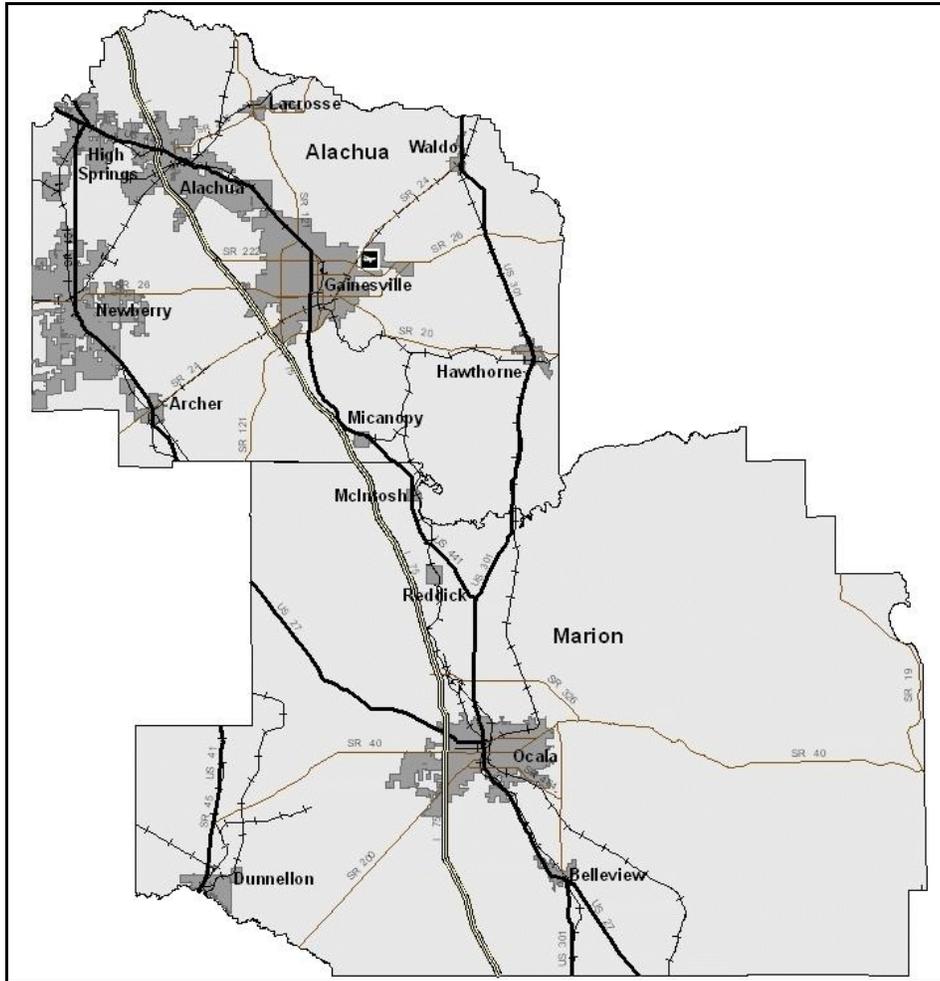


ALACHUA/MARION COUNTY REGIONAL TRANSPORTATION PLAN



Prepared for the

Alachua/Marion County Regional Transportation Plan Executive Committee
Alachua County Board of County Commissioners
City of Gainesville City Commission
Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
Ocala-Marion County Transportation Planning Organization

Approved by the

Alachua/Marion County Regional Transportation Plan Executive Committee

February 1, 2007

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I

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) has established a Transportation Regional Incentive Program (TRIP) for the purpose of providing funds to improve transportation facilities. This report is the Regional Transportation Plan for Alachua County and Marion County that is required in order to apply for and receive TRIP funds.

Florida Statutes states that regional transportation plans may be developed in regional transportation areas in accordance with an interlocal agreement. Enclosed as Appendix A is a copy of the interlocal agreement that has been executed by the following local governments and metropolitan planning organizations:

1. Ocala-Marion County Transportation Planning Organization;
2. Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area;
3. Alachua County Board of County Commissioners; and
4. City of Gainesville City Commission.

Alachua County- FDOT District 2

The top priority of this regional transportation plan for Alachua County is the updating and construction of a traffic management system in on regionally significant roads. This system is comprised of existing traffic signals, traffic control equipment, and communication equipment to allow for real time monitoring of the transportation network and the coordination of traffic signals. In addition, this system will include dynamic message signs and other intelligent transportation system devices to keep the drivers informed of conditions along the transportation network so they may adjust their trips accordingly.

Marion County- FDOT District 5

The top priority of this regional transportation plan for Marion County is a new four-lane divided road and bridge on SW 42nd Street from State Road 200 to County Road 475A. This project is estimated to cost about \$26 million. Later in this report, Table 2 lists in priority order seven additional road widening projects.

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II

INTRODUCTION

This report is the regional transportation plan for Alachua County and Marion County. A regional transportation plan is defined as “the plan developed by the participating agencies in accordance with Section 339.155(5), Florida Statutes.” At a minimum, the plan must do the following:

1. identify regionally significant transportation facilities located within the regional transportation area;
2. contain a prioritized list of regionally significant projects;
3. use professionally accepted techniques for measuring level of service in accordance with Section 163.3180, Florida Statutes and Rule 14-94, F.A.C.; and
4. the projects listed in the prioritized list shall be adopted into the capital improvements schedule of the local government’s comprehensive plan pursuant to Section 163.31777(3), Florida Statutes.

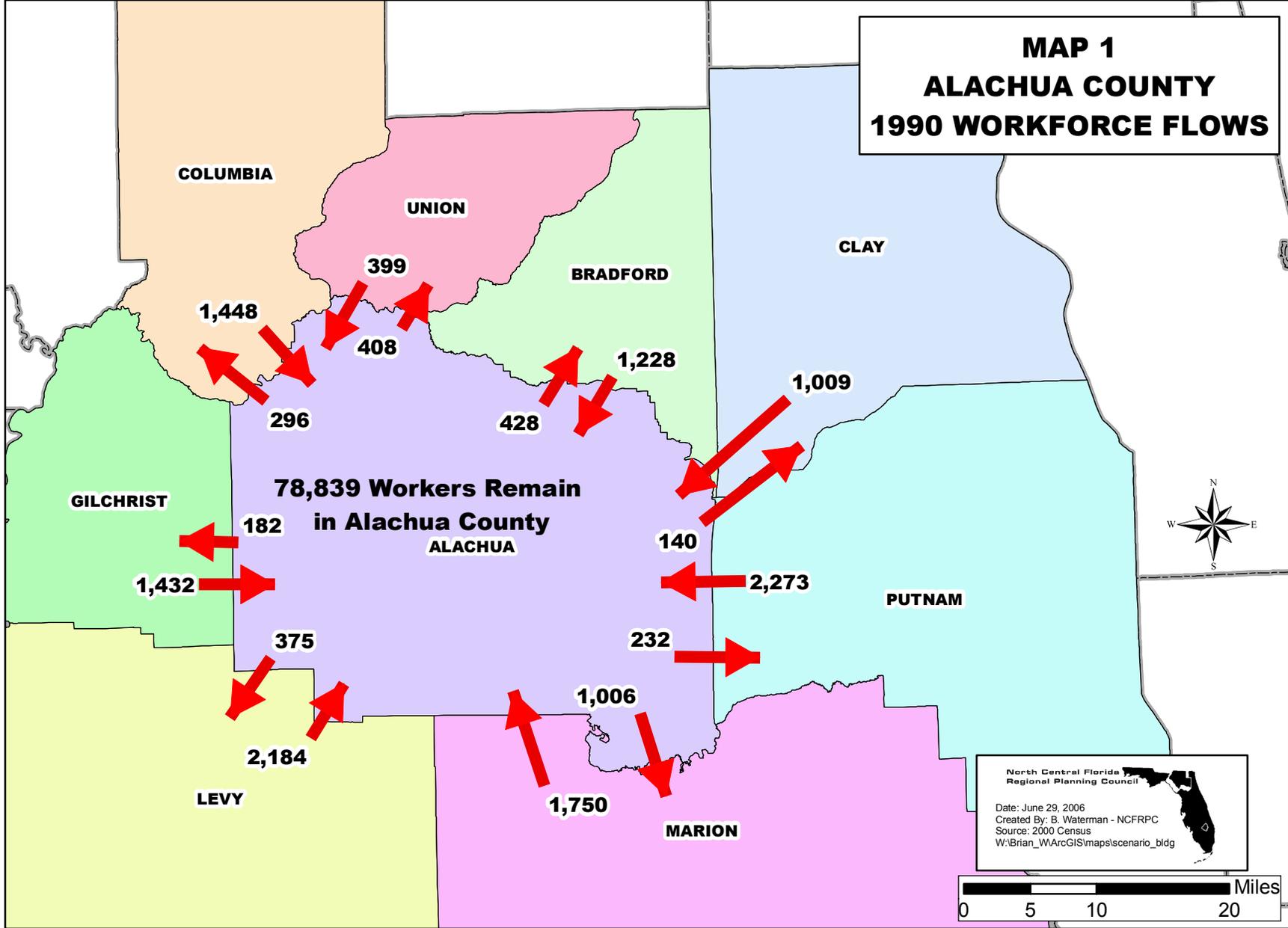
The following pages identify regionally significant transportation facilities and needed regionally significant projects. Also included are two prioritized lists of needed regionally significant projects- one list for projects in Alachua County (which is in FDOT District 2) and one list for projects in Marion County (which is in FDOT District 5).

WORKFORCE FLOWS

The following map series shows the numbers of workers that commuted to and from Alachua County and Marion County from adjacent counties based upon U.S. Census information for 1990 and 2000. This information illustrates the regional nature of transportation and the need for regional transportation plans.

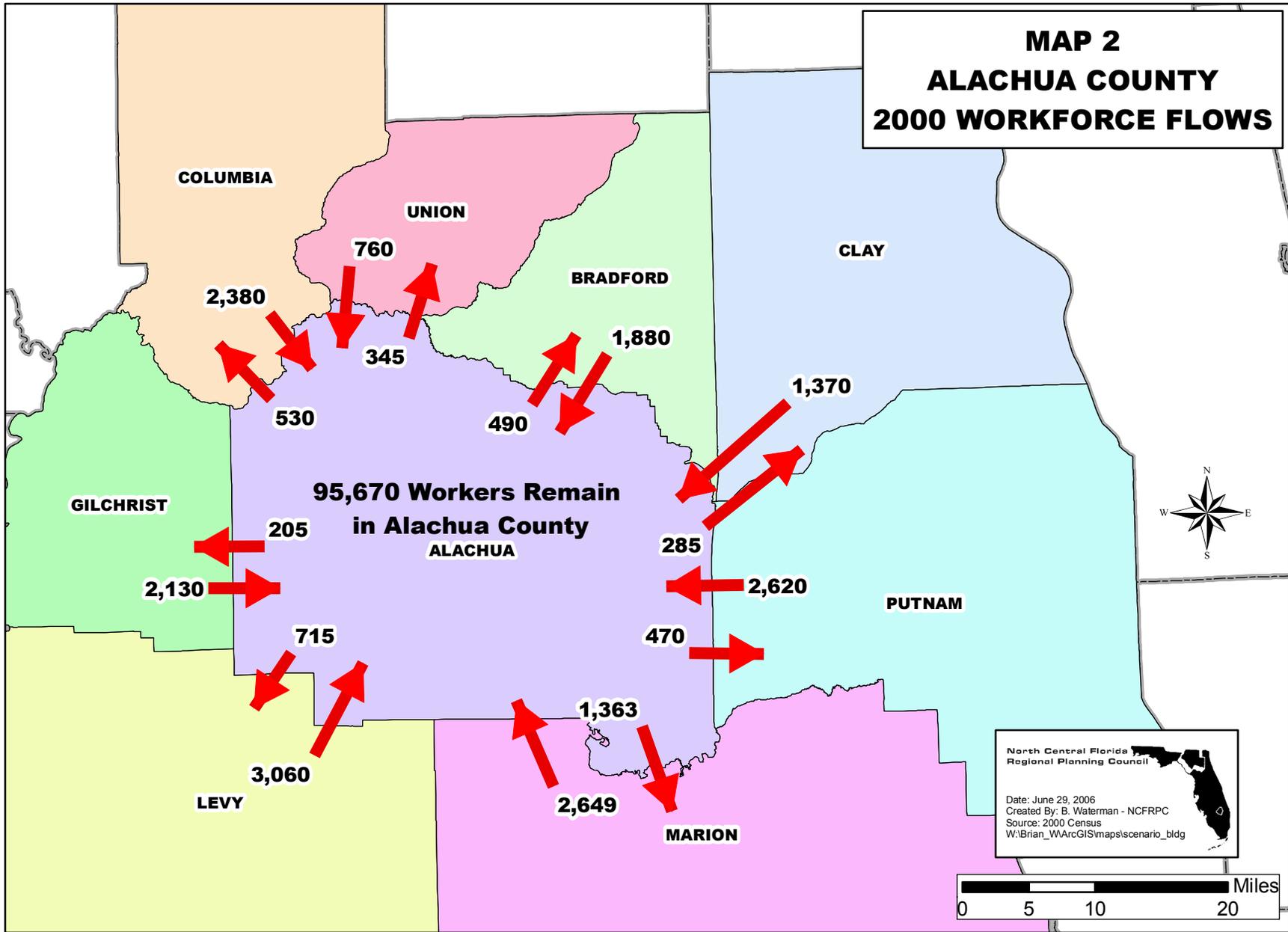
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MAP 1 ALACHUA COUNTY 1990 WORKFORCE FLOWS

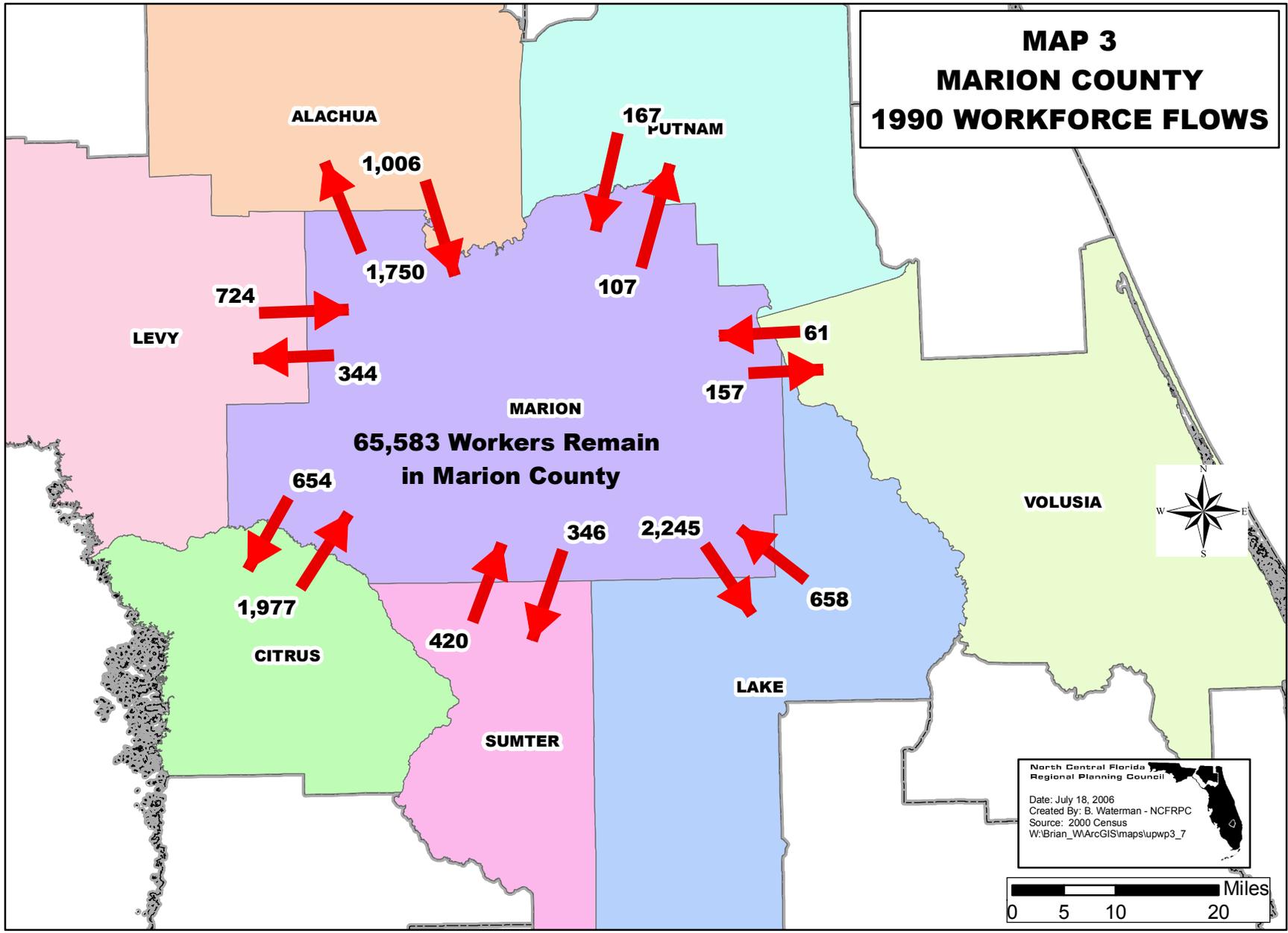


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**MAP 2
ALACHUA COUNTY
2000 WORKFORCE FLOWS**

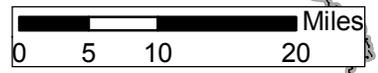


MAP 3 MARION COUNTY 1990 WORKFORCE FLOWS



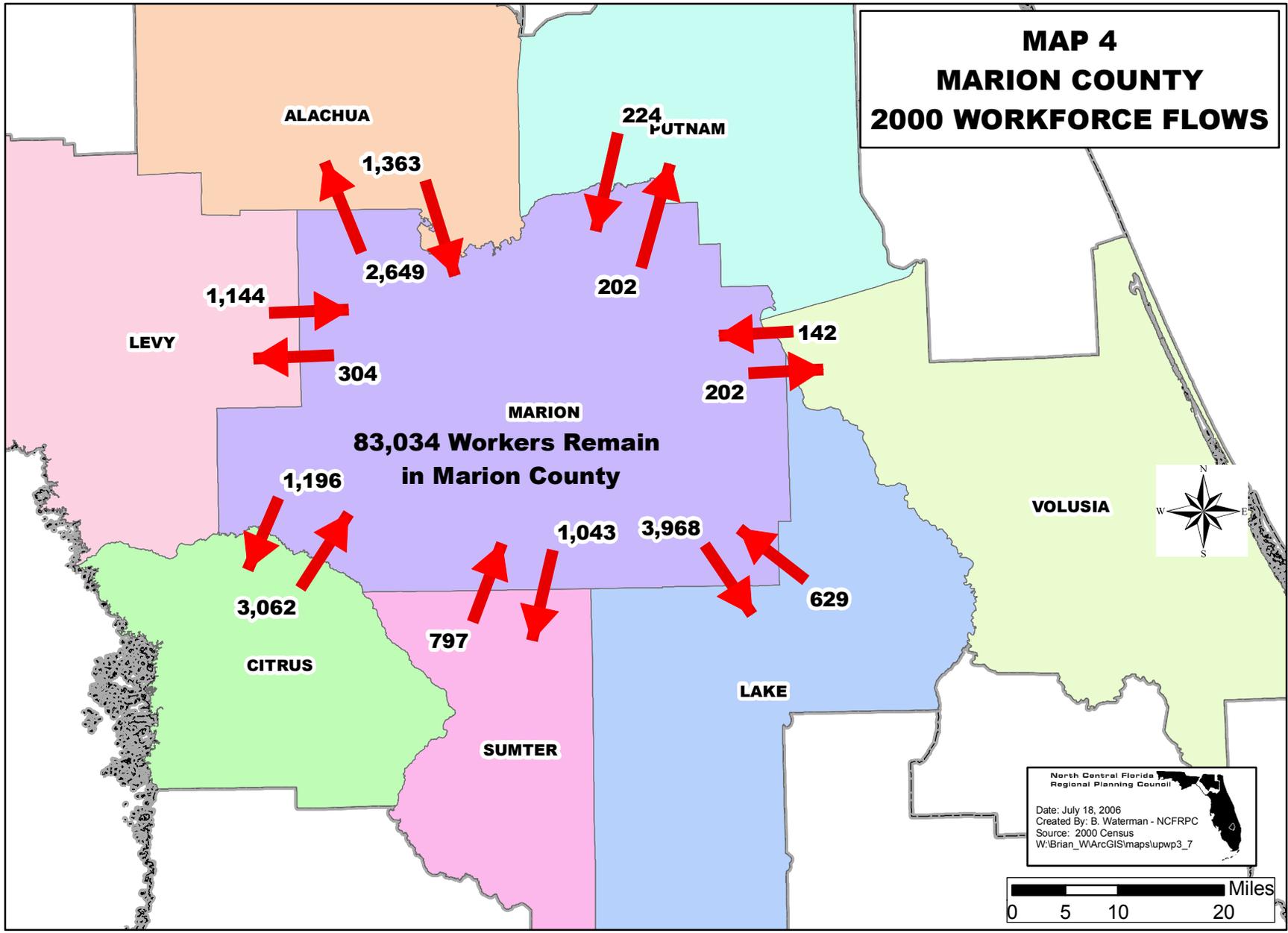
North Central Florida
Regional Planning Council

Date: July 18, 2006
 Created By: B. Waterman - NCFRPC
 Source: 2000 Census
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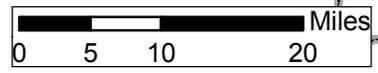


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MAP 4 MARION COUNTY 2000 WORKFORCE FLOWS



North Central Florida
Regional Planning Council
Date: July 18, 2006
Created By: B. Waterman - NCFRPC
Source: 2000 Census
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III

REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES

Regionally significant transportation projects/facilities in Alachua and Marion Counties are those projects/facilities that are identified as either a Strategic Intermodal System (SIS)/emerging SIS project/facility, serves as an integral part of an interconnected regional network and serves regionally significant facilities/employment centers. In addition, these facilities exhibit one or more of the following characteristics:

1. the facility connects to the Strategic Intermodal System, including Emerging SIS facilities;
2. the facility crosses county boundaries and capacity improvements require coordination of jurisdictions within more than one county;
3. the facility serves as a hurricane evacuation route that traverses more than one county;
4. the facility or service is used by a significant number of people who live or work outside the county in which the facility or service is located; or
5. the facility has logical termini that connect to the Strategic Intermodal System or Emerging SIS, or to a regionally significant facility within the region or in an adjacent region.

STRATEGIC INTERMODAL SYSTEM (SIS)

The Florida Department of Transportation has developed a transportation system that enhances Florida's economic competitiveness. This system is called the Strategic Intermodal System. This system includes transportation facilities and services of statewide and interregional significance. The enclosed Maps 5, 6 and 7 shown Strategic Intermodal System projects in Alachua and Marion Counties.

REGIONALLY SIGNIFICANT FACILITIES

Regionally significant facilities are defined as those transportation facilities that serve as an integral part of an interconnected regional transportation network. Map 8 identifies the regionally significant facilities within Alachua/Marion County.

Map 5

Alachua County Strategic Intermodal System (SIS) and Emerging SIS Facilities



SIS & Emerging SIS
Hubs, Corridors & Connectors

September 14
2005

DISTRICT 2 (a)

LEGEND

SIS

Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- ▲ Intermodal Freight - Rail Terminals

Corridors

- Highway
- Highway (Planned)
- Rail
- Waterways

Connectors

- Road Connectors
- Road Connectors (Planned)
- Rail Connectors
- Waterway Connectors

Other

- Areas that are Urbanized¹

Emerging SIS

Hubs

- Airports
- Seaports
- Passenger Terminals
- ▲ Intermodal Freight - Rail Terminals

Corridors

- Highway
- Rail
- Waterways

Connectors

- Road Connectors
- Road Connectors (Planned)
- Rail Connectors
- Waterway Connectors

District Contact:
Gina Buscher, FPO
(386) 756-3714
DC 661-3714

NOTES

¹ Population density greater than 1,000 persons per square mile (2003 Census)

— Rail Connector Description

— Road Connector Description

— Waterway Connector Description

State of Florida
Department of Transportation
Office of Policy Planning

Map 6

Alachua County Strategic Intermodal System (SIS) and Emerging SIS Facilities



Gainesville Area
(Inset - A)

SIS & Emerging SIS
Hubs, Corridors & Connectors

September 14
2005

DISTRICT 2 (a)

LEGEND

SIS Hubs	
	Airports
	Seaports
	Passenger Terminals
	Passenger Terminals (Planned)
	Spaceport
	Intermodal Freight - Rail Terminals
SIS Corridors	
	Highway
	Highway (Planned)
	Rail
	Waterways
SIS Connectors	
	Road Connectors
	Road Connectors (Planned)
	Rail Connectors
	Waterway Connectors
Other	
	Areas that are Unzoned ¹
Emerging SIS Hubs	
	Airports
	Seaports
	Passenger Terminals
	Intermodal Freight - Rail Terminals
Emerging SIS Corridors	
	Highway
	Rail
	Waterways
Emerging SIS Connectors	
	Road Connectors
	Road Connectors (Planned)
	Rail Connectors
	Waterway Connectors

District Contact:
Gina Buscher, PIO
(352) 758-3714
9C 851-3714

NOTES

¹ Population density greater than 1,000 persons per square mile (2000 Census)

State of Florida
Department of Transportation
Office of Policy Planning

Map 7

Marion County Strategic Intermodal System (SIS) and Emerging SIS Facilities



SIS & Emerging SIS
 Hubs, Corridors & Connectors

January 20
2005

DISTRICT 5(a)

LEGEND

SIS

Hubs

- Airports
- Seaports
- Passenger Terminals
- Passenger Terminals (Planned)
- Spaceport
- Intermodal Freight - Rail Terminals

Corridors

- Highway
- Highway (Planned)
- Rail
- Waterways

Connectors

- Road Connectors
- Road Connectors (Planned)
- Rail Connectors
- Waterway Connectors

Other

- Areas that are Urbanized¹

Emerging SIS

Hubs

- Airports
- Seaports
- Passenger Terminals
- Intermodal Freight - Rail Terminals

Corridors

- Highway
- Rail
- Waterways

Connectors

- Road Connectors
- Road Connectors (Planned)
- Rail Connectors
- Waterway Connectors

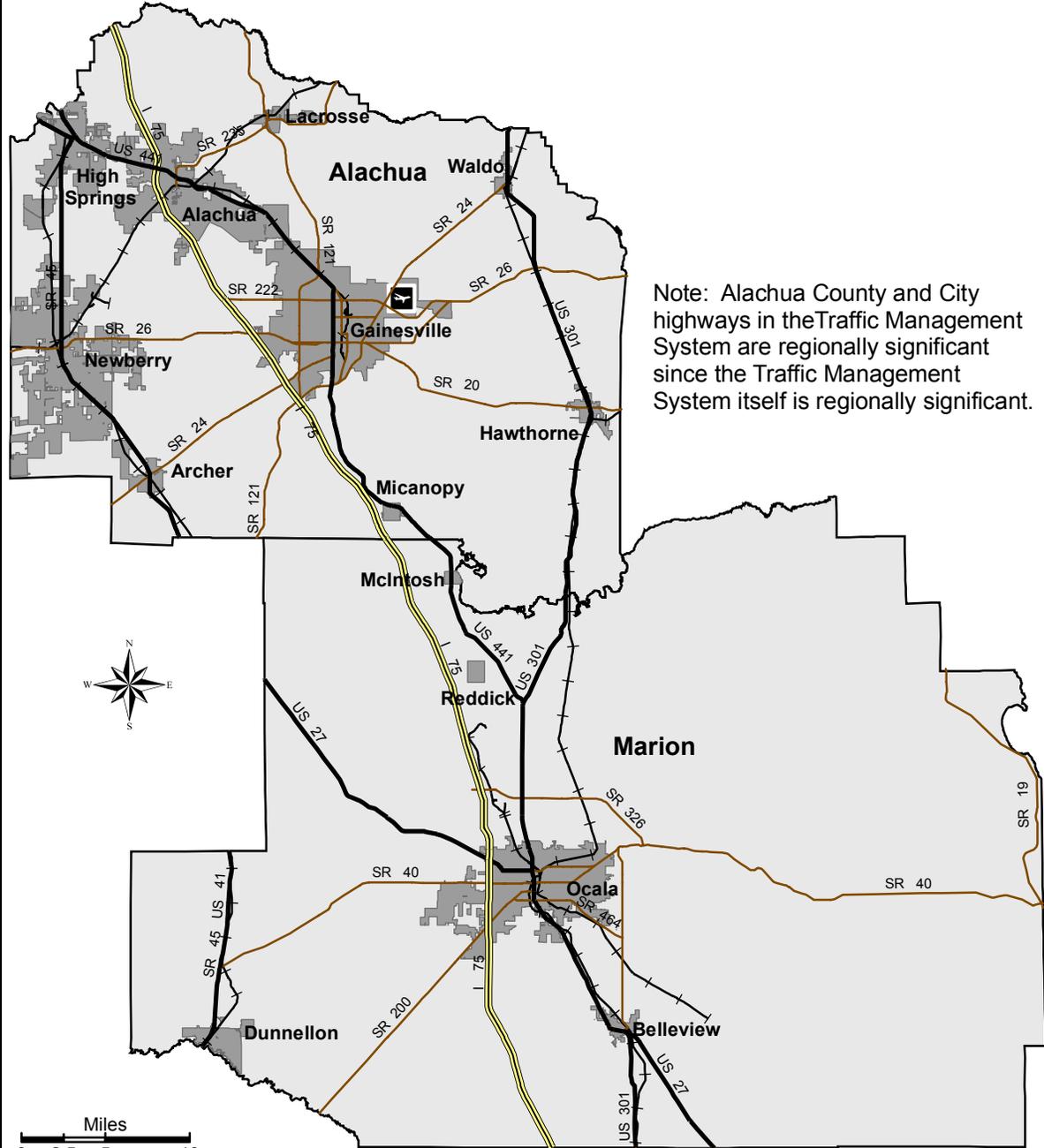
District Contact:
 Arjunee Durand
 (407) 465-7864
 OC 335-7864

NOTES

¹ Population density greater than 1,000 persons per square mile (2000 Census)

State of Florida
 Department of Transportation
 Office of Policy Planning

MAP 8 REGIONALLY SIGNIFICANT TRANSPORTATION FACILITIES



Note: Alachua County and City highways in the Traffic Management System are regionally significant since the Traffic Management System itself is regionally significant.

- Legend**
- US Routes
 - State Routes
 - I 75
 - Railroads

NORTH CENTRAL FLORIDA
REGIONAL PLANNING COUNCIL

Date: January 19, 2007
 Created By: U. Garfield, B. Waterman - NCFRPC
 Sources: North Central Florida Regional Planning Council
 and Withlacoochee Regional Planning Council

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ALACHUA COUNTY - TRAFFIC MANAGEMENT SYSTEM

The Gainesville/Alachua County Traffic Management System (TMS) includes traffic signals that are located on the SIS/Emerging SIS corridors and regional roads that serve significant facilities/employment centers. Therefore the TMS, by definition, is a regionally significant project. The following material discusses how the Gainesville/Alachua County Traffic Management System (TMS) relates to the characteristics listed earlier in this section describing regionally significant projects/facilities:

1. The project/facility connects to the Strategic Intermodal System, including Emerging SIS System. *The TMS includes traffic signals located on the SIS and Emerging SIS corridors.*
2. The project/facility crosses county boundaries and capacity improvements require coordination of jurisdictions within more than one county. *Marion County is incorporating the same technologies into their TMS that Gainesville/Alachua County has in their TMS. Coordination of the two projects will be mutually beneficial to both counties.*
3. The project/facility serves as a hurricane evacuation route that traverses more than one county. *Several roadways (I-75, US 441 and US 301) traverse both counties. The TMS will be an important asset to monitor traffic during evacuations, other emergency conditions and during peak travel periods such as holidays.*
4. The project/facility or service is used by a significant number of people who live or work outside the county in which the project/facility or service is located. *The TRIP provides information on the number of persons who commute from county to county and would benefit with the TMS in place.*
5. The project/facility has logical termini that connect to the SIS/Emerging SIS, or to a regionally significant facility within the region or in an adjacent region. *The Shands/VA Hospitals and University of Florida are major centers of employment for persons living in Marion County. This daily commute of workers would benefit from having the TMS in place.*

As stated in the above five conditions, the TMS is an integral part of the regional highway network. The TMS is located on corridors that are SIS/emerging SIS and serve areas of regional significance.

MARION COUNTY - STATE ROAD 200 BYPASS

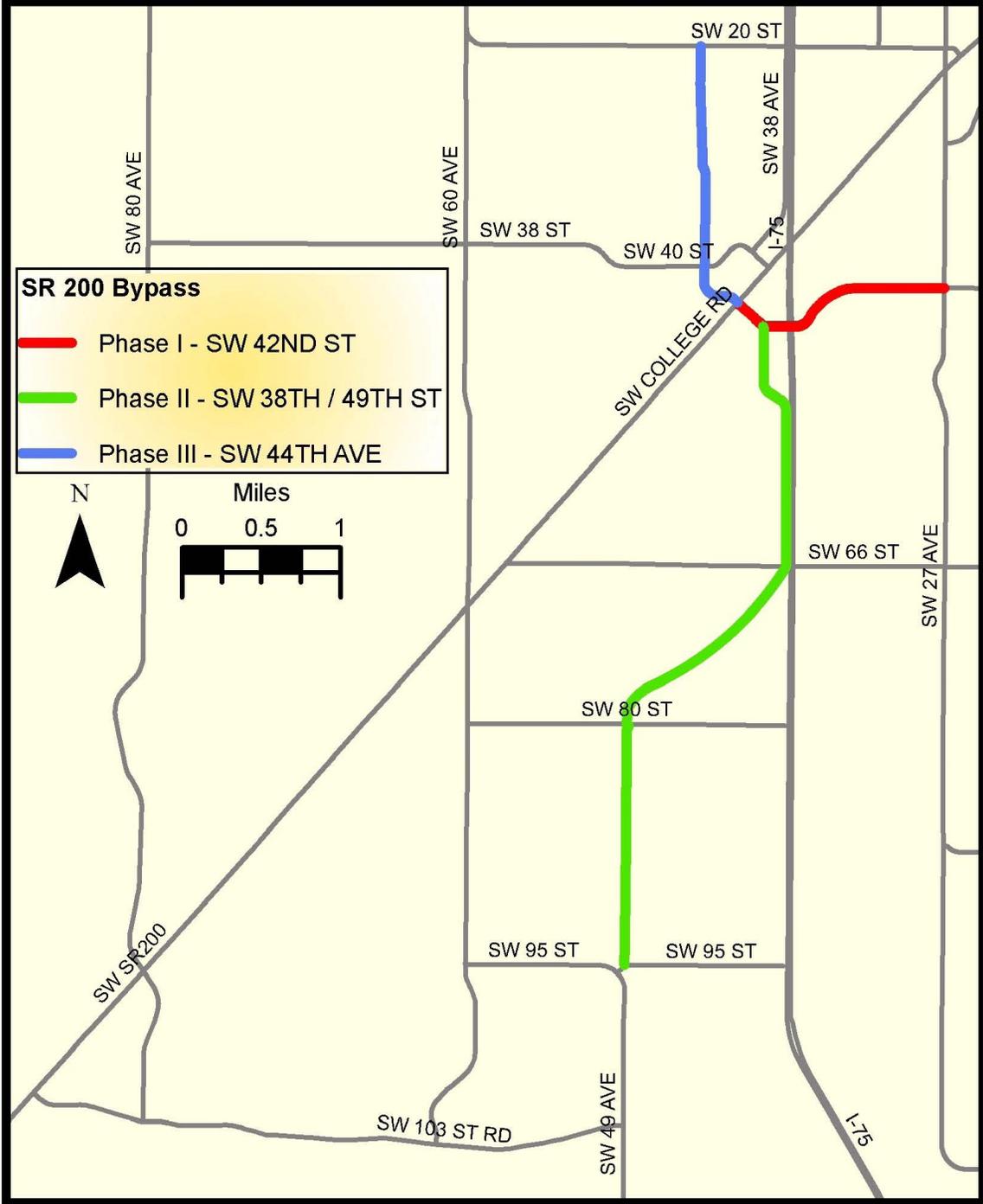
The Marion County project shown in Map 9 includes regionally significant roadways that serve regional facilities/employment centers. Map 9 shows the State Road 200 bypass that encompasses three phases. Phase I - SW 42nd Street extension consists of a new 4 lane facility including a bridge over Interstate-75, connecting SW 27th Avenue west to State Road 200. Phase II - SW38th Avenue/SW 49th Avenue extension consists of a facility connecting SW 42nd Street extension to SW 95th Street. Phase III - SW 44th Avenue consists of a facility parallel to Interstate-75 connecting State Road 200 to SW 20th Street.

Currently, the interchange at SR 200 and I-75 200 is the most congested area in Ocala/Marion County. During the development of the 2025 Long Range Transportation Plan, this intersection was identified by numerous groups as a priority area for improvement. In 2006, an estimated 60,000 cars per day traveled through the interchange with approximately 40% of this traffic coming from areas outside Marion County. Working with the City of Ocala and Marion County, the Ocala/Marion County Transportation Planning Organization (TPO) has developed the SW 42nd Street project as a reliever for this area. The project involves the construction of a new roadway, including an overpass on I-75, approximately 1.5 miles in length. The new roadway would allow travelers an alternate route to local hospitals, regional shopping and employment centers in east Ocala. It is estimated that the new roadway will reduce traffic volumes on the SR 200/I-75 interchange as much as 20%. The 42nd Street Overpass is the first phase of several projects including SW 49th Avenue and SW 44th Avenue that are planned as alternative routes for SR 200.

The estimated costs of this project (including design, construction and CEI) is \$26,000,000. The necessary rights-of-way are expected to be donated by various landowners.

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MAP 9 State Road 200 Bypass



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IV

REGIONALLY SIGNIFICANT PROJECTS

This section identifies needed regionally significant projects in Alachua and Marion Counties. Also included in this section are two prioritized lists of needed regionally significant projects- Table 1 lists projects in Alachua County (which is in FDOT District 2) and Table 2 lists projects in Marion County (which is in FDOT District 5).

ALACHUA COUNTY - TRAFFIC MANAGEMENT SYSTEM

Alachua County is a major employment destination for people living in the North Central Florida region. In 1990, approximately 12,000 workers (thirteen percent of the workforce population of Alachua County) commuted in from adjacent counties (see Map 1). In 2000, this number grew to approximately 17,000 workers (fifteen percent of the Alachua County workforce) commuted in from the surrounding counties (Map 2). This trend is expected to continue in the future as more large companies and employers locate to Alachua County.

As a result of this, the regionally significantly transportation facilities that are located within Alachua County are becoming more and more congested, with many reaching failure by the Year 2025. Many of the regional roads are controlled by outdated signals that are not coordinated with each other. This results in an inefficient system that contributes to significant delays experienced by the commuters that travel into and through Alachua County everyday.

Therefore, the number one priority of this regional transportation plan in Alachua County is to update the traffic signal system in Gainesville/Alachua County and install a traffic management system that maximizes the efficiency of the roadway network (see Table 1 and Map 10). The TRIP funds will be added to local funding from the City of Gainesville, Alachua County and the University of Florida (Campus Development Agreement) to construct the system. Projects in the Florida Department of Transportation 5 Year Work Plan are included in TMS activities and will supplement funding from the local agencies.

It is anticipated that the TMS will increase the capacity of the transportation system. In addition, intelligent transportation system (ITS) facilities in the TMS (such as active monitoring, dynamic message signs, etc...) will allow staff to respond quickly and efficiently to emergencies and incidents and maintain traffic flow during congested periods of the day/week. Appendix B and Appendix C contain additional material describing the TMS.

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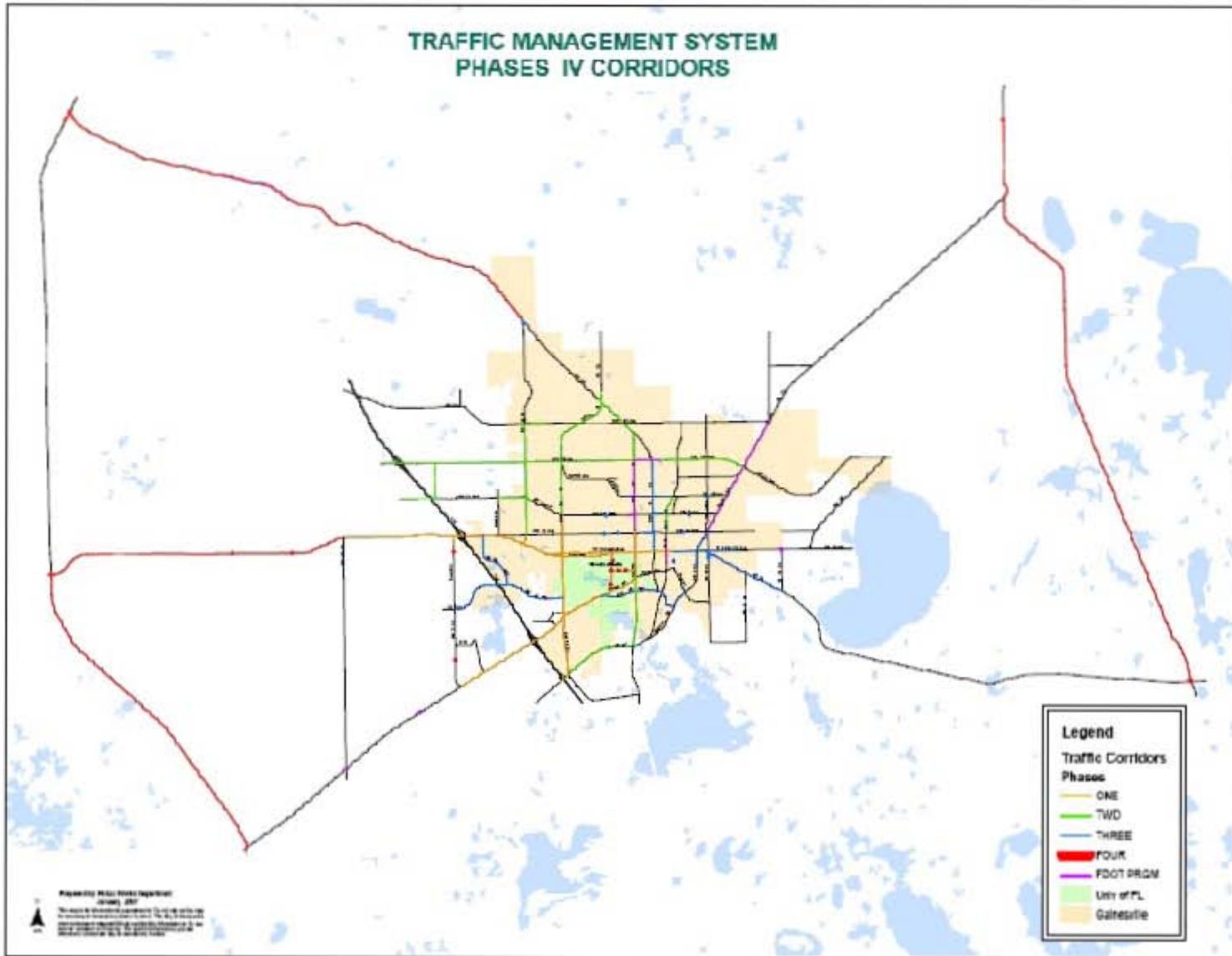
TABLE 1

**TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)
PROJECT PRIORITY LIST - ALACHUA COUNTY**

RANK	FACILITY	FROM	TO	MODIFICATION	ESTIMATED COST [2005 DOLLARS]
1	Traffic Management System Countywide	Not applicable.	Not applicable.	Creating/updating countywide traffic management system.	\$18.2 Million

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MAP 10



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MARION COUNTY - ROAD WIDENING PROJECTS

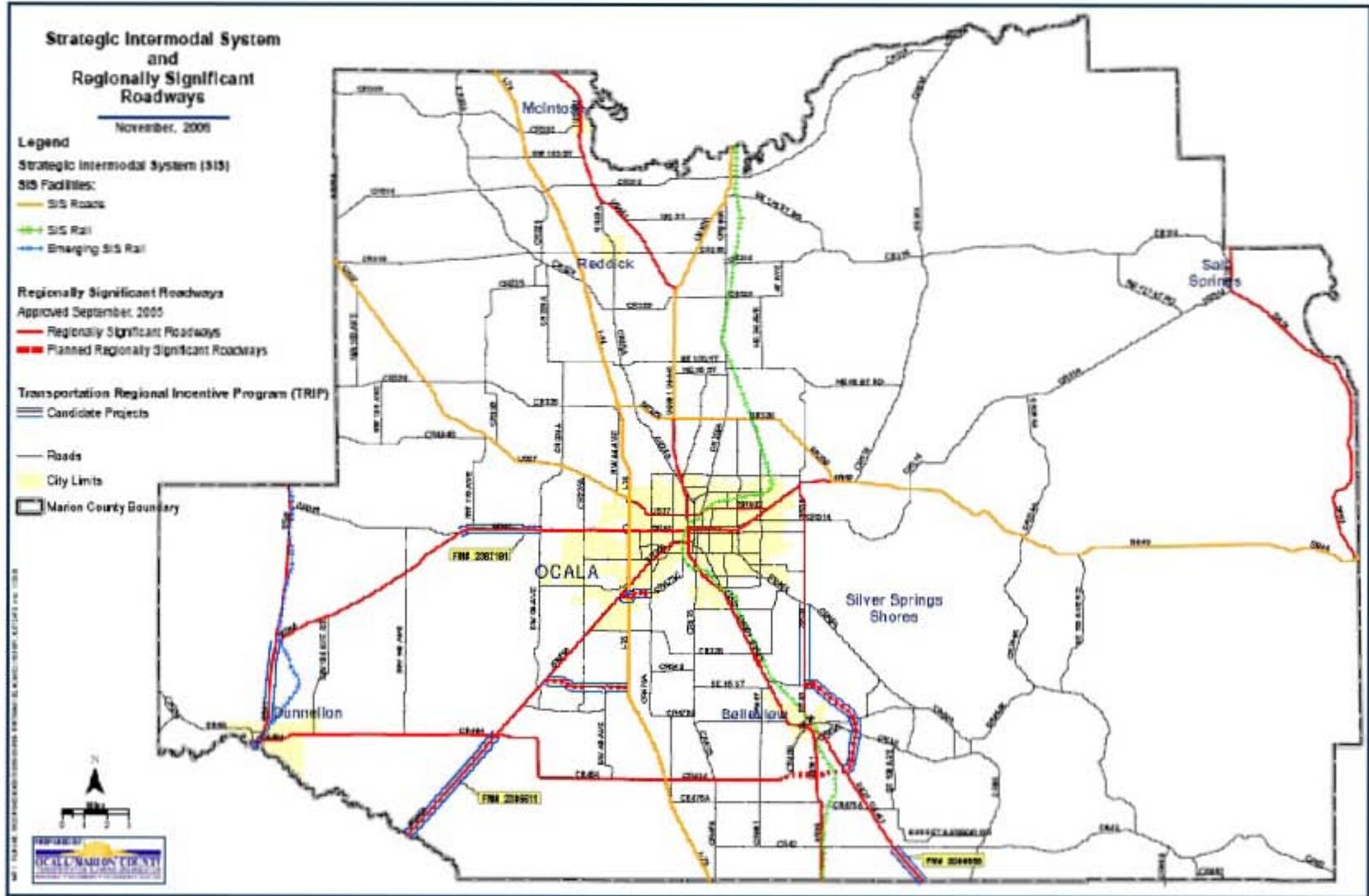
The Marion County projects listed in Table 2 (and shown in Map 11) are all regionally significant roadways that serve regional facilities/employment centers. As listed in Table 2, these eight projects are all road widening projects that are either new four lane divided roads or adding two lanes to existing roads.

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TABLE 2**TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)
PROJECT PRIORITY LIST - MARION COUNTY**

RANK	FACILITY	FROM	TO	MODIFICATION	ESTIMATED COST [2006 DOLLARS]
1	SW 42 nd Street Overpass	State Road 200	County Road 475A	New 4 lane divided road and bridge.	\$26 Million
2	Bellevue Bypass	SE 92 nd Place	US 27 / US 441	New 4 lane divided road.	\$30 Million
3	State Road 35	State Road 464	SE 92 nd Place	Add 2 lanes.	\$20 Million
4	US 41	SW 111 th Place Lane	State Road 40	Add 2 lanes.	To be determined.
5	State Road 40	County Road 225A / SW 80 th Ave	County Road 328	Add 2 lanes.	To be determined.
6	State Road 200	County Road 484	County Line	Add 2 lanes.	To be determined.
7	US 441 / US 27	County Road 42	County Line	Add 2 lanes.	To be determined.
8	SW 95 th Street Interchange	State Road 200	Interstate 75	New 4 lane divided road and interchange.	To be determined.

MAP 11



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APPENDIX A

TRIP INTERLOCAL AGREEMENT

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**INTERLOCAL AGREEMENT FOR CREATION OF A
REGIONAL TRANSPORTATION PLAN**

THIS INTERLOCAL AGREEMENT is made and entered into this 14th day of December, 2006 by and between the Ocala/Marion County Transportation Planning Organization (TPO), the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area, Alachua County and the City of Gainesville.

RECITALS

WHEREAS, Section 339.2819, Florida Statutes, creates within the Department of Transportation a Transportation Regional Incentive Program for the purpose of providing funds to improve regionally significant transportation facilities in regional transportation areas created pursuant to Section 339.155(5), Florida Statutes; and

WHEREAS, Section 339.155(5), Florida Statutes states that regional transportation plans may be developed in regional transportation areas in accordance with an interlocal agreement entered into pursuant to Section 163.01, Florida Statutes; and

WHEREAS, for purposes of Section 339.155(5)(c), the term "contiguous" means abutting; and

WHEREAS, Section 339.155(5)(d), Florida Statutes states that such interlocal agreements must, at a minimum, identify the entity that will coordinate the development of the regional transportation plan; delineate the boundaries of the regional transportation area; provide the duration of the agreement and specify how the agreement may be terminated, modified, or rescinded; describe the process by which the regional transportation plan will be developed; and provide how members of the entity will resolve disagreements regarding interpretation of the interlocal agreement or disputes relating to the development or content of the regional transportation plan;

WHEREAS, the parties to this Interlocal Agreement desire to participate cooperatively in the creation of a regional transportation plan which will identify potential project priorities for funding through the Transportation Regional Incentive Program;

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

**ARTICLE 1
RECITALS; DEFINITIONS**

Section 1.01. Recitals. Each and all of the foregoing recitals are hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. Definitions. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Agreement - Refers to this instrument, as amended from time to time.

Executive Committee - Refers to a committee composed of elected officials from the Lead Agency and the Participating Agencies. The Executive Committee's task is to review and approve the regional transportation plan, the public involvement plan, and any other documentation related to the regional transportation plan as may be necessary.

Facilitator – Refers to one who helps the parties design and follow through a meeting agenda and assists parties to communicate more effectively throughout the process. The facilitator has no authority to make or recommend a decision.

Initiation Letter – Refers to a letter from one of the Participating Agencies formally identifying a dispute and asking the other named parties to meet and engage in a process to resolve the dispute.

Lead Agency - Refers to that Participating Agency that will take the lead role in the development of the regional transportation plan.

Participating Agency – Refers to any signatory to this Agreement.

Project Chairman - Refers to the elected official from the Lead Agency who will lead the meetings of the Executive Committee.

Project Liaison - Refers to a staff person from a Participating Agency responsible for helping to review the regional transportation plan and any supporting documentation as it pertains to that Participating Agency.

Project Manager - Refers to the staff person at the Lead Agency responsible for development of the regional transportation plan and any supporting documentation.

Regional Transportation Plan – Refers to the plan developed by the Participating Agencies in accordance with Section 339.155(5), Florida Statutes

Regional Transportation Area - Refers to the study area as delineated for the purpose of creating a regional transportation plan by the parties to this agreement.

Response Letter – Refers to the letter prepared by the Project Manager or Project Chairman that summarizes a particular dispute(s), describes what was discussed at the resolution/settlement meeting including any agreements that were reached.

**ARTICLE 2
PURPOSE**

Section 2.01. General Purpose. The purpose of this Agreement is to establish the necessary framework for the creation of a regional transportation plan.

**ARTICLE 3
REGIONAL TRANSPORTATION AREA**

Section 3.01. The regional transportation area is composed of Alachua County and Marion County as shown in Map 1.

Section 3.02. Regional Transportation Plan Defined. The plan must, at a minimum: identify regionally significant transportation facilities located within the regional transportation area; contain a prioritized list of regionally significant projects; use professionally accepted techniques for measuring level of service in accordance with Section 163.3180, Florida Statutes and Rule 14-94, F.A.C.; and; the projects listed in the prioritized list shall be adopted into the capital improvements schedule of the local government(s) comprehensive plan pursuant to Section 163.3177(3), Florida Statutes.

**ARTICLE 4
LEAD AGENCY**

Section 4.01. The City of Gainesville is designated as the lead agency for the development of the regional transportation plan. The responsibilities of the lead agency include:

- a. Identify a staff person to serve as Project Manager for the regional transportation plan and to coordinate its development with staff from the Participating Agencies.
- b. Identify an elected official to serve as the Project Chairman of the regional transportation plan and keep the members of the Executive Committee informed on the progress of the plan.
- c. Develop the scope of work for any consultants that will be assisting with development of the plan and oversee any consultant work that is required.
- d. Develop a timeline with milestones for completion of the plan.
- e. Develop a public involvement plan for the creation of the regional transportation plan.
- f. Prepare draft and final versions of the regional transportation plan.

- g. Provide copies of all of the above documentation (i.e. scopes of work, timelines, public involvement plan, draft and final versions of the regional transportation plan) to the Executive Committee for review and comment.
- h. Develop a prioritization process for selecting projects for inclusion in the Transportation Regional Incentive Program from the regional transportation plan.

**ARTICLE 5
PARTICIPATING AGENCIES**

Section 5.01. Responsibilities of the Participating Agencies.

- a. Identify a staff person to serve as Project Liaison and be the main point of contact for the Project Manager from the Lead Agency.
- b. Identify an elected official to serve on the Executive Committee and assist the Project Chairman in reviewing, commenting, and approving the regional transportation plan as well as any supporting documentation for the plan.
- c. Provide financial support for development of the regional transportation plan either in the form of direct funds or in-kind service.

**ARTICLE 6
COMPOSITION; MEMBERSHIP; TERMS OF OFFICE; QUORUM;
VOTING PROCEDURES**

Section 6.01. Composition and membership of Executive Committee. All members of the Executive Committee shall be elected officials from the Participating Agencies. The membership of the Executive Committee shall consist of four voting representatives. The names of the member local governmental entities and the voting apportionment of the Executive Committee shall be as follows:

One City of Gainesville Commissioner appointed by the MTPO;

One Alachua County Commissioner appointed by the MTPO; and

Two Ocala/Marion County TPO members.

Section 6.02. Terms. The term of office of members of the Executive Committee shall be for three years.

Section 6.03. Quorum. The presence of three (3) members at a meeting shall constitute a quorum.

Section 6.04. Voting Procedures. No action shall be taken by the Executive Committee except upon a majority vote of those present and voting.

ARTICLE 7 CONFLICT RESOLUTION

Section 7.01. Disagreements regarding interpretation of this Interlocal Agreement, or disputes relating to the development or content of the regional transportation plan, shall be resolved by alternative dispute resolution, either through mediation or binding arbitration, as provided in Chapter 44 and Chapter 682, Florida Statutes.

ARTICLE 8 MISCELLANEOUS PROVISIONS

Section 8.01. Relationship to Long Range Transportation Plan and Transportation Improvement Program. Regionally significant projects that are identified in the regional transportation plan and priority list must be included in the federally mandated Long Range Transportation Plan and Transportation Improvement Program of the applicable Metropolitan Planning Organization(s) (MPO) if the MPO(s) is/are a party to this Agreement.

Section 8.02. Constitutional or statutory duties and responsibilities of parties. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law.

Section 8.03. Amendment of Agreement. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties hereto with the same formalities as the original Agreement.

Section 8.04. Duration; withdrawal procedure. This Agreement shall remain in effect until terminated by the parties to this Agreement, or as otherwise provided by law. Any party may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement at least 90 days prior to the intended date of withdrawal.

Section 8.05. Notices. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

Ocala/Marion County TPO
Mr. Greg Slay, Executive Director
P.O. Box 1270
Ocala, FL 34478-1270

MTPO for the Gainesville Urbanized Area
Mr. Marlie Sanderson, Director of Transportation Planning
2009 NW 62nd Place
Gainesville, FL 32653-1603

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 8.06. Severability. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.

Section 8.07. Enforcement by parties hereto. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.

Section 8.08. Agreement execution; Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 8.09. Effective Date. This Agreement becomes effective upon execution and recording in the public records of Alachua and Marion Counties.

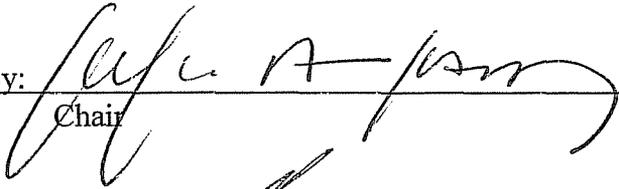
IN WITNESS WHEREOF, the undersigned parties have executed this Interlocal Agreement on behalf of the referenced legal entities and hereby establish a framework for the creation of a regional transportation plan.

Signed, Sealed and Delivered in the presence of:

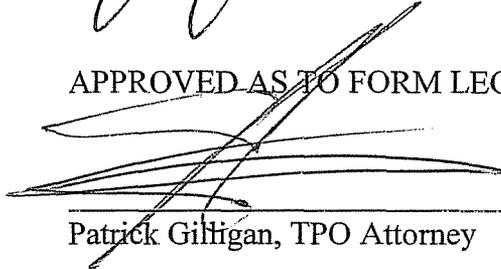
ATTEST



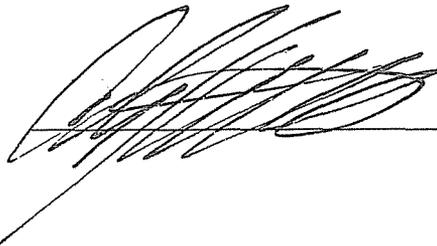
OCALA/MARION COUNTY TRANSPORTATION
PLANNING ORGANIZATION

By: 
_____ Chair

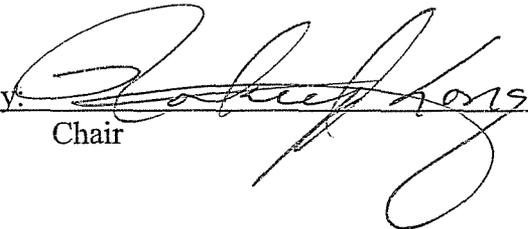
APPROVED AS TO FORM LEGALITY


_____ Patrick Gilligan, TPO Attorney

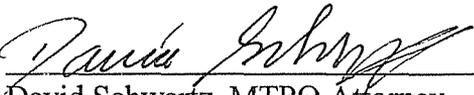
ATTEST



METROPOLITAN TRANSPORTATION
PLANNING ORGANIZATION FOR THE
GAINESVILLE URBANIZED AREA

By: 
_____ Chair

APPROVED AS TO FORM LEGALITY


_____ David Schwartz, MTPO Attorney

ATTEST


for J.K. "Buddy" Irby

ALACHUA COUNTY COMMISSION

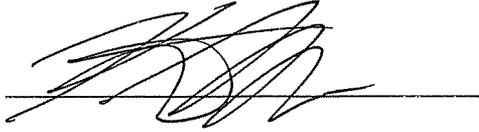
By: 
_____ Chair

APPROVED AS TO FORM LEGALITY


_____ David Wagner, County Attorney

ATTEST

CITY COMMISSION
GAINESVILLE, FLORIDA

A handwritten signature in black ink, appearing to be 'P. Hamaker', written over a horizontal line.

By: Peter Hamaker
Mayor

APPROVED AS TO FORM LEGALITY

Ronald J. Combs 9.29.06
Marion Radson, City Attorney

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APPENDIX B

**ALACHUA COUNTY TRAFFIC MANAGEMENT SYSTEM
PROJECT DESCRIPTION**

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Gainesville Traffic Management System

Presentation to

Gainesville Alachua MTPO

March 9, 2006



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Gainesville Traffic Management System

- **MPTO Guidance**

- At the August 30, 2005 MTPO meeting, the City of Gainesville Public Works Department staff was requested to *"bring back to the MTPO a phasing and funding recommendation for implementing the Gainesville Traffic Signal Master Plan, including the following information:*
 - *an analysis of the issues related to field cameras and the locations where these cameras are monitored, who has access to these cameras and monitors, and the potential to expand this surveillance technology;* and
 - *incremental annual maintenance costs.*

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Gainesville Traffic Management System

- **Background**

- Existing System

- In 1984, the original Traffic Signal Master Plan was developed for the Gainesville Urban Area.
- Computerized Traffic Signal System was installed in 1987.
- Software runs in DOS and is not Windows Compatible utilizing 1200 baud phone dial-up phone lines.
- Technologically, the equipment is out of date and does not provide for upward compatibility.

- City conducted 1997 Traffic Signal Master Plan

- Very little implemented

- Number 1 priority in the Year 2025 Livable Community Reinvestment Plan - Cost Feasible Plan

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Gainesville Traffic Management System

- **What is a Traffic Management System?**

- Traffic Management Systems must:

- move traffic effectively;
- provide for incident management; and,
- facilitate congestion management.

- Traffic Management Systems have effective communications technology including wireless and fiber optic technologies.

- Traffic Management System cannot simply operate traffic signals. It must be able to operate other Intelligent Transportation System (ITS) features.

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Traffic Management System Components

Traffic Controller



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Traffic Management System Components

Signal Preemption



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Traffic Management System Components

Cameras



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Traffic Management System Components

Variable Message Signs



Traffic Management Center



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Gainesville Traffic Management System

- **Signal System Technologies**
 - **Traffic Signal Controller**
 - Evaluated Type 2070 Open Architecture & NEMA TS2
 - Type 2070 more difficult to program
 - NEMA TS2 is lower cost than Type 2070
 - **Traffic Signal Cabinet**
 - City currently has 18 cabinets fitting Type 2070 remainder are NEMA cabinets
 - Type 2070 controllers require cabinet replacement
 - NEMA TS2 is lower cost than Type 2070
 - **Traffic Signal System Software**
 - Type 2070 Open Architecture allows multiple vendors to provide software
 - NEMA TS2 software supported by controller vendor
 - **Recommendation - NEMA TS2 controller**

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Gainesville Traffic Management System

- **Communications Network**
 - Provided by contract w/GRU Comm
 - Uses three party agreement w/FDOT, GRU Comm & City of Gainesville PWD
 - Provides 48 fibers - 24 for City and 24 for GRU Comm
 - Fiber located in ROW
 - Costs paid by City or FDOT
 - Existing fiber network
 - 6 single mode & 6 multi mode fibers
 - Existing system being replaced with 24 single mode fibers
 - Located on Archer Road, University Ave/Newberry Rd., W. 34th St. and W. 13th St.

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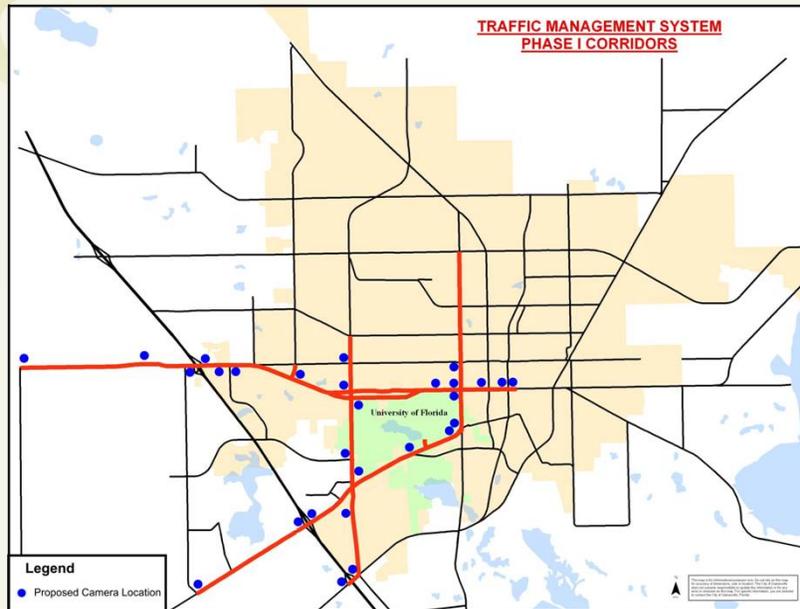
Gainesville Traffic Management System

- **Cameras**
 - Purpose
 - Incident management
 - Congestion management
 - Signal timing
 - Locations
 - Critical intersections
 - I-75 Ramps
 - Monitoring
 - Traffic Management Center (TMC) - cameras controlled by system operators only
 - Operator training
 - Policy to protect privacy of persons
 - TMC has controlled access - electronic key entry
 - Recording (temporary) only for traffic volume data

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Proposed Camera Locations



Gainesville Traffic Management System

- **Variable Message Signs**
 - Provides real time traveler information
 - Peak hour conditions
 - I-75 flows
 - Special Events - football game days
 - Supported by cameras
 - Provides real time information on congestion or incidents
 - Sign verification
 - Costly
 - Primarily for interstate/state roads - seek FDOT funding
 - Suggested to move to future phases of program

Gainesville Traffic Management System

- **Traffic Management Center (TMC)**
 - **Information & control center**
 - Daily system operation
 - Emergency coordination
 - Special event management
 - Incident management
 - Congestion management
 - Interagency information sharing
 - **Facility Requirements**
 - Hardened building desirable
 - Communications connection to controllers
 - Computer servers and operator workstations
 - Central System Software
 - Camera monitoring display wall
 - **Space Requirements**
 - 13 ft X 20 ft - minimum
 - 16 ft X 24 ft - desirable

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Gainesville Traffic Management System

- **Traffic Management Center (TMC)**
 - **Location**
 - **Permanent location possibilities**
 - FDOT Regional Traffic Management Center (RTMC)
 - RTS Multi-Modal Center
 - Possible relocation of Gainesville PWD
 - **Interim TMC required - needs fiber communications**
 - Thomas Center - Not sufficient space
 - Signal Shop - can accommodate with adjustments
 - » Relocation of storage room & hall - 13 ft X 24 ft
 - » Separate A/C
 - » Emergency generator
 - » Electronic key security system
 - **Conduct Study for permanent location & space layout**

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Gainesville Traffic Management System

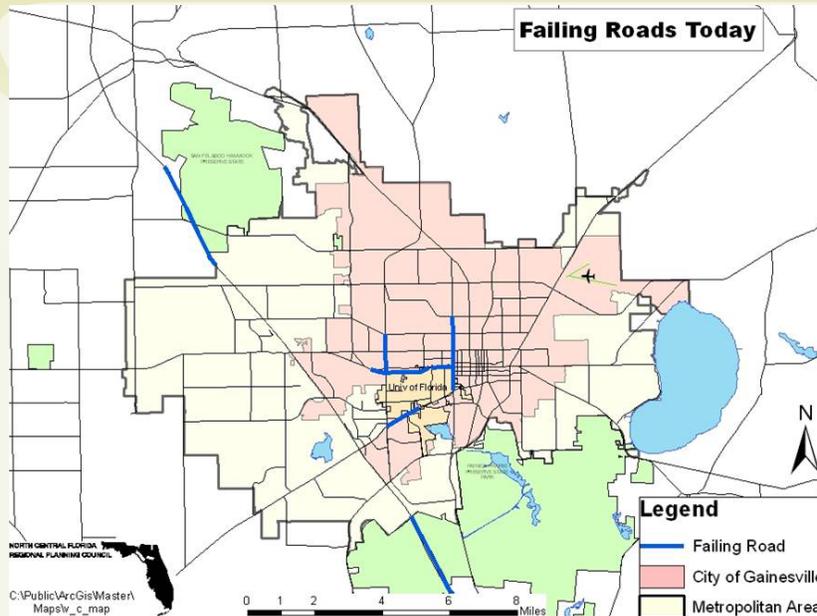
- **Phasing and Implementation**

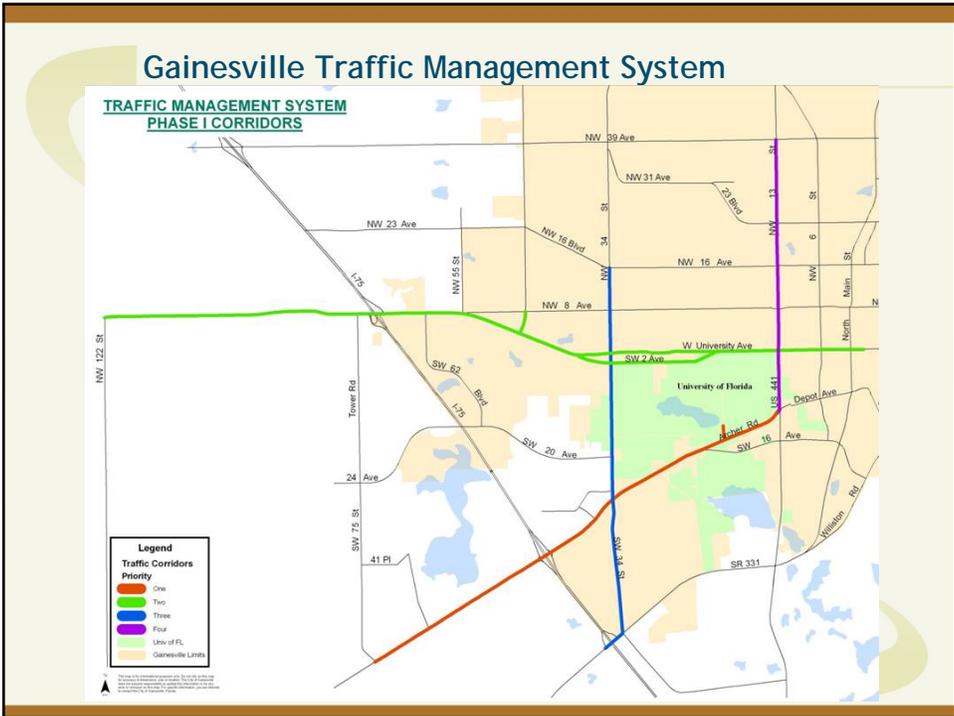
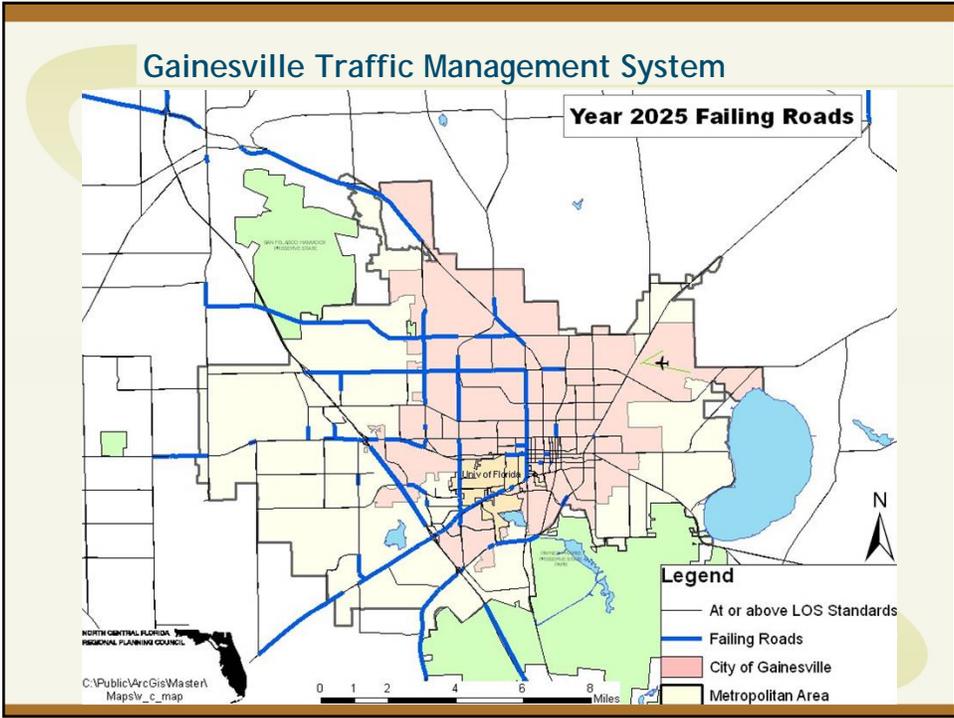
- Four phase program to spread costs
- Consider funding partners
 - FDOT
 - University of Florida
 - Alachua County
 - Other incorporated areas in Alachua County
 - Regional Transit System
- Initial phase - corridor selection
 - Most significant traffic congestion
 - Highest availability of fiber optic communications

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Gainesville Traffic Management System





Phase I Capital Costs

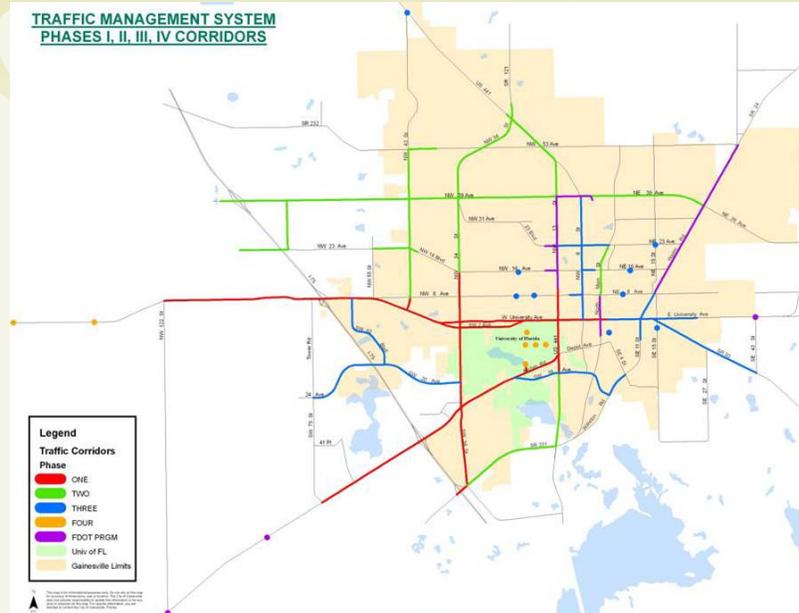
Item	Initial System Costs	Priority I	Priority II	Priority III	Priority IV	Totals for 88 Intersections
		Archer Road (17 intersections)	University Ave / Newberry Road (44 intersections)	W. 34th Street (16 intersections)	W. 13th Street (11 int.)	
Controllers & Cabinets	-	\$101,840	\$360,470	\$84,180	\$26,400	\$572,890
Fiber Optic (GRUCom)	-	\$654,720	\$1,077,120	\$601,920	\$147,840	\$2,481,600
Opticom	-	\$33,670	\$52,910	\$0	\$0	\$86,580
Cameras	-	\$51,000	\$102,000	\$42,500	\$34,000	\$229,500
Spare Equipment	-	\$18,651	\$51,538	\$12,668	\$5,800	\$88,657
Construction Costs	-	\$186,510	\$515,380	\$126,680	\$58,000	\$886,570
						\$4,345,797
					10% contingency	\$434,580
						\$4,780,377
Soft Costs						
Consultant Services (2)	\$400,000	-	-	-	-	
System Software	\$150,000	-	-	-	-	
Integration (1)	\$150,000					
						\$700,000
Building Costs						
Interim TMC	\$500,000	-	-	-	-	
Permanent TMC	\$1,500,000	-	-	-	-	\$2,000,000
Phase I Total Implementation Costs						\$7,480,377

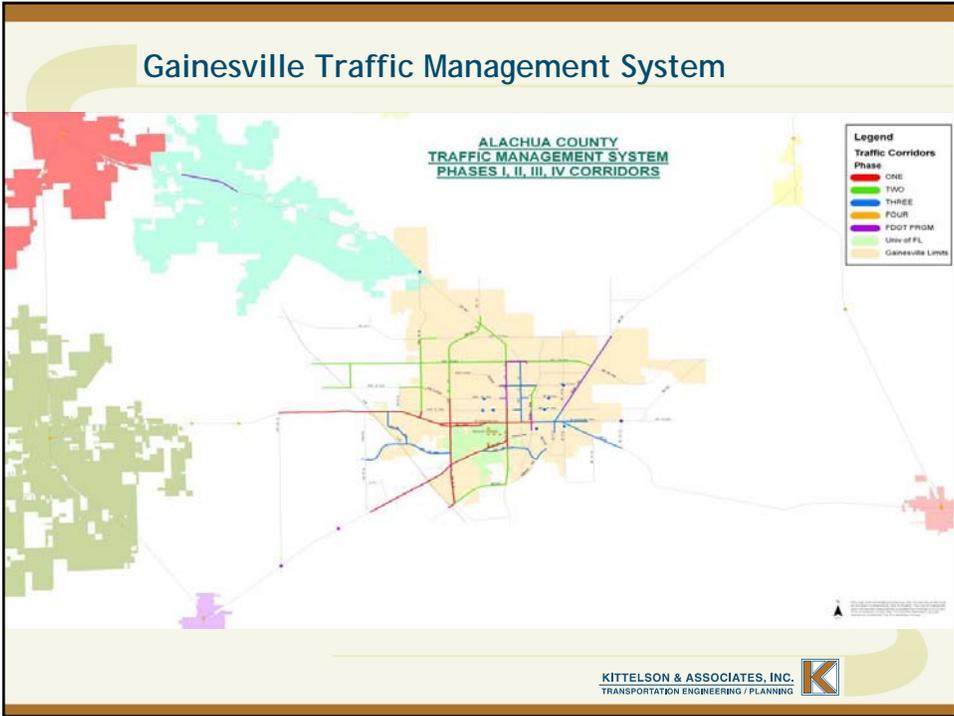
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Gainesville Traffic Management System

TRAFFIC MANAGEMENT SYSTEM PHASES I, II, III, IV CORRIDORS





Future Phase Costs

Phase	Capital Costs
I	\$7.5 M
II	\$5.8 M
III	\$4.1 M
IV	\$820 K
Totals	\$18.2 M

* All costs are in 2006 dollars

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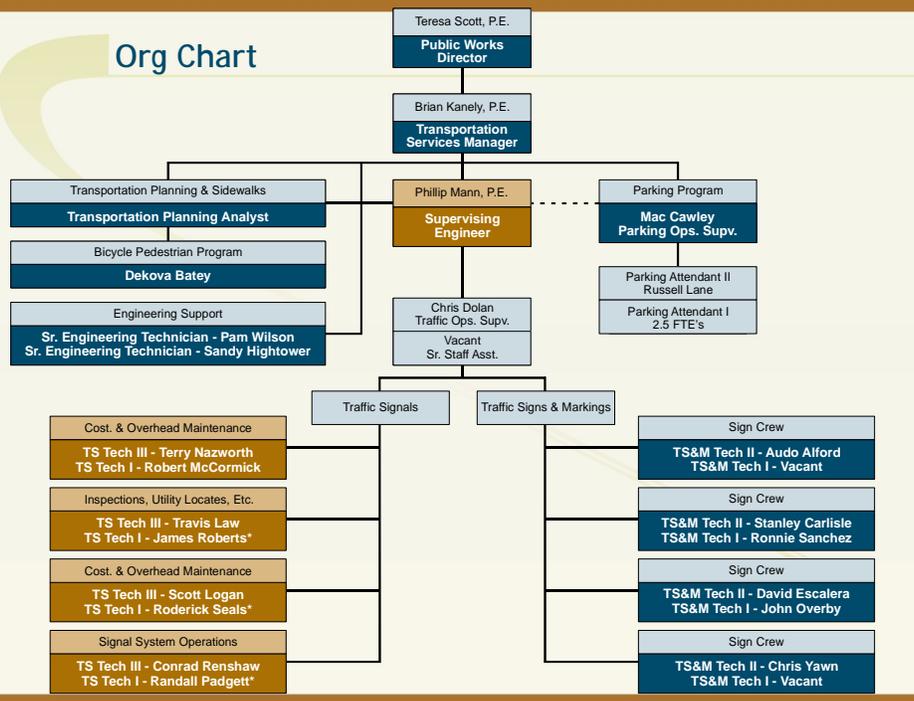
Gainesville Traffic Management System

- **Staffing**

- National references show TMS staffing to be:
 - One engineer per 100 signals
 - One signal technician per 30 to 40 signals
 - Does not include utility location and construction inspection
- Gainesville/Alachua County Signal System
 - Approximately 300 signals
 - Staff needed
 - 3 engineers
 - 8 to 10 signal technicians
- City of Tallahassee Signal System
 - Just over 300 signals
 - Current staff
 - 3 engineers
 - 2 system operators
 - 15 signal technicians



Org Chart



Gainesville Traffic Management System

- **Staffing**

- Existing staff

- 1 engineer - 2 engineers short
- 8 signal technicians
 - 2 assigned for utility locates & construction inspection
 - 2 to 4 signal technicians short

- Recommended staff additions

- 1 engineer
- 2 signal technicians
 - Tech II & Tech III

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Annual Operating Costs

NOTES	Initial	Phase I	Phase II	Phase III	Phase IV
A. Staffing / Personnel		\$210,000	\$210,000	\$210,000	\$210,000
B. Vehicles	\$35,000	\$5,000	\$5,000	\$5,000	\$5,000
C. Annual maintenance costs:					
a. Software	\$40,000	\$10,000	\$10,000	\$10,000	\$10,000
b. Webhosting		\$1,000	\$1,000	\$1,000	\$1,000
c. Equipment / Repairs*		\$20,000	\$25,000	\$25,000	\$25,000
d. Fiber Maintenance / Repairs*		\$20,000	\$25,000	\$25,000	\$25,000
e. Training and New Technology		\$10,000	\$10,000	\$10,000	\$10,000
f. Major Signal Retiming*		\$20,000	\$20,000	\$20,000	\$20,000
TOTALS:	\$75,000	\$296,000	\$306,000	\$306,000	\$306,000

*Unused funds will be carried to next year

- Notes:
1. Phase II includes incremental annual operating costs for Phase I & II
 2. Phase III includes incremental annual operating costs for Phase I, II & III
 3. Phase IV includes incremental annual operating costs for Phase I, II, III & IV

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Gainesville Traffic Management System

- **Project Design & Construction**
 - Existing staff even with additional personnel does not have capacity to do design and construction oversight
 - Consulting services
 - Before and after studies of system performance
 - Manage design/build services for the signal system and interim TMC
 - software integration
 - construction oversight
 - permanent TMC planning
 - Construction
 - City to acquire components of system - State Contract
 - Design/build for signal system and interim TMC

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Gainesville Traffic Management System

- **Regional Transit Service (RTS)**
 - Some Transit ITS services
 - 8 buses with Opticom emitters to test bus priority
 - "Talking Bus" voice enunciators on 42 buses
 - Bus Rapid Transit (BRT) funding
 - FTA earmark of \$418K over 4 years
 - Develop BRT system plan & some alternatives analysis
 - Integration of Transit ITS with Gainesville TMS
 - Traffic signal controller have ability for transit signal priority
 - Communications network for bus locator system
 - Potential use of existing Opticom system for BRT
 - Interest in co-locating TMC with new multi-modal center
 - "Transit ITS Plan" needed to facilitate coordination

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Gainesville Traffic Management System

- **Conclusions**

- Update of 1997 Study is not needed
- Implement Phase 1 with four priority corridors
- Implement interim TMC at signal shop and conduct study for permanent location
- Expand fiber optic communications network
- Install cameras and develop policy on use
- Increase annual operating and maintenance costs by \$371 K in initial year
- Increase staffing for traffic signals by one engineer and two signal technicians
- Obtain consulting services to support City staff
- Pursue funding partners for initial and future phases
- Request RTS to prepare Transit ITS Plan
- Re-time signals more regularly - 3 to 5 year standard

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Gainesville Traffic Management System

Questions?

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Gainesville Traffic Management System

Phase I

		Priority I	Priority II	Priority III	Priority IV	
Item	Initial System Costs	Archer Road (17 intersections)	University Ave / Newberry Road (44 intersections)	W. 34th Street (16 intersections)	W. 13th Street (11 int.)	Totals for 88 Intersections
Controllers & Cabinets	-	\$101,840	\$360,470	\$84,180	\$24,000	\$570,490
Fiber Optic (GRUCom)	-	\$654,720	\$1,077,120	\$601,920	\$147,840	\$2,481,600
Opticom	-	\$33,670	\$52,910	\$0	\$0	\$86,580
Cameras	-	\$51,000	\$102,000	\$42,500	\$34,000	\$229,500
Spare Equipment	-	\$18,651	\$51,538	\$12,668	\$5,800	\$88,657
Construction Costs	-	\$186,510	\$515,380	\$126,680	\$58,000	\$886,570
						\$4,343,397
					10% contingency	\$434,340
						\$4,777,737
Soft Costs						
Consultant Services (2)	\$400,000	-	-	-	-	
System Software	\$150,000	-	-	-	-	
Integration (1)	\$150,000	-	-	-	Sub Total	\$700,000
Building Costs						
Interim TMC	\$500,000	-	-	-	-	
Permanent TMC	\$1,500,000	-	-	-	Sub Total	\$2,000,000
Phase I Total Implementation Costs						\$7,477,737

(1) Integration Costs for initial phase includes (but not limited too):

- A. Software implementation, set-up and web set-up and database conversion.
- B. Setting up the TMC by the vendor.

(2) Consultant Services includes (but not limited too):

- A. Before and After Studies
- B. Design / Build Services - Interim TMC
- C. Permanent TMC Planning
- D. Construction Oversight

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Gainesville Traffic Management System										
Phase II										
		Priority I	Priority II	Priority III	Priority IV	Priority V	Priority VI	Priority VII	Priority VIII	
Item	Initial System Costs	43rd Street (10 intersections)	NW 13th Street (5 intersections)	SW 13th Street (4 intersections)	N. 39th Avenue (19 int.)	NW 83rd Street (6 int.)	Main Street (11 int.)	NW 34th Street (5 int.)	Williston Road (3 int.)	Totals for 63 Intersections
Controllers & Cabinets	-	\$124,300	\$49,720	\$12,430	\$186,450	\$49,720	\$37,290	\$12,430	\$12,430	\$484,770
Fiber Optic (GRUCom)	-	\$517,440	\$253,440	\$200,640	\$1,061,280	\$221,760	\$200,640	\$390,720	\$221,760	\$3,067,680
Opticom	-	\$43,290	\$0	\$14,430	\$60,720	\$14,430	\$14,430	\$4,810	\$0	\$152,110
Cameras	-	\$25,500	\$25,500	\$17,000	\$59,500	\$17,000	\$34,000	\$8,500	\$8,500	\$195,500
Spare Equipment	-	\$9,655	\$3,761	\$2,193	\$15,334	\$4,058	\$4,286	\$1,287	\$1,047	\$41,619
Construction Costs	-	\$193,090	\$75,220	\$43,860	\$306,670	\$81,150	\$85,720	\$25,740	\$20,930	\$832,380
										\$4,774,059
									10% contingency	\$477,406
									Subtotal	\$5,251,465
Soft Costs										
Consultant Services (2)	\$400,000	-	-	-	-	-	-	-	-	
System Software	\$50,000	-	-	-	-	-	-	-	-	
Integration (1)	\$100,000									
									Subtotal	\$550,000
Building Costs										
Permanent TMC	\$25,000	-	-	-	-	-	-	-	-	
									Subtotal	\$25,000
Phase II Total Implementation Costs										\$5,826,465

Gainesville Traffic Management System

Phase III

		Priority I	Priority II	Priority III	Priority IV	Priority V	Priority VI	Priority VII	
Item	Initial System Costs	Waldo Road / Williston Road (10 intersections)	S 16th Avenue (7 intersections)	E. University Avenue (7 intersections)	Hawthorne Road (6 Intersections)	NW 6th Street (11 intersections)	SW 20th Avenue (6 int.)	Isolated (9 int.)	Totals for 63 Intersections
Controllers & Cabinets	-	\$49,720	\$87,010	\$62,150	\$62,150	\$99,440	\$24,860	\$89,410	\$474,740
Fiber Optic (GRUCom)	-	\$116,160	\$297,792	\$190,080	\$253,440	\$411,840	\$549,120	\$58,500	\$1,876,932
Opticom	-	\$43,290	\$33,670	\$14,430	\$0	\$38,480	\$9,620	\$19,240	\$158,730
Cameras	-	\$34,000	\$25,500	\$8,500	\$8,500	\$17,000	\$17,000	\$0	\$110,500
Spare Equipment	-	\$6,351	\$7,309	\$4,254	\$3,533	\$7,746	\$2,574	\$5,433	\$37,199
Construction Costs	-	\$127,010	\$146,180	\$85,080	\$70,650	\$154,920	\$51,480	\$108,650	\$743,970
									\$3,402,071
									\$340,207
									\$3,742,278
Soft Costs									
Consultant Services (2)	\$250,000	-	-	-	-	-	-	-	
System Software	\$25,000	-	-	-	-	-	-	-	
Integration (1)	\$50,000								
									\$325,000
Building Costs									
Permanent TMC	\$25,000	-	-	-	-	-	-	-	
									\$25,000
Phase III Total Implementation Costs									\$4,092,278

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Gainesville Traffic Management System
Capital Costs for Staff Recommended Phase IV

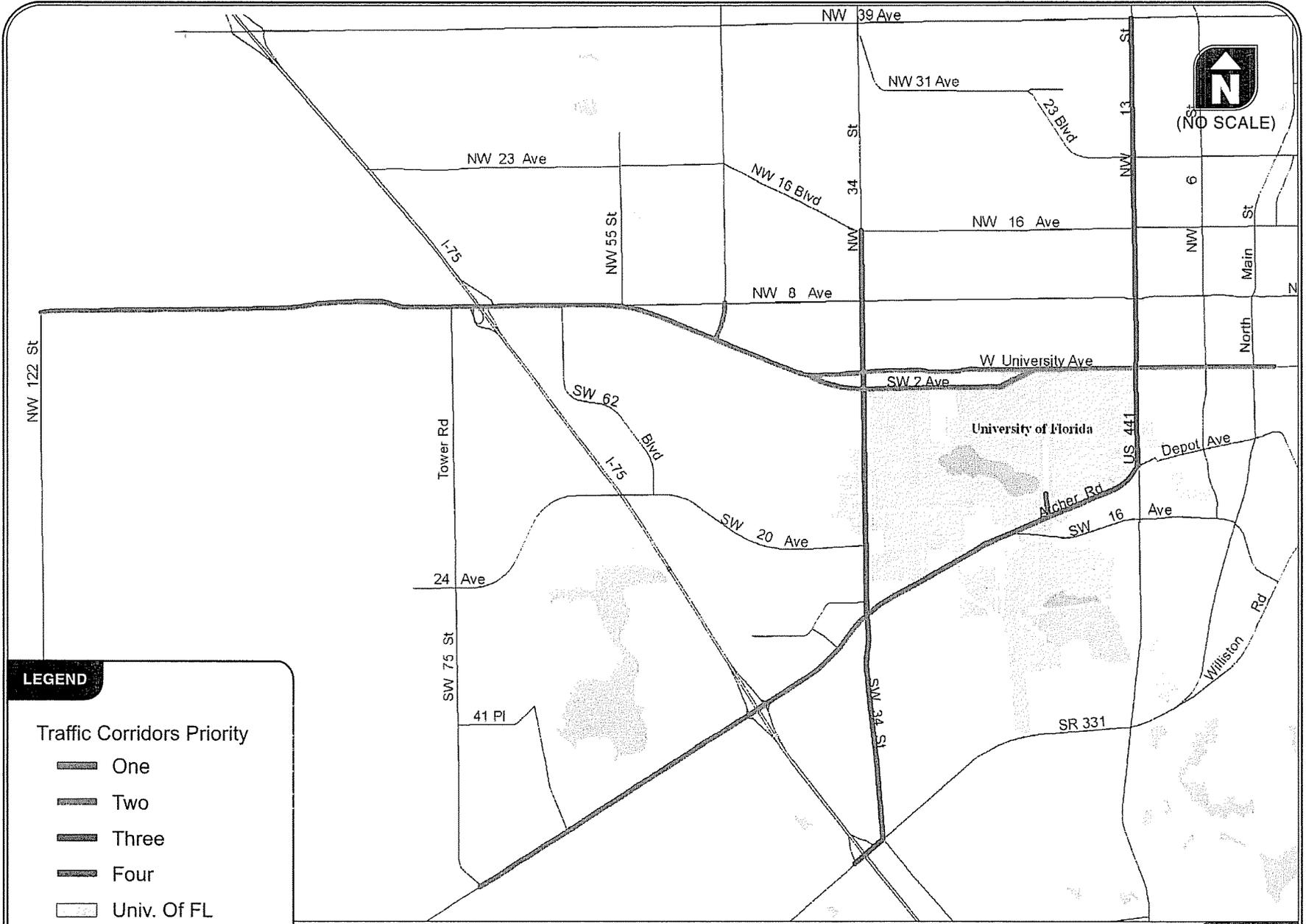
		Priority I	Priority II	Priority III	Priority IV	
Item	Initial System Costs	U.S. 441 - Downtown Alachua (5 int)	City of Hawthorne (2 intersections)	Isolated Locations (8 intersections)	University of Florida Campus (5 intersections)	Totals for 20 Intersections
Controllers & Cabinets	-	\$0	\$24,860	\$76,980	\$49,720	\$151,560
Wireless Commun.	-	\$13,000	\$13,000	\$52,000	\$32,500	\$110,500
Opticom	-	\$9,620	\$0	\$14,430	\$24,050	\$48,100
Cameras	-	\$17,000	\$8,500	\$34,000	\$0	\$59,500
Spare Equipment	-	\$1,331	\$1,668	\$6,271	\$3,689	\$12,958
Construction Costs	-	\$26,620	\$33,360	\$125,410	\$73,770	\$259,160
					Subtotal	\$641,778
						\$64,178
						\$705,956
Soft Costs						
Consultant Services (2)	\$50,000	-	-	-	-	
System Software	\$25,000	-	-	-	-	
Integration (1)	\$25,000					
					Subtotal	\$100,000
Building Costs						
Permanent TMC	\$15,000	-	-	-	Subtotal	\$15,000
Phase IV Total Implementation Costs						\$820,956

**Traffic Management System
Annual Operating Costs**

NOTES	Initial	Phase I	Phase II	Phase III	Phase IV
A. Staffing / Personnel		\$210,000	\$210,000	\$210,000	\$210,000
B. Vehicles	\$35,000	\$5,000	\$5,000	\$5,000	\$5,000
C. Annual maintenance costs:					
a. Software	\$40,000	\$10,000	\$10,000	\$10,000	\$10,000
b. Webhosting		\$1,000	\$1,000	\$1,000	\$1,000
c. Equipment / Repairs*		\$20,000	\$25,000	\$25,000	\$25,000
d. Fiber Maintenance / Repairs*		\$20,000	\$25,000	\$25,000	\$25,000
e. Training and New Technology		\$10,000	\$10,000	\$10,000	\$10,000
f. Major Signal Retiming*		\$20,000	\$20,000	\$20,000	\$20,000
TOTALS:	\$75,000	\$296,000	\$306,000	\$306,000	\$306,000

*Unused funds will be carried to next year

- Notes: 1. Phase II includes incremental annual operating costs for Phase I & II
2. Phase III includes incremental annual operating costs for Phase I, II & III
3. Phase IV includes incremental annual operating costs for Phase I, II, III & IV



LEGEND

Traffic Corridors Priority

- One
- Two
- Three
- Four
- Univ. Of FL
- Gainesville Limits

**Traffic Management System
Phase I Corridors**

FIGURE
4

APPENDIX C

**ALACHUA COUNTY TRAFFIC MANAGEMENT SYSTEM
PROJECT FUNDING AND PHASING PLAN**

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Gainesville / Alachua County Advanced Traffic Management System Regional Project

The City is proposing an \$ 18.2 Million project for a Regional Traffic Management System (TMS). The primary goals of the TMS are to move traffic effectively, facilitate congestion management and assist with incident management. The TMS is an integrated system of advanced windows based state of the art technology. The TMS will have a Regional Impact on the entire Alachua County, including the I-75 Corridor. The partners for this project are: City of Gainesville, Alachua County, Florida Department of Transportation, University of Florida and North Central Florida Regional Planning Council. The Gainesville Urban Area is unique in that it is that home of the University of Florida and Shands Teaching Hospital – both of which are of major significance on a statewide level and generate many out of town and out of state trips on a daily basis.

Key Project Points

- I. The Project will enhance transportation in the Gainesville Urban Area:
 1. Project will enhance emergency services (City and County Fire Rescue Agencies, City Police Department, County Sheriff's Office and Florida Highway Patrol) by providing for better response times.
 2. This project will enhance mass transit by improving headways.
 3. The Traffic Management System will provide for Incident Management, including but not limited too Traffic Crashes, Vehicle Breakdowns, etc., as well as providing for Special Event Management.
 4. The System will provide motorists with real time information on traffic conditions. Motorists can utilize this information to potentially select alternate routes to their destinations.
 5. The System will reduce traffic congestion and vehicular delay. Reducing congestion and delay will have the end result of reducing fuel consumption and vehicle emissions.

- II. It will have a multi-agency benefit with the following participating agencies:
City of Gainesville Public Works Department; Alachua County Public Works Department; Gainesville Fire Rescue Department; Alachua County Fire Rescue Department; Alachua County Department of Emergency Management; Gainesville Police Department; Alachua County Sheriff's Office; Regional Transit System, North Central Florida Regional Planning Council and the University of Florida.

- III. This project has been selected by the Gainesville Metropolitan Transportation Planning Organization (MTPO) as the number 1 transportation project in the Gainesville 2025 Long Range Transportation Plan.

IV. The Community has proven it's commitment to the success of this project through the following funding commitments:

<u>Agency</u>	<u>Commitment</u>	<u>Fair Share</u>
City of Gainesville	\$ 5.0 Million	\$ 3.6 Million
Alachua County	\$ 2.0 Million	\$ 3.3 Million
University of Florida	\$ 3.8 Million	\$ 3.8 Million

The total project estimate is \$ 18.2 Million. The City is seeking \$ 9.1 Million (50% match) in TRIP Funds from the FDOT for this project.

V. This project will provide a link to share traffic data with Marion County to the south and Columbia County to the north along major federal and state routes as well as with State Traffic Management Centers. The major routes that would be impacted are I-75, US 441 & US 301.

VI. The project will be constructed in four phases:

- Phase I - \$ 7.5 Million - Will address corridors that are failing today according to the 2025 Level of Service Report developed by the NCFRPC. These four corridors are also the four state roads that are adjacent to the University of Florida Campus.
- Phase II - \$ 5.8 Million - Will address corridors that are failing in 2025 according to that same Level of Service Report.
- Phase III - \$ 4.1 Million - Will address remaining corridors in the urban area; and,
- Phase IV - \$ 0.82 Million - Will address all remaining traffic signals along major State and U.S. Highways in Alachua County.

The attached list details the corridors that will be addressed in each phase. The upgrades that are being implemented are:

- Replacement of DOS based traffic signal controllers (80's technology) at each intersection;
- Replacement of the single task traffic signal system software that is written in basic and running on DOS based computers to a multi-tasking windows-based traffic management software package;
- Placing emergency pre-emption at each intersection. This will also provide the ability for low-priority transit pre-emption.
- Install traffic monitoring cameras at critical intersections. This will allow system operators to address traffic signal timing issues along a corridor as opposed to an intersection by intersection basis. It will also provide for congestion management and incident management.
- Provide real time traffic to residents on the internet.

- Provide for variable message signs and dynamic message signs. When these are added, they will provide real time information to motorists already on the road.
- The project does NOT include the replacement of the traffic signal structures.

To conclude, construction of the TMS would have an immediate impact on addressing traffic congestion, delay, emergency services and incident management in the City of Gainesville / Alachua County Area.

DRAFT

Traffic Management System			
Phase I Traffic Signals			
Priority I - Archer Road			
S.W. 13th Street to S.W. 75th Street			
Road 1		Road 2	Comments
Archer Road	@	13th Street	In Priority IV
Archer Road	@	Newell Drive	
Archer Road	@	16th Street	
Archer Road	@	18th Street	
Archer Road	@	Gale Lemerand	
Archer Road	@	16th Avenue	
Archer Road	@	23rd Drive	
Archer Road	@	23rd Terrace	
Archer Road	@	34th Street	
Archer Road	@	35th Boulevard	
Archer Road	@	37th Street	
Archer Road	@	40th Boulevard	
Archer Road	@	I-75 East	FDOT Project
Archer Road	@	I-75 West	
Archer Road	@	Fred Bear Drive	
Archer Road	@	63rd Boulevard	
Archer Road	@	75th Street	
Total Intersections:	17		
Priority II - University Avenue / Newberry Road			
Downtown to West 122nd Street			
E. University Avenue	@	3rd Street	
E. University Avenue	@	1st Street	
W. University Avenue	@	1st Street	
W. University Avenue	@	2nd Street	
W. University Avenue	@	3rd Street	
W. University Avenue	@	6th Street	
S.W. 2nd Avenue	@	6th Street	
W. University Avenue	@	8th Street	
W. University Avenue	@	10th Street	
W. University Avenue	@	12th Street	
W. University Avenue	@	13th Street	
W. University Avenue	@	15th Street	
W. University Avenue	@	17th Street	
W. University Avenue	@	18th Street	
W. University Avenue	@	Gale Lemerand	S.R. 26 / 26A Project
W. University Avenue	@	21st Terrace	S.R. 26 / 26A Project

W. University Avenue	@	22nd Street	S.R. 26 / 26A Project
S.W. 2nd Avenue	@	25th Street	S.R. 26 / 26A Project
W. University Avenue	@	34th Street	
S.W. 2nd Avenue	@	34th Street	S.R. 26 / 26A Project
W. University Avenue	@	36th Street	
S.W. 2nd Avenue	@	36th Street	S.R. 26 / 26A Project
W. University Avenue	@	2nd Avenue	S.R. 26 / 26A Project
Newberry Road	@	38th Street	S.R. 26 / 26A Project
Newberry Road	@	39th Road	S.R. 26 / 26A Project
Newberry Road	@	43rd Street	
N.W. 8th Avenue	@	43rd Street	
Newberry Road	@	49th Road	Proposed signal at GHFC
Newberry Road	@	8th Avenue	
Newberry Road	@	55th Street	
Newberry Road	@	57th Street	
Newberry Road	@	60th Street	
Newberry Road	@	62nd Street	
Newberry Road	@	66th Street	
Newberry Road	@	Oaks Mall West	
Newberry Road	@	69th Terrace	
Newberry Road	@	I-75 East	
Newberry Road	@	I-75 West	
Newberry Road	@	75th Street	
Newberry Road	@	76th Boulevard	
Newberry Road	@	Ft. Clarke Blvd.	
Newberry Road	@	91st Street	
Newberry Road	@	98th Street	
Newberry Road	@	122nd Street	
Intersections:	44		
Priority III - N.W. / S.W. 34th Street N.W. 16th Avenue to Williston Road			
N.W. 34th Street	@	16th Avenue	
N.W. 34th Street	@	8th Avenue	
W. 34th Street	@	W. University Ave.	In Priority II above
S.W. 34th Street	@	2nd Avenue	In Priority II above
S.W. 34th Street	@	Radio Road	
S.W. 34th Street	@	Hull Road	
S.W. 34th Street	@	20th Avenue	
S.W. 34th Street	@	Windmeadows Blvd.	
S.W. 34th Street	@	Archer Road	In Priority I above
S.W. 34th Street	@	35th Place	
S.W. 34th Street	@	39th Boulevard	

S.W. 34th Street	@	42nd Place	
S.W. 34th Street	@	47th Avenue	
S.W. 34th Street	@	Williston Road	
Williston Road	@	I-75 East	
Williston Road	@	I-75 West	
Intersections:	16		
Priority IV - N.W. / S.W. 13th Street N.W. 10th Avenue to Archer Road			
N.W. 13th Street	@	N.W. 10th Avenue	
N.W. 13th Street	@	N.W. 7th Avenue	
N.W. 13th Street	@	N.W. 5th Avenue	
N.W. 13th Street	@	N.W. 3rd Avenue	
N.W. 13th Street	@	W. University Ave.	
S.W. 13th Street	@	S.W. 2nd Avenue	
S.W. 13th Street	@	S.W. 4th Avenue	
S.W. 13th Street	@	S.W. 5th Avenue	
S.W. 13th Street	@	S.W. 8th Avenue	
S.W. 13th Street	@	S.W. 9th Avenue	
S.W. 13th Street	@	Archer Road	
Intersections:	11		

Traffic Management System			
Phase II Traffic Signal Locations			
Priority I - N.W. 43rd Street N.W. 8th Avenue to Talbot Elementary			
Road 1		Road 2	Comments
NW 43rd Street	@	8th Avenue	In Phase I
NW 43rd Street	@	23rd Avenue	
NW 43rd Street	@	25th Place	
NW 43rd Street	@	28th Lane	
NW 43rd Street	@	39th Avenue	
NW 43rd Street	@	53rd Avenue	
NW 23rd Avenue	@	51st Street	
NW 23rd Avenue	@	55th Street	
NW 27th Avenue	@	51st Street	
NW 16th Boulevard	@	41st Place	
NW 53rd Avenue	@	37th Street	
Total Intersections:	11		
Priority II - N.W. 13th Street N.W. 39th Avenue to N.W. 23rd Street			
NW 13th Street	@	39th Avenue	FDOT Project
NW 13th Street	@	53rd Avenue	
NW 13th Street	@	34th Street	
NW 13th Street	@	23rd Street	
NW 34th Street	@	67th Place	
Total Intersections:	5		
Priority III - S.W. 13th Street Archer Road to Williston Road			
SW 13th Street	@	Archer Road	In Phase I
SW 13th Street	@	16th Avenue	
SW 13th Street	@	14th Drive	
SW 13th Street	@	Williston Road	
Total Intersections:	4		
Priority IV - North 39th Avenue N.W. 98th Street to Waldo Road			
NW 39th Avenue	@	98th Street	
NW 39th Avenue	@	I-75 West	
NW 39th Avenue	@	I-75 East	
NW 39th Avenue	@	92nd Court	
NW 39th Avenue	@	91st Street	
NW 39th Avenue	@	83rd Street	
NW 39th Avenue	@	51st Street	

NW 39th Avenue	@	43rd Street	In Phase II - Priority I
NW 39th Avenue	@	34th Street	
NW 34th Street	@	31st Boulevard	
NW 39th Avenue	@	29th Terrace	
NW 39th Avenue	@	24th Boulevard	
NW 39th Avenue	@	19th Street	
NW 39th Avenue	@	13th Street	FDOT Project
NW 39th Avenue	@	6th Street	FDOT Project
NE 39th Avenue	@	2nd Street	
NE 39th Avenue	@	N. Main Street	
NE 39th Avenue	@	15th Street	
NE 39th Avenue	@	Waldo Road	FDOT Project
Intersections:	19		
Priority V - N.W. 83rd Street N.W. 23rd Avenue to N.W. 39th Avenue			
NW 83rd Street	@	39th Avenue	In Phase II - Priority IV
NW 83rd Street	@	North Road	
NW 83rd Street	@	South Road	
NW 83rd Street	@	23rd Avenue	
NW 23rd Avenue	@	Ft. Clarke Blvd.	
NW 23rd Avenue	@	98th Street	
Intersections:	6		
Priority VI - Main Street South 5th Avenue to North 23rd Avenue			
S. Main Street	@	5th Avenue	FDOT Project
S. Main Street	@	4th Avenue	FDOT Project
S. Main Street	@	2nd Avenue	FDOT Project
Main Street	@	University Avenue	FDOT Project
N. Main Street	@	1st Avenue	FDOT Project
N. Main Street	@	2nd Avenue	FDOT Project
N. Main Street	@	4th Avenue	FDOT Project
N. Main Street	@	8th Avenue	FDOT Project
N. Main Street	@	10th Avenue	
N. Main Street	@	16th Avenue	
N. Main Street	@	23rd Avenue	
Intersections:	11		
Priority VII - N.W. 34th Street N.W. 16th Avenue to N.W. 13th Street			
NW 34th Street	@	16th Avenue	In Phase I
NW 34th Street	@	31st Boulevard	In Phase II - Priority IV
NW 34th Street	@	39th Avenue	In Phase II - Priority IV

NW 34th Street	@	53rd Avenue	
NW 34th Street	@	13th Street	In Phase II - Priority II
Intersections:	5		
Priority VIII - Williston Road S.W. 13th Street to S.W. 34th Street			
Williston Road	@	13th Street	In Phase II - Priority III
Williston Road	@	23rd Terrace	
Williston Road	@	34th Street	In Phase I
Intersections:	3		

Traffic Management System			
Phase III Traffic Signal Locations			
Priority I - Waldo Road / Williston Road N.E. 53rd Avenue to S.E. 7th Avenue			
Road 1		Road 2	Comments
Waldo Road	@	53rd Avenue	FDOT Project
Waldo Road	@	49th Avenue	FDOT Project
Waldo Road	@	39th Avenue	FDOT Project
Waldo Road	@	23rd Avenue	FDOT Project
Waldo Road	@	16th Avenue	FDOT Project
Waldo Road	@	8th Avenue	FDOT Project
Waldo Road	@	University Avenue	
Williston Road	@	2nd Avenue	
Williston Road	@	4th Avenue	
Williston Road	@	7th Avenue	
Total Intersections:	10		
Priority II - S.W. 16th Avenue Archer Road to Williston Road			
SW 16th Avenue	@	Archer Road	In Phase I
SW 16th Avenue	@	Shealy Drive	
SW 16th Avenue	@	VA Hospital	
SW 16th Avenue	@	13th Street	
SW 16th Avenue	@	6th Street	
SW 16th Avenue	@	Main Street	
SE 16th Avenue	@	Williston Road	
Total Intersections:	7		
Priority III - East University Avenue East 3rd Street to East 25th Street			
E. University Avenue	@	3rd Street	In Phase I
E. University Avenue	@	7th Street	
E. University Avenue	@	9th Street	
E. University Avenue	@	Williston Road	In Phase III - Priority I
E. University Avenue	@	Hawthorne Road	
E. University Avenue	@	15th Street	
E. University Avenue	@	25th Street	
Total Intersections:	7		
Priority IV - Hawthorne Road East University Avenue to S.E. 43rd Street			
Hawthorne Road	@	University Avenue	In Phase III - Priority III
Hawthorne Road	@	15th Street	
Hawthorne Road	@	3rd Avenue	

Hawthorne Road	@	24th Street	
Hawthorne Road	@	27th Street	
Hawthorne Road	@	43rd Street	
Total Intersections:	6		
Priority V - N.W. 6th Street West University Avenue to N.W. 39th Avenue			
NW 6th Street	@	W. University Avenue	In Phase I
NW 6th Street	@	5th Avenue	
NW 6th Street	@	8th Avenue	
NW 6th Street	@	10th Avenue	
NW 6th Street	@	16th Avenue	
NW 6th Street	@	23rd Avenue	
NW 6th Street	@	39th Avenue	In Phase II
NW 8th Avenue	@	10th Street	
NW 16th Avenue	@	2nd Street	
NW 23rd Avenue	@	2nd Street	
NW 23rd Avenue	@	13th Street	In Phase II
Intersections:	11		
Priority VI - S.W. 20th Avenue S.W. 34th Street to S.W. 75th Street			
SW 20th Avenue	@	34th Street	In Phase I
SW 20th Avenue	@	43rd Street	
SW 20th Avenue	@	62nd Boulevard	
SW 24th Avenue	@	75th Street	
NW 62nd Street	@	1st Place	
NW 62nd Street	@	Newberry Road	In Phase I
Intersections:	6		
Priority VII - Isolated Intersections Wireless Access			
NW 43rd Street	@	US 441	
NW 16th Avenue	@	22nd Street	
NW 8th Avenue	@	22nd Street	City Project
NW 8th Avenue	@	18th Terrace	City Project
SE 3rd Avenue	@	15th Street	
NE 23rd Avenue	@	15th Street	
NE 8th Avenue	@	7th Street	
SE 3rd Avenue	@	4th Avenue	
NE 16th Avenue	@	9th Street	
Intersections:	9		

Traffic Management System			
Phase IV Traffic Signal Locations			
Priority I - U.S. 441 in Alachua			
From Downtown to SFHS			
Road 1		Road 2	Comments
US 441	@	S.R. 235	FDOT Project
US 441	@	Main Street	FDOT Project
US 441	@	I-75 (E)	FDOT Project
US 441	@	I-75 (W)	FDOT Project
US 441	@	NW 173rd Street	FDOT Project
Total Intersections:	5		
Priority II - S.R. 20 & U.S. 301			
In Hawthorne			
SR 20	@	SW 211th Street	
SR 20	@	US 301	
Total Intersections:	2		
Priority III - Isolated Intersections			
Wireless Access			
U.S. 301	@	S.R. 26	
U.S. 301	@	NE 177th Avenue	
S.R. 20	@	C.R. 236	
U.S. 441	@	C.R. 236	
Newberry Road	@	170th Street	
Newberry Road	@	U.S. 41	
Archer Road	@	U.S. 41	
Total Intersections:	7		
Priority IV - University of Florida Campus			
Gale Lemerand Dr.	@	Stadium Road	
Gale Lemerand Dr.	@	Museum Road	
Center Drive	@	Museum Road	
Newell Drive	@	Museum Road	
Gale Lemerand Dr.	@	Mowry Road	In Phase I
Total Intersections:	5		

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