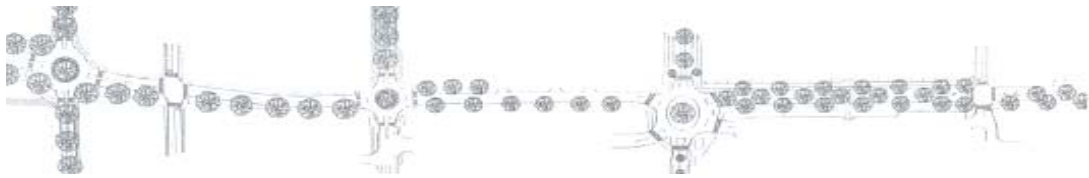


*City of Gainesville*

# ***TRANSPORTATION IMPROVEMENT PLAN***



Prepared by the  
PUBLIC WORKS DEPARTMENT  
APRIL 2008



## **INDEX:**

Introduction

Section A .. Major Street Improvements

Appendix A. Project information and prioritization

Section B .. Reconstruction Projects

Appendix B. Project information and prioritization

Section C .. Resurfacing Projects

Appendix C-1. Project information and prioritization

Appendix C-2. Residential street resurfacing list

Section D .. Intersection Control Projects

Appendix D. Project information and prioritization

Section E .. Multimodal Projects

Appendix E. Project information and prioritization

Section F .. Streetscape Projects

Appendix F. Project information and prioritization

Section G ..Summary Prioritized List of Transportation Projects

## INTRODUCTION

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A transportation needs assessment was conducted by Public Works to identify transportation infrastructure needs in the City of Gainesville. The projects range from new capacity projects to maintenance of existing facilities to enhance pavement conditions. The projects were identified through several sources including the capital improvement plan (previous requests submitted that remain unfunded), operations and safety studies conducted by the department, unfunded priority projects identified through the metropolitan transportation planning process and citizen requests. As funding sources are limited, this document will be used as the base to prioritize investments in transportation infrastructure.

The projects included in the list were categorized as follows: major street improvements; reconstruction; resurfacing; streetscape; intersection improvements and multimodal projects. Each category is described in detail in the following sections.

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## A .. MAJOR STREET IMPROVEMENTS

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### INTRODUCTION

Major street improvements include cross-section modifications to correct existing deficiencies, address safety issues, enhance roadway capacity and improve roadway connectivity including the provision of access to alternative modes of transportation such as bicycle, pedestrian and transit. A major street improvement may include intersection and operational improvements, addition and/or replacement of curb and gutter, drainage improvements, traffic calming elements, signage, markings, streetscape, lighting, sidewalk addition and/or replacement, bicycle lanes, and bus pull-out bays. Utility relocation and replacement projects may also be completed in conjunction with major street improvements when feasible to maximize the use of available resources and avoid future disruptions.

Major street improvements are required when pavement structure has deteriorated to a condition that can no longer be effectively maintained, current needs are no longer met by the aged facilities and to meet the community's redevelopment goals while addressing congestion issues.

### GOALS

The projects identified as major street improvements are consistent with the City of Gainesville Comprehensive Plan goals and objectives, particularly as included in the Transportation Mobility Element (adopted August 12, 2002) and the Concurrency Management Element (Adopted November 14, 2005) as follows:

*Development of a safe and convenient multimodal transportation system*

- Promote transportation choices
- Coordinate with the Metropolitan Transportation Planning Organization (MTPO) and the Florida Department of Transportation (FDOT) plans
- Implement transportation aspects of the Plan East Gainesville plan

The projects also further the adopted goals and objectives of the City Commission as follows:

1. *Invest in community infrastructure and continue to enhance the transportation network and systems*
2. *Public safety*

## PROJECT LIST

The project list was compiled through several sources including the capital improvement plan (previous requests submitted that remain unfunded), operation and safety studies conducted by the Public Works Department, unfunded priority projects identified through the MTPO planning process and citizen requests. As funding sources are limited, the list will be used as the base to prioritize investments in transportation infrastructure to be included in the City's Capital Improvement Plan. A comprehensive list is kept on file by the Public Works Department.

## PRIORITIZATION

Major street improvement projects were scored and ranked using four criteria: existing conditions, safety, connectivity and socio-economic considerations. The criteria are further described below:

### 1. Condition (max = 9 points)

(a) Traffic volumes	AADT > 10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
	5,000 > AADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
	AADT < 5,000 or Nearest alternate route < 2 mi longer	1
	No regional or local significance	0
(b) Roadway class	Arterial	3
	Collector	2
	Local	1
(c) PCI/ Magnitude of improvement	PCI = 0-40, or project is full-depth reconstruction	1
	PCI = 41-74, or project is major rehabilitation	2
	PCI = 75-89, or project is minor rehabilitation	3
	PCI = 90-100, no improvement needed	0

**2. Safety** (max = 7 points)

(a) Safety improvements	Addresses a documented safety problem	2
	Safety elements included but not mainly a safety project	1
	System preservation project	0
(b) Bike/Ped Safety	Provides physical separation; or shorten crossing distances; or addresses bike/ped crashes	3
	Adds high-visibility crosswalks and signals/signs	2
	Replaces existing crosswalks and signs	1
	No effect or no information	0
(c) Traffic Calming	Adds significant traffic calming features or streetscape improvements	2
	Adds minor traffic calming features	1
	No effects or no information	0

**3. Connectivity** (max = 8 points)

(a) Benefits	Adds new connection to the system (all modes)	3
	Adds bike lanes, sidewalks or bus pull-offs where none exist	2
	Features minor amenities for other modes (i.e., share the road signs) or replaces/improves existing sidewalks	1
(b) Consistent with regional transportation investments	Project builds upon/enhances planned system improvements	3
	Project is included in the MTPO TIP, and has some funds allocated to it in next 5-year work program	2
	Project is included in MTPO list of priorities but no funds are allocated to it in the work program	1
	Not consistent with regional investments	0

(c) Consistent with MTPO LRTP and City's Comp. Plan	Directly supports > 1 goal or objective in the adopted plans	2
	Directly supports one goal or objective in either plan	1
	Neutral	0

**4. Socio-Economic Considerations** (max = 3 points)

(a) Project located within target area for redevelopment	1
(b) Project will enhance access to disadvantaged groups	1
(c) Project enhances multimodal access to activity centers	1

**SUMMARY**

The major street improvement list is presented in Table 1 below, and also depicted in Figure 1.

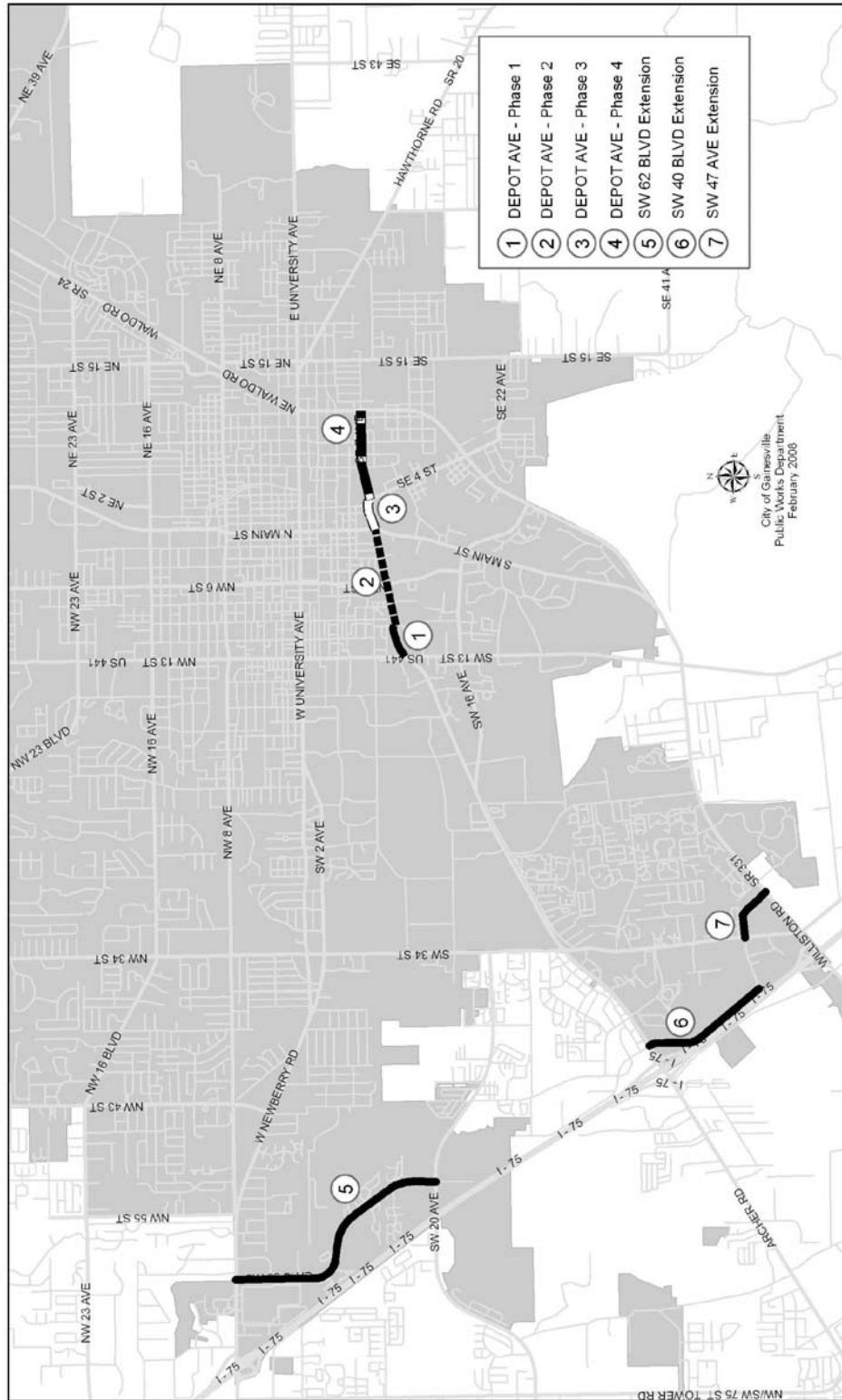
**Table 1. Major Street Improvements**

Rank	Roadway	FROM	TO	Estimated Cost
1	Depot Avenue - II	SW 11th St	S Main St	\$7,196,000
2	Depot Avenue - III	S Main St	SE 7th St	\$1,036,000
3	Depot Avenue - IV	SE 7th St	Williston Rd	\$4,405,000
4	SW 62nd Blvd	Newberry Rd	SW 20th Ave	\$13,600,000
5	Depot Avenue - I	SW 13th St	SW 11th St	\$419,000
6	SW 40th Blvd	Archer Rd	SW 47th Ave	\$4,000,000

NOTE: Cost estimate in 2008 dollars

Additional project information is provided in Appendix A.

**Figure 1. Major Street Improvements Map**





**APPENDIX A:**  
**Major Street Improvement – Project Prioritization**

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: DEPOT AVENUE, Seg. I (SW 13th St to SW 11th St)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	0	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	0	Consistency with regional transportation investments	1	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	2	Multimodal access to activity centers	0
Average	1.33	Average	0.67	Average	1.00	Average	0.67
<b>TOTAL SCORE</b>							<b>3.67</b>

Traffic Volume 5100  
 Roadway Class Collector  
 PCI NA

Project Description: This project includes resurfacing 0.19 miles of 2-lane curb & gutter roadway  
 Estimated Cost: \$419,000

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: DEPOT AVENUE, Seg. II (SW 11th St to Main St)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	0	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	1	Consistency with regional transportation investments	2	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	2	Multimodal access to activity centers	1
Average	1.33	Average	1.00	Average	1.33	Average	1.00
<b>TOTAL SCORE</b>							<b>4.67</b>

Traffic Volume 5300  
 Roadway Class Collector  
 PCI NA

Project Description: This project includes reconstructing 0.62 miles of 2-lane roadway between SW 11<sup>th</sup> St. and S Main St. The plan for this segment is to provide 2 travel lanes with bike lanes, curb & gutter, sidewalks, and landscaped medians. In addition, the project proposes roundabouts at SW 11<sup>th</sup> St. and SW 6<sup>th</sup> St., a multi-use trail, lighting, streetscaping, and landscaping.

Estimated Cost: \$7,195,740

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: DEPOT AVENUE, Seg. III (Main St to SE 7th St)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	0	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	1	Consistency with regional transportation investments	2	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	2	Multimodal access to activity centers	1
Average	1.33	Average	1.00	Average	1.33	Average	1.00
<b>TOTAL SCORE</b>							<b>4.67</b>

Traffic Volume 7200  
 Roadway Class Collector  
 PCI NA

Project Description: This project includes reconstructing 0.43 miles of 2-lane roadway between S Main Street and the 600 Block of Depot Avenue. This segment of Depot Avenue is located immediately adjacent to the Depot Avenue Stormwater Park site on the north side. The plan for this segment is to provide 2 travel lanes with bike lanes, curb & gutter, sidewalks, and landscaped medians. In addition, the project proposes a roundabout at SE 4th Street, multi-use trail, lighting, streetscaping, and landscaping. Given the schedule for the contamination remediation of the Depot Park site, the project plans to construct segment 3 in two separate phases. Phase I intends to work around the planned contamination remediation and construct the roadway east of SE 2nd St. The remainder of the segment between S Main St. and SE 2nd St will be constructed as part of Phase II after the contamination remediation work is completed.

Estimated Cost: \$1,035,960

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: DEPOT AVENUE, Seg. IV (SE 7th St to Williston Rd)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	1	Safety Improvement	0	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	1	Consistency with regional transportation investments	2	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	2	Multimodal access to activity centers	1
Average	1.00	Average	1.00	Average	1.33	Average	1.00
<b>TOTAL SCORE</b>							<b>4.33</b>

Traffic Volume 3100  
 Roadway Class Collector  
 PCI NA

Project Description: This project includes reconstructing 0.38 miles of 2-lane roadway between the 600 Block of Depot Avenue and Williston Road. This segment of Depot Avenue traverses through what is primarily a residential neighborhood. The plan for this segment is to provide 2 travel lanes with bike lanes, curb & gutter, and sidewalks. In addition, the project proposes a roundabout at SE 7h Street, lighting, streetscaping, and landscaping

Estimated Cost: \$4,404,260

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: SW 62nd Blvd (Newberry Rd to SW 20th Ave)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	3	Safety Improvement	2	Benefits	0	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	1	Consistency with regional transportation investments	2	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	2	Multimodal access to activity centers	0
Average	1.67	Average	1.00	Average	1.33	Average	0.00
<b>TOTAL SCORE</b>							<b>4.00</b>

Traffic Volume            23700  
 Roadway Class           Collector  
 PCI                         NA

Project Description:    This project includes the enhancement of W. 62 Blvd./St. to include curb/gutter, sidewalks, on-street bike lanes and turn lanes.  
 Estimated Cost:        \$13,600,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SW 40th Blvd Extension (Archer Rd to SW 47th Ave)  
 Type: Major Street Improvement

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	NA	Benefits	3	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	0	Consistency with regional transportation investments	2	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	NA	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	1
Average	1.33	Average	0.00	Average	2.00	Average	0.33
<b>TOTAL SCORE</b>							<b>3.67</b>

Traffic Volume            9100    projected model volume  
 Roadway Class           Collector  
 PCI                         NA

Project Description:    This project consists of the construction of a new 2-lane roadway between SW 40th Blvd and SW 47th Ave. The plan for this segment is to provide 2 travel lanes with center turn-lanes and/or medians.  
 Estimated Cost:        \$4,000,000

## B .. RECONSTRUCTION PROJECTS

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### INTRODUCTION

Roadway reconstruction projects include the removal and replacement of all asphalt, concrete and aggregate base, addition of new striping and pavement markings. Reconstruction projects may also involve removal and replacement of curb and gutter and sidewalks. Utility relocation and replacement projects may also be completed in conjunction with reconstruction projects when feasible to maximize the use of available resources and avoid future disruptions.

Roadway reconstruction is required when the pavement structure has deteriorated to a condition that can no longer be effectively managed through regular maintenance and rehabilitation activities.

### GOALS

The reconstruction projects are consistent with the City of Gainesville Comprehensive Plan goals and objectives, particularly as included in the Transportation Mobility Element (adopted August 12, 2002) and the Concurrency Management Element (Adopted November 14, 2005) as follows:

*Development of a safe and convenient multimodal transportation system*

- Promote transportation choices
- Coordinate with the Metropolitan Transportation Planning Organization (MTPO) and the Florida Department of Transportation (FDOT) plans

The projects also further the adopted goal of the City Commission as follows:

*Invest in community infrastructure and continue to enhance the transportation network and systems*

### PROJECT LIST

The project list was compiled through several sources including the capital improvement plan (previous requests submitted that remain unfunded), operation and safety studies, and the pavement condition index maintained by the Public Works Department. As funding sources are limited, the list will be used as the base to prioritize investments in transportation

infrastructure to be included in the City's Capital Improvement Plan. A comprehensive list is kept on file by the Public Works Department.

## PRIORITIZATION

Reconstruction projects were scored and ranked using four criteria: existing conditions, safety, connectivity and socio-economic considerations. The criteria are further described below:

### 1. Condition (max = 9 points)

(a) Traffic volumes	AAADT > 10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
	5,000 > AAADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
	AAADT < 5,000 or Nearest alternate route < 2 mi longer	1
	No regional or local significance	0
(b) Roadway class	Arterial	3
	Collector	2
	Local	1
(c) PCI/ Magnitude of improvement	PCI = 0-40, or project is full-depth reconstruction	1
	PCI = 41-74, or project is major rehabilitation	2
	PCI = 75-89, or project is minor rehabilitation	3
	PCI = 90-100, no improvement needed	0

### 2. Safety (max = 7 points)

(a) Safety improvements	Addresses a documented safety problem	2
	Safety elements included but not mainly a safety project	1
	System preservation project	0

(b) Bike/Ped Safety	Provides physical separation; or shorten crossing distances; or addresses bike/ped crashes	3
	Adds high-visibility crosswalks and signals/signs	2
	Replaces existing crosswalks and signs	1
	No effect or no information	0
(c) Traffic Calming	Adds significant traffic calming features or streetscape improvements	2
	Adds minor traffic calming features	1
	No effects or no information	0

**3. Connectivity** (max = 8 points)

(a) Benefits	Adds new connection to the system (all modes)	3
	Adds bike lanes, sidewalks or bus pull-offs where none exist	2
	Features minor amenities for other modes (i.e., share the road signs) or replaces/improves existing sidewalks	1
(b) Consistent with regional transportation investments	Project builds upon/enhances planned system improvements	3
	Project is included in the MTPO TIP, and has some funds allocated to it in next 5-year work program	2
	Project is included in MTPO list of priorities but no funds are allocated to it in the work program	1
	Not consistent with regional investments	0
(c) Consistent with MTPO LRTP and City's Comp. Plan	Directly supports > 1 goal or objective in the adopted plans	2
	Directly supports one goal or objective in either plan	1
	Neutral	0

**4. Socio-Economic Considerations** (max = 3 points)

- (a) Project located within target area for redevelopment 1
- (b) Project will enhance access to disadvantaged groups 1
- (c) Project enhances multimodal access to activity centers 1

**SUMMARY**

The reconstruction project list is presented in Table 2 below, and also depicted in Figure 2.

**Table 2. Reconstruction Projects**

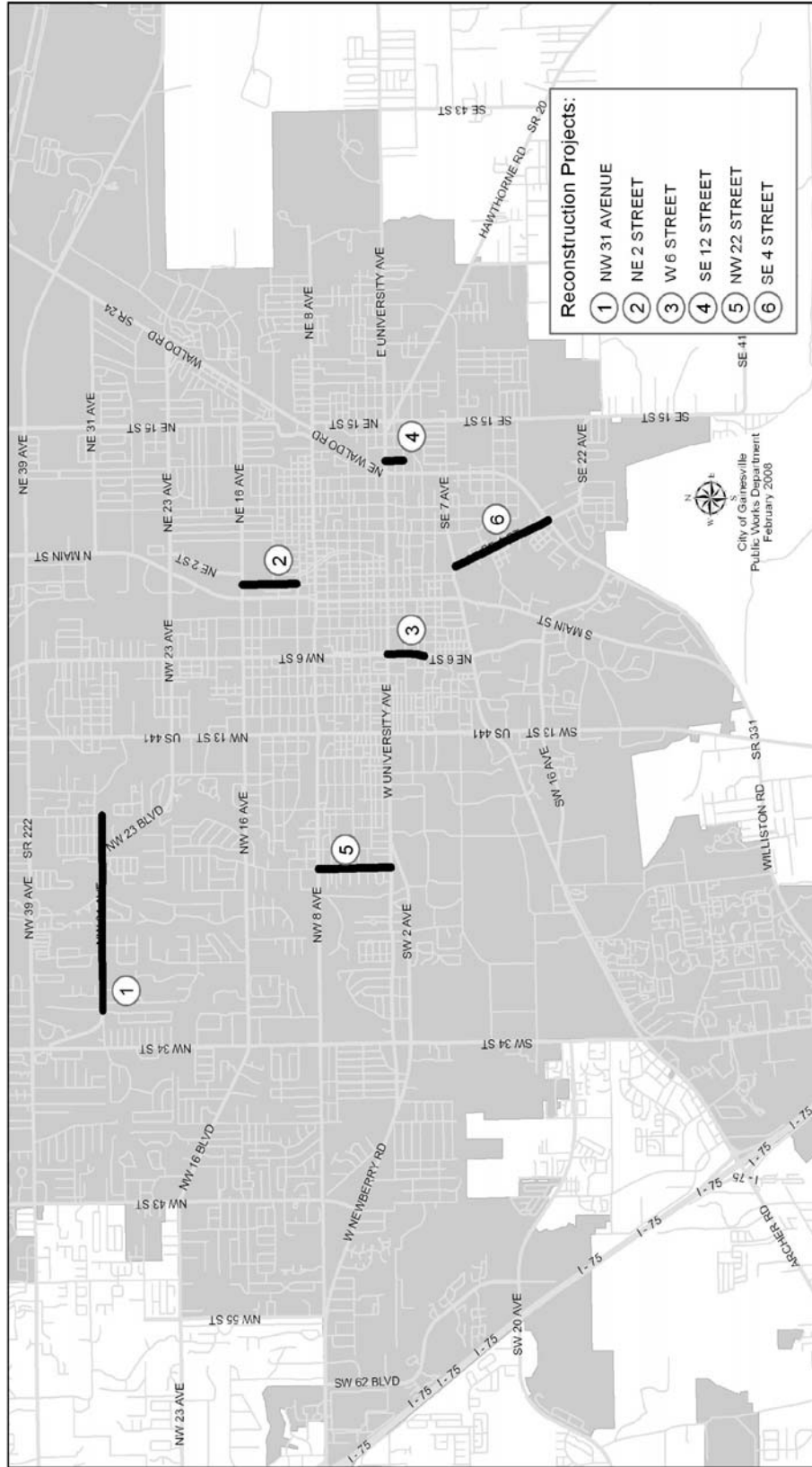
Rank	Roadway	FROM	TO	Estimated Cost
1	SE 4th Street	Depot Ave	Williston Rd	\$5,900,000
2	W 6th Street	SW 4th Ave	W University Ave	\$3,300,000
3	NW 31st Avenue	Glen Springs Rd	NW 19th St	\$2,800,000
4	SE 12th Street	E University Ave	SE 2nd Ave	\$325,000
5	NW 22nd Street	University Ave	NW 8th Ave	\$592,000
6	NE 2nd Street	NE 10th Ave	NE 16th Ave	\$2,200,000

NOTE: Cost estimate in 2008 dollars

Additional project information is provided in Appendix B.



**Figure 2. Reconstruction Projects Map**



**APPENDIX B:**  
**Roadway Reconstruction – Project Prioritization**

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 4th St (Depot Ave to Williston Rd)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	1	Safety Improvement	1	Benefits	2	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	3	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	1.00	Average	1.00	Average	2.00	Average	0.67
<b>TOTAL SCORE</b>							<b>4.67</b>

Traffic Volume 3500  
 Roadway Class Collector  
 PCI

Project Description: Reconstruction of narrow roadway to current design standards; includes sidewalks, bike lanes and turn lanes plus bridge reconstruction.

Estimated Cost: \$5,900,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: W 6th Street (W University Ave Ave to SW 4th Ave)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	1	Benefits	1	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	3	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	1.33	Average	1.00	Average	1.67	Average	0.33
<b>TOTAL SCORE</b>							<b>4.33</b>

Traffic Volume 7,500  
 Roadway Class Collector  
 PCI

Project Description: Reconstruction with curb and gutter

Estimated Cost: \$3,300,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: NW 31st Ave (Glen Springs Rd to NW 19th St)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	1	Safety Improvement	2	Benefits	2	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	0	Multimodal access to activity centers	0
Average	1.00	Average	2.00	Average	0.67	Average	0.00
<b>TOTAL SCORE</b>							<b>3.67</b>

Traffic Volume 1,000  
 Roadway Class Collector  
 PCI

Project Description: Reconstruction with curb-and-gutter and sidewalks, includes a roundabout at Glen Springs Rd and mini traffic circle at NW 20th St.  
 Estimated Cost: \$2,800,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 12th St (E University Ave to NE 2nd Ave)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	1	Safety Improvement	2	Benefits	1	In target area for redevelopment	1
Roadway Class	1	Bike / Ped Safety	0	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	0.67	Average	0.67	Average	0.67	Average	0.67
<b>TOTAL SCORE</b>							<b>2.67</b>

Traffic Volume NA  
 Roadway Class Local  
 PCI

Project Description: Project consists of reconstruction of roadway and stormwater improvements along SE 12<sup>th</sup> St from University Ave to SE 2<sup>nd</sup> Ave  
 Estimated Cost: \$325,000

**TRANSPORTATION PROJECT PRIORITIZATION**

Project: NW 22nd St (W University Ave to NW 8th Ave)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	0	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	0	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	1.33	Average	0.00	Average	0.33	Average	0.33
<b>TOTAL SCORE</b>							<b>2.00</b>

Traffic Volume 6700  
 Roadway Class Collector  
 PCI 44

Project Description: This project is to provide roadway reconstruction of an urban collector roadway that provides access to the University of Florida.  
 Estimated Cost: \$720,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: NE 2nd Street (NE 10th Ave to NE 16th Ave)  
 Type: Reconstruction

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	0	Safety Improvement	0	Benefits	2	In target area for redevelopment	0
Roadway Class	1	Bike / Ped Safety	2	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	0	Consistency with adopted plans	0	Multimodal access to activity centers	0
Average	0.33	Average	0.67	Average	0.67	Average	0.33
<b>TOTAL SCORE</b>							<b>2.00</b>

Traffic Volume 1,400  
 Roadway Class Collector  
 PCI

Project Description: Reconstruction of non-curbed street with curb-and-gutter and sidewalks.  
 Estimated Cost: \$2,200,000

### INTRODUCTION

The pavement management program includes rehabilitation enhancements that extend the service life of existing pavement and improve pavement load carrying capacity. Several techniques and applications are available to maintain or improve pavement condition, ranging from resurfacing to less costly alternatives such as cape seal, nova chip, chip seal and fog seal. The selection of appropriate techniques is site specific depending on the condition of pavement and availability of funds.

The Public Works Department uses the PAVER software as part of the pavement management program to inventory and assess pavement condition on city streets. Periodic roadway inspections are conducted on a regular schedule, where a third of the city streets are inspected yearly. All roadway segments receive a pavement condition index (PCI) that is used to determine the most cost-effective applications to preserve the quality and extend the life of pavement. The PCI indicates if a roadway is within a range of good to poor condition. Some applications work best when applied to better roads, extending the life of pavement, while roads in poor condition will need resurfacing or rebuilding. The best investment strategy is to maintain the better roads preventing degradation to levels where the most costly treatments are the only option.

This section distinguishes pavement management needs of two groups: major roads and residential streets. The first reflects projects that require milling and resurfacing and are therefore the most costly projects. These projects were prioritized using the criteria listed in the following pages, and are presented in Table 3. Major road resurfacing projects were assigned a higher priority as they serve the needs of the community as a whole, carrying a large volume of vehicles over longer distances. The second group is comprised mainly of neighborhood residential streets where a variety of applications may be suitable, as presented in the appendix. These roadways serve primarily local neighborhood traffic.

### GOALS

The projects identified as major street improvements are consistent with the City of Gainesville Comprehensive Plan goals and objectives as included in the Transportation Mobility Element (adopted August 12, 2002) as follows:

*Maintenance of a safe and convenient multimodal transportation system*

- Coordinate with the Metropolitan Transportation Planning Organization (MTPO) and the Florida Department of Transportation (FDOT) plans

The projects also further the adopted goal of the City Commission as follows:

*Invest in community infrastructure and continue to enhance the transportation network and systems*

## PROJECT LIST

The project list was compiled through several sources including the capital improvement plan (previous requests submitted that remain unfunded), operation and safety studies, and the pavement condition index maintained by the Public Works Department. As funding sources are limited, the list will be used as the base to prioritize investments in transportation infrastructure to be included in the City’s Capital Improvement Plan. A comprehensive list is kept on file by the Public Works Department.

## PRIORITIZATION

Major road resurfacing projects were scored and ranked using four criteria: existing conditions, safety, connectivity and socio-economic considerations. The criteria are further described below:

### 1. Condition (max = 9 points)

(a) Traffic volumes	AADT > 10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
	5,000 > AADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
	AADT < 5,000 or Nearest alternate route < 2 mi longer	1
	No regional or local significance	0
(b) Roadway class	Arterial	3
	Collector	2
	Local	1

(c) PCI/ Magnitude of improvement	PCI = 0-40, or project is full-depth reconstruction	1
	PCI = 41-74, or project is major rehabilitation	2
	PCI = 75-89, or project is minor rehabilitation	3
	PCI = 90-100, no improvement needed	0

**2. Safety** (max = 7 points)

(a) Safety improvements	Addresses a documented safety problem	2
	Safety elements included but not mainly a safety project	1
	System preservation project	0
(b) Bike/Ped Safety	Provides physical separation; or shorten crossing distances; or addresses bike/ped crashes	3
	Adds high-visibility crosswalks and signals/signs	2
	Replaces existing crosswalks and signs	1
	No effect or no information	0
(c) Traffic Calming	Adds significant traffic calming features or streetscape improvements	2
	Adds minor traffic calming features	1
	No effects or no information	0

**3. Connectivity** (max = 8 points)

(a) Benefits	Adds new connection to the system (all modes)	3
	Adds bike lanes, sidewalks or bus pull-offs where none exist	2
	Features minor amenities for other modes (i.e., share the road signs) or replaces/improves existing sidewalks	1



(b) Consistent with regional transportation investments	Project builds upon/enhances planned system improvements	3
	Project is included in the MTPO TIP, and has some funds allocated to it in next 5-year work program	2
	Project is included in MTPO list of priorities but no funds are allocated to it in the work program	1
	Not consistent with regional investments	0
(c) Consistent with MTPO LRTP and City's Comp. Plan	Directly supports > 1 goal or objective in the adopted plans	2
	Directly supports one goal or objective in either plan	1
	Neutral	0

**4. Socio-Economic Considerations (max = 3 points)**

(a) Project located within target area for redevelopment	1
(b) Project will enhance access to disadvantaged groups	1
(c) Project enhances multimodal access to activity centers	1

**SUMMARY**

Pavement management projects for major roads are shown in Table 3; the list of residential street projects is provided in Appendix C-1. Figure 3 illustrates the project locations.

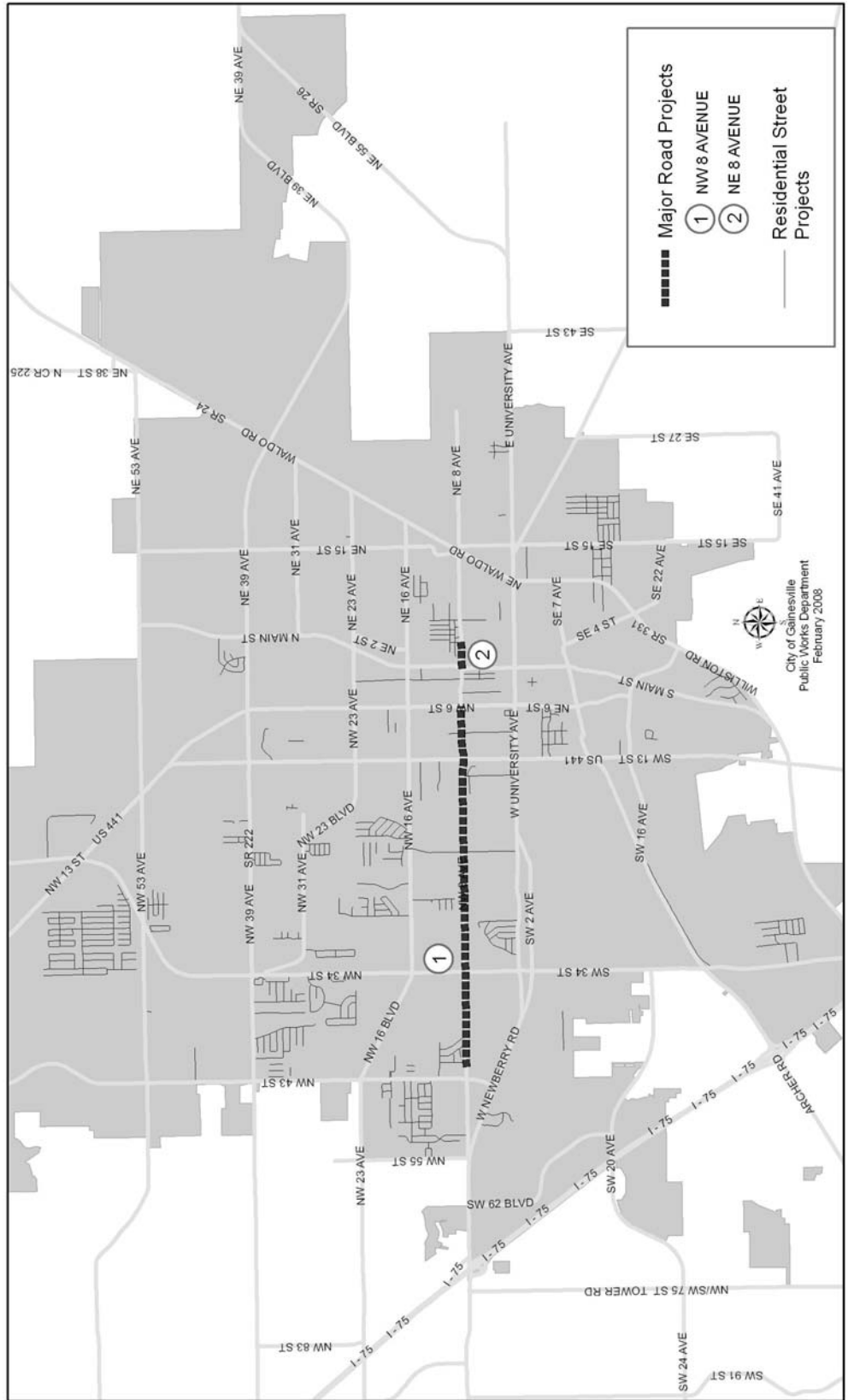
**Table 3. Resurfacing Projects – Major Roads**

Rank	Roadway	FROM	TO	Estimated Cost
1	NW 8th Avenue	4100 block	NW 6th St	\$4,000,000
2	NE 8th Avenue	N Main St	NE Blvd	\$300,000

NOTE: Cost estimate in 2008 dollars

Additional major road project information is provided in Appendix C-2.

**Figure 3. Resurfacing Projects Map**



**APPENDIX C-1:  
Roadway Resurfacing – Residential Streets  
Project List**

## RESURFACING – RESIDENTIAL STREETS

Subdivision Name / Neighborhood	Quadrant	Name of Road	Limits		Type of Treatment Recommended	Quantity (Sq Yds)	Comments
			From	To			
	NE	8 Ave	N Main St to East dead end		Mill and Overlay	39,593	
	NE	16 Terr	23rd Ave to North dead end		Crack Seal	3,051	
	NE	21 Ln	2nd St to East dead end		Do nothing	597	
	NE	49 Ave	Waldo Rd to 52nd Dr		Do nothing	21,449	
Pine Forest Estates	NE	2 Way	39th Ave to North dead end		Overlay	4,493	
	NE	40 Ln	2nd Way to East dead end		Overlay	800	
	NE	40 Pl	2nd Way to 2nd Way		Overlay	2,653	
	NE	41 Pl	2nd Way to East dead end		Overlay	1,696	
	NE	39 Pl	1st Terr to 2nd Way		Overlay	1,795	
	NE	1 Terr	39th Pl to 2nd Way		Overlay	2,763	
	NE	42 Pl	Main St to 2nd Way		Overlay	4,251	
	NE	3 Pl	25th St to East dead end		Overlay	2,056	
	NE	25 Terr	University to 4th Ave		Overlay	4,347	
	NE	26 Terr	University to North dead end		Overlay	2,685	
	NE	1 Pl	26th Terr to East dead end		Overlay	659	
Duck Pond Area	NE	7 St	5th Ave to 13th Ave		Overlay	6,879	
	NE	3 Ave	7th St to 9th St		Overlay	3,813	
	NE	9 Ave	2nd St to 7th St		Overlay	5,168	
	NE	4 Terr	8th Ave to 10th Ave		Overlay	1,136	
	NE	5 St	8th Ave to 13th Ave		Overlay	2,869	
	NE	5 Terr	9th Ave to 13th Ave		Overlay	2,898	
	NE	6 St	8th Ave to 13th Ave		Overlay	3,583	
	NE	6 Terr	10th Ave to 13th Ave		Overlay	1,649	
	NE	10 Ave	2nd St to 9th St		Overlay	7,792	
	NE	10 St	13th Pl to 15th Pl		Overlay	1,173	
Highland Court, Williamsons S/D and Pineview	NE	14 Ave	9th St to 12th St		Overlay	3,587	
	NE	15 Pl	10th St to 12th St		Overlay	2,506	
	NE	13 Pl	10th St to 11th St		Overlay	1,061	
	NE	11 St	13th Pl to 14th Ave		Overlay	379	
	NE	12 Ave	7th St to 9th St		Overlay	1,251	
	NE	18 Terr	1st Ave to 3rd Ave		Overlay	615	
	NE	31 Ave	15th St to Waldo Rd		Overlay	12,448	
	NE	48 Ave	46th Terr to East dead end		Overlay	340	
	N	Main St	53rd to 39th Ave		R&R + Nova Chip	26,591	
	NW	1 St	4th to 8th Ave		Novachip	4,048	
	NW	2 St	4th to 8th Ave		Novachip	3,127	
	NW	4 St	3rd to 8th Ave		Novachip	4,715	
	NW	5 Ave	6th to 13th St		Do nothing	7,092	
	NW	6 Ave	Main St to NW 2nd St		Novachip	1562	
Florida Court	NW	7 St	University to 2nd Ave		Novachip	1,278	
	NW	2 Ave	7th St to 7th Terr		Novachip	941	
	NW	7 Terr	2nd to University Ave		Novachip	1,140	
Florida Park / Hillside	NW	10 St	University to 10th Ave		Mill/Level/Overlay	9398	
	NW	11 Rd	13th to 17th St		Overlay	3012	
	NW	14 Ave	13th St to 17th Terrace		Novachip	4,971	
University Estates etc	NW	17 St	14th to 16th Ave		Do nothing	1,525	
	NW	15 St	University to 8th Ave		Novachip	6,636	
	NW	7 Rd	7th Pl to 7th Ave		Novachip	2,508	
Mason Manor	NW	7 Pl	15th St to 17th St		Novachip	2,847	
	NW	22 St	University to 16th Ave		Mill + Nova chip	14814	
	NW	25 Terr	South dead end to 16th Ave		Novachip	4,348	
	NW	11 Ave	West dead end to 25th Terr		Novachip	1,485	
	NW	12 Ave	West dead end to 25th Terr		Novachip	1,483	
Black Acres	NW	13 Ave	West dead end to 25th Terr		Novachip	473	
	NW	10 Ave	West dead end to 25th Terr		Novachip	1,477	
	NW	28 St	University Ave to 5th Ct		Mill + Overlay	4,493	
	NW	28 Terr	University Ave to 4th Ln		Mill + Overlay	4,533	
	NW	29 St	University Ave to 32nd St		Mill + Overlay	4,064	
	NW	30 St	University Ave to 29th St		Mill + Overlay	3,037	
	NW	32 St	University Ave to 29th St		Mill + Overlay	4,467	
	NW	5 Ct	West dead end to 28th St		Mill + Overlay	508	
Valley / Monterey	NW	4 Ln	29th St to 28th St		Mill + Overlay	2,779	
	NW	2 Ave	32nd St to 30th St		Mill + Overlay	1,568	
	NW	1 Ave	32nd St to 30th St		Mill + Overlay	2,051	
	NW	38 St	South dead end to 39th Ave		Fog / Rejuvenating Seal	8,619	Fog Seal in Year 2 - Reevaluate in year 4
	NW	39 Terr	33rd Pl to 36th Pl		Fog / Rejuvenating Seal	1,618	
	NW	40 St	34th Pl to 39th Ave		Fog / Rejuvenating Seal	3,995	
	NW	40 Terr	34th Pl to North dead end		Fog / Rejuvenating Seal	1,733	
	NW	41 Terr	34th Pl to North dead end		Fog / Rejuvenating Seal	1,896	
	NW	42 Terr	33rd Pl to North dead end		Fog / Rejuvenating Seal	2,757	
	NW	31 Pl	West dead end to 38th St		Fog / Rejuvenating Seal	2,597	
Palmetto	NW	32 Pl	West dead end to 38th St		Fog / Rejuvenating Seal	2,461	
	NW	33 Pl	39th Terr to 38th St		Fog / Rejuvenating Seal	3,139	
	NW	35 Pl	39th Terr to 38th St		Fog / Rejuvenating Seal	2,247	
	NW	36 Pl	39th Terr to 38th St		Fog / Rejuvenating Seal	2,312	
	NW	37 Pl	West dead end to 38th St		Fog / Rejuvenating Seal	1,901	
	NW	38 Pl	West dead end to 38th St		Fog / Rejuvenating Seal	2,021	
	NW	33 Pl	42nd Terr to East dead end		Fog / Rejuvenating Seal	968	
	NW	34 Pl	40th St to 38th St		Fog / Rejuvenating Seal	3,960	
	NW	21 Dr	36th Ave to 39th Ave		Microsurface	2,495	Defer on years 1 and 2. Microsurface in year 3. Note repeated monthly sweeping will diminish life extension gained due to microsurface treatment.
	NW	22 Dr	34th Pl to 36th Ave		Microsurface	1,251	
	NW	36 Ave	22nd Dr to 21st Dr		Microsurface	917	
	NW	34 Pl	22nd Terr to 22nd Dr		Microsurface	507	
NW	22 Terr	34th Pl to 38th Ave		Microsurface	4,022		
NW	38 Ave	22nd Terr to 21st Dr		Microsurface	1,587		
NW	22 Dr	38th Ave to 39th Ave		Microsurface	581		
NW	37 Pl	21st Dr to 22nd Terr		Microsurface	1,653		
	NW	36 Pl	21st Dr to 22nd Terr		Microsurface	1,637	

Orman Leigh Estates	NW	30 Pl	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,019		
	NW	28 Ave	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,477		
	NW	29 Ave	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,485		
	NW	29 Pl	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,485		
	NW	22 St	28th to 31st Ave	Fog / Rejuvenating Seal	3,196		
	NW	21 Terr	28th to 31st Ave	Fog / Rejuvenating Seal	3,199		
	NW	36 Pl	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,637		
Forest Ridge etc	NW	28 Pl	22nd St to 21st Terr	Fog / Rejuvenating Seal	1,480		
	NW	22 Dr	17th Ave to 19th Ln	Novachip	2,517		
	NW	22 Terr	17th Ave to 19th Ave	Novachip	1,835		
	NW	21 St	16th Ave to North dead end	Novachip	8,431		
	NW	20 Way	16th Ave to 21st Ln	Novachip	6,235		
	NW	20 Terr	21st Ln to North dead end	Novachip	1,744		
	NW	20 St	21st Ln to North dead end	Novachip	2,416		
	NW	21 Ln	20th Way to 21st St	Novachip	4,016		
	NW	20 Ln	20th Way to 21st St	Novachip	3,236		
	NW	19 Ln	20th Way to 23rd St	Novachip	7,613		
	NW	18 Ln	21st St to 20th Way	Novachip	2,003		
	NW	17 Ln	21st St to 20th Way	Novachip	1,619		
	NW	17 Ave	22nd St to 23 St	Novachip	2,682		
	NW	19 Ave	22nd Terr to 22nd St	Novachip	1,048		
	NW	20 Ct	West dead end to 22nd St	Novachip	1,515		
No Name S/D	NW	21 Ave	22nd St to 23rd St	Novachip	832		
	NW	21 Pl	22nd St to 23rd St	Novachip	3,144		
	NW	25 Pl	34th Terr to 34th St	Novachip	952		
	NW	34 Terr	25th Pl to 27th Pl	Novachip	1,883		
	NW	27 Pl	34th Terr to 34th St	Novachip	816		
Fox Grove	NW	27 Terr	16th Ave to 26th Pl	Novachip	11,707		
	NW	26 Pl	27th Terr to East dead end	Novachip	2,321		
Brywood	NW	25 Pl	27th Terr to East dead end	Novachip	1,428		
	NW	22 Ave	27th Terr to 25th St	Novachip	2,793		
	NW	25 St	22nd Ave to North dead end	Novachip	1,490		
	NW	26 Terr	22nd Ave to North dead end	Novachip	1,005		
	NW	21 Ave	27th Terr to East dead end	Novachip	3,027		
	NW	26 St	21st Ave to 19th Way	Novachip	1,683		
	NW	27 St	19th Way to 21st Ave	Novachip	2,318		
	NW	19 Way	27th Terr to 18th Way	Novachip	3,348		
	NW	18 Way	27th Terr to 19th Way	Novachip	4,440		
Mill Pond	NW	36 Ct	South dead end to 53rd Ave	Novachip	813		
	NW	2 Pl	48th Blvd to 50th Blvd	Fog / Rejuvenating Seal	787		
	Mill Pond (ctd)	NW	50 Blvd	2nd Pl to Newberry Rd (SR 26)	Fog / Rejuvenating Seal	3,688	
		NW	48 Blvd	1st Pl to Newberry Rd (SR 26)	Fog / Rejuvenating Seal	3,539	
	NW	1 Pl	South dead end to 48th Blvd	Fog / Rejuvenating Seal	1,283		
	NW	2 St	8th Ave to 16th Ave	Overlay	8,360		
	NW	14 Ave	N Main St to 2nd St	Overlay	3,232		
	NW	11 St	31st Ave to 33rd Ave	Overlay	1,564		
	NW	47 Pl	49th Terr to 43rd St	Overlay	5,707		
	NW	18 Ave	10th St to East dead end	Overlay	1,256		
	NW	19 Ave	10th St to 6th St	Overlay	2,769		
	NW	24 St	16th Ave to 23rd Ave	Overlay	7,319		
	NW	19 Terr	39th Ave to 42nd Ave	Overlay	3,035		
	NW	20 Dr	South dead end to 42nd Ave	Overlay	3,552		
	NW	21 St	39th Ave to 42nd Ave	Overlay	3,573		
	NW	40 Pl	21st St to 20th Dr	Overlay	701		
	NW	36 Rd	13th St to 36th Ave	Overlay	3,104		
NW	62 St	Newberry Rd to NW 1 Pl	CIP recycling	12,171			
SW	62 Blvd	SW 20th Avenue to NW 1 Pl	CIP recycling	25,181			
NW	67 Pl	22nd St to 18th Dr	FDR	5,536			
NW	18 Dr	67th Pl to North dead end	FDR	3,355			
NW	60 Ln	West dead end to 18th Dr	FDR	1,467			
Neighborhood Opposite Rock Creek	NW	29 Terr	31st Pl to North dead end	Fog / Rejuvenating Seal	3,363		
	NW	32 Pl	29th Terr to dead end	Fog / Rejuvenating Seal	824		
	NW	33 Pl	29th Terr to dead end	Fog / Rejuvenating Seal	701		
	NW	34 Pl	29th Terr to dead end	Fog / Rejuvenating Seal	776		
Rock Creek	NW	30 Blvd	30th Pl to 34th St	R&R only	1,453		
	NW	30 Pl	30th Pl to 30th Blvd loop	R&R only	3,416		
	NW	29 Pl	West dead end to 30th Blvd	R&R only	1,076		
	NW	36 Dr	25th Ave to 30th Blvd	R&R only	2,315		
	NW	38 St	23rd Pl to 28th Pl	R&R only	3,811		
	NW	37 Terr	23rd Pl to 28th Pl	R&R only	3,859		
	NW	36 Terr	23rd Pl to 24th Pl	R&R only	837		
	NW	35 Terr	23rd Pl to 36th Dr	R&R only	2,573		
	NW	28 Pl	38th St to 37th Terr	R&R only	883		
	NW	25 Ave	37th Terr to 36th Dr	R&R only	1,659		
Northwood	NW	24 Pl	37th Terr to 23rd Pl	R&R only	1,957		
	NW	23 Pl	38th St to East dead end	R&R only	4,467		
	NW	29 Terr	55th Blvd to 67th Pl	R&R & Nova chip	9,145		
	NW	29 St	55th Blvd to 67th Pl	R&R & Nova chip	8,899		
	NW	33 St	6224 (Ditch) to 6114	Reconstruction	1,338	Limits and quantities need to be field verified	
	NW	33 St	54th Ave to 68th Ave	R&R & Novachip	12,048		
	NW	62 Ave	3216 to 33rd Terr	Reconstruction	1,522		
	NW	62 Ave	26th Terr to 33rd Terr	R&R & Novachip	9,197		
	NW	26 Terr	55th Blvd to 68th Ave	R&R & Nova chip	11,534		
	NW	28 Terr	55th Blvd to 67th Pl	R&R & Nova chip	10,808		
NW	27 St	63rd Pl to 67th Pl	R&R & Nova chip	3,442			

Northwood (ctd)	NW	27 Terr	63rd Pl to 67th Pl	R&R & Nova chip	3,427	
	NW	30 Terr	55th Blvd to 67th Pl	R&R & Nova chip	9,157	
	NW	65 Pl	26th Terr to 30th Terr	R&R & Nova chip	4,530	
	NW	63 Pl	27th St to 30th Terr	R&R & Nova chip	2,096	
	NW	67 Pl	27th St to 30th Terr	R&R & Nova chip	1,955	
	NW	67 Pl	31st Terr to 33rd St	R&R & Nova chip	1,981	
	NW	63 Pl	31st Terr to 33rd St	R&R & Nova chip	1,936	
	NW	58 Pl	33rd Terr to 33rd St	R&R & Nova chip	581	
	NW	57 Pl	33rd St to 26th Terr	R&R & Nova chip	6,596	
	NW	56 Pl	33rd St to 31st Terr	R&R & Nova chip	2,141	
	NW	55 Blvd	30th Terr to East dead end	R&R & Nova chip	8,237	
	NW	54 Ave	34th St to 54th Blvd	R&R & Nova chip	8,419	
	NW	33 Terr	58th Pl to 68th Ave	R&R & Nova chip	8,448	
	NW	32 St	54th Ave to 67th Pl	R&R & Nova chip	9,418	
	NW	31 Terr	54th Ave to 67th Pl	R&R & Nova chip	9,187	
	NW	27 Terr	55th Blvd to 67th Pl	R&R & Nova chip	9,189	
	NW	27 St	55th Blvd to 67th Pl	R&R & Nova chip	9,221	
	NW	26 St	55th Blvd to North dead end	R&R & Nova chip	1,453	
	NW	26 St	57th Pl to North dead end	R&R & Nova chip	2,091	
	NW	25 Terr	34th St to North dead end	R&R & Nova chip	2,229	
NW	25 St	55th Blvd to North dead end	R&R & Nova chip	696		
Westmoreland Estates	NW	40 Dr	8th Ave to 12th Ave	Fog / Rejuvenating Seal	3,552	
	NW	40 Terr	8th Ave to 12th Ave	Fog / Rejuvenating Seal	3,922	
	NW	39 Dr	8th Ave to 12th Ave	Fog / Rejuvenating Seal	3,667	
	NW	9 Ct	West dead end to 40th Terr	Fog / Rejuvenating Seal	1,203	
	NW	10 Ave	40th Dr to 40th Terr	Fog / Rejuvenating Seal	1,243	
	NW	12 Ave	43rd St to 38th St	Fog / Rejuvenating Seal	5653	
	NW	41 St	15th Pl to 17th Ave	R&R + Fog / Rejuvenating Seal	1093	
	NW	42 St	15th Pl to 17th Ave	R&R + Fog / Rejuvenating Seal	1779	
Northwood	NW	46 Ave	43rd St to east dead end	R&R	3851	
	NW	52 Ave	28th Terr to 29th St	Fog / Rejuvenating Seal	752	
	NW	49 Pl	28th Terr to 29th St	Fog / Rejuvenating Seal	712	
	NW	29 St	34th St to 49th Pl	Fog / Rejuvenating Seal	2,811	
Springtree	NW	28 Terr	52nd Ave to 49th Pl	Fog / Rejuvenating Seal	2,568	
	NW	52 Pl	27th Dr to east dead end	Novachip	2917	
	NW	52 Ave	27th Terr to 24th Blvd	Novachip	3008	
	NW	51 Pl	27th Terr to east dead end	Novachip	2990	
	NW	50 Pl	27th Dr to east dead end	Novachip	1573	
	NW	26 Terr	49th Pl to 52 Pl	Novachip	2688	
Chatworth Court	NW	27 Terr	52nd Ave to 51 Pl	Novachip	581	
	NW	32 St	24th Ave to 29th Pl	Fog / Rejuvenating Seal	4,995	
	NW	31 Terr	24th Ave to 31st Ave	Fog / Rejuvenating Seal	6,810	
	NW	24 Ave	31st Terr to 32nd St	Fog / Rejuvenating Seal	757	
Chatworth Court (ctd)	NW	27 Ave	31st Terr to 32nd St	Fog / Rejuvenating Seal	843	
	NW	29 Pl	31st Terr to 32nd St	Fog / Rejuvenating Seal	813	
Ridgeview Estates	NW	33 Pl	18th St to east dead end	R&R	194	
	NW	32 Pl	18th St to east dead end	R&R	416	
	NW	33 Pl	18th St to west dead end	R&R	270	
	NW	18 St	31st Pl to North dead end	R&R	1443	
Weseman Estates	NW	36 Ct	53rd to end cul-de-sac	Novachip	813	
	NW	36 Pl	West dead end to 34th Terr	Fog / Rejuvenating Seal	1520	
	NW	37 St	3591 to 39th Ave	Fog / Rejuvenating Seal	1811	
	NW	36 St	South dead end to 39th Ave	Fog / Rejuvenating Seal	6365	
	NW	35 Terr	South dead end to 32nd Pl	Fog / Rejuvenating Seal	DIRT	
	NW	34 Terr	33rd Lane to 37th Ave	Fog / Rejuvenating Seal	2757	
	NW	37 Ave	34th Terr to 34th St	Fog / Rejuvenating Seal	1102	
	NW	35 Pl	36th St to 34th Terr	Fog / Rejuvenating Seal	2193	
	NW	34 Pl	36th St to 34th Terr	Fog / Rejuvenating Seal	2193	
	NW	33 Ave	34th Terr to 34th St	Fog / Rejuvenating Seal	771	
	NW	33 Pl	36th St to east dead end	Fog / Rejuvenating Seal	1360	
Surburban Heights	NW	32 Pl	36th St to 35th Terr	Fog / Rejuvenating Seal	330	
	NW	13 Ave	50th Terr to 43rd St	Novachip	6534	
	NW	13 Pl	53rd Terr to 52nd Terr	Novachip	819	
	NW	14 Ave	51st Terr to 50th Terr	Novachip	944	
	NW	14 Pl	46th St to 43rd Terr	Novachip	1699	
	NW	15 Pl	50th Terr to 43rd Terr	Novachip	4979	
	NW	16 Pl	52nd Terr to 43rd St	Novachip	8,379	
	NW	17 Pl	49th Terr to 43rd ST	Novachip	5707	
	NW	18 Pl	42nd St to 40th Terr	R&R & Nova chip	2,443	
	NW	18 Pl	West dead end to 43rd St	Novachip	5846	
	NW	19 Ave	46th St to 43rd St	Novachip	1950	
	NW	19 Pl	West dead end to 46th St	Novachip	3968	
	NW	20 Pl	46th St to 43rd Terr	Novachip	1947	
	NW	53 Terr	13th Ave to 14th Ave	Novachip	723	
	NW	52 Terr	8th Pl to North Dead End	Novachip	8863	
	NW	51 Terr	8th Ave to 16th Pl	Novachip	7616	
	NW	50 Terr	13th Ave to 15th Pl	Novachip	1573	
	NW	49 Terr	13th Ave to 18th Pl	Novachip	4363	
	NW	48 Terr	13th Ave to 15th Pl	Novachip	1741	
	NW	47 Terr	13th Ave to 15th Pl	Novachip	1701	
	NW	47 St	17th Pl to 18th Pl	Novachip	509	
	NW	46 Terr	13th Ave to 15th Pl	Novachip	1771	
	NW	46 St	13th Ave to 16th Pl	R&R & Nova chip	2,739	
	NW	46 St	16th Pl to 17th Pl	R&R & Nova chip	861	
	NW	46 St	South dead end to 23rd Ave	Novachip	9808	
	Surburban Heights (ctd)	NW	45 St	19th Ave to 20th Pl	Novachip	1189
		NW	43 Terr	13th Ave to 15th Pl	Novachip	1634
		NW	43 Terr	19th Ave to 20th Pl	Novachip	1152
NW		13 Ave	53rd Terr to 55th St	Novachip	1379	
NW		14 Ave	53rd Terr to 55th St	Novachip	1384	

Palmview	NW	19 Pl	43rd St to 42nd St	Overlay	902
	SE	11 Ave	9th St to 15 St	Crack Seal	8,189
	SE	12 Ave	8th St to 14 St	Novachip	6,974
	SE	13 Ave	Williston Rd to east dead end	Novachip	3,587
	SE	12 St	13th Ave to 11th Ave	Novachip	2,109
	SE	13 St	13th Ave to 11th Ave	Novachip	2,363
	SE	14 St	12th Ave to 11th Ave	Novachip	789
	SE	12 Terr	13th Ave to 12th Ave	Novachip	886
	SE	4 St	Williston Rd to SE 7th Ave	Mill and Overlay	7,189
Lincoln Estates	SE	2 Ave	15th St to SR 20	Overlay	317
Lincoln Estates	SE	10 Pl	18th Terr to East dead end	Fog / Rejuvenating Seal	2,329
	SE	12 Ave	15th St to 20th St	Fog / Rejuvenating Seal	5,719
	SE	12 Pl	15th St to 17th Terr	Fog / Rejuvenating Seal	2,271
	SE	13 Pl	15th St to 20th St	Fog / Rejuvenating Seal	4,977
	SE	14 Ave	15th St to 19th Terr	Fog / Rejuvenating Seal	4,303
	SE	15 Ave	15th St to east dead end	Fog / Rejuvenating Seal	8,637
	SE	17 Terr	15th Ave to 12th Ave	Fog / Rejuvenating Seal	2,660
	SE	17 Dr	15th Ave to 12th Ave	Fog / Rejuvenating Seal	2,574
	SE	18 Terr	13th Pl to 8th Ave	Fog / Rejuvenating Seal	4,994
	SE	19 St	13th Pl to 8th Ave	Fog / Rejuvenating Seal	4,996
	SE	19 Terr	15th Ave to 8th Ave	Fog / Rejuvenating Seal	6,382
	SE	20 St	15th Ave to 8th Ave	Fog / Rejuvenating Seal	6,978
	SW	Old Archer Rd	34th St to Archer Rd	Novachip	17,572
Colclough Hill	SW	1 Way	South dead end to North dead end	Overlay	5,415
	SW	5 Ct	1st Way to North dead end	Overlay	2,156
	SW	33 Pl	Main St to 5th Ct	Overlay	1,232
	SW	4 Ct	1st Way to North dead end	Overlay	1,996
	SW	2 Ct	1st Way to North dead end	Overlay	1,184
Kirkwood West	SW	11 Terr	21st Ave to 19th Pl	Overlay	1,597
	SW	19 Pl	11th Terr to 9th Terr	Overlay	1,099
	SW	20 Pl	11th Terr to 9th Terr	Overlay	979
	SW	9 Terr	20th Pl to 19th Pl	Overlay	941
Alachua General Hospital Neighborhood	SW	10 St	8th Ave to 4th Ave	Overlay	3,985
	SW	12 St	8th Ave to 4th Ave	Overlay	3,985
	SW	7 Ave	12th St to 9th St	Overlay	3,093
	SW	6 Ave	12th St to 10th St	Overlay	2,053
	SW	5 Ave	13th St to 6th ST	Overlay	8,850
	SW	4 Ave	13th St to 6th ST	Overlay	7,269
	SW	8 St	4th Ave to 5th Ave	Overlay	1,279
(ctd)	SW	7 Terr	South dead end to 5th Ave	Overlay	804
	SW	14 Ave	13th St to East dead end	Overlay	2,261
Seronola Manor	SW	30 Terr	40th Pl to North dead end	Overlay	5,636
	SW	29 Terr	37th Pl to North dead end	Overlay	2,004
	SW	28 Terr	40th Pl to 35th Pl	Overlay	6,396
	SW	37 Pl	30th Terr to 28th Terr	Overlay	1,709
	SW	38 Pl	30th Terr to 28th Terr	Overlay	1,741
	SW	39 Ave	30th Terr to 28th Terr	Overlay	1,976
	SW	40 Ave	30th Terr to 28th Terr	Overlay	2,024
	SW	40 Pl	30th Terr to 28th Terr	Overlay	1,987
Kathryn Place	SW	41 Ln	31st Dr to 30th Terr	Overlay	1,478
	SW	41 Pl	34th St to 31st Dr	Overlay	3,473
	SW	42 Pl	34th St to 31st Dr	Overlay	3,433
	SW	31 Dr	42nd Pl to North dead end	Overlay	4,493
Fletcher Hts	SW	6 Pl	40th St to 37th St	Crack Seal	4,403
	SW	2 Pl	3rd St to 2nd St	Mill and Overlay	99
	SW	2 Ave	13th St to Main St	Mill and Overlay	26443
	SW	2 Terr	3rd Ave to 2nd Ave	Mill and Overlay	779

#### SUMMARY QUANTITIES AND COST ESTIMATES

TREATMENT	QUANTITIES (sq yds)	Estimated Unit Cost (\$/sq yd)	Total Cost
Do nothing	30663.00	\$0.00	\$0.00
Milling**	125815.00	\$3.15	\$396,317.25
Crack Seal***	15643.00	\$1.68	\$26,280.24
Overlay	333277.00	\$10.40	\$3,466,080.80
Novachip	819763.00	\$8.13	\$6,664,673.19
Fog / Rejuvenating Seal	192558.00	\$1.54	\$296,539.32
Microsurface	14650.00	\$3.68	\$53,912.00
CIP recycling	37352.00	\$23.52	\$878,519.04
FDR	10358.00	\$223.72	\$2,317,291.76
Reconstruction	2860.00	\$298.29	\$853,109.40
<b>TOTAL</b>			<b>\$14,952,723.00</b>

FDR = Full Depth Reclamation

CIP Recycling= Cold-in-Place Recycling

\* R&R (remove & replace) merely indicates that this activity is required for a street. The sq yards shown alongside (area of street segment) does not represent total affected area.

\*\* Note the square yards for milling are shown separately from the treatment option that follows - such as overlay or Novachip.

\*\*\* Do we still do crack sealing? We may have to look at these again. Perhaps slate these roads for microsurface treatment as well.

APPENDIX C-2:  
Roadway Resurfacing – Major Roads  
Project Prioritization



**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: NW 8th Ave (NW 6th St to 4100 blk)  
 Type: Resurfacing

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	3	Safety Improvement	0	Benefits	2	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	1	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	2	Traffic Calming	0	Consistency with adopted plans	2	Multimodal access to activity centers	1
Average	2.33	Average	0.33	Average	1.33	Average	0.33
<b>TOTAL SCORE</b>							<b>4.33</b>

Traffic Volume 16600  
 Roadway Class Collector  
 PCI low 70s

Project Description: Project includes milling and resurfacing, including conversion of section between NW 31 ST & NW 22 ST to 2-lane with landscape island and on-street bike lanes with enhanced lighting.  
 Estimated Cost: \$4,000,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: NE 8th Ave (N Main St to NE Blvd)  
 Type: Resurfacing

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	3	Safety Improvement	0	Benefits	1	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	3	Traffic Calming	0	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	2.67	Average	0.67	Average	0.67	Average	0.00
<b>TOTAL SCORE</b>							<b>4.00</b>

Traffic Volume 10500  
 Roadway Class Collector  
 PCI 88

Project Description: Project includes milling and resurfacing; adding marked crosswalk at the Oak Park development.  
 Estimated Cost: \$300,000

## D .. INTERSECTION CONTROL PROJETCS

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### INTRODUCTION

Intersection control projects include installation of traffic signals and roundabouts to address operational and safety issues. The project list also includes traffic signal replacement of obsolete structures with new equipment to prevent mal-functions and improve efficiency of operations. The construction of raised intersections that address safety concerns related to speeding and the safety of bicyclists and pedestrians are also included.

All intersection projects conform to the Manual for Uniform Traffic Control Devices (MUTCD) guidelines, FDOT standards and the MTPO Design Manual standards for the Gainesville urbanized area.

### GOALS

The intersection control projects are consistent with the City of Gainesville Comprehensive Plan goals and objectives, particularly as included in the Transportation Mobility Element (adopted August 12, 2002).

- 1. Develop and maintain a safe, convenient and energy efficient transportation system*
- 2. Coordination with the MTPO vision established in the long range transportation plan*

The projects also further the adopted goals and objectives of the City Commission as follows:

- 1. Invest in community infrastructure and continue to enhance the transportation network and systems*
- 2. Public safety*
- 3. Energy efficiency*

### PROJECT LIST

The project list was compiled through several sources including operational and safety studies, and system needs determined by the Traffic Operations Division. As funding sources are limited, the list will be used as the base to prioritize investments in transportation infrastructure to be included in the City's Capital Improvement Plan. A comprehensive list is kept on file by the Public Works Department.

## PRIORITIZATION

The prioritization criteria used to rank intersection control projects is listed below.

### Traffic Signal Replacement

Roadways at Intersection	Arterial/Arterial	4
	Arterial/Collector	3
	Collector/Collector	2
	Collector/Local	1
	Local/Local	0
Entering Volume	Less than 10,000	1
	10,000 to 15,000	2
	15,000 to 20,000	3
	20,000 plus	4
Age of Existing Signal	Less than 15 years	0
	Over 15 years	1

### Roundabouts

All of the above plus:

#### Crash history

Overall number of collisions:	Less than 5	0
	6 - 9	1
	10 plus	2
Severity of collisions:	Damage only	0
	Minor injuries	1
	Major injuries	2
Number of collisions w/n last 12 mo:	Less than 5	0
	Over 5	1

#### Special Conditions

Located near activity center(s)	Max 2 points
Other safety concerns	Max 2 points

### Traffic Signals

The need for traffic signals is established in accordance with the procedures established in the MUTCD. The prioritization of installation will then follow the same criteria for the previous categories listed above.

## **SUMMARY**

Intersection control projects are shown in Table 4 below. Figure 4 illustrates the project locations.

The signal replacement projects listed are controlled by traffic signals that have exceeded their useful life. The useful life of the new construction is approximately 20 years. Replacing the signals with modern technology will match current efforts by the Florida Department of Transportation (FDOT) and Alachua County Public Works Department on their respective roadways and meet the design standards set forth by the MTPO. The replacement of traffic signals will result in a reduction in energy consumption; reduction in long-term maintenance costs and reduction in congestion and delays resulting in net savings in fuel and time to all system users.

All signal replacement projects listed have allocated funds for construction in FY10.

Additional project information is provided in Appendix D.

**Table 4. Intersection control**

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**ROUNDBABOUTS**

Rank	Location	Estimated Cost
1	SW 23rd Ter @ SW 35th Pl	\$1,300,000
2	S Main St @ Depot Ave	\$1,200,000
3	SW 6th St @ SW 2nd Ave	\$1,000,000
4	NW 24th Blvd @ NW 45th Ave	\$600,000
5	SE 3rd Ave @ SE 15th St	\$550,000
6	NW 22nd St @ NW 5th Ave	\$130,000 <sup>a</sup>
7	SE 2nd Ave @ SE 3rd St	\$900,000
8	SE 2nd Ave @ SE 9th St	\$900,000
9	SE 2nd Ave @ SE 7th St	\$900,000

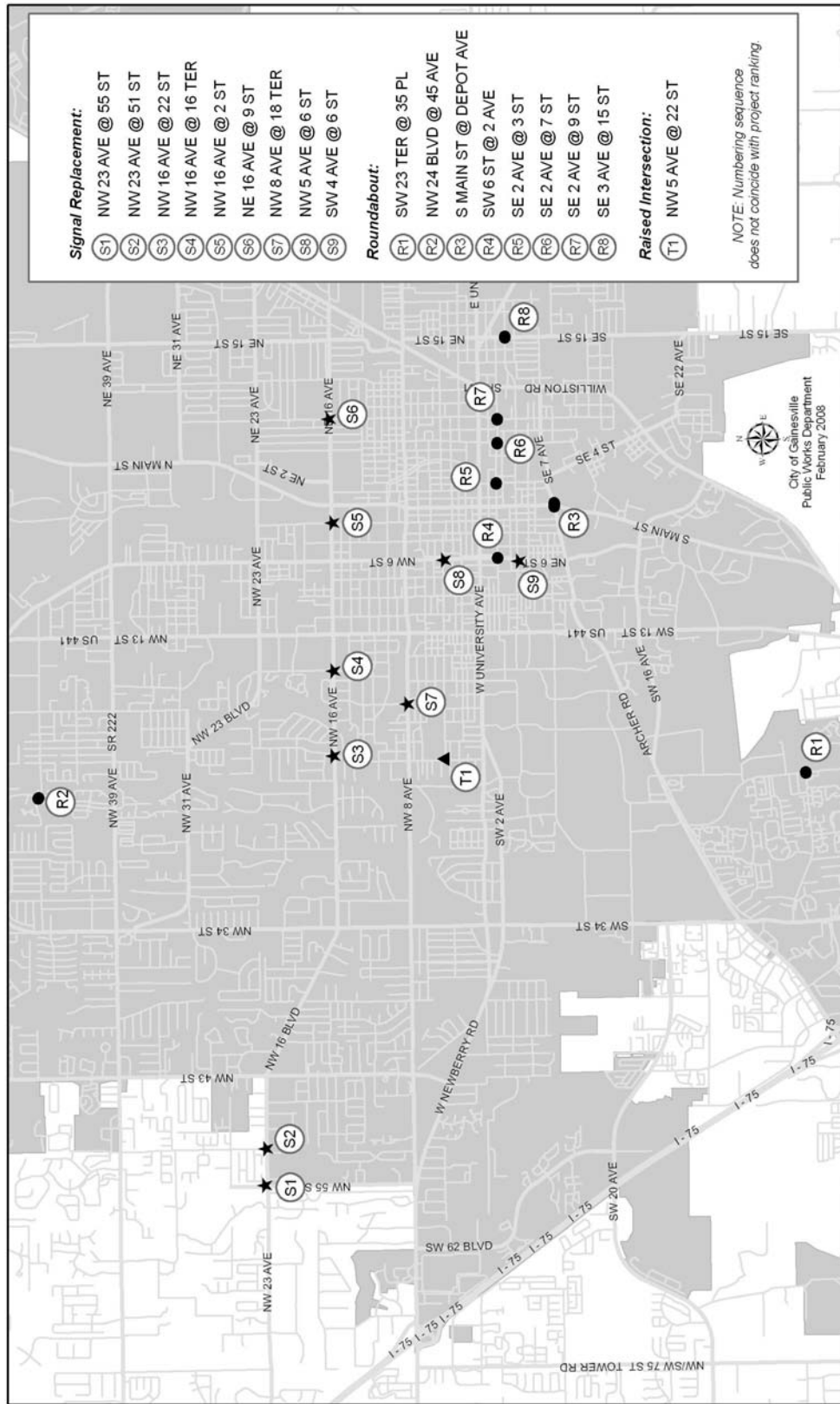
**TRAFFIC SIGNAL REPLACEMENT**

Rank	Location	Estimated Cost
	NW 8th Ave & NW 18th Ter	\$325,000
	NW 5th Ave & NW 6th St	\$325,000
	SW 4th Ave & SW 6th St	\$325,000
	NW 23rd Ave & NW 51st St	\$325,000
	NW 23rd Ave & NW 55th St	\$165,000 *
	NE 16th Ave & NE 9th St	\$165,000 *
	NW 16th Ave & NW 16th Ter	\$165,000 *
	NW 16th Ave & NW 2nd St	\$165,000 *
	NW 16th Ave & NW 22nd St	\$165,000 *

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*Note*      <sup>a</sup> This is a traffic calming project to construct a raised intersection at this location.  
\* Where the signal is located on a county-owned roadway, the cost of signal replacement is shared with Alachua County.

**Figure 4. Intersection Projects Map**



**APPENDIX D:**  
**Intersection Control – Project Prioritization**

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SW 23rd Terrace & SW 35th Place

Type: Roundabout

Entering volume: 17,394

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 10 crashes

Type: 10 angle crashes

Severity: 1 w/ non-incapacitating injury; 9 w/ property damage only

Past 12 months: 4 crashes

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
3	2	2	0	0	0	2

**TOTAL: 9 points**

Project Description: This is a stop-controlled 'T' intersection, located in a high-density area in close proximity to the UF campus, and served by several RTS bus routes. High bike/ped activity.

Estimated Cost: \$1,300,000



**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: S Main Street & Depot Avenue

Type: Roundabout

Entering volume: 21,200

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 9 crashes  
 Type: 6 angle crashes; 2 rear-end crashes; 1 sideswipe crash  
 Severity: Property damage only  
 Past 12 months: 2 crashes

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
3	2	1	0	0	1	2

**TOTAL: 9 points**

Project Description: Traffic signal replacement. Installation of roundabout will facilitate more efficient operation of this intersection.

Estimated Cost: \$1,200,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 3rd Avenue at SE 15th Street  
 Type: Roundabout

Entering volume: 7,359

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 9 crashes  
 Type: 8 angle crashes; 1 rear end crash  
 Severity: Property damage only  
 Past 12 months: 3 crashes

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
1	2	1	0	0	1	0

**TOTAL: 5 points**

Project Description: Traffic signal replacement. Installation of roundabout will facilitate more efficient operation of this intersection.

Estimated Cost: \$550,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SW 6th Street & SW 2nd Avenue

Type: Roundabout

Entering volume: 13,516

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 11 crashes

Type: 10 angle crashes; 1 rear-end crash; 5 NB red light runs

Severity: 1 w/ non-incapacitating injury; 10 w/ property damage only

Past 12 months: 4 crashes

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
2	2	2	0	0	1	0

**TOTAL: 7 points**

Project Description: Traffic signal replacement. Installation of roundabout will facilitate more efficient operation of this intersection. Requires acquisition of right-of-way.

Estimated Cost: \$1,000,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: NW 24th Blvd & NW 45th Avenue

Type: Roundabout

Entering volume: 5,610

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 2 crashes  
 Type: 2 angle crashes  
 Severity: 1 w/ incapacitating injury; 1 w/ property damage only  
 Past 12 months: 1 crash

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
1	2	0	0	2	0	1

**TOTAL: 6 points**

Project Description: This is a 2-way stop-controlled intersection located in a residential area in close proximity to Norton Elementary School. Installation of roundabout will increase efficiency of this intersection, and aid in controlling vehicular speeds through both corridors. Corridor study conducted by Public Works in October 2006.

Estimated Cost: \$600,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 2nd Avenue & SE 3rd Street

Type: Roundabout

Entering volume: 10,693

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 1 crash  
 Type: Rear-end (DUI related)  
 Severity: -  
 Past 12 months: None

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
2	2	0	0	0	0	0

**TOTAL: 4 points**

Project Description: This is a 4-way stop-controlled intersection located in the downtown area. The installation of roundabouts will facilitate traffic operations and also contribute to traffic calming in the area, complementing the streetscaping of downtown.

Estimated Cost: \$900,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 2nd Avenue & SE 3rd Street  
 Type: Roundabout

Entering volume: 4,007  
 Roadway Class: Collector / Collector  
 Crash history (2003 to date):  
     Total: 1 crash  
     Type: Rear-end (DUI related)  
     Severity: -  
     Past 12 months: None

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
1	1	0	0	0	0	0

**TOTAL: 2 points**

Project Description: This is a 4-way stop-controlled intersection located in the downtown area. The installation of roundabouts will facilitate traffic operations and also contribute to traffic calming in the area, complementing the streetscaping of downtown.

Estimated Cost: \$900,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 2nd Avenue & SE 9th Street

Type: Roundabout

Entering volume: 5,684

Roadway Class: Collector / Collector

Crash history (2003 to date):

Total: 3 crashes  
 Type: 3 angle crashes  
 Severity: 1 w/ non-incapacitating injury  
 Past 12 months: 1 crash

VOLUME	ROADWAY CLASS	CRASH HISTORY			SIGNAL REPLACEMENT	OTHER
		Total #	# Past 12mo	Severity		
1	2	0	0	0	0	0

**TOTAL: 3 points**

Project Description: This is a 4-way stop-controlled intersection located in the downtown area. The installation of roundabouts will facilitate traffic operations and also contribute to traffic calming in the area, complementing the streetscaping of downtown.

Estimated Cost: \$900,000

### INTRODUCTION

Walking and bicycling are fundamental forms of transportation and integral parts of a healthy, vital and livable community. For some segments of the population these are the only viable means of transportation. Multimodal projects include the construction of sidewalks and bikeways that enhance access to users by closing existing gaps and augmenting the network, improving connectivity and safety, and expanding travel options.

### GOALS

Multimodal projects are consistent with the City of Gainesville Comprehensive Plan goals and objectives, particularly as included in the Transportation Mobility Element (adopted August 12, 2002) and the Concurrency Management Element (Adopted November 14, 2005) as follows:

- 1. Develop and maintain a safe, convenient and energy efficient transportation system*
- 2. Provide a safe, convenient, continuous, comfortable, and aesthetically pleasing transportation environment that promotes walking*
- 3. Provide a safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to bicycling*

The projects also further the adopted goals and objectives of the City Commission as follows:

- 1. Invest in community infrastructure and continue to enhance the transportation network and systems*
- 2. Public safety*
- 3. Energy efficiency*

### PROJECT LIST

The project list was compiled through several sources including operational and safety studies, citizen requests and system needs determined by the Public Works Department. As funding sources are limited, the list will be used as the base to prioritize investments in transportation infrastructure to be included in the City's Capital Improvement Plan. A comprehensive list is kept on file by the Public Works Department.



## PRIORITIZATION

The prioritization criteria used to rank intersection control projects is listed below.

Roadway class	Arterial	2
	Collector	1
	Local	0
Grid Connectivity	Closing gaps	2
	No sidewalks present	1
Location	Core Area or access to activity center (commercial / employment centers; high density residential)	1
	Within a ¼ mile to a school	1
	Within a ¼ mile to a community service facility	1
	Within a ¼ mile to transit stop	1
Feasibility of Construction	No impediments	2
	Minor modifications need	1
	Major modifications needed	0
Other issues	Site specific issues; crash history; ADA; etc	Max 2

## SUMMARY

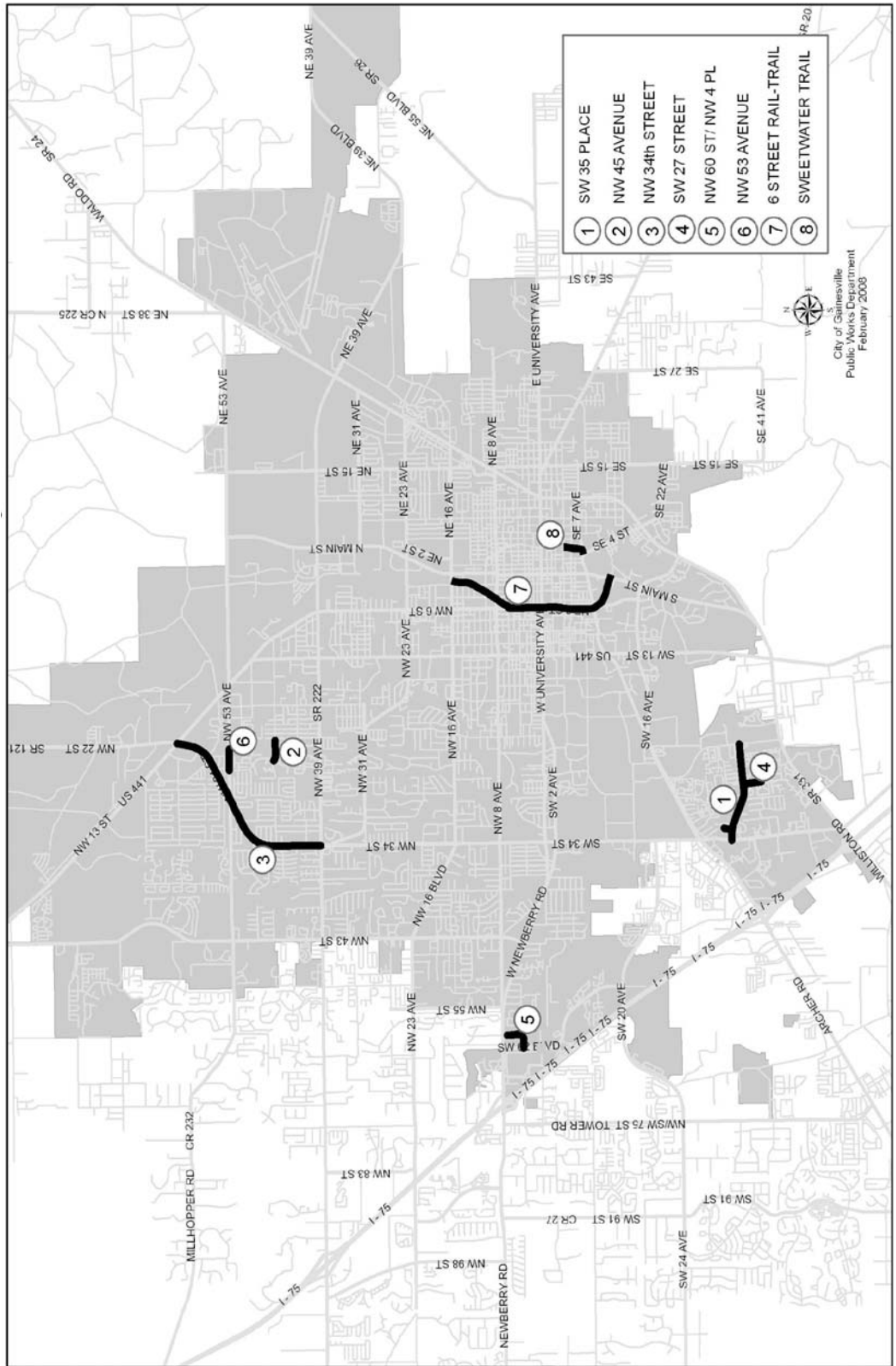
A list of multimodal projects is shown in Table 5 below. Figure 5 illustrates the project locations.

Additional project information is provided in Appendix E.

**Table 5. Multimodal projects**

Rank	Location	FROM	TO	Estimated Cost
1	SW 35th Pl	SW 34th St	SW 23rd Ter	\$520,000
2	NW 45th Ave	NW 24th Blvd	Existing	\$75,000
3	NW 34th St	NW 39th Ave	US 441	\$585,000
4	SW 27th St	SW 35th Pl	Univ. Town Center	\$100,000
5	NW 60th St/NW 4th Pl	NW 62nd Blvd	700 block	\$60,000
6	NW 53rd Ave	NW 24th Blvd	Existing	\$150,000

**Figure 5. Multimodal Projects Map**



**APPENDIX E:**  
**Multimodal Project Prioritization**

Project Name:	NW 34th St NW 39 Ave to US 441	SW 35th Pl SW 34 St to SW 23 Ter	NW 45th Ave NW 24 Blvd to Existing	NW 53rd Ave NW 24th Blvd to Existing
Roadway Class (Arterial =2; Collector = 1; local = 0)	2	1	1	2
Grid Connectivity (Closing gap = 2; No sidewalk present = 1)	2	2	2	2
Core area / activity center (Yes = 1; No = 0)	0	0	0	0
Proximity to school (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	0	1	0
Proximity to community service facility (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	0	0	0
Access to transit (w/n 1/4 mile radius =1; >1/4 mi = 0)	1	1	0	1
Feasibility of construction (No impediments = 2; minor modifications needed = 1; major modifications needed = 0)	0	1	2	0
Other issues max 2 points		2		0
<b>MAX = 12 points</b>	<b>5</b>	<b>7</b>	<b>6</b>	<b>5</b>

Project Name:	N Main St N 42 Pl to N 39 Ave	NW 60th St 400 blk to 700 blk	NW 25th Pl 4200 blk to 4300 blk	NW 4th Pl 6100 blk
Roadway Class (Arterial =2; Collector = 1; local = 0)	2	0	0	0
Grid Connectivity (Closing gap = 2; No sidewalk present = 1)	1	2	1	2
Core area / activity center (Yes = 1; No = 0)	0	1	1	1
Proximity to school (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	1	0	1
Proximity to community service facility (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	0	1	0
Access to transit (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	1	1	1
Feasibility of construction (No impediments = 2; minor modifications needed = 1; major modifications needed = 0)				
Other issues max 2 points				
<b>MAX = 12 points</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>5</b>

Project Name:	SW 37th Blvd Archer Rd to SW 34 St	SW 32 Ter SW 34 St to SW 35 Pl	SW 27th St SW 35 Pl to Univ Towne Ctr	SW 41st Pl SW 34 St to SW 31 Dr
Roadway Class (Arterial =2; Collector = 1; local = 0)	1	0	0	0
Grid Connectivity (Closing gap = 2; No sidewalk present = 1)	2	2	1	1
Core area / activity center (Yes = 1; No = 0)	0	0	0	0
Proximity to school (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	0	0	0
Proximity to community service facility (w/n 1/4 mile radius =1; >1/4 mi = 0)	0	0	0	1
Access to transit (w/n 1/4 mile radius =1; >1/4 mi = 0)	1	1	1	1
Feasibility of construction (No impediments = 2; minor modifications needed = 1; major modifications needed = 0)			1	
Other issues max 2 points			2	1
<b>MAX = 12 points</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>4</b>

### INTRODUCTION

Streetscape projects consist of enhancements to the transportation network that may include the addition of raised medians, landscaping, brick crosswalks, bulb outs, enhanced lighting and other elements. Such enhancements promote a safe and pleasing environment that promotes pedestrian activity by calming vehicular speeds and adding pedestrian scale elements. Streetscaping is a contributing factor for achieving the redevelopment goals of the City.

### GOALS

The intersection control projects are consistent with the City of Gainesville Comprehensive Plan goals and objectives, particularly as included in the Transportation Mobility Element (adopted August 12, 2002).

- 1. Develop and maintain a safe, convenient and energy efficient transportation system*
- 2. Provide a safe, convenient, continuous, comfortable and aesthetically pleasing transportation environment that promotes walking*

The projects also further the adopted goals and objectives of the City Commission as follows:

- 1. Invest in community infrastructure and continue to enhance the transportation network and systems*
- 2. Public safety*
- 3. Neighborhoods*

### PROJECT LIST

The project list was compiled through several sources including operational and safety studies, system needs determined by the Public Works Department and through coordination with the Community Redevelopment Agency. As funding sources are limited, the list will be used as the base to prioritize investments in transportation infrastructure. A comprehensive list is kept on file by the Public Works Department.

## PRIORITIZATION

Streetscape projects were scored and ranked using four criteria: existing conditions, safety, connectivity and socio-economic considerations. The criteria are further described below:

### 1. Condition (max = 9 points)

(a) Traffic volumes	AAADT > 10,000 or Nearest alternate route > 3 mi longer or Project is single route between points A & B	3
	5,000 > AAADT < 10,000 or Nearest alternate route is 2-3 mi longer	2
	AAADT < 5,000 or Nearest alternate route < 2 mi longer	1
	No regional or local significance	0
(b) Roadway class	Arterial	3
	Collector	2
	Local	1

### 2. Safety (max = 7 points)

(a) Safety improvements	Addresses a documented safety problem	2
	Safety elements included but not mainly a safety project	1
	System preservation project	0
(b) Bike/Ped Safety	Provides physical separation; or shorten crossing distances; or addresses bike/ped crashes	3
	Adds high-visibility crosswalks and signals/signs	2
	Replaces existing crosswalks and signs	1
	No effect or no information	0
(c) Traffic Calming	Adds significant traffic calming features or streetscape improvements	2
	Adds minor traffic calming features	1
	No effects or no information	0



**3. Connectivity** (max = 8 points)

(a) Benefits	Adds new connection to the system (all modes)	3
	Adds bike lanes, sidewalks or bus pull-offs where none exist	2
	Features minor amenities for other modes (i.e., share the road signs) or replaces/improves existing sidewalks	1
(b) Consistent with regional transportation investments	Project builds upon/enhances planned system improvements	3
	Project is included in the MTPO TIP, and has some funds allocated to it in next 5-year work program	2
	Project is included in MTPO list of priorities but no funds are allocated to it in the work program	1
	Not consistent with regional investments	0
(c) Consistent with MTPO LRTP and City's Comp. Plan	Directly supports > 1 goal or objective in the adopted plans	2
	Directly supports one goal or objective in either plan	1
	Neutral	0

**4. Socio-Economic Considerations** (max = 3 points)

(a) Project located within target area for redevelopment	1
(b) Project will enhance access to disadvantaged groups	1
(c) Project enhances multimodal access to activity centers	1

## SUMMARY

Streetscape projects are shown in Table 6; Figure 6 illustrates the project locations.

**Table 6. Streetscape Projects**

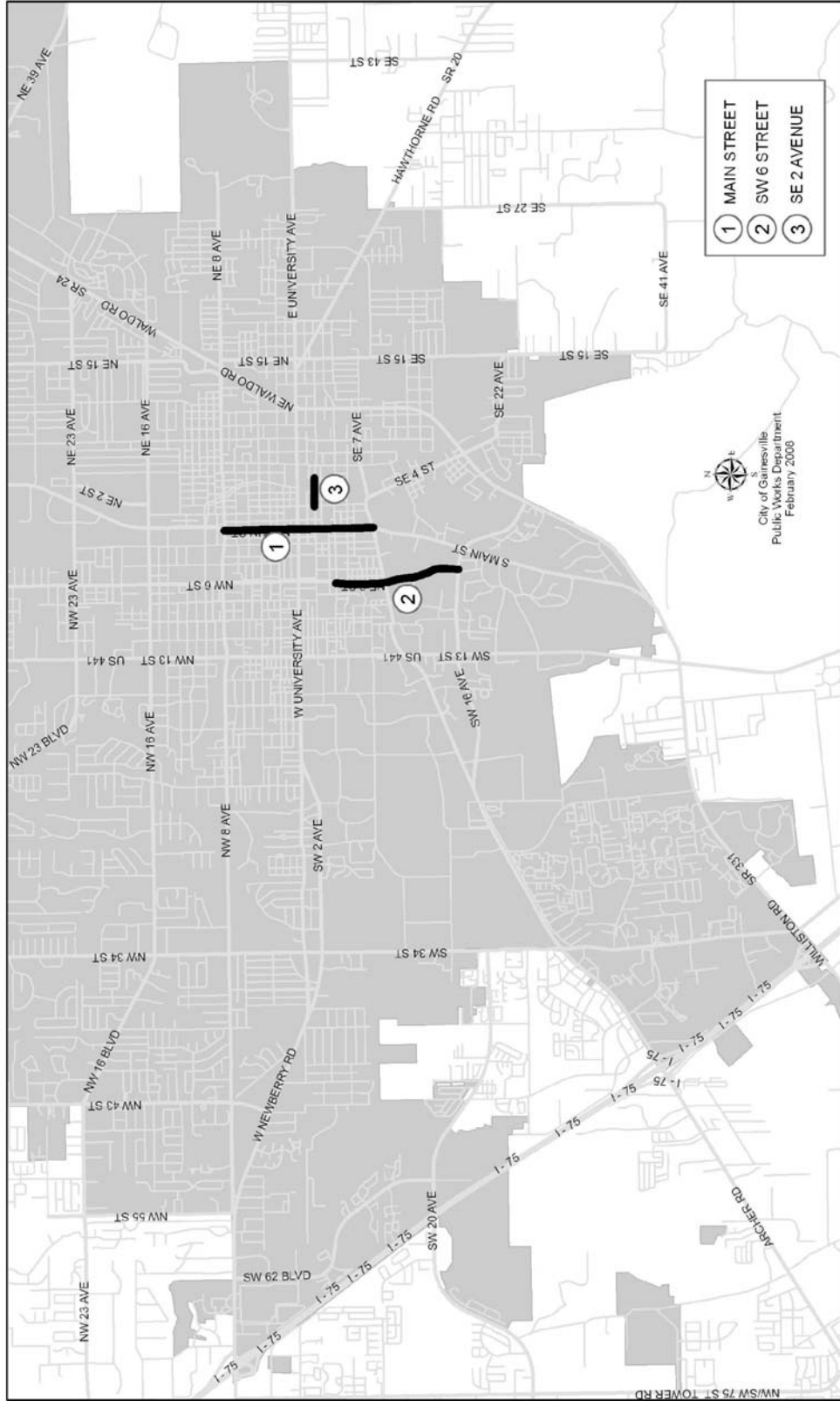
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Rank	Roadway	FROM	TO	Estimated Cost
1	Main Street	Depot Ave	N 8th Ave	\$2,016,000
2	SW 6th Street	SW 4th Ave	SW 16th Ave	\$2,700,000
3	SE 2nd Avenue	SE 3rd Street	SE 9th Street	\$1,210,000

NOTE: Cost estimate in 2008 dollars

Additional major road project information is provided in Appendix F.

Figure 6. Streetscape Projects Map



APPENDIX F:  
Streetscape – Project Prioritization

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: Main St (Depot Ave to N 8th Ave)  
 Type: Streetscape

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	3	Safety Improvement	0	Benefits	1	In target area for redevelopment	1
Roadway Class	3	Bike / Ped Safety	1	Consistency with regional transportation investments	3	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	0	Traffic Calming	1	Consistency with adopted plans	2	Multimodal access to activity centers	0
Average	2.00	Average	0.67	Average	2.00	Average	0.33
<b>TOTAL SCORE</b>							<b>5.00</b>

Traffic Volume            17800  
 Roadway Class            Arterial  
 PCI                            NA

Project Description:    The project includes numerous streetscape features including bus bays, curb bulb-outs, brick crosswalks, and sidewalk pavers along Main Street between Depot Avenue and N 8th Avenue.

Estimated Cost:         \$2,016,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: W 6th Street (SW 4th Ave to SW 16th Ave)  
 Type: Streetscape

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	2	Safety Improvement	1	Benefits	2	In target area for redevelopment	0
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	1	Enhance access to disadvantaged groups	1
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	1.33	Average	1.67	Average	1.33	Average	0.33
<b>TOTAL SCORE</b>							<b>4.67</b>

Traffic Volume            6,700  
 Roadway Class            Collector  
 PCI

Project Description:    Resurfacing, with landscaped islands and roundabouts

Estimated Cost:         \$2,700,000

**TRANSPORTATION PROJECT PRIORITIZATION CRITERIA**

Project: SE 2nd Ave (SE 3rd St to SE 7th St)  
 Type: Streetscape

CONDITION		SAFETY		CONNECTIVITY		OTHER	
Traffic Volumes	1	Safety Improvement	1	Benefits	0	In target area for redevelopment	1
Roadway Class	2	Bike / Ped Safety	2	Consistency with regional transportation investments	0	Enhance access to disadvantaged groups	0
PCI / Magnitude of improvement	0	Traffic Calming	2	Consistency with adopted plans	1	Multimodal access to activity centers	0
Average	1.00	Average	1.67	Average	0.33	Average	0.33
<b>TOTAL SCORE</b>							<b>3.33</b>

Traffic Volume                    2000  
 Roadway Class                   Collector  
 PCI

Project Description:     Project consists of the installation of landscaped medians between SE 3rd Street and SE 7th Street  
 Estimated Cost:             \$1,210,000

## G .. SUMMARY LIST OF PROJECTS

### ***Major Street Improvements***

Rank	Roadway	FROM	TO	Estimated Cost
1	Depot Avenue - Segment II	SW 11th St	S Main St	\$7,196,000
2	Depot Avenue - Segment III	S Main St	SE 7th St	\$1,036,000
3	Depot Avenue - Segment IV	SE 7th St	Williston Rd	\$4,405,000
4	SW 62nd Blvd	Newberry Rd	SW 20th Ave	\$13,600,000
5	Depot Avenue - Segment I	SW 13th St	SW 11th St	\$419,000
6	SW 40th Blvd	Archer Rd	SW 47th Ave	\$4,000,000

### ***Resurfacing***

Rank	Roadway	FROM	TO	Estimated Cost
1	NW 8th Avenue	4100 block	NW 6th St	\$4,000,000
2	NE 8th Avenue	N Main St	NE Blvd	\$300,000

### ***Reconstruction***

Rank	Roadway	FROM	TO	Estimated Cost
1	SE 4th Street	Depot Ave	Williston Rd	\$5,900,000
2	W 6th Street	SW 4th Ave	W University Ave	\$3,300,000
3	NW 31st Avenue	Glen Springs Rd	NW 19th St	\$2,800,000
4	SE 12th Street	E University Ave	SE 2nd Ave	\$325,000
5	NW 22nd Street	University Ave	NW 8th Ave	\$592,000
6	NE 2nd Street	NE 10th Ave	NE 16th Ave	\$2,200,000

### ***Streetscape***

Rank	Roadway	FROM	TO	Estimated Cost
1	Main Street	Depot Ave	N 8th Ave	\$2,016,000
2	SW 6th Street	SW 4th Ave	SW 16th Ave	\$2,700,000
3	SE 2nd Avenue	SE 3rd Street	SE 9th Street	\$1,210,000

### ***Intersection: Roundabout Construction***

Rank	Location	Estimated Cost
1	SW 23rd Ter @ SW 35th Pl	\$1,300,000
2	S Main St @ Depot Ave	\$1,200,000
3	SW 6th St @ SW 2nd Ave	* requires acquisition of ROW \$1,000,000
4	NW 24th Blvd @ NW 45th Ave	\$600,000
5	SE 3rd Ave @ SE 15th St	* existing signal needs to be replaced \$550,000
6	NW 22nd St @ NW 5th Ave	Raised intersection \$130,000
7	SE 2nd Ave @ SE 3rd St	\$900,000
8	SE 2nd Ave @ SE 9th St	\$900,000
9	SE 2nd Ave @ SE 7th St	\$900,000

### ***Sidewalks***

Rank	Location	FROM	TO	Estimated Cost
1	SW 35th Pl	SW 34th St	SW 23rd Ter	\$520,000
2	NW 45th Ave	NW 24th Blvd to Existing		\$75,000
3	NW 34th St	NW 39th Ave	US 441	\$585,000
4	SW 27th St	SW 35th Pl	University Town Center	\$100,000
5	NW 60th St/NW 4th Pl	NW 62nd Blvd	700 block	\$60,000
6	NW 53rd Ave	NW 24th Blvd to Existing		\$150,000

Note: *Ranking based on prioritization criteria as follows:*

- (1) For roadway projects: roadway conditions; safety; connectivity; socio-economic considerations
- (2) For intersection projects: Roadway class; entering volume; crash history; other special conditions