



Public Works Department

SE 4th Street Reconstruction Project

Depot Avenue to SE Williston Road



Funding Background

- **The funding for this project is from 5-cent Local Option Gas Tax**
- **Per Florida Statutes Sec. 336.025(3) this revenue shall be used for “transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan or for expenditures needed to meet immediate local transportation problems and for other transportation-related expenditures that are critical for building comprehensive roadway networks by local governments.” and these roads “shall be deemed to increase capacity and such projects shall be included in the capital improvements element of a adopted comprehensive plan.”**



Funding Background

- **The funding for this project is from 5-cent Local Option Gas Tax**
- **Per Florida Statutes Sec. 336.025(7) this revenue has the following authorized expenditures:**
 - **Public transportation operations and maintenance.**
 - **Roadway and right-of-way maintenance and equipment and structures used primarily for the storage and maintenance of such equipment.**
 - **Roadway and right-of-way drainage.**
 - **Street lighting.**



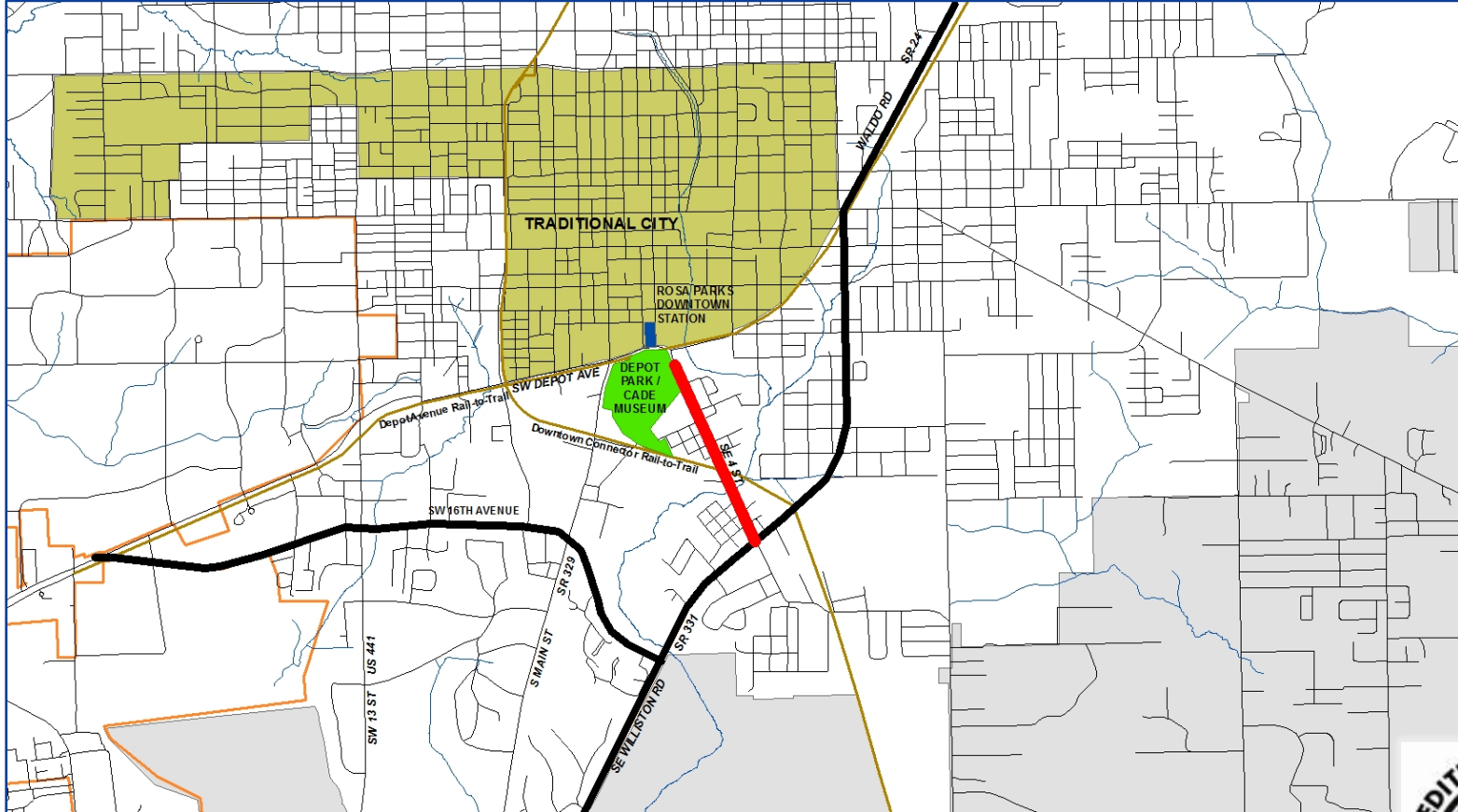
Funding Background

- **The funding for this project is from 5-cent Local Option Gas Tax**
- **Per Florida Statutes Sec. 336.025(7) this revenue has the following authorized expenditures:**
 - **Traffic signs, traffic engineering, signalization, and pavement markings.**
 - **Bridge maintenance and operation.**
 - **Debt service and current expenditures for transportation capital projects in the foregoing program areas, including construction or reconstruction of roads and sidewalks.**



- **City of Gainesville Comprehensive Plan – Transportation Mobility Element**
 - **Overall Goal – ... “The transportation system shall be designed to meet the needs of pedestrians, bicyclists, transit, and auto users.”**
 - **Policy 2.1.6 – “The City shall use ‘Complete Streets’ principles to ensure” ...**
 - **Policy 3.1.2 – “The City shall identify arterial and collector segments that should be made more walkable. ... collector streets within, or adjacent to, the urban area and particularly within pedestrian-oriented areas, such as downtown, UF, and other mixed-use areas.”**
 - **Policy 4.1.5 – Requires the City to identify locations lacking in-street bicycle facilities and to provide, where appropriate**
 - **Policy 4.1.6 – Priority criteria for bicycle facilities when in close proximity to various points of interest**
 - **Policy 4.1.7 – ... “arterials and collectors shall be designed using “Complete Streets” and “Context Sensitive Street Design” principles.”**
 - **Policy 6.1.3 – “The City shall use the “City of Gainesville Engineering Design & Construction Manual” for street design and geometrics on City-maintained streets.”**
 - **Policy 6.1.4 – “The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks, bicycle lanes” ...**





Technical Standards

■ Complete Streets

- **“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”**
- **“By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your town a better place to live.”**

As defined by Smart Growth America (www.smartgrowthamerica.org)



Vehicular Lanes

- **FDOT Florida Greenbook**

- **Chapter 1 – Planning**

- **C.2.a.2 – Collector – A route providing service which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. These routes also collect and distribute traffic between local roads or arterial roads and serve as a linkage between land access and mobility needs.**

- **Chapter 3 – Geometric Design**

- **C.7.b.1 – Pavement Width - Traffic lanes should be 12 feet in width, but shall not be less than 10 feet in width. Streets and highways with significant truck/bus traffic should have 12 feet wide traffic lanes. For minimum lane widths, see Table 3-7 and Table 3-8.**



Vehicular Lanes

Topic # 625-000-015
 Manual of Uniform Minimum Standards
 for Design, Construction and Maintenance
 for Streets and Highways

May - 2011

**TABLE 3 – 7
 MINIMUM LANE WIDTHS**

	Minimum Lane Width (FEET)
Freeways	12
Major Arterials	11
Minor Arterials	11
Collectors (Major and Minor)	11
Local Roads *	10
Auxiliary Lanes	10

wide traffic lanes. For minimum lane widths, see Table 3-7 and Table 3-8.



Bicycle Facilities

▪ FDOT Florida Greenbook

- **Chapter 9–B.1– Minimum width of 4 feet. 1 foot additional width when the lane is adjacent to a curb or other barrier.**
- **Chapter 9–C – Shared Use Paths – The inclusion of a shared use path should not be considered as an alternative to providing on-street facilities, but, rather, as a supplement.**
- **Chapter 9–C.2 – Minimum width for a paved two-way path is 10 feet. 12 feet is desired. The width should be increased if there is expected substantial use by bicyclists, probable shared use with joggers and in-line skaters, steep grades, and locations where bicyclists are likely to ride two abreast.**

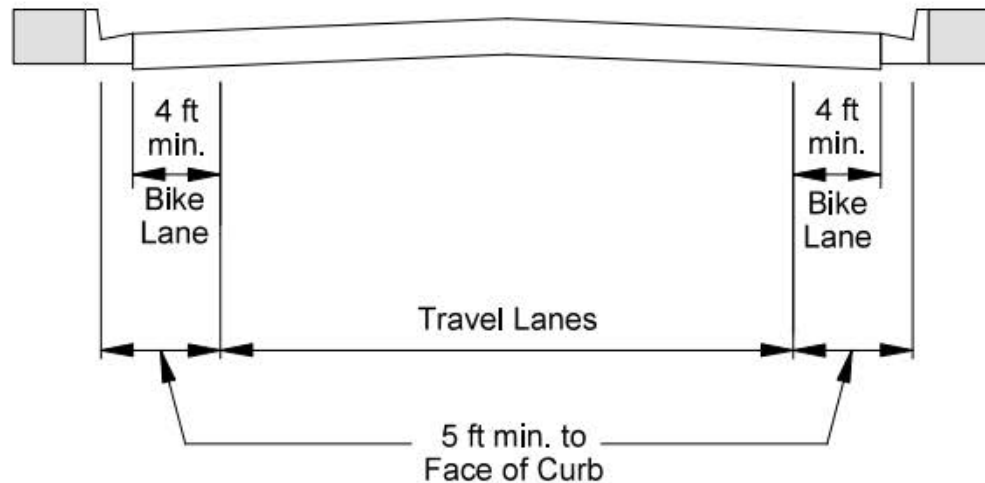


Topic # 625-000-015
Manual of Uniform Minimum Standards
for Design, Construction and Maintenance
for Streets and Highways

May - 2011

Figure 9-1 Minimum Widths for Bicycle Lanes

a) Curbed Street without Parking



Pedestrian Facilities

▪ **FDOT Florida Greenbook**

- **Chapter 8–B.1 – Sidewalks provided on both sides of a street are the preferred pedestrian facility; however, the construction of sidewalks on both sides of the street would not be required in cases where pedestrians would not be expected such as when the roadway parallels a railroad or drainage canal. To comply with ADA standards, newly constructed, reconstructed, or altered sidewalks must be accessible to and usable by persons with disabilities.**
- **Chapter 8–C.3.b – When separated from the curb, the minimum separation for a sidewalk from the back of curb is 2 feet.**

▪ **FDOT Design Standards**

- **FDOT Index No. 310 – Minimum width is 5 feet with buffer or 6 feet with no buffer or immediately adjacent to curbing.**



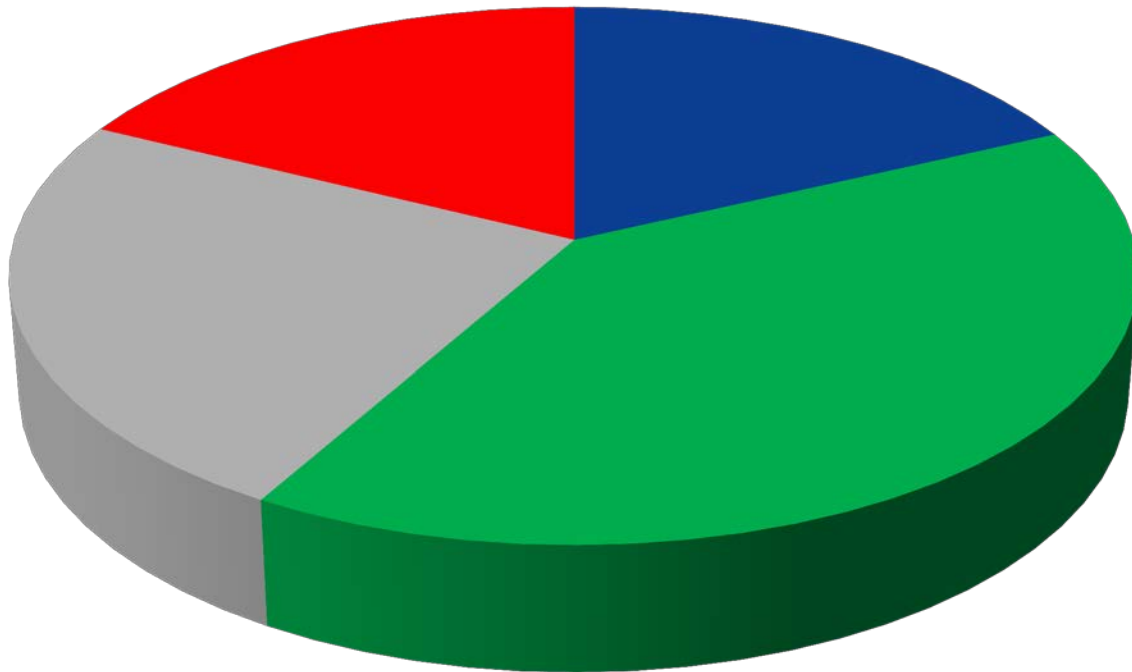
Budget Breakdown

- **The current budget for SE 4th Street Reconstruction from Depot Avenue to SE Williston Road is \$5.9 million**
- **This includes the following items:**
 - **Professional Services (Design, Construction Services)**
 - **Non Asphalt Needs (RW/Land Acquisition, Stormwater Improvements, Underpass upgrade, Lighting, Traffic Signalization)**
 - **Roadway / Sidewalk (Asphalt Roadway, Bike Lanes, Sidewalk, Sod)**
 - **Additional Needs (Mobilization, MOT, Contingency)**



Budget Breakdown

SE 4th Street Budget Breakdown

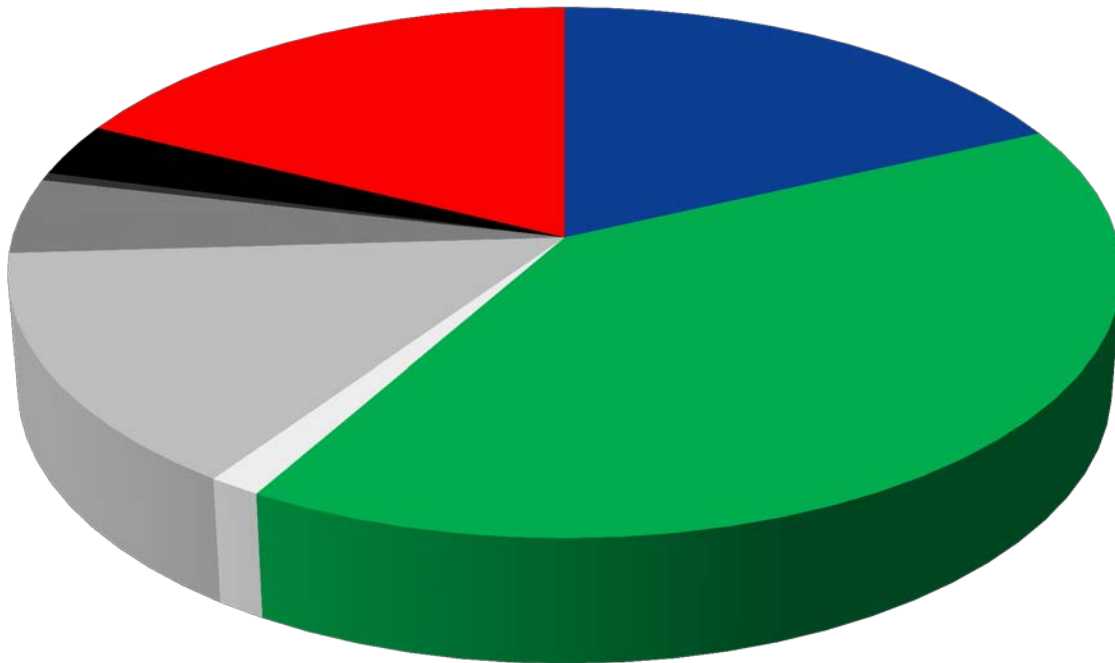


- Professional Services (\$1.25MM)
- Non Asphalt Needs (\$2.5MM)
- Roadway / Sidewalk (\$1.5MM)
- Additional Items (\$1.1MM)



Budget Breakdown

SE 4th Street Budget Breakdown

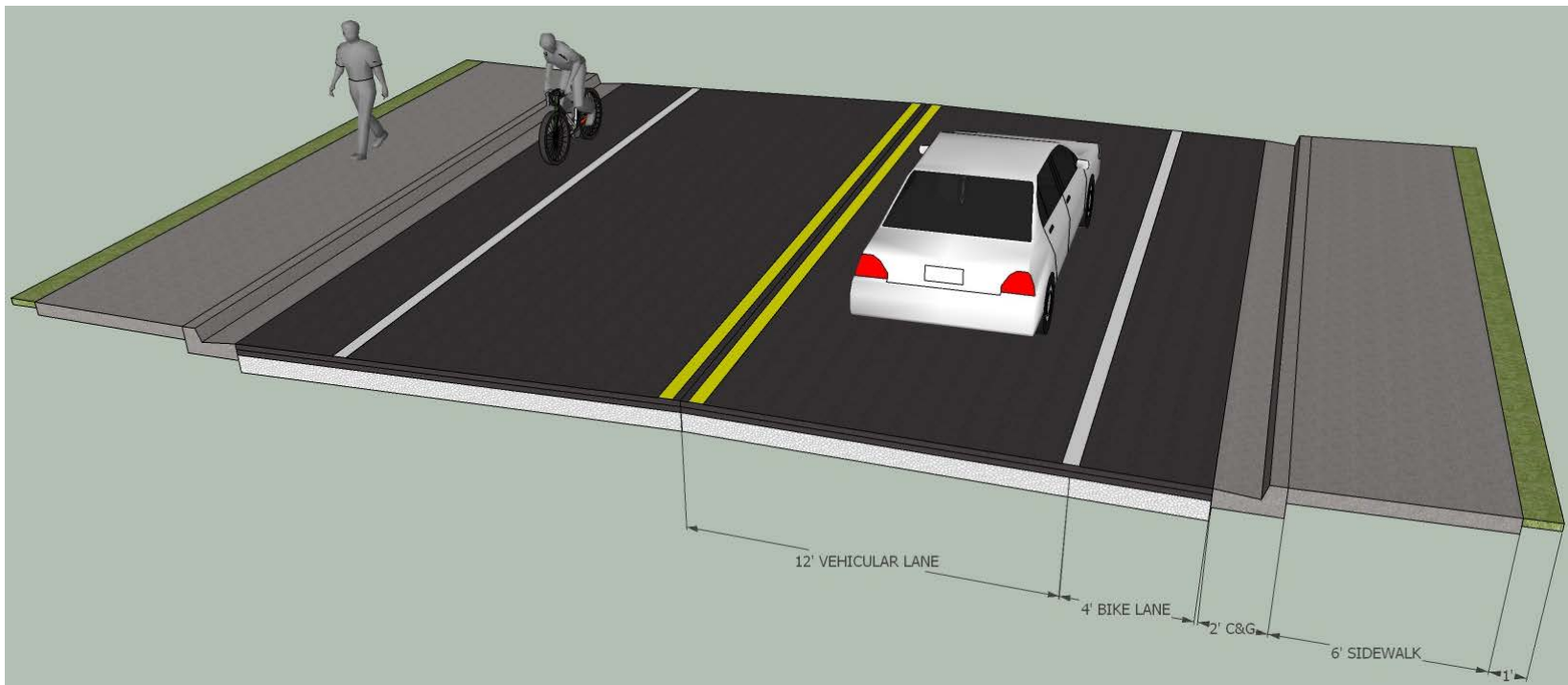


- Professional Services
- Non Asphalt Needs
- Demolition
- Asphalt
- Concrete



Cross Section Reviews

- **Option 1 [(2) 12' vehicle lanes, (2) 4' bike lanes, (2) 6' sidewalks]**



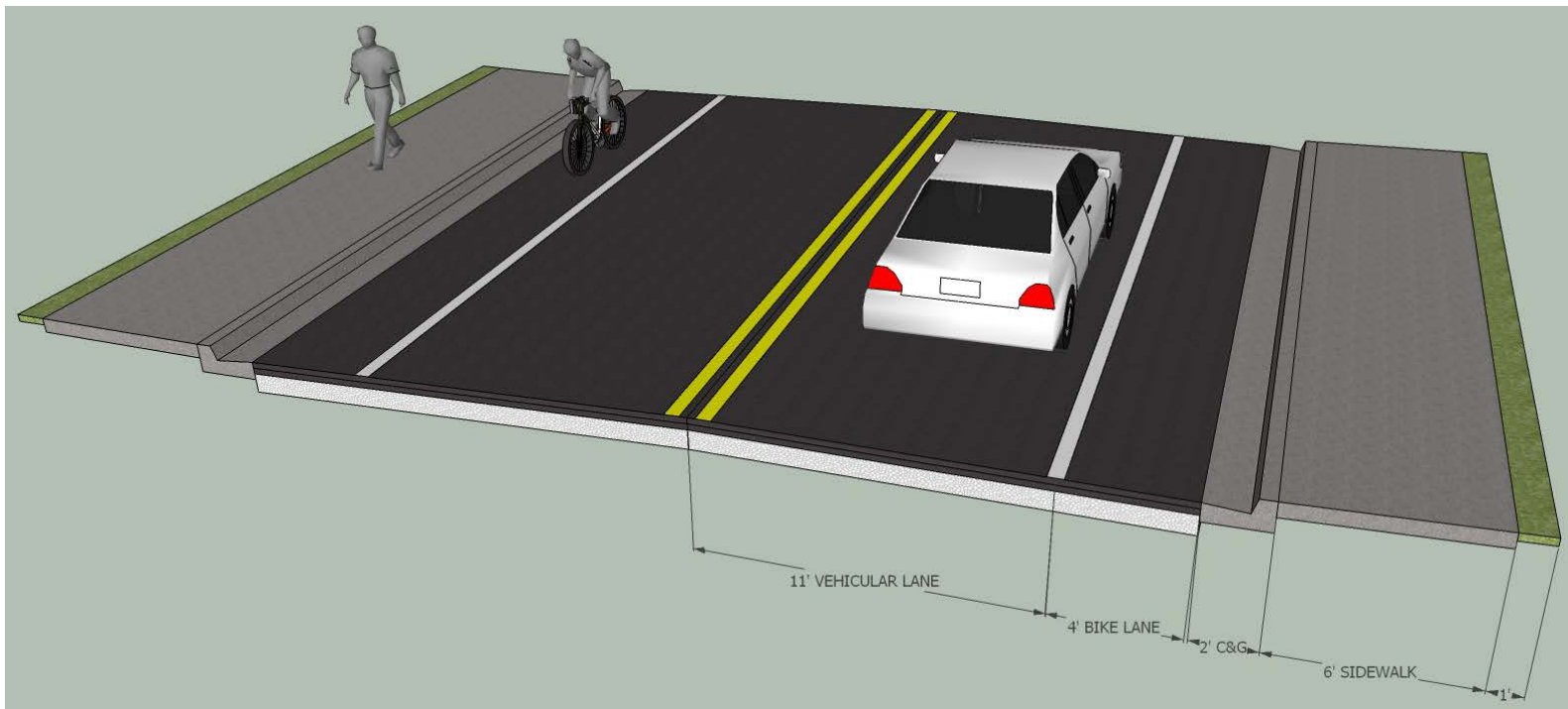
R/W Width = 50 feet

Roadway Costs = \$1.5MM



Cross Section Reviews

- **Option 2 [(2) 11' vehicle lanes, (2) 4' bike lanes, (2) 6' sidewalks]**



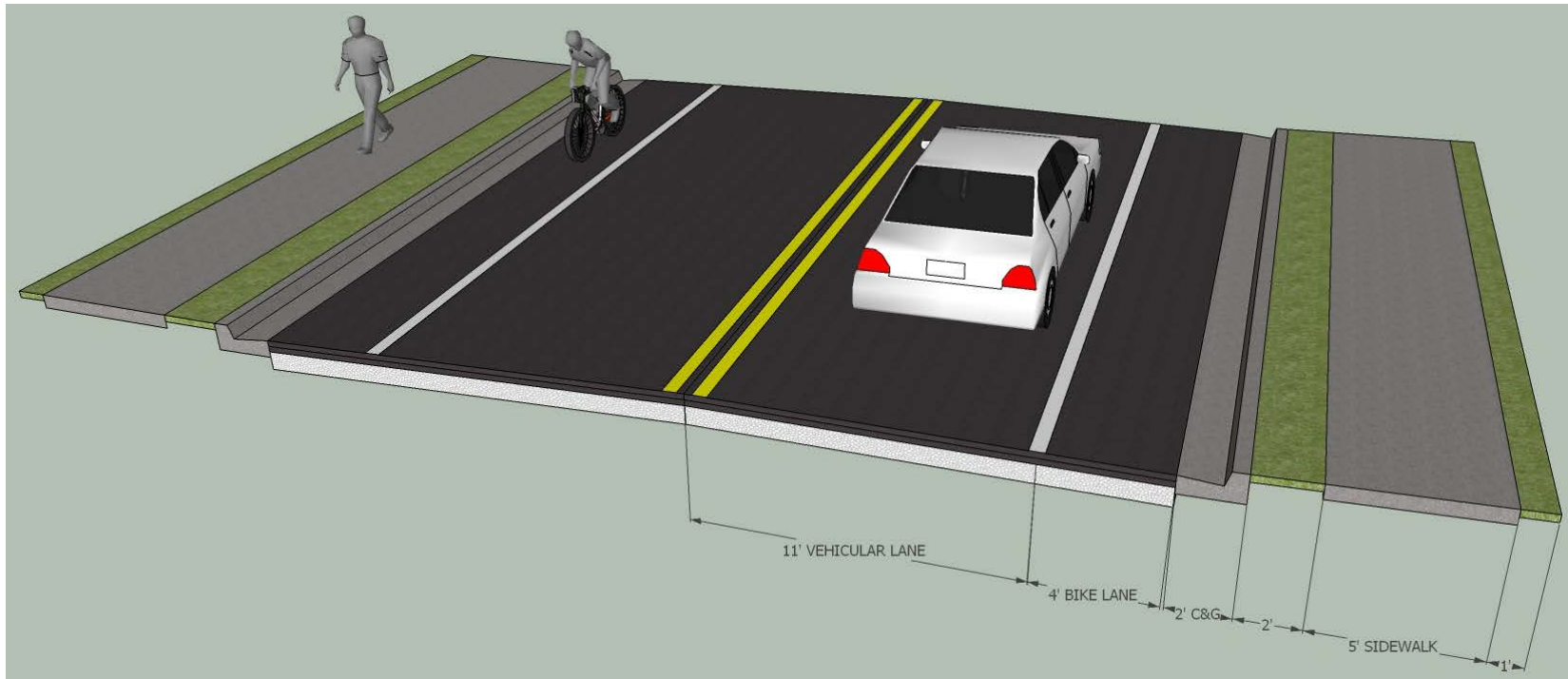
R/W Width = 48 feet

Roadway Costs = \$1.45MM



Cross Section Reviews

- **Option 3 [(2) 11' vehicle lanes, (2) 4' bike lanes, (2) 5' sidewalks]**



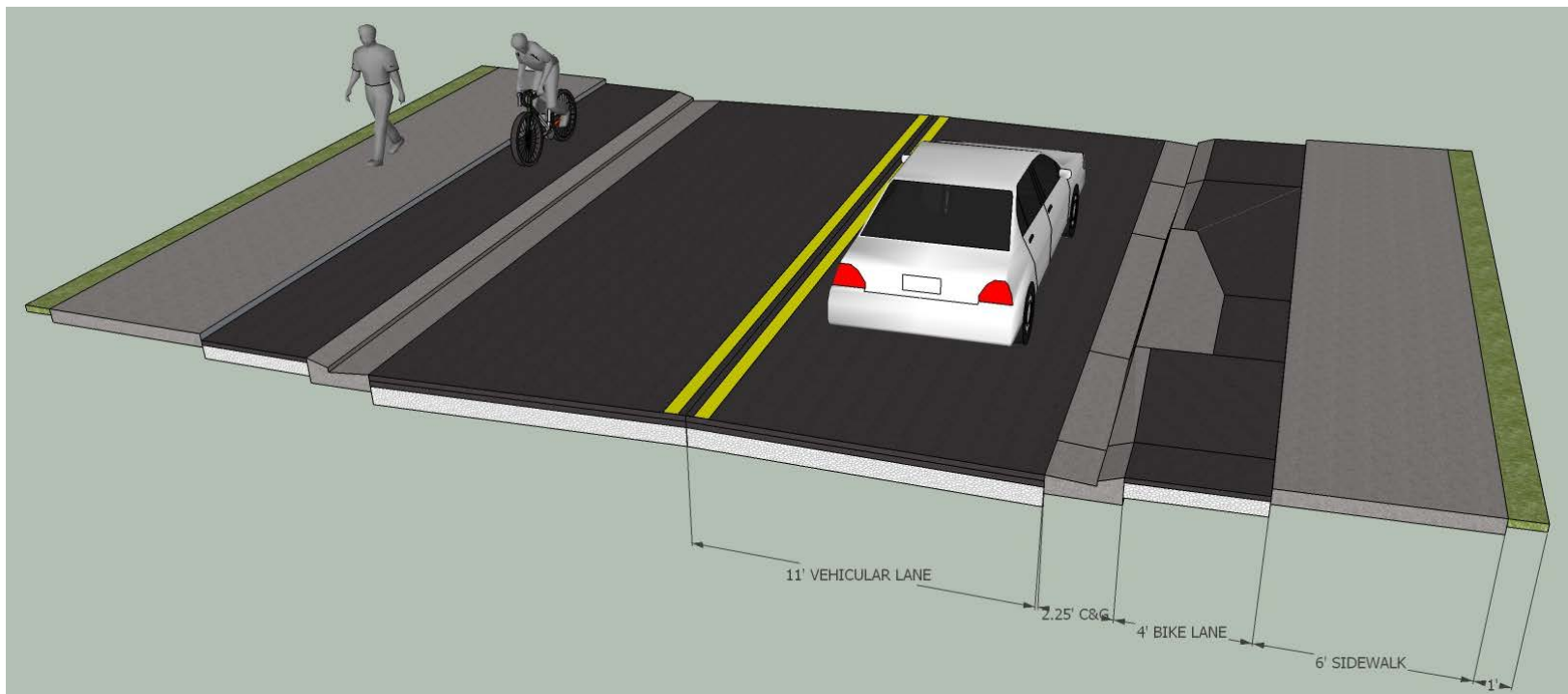
R/W Width = 50 feet

Roadway Costs = \$1.43MM



Cross Section Reviews

- **Option 4 [(2) 11' vehicle lanes, (2) 4' raised bike lanes (cycle track), (2) 6' sidewalks]**

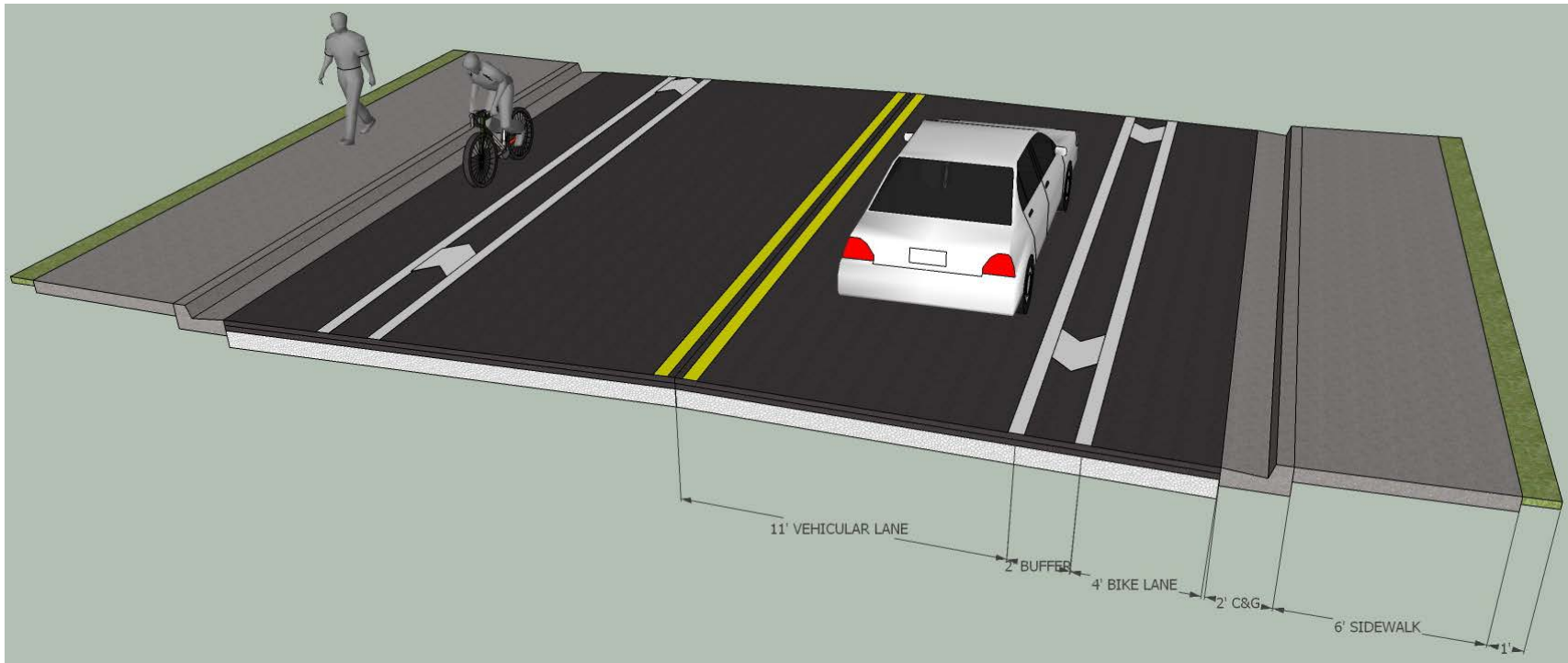


R/W Width = 48.5 feet

Roadway Costs = \$1.39MM

Cross Section Reviews

- **Option 5 [(2) 11' vehicle lanes, (2) 4' bike lanes with 2' separation, (2) 6' sidewalks]**



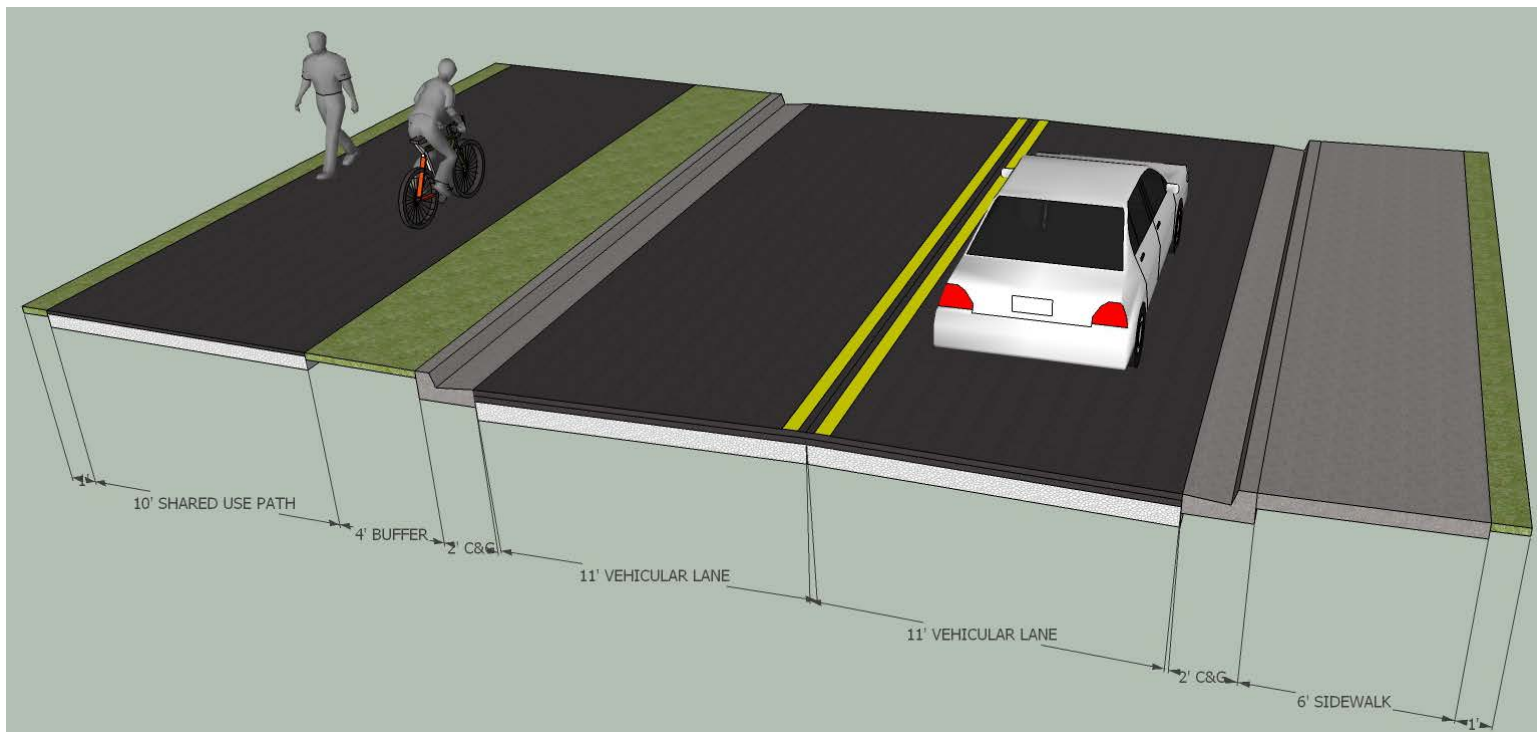
R/W Width = 52 feet

Roadway Costs = \$1.52MM



Cross Section Reviews

- **Option 6 [(2) 11' vehicle lanes, (1) 10' multi-use path, (1) 6' sidewalk]**



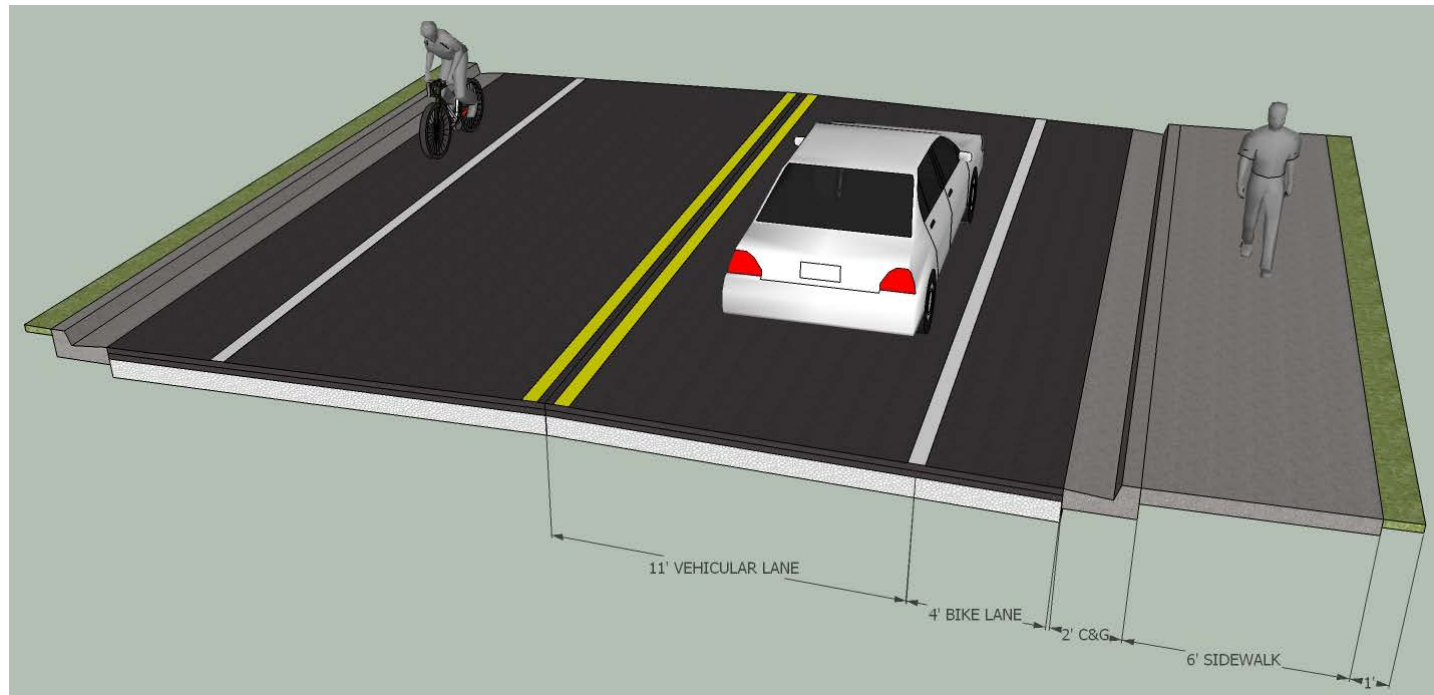
R/W Width = 48 feet

Roadway Costs = \$1.29MM



Cross Section Reviews

- **Option 7 [(2) 11' vehicle lanes, (2) 4' bike lanes, (1) 6' sidewalk]**



R/W Width = 42 feet

Roadway Costs = \$1.42MM

Cross Section Reviews

	Option #1	Option #2	Option #3	Option #4	Option #5	Option #6	Option #7
Vehicular Lanes	12'	11'	11'	11'	11'	11'	11'
Bike Lanes	4'	4'	4'	4' raised (cycle track)	4' (with 2' buffer)	(1) 10' multi-use path	4'
Side-walk(s)	6'	6'	5'	6'	6'	(1) 6'	(1) 6'
Right-of-way Width	50'	48'	50'	48.5'	52'	48'	42'
Cost	\$1.50MM	\$1.45MM	\$1.43MM	\$1.39MM	\$1.52MM	\$1.29MM	\$1.42MM

Estimated sidewalk enhancements \$0.05MM

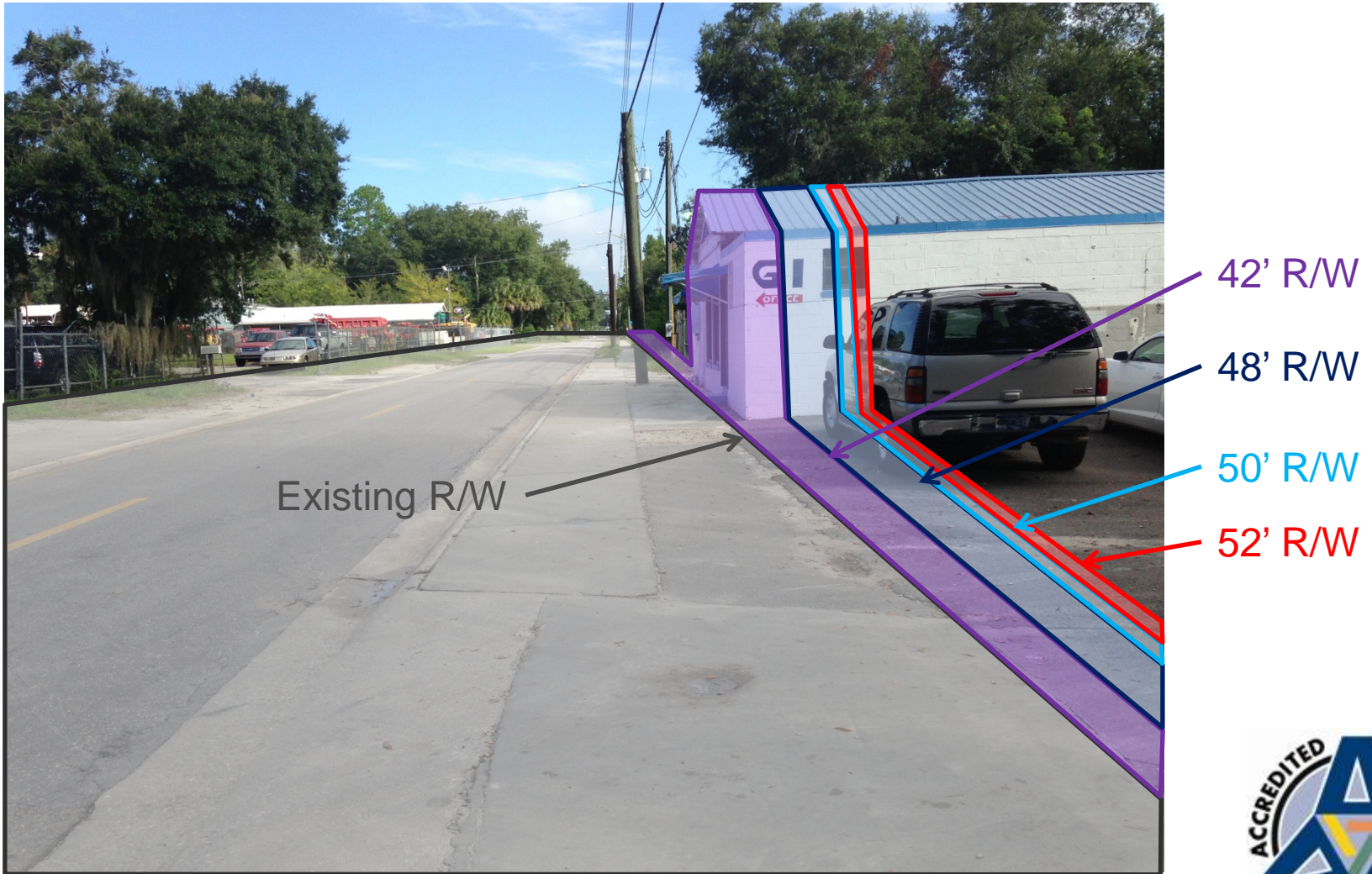
Estimated lighting enhancements \$0.40MM.



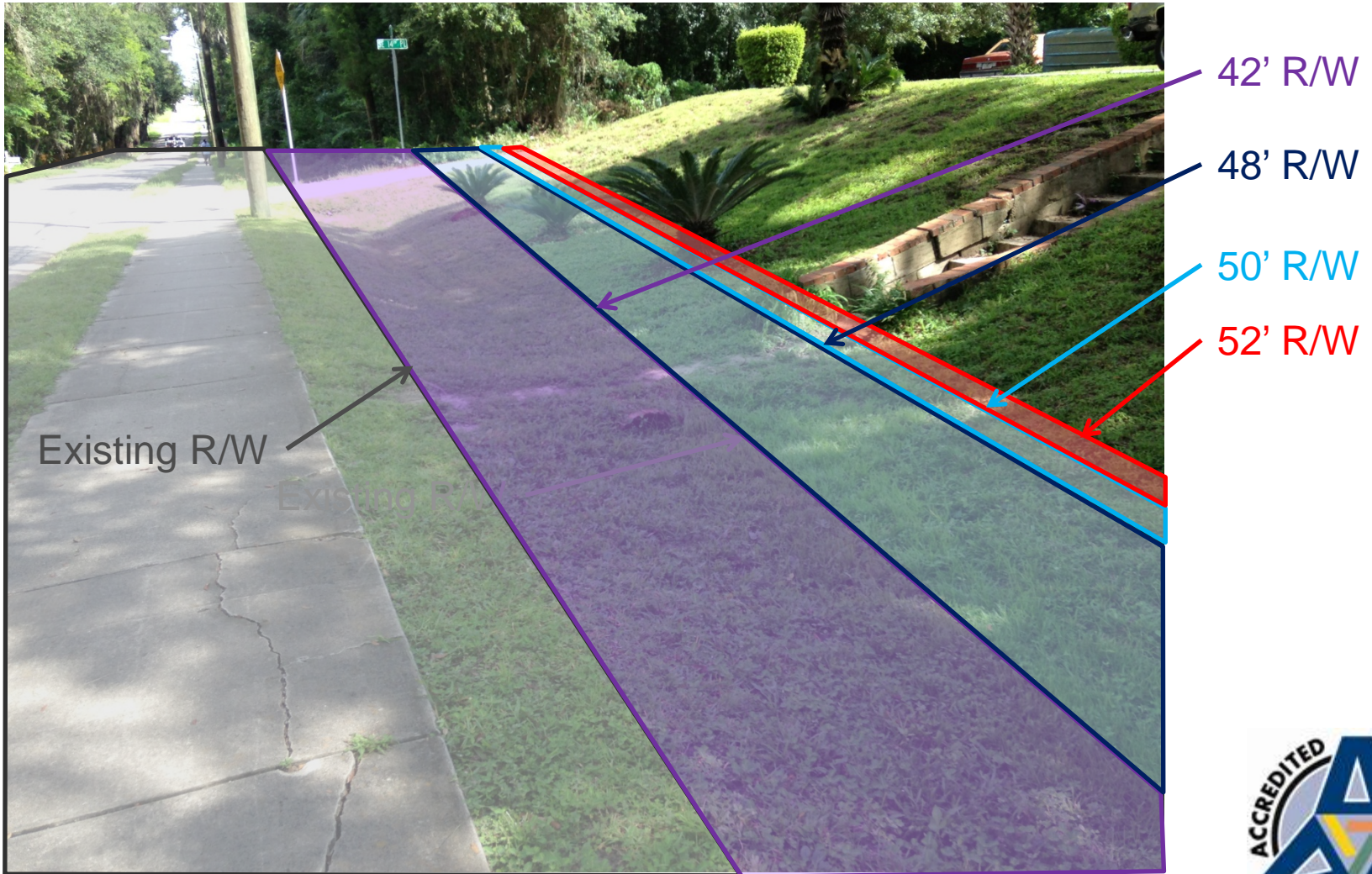
Enhancements



Right-of-Way Impacts



Right-of-Way Impacts



There were several forms of public outreach performed in order to solicit public input for what the public would like to see for this corridor.

- **Public Workshop held on June 4**
- **www.gainesvillepublicworks.org**
- **Electronic Newsletters**
- **Virtual Town Hall**



Staff Recommendation

Staff recommends Option #4.

- Provides facilities for all modes of transportation on both sides.
- Provides protection for all modes.
- Provides reduction in right-of-way width.
- Provides cost savings.

