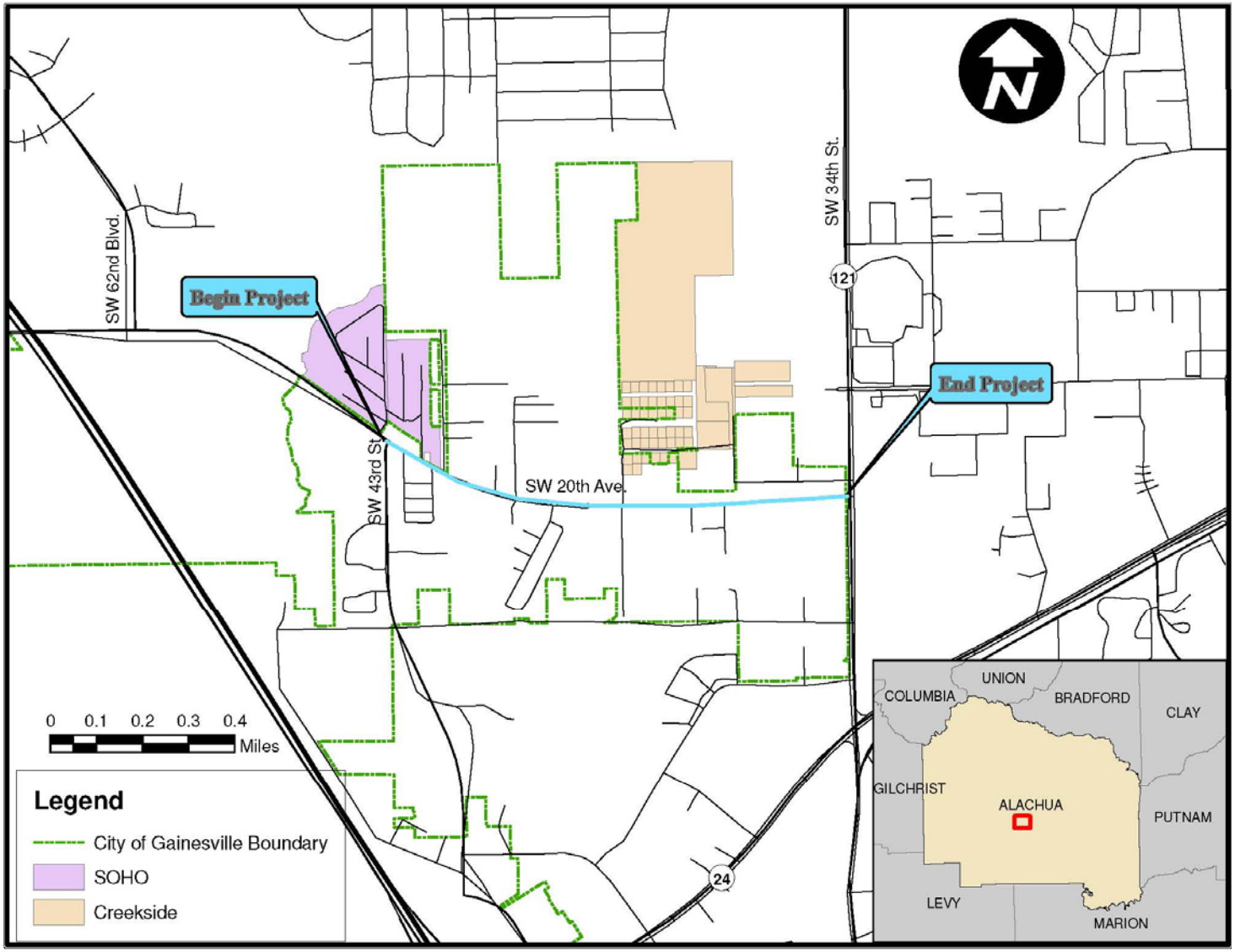
SW 20th Avenue

Prepared By:
Florida Department of Transportation
District Two

City Commission November 6 , 2008

Study Area


SW 62nd Blvd.
Begin Project
SW 34th St.
121
End Project
SW 43rd St
SW 20th Ave.
0 0.1 0.2 0.3 0.4
Miles
Legend
City of Gainesville Boundary
SOHO
Creekside
24
UNION
COLUMBIA
BRADFORD
CLAY
GILCHRIST
ALACHUA
PUTNAM
LEVY
MARION

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'

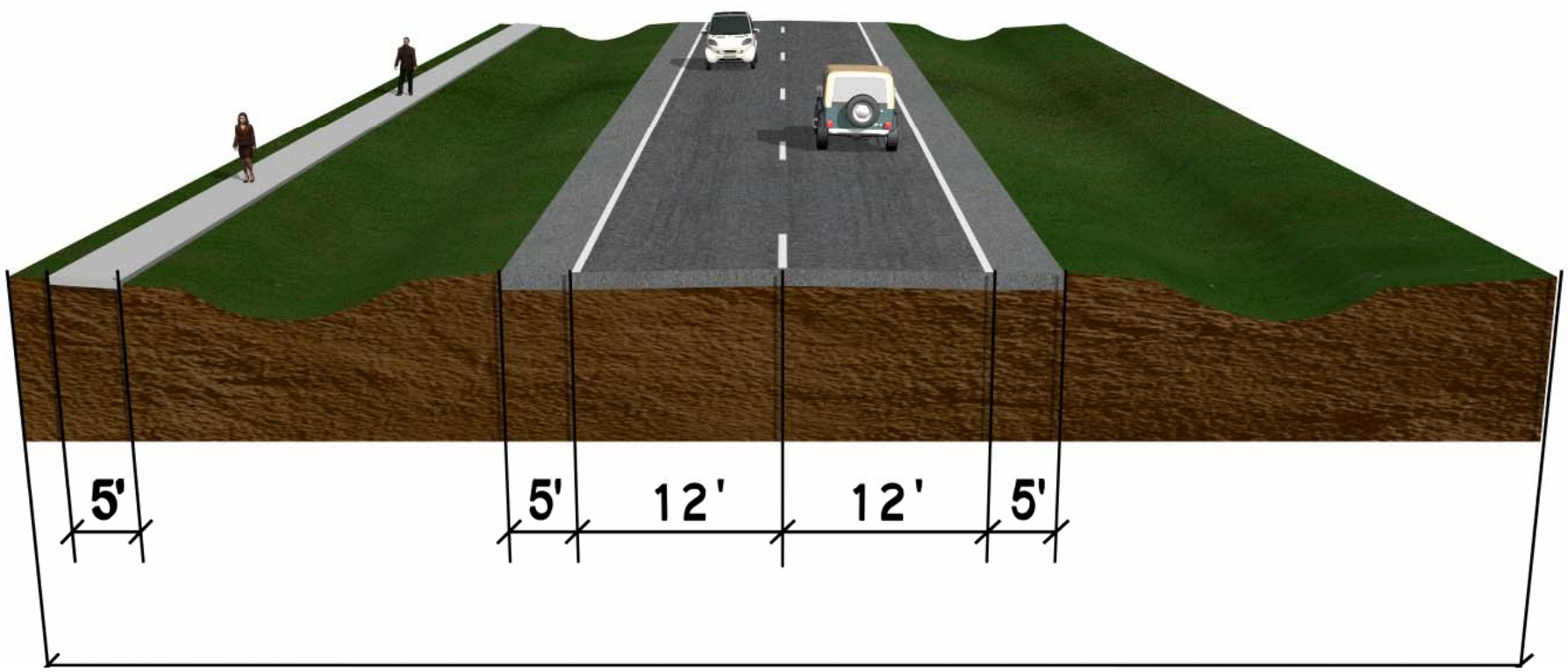
2025 Cost Feasible Plan - Priorities

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 16th 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 34th Street From: NW 16th Avenue To: NW 13th Street	Construction of center turn lanes along this facility	$1.8
5	Y	Depot Avenue From: SW 13th 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 16th Avenue	Construction of intersection modifications at Archer Road/SW 16th 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 16th Ave with associated intersection modifications	$8.2

Ongoing/Coinciding Studies

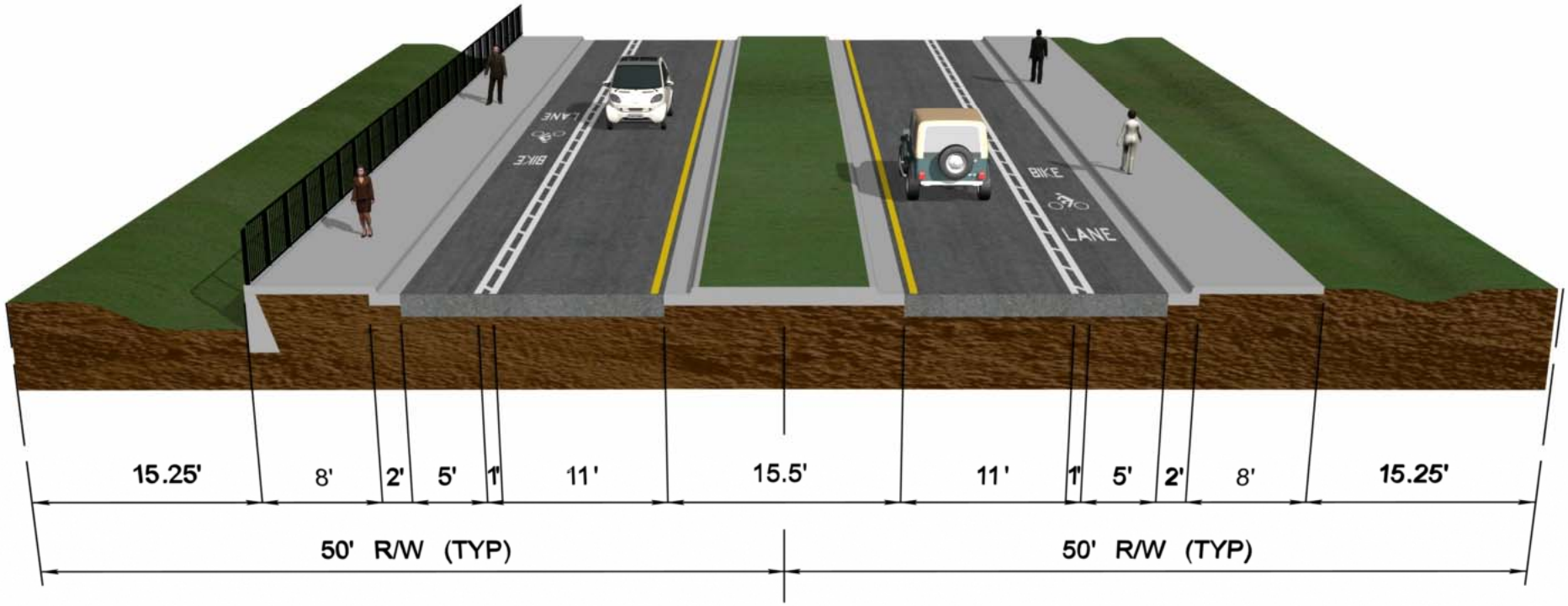
- SW 62 Blvd Connector Study
- Bus Rapid Transit Study
- Urban Village Action Plan
- Urban Village Subcommittee and Focus Group
- Reconstruction of SW 24th Avenue and Construction of 38th Terrace
- Annexation Process of the Urban Village into the City Limits

Existing Typical Section

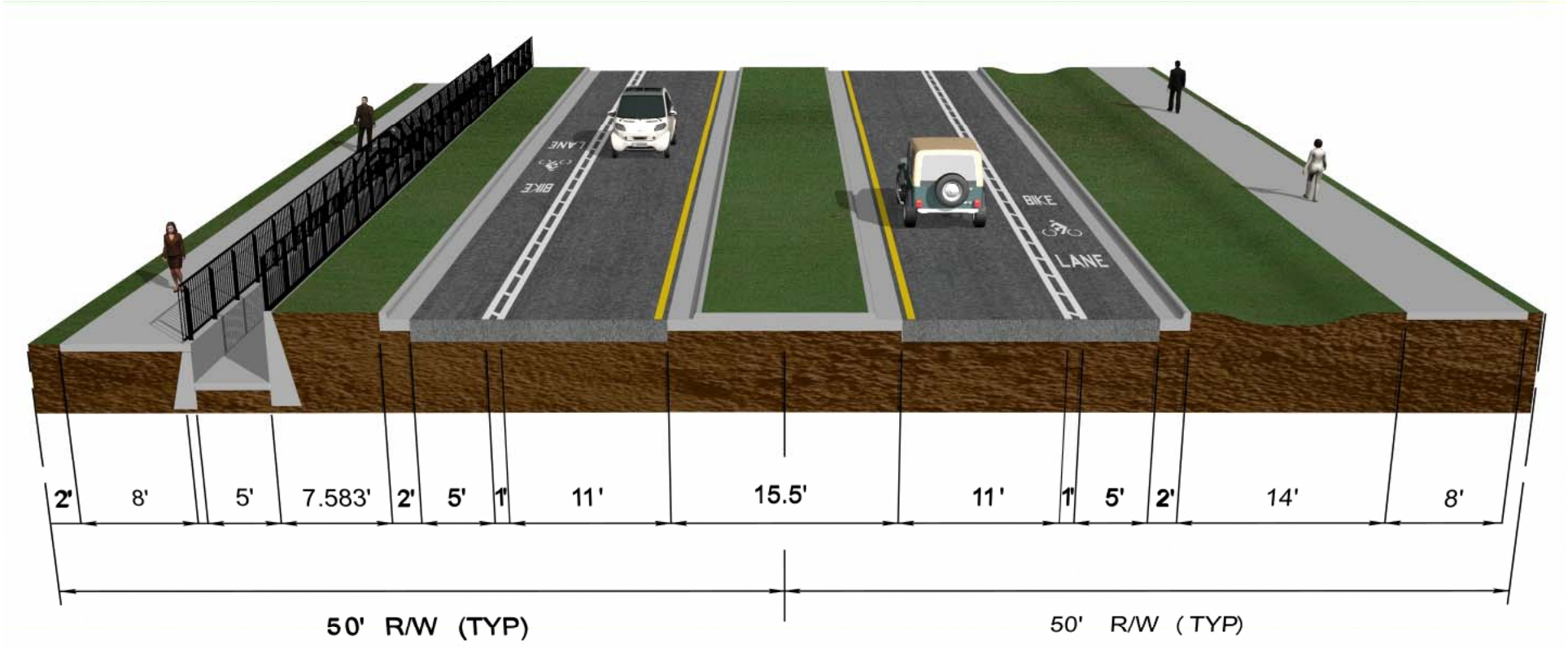


100’ ROW BETWEEN 43rd ST. & 38th TERR.
80’ ROW BETWEEN 38th TERR. & 34th ST.

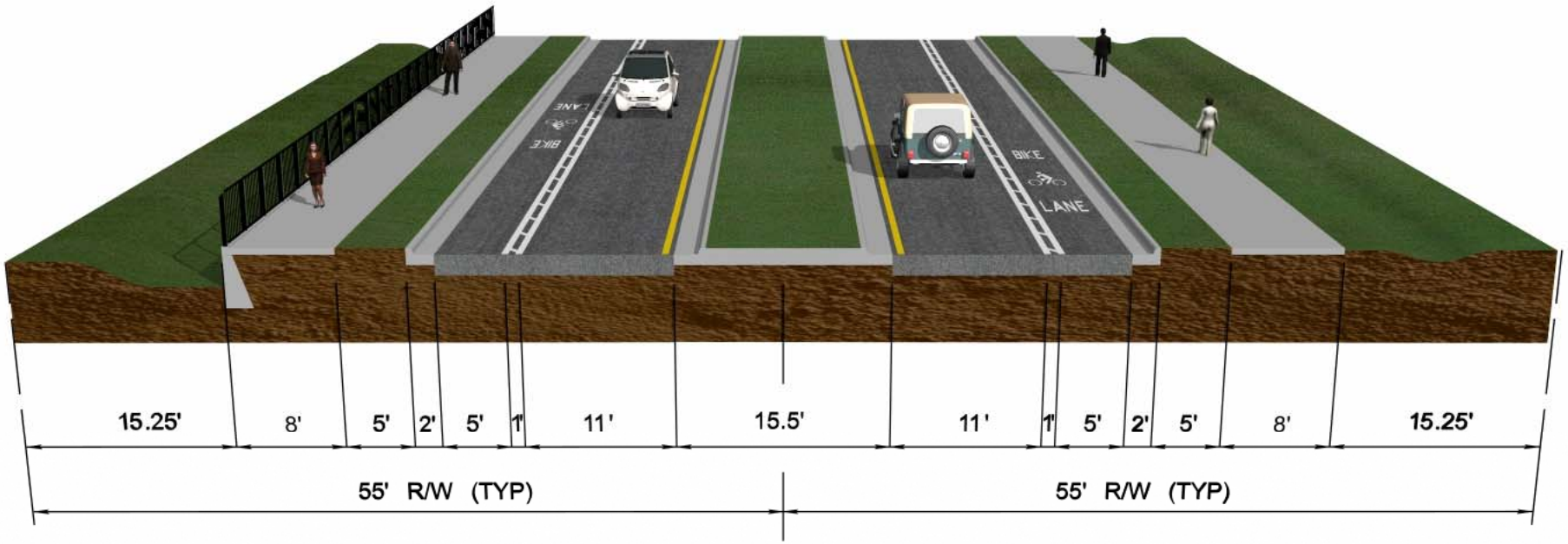
Proposed Typical Section
ALTERNATIVE 1



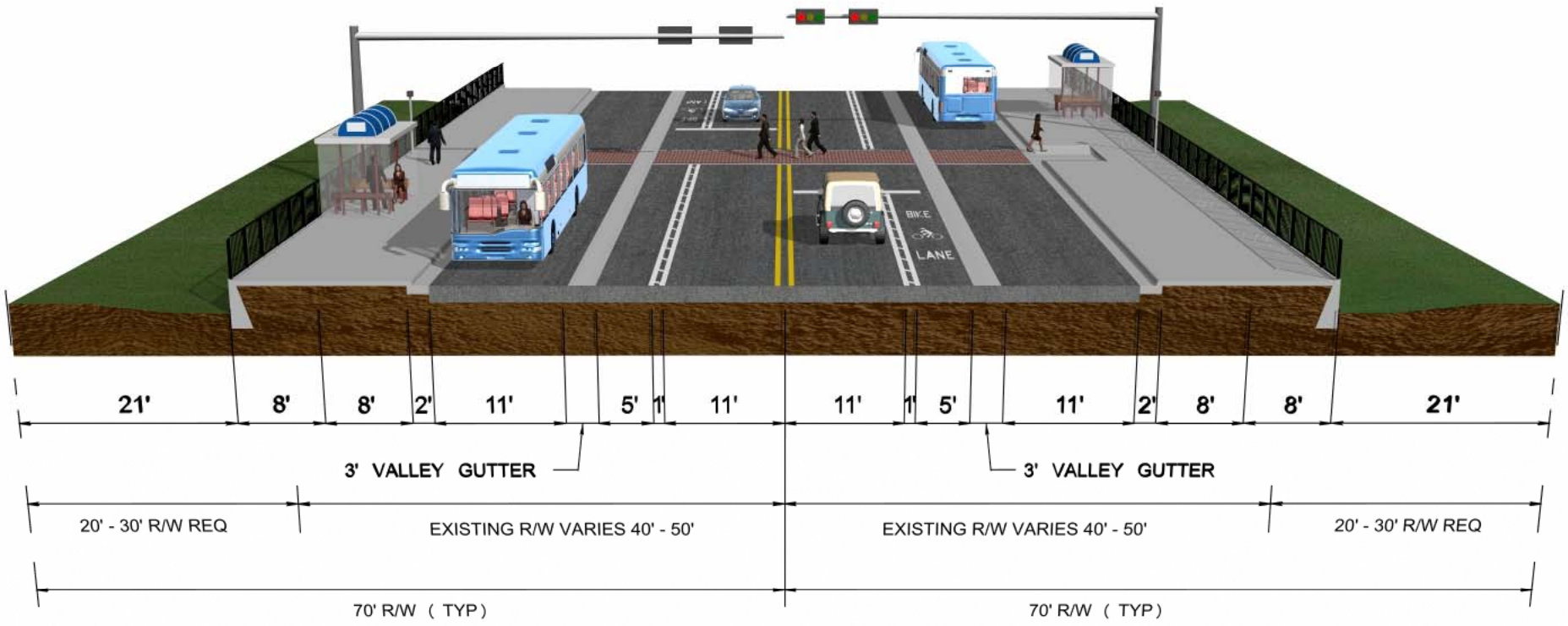
Proposed Typical Section
ALTERNATIVE 2



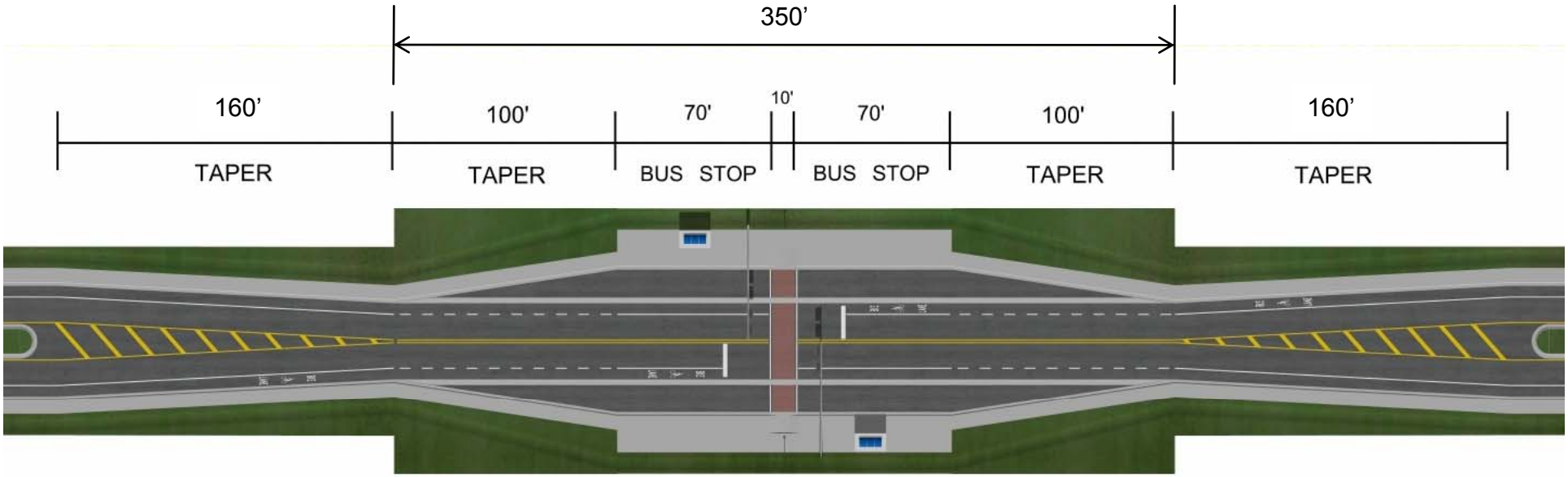
Proposed Typical Section
ALTERNATIVE 3



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
- Two Signalized Midblock Pedestrian Crosswalks

Disadvantages

- Limited Median Openings
- U-turns not possible

Costs

ITEM	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Construction	$22,735,000	$26,385,000	$23,389,000
Design/Inspection	$4,547,000	$5,277,000	$4,678,000
Number of Parcels Impacted	17	17	29
Right-of-Way	$4,433,000	$4,433,000	$5,990,000
TOTAL COST	**$31,715,000**	**$36,095,000**	**$34,057,000**

Next Steps

- Final Multimodal Corridor Report – December

Smart Bus Bay Demonstration