

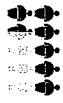
PREVENTION MEANS BUSINESS

A healthy, thriving workforce makes for a healthier business. Investing in health—in the workplace and in the community—reduces health care costs, improves productivity and makes businesses stronger.

12/4/14
File # 120521

POOR HEALTH IS BAD FOR BUSINESS

Chronic disease drives health care expenditures, which cuts into company profits and productivity.



67%
of our workforce is overweight or obese

1 IN 4
Americans has heart disease

1 IN 3
Americans has high blood pressure



\$73 B
annual cost of chronic disease to U.S. employers



50%
of total profits go to pay for health care costs



\$153 B
less to employers annually due to absenteeism from chronic disease, disability or obesity and have other chronic health conditions



450 M
additional work days missed every year by full-time workers who are overweight or obese and have chronic health conditions

PREVENTION PAYS AT WORK

Even small investments in health within the workplace can create big returns.

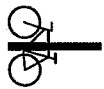


WORKPLACE WELLNESS

For every **\$100** spent on workplace wellness programs, employers can save up to **\$600** in health care costs.

HEALTHY COMMUNITIES = HEALTHY BUSINESSES

Building a healthier community saves lives and money.



BIKING SAVES MILLIONS

Do you have bike racks? Are there bike lanes on your streets? Bicycle commuters saved Iowa \$13.2 million a year in health care costs and \$73.9 million for those who cycle recreationally.

ADDRESS HEALTH RISKS

1% reduction in health risks would save as much as **\$83-103** annually in medical costs, per person.

SAVE MONEY

Workplace wellness programs can reduce sick leave, medical costs and worker's comp claims by as much as:



25%



SMOKE-FREE SPACES SAVE LIVES

Are your shared community spaces and workplaces smoke-free? Smoke-free strategies and education prevented 800 thousand deaths related to lung cancer between 1975-2000.



HEALTHY OPTIONS. HEALTHY CHOICES.

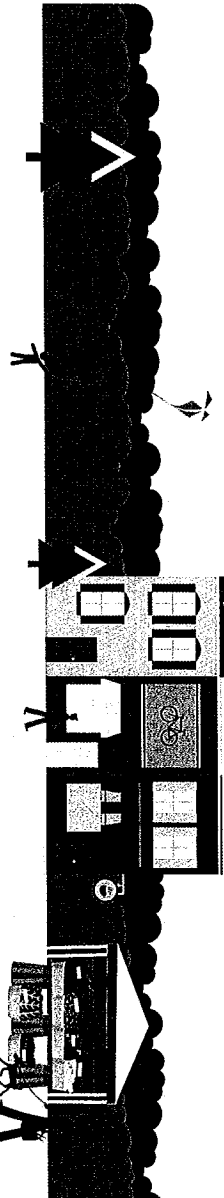
Are healthy foods affordable and accessible at work meetings in vending machines and in your community? Research shows that making the healthier option the default can lead to healthier choices.

WALKABLE SPACES + ECONOMIC GROWTH

Do your workplace and community make physical activity easier? In one California city, \$10 million spent on more walkable public outdoor spaces spurred a \$25 million economic investment in the local downtown area, which led to the creation of 40 new businesses and 800 new jobs.



Designed By **elefint designs**



Full references available at dhlw/preventionmeansbusiness

Lannon, Kurt M.

From: Perkins, Rebeka E
Sent: Monday, December 15, 2014 11:07 AM
To: Lannon, Kurt M.; Williams, Sharon D.
Subject: FW: My letter of support for 8th Avenue was not read into the record as requested

Good Morning,

Please add the emailed correspondence provided by Dr. Spring to the written backup of NW 8th Avenue Reconstruction (B) item #120521.

Thank you,

Rebeka Perkins

From: Anita Spring [<mailto:cbbgainesville@yahoo.com>]
Sent: Monday, December 01, 2014 2:35 PM
To: citycomm
Cc: Blackburn, Russ D.; Becky Howard; Luhrman, Earline K.
Subject: City Beautification Board support for NW 8th Ave

Dear Mayor and Commissioners

I am unable to attend the commission meeting, as I will be out of town. However, I would like you to know about the support to the proposed Northwest 8th Avenue streetscape project by the City Beautification Board (CBB). Please read this letter into the record.

The original idea for this corridor design project was initiated by the CBB in 1994 and it became part of the *Comprehensive Beautification and Civic Design Program*. In a number of reports to the Commission through the years, the CBB documented how this plan would enhance the beauty of NW 8th Avenue, and greatly improve its safety.

Benefits of this urban design project have also been clearly documented. These include: (1) increased safety for school children, pedestrians, and bicyclists; (2) an enhanced Greenway environment with the installation of streetlights in a landscaped median; and (3) improved pedestrian and bicycle access, including public access to the Greenway, Loblolly, and Westside Park, the city's most used public park facility.

The area is a 0.7 mile section of NW 8th Avenue. We know that of concern to citizens is the effect on driving time. However, recent traffic studies indicate the average transit time between NW 22nd Street and NW 34th Street would be increased by only 7 seconds.

In terms of the budget, the project falls within the proposed budget for the milling and resurfacing of this street segment. There are no streets or driveways on NW 8th Avenue between NW 23rd Street and NW 31st Street, so the traffic cannot and will not increase in this section.

A cost savings could also be realized by installing streetlights in the landscaped median similar to the SW 24th Avenue project north of Butler Plaza. Placing the electrical conduit underground in one line of poles is less costly than poles on each side of the street.

We urge the Gainesville City Commission to approve and move forward with this project that will significantly enhance Gainesville's urban environment and create a safe, efficient, and attractive gateway corridor through the Gainesville Greenway, so close to Westside Park and Westside School.

Sincerely,

Anita Spring, PhD
Chair, City Beautification Board
cbbgainesville@yahoo.com 352-376-4833

NW 8th Avenue

Cost Estimates for 12/4/14 City Commission Presentation

*Reflects Revisions from Peer Review

Work Trade	Available Budget	Option #1 (Bike Lanes)	Option #2 (Buffered)	Option #3 (Protected)	Option #4 (4 Lane)
Asphalt	\$1,479,917.25	\$1,511,136.35	\$1,496,917.32	\$1,581,444.87	
Concrete	\$ 679,586.84	\$ 681,459.64	\$ 920,713.64	\$ 818,196.17	
Landscaping	\$ 82,690.83	\$ 75,150.52	\$ 110,780.83	\$ 49,840.83	
Signs & Stripes	\$ 232,910.71	\$ 241,498.51	\$ 232,910.71	\$ 235,656.75	
Incidentals	\$ 734,388.57	\$ 735,242.05	\$ 740,807.99	\$ 742,435.33	
Total	\$ 3,611,000.00	\$ 3,210,000.00	\$ 3,245,000.00	\$ 3,503,000.00	\$ 3,428,000.00
Budget	\$ 3,611,000.00				

Include conduits in all Options?

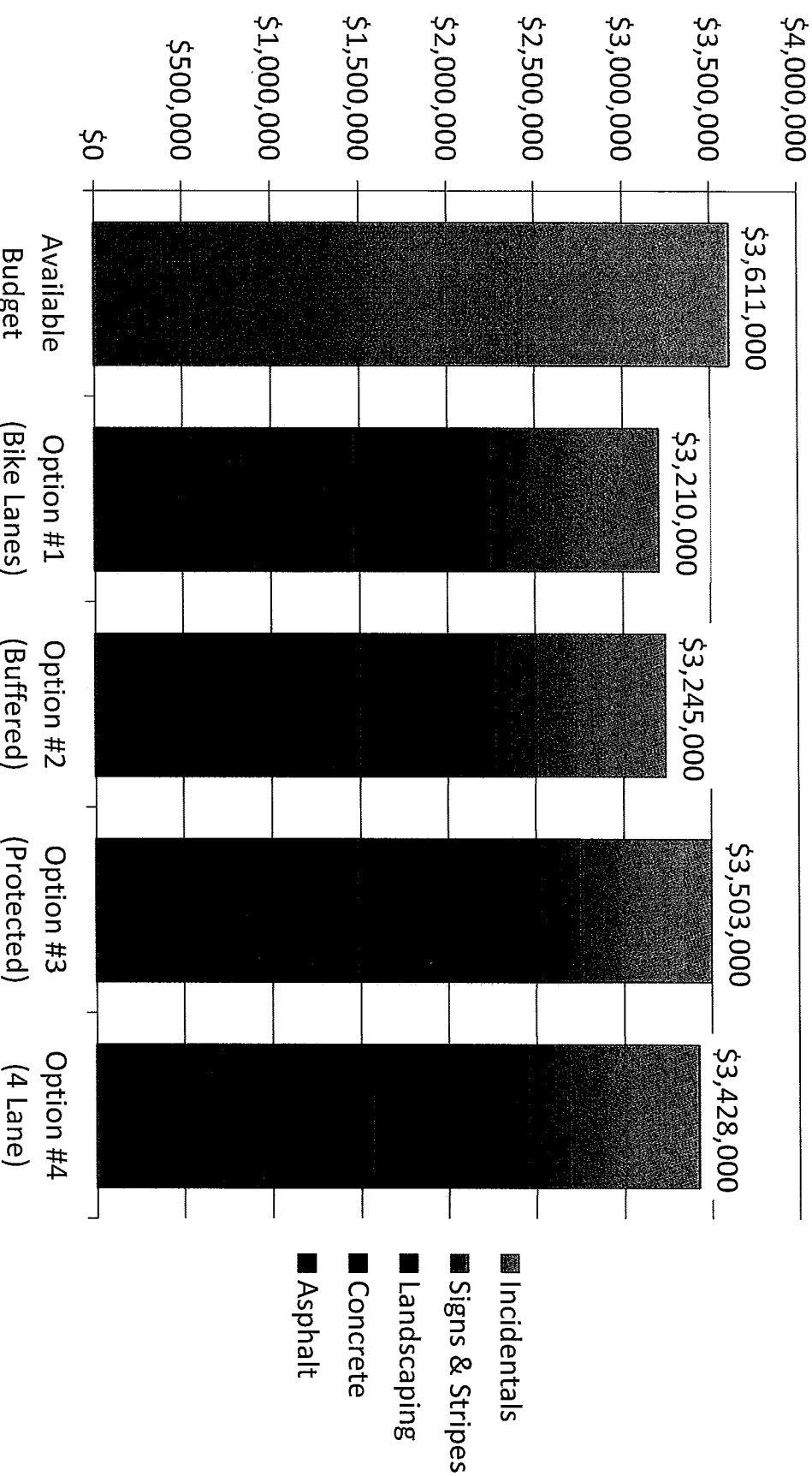
Yes

Include wider sidewalks in Option #4?

Yes

Include wider sidewalks in All Options?

No



120521

12/4/14

submitted
@ meeting



December 4, 2014

Stefan Broadus
Project Engineer II
City of Gainesville Public Works
5620 NW 120th Lane
Gainesville, FL 32653

RE: NW 8th Avenue Constructability and Unit Price Review

Mr. Broadus,

We have been asked to review the "60% Submittal Drawings by Comprehensive Engineering Services" dated 3/31/2010 and the unit prices within the cost estimate as presented by the City of Gainesville Public Works.

After reviewing the information provided to us, we observe that most of the unit prices are accurate compared to our historical database of unit pricing. However, in our opinion a few items do need to be considered based on the scope of work and the complexity of the project.

A few items of note:

- The MOT plan could be adjusted up and/or down based on the time of day the project is constructed. Obviously, night work would carry a premium cost over working during the day.
- The cost of milling is a little low but with the cost of the new paving coming in a little higher, the two unit costs may equal each other out.
- All other items as compared to current cost pricing are accurate.

Considerations if implementing one of the three single lane options at section B (referred to as Options 1-3):

- Options 1-3 will require increased construction activities with an MOT plan within the roadway because of the amount of curbing, landscaping, and irrigation that will be installed in the roadway. A 10% increase in mobilization and MOT plan would capture the overall increase in time and labor needed to complete the work.
- Some of the curbing unit costs (ribbon curb, f-curb, type-b) should be increased by at least another 15-20% to capture the increased labor and durations needed to install within the roadway.
- Should Options 1-3 carry the costs to replace the existing sidewalks?
- Options 1-3 may require an increase in excavation and grading costs to capture the excavation quantities required to add the roadway curbing and grading for all new medians for landscaping.

Considerations if implementing the four-lane option at section B (referred to as Option 4):

- Option 4 has more paving and striping overall; however, the constructability of milling and paving the roadway and increasing the sidewalks would be the shortest duration of the four options.
- This option would require less MOT because less curbing and guttering would be installed within the roadway.
- The 4" sidewalk cost seems a little elevated compared to Options 1-3. Are the sidewalks in Options 1-3 being removed and replaced?

Thank you for the opportunity to provide feedback on this project. Let us know if you have any further questions.

Sincerely,

Derek Dykes
Project Manager
Oelrich Construction, Inc.