CITY OF GAINESVILLE
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FLORIDA

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TO: **City Plan Board** **Item Number: 5**

FROM: **Planning & Development Services Department Staff** **DATE: January 22, 2015**

SUBJECT: **Petition PB-14-164 CPA. City Plan Board. Update the 5-Year Schedule of Capital Improvements in the City of Gainesville Comprehensive Plan Capital Improvements Element.**

Recommendation

Staff recommends approval of Petition PB-14-164 CPA.

Discussion

This petition is the annual update of the City's 5-Year Schedule of Capital Improvements in the Capital Improvements Element (CIE) of the Comprehensive Plan. Projects and/or facilities in the 5-Year Schedule are needed to: correct existing deficiencies in levels of service (LOS); maintain existing LOS; or deal with projected LOS deficiencies that will occur during the 5-year planning period. For this update, the planning period is FYs 2014/2015 – 2018/2019.

The capital improvements in the 5-Year Schedule are primarily related to levels of service adopted in the Comprehensive Plan. Capital improvements are defined as: land, non-structural improvements to land, and structures (including the costs for design, permitting, construction, furnishings and equipment) with a unit cost of $25,000 or more. The improvement shall have an expected life of at least two years.

The 5-Year Schedule of Improvements must be consistent with the City's Comprehensive Plan. After review of the projects listed in the 5-Year Schedule, Planning staff finds that the proposed 5-Year Schedule is consistent with the various elements of the Comprehensive Plan.

Exhibit A-1 at the end of this document contains the updated 5-Year Schedule of Capital Improvements. The capital improvements are discussed below in the section entitled Capital Improvements. The numbers associated with the capital improvements explanations in the text below correspond to the numbered items in the 5-Year Schedule of Capital Improvements table. The locations of the improvements are illustrated on the map labeled Capital Improvements Projects, which is Exhibit A-2.

Proposed changes in the 5-Year Schedule

The 5-Year Schedule of Capital Improvements is being amended to meet the State's annual update requirement (Chapter 163.3177, Florida Statutes). The 5-Year Schedule is also being

updated to reflect the City's latest fiscal year capital improvements projects and projected projects through FY 2017/2018.

Various transportation mobility projects that extend beyond the normal five-year timeframe are included within the 5-Year Schedule of Capital Improvements because of their importance to the City's long-term mobility plans. Various stormwater management projects that extend beyond the normal five-year timeframe are listed due to their importance for stormwater management and because they are in the Stormwater Management Master Plan.

Capital Improvements

Transit

Consistent with the City's Transportation Mobility Element, transit is a vital component in the multi-modal strategy to deal with road congestion and deficient roadway level of service. In addition, transit is one of the modes that support the City's Transportation Mobility Program Area (TMPA) as an alternative to roadway widening.

A large share of the City's transit funding comes from the University of Florida (UF). In addition, the City receives transit funding from the Florida Department of Transportation (FDOT), the Federal Transit Administration (FTA), Santa Fe College, and Alachua County. Transit funding has also been available within the UF Context Area based on mitigation requirements established in the Transportation Mobility Element.

TMPA and UF Context Area funds have been used to enhance transit service by funding the new bus maintenance facility, purchasing new buses, constructing new transit shelters, and funding other transit capital improvements.

The updated 5-Year Schedule of Capital Improvements includes the following transit-related projects:

1. **Existing vehicle replacement**. FTA defines the useful life of 40-foot transit vehicles to be over 500,000 miles or 12 years in age. Beyond either threshold, mechanical failures become more numerous and costly and the vehicle generally operates at a lower level of performance. The average fleet age of RTS's 123 buses is over 8 years with a large portion of the fleet already exceeding FTA useful life thresholds. Funding will go towards addressing this backlog by annually replacing vehicles that are beyond their useful life threshold.

2. **Buses for service expansion**. This project will expand service for existing RTS Routes 15, 5, 6 and 53. These route changes are based on revised Comprehensive Operational Analysis, Transit Development Plan, and internal staff planning.

3. **Transit Route 35.** This route serves the southwest, student-oriented area from SW 34th Street east to the UF campus. It circulates on SW 35th Place, SW Williston Road, SW 23rd Terrace and SW Archer Road (east of SW 23rd Terrace). This area was annexed in

2002, and transit service was a major issue for the student population in multi-family units in this area. Transit ridership on this route is consistently high, and Route 35 helps reduce automobile trips within its service area.

4. **Support vehicles**. Support vehicles serve several functions including shift relief and maintenance support. The useful life of these vehicles is considered to be approximately 8 years.

5. **Paratransit vans.** These vans provide RTS's ADA paratransit service. The useful life of these vehicles is considered to be approximately four to five years.

6. **Bus stop amenity improvements**. Bus stop amenity improvements (e.g., landing pads, benches, and shelters) are needed throughout the RTS service area to ensure compliance with the Americans with Disabilities Act (ADA) and to provide facilities that make the use of transit more accessible to its users.

7. **Park and Ride facility in the SW area.** An important component of the congestion relief and transit solution in the southwest area of Gainesville is the addition of a Park and Ride lot that can accommodate at least 50 parking spaces in the Archer Road/I-75 area. Those passengers can park once and use a transit transfer facility to travel into various parts of the city for employment, services, or education (UF and Santa Fe College).

8. **Technology Improvements.** Transit technology advancements will improve the user experience by enabling better agency decision-making and providing the user with better trip-planning knowledge. Improvements in this area include installation of automatic vehicle location equipment (Gator Locator), automatic passenger counters, scheduling software, and Wi-Fi provision.

Potable Water

Capital project information under the Potable Water section is being updated in the 5-Year Schedule. The water main project described below will improve pressure, which is related to adopted LOS standards. It is important to note that there are no existing Potable Water LOS deficiencies.

Utility bond proceeds are the primary funding source for all the Potable Water improvements. Gainesville Regional Utilities (GRU) is an enterprise operation, and the bonds are backed by the revenues generated by GRU.

The potable water projects are:

9. **Water main Phase IV-B and Phase V-A (from NW 43rd ST to Magnolia Place, along NW 51st ST to NW 33rd AVE) Pressure Improvement.** This water main project is needed to ensure adequate water pressure (an adopted LOS standard) and to accommodate increased water demands due to population growth. These two phases consist of the water main being installed along NW 53rd Avenue from NW 43rd Street,

south to NW 46th Avenue, and then west to NW 51st Street at Magnolia Place. It will then run south along 51st Street to NW 33rd Avenue, completing Phase V-A. Phase IV-B is planned to be completed during FY 2014/2015, while Phase V-A is scheduled to begin in FY 2016/2017.

10. **New Electrical Building and Plant Engine Generator at Murphree Water Treatment Plant.** This project ($6.215 million) spans the five-year period (FY 2014/2015 through 2017/2018) and will serve the entire Murphree Water Treatment Plant. A new electrical building with new Motor Control Centers (MCCs) will be completed in FY 2016/2017. MCC A and B provide starting and control functions for the Transfer and High Service Pumps and are critical elements for operating the Murphree Plant. The existing MCCs have been in service since construction of the Murphree Plant was completed in 1976. They are approaching the end of their useful service life, and require replacement to help ensure the continued reliable operation of the Murphree Water Treatment Plant. The project will also include replacing the 1,000 kW plant engine generator set.

11. **Depot Avenue Water Line Reconstruction – Segment 2.** The City's Depot Avenue Segment 2 roadway project consists of reconstructing Depot Avenue from PK Yonge School at SW 11th Street east to Main Street. Because of this construction project, it will be necessary for GRU to remove and replace water lines and services (and to perform wastewater collection system improvements - see Project 74 under Wastewater). The majority of removing and replacing water lines and services along this corridor will occur during FY 2014/2015.

12. **Depot Avenue Reconstruction – Segment 4.** The City's Depot Avenue Segment 4 roadway project consists of rebuilding SE 7th Avenue from Lewis Oil Company at SE 7th Street east to Williston Road. Because of this construction project, it will be necessary for GRU to remove and replace water lines and services (and to perform wastewater collection system improvements - see Project 75 under Wastewater). The removal and replacement of replacing water lines and services along this corridor is expected to begin during FY 2014/2015.

Water Supply

A Water Supply Level of Service standard has been adopted in the Comprehensive Plan, and the one capital project related to water supply in the previous 5-Year Schedule has been completed.

Deleted Items

New Well 16 at Murphree Water Treatment Plant has been completed and deleted from the 5-Year Schedule of Capital Improvements. This project was previous number 13 in the table and is now shown with strike-through.

Recreation

An analysis of current Recreation LOS was done as part of the Evaluation and Appraisal process. Based on the latest official population estimate for Gainesville, there are no current LOS deficiencies in Recreation LOS. The Parks, Recreation and Cultural Affairs Department completed a comprehensive Master Plan ("Vision 2020") in 2012, which was approved by the City Commission on November 15, 2012. The Master Plan confirmed that the City currently meets the LOS requirements and states that in order to provide the same LOS in the year 2030, an additional 127 acres of park land will need to be acquired. Since the Master Plan was adopted in 2012, the City has acquired over 300 additional acres of park land.

The updated 5-Year Schedule of Capital Improvements includes the following recreation-related projects:

13. **Park Land Acquisition.** Based on the Wild Spaces Public Places funding and the Greenspace Acquisition Fund, the City has $1,463,000 for the acquisition of park land. The Parks, Recreation and Cultural Affairs Department annually updates the list of Priority Land Acquisitions and works with the City's Land Development Coordinator on land acquisition projects. In the past four years, 425 acres of park land have been acquired utilizing the Wild Spaces Public Places funds.

14. **Hogtown Creek Headwaters Park.** This property is a portion of the overall property that the City of Gainesville purchased in 2008 with the help of the Florida Communities Trust. $200,000 in planned park improvements is scheduled for FY 2014/2015 and funded from the Capital Improvements Revenue Bond (CIRB) 2015.

15. **Depot Park Development.** This proposed 35-acre park is adjacent to and on the south side of Depot Avenue between South Main Street and SE 4th Street (this is related to Project 20, Depot Stormwater Basin, see Stormwater Management section below). The construction of recreation facilities will begin after remediation of environmental contamination on a portion of the site has been completed. The park will be constructed on land surrounding three stormwater management ponds. Funding for the project is from the Campus Development Agreement and from the Capital Improvements Revenue Bond (CIRB) 2015.

16. **Springtree Park Renovation and Development**. This is an 11-acre nature park purchased in 1988 located at 2700 NW 39th Avenue. It currently has a picnic table and a small metal playground. There is no easily accessible entrance to the park for vehicles. Improvements include a vehicular and pedestrian entrance off of NW 39th Avenue with a parking area, new playground, boardwalk, trails, a small picnic pavilion, trash and recycling containers, fencing and signage. The park is surrounded by homes and is adjacent to a church. An RTS stop is planned for the future.

17. **Bivens Arm Marsh Restoration.** Bivens Arm Nature Park is located at 3650 South Main Street. This park protects a significant wetland system that drains into Paynes Prairie. Over time, these wetlands accumulated an excess amount of

sedimentation that needs to be removed in order for the system to continue to function properly as a filter. The removal of the sedimentation will restore fishing access.

18. **Fred Cone Park Splashpad.** Fred Cone Park, located at 2841 E. University Avenue, has received significant funding in recent years from the Wild Spaces Public Places half-cent sales tax. One of the final park components planned is a water feature/splash pad to be installed behind the community center in between the basketball courts and outdoor restrooms and the playground area, which will add to the active recreation infrastructure at this park.

Stormwater Management

There have been several changes to the Stormwater Management section of the 5-Year Schedule of Capital Improvements since the last update. There have been several cost estimate revisions and FY schedule changes due to changing construction costs and delays.

19. **Depot Stormwater Basin.** The stormwater ponds at Depot Park are designed to treat stormwater from the downtown area and capture stormwater pollutants that would otherwise impact Paynes Prairie. This project will correct a projected water quality LOS deficiency.

    The project is funded through the following sources: the Florida Department of Environmental Protection (FDEP) State Revolving Fund; a State legislative grant; a St. Johns River Water Management District grant; and an EPA Special Appropriations Projects (SPAP) grant. The City's Stormwater Utility fees will be used to repay the Revolving Fund loan. The cost changes reflect expenditures for design and for site remediation.

20. **Payne's Prairie Sheetflow Restoration (General Government Portion).** This project entails the design and construction of the Sweetwater/Paynes Prairie 125-acre wetland treatment basin. This project reflects needed improvements due to projected water quality LOS deficiencies. Funding sources include: projected Stormwater Utility fees; grant funds from the St. Johns River Water Management District (WMD), an FDOT (Florida Department of Transportation) grant; FDEP (Florida Department of Environmental Protection) 319 grant; FDEP TDML (Total Daily Maximum Load) grant; and an FDEP Recreational Trail Program grant. The project is 90 percent complete.

21. **Little Hatchet Creek & Lake Forest Creek Watershed Management Plan.** This watershed management plan is needed because of a projected water quality LOS deficiency. The completion date for this project was moved forward to FY 2014/2015. The project was delayed for coordination with the Stormwater Management Master Plan, which is currently in development. The funding source is projected Stormwater Utility fees.

22. **Pipe Replacement (SW 2nd Ave./SW 10th St./SW 5th Ave.).** This City project is for the replacement of stormwater pipes in part of the University Heights area. The project

was partially completed in conjunction with the Innovation Square roadways. The funding source is the Stormwater Utility.

23. **Tumblin' Creek Regional Wetland and Trash Trap.** This City project is located southwest of SW 16th Avenue and SW 13th Street along Tumblin' Creek. The project entails removal of a spoil berm to rehydrate wetlands, and installation of a sediment and trash trap. It is proposed to be permitted for redevelopment credits, and is expected to be completed in FY 2015/2016. The funding source for the $1,250,000 project is the Stormwater Utility.

24. **Pipe Replacement (SW 6th St. – West University Ave. to SW 2nd Ave.).** This City project is for the replacement of stormwater pipes within a portion of the University Heights area, and is tied to reconstruction of the SW 6th Street corridor. Project design is underway. The funding source for this $350,000 project is the Stormwater Utility.

25. **Pipe Replacement (NW 14 St. – West University Ave. to NW 5 Ave.).** This City project is for the replacement of stormwater pipes along a five-block segment of NW 14th Street within the College Park neighborhood. The funding source for this $400,000 project is the Stormwater Utility; implementation is expected by FY 2019/2020 in conjunction with redevelopment efforts.

26. **Duval – NE 7th Ave. Drainage Improvements (north of Duval Stormwater Park).** This is a conveyance enhancement. The 72-inch, reinforced concrete pipe (RCP) either needs to be relined, reset, or replaced. It will provide new stormwater infrastructure through the redevelopment area and alleviate upstream flooding. The funding source is the Stormwater Utility ($175,000 in FY 2015/2016).

27. **Smokey Bear Road Underpass Improvements (2800 block of NW 19th Dr.).** This is a conveyance enhancement. Project involves reconstruction of pipe with RCP and stabilization of banks with concrete headwalls, road reconstruction, and a sumped structure for sediment collection, or alternatively, use of a pre-fabricated bridge structure. The funding source is the Stormwater Utility ($50,000 in FY 2015/2016; $250,000 in FY 2016/2017).

28. **Urban Village Stormwater Management Facility Planning (area generally west of SW 34th Street and east of SW 43rd Street between SW 24th Avenue and Hogtown Creek).** This is a conveyance enhancement. This project aligns with the City Commission's redevelopment goals for the Urban Village. Facilities are needed to accommodate increased future densities and to assist redevelopment with stormwater attenuation. The ability to create a master stormwater facility in this area is difficult due to the area that is currently being developed. Existing development would need to be purchased and removed to accommodate a master stormwater facility. Therefore, funding is being provided to assist the area as it is redeveloped. The funding source is the Stormwater Utility ($500,000 in FY 2016/2017; $250,000 in FY 2019/2020).

29. **SW 7th Terrace Pipe Replacement (SW 2nd Avenue to SW 7th Avenue).** This is a conveyance enhancement project ranked as priority number 3 in the Stormwater

Management Master Plan. Replacement of the 72-inch reinforced concrete storm pipe will provide new stormwater infrastructure through the redevelopment area and alleviate upstream flooding. SW 7th Terrace is adjacent to Innovation Square on its eastern side. The existing pipe is beginning to separate at the pipe joints and needs to be corrected. The funding source is the Stormwater Utility ($150,000 in FY 2016/2017; $1,100,000 in FY 2017/2018).

30. **SW 14th Ave. Underpass Improvements (east of SW 13th St.).** This is a conveyance enhancement project ranked as priority number 15 in the Stormwater Management Master Plan. The existing culvert array needs to be replaced with a higher capacity culvert. The creek downstream is significantly incised as a result of erosion during high flow events; therefore the project will also include strategies to mitigate higher flows. The funding source is the Stormwater Utility ($100,000 in FY 2016/2017; $400,000 in FY 2017/2018).

31. **SW 9th St. Underpass Improvements (1000 block of SW 9th St., south of Depot Ave.).** This is a conveyance enhancement project ranked as priority number 18 in the Stormwater Management Master Plan. This project will increase the size of the culvert under SW 9th Street to reduce flooding of adjacent parking lots. The culvert will be upsized to mitigate upstream flooding. In addition, the project will evaluate opportunities upstream and downstream of the culvert to realign the culvert and creek to allow freer flow through this segment. The funding source is the Stormwater Utility ($75,000 in FY 2017/2018; $425,000 in FY 2018/2019).

32. **Kingswood Lake Sediment Trap (1800 block of NW 55th St.).** This is a water quality enhancement project ranked as priority number 24 in the Stormwater Management Master Plan. It consists of construction of a baffle box at the end of the 24-inch RCP storm pipe before it discharges into the lake. Trapped sediment will be removed through periodic maintenance. The funding source is the Stormwater Utility ($100,000 in FY 2016/2017).

33. **Cedar Creek Flood Improvements (800 feet west of 2700 SW 13th St.).** This is a flood reduction project ranked as priority number 18 in the Stormwater Management Master Plan. It consists of reconstruction of the pipe system connecting ponds in series to better convey stormwater from one pond to another until reaching the creek or directly piping one of the two staging ponds to the creek. The funding source is the Stormwater Utility ($50,000 in FY 2016/2017).

34. **Calf Pond Trash Trap (2131 SE 15th St.).** This is a water quality project ranked as priority number 12 in the Stormwater Management Master Plan. It consists of construction of a trash and sediment trap to catch floatables and allow sediment to settle. This will provide water quality treatment from the Lincoln Heights neighborhood. The funding source is the Stormwater Utility ($75,000 in FY 2016/2017).

35. **PK Yonge Underpass Improvements (approximately 200' SW of 1110 SW 11th St., within PK Yonge campus).** This is a conveyance enhancement project ranked as priority number 18 in the Stormwater Management Master Plan. Replacement of these

culverts with higher capacity culverts will alleviate flow constrictions at this location. Approximately 150 feet downstream of this culvert Tumblin Creek makes an almost 90-degree turn to the left, followed by another almost 90-degree turn to the right approximately 200 feet downstream of the first turn. If flooding continues to be a concern on the P.K. Yonge property, a potential solution could be excavation adjacent to the creek to create low areas for accommodation and containment of higher flow. These lows area would remain dry during normal flow. The funding source is the Stormwater Utility ($75,000 in FY 2017/2018; $325,000 in FY 2018/2019).

36. **Kirkwood Park Pond (Approximately 800' east of 2700 block of SW 13th Street).** This is a water quality enhancement project ranked as priority number 2 in the Stormwater Management Master Plan. It consists of the construction of a stormwater pond for the purpose of providing water quality treatment for the Sweetwater Branch watershed and to help with a portion of the flooding issue in the Kirkwood residential area. The funding source is the Stormwater Utility ($100,000 in FY 2017/2018; $550,000 in FY 2018/2019).

37. **Tumblin Creek Erosion Control and Stream Restoration (SW 5th Avenue to Bivens Arm).** This is a conveyance enhancement project ranked as priority number 7 in the Stormwater Management Master Plan. All reaches need to be cleared of debris blockages, large rocks and rubble, and sediment deposits that obstruct flows or deflect currents into banks. Any trees or shrubs that obstruct flow or catch debris need to be removed. If channel enlargement of the reach is unnecessary, trees and shrubs should be cut off near the ground and stumps left in place. Banks need to be hardened. The funding source is the Stormwater Utility ($400,000 in FY 2018/2019; $1,350,000 in FY 2019/2020).

38. **Colclough Wetland Inline Water Quality Improvements (2300 block of S Main Street, east side).** This is a water quality enhancement project ranked as priority number 4 in the Stormwater Management Master Plan. It consists of the construction of two sheet pile weirs. These weirs will provide additional residence time and make better use of the available wetland area. The funding source is the Stormwater Utility ($50,000 in FY 2018/2019; $250,000 in FY 2019/2020).

39. **LID Projects and Investigation (citywide).** According to the US Environmental Protection Agency, low impact development (LID) is a sustainable stormwater practice that works with nature to manage stormwater as close to its source as possible, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. Development and implementation of LID projects will improve the quality of stormwater being discharged to creeks in various watersheds within the City. In addition, studies will be conducted to evaluate the impacts of these LID projects to determine feasibility of application in other City facilities. These projects will be mostly beneficial to infill or redevelopment projects and the Innovation Square District. Implementation of LID practices will improve the quality of stormwater being discharged into City creeks. This project is identified and partially funded in the National Pollutant Discharge Elimination System (NPDES) program agreement with the Florida Department of Transportation. The other

funding source is the Stormwater Utility ($150,000 in FY 2015/2016; $175,000 in FY 2016/2017; $25,000 in FY 2017/2018; $25,000 in FY 2018/2019).

40. **Possum Creek and Hogtown Creek Watershed Management Plans (Possum and Hogtown Creeks Watersheds).** Develop watershed management plans to identify flooding and water quality problems in the Possum Creek and Hogtown Creek watersheds. These two watersheds eventually discharge to Kanapaha Lake which has a US Environmental Protection Agency total maximum daily load (TMDL) reduction of 30.4 percent of phosphorus and 30.6 percent reduction of nitrogen through the National Pollutant Discharge Elimination System (NPDES). TMDL is a calculation of the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards. This project will develop ways to improve the quality of stormwater being discharged by these watersheds and reduce the amount of flooding in these watersheds. This project is identified and partially funded in the NPDES program agreement with the Florida Department of Transportation. The funding source is the Stormwater Utility ($250,000 in FY 2015/2016; $145,000 in FY 2016/2017).

Transportation Mobility

The Transportation Mobility projects shown in the 5-Year Schedule are not related to correcting roadway level of service problems because the entire city limits fall within the Transportation Mobility Program Area (TMPA) and the City has rescinded transportation concurrency.

The City's focus for transportation mobility in the citywide TMPA includes: a traffic management system (TMS) to computerize signal timing to maximize roadway efficiency by reducing congestion and delay; multi-modal projects (including sidewalks and rail trails); and road connectivity projects to create a more gridded street network. Transit projects related to mobility were shown above in the Transit section of the document.

State law (FS 336.025 (1) (b) 3.) requires the City to include in the 5-Year Schedule of Capital Improvements projects funded by the local option fuel tax if they involve new roads or the reconstruction or resurfacing of existing roads since these are deemed to increase road capacity. This funding source (5 cents) was adopted by Alachua County in June 2007. The tax was implemented January 1, 2008. An interlocal agreement between the City of Gainesville and Alachua County distributes 38.635 percent of the proceeds to Gainesville.

41. **Traffic Management System.** This major project is for the upgrade of the City's older, poorly synchronized traffic signals in order to improve the flow of traffic and reduce congestion and delay. This is a cooperative program with the City, Alachua County, the University of Florida, and the State of Florida. It is a fully funded project from the following sources: City 2005 Capital Improvement Revenue Bond; Transportation Regional Incentive Program (TRIP); Alachua County; University of Florida (CDA funds); and the TMPA. The project implementation is substantially completed. Recently added components include cameras and variable message signs along I-75 and US 441 to address operational and safety concerns.

42. **Depot Avenue Reconstruction with sidewalks & bike lanes (from SW 13th St. to Williston Rd.)** This City roadway project involves reconstruction of Depot Avenue with the addition of sidewalks, bike lanes, roundabouts, landscaping and lighting improvements. Project implementation is phased and is expected to be completed by FY 2016/2017. The segment between South Main Street and SE 7th Street is completed; construction is currently on-going between South Main Street and SW 11th Street.

    This project is funded through the following sources: Local Agency Program (LAP) funds administered through FDOT; Local Option Fuel Tax (5 cents); County Incentive Grant Program (CIGP); a 2007 City bond; and a 2015 City bond. Overall project cost is estimated at $11,000,000.

43. **SE 4th Street Reconstruction with sidewalks & bike lanes (from Depot Ave. to Williston Rd.).** This project includes the reconstruction of a narrow, curbed roadway to a standard roadway with sidewalks, on-street bike lanes, turn lanes, and stormwater basins. This roadway serves as a collector connecting Williston Road to Depot Avenue, and is a major component of the plans for the enhancement of the downtown area and Power District.

    This project is fully funded through the Local Option Fuel Tax (5 cents). Project is currently under design with construction expected to start during FY 2015/2016.

44. **NW 8th Avenue Resurfacing (from 4100 block east to NW 6th St.).** The total estimated remaining cost for this City street project is $3,420,000. The design work is in progress. Construction has been delayed due to coordination with the reconstruction of NW 16th Avenue. This project is funded though the Local Option Fuel Tax (5 cents).

45. **NW 34th St. sidewalk (from NW 55th Boulevard to US 441).** This project includes the addition of a concrete sidewalk on the east side of the road connecting the existing sidewalk along NW 34th Street to US 441. The project abuts Northside Park and the new Senior Recreation Center. Funds for this project are allocated in the FDOT work program, and the project is expected to be completed by FY 2015/2016.

46. **Hull Road Extension.** This is a future roadway project in TMPA Zone M that would create a parallel road from SW 34th Street to SW 43rd Street to relieve congestion on SW 20th Avenue, which is a two-lane facility. The project will be implemented in phases as land development / redevelopment occurs in the area due to extensive right-of-way needs for construction. Portions of the road were implemented by the Canopy and Grove developments as part of their transportation mitigation requirements.

    It is estimated that the remaining road costs (including ROW acquisition, design and construction) would be $4,800,000, consistent with the MTPO Long-Range Transportation Plan. The only anticipated funding source for this road extension is TMPA agreement funding or developer contributions (including contributions from The Grove development). This project is anticipated to start FY 2019/2020, and is listed to provide information for developers so that they are aware of the potential future roadway alignment, which was established as Option M by the MTPO.

47. **SW 62nd Boulevard Extension.** This project involves connecting Newberry Road to Archer Road by extending the existing SW 62nd Boulevard south from where it dead ends at the Cabana Beach apartment complex. The estimated cost for this project is $100,000,000 (based on a preliminary study by HNTB), and it is currently mostly unfunded. $1,278,000 from FDOT is available to complete the PD&E study. Partial construction will occur as part of the Butler Plaza development (the portion from Archer Road to the northern extent of the Butler development at SW 24th Avenue). Anticipated funding sources include TMPA revenues and federal funding. Due to funding uncertainty, this project is not anticipated until FY 2019/2020.

48. **SW 40th Blvd. Extension Construction (from Archer Rd. to SW 34th St.).** This project would create a new road corridor to connect Archer Road to SW 34th Street by extending SW 40th Boulevard to SW 47th Avenue. Construction of this road connection will relieve congestion at the Archer Road/SW 34th Street intersection. The roadway can also serve as a partial reliever road for traffic to avoid use of I-75 to get from Williston Road to Archer Road. Based on the design document estimates, the projected cost for this roadway extension is $2,358,000. This project is expected to occur in FY 2016/2017. Other components include reconstruction of existing segments to add curb-and-gutter and add a multiuse trail connecting to the Archer Braid system north of Archer Road.

49. **SW 6th Street Reconstruction with sidewalks & bike lanes (from Univ. Ave. to SW 4th Ave.).** There has been considerable focus on the redevelopment of this corridor that is midway between UF and the Downtown area. This section of West 6th Street is currently a narrow, two-lane roadway with minimal pedestrian facilities, no bike lanes, and without full curb and gutter. This project will enhance the corridor's multimodal capacity and aesthetic conditions, serve as a catalyst to draw in more redevelopment interests, and improve the City's transportation system efficiency. The installation of a roundabout at the intersection of SW 4th Avenue will improve operational capacity and safety along the corridor. On-street parking will also be provided. The estimated cost of the project is $1.5 million to be funded by the Local Option Fuel Tax (5 cents). Construction is expected to start during FY 2014/2015 and FY 2015/2016.

50. **NW 55th Place (new street) from US 441 to NW 65th Place.** This project adds a new connection expanding the roadway grid network. A portion of the roadway was constructed in conjunction with the City's fleet maintenance facility. Additional construction will be funded by TMPA contributions.

51. **Main Street Streetscaping from Depot Ave. to N 8th Ave.** This project includes installation of street lighting including replacement of existing pedestrian lighting with LED fixtures and streetscaping components including brick sidewalks and low-impact development (LID) stormwater features where feasible to enhance the corridor. The project is funded through the Local Option Fuel Tax (5 cents) and a United States Department of Energy Grant. The estimated cost of the project was $2,075,000. The lighting installation was completed in FY 2013/2014; the streetscape portion is expected to start by FY 2014/2015.

52. **Archer Rd./SW 16th Ave. from US 441 to junction at Archer Rd. (capacity enhancement of SW 16th Ave.).** The purpose of this project is to make Archer Road from the intersection of SW 16th Avenue east to SW 13th Street a campus road to the extent possible, and to provide for better use of SW 16th Avenue's capacity and make it a safer multi-modal roadway. This $6,630,000 project is funded entirely by Campus Development Agreement funds. SW 16th Avenue construction is underway.

53. **NW 34th Boulevard/NW 23rd Terrace sidewalks.** This project will provide new sidewalks and connect the Pine Ridge residential neighborhood with surrounding retail and recreational facilities, thus increasing pedestrian safety. Sidewalks will be constructed on the west side of NW 34th Boulevard and on the south side of NW 23rd Terrace. The $643,000 project is fully funded by TCEA revenues on account. Implementation of the project was delayed to conflicts with GRU water lines that needed replacement and relocation. Design was completed in FY 2013/2014 and construction is expected to start during FY 2014/2015.

54. **Sidewalk Construction.** This multiyear project is for sidewalk construction throughout the City. This project supports and improves mobility and accessibility within the City's multimodal transportation system. It is funded by the City's General Fund, TCEA revenues on account, and the TMPA.

55. **NE 2nd Street (NE 10th Ave. to NE 16th Ave.).** This project is for the reconstruction of NE 2nd Street between NE 10th Avenue and NE 16th Avenue. This reconstructed street will be a curb and gutter roadway with two 10-foot-wide travel lanes. It will have a sidewalk on its west side and a multiuse path on its east side. The project will improve multimodal capacity. This project is partially funded. The funding sources are the City General Fund and a 2015 Bond Issue.

56. **SE 2nd Avenue & SE 3rd Street intersection modification.** This project adds landscaped medians that will provide pedestrian refuges at this intersection. This $43,600 project is funded through Community Development Block Grant monies.

57. **SR 226/SE 16th Avenue intersection modifications at S Main Street and at Williston Road.** This project will modify these two intersections along the state roadway system by adding turn lanes and pedestrian refuge, and realigning crosswalks, thus enhancing the roadway capacity. It is an FDOT-funded project for a total of $3,046,500 between FY 2013/2014 and FY 2017/2018.

58. **SW 2nd Street Bike/Pedestrian Connection (Depot Avenue to SW 6th Avenue).** This project will provide bicycle/pedestrian connectivity through an undeveloped public right of way in the Porters neighborhood. The project is funded through Community Development Block Grant monies. Construction is expected to start in FY 2014/2015.

59. **Norton Trail extension (NW 45th Avenue to NW 39th Avenue).** This connectivity project for FY 2019/2020 will extend a paved multiuse trail from NW 45th Avenue south to NW 39th Avenue. The multiuse trail currently runs from NW 53rd Avenue to NW

45th Avenue on a utility easement that is parallel to NW 24th Boulevard. This project is funded by TCEA revenues on account.

Deleted Items

The following transportation mobility projects have been deleted from the 5-Year Schedule of Capital Improvements. Explanations are provided for each deletion. These items are shown in strike-though in the Table.

48. **Sixth Street Rail Trail Project: Section 3 (from SW 2nd Ave. to NW 10th Ave.)** *(This project was completed.)* This project involves construction of an approximately 12-foot wide recreational rail trail on the old CSX railroad right-of-way at the northern end of the Downtown Connector Rail Trail. In addition to recreational use, the project can serve as a bicycle commuting trail. Section 3 connects sections 1 and 2, which have been constructed and which were funded by federal American Recovery and Reinvestment Act (ARRA) funds. Section 3 is fully funded through the FDOT by Surface Transportation Enhancement funds at a cost of $665,000 (with no cost to the City). Project design has been completed, but construction has been delayed due to coordination with the Gainesville Police Department headquarters project and with FDOT. Project construction was completed during FY 2013/2014 with the exception of landscaping, which is expected to be installed in FY 2014/2015.

53. **NW 34th Street at YMCA driveway.** *(This project was completed.)* This FDOT-funded project is for the addition of a turn lane on NW 34th Street (which is a State road) at the entrance to the YMCA. This project will improve roadway capacity and safety.

Wastewater

Capital project information under the Wastewater section has been updated since the previously adopted 5-Year Schedule. It is important to note that there are no existing Wastewater LOS deficiencies. Utility bond proceeds are the primary funding source for all the Wastewater improvements. Gainesville Regional Utilities (GRU) is an enterprise operation, and the bonds are backed by the revenues generated by GRU.

The wastewater projects are:

60. **Paynes Prairie Sheetflow Restoration (Gainesville Regional Utilities (GRU) portion).** This is an ongoing project related to discharge of wastewater effluent. Current total nitrogen loads are too high, and, as a result, effluent can no longer be discharged to Alachua Sink. This project will create a 125-acre constructed wetland to receive the effluent discharge. Funding for the project is from Utility Bond proceeds and grant funding from the Florida Department of Environmental Protection (FDEP). This project is scheduled to occur throughout the entire 5-year period (FY 2013/2014 through FY 2017/2018), with substantial completion of construction in FY 2014/2015.

61. **Main Street Water Reclamation Facility (MSWRF) East Treatment Train Rehabilitation.** The east treatment train is the oldest wastewater treatment train at the

Main Street Water Reclamation Facility, originally installed in the 1960's and subsequently rehabilitated to extend its useful life. Several projects are in place to upgrade or renovate various components of the treatment train, specifically the clarifier, return activated sludge (RAS) pump building, aeration basin, and lift station controls in order to help maintain the adopted LOS standard for wastewater services. Work to update the lift station controls is scheduled for FY 2015/2016, with the remaining upgrades to begin in FY 2016/2017 and to extend beyond the 5-year period.

62. **Depot Avenue Wastewater Collection Reconstruction – Segment 2.** The City's Depot Avenue Segment 2 roadway project consists of reconstructing Depot Avenue from PK Yonge School at SW 11th Street east to Main Street. Because of this construction project, it will be necessary for GRU to perform wastewater collection system improvements (and to remove and replace water lines and services – see Project 11 under Potable Water). This project is scheduled to be completed in FY 2014/2015.

63. **Depot Avenue Wastewater Collection Reconstruction – Segment 4.** The City's Depot Avenue Segment 4 roadway project consists of rebuilding SE 7th Avenue from Lewis Oil Company at SE 7th Street east to Williston Road. Because of this construction project, it will be necessary for GRU to perform wastewater collection system improvements (and to remove and replace water lines and services – see Project 12, under Potable Water). The majority of this project is expected to begin during FY 2014/2015.

Impact on Affordable Housing

Not applicable.

Respectfully submitted,

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List of Exhibits

Exhibit A-1: Table 14: 5-Year Schedule of Capital Improvements

Exhibit A-2: Map showing locations of 5-Year Schedule of Capital Improvements

Exhibit A-3: Application