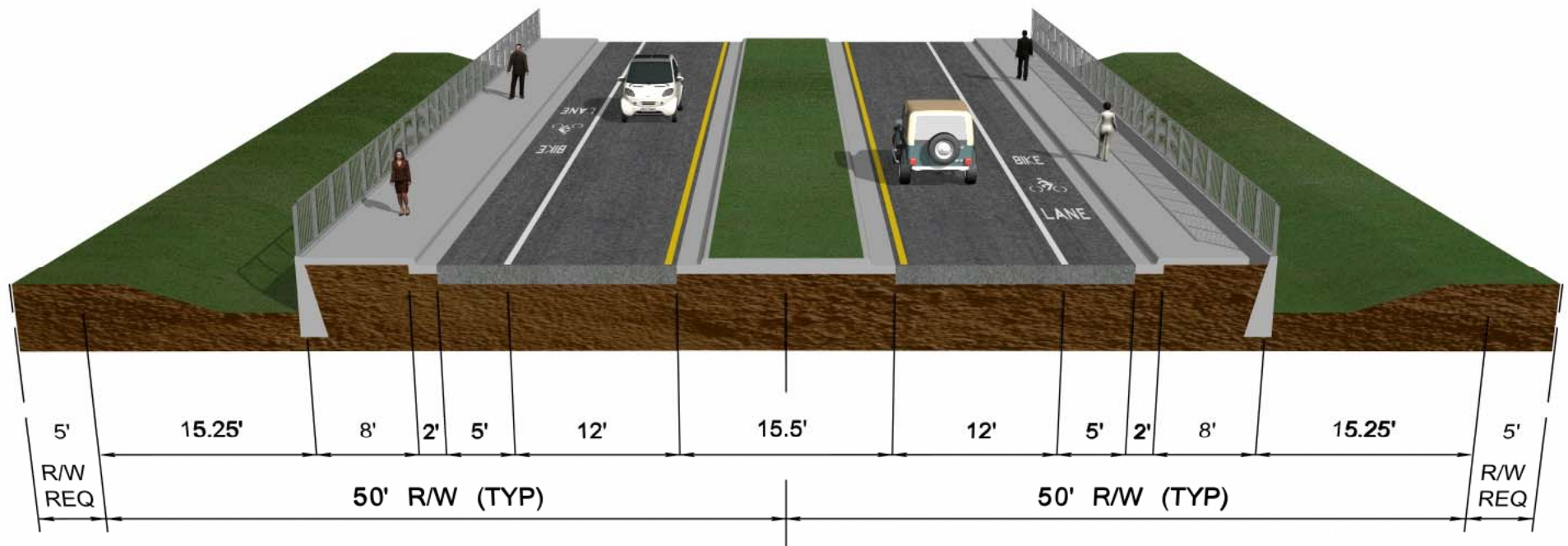
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24th Avenue and Construction of 38th Terrace
- Annexation Process of the Urban Village into the City Limits

Existing Typical Section



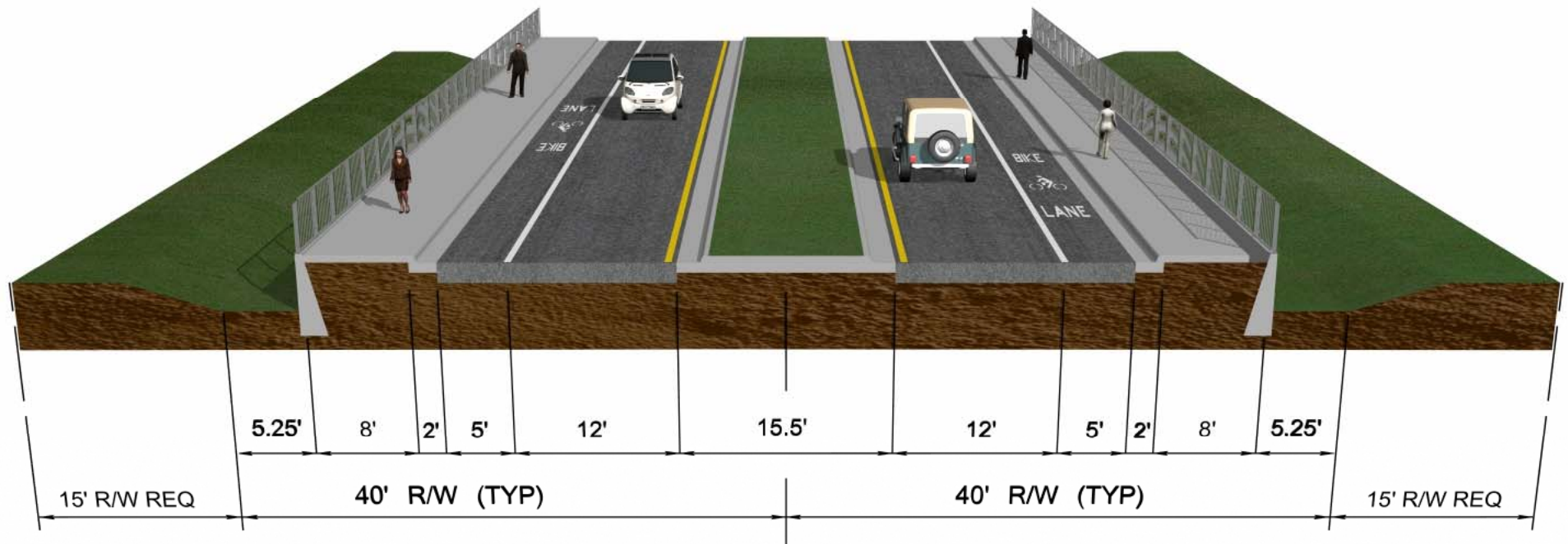
**100' ROW BETWEEN 43rd ST. & 38th TERR.
80' ROW BETWEEN 38th TERR. & 34th ST.**

Proposed Typical Section ALTERNATIVE 1



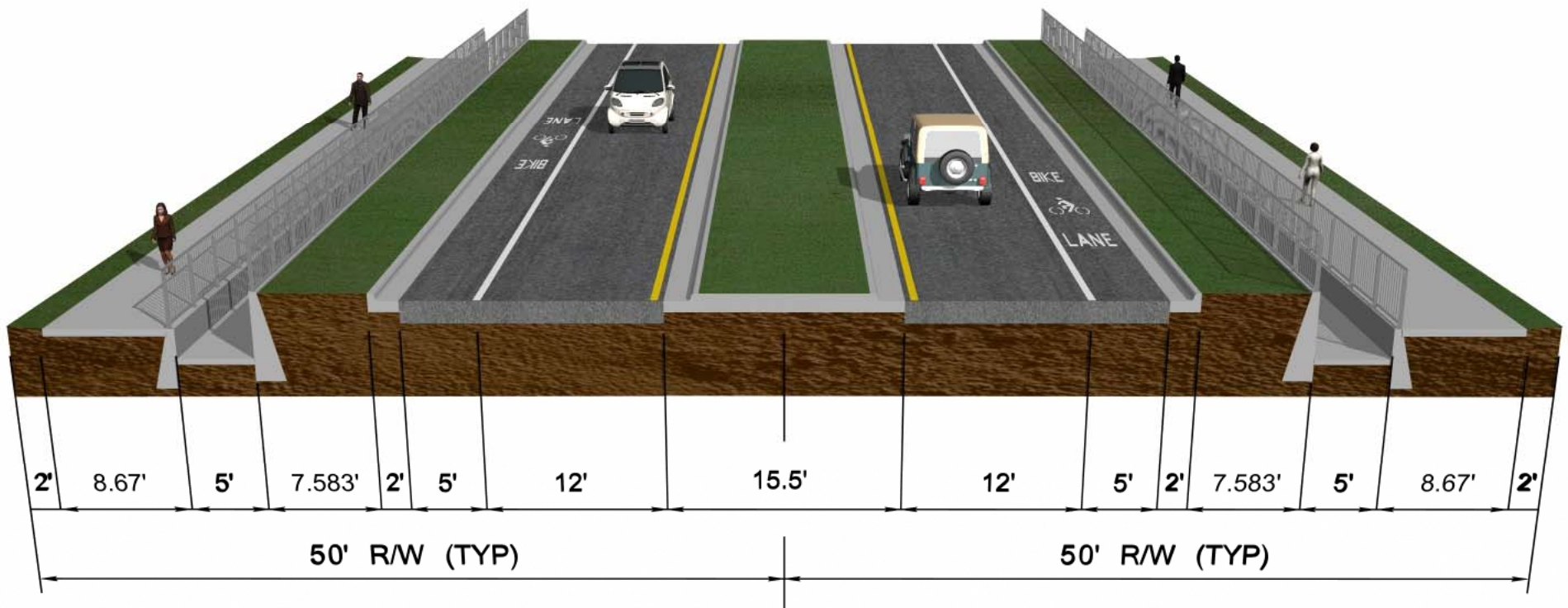
From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 1



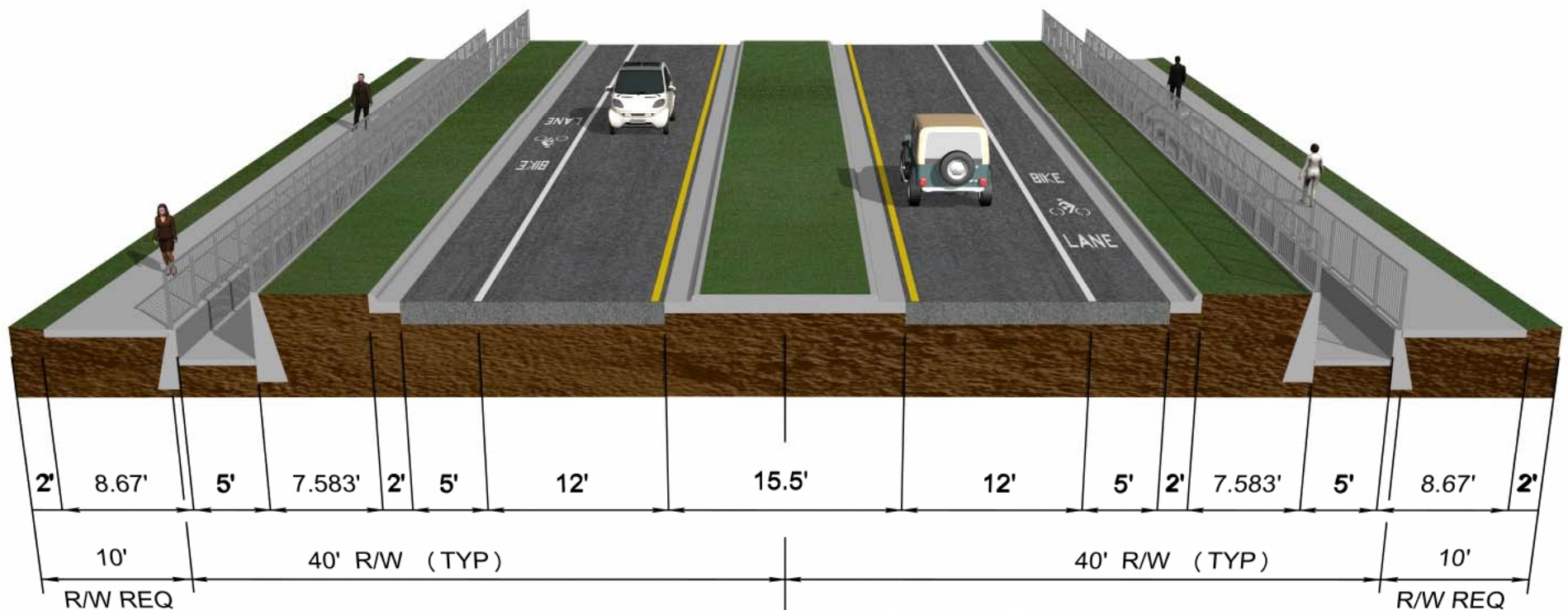
From 38th Terrace to 34th Street (SR-121)

Proposed Typical Section ALTERNATIVE 2



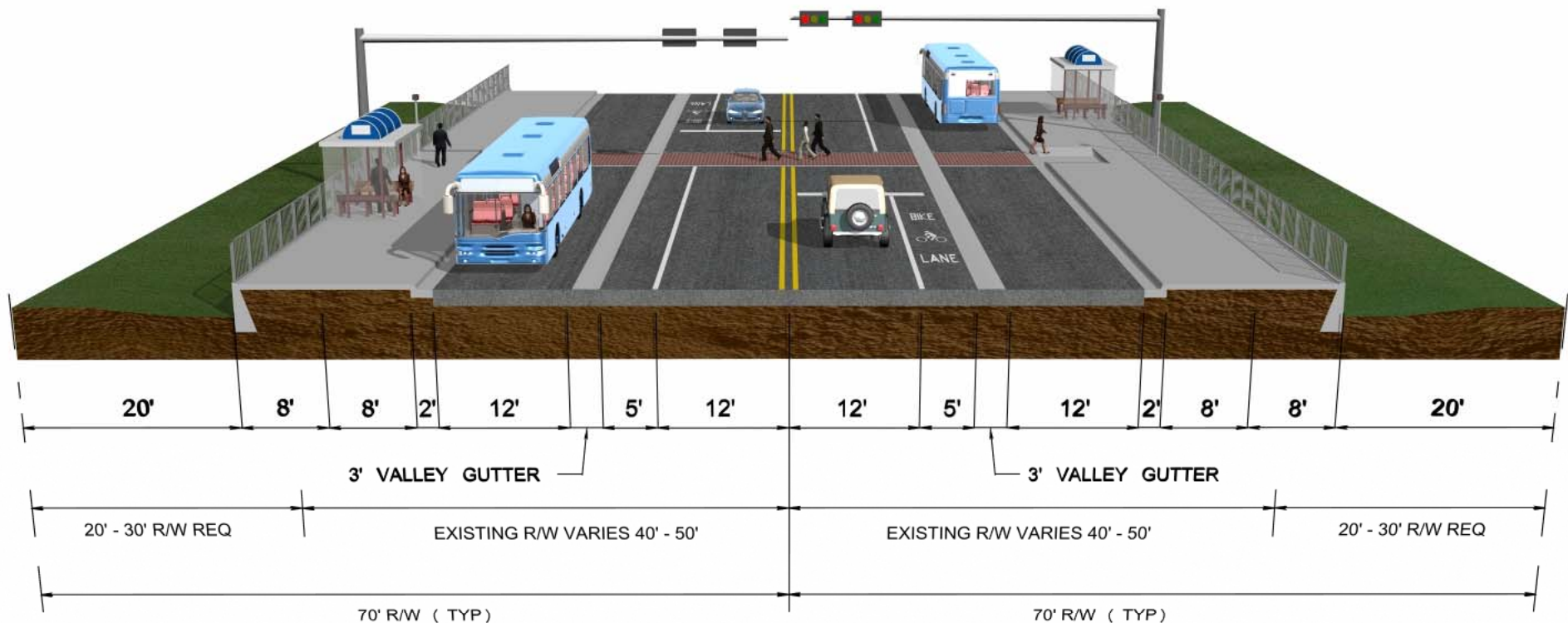
From 43rd Street to 38th Terrace

Proposed Typical Section ALTERNATIVE 2

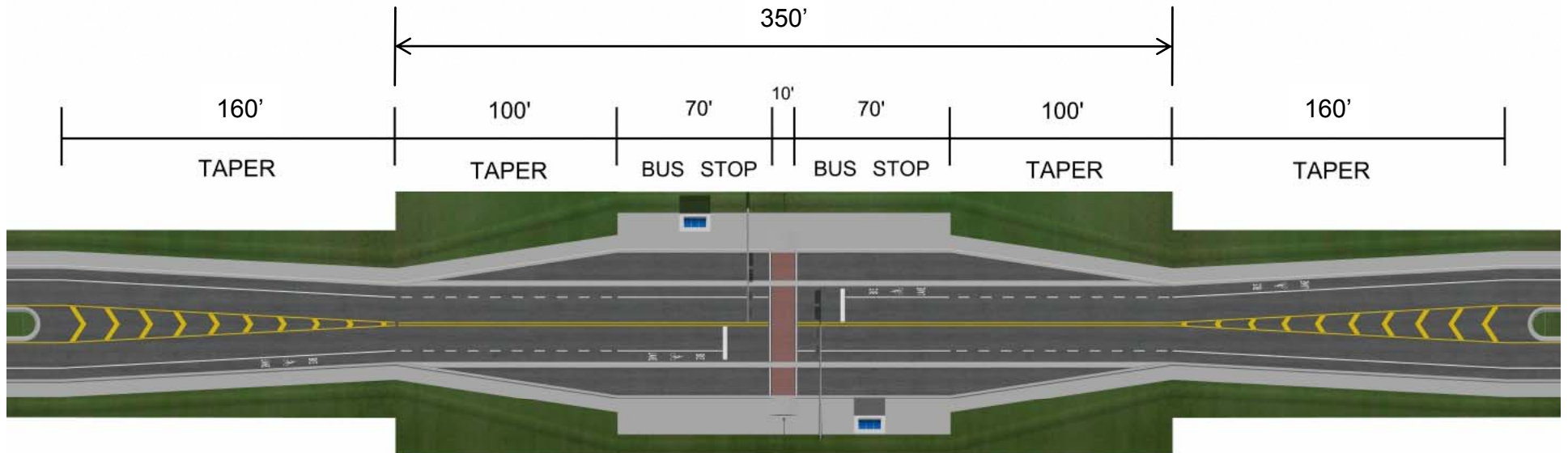


From 38th Terrace to 34th Street (SR-121)

Proposed Smart Bus Bay Typical Section



Proposed Smart Bus Bay Dimensions



Proposed Smart Bus Bay Locations



Advantages

- Livable/Walkable Community
- Aesthetically pleasing
- Easier for buses to reenter roadway
- Continuous Sidewalks
- Midblock Pedestrian Crosswalks

Disadvantages

- Limited Median Openings
- U-turns not possible

Costs

ITEM	ALTERNATIVE 1	ALTERNATIVE 2
Construction	\$22,735,000	\$26,385,000
Design/Inspection	\$4,547,000	\$5,277,000
Number of Parcels Impacted	TBD	TBD
Right-of-Way	27	15
TOTAL PROJECT COST	\$27,282,000	\$31,662,000

Next Steps

- Final Multimodal Corridor Report – December

Smart Bus Bay Demonstration

