

Supplemental Data and Analysis for CPA 06-10

Urban Service Area - Public Facilities Level of Service Analysis

August 11, 2010

INTRODUCTION

This document provides supplemental data and analysis for CPA 06-10, an amendment to the Alachua County Comprehensive Plan to establish an Urban Service Area as provided in Section 163.3164(29), Florida Statutes, and a related Transportation Concurrency Exception Area for the Urban Service Area pursuant to Section 163.3180(5)(b)3.c., Florida Statutes.

Section 163.3164 (29), F.S. provides that:

"Urban service area" means built-up areas where public facilities and services, including, but not limited to, central water and sewer capacity and roads, are already in place or are committed in the first 3 years of the capital improvement schedule. In addition, for counties that qualify as dense urban land areas under subsection (34), the non-rural area of a county which has adopted into the county charter a rural area designation or areas identified in the comprehensive plan as urban service areas or urban growth boundaries on or before July 1, 2009, are also urban service areas under this definition.

Section 163.3180(5)(b)3.c. further provides that

A county that does not qualify as a dense urban land area pursuant to s. 163.3164 may designate in its local comprehensive plan the following areas as transportation concurrency exception areas:

.....

c. Urban service areas as defined in s. 163.3164.

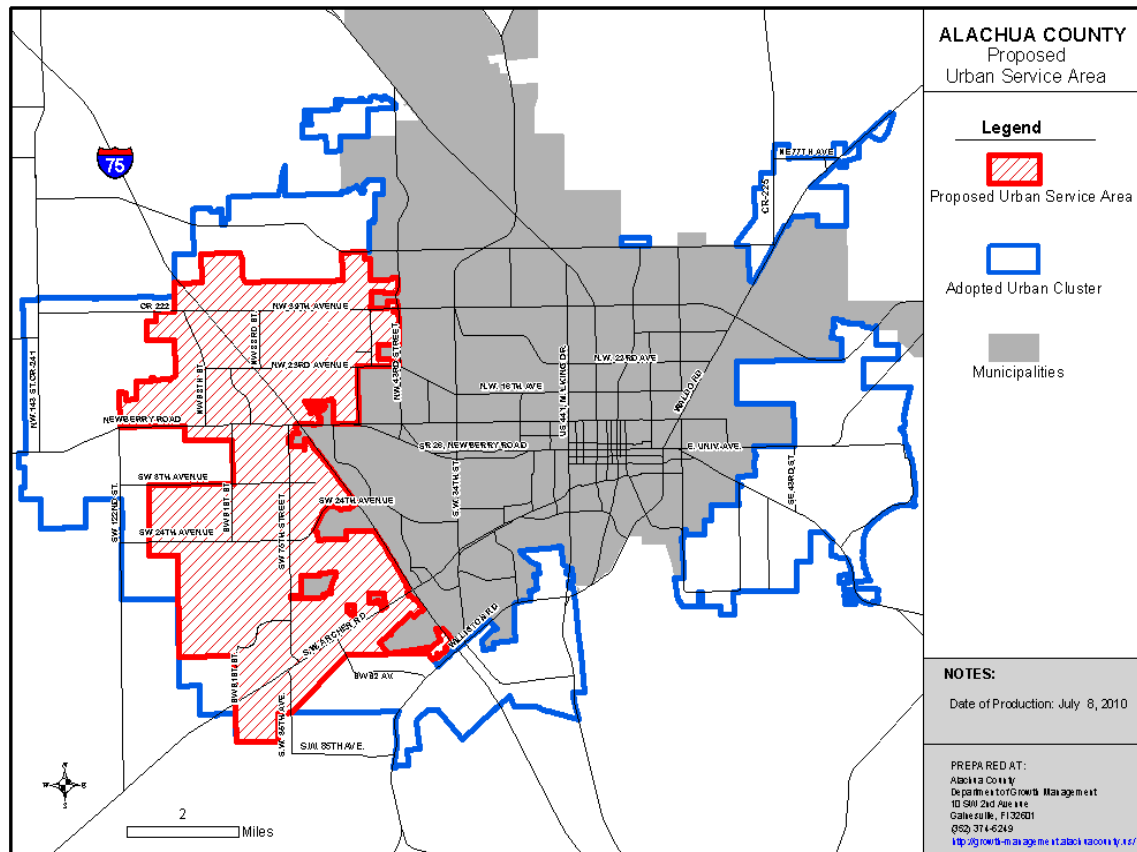
This report is intended to demonstrate that the proposed Urban Service Area for unincorporated Alachua County meets the criteria for a "built up" area and has public facilities and services in place or committed within the first three years of the capital improvement schedule to serve the proposed Urban Service Area.

PROPOSED URBAN SERVICE AREA DESCRIPTION

The proposed Urban Service Area (USA) for unincorporated Alachua County is approximately 16,195 acres, and is shown on Map 1 below. It is located within the County's adopted Urban Cluster, which is identified in the Alachua County Comprehensive Plan as the area where unincorporated urban growth and related public services and facilities should be directed. The Urban Cluster contains approximately 37,000 acres, and there have been few modifications to its boundary since it was initially adopted in 1991.

The proposed USA is adjacent to the City of Gainesville and is within Gainesville's annexation Reserve Area. The designation of the USA with related polices is intended to promote higher density and intensity mixed use development, including Transit Oriented Development and Traditional Neighborhood Development within the most urbanized areas of unincorporated Alachua County. It is also intended to encourage redevelopment and infill of undeveloped parcels within this subset of the Urban Cluster.

Map 1. Alachua County Proposed Urban Service Area Boundary

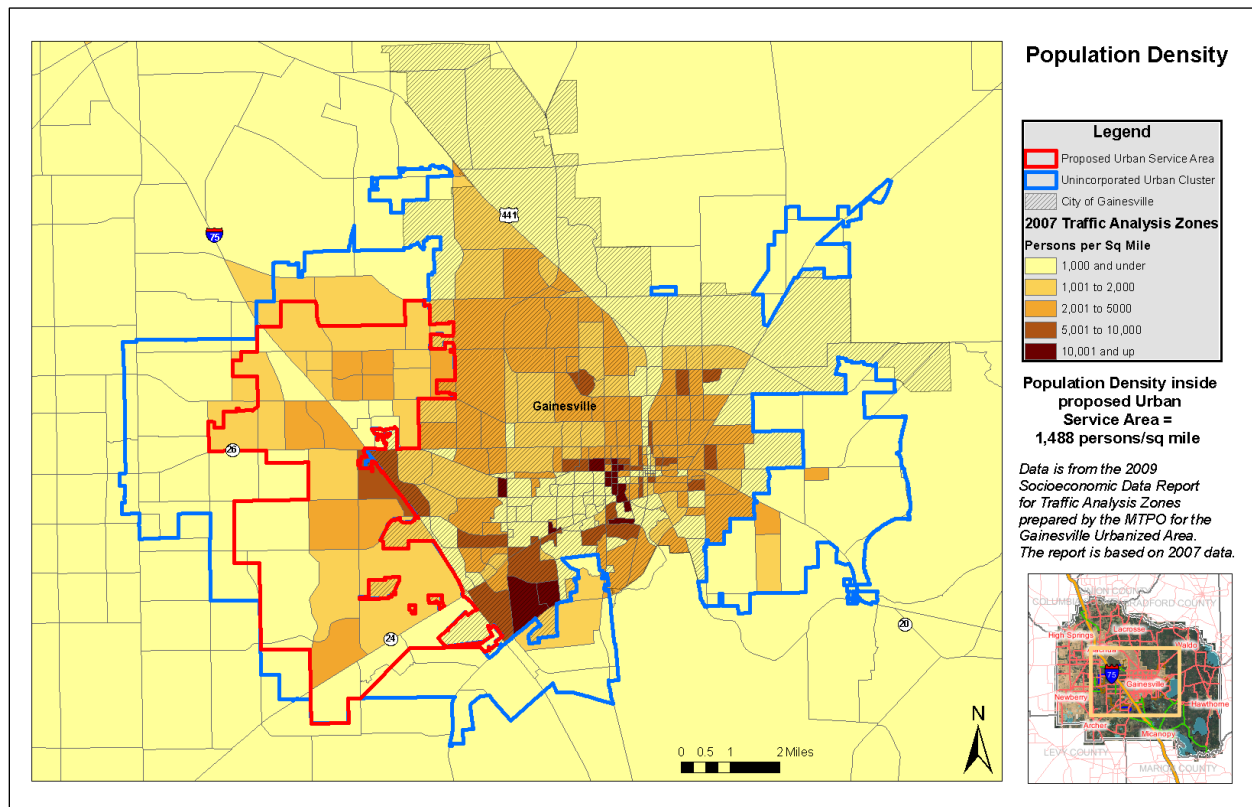


Population Density

Maps 2 and 3 show the population and employment densities within and surrounding the proposed Urban Service Area. The data for these maps are from the 2009 Socioeconomic Data Report for Traffic Analysis Zones (TAZ) prepared by the Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area. The data is based on individual TAZs.

Map 2 shows ranges of population density within the Urban Cluster, including the proposed USA and City of Gainesville. The darker colored areas represent higher population density, while the lighter colored areas represent lower density. As the map shows, the areas within the USA generally have similar densities to the adjacent areas within the City of Gainesville. The proposed unincorporated Urban Service Area has an overall population density of 1,488 persons per square mile. Most of the individual TAZs have population density in excess of 1,000 persons per square mile, and many TAZs exceed 2,000 persons per square mile.

Map 2. Population Density for Alachua County Proposed Urban Service Area

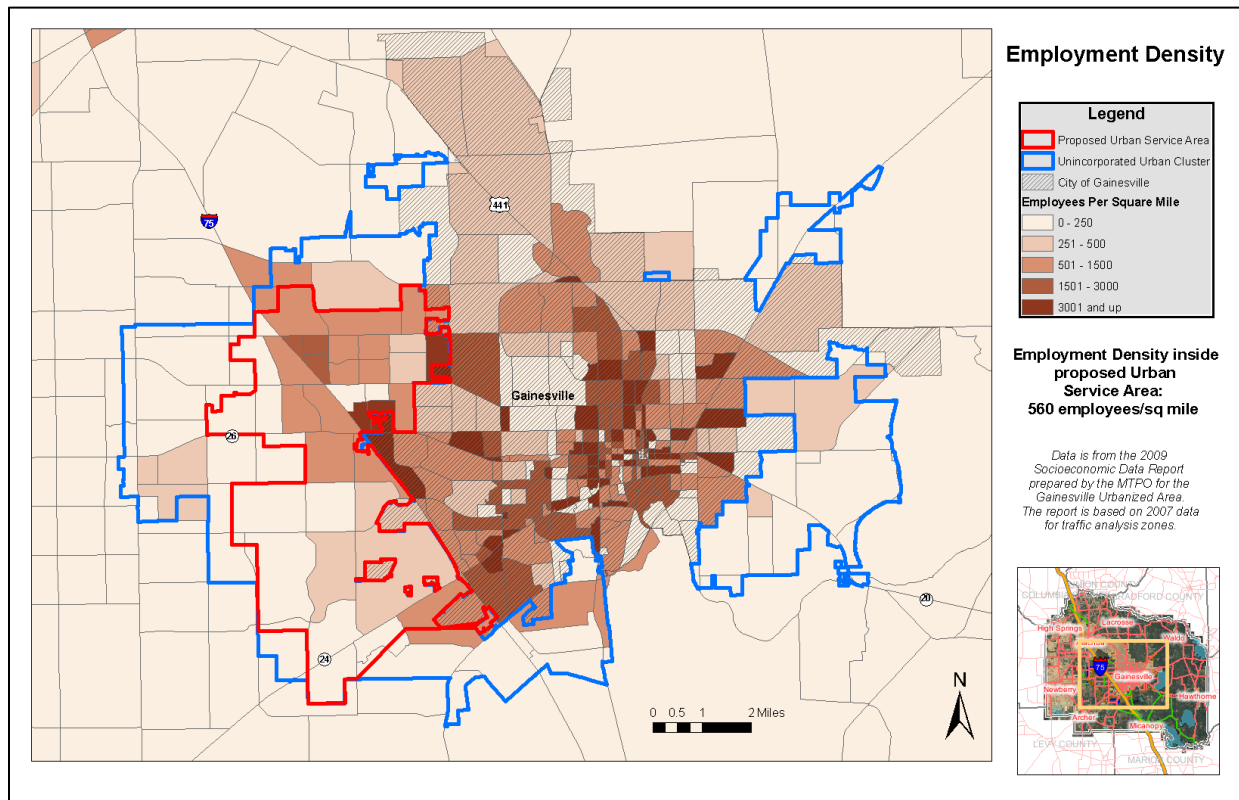


Some of the TAZs shown on Map 2 which have population densities of 1,000 persons per square mile and under are areas which also contain concentrations of employment and non-residential development. Several of the TAZs in the western part of the USA near the Interstate-75 interchanges fall into this category.

Employment Density

Map 3 shows ranges of employment density within the Urban Cluster, including the proposed unincorporated USA and City of Gainesville. Employment density is a general indicator of the location of non-residential concentrations. The unincorporated USA area has an overall employment density of 560 employees per square mile. Many of the individual TAZs within the USA have employment densities of greater than 250 employees per square mile. There are employment concentrations in the unincorporated areas near the Interstate-75 interchanges with Newberry Road, Archer Road, and NW 39th Avenue. Employment is also concentrated on the west and east sides of Interstate-75, in both the unincorporated area and the City of Gainesville. These areas are included within the proposed USA.

Map 3. Employment Density for Alachua County Proposed Urban Service Area



Development Patterns (Analysis of -Built-Up Areas)

An analysis of the development characteristics of the proposed USA was conducted to determine how much of the area is “built up”, and where the undeveloped areas are located. The “present land use” code from the Alachua County Property Appraiser’s database was used to determine whether a property was developed or undeveloped. For purposes of this analysis, any existing platted lots less than 10 acres in size within subdivisions were considered to be developed areas.

Table 1 provides summary data on the development characteristics of the proposed USA. The table corresponds to the information on Map 4. Approximately 14,356 acres, or 89% of the land in the proposed USA, is comprised of developed parcels, existing roads, institutional properties, or conservation areas which cannot be developed. There is 1,839 acres, or 11% of the land in the proposed USA, which is undeveloped and is designated for urban levels of development under the Alachua County Comprehensive Plan.

Table 1. Development Characteristics for Alachua County Proposed Urban Service Area

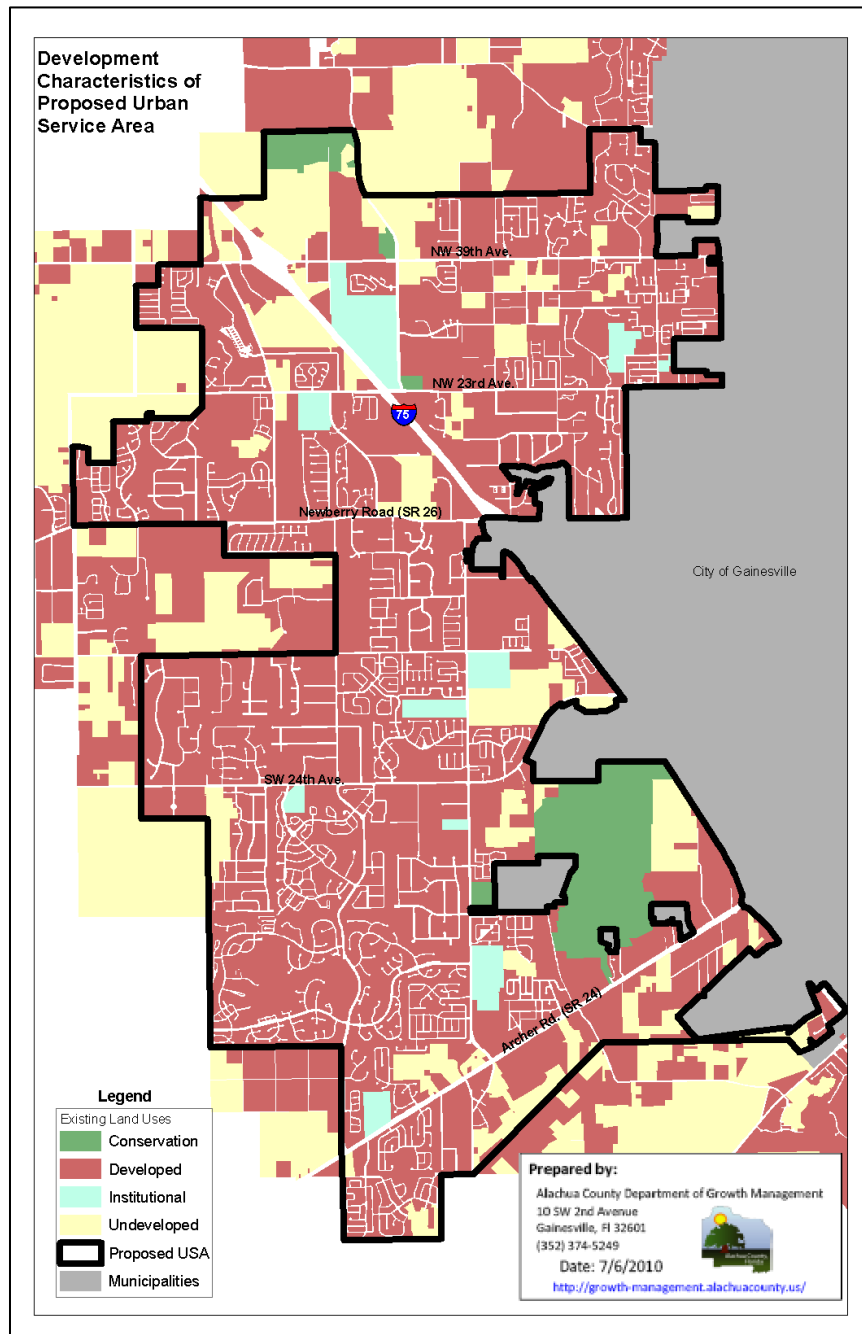
	Acres
Total Acreage of Proposed USA	16,195
Developed Parcels	10,935
Roads	2,060
Conservation Areas	843
Institutional	518
Undeveloped Parcels	1,839

Map 4 shows the geographic location of the developed (or “built-up”) and undeveloped areas within the proposed USA. The undeveloped portions of the proposed USA are scattered throughout the area, and in most cases, are surrounded by existing developed areas. There are relatively few large contiguous undeveloped areas within the proposed USA. Most of the ones that exist have either received development approvals but are not yet built, or they are currently in the review process for Comprehensive Plan amendments. These properties are included as undeveloped areas, but the County expects that they will develop during the current planning horizon of the Comprehensive Plan.

The areas on the map labeled as Public Institutional correspond to the Institutional Future Land Use designation. These areas are owned by public entities and contain land uses such as schools, colleges, or utility facilities which are not available for future private development. The

areas on the map labeled as Park/Conservation include those areas designated on the Future Land Use Map as Preservation, Conservation, and Recreation. These areas are used for land conservation or recreational facilities, and are not available for residential or commercial development.

Map 4. Development Characteristics of Proposed Urban Service Area



Facilities and Services Analysis

The Alachua County Comprehensive Plan contains Level of Service (LOS) standards for public facilities that are subject to concurrency, including transportation, potable water, sanitary sewer, stormwater management, solid waste, recreation, and public school facilities. The following sections discuss the adopted Level of Service standards for each type of facility or service, the demand for facilities and services, and the County’s capacity to achieve the adopted standards.

Population Projections

Population projections provide a basis for evaluating Level of Service standards and determining future public facility demands. Alachua County uses the “Medium” population projections for counties published annually by the University of Florida’s Bureau of Economic and Business Research (BEBR). Table 2 shows the “Medium” population projections for Alachua County as provided in Florida Population Studies, Projections of Florida Population by County, 2009-2035, Volume 43, Bulletin 156, March, 2010. Table 2 also provides unincorporated population projections through 2035 using a constant share methodology.

Table 2. Population Projections, 2008 – 2030

YEAR	Countywide Population	Annualized Change	Unincorporated Population*	Annualized Change
2000	217,955		104,910*	
2009	256,232	4,253	107,260*	261
2010	257,600	1,368	107,934	674
2015	272,400	2,960	114,136	1,240
2020	289,800	3,480	121,426	1,458
2025	306,900	3,420	128,591	1,433
2030	323,400	3,300	135,505	1,383
2035	338,900	3,100	141,999	1,299

2009-2035: BEBR, Florida Population Studies, Projections of Florida Population by County, 2009-2035, Volume 43, Bulletin 156, March 2010.

2000: United States Census

Unincorporated population projections are calculated as a constant (2009) share of the countywide population through 2030.

*Unincorporated population change from 2000 to 2009 was effected by annexation into municipalities.

Recreation Facilities

The County provides activity-based and resource-based recreation facilities within the unincorporated areas of the County, including the Urban Cluster and the proposed Urban Service Area.

Policy 1.2.4.2.B of the Capital Improvements Element establishes the minimum level of service standards for Recreation facilities in the unincorporated area as follows:

- (1) 0.5 acres of improved activity-based recreation sites per 1,000 persons in the unincorporated area of Alachua County; and
- (2) 5.0 acres of improved resource-based recreation sites per 1,000 persons in the unincorporated area of Alachua County.

The recreation level of service standards are implemented through the County's concurrency management system in accordance with Policy 1.3.2 of the Capital Improvements Element.

The Alachua County Recreation System consists of 181.58 acres of improved activity-based recreation and 692.27 acres of improved resource-based recreation. The inventory of resource-based recreation facilities includes resource based parks as well as improved portions of county-owned land conservation areas purchased through Alachua County Forever program.

The actual level of service achieved for activity-based recreation, as of May 2010, is 1.70 acres of improved acreage per 1,000 persons in the unincorporated area. For resource based recreation, the actual level of service achieved is 6.49 acres of improved sites per 1,000 persons in the unincorporated area. Alachua County currently meets the adopted level of service standards for activity-based (0.5 acres per 1,000 persons) and resource-based recreation (5.0 acres per 1,000 persons).

In addition to County owned and operated facilities which are used for concurrency calculation, there are also recreation facilities owned and/or operated by the City of Gainesville and the State of Florida which are in close proximity to the proposed USA. Map 6 shows the locations of existing recreation facilities which are owned and/or operated by Alachua County as well as the State of Florida and City of Gainesville. Only those recreation facilities owned and operated by Alachua County are used in the calculation of recreation level of service for concurrency purposes in accordance with the Alachua County Comprehensive Plan.

Map 6. Recreation Facilities Proximate to Proposed Urban Services Area

Map depicts County, State, and City recreation facilities which are near the proposed Urban Services Area. Only County facilities are used in recreation level of service calculations for concurrency.

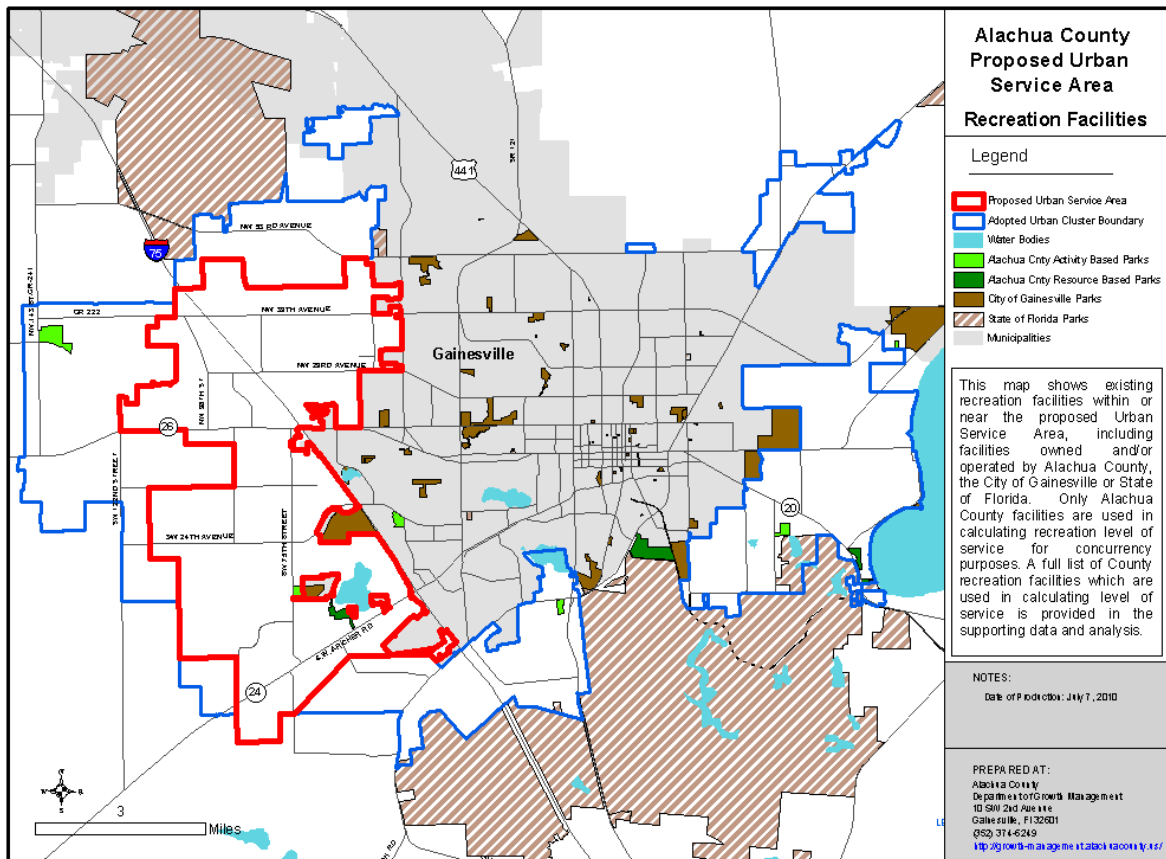


Table 3, entitled Alachua County Parks Level of Service Projections, 2007 - 2014 provides a tabular inventory of the acreage of existing and planned improved recreation sites, and the actual level of service achieved relative to unincorporated population projections through 2014. This table provides the acreage of existing improved recreation sites and planned recreation improvements that are included in the proposed 5-Year Capital Improvements Program Schedule. The data indicates that the actual level of service achieved for recreation facilities in the unincorporated area in the Year 2014 will be 1.64 improved acres per 1,000 persons for activity-based recreation facilities, and 15.21 improved acres per 1,000 persons for resource-based recreation facilities.

During the 5-year period from 2010 through 2014, several capital improvement projects have been identified in the Capital Improvements Program Schedule to maintain or improve the level of service provided for activity-based and resource-based recreation in Alachua County. The project descriptions, costs, and funding sources for the planned recreation capital improvement

projects are provided in the adopted Recreation Facilities 5-Year Schedule of Capital Improvements, FY 2010 – FY 2014 (see Table 4).

Based on population projections for the unincorporated area, and with the addition of the recreation capital improvement projects identified in the proposed 5-Year Schedule of Improvements, Alachua County will continue to meet the adopted level of service standards for recreation through 2014.

Table 3. Alachua County Recreation Facilities Level of Service Projections, 2007 - 2014

YEAR	LEVEL OF SERVICE (0.1 Active & 1.0 Resource Based Developed Acres per 1000 Unincorporated Population)									
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
UNINCORPORATED POPULATION	103,217	105,051	107,834	106,596	107,710	108,944	110,117	111,291		
PARK	DEVELOPED ACRES	PERCENT DEVELOPED	DEVELOPED ACRES	PERCENT DEVELOPED	DEVELOPED ACRES	PERCENT DEVELOPED	DEVELOPED ACRES	PERCENT DEVELOPED	DEVELOPED ACRES	PERCENT DEVELOPED
	ACRES		ACRES		ACRES		ACRES		ACRES	
ACTIVE PARKS										
COPELAND	N	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00
FOREST	C	24.70	100.00%	24.70	100.00%	24.70	100.00%	24.70	100.00%	24.70
GROVE	N	4.00	100.00%	4.00	100.00%	4.00	100.00%	4.00	100.00%	4.00
HOUSTONVILLE	C	89.00	22.90%	20.03	22.90%	78.32	88.00%	78.32	88.00%	78.32
KANAPAH	C	22.87	90.00%	20.66	90.00%	20.66	90.00%	21.89	90.00%	21.89
MONTICHA	N	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00
S.E. 34th STREET	N	27.00	0.00%	13.30	100.00%	27.00	100.00%	27.00	100.00%	27.00
SOUTHERN RIDGE	N	16.80	100.00%	16.80	100.00%	16.80	100.00%	16.80	100.00%	16.80
REGIONAL TRAILS***	NA	30.00	0.00%	0.00	0.00%	0.00	0.00%	14.50	4.80%	28.50
Subtotal Active Parks		774.55	12.43%	106.78	21.53%	174.46	33.44%	181.72	33.59%	182.72
Subtotal Resource Based Parks		44.67	1.05%	57.25	1.38%	118.54	2.68%	1.66	0.37%	1.64
Level of Service Achieved										
ACRES NEEDED										
RESOURCE BASED PARKS										
FELTON OAK	S24	3.74	97.00%	3.75	97.00%	3.75	97.00%	3.75	97.00%	3.75
F.P. POWERS	S24	10.80	100.00%	10.80	100.00%	10.80	100.00%	10.80	100.00%	10.80
HIGH SPRINGS BOAT RAMP	S24	0.25	100.00%	0.25	100.00%	0.25	100.00%	0.25	100.00%	0.25
BURDEN	S24	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00	100.00%	5.00
KANAPAH BOTANICAL GARDENS	S24	40.70	80.00%	50.16	80.00%	50.16	80.00%	50.16	80.00%	50.16
LAKE ALTO	S24	22.33	34.00%	8.04	34.00%	8.04	34.00%	8.04	34.00%	8.04
LAKE HANAPAH	S24	453.37	0.00%	0.00	0.00%	0.00	0.00%	45.34	10.00%	90.67
LOCH COOSA	S24	78.40	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
MACALL	S24	12.08	61.00%	7.37	61.00%	7.37	61.00%	7.37	61.00%	7.37
MILK HAWKINS	S24	0.25	100.00%	0.25	100.00%	0.25	100.00%	0.25	100.00%	0.25
NEESE BOAT RAMP	S24	31.57	12.00%	3.34	21.00%	3.34	21.00%	31.57	100.00%	31.57
PIFFES LINDUS	S24	207.00	100.00%	207.00	100.00%	207.00	100.00%	207.00	100.00%	207.00
SPRING SPRINGS	S24	184.00	87.00%	184.00	87.00%	184.00	87.00%	184.00	87.00%	184.00
SAN FELIX	NA	34.88	100.00%	34.88	100.00%	34.88	100.00%	34.88	100.00%	34.88
SANTA FELICE	S24	24.88	100.00%	24.88	100.00%	24.88	100.00%	24.88	100.00%	24.88
WALDO CANAL - <i>Transfers to Ocala</i>	S24	10.15	100.00%	10.15	100.00%	10.15	100.00%	10.15	100.00%	10.15
WATERLOON POND	S24	12.00	70.00%	8.40	70.00%	8.40	70.00%	8.40	70.00%	8.40
Subtotal Resource Based Parks		1112.06	46.57%	519.36	47.54%	529.31	48.12%	556.56	49.40%	559.84
Level of Service Achieved										
ACRES NEEDED										
ALACHUA COUNTY FOREVER PRESERVATION LAND										
BILL GREEN PRESERVE	NP	1294.21	0.00%	0.00	4.40%	53.87	4.40%	61.11	15.00%	183.83
SWEETWATER PRESERVE	NP	113.56	0.00%	0.00	50.00%	56.78	50.00%	59.07	70.00%	78.49
BAKER HANCOCK PRESERVE	NP	663.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	3.00%	168.99
LAKE ALTO PRESERVE	NP	443.00	0.00%	0.00	0.00%	0.00	0.00%	33.40	5.00%	64.45
PAPER FLATWOODS	NP	644.52	0.00%	0.00	5.00%	32.23	5.00%	37.43	10.00%	77.54
WANDERING	NP	21.00	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
RALE	NP	292.01	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
Subtotal ACF Lands		8547.30	0.00%	142.87	1.74%	148.37	1.82%	155.71	2.00%	529.97
RESOURCE BASED PARKS + ACF LANDS										
Subtotal ACF & Resource Based Parks		9662.36	5.37%	519.36	6.84%	678.67	7.18%	692.27	7.19%	1089.81
Level of Service Achieved										
ACRES NEEDED										
GRAND TOTAL ALL LANDS		10484.91	5.90%	615.54	7.88%	833.13	8.37%	873.85	11.11%	1163.33
Subtotal ACF & Resource Based Parks										
Subtotal ACF & Resource Based Parks		9662.36	5.37%	519.36	6.84%	678.67	7.18%	692.27	7.19%	1089.81
Level of Service Achieved										
ACRES NEEDED										
GRAND TOTAL ALL LANDS		10484.91	5.90%	615.54	7.88%	833.13	8.37%	873.85	11.11%	1163.33

Source: Alachua County Public Works Department, May 2010

***Regional Trails estimate: 80 miles X 60 ft width = 500 acres

* Preliminary Development Plan
** Pending Development of a Management Plan

SU - Special Use Resource Park
R - Regional Park
NA - N/A
C - Community Park

NP - Neighborhood Park
R - Regional Park
NA - N/A
C - Community Park

NP - Neighborhood Park

**Table 4. Alachua County Recreation Facilities Schedule of Capital Improvements,
FY 2010 – 2014**

Adopted in Capital Improvements Element of Alachua County Comprehensive Plan

Activity Based Recreation

Project Name and Description	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	Total Project Cost FY 10-14
	Fiscal Year Funding					
Kanapaha Park <i>Community Center</i>	\$650,000 (WSPP) \$310,000 (PIF) \$854,000 (GF & MSTU)					\$1,814,000
Grove Park <i>Restroom</i>		\$165,980 (GF & MSTU)				\$165,980
Regional Trails <i>(Paved Walking and Biking Trails)</i>			\$205,980 (GF & MSTU) \$50,000 (PIF)	\$145,980 (GF & MSTU) \$50,000 (PIF)	\$365,980 (GF & MSTU) \$50,000 (PIF)	\$867,940
Activity Based Recreation Total						\$2,847,920

Funding Source Key:

STB = Sales Tax Bond
GF = General Fund
DON = Private Donation

PIF = Park Impact Fees
BIF = Boating Improvement Fund Grant
G = Grant

WSPP = Wild Spaces/Public Places Sales Tax
ACF = Alachua County Forever Bond
MSTU = Municipal Services Taxing Unit

Resource-Based Recreation

Project Name and Description	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	Total Project Cost FY 10-14
	Fiscal Year Funding					
Owens-Illinois Park <i>Picnic Area and Shelter</i>	\$64,850 (GF & MSTU)	\$160,000 (GF & MSTU)	\$90,000 (GF & MSTU)	\$50,000 (GF & MSTU)		\$364,850
Poe Springs Park <i>Retaining Wall</i>	\$112,000 (GF & MSTU)					\$112,000
M.K. Rawlings Park <i>Picnic Area and Floating Dock</i>		\$150,000 (GF & MSTU) \$30,000 (BIF)				\$180,000
Santa Fe Lake Park <i>Restroom</i>	\$210,130 (BIF & G)					\$210,130
Lake Alto Park <i>Restroom, floating dock, picnic area, playground, and sports courts</i>			\$160,000 (GF & MSTU) \$60,000 (BIF)	\$230,000 (GF & MSTU)		\$450,000
Lake Kanapaha Park <i>Nature trails, boardwalk, observation tower, picnic area, restroom, interpretive shelter.</i>			\$200,000 (PIF)	\$200,000 (PIF)	\$200,000 (PIF)	\$600,000
Mill Creek Preserve <i>Hammock Trail, overlook, paved ADA trail</i>	Staff Time (N/A) \$2500 (GF)	\$60,000 (G)				\$62,500
Sweetwater Preserve <i>Interpretive materials, kiosk bench, bridge</i>	Staff Time (N/A) \$1000 (GF)	\$100,000 (G)				\$101,000
Barr Hammock Preserve <i>Master plan, boardwalk over canal, site development; trails, boardwalk overlook, entrance feature, pave entrance road, open site to public.</i>		Staff Time (N/A) \$52,500 (G)	\$133,000 (G/ACF) \$250,000 (ACF)	Staff Time (N/A)		\$435,500
Lake Alto Preserve <i>Deck enhancement, boardwalk, develop trail system, entrance feature and open preserve to public</i>	\$50,000 (BIF)	\$105,000 (G/ACF)	\$5,000 (ACF/GF)			\$115,000
Phifer Flatwoods Preserve <i>New trail, geocaches, marsh trail overlook, parking area, interpretive signage</i>	Staff Time (N/A) \$250 (GF)	\$40,000 (G)	\$50,000 (G)			\$90,250
Resource Based Recreation Total						\$2,725,230

Funding Source Key:

STB = Sales Tax Bond
GF = General Fund
DON = Private Donation

PIF = Park Impact Fees
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G = Grant

WSPP = Wild Spaces/Public Places Sales Tax
ACF = Alachua County Forever Bond
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Potable Water and Sanitary Sewer

Gainesville Regional Utilities (GRU), which is owned and operated by the City of Gainesville, provides centralized potable water and sanitary sewer services within a designated service area which includes most of the unincorporated Urban Cluster. All development within the Urban Cluster is required to connect to both centralized potable water and sanitary sewer per Policy 2.1 of the Potable Water and Sanitary Sewer Element of the Alachua County Comprehensive Plan. The requirement to connect to central water and sewer would also apply to any development in the proposed Urban Service Area because it is located fully within the Urban Cluster.

Policy 1.2.4.2.E of the Capital Improvements Element establishes the adopted level of service standards for potable water and sanitary sewer as follows:

Potable Water

Raw water and treatment capacity:	Peak Day
Pumping and distribution capacity:	Peak hour = 1.3 times the peak day
Storage capacity:	One-half of peak day volume in gallons
Minimum pressure:	The system shall be designed for a minimum pressure of 40 psig under forecasted peak hourly demands to assure 20 psig under extreme and unforeseen conditions
Fire demand:	As determined using Insurance Services Organization guidelines

Sanitary Sewerage

Collection System:	1.5 times the peak day
Treatment and Disposal:	Annual average daily flow which allows for anticipated peak hour flow

Municipal Systems- LOS Requirements

GAINESVILLE (GRU)

Potable Water:

Peak Residential: 317 gallons per day per dwelling unit;

Peak Non-residential: Average daily demand multiplied by 1.3 as estimated for plant connection fees.

Sanitary Sewerage:

Peak Day Residential 200 gallons per day per dwelling unit

Peak Day Non-residential: Average daily flow multiplied by 1.15 as estimated for plant connection fees

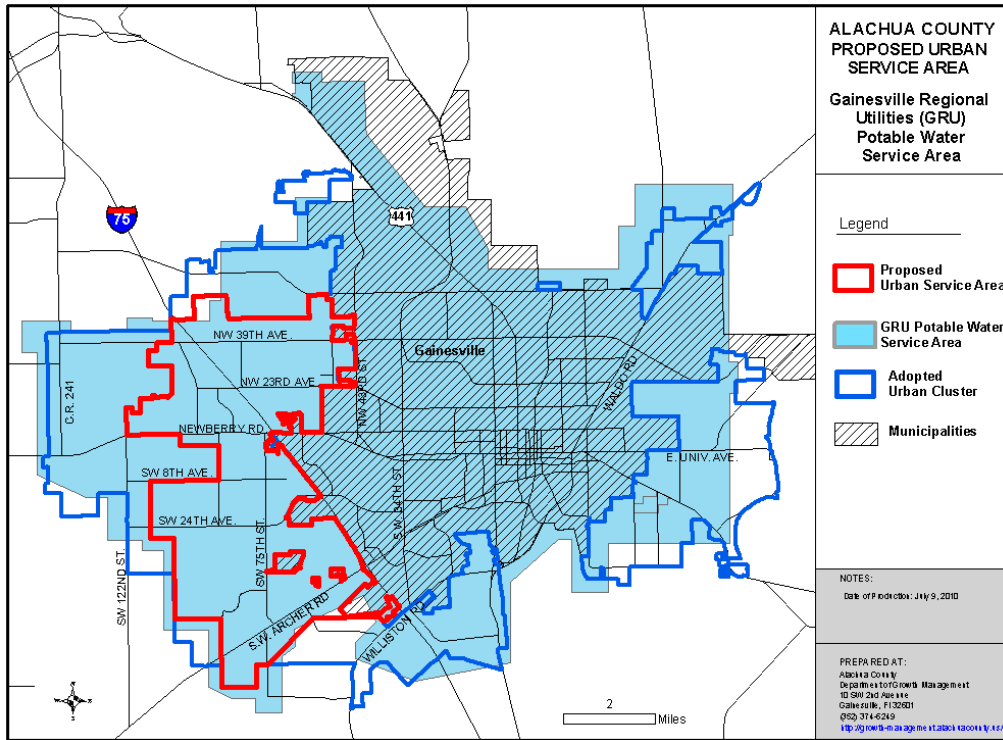
The potable water and sanitary sewer levels of service identified in the Alachua County Comprehensive Plan are tied to the operating capacities and treatment volumes of Gainesville Regional Utilities' potable water and sanitary sewer facilities. The City of Gainesville Comprehensive Plan includes capital projects that are necessary to maintain potable water and sanitary sewer operating capacity for the Gainesville Regional Utilities service area.

GRU operates one potable water treatment plant, the Murphree Water Treatment Facility, which provides service to areas within the City of Gainesville and the portions of the unincorporated area within the Urban Cluster. The Murphree Water Treatment Facility has a maximum design capacity of 54 million gallons per day, for the peak day. The current level of water consumption for the GRU potable water service area is about 26 million gallons per day on average.

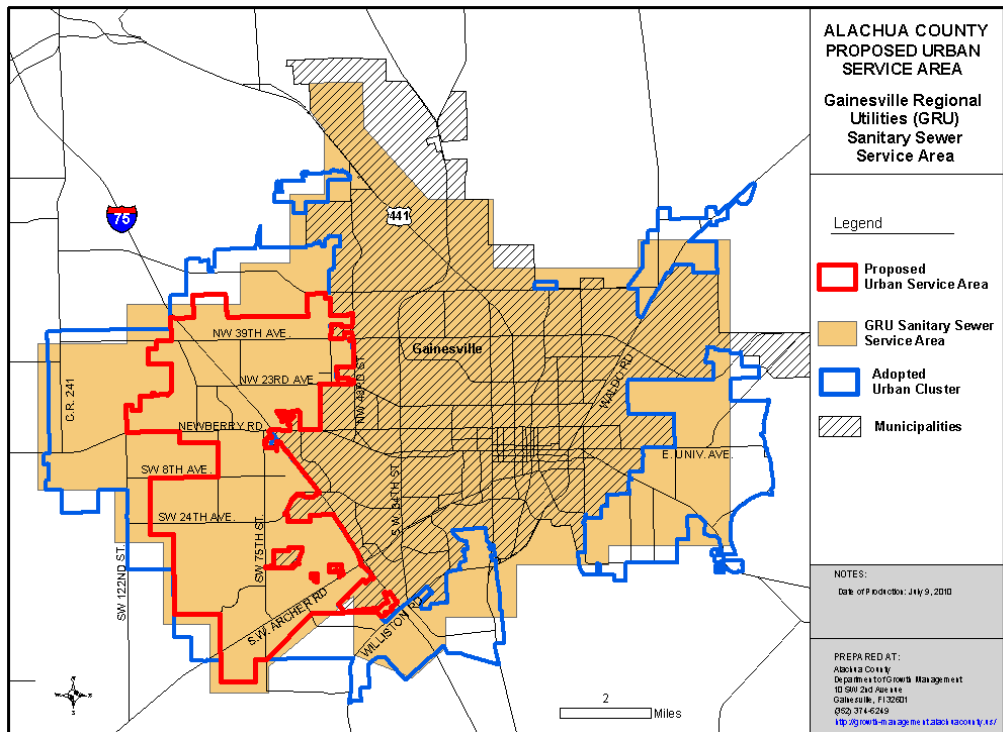
GRU also operates two sewage treatment plants, Kanapaha and Main Street, which provide service to areas within the GRU service area. The Kanapaha Water Reclamation Facility has a design capacity to treat a maximum of 14.9 million gallons per day, average annual daily flow (AADF). The Main Street Water Reclamation Facility has a design capacity to treat a maximum of 7.5 million gallons per day, average annual daily flow. The two facilities have a combined total treatment capacity of 22.4 million gallons per day (mgd), average annual daily flow. The Kanapaha Facility currently treats about 10.24 mgd while the Main Street Facility treats about 5.10 mgd, for a combined total of 15.34 mgd (*Florida Department of Environmental Protection, [2008 Reuse Inventory Database and Annual Report](#), May 2010, Appendix 'L'*).

At this time, the St. Johns River Water Management District (SJRWMD) and Suwannee River Water Management District (SRWMD), in conjunction with GRU, are in the process of assessing the sufficiency of water supplies to accommodate future growth over a 20-year time frame. The SJRWMD has designated a Preliminary Priority Water Resource Caution area, which includes GRU's service area and much of Alachua County. It is anticipated that increased conservation and use of reclaimed water will be needed to ensure the long-term viability of the water supply. The water supply assessment and planning process underway at this time will better define the extent to which conservation and reclaimed water use must be increased.

Map 7. Gainesville Regional Utilities Potable Water Service Area



Map 8. Gainesville Regional Utilities Sanitary Sewer Service Area



Public School Facilities

The Public School Facilities Element (PSFE) was adopted into the Alachua County Comprehensive Plan on June 24, 2008, and became effective on October 3, 2008. Policy 1.2.4.2.F of the Capital Improvements Element provides the adopted level of service standard for public school facilities as follows:

The uniform, district-wide LOS standards shall be 100% of Permanent Program Capacity for elementary, middle and high schools. This LOS standard shall apply to all concurrency service areas (CSA) as adopted in the Public Schools Interlocal Agreement, except on an interim basis for the three elementary school concurrency service areas listed below. The interim LOS standards for these three elementary school concurrency service areas shall be as follows for the periods specified below:

High Springs CSA – 120% of permanent program capacity through 2010-2011;

Newberry CSA – 115% of permanent program capacity through 2010-2011;

West Urban CSA – 115% of permanent program capacity through 2010-2011.

These LOS standards are applied to School Concurrency Service Areas (SCSAs) as specified in the recently adopted Public School Facilities Element.

The project descriptions, costs, and funding sources for planned public school capacity improvement projects for the 5-year period of FY 2010 to 2014 are those provided in the most recent 5-Year Facilities Work Program adopted in October 2009 by the Alachua County School Board. This document represents the best available data which the Florida Department of Education has found in compliance with state requirements.

The Alachua County School District has a current enrollment of 24,374 elementary, middle and high school students, according to the most recent semi-annual School Capacity and Enrollment census published in May 2010 (see Table 5). Existing core facilities have the capacity to serve 29,150 students, and planned improvements are programmed to address the interim Level of Service to achieve the district-wide LOS standard of 100% of Permanent Program Capacity. Alachua County currently meets the adopted level of service standards for public school facilities.

Table 5. Alachua County Public School Capacity vs. Enrollment

**School Board of Alachua County
School Capacity vs. Enrollment**

5/11/2010

Schools	Permanent Adjusted Program Capacity	5/11/10 Enrollment School Yr.	Actual Available Capacity	Actual Utilization Percentage
	A	B	C A - B	D B / A
Hidden Oak	743	856	-113	115.2%
High Springs Comm.	566	598	-32	105.7%
Williams	535	564	-29	105.4%
Littlewood	616	641	-25	104.1%
Talbot	721	711	10	98.6%
Newberry	515	503	12	97.7%
Terwilliger	597	579	18	97.0%
Norton	697	674	23	96.7%
Wiles	724	676	48	93.4%
Idylwild	615	574	41	93.3%
Chiles	761	699	62	91.9%
Foster	498	447	51	89.8%
Finley	489	433	56	88.5%
Glen Springs	475	415	60	87.4%
Lake Forest	476	412	64	86.6%
Duval	492	425	67	86.4%
Irby	595	477	118	80.2%
Waldo	268	207	61	77.2%
Metcalfe	509	389	120	76.4%
Archer	565	422	143	74.7%
Alachua	715	445	270	62.2%
Rawlings	518	317	201	61.2%
Shell	466	184	282	39.5%
Elementary Total	13,156	11,648	1,508	88.5%
Fort Clarke	875	831	44	95.0%
Westwood	1,142	1,002	140	87.7%
Kanapaha	1,079	917	162	85.0%
Oak View	699	581	118	83.1%
High Springs Comm.	454	312	142	68.7%
Bishop	1,108	705	403	63.6%
Lincoln	1,093	678	331	62.0%
Mebane	779	442	337	56.7%
Hawthorne	283	154	129	54.4%
Middle Total	7,512	5,622	1,806	74.8%
Buchholz (95%)	1,970	2,017	-47	102.4%
Gainesville (95%)	1,935	1,719	216	88.8%
Santa Fe (90%)	1,111	977	134	87.9%
Newberry (80%)	620	528	92	85.2%
Eastside (95%)	1,954	1,426	528	73.0%
Hawthorne (90%)	380	219	161	57.6%
Loften * (80%)	512	218	294	42.6%
High Total	8,482	7,104	1,378	83.8%
District Schools Total	29,150	24,374	4,692	
Horizon Center	292	120	172	41.1%
AQ Jones	178	71	107	39.9%
Sidney Lanier	369	122	247	33.1%
Prairie View	575	0	575	0.0%
Other Centers / Areas	0	392		
Centers Total	1,414	705		49.9%
District Total (including Centers)		25,079		

* School of choice - countywide attendance area

Source: School Board of Alachua County

The Public School Facilities Schedule of Capacity Projects provides a schedule projects adopted by the Alachua County School Board that are necessary to serve the existing and projected student enrollment for the 5-year period from FY 2010 to FY 2014. This schedule is also adopted in the Alachua County Comprehensive Plan Capital Improvements Element (see Table 6). During the period of FY 2010 to FY 2014, the capital improvement projects shown in the 5 Year Schedule will be completed, which will affect the level of service for public school facilities by building two new elementary schools and adding classrooms to an existing high school. The data indicates that the actual level of service achieved will meet the adopted Level of Service of 100% of permanent program capacity during the 5 year time frame.

Based on projections for District-wide public school enrollment and with the addition of the planned school construction projects identified in the 5-Year District Facilities Work Program, Alachua County will continue to meet the adopted level of service standards for public school facilities for the 5-year time frame.

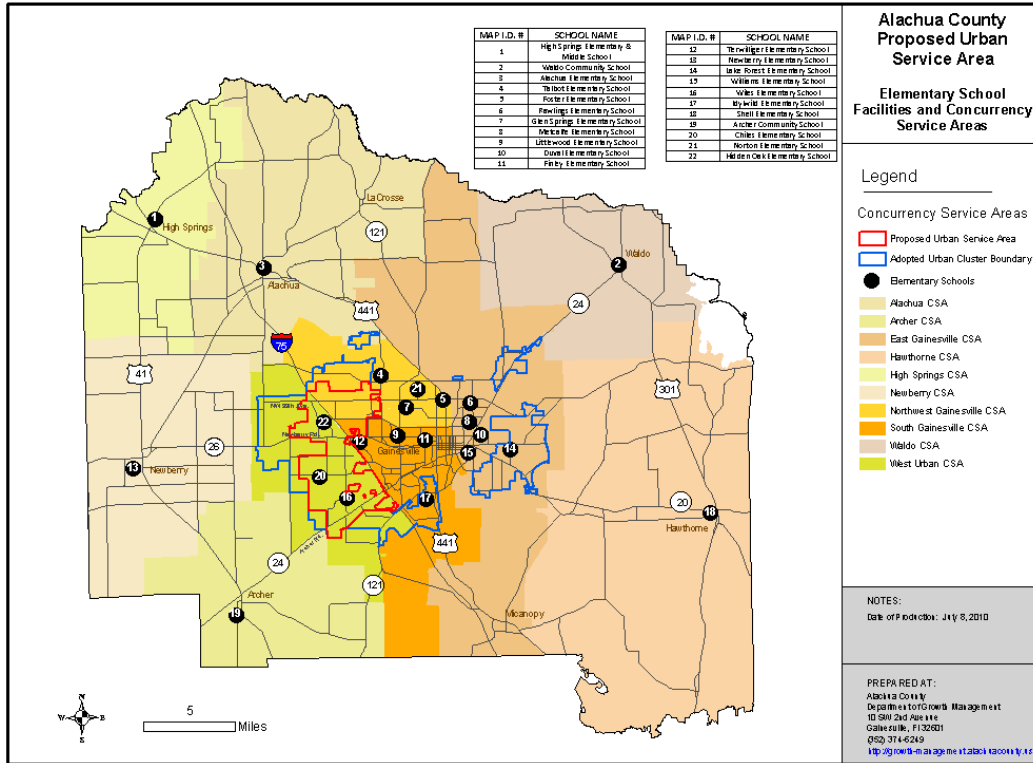
Table 6. Alachua County Public School Facilities Schedule of Capacity Projects, FY 2010 – FY 2014 (as adopted in Alachua County Comprehensive Plan)

Location	Description	2009-10	2010-11	2011-12	2012-13	2013-14	Total
★ Elem. "F" (West Urban CSA)	773 Student Station, Full Core Elementary	\$25,000,000					\$25,000,000
★ Elem. "G" (High Springs CSA)	487 Student Station, Full Core Elementary	17,500,000					17,500,000
★ Santa Fe High	10 Classroom Building	3,400,000					3,400,000
High Springs Community	Renovate Media - Bldg. 1 (Phase I)	525,000					525,000
Sidney Lanier Center	Demo Buildings 5-8 and 10	160,000					160,000
Idylwild Elementary	Renovate Cafeteria			\$525,000			525,000
Mebane Middle	New Kitchen and Dining Remodel			2,630,000			2,630,000
Santa Fe High	Remodel Bldgs 09 & 25 (Science to Class)			145,000	\$655,000		800,000
Fort Clarke Middle	New Locker Rooms				1,500,000		1,500,000
Westwood Middle	Renovate Science Bldgs. 10-13				1,500,000		1,500,000
Sidney Lanier Center	Media Center & Classroom Remodeling				500,000		500,000
Newberry Elementary	Food Service Multipurpose Building					\$4,000,000	4,000,000
Bishop Middle	Renovate Classroom Buildings 2-23					2,300,000	2,300,000
5 Year Total:		\$46,585,000	\$0	\$3,300,000	\$4,155,000	\$6,300,000	\$60,340,000

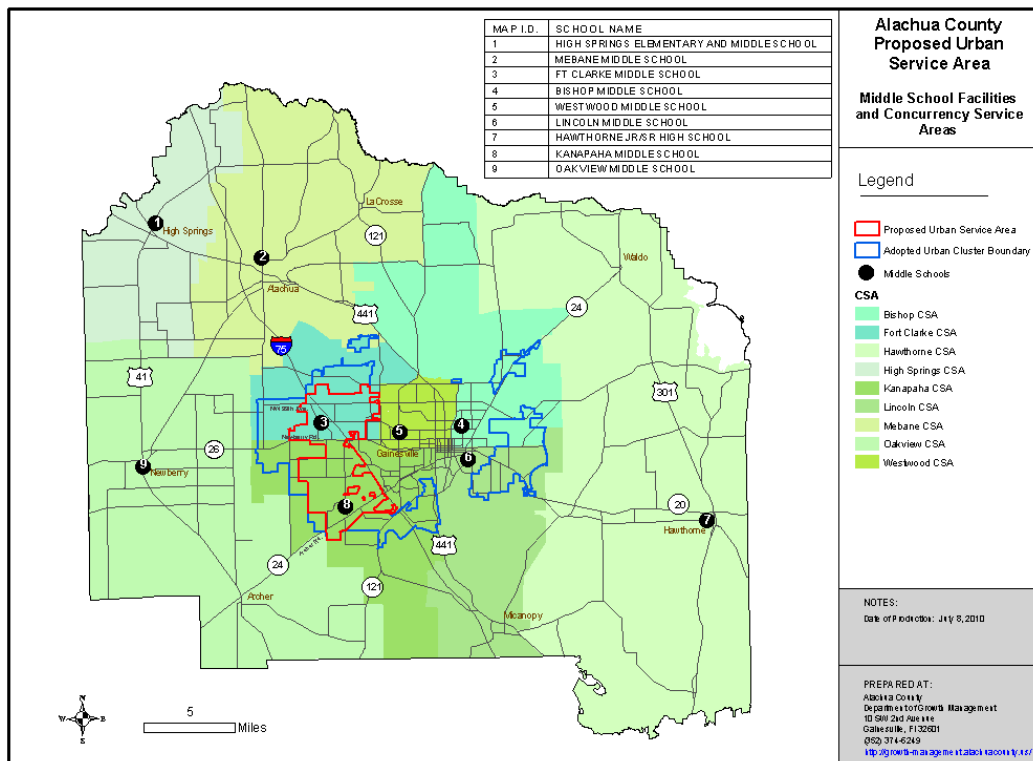
★ Capacity Projects

Source: Alachua School District 5-Year Facilities Work Program, October 2009.

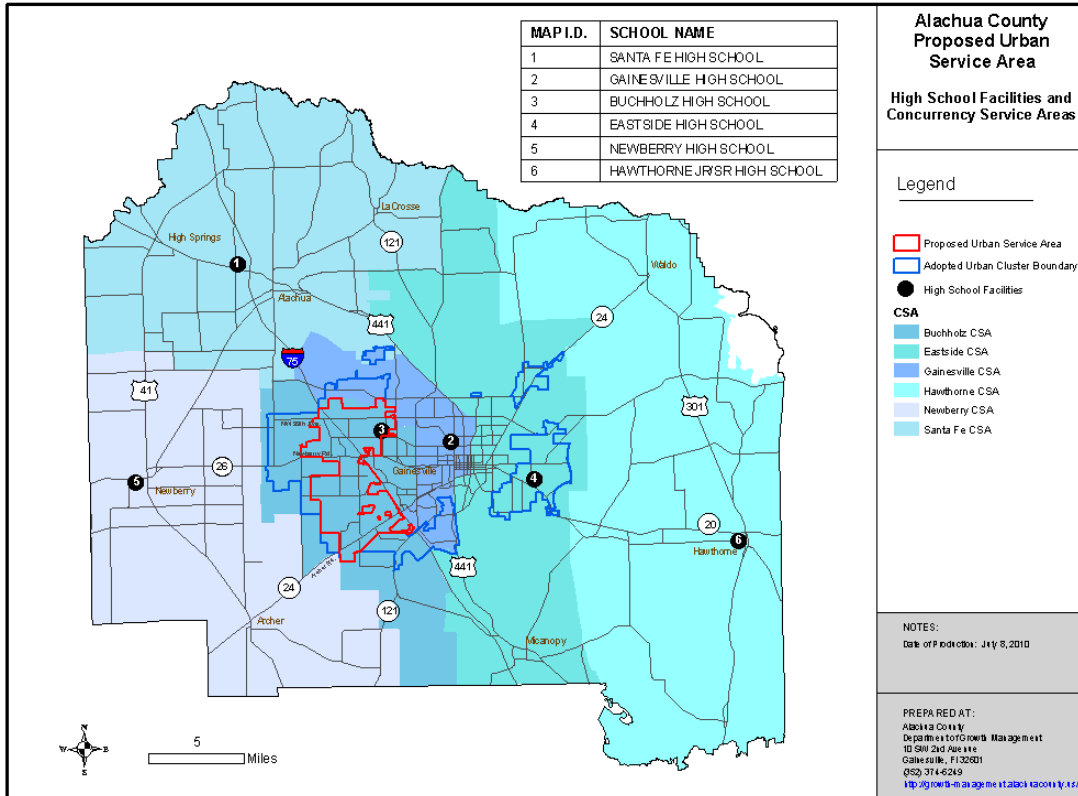
Map 9. Public Elementary School Facilities and Concurrency Service Areas



Map 10. Public Middle School Facilities and Concurrency Service Areas



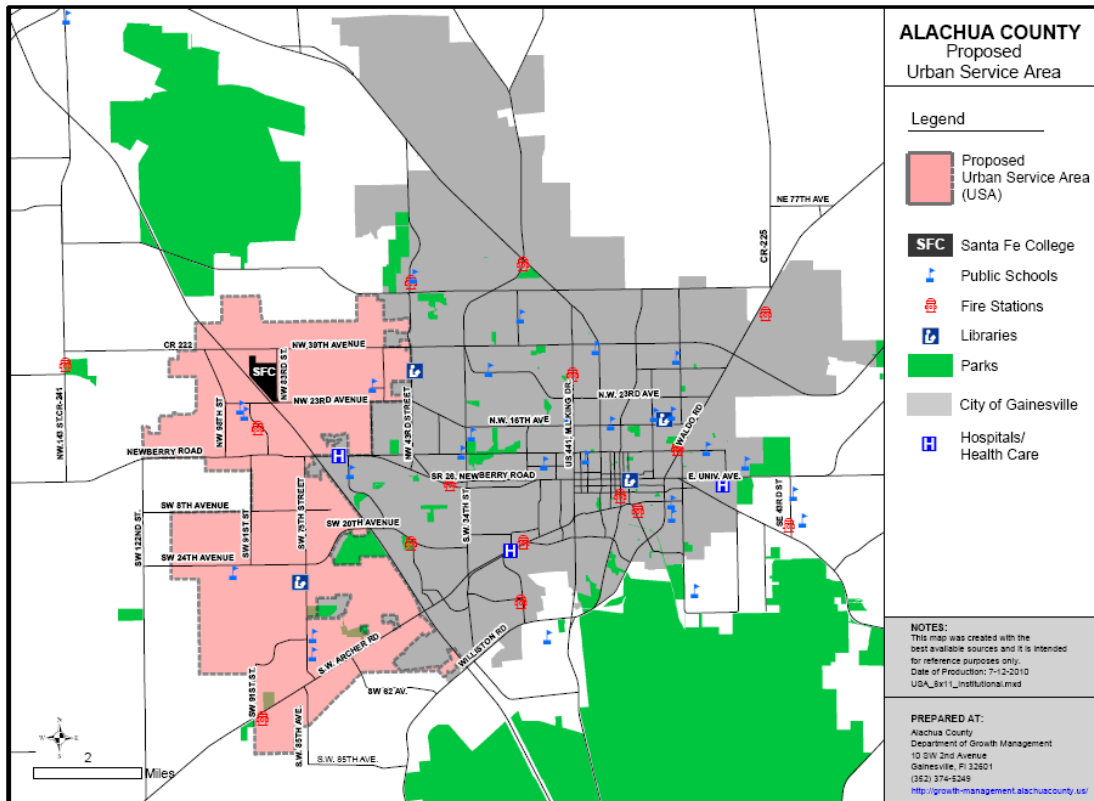
Map 11. Public High School Facilities and Concurrency Service Areas



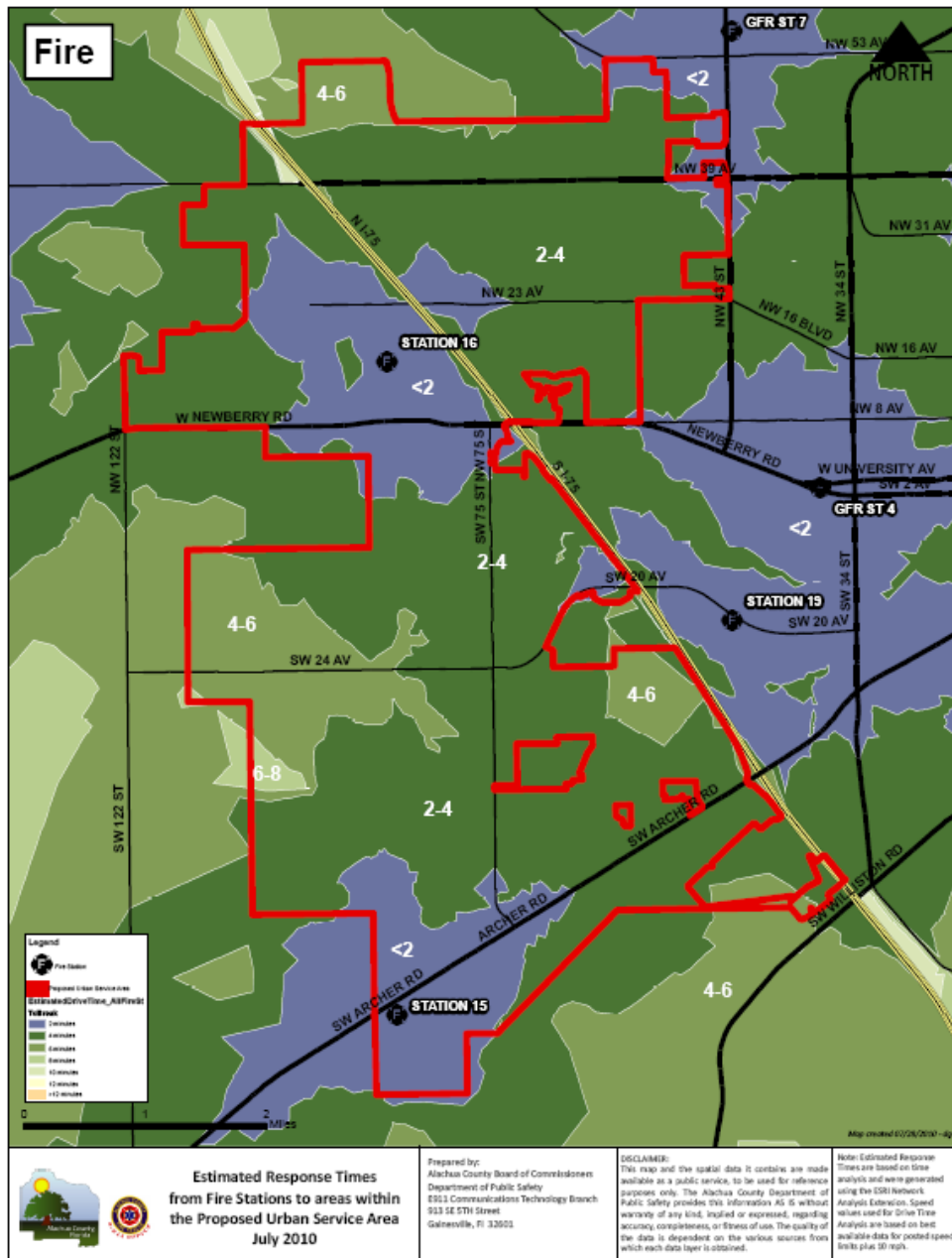
Public Safety

There are several County and City of Gainesville fire rescue stations which serve the proposed Urban Service Area. There are two Fire Rescue stations within the proposed boundary of the USA (Alachua County Fire/Medic Station 16 on Ft. Clarke Blvd. and Alachua County Fire/Medic Station 15 on SW Archer Rd.). There are two additional fire rescues stations within one mile of the proposed boundary of the USA (Gainesville Fire Station 7 on NW 43rd St. and Alachua County Fire Station 19/Medic Station 3 on SW 43rd St). There are also an additional three fire rescue stations within two miles of the USA boundary (Gainesville Fire Station 4 on SW 36th St. at Newberry Road; Alachua County Medic Station 1 on SW 23rd Terrace; and Alachua County Fire/Medic Station 17 on County Road 241 near Jonesville). The locations of existing fire rescue facilities in relation to the proposed Urban Service Area are shown on Map 12 (Composite Public/Institutional Facilities Map). Additionally, Maps 13 and 14 show the Fire and EMS response times within the proposed Urban Service Area; and Map 15 shows the Alachua County Sheriff’s Office response times within the proposed Urban Service Area.

Map 12. Public/Institutional Facilities Composite Map (Schools, Libraries, Fire Stations, Parks, and Major Health Care Facilities)

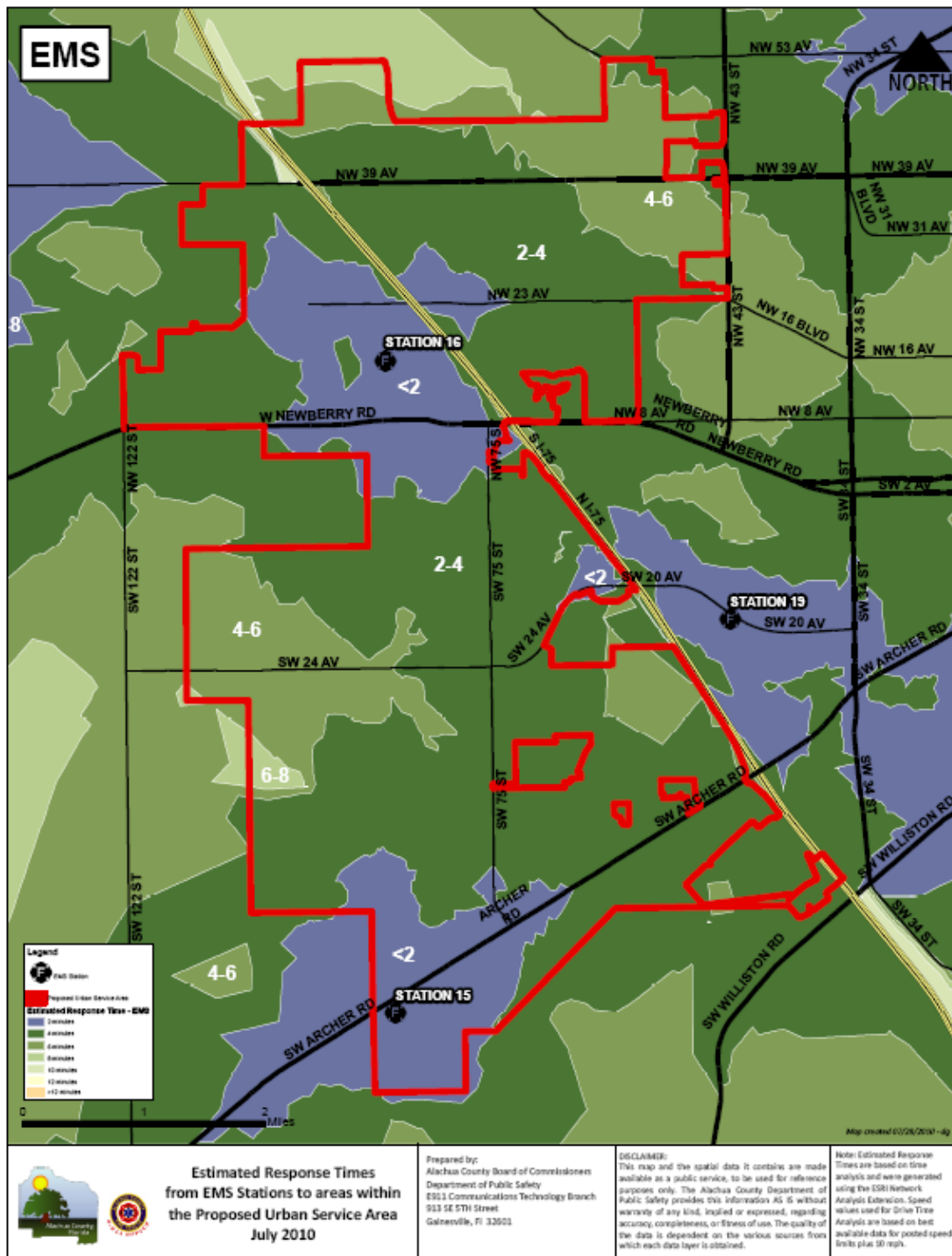


Map 13. Fire Service Response Times



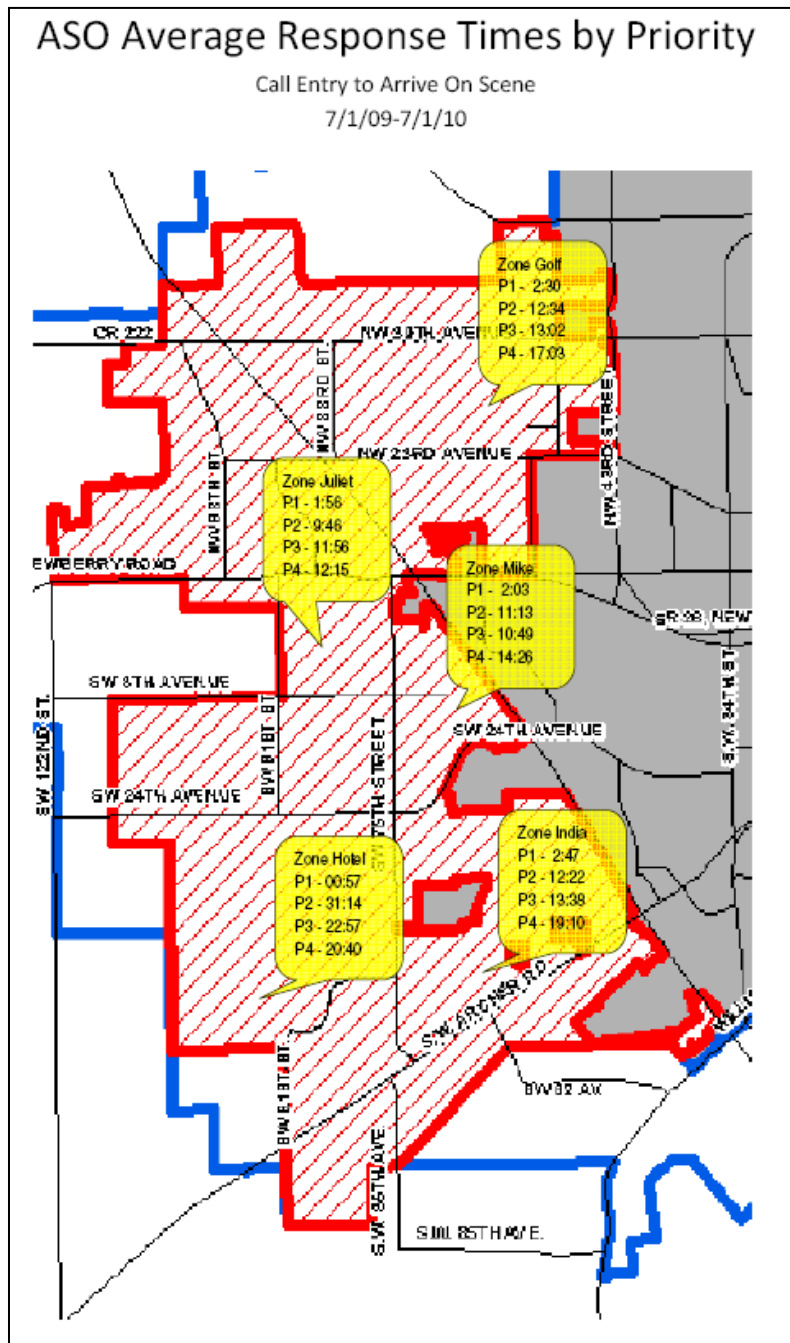
Source: Alachua County Fire Rescue, July 2010

Map 14. Emergency Medical Service Response Times



Source: Alachua County Fire Rescue, July 2010

Map 15. Sheriff's Average Response Times, July 2009 - July 2010



Source: Alachua County Sheriff's Office, July 2010

Notes:

- Priority One:** Any call involving injuries or where the threat of serious injury exists.
- Priority Two:** Any call involving a serious crime in progress/just occurred where the likelihood of injury does not exist.
- Priority Three:** Any call where quick response is needed to preserve a crime or accident crash scene following an incident that just occurred, apprehend a subject, take charge of a prisoner, prevent further injury or property damage, or maintain the peace, etc.
- Priority Four:** Any call requiring dispatch of personnel, but not immediately for the reporting of a crime.

Solid Waste

Policy 1.2.4.2.C of the Capital Improvements Element establishes the level of service standard for solid waste as 0.73 tons per person per year. The current volume of solid waste processed at the Alachua County transfer station is 0.72 tons per person per year, which includes the populations of Alachua and Gilchrist Counties.

Alachua County has an interlocal agreement with the New River Solid Waste Association for solid waste disposal at the New River Solid Waste Facility in Union County. The current agreement for solid waste disposal between Alachua County and the New River Solid Waste Association is in effect until December 31, 2018.

Alachua County operates a solid waste transfer station to manage the local solid waste stream. The transfer station processes solid waste from Alachua and Gilchrist Counties. The permitted capacity of the County's transfer station is 1,200 tons per day. Table 7 shows the annualized tons of solid waste per day processed at the Alachua County transfer station over the past 5 years. In FY 2008, the transfer station processed 627 tons of solid waste per day. The highest annual tonnage of solid waste processed over the past five years was 643 tons per day in 2007. Recent trends indicate that the actual tonnage of solid waste processed at the transfer station is well below the permitted capacity of the facility (1,200 tons per day).

Table 7. Waste Received at Alachua County Solid Waste Transfer Station FY 2003-2008

	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Tons	180,048	135,223	167,050	194,729	199,207	194,454
Annualized Tons Per Day*	581	436	539	628	643	627

Source: Alachua County Public Works Department

* Based on 310 Days Per Year – Transfer Station Permitted Capacity is 1,200 tons per day.

Historically, annual growth in waste generation has been approximately 3%. Using this historical trend as an indicator, Table 8 provides the projected annualized tons of solid waste per day for FY 2009 to 2013 at the County transfer station. Based on an estimated 3% growth in waste generation per year for the next five years, the waste received at the Alachua County transfer station will remain well below its permitted capacity of 1,200 tons per day. There are no solid waste projects identified as part of the 5 Year Schedule of Capital Improvements in the Comprehensive Plan.

Table 8. Projected Waste Received at Alachua County Solid Waste Transfer Station FY 2009-2013

	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Annualized Tons Per Day	646	665	685	706	727

Source: Alachua County Public Works Department and Growth Management Department

* Based on 310 Days Per Year – Transfer Station Permitted Capacity is 1,200 tons per day.

Stormwater Management

Policy 1.2.4.2.D of the Capital Improvements Element establishes the adopted level of service standards for stormwater management as follows:

<u>Facility</u>	<u>Level of Service</u>
Residential floor elevation	1 foot above the 100 year/ critical-duration storm elevation
Non-residential floor elevation or	1 foot above 100 year/critical-duration storm elev. flood resistant construction
Water Quantity	
Retention basins	100 year/ critical-duration storm or applicable WMD standards
Detention basins	25 year/ critical-duration Storm with 100 year/critical-duration storm routing analysis
Storm sewer systems	3 year/10 minute
Crossdrains	10/25 year/24hr. for closed system; 100 year/24 hr. for open system
Sidedrains	10 year/20 minute

*"Critical-duration" means the duration of a specific storm event (i.e., 100-year storm) which creates the largest volume or highest rate of net stormwater runoff (post-development runoff less pre-development runoff) for typical durations up through and including the 10-day duration event. The critical duration is determined by comparing various durations of the specified storm and calculating the peak rate and volume of runoff for each.

The duration resulting in the highest peak rate or largest total volume is the "critical-duration" storm. Water Quality treatment criteria for new or modifications to existing facilities shall be provided in accordance with State Water Policy and the applicable local, Water Management District, state and federal requirements.

Stormwater management is provided on a site-by-site basis for new development. The level of service standards are required to be achieved by individual stormwater management facilities within development projects at the time they receive approval from the County. There are no stormwater management projects identified as part of the update of the 5 Year Schedule of Capital Improvements in the Comprehensive Plan.

Transportation

Policy 1.1.4 of the Transportation Mobility Element provides level of service (LOS) standards for multimodal transportation within Urban Cluster Transportation Mobility Districts. LOS standards have been adopted for roadways, bicycle, pedestrian, and express transit facilities. The LOS standards for pedestrian, bicycle, and express transit were recently adopted as part of an overall strategy to link land use and multi-modal transportation in the Urban Cluster, known as Alachua County’s Mobility Plan. The Mobility Plan was adopted as an amendment to the Comprehensive Plan in January 2010, and became effective in April 2010. The adopted LOS standards are as follows:

Policy 1.1.4. Within the Urban Cluster, the County adopts multi-modal level of service (LOS) standards for the following:

	<i>Level of Service (LOS)</i>	<i>Standard of Measure</i>
<i>Pedestrian</i>	<i>B</i>	<i>Based on Presence of a pedestrian facility</i>
<i>Bicycle</i>	<i>B</i>	<i>Based on Presence of a bike lanes / paved shoulders</i>
<i>Express Transit</i>	<i>B</i>	<i>Based on Peak Hour Frequency of 15 minutes or less</i>
<i>Motor Vehicle*</i>	<i>D</i>	<i>Professionally Accepted Traffic Analysis</i>
<i>Motor Vehicle* - SIS**</i>	<i>C</i>	<i>Professionally Accepted Traffic Analysis in consultation with FDOT</i>

** Standard applies to Collector and Arterial Roads*

*** Strategic Intermodal System*

The County monitors level of service for an existing network of State and County road facilities, many of which are within the proposed Urban Service Area. The most recent data on level of service conditions for all of the roadways for which the County monitors level of service (motor vehicle LOS) is provided in Table 9. The Table shows the maximum daily capacity of each road segment which corresponds to the adopted LOS standard as provided in the FDOT LOS Handbook; the Average Daily Traffic for each road segment from the most recent available traffic count data; the reserved concurrency trips from approved but not-built development; and the available capacity remaining.

As the Roadway Level of Service table indicates, the majority of the road segments in the unincorporated area are operating within the adopted LOS standards. The LOS Report indicates that there are a small number of road segments that do not currently meet the adopted roadway LOS standards when accounting for existing traffic and reserved trips (e.g., segments of I-75 and Newberry Road (SR 26). Deficiencies in road capacity will be addressed through the FY 2010-2030 Multimodal Transportation Capital

Improvements Program, as adopted in the Capital Improvements Element of the Comprehensive Plan (see Maps 16 through 22 and Table 10).

Table 9. Alachua County 2009 Roadway Level of Service Report

ROADWAY	FROM	TO	LOS Standard	# of Lanes	Length	AADT	Daily Capacity	Bike Facility	Sidewalk Coverage	Existing LOS	V/C Ratio
Urban & Transitioning Area County Roadways											
Ft. Clarke Blvd	Newberry Road (SR 26)	NW 23rd Avenue	D	2	1.3	14,300	16,400	No	100	D	0.87
Kinkaid Loop	Kinkaid Loop	Kinkaid Loop	D	2	5	2,950	14,600	No	0	C	0.20
NW 53rd Avenue (CR 235)	Waldo Road (SR 24)	US 441	D	2	4	12,000	16,400	Yes	0	C	0.73
NW 53rd Avenue (CR 235)	US 441	NW 43rd Street	D	2	2.7	16,900	16,400	Yes	50	C	1.03
Millhopper Road (CR 235)	NW 43rd Street	Interstate 75	D	2	4.9	11,000	14,600	Yes	25	D	0.75
Millhopper Road (CR 235)	Interstate 75	NW 143rd (CR 241)	C	2	1.8	3,700	11,000	Yes	0	C	0.34
NW 143rd (CR 241)	Newberry Road (SR 26)	NW 39th	D	2	2.4	12,000	15,500	Yes	50	C	0.77
NW 143rd (CR 241)	NW 39th Avenue	Millhopper Road	D	2	2	9,400	13,100	Yes	0	C	0.72
NW 23rd Avenue	NW 43rd Street	NW 55th Street	D	4	0.8	23,000	35,700	Yes	100	B	0.64
NW 23rd Avenue	NW 55th Street	NW 98th Street	D	2	2.8	18,000	21,300	No	100	D	0.85
NW 39th Avenue	Interstate 75	NW 115th Street	D	2	1	10,600	16,400	Yes	100	C	0.65
NW 39th Avenue	NW 115th Street	NW 143rd (CR 241)	D	2	1.9	10,000	15,500	Yes	0	C	0.65
NW 43rd Street	NW 23rd Avenue	Millhopper Road (CR 235)	D	4	1	30,000	35,700	Yes	100	C	0.84
NW 43rd Street	Millhopper Road (CR 235)	US 441	D	2	2.9	14,600	15,500	Yes	50	D	0.94
NW 51st Street	NW 23rd Avenue	NW 39th Ave (SR 222)	D	2	1	10,300	14,600	Yes	100	D	0.71
NW 83rd Street	NW 39th Avenue (SR-222)	NW 23rd Avenue	D	2	1	13,800	16,400	Path	100	D	0.84
NW 98th Street	Newberry Road (SR 26)	NW 39th Avenue	D	2	2	10,000	16,400	No	50	C	0.61
Rocky Point Road	SR 331 (Williston Road)	US 441	D	2	2.2	3,400	14,600	No	0	C	0.23
SE 43rd Street	University Ave (SR 26)	Hawthorne Road (SR 20)	D	2	1.1	3,850	14,600	No	100	C	0.26
SW 122nd Street (Parker Road)	Newberry Road (SR 26)	SW 24th Avenue	D	2	2	8,000	16,400	Yes	0	C	0.49
SW 122nd Street (Parker Road)	SW 24th Avenue	Archer Road (SR 24)	C	2	4.3	5,000	13,100	No	0	C	0.38
SW 20th Avenue	SW 62nd Boulevard	Tower Road (SW 75th Street)	D	2	1.7	18,500	21,300	Yes	75	D	0.87
SW 24th Avenue	Tower Road (SW 75th Street)	SW 91st Street	D	2	0.9	11,850	14,600	No	100	D	0.81
SW 24th Avenue	SW 91st Street	SW 122nd Street (Parker Road)	D	2	1.8	7,000	14,600	Path	75	C	0.48
SW 46th Blvd	Tower Road (SW 75th)	SW 104th Terrace	D	2	2.1	5,400	14,600	No	0	C	0.37
SW 62nd Avenue/SW 63rd Blvd	Archer Road (SR 24)	Williston Road (SR 121)	D	2	1.9	5,500	10,000	No	0	C	0.55
Tower Road (NW 75th Street)	Newberry Road (SR 26)	SW 8th Avenue	D	4	1	25,000	35,700	Yes	100	B	0.70
Tower Road (SW 75th Street)	SW 8th Avenue	Archer Road (SR 24)	D	2	3.2	17,500	21,300	No	100	D	0.82
SW 75th Street	Archer Road (SR 24)	SW 85th Ave	D	2	1.6	3,400	14,600	No	75	C	0.23
SW 8th Avenue	Tower Road (SW 75th)	SW 91st Street	D	2	0.9	5,800	14,600	Yes	100	C	0.40
SW 8th Avenue	SW 91st Street	SW 122nd Street (Parker Road)	D	2	1.9	2,100	14,600	Yes	0	C	0.14
SW 91st Street	Newberry Road (SR 26)	SW 24th Avenue	D	2	2	8,200	14,600	No	100	C	0.56
SW 91st Street	SW 24th Avenue	Archer Road (SW 24)	D	2	3	7,500	14,600	No	100	C	0.51
Green Highlighted roadways are either significantly within the City of Gainesville TCEA limits or have been recently annexed. Recently annexed roadways are outside the City of Gainesville's TCEA.											Grey
Highlighted County Roadways are roadways that are partially outside the Urban Cluster Boundary											

Table 9. Alachua County 2009 Roadway Level of Service Report (continued)

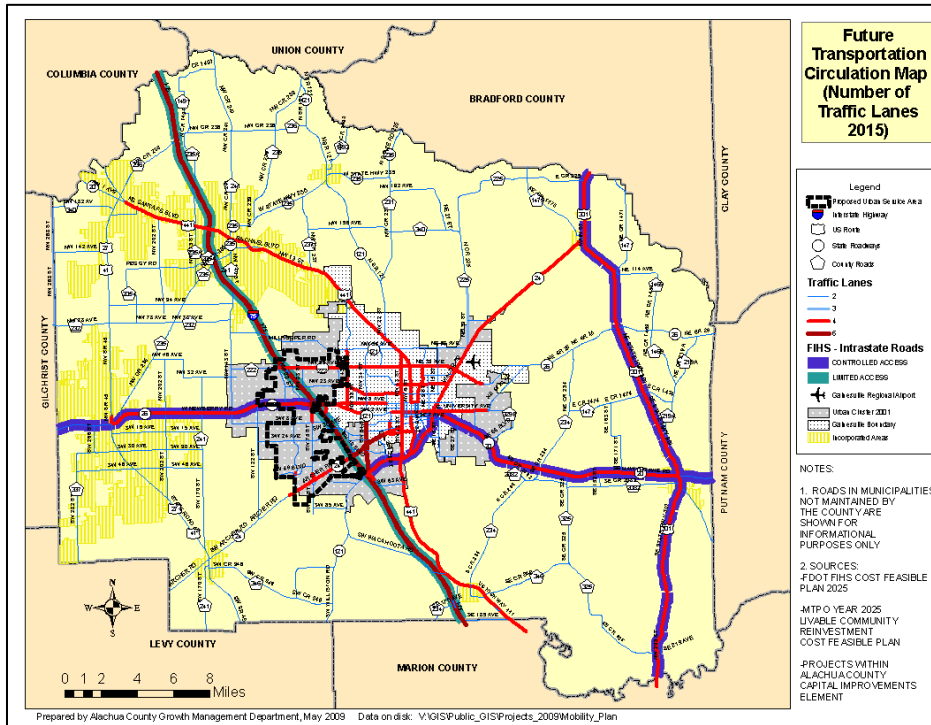
ROADWAY	FROM	TO	LOS Standard	# of Lanes	Length	AADT	Daily Capacity	Bike Facility	Sidewalk Coverage	Existing LOS	V/C Ratio
Rural Area County Roadways											
CR 219A	SR 26	US 301	C	2		500	7,900	No	0	A	0.06
CR 235A	Interstate 75	CR 236	C	2		500	7,900	No	0	A	0.06
CR 235A	US 441	Interstate 75	C	2		500	7,900	No	0	A	0.06
CR 329B/Lakeshore Drive	University Ave (SR 26)	Hawthorne Road (SR 20)	D	2		650	9,400	No	0	A	0.07
CR 1469	SR 26	US 301	C	2		1,000	7,900	No	0	A	0.13
CR 1491	NW CR 236	CR 241	C	2		700	7,900	No	0	A	0.09
Monteocha Road (NE 38th Street)	NE 53rd Avenue	NE 77th Avenue	D	2		3,164	7,900	No	0	B	0.40
NE 77th Avenue/CR 225A	CR 225 (NE 38th Street)	SR-24	C	2		680	7,900	No	0	A	0.09
NW 32nd / NW 186th / NW 46th	CR 241 (NW 143rd)	CR 235	C	2		2,500	7,900	No	20	B	0.32
NW 78th Avenue (CR 232)	CR 241 (NW 143rd)	Gilchrist County	C	2		3,400	7,900	No	0	B	0.43
NW 94th Avenue	CR 241 (NW 143rd)	US 41 / SR 45	C	2		800	7,900	No	0	A	0.10
NW 143rd (CR 241)	Millhopper Road	South City Limit of Alachua	D	2		8,500	13,100	Yes	0	C	0.65
NW 140th (CR 241)	US 441	Union County	C	2		1,500	7,900	No	0	A	0.19
NW 156th Ave	East City Limit of Alachua	CR 237	C	2		700	7,900	No	0	A	0.09
NW 156th Avenue	CR 237	CR 231	C	2		800	7,900	No	0	A	0.10
NW 202nd Street	NW 94th Avenue	US 441	C	2		1,500	7,900	No	0	A	0.19
NW CR 235	Alachua	Newberry	C	2		3,700	7,900	No	0	B	0.47
NW CR 236	Interstate 75	NW SR 121	C	2		3,500	7,900	No	0	B	0.44
NW CR 236	NW US 441	Interstate 75	C	2		2,500	7,900	No	0	B	0.32
NW CR 239	NW CR 239	NW CR 239	C	2		1,900	7,900	No	0	A	0.24
SE 171st Street/163rd Street	CR 147	SR 20	C	2		500	7,900	No	0	A	0.06
SE CR 325	US 301	Hawthorne RD (SR 20)	C	2		1,000	7,900	No	0	A	0.13
SE CR 1469	NE SR 26	CR 219-A	C	2		650	7,900	No	0	A	0.08
SW 170th (CR 241)	Archer Road (SR 24)	Newberry Road (SR 26)	C	2		3,000	13,100	No	0	A	0.23
SW 91st / SW 137th (CR 346A)	Williston Road (SR 121)	CR 346	C	2		500	7,900	No	0	A	0.06
SW Wacahoota Road	SW Wacahoota Road	SW Wacahoota Road	C	2		900	7,900	No	0	A	0.11

Table 9. Alachua County 2009 Roadway Level of Service Report (continued)

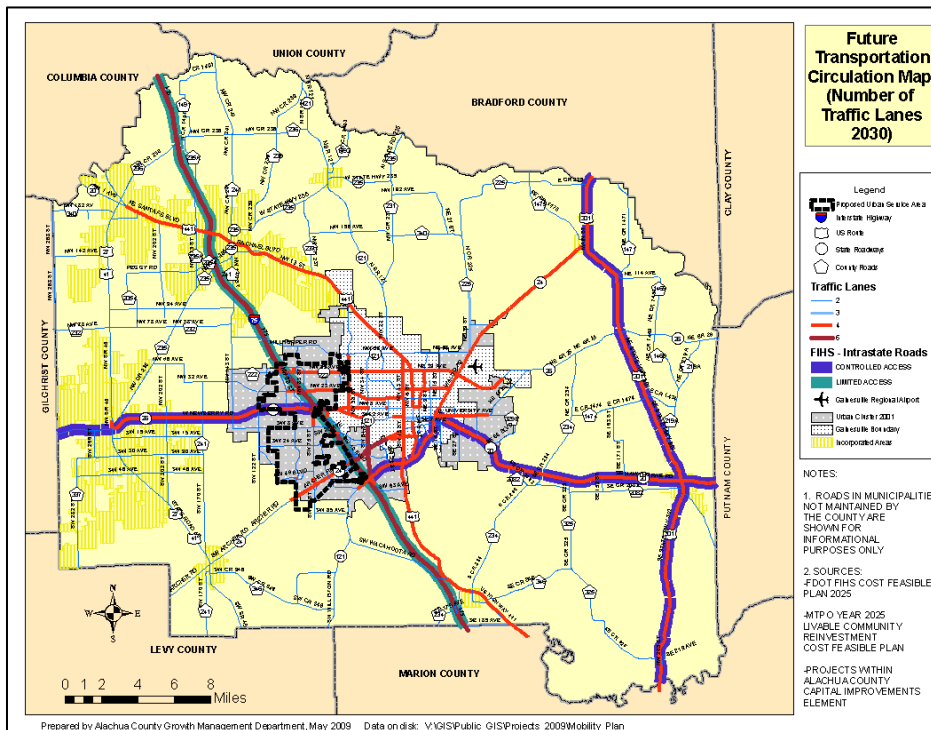
ROADWAY	FROM	TO	LOS Standard	# of Lanes	Length	AADT	Daily Capacity	Bike Facility	Sidewalk Coverage	Existing LOS	V/C Ratio
STATE ROADS											
Archer Road (SR 24)	Interstate 75	Tower Road (SW 75th)	D	4	2.2	25,500	35,700	Yes	100	B	0.71
Archer Road (SR 24)	Tower Road (SW 75th)	SW 91st St	D	2	1.4	15,000	21,300	Yes	100	D	0.70
Archer Road (SR 24)	SW 91st St	SW 122nd St (Parker Road)	D	2	2.5	12,000	21,100	Yes	0	C	0.57
Archer Road (SR 24)	SW 122nd St (Parker Road)	SR 45 (US 41)	D	2	3.5	10,500	13,900	Yes	0	D	0.76
Archer Road (SR 24)	US 41 (SR 45)	Levy County Line	D	2	2.8	7,000	13,700	Yes	0	C	0.51
East University Ave (SR 26)	Hawthorne Road (SR 20)	CR 329B (Lakeshore Dr)	D	4	2.8	10,500	35,700	No	100	B	0.29
SR 26	East University Ave	SE 222 (NE 39th Ave)	D	2	3.4	5,200	13,700	Yes	0	C	0.38
SR 26	SE 222 (NE 39th Ave)	US 301	D	2	5.5	9,800	13,700	Yes	0	D	0.72
SR 26	US 301	Putnam County Line	D	2	5.5	9,000	13,700	Yes	0	D	0.66
Hawthorne Rd. (SR 20)	Waldo Road (SR 24)	SE 43rd Street	C	4	2.7	14,900	26,000	Yes	100	C	0.57
Hawthorne Rd. (SR 20)	SE 43rd Street	CR 329B (Lakeshore Dr)	C	4	1	9,600	32,800	Yes	100	B	0.29
Hawthorne Rd. (SR 20)	CR 329B (Lakeshore Dr)	West City Limit of Hawthorne	B	4	10	8,100	28,600	Yes	0	A	0.28
Hawthorne Rd. (SR 20)	East City Limit of Hawthorne	Putnam County Line	B	4	1.1	8,600	28,900	Yes	0	A	0.30
Interstate 75	Marion County Line	CR 234	B	6	3	57,625	54,300	No	0	C	1.06
Interstate 75	CR 234	Williston Rd (SR 121)	B	6	6.7	60,225	59,800	No	0	C	1.01
Interstate 75	Williston Rd (SR 121)	Archer Road (SR 24)	C	6	1.3	64,000	81,700	No	0	C	0.78
Interstate 75	Archer Road (SR 24)	Newberry Road (SR 26)	C	6	3.5	79,000	85,300	No	0	C	0.93
Interstate 75	Newberry Road (SR 26)	NW 39th Ave (SR 222)	C	6	2.6	72,000	85,300	No	0	C	0.84
Interstate 75	NW 39th Ave (CR 222)	US 441	B	6	9	51,000	59,800	No	0	C	0.85
Interstate 75	US 441	Columbia County Line	B	6	9.2	52,000	54,300	No	0	C	0.96
Newberry Road (SR 26)	NW 8th Ave	I-75	D	4	1.4	46,000	44,700	No	100	E	1.03
Newberry Road (SR 26)	I-75	NW 122nd St (Parker Rd)	C	4	3	28,500	34,700	No	100	B	0.82
Newberry Road (SR 26)	NW 122nd St (Parker Road)	NW 143rd St (CR 241)	C	4	1.5	24,000	35,700	Yes	100	B	0.67
Newberry Road (SR 26)	NW 143rd St (CR 241)	NW 170th (CR 241)	C	4	1.6	14,700	32,800	Yes	100	B	0.45
Newberry Road (SR 26)	NW 170th (CR 241)	East City Limits of Newberry	C	4	1	15,200	32,800	Yes	0	B	0.46
Newberry Road (SR 26)	West City Limits of Newberry	Gilchrist County Line	B	2	1.4	9,400	8,700	Yes	0	C	1.08
NE 39th Avenue	Gainesville Regional Airport	SR 26	C	2	3.7	6,600	13,700	Yes	0	B	0.48
NW 39th Ave (SR 222)	NW 43rd St	NW 83rd St	D	4	2.5	31,000	35,700	Yes	100	C	0.87
NW 39th Ave (SR 222)	NW 83rd St	I-75	D	4	1	29,000	32,700	Yes	100	D	0.89
SR 121	City Limits of Gainesville	Union County Line	C	2	12.5	2,800	7,900	Yes	0	B	0.35
SR 235	East City Limit of LaCrosse	Bradford County Line	C	2	2.9	3,500	7,900	Yes	0	B	0.44
SR 235	CR 239	SR 121	C	2	4.8	2,700	7,900	Yes	0	B	0.34
US 301	Marion County Line	South City Limits of Hawthorne	B	4	10.1	7,700	28,600	Yes	0	A	0.27
US 301	North City Limits of Hawthorne	SR 26	B	4	7	11,600	28,600	Yes	0	A	0.41
US 301	SR 26	South City Limits of Waldo	B	4	5.2	10,600	28,600	Yes	0	A	0.37
US 301	North City Limits of Waldo	Bradford County Line	B	4	5.2	23,000	28,600	Yes	0	B	0.80
US 41 (SR 45)	Levy County Line	South City Limit of Archer	C	2	1.4	3,900	7,900	Yes	0	B	0.49
US 41 (SR 45)	North City Limit of Archer	South City Limit of Newberry	C	2	3.5	3,124	7,900	Yes	0	B	0.40
US 41 (SR 45)	North City Limit of Newberry	South City Limit of High Springs	C	2	6	5,100	7,900	Yes	0	B	0.65
US 441	Marion County Line	Williston Road (SR 331)	B	4	11.6	12,400	28,600	Yes	0	A	0.43
US 441	Williston Road (SR 331)	Archer Road (SR 24)	D	4	1.9	17,000	35,700	Yes	0	B	0.48
Waldo Road (SR 24)	NE 53rd	West City Limit of Waldo	B	4	8	15,700	28,600	Yes	0	A	0.55
Williston Rd (SR 331)	University Ave	US 441 (SW 13th St)	C	4	3.4	15,700	34,700	Yes	100	B	0.45
Williston Rd (SR 331)	US 441 (SW 13th St)	I-75	C	4	2.3	26,000	34,700	Yes	100	B	0.75
Williston Rd (SR 121)	I-75	SW 62nd Ave	D	2	0.8	11,400	15,500	Yes	0	C	0.74
Williston Road (SR 121)	SW 62nd Ave	SW 85th Avenue	D	2	1.5	8,900	15,500	Yes	0	C	0.57
Williston Road (SR 121)	SW 85th Avenue	Levy County Line	D	2	6.8	8,100	13,700	Yes	0	D	0.59

Green Highlighted roadways are either significantly within the City of Gainesville TCEA limits or have been recently annexed. Recently annexed roadways are outside the City of Gainesville's TCEA. Grey Highlighted State Roadways are rural roadways outside the Urban Cluster Boundary.

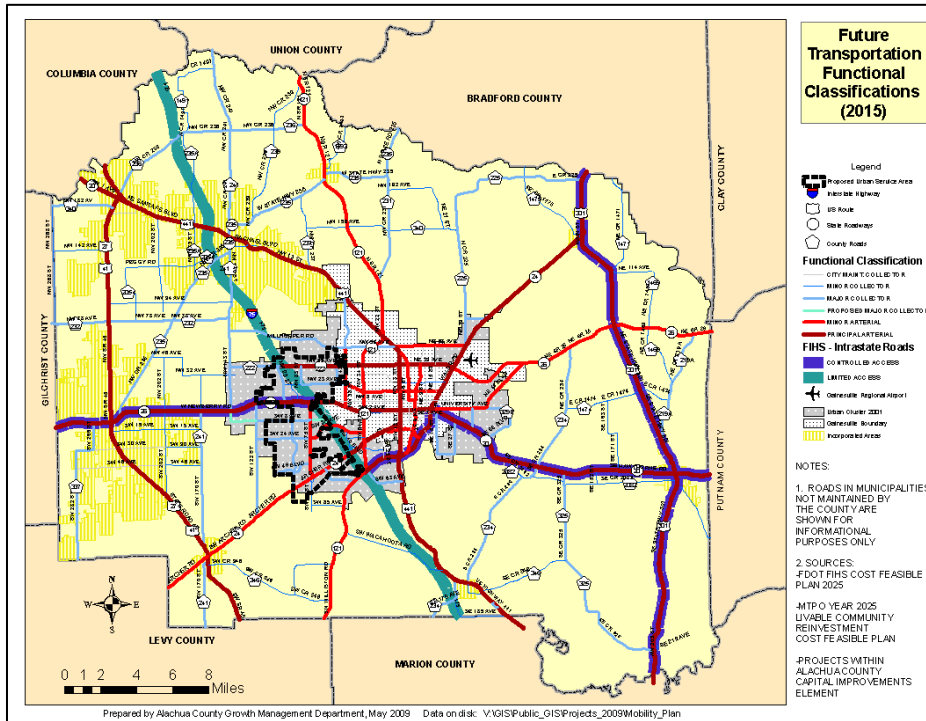
Map 16. Future Transportation Circulation Map (Number of Lanes 2015)
(from adopted Comprehensive Plan)



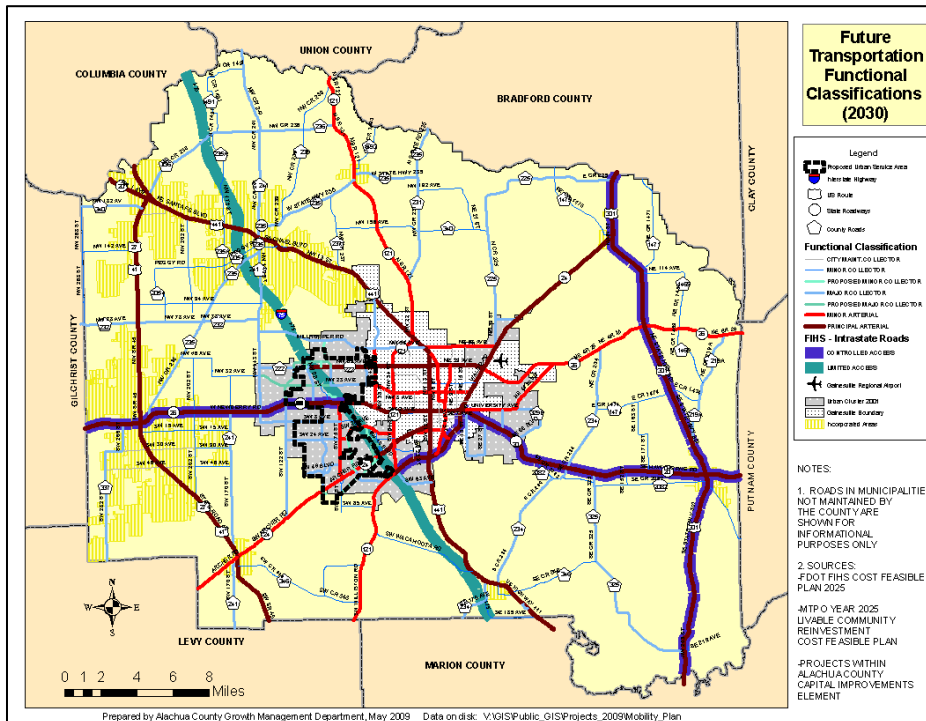
Map 17. Future Transportation Circulation Map (Number of Lanes 2030)
(from adopted Comprehensive Plan)



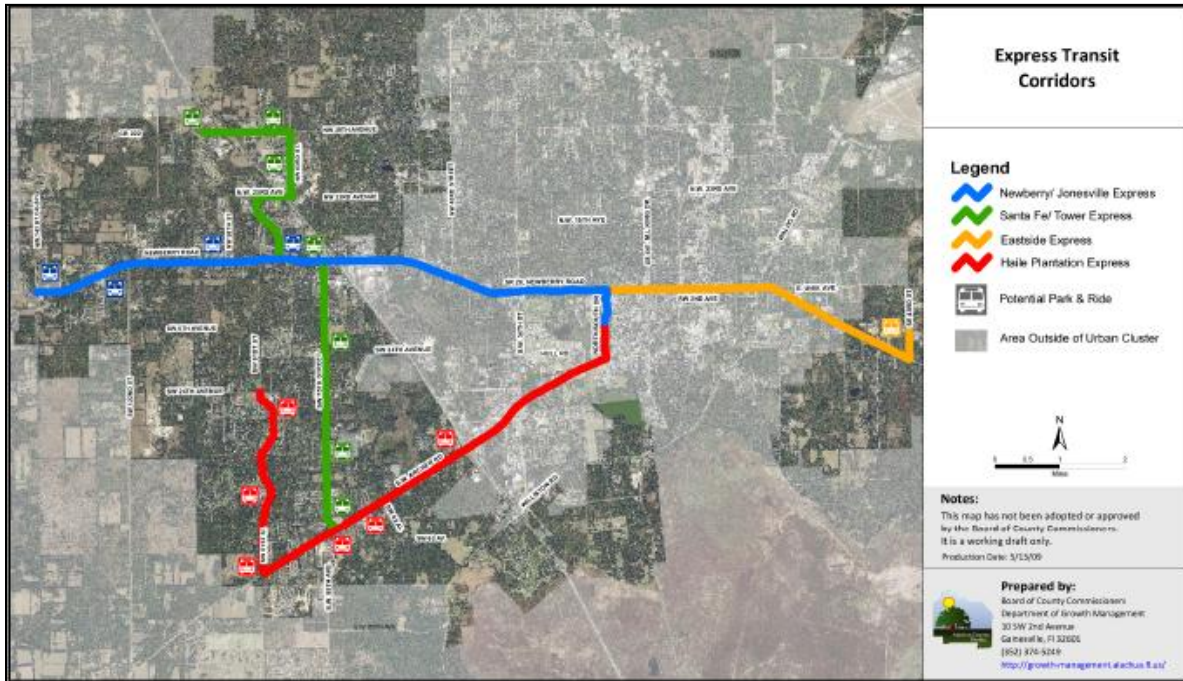
Map 18. Future Transportation Circulation Map (Functional Classification 2015)
(from adopted Comprehensive Plan)



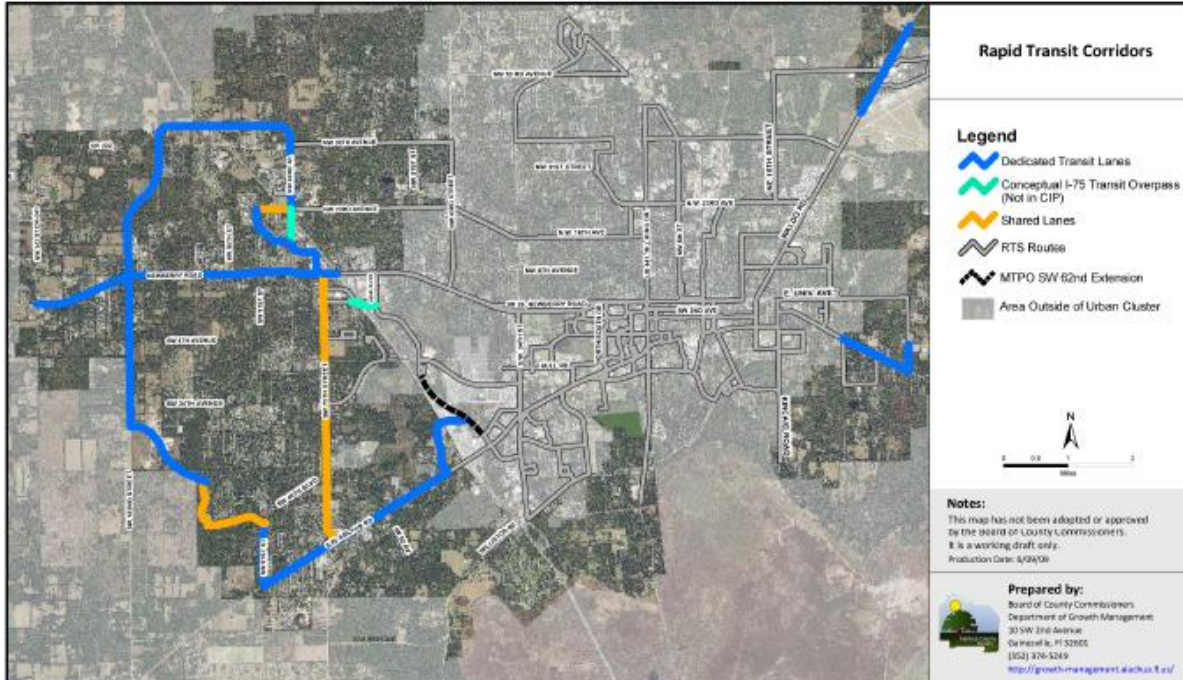
Map 19. Future Transportation Circulation Map (Functional Classification 2030)
(from adopted Comprehensive Plan)



Map 20. Express Transit Corridors Map
(from adopted Comprehensive Plan)



Map 21. Rapid Transit Corridors Map
(from adopted Comprehensive Plan)



Map 22. Existing and Future Bicycle and Pedestrian Network
(from adopted Comprehensive Plan)

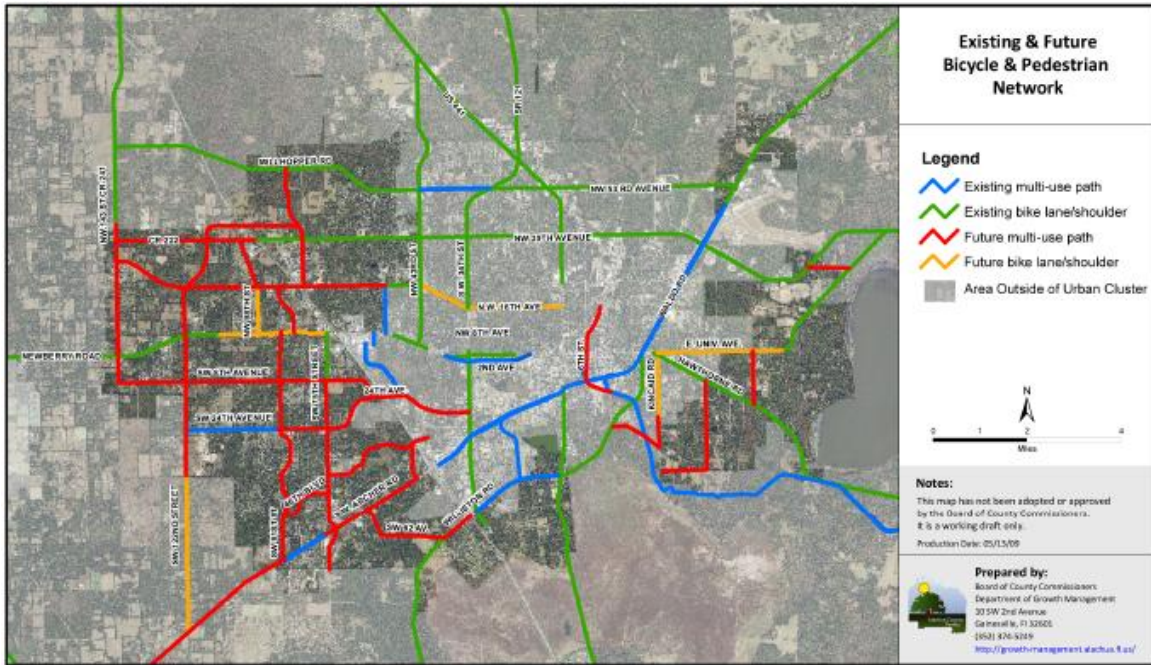


Table 10: FY 2010 - 2030 MULTIMODAL TRANSPORTATION CAPITAL IMPROVEMENTS PROGRAM

(from adopted Comprehensive Plan)

Roadways and Dedicated Transit Lanes

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Northwest							
Ft. Clarke Blvd from Newberry Road to NW 23rd Ave	2 Dedicated Transit Lanes	0.50	NW	(5)	Developer funded		
SW 8th Ave/62nd Ave From Tower Road to SW 24th Ave	2 lane reconstruction and extension	1.20	NW	(2) & (4)	\$ 3,000,000		
SW 8th Avenue from Tower Road to SW 122nd	Reconstruct, 2 lane upgrade	3.00	NW	(2)	Under Construction		
SW 8th Avenue from SW 122nd to SW 127 th	New construction, 2 lanes	0.30	NW	(1) & (6)	\$1,170,941		
SW 8th Avenue from SW 127th to SW 136th	New construction, 2 lanes	0.60	NW	(5)	Under Construction		
SW 8th Avenue from SW 136th to SW 143 rd	New construction, 2 lanes	0.40	NW	(1) & (6)	\$1,561,254		
SW 143rd Street from Newberry Road (SR 26) to SW 8th Ave	Upgrade, 2 lanes	0.60	NW	(1) & (2)	\$329,379		
NW 23rd Avenue from NW 55th St to NW 59th Terrace	Widen to 4 lanes	0.30	NW	(1)	\$1,496,709		
NW 23rd Avenue from NW 59th Terrace to NW 83rd	Widen to 4 lanes	1.40	NW	(1), (2) , (3)		\$6,984,641	
NW 23rd Avenue from NW 83rd to Ft. Clarke	Widen to 4 lanes, including bridge over I-75 + Transit	0.50	NW	(1) & (3)	\$ 11,914,515		

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
	Pre-emption Provisions						
NW 23rd Avenue from Ft. Clarke to NW 98th St	Widen to 4 lanes	0.40	NW	(1)		\$1,995,612	
NW 23rd Avenue Extension from NW 98th St to NW 122nd St Extension	New Construction, 2 lanes	1.30	NW	(1) & (7)			\$5,074,076
NW 23rd Avenue Extension from NW 122nd St to CR 241 (NW 143rd St)	New Construction, 2 lanes	1.50	NW	(1) & (7)			\$6,965,874
NW 83rd Street from NW 39th Ave to NW 23rd St	2 Dedicated Transit Lanes	1.00	NW	(1) or (8)	\$ 7,754,759		
NW 83rd Street from NW 39th Ave to NW 46th Avenue	New roadway + 2 Dedicated Transit Lanes	0.40	NW	(8) & (10)	Developer funded		
NW 83rd Street Ext from Millhopper Road to Santa Fe Northern Boundary	New 2 lane roadway	0.75	NW	(1) or (8)		\$2,927,352	
NW 46th Avenue from NW 83rd St Ext to NW 91St Ext	New roadway + 2 Dedicated Transit Lanes	0.40	NW	(8) & (10)	Developer funded		
NW 46th Avenue from NW 91st St Ext to NW 98th St Ext	New 4 lane roadway + 2 Dedicated Transit Lanes & Bridge over I-75	0.90	NW	(9) & (10)	Developer funded		
NW 46th Avenue from NW 98th Ext to NW 115th Ext	New Construction, 2 lanes + Dedicated Transit Lane	0.60	NW	(1)		\$2,786,350	
NW 91st St Extension from Terminus to NW 46th Ext	New Construction, 4 lanes	0.25	NW	(9) & (10)	Developer funded		

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
NW 98th Street Extension from NW 39th to NW 46th Avenue	New Construction, 4 lanes	0.25	NW	(9) & (10)	Developer funded		
Newberry Road (SR 26) from I-75 to NW 109th Drive	Dedicated Transit Lane in median + signal upgrade	2.40	NW	(1), (2), (3), (11)		\$2,867,849	
Newberry Road (SR 26) from NW 109th Drive to CR 241 (NW 143rd)	Dedicated Transit Lane in median + resurface & signal upgrade	1.90	NW	(1), (2), (3), (11)		\$ 4,445,363	
NW 115th St from NW 39th Ave to NW 46th Ave	New Construction, 2 lanes + Dedicated Transit Lane	0.25	NW	(1) & (7)		\$2,128,702	
NW 122nd St / 115th St from Newberry Road to NW 39th Ave	New Construction, 2 lanes + Dedicated Transit Lane	2.30	NW	(1) & (7)			\$ 8,977,212
SW 122nd St from Newberry Rd to SW 8th Ave	Dedicated Transit Lane	1.00	NW	(1) & (5)			\$ 902,510
Total Projected Cost					\$27,227,556	\$24,135,868	\$21,919,673

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA, number of lanes to final traffic ; (11) State Funds - County would pursue State Funds, No funds currently allocated. The NW 83rd Extension from Santa Fe DRI to Millhopper Road is pending a more detailed model analysis; any changes will be reflected in the next Capital Improvements Element Update.

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Southwest							
SW 62nd Ave/SW 63rd Blvd and Archer Road	Northbound Left Turn Lane & Intersection	0.1	SW	Developer funded			
SW 20th Ave I-75 Bridge from SW 62nd Ave to SW 52nd Ave	Widen, 4 lanes with bridge over I-75	0.50	SW	(1) & (3)	\$8,741,308		
SW 73rd Ave Extension from SW 80th Drive to SW 75th Street	New Construction, 2 lane road	0.30	SW	(5)	Developer funded		
SW 91st Street / SW 73rd Ave Extension from Archer Road to SW 88th St	New Construction, 2 lane road	0.30	SW	(1) & (6)	\$ 1,170,941		
SW 30th Ave I-75 Bridge from SW 45th St to SW 24th Ave	New 4 lane bridge over I-75 + Dedicated Transit Lane(s) & Archer Braid Trail Crossing	0.30	SW	(1), (3), (7)	\$12,944,284		
SW 45th St from Archer Road to I-75	New Construction, 2 lanes + Dedicated Transit Lane(s)	0.75	SW	(7)	Developer funded		
Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Williston Road from I-75 to SW 63rd	Widen to 4 lanes	0.75	SW	(11)		\$3,741,772	
Archer Road from SW 75th St to SW 45th St	Dedicated Transit Lane + signal upgrade	2.00	SW	(1), (2), (3), (11)		\$ 2,173,208	

SW 62nd Ave from Archer Rd to Williston Rd	Reconstruct, 2 lane upgrade	1.95	SW	(1) & (2)		\$2,337,155		
Archer Road from SW 75th Terr to SW 91st St	Widen, 4 lanes + Dedicated Transit Lane	1.25	SW	(1), (3), (11)		\$9,481,720		
Tower Road from SW 8th Ave to Archer Road	Reconstruct, 2 lane divided	3.00	SW	(1), (2), (3)			TBD - 60% Design	
SW 47th Road from SW 63rd to Archer Road	New Construction, 2 lanes + 2 lane upgrade of existing road	1.50	SW	(1) & (6)			\$4,177,618	
SW 57th Road from SW 75th to SW 63rd	New Construction, 2 lanes	1.40	SW	(1) & (6)			\$5,464,390	
SW 63rd/ SW 67th Ave from SW 24th Ave to Archer Road	New Construction, 2 lanes	1.90	SW	(1) & (6)			\$7,415,958	
SW 91st St from SW 46th to Archer Road	Dedicated Transit Lane	1.00	SW	(1)			\$902,510	
SW 122nd St from SW 8th Ave to SW 37th Ave	Dedicated Transit lane	1.75	SW	(1) & (5)			\$1,579,393	
Total Projected Cost						\$22,856,582	\$17,733,856	\$19,539,868

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated. Tower Road from SW 8th Avenue to Archer Road is currently pending 60% design plan review. Final project description and cost estimate will be reflected in the next Capital Improvements Element Update.

East

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
SE 43rd St from E. University Ave to Hawthorne Rd (SR 20)	Center Turn Lane, Signal at E. University Ave	1.1	E	(1) & (6)	\$864,535		
Hawthorne Road from SE 27th to SE 43rd	Dedicated Transit Lanes (Reconfigure existing roadway, add multi-use path)	1.1	E	(1) & (11)		\$ 1,564,683	
NE 39th Avenue (SR 222) from Gainesville Regional Airport to NE 27th	Widen to 4 lanes	1.6	E	(1), (3), (11)			\$ 12,900,184
Waldo Road from Future County Fairgrounds to Gainesville Regional Airport	Dedicated Transit Lane	1.5	E	(1)			\$1,353,765
Total Projected Cost					\$864,535	\$1,564,683	\$ 14,253,949

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA (9) Springhills DRI - Projected to be constructed by DRI, not currently in DRI ADA; (10) Major roadway internal to DRI needed to address internal circulation and potentially reduce external impact, not currently in DRI ADA; (11) State Funds - County would pursue State Funds, No funds currently allocated

Bicycle and Pedestrian Projects

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
Northwest							
SW 8th Ave from SW 122nd St to SW 91st St	Multiuse off-road facility	2.0	NW	(1), (2), (6)	\$395,000		
SW 8th Ave from SW 75th Street to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (6)	\$60,000		
W. University Ave from SW 75th St to East Terminus	Sidewalk facility	0.5	NW	(1), (2), (6)	\$62,000		
NW 98th Street from NW 23rd Ave to NW 39th Ave	Multiuse off-road facility	1.0	NW	(1), (2), (6)	\$260,000		
NW 143rd St (CR 241) from Newberry Road to NW 39th Ave	Multiuse off-road facility	1.5	NW	(1), (2), (6)		\$180,000	
Millhopper Greenway from Millhopper Road to NW 39th	Multiuse off-road facility	1.5	NW	(1), (2), (8)		\$180,000	
CR 235A from US 441 to NW 177th Ave	Multiuse off-road facility	1.0	NW	(1), (2), (6)		\$ 88,000	
SW 1st Place from NW 79th Dr to SW 77th Terr	Multiuse off-road facility	0.1	NW	(1), (2), (6)		\$12,000	
NW 63rd Terr from NW 18th Ave to NW 19th Pl	Multiuse off-road facility	0.1	NW	(1), (2), (6)		\$12,000	
SW 122nd St from Newberry Rd to SW 8th Ave	Multiuse off-road facility	2.0	NW	(1), (2), (6)			\$240,000
NW 39th Ave from NW 143rd St to I-75	Multiuse off-road facility	3.0	NW	(1), (2), (6)			\$324,000
Total Projected Cost					\$777,000	\$472,000	\$564,000

Southwest

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
SW 24th Ave from SW 122nd St to SW 75th St	Filling in gaps of existing multiuse facility	3.0	SW	(1), (2), (5)	\$360,000		
Archer Road from City of Archer to I-75	Multiuse off-road facility	9.7	SW	FDOT	\$3,000,000		
Archer Braid from Tower Road to Lake Kanapaha	Multiuse off-road facility	1.0	SW	(1), (2), (3), (6)	\$300,000		
SW 122nd St from SW 40th Ave to SW 24th Ave	Multiuse off-road facility	2.0	SW	(5)	Developer funded		
SW 41st Pl from Tower Road to Greenleaf	Multiuse off-road facility	0.4	SW	(1), (2), (6)	\$48,000		
Archer Braid from Archer Road at 91st St to Tower Road at Veteran's Park	Multiuse off-road facility	2.4	SW	(1), (2), (3), (6)		\$650,000	
SW 75th St from SW 73rd Way to 6200 Block of SW Archer Road	Multiuse off-road facility	0.5	SW	(1), (2), (6)		\$ 55,000	
SW 20th/24th Ave from Tower Road to I-75	Multiuse off-road facility	1.5	SW	(1), (2), (6)		\$180,000	
Archer Braid from Lake Kanahapa to I-75	Multiuse off-road facility	0.7	SW	(1), (2), (3), (6)		\$ 600,000	
Tower Road from Archer Road to SW 8th Ave	Multiuse off-road facility	3.2	SW	(1), (2), (6)		\$384,000	
SW 62nd Ave/63rd Blvd from Archer Road to Williston Road	Multiuse off-road facility	1.5	SW	(1), (2), (6)			\$300,000
SW 122nd St from SW 24th Ave to SW 8th Ave	Multiuse off-road facility	1.0	SW	(1), (2), (6)			\$120,000

SW 91st St from Archer Braid Trail to SW 8th Ave	Multiuse off-road facility	0.9	SW	(1), (2), (6)			\$504,000
Total Projected Cost					\$3,708,000	\$1,869,000	\$924,000

East

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2010-2020	FY 2020-2025	FY 2025-2030
SE 15th St from SE 14th Ave to Boulware Springs/Hawthorne Trail Entrance	Multiuse off-road facility	1.1	E	(1), (2), (6)	\$132,000		
Sweetwater Preserve Connector from Waldo Road (SR 331) to Hawthorne Trail	Multiuse off-road facility	1.0	E	(1), (2), (6)	\$120,000		
SE 43rd Street from E. University Ave to Hawthorne Road	Multiuse off-road facility	0.5	E	(1), (2), (6)		\$60,000	
NE 27th Ave from SR 222 to SR 26	Multiuse off-road facility	2.7	E	(1), (2), (6)		\$324,000	
Kincaid Loop Connector from SE 15th to Hawthorne Road	Multiuse off-road facility	2.8	E	(1), (2), (6)			\$336,000
Total Projected Cost					\$252,000	\$384,000	\$336,000

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF Campus Master Plan Agreement; (5) Developer Funded; (6) Potential Developer - means roadway may be constructed in conjunction with a development ; (7) Developer - means roadway constructed only in conjunction with a development; (8) Santa Fe DRI - Projected to be constructed by DRI, not currently in DRI ADA;

Express Transit and Transit Capital

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
Northwest							
Newberry / Jonesville Express	Express Transit Service from Jonesville Activity Center to UF	10.00	NW	(2), (4) thru (9)	\$1,375,000	\$1,500,000	\$1,750,000
Sante Fe / Tower Express	Express Transit Service from SpringHills Activity Center to Archer / Tower Activity Center	9.00	NW	(2), (5) thru (9)	\$1,375,000	\$1,500,000	\$1,750,000
Jonesville Activity Center Park & Ride	Park & Ride	n/a	NW	(1), (4), (5), (7), (8)	\$ 360,000		
NW 122nd Park & Ride	Park & Ride	n/a	NW	(7)		\$210,000	
NW 98th Area Park & Ride	Park & Ride	n/a	NW	(7)		\$210,000	
Ft. Clarkee / I-75 Park & Ride	Park & Ride	n/a	NW	(1), (4), (5), (7), (8)	\$450,000		
Spring Hills Activity Center Park & Ride	Park & Ride	n/a	NW	(7)	Projected Developer Constructed		
Santa Fe Park & Ride	Park & Ride	n/a	NW	(7)	Projected Developer Constructed		
Santa Fe College Park & Ride	Park & Ride	n/a	NW	(5)	College Funded		

Northwest Express Transit Vehicles	Buses	n/a	NW	(1), (3), (4), (5), (8)	\$3,465,000	\$2,000,000	\$1,700,000
Total Projected Cost					\$7,025,000	\$5,420,000	\$5,200,000

Funding Legend: (1) Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

Southwest

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
Santa Fe / Tower Express	Express Transit Service from Springhills Activity Center to Archer / Tower Activity Center	9.00	SW	(2), (5) thru (9)	\$1,375,000	\$1,500,000	\$1,750,000
Haile Plantation Express	Express Transit Service from Haile Plantation to UF	10.00	SW	(1), (2), (4), (6) thru (9)	\$1,375,000	\$1,500,000	\$1,750,000
Veterans Park, Park & Ride	Park & Ride	n/a	SW	(1)	\$180,000		
Tower / Archer Activity Center Park & Ride	Park & Ride	n/a	SW	(1), (4), (5), (7), (8)	\$360,000		
I-75 Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	\$450,000		
SW 62nd Area Park & Ride	Park & Ride	n/a	SW	(7)		\$210,000	

Project Name-Location	Project Description	Project Length	Mobility District	Funding Source	FY 2015-2020	FY 2020-2025	FY 2025-2030
SW 91st Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	\$450,000		
Haile Plantation Park & Ride	Park & Ride	n/a	SW	(1)	\$180,000		
Southwest Express Transit Vehicles	Buses	n/a	SW	(1), (3), (4), (8)	\$3,465,000	\$2,000,000	\$1,700,000

Total Projected Cost					\$7,835,000	\$5,210,000	\$5,200,000
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Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

East

Eastside Express Service	Express Transit Service from Eastside Activity Center to UF	6.00	E	(1), (2), (4), (6) thru (9)	\$1,375,000	\$1,500,000	\$1,750,000
Eastside Park Park & Ride	Park & Ride	n/a	SW	(1), (4), (7), (8)	\$360,000		
East Express Transit Vehicles	Buses	n/a	E	(1), (3), (4), (8)	\$1,925,000	\$800,000	\$850,000
Total Projected Cost					\$3,660,000	\$2,300,000	\$2,600,000

Funding Legend: (1) Multi-Modal Transportation Fee (Impact Fee / Mobility Fee / Proportionate Share); (2) Gas Tax; (3) Future Sales Tax; (4) UF - Potential Contribution; (5) Santa Fe College - Potential Contribution; (6) Transit Oriented Developments (TOD) - Potential Contribution; (7) Potential Partnership with Private Developers; (8) State & Federal - Potential Funds; (9) Fare Collections

Notes: Express Service Transit frequencies are 15 minutes for two (2) hours in the AM and two (2) hours in the PM. Projected cost shown is for the five year period. Cost shown for Santa Fe / Tower Express is the cost for the entire route from I-75 @ NW 39th Avenue to Tower Road @ Archer Road.

