



SW 6TH STREET PROJECTS

RCA&PW COMMITTEE 09-23-13

PRESENTED BY: STEFAN BROADUS – PUBLIC WORKS





1. CONSTRUCTION TIMELINE

2. SW 6TH STREET RAIL TRAIL SECTION 3

3. SW 6TH STREET RAIL TRAIL LANDSCAPING

4. SW 6TH STREET SW 5TH- NW 3RD

5. QUESTIONS / COMMENTS



1. CONSTRUCTION TIMELINE



CONSTRUCTION TIMELINE

1. SW 6TH STREET RAIL TRAIL SECTION 3 • OCT 2013 – DEC 2013

2. SW 6TH STREET RAIL TRAIL LANDSCAPING • FEB 2014 – April 2014

3. SW 6TH STREET SW 5TH- NW 3RD • Nov 2014 – May 2015



2. RAIL TRAIL SECTION 3



RAIL TRAIL SECTION 3

• LIMITS SW 2ND AVE TO NW 10TH AVE.

MATCHES EXISTING NEAR SW 2ND AVE WITH BRICK BORDER.



3. RAIL TRAIL LANDSCAPING









- > EXISTING CONDITIONS
- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH



> EXISTING CONDITIONS

- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH













- > EXISTING CONDITIONS
- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH





6th Street Corridor Visioning

Corridor Analysis and Conceptual Enhancements

Gainesville, Florida









VISION INCLUDES:

- EXISTING CORRIDOR CONDITIONS
- PROPOSED SECTIONS
- PROPOSED MATERIALS, LANDSCAPING SPECIES, STREET FURNITURE
- LANDSCAPED BUFFER BETWEEN ROAD AND SIDEWALK



LANDSCAPED BUFFER BETWEEN ROAD AND SIDEWALK:

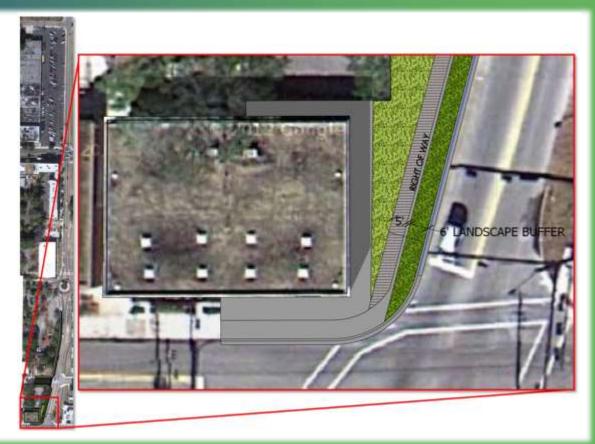
- SHIFTING ROAD EAST INTRUDES INTO R/T ROW.
- BUFFER ON WEST
 SIDE WOULD REQUIRE
 LAND RIGHTS





LANDSCAPED BUFFER BETWEEN ROAD AND SIDEWALK:

- SHIFTING ROAD EAST INTRUDES INTO R/T ROW.
- BUFFER ON WEST
 SIDE WOULD REQUIRE
 LAND RIGHTS





LANDSCAPED BUFFER BETWEEN ROAD AND SIDEWALK:

- SHIFTING ROAD EAST INTRUDES INTO R/T ROW.
- BUFFER ON WEST
 SIDE WOULD REQUIRE
 LAND RIGHTS

Parcel	Address	Width	Length	Easement Area (SF)	Parcel Area	%
13475- 001	606 SW 4th Ave	6'	162'	972	12,985	7%
13327	606 SW 3rd Ave	6'	111'	666	83,756	1%
12938	102 SW 6th St	6'	243'	1,458	32,937	4%
13659	10 NW 6th St	10'	600'	6,000	134,095	4%

0.2 Acres





LANDSCAPED BUFFER BETWEEN ROAD AND SIDEWALK:

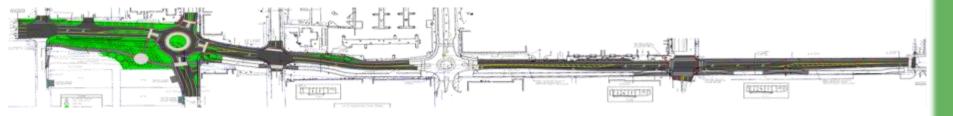
- ALTERNATE SOLUTION CONSISTS OF CONSTRUCTING SIDEWALK AT BACK OF CURB.
- ACHIEVE LANDSCAPE GOALS THROUGH REDEVELOPMENT.



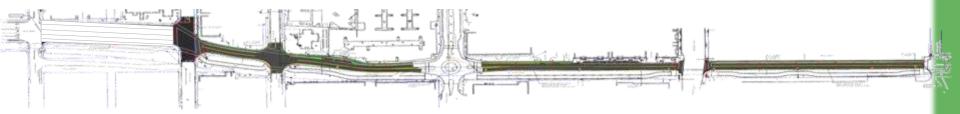
- > EXISTING CONDITIONS
- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH



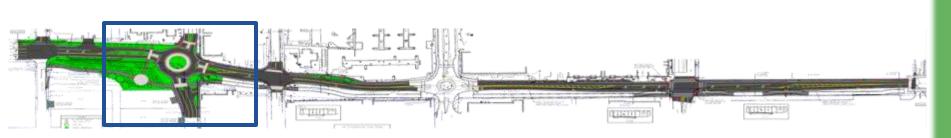
ALTERNATIVE #1







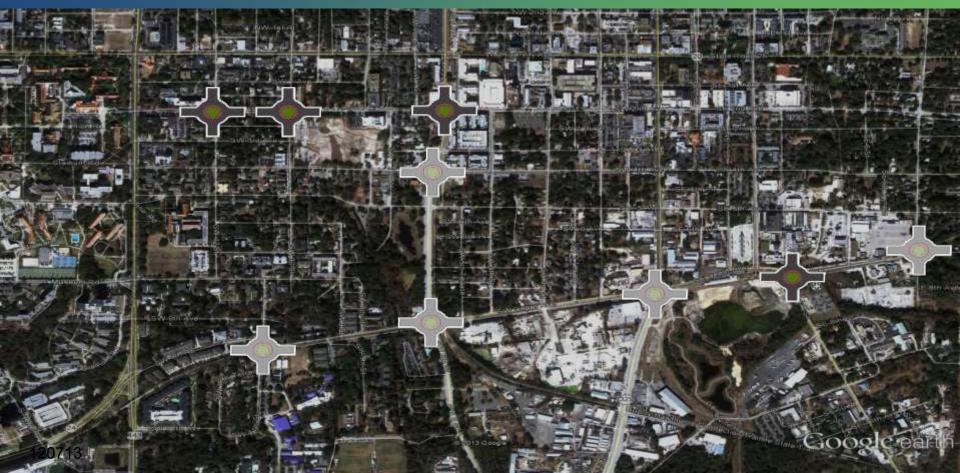




- AVERAGE DELAY REDUCED BY 74%
- CONSISTENT WITH 6TH ST DESIGN CHARRETTE
- FHWA REPORTS SAFER INTERSECTION
- **REDUCES FUEL & ENERGY CONSUMPTION**

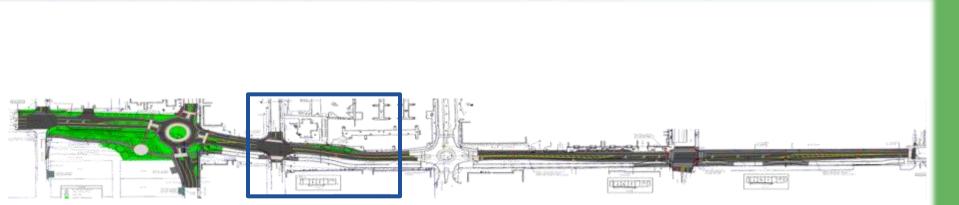
120713













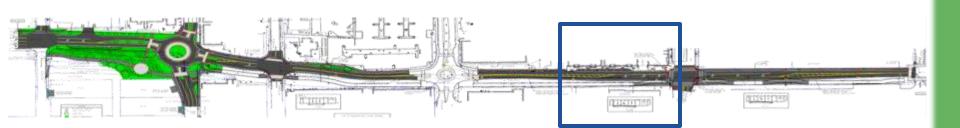
TRAIL LANDSCAPING AS SEPARATE PROJECT





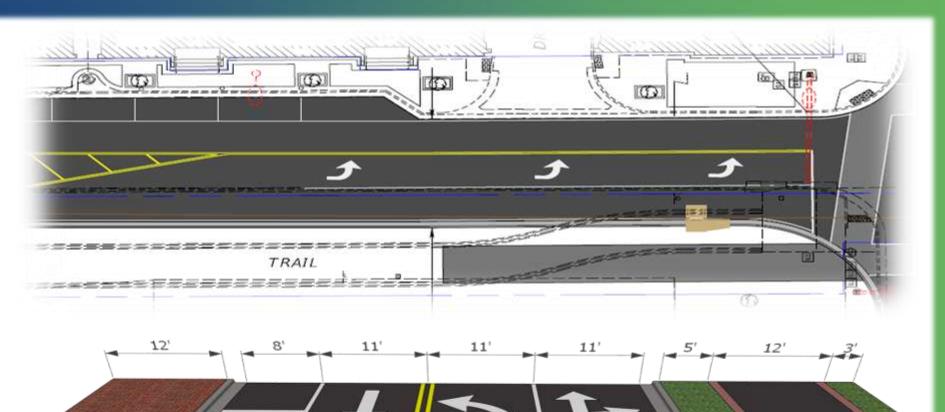
120713



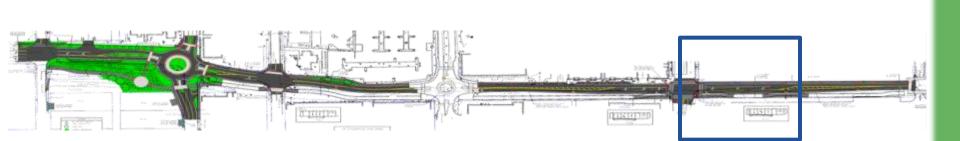




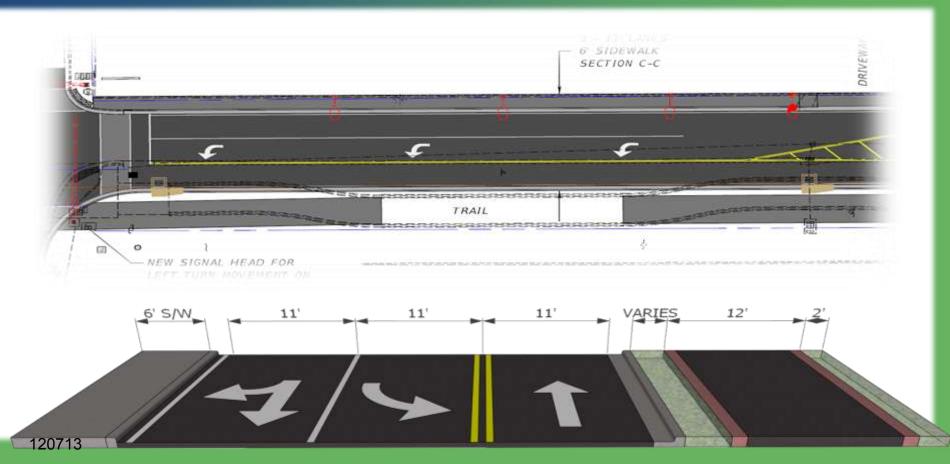
120713



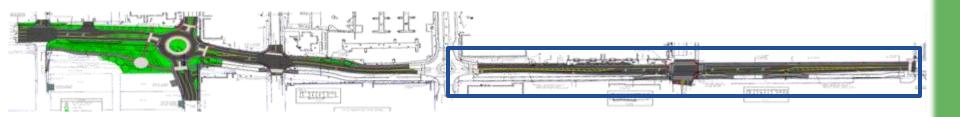




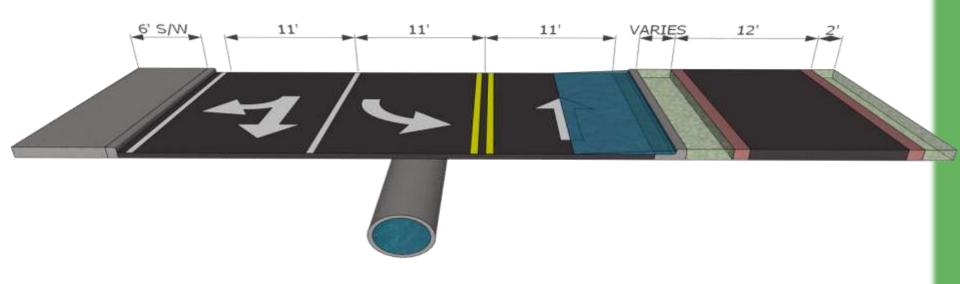




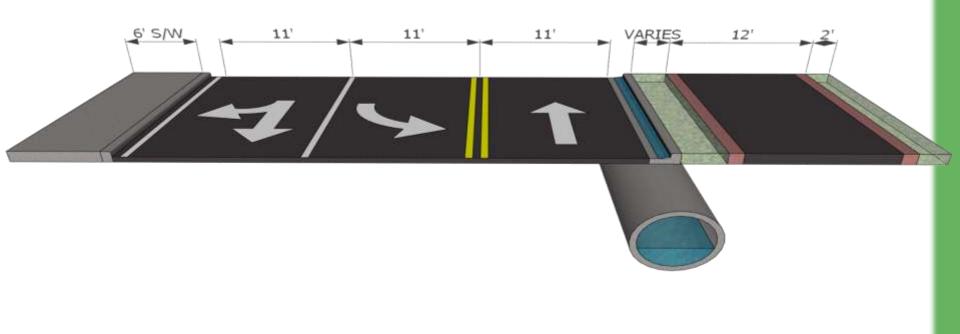














- > EXISTING CONDITIONS
- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH



SW 6TH ST - BUDGET

CIP ROADWAY BUDGET: \$1,500,000

CIP STORMWATER BUDGET: \$300,000

TOTAL: \$1,800,000





BASE – LEAVE SIGNAL AT SW 4TH AVENUE AND OMIT LEFT TURN LANES AT UNIVERSITY AVENUE: \$1,300,000

ALTERNATIVE #1 – IMPLEMENT ROUNDABOUT AT SW 4TH AVENUE AND LEFT TURN LANES AT UNIVERSITY AVENUE: +\$300,000



- > EXISTING CONDITIONS
- > CRA VISION
- > BASIS OF DESIGN
- > **BUDGET**
- > FLYTHROUGH





5. QUESTIONS & COMMENTS