

NW 3RD AVENUE SIDEWALK FEASIBILITY STUDY

FROM NW 6TH STREET TO NW 13TH STREET
GAINESVILLE, FLORIDA

PREPARED FOR:



**Gainesville Community
Redevelopment Agency**

PREPARED BY:



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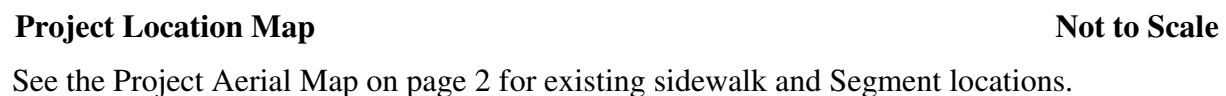
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The Gainesville Community Redevelopment Agency (CRA) would like to investigate the feasibility of adding sidewalks along NW 3rd Avenue from NW 6th Street to NW 13th Street and north of 3rd Avenue on 8th Street to the existing sidewalk limit. The CRA would like to provide a safe pedestrian friendly corridor. This feasibility study will identify options available for providing sidewalks in the three segments (Segments A, B, and C) of the corridor where no sidewalks exist. Design standards will be reviewed and discussed. Design alternatives will be presented in typical sections and plan views depicting the impacts associated with the proposed options. Construction cost estimates for the proposed options have been prepared with a cost analysis. A recommendation for construction has been provided with this study.



The approximately 2,600 foot-long NW 3rd Avenue corridor is an urban two-lane roadway. The 2011 annual daily traffic count (ADT) is 2395 vehicles per day (from City of Gainesville count Station 2097, see Appendix D). The road has a posted speed limit of 25 mph with traffic-control devices employed throughout the corridor. The intersections at 10th and 12th Streets utilize traffic circles with yield conditions. The 8th Street intersection utilizes a 4-way stop condition. The

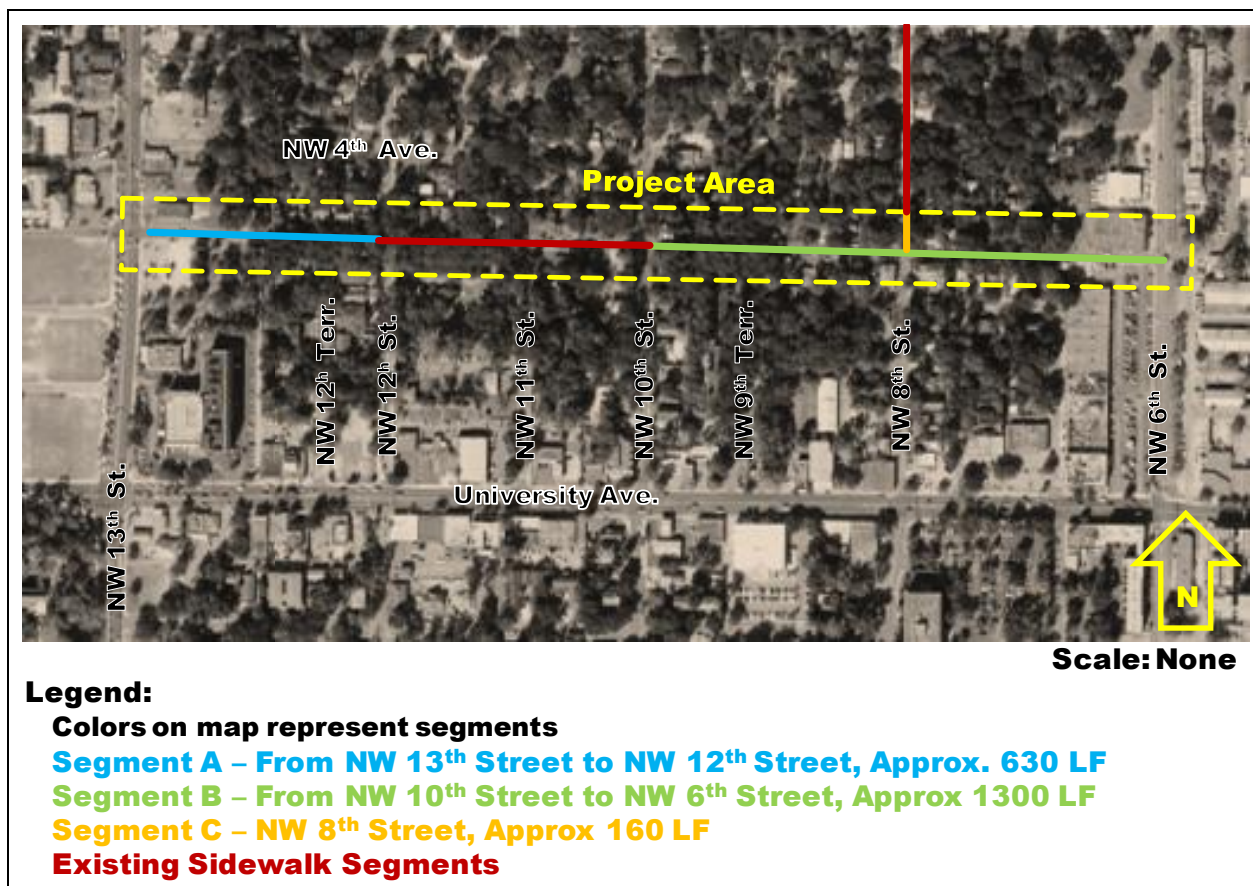
remaining side streets are stop conditions with 3rd Avenue as the through movement. The corridor utilizes speed tables at four locations spread throughout the corridor length.

The corridor has a 30 foot-wide right-of-way for the entire length. Landscaping, structures, utilities and other features encroach on the right-of-way throughout the corridor.

The NW 3rd Avenue corridor has existing 5 and 6-foot-wide sidewalks on the south side of the roadway from NW 10th Street to NW 12th Street and a 6-foot-wide section at the southwest corner of 8th Street. The north side of the roadway has a 4-foot-wide sidewalk with a utility strip for a short mid-block stretch between NW 8th Street and NW 9th Street and a 5-foot-wide section for a short mid-block stretch between NW 12th Street and the closed car wash on NW 13th Street. On NW 8th Street there is an existing 4-foot-wide sidewalk on the east side, beginning approximately 150 feet north of 3rd Avenue and continuing to NW 5th Avenue.



Photo 1 – SW Corner of 3rd Ave. and 10th St.
Typical traffic circle and end of 5 ft. sidewalk



Project Aerial Map

The existing roadways are two-way two-lane urban curb and gutter sections with roadway pavement widths varying from 19 to 26 feet. On 3rd Avenue a 21-foot-wide section runs from NW 6th Street to NW 10th Street and a 26-foot-wide section runs from NW 10th Street to NW 13th Street. The existing roadway has on-street parking on the north side of the roadway beginning west of NW 10th Street and ending at NW 12th Street, and on the south side of the roadway from NW 12th Street to the McDonalds parking lot entrance east of NW 13th Street. The wider sections of roadway coincide with the on-street parking. NW 8th Street has a narrowed pavement width of 19 feet at a Champion Oak tree on the NE corner of 3rd Avenue, and tapers out to a pavement width of 21 feet. The roadway is essentially flat, varying elevation by less than 2 feet along its length. Drainage is achieved through the use of curb inlets and a piped system that

conveys the flow off-site to stormwater systems on adjacent roads.

This stretch of 3rd Avenue straddles the dividing line between the CRA's Fifth Avenue/Pleasant Street Redevelopment Area and the College Park/University Heights Redevelopment Area. The 3rd Avenue corridor is close to the University and adjacent to mixed use areas comprised of private residences, apartment complexes, businesses, restaurants and shops. The corridor serves walking and cycling pedestrians as an alternative connection from the 6th Street area to the 13th Street area of Gainesville. The City Public Works Department has proposed this stretch of 3rd Avenue as a Bicycle Boulevard that will receive "shared lane" markings. Any modifications to the lane configurations will need to address the shared lanes.



Photo 2 – Eastbound existing 6 ft. sidewalk on the south side of 3rd Ave between 12th St. and 10th St



Photo 3 – Champion Oak at 10th St.

DESIGN STANDARDS

Various design standards were reviewed to determine the current minimum design criteria that would be appropriate for the 3rd Avenue corridor. The most limiting aspect of the corridor for the introduction of sidewalk is the right-of-way width of 30 feet. The right-of-way width dictates the widths of the cross sectional elements that can fit within the right-of-way. Balancing the design standard widths between the "desirable" measurements and the "minimum" values will dictate

the roadway sections through the corridor. The following design standards were reviewed for the feasibility study:

American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets - the AASHTO “Greenbook” is the nationally recognized reference for roadway design.

Florida Department of Transportation’s (FDOT) Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (Commonly known as the "Florida Greenbook") - FDOT’s “Florida Greenbook” is the accepted design reference for roadway design in the state of Florida.

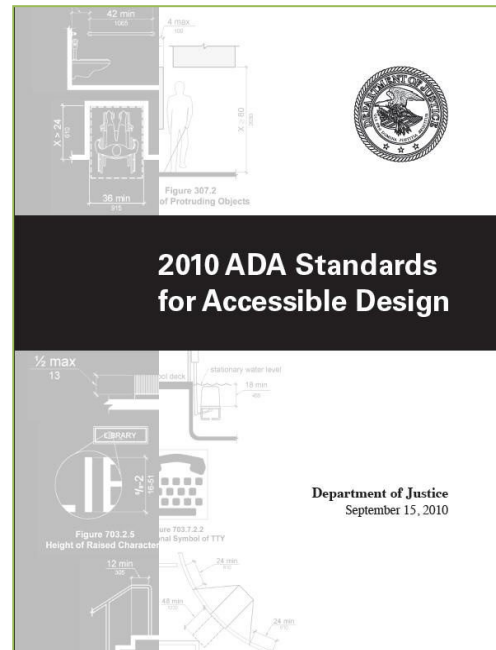
Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach - ITE’s reference for facilitating pedestrian movement in urban environments.

City of Gainesville Engineering Design and Construction Manual – The City’s Manual for design and construction to follow the City’s policy as outlined in the City’s Comprehensive Plan.

Department of Justice (DOJ) ADA Standards for Accessible Design – The DOJ’s design standards meeting the regulations of the Americans with Disabilities Act (ADA).

Meetings with **Gainesville Fire Rescue** staff indicated that they desire a minimum clear distance of 20 feet to allow for equipment during an emergency.

Sidewalk widths are based on the desired use and location. A sidewalk in an urban area with shops and restaurants should be wider to allow for social interaction, window shopping and strolling, the width should also provide space for pedestrians to move through the corridor. In a more residential setting, the sidewalks should be wide enough to allow safe, comfortable side by side walking, or passing of pedestrians. It is desirable to have a buffer between



the vehicular traffic and the pedestrians, this is usually accomplished with a landscaped strip between the sidewalk and the roadway. When constrained for space, a sidewalk will be adjacent to the roadway. In these situations it is desirable to use a wider sidewalk to increase the pedestrians comfort level and safety. The desirable and minimum sidewalk widths based on the different design criteria are summarized in Table 1 on page 7.



Photo 5 – Mixed use with sidewalk at back of curb and sidewalk with a buffer strip. Pleasant Street Neighborhood.

Roadway lane widths are based on traffic volume, speed, and type of traffic. The higher the speed and volumes, the wider the roadway section should be to allow for safe traffic movement. The roadway elements play a large part in determining safe travel speeds. It is often desirable in urban settings and on local residential roads to maintain narrower travel lanes in order to reduce the speed of traffic. With a mixed use of vehicular traffic and pedestrians, a lower speed corridor is safer for all users. The desirable and minimum travel-lane widths based on the different design criteria are summarized in Table 1 on page 7.

The City of Gainesville’s Engineering Design and Construction Manual states:

“The geometric design of a roadway shall consider the needs of drivers, bicyclists, and pedestrians implementing ‘complete streets’ elements. Opportunities shall be maximized to promote interconnectivity of modes. Where feasible, particularly in conjunction with land development or redevelopment, the design shall incorporate pedestrian scale blocks to create a gridded transportation network and facilitate the movement of all users. Geometrics shall be designed in accordance with the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways “Florida Greenbook,” the guidance of the Institute of Transportation Engineers “Designing Walkable Urban Thoroughfares: A Context Sensitive Approach.””

Based on the Florida Greenbook, Chapter 19, the NW 3rd Avenue neighborhood is classified as a Traditional Neighborhood Development (TND):

“A project or community plan may be considered a TND when at least the first seven of the following principles are included:

1. Has a compact, pedestrian-oriented scale that can be traversed in a five to ten-minute walk from center to edge.
2. Is designed with low speed, low volume, interconnected streets with short block lengths, 150 to 500 feet, and cul-de-sacs only where no alternatives exist. Cul-de-

sacs, if necessary, should have walkway and bicycle connections to other sidewalks and streets to provide connectivity within and to adjacent neighborhoods.

3. Orients buildings at the back of sidewalk, or close to the street with off-street parking located to the side or back of buildings, as not to interfere with pedestrian activity.
4. Has building designs that emphasize higher intensities, narrow street frontages, connectivity of sidewalks and paths, and transit stops to promote pedestrian activity and accessibility.
5. Incorporates a continuous bike and pedestrian network with wider sidewalks in commercial, civic, and core areas, but at a minimum has sidewalks at least five-foot wide on both sides of the street. Accommodates pedestrians with short street crossings, which may include mid-block crossings, bulb-outs, raised crosswalks, specialty pavers, or pavement markings.
6. Uses on-street parking adjacent to the sidewalk to calm traffic, and offers diverse parking options, but planned so that it does not obstruct access to transit stops.
7. Varies residential densities, lot sizes, and housing types, while maintaining an average net density of at least eight dwelling units per acre, and higher density in the center.
8. Integrates at least ten percent of the developed area for nonresidential and civic uses, as well as open spaces.
9. Has only the minimum right of way necessary for the street, median, planting strips, sidewalks, utilities, and maintenance that are appropriate to the adjacent land uses and building types.
10. Locates arterial highways, major collector roads, and other high-volume corridors at the edge of the TND and not through the TND.”



Photo 6 – Existing 3rd Ave. section eastbound, west of 10th St.

The design criteria are summarized in Table 1. The summary table shows the desirable and minimum widths of cross sectional elements for a local roadway meeting the City's guidelines for pedestrian and vehicular use.

Table 1 – Design Criteria Summary

Design Guideline	Desirable Lane Widths	Minimum Lane Widths	Minimum Parking Width	Desirable Sidewalk Widths	Minimum Sidewalk Width	Minimum Obstruction Width	Sidewalk Notes
AASHTO	11.5 ft.	10.5 ft.	7 ft.	8 ft.	6 ft.	4 ft.	w/o utility strip
FDOT (Florida Greenbook)	10 ft.	9 ft.	7 ft.	6 ft.	6 ft.	3 ft.	w/o utility strip
ITE	11 ft.	10 ft.	7 ft.	6 ft.	6 ft.	3 ft.	with 5 ft. utility strip
City of Gainesville	10 ft.	9 ft.	7 ft.	6 ft.	6 ft.	3.5 ft.	Defers to "Florida Greenbook"
DOJ ADA Standards	N/A	N/A	N/A	5 ft.	5 ft.	3 ft.	Passing space must be 60 inches.

Note: Lane widths are based on roadway dimensions from face of curb to face of curb. Gutter width has been added to the dimensions for AASHTO dimensions.

The FDOT Florida Greenbook is the guiding minimum design criteria for the NW 3rd Avenue Corridor, with a minimum obstruction width of 42 inches per the City of Gainesville's criteria.

DESIGN ALTERNATIVES

Eleven typical sections were investigated in this study for consideration for construction along the NW 3rd Avenue corridor. One of the sections pertain to the short stretch along NW 8th Street with the remaining pertaining to NW 3rd Avenue. The typical sections were developed based on the design criteria, the minimal right-of-way, property impacts, and costs.

The typical section options will be discussed beginning at the west end of the corridor and heading east. Drawing Sheet Numbers T-1 through



Photo 7 – 5 ft. sidewalk on south side of 3rd Ave between 11th St. and 10th St.

T-8 contain the existing and proposed typical sections. The typical section drawings are in Appendix A. Typical Sections TS-E1 through TS-E4 show the existing conditions, and Typical Sections TS-A1 through TS-A6, TS-B1 through TS-B4, and TS-C1 show the various proposed options.

A sidewalk width of 5 feet has been considered as an option in the alternatives. The 5-foot width will require a design variation from the Director of Public Works. A 5-foot-wide sidewalk adjacent to the travel lane, though not desirable, exists at locations throughout the city and along this corridor from 12th Street to 10th Street. The narrower width will reduce costs and impacts along the corridor.

The typical sections are represented in plan views on drawing Sheet Numbers A-1 through A-6, B-1.1 through B-4.3, and C-1. The plan view drawings are in Appendix B. The plan views show the impacts associated with the different alternatives throughout the corridor.

SEGMENT A - NW 13th Street to NW 12th Street

Six typical sections are presented for NW 3rd Avenue from NW 13th Street to NW 12th Street. Two sections require easements for construction. The City has mailed easement request letters, but has had no response from property owners.

Option A1 - The first option is shown on typical section **TS-A1 on sheet T-2** and on **Plan Sheet A-1**. This option would maintain the roadway configuration as it exists and add a **6-foot-wide sidewalk** at the back of existing curb **on the north side** of the roadway. This option would require obtaining easements for the sidewalk construction from 6 property owners. TS-A1 would tie to existing sidewalk at its western limit where a proposed mixed-use project will introduce additional streetscape improvements. The sidewalk will also tie to existing sidewalk at the eastern limit. The benefits of TS-A1 include:

- Maintaining on-street parking and existing roadway width
- Continuing existing sidewalk
- Meeting design criteria

The disadvantages of TS-A1 include:

- The need for easements
- A lack of continuity of sidewalks on the south side.

Option A2 - The second option is shown on typical section **TS-A2 on sheet T-2** and on **Plan Sheet A-2**. This option would maintain the



Photo 8 – 3rd Ave. looking east between 13th St and 12th St.

roadway configuration as it exists and add a **5-foot-wide sidewalk** at the back of existing curb **on the north side** of the roadway. This option would require obtaining easements for the sidewalk construction from 6 property owners. TS-A2 would tie to existing sidewalk at its western limit where a proposed mixed-use project will introduce additional streetscape improvements. The sidewalk will also tie to an existing sidewalk at the eastern limit. The benefits of TS-A2 include:

- Maintaining on-street parking and existing roadway width
- Continuing existing sidewalk

The disadvantages of TS-A2 include:

- The need for easements
- The need for a design variation for the 5-foot width
- A lack of continuity of sidewalks on the south side

Option A3 - The third option is shown on typical section **TS-A3 on sheet T-3** and on **Plan Sheet A-3**. This option would alter the roadway configuration by narrowing the roadway and eliminating the on-street parking. TS-A3 would add a **6-foot-wide sidewalk** at the back of the new curb **on the north side** of the roadway. This option would require the construction of curb and gutter and would jog north to match the existing sidewalk at its western limit where a proposed mixed-use project will introduce additional streetscape improvements. The benefits of TS-A3 include:

- Keeping construction within the right-of-way therefore eliminating the need for easements
- Meeting design criteria

The disadvantages of TS-A3 include:

- The loss of on-street parking (9 spaces)
- A lack of continuity of sidewalks on the south side
- Impacts to the geometric alignment of the intersections

Option A4 - The fourth option is shown on typical section **TS-A4 on sheet T-3** and on **Plan Sheet A-4**. This option would alter the roadway configuration by narrowing the roadway and eliminating the on-street parking. TS-A4 would add a **6-foot-wide sidewalk** at the back of the new curb **on the south side** of the roadway. This option would require the construction of curb and gutter and an extension of the project by approximately 280 feet to NW 13th Street to avoid a mid-block crossing. The benefits of TS-A4 include:

- Keeping construction within the right-of-way therefore eliminating the need for easements

- Meeting design criteria
- Maintaining the continuity of a sidewalk on the south side

The disadvantages of TS-A4 include:

- The loss of on-street parking (13 spaces)
- An extension of the construction limits
- The need for additional survey
- Impacts to the geometric alignment of the intersections

Option A5 - The fifth option is shown on typical section **TS-A5 on sheet T-4** and on **Plan Sheet A-5**. This option would alter the roadway configuration by narrowing the roadway. TS-A5 would add a **5-foot-wide sidewalk** at the back of the new curb **on the north side** of the roadway. TS-A5 would narrow the travel lanes in order to maintain on-street parking. The configuration matches the roadway configuration of the recently modified portion of NW 5th Avenue from 3rd Street to 6th Street. This option would require the construction of curb and gutter. The benefits of TS-A5 include:

- Keeping construction within the right-of-way therefore eliminating the need for easements
- Maintaining the on-street parking

The disadvantages of TS-A5 include:

- The need for a design variation for the 5-foot width
- The need for a design variation for the travel-lane widths
- Impacts to the geometric alignment of the intersections
- A lack of continuity of sidewalks on the south side

Option A6 - The sixth option is shown on typical section **TS-A6 on sheet T-4** and on **Plan Sheet A-6**. This option would alter the roadway configuration by narrowing the roadway. TS-A6 would add a **5-foot-wide sidewalk** at the back of the new curb **on the south side** of the roadway. TS-A6 would narrow the travel lanes in order to maintain on-street parking. The configuration matches the roadway configuration of the recently modified portion of NW 5th Avenue from 3rd Street to 6th Street. This option would require the construction of curb and gutter. The benefits of TS-A6 include:



Photo 9 – 3rd Ave looking east from 8th St.

- Keeping construction within the right-of-way therefore eliminating the need for easements
- Maintaining the on-street parking
- Maintaining the continuity of a sidewalk on the south side of the roadway.

The disadvantages of TS-A5 include:

- The need for a design variation for the 5-foot width
- The need for a design variation for the travel-lane widths
- Impacts to the geometric alignment of the intersections
- An extension of the construction limits
- The need for additional survey

SEGMENT B - NW 10th Street to NW 6th Street

Four typical sections are presented for NW 3rd Avenue from NW 10th Street to NW 6th Street. All of the typical sections for this portion of the corridor have been developed to maintain construction within the right-of-way. Placement of the sidewalk outside of the right-of-way created numerous conflicts with utilities and structures, and would require easements from 15 properties on the north side of the roadway or 16 properties on the south side. The costs associated with relocating utilities and property features such as fences, landscaping, and in two cases steps and porches is not worth the small benefit of wider travel lanes while design criteria for the travel-lane widths is met.

Option B1 - The first option is shown on typical section **TS-B1 on sheet T-4** and on **Plan Sheets B-1.1 through B-1.3**. This option would reduce the pavement width from 21 feet to 18 feet and add a **5-foot-wide sidewalk** at the back of the new curb **on the north side** of the roadway. The disadvantages of TS-B1 include:

- The need for a design variation for the 5-foot width
- A lack of continuity of sidewalks on the south side
- Conflicts with utilities
- Impacts to the geometric alignment of the intersections

Option B2 - The second option is shown on typical section **TS-B2 on sheet T-4** and on **Plan Sheets B-2.1 through B-2.3**. This option would reduce the pavement width from 21 feet to 17.7 feet and add a **5-foot-wide sidewalk** at the back of the new curb **on the south side** of the roadway. This section has the advantage of

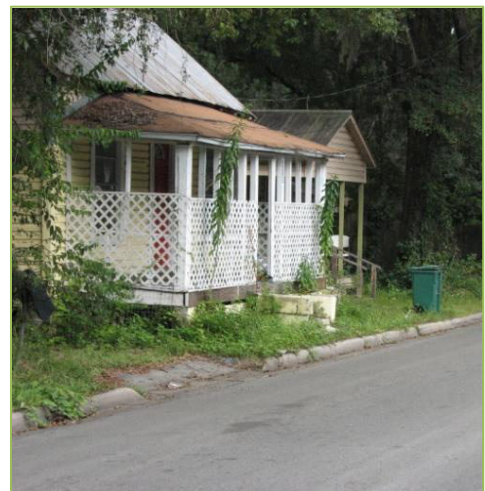


Photo 10 – Front steps in right-of-way on north side of 3rd Ave.

maintaining the continuity of a sidewalk on the south side of the roadway. The disadvantages of TS-B2 include:

- The need for a design variation for the 5-foot width
- Impacts to the geometric alignment of the intersections

Option B3 - The third option is shown on typical section **TS-B3 on sheet T-5** and on **Plan Sheets B-3.1 through B-3.3**. This option would reduce the pavement width from 21 feet to 17 feet and add a **6-foot-wide sidewalk** at the back of the new curb **on the north side** of the roadway. The disadvantages of TS-B3 include:

- A lack of continuity of sidewalks on the south side
- Conflicts with utilities
- A clear width less than Gainesville Fire Rescue's desired width
- Impacts to the geometric alignment of the intersections

Option B4 - The fourth option is shown on typical section **TS-B4 on sheet T-5** and on **Plan Sheets B-4.1 through B-4.3**. This option would reduce the pavement width from 21 feet to 16.7 feet and add a **6-foot-wide sidewalk** at the back of the new curb **on the south side** of the roadway. This section has the advantages of maintaining the continuity of a sidewalk on the south side of the roadway and meeting design criteria. The disadvantages of TS-B4 include:

- Impact to the geometric alignments of the intersections
- A clear width less than Gainesville Fire Rescue's desired width

SEGMENT C- NW 8th Street from NW 3rd Avenue to Existing Sidewalk

The typical section for the approximately 150 foot stretch of NW 8th Street has been prepared to minimize impacts to the Champion Oak tree and match the existing sidewalk condition on the east side of the road. The curb line near the Champion Oak has previously been modified to protect the root system.



Photo 11 – NW 8th Street looking north. Existing 4 ft. sidewalk ends mid-block shown on right side of photo.

Typical Section TS-C1 – Adjacent to the Champion Oak the curb and gutter will be shifted to the west away from the tree reducing the narrowest section of pavement from a width of 19.2 feet to 17 feet. The roadway will then taper back to the full pavement width of 21 feet. **A 5-foot-wide sidewalk** will be introduced at the back of the new curb.

North of the Champion Oak the pavement width will hold at 19.5 feet up to a taper to the

existing curb and gutter where the sidewalk will match the existing 4 foot sidewalk that terminates mid-block.

The proposed modifications on 8th Street are shown on **Plan Sheet C-1**.

A design variation will be required for the 5-foot-wide sidewalk along 8th Street. Easements from two properties would be required to match the existing sidewalk configuration.

DESIGN IMPACTS

The impacts associated with the different typical section alternatives are summarized in Table 2 on page 14, and can be viewed on the plan sheets. Below is a description of the different impacts tabulated:

- Number of Easement Properties – this represents the number of parcels that will have sidewalk outside of the right-of-way that may require a sidewalk easement. It should be noted that the existing sidewalks within the corridor all have a portion outside of the right-of-way.
- Number of Water Meter Adjustments – this represents the number of water meters that will need to either be relocated or replaced with a traversable meter box.
- Number of Valve Adjustments - this represents the number of valves that will need to be adjusted to meet the new grade.
- Number of Drainage Structure Impacts – this represents the number of drainage inlets that will need to be modified in order to maintain proper drainage of the roadway.
- Number of Parcels with Landscape Impacts - this represents the number of parcels that have a landscape feature in or out of the right-of-way, such as plantings of shrubs', small trees, and/or flower beds that the sidewalk will impact.
- Number of Parcels with Fence/Wall Impacts – these impacts all occur on the southeast end of the project at three parcels where the fences and wall are in the public right-of-way (see plan sheets B-2.3 and B-4.3.)



Photo 12 – Drainage structure possibly impacted.



Photo 13 – Trees possibly impacted

- Number of Tree Removals – this represents the number of trees that will need to be removed for the sidewalk construction. The impacted trees shown on the plan sheets for the different configurations contain a 6” caliper oak, and one cabbage palm. The remaining trees to be removed are camphor, cherry, tallow and some small ornamentals.
- Number of ADA Conflicts – this represents a conflict where an object is impassable by ADA standards, and removal of the object (such as a power pole or fire hydrant) is outside the scope of the sidewalk project.
- Number of Structure Conflicts – this represents a conflict with a building or part of a building such as steps.

In addition to the impacts discussed above, any section that modifies the current lane configuration will impact the intersection alignments. On a low speed corridor like 3rd Avenue these impacts are minimal and can be addressed with striping modifications and rework of the traffic circles.

Table 2 – Typical Section Impact Summary

Typical Section	Sidewalk Description	Plan Sheets	Number of Easement Properties	Number of Water Meter Adjustments	Number of Valve Adjustments	Number of Drainage Structure Impacts	Number of Parcels with Landscape Impacts	Number of Parcels with Fence/Wall Impacts	Number of Tree Removals	Number of ADA Conflicts	Number of Structure Conflicts
SEGMENT A - NW 13th St./12th Dr. to NW 12th St.											
TS-A1	6 ft. North Side w/Easement	A1	6	4	0	0	2	0	0	0	0
TS-A2	5 ft. North Side w/Easement	A2	6	3	0	0	2	0	0	0	0
TS-A3	6 ft. North Side w/Loss of Parking	A3	0	0	2	0	0	0	0	0	0
TS-A4	6 ft. South Side w/Loss of Parking	A4	0	0	1	1	0	0	0	0	0
TS-A5	5 ft. North Side w/Narrow Lanes	A5	0	0	2	0	0	0	0	0	0
TS-A6	5 ft. South Side w/Narrow Lanes	A6	0	0	1	1	0	0	0	0	0
SEGMENT B - NW 10th St. to NW 6th St.											
TS-B1	5 ft. North Side	B1.1-B1.3	3	3	4	4	0	0	0	4	2
TS-B2	5 ft. South Side	B2.1-B2.3	4	1	3	3	1	3	16	1	0
TS-B3	6 ft. North Side	B3.1-B3.2	3	3	4	4	0	0	0	1	2
TS-B4	6 ft. South Side	B4.1-B4.3	4	1	3	3	1	3	16	0	0
SEGMENT C - NW 8th Street											
TS-C1	5 ft. East Side	C1	2	0	1	0	0	0	0	1	0

Note: Project limit will extend to NW 13th Street with sidewalk on the south side of road.

COST ESTIMATES

Construction cost estimates have been prepared for the ten different typical sections on NW 3rd Avenue based on their limits, and one estimate prepared for the proposed work on NW 8th Street. The costs are based on FDOT current pricing trends adjusted according to the scale of the

sidewalk project. The costs for typical sections TS-A4 and TS-A6 are based on the items shown within the survey limits with an additional 280 linear feet of sidewalk, and curb and gutter added to represent the remaining distance to tie into the sidewalk at NW 13th Street. Table 3 summarizes the estimated construction costs for the various typical sections. The complete cost estimates are in Appendix C.

Modifications to both curb lines in Segment B were considered during the development of this study. The associated cost increase of 60-70% did not warrant the minimal benefits associated with the widened section.

The costs shown in Table 3 depict the cost for the typical sections over their applicable area of the project. The entire project cost is the sum of the engineering costs, construction administration costs, and the three estimates representing the corridor from 13th Street to 12th Street, 10th Street to 6th Street, and the proposed work on 8th Street. The estimated project costs range from \$144,000 to \$197,000.

Table 3 – Construction Cost Estimate Summary

Segment A - NW 13th St./12th Dr. to NW 12th St.			Segment B - NW 10th St. to NW 6th St.			Segment C - NW 8th Street		
Typical Section	Sidewalk Description	Estimated Construction Cost	Typical Section	Sidewalk Description	Estimated Construction Cost	Typical Section	Sidewalk Description	Estimated Construction Cost
TS-A1	6 ft. North Side w/Easement	\$16,763	TS-B1	5 ft. North Side	\$101,910	TS-C1	5 ft. East Side	\$10,587
TS-A2	5 ft. North Side w/Easement	\$14,396	TS-B2	5 ft. South Side	\$107,736	Estimated Construction Cost Range		
TS-A3	6 ft. North Side w/Loss of Parking	\$24,658	TS-B3	6 ft. North Side	\$121,832	Low End	\$126,893	
*TS-A4	6 ft. South Side w/Loss of Parking	\$47,003	TS-B4	6 ft. South Side	\$113,565	High End	\$179,422	
TS-A5	5 ft. North Side w/Narrow Lanes	\$22,599				Estimated Total Project Cost Range		
*TS-A6	5 ft. South Side w/Narrow Lanes	\$42,998				Low End	\$144,393	
**Estimated Engineering Design Cost:					\$17,500.00	High End	\$196,922	

****Estimated Engineering Design Cost: \$17,500.00**

Notes: *Project limit will extend to NW 13th Street with sidewalk on the south side of road.

****Estimated engineering costs assume a typical level of activities for a project of this scope, the costs may vary based on actual scope items.**

ENVIRONMENTAL PERMITTING

The NW 3rd Avenue corridor is in the St. Johns River Water Management District (SJRWMD). Environmental Resource Permitting is not required for a project of this scope regardless of the selected alternative. The exemption falls under Florida Administrative Code Chapter 62-330 Environmental Resource Permitting, revised October 1, 2013. The exemption is under rule 62-330.051(4) (c) 4. a. Sidewalks having a width of six feet or less.

While permitting is not required, it is recommended that a “no permit required” letter be obtained from the SJRWMD during the design phase of the project for the contractor to keep on site during construction.

SUMMARY

The NW 3rd Avenue corridor is a low-speed low-volume two-lane roadway considered a traditional neighborhood development. The corridor serves pedestrians walking and cycling as an alternative connection from the 6th Street area to the 13th Street area of Gainesville.

The governing design criteria for the proposed sidewalk construction is the Florida Greenbook. The minimum design widths without a design variation are 6 feet for a sidewalk at the back of curb, and 9 feet for travel lanes measured from face of curb to face of curb.

Eleven typical sections were created and analyzed to determine the impacts and costs associated with construction. The various sections utilized 5 and 6 foot sidewalk widths along 3rd Avenue and a 5 foot width on 8th Street. Design variations approved by the Public Works Director will be required for sidewalk widths less than 6 feet. The west end of the project considered sections utilizing easements in order to maintain on-street parking.

Construction cost estimates were prepared for various typical section options. The design and construction cost to provide continuous sidewalk through the corridor from NW 6th Street to NW 13th Street ranges from \$144,000 to \$197,000.

A sidewalk project of this scope is exempt from stormwater permitting by the SJRWMD.

RECOMMENDATION

A recommendation for construction is based on the impacts associated with the construction, whether the project goal of providing a safe pedestrian friendly corridor is met, and the associated costs of construction.

Based on the construction impacts, two items are of concern, the ADA conflicts and the structure conflicts. The ADA conflicts will not allow the sidewalk to meet the ADA design criteria without either relocating the obstruction or re-routing the sidewalk around the obstruction outside of the right-of-way. The structure conflicts would require alteration of property owner’s buildings to route



Photo 14 – ADA violation along NW 5th Ave.



Photo 15 – Pedestrians waiting for passing vehicles on NW 3rd Ave.

the sidewalk through the affected areas.

The structure conflicts occur in Segment B on the north side of the roadway making typical sections TS-B1 and TS-B3 unfeasible.

The ADA conflicts affect three of the typical sections on the stretch of 3rd Avenue from NW 10th Street to NW 6th Street, TS-B1, B2, and B3.

TS-B3 and TS-B4 do not allow for a 20 foot clear distance to meet the Gainesville Fire Rescue desired width.

Based on these impacts it is recommended that typical section TS-B2 (5-foot-wide sidewalk on the south side of the roadway) is used on Segment B of the project. TS-B2 has only one ADA impact but will satisfy Gainesville Fire Rescue’s recommended clear width. The ADA impact will need to be addressed in the design phase. TS-B2 will maintain the continuity of sidewalk on the south side of the roadway.

On the west end of the project from NW 13th Street to NW 12th Street all six options are viable. It is recommended that a 6-foot-wide sidewalk option be used for safety concerns as vehicles turning from 13th Street will be traveling faster in this portion of the corridor, however the 6-foot option requires easements or a loss of parking.

For Segment A it is recommended that TS-A6 (5-foot-wide sidewalk on the south side of the roadway) be utilized. This option would maintain on-street parking and maintain the continuity of sidewalks on the south side of the roadway. TS-A6 will require design variations for sidewalk and lane widths.

On NW 8th Street, only the 5-foot-wide option was explored to match the existing condition.

The recommendation for construction is for typical sections TS-A6 and TS-B2 with the 8th Street construction for an estimated project cost of \$197, 000.



Conceptual 5-foot sidewalk on south side of NW 3rd Avenue.

Appendix A - **Typical Section Drawings**

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DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:

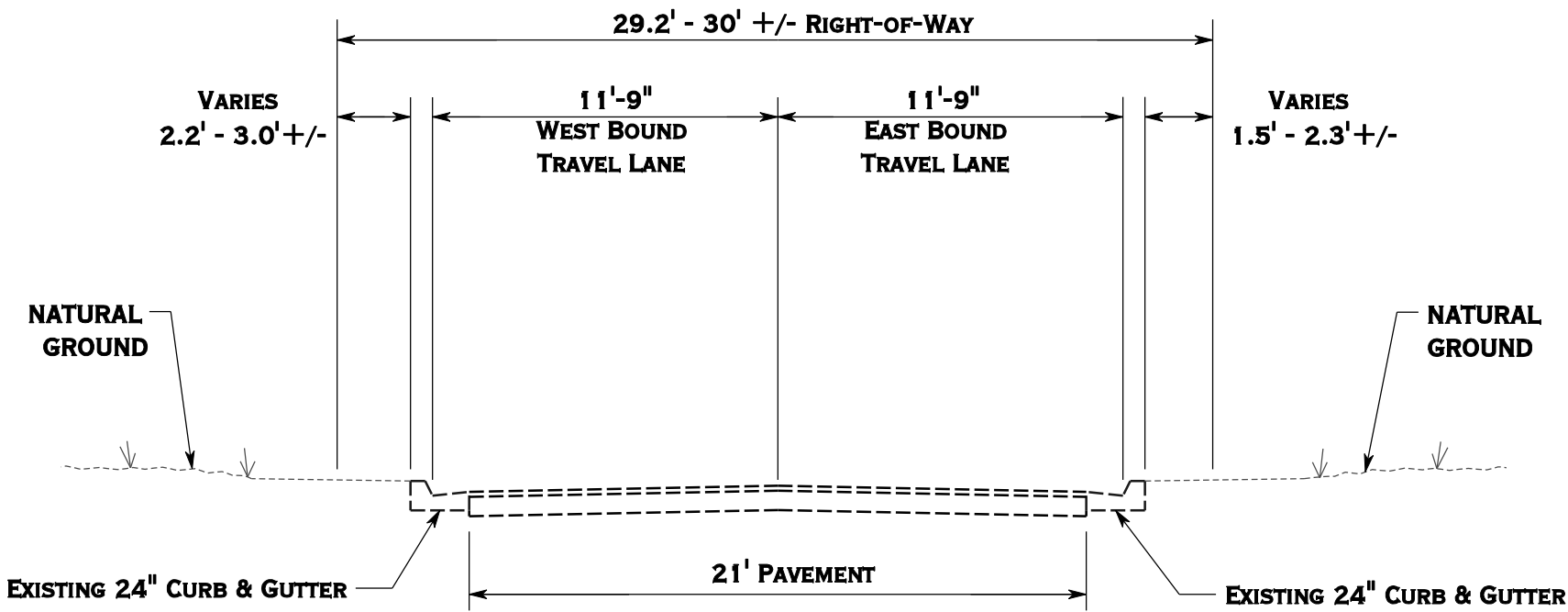
MATTHEW C. HERRMANN
FLORIDA P.E.# 57146



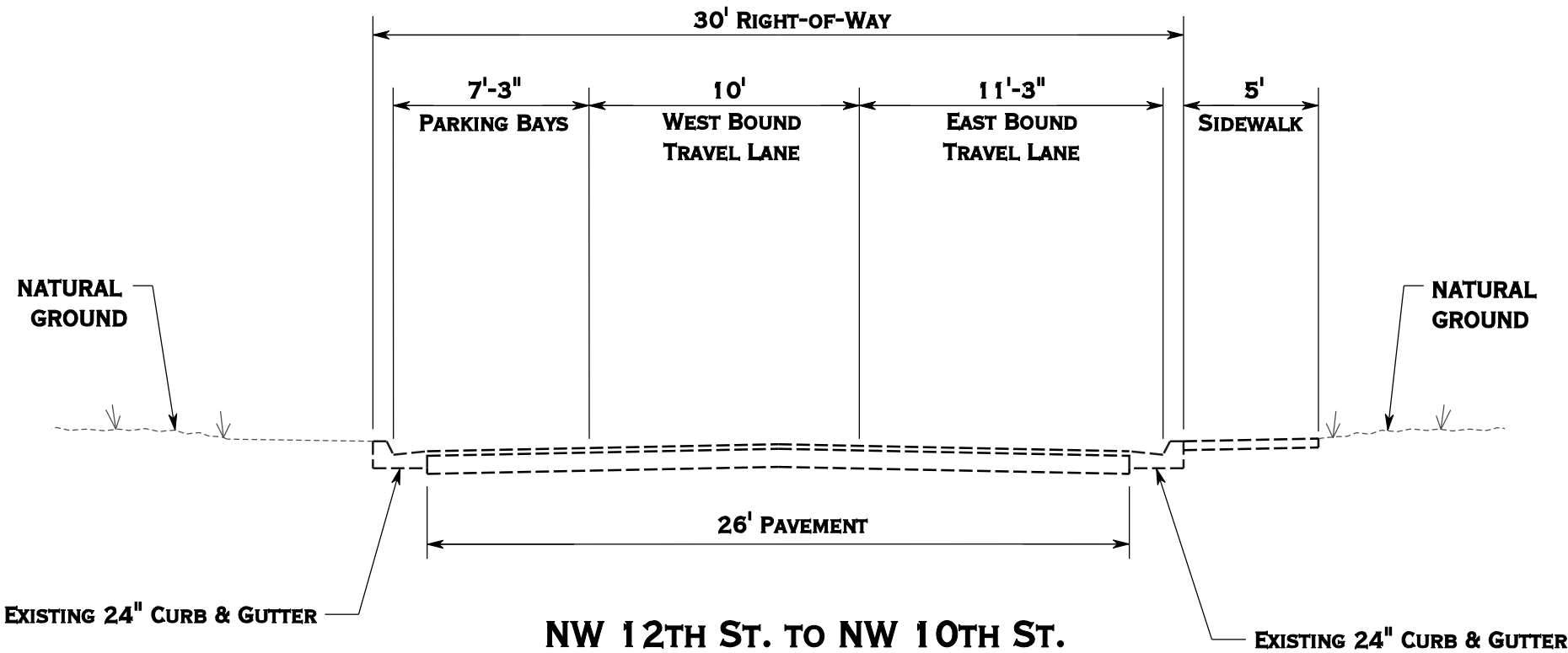
GAINESSVILLE COMMUNITY
REDEVELOPMENT AGENCY

NW 3RD AVE. SIDEWALK
TYPICAL SECTIONS

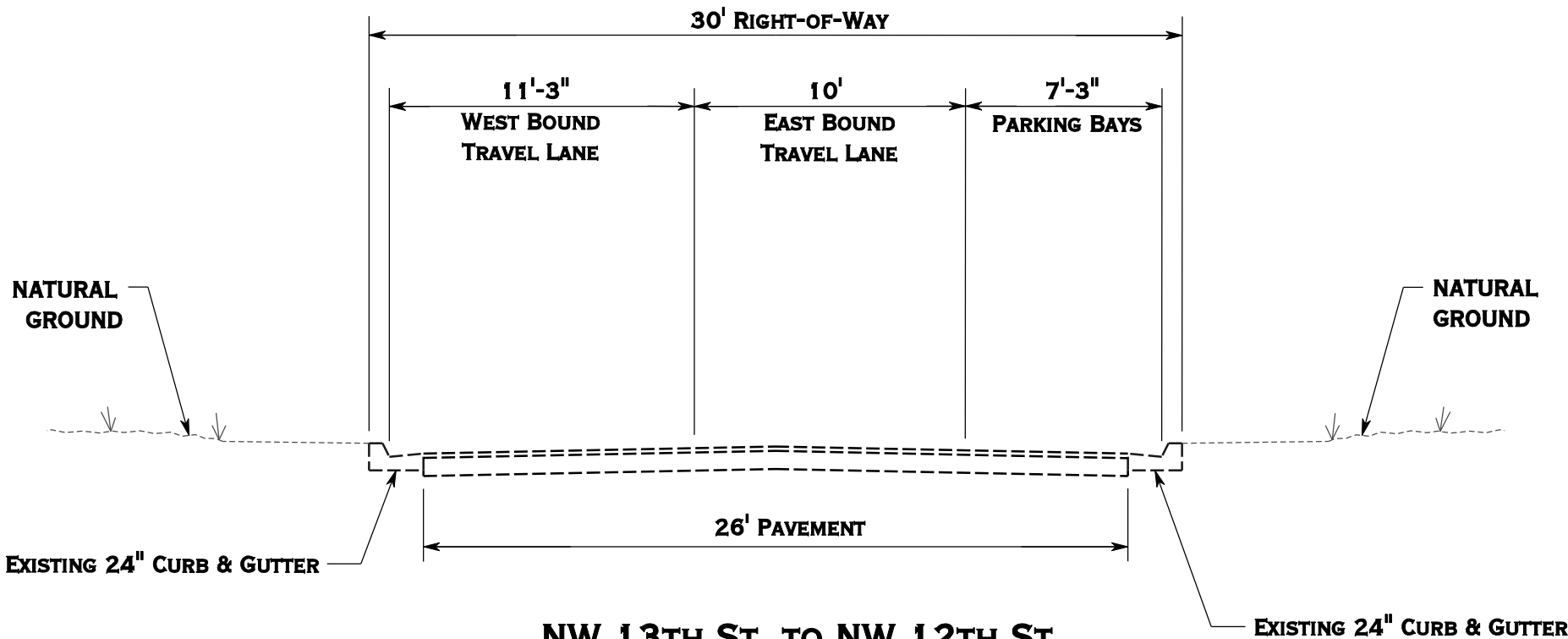
SHEET NUMBER
T-1



NW 10TH ST. TO NW 6TH ST.
EXISTING CONDITION SEGMENT B
TS-E3



NW 12TH ST. TO NW 10TH ST.
EXISTING CONDITION
TS-E2



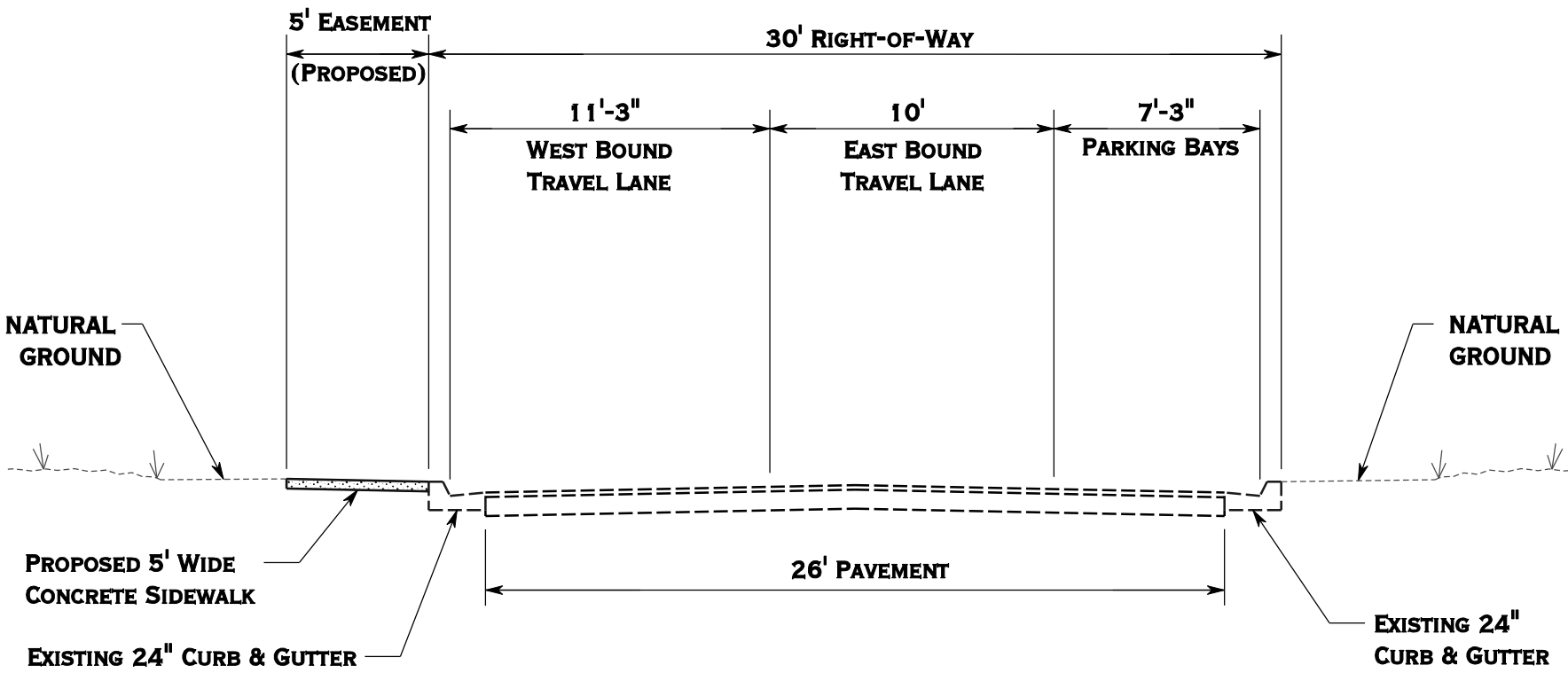
NW 13TH ST. TO NW 12TH ST.
EXISTING CONDITION SEGMENT A
TS-E1

NOT FOR CONSTRUCTION

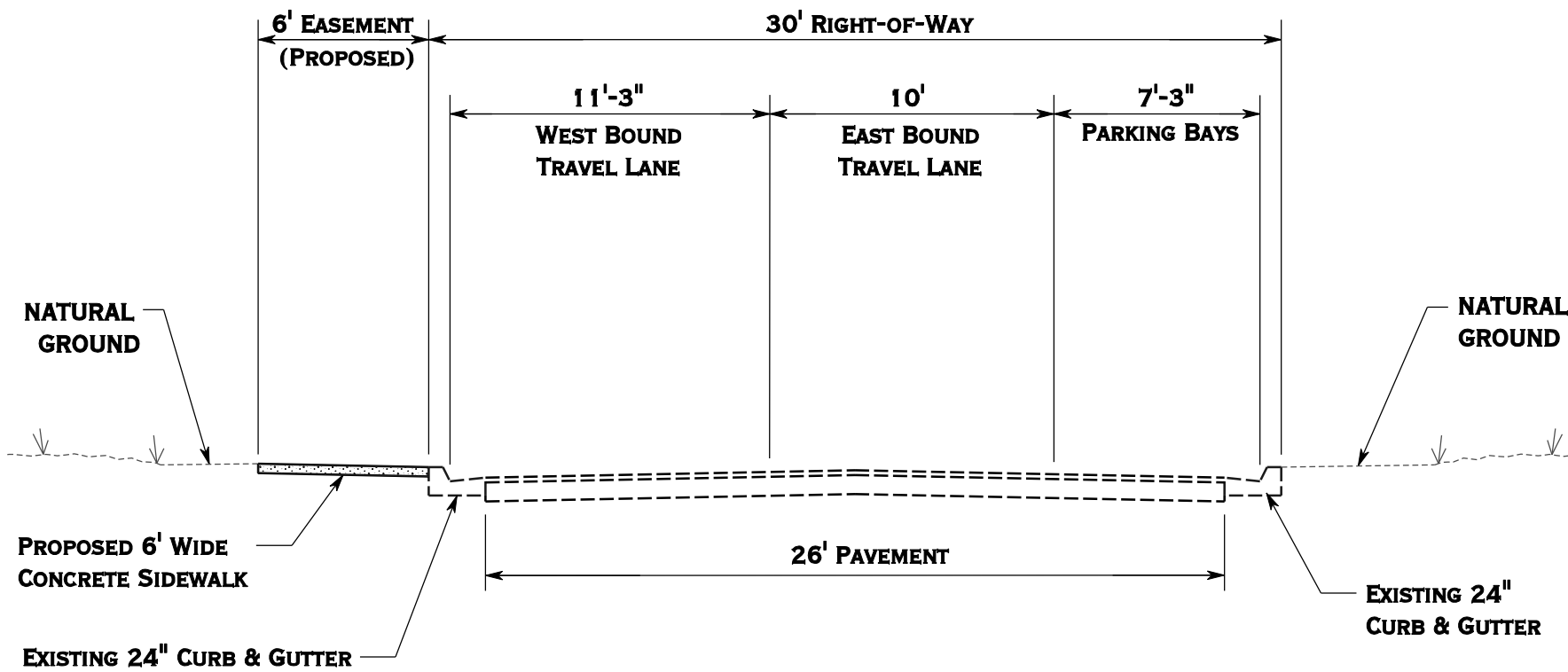
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DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:

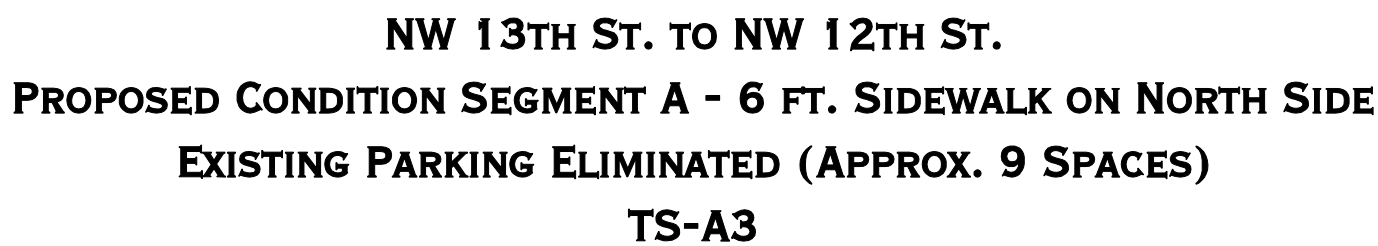
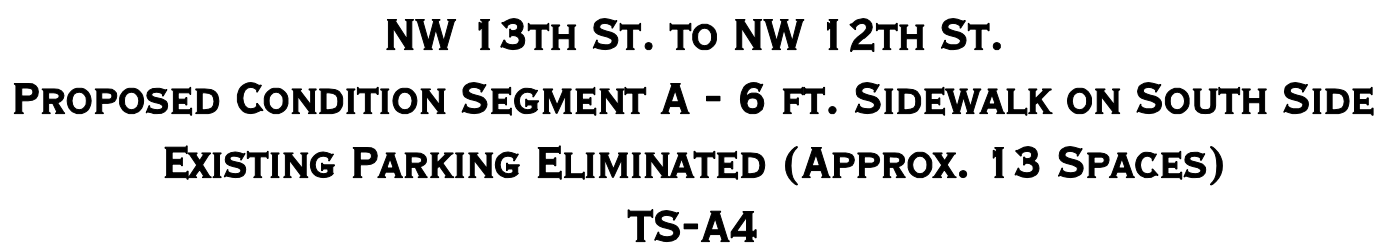
MATTHEW C. HERRMANN
FLORIDA P.E.# 57146



NW 13TH ST. TO NW 12TH ST.
PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON NORTH SIDE
WITH EASEMENT
TS-A2



NW 13TH ST. TO NW 12TH ST.
PROPOSED CONDITION SEGMENT A - 6 FT. SIDEWALK ON NORTH SIDE
WITH EASEMENT
TS-A1

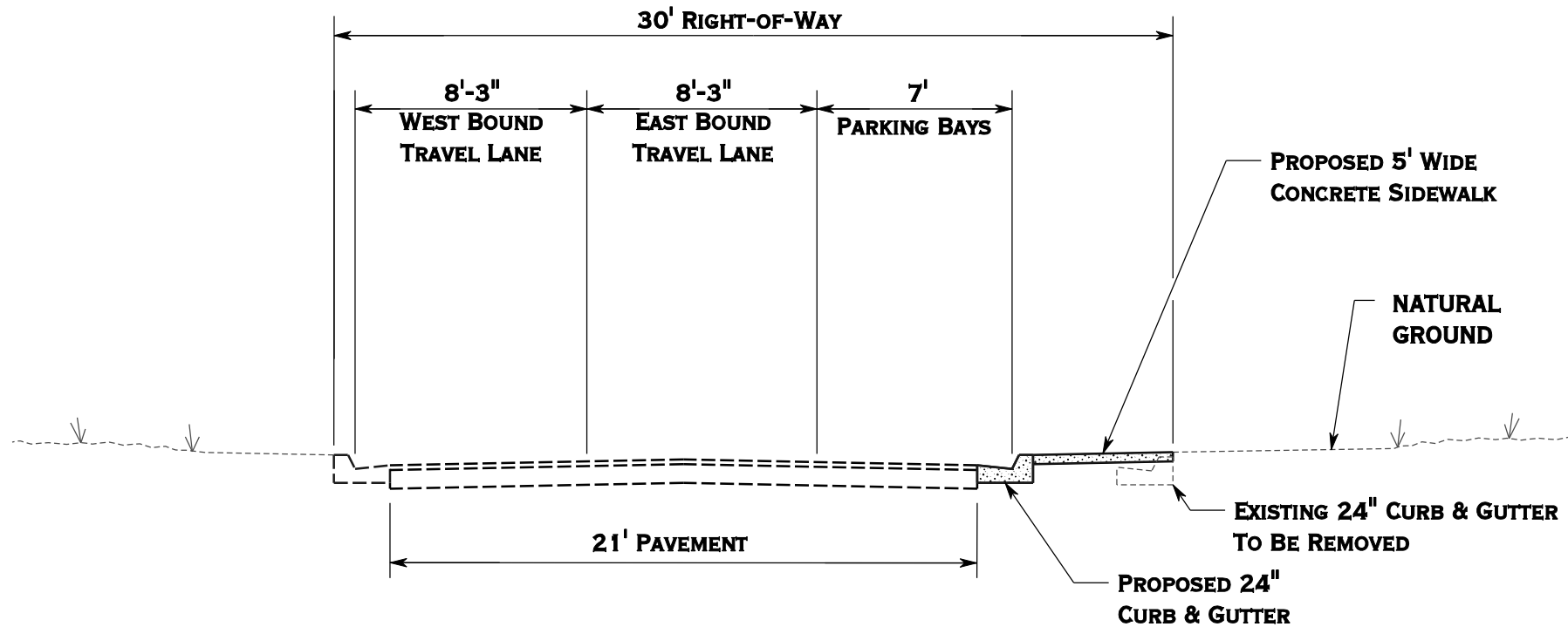


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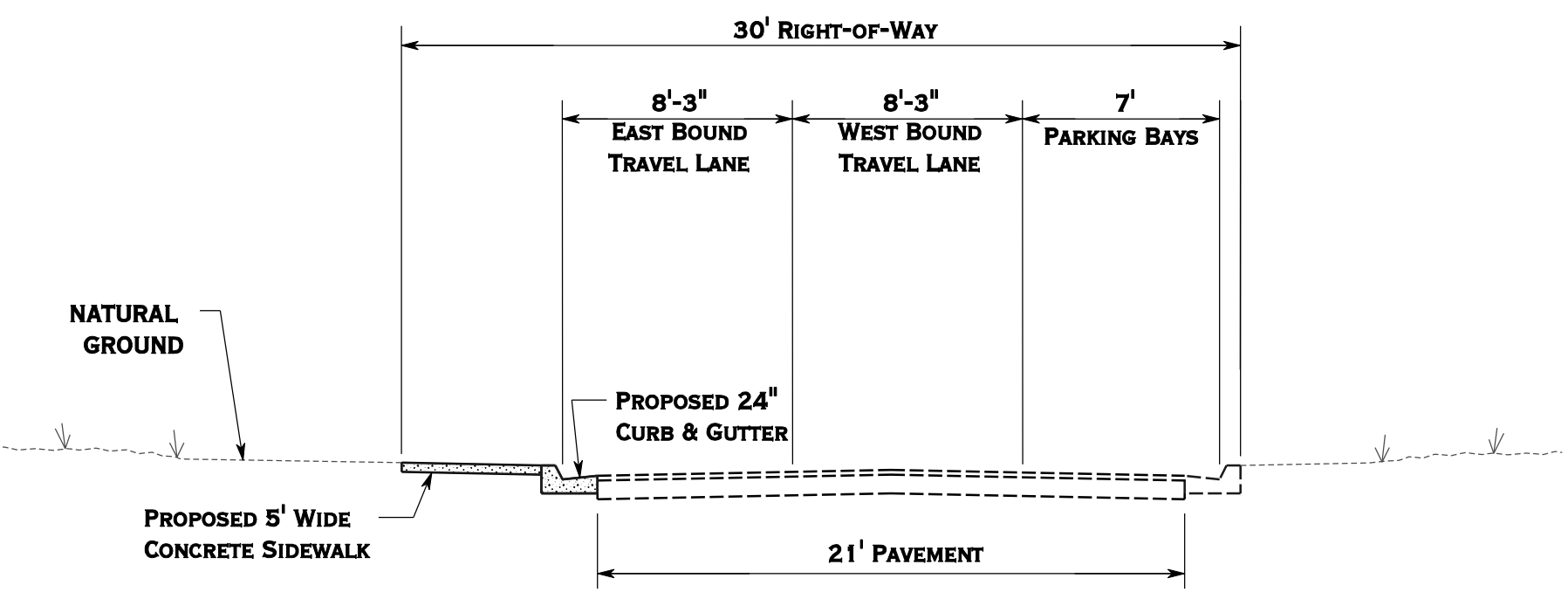
PROJECT NO.	2013.4	DATE:	1-23-14	NO.	DATE:	BY	CHK.	REVISION DESCRIPTION

APPROVED BY:	MATTHEW C. HERMANN	FLORIDA P.E.# 57146
--------------	--------------------	---------------------

SCALE: 1" = 6'



NW 13TH ST. TO NW 12TH ST.
PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON SOUTH SIDE
EXISTING PARKING MAINTAINED
TS-A6

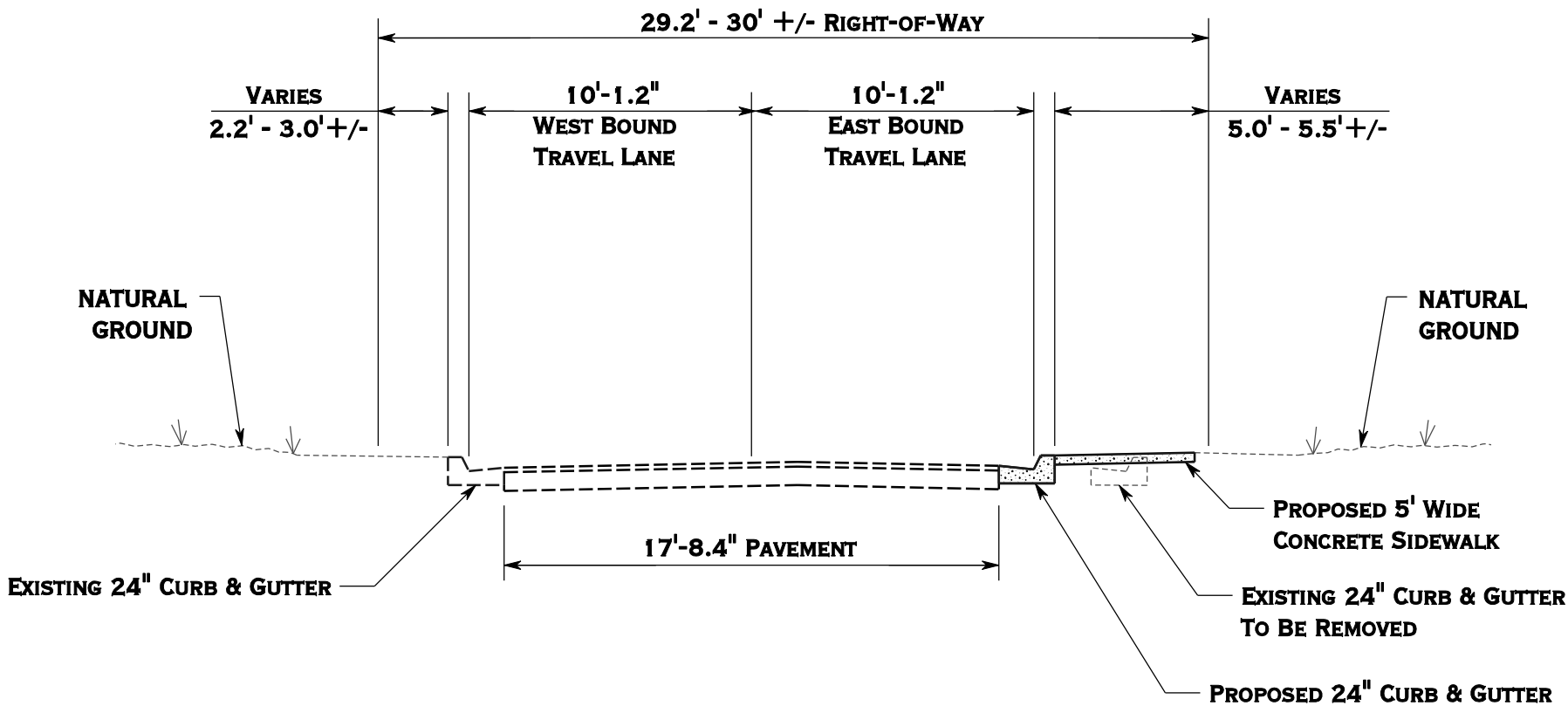


NW 13TH ST. TO NW 12TH ST.
PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON NORTH SIDE
EXISTING PARKING MAINTAINED
TS-A5

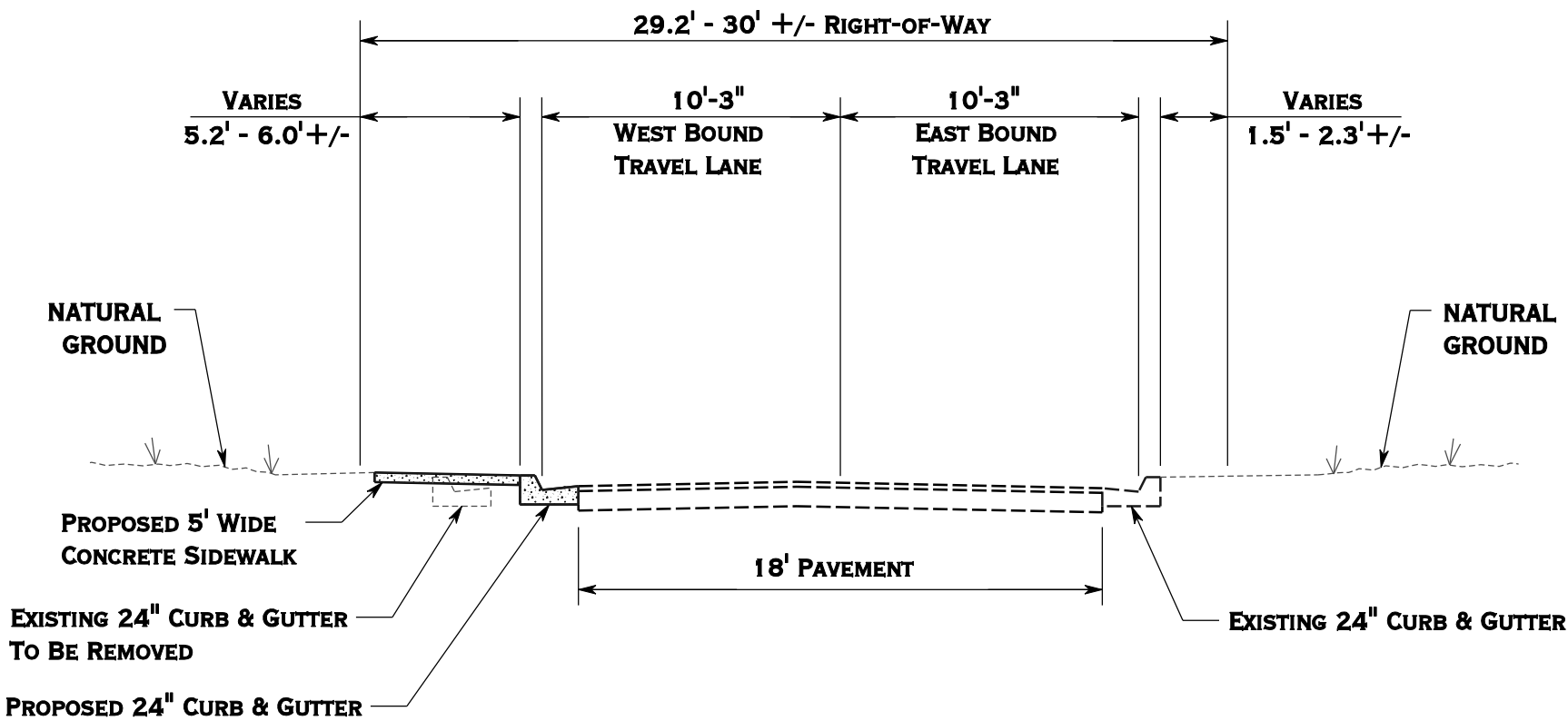
PROJECT NO.	
DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:

MATTHEW C. HERMANN
FLORIDA P.E.# 57146



NW 10TH ST. TO NW 6TH ST.
PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON SOUTH SIDE
TS-B2

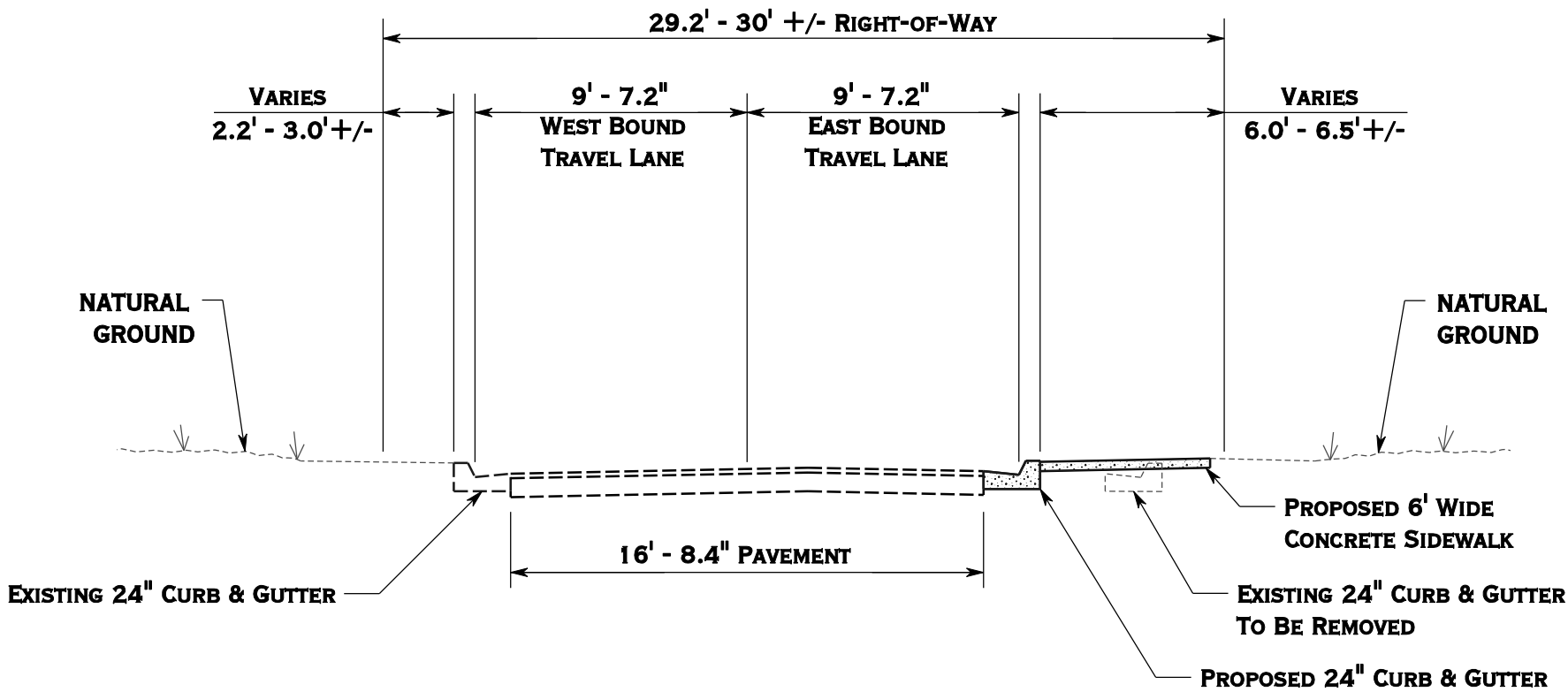


NW 10TH ST. TO NW 6TH ST.
PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON NORTH SIDE
TS-B1

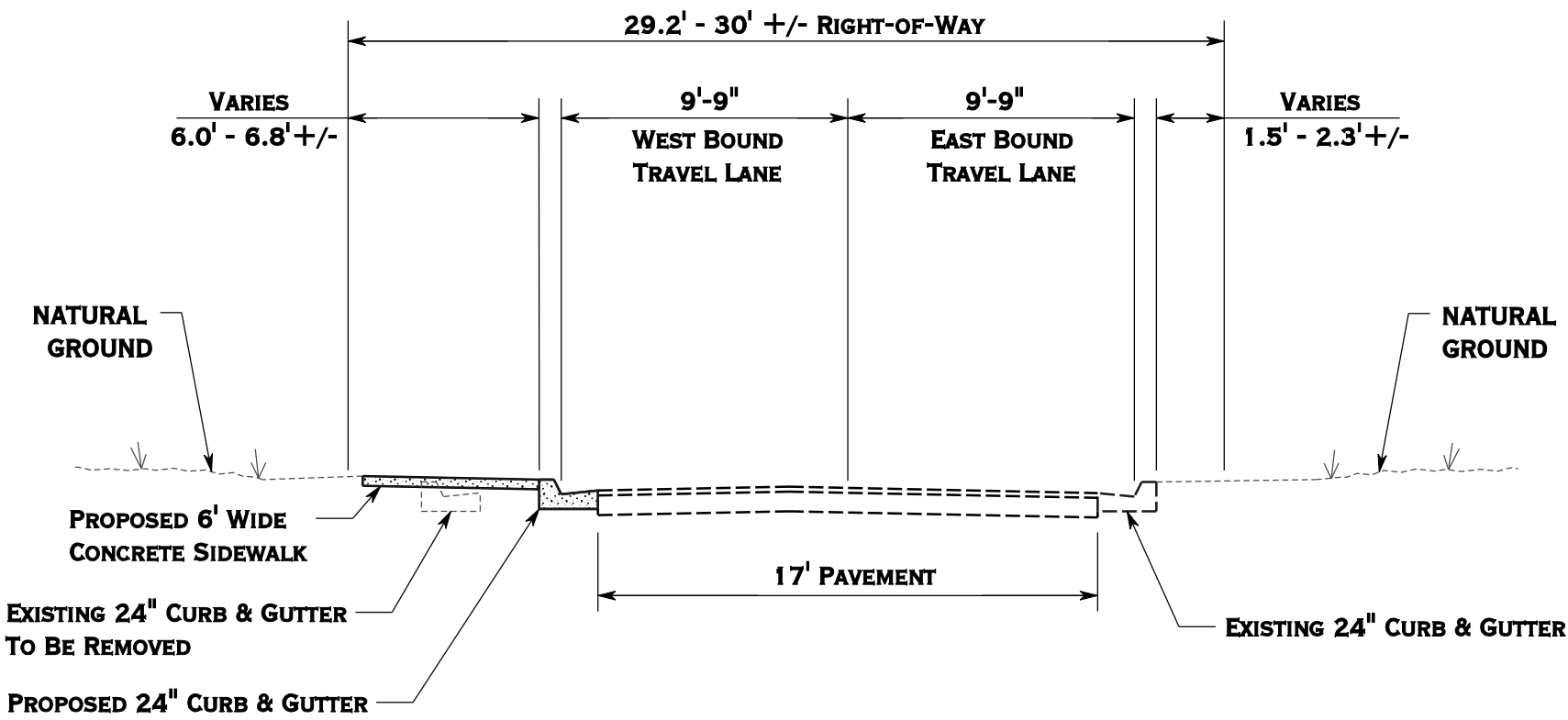
PROJECT NO.	
DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:

MATTHEW C. HERRMANN
FLORIDA P.E.# 57146



NW 10TH ST. TO NW 6TH ST.
PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON SOUTH SIDE
TS-B4



NW 10TH ST. TO NW 6TH ST.
PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON NORTH SIDE
TS-B3

PROJECT NO.	
DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:	
MATTHEW C. HERRMANN FLORIDA P.E.# 57146	

0
3
6
FEET

SCALE: 1" = 6'

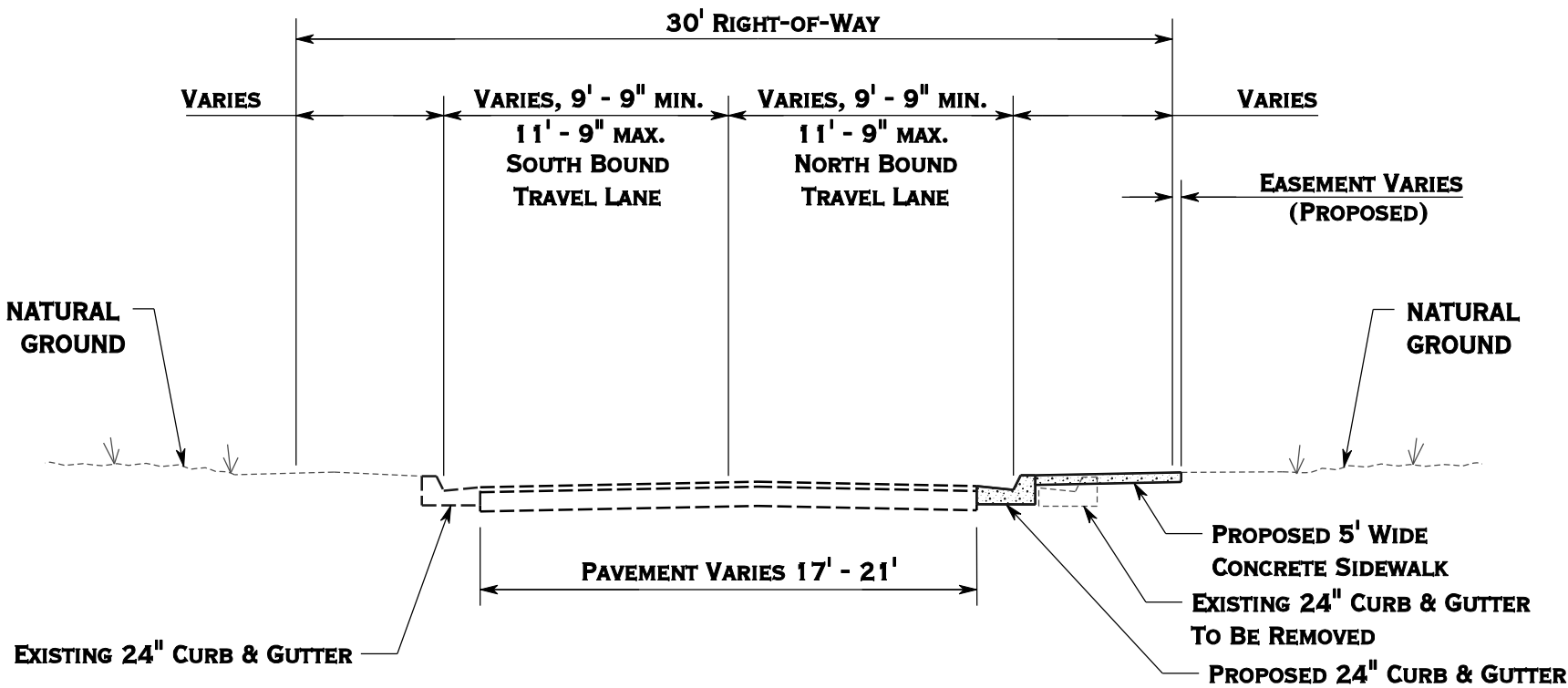
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GAINESSVILLE COMMUNITY
REDEVELOPMENT AGENCY

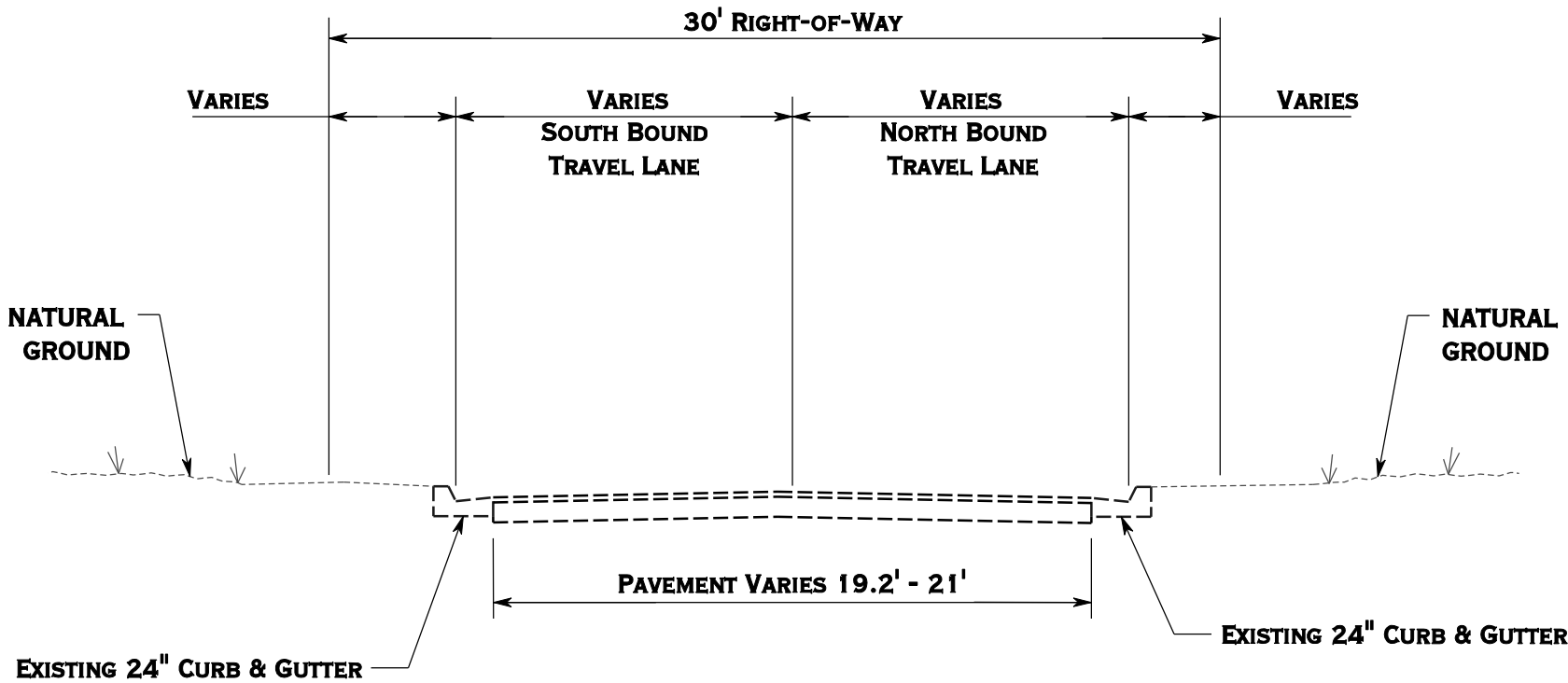
NW 8TH ST. SIDEWALK
TYPICAL SECTIONS

T-7

SHEET NUMBER



NW 8TH ST. NORTH OF NW 3RD AVE.
PROPOSED CONDITION SEGMENT C - 5 FT. SIDEWALK ON EAST SIDE
TS-C1



NW 8TH ST. NORTH OF NW 3RD AVE.
EXISTING CONDITION
TS-E4

PROJECT NO.	
DATE:	2013.4
NO.	
DATE:	
BY	
CHK.	
REVISION DESCRIPTION	

APPROVED BY:	
MATTHEW C. HERRMANN	
FLORIDA P.E.# 57146	



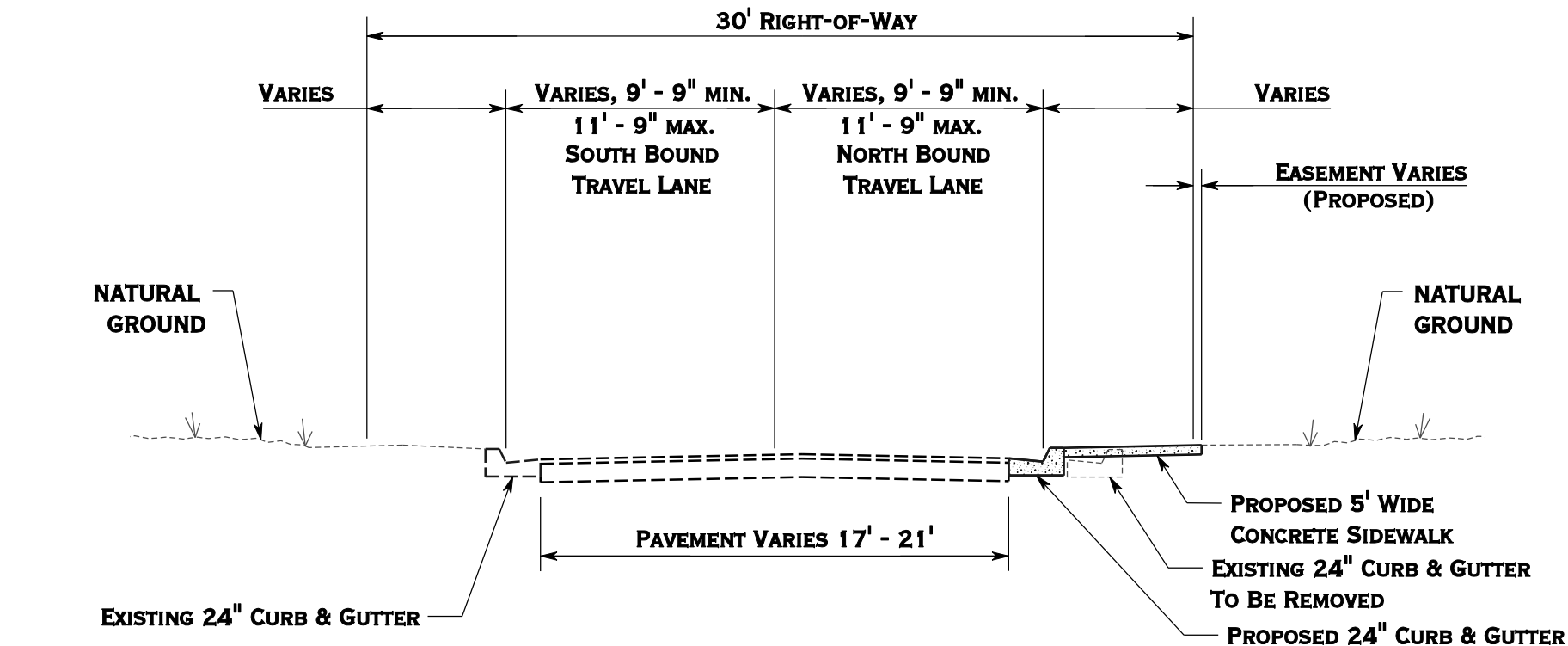
GAINESVILLE COMMUNITY
REDEVELOPMENT AGENCY

RECOMMENDED
TYPICAL SECTIONS

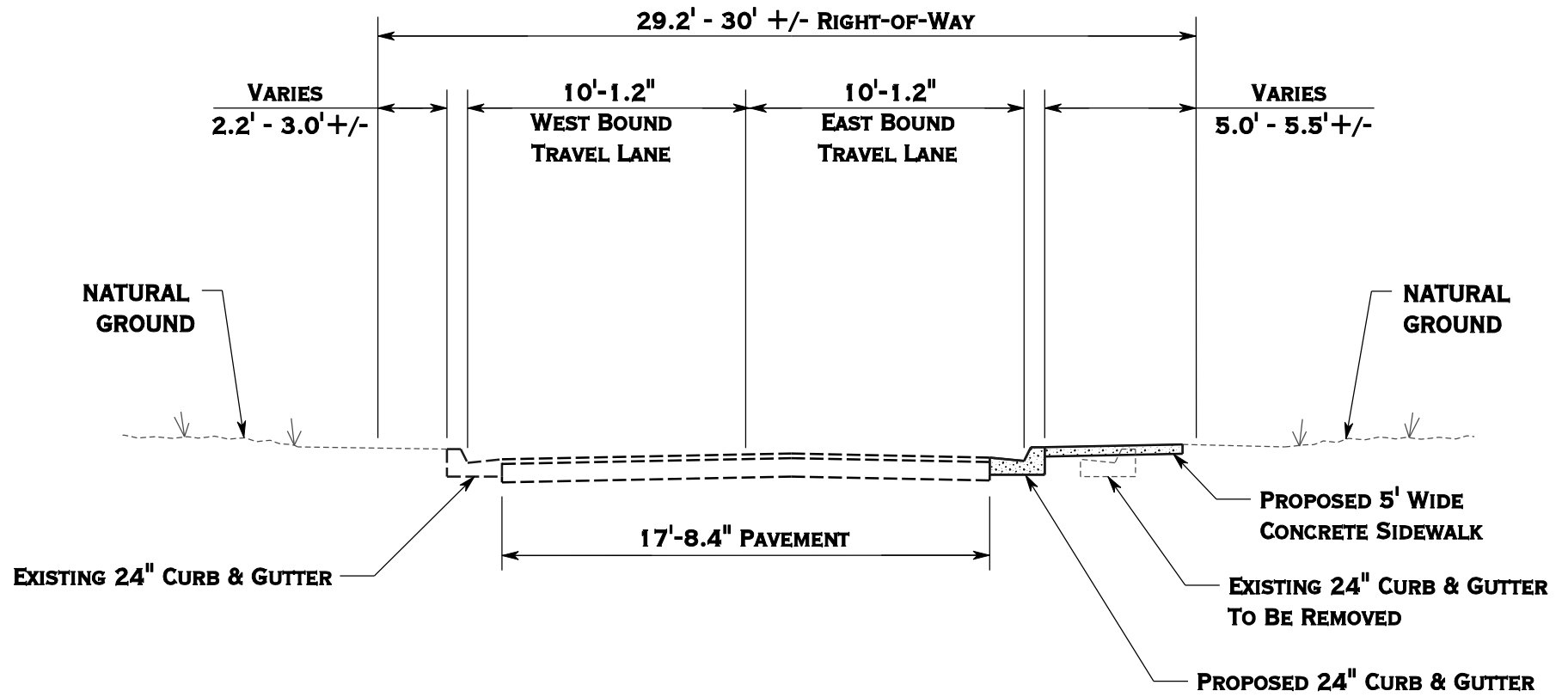
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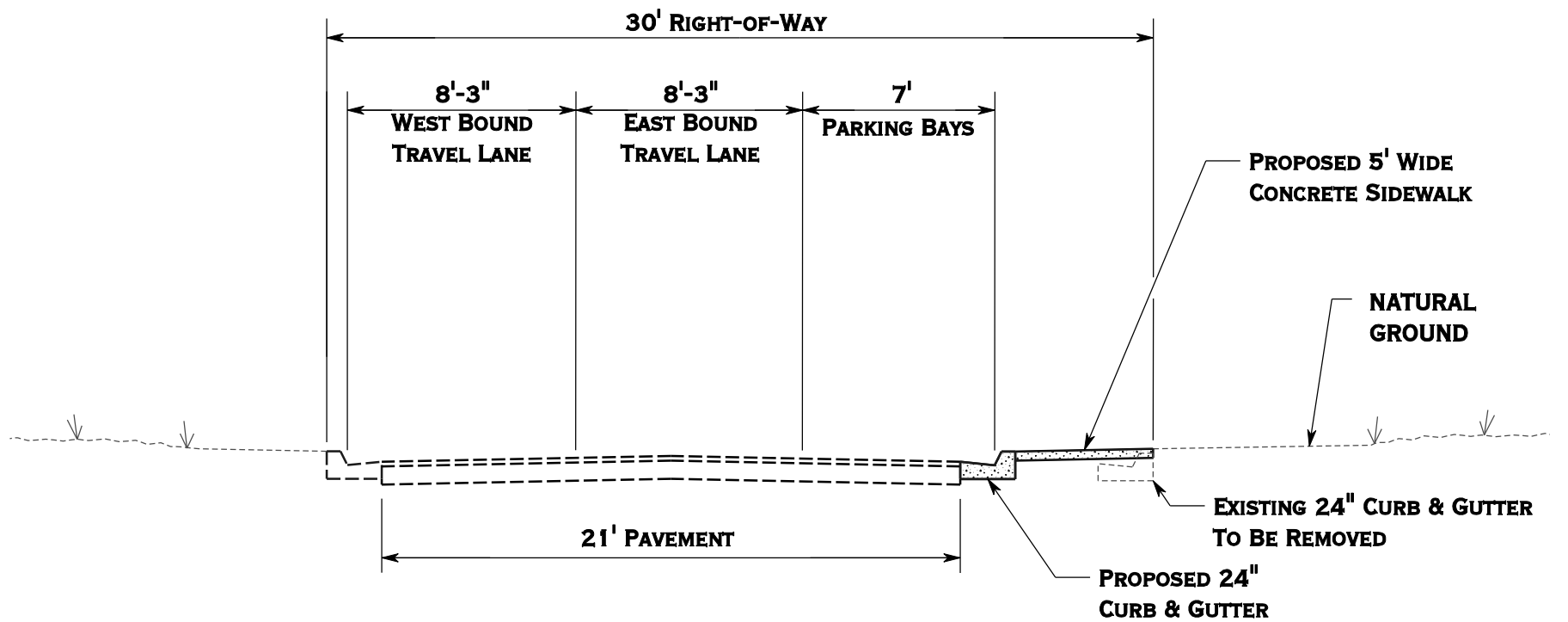
NOT FOR CONSTRUCTION



NW 8TH ST. NORTH OF NW 3RD AVE.
PROPOSED CONDITION SEGMENT C - 5 FT. SIDEWALK ON EAST SIDE



NW 3RD AVE. FROM NW 10TH ST. TO NW 6TH ST.
PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON SOUTH SIDE



NW 3RD AVE. FROM NW 13TH ST. TO NW 12TH ST.
PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON SOUTH SIDE
EXISTING PARKING MAINTAINED

Appendix B - **Conceptual Plan Drawings**

EASEMENT RQD. (TYP.)
6 PARCELS

ADJUST WATER METER

REMOVE LANDSCAPE

6' CONCRETE SIDEWALK (TYP.)

12' CONCRETE TURNOUT

SHELLIE COURT
PLAT BOOK C - 61

TAX PARCEL
No. 14019

TAX PARCEL
No. 14018

TAX PARCEL
No. 14017

BELLA'S S/D
PLAT BOOK C - 77
TAX PARCEL
No. 14038

TAX PARCEL
No. 14021

TAX PARCEL
No. 14020

TAX PARCEL
No. 13954-1

HICKSON REPLAT
PLAT BOOK B - 50

TAX PARCEL
No. 13966

STRINGFELLOW
PLAT BOOK A - 100

UNIVERSITY TERRACE
PLAT BOOK A -115

SEE TYPICAL SECTION
TS-A1

PROPOSED CONDITION SEGMENT A - 6 FT. SIDEWALK ON NORTH SIDE WITH EASEMENT

DRAINAGE MANHOLE #37
RIM ELEVATION = 172.60'
12" RCP SOUTHEAST INVERT = 168.00'
CURB INLET THROAT (MID POINT) ELEVATION = 171.85'

MANHOLE #36
DRAINAGE MANHOLE
RIM ELEVATION = 172.61'
12" RCP SOUTHEAST INVERT = 167.77'
CURB INLET THROAT (MID POINT) ELEVATION = 171.89'

BENCHMARK #1
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 171.46' (NAVD
88)

MANHOLE #34
SANITARY MANHOLE
RIM ELEVATION = 173.15'
10" TERRA COTTA NORTH INVERT = 161.02'
6" TERRA COTTA EAST INVERT = 161.41'
10" TERRA COTTA SOUTH INVERT = 160.98'
6" TERRA COTTA WEST INVERT = 161.29'

BENCHMARK #2
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 172.38' (NAVD 88)

MANHOLE #35
SANITARY MANHOLE
RIM ELEVATION = 171.43'
6" TERRA COTTA EAST INVERT = 167.13'

MANHOLE #55
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.18'
BOTTOM ELEVATION = 163.78'

MANHOLE #33
DRAINAGE MANHOLE
RIM ELEVATION = 172.49'
12" RCP NORTHEAST INVERT = 167.13'
18" RCP EAST INVERT = 166.01'
18" RCP SOUTH INVERT = 165.98'
12" RCP NORTHWEST INVERT = 166.98'

MCH Engineering
15 SE 8TH STREET GAINESVILLE FL 32601 PH (352) 359-6527
CERTIFICATE OF AUTHORIZATION No. 29608

PROJECT NO.
2013.4
DATE:
12-4-13

No. DATE: BY CHK.

REVISION DESCRIPTION

APPROVED BY:

MATTHEW C. HERRMANN
FLORIDA P.E.# 57146

0 15 30
FEET
SCALE: 1" = 30'



GAINESVILLE COMMUNITY
REDEVELOPMENT AGENCY

NW 3RD AVE. SIDEWALK
CONCEPTUAL PLAN

SHEET NUMBER
A-1

NOT FOR CONSTRUCTION

EASEMENT RQD. (TYP.)
6 PARCELS

ADJUST WATER METER

REMOVE LANDSCAPE

5' CONCRETE SIDEWALK (TYP.)

12' CONCRETE TURNOUT

SHELLIE COURT
PLAT BOOK C - 61

TAX PARCEL
No. 14019

TAX PARCEL
No. 14018

TAX PARCEL
No. 14017

BELLA'S S/D
PLAT BOOK C - 77
TAX PARCEL
No. 14038

TAX PARCEL
No. 14021

TAX PARCEL
No. 14020

TAX PARCEL
No. 13954-1

HICKSON REPLAT
PLAT BOOK B - 50

TAX PARCEL
No. 13966

STRINGFELLOW
PLAT BOOK A - 100

UNIVERSITY TERRACE
PLAT BOOK A -115

SEE TYPICAL SECTION
TS-A2

PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON NORTH SIDE WITH EASEMENT

DRAINAGE MANHOLE #37
RIM ELEVATION = 172.60'
12" RCP SOUTHEAST INVERT = 168.00'
CURB INLET THROAT (MID POINT) ELEVATION = 171.85'

MANHOLE #36
DRAINAGE MANHOLE
RIM ELEVATION = 172.61'
12" RCP SOUTHEAST INVERT = 167.77'
CURB INLET THROAT (MID POINT) ELEVATION = 171.89'

BENCHMARK #1
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 171.46' (NAVD
88)

MANHOLE #34
SANITARY MANHOLE
RIM ELEVATION = 173.15'
10" TERRA COTTA NORTH INVERT = 161.02'
6" TERRA COTTA EAST INVERT = 161.41'
10" TERRA COTTA SOUTH INVERT = 160.98'
6" TERRA COTTA WEST INVERT = 161.29'

BENCHMARK #2
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 172.38' (NAVD 88)

MANHOLE #35
SANITARY MANHOLE
RIM ELEVATION = 171.43'
6" TERRA COTTA EAST INVERT = 167.13'

MANHOLE #55
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.18'
BOTTOM ELEVATION = 163.78'

MANHOLE #33
DRAINAGE MANHOLE
RIM ELEVATION = 172.49'
12" RCP NORTHEAST INVERT = 167.13'
18" RCP EAST INVERT = 166.01'
18" RCP SOUTH INVERT = 165.98'
12" RCP NORTHWEST INVERT = 166.98'

MCH Engineering
15 SE 8TH STREET GAINESVILLE FL 32601 PH (352) 359-6527
CERTIFICATE OF AUTHORIZATION No. 29608

PROJECT NO.
2013.4
DATE:
12-4-13

No.	DATE:	BY	CHK.	REVISION DESCRIPTION

APPROVED BY:
MATTHEW C. HERRMANN
FLORIDA P.E.# 57146

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FEET
SCALE: 1" = 30'

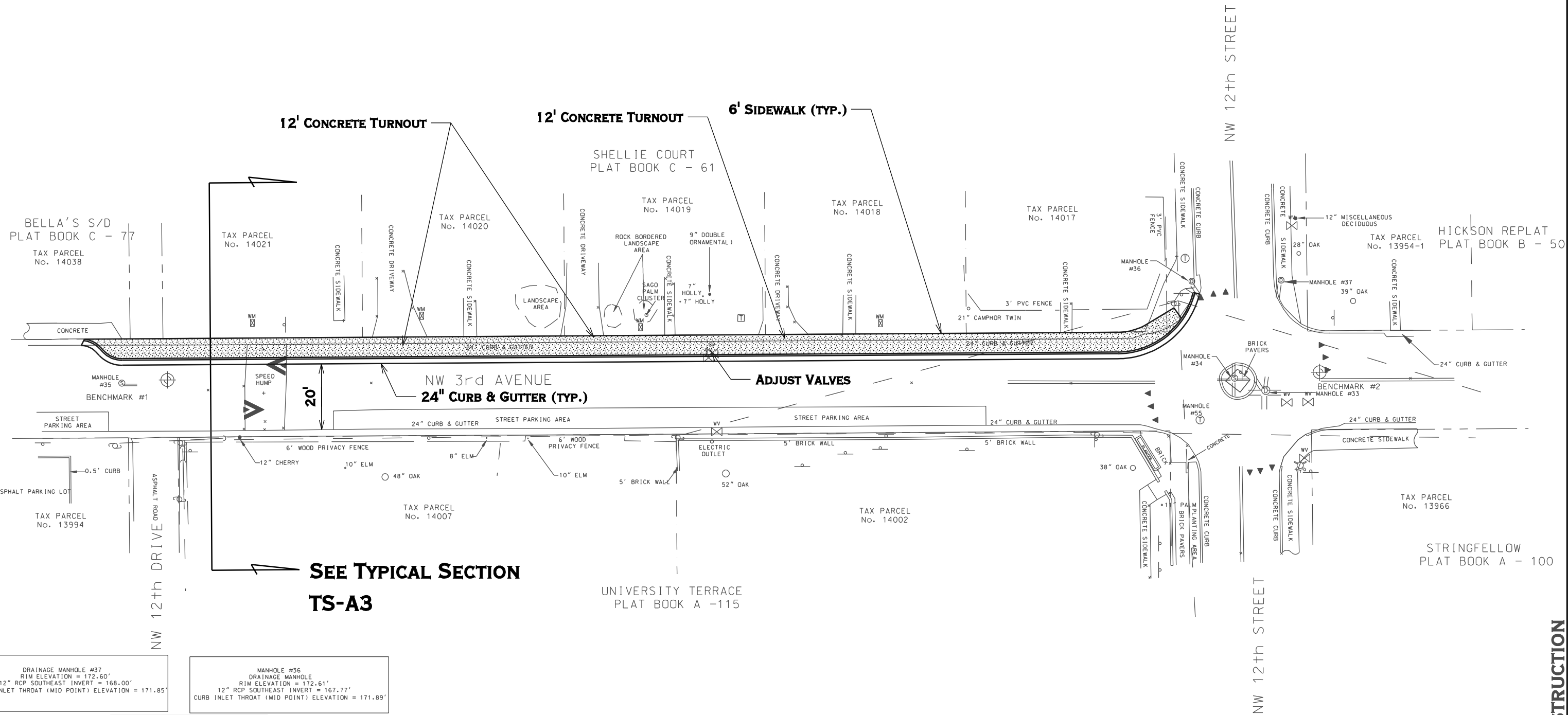


GAINESVILLE COMMUNITY
REDEVELOPMENT AGENCY

NW 3RD AVE. SIDEWALK
CONCEPTUAL PLAN

SHEET NUMBER
A-2

NOT FOR CONSTRUCTION



DRAINAGE MANHOLE #37
RIM ELEVATION = 172.60'
12" RCP SOUTHEAST INVERT = 168.00'
CURB INLET THROAT (MID POINT) ELEVATION = 171.85'

MANHOLE #36
DRAINAGE MANHOLE
RIM ELEVATION = 172.61'
12" RCP SOUTHEAST INVERT = 167.77'
CURB INLET THROAT (MID POINT) ELEVATION = 171.89'

BENCHMARK #1
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 171.46' (NAVD 88)

MANHOLE #34
SANITARY MANHOLE
RIM ELEVATION = 173.15'
10" TERRA COTTA NORTH INVERT = 161.02'
6" TERRA COTTA EAST INVERT = 161.41'
10" TERRA COTTA SOUTH INVERT = 160.98'
6" TERRA COTTA WEST INVERT = 161.29'

BENCHMARK #2
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 172.38' (NAVD 88)

MANHOLE #35
SANITARY MANHOLE
RIM ELEVATION = 171.43'
6" TERRA COTTA EAST INVERT = 167.13'

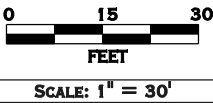
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COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.18'
BOTTOM ELEVATION = 163.78'

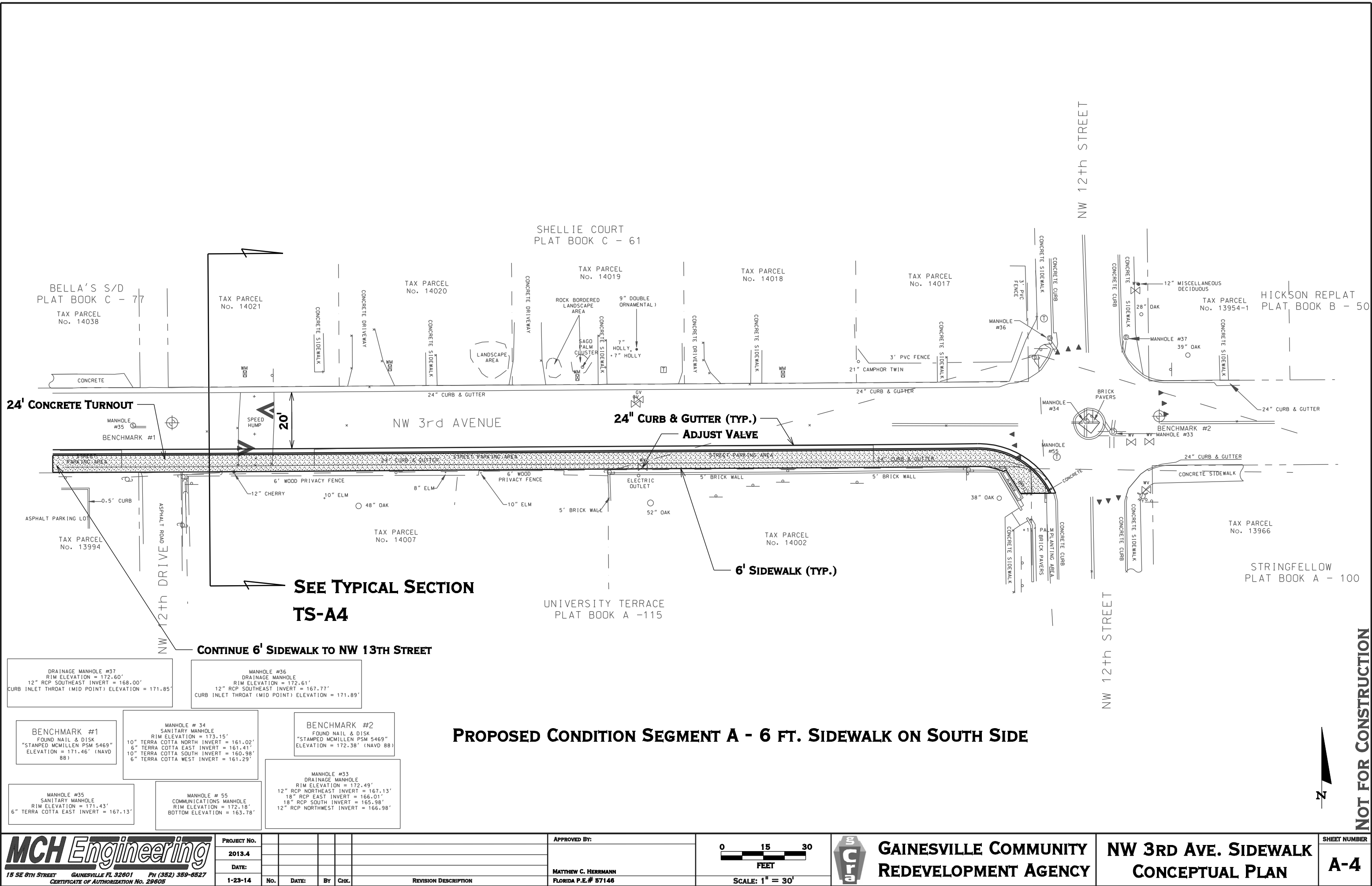
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DRAINAGE MANHOLE
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12" RCP NORTHEAST INVERT = 167.13'
18" RCP EAST INVERT = 166.01'
18" RCP SOUTH INVERT = 165.98'
12" RCP NORTHWEST INVERT = 166.98'

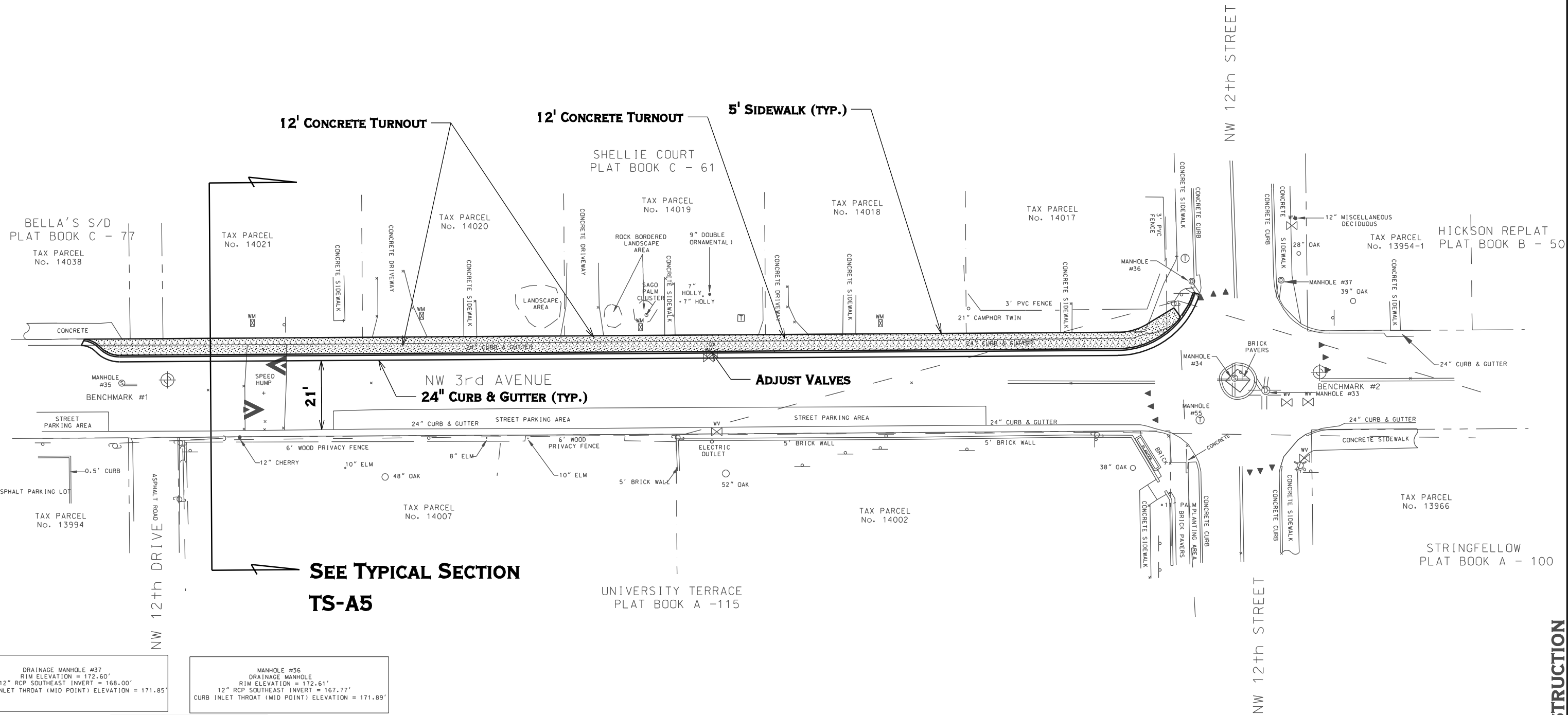
PROPOSED CONDITION SEGMENT A - 6 FT. SIDEWALK ON NORTH SIDE

PROJECT NO.					
2013.4					
DATE:					
1-23-14	NO.	DATE:	BY	CHK.	REVISION DESCRIPTION

APPROVED BY:
MATTHEW C. HERRMANN
FLORIDA P.E.# 57146







DRAINAGE MANHOLE #37
RIM ELEVATION = 172.60'
12" RCP SOUTHEAST INVERT = 168.00'
CURB INLET THROAT (MID POINT) ELEVATION = 171.85'

MANHOLE #36
DRAINAGE MANHOLE
RIM ELEVATION = 172.61'
12" RCP SOUTHEAST INVERT = 167.77'
CURB INLET THROAT (MID POINT) ELEVATION = 171.89'

BENCHMARK #1
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 171.46' (NAVD 88)

MANHOLE #34
SANITARY MANHOLE
RIM ELEVATION = 173.15'
10" TERRA COTTA NORTH INVERT = 161.02'
6" TERRA COTTA EAST INVERT = 161.41'
10" TERRA COTTA SOUTH INVERT = 160.98'
6" TERRA COTTA WEST INVERT = 161.29'

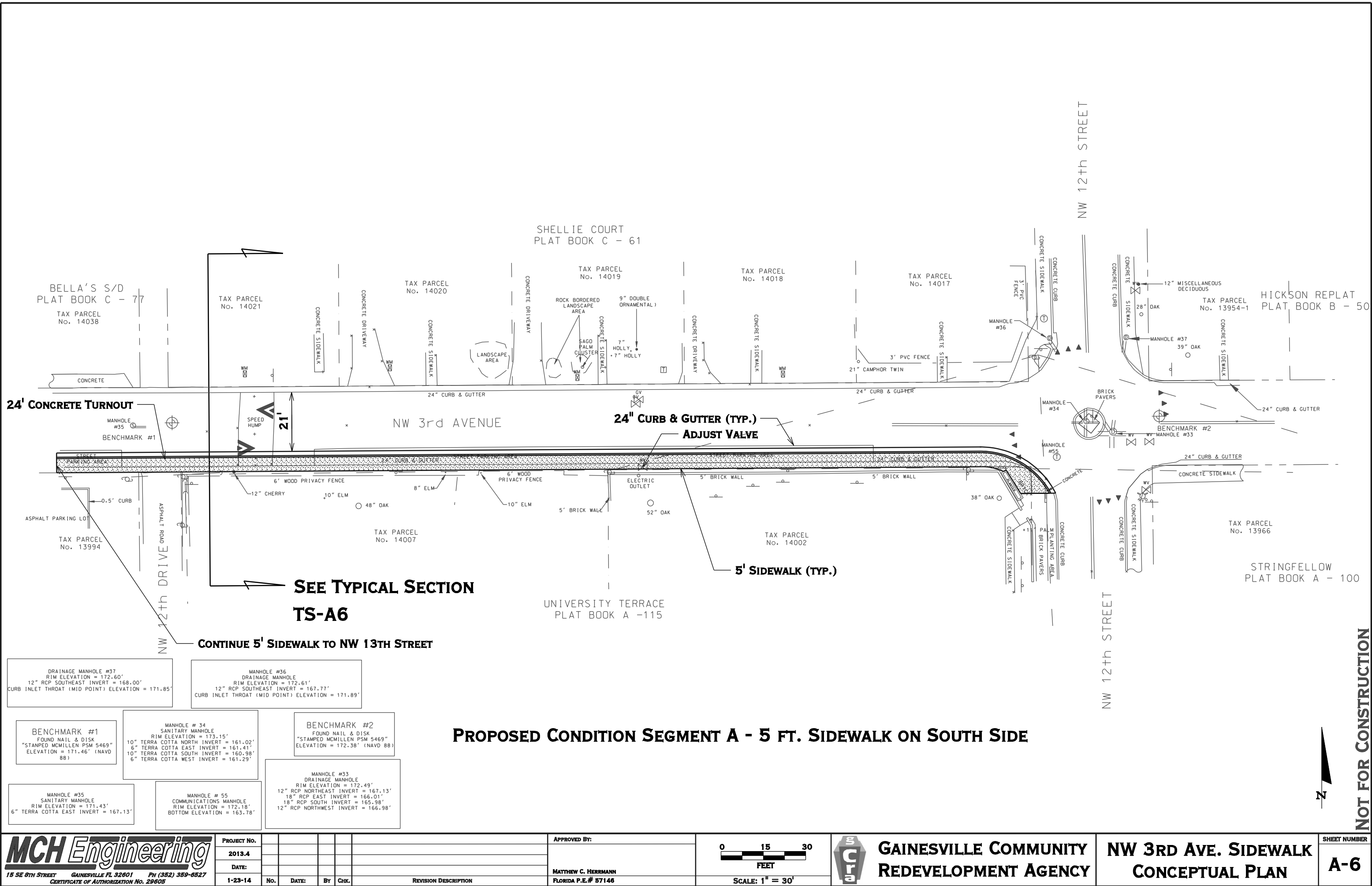
BENCHMARK #2
FOUND NAIL & DISK
"STAMPED MCILLEN PSM 5469"
ELEVATION = 172.38' (NAVD 88)

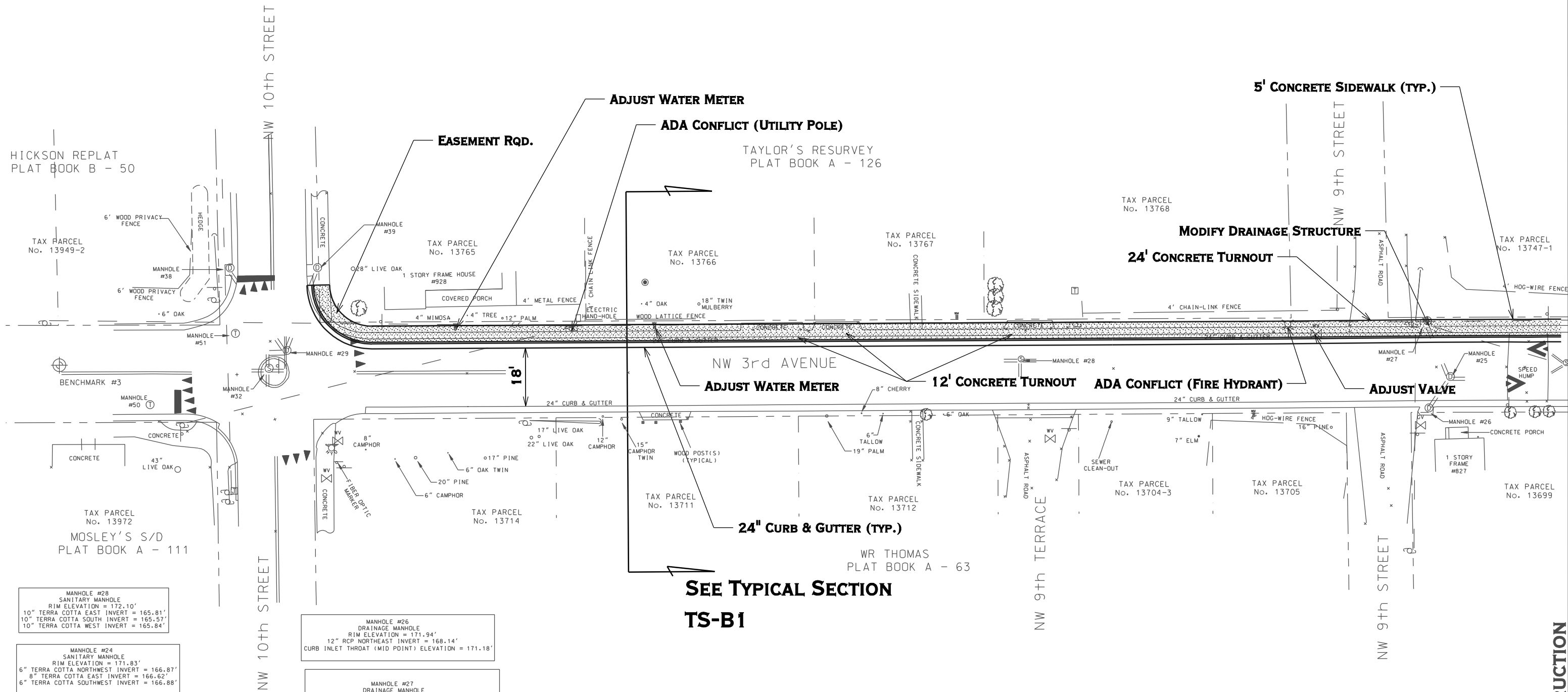
MANHOLE #35
SANITARY MANHOLE
RIM ELEVATION = 171.43'
6" TERRA COTTA EAST INVERT = 167.13'

MANHOLE #55
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.18'
BOTTOM ELEVATION = 163.78'

MANHOLE #33
DRAINAGE MANHOLE
RIM ELEVATION = 172.49'
12" RCP NORTHEAST INVERT = 167.13'
18" RCP EAST INVERT = 166.01'
18" RCP SOUTH INVERT = 165.98'
12" RCP NORTHWEST INVERT = 166.98'

PROPOSED CONDITION SEGMENT A - 5 FT. SIDEWALK ON NORTH SIDE





MANHOLE #28
SANITARY MANHOLE
RIM ELEVATION = 172.10'
10" TERRA COTTA EAST INVERT = 165.81'
10" TERRA COTTA SOUTH INVERT = 165.57'
10" TERRA COTTA WEST INVERT = 165.84'

MANHOLE #24
SANITARY MANHOLE
RIM ELEVATION = 171.83'
6" TERRA COTTA NORTHWEST INVERT = 166.87'
8" TERRA COTTA EAST INVERT = 166.62'
6" TERRA COTTA SOUTHWEST INVERT = 166.88'

MANHOLE #51
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.81'
BOTTOM ELEVATION = 165.31'

MANHOLE #50
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.32'
BOTTOM ELEVATION = 163.79'

MANHOLE #32
SANITARY MANHOLE
RIM ELEVATION = 172.10'
10" TERRA COTTA NORTH INVERT = 164.36'
10" TERRA COTTA EAST INVERT = 164.86'
10" TERRA COTTA SOUTH INVERT = 164.34'
10" TERRA COTTA WEST INVERT = 164.84'

BENCHMARK #3
NAIL AND DISK
STAMPED "O.S.I. BENCHMARK"
ELEVATION = 172.47' (NAVD 88)

MANHOLE #26
DRAINAGE MANHOLE
RIM ELEVATION = 171.94'
12" RCP NORTHEAST INVERT = 168.14'
CURB INLET THROAT (MID POINT) ELEVATION = 171.18'

MANHOLE #27
DRAINAGE MANHOLE
RIM ELEVATION = 172.02'
12" RCP NORTHEAST INVERT = 168.20'
CURB INLET THROAT (MID POINT) ELEVATION = 171.28'

MANHOLE #39
DRAINAGE MANHOLE
RIM ELEVATION = 172.99'
12" RCP SOUTHWEST INVERT = 170.45'
CURB INLET THROAT (MID POINT) ELEVATION = 172.37'

MANHOLE #38
DRAINAGE MANHOLE
RIM ELEVATION = 172.99'
12" RCP SOUTHEAST INVERT = 170.36'
CURB INLET THROAT (MID POINT) ELEVATION = 172.29'

MANHOLE #25
DRAINAGE MANHOLE
RIM ELEVATION = 171.82'
12" RCP NORTHWEST INVERT = 167.99'
12" RCP EAST INVERT = 167.75'
12" RCP SOUTHWEST INVERT = 167.86'

PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON NORTH SIDE

MCH Engineering
15 SE 8TH STREET GAINESVILLE FL 32601 PH (352) 359-6527
CERTIFICATE OF AUTHORIZATION No. 29608

PROJECT NO.					
2013.4					
DATE:					
12-4-13	No.	DATE:	BY	CHK.	REVISION DESCRIPTION

APPROVED BY:

MATTHEW C. HERRMANN
FLORIDA P.E.# 57146

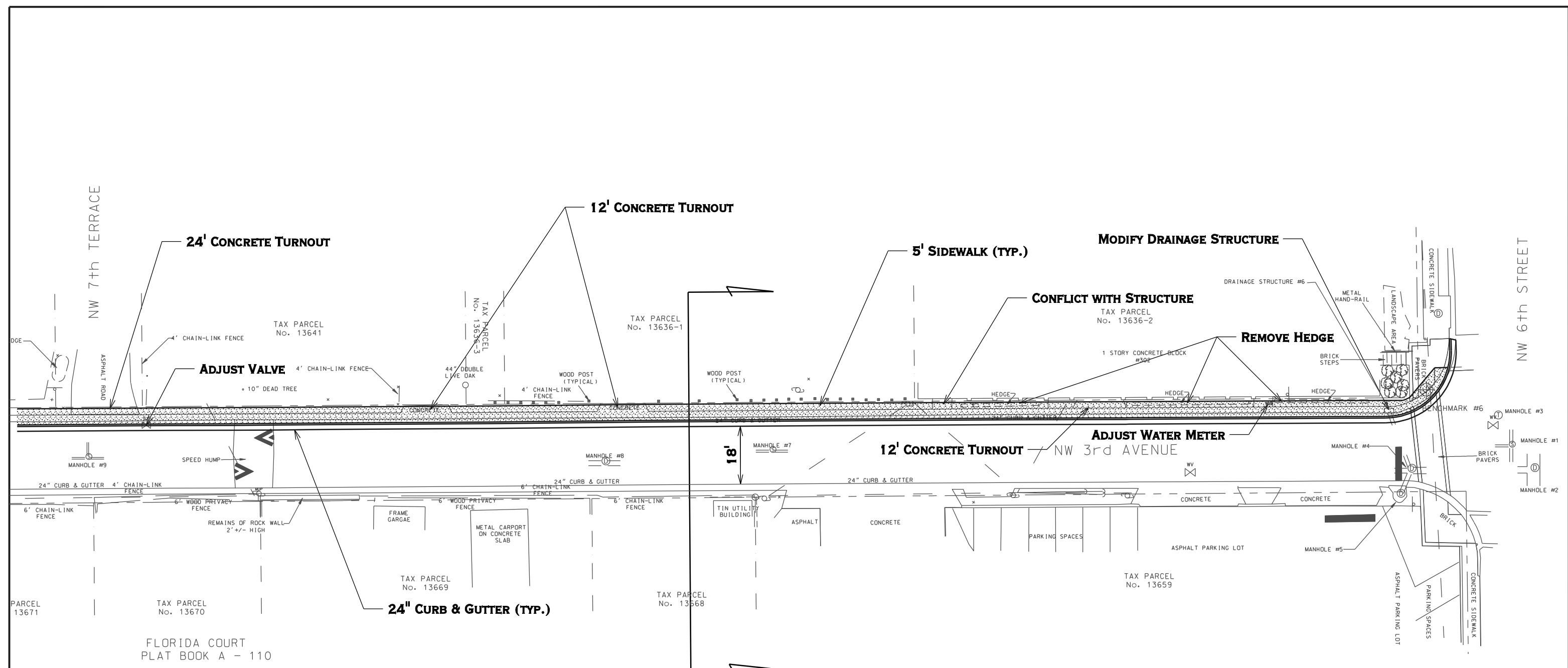
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FEET
SCALE: 1" = 30'

GAINESVILLE COMMUNITY REDEVELOPMENT AGENCY

NW 3RD AVE. SIDEWALK CONCEPTUAL PLAN

SHEET NUMBER
B-1.1

NOT FOR CONSTRUCTION



SEE TYPICAL SECTION
TS-B1

MANHOLE #9
SANITARY MANHOLE
RIM ELEVATION = 171.61'
6" TERRA COTTA NORTH INVERT = 160.09'
6" TERRA COTTA EAST INVERT = 165.73'
6" TERRA COTTA WEST INVERT = 165.70'

MANHOLE #2
DRAINAGE MANHOLE
RIM ELEVATION = 170.68'
48" RCP NORTH INVERT = 161.08'
48" RCP SOUTH INVERT = 160.88'
24" RCP WEST INVERT = 163.83'

MANHOLE #7
SANITARY MANHOLE
RIM ELEVATION = 172.09'
8" TERRA COTTA EAST INVERT = 165.66'
8" TERRA COTTA WEST INVERT = 165.67'
WESTERLY SIDE OF MANHOLE IS FILLED WITH DIRT

BENCHMARK #6
FOUND NAIL AND DISK
STAMPED "GFY LB021"
ELEVATION = 170.96 (NAVD 88)

MANHOLE #1
SANITARY MANHOLE
RIM ELEVATION = 170.78'
12" TERRA COTTA NORTH INVERT = 159.08'
12" TERRA COTTA SOUTH INVERT = 159.05'
8" TERRA COTTA WEST INVERT = 159.08'

MANHOLE #8
DRAINAGE MANHOLE
RIM ELEVATION = 172.03'
18" RCP EAST INVERT = 165.98'
18" RCP WEST INVERT = 166.20'

DRAINAGE MANHOLE #4
RIM ELEVATION = 171.01'
12" METAL PIPE NORTHWEST INVERT = 167.96'
24" RCP EAST INVERT = 164.21'
15" RCP SOUTHWEST INVERT = 167.49'
18" RCP WEST INVERT = 165.33'

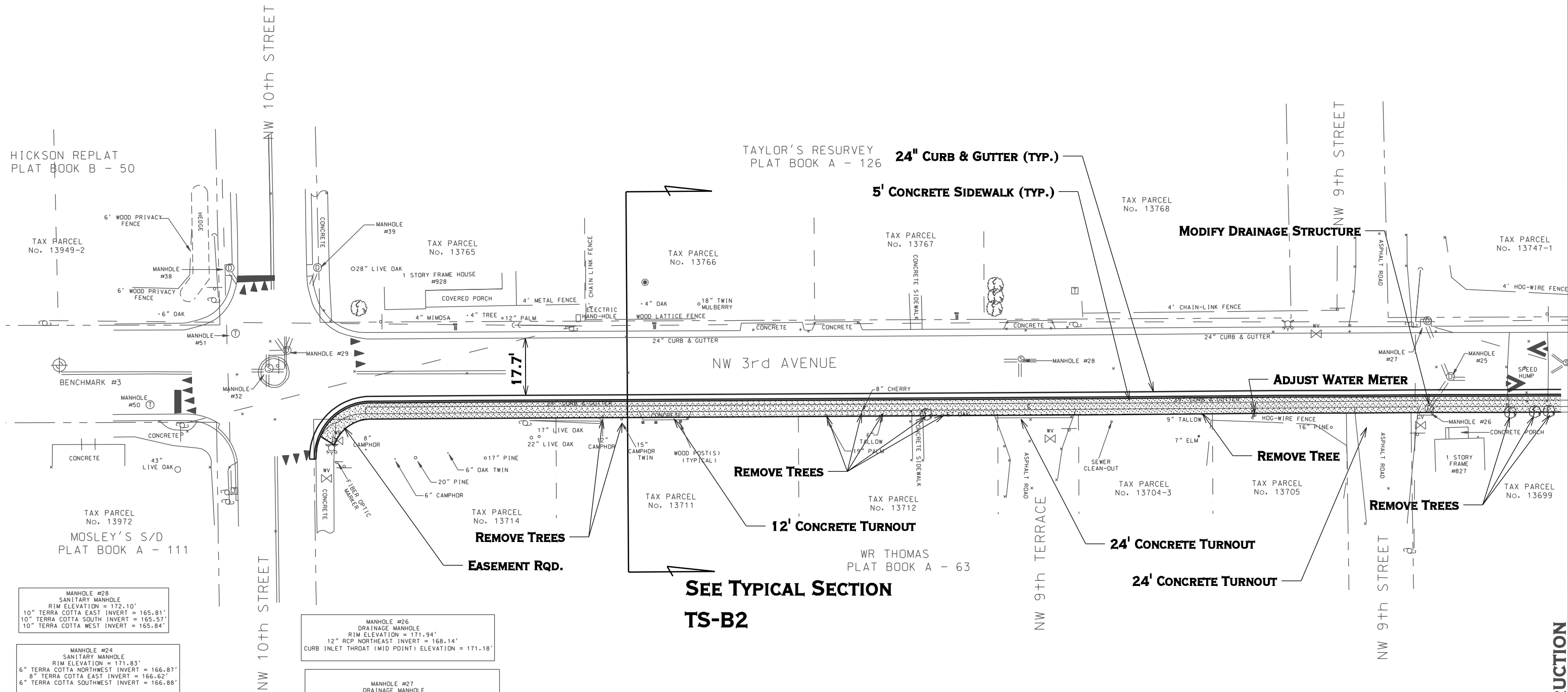
DRAINAGE STRUCTURE #6
CURB INLET
GRATE (MID POINT) ELEVATION = 170.72'
12" METAL PIPE SOUTHEAST INVERT = 168.62'

MANHOLE #3
COMMUNICATIONS MANHOLE
RIM ELEVATION = 170.72'
BOTTOM ELEVATION = 162.87'

DRAINAGE MANHOLE #5
RIM ELEVATION = 171.09'
15" RCP NORTHEAST INVERT = 167.57'
CURB INLET THROAT (MID POINT) ELEVATION = 170.37'

PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON NORTH SIDE

NOT FOR CONSTRUCTION



MANHOLE #28
SANITARY MANHOLE
RIM ELEVATION = 172.10'
10" TERRA COTTA EAST INVERT = 165.81'
10" TERRA COTTA SOUTH INVERT = 165.57'
10" TERRA COTTA WEST INVERT = 165.84'

MANHOLE #24
SANITARY MANHOLE
RIM ELEVATION = 171.83'
6" TERRA COTTA NORTHWEST INVERT = 166.87'
8" TERRA COTTA EAST INVERT = 166.62'
6" TERRA COTTA SOUTHWEST INVERT = 166.88'

MANHOLE #51
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.81'
BOTTOM ELEVATION = 165.31'

MANHOLE #50
COMMUNICATIONS MANHOLE
RIM ELEVATION = 172.32'
BOTTOM ELEVATION = 163.79'

MANHOLE #32
SANITARY MANHOLE
RIM ELEVATION = 172.10'
10" TERRA COTTA NORTH INVERT = 164.36'
10" TERRA COTTA EAST INVERT = 164.86'
10" TERRA COTTA SOUTH INVERT = 164.34'
10" TERRA COTTA WEST INVERT = 164.84'

BENCHMARK #3
NAIL AND DISK
STAMPED "O.S.I. BENCHMARK"
ELEVATION = 172.47' (NAVD 88)

MANHOLE #26
DRAINAGE MANHOLE
RIM ELEVATION = 171.94'
12" RCP NORTHEAST INVERT = 168.14'
CURB INLET THROAT (MID POINT) ELEVATION = 171.18'

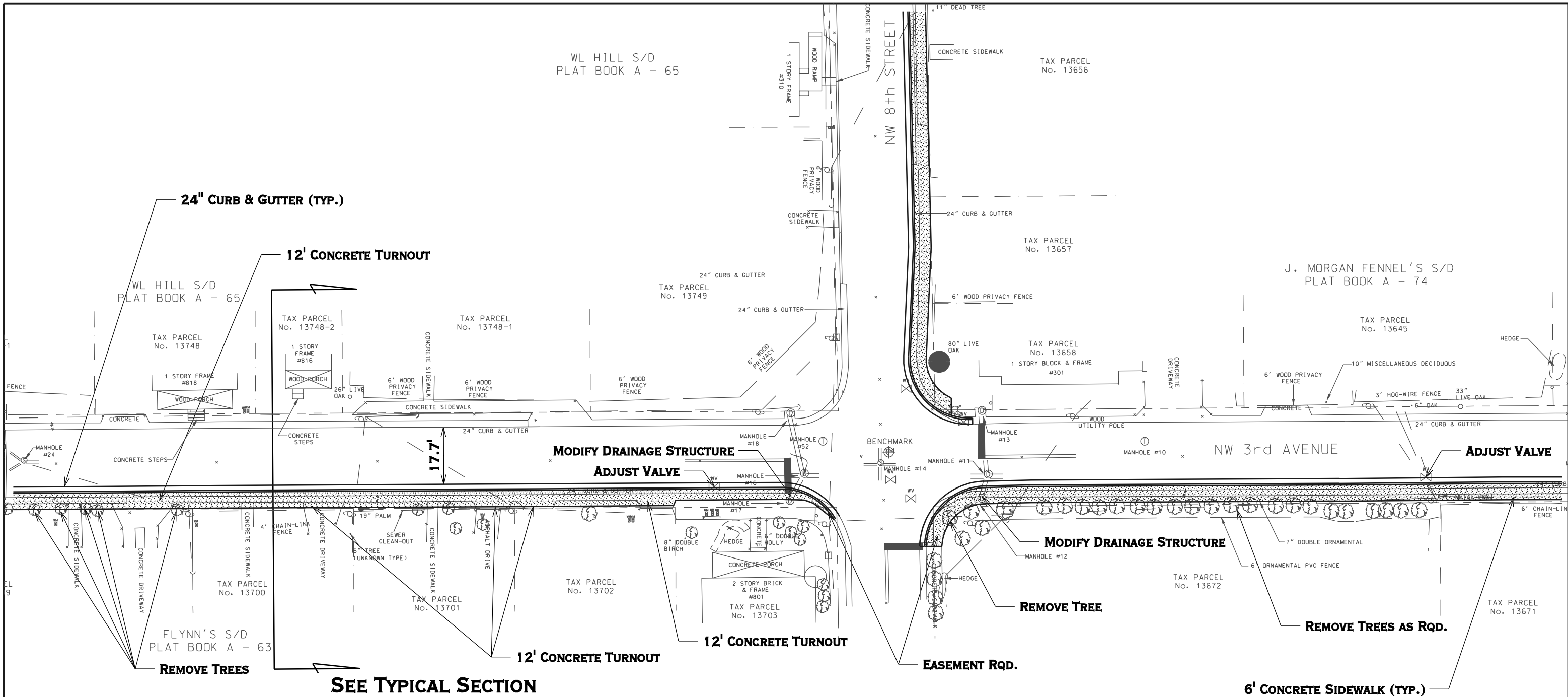
MANHOLE #27
DRAINAGE MANHOLE
RIM ELEVATION = 172.02'
12" RCP NORTHEAST INVERT = 168.20'
CURB INLET THROAT (MID POINT) ELEVATION = 171.28'

MANHOLE #39
DRAINAGE MANHOLE
RIM ELEVATION = 172.99'
12" RCP SOUTHWEST INVERT = 170.45'
CURB INLET THROAT (MID POINT) ELEVATION = 172.37'

MANHOLE #38
DRAINAGE MANHOLE
RIM ELEVATION = 172.99'
12" RCP SOUTHEAST INVERT = 170.36'
CURB INLET THROAT (MID POINT) ELEVATION = 172.29'

MANHOLE #25
DRAINAGE MANHOLE
RIM ELEVATION = 171.82'
12" RCP NORTHWEST INVERT = 167.99'
12" RCP EAST INVERT = 167.75'
12" RCP SOUTHWEST INVERT = 167.86'

PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON SOUTH SIDE



SEE TYPICAL SECTION
TS-B2

PROPOSED CONDITION SEGMENT B - 5 FT. SIDEWALK ON SOUTH SIDE

MANHOLE #17
DRAINAGE MANHOLE
RIM ELEVATION = 171.01'
15" RCP NORTH EAST INVERT = 167.76'
CURB INLET THROAT (MID POINT) ELEVATION = 170.30'

MANHOLE #12
DRAINAGE MANHOLE
RIM ELEVATION = 171.08'
15" RCP NORTH EAST INVERT = 167.14'
CURB INLET THROAT (MID POINT) ELEVATION = 170.33'

MANHOLE #13
DRAINAGE MANHOLE
RIM ELEVATION = 171.31'
15" RCP SOUTH EAST INVERT = 167.50'
CURB INLET THROAT (MID POINT) ELEVATION = 170.42'

MANHOLE #18
DRAINAGE MANHOLE
RIM ELEVATION = 171.09'
15" RCP SOUTH WEST INVERT = 167.64'
CURB INLET THROAT (MID POINT) ELEVATION = 170.39'

MANHOLE #14
SANITARY MANHOLE
RIM ELEVATION = 171.29'
10" TERRA COTTA NORTH INVERT = 162.50'
6" TERRA COTTA LOWER EAST INVERT = 162.24'
6" PVC HIGHER EAST INVERT = 166.68'
10" TERRA COTTA SOUTH INVERT = 161.64'
6" TERRA COTTA WEST INVERT = 162.06'

BENCHMARK #4
FOUND NAIL DISK
STAMPED "BL"
ELEVATION = 171.33' (NAVD
88)

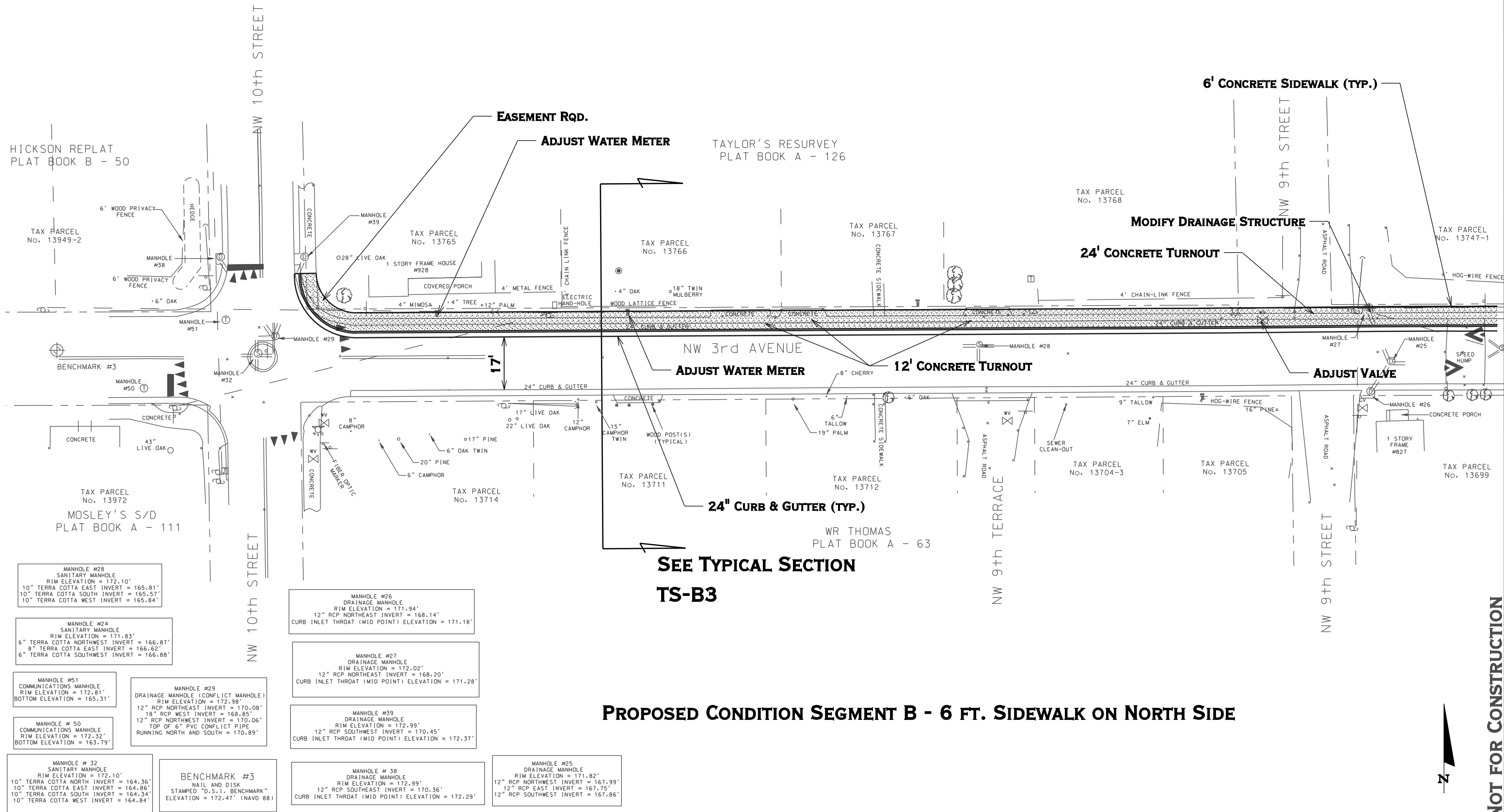
MANHOLE #10
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 158.49'

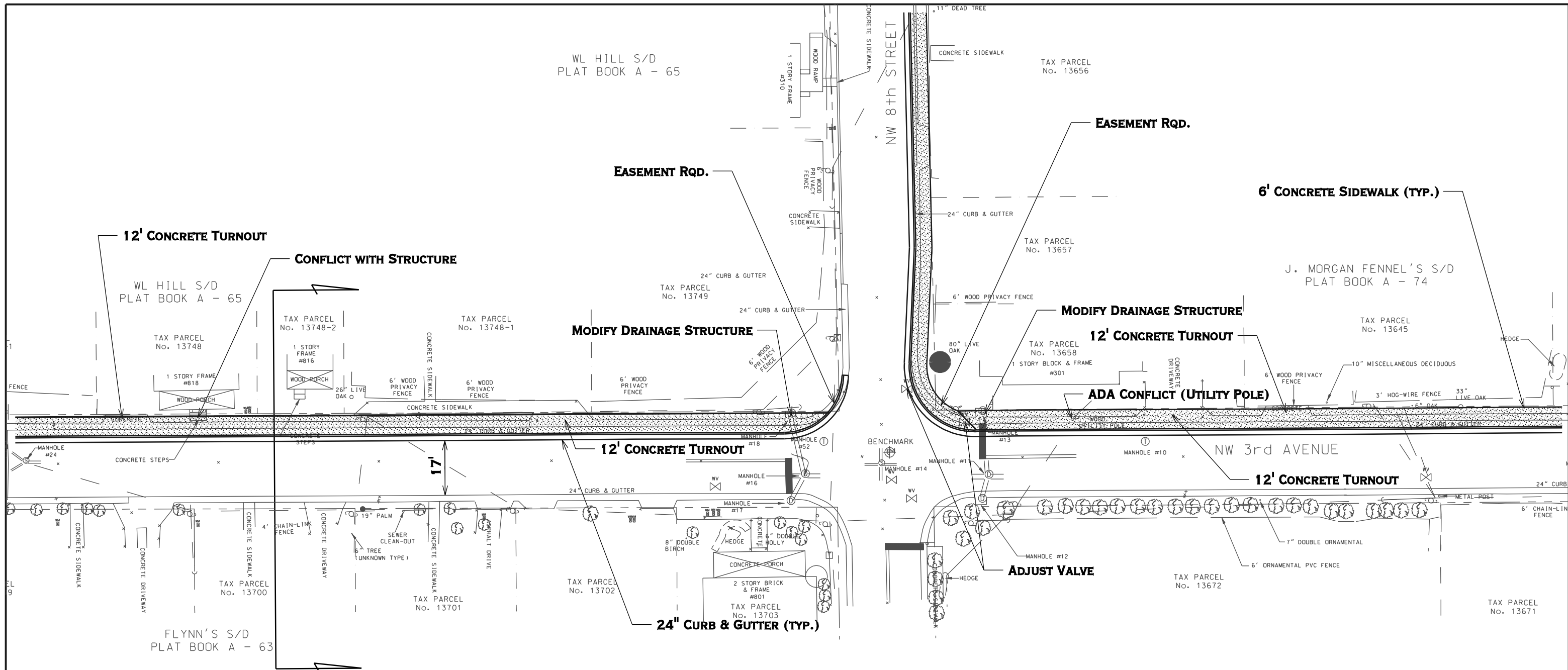
MANHOLE #52
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 162.99'

MANHOLE #16
DRAINAGE MANHOLE
RIM ELEVATION = 171.12'
15" RCP NORTH INVERT = 167.48'
15" RCP NORTH WEST INVERT = 167.47'
15" RCP SOUTH WEST INVERT = 167.71'
15" RCP WEST INVERT = 167.49'

MANHOLE #11
DRAINAGE MANHOLE
RIM ELEVATION = 171.07'
15" RCP NORTH INVERT = 167.12'
18" RCP EAST INVERT = 167.93'
15" RCP SOUTH INVERT = 168.52'
15" RCP WEST INVERT = 168.52'

NOT FOR CONSTRUCTION





SEE TYPICAL SECTION
TS-B3

PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON NORTH SIDE

MANHOLE #17
DRAINAGE MANHOLE
RIM ELEVATION = 171.01'
15" RCP NORTH EAST INVERT = 167.76'
CURB INLET THROAT (MID POINT) ELEVATION = 170.30'

MANHOLE #12
DRAINAGE MANHOLE
RIM ELEVATION = 171.08'
15" RCP NORTH EAST INVERT = 167.14'
CURB INLET THROAT (MID POINT) ELEVATION = 170.33'

MANHOLE #13
DRAINAGE MANHOLE
RIM ELEVATION = 171.31'
15" RCP SOUTH EAST INVERT = 167.50'
CURB INLET THROAT (MID POINT) ELEVATION = 170.42'

MANHOLE #18
DRAINAGE MANHOLE
RIM ELEVATION = 171.09'
15" RCP SOUTH WEST INVERT = 167.64'
CURB INLET THROAT (MID POINT) ELEVATION = 170.39'

MANHOLE #14
SANITARY MANHOLE
RIM ELEVATION = 171.29'
10" TERRA COTTA NORTH INVERT = 162.50'
6" TERRA COTTA LOWER EAST INVERT = 162.24'
6" PVC HIGHER EAST INVERT = 166.68'
10" TERRA COTTA SOUTH INVERT = 161.64'
6" TERRA COTTA WEST INVERT = 162.06'

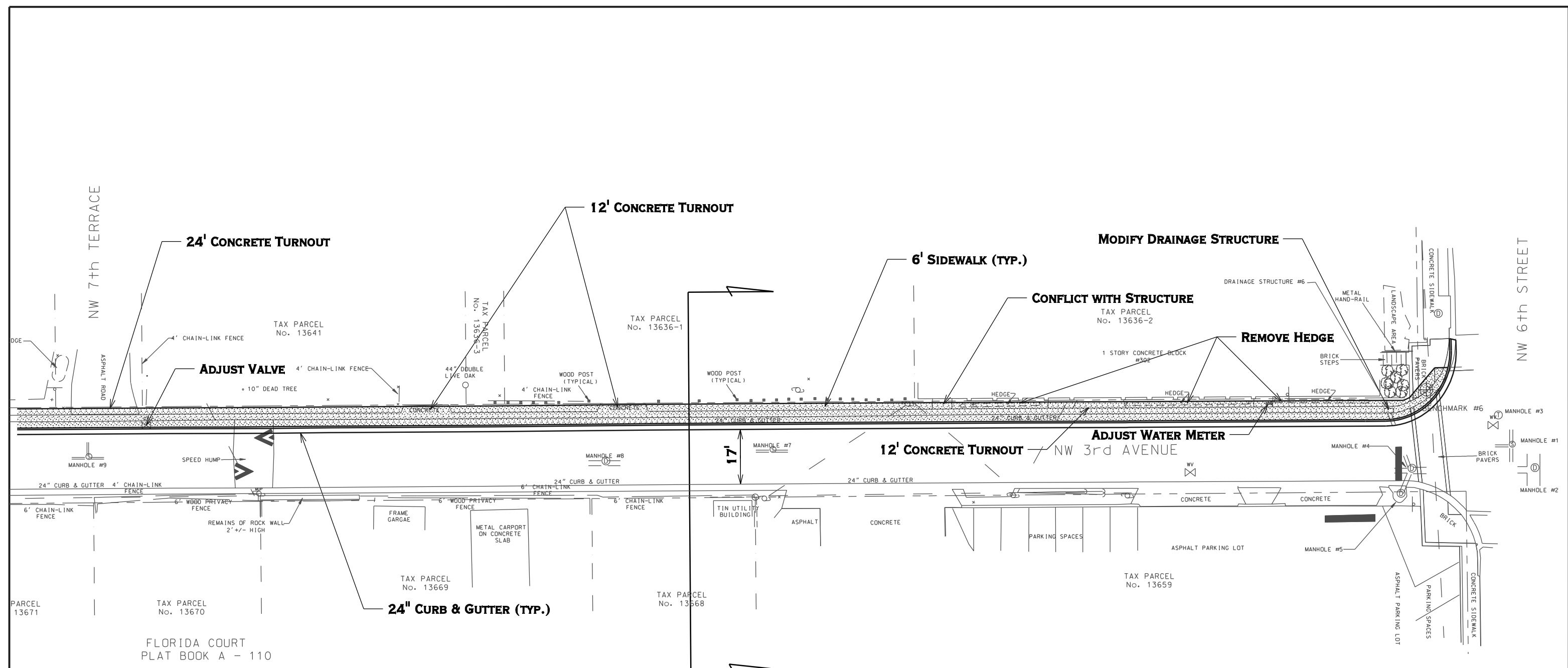
BENCHMARK #4
FOUND NAIL DISK
STAMPED "BL"
ELEVATION = 171.33' (NAVD
88)

MANHOLE #10
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 158.49'

MANHOLE #52
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 162.99'

MANHOLE #16
DRAINAGE MANHOLE
RIM ELEVATION = 171.12'
15" RCP NORTH INVERT = 167.48'
15" RCP EAST INVERT = 167.47'
15" RCP SOUTH WEST INVERT = 167.71'
15" RCP WEST INVERT = 167.49'

MANHOLE #11
DRAINAGE MANHOLE
RIM ELEVATION = 171.07'
15" RCP NORTH INVERT = 167.12'
18" RCP EAST INVERT = 167.93'
15" RCP SOUTH INVERT = 168.52'
15" RCP WEST INVERT = 168.52'

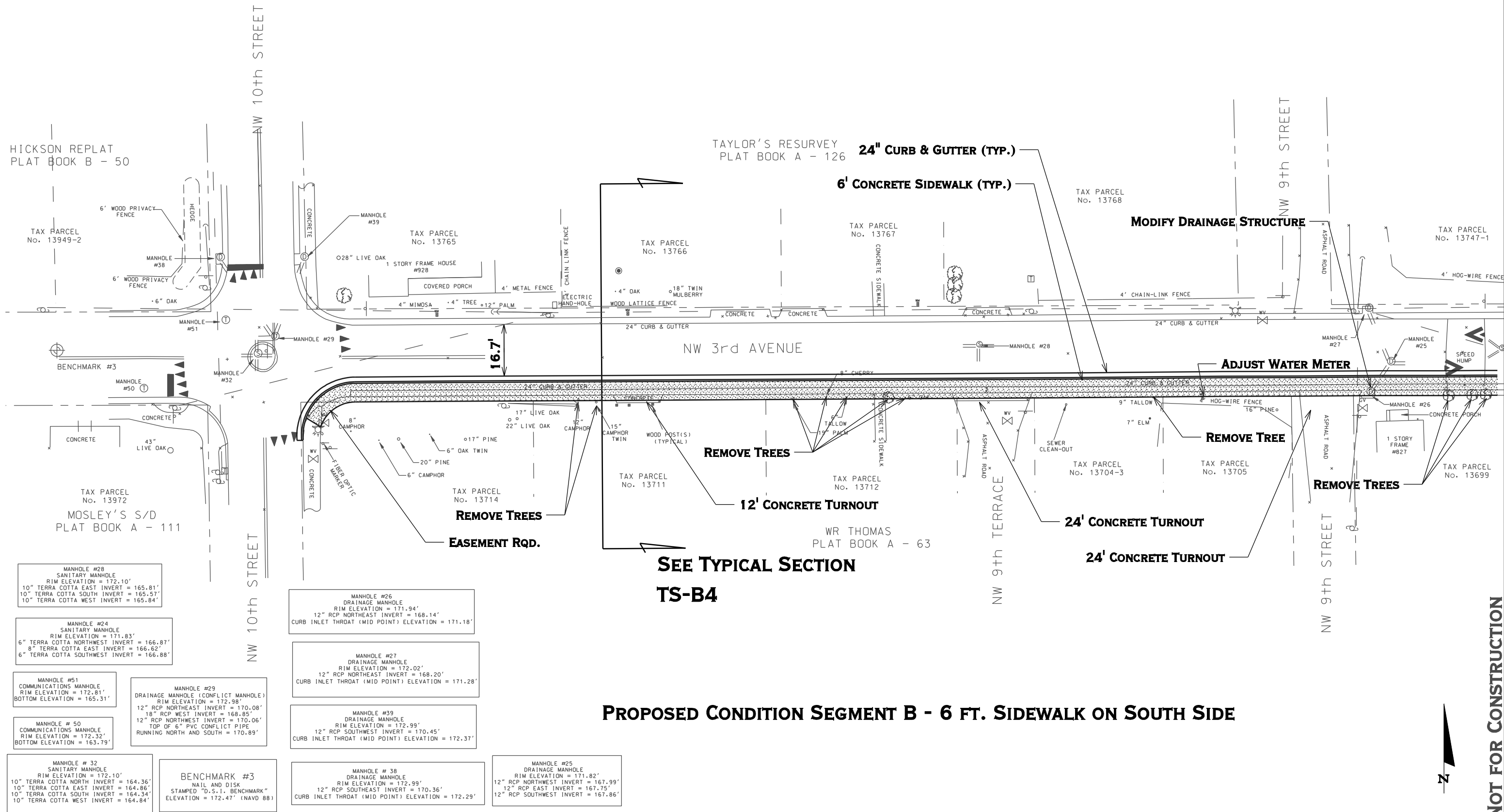


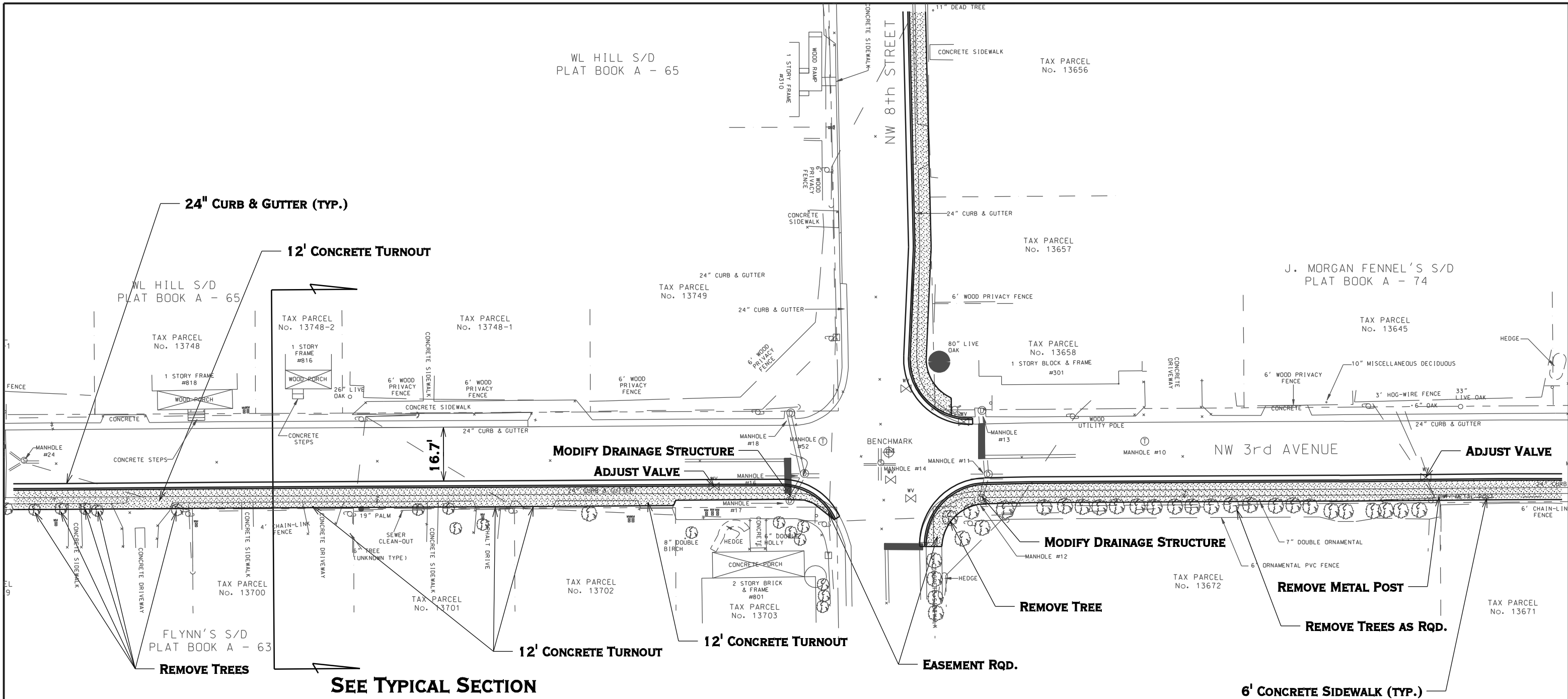
SEE TYPICAL SECTION
TS-B3

PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON NORTH SIDE

MANHOLE #9 SANITARY MANHOLE RIM ELEVATION = 171.61' 6" TERRA COTTA NORTH INVERT = 160.09' 6" TERRA COTTA EAST INVERT = 165.73' 6" TERRA COTTA WEST INVERT = 165.70'	MANHOLE #2 DRAINAGE MANHOLE RIM ELEVATION = 170.68' 48" RCP NORTH INVERT = 161.08' 48" RCP SOUTH INVERT = 160.88' 24" RCP WEST INVERT = 163.83'
MANHOLE #7 SANITARY MANHOLE RIM ELEVATION = 172.09' 8" TERRA COTTA EAST INVERT = 165.66' 8" TERRA COTTA WEST INVERT = 165.67' WESTERLY SIDE OF MANHOLE IS FILLED WITH DIRT	BENCHMARK #6 FOUND NAIL AND DISK STAMPED "GFY LB021" ELEVATION = 170.96' (NAVD 88)
MANHOLE #1 SANITARY MANHOLE RIM ELEVATION = 170.78' 12" TERRA COTTA NORTH INVERT = 159.08' 12" TERRA COTTA SOUTH INVERT = 159.05' 8" TERRA COTTA WEST INVERT = 159.08'	MANHOLE #8 DRAINAGE MANHOLE RIM ELEVATION = 172.03' 18" RCP EAST INVERT = 165.98' 18" RCP WEST INVERT = 166.20'
DRAINAGE STRUCTURE #6 CURB INLET GRATE (MID POINT) ELEVATION = 170.72' 12" METAL PIPE SOUTHEAST INVERT = 168.62'	MANHOLE #3 COMMUNICATIONS MANHOLE RIM ELEVATION = 170.72' BOTTOM ELEVATION = 162.87'
DRAINAGE MANHOLE #4 RIM ELEVATION = 171.01' 12" METAL PIPE NORTHWEST INVERT = 167.96' 24" RCP EAST INVERT = 164.21' 15" RCP SOUTHWEST INVERT = 167.49' 18" RCP WEST INVERT = 165.33'	DRAINAGE MANHOLE #5 RIM ELEVATION = 171.09' 15" RCP NORTHEAST INVERT = 167.57' CURB INLET THROAT (MID POINT) ELEVATION = 170.37'

NOT FOR CONSTRUCTION





SEE TYPICAL SECTION
TS-B4

MANHOLE #17
DRAINAGE MANHOLE
RIM ELEVATION = 171.01'
15" RCP NORTH EAST INVERT = 167.76'
CURB INLET THROAT (MID POINT) ELEVATION = 170.30'

MANHOLE #12
DRAINAGE MANHOLE
RIM ELEVATION = 171.08'
15" RCP NORTH EAST INVERT = 167.14'
CURB INLET THROAT (MID POINT) ELEVATION = 170.33'

MANHOLE #13
DRAINAGE MANHOLE
RIM ELEVATION = 171.31'
15" RCP SOUTH EAST INVERT = 167.50'
CURB INLET THROAT (MID POINT) ELEVATION = 170.42'

MANHOLE #18
DRAINAGE MANHOLE
RIM ELEVATION = 171.09'
15" RCP SOUTH WEST INVERT = 167.64'
CURB INLET THROAT (MID POINT) ELEVATION = 170.39'

MANHOLE #14
SANITARY MANHOLE
RIM ELEVATION = 171.29'
10" TERRA COTTA NORTH INVERT = 162.50'
6" TERRA COTTA LOWER EAST INVERT = 162.24'
6" PVC HIGHER EAST INVERT = 166.68'
10" TERRA COTTA SOUTH INVERT = 161.64'
6" TERRA COTTA WEST INVERT = 162.06'

BENCHMARK #4
FOUND NAIL DISK
STAMPED "BL"
ELEVATION = 171.33' (NAVD 88)

MANHOLE #10
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 158.49'

MANHOLE #52
COMMUNICATIONS MANHOLE
RIM ELEVATION = 171.18'
BOTTOM ELEVATION = 162.99'

MANHOLE #16
DRAINAGE MANHOLE
RIM ELEVATION = 171.12'
15" RCP NORTH INVERT = 167.48'
15" RCP EAST INVERT = 167.47'
15" RCP SOUTH WEST INVERT = 167.71'
15" RCP WEST INVERT = 167.49'

MANHOLE #11
DRAINAGE MANHOLE
RIM ELEVATION = 171.07'
15" RCP NORTH INVERT = 167.12'
18" RCP EAST INVERT = 167.93'
15" RCP SOUTH INVERT = 168.52'
15" RCP WEST INVERT = 168.52'

PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON SOUTH SIDE



MCH Engineering
15 SE 8TH STREET GAINESVILLE FL 32601 PH (352) 359-6527
CERTIFICATE OF AUTHORIZATION No. 29608

PROJECT NO.					
2013.4					
DATE:					
1-23-14	No.	DATE:	BY	CHK.	REVISION DESCRIPTION

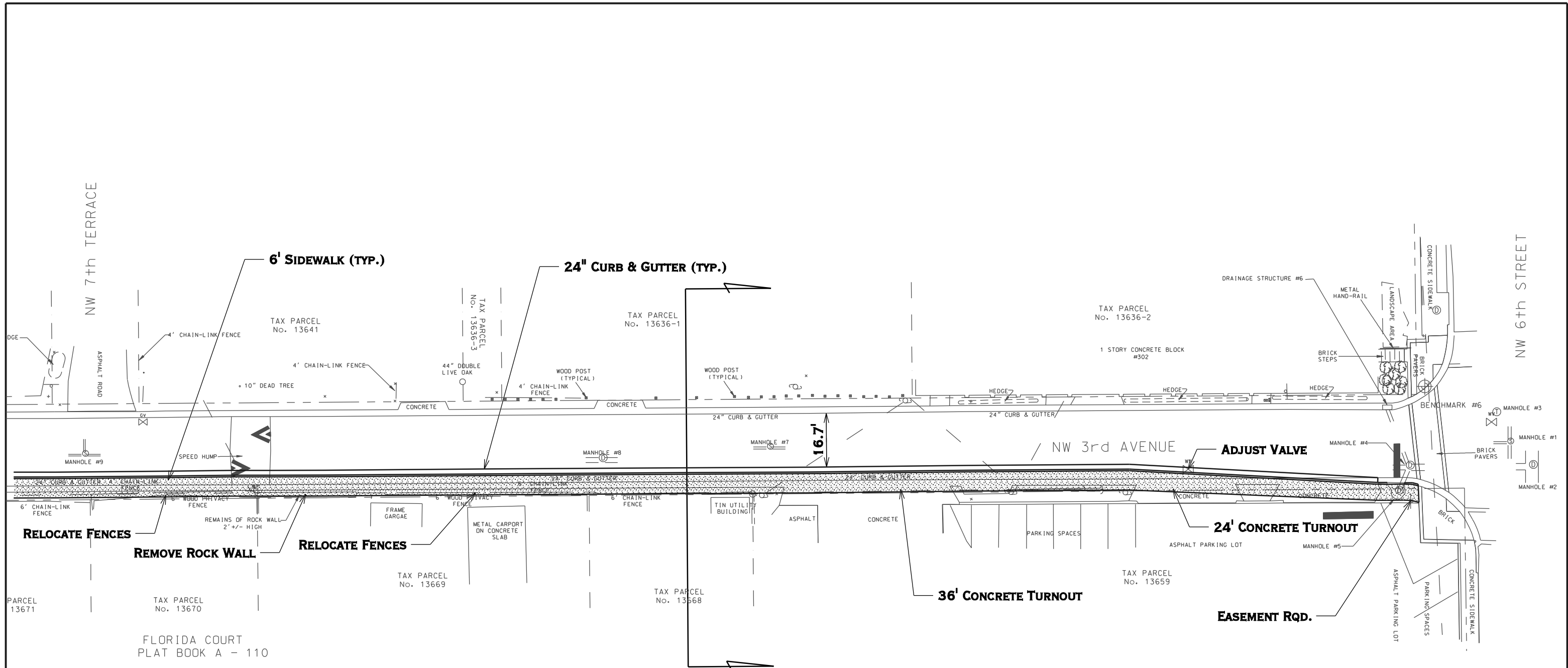
APPROVED BY:

MATTHEW C. HERRMANN
FLORIDA P.E.# 57146

0 15 30
FEET
SCALE: 1" = 30'

	GAINESVILLE COMMUNITY REDEVELOPMENT AGENCY	NW 3RD AVE. SIDEWALK CONCEPTUAL PLAN	SHEET NUMBER
			B-4.2

NOT FOR CONSTRUCTION



SEE TYPICAL SECTION
TS-B4

PROPOSED CONDITION SEGMENT B - 6 FT. SIDEWALK ON SOUTH SIDE

MANHOLE #9
SANITARY MANHOLE
RIM ELEVATION = 171.61'
6" TERRA COTTA NORTH INVERT = 160.09'
6" TERRA COTTA EAST INVERT = 165.73'
6" TERRA COTTA WEST INVERT = 165.70'

MANHOLE #2
DRAINAGE MANHOLE
RIM ELEVATION = 170.68'
48" RCP NORTH INVERT = 161.08'
48" RCP SOUTH INVERT = 160.88'
24" RCP WEST INVERT = 163.83'

MANHOLE #7
SANITARY MANHOLE
RIM ELEVATION = 172.09'
8" TERRA COTTA EAST INVERT = 165.66'
8" TERRA COTTA WEST INVERT = 165.67'
WESTERLY SIDE OF MANHOLE IS FILLED WITH DIRT

BENCHMARK #6
FOUND NAIL AND DISK
STAMPED "GFI LB021"
ELEVATION = 170.96 (NAVD 88)

MANHOLE #1
SANITARY MANHOLE
RIM ELEVATION = 170.78'
12" TERRA COTTA NORTH INVERT = 159.08'
12" TERRA COTTA SOUTH INVERT = 159.05'
8" TERRA COTTA WEST INVERT = 159.08'

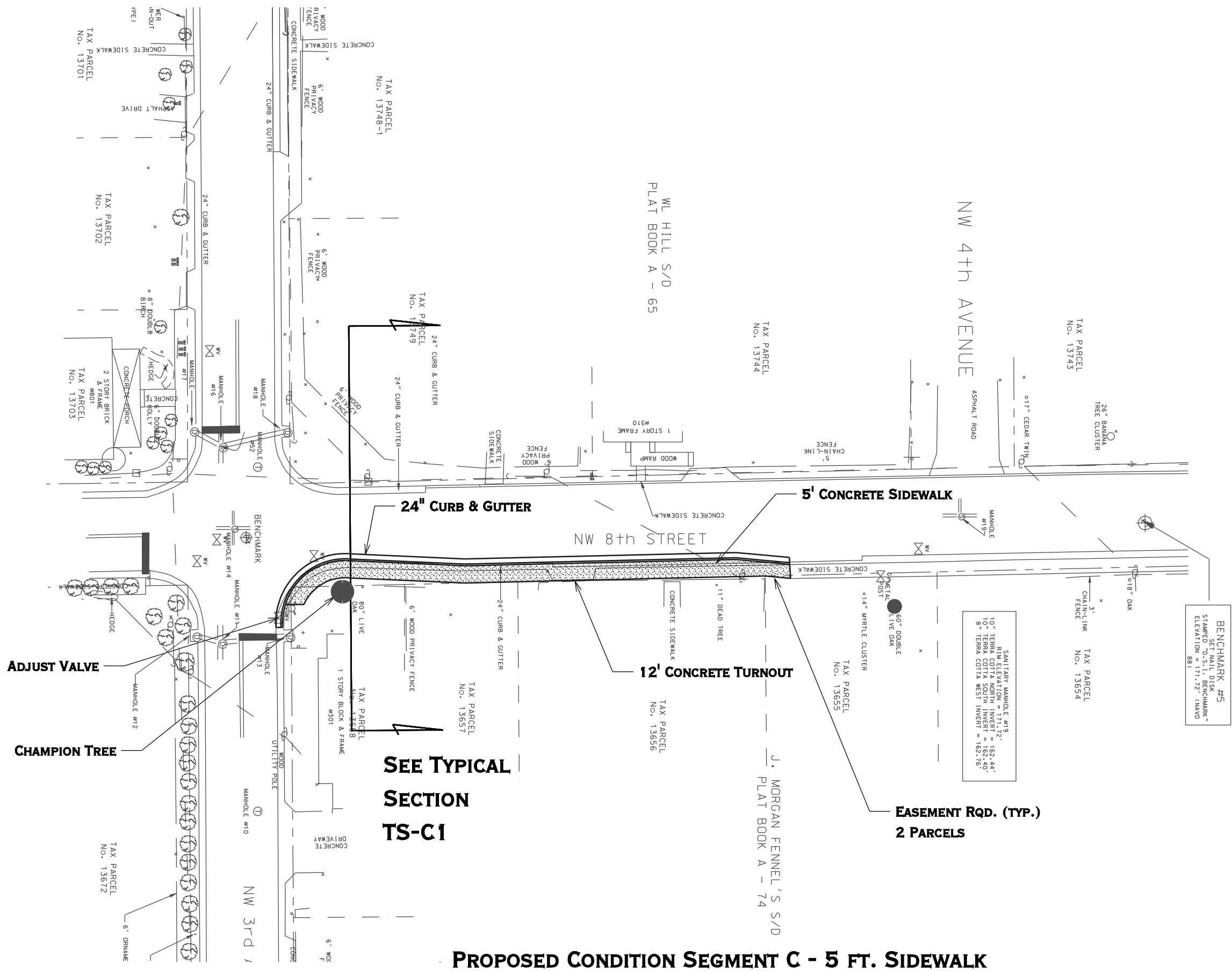
MANHOLE #8
DRAINAGE MANHOLE
RIM ELEVATION = 172.03'
18" RCP EAST INVERT = 165.98'
18" RCP WEST INVERT = 166.20'

DRAINAGE MANHOLE #4
RIM ELEVATION = 171.01'
12" METAL PIPE NORTHWEST INVERT = 167.96'
24" RCP EAST INVERT = 164.21'
15" RCP SOUTHWEST INVERT = 167.49'
18" RCP WEST INVERT = 165.33'

DRAINAGE STRUCTURE #6
CURB INLET
GRATE (MID POINT) ELEVATION = 170.72'
12" METAL PIPE SOUTHEAST INVERT = 168.62'

MANHOLE #3
COMMUNICATIONS MANHOLE
RIM ELEVATION = 170.72'
BOTTOM ELEVATION = 162.87'

DRAINAGE MANHOLE #5
RIM ELEVATION = 171.09'
15" RCP NORTHEAST INVERT = 167.57'
CURB INLET THROAT (MID POINT) ELEVATION = 170.37'

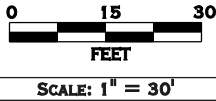


PROPOSED CONDITION SEGMENT C - 5 FT. SIDEWALK

SEE TYPICAL
SECTION
TS-C1

PROJECT NO.					
2013.4					
DATE:					
1-23-14	NO.	DATE:	BY	CHK.	REVISION DESCRIPTION

APPROVED BY:	MATTHEW C. HERRMANN
FLORIDA P.E.#	57146



**GAINESVILLE COMMUNITY
REDEVELOPMENT AGENCY**

**NW 3RD AVE. SIDEWALK
CONCEPTUAL PLAN**

Appendix C - **Construction Cost Estimates**



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment A

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-A1 from NW 12th Drive to NW 12th Street
6 Foot Sidewalk on North Side with Easement

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$1,269.92	1	\$1,269.92
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$940.68	1	\$940.68
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00		\$0.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00	2	\$1,000.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	71	\$71.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00		\$0.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00		\$0.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	185	\$5,550.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	24	\$960.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	71	\$177.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	4	\$2,400.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00		\$0.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$2,793.82	1	\$2,793.82

Total: \$16,762.92

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment A

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-A2 from NW 12th Drive to NW 12th Street
5 Foot Sidewalk on North Side with Easement

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$1,090.64	1	\$1,090.64
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$807.88	1	\$807.88
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00		\$0.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00	2	\$1,000.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	71	\$71.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00		\$0.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00		\$0.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	155	\$4,650.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	20	\$800.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	71	\$177.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	3	\$1,800.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00		\$0.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$2,399.40	1	\$2,399.40

Total: \$14,396.42

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment A

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-A3 from NW 12th Drive to NW 12th Street
6 Foot Sidewalk on North Side

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$1,868.02	1	\$1,868.02
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$1,383.72	1	\$1,383.72
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	298.0	\$2,682.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	79	\$79.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00		\$0.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	352	\$4,928.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	195	\$5,850.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	24	\$960.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	79	\$197.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00		\$0.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	2	\$1,000.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$4,109.65	1	\$4,109.65

Total: \$24,657.89

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency

NW 3rd Avenue Sidewalk Feasibility Study

Segment A

Cost Estimate for Typical Section TS-A4 from NW 13th Street to NW 12th Street

6 Foot Sidewalk on South Side

Preliminary Construction Cost Estimate

January 24, 2013

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$3,560.87	1	\$3,560.87
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$2,637.68	1	\$2,637.68
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	569.0	\$5,121.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	144	\$144.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	1	\$3,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	644	\$9,016.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	377	\$11,310.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	48	\$1,920.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	144	\$360.00
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00		\$0.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	1	\$500.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$7,833.91	1	\$7,833.91

Total: \$47,003.46

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment A

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-A5 from NW 12th Drive to NW 12th Street

5 Foot Sidewalk on North Side with Narrow Lanes

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$1,712.07	1	\$1,712.07
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$1,268.20	1	\$1,268.20
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	262.0	\$2,358.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	79	\$79.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00		\$0.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	352	\$4,928.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	163	\$4,890.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	20	\$800.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	79	\$197.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00		\$0.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	2	\$1,000.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$3,766.55	1	\$3,766.55

Total: \$22,599.32

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment A

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-A6 from NW 13th Street to NW 12th Street

5 Foot Sidewalk on South Side with Narrow Lanes

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$3,257.39	1	\$3,257.39
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$2,412.88	1	\$2,412.88
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$600.00	1	\$600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.1	\$1,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	499.0	\$4,491.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	144	\$144.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	1	\$3,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	644	\$9,016.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	315	\$9,450.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	40	\$1,600.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	144	\$360.00
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00		\$0.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	1	\$500.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$7,166.25	1	\$7,166.25

Total: \$42,997.52

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment B

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-B1 from NW 10th Street to NW 6th Street

5 Foot Sidewalk on North Side

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$7,720.43	1	\$7,720.43
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$5,718.84	1	\$5,718.84
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$1,600.00	1	\$1,600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.3	\$3,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	1008.0	\$9,072.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	297	\$297.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	4	\$12,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	1336	\$18,704.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	617	\$18,510.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	94	\$3,760.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	297	\$742.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	3	\$1,800.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	4	\$2,000.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$16,984.95	1	\$16,984.95

Total: \$101,909.73

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment B

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-B2 from NW 10th Street to NW 6th Street

5 Foot Sidewalk on South Side

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$8,161.83	1	\$8,161.83
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$6,045.80	1	\$6,045.80
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$1,600.00	1	\$1,600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.3	\$3,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	983.0	\$8,847.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00	17	\$8,500.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	291	\$291.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	3	\$9,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	1308	\$18,312.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	592	\$17,760.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	100	\$4,000.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00	205	\$1,435.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	291	\$727.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	1	\$600.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	3	\$1,500.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$17,956.03	1	\$17,956.03

Total: \$107,736.16

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment B

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-B3 from NW 10th Street to NW 6th Street

6 Foot Sidewalk on North Side

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$9,229.68	1	\$9,229.68
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$6,836.80	1	\$6,836.80
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$1,600.00	1	\$1,600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.3	\$3,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	1143.0	\$10,287.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00	17	\$8,500.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	298	\$298.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	4	\$12,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	1340	\$18,760.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	733	\$21,990.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	112	\$4,480.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	298	\$745.00
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	3	\$1,800.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	4	\$2,000.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$20,305.30	1	\$20,305.30

Total: \$121,831.78

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency
NW 3rd Avenue Sidewalk Feasibility Study
Segment B

Preliminary Construction Cost Estimate

January 24, 2013

Cost Estimate for Typical Section TS-B4 from NW 10th Street to NW 6th Street
6 Foot Sidewalk on South Side

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$8,603.44	1	\$8,603.44
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$6,372.92	1	\$6,372.92
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$1,600.00	1	\$1,600.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.3	\$3,000.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	1118.0	\$10,062.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00	17	\$8,500.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	293	\$293.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00	3	\$9,000.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	1316	\$18,424.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	705	\$21,150.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	120	\$4,800.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	293	\$732.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00	1	\$600.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	3	\$1,500.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$18,927.57	1	\$18,927.57

Total: \$113,565.43

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.



Gainesville Community Redevelopment Agency

NW 3rd Avenue Sidewalk Feasibility Study

Segment C

Cost Estimate for Typical Section TS-C1 along NW 8th Street

5 Foot Sidewalk on NW 8th Street

Preliminary Construction Cost Estimate

January 24, 2013

FDOT Item	Description	Unit Measure	Unit Cost	Quantity	Cost
101 1	MOBILIZATION (10%)	LS	\$802.06	1	\$802.06
102 1	MAINTENANCE OF TRAFFIC (8%)	LS	\$594.12	1	\$594.12
104	PREVENTION, CONTROL, AND ABATMENT OF EROSION AND WATER POLLUTION	LS	\$400.00	1	\$400.00
110 1 1	CLEARING & GRUBBING	AC	\$10,000.00	0.05	\$500.00
110 4	REMOVAL OF EXISTING PAVEMENT, C&G, AND SIDEWALK	SY	\$9.00	119.0	\$1,071.00
110 15 4	ARBORIST WORK, RELOCATE/REMOVE TREE	EA	\$500.00		\$0.00
152 1 11	PREPARED SOIL LAYER, FINISH SOIL, 6"	SY	\$1.00	37	\$37.00
425 1 349	INLETS, CURB, TYPE P-4, MODIFY	EA	\$3,000.00		\$0.00
520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	\$14.00	164	\$2,296.00
522 1	SIDEWALK CONC, 4" THICK	SY	\$30.00	75	\$2,250.00
522 2	SIDEWALK CONC, 6" THICK	SY	\$40.00	7	\$280.00
550 10 918	FENCING,SPECIAL TYP, 0.0-5.0', RESET EXI	LF	\$7.00		\$0.00
570 1 2	PERFORMANCE TURF, SOD	SY	\$2.50	37	\$92.50
1080 111 01	UTIL FIXT, F&I, 0-1.9", VALVE/METER BOX	EA	\$600.00		\$0.00
1080 15	UTILITY FIXTURES, ADJUST & MODIFY	EA	\$500.00	1	\$500.00
999 25	INITIAL CONTINGENCY AMOUNT(20%)	LS	\$1,764.54	1	\$1,764.54

Total: \$10,587.22

Notes: Costs based on FDOT Historical Costs and adjusted based on the scope of the project.

Appendix D – **Traffic Counts**

