

**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

A1 Roadway Resurfacing \$23,846,000

TYPE: Preservation of existing system

WHAT: Roadway resurfacing

WHY: Resurface city roadways to maintain the overall pavement condition rating at or above 70 PCI.

IN BRIEF: Resurfacing of city streets is a priority identified in City Strategic Initiative 5.4.

A2 Signal Replacement \$6,000,000

TYPE: Preservation of existing system

WHAT: Replace traffic signals.

WHY: City is responsible for maintenance of all traffic signal in Alachua County. Several traffic signal structures have reached the end of their life span and are in need of replacement.

IN BRIEF: Replacement of structures will result in more efficient system operation by decreasing maintenance calls.

B1 W 6th St - NW 8th Ave to SW 16th Ave \$5,016,000

TYPE: Enhancement of existing system / Reconstruction

POINTS: 4.33

WHAT: Reconstruction to include addition of curb and gutter between W University Ave and SW 4th Ave; intersection modifications at the intersection of W University Ave and at SW 4th Ave; addition of on-street parking, medians and bike lanes south of SW 4th Ave.

WHY: Reconstruction is needed to address pavement condition and improve capacity at intersections of W University Ave and SW 4th Ave. The project is consistent with the economic development efforts associated with the Innovation Square District.

IN BRIEF: Collector; carries approximately 7,000 vpd

PCI: 60 (range: 23-78)



City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY

B2 SW 62nd Blvd - SW 20th Ave to Newberry Rd \$23,800,000

TYPE: Enhancement of existing system / Reconstruction

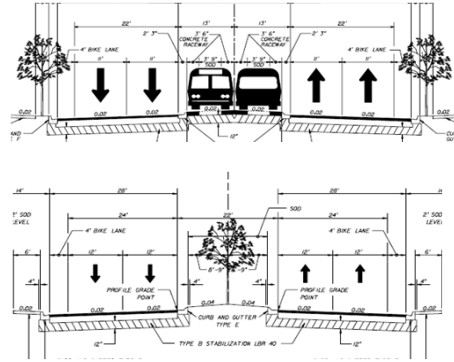
POINTS: 4.00

WHAT: Add 2 lanes, bike lanes and dedicated transit lanes (transit lanes from SW 20th Ave to SW 1st Pl only).

WHY: Roadway needs to be reconstructed as pavement is failing. Options include: (1) reconstruction to the current 2-lane configuration or (2) to the MTP0 approved 4-lane cross-section. Project as approved by the MTP0 expands the roadway connectivity between Archer Rd and Newberry Rd, alleviating congestion on major arterials including Archer Rd, SW 34th St, Newberry Rd and I-75, and enhancing multimodal access to major employment centers.

IN BRIEF: Collector; expected to carry approximately 36,000 vpd as a 4-lane road.

PCI: 57.8 (range: 43-67)



B3 NW 8th Ave Bridge Replacement \$2,600,000

TYPE: Enhancement of existing system / Reconstruction

WHAT: Reconstruction of obsolete structure in conjunction with NW 8th Ave reconstruction

WHY: Bridge is located east of NW 34th St at the Hogtown Creek crossing. Replacement is needed to address sedimentation that creates a backwater condition in the creek contributing to upstream flooding and risk of washout in extreme rainfall events. In addition, the bridge rating based on the state bridge rating system, indicates the need for replacement.

IN BRIEF: Project is associated with the reconstruction of NW 8th Ave; three are cost savings associated with combining the two projects.

B4 N Main St Bus Bays \$500,000

TYPE: Enhancement of existing system / Capacity

WHAT: Construction of northbound and southbound bus bays by Gainesville Shopping Center

WHY: Transit stops serve on average 130 passengers per day in each direction. High utilization combined with a number of passengers with disabilities contribute to high stoppage times of up to 2.5 minutes during peak hours. Addition of bus bays will increase traffic flow.

IN BRIEF: Arterial; carries approximately 16,700 vpd



B5 NW 31st Ave - Glen Springs Rd to NW 19th St

\$2,800,000

TYPE: Enhancement of existing system / Reconstruction

POINTS: 3.67

WHAT: Reconstruction to include addition of curb and gutter, sidewalks, and intersection modifications at Glen Springs Rd and at NW 20th St.

WHY: Primarily a safety project to install a roundabout at the intersection to decrease the number of conflicting movements (there were 23 crashes at this location since 2006) and to add sidewalks.



IN BRIEF: Collector; carries approximately 1,400 vpd

PCI: 100

Note: Due to lack of funding for full reconstruction, roadway was resurfaced in 2011 to prevent further degradation of pavement.

B6 SE 3rd Ave/SE 4th Ave - Hawthorne Rd to Williston Rd

\$1,500,000

TYPE: Enhancement of existing system / Reconstruction

POINTS: 3.33

WHAT: Reconstruction to include addition of bike lanes, sidewalk enhancements and on-street parking.

WHY: This major connector between the east side and downtown is identified in the Plan East Gainesville study as a priority project to assist with economic development efforts. Curb may need to be relocated to add parking.



IN BRIEF: Collector; carries approximately 4,300 vpd

PCI: 82 (range: 70-97)

B7 SE 7th Ave/SE 8th Ave - Hawthorne Rd to Williston Rd

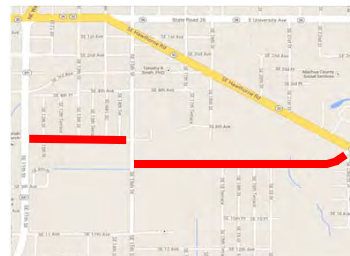
\$2,700,000

TYPE: Enhancement of existing system / Reconstruction

POINTS: 3.00

WHAT: Reconstruction to include addition of bike lanes and sidewalk enhancements.

WHY: Alternative route from east Gainesville to downtown and UF. Project ties into the programmed Depot Ave reconstruction project and assists with redevelopment efforts in the SEGRI district.



IN BRIEF: Collector; carries approximately 3,600 vpd

PCI: 70 (range: 36-89)

**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

B8 NE 21st Ter - E University Ave to NE 3rd Ave	\$375,000
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TYPE: Enhancement of existing system / Reconstruction


POINTS: 3.00

WHAT: Reconstruction to add curb and gutter and sidewalks.

WHY: Segment reconstruction to improve a substandard roadway (inverted crown) to a curb and gutter cross-section, addressing stormwater management issues and adding sidewalks.

IN BRIEF: Local road; volume not available.

PCI: 83



B9 NE 2nd St - NE 10th Ave to NE 16th Ave	\$850,000
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TYPE: Enhancement of existing system / Reconstruction


POINTS: 2.00

WHAT: Reconstruction to include addition of curb and gutter and sidewalks.

WHY: Reconstruction is needed to address stormwater management issues and improve multimodal connectivity.

IN BRIEF: Local road; carries approximately 1,400 vpd

PCI: 76 (range: 73-79)



B10 Roundabout: SW 40th Blvd at SW 42nd St	\$500,000
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TYPE: Enhancement of existing system / Intersection Modification

POINTS: 9.00

WHAT: Construct roundabout.

WHY: Installation of a roundabout at this location is recommended to address recurring crashes (31 crashes between 2005-2010). Modifications were implemented in 2011 by changing the 2-way stop control to a multi-way stop control as a short-term, low cost solution (8 crashes occurred from 01/2011-08/2013). The roundabout will provide more efficient traffic control and reduce the number and severity of traffic crashes.

IN BRIEF: Collector/Collector; 15,000 vpd entering volume

**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

B11 Roundabout: NW 24th Blvd at NW 45th Ave**\$600,000**

TYPE: Enhancement of existing system / Intersection Modification

POINTS: 7.00

WHAT: Construct roundabout at 2-way stop-controlled intersection.

WHY: Intersection is located in a residential area in close proximity to Norton Elementary School. Installation of roundabout will increase efficiency of this intersection and improve safety conditions. Corridor study conducted by Public Works in October 2006 showed 12 crashes at this location; 3 additional crashes occurred since then; low severity.

IN BRIEF: Collector/Collector; 5,600 vpd entering volume

B12 Roundabout: SE 3rd Ave at SE 15th St**\$500,000**

TYPE: Enhancement of existing system / Intersection Modification

POINTS: 5.00

WHAT: Replace traffic signal.

WHY: Traffic signal at this location has exceed its useful life and needs to be replaced (installed in 1993). Installation of a roundabout will facilitate more efficient operation of the intersection. There were 16 crashes at this location since 2006; low severity.

IN BRIEF: Collector/Collector; 7,300 vpd entering volume

B13 Roundabout: SE 2nd Ave at SE 3rd St**\$300,000**

TYPE: Enhancement of existing system / Intersection Modification

POINTS: 4.00

WHAT: Construct roundabout.

WHY: Installation of a roundabout is part of the SE 2nd Ave corridor improvement plan and redevelopment efforts in the downtown area. This is a 4-way stop-controlled intersection. There was 1 crash at this location since 2006.

IN BRIEF: Collector/Collector; 10,700 vpd entering volume

B14 Roundabout: SE 2nd Ave at SE 9th St

\$300,000

TYPE: Enhancement of existing system / Intersection Modification

POINTS: 3.00

WHAT: Construct roundabout.

WHY: Installation of a roundabout is part of the SE 2nd Ave corridor improvement plan and redevelopment efforts in the downtown area. This is a 4-way stop-controlled intersection. There were 3 crashes at this location since 2006; low severity.

IN BRIEF: Collector/Collector; 5,700 vpd entering volume



B15 Roundabout: SE 2nd Ave at SE 7th St

\$220,000

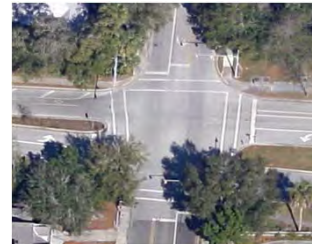
TYPE: Enhancement of existing system / Intersection Modification

POINTS: 2.00

WHAT: Construct roundabout.

WHY: Installation of a roundabout is part of the SE 2nd Ave corridor improvement plan and redevelopment efforts in the downtown area. This is a 4-way stop-controlled intersection. There were no crashes at this location since 2006.

IN BRIEF: Collector/Collector; 4,000 vpd entering volume



C1 ADA Improvements

\$2,500,000

TYPE: Multimodal / Safety

POINTS: N/A

WHAT: Retrofit or addition of ADA access ramps to sidewalks

WHY: Several sidewalk segments are not accessible to users on wheelchairs or do not meet current ADA standards. Preliminary findings of the ADA facility inventory currently underway shows that over 1,300 ramps need retrofit and 470 new ramps are needed in the expanded downtown area. In FY12, 114 ramps were installed or modified.

IN BRIEF: Installation of ADA ramps enhances mobility and accessibility for all users. Consistent with City's Strategic Initiative 6.2.



**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

C2 Sidewalk Fund \$2,334,000

TYPE: Multimodal / Safety

POINTS: N/A

WHAT: Construction of new sidewalks

WHY: Several roadway segments lack sidewalks. A complete sidewalk system improves access and mobility reducing dependency on automobiles. In addition, sidewalks increase safety for users by providing a dedicated path and reducing pedestrian exposure. Presence of sidewalks also facilitates intermodal connectivity.

IN BRIEF: Expansion of sidewalk system is part of the safety strategy to improve mobility and reduce the number and severity of crashes involving pedestrians. Consistent with City's Strategic Initiative 6.2.



C3 Bicycle and Pedestrian Safety Improvements \$2,100,000

TYPE: Multimodal / Safety

POINTS: N/A

WHAT: Addition of signalized midblock crossings and other safety components

WHY: Gainesville ranks as 2nd in the number fatal and injury crashes involving cyclists and 7th involving pedestrian out of 31 cities in Florida with population of 75,000 or more. Safety plan includes infrastructure modifications including: installation of signalized midblock crossings; installation of access ramps at roundabouts; installation of bike boxes; implementation of modifications along priority corridors identified in the bike/ped safety action plan.

IN BRIEF: Comprehensive approach to reduce the number and severity of crashes involving bicyclists and pedestrians. Consistent with City's Strategic Initiative 6.2.



C4 Norton Trail - NW 45th Ave to NW 39th Ave \$150,000

TYPE: Multimodal

POINTS: 6.00

WHAT: Construct 10 ft wide trail segment.

WHY: Enhance area connectivity and expand the multiuse trail network. Existing segment connects NW 53rd Ave to NW 45th Ave. Trail will enhance access to Norton Elementary School. This is identified as a priority project in the MTPD List of Priority of Projects.

IN BRIEF: Expansion of the multimodal trail network; consistent with the City's comprehensive plan and the Parks Master Plan.



**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

C5 Sixth Street Trail - NW 16th Ave to NW 23rd Ave \$4,500,000

TYPE: Multimodal

POINTS: 5.00

WHAT: Construct 10 ft wide trail segment.

WHY: Enhance area connectivity and expand the multiuse trail network. This segment was originally included in the Sixth St trail plans but due to site contamination issues it was not eligible for State funding. This project is consistent with the goals outlined in the Transportation Element of the City's Comprehensive Plan and is identified as a priority project in the MTPo List of Priority of Projects.



IN BRIEF: Expansion of the multimodal trail network; consistent with the City's comprehensive plan and the Parks Master Plan.

C6 Waldo Road Trail - NE 47th Ave to City Limits \$380,000

TYPE: Multimodal

POINTS: 4.00

WHAT: Construct 10 ft wide trail segment.

WHY: Expand the trail system in the urban area. The project is consistent with the goals outlined in the Transportation Element of the City's Comprehensive Plan. The project ties into an Alachua County identified priority to extend the trail to the City of Waldo (total of approximately 9 miles).



IN BRIEF: Expansion of the multimodal trail network; consistent with the City's comprehensive plan.

D1 SW 62nd Blvd - SW 20th Ave to SW 24th Ave \$33,600,000

TYPE: Enhancements / New Corridor

POINTS: 4.00

WHAT: New 4-lane roadway with bike lanes, sidewalks and dedicated transit lane.

WHY: Project of regional significance approved by MTPo. Project expands the roadway connectivity between Archer Rd and Newberry Rd, alleviating congestion on major arterials including Archer Rd, SW 34th St, Newberry Rd and I-75; severe congestion (LOS E/yellow or F/red) exist for several hours a day on major arterials. Project will enhance multimodal access to major employment centers.



IN BRIEF: Collector; expected to carry approximately 23,000 vpd

D2 SW 40th Blvd - Archer Rd to SW 47th Ave

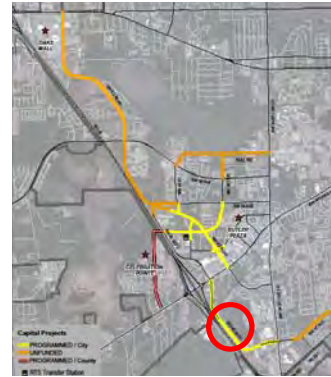
\$2,900,000

TYPE: Enhancements / New Corridor

POINTS: 3.67

WHAT: New 2-lane roadway with medians, bike lanes and sidewalks.

WHY: Project expands roadway connectivity and alleviates congestion on major arterials including Archer Rd, SW 34th St and I-75. Combined with the SW 62nd Blvd enhancements the system will serve as a by-pass route connecting Williston Rd to Newberry Rd, relieving the major intersections that are currently failing during peak hours. Addition of a multiuse trail on one side is proposed, connecting to the Archer Braid trail north of Archer Rd (included in the Parks Master Plan). Project includes reconstruction of existing segments.



IN BRIEF: Collector; expected to carry approximately 8,000 vpd

D3 Hull Rd - SW 38th Ter to SW 42nd St

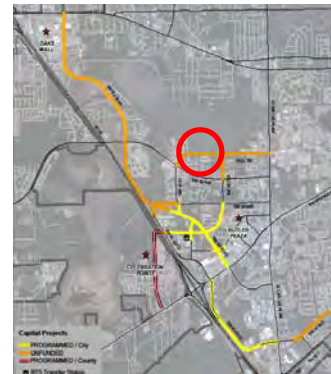
\$4,800,000

TYPE: Enhancements / New Corridor

POINTS: 3.33

WHAT: New 2-lane roadway with bike lanes and sidewalks.

WHY: Project is the remaining piece to complete the new connector between SW 34th St and SW 43rd St which is identified as a priority in the MTPO Long Range Transportation Plan and key element of the redevelopment efforts associated with the Urban Village. Once complete, the project will serve to relieve congestion along SW 20th Ave and critical intersections along SW 34th St. The west end was complete except for the intersection modification at SW 43rd St and SW 20th Ave. The east end from SW 34th St to SW 38th Ter is expected to be constructed as part of a new development plan. Project requires right-of-way acquisition.



IN BRIEF: Collector; expected to carry approximately 10,000 vpd

E1 SE 16th Ave - S Main St to Williston Rd

\$15,000,000

TYPE: MTPO Priority / Reconstruction

MTPO Priority: 1

WHAT: Add 2 lanes

WHY: Project is a MTPO priority project identified in the 2035 Long Range Transportation Plan to increase roadway capacity. FDOT has programmed funds for intersection modifications at S Main St and at Williston Rd that will serve as an interim solution. Long term, the project is intended to improve goods movement in the region, serving as a bypass to the areas surrounding the university campus and the downtown.

IN BRIEF: Arterial; carries approximately 7,300 vpd

**City of Gainesville Transportation/Roadway Needs
PROJECT SUMMARY**

E2 NW 34th St/Blvd - NW 16th Ave to US 441 \$6,000,000

TYPE: MTPO Priority / Corridor Enhancement

MTPO Priority: 2

WHAT: Add center turn lane

WHY: Project is a MTPO priority project identified in the 2035 Long Range Transportation Plan to increase roadway capacity. Project envisions addition of a center turn lane to increase roadway capacity and improve safety. Project is listed as priority #2 in the Cost Feasible Plan.

IN BRIEF: Arterial; carries approximately 14,500 vpd

E3 University Ave - Gale Lemerand Blvd to Waldo Rd \$4,750,000

TYPE: Corridor Enhancement

MTPO Priority: 3

WHAT: Multimodal integration

WHY: Modifications to accommodate auto, truck, bus, bike and pedestrian travel and link the different modes, enhancing safety and convenience of all users. Elements to be considered include: improved bike/ped/transit facilities including consideration of sidewalk enhancements, bike lanes, midblock crossings, medians, curb extensions, dedicated transit lanes and transit stop improvements.

IN BRIEF: Arterial; carries approximately 21,400 vpd

E4 W 13th St - Archer Rd to NW 33rd Ave \$4,750,000

TYPE: MTPO Priority / Corridor Enhancement

MTPO Priority: 4

WHAT: Multimodal integration

WHY: Modifications to accommodate auto, truck, bus, bike and pedestrian travel and link the different modes, enhancing safety and convenience of all users. Elements to be considered include: improved bike/ped/transit facilities including consideration of sidewalk enhancements, bike lanes, midblock crossings, medians, curb extensions, dedicated transit lanes and transit stop improvements.

IN BRIEF: Arterial; carries approximately 29,500 vpd

E5 Waldo Rd - E University Ave to NE 39th Ave \$3,000,000

TYPE: MTPO Priority / Corridor Enhancement

MTPO Priority: 5

WHAT: Multimodal integration

WHY: Modifications to support bus rapid transit, multiuse trail, midblock crossings and corridor redevelopment.

IN BRIEF: Arterial; carries approximately 23,600 vpd

