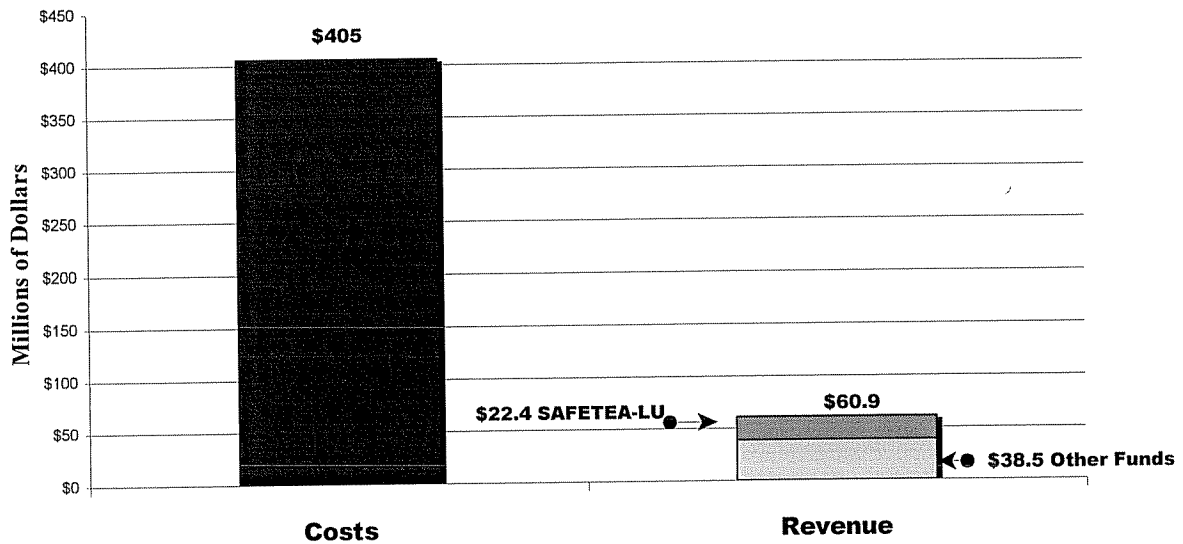


# GAINESVILLE URBANIZED AREA TRANSPORTATION STUDY

## 2025 LONG RANGE TRANSPORTATION PLAN

### NEEDS PLAN COST ESTIMATES AND REVENUE FORECASTS

Costs vs. Revenue



Prepared for:

Metropolitan Transportation Planning Organization  
for the Gainesville Urbanized Area  
2009 NW 67<sup>th</sup> Place, Suite A  
Gainesville, FL 32653-1603

September 20, 2005

Revised on October 24, 2005

Approved on November 3, 2005

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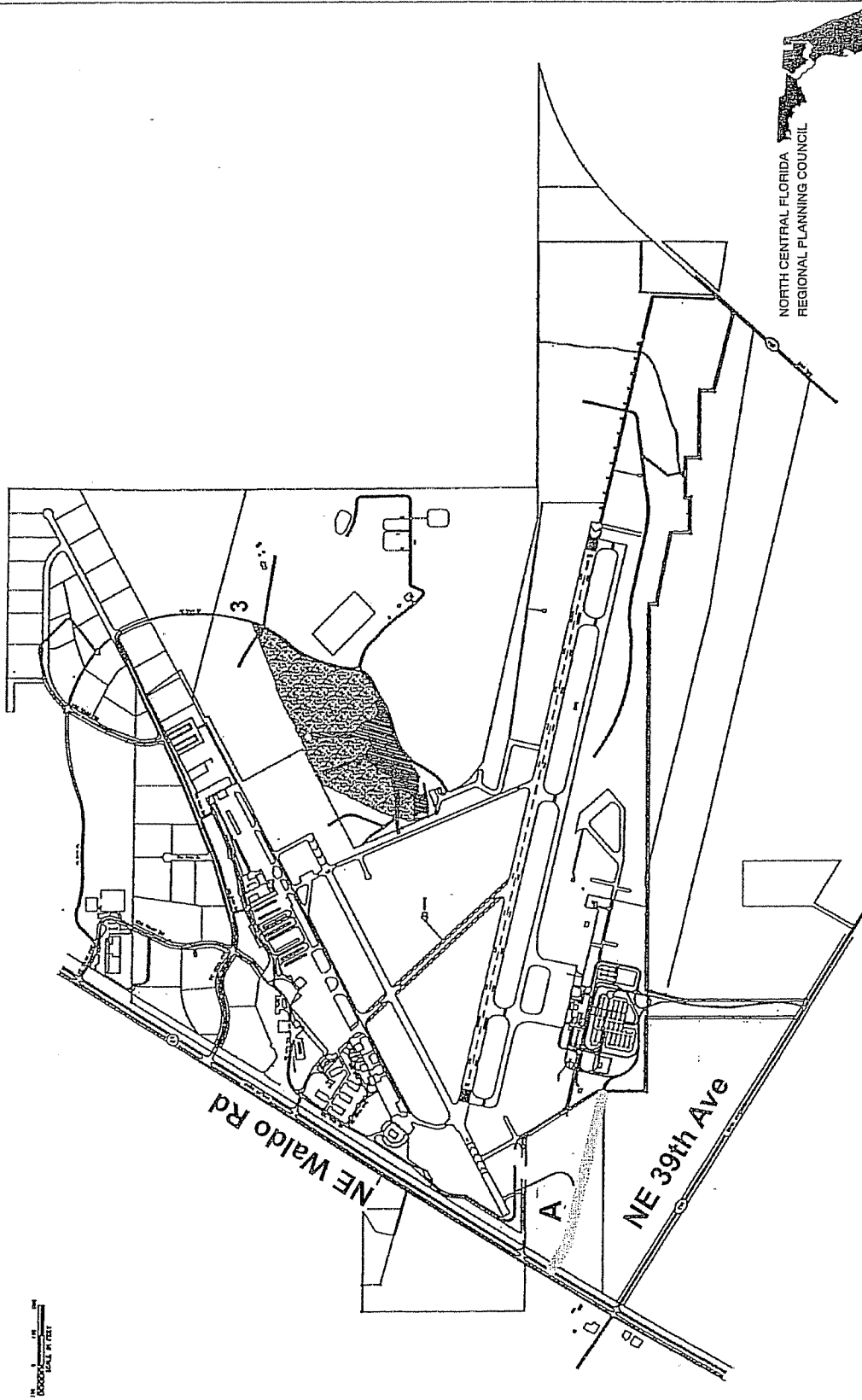
**GAINESVILLE REGIONAL AIRPORT PROJECTS**

**TABLE 1**  
**GAINESVILLE REGIONAL AIRPORT PROJECTS**

<b>Project</b>	<b>Description</b>	<b>Scope</b>	<b>Estimated Cost (2004 Dollars)</b>
A	<u>Airport Access Road</u> - Construction of a two lane access road	From: Waldo Road (SR 24) To: Airport Length: 0.57 miles	\$1,600,000*

\*Federally Funded--H.R. 3 HPP No. 1560, FL HPP No. 75- \$1,600,000

# 2025 Long Range Transportation Plan Needs Plan--Airport Projects



1" = 1000'  
SCALE IN FEET



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**BICYCLE/PEDESTRIAN PROJECTS  
(WITHIN THE GAINESVILLE METROPOLITAN AREA)**

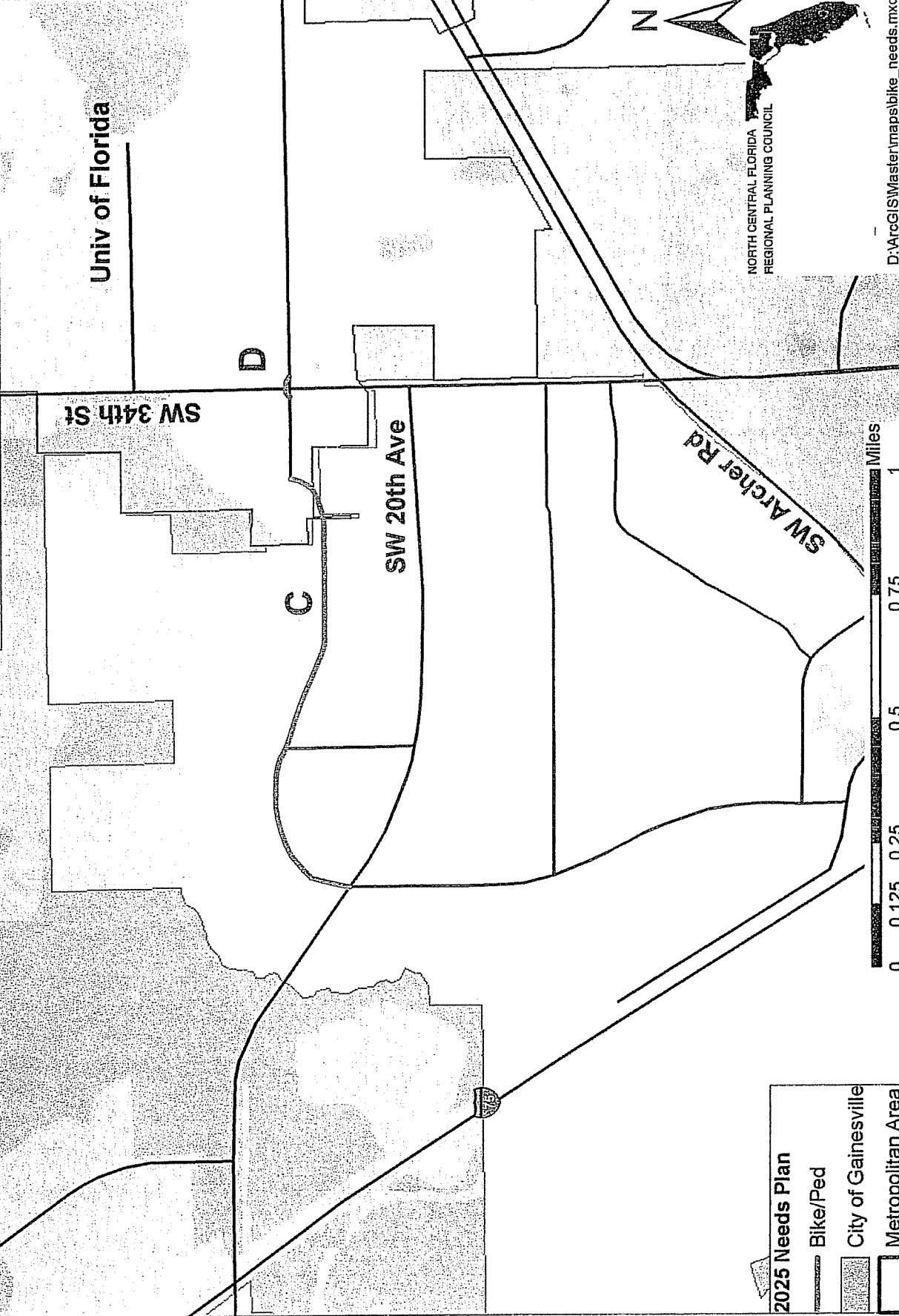
**TABLE 2**  
**BICYCLE/PEDESTRIAN PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA**

Project	Description	Scope	Estimated Cost (2004 Dollars)	
C	<b>Hull Road Bicycle/Pedestrian Facility</b> - Separate bicycle/pedestrian trail constructed alongside the proposed Hull Road extension	From: SW 34th St (SR 121) To: SW 20th Ave (CR 30) Length: 0.99 miles	Construction	\$714,483
			Intersections	\$0
			Right-of-Way	\$0*
			Engineering	\$328,662
			Total	\$1,043,145
D	<b>Bicycle/Pedestrian Crossing</b> - Grade separated crossing of Hull Road.	The intersection of SW 34th Street (SR 121)	Construction	\$2,520,000
			Intersections	\$0
			Right-of-Way	\$352,800
			Engineering	\$1,159,200
			Total	\$4,032,000

\* The right of way should be acquired through the Hull Road Extension (Highway Projects - Alachua County Project J).

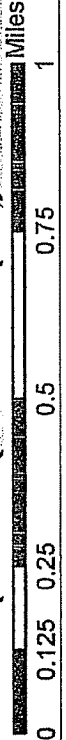
**FUNDED BY ENHANCEMENT FUNDS**

# 2025 Long Range Transportation Plan Needs Plan--Bicycle/Pedestrian Projects



**2025 Needs Plan**

- Bike/Ped
- City of Gainesville
- Metropolitan Area



N

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL

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**HIGHWAY PROJECTS – STATE  
(WITHIN THE GAINESVILLE METROPOLITAN AREA)**

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TABLE 3

STATE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)	
E	<b>SE 16<sup>th</sup> Avenue (SR 226)</b> - Widen the existing facility from two to four lanes with instreet bike lanes.	From: Williston Road (SR 331) To: Main St (CR 329) Length: 0.55 miles	Construction	\$2,377,298
			Intersections	\$0
			Right-of-Way	\$1,806,746
			Engineering	\$1,093,557
			Total	\$5,277,602
F	<b>Archer Road (SR 24)</b> - Reconstruct the intersection of Archer Road and SW 16 <sup>th</sup> Avenue including a two-lane extension of Shealy Drive to connect to Gale Lemerand Drive and the reconstruction of Archer Road between SW 16 <sup>th</sup> Avenue and Gale Lemerand Drive as a transit mall/emergency vehicle access.	From: Not Applicable To: Not Applicable Length: Not Applicable	Construction	\$467,788
			Reconstruction	\$2,500,000
			Intersections	\$7,500,000
			Right-of-Way	\$0
			Engineering	\$215,182
			Total	\$10,682,970

TABLE 3 (Continued)

STATE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)		
G	<p><b>NW 34<sup>th</sup> Street (SR 121)</b>- Construction of five center turn lanes within this facility. Locations for Turn Lanes 1. NW 34<sup>th</sup> St @ NW 19<sup>th</sup> Pl 2. NW 34<sup>th</sup> St @ NW 34<sup>th</sup> Pl (Rock Creek) 3. NW 34<sup>th</sup> St @ YMCA 4. NW 34<sup>th</sup> St @ NW 55<sup>th</sup> Blvd 5. NW 34<sup>th</sup> St @ NW Park/Conv. Store.</p>	<p>From: NW 16<sup>th</sup> Ave (CR 172) To: NW 13<sup>th</sup> St (US 441) Length: N.A.</p>	<p>Total \$1,750,000</p>	Construction	\$0
				Intersections	\$1,750,000
				Right-of-Way	\$0
				Engineering	\$0
H	<p><b>Archer Road (SR 24)</b>- Widen the existing facility from two to four lanes with instreet bike lanes.</p>	<p>From: Gainesville Metropolitan Area Boundary To: Tower Rd Length: 1.32 miles</p>	<p>Total \$8,330,052</p>	Construction	\$5,705,515
				Intersections	\$0
				Right-of-Way	\$0
				Engineering	\$2,624,537

TABLE 3 (Continued)

STATE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)		
I	<u>University Avenue (SR 26)</u> - Reduce from four-lanes to two-lanes with on-street parking.	From: Waldo Rd (SR 331) To: 13 <sup>th</sup> St (US 441) Length: 1.68 miles	Total \$4,050,289	Construction	\$1,463,650
				Intersections	\$2,250,000
				Right-of-Way	\$0
				Engineering	\$336,639

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**HIGHWAY PROJECTS – ALACHUA COUNTY  
(WITHIN THE GAINESVILLE METROPOLITAN AREA)**

(shaded projects have received federal funds)

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TABLE 4

ALACHUA COUNTY PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)		
J	<b>Hull Road Extension</b> - Construction of a new two-lane road with a linear park within a 150' Right-of-Way	From: SW 34th St (SR 121) To: SW 20th Ave (CR 30) Length: 0.99 miles		Construction	\$4,781,007
			Total	Intersections	\$275,000
				Right-of-Way	\$16,883,720
				Engineering	\$2,199,263
K	<b>SW 20<sup>th</sup> Avenue</b> - Widening existing facility from two to four lanes with instreet bike lanes.	From: SW 43 <sup>rd</sup> St To: SW 62 <sup>nd</sup> Blvd Length: 0.62 miles		Construction	\$2,679,863
			Total	Bridge Reconstruction	\$10,000,000
				Right-of-Way	\$2,036,696
				Engineering	\$1,232,737
L	<b>SW 43<sup>rd</sup> Street</b> - Widening existing facility from two to four lanes with instreet bike lanes.	From: SW 20 <sup>th</sup> Ave To: SW Archer Rd (SR 24) Length: 1.33 miles		Construction	\$5,748,739
			Total	Intersections	\$0
				Right-of-Way	\$4,369,041
				Engineering	\$2,644,420

\*H.R.3 HPP No 3919 allocates \$1.5 million to the construction/improvement of a North-South Corridor between Archer Road (SR 24) and Newberry Road (SR 26) to provide congestion relief to the I-75 corridor, SR 21, SR 24, and SR 26.

TABLE 4 (Continued)

ALACHUA COUNTY PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)	
			Total	Breakdown
M	<b>NW 76<sup>TH</sup> Boulevard Extension-</b> Construction of a new two-lane road with instreet bike lanes.	From: NW 15 <sup>th</sup> Pl To: Ft. Clarke Blvd Length: 0.31 miles	Total	\$0*
			Construction	\$0
			Intersections	\$0
			Right-of-Way	\$0
N	<b>NW 83<sup>rd</sup> Street Extension-</b> Construction of a new two-lane road with instreet bike lanes.	From: NW 39 <sup>th</sup> Ave (SR 222) To: Millhopper Rd (CR 232) Length: 1.79 miles	Total	\$8,644,447
			Construction	\$275,000
			Intersections	\$2,074,667
			Right-of-Way	\$3,976,466
O	<b>SW 38<sup>th</sup> Terrace-</b> Construction of a new two-lane road with instreet bike lanes and a roundabout at the intersection with SW 24 <sup>th</sup> Ave.	From: Hull Rd extension To: Windmeadows Blvd Length: 0.55 miles**	Total	\$2,656,115
			Construction	\$775,000
			Intersections	\$1,274,935
			Right-of-Way	\$1,221,813

\*This is a developer funded improvement.

\*\* Excludes segment between SW 20<sup>th</sup> Ave and SW 24<sup>th</sup> Ave, which will be constructed by Alachua County Public Works.

TABLE 4 (Continued)

ALACHUA COUNTY PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)		
P	<u>NE 27<sup>th</sup> Street Extension</u> - Construction of a new two-lane road with instreet bike lanes.	From: SE Hawthorne Rd (SR 20) To: NE 39 <sup>th</sup> Ave Length: 2.95 miles	Total \$28,188,084	Construction	\$14,249,435
				Intersections	\$550,000
				Right-of-Way	\$6,838,289
				Engineering	\$6,553,360
Q	<u>NW 23<sup>rd</sup> Street Extension</u> - Protect right-of-way (construct with private funds).	From: NW 98 <sup>th</sup> St To: NW 143 <sup>rd</sup> St (CR 241) Length: 3.24 miles	Total \$0	Construction	\$0
				Intersections	\$0
				Right-of-Way	\$0
				Engineering	\$0
R	<u>NW 122<sup>nd</sup> Street Extension</u> - Protect right-of-way (construct with private funds).	From: W. Newberry Rd (SR 26) To: NW 39 <sup>th</sup> Ave (SR 222) Length: 2.01 miles	Total \$0	Construction	\$0
				Intersections	\$0
				Right-of-Way	\$0
				Engineering	\$0

TABLE 4 (Continued)

ALACHUA COUNTY PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)		
S	<u>SW 8<sup>th</sup> Avenue Extension</u> - Protect right-of-way (construct with private funds).	From: SW 122 <sup>nd</sup> St To: SW 143 <sup>rd</sup> St Length: 1.42 miles	Total \$0	Construction	\$0
				Intersections	\$0
				Right-of-Way	\$0
				Engineering	\$0
T	<u>NW 83<sup>rd</sup> Street</u> - Widen the existing facility from two to four lanes with instreet bike lanes.	From: NW 23 <sup>rd</sup> Ave To: NW 39 <sup>th</sup> Ave (SR 222) Length: 1.00 mile	Total \$7,410,646	Construction	\$4,322,360
				Intersections	\$1,100,000
				Right-of-Way	\$0
				Engineering	\$1,988,286
U	<u>NW 23<sup>rd</sup> Avenue</u> - Widen the existing facility from two to four lanes with instreet bike lanes.	From: NW 98 <sup>th</sup> St To: NW 55 <sup>th</sup> St Length: 2.70 miles	Total \$28,328,000	Construction	\$28,328,000*
				Intersections	\$0
				Right-of-Way	\$0
				Engineering	\$0

\*Source: Alachua County Public Works

TABLE 4 (Continued)

ALACHUA COUNTY PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)	
			Total	Breakdown
V	<u>SW 20<sup>th</sup> Avenue</u> - Reconstruction of the existing two-lane facility to include missing sidewalks, center turn lanes, raised medians, bus bays, and transit 'super stops'.	From: SW 34 <sup>th</sup> St (SR 121) To: SW 43 <sup>rd</sup> St Length: 1.04 miles	Total	\$12,000,000
			Construction	\$12,000,000**
			Intersections	\$0
			Right-of-Way	\$0
W	<u>SW 62<sup>nd</sup> Boulevard Extension</u> - Protect right-of-way (construct with private funds).	From: SW 20 <sup>th</sup> Ave To: SW 43 <sup>rd</sup> St Length: 1.03 miles	Total	\$0
			Construction	\$0
			Intersections	\$0
			Right-of-Way	\$0
X	<u>Tower Road (SW 75<sup>th</sup> Street)</u> - Reconstruction of the existing two lane facility to include nine roundabouts.	From: SW Archer Rd (SR 24) To: SW 8 <sup>th</sup> Ave Length: 3.21 miles	Total	\$25,000,000**
			Construction	\$25,000,000**
			Intersections	\$0
			Right-of-Way	\$0
			Engineering	\$0

\*Source: Alachua County Public Work

\*\*Causseaux & Ellington, Inc. Ultimate Build Option project estimates.

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**HIGHWAY PROJECTS – CITY OF GAINESVILLE  
(WITHIN THE GAINESVILLE METROPOLITAN AREA)**

(shaded projects have received federal funds)

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TABLE 5

CITY OF GAINESVILLE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)			
			Total	Construction	Intersections	Right-of-Way
Y	<b>Depot Avenue</b> - Reconstruction of the existing facility.	From: Williston Road (SR 331) To: SW 13 <sup>th</sup> St (US 441) Length: 1.75 miles	\$15,838,306*	\$8,292,307	\$0	\$5,638,769
Z	<b>W 6<sup>th</sup> Street</b> - Reconstruction of the existing facility to include five roundabouts (\$500,000 each**).	From: SW 4 <sup>th</sup> Ave To: NW 8 <sup>th</sup> Ave Length: 0.77 miles	\$5,705,569	\$2,606,154	\$2,500,000	\$0
AA	<b>SW 40<sup>th</sup> Boulevard Extension</b> - Construction of a new two-lane road with instreet bike lanes.	From: South of Archer Rd (SR 24) To: SW 34 <sup>th</sup> St (SR 121) Length: 0.95 miles	\$7,845,198	\$4,587,835	\$0	\$2,202,161
				\$599,415		\$1,055,202

\*This project is partially funded due to the allocation of \$4.8 million in federal earmark funds.

\*\*Source: City of Gainesville Public Works

TABLE 5 (Continued)

CITY OF GAINESVILLE PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost (2004 Dollars)	
BB	<u>NE 19<sup>th</sup> Street/NE 19<sup>th</sup> Terrace</u> Reconstruction of an existing two-lane facility with federal funds.	From: NE 3 <sup>rd</sup> Ave. To: NE 8 <sup>th</sup> Ave. Length: 0.93 miles	Construction	\$800,000
			Intersections	\$0
			Right-of-Way	\$0
			Engineering	\$0
Total			\$800,000	
CC	<u>NE 19<sup>th</sup> Drive/NE 20<sup>th</sup> Street</u> Reconstruction of an existing two-lane facility with federal funds. <u>NE 25<sup>th</sup> Street</u> - Reconstruction of an existing two-lane facility with federal funds.	From: NE 3 <sup>rd</sup> Ave. To: NE 8 <sup>th</sup> Ave. Length: 0.40 miles  From: E. University Ave (SR 26) To: NE 8 <sup>th</sup> St Length: 0.50 miles	Construction	\$1,600,000
			Intersections	\$0
			Right-of-Way	\$0
			Engineering	\$0
Total			\$1,600,000	

**HIGHWAY PROJECTS – UNIVERSITY OF FLORIDA  
(WITHIN THE GAINESVILLE METROPOLITAN AREA)**

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TABLE 6

UNIVERSITY OF FLORIDA PROJECTS WITHIN THE GAINESVILLE METROPOLITAN AREA

Project	Description	Scope	Estimated Cost	
DD	<u>Radio Road Extension</u> Construction of a new two-lane facility with instreet bike lanes.	From: SW 34 <sup>th</sup> St (SR 121) To: Hull Rd Length: 0.49 miles	Construction	\$2,366,357
			Intersections	\$1,432,200
			Right-of-Way	\$0
			Engineering	\$1,088,524
Total			\$4,887,081	
EE	<u>SW 23<sup>rd</sup> Terrace Extension</u> Construction of a new two lane facility with instreet bike lanes.	From: SW Archer Rd (SR 24) To: Hull Rd Length: 0.36 miles	Construction	\$1,738,548
			Intersections	\$716,100
			Right-of-Way	\$0
			Engineering	\$799,732
Total			\$3,254,380	

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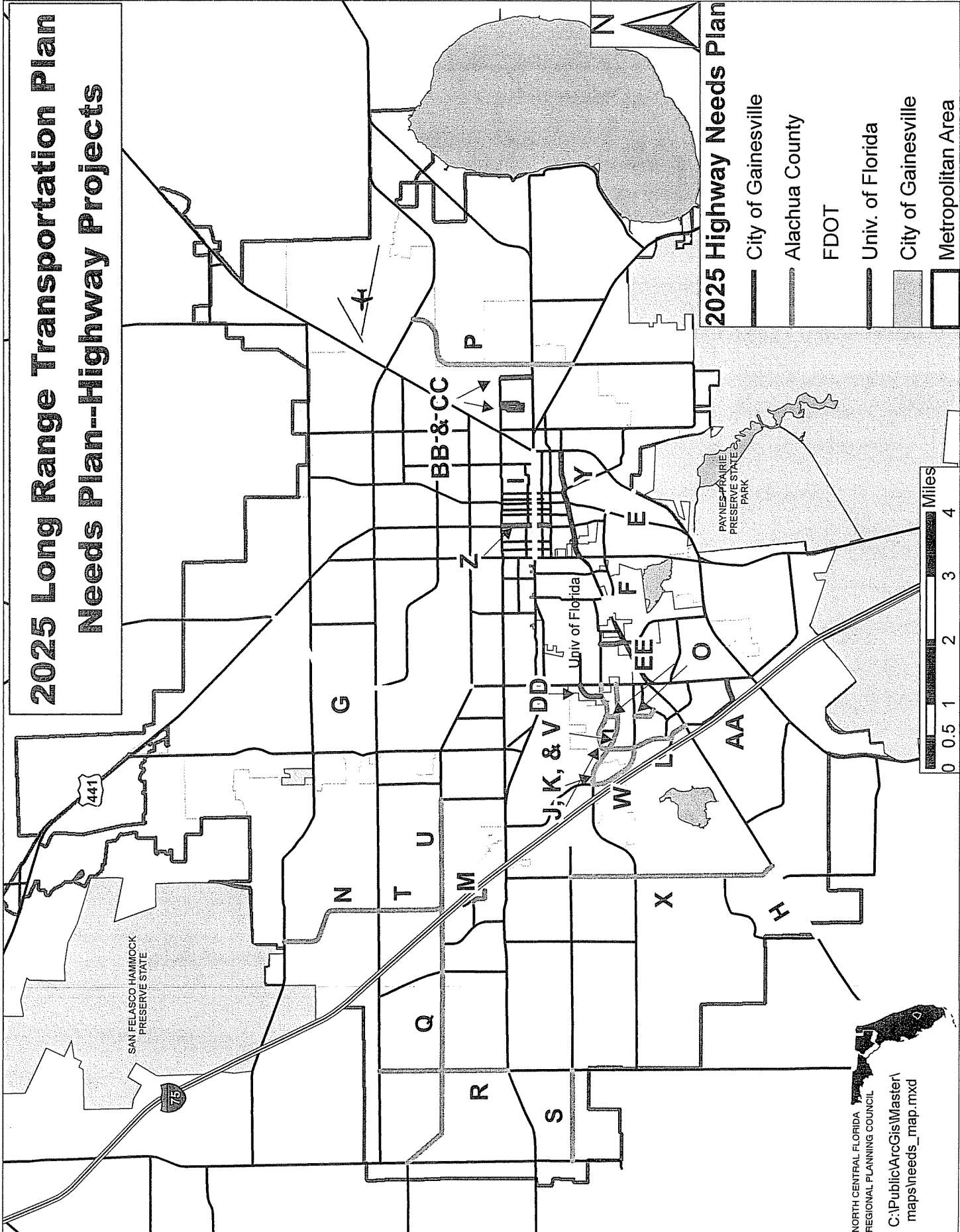
**HIGHWAY PROJECTS – COST SUMMARY AND MAP**

TABLE 7

**COST SUMMARY OF ALL HIGHWAY PROJECTS  
WITHIN THE GAINESVILLE METROPOLITAN AREA**

<b>Jurisdiction</b>	<b>Estimated Costs</b>
State	\$30,200,000
Alachua County	\$174,500,000
City of Gainesville	\$31,700,000
University of Florida	\$8,200,000
<b>Total</b>	<b>\$244,600,000</b>

# 2025 Long Range Transportation Plan Needs Plan--Highway Projects



**2025 Highway Needs Plan**

- City of Gainesville
- Alachua County
- FDOT
- Univ. of Florida
- City of Gainesville
- Metropolitan Area

NORTH CENTRAL FLORIDA  
REGIONAL PLANNING COUNCIL  
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**INTELLIGENT TRANSPORTATION SYSTEM PROJECTS**

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TABLE 8

INTELLIGENT TRANSPORTATION SYSTEM PROJECTS

Project	Description	Scope	Estimated Cost (2004 Dollars)
1	<u>Traffic Management System</u> *- Upgrade and construction of an integrated traffic signalization system.	Systemwide. However, initial installation will be along select corridors.	Total \$16,000,000

\*Proposed Needs Plan project.

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**REGIONAL TRANSIT SYSTEM PROJECTS**

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TABLE 9

REGIONAL TRANSIT SYSTEM - MAINTAINING THE EXISTING FLEET

Project	Description	Scope	Estimated Cost (2004 Dollars)	
1	<u>Maintain Existing Fleet</u> - Repair and replacement of the current fleet to preserve the existing service levels.	All Routes	Total \$47,161,111	Buses Needed: 149* \$44,661,111  New Infrastructure: Expanded Maintenance Facility \$2,500,000**

\* 170 replacement buses are needed to maintain the existing fleet of which 21 buses are already funded through federal earmark funds.

\*\* Total cost of this facility is \$6,900,000. However, \$4,400,000 is currently funded through federal earmark funds (5309 Funds - \$1,100,000; HPP 344 - \$3,344,000).

TABLE 10

REGIONAL TRANSIT SYSTEM - ENHANCING EXISTING SERVICE ON SELECTED ROUTES

Project	Description	Scope	Buses Needed	Estimated Cost (2004 Dollars)
2	<u>Enhance Existing Fleet</u> - Enhanced service to decrease headways on selected routes.	2a. Route 1	2	\$599,478
		2b. Route 2	6	\$1,798,434
		2c. Route 5	2	\$599,478
		2d. Route 7	6	\$1,798,434
		2e. Route 8	3	\$899,217
		2f. Route 10	3	\$899,217
		2g. Route 11	3	\$899,217
		2h. Route 15	4	\$1,198,956
		2i. Route 24	3	\$899,217
		2j. Route 43	6	\$1,798,434
		2k. Route 75	3	\$899,217
		2l. Route 21	2	\$599,478
		2m. Route 34	2	\$599,478
		2n. Route 36	3	\$899,217
		2o. Route 9	3	\$899,217

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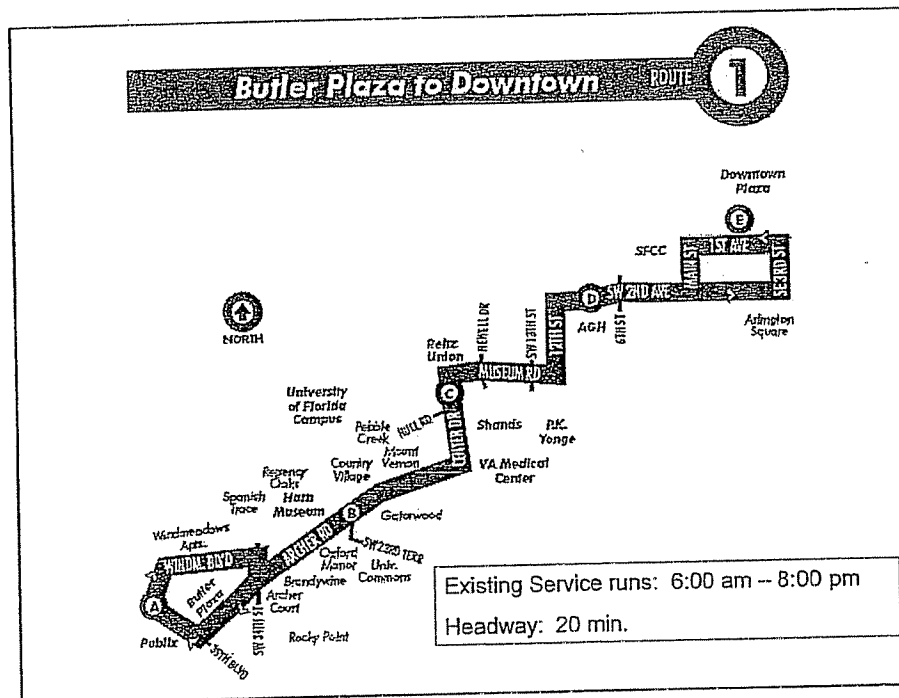
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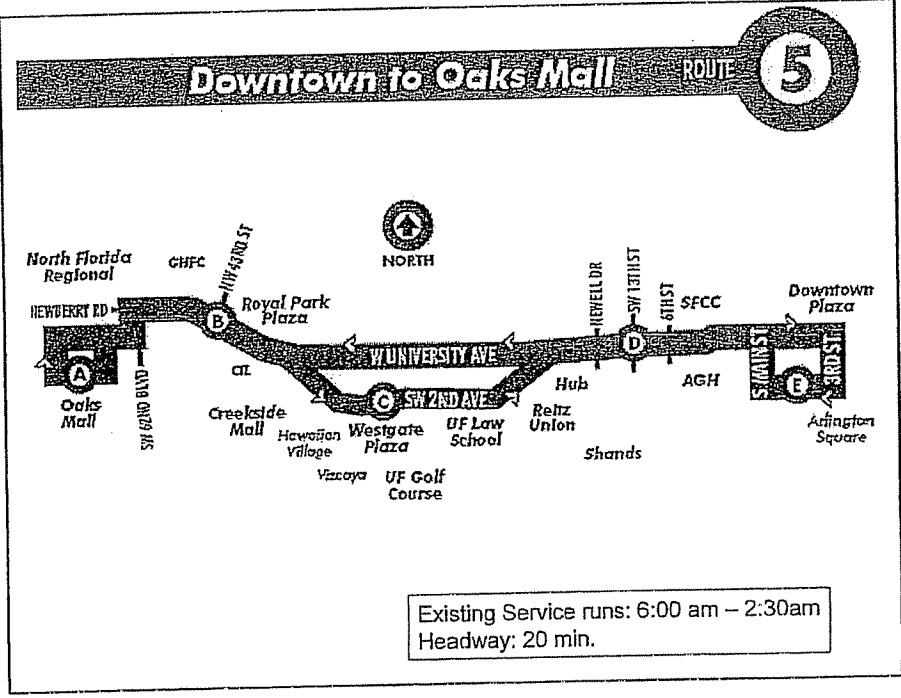
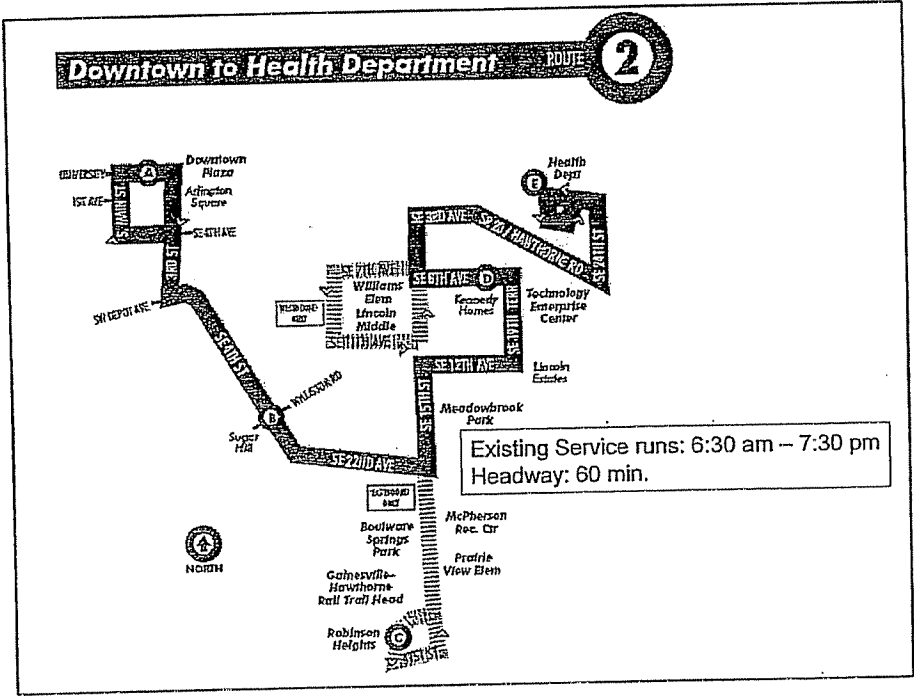
REGIONAL TRANSIT SYSTEM - ENHANCED EXISTING SERVICE ON SELECTED ROUTES

Project	Description	Scope	Buses Needed	Estimated Cost (2004 Dollars)
2	Enhance Existing Fleet- Enhanced service to decrease headways on selected routes.	2p. Route 12	10	\$2,997,390
		2q. Route 13	8	\$2,397,912
		2r. Route 16	2	\$599,478
		2s. Route 20	12	\$3,596,868
		2t. Route 35	5	\$1,498,695
		2u. Later Gator B	1	\$299,739
		2v. Later Gator F	1	\$299,739
		Rolling Stock Total	90	\$26,976,510
New Infrastructure	See footnote **	\$0		
Total		\$26,976,510		

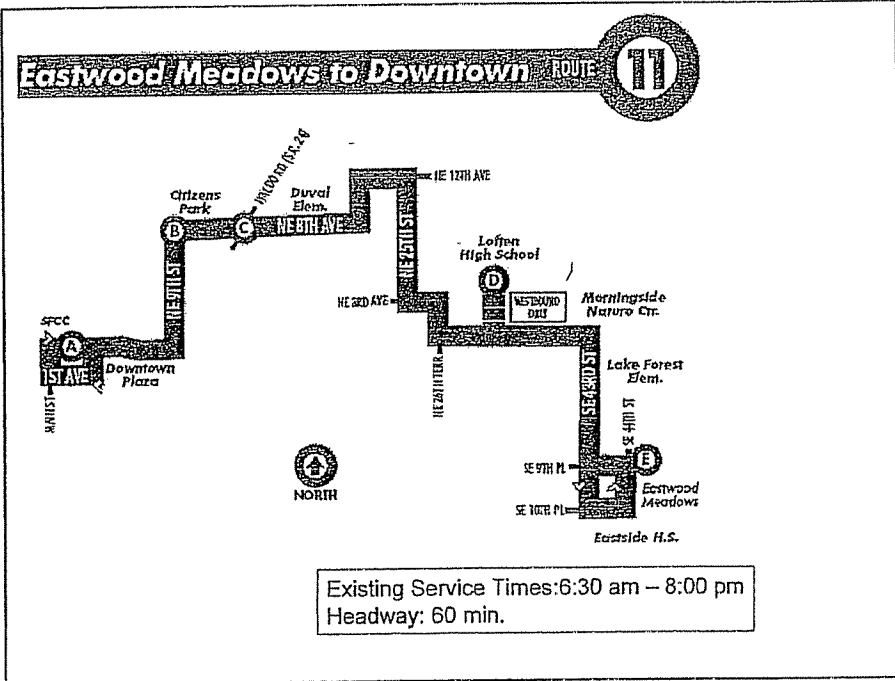
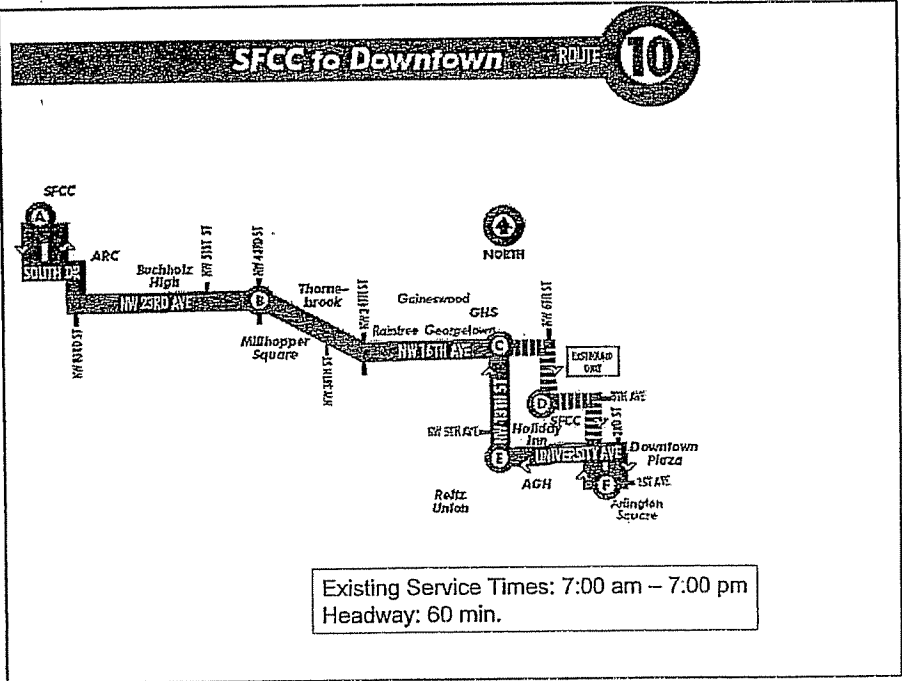
\*\* Any of the above projects chosen beyond the preservation of the existing fleet will require the acquisition of a new RTS Storage and Maintenance Facility for \$24,000,000.

# Enhance Existing Routes

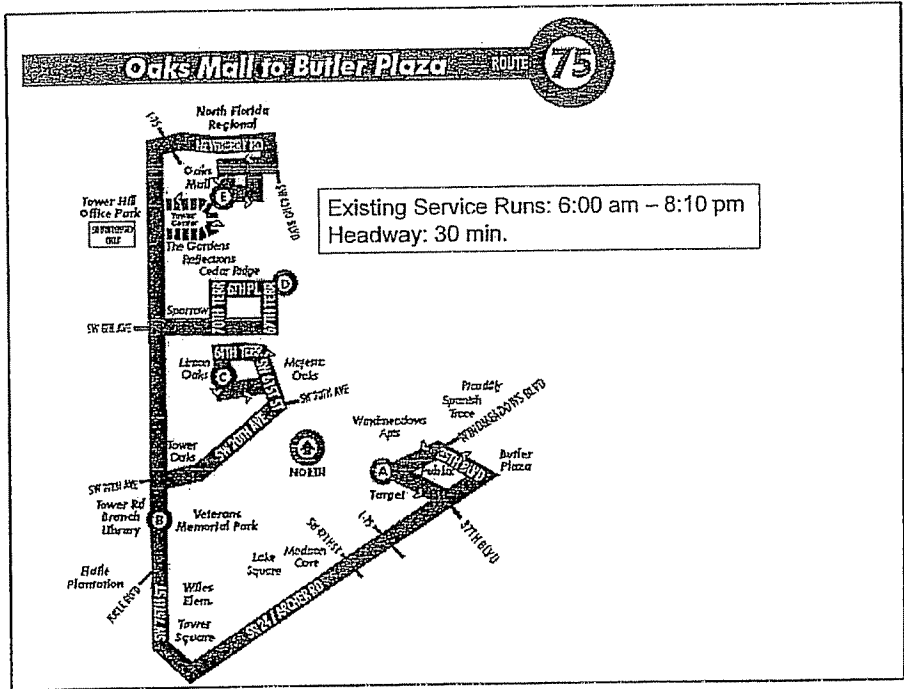
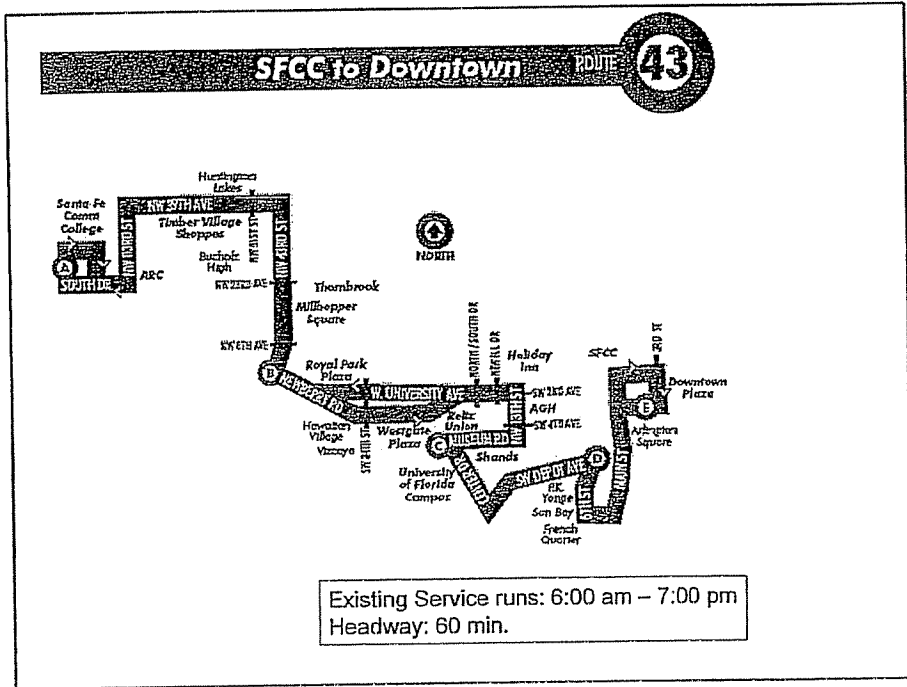


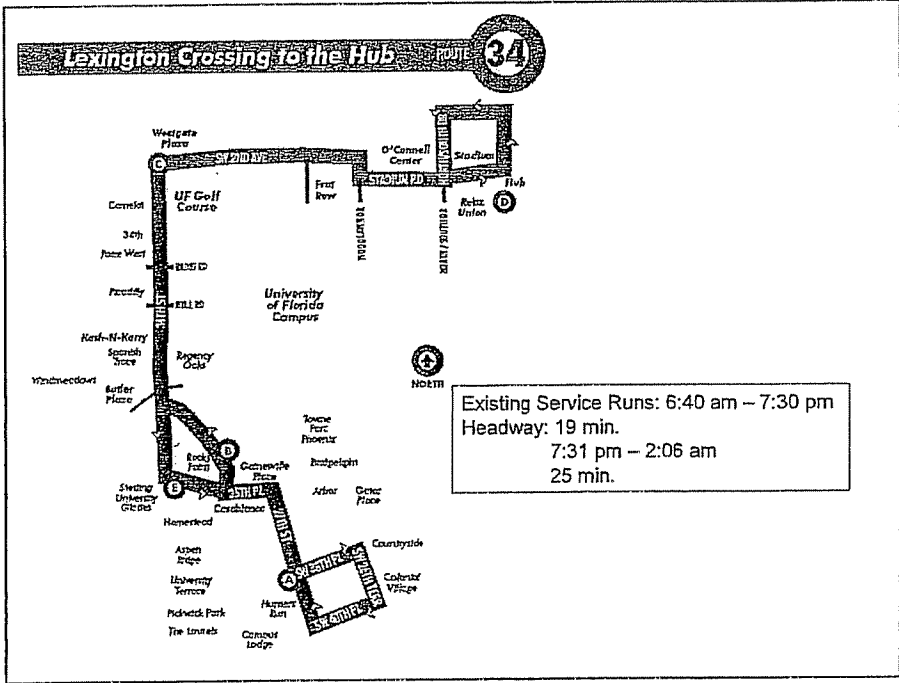
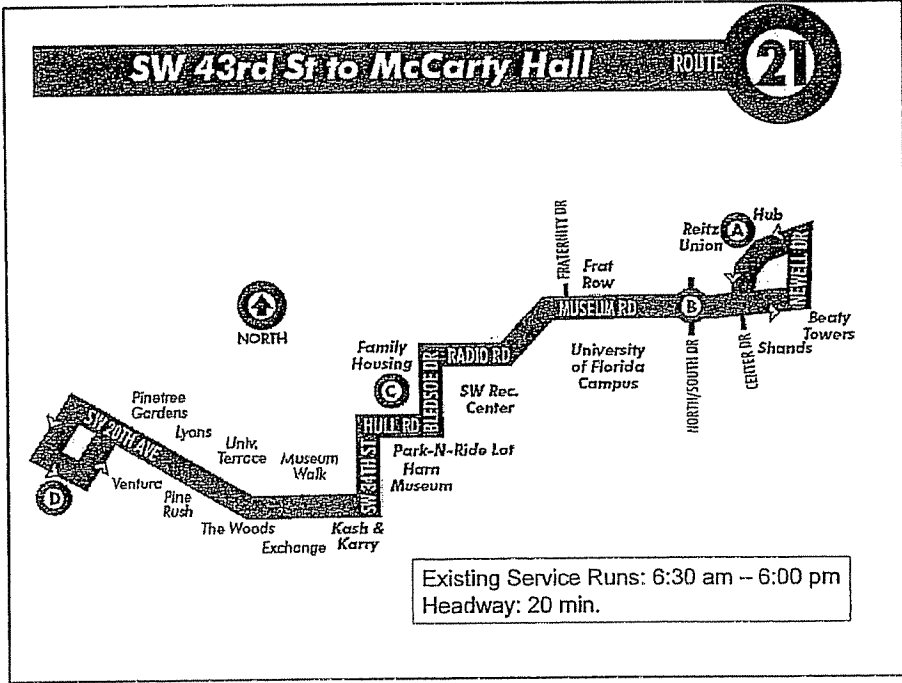


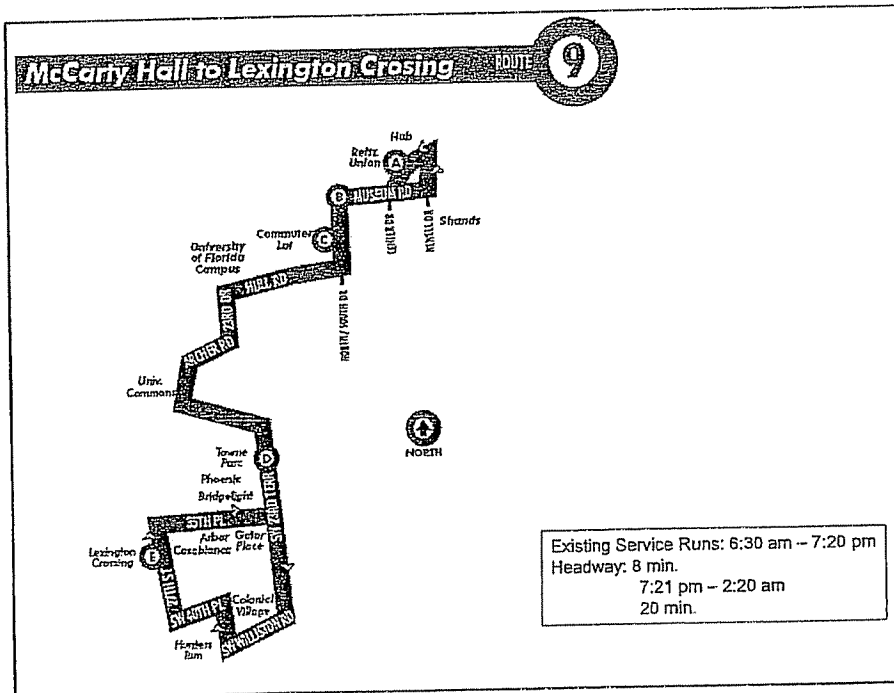
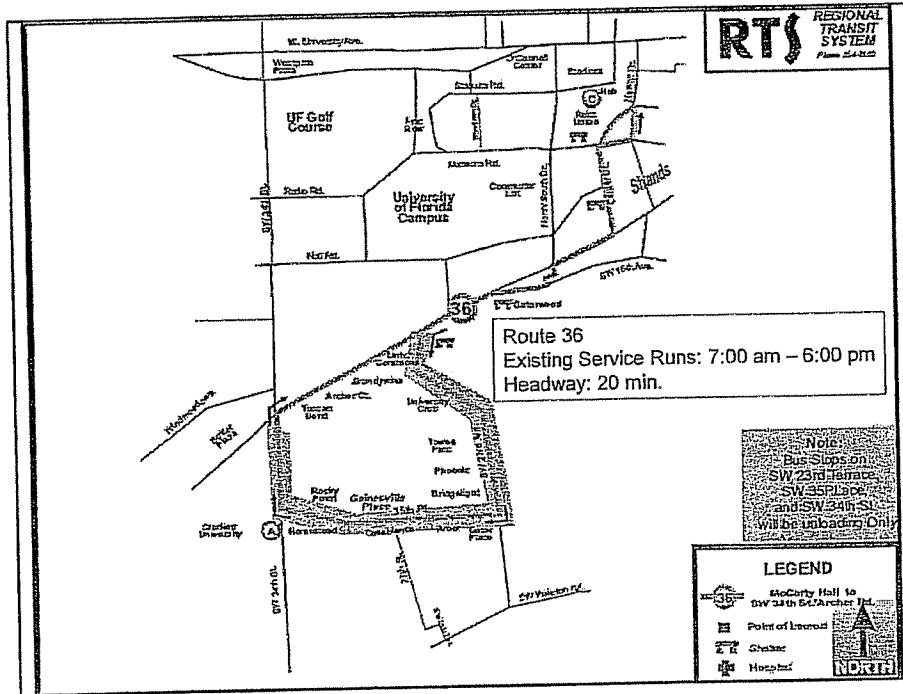


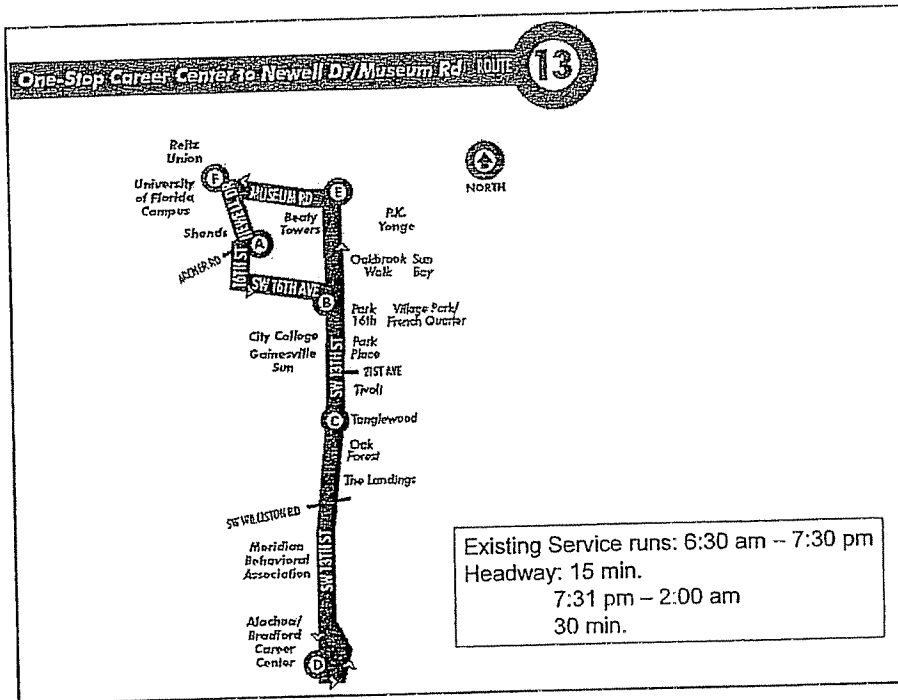
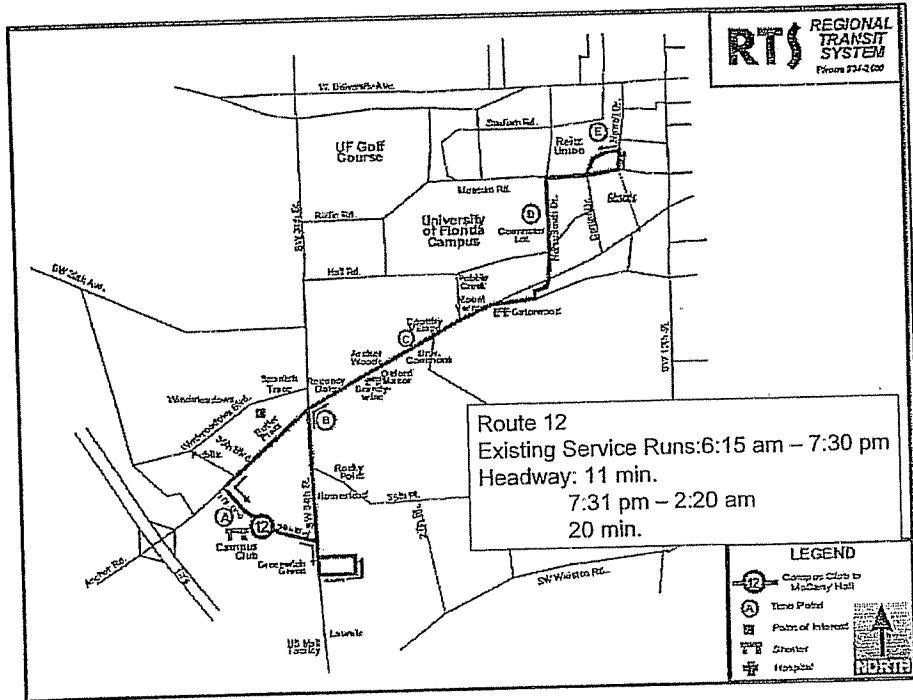












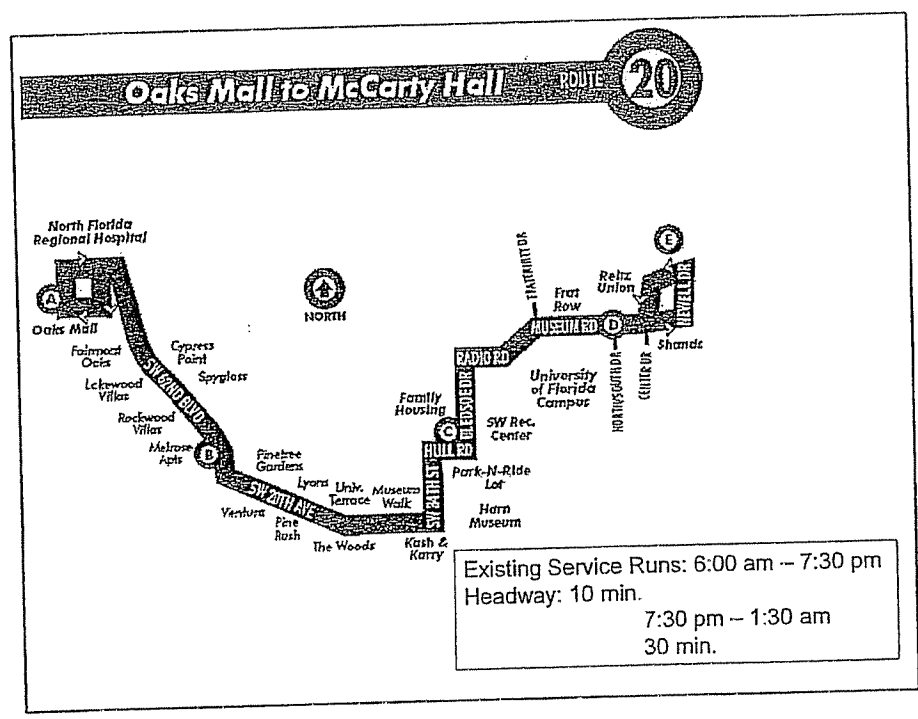
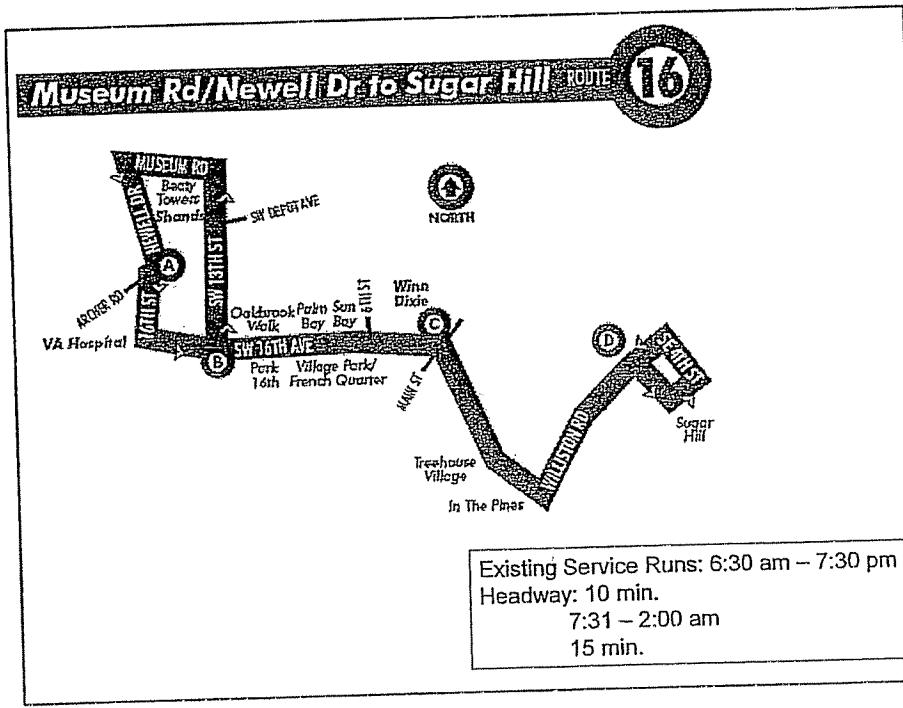




TABLE 11

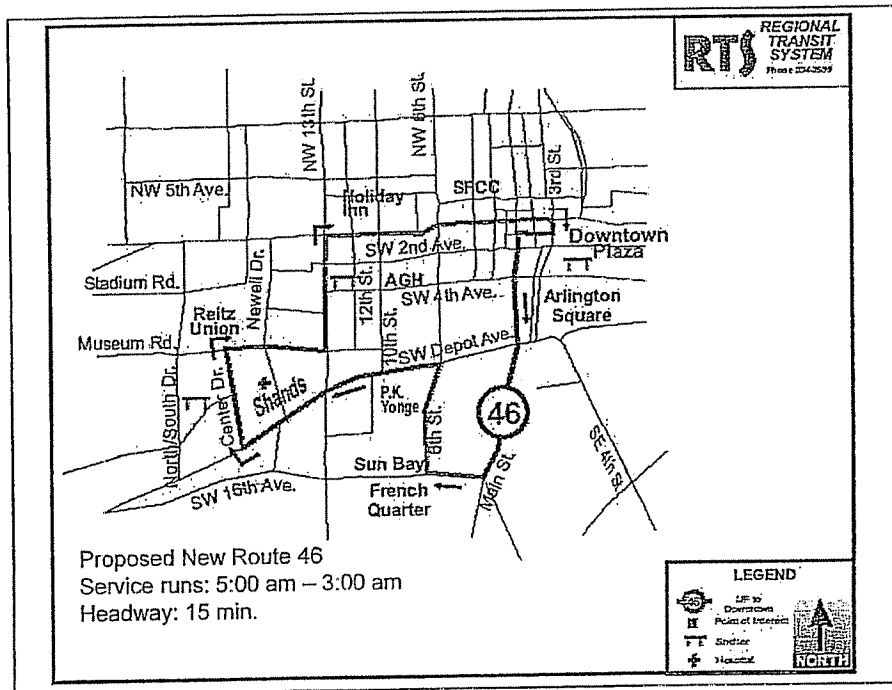
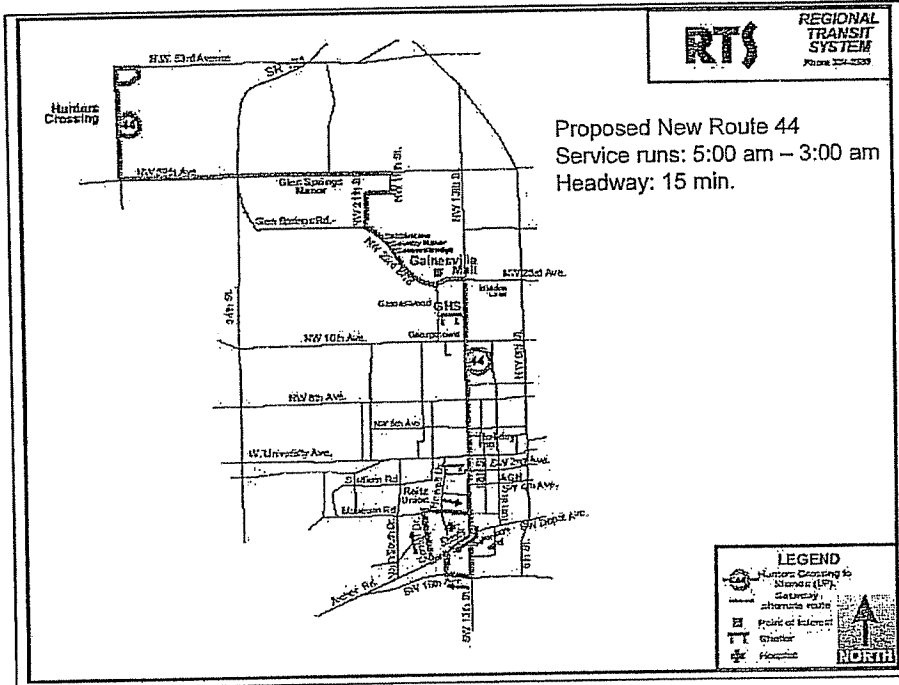
REGIONAL TRANSIT SYSTEM - NEW ROUTES

Project	Description	Scope	Buses Needed	Estimated Cost (2004 Dollars)
3	New Routes-Expansion of the transit system to service new areas.	3a. Route 23	8	\$2,397,912
		3b. Route 25	6	\$1,798,434
		3c. Route 39	12	\$3,596,868
		3d. Route 44	12	\$3,596,868
		3e. Route 46	12	\$3,596,868
		3f. Route 62	4	\$1,198,956
		Rolling Stock Total	54	\$16,185,906
	New Infrastructure	See footnote **	\$0	
	Total		\$16,185,906	

\*\* Any of the above projects chosen beyond the preservation of the existing fleet will require the acquisition of a new RTS Storage and Maintenance Facility for \$24,000,000.









**TABLE 12**  
**REGIONAL TRANSIT SYSTEM - PARK-N-RIDE/EXPRESS BUS**

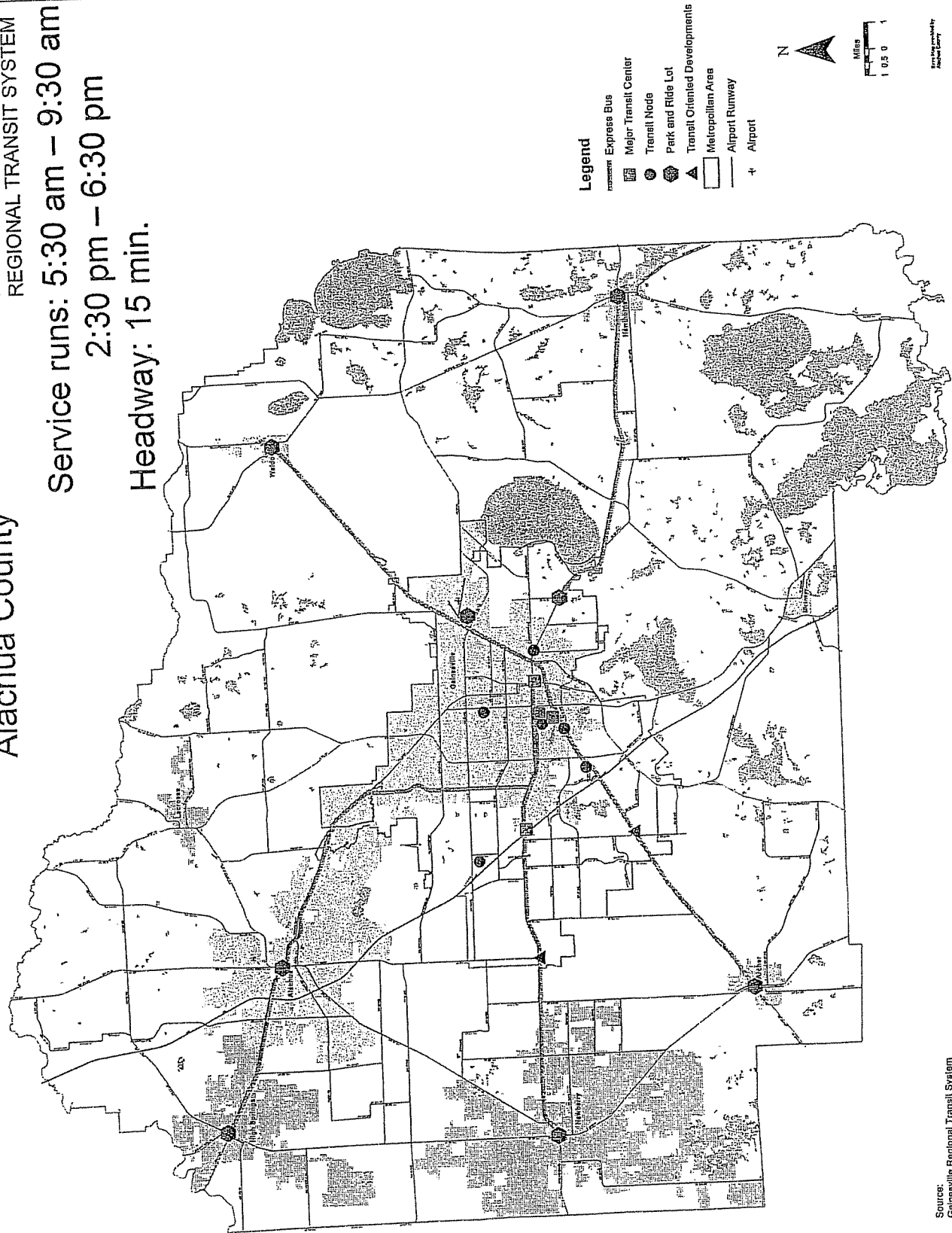
Project	Description	Scope	Buses Needed	Estimated Cost (2004 Dollars)
4	Park-N-Ride/Express Bus- Express bus from other municipalities to Gainesville	4a. High Springs - Gainesville	8	\$2,397,912
		4b. Archer - Gainesville	4	\$1,198,956
		4c. Hawthorne - Gainesville	3	\$899,217
		4d. Newberry - Gainesville	8	\$2,397,912
		4e. Waldo - Gainesville	6	\$1,798,434
		Rolling Stock Total	29	\$8,692,431
		New Infrastructure: Park-N-Ride Lots (150 parking spaces at each site)**	High Springs Archer Hawthorne Newberry Waldo	\$500,000 \$500,000 \$500,000 \$500,000 \$500,000
		Total		\$11,192,431

\*\* Any of the above projects chosen beyond the preservation of the existing fleet will require the acquisition of a new RTS Storage and Maintenance Facility for \$24,000,000.

# Alachua County

## PROPOSED PROJECTS REGIONAL TRANSIT SYSTEM

Service runs: 5:30 am – 9:30 am  
2:30 pm – 6:30 pm  
Headway: 15 min.



Source:  
Gainesville Regional Transit System  
Comprehensive Operational Analysis, May 2002.

TABLE 13

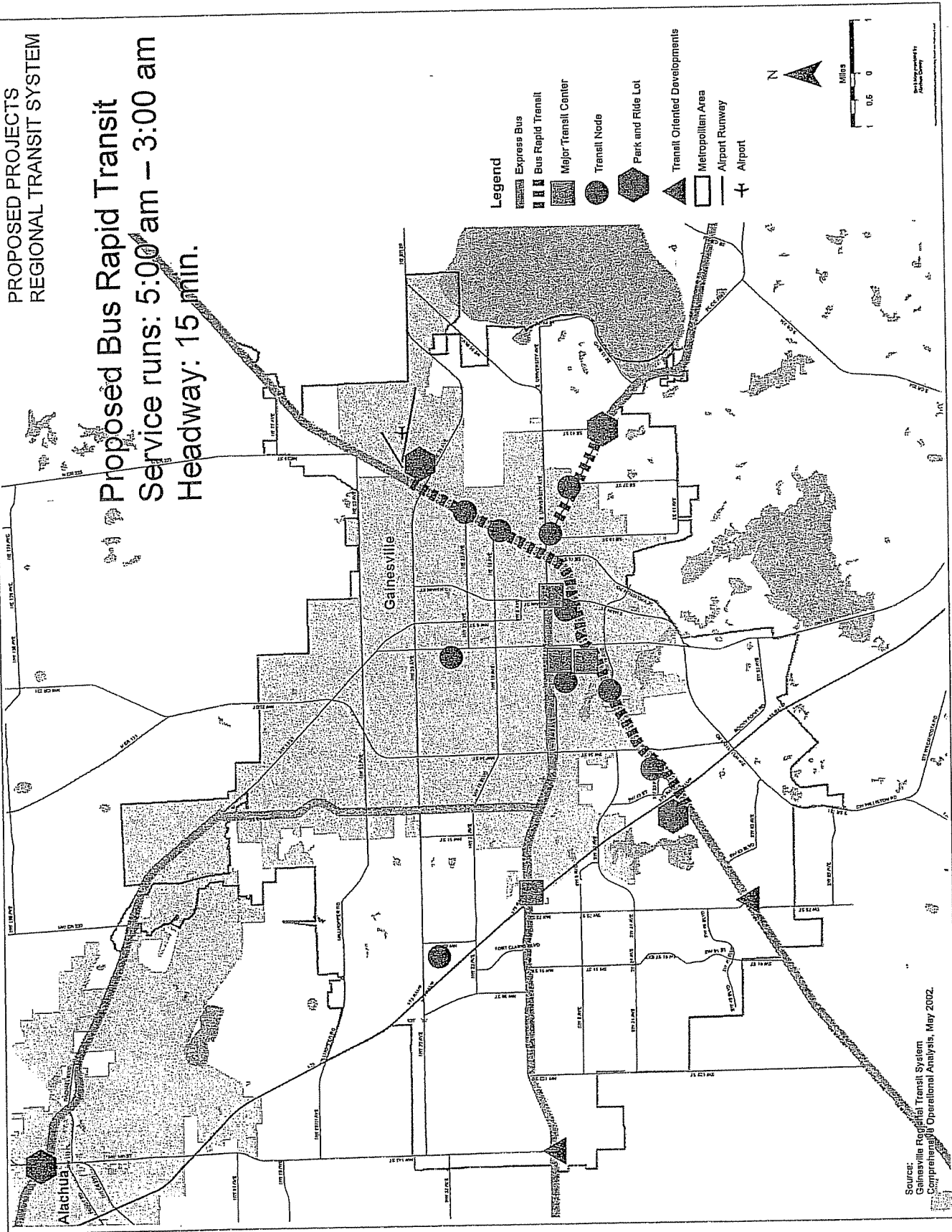
REGIONAL TRANSIT SYSTEM - BUS RAPID TRANSIT

Project	Description	Scope	Buses Needed	Estimated Cost (2004 Dollars)
5	Bus Rapid Transit- Dedicated bus service along Archer/Waldo Road (SR 24) and Hawthorne Road (SR 20)	5a. I-75/SR 24 Route	2	\$599,478
		5b. I-75/SR 20 Route	2	\$599,478
		Rolling Stock Total	4	\$1,198,956
		New Infrastructure: BRT Facilities**	5 Point Station Archer/I-75 Airport	\$1,166,667 \$1,166,667 \$1,166,666
Total				\$4,698,956

\*\*Any of the above projects chosen beyond the preservation of the existing fleet will require the acquisition of a new RTS Storage and Maintenance Facility for \$24,000,000.

PROPOSED PROJECTS  
REGIONAL TRANSIT SYSTEM

Proposed Bus Rapid Transit  
Service runs: 5:00 am – 3:00 am  
Headway: 15 min.



Source: Gainesville Regional Transit System  
Comprehensive Operational Analysis, May 2002.

# Recommended Transportation Plan

## PLAN EAST GAINESVILLE

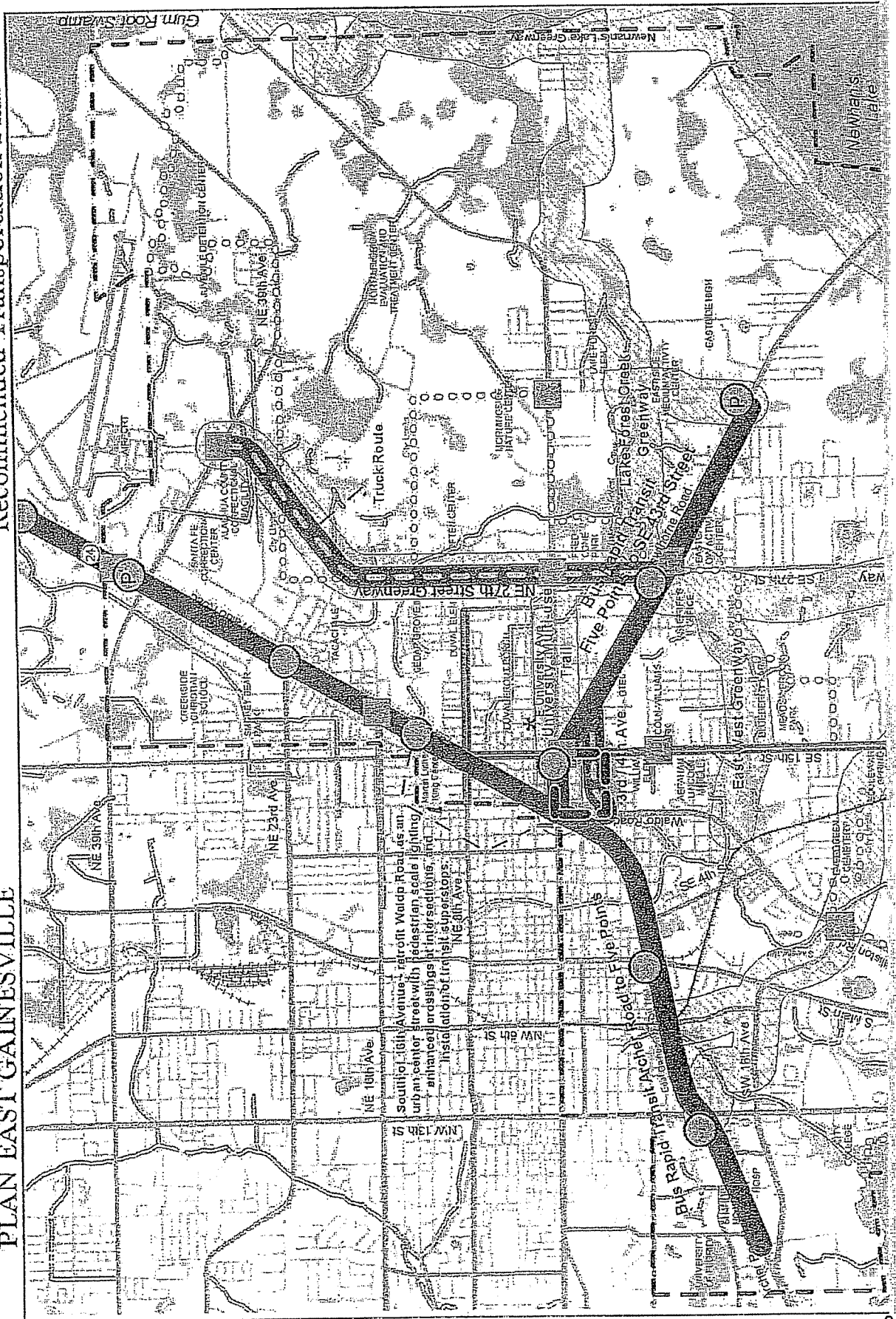


TABLE 14

REGIONAL TRANSIT SYSTEM - OTHER TRANSIT CAPITAL INFRASTRUCTURE COSTS

Project	Description	Scope	Estimated Cost (2004 Dollars)	
			Total	New Buses: N.A. New Infrastructure:
6	Multimodal Facility- Regional transfer hub where all modes of transportation meet.	Locations to be determined	Total	\$0
			\$3,000,000	\$3,000,000
7	Transfer Facilities- Seven transit 'super stops'/transfer facilities.	Locations to be determined	Total	\$0
			\$4,500,000	\$4,500,000

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**REGIONAL TRANSIT SYSTEM - SUMMARY**

TABLE 15

REGIONAL TRANSIT SYSTEM - NEW AND REPLACEMENT  
BUSES NEEDED THROUGH YEAR 2025

Project	Buses Needed
Maintain Existing Fleet	170
Enhance Existing Routes	90
New Routes	54
Park-N-Ride/Express Bus	29
Bus Rapid Transit	4
Total	347

**TABLE 16**

**COST SUMMARY OF ALL REGIONAL TRANSIT SYSTEM PROJECTS**

<b>Project</b>	<b>Estimated Costs</b>
Maintain Existing Fleet	\$47,200,000
Enhance Existing Routes	\$27,000,000
New Routes	\$16,200,000
Park-n-Ride/Express Bus	\$11,200,000
Bus Rapid Transit	\$4,700,000
New RTS Operations and Maintenance Facility	\$24,000,000
Multimodal Facility	\$3,000,000
Transfer Facilities	\$4,500,000
<b>Total</b>	<b>\$137,800,000</b>

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**COST SUMMARY OF ALL PROJECTS**

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TABLE 17

COST SUMMARY OF ALL PROJECTS

Projects	Estimated Costs
Gainesville Regional Airport	\$1,600,000
Bicycle/Pedestrian	\$5,000,000
State Highway	\$30,200,000
Alachua County Highway	\$174,500,000
City of Gainesville Highway	\$31,700,000
University of Florida Highway	\$8,200,000
Intelligent Transportation System	\$16,000,000
Regional Transit System	\$137,800,000
<b>Total</b>	<b>\$405,000,000</b>

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**YEAR 2025 FORECAST OF REVENUES**

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Gainesville Metropolitan Area Revenue Estimates  
Fiscal Years 2005/06 – 2024/25

Other Arterials Construction / ROW							
	FYs 06-10 from Adopted Work Program	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal			20 Year TOTAL
TMA Funds	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00			\$ 0.00
CMAQ Funds	\$ 0.00	\$ 0.0	\$ 0.0	\$ 0.0			\$ 0.00
Enhancement Funds	\$ 1.9	\$ 2.1	\$ 1.9	\$ 1.6			\$ 7.5
Gainesville MTPO	\$ 18.3	\$ 13.8	\$ 12.3	\$ 12.4			\$ 56.8
Total MTPO Area	\$ 20.2	\$ 15.9	\$ 14.2	\$ 14.0			\$ 64.3

Transit							
	FYs 06-10 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal			20 Year TOTAL
Gainesville MTPO 5307	\$ 8.1	\$ 10.2	\$ 10.1	\$ 10.1			\$ 38.5

Estimates in 2004 dollars.

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**APPENDIX A**

**EFFICIENT TRANSPORTATION DECISION  
MAKING SUMMARY COMMENTS**

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The Efficient Transportation Decision Making (ETDM) process is a mechanism developed by the Florida Department of Transportation (FDOT) that seeks to create linkages between land use, transportation, and environmental resource planning initiatives through early, interactive agency involvement. This is accomplished through effective and timely decision making without compromising environmental quality, full and early public and agency involvement, and integrating National Environmental Protection Act (NEPA) reviews with the issuance of project permitting and implementing meaningful dispute resolution mechanisms. Transportation projects subject to ETDM review are identified early in the process (usually at the planning stages) and sent out for review by the public and various government agencies through an interactive, online database. Through the implementation of GIS Buffer Analysis, issues regarding environmental, social, cultural, and economic features within the impact area of each project (up to one mile away) are identified early and analyzed to determine the degrees of effect the project would have on that feature. These comments follow the project from planning stages all the way up to five years after project completion and serve as a guide to identify significant issues that may need to be resolved prior to project implementation. This allows for post construction evaluation of the impacts to the identified features.

To be subject to ETDM review, projects must meet the following criteria:

1. Capacity improvement (road widening or new construction) of a road that is functionally classified as major or urban collector and above;
2. The project will receive or is expected to receive state/federal funds; and
3. Project has not completed a PD&E report.

Based on the above criteria, five projects from the Year 2025 Long Range Transportation Plan Adopted Needs Plan are subject to ETDM Review:

1. Project E: SE 16<sup>th</sup> Street from Williston Road west to Main Street;
2. Project K: SW 20<sup>th</sup> Avenue from SW 43<sup>rd</sup> Street west to SW 62<sup>nd</sup> Boulevard<sup>1</sup>;
3. Project L: SW 43<sup>rd</sup> Street from Archer Road north to SW 20<sup>th</sup> Avenue<sup>1</sup>;
4. Project Q: NW 23<sup>rd</sup> Avenue from NW 55<sup>th</sup> Street west to NW 98<sup>th</sup> Street<sup>2</sup>; and
5. Project T: NW 83<sup>rd</sup> Street from NW 23<sup>rd</sup> Avenue north to NW 39<sup>th</sup> Avenue.

The following pages consist of the DRAFT comments from the agencies reviewing these projects. Final comments are expected after November 12, 2005 and will be included in the

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<sup>1</sup>For the purposes of ETDM Review, these projects were combined into one.

<sup>2</sup>The segment of NW 23<sup>rd</sup> Avenue from NW 98<sup>th</sup> Street west to NW 143<sup>rd</sup> Street was not included in the analysis since this segment is functionally classified as a minor collector.

adopted 2025 Long Range Transportation Plan. Please note, however, that the projects listed above are only in the planning stages, and these comments only provide an early warning of the issues that may need to be addressed as these projects proceed forward, especially if they are in the adopted Year 2025 Cost Feasible Plan.

**PROJECT E**  
**SE 16<sup>TH</sup> AVENUE**

**Disclaimer:** The ETAT comments in this report are based on the project data and GIS data that were available at the time the reviews were performed. The record for all comments includes the dates of the ETAT review and the GIS analysis. These dates do not represent the timeliness of the various GIS data used in the analysis and review, which is documented in the GIS metadata. Project information and features, as well as GIS data may have changed or been updated since the last ETAT comments were submitted.

## Project-Specific Effects

### Table of Contents:

**6692 SR 226 - SR 331 to SR 329, Alternative 1**

### Project Information:

ETDM #	Project Name	From	To
6692	SR 226 - SR 331 to SR 329	SR 331 (Williston Rd)	SR 329 (Main St)

Alt #	From	To
1	SR 331 (Williston Rd)	SR 329 (Main St)

### Project Reviews:

Review Organization		Agency Involvement
Gainesville MTPD		Continue
Issue	Review Date	Analysis Date
Land Use	10/10/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>This is a largely undeveloped area in southeastern Gainesville. Within the immediate impact area of this project (<math>\geq 500</math> ft.), there is a minor amount of high density residential properties (30%), commercial (retail &amp; services) located along Main Street (14%), and a significant amount of undeveloped vegetated land (35-40%).</p>		
<b>Comments on Effects to Resources:</b>		
<p>As indicated in the review of the economic effect of this project, the proposed widening of this facilitate is not expected to significantly alter or affect the current development pattern taking place in within the project boundaries. Any additional or more intensive development that is generally associated with capacity improvements would be considered an indirect effect of the proposed project. This point is best illustrated by the fact that this segment is located within a transportation concurrency exemption area which precludes capacity constraints as a means limit development within this area. Therefore, any development or land use changes within this area</p>		

is more subject to market forces or other regulations than the widening of a state road.

**Additional Comments (optional):**

**Commitments and Recommendations:**

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Fish and Wildlife Service		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.		
<b>Comments on Effects to Resources:</b>		
<p>A review of the GIS database associated with the Environmental Screening Tool shows a moderate amount of freshwater marshes and mixed wetland hardwood that may be impacted by the proposed project. The Service would recommend that wetlands in the project area be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). If impacts to wetlands are unavoidable, the Service would recommend minimizing the impacts to the greatest extent practicable and</p>		

that all impacts to wetlands are mitigated for. Mitigation should be in-kind and within the same watershed basin as the proposed project. The Service recommend a linkage between the mixed wetlands hardwood to reduce the impacts of fragmentation due to the widening.

**Additional Comments (optional):**

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<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Wetlands		
Level of Importance: High level of importance; however, minimal degree of effect assigned for proposed project.		
<b>Comments on Effects to Resources:</b>		
<p>A review of the GIS database associated with the Environmental Screening Tool shows a small amount (approximately 7 acres) of freshwater marshes and mixed wetland hardwood that may be impacted by the proposed project.</p> <p>Delineation of the wetlands within the project area should be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). EPA recommends that avoidance and minimization guidelines and regulations be followed regarding direct impact to wetlands. If impacts do occur, compensation for loss of wetland acreage is required.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
National Marine Fisheries Service		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		

None.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6692. The Florida Department of Transportation proposes widening SR 226 from SR 331 (Williston Road) to SR 329 (Main Street) in Alachua County, Florida. The project would widen SR 226 from the existing two lanes to four lanes.

NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.

**Additional Comments (optional):**

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Fish and Wildlife Conservation Commission		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wildlife and Habitat	10/20/2005	09/26/2005

**Degree of Effect**

Moderate

**Identified Resources and Level of Importance:**

The Habitat Conservation Scientific Services Section of the Florida Fish and Wildlife Conservation Commission (FWC) has coordinated agency review of highway project ETDM #6692 in Alachua County, and provides the following comments related to potential impacts to fish and wildlife resources. Our comments are preliminary in nature since this project is in the early Planning Phase. We may provide additional input as the project becomes more refined during the Programming Phase.

This project consists of widening SR 226 (SE 16th Avenue) to four lanes from SR 331 (Williston Road) to SR 329 (Main Street). This would result in SR 226 being four lanes from I-75 to SR 331. The project purpose is to reduce traffic in the vicinity of the University of Florida, Shands Hospital and the Veterans Hospital. This Planning screen project is in an urban area; however, the eastern terminus of the project is approximately 0.2 miles from Payne's Prairie State Park, and the proposed work has the potential to affect wildlife species listed by our agency.

High and low impact urban lands constitute approximately 50% of the land cover within 500 feet of the alignment. The remaining land cover consists of natural plant communities, including upland hardwood hammock and forest, mixed pine-hardwood forest, shrub and brushland, pinelands, shrub swamp and hardwood swamp. All occur within the Bivens Arm and Sweetwater Branch drainage basins. Based on range and habitat preference, the following species listed by our agency may occupy habitat along and adjacent to the Right-of-way: eastern indigo snake (T), little blue heron (SSC), limpkin (SSC), and the gopher frog (SSC). According to the FWC's Priority Wetlands Habitat GIS data, 40% percent of uplands within 500 feet of the project area support 1 to 3 focal species.

**Comments on Effects to Resources:**

Project impacts could include direct loss of wetland and upland habitat due to road construction. There is also a potential for secondary impacts, including increased road kills and habitat loss or degradation resulting from new residential and commercial development in the area facilitated by improved access.

**Additional Comments (optional):**

Plant community mapping and surveys for the occurrence of listed wildlife species should be conducted along the Right-of-way, and within sites proposed for Drainage Retention Areas. Depending on the results of the surveys, a plan should also be formulated for avoidance, minimization, and mitigation of project impacts to listed species. A compensatory mitigation plan should be designed to replace wetland and upland habitat lost as a result of the project; and we support land acquisition adjacent to core habitat areas on existing public lands as compensation. Replacement habitat for mitigation should be type for type, and equal to or of higher functional value.

We appreciate the opportunity to provide input on highway design and the conservation of fish and wildlife resources. Please contact Ms. Leslie Adams at (386) 758-0525 for further coordination on this project.

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Special Designations	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Special Designations - Floodplains		

Level of Importance: Moderate. However, a minimal degree of effect is assigned to the proposed project for this issue.

**Comments on Effects to Resources:**

There is one issue classified as Special Designations which are of concern for this project -Floodplains. The following are the same comments which were identified under this issue area:

Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zones A and AE of the flood hazard zone designation):

100-foot buffer distance: 1.2 acres - 8.4% of total acres  
200-foot buffer distance: 3.5 acres - 11.6% of total acres  
500-foot buffer distance: 20.6 acres - 23.8% of total acres

According to the project description, SR 226 has apartment complexes on the southern end of the segment close to Williston Rd. At the north end of the segment at Main Street there are several car repair shops, gas stations and a water reclamation facility. The purpose of the project is to take traffic off of the areas around the University of Florida, Shands Hospital and the Veteran's Hospital. The project area is approximately six-tenths of a mile (3000 ft) long. This is the last segment (Main St to Williston Rd) of SR 226 that is 2 lanes.

The 100-year floodplain area is located on both the eastern and western sides of the project area. An increase in impervious surfaces, such as roadways and other development, reduce the overall floodplain storage capacity in an area. This significantly alters the flood zones and capacity for stormwater runoff during storm events. With rapid growth and development in an area such as this, it is expected that flood zones will change and may not be properly designated on FEMA flood zone maps. With the reduction of stormwater storage capacity, eventually residential and commercial areas which may not have been identified in flood zone maps, may fall within a special flood hazard area and be vulnerable to flooding.

Although the proposed widening of this section of SR 226 (SR 331 to SR 329) may not significantly affect floodplains and floodplain storage capacity, the overall corridor should be evaluated and floodplain effects considered by FDOT and the Gainesville MPO when developing traffic and development plans.

**Additional Comments (optional):**

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Air Quality	10/24/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Air quality		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
<p>Since the Gainesville area and Alachua County do not have any national ambient air quality standards non-attainment areas or maintenance areas at this time, EPA has no comment on air quality issues. Would like to continue agency involvement in the future, if necessary.</p>		
<b>Additional Comments (optional):</b>		
<p>As population growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.</p> <p>If the proposed project is located directly adjacent to residential homes, there may be a potential for short-term health exposure from construction vehicles and particulates. To eliminate this potential for exposure, construction vehicles could be retrofit with diesel oxidation catalysts or particulate filters.</p>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Contaminated Sites	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<p>Geocoded Gasoline Stations CHEVRON CORPORATION, INC.</p> <p>Geocoded Petroleum Tanks</p>		

AMOCO STATION  
 MERITA BREAD BOX  
 HENDERSON PROPERTY  
 SUNRISE FOOD MART #47  
 RICHARDS IMPORT STORE INC

**Additional Comments (optional):**

<b>Review Organization</b>		<b>Agency Involvement</b>
National Marine Fisheries Service		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Coastal and Marine	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
None.		
<b>Comments on Effects to Resources:</b>		
<p>NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6692. The Florida Department of Transportation proposes widening SR 226 from SR 331 (Williston Road) to SR 329 (Main Street) in Alachua County, Florida. The project would widen SR 226 from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Floodplains	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		

Resources: Floodplains

Level of Importance: Moderate. However, a minimal degree of effect is assigned to the proposed project for this issue.

**Comments on Effects to Resources:**

Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zones A and AE of the flood hazard zone designation):

- 100-foot buffer distance: 1.2 acres - 8.4% of total acres
- 200-foot buffer distance: 3.5 acres - 11.6% of total acres
- 500-foot buffer distance: 20.6 acres - 23.8% of total acres

According to the project description, SR 226 has apartment complexes on the southern end of the segment close to Williston Rd. At the north end of the segment at Main Street there are several car repair shops, gas stations and a water reclamation facility. The purpose of the project is to take traffic off of the areas around the University of Florida, Shands Hospital and the Veteran's Hospital. The project area is approximately six-tenths of a mile (3000 ft) long. This is the last segment (Main St to Williston Rd) of SR 226 that is 2 lanes.

The 100-year floodplain area is located on both the eastern and western sides of the project area. An increase in impervious surfaces, such as roadways and other development, reduce the overall floodplain storage capacity in an area. This significantly alters the flood zones and capacity for stormwater runoff during storm events. With rapid growth and development in an area such as this, it is expected that flood zones will change and may not be properly designated on FEMA flood zone maps. With the reduction of stormwater storage capacity, eventually residential and commercial areas which may not have been identified in flood zone maps, may fall within a special flood hazard area and be vulnerable to flooding.

Although the proposed widening of this section of SR 226 (SR 331 to SR 329) may not significantly affect floodplains and floodplain storage capacity, the overall corridor should be evaluated and floodplain effects considered by FDOT and the Gainesville MPO when developing traffic and development plans.

**Additional Comments (optional):**

**Review Organization**

**Agency Involvement**

Project-Specific Effects

FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Recreation Areas	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Recreation Areas	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Recreation Areas		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on recreation areas due to the widening of SR 226 (SR 331 to SR 329), as proposed.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Mobility	10/10/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
The GIS Analysis identifies two transit routes and seven transit stops within 500 feet of the project. In addition, this project is located within the City of		

Gainesville Enterprise zone and within one mile of existing recreational trails, two hospitals, and a railway.

**Comments on Effects to Resources:**

The project has the potential to moderately to substantially affect transit routes in this area and enhance the economic development of the Gainesville Enterprise Zone. To address the transit concerns, consideration should be made to work with RTS to make provisions for safe and efficient transit services and access (sidewalks, covered transit stops, etc.) Further, construction of this improvement should be performed in such away to minimize the impact to the existing route and stops within the vicinity of the roadway.

However, the widening of this road should allow for the relocation of SR 24, which would enhance mobility for trucks and other heavy vehicle by traveling on the periphery of the urbanized area. This should decrease delay along this corridor by decreasing the number of signalized intersections the truck would have to travel through and conflict with heavy traffic and pedestrian activity that is located within downtown Gainesville.

**Additional Comments (optional):**

**Commitments and Recommendations:**

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Water Quality and Quantity	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>	<b>Agency Involvement</b>
Gainesville MTPO	Continue

Issue	Review Date	Analysis Date
Social	10/13/2005	09/26/2005
<b>Degree of Effect</b>		
Substantial		
<b>Identified Resources and Level of Importance:</b>		
<p>In the area immediately surrounding the project (up to one mile away) is comprised largely of low to high density residential development with some commercial activities that contain the following features:</p> <p>Black population range is up to 96%. The county-wide % of the Black population is 19%.</p> <p>Disabled population range is up to 29%. The county-wide % of the disabled population is 15%.</p> <p>Hispanic population range is up to 28%. The county-wide % of the hispanic population is 8%.</p> <p>The student population (18 to 29 yrs) for this area is 63%. The county-wide % is 26%.</p> <p>The median income of this area is \$21,483. The county-wide median is \$31,426.</p> <p>In addition, the GIS analysis identifies four assisted living facilities located within one mile of the project. One of these facilities, Treehouse Village Apartments, adjacent to the proposed project.</p>		
<b>Comments on Effects to Resources:</b>		
<p>The area immediately surrounding this project is disproportionately minority and low income and could be negatively impacted by the proposed project. The increase in truck traffic and volume could serve as a barrier to those residents living in the assisted living facilities/complexes and the community services that help them. While the relocation of the truck route is anticipated to enhance the socioeconomic conditions of downtown, this area could be left out of expected economic benefits.</p> <p>Special consideration is needed to address the concerns of those residents living in the immediate vicinity of this project. Avoidance and minimization of relocations, community bisection and noise impacts should be focused upon.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

It is recommended that if this project become part of the Cost Feasible Plan and proceeds through to construction that a special effort is made involve the residents of this area in the planning, design, and construction of this improvement.

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Economic	10/10/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>This project is located in a relatively underdeveloped area located in the southeastern quadrant of Gainesville, connecting two major roads. While there is a significant amount of commercial activity along Main Street (northwestern side of the project boundaries) and high density residential (southeastern side of the facility), the area in which this area is located consists of wetlands, hardwood forest, and infrastructure related land uses (sewage treatment plant).</p>		
<b>Comments on Effects to Resources:</b>		
<p>The purpose of this project is not for economic redevelopment of an underdeveloped area of Gainesville, but a means to reroute truck traffic away from the University and downtown. This effect of the project should significantly affect and enhance the development of downtown Gainesville, which is an enterprise zone, by reducing or eliminating the safety issues associated with high truck traffic located within an urban core. Any economic impact that take place along this corridor as a result of this project is ancillary to the primary purpose of the improvement.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Aesthetics	10/10/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		

**Identified Resources and Level of Importance:**

This project is located within the Gainesville Enterprize Area and is within one mile of two hospitals (Alachua General & Shands) and three points of interests (Near 8th Place, Gainesville Greyhound Station, and Near SE 20th Place). This project is also adjacent to some high density residential that may be adversely affected by this project.

**Comments on Effects to Resources:**

It is anticipated that the widening of this facility would augment and enhance the development of the Gaineville Enterprise area by diverting much of the existing and projected truck traffic away from downtown by rerouting State Road 24. This action has the potential to open up downtown Gainesville, especially in the University Area, to more high density pedestrian oriented development that is conducive to a successful downtown.

As for the impact to the hospitals, they are currently located along SR 24 and already subject to the truck traffic. Completion of this improvement would not significantly alter or minimize the impact to the hospitals.

While the points of interests are within one mile of the project, they are not expected to be significantly or adversely affected by any noise or vibrations generated by the change in truck route.

The only moderate to substantial impact that could be generated by this project is the impact to the high density residential located on the southside of the facility. The residential development may be adversely affected by the increase in noise, traffic, and vibrations generated by the increase in truck and vehicular traffic expected upon the completion of this improvement. Special consideration should be made to minimize these adverse effects to the residential population located within the impact area of the project.

**Additional Comments (optional):**

**Commitments and Recommendations:**

Review Organization		Agency Involvement
Gainesville MTPO		Continue
Issue	Review Date	Analysis Date
Relocation	10/10/2005	09/26/2005
Degree of Effect		
Minimal to None		

**Identified Resources and Level of Importance:**

There are some high density residential properties located along SE 16th Ave near the intersection of Williston Road (SR 331)

**Comments on Effects to Resources:**

ROW acquisition for this project may cause the relocation of some residential property owners adjacent to SE 16th Ave. However, the number of parcels/buildings that will be affected is yet to be determined

**Additional Comments (optional):**

**Commitments and Recommendations:**

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**Disclaimer:** The ETAT comments in this report are based on the project data and GIS data that were available at the time the reviews were performed. The record for all comments includes the dates of the ETAT review and the GIS analysis. These dates do not represent the timeliness of the various GIS data used in the analysis and review, which is documented in the GIS metadata. Project information and features, as well as GIS data may have changed or been updated since the last ETAT comments were submitted.

## Project-Specific Effects

### Table of Contents:

6691 SW 43rd St & SW 20th Ave, Alternative 1

### Project Information:

ETDM #	Project Name	From	To
6691	SW 43rd St & SW 20th Ave	SR 24	SW 62nd Ave

Alt #	From	To
1	SR 24	SW 62nd Ave

### Project Reviews:

Review Organization		Agency Involvement
Gainesville MTPO		Continue
Issue	Review Date	Analysis Date
Land Use	09/30/2005	09/26/2005

#### Degree of Effect

Enhanced

#### Identified Resources and Level of Importance:

This is a largely underdeveloped area adjacent to the University of Florida's main campus. Within the impact area of this project, there is a minor amount of medium to high density residential properties (30%), commercial (retail & services) primarily located along Archer Road (15%), and a significant amount of undeveloped vegetated land (35-40%).

#### Comments on Effects to Resources:

This area is identified as an Activity Center/Retail and Special Area Study within the Alachua County Comprehensive Plan. The purpose of this designation is to "provide for the concentration of mixtures of higher intensity and density land uses through designation of Activity Centers on the Future Land Use Map, with standards to ensure pedestrian-friendly compact centers connected to a multi-modal transportation system and integrated with surrounding uses in the urban area" (Alachua County Comp Plan Future Land Use Objective 2.1). This standard of development for this area is further reinforced through a recently completed planning charrette

for the Student Village Area sponsored by the Gainesville MTPO. At the conclusion of the charrette, the MTPO approved the motion to "request that the Alachua County Commission reconsider land use and zoning within the SW 20th Avenue/Student Village Area with the goal of increasing permitted densities and encouraging mixed use development".

This project enhances this area by providing the additional capacity to support higher levels of development, additional routes for transit services, and bike/ped facilities. Further, the MTPO Long Range Transportation Plan has identified this corridor to be high density/intensity that will support Bus Rapid Transit.

**Additional Comments (optional):**

**Commitments and Recommendations:**

**Review Organization**

FL Department of Environmental Protection

**Agency Involvement**

Continue

**Issue**

**Review Date**

**Analysis Date**

Wetlands

10/18/2005

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

The National Wetlands Inventory reports that there are approximately 2.2 acres of wetlands within a 100' buffer and approximately 4.9 acres within a 200' buffer of the project site.

**Comments on Effects to Resources:**

The environmental resource permit applicant will be required to eliminate or reduce the proposed wetland resource impacts of roadway widening. To the greatest extent practicable, minimization should emphasize: avoidance-oriented corridor alignments, wetland fill reductions via pile bridging and steep/vertically retained side slopes, and median width reductions within safety limits; wetlands should not be displaced by the installation of stormwater conveyance and treatment swales; compensatory treatment in adjacent uplands is the preferred alternative; after avoidance and minimization have been exhausted, mitigation must be proposed to offset the adverse impacts of the project to existing wetland functions and values--significant attention is given to forested wetland systems, which are difficult to mitigate; the cumulative impacts of concurrent and future road improvement projects in the vicinity of the subject project should also be addressed.

**Additional Comments (optional):**

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<b>Review Organization</b>		<b>Agency Involvement</b>
US Fish and Wildlife Service		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.</p>		
<b>Comments on Effects to Resources:</b>		
<p>A review of the GIS database associated with the Environmental Screening Tool shows a small amount of wetland that may be impacted by the proposed project. The Service would recommend that wetlands in the project area be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). If impacts to wetlands are unavoidable, the Service recommends minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated for. Mitigation should be in-kind and within the same watershed basin as the proposed project.</p> <p>In the event that further widening resulted in further separation between the mixed wetland hardwoods and freshwater marsh, the Service recommends linkages such as underpasses and culverts in these areas to reduce fragmentation.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Resources: Wetlands</p> <p>Level of Importance: High level of importance; however, minimal degree of</p>		

effect assigned for proposed project.

**Comments on Effects to Resources:**

A review of GIS analysis data and maps in the EST indicate the following wetland areas from the National Wetlands Inventory summarized by wetland system type.

100-foot buffer distance (47.8 acres): Palustrine - 2.2 acres - 4.6 % of total acres

200-foot bufer distance (96.98 acres): Palustrine - 4.9 acres - 5 % of total acres

500-foot buffer distance (252.83 acres): Palustrine - 12.7 acres - 5 % of total acres

A small amount (approx. 5 acres) of palustrine wetlands are within the 200-foot buffer distance and may be impacted by the proposed project. The majority of wetlands in the area are classified as palustrine mixed wetland hardwoods. Delineation of the wetlands within the project area should be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). EPA recommends that avoidance and minimization guidelines and regulations be followed regarding direct impact to wetlands. If impacts do occur, compensation for loss of wetland acreage is required.

**Additional Comments (optional):**

**Review Organization**

National Marine Fisheries Service

**Agency Involvement**

No Further Action

**Issue**

Wetlands

**Review Date**

10/03/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6691. The Florida Department of Transportation proposes widening SW 43rd Street and SW 20th Avenue from SR 24 (Archer Road) to SW 62nd Avenue in Alachua County, Florida. The project would widen SW 43rd Street and SW 20th Avenue from the existing two lanes to four lanes.

NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.

**Additional Comments (optional):**

**Review Organization**

US Fish and Wildlife Service

**Agency Involvement**

Continue

**Issue**

Wildlife and Habitat

**Review Date**

10/17/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.

**Comments on Effects to Resources:**

The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources.

Land use throughout the project corridor is primarily urban in nature with commercial land uses. Wetland habitat existing along the corridor consists of hydric pine flatwoods and mixed wetland hardwoods.

The eastern indigo snake (*Drymarchon corais couperi*) may occupy a broad range of habitats from scrub and sandhill communities, to wet prairies and mangrove swamps, near the proposed project site. The eastern indigo is most strongly associated with high, dry, well-drained sandy soils, and closely parallels habitat preferred by the gopher tortoise (*Gopherus polyphemus*), a state of Florida listed species. The Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo snake during the construction phase of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

The proposed project is located approximately 11.4 miles west of a known

wood stork (*Mycteria americana*) colony. Due to the proximity of the proposed project to nearby wetlands, the Service would recommend that prior to the design and construction phases of the project, that surveys be conducted to determine presence or absence of wood storks near the project area and provide wetland mitigation that is in-kind to what is impacted and within proximity of the colony. A major reason for the wood stork decline has been the loss and degradation of feeding habitat. A variety of nearby wetland habitats such as roadside or agricultural ditches can provide good forage areas for storks and storks typically do most of their feeding in wetlands between 5 and 40 miles from the colony.

**Additional Comments (optional):**

<b>Review Organization</b>	<b>Agency Involvement</b>
US Environmental Protection Agency	Continue

<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Special Designations	10/16/2005	09/26/2005

**Degree of Effect**

Moderate

**Identified Resources and Level of Importance:**

Resources: Special Designations - floodplains, recreation areas

Level of Importance: Moderate to High

**Comments on Effects to Resources:**

There are two issues classified as Special Designations which are of concern for this project -Floodplains and Recreation Areas. The following are the same comments which were identified under those two issue areas:

**FLOODPLAINS -**

Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zone AE of the flood hazard zone designation):

- 100-foot buffer distance: 6.1 acres - 12.7% of total acres
- 200-foot buffer distance: 14.3 acres - 14.7% of total acres
- 500-foot buffer distance: 31 acres - 12.3% of total acres

According to the project description, the existing roadway is located in an extremely busy commercial corridor. There are numerous shopping centers, restaurants and hotels in the immediate area. Along SW 43rd St, there are several apartment complexes, a recreational park, a fire station and small businesses. SW 20th Ave contains a few businesses at the intersection with

SW 43rd St, a mobile home community, wooded and wetland areas and an apartment complex under construction. SW 62nd Ave has many apartment complexes as well as the Oaks Mall. The area near the intersection of SW 43rd St and Archer Rd has been extremely high growth over the last 5-10 years. The project area consists of commercial and residential developments. The future land use is expected to follow the same usage.

The 100-year floodplain area is located on the northwest end of the project area and traverses two drainage basins. An increase in impervious surfaces, such as roadways and other development, reduce the overall floodplain storage capacity in an area. This significantly alters the flood zones and capacity for stormwater runoff during storm events. With rapid growth and development in an area such as this, it is expected that flood zones will change and may not be properly designated on FEMA flood zone maps. With the reduction of stormwater storage capacity, eventually residential and commercial areas which may not have been identified in flood zone maps, may fall within a special flood hazard area and be vulnerable to flooding.

Although the proposed widening of SW 43rd St and SW 20th Ave may not significantly affect floodplains and floodplain storage capacity, the overall corridor should be evaluated and floodplain effects considered by FDOT and the Gainesville MPO when developing traffic and development plans.

#### RECREATION AREAS -

A review of GIS analysis data in the EST indicates that the following recreational areas are located within proximity of the project area:

##### Florida Natural Areas Inventory Managed Lands

100-foot buffer distance - SUGARFOOT PRAIRIE: 0.1 acres - 0.3 % of analysis area

200-foot buffer distance - SUGARFOOT PRAIRIE: 0.7 acres - 0.7 % of analysis area

500-foot buffer distance - PROPERTY ADJACENT TO FOREST PARK;  
SUGARFOOT PRAIRIE:

8.4 acres - 3.3 % of analysis area

The proposed widening of SW 43rd St & SW 20th Ave may impact a small amount of the Sugarfoot Prairie Recreational Area. This may require a Section 4(f) consultation. Also, the widening of the roadway and future development in the area may have indirect, secondary and cumulative impacts to this resource and its recreational and wildlife habitat use. Measures should be taken to minimize impacts to this natural resource. Appropriate consultation with resource agencies should take place.

**Additional Comments (optional):**

**Review Organization**

**Agency Involvement**

US Environmental Protection Agency

Continue

**Issue**

**Review Date**

**Analysis Date**

Air Quality

10/13/2005

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Resources: Air quality

Level of Importance: Low, due to minimal degree of effect

**Comments on Effects to Resources:**

Since the Gainesville area and Alachua County do not have any national ambient air quality standards non-attainment areas or maintenance areas at this time, EPA has no comment on air quality issues at this time. Would like to continue agency involvement in the future, if necessary.

**Additional Comments (optional):**

As population growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

If the proposed project is located directly adjacent to residential homes, there may be a potential for short-term health exposure from construction vehicles and particulates. To eliminate this potential for exposure, construction vehicles could be retrofit with diesel oxidation catalysts or particulate filters.

**Review Organization**

**Agency Involvement**

US Environmental Protection Agency

Continue

**Issue**

**Review Date**

**Analysis Date**

Contaminated Sites

10/13/2005

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Resources: Soils, groundwater

Level of Importance: Low to Moderate

**Comments on Effects to Resources:**

A review of contaminated sites data on the EST GIS analysis screens indicates that there are four commercial businesses with petroleum tanks (U-HAUL ARCHER RD, SPRINT#1302, SPRINT#1138, and FAST TRACK FOODS#200) within the 500-foot buffer distance. Consideration should be given to underground storage tanks (specifically petroleum tanks) and their potential for leaking and resulting soil and/or groundwater contamination.

There is one hazardous waste site (ARRENDONDO UTILITIES - ARRENDONDO FARMS WTP & WWTP) within the 500-foot buffer distance. The water treatment plant and wastewater treatment plant may store listed hazardous wastes, such as chlorine and chlorine gas, onsite and are therefore listed as a hazardous waste site on the GIS screening data. The proposed roadway widening project should not impact these facilities.

A survey of the surrounding area should be conducted to identify all underground storage tanks at current commercial businesses and any possible out-of-service (defunct) underground storage tanks. If any tanks will be impacted or removed during construction, testing of soils should be conducted to determine whether any remediation of contaminated soils and/or groundwater is necessary prior to commencement of construction activities. Design parameters should also consider the removal or direct impact to any underground storage tanks.

**Additional Comments (optional):**

**Review Organization**

National Marine Fisheries Service

**Agency Involvement**

No Further Action

**Issue**

Coastal and Marine

**Review Date**

10/03/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

None.

**Comments on Effects to Resources:**

NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6691. The Florida Department of Transportation proposes widening SW 43rd Street and SW 20th Avenue from SR 24 (Archer Road) to SW 62nd Avenue in Alachua County, Florida. The project would widen SW 43rd Street and SW 20th Avenue from the existing two lanes to four lanes.

NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.

**Additional Comments (optional):**

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Floodplains	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Moderate		
<b>Identified Resources and Level of Importance:</b>		
Resources: Floodplains		
Level of Importance: Moderate		
<b>Comments on Effects to Resources:</b>		
<p>Analysis of GIS data indicates the following information regarding the amount of project area located within the 100-year floodplain (Zone AE of the flood hazard zone designation):</p> <p>100-foot buffer distance: 6.1 acres - 12.7% of total acres                  200-foot buffer distance: 14.3 acres - 14.7% of total acres                  500-foot buffer distance: 31 acres - 12.3% of total acres</p> <p>According to the project description, the existing roadway is located in an extremely busy commercial corridor. There are numerous shopping centers, restaurants and hotels in the immediate area. Along SW 43rd St, there are several apartment complexes, a recreational park, a fire station and small businesses. SW 20th Ave contains a few businesses at the intersection with SW 43rd St, a mobile home community, wooded and wetland areas and an apartment complex under construction. SW 62nd Ave has many apartment</p>		

complexes as well as the Oaks Mall. The area near the intersection of SW 43rd St and Archer Rd has been extremely high growth over the last 5-10 years. The project area consists of commercial and residential developments. The future land use is expected to follow the same usage.

The 100-year floodplain area is located on the northwest end of the project area and traverses two drainage basins. An increase in impervious surfaces, such as roadways and other development, reduce the overall floodplain storage capacity in an area. This significantly alters the flood zones and capacity for stormwater runoff during storm events. With rapid growth and development in an area such as this, it is expected that flood zones will change and may not be properly designated on FEMA flood zone maps. With the reduction of stormwater storage capacity, eventually residential and commercial areas which may not have been identified in flood zone maps, may fall within a special flood hazard area and be vulnerable to flooding.

Although the proposed widening of SW 43rd St and SW 20th Ave may not significantly affect floodplains and floodplain storage capacity, the overall corridor should be evaluated and floodplain effects considered by FDOT and the Gainesville MPO when developing traffic and development plans.

**Additional Comments (optional):**

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<b>Review Organization</b>	<b>Agency Involvement</b>
FL Department of Environmental Protection	Continue

<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Recreation Areas	10/18/2005	09/26/2005

**Degree of Effect**  
Minimal to None

**Identified Resources and Level of Importance:**

Sugarfoot Prairie is a nature preserve located in the vicinity of this project. These are public lands, owned by the City of Gainesville, contain significant marsh and forested wetlands, natural communities, numerous element occurrences of listed species, as indicated by the Florida Natural Areas Inventory. This park also contains the terminus of Hogtown Creek before it enters the Floridan Aquifer through Haile Sink.

**Comments on Effects to Resources:**

The Department is interested in preserving the area's natural communities, wildlife corridor functions, natural flood control, stormwater runoff filtering capabilities, aquifer recharge potential, and recreational trail opportunities. Therefore, future environmental documentation should include an evaluation of the primary, secondary, and cumulative impacts of roadway expansion on

the above public lands and proposed acquisition sites.

**Additional Comments (optional):**

**Review Organization**

US Environmental Protection Agency

**Agency Involvement**

Continue

**Issue**

Recreation Areas

**Review Date**

10/15/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Moderate

**Identified Resources and Level of Importance:**

Resources: Recreation areas - Florida Natural Areas Inventory Managed Lands

Level of Importance: Moderate to High

**Comments on Effects to Resources:**

A review of GIS analysis data in the EST indicates that the following recreational areas are located within proximity of the project area:

Florida Natural Areas Inventory Managed Lands

100-foot buffer distance - SUGARFOOT PRAIRIE: 0.1 acres - 0.3 % of analysis area

200-foot buffer distance - SUGARFOOT PRAIRIE: 0.7 acres - 0.7 % of analysis area

500-foot buffer distance - PROPERTY ADJACENT TO FOREST PARK; SUGARFOOT PRAIRIE:

8.4 acres - 3.3 % of analysis area

The proposed widening of SW 43rd St & SW 20th Ave may impact a small amount of the Sugarfoot Prairie Recreational Area. This may require a Section 4(f) consultation. Also, the widening of the roadway and future development in the area may have indirect, secondary and cumulative impacts to this resource and its recreational and wildlife habitat use. Measures should be taken to minimize impacts to this natural resource. Appropriate consultation with resource agencies should take place.

**Additional Comments (optional):**



<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Mobility	09/30/2005	09/26/2005
<b>Degree of Effect</b>		
Enhanced		
<b>Identified Resources and Level of Importance:</b>		
<p>Within the impact area of this project, there are numerous RTS stops and routes as well as proposed Bike/Ped/Greenway projects not identified by the GIS analysis.</p>		
<b>Comments on Effects to Resources:</b>		
<p>This project is expected to receive Federal funds to improve the North-South Corridor between Archer Rd and Newberry Rd to provide congestion relief to I-75 corridor, SR21, SR 24, SR 26. This project will also consist of the construction of bike lanes and sidewalks to increase and improve pedestrian access and mobility within the area and facilitate the construction of Bike/Ped projects listed in the adopted Alachua County Bike/Ped Master Plans, such as the Lake Kanapaha Trail.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Water Quality and Quantity	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>The roadway widening project is located within the Central Valley physiographic region - a karst area with significant groundwater recharge where the Floridan aquifer is overlain by a confining bed, breached by sinkholes. The environmental screening tool (EST) estimates that there are approximately 29.1 acres of karst limestone areas within a 100' buffer of the project and 59 acres within a 200' buffer. The EST estimates that, within a</p>		

100' buffer of the project area, there are approximately 6.1 acres located within the 100-year floodplain. The EST estimates approximately 14.1 acres within a 200' buffer. The project is within the Hogtown Creek drainage basin. Hogtown Creek eventually enters directly into the Floridan Aquifer via Haile Sink, located in nearby Split Rock Nature Preserve.

**Comments on Effects to Resources:**

Due to that connectivity, surface land uses and activities generating non-point source pollution can directly impact the groundwater system. Because the proposed project is located within this environmentally sensitive, high aquifer recharge area, we recommend that the applicant perform an evaluation of existing stormwater treatment adequacy and avoid impacts to wetlands/sinkholes to protect groundwater and nearby surface water resources.

**Additional Comments (optional):**

Review Organization	Agency Involvement
US Environmental Protection Agency	Continue

Issue	Review Date	Analysis Date
Water Quality and Quantity	10/17/2005	09/26/2005

**Degree of Effect**

Moderate

**Identified Resources and Level of Importance:**

Resources: Water quality - surface water

Level of Importance: Moderate to High

**Comments on Effects to Resources:**

The proposed project is located in the following drainage basins:  
 HOGTOWN PRAIRIE REACH  
 HOGTOWN CREEK

Both HOGTOWN CREEK and HOGTOWN PRAIRIE REACH are listed on the 303(d) list of impaired waters.

Hogtown Creek is listed on the 303(d) list for exceedance of the water quality standards for dissolved oxygen, nutrients, and coliforms. Further impairment to Hogtown Creek is a concern from both point and nonpoint sources. Consideration should be given to any potential impacts to the creek during design and construction. Also, future development in the area may lead to additional point and nonpoint sources of pollutants into surface waters.

The following TMDLs have been developed and approved:  
 Hogtown Creek Fecal Coliform TMDL - 09/30/03  
 Oklawaha River Basin Fecal Coliform, Total Coliform, and Metals TMDLs -  
 03/31/04  
 Review of the terms and conditions outlined in the TMDLs is recommended.

**Additional Comments (optional):**

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Review Organization		Agency Involvement	
US Environmental Protection Agency		Continue	
Issue	Review Date	Analysis Date	
Social	10/16/2005	09/26/2005	
Degree of Effect			
Moderate			
Identified Resources and Level of Importance:			
Resources: Residential communities and commercial businesses			
Level of Importance: Moderate to High			
Comments on Effects to Resources:			
<p>The project consists of widening SW 43rd Street from SR 24 (Archer Rd) north to SW 20th Avenue and SW 20th Avenue from SW 43rd Street to SW 62nd Avenue from two to four lanes. This is a connection of an area with a heavy density of college apartments with the commercial area on Archer Rd.</p> <p>According to the project description, the existing roadway is located in an extremely busy commercial corridor. There are numerous shopping centers, restaurants and hotels in the immediate area. Along SW 43rd St, there are several apartment complexes, a recreational park, a fire station and small businesses. SW 20th Ave contains a few businesses at the intersection with SW 43rd St, a mobile home community, wooded and wetland areas and an apartment complex under construction. SW 62nd Ave has many apartment complexes as well as the Oaks Mall. The area near the intersection of SW 43rd St and Archer Rd has been extremely high growth over the last 5-10 years. The project area consists of commercial and residential developments.</p> <p>Future land use for this area consists of approximately 56% residential, 28% commercial, and 16% industrial development. This area is a high growth area. Widening of the roadway is needed to accomodate traffic volumes and to provide better connectivity to other roadways within the corridor.</p>			

However, several factors which may affect residential and commercial populations and businesses are: increased traffic volumes, increased noise, increased vibration, temporary rerouting of traffic during construction, property acquisition needed for right-of-way, and potential air quality issues due to increased traffic and vehicle emissions.

Consideration should be given to potential social issues resulting from the project. Additional data collection, surveys, and studies should be considered to assess both direct and indirect impacts to businesses and residents.

**Additional Comments (optional):**

**Commitments and Recommendations:**

Review Organization		Agency Involvement	
Gainesville MTPO		Continue	
Issue	Review Date	Analysis Date	
Social	09/30/2005	09/26/2005	
Degree of Effect			
Minimal to None			
Identified Resources and Level of Importance:			
<p>In the area immediately surrounding the project (up to one mile away) is comprised largely of medium to high density residential development with some commercial activities that contain the following features:</p> <p>Black population ranges from 10 to 38%. The county-wide % of the Black population is 19%.</p> <p>Disable population ranges from 8 to 20%. The county-wide % of the disabled population is 15%.</p> <p>Hispanic population ranges from 6 to 11%. The county-wide % of the hispanic population is 8%.</p> <p>The student population (18 to 29 yrs) for this area is 61%. The county-wide % is 26%.</p> <p>The median income of this area is \$31,173. The county-wide median is \$31,426.</p>			
Comments on Effects to Resources:			

As indicated above, the socioeconomic conditions of this area is similar to that of the entire county, with the one exception of the large student population. This project is not expected to significantly alter or affect the demographics or socioeconomic conditions of the area in which this project is located. However, the socioeconomic conditions of the immediate vicinity of this project may be enhanced as the community goal of creating an urban activity center is reached. This urban activity center envisions an area of high density and intensity that may attract more non-students to this area and possibly create a distinct urban community.

**Additional Comments (optional):**

**Commitments and Recommendations:**

<b>Review Organization</b>		<b>Agency Involvement</b>	
Gainesville MTPO		Continue	
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>	
Economic	09/30/2005	09/26/2005	
<b>Degree of Effect</b>			
Enhanced			
<b>Identified Resources and Level of Importance:</b>			
<p>This project is located in a relatively underdeveloped area located adjacent to the University of Florida Main Campus. Within the impact area of this project, there is medium to high density residential development, commercial activity along Archer Road, and a significant amount of undeveloped vegetated land.</p>			
<b>Comments on Effects to Resources:</b>			
<p>This project improves access to the regional road network and may facilitate the development of an Urban Activity Center that is envisioned by the Gainesville MTPO, Alachua County, and the City of Gainesville. It is likely that the taxable property values will increase as a result of this project and related projects in the Student Village Area due to the expected increase in commercial and residential properties.</p>			
<b>Additional Comments (optional):</b>			
<b>Commitments and Recommendations:</b>			

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Aesthetics	09/30/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Two points of interests are located within one mile of this project (Clearlake Park and the Fred Bear Museum) along with a significant amount of medium to high density residential.</p> <p>Related to this, but not included in the buffer analysis, is the close proximity of this project to the Hogtown Creek and the Hogtown Creek Drainage Basin on the north side of the project, which are considered cultural amenities in this area.</p>		
<b>Comments on Effects to Resources:</b>		
<p>No significant impacts are anticipated to the identified points of interests since these facilities are located approximately one mile away. As for the impact to the residential areas, the project is likely to be perceived as compatible with the community aesthetic values due to construction of medians, sidewalks, and bicycle lanes.</p> <p>However, special consideration should be made for the compatibility of this project with the viewshed of the Hogtown Creek Drainage Basin.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Relocation	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>There are some high density residential properties located along SW 43rd St between SW 24 Avenue and SW 20th Ave.</p>		
<b>Comments on Effects to Resources:</b>		

ROW acquisition for this project may cause the relocation of some residential property owners adjacent to SW 43rd St. However, the number of parcels/buildings that will be affected is yet to be determined.

**Additional Comments (optional):**

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**Commitments and Recommendations:**

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**PROJECT Q**  
**NW 23<sup>RD</sup> AVENUE**

**Disclaimer:** The ETAT comments in this report are based on the project data and GIS data that were available at the time the reviews were performed. The record for all comments includes the dates of the ETAT review and the GIS analysis. These dates do not represent the timeliness of the various GIS data used in the analysis and review, which is documented in the GIS metadata. Project information and features, as well as GIS data may have changed or been updated since the last ETAT comments were submitted.

## Project-Specific Effects

### Table of Contents:

**6694 NW 23rd Ave - NW 98th St to NW 55th St, Alternative 1**

### Project Information:

ETDM #	Project Name	From	To
6694	NW 23rd Ave - NW 98th St to NW 55th St	NW 98th St	NW 55th St

Alt #	From	To
1	NW 98th St	NW 55th St

### Project Reviews:

Review Organization		Agency Involvement
Gainesville MTPO		Continue
Issue	Review Date	Analysis Date
Land Use	10/14/2005	09/26/2005
<b>Degree of Effect</b>		
Enhanced		
<b>Identified Resources and Level of Importance:</b>		
<p>[Same as Economic GIS Analysis]</p> <p>Within one mile of the proposed project, there are two DRIs (Santa Fe Health Park &amp; Springhills) that were not identified by the GIS analysis. Beyond that, there is no significant economic activity within this area with the predominant land use pattern being undeveloped vacant land, institutional, low to high residential development, and commercial/retail along Newberry Road.</p>		
<b>Comments on Effects to Resources:</b>		
<p>[Same as Economic GIS Analysis]</p> <p>This facility is projected to operate at a deficiency by year 2025 (Existing + Committed traffic analysis). By widening this facility, the capacity constraints along this facility should be alleviated. This should allow for additional development within this area, primarily within the DRIs.</p>		

**Additional Comments (optional):**

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**Commitments and Recommendations:**

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<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Fish and Wildlife Service		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.</p>		
<b>Comments on Effects to Resources:</b>		
<p>A review of the GIS database associated with the Environmental Screening Tool shows a small amount of fresh water marshes, mixed hardwoods, wet prairies and scrub-scrub wetlands that may be impacted by the proposed project. The Service would recommend that wetlands in the project area be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). If impacts to wetlands are unavoidable, the Service would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated for. Mitigation should be in-kind and within the same watershed basin as the</p>		

proposed project.
<b>Additional Comments (optional):</b>

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Wetlands		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no significant effect on wetlands due to the widening of NW 23rd Ave (NW 98th St to NW 55th St), as proposed.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
National Marine Fisheries Service		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
None.		
<b>Comments on Effects to Resources:</b>		
<p>NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6694. The Florida Department of Transportation proposes widening NW 23rd Avenue from NW 98th Street to NW 55th Street in Alachua County, Florida. The project would widen NW 23rd Avenue from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on September 30,</p>		

2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.

**Additional Comments (optional):**

**Review Organization**

US Fish and Wildlife Service

**Agency Involvement**

Continue

**Issue**

Wildlife and Habitat

**Review Date**

10/17/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.

**Comments on Effects to Resources:**

The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources.

The eastern indigo snake (*Drymarchon corais couperi*) may occupy a broad range of habitats from scrub and sandhill communities, to wet prairies and mangrove swamps, near the proposed project site. The eastern indigo is most strongly associated with high, dry, well-drained sandy soils, and closely parallels habitat preferred by the gopher tortoise (*Gopherus polyphemus*), a state of Florida listed species. The Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo snake during the construction phase of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

**Additional Comments (optional):**

**Review Organization**

FL Fish and Wildlife Conservation Commission

**Agency Involvement**

No Further Action

Project-Specific Effects

Issue	Review Date	Analysis Date
Wildlife and Habitat	10/10/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

Review Organization	Agency Involvement	
US Environmental Protection Agency	Continue	
Issue	Review Date	Analysis Date
Special Designations	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Special Designation areas		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on areas classified as special designations due to the widening of NW 23rd Ave (NW 98th St to NW 55th St), as proposed.		
<b>Additional Comments (optional):</b>		

Review Organization	Agency Involvement	
Federal Highway Administration	Continue	
Issue	Review Date	Analysis Date
Section 4(f) Potential	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Moderate		
<b>Identified Resources and Level of Importance:</b>		
Historic/4(f) – (Moderate) A historic cemetery, as well as several potentially historic structures are located within the corridor. One of these structures –		

the Liberty Hill Schoolhouse, is listed on the National Register of Historic Places, and is located within 100 feet of the corridor.

**Comments on Effects to Resources:**

Coordination with SHPO and FHWA will be needed concerning possible impacts to these historic resources, and a 4(f) evaluation may be needed.

**Additional Comments (optional):**

**Review Organization**

US Environmental Protection Agency

**Agency Involvement**

Continue

**Issue**

Air Quality

**Review Date**

10/16/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Resources: Air Quality

Level of Importance: Low, due to minimal degree of effect

**Comments on Effects to Resources:**

Since the Gainesville area and Alachua County do not have any national ambient air quality standards non-attainment areas or maintenance areas at this time, EPA has no comment on air quality issues at this time. Would like to continue agency involvement in the future, if necessary.

**Additional Comments (optional):**

As population growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.

If the proposed project is located directly adjacent to residential homes, there may be a potential for short-term health exposure from construction vehicles and particulates. To eliminate this potential for exposure, construction vehicles could be retrofit with diesel oxidation catalysts or particulate filters.

**Review Organization**

**Agency Involvement**

Project-Specific Effects

Federal Highway Administration		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Contaminated Sites	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Potential contamination areas		
<b>Comments on Effects to Resources:</b>		
Contamination - The EST did not indicate potential contamination areas close to the corridor.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Contaminated Sites	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Contaminated sites affecting soils, groundwater, and surficial aquifer		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
<p>A review of GIS analysis data and maps does not indicate contaminated sites such as gasoline stations, commercial businesses with petroleum tanks, solid waste facilities, hazardous waste facilities, National Priorities List (NPL) sites, or toxic release inventory sites within the project area. Therefore, based upon current data, the proposed project should not have a direct impact on contaminated sites.</p> <p>Growth and development of Santa Fe Community College and developments of regional impact (Springhills and Santa Fe Health Park DRIs) are being proposed for this area. If, prior to the roadway widening, businesses or industries are built along the roadway which may store hazardous wastes or petroleum products in underground storage tanks, environmental surveys should be conducted to ensure that the project will not impact these structures.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
National Marine Fisheries Service		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Coastal and Marine	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
None.		
<b>Comments on Effects to Resources:</b>		
<p>NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6694. The Florida Department of Transportation proposes widening NW 23rd Avenue from NW 98th Street to NW 55th Street in Alachua County, Florida. The project would widen NW 23rd Avenue from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Floodplains	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Floodplains		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on floodplain areas due to the widening		

of NW 23rd Ave (NW 98th St to NW 55th St), as proposed.

**Additional Comments (optional):**

**Review Organization**

FL Department of Environmental Protection

**Agency Involvement**

No Further Action

**Issue**

Recreation Areas

**Review Date**

10/18/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

**Comments on Effects to Resources:**

**Additional Comments (optional):**

**Review Organization**

US Environmental Protection Agency

**Agency Involvement**

Continue

**Issue**

Recreation Areas

**Review Date**

10/16/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Resources: Recreation Areas

Level of Importance: Low, due to minimal degree of effect

**Comments on Effects to Resources:**

There should be no additional effect on recreation areas due to the widening of NW 23rd Ave (NW 98th St to NW 55th St), as proposed.

**Additional Comments (optional):**

**Review Organization**

Federal Highway Administration

**Agency Involvement**

Continue

**Issue**

**Review Date**

**Analysis Date**

Mobility	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
I-95; 3 schools		
<b>Comments on Effects to Resources:</b>		
<p>The project crosses the interstate, therefore, coordination of right-of-way and design with FHWA as the project proceeds to future stages is needed.</p> <p>In addition, several schools are located along the corridor. Alternatives should address the safety needs for access to these schools from a variety of transportation modes as well as intersection design to address safety needs for these modes. Particular emphasis in the analysis should address the age of users of these facilities and their transportation safety needs.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>	
Gainesville MTPO		Continue	
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>	
Mobility	10/14/2005	09/26/2005	
<b>Degree of Effect</b>			
Enhanced			
<b>Identified Resources and Level of Importance:</b>			
<p>Within one mile of the project, there are:</p> <p>two transit routes (largely serving the Sante Fe Community College); and numerous transit stops.</p>			
<b>Comments on Effects to Resources:</b>			
<p>The additional capacity generated by the construction of this project (if this project is included in the 2025 Cost Feasible Plan) should alleviate the capacity constraints predicted by the 2025 E+C model runs. This should improve the mobility for cars and transit service in this area. Bike/Ped provisions will be included in the design and construction of this project.</p>			
<b>Additional Comments (optional):</b>			

**Commitments and Recommendations:**

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<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Water Quality and Quantity	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>The roadway widening project is located within a karst area with significant groundwater recharge where the Floridan aquifer is overlain by a confining bed, breached by sinkholes. The environmental screening tool (EST) estimates that there are approximately 44.6 acres of karst limestone areas within a 100' buffer of the project and 89.9 acres within a 200' buffer.</p>		
<b>Comments on Effects to Resources:</b>		
<p>Due to that connectivity, surface land uses and activities generating non-point source pollution can directly impact the groundwater system. Because the proposed project is located within this environmentally sensitive, high aquifer recharge area, we recommend that the applicant perform an evaluation of existing stormwater treatment adequacy and avoid impacts to wetlands/sinkholes to protect groundwater and nearby surface water resources.</p>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Water Quality and Quantity	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Resources: Water quality and quantity - surface water, groundwater</p> <p>Level of Importance: Low, due to minimal degree of effect</p>		
<b>Comments on Effects to Resources:</b>		
<p>There should be no additional effect on water quality and quantity due to the</p>		

widening of NW 23rd Ave (NW 98th St to NW 55th St), as proposed.

**Additional Comments (optional):**

**Review Organization**

Gainesville MTPO

**Agency Involvement**

Continue

**Issue**

Social

**Review Date**

10/14/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

In the area immediately surrounding the project (up to one mile away) is comprised of low to high density residential, some commercial activity, two DRIs, and institutional activities (four schools) and contain the following features:

Black population ranges from 1% to 14%. The county-wide % of Black populaton is 19%.

Disabled population ranges from 6% to 21%. The county-wide % of disabled population is 15%.

Hispanic population ranges from 4% to 9%. The county-wide % is 8%.

The student population (18 to 29 yrs) for this area is 15%. The county-wide % is 26%.

The median income of this area is \$68,674. The county-wide median is \$31,426.

**Comments on Effects to Resources:**

This project is not expected to significantly alter or affect the demographics or socioeconomic conditions of the area in which this project is located.

**Additional Comments (optional):**

**Commitments and Recommendations:**

**Review Organization**

Gainesville MTPO

**Agency Involvement**

Continue

Issue	Review Date	Analysis Date
Economic	10/14/2005	09/26/2005
<b>Degree of Effect</b>		
Enhanced		
<b>Identified Resources and Level of Importance:</b>		
<p>Within one mile of the proposed project, there are two DRIs (Santa Fe Health Park &amp; Springhills) that were not identified by the GIS analysis. Beyond that, there is no significant economic activity within this area with the predominant land use pattern being undeveloped vacant land, institutional, low to high residential development, and commercial/retail along Newberry Road.</p>		
<b>Comments on Effects to Resources:</b>		
<p>This facility is projected to operate at a deficiency by year 2025 (Existing + Committed traffic analysis). By widening this facility, the capacity constraints along this facility should be alleviated. This should allow for additional development within this area, primarily within the DRIs.</p>		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

Review Organization	Agency Involvement	
Gainesville MTPO	Continue	
Issue	Review Date	Analysis Date
Aesthetics	10/14/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>Within one mile of this project, there are:</p> <p>four schools (three public/ 1 private)                      low to high density residential properties                      North Florida Retirement Village                      North Florida Regional Hospital.</p>		
<b>Comments on Effects to Resources:</b>		
<p>The additional traffic along this facility may cause additional noise and vibrations that may adversely affect the residents and healthcare facilities within this area. However, the expected increase in traffic should not be sufficient to overcome the noise and vibrations associated with the high</p>		

traffic volume on I-75. Nonetheless, communication with the residents and businesses should occur if this project moves forward.

**Additional Comments (optional):**

**Commitments and Recommendations:**

**Review Organization**

Gainesville MTPD

**Agency Involvement**

Continue

**Issue**

Relocation

**Review Date**

10/14/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

There are some low to high density residential properties adjacent to this project.

**Comments on Effects to Resources:**

ROW acquisition for this project may cause the relocation of some residential property owners adjacent to NW 23rd Avenue. However, the number of parcels/buildings that will be affected is yet to be determined.

**Additional Comments (optional):**

**Commitments and Recommendations:**

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**PROJECT T  
NW 83<sup>RD</sup> STREET**

**Disclaimer:** The ETAT comments in this report are based on the project data and GIS data that were available at the time the reviews were performed. The record for all comments includes the dates of the ETAT review and the GIS analysis. These dates do not represent the timeliness of the various GIS data used in the analysis and review, which is documented in the GIS metadata. Project information and features, as well as GIS data may have changed or been updated since the last ETAT comments were submitted.

**Project-Specific Effects**

**Table of Contents:**

**6693 NW 83rd St - NW 23rd Ave to NW 39th Ave, Alternative 1**

**Project Information:**

ETDM #	Project Name	From	To
6693	NW 83rd St - NW 23rd Ave to NW 39th Ave	NW 23rd Ave	NW 39th Ave

Alt #	From	To
1	NW 23rd Ave	NW 39th Ave

**Project Reviews:**

Review Organization	Agency Involvement	
Gainesville MTPO	Continue	
Issue	Review Date	Analysis Date
Land Use	10/12/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<p>[Same as Economic GIS Analysis]</p> <p>Within one mile of the proposed projects, there are two DRIs (Santa Fe Health Park &amp; Springhills) that were not identified by the GIS analysis. Beyond that, there is no significant economic activity within this area with the predominant land use pattern being undeveloped vacant land, institutional, and low to high residential development.</p>		
<b>Comments on Effects to Resources:</b>		
<p>[Same as Economic Comments]</p> <p>This facility is currently operating at or below the adopted standards and runs a sufficient deficiency during the Pm Pk hour. By widening this facility (either through private or public involvement), the capacity constraints along this facility should be alleviated. This should allow for additional development within this area.</p>		

<b>Additional Comments (optional):</b>
<b>Commitments and Recommendations:</b>

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Fish and Wildlife Service		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/17/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.		
<b>Comments on Effects to Resources:</b>		
<p>A review of the GIS database associated with the Environmental Screening Tool shows a small amount of freshwater marsh and emergent aquatic vegetation that may be impacted by the proposed project. The Service would recommend that wetlands in the project area be delineated and evaluated using an evaluation technique such as the Universal Mitigation Assessment Module (UMAM). If impacts to wetlands are unavoidable, the Service would recommend minimizing the impacts to the greatest extent practicable and that all impacts to wetlands are mitigated for. Mitigation should be in-kind and within the same watershed basin as the proposed</p>		

project.
<b>Additional Comments (optional):</b>

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Wetlands		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no significant impact on wetlands due to the widening of NW 83rd St (NW 23rd Ave to NW 39th Ave), as proposed.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
National Marine Fisheries Service		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wetlands	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
None.		
<b>Comments on Effects to Resources:</b>		
<p>NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6693. The Florida Department of Transportation proposes widening NW 83rd Street from NW 23rd Avenue to NW 39th Avenue in Alachua County, Florida. The project would widen NW 83rd Street from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on September 30,</p>		

2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.

**Additional Comments (optional):**

**Review Organization**

US Fish and Wildlife Service

**Agency Involvement**

Continue

**Issue**

Wildlife and Habitat

**Review Date**

10/17/2005

**Analysis Date**

09/26/2005

**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Federally listed plant and animal species, migratory birds, the habitats that support them and wetlands. High level of importance.

**Comments on Effects to Resources:**

The Service has reviewed our Geographic Information Systems (GIS) database and the GIS database on the Environmental Screening Tool for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The Service's GIS database is a compilation of data received from several sources.

The eastern indigo snake (*Drymarchon corais couperi*) may occupy a broad range of habitats from scrub and sandhill communities, to wet prairies and mangrove swamps, near the proposed project site. The eastern indigo is most strongly associated with high, dry, well-drained sandy soils, and closely parallels habitat preferred by the gopher tortoise (*Gopherus polyphemus*), a state of Florida listed species. The Service would recommend that FDOT implement the Service's Standard Protection Measures for the Eastern Indigo snake during the construction phase of the project. Those measures can be found at the Service's Jacksonville Ecological Service Field Office website at <http://northflorida.fws.gov/IndigoSnakes/east-indigo-snake-measures-071299.htm>.

The proposed project is located approximately 16.5 miles of a known wood stork (*Mycteria americana*) colony. Due to the proximity of the proposed project to nearby wetlands, the Service would recommend that prior to the design and construction phases of the project, that surveys be conducted to determine presence or absence of wood storks near the project area and provide wetland mitigation that is in-kind to what is impacted and within proximity of the colony. A major reason for the wood stork decline has been

the loss and degradation of feeding habitat. A variety of nearby wetland habitats such as roadside or agricultural ditches can provide good forage areas for storks and storks typically do most of their feeding in wetlands between 5 and 40 miles from the colony.

**Additional Comments (optional):**

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Fish and Wildlife Conservation Commission		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Wildlife and Habitat	10/11/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Special Designations	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Special Designation areas		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on areas classified as special designations due to the widening of NW 83rd St (NW 23rd Ave to NW 39th Ave), as proposed.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Air Quality	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Air quality		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
<p>Since the Gainesville area and Alachua County do not have any national ambient air quality standards non-attainment areas or maintenance areas at this time, EPA has no comment on air quality issues at this time. Would like to continue agency involvement in the future, if necessary.</p>		
<b>Additional Comments (optional):</b>		
<p>As population growth and vehicle volumes increase, there is the potential to have air quality non-attainment issues in the future. FDOT, MPOs, municipalities, and regional planning agencies should conduct air quality modeling as traffic forecasts increase.</p> <p>If the proposed project is located directly adjacent to residential homes, there may be a potential for short-term health exposure from construction vehicles and particulates. To eliminate this potential for exposure, construction vehicles could be retrofit with diesel oxidation catalysts or particulate filters.</p>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Contaminated Sites	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Contaminated sites affecting soils, groundwater, and surficial aquifer		

Level of Importance: Low, due to minimal degree of effect

**Comments on Effects to Resources:**

A review of GIS analysis data and maps does not indicate contaminated sites such as gasoline stations, commercial businesses with petroleum tanks, solid waste facilities, hazardous waste facilities, National Priorities List (NPL) sites, or toxic release inventory sites within the project area. Therefore, based upon current data, the proposed project should not have a direct impact on contaminated sites.

Growth and development of Santa Fe Community College and developments of regional impact (Springhills and Santa Fe Health Park DRIs) are being proposed for this area. If, prior to the roadway widening, businesses or industries are built along the roadway which may store hazardous wastes or petroleum products in underground storage tanks, environmental surveys should be conducted to ensure that the project will not impact these structures.

**Additional Comments (optional):**

Review Organization		Agency Involvement
National Marine Fisheries Service		No Further Action
Issue	Review Date	Analysis Date
Coastal and Marine	10/03/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
None.		
<b>Comments on Effects to Resources:</b>		
<p>NOAA's National Marine Fisheries Service (NMFS), has reviewed the information contained in the Environmental Screening Tool for ETDM Project # 6693. The Florida Department of Transportation proposes widening NW 83rd Street from NW 23rd Avenue to NW 39th Avenue in Alachua County, Florida. The project would widen NW 83rd Street from the existing two lanes to four lanes.</p> <p>NMFS staff conducted a site inspection of the project area on September 30, 2005 to assess potential concerns to living marine resources. The resources affected are not ones for which NMFS is responsible, and therefore, we have no comment to provide regarding the project's impacts.</p>		
<b>Additional Comments (optional):</b>		

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<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Floodplains	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Floodplains		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on floodplain areas due to the widening of NW 83rd St (NW 23rd Ave to NW 39th Ave), as proposed.		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		No Further Action
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Recreation Areas	10/18/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
<b>Comments on Effects to Resources:</b>		
<b>Additional Comments (optional):</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
US Environmental Protection Agency		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Recreation Areas	10/16/2005	09/26/2005
<b>Degree of Effect</b>		

Minimal to None
<b>Identified Resources and Level of Importance:</b>
Resources: Recreation Areas
Level of Importance: Low, due to minimal degree of effect
<b>Comments on Effects to Resources:</b>
There should be no additional effect on recreation areas due to the widening of NW 83rd St (NW 23rd Ave to NW 39th Ave), as proposed.
<b>Additional Comments (optional):</b>

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPD		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Mobility	10/13/2005	09/26/2005
<b>Degree of Effect</b>		
Enhanced		
<b>Identified Resources and Level of Importance:</b>		
Within one mile of the project, there are: two transit routes (largely serving the Santa Fe Community College); and 20 transit stops.		
<b>Comments on Effects to Resources:</b>		
The additional capacity generated by the construction of this project (if this project is included in the 2025 Cost Feasible Plan) should alleviate the significant delays already being experienced on this road. This should improve the mobility for cars and transit service in this area. Bike/Ped provisions will be include in the design and construction of this project.		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

<b>Review Organization</b>		<b>Agency Involvement</b>
FL Department of Environmental Protection		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Water Quality and Quantity	10/18/2005	09/26/2005
<b>Degree of Effect</b>		

Minimal to None

**Identified Resources and Level of Importance:**

The roadway widening project is located within a karst area with significant groundwater recharge where the Floridan aquifer is overlain by a confining bed, breached by sinkholes. The environmental screening tool (EST) estimates that there are approximately 25.1 acres of karst limestone areas within a 100' buffer of the project and 51.6 acres within a 200' buffer.

**Comments on Effects to Resources:**

Due to that connectivity, surface land uses and activities generating non-point source pollution can directly impact the groundwater system. Because the proposed project is located within this environmentally sensitive, high aquifer recharge area, we recommend that the applicant perform an evaluation of existing stormwater treatment adequacy and avoid impacts to wetlands/sinkholes to protect groundwater and nearby surface water resources.

**Additional Comments (optional):**

Review Organization		Agency Involvement
US Environmental Protection Agency		Continue
Issue	Review Date	Analysis Date
Water Quality and Quantity	10/16/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
Resources: Water quality and quantity - surface water, groundwater		
Level of Importance: Low, due to minimal degree of effect		
<b>Comments on Effects to Resources:</b>		
There should be no additional effect on water quality or quantity due to the widening of NW 83rd St (NW 23rd Ave to NW 39th Ave), as proposed.		
<b>Additional Comments (optional):</b>		

Review Organization		Agency Involvement
US Environmental Protection Agency		Continue
Issue	Review Date	Analysis Date
Social	10/17/2005	09/26/2005

<b>Degree of Effect</b>
Minimal to None
<b>Identified Resources and Level of Importance:</b>
<p>Resources: Residential communities, college/student community, and commercial businesses</p> <p>Level of Importance: Moderate to High. However, a minimal degree of effect is assigned to the proposed project for this issue.</p>
<b>Comments on Effects to Resources:</b>
<p>This project consists of widening NW 83rd Street to four lanes from NW 23rd Avenue to NW 39th Avenue. NW 83rd Street is a north-south two-lane urban collector facility and is the primary roadway that brings traffic to and from Santa Fe Community College. The major traffic generator along NW 83rd Street is Santa Fe Community College, which is located on the west side of NW 83rd Street. There is a professional office complex in the southwest quadrant of NW 83rd Street and NW 39th Avenue. ARC of Alachua county (Employment Services) is located opposite to Santa Fe Community College. There are some apartment complexes along NW 83rd Street on both sides. There is also a church located about halfway through the corridor. Growth and development of Santa Fe Community College and developments of regional impact (Springhills and Santa Fe Health Park DRIs) are being proposed for this area.</p> <p>The roadway widening project should not have a significant impact on the community. However, several factors which may affect residential (including the large student population) and commercial populations and businesses are: increased traffic volumes, increased noise, increased vibration, temporary rerouting of traffic during construction, property acquisition for needed right-of-way, and potential air quality issues due to increased traffic and vehicle emissions.</p>
<b>Additional Comments (optional):</b>
<b>Commitments and Recommendations:</b>

<b>Review Organization</b>		<b>Agency Involvement</b>	
Gainesville MTPO		Continue	
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>	
Social	10/14/2005	09/26/2005	

<p><b>Degree of Effect</b> Minimal to None</p> <p><b>Identified Resources and Level of Importance:</b></p> <p>In the area immediately surrounding the project (up to one mile away) is comprised of low to high density residential, some commercial activity, two DRIs, and institutional activities (three schools) and contain the following features:</p> <p>Black population ranges from 2 to 14%. The county-wide % of Black populaton is 19%.</p> <p>Disabled population ranges from 8 to 21%. The county-wide % of disabled population is 15%.</p> <p>Hispanic population ranges from 4% to 9%. The county-wide % is 8%.</p> <p>The student population (18 to 29 yrs) for this area is 16%. The county-wide % is 26%.</p> <p>The median income of this area is \$67,508. The county-wide median is \$31,426.</p>
<p><b>Comments on Effects to Resources:</b></p> <p>This project is not expected to significantly alter or affect the demographics or socioeconomic conditions of the area in which this project is located.</p>
<p><b>Additional Comments (optional):</b></p>
<p><b>Commitments and Recommendations:</b></p>

Review Organization		Agency Involvement
Gainesville MTPO		Continue
Issue	Review Date	Analysis Date
Economic	10/12/2005	09/26/2005
<b>Degree of Effect</b>		
Enhanced		
<b>Identified Resources and Level of Importance:</b>		
<p>Within one mile of the proposed projects, there are two DRIs (Santa Fe Health Park &amp; Springhills) that were not identified by the GIS analysis. Beyond that, there is no significant economic activity within this area with the predominant land use pattern being undeveloped vacant land,</p>		

institutional, and low to high residential development.

**Comments on Effects to Resources:**

This facility is currently operating at or below the adopted standards and runs a sufficient deficiency during the Pm Pk hour. By widening this facility (either through private or public involvement), the capacity constraints along this facility should be alleviated. This should allow for additional development within this area.

**Additional Comments (optional):**

**Commitments and Recommendations:**

Review Organization	Agency Involvement
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Gainesville MTPD	Continue
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Issue	Review Date	Analysis Date
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Aesthetics	10/12/2005	09/26/2005
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**Degree of Effect**

Minimal to None

**Identified Resources and Level of Importance:**

Within 1 mile of this project, there are three schools (2 public/1 private) low to high density residential development, with some high density residential adjacent to this project North Florida Retirement Village (adjacent)

**Comments on Effects to Resources:**

The additional traffic along this facility may cause additional noise and vibrations that could adversely affect this residents within this area. However, the expected increase in traffic is not sufficient to overcome the noise and vibrations associated with the high traffic volumes on I-75. Nonetheless, communication with the residents should occur if this project moves forward.

**Additional Comments (optional):**

**Commitments and Recommendations:**

If this project is adopted in the Cost Feasible Plan or amended to the Cost Feasible Plan, communication with the residents and businesses in this area in encouraged to address the possible noise and vibrations that may occur due to the increase in traffic.

<b>Review Organization</b>		<b>Agency Involvement</b>
Gainesville MTPO		Continue
<b>Issue</b>	<b>Review Date</b>	<b>Analysis Date</b>
Relocation	10/13/2005	09/26/2005
<b>Degree of Effect</b>		
Minimal to None		
<b>Identified Resources and Level of Importance:</b>		
There are some high density residential properties adjacent to this project.		
<b>Comments on Effects to Resources:</b>		
Sufficient ROW should already exist, therefore, a significant impact to the relocation of the residential properties is not expected.		
<b>Additional Comments (optional):</b>		
<b>Commitments and Recommendations:</b>		

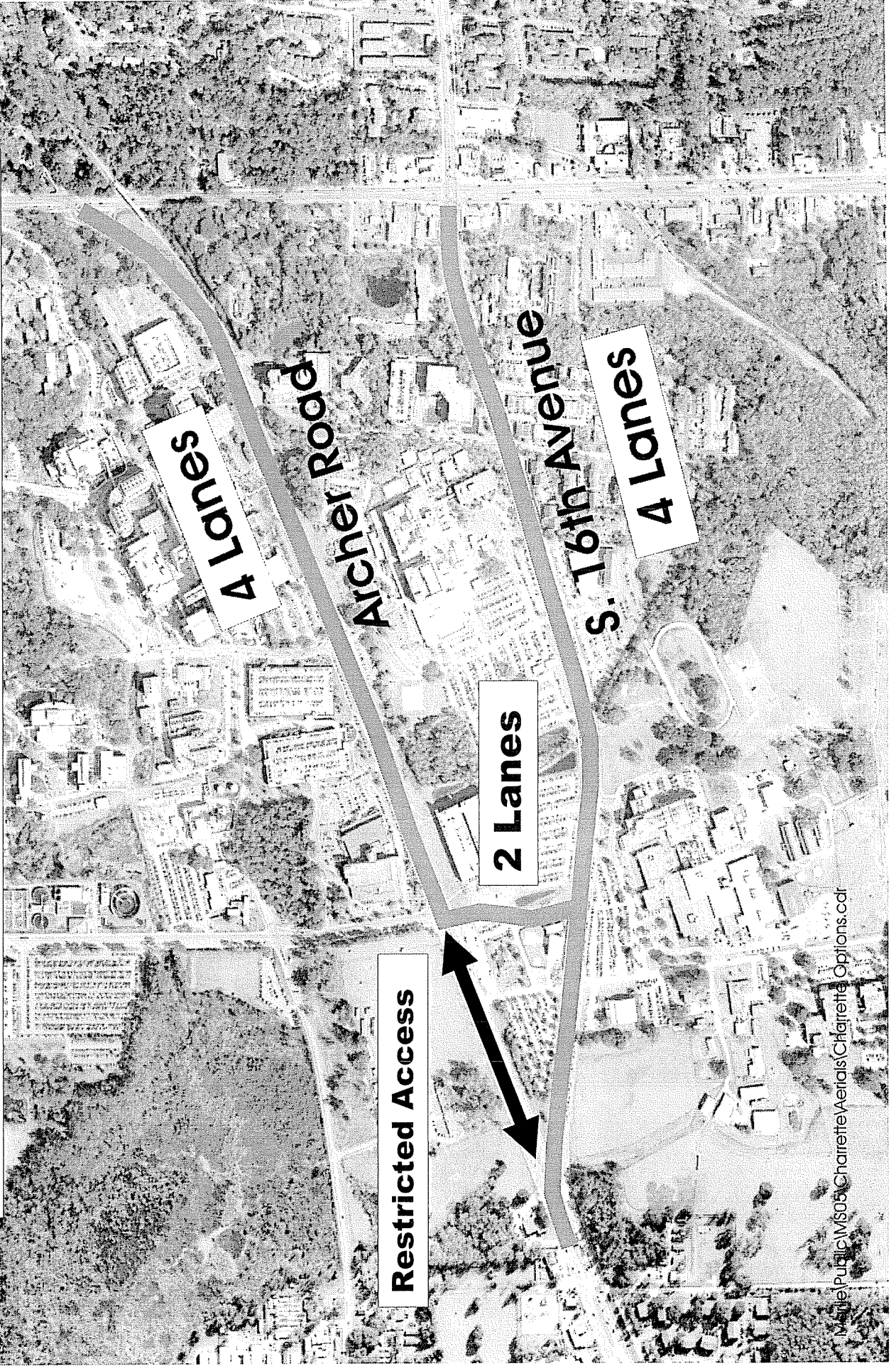
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**APPENDIX B**

**MTPO APPROVED INTERSECTION RECONSTRUCTION  
OF ARCHER ROAD AND S. 16<sup>TH</sup> AVENUE**

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# NOVEMBER 3, 2005 MTPO APPROVED INTERSECTION RECONFIGURATION



**APPENDIX C**

**2020 FORECAST OF STATE AND FEDERAL REVENUES  
FOR STATEWIDE AND METROPOLITAN PLANS**

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Gainesville Metropolitan Area Revenue Estimates  
Fiscal Years 2005/06 – 2024/25

Other Arterials Construction / ROW							
	FYs 06-10 from Adopted Work Program	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal			20 Year TOTAL
TMA Funds	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00			\$ 0.00
CMAQ Funds	\$ 0.00	\$ 0.0	\$ 0.0	\$ 0.0			\$ 0.00
Enhancement Funds	\$ 1.9	\$ 2.1	\$ 1.9	\$ 1.6			\$ 7.5
Gainesville MTPO	\$ 18.3	\$ 13.8	\$ 12.3	\$ 12.4			\$ 56.8
Total MTPO Area	\$ 20.2	\$ 15.9	\$ 14.2	\$ 14.0			\$ 64.3

Transit							
	FYs 06-10 Subtotal	FYs 11-15 Subtotal	FYs 16-20 Subtotal	FYs 21-25 Subtotal			20 Year TOTAL
Gainesville MTPO 5307	\$ 8.1	\$ 10.2	\$ 10.1	\$ 10.1			\$ 38.5

Estimates in 2004 dollars.

**NORTH CENTRAL FLORIDA REGIONAL PLANNING COUNCIL  
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