DETAILED DEFINITION/EVALUATION OF ALTERNATIVES REPORT - APPENDICES

Prepared for:

RTS/City of Gainesville

Prepared by:

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June 2014

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APPENDIX A

TRANSIT PRIORITY ANALYSIS SUMMARIES

Table A-1: Corridor A Existing Weekday Peak Travel Time Savings by Direction

East Bound Travel Time Savings	Corridor A Base		Corridor A Plus Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway (min)	0.00	0.00	1.67	1.67
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	0.79	1.15
TSP (min)	0.88	0.88	0.88	0.88
Queue Jump (min)	1.17	0.57	1.17	0.57
Total (min)	2.06	1.45	4.51	4.27
Minutes per Mile Savings	0.10	0.07	0.22	0.21
Total Min savings +Queue Jump	2.06	1.45	4.79	5.53
Total Min/Mile savings +Queue Jump	0.10	0.07	0.23	0.27
West Bound Travel Time Savings	**Corridor A Base**		**Corridor A Plus Improvements**	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway	0.00	0.00	1.67	1.67
(BAT) Lane (min)	0.00	0.00	0.18	0.19
TSP (min)	0.77	0.53	0.77	0.53
Queue Jump (min)	0.00	0.13	0.00	0.13
Total (min)	0.77	0.65	2.62	2.52
Minutes per Mile Savings	0.04	0.03	0.13	0.12
Total Min savings +Queue Jump	0.77	0.65	3.49	3.05
Total Min/Mile savings +Queue Jump	0.04	0.03	0.17	0.15
Two Directional Travel Time Savings	**Corridor A Base**		**Corridor A Plus Improvements**	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway	0.00	0.00	3.34	3.34
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	0.97	1.34
TSP (min)	1.65	1.41	1.65	1.41
Queue Jump (min)	1.17	0.70	1.17	0.70
Total (min)	2.83	2.11	7.13	6.79
Minutes per Mile Savings	0.14	0.10	0.35	0.33
Total Min savings +Queue Jump	2.83	2.11	8.28	8.58
Total Min/Mile savings +Queue Jump	0.14	0.10	0.40	0.42

Table A-2: Corridor A 2035 Weekday Peak Travel Time Savings by Direction

East Bound Travel Time Savings	Corridor A Base		Corridor A Plus Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway (min)	0.00	0.00	1.95	1.95
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	0.90	1.26
TSP (min)	1.52	1.63	1.52	1.63
Queue Jump (min)	1.06	0.60	1.06	0.60
Total (min)	2.58	2.23	5.42	5.44
Minutes per Mile Savings	0.13	0.11	0.26	0.27
Total Min savings +Queue Jump	2.58	2.23	5.73	5.72
Total Min/Mile savings +Queue Jump	0.13	0.11	0.28	0.28
West Bound Travel Time Savings	**Corridor A Base**		**Corridor A Plus Improvements**	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway	0.00	0.00	1.95	1.95
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	0.25	0.25
TSP (min)	0.53	1.76	0.62	0.62
Queue Jump (min)	0.13	0.00	0.00	0.00
Total (min)	0.65	1.76	2.82	2.82
Minutes per Mile Savings	0.03	0.09	0.14	0.14
Total Min savings +Queue Jump	0.65	1.76	3.88	3.69
Total Min/Mile savings +Queue Jump	0.03	0.09	0.19	0.18
Two Directional Travel Time Savings	**Corridor A Base**		**Corridor A Plus Improvements**	
	AM Peak	PM Peak	AM Peak	PM Peak
Medium Transitway	0.00	0.00	3.90	3.90
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	1.15	1.51
TSP (min)	2.05	3.39	2.14	2.25
Queue Jump (min)	1.18	0.60	1.06	0.60
Total (min)	3.23	3.99	8.24	8.26
Minutes per Mile Savings	0.16	0.19	0.40	0.40
Total Min savings +Queue Jump	3.23	3.99	9.61	9.41
Total Min/Mile savings +Queue Jump	0.16	0.19	0.47	0.46

Table A-3: Corridor A Travel Time Savings with Extended Queue Jumps

Existing Potential Extended Queue Jump - Needed Improvements

Intersection	Existing Storage Length RTL (ft)	Existing Queue Length TL (ft)	Required Storage Length Extension (ft)	Estimated Existing AM Peak Savings - Extended Queue Jump (min)	Estimated Existing PM Peak Savings - Extended Queue Jump (min)
WB - Archer Rd/SW 16th St	115	439	324	0.47	0.28
WB - Archer Rd/Newell	170	236	66	0.16	0.0
EB - Archer Rd/Center St	85	222	137	0.07	0.19
EB - Newberry Rd/NW 66th St (bypass)	145	302	157	0.22	0.22
WB - Newberry Rd/NW 66th St	0	568	568	0.25	0.25
SB - NW 62nd Blvd/ NW 1st Pl	276	1333	1057	0.00	0.75

2035 Potential Extended Queue Jump - Needed Improvements

Intersection	Existing Storage Length RTL (ft)	2035 Queue Length TL (ft)	Required Storage Length Extension (ft)	Estimated 2035 AM Peak Savings - Extended Queue Jump (min)	Estimated 2035 PM Peak Savings - Extended Queue Jump (min)
WB - Archer Rd/SW 16th St	115	405	290	0.47	0.47
WB - Archer Rd/Newell	170	239	69	0.16	0.16
EB - Archer Rd/Center St	85	223	138	0.07	0.07
EB - Newberry Rd/NW 66th St (bypass)	145	362	217	0.24	0.21
WB - Newberry Rd/NW 66th St	0	1115	1115	0.44	0.24
SB - NW 62nd Blvd/ NW 1st Pl	276	1333	1057	0.25	0.9

Table A-4: Corridor B Existing Weekday Peak Travel Time Savings by Direction

East Bound Travel Time Savings	Corridor B Base		Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0.00	2.34	2.34
Semi-Exclusive (BAT) Lane (min)	2.75	5.22	4.19	6.66
TSP (min)	0.89	1.09	0.89	1.09
Queue Jump (min)	0.51	0.24	0.51	0.24
Total (min)	4.15	6.55	7.93	10.33
Minutes per Mile Savings	0.20	0.32	0.38	0.50
Total Min savings +Queue Jump	4.15	6.55	8.41	11.84
Total Min/Mile savings +Queue Jump	0.20	0.32	0.41	0.57
West Bound Travel Time Savings	**Corridor B Base**		**Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave**	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0	2.34	2.34
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	2.27	4.14
TSP (min)	0.81	1.14	0.81	1.14
Queue Jump (min)	0.00	0.13	0.00	0.13
Total (min)	0.81	1.27	5.42	7.75
Minutes per Mile Savings	0.04	0.06	0.26	0.37
Total Min savings +Queue Jump	0.81	1.27	6.52	8.15
Total Min/Mile savings +Queue Jump	0.04	0.06	0.31	0.39
Two Directional Travel Time Savings	**Corridor B Base**		**Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave**	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0.00	4.68	4.68
Semi-Exclusive (BAT) Lane (min)	2.75	5.22	6.46	10.80
TSP (min)	1.70	2.23	1.70	2.23
Queue Jump (min)	0.51	0.37	0.51	0.37
Total (min)	4.96	7.82	13.35	18.08
Minutes per Mile Savings	0.24	0.38	0.64	0.87
Total Min savings +Queue Jump	4.96	7.82	14.93	19.99
Total Min/Mile savings +Queue Jump	0.24	0.38	0.72	0.97

Table A-5: Corridor B 2035 Weekday Peak Travel Time Savings by Direction

East Bound Travel Time Savings	Corridor B Base		Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0.00	2.73	2.73
Semi-Exclusive (BAT) Lane (min)	3.11	5.90	4.21	7.91
TSP (min)	1.29	1.30	1.29	1.30
Queue Jump (min)	0.03	0.03	0.03	0.03
Total (min)	4.43	7.22	8.26	11.97
Minutes per Mile Savings	0.21	0.35	0.40	0.58
Total Min savings +Queue Jump	4.43	7.22	8.78	13.49
Total Min/Mile savings +Queue Jump	0.21	0.35	0.42	0.65
West Bound Travel Time Savings	**Corridor B Base**		**Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave**	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0.00	2.73	2.73
Semi-Exclusive (BAT) Lane (min)	0.00	0.00	2.61	4.72
TSP (min)	0.68	0.68	0.68	0.68
Queue Jump (min)	0.00	0.00	0.00	0.00
Total (min)	0.68	0.68	6.02	8.13
Minutes per Mile Savings	0.03	0.03	0.29	0.39
Total Min savings +Queue Jump	0.68	0.68	6.97	8.53
Total Min/Mile savings +Queue Jump	0.03	0.03	0.34	0.41
Two Directional Travel Time Savings	**Corridor B Base**		**Corridor B Plus EB Extended Right Turn Lane with BRT to SW 16th Ave**	
	AM Peak	PM Peak	AM Peak	PM Peak
Median Transitway (min)	0.00	0.00	5.46	5.46
Semi-Exclusive (BAT) Lane (min)	3.11	5.90	6.82	12.63
TSP (min)	1.97	1.98	1.97	1.98
Queue Jump (min)	0.03	0.03	0.03	0.03
Total (min)	5.11	7.90	14.28	20.10
Minutes per Mile Savings	0.25	0.38	0.69	0.97
Total Min savings +Queue Jump	5.11	7.90	15.75	22.02
Total Min/Mile savings +Queue Jump	0.25	0.38	0.76	1.06

Table A-6: Corridor B Travel Time Savings with Extended Queue Jumps

Existing Potential Extended Queue Jump - Needed Improvements

Intersection	Existing Storage Length RTL (ft)	Existing Queue Length TL (ft)	Required Storage Length Extension (ft)	Estimated Existing AM Peak Savings - Extended Queue Jump (min)	Estimated Existing PM Peak Savings - Extended Queue Jump (min)
WB - Archer Rd/SW 16th St	115	439	324	0.47	0.28
WB - Archer Rd/Newell	170	236	66	0.16	0.0
EB - Archer Rd/Center St	85	222	137	0.07	0.19
EB- Archer Rd/Gale Lemerand	85	222	137	0.19	0.0
EB - Newberry Rd/NW 66th St (bypass)	145	302	157	0.22	0.22
WB - Newberry Rd/NW 66th St	0	568	568	0.25	0.25
WB - Archer Rd/ SW 16th Ave bypass	0	100	100	0.12	0
SB - NW 62nd Blvd/ NW 1st Pl	276	1333	1057	0.00	0.75

2035 Potential Extended Queue Jump - Needed Improvements

Intersection	Existing Storage Length RTL (ft)	2035 Queue Length TL (ft)	Required Storage Length Extension (ft)	Estimated 2035 AM Peak Savings - Extended Queue Jump (min)	Estimated 2035 PM Peak Savings - Extended Queue Jump (min)
WB - Archer Rd/SW 16th St	115	405	290	0.47	0.47
WB - Archer Rd/Newell	170	239	69	0.16	0.16
EB - Archer Rd/Center St	85	223	138	0.07	0.07
EB - Newberry Rd/NW 66th St (bypass)	145	362	217	0.24	0.21
WB - Newberry Rd/NW 66th St	0	1115	1115	0.44	0.24
WB - Archer Rd/ SW 16th Ave bypass	0	100	100	0.08	0.13
SB - NW 62nd Blvd/ NW 1st Pl	276	1333	1057	0.25	0.9

APPENDIX B

RUNNING-WAY CONCEPT PLANS

Figure B-1: Corridor A Running-Way Concept Plans

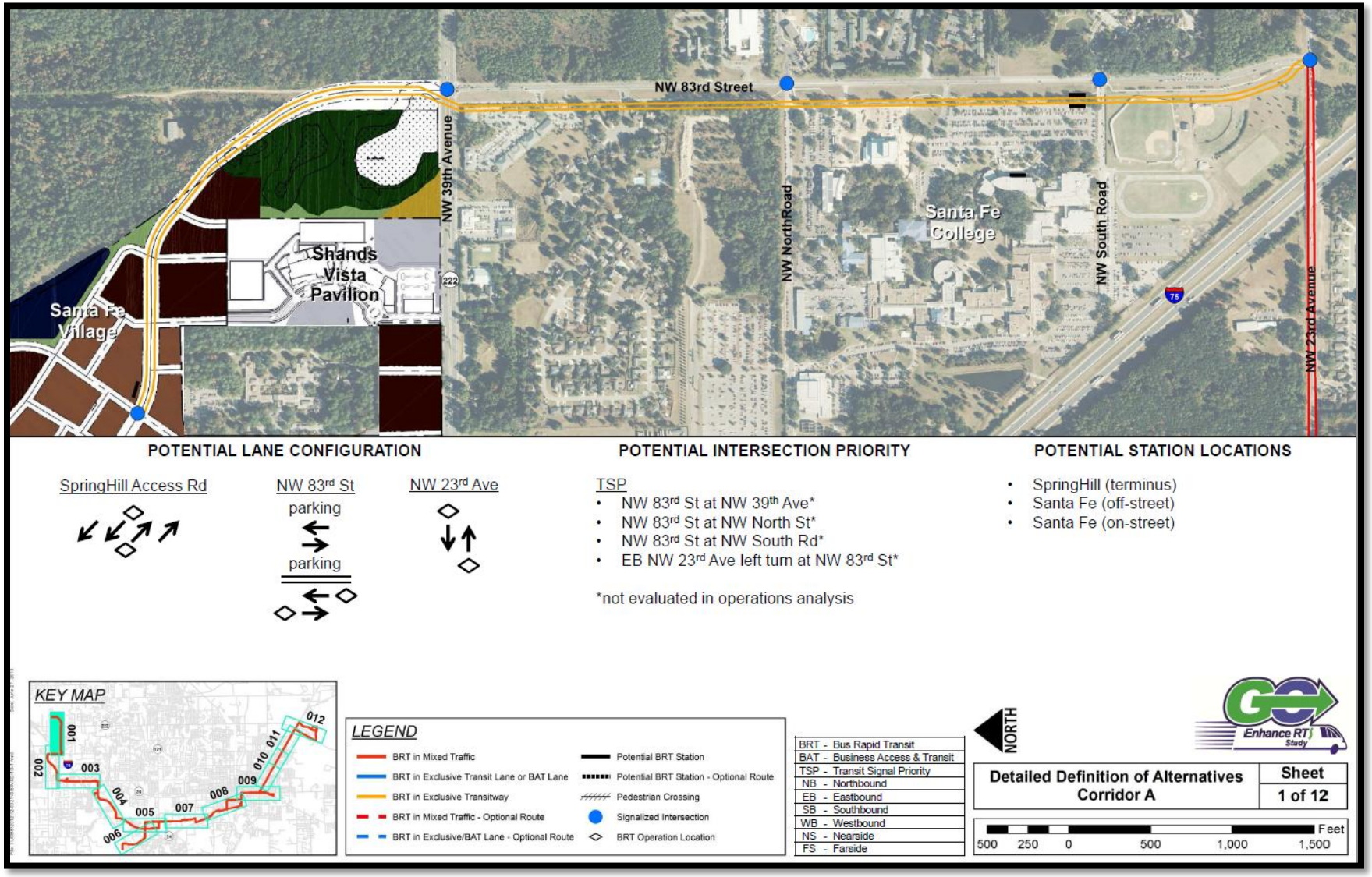


Figure B-2: Corridor A Running-Way Concept Plans (Cont)

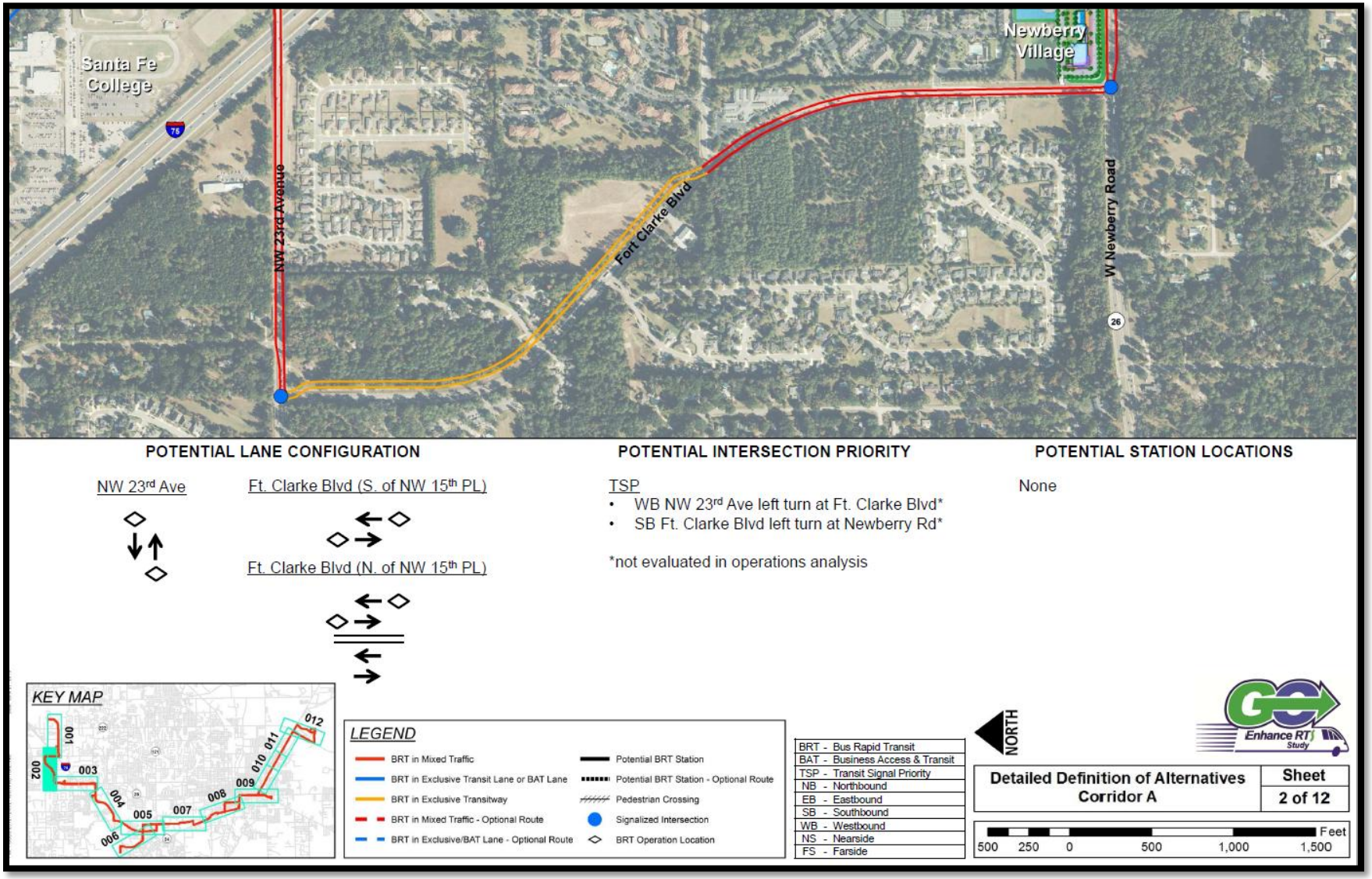


Figure B-3: Corridor A Running-Way Concept Plans (Cont)

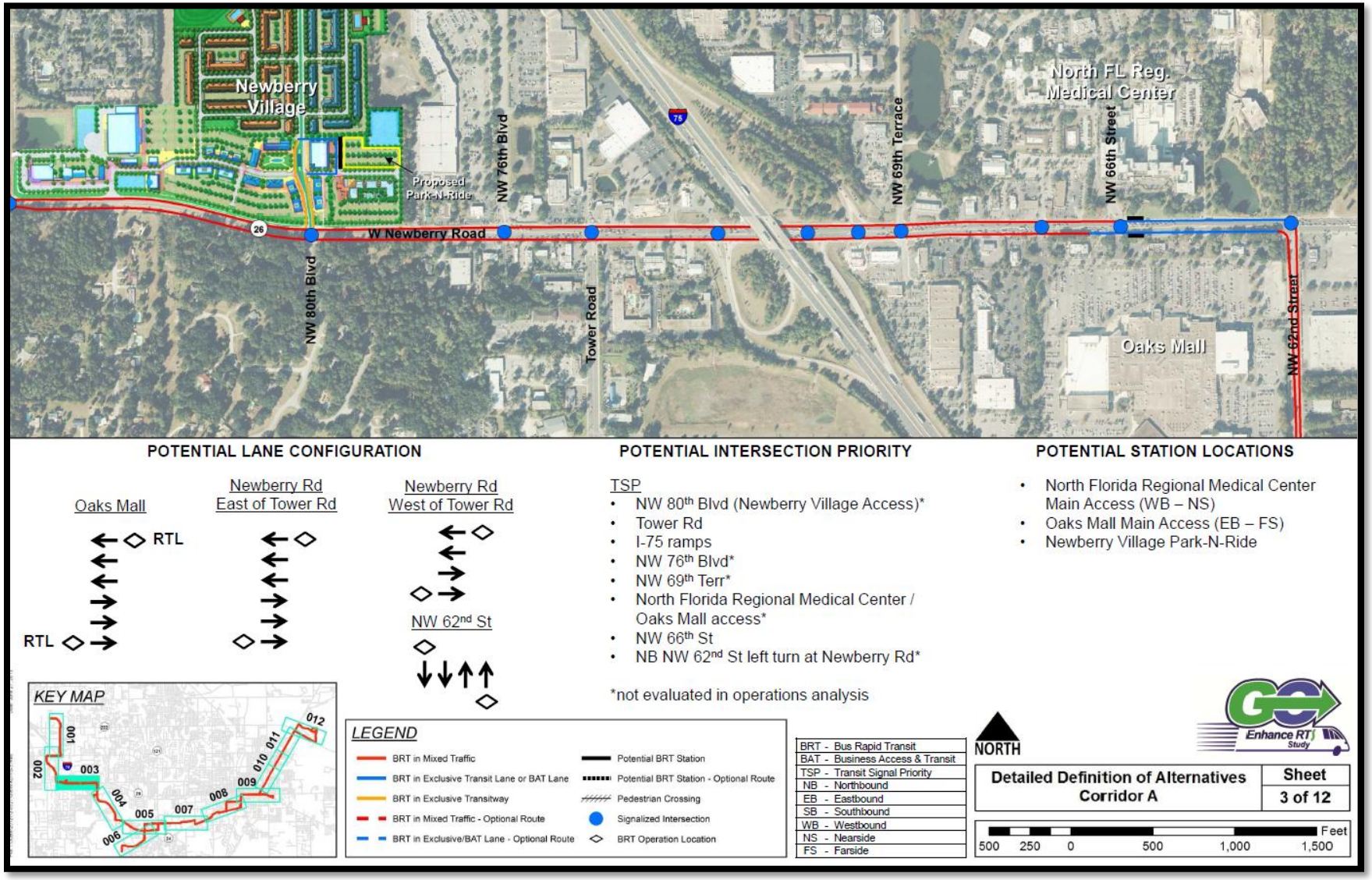


Figure B-4: Corridor A Running-Way Concept Plans (Cont)

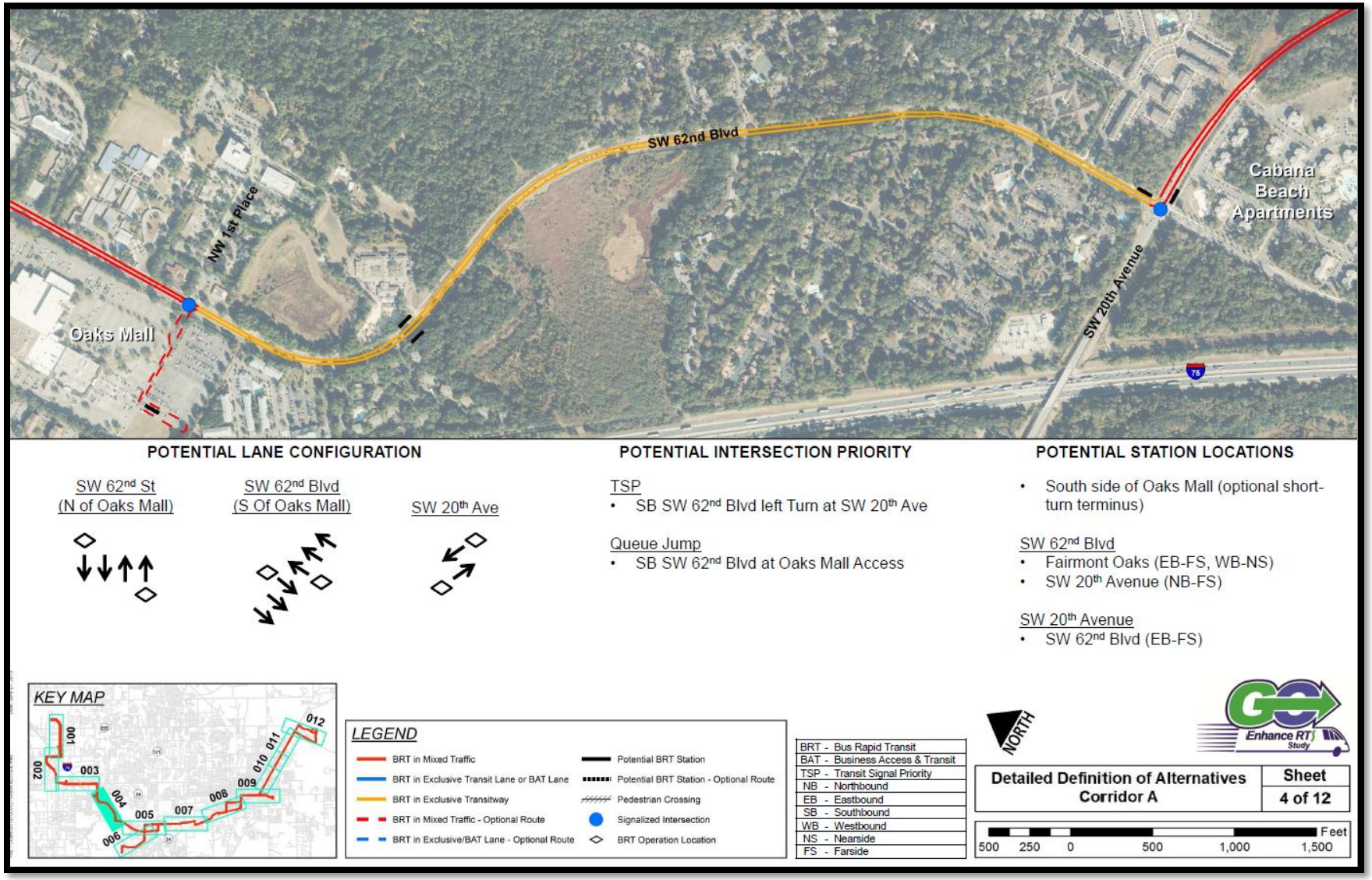
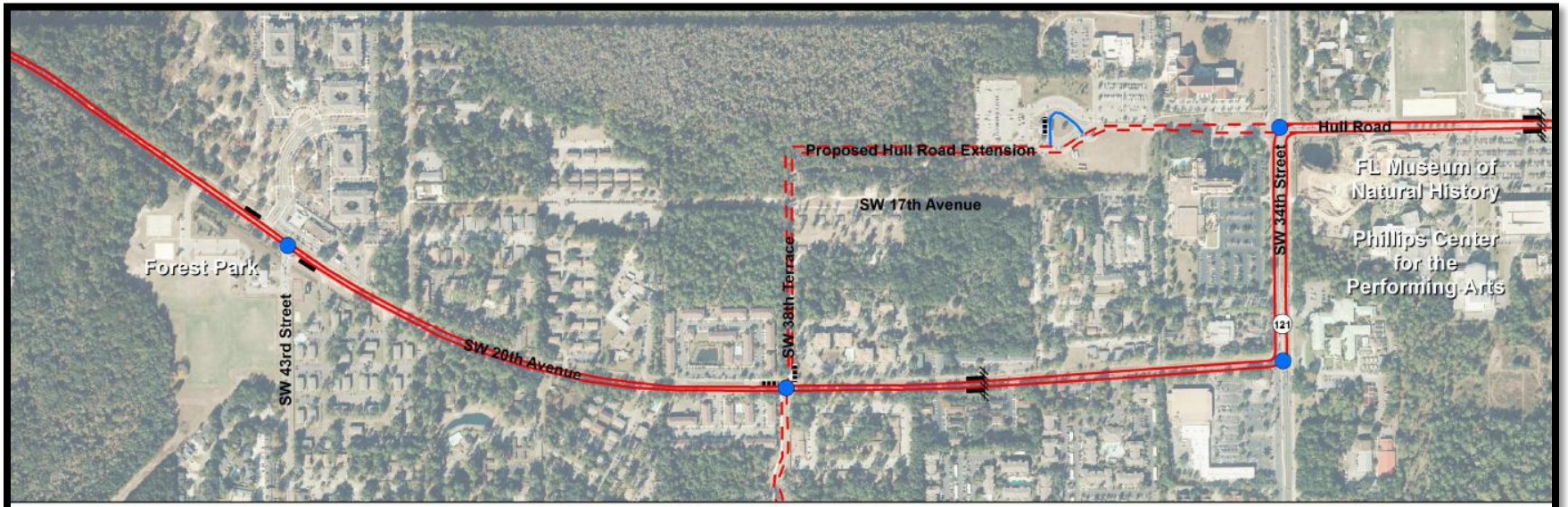


Figure B-5: Corridor A Running-Way Concept Plans (Cont)



POTENTIAL LANE CONFIGURATION

SW 20th Ave | SW 38th Ter | SW 19th St | Hull Rd

POTENTIAL INTERSECTION PRIORITY

TSP
- SW 20th Ave at SW 43rd St*
- EB SW 20th Ave left turn at SW 38th Ter
- SW 20th Ave at SW 34th St*
- WB SW 34th St at Hull Road

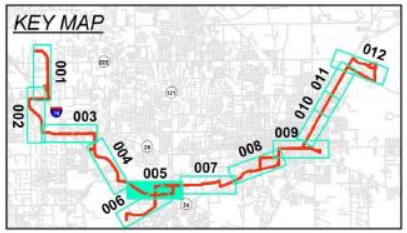
*not evaluated in operations analysis

Queue Jump
- EB SW 34th St at Hull Road

POTENTIAL STATION LOCATIONS

SW 20th Avenue
- SW 43rd Street (EB-FS, WB-FS)
- SW 38th Terrace (EB-FS, WB-FS)
- Mid-block Existing

Hull Rd
- Park-n-ride



LEGEND
- BRT in Mixed Traffic
- BRT in Exclusive Transit Lane or BAT Lane
- BRT in Exclusive Transitway
- BRT in Mixed Traffic - Optional Route
- BRT in Exclusive/BAT Lane - Optional Route
- Potential BRT Station
- Potential BRT Station - Optional Route
- Pedestrian Crossing
- Signalized Intersection
- BRT Operation Location

BRT	Bus Rapid Transit
BAT	Business Access & Transit
TSP	Transit Signal Priority
NB	Northbound
EB	Eastbound
SB	Southbound
WB	Westbound
NS	Nearside
FS	Farside

NORTH

Enhance RTJ Study

Detailed Definition of Alternatives Corridor A	Sheet 5 of 12

Feet: 500 250 0 500 1,000 1,500

Figure B-6: Corridor A Running-Way Concept Plans (Cont)

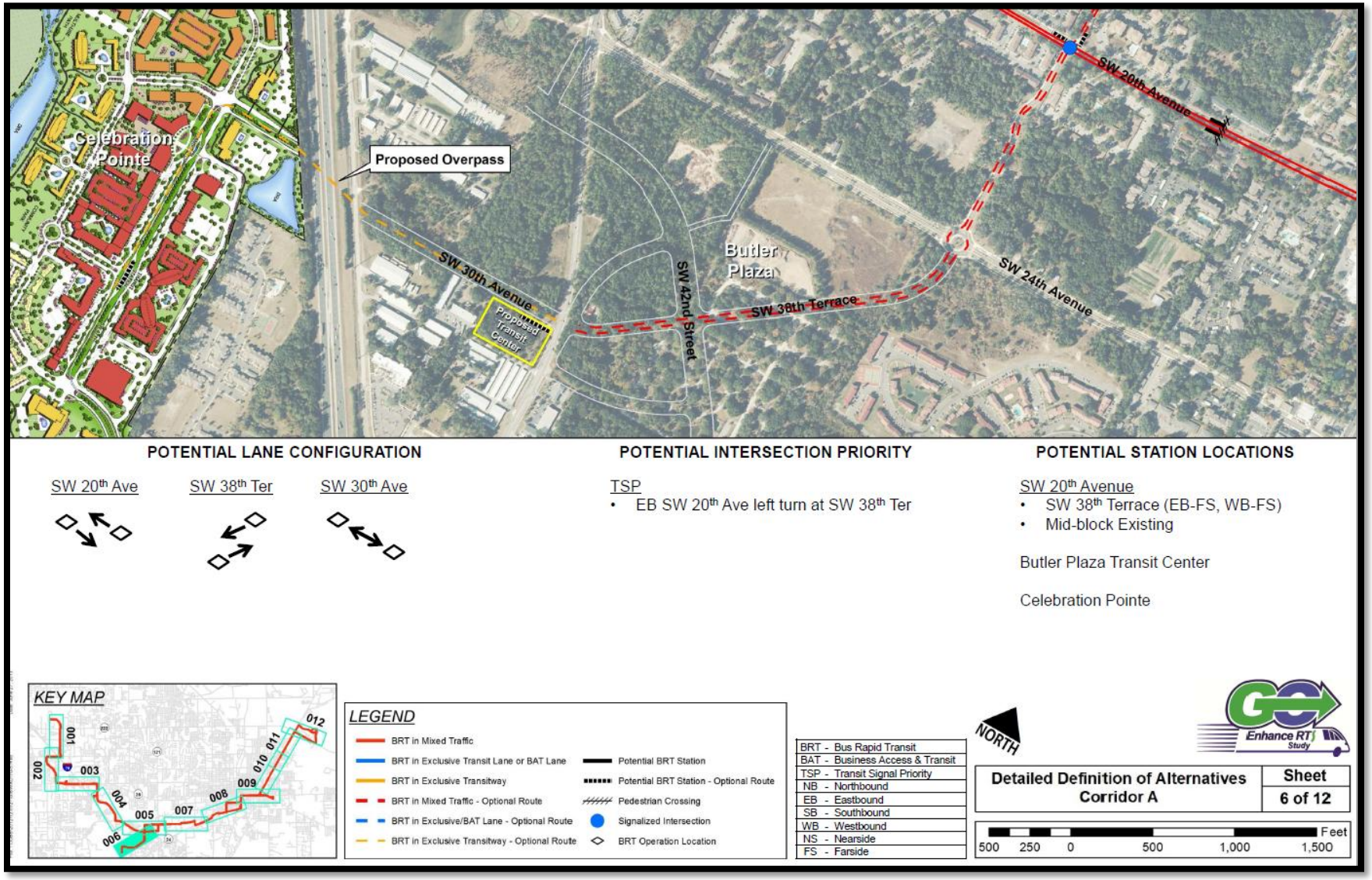


Figure B-7: Corridor A Running-Way Concept Plans (Cont)

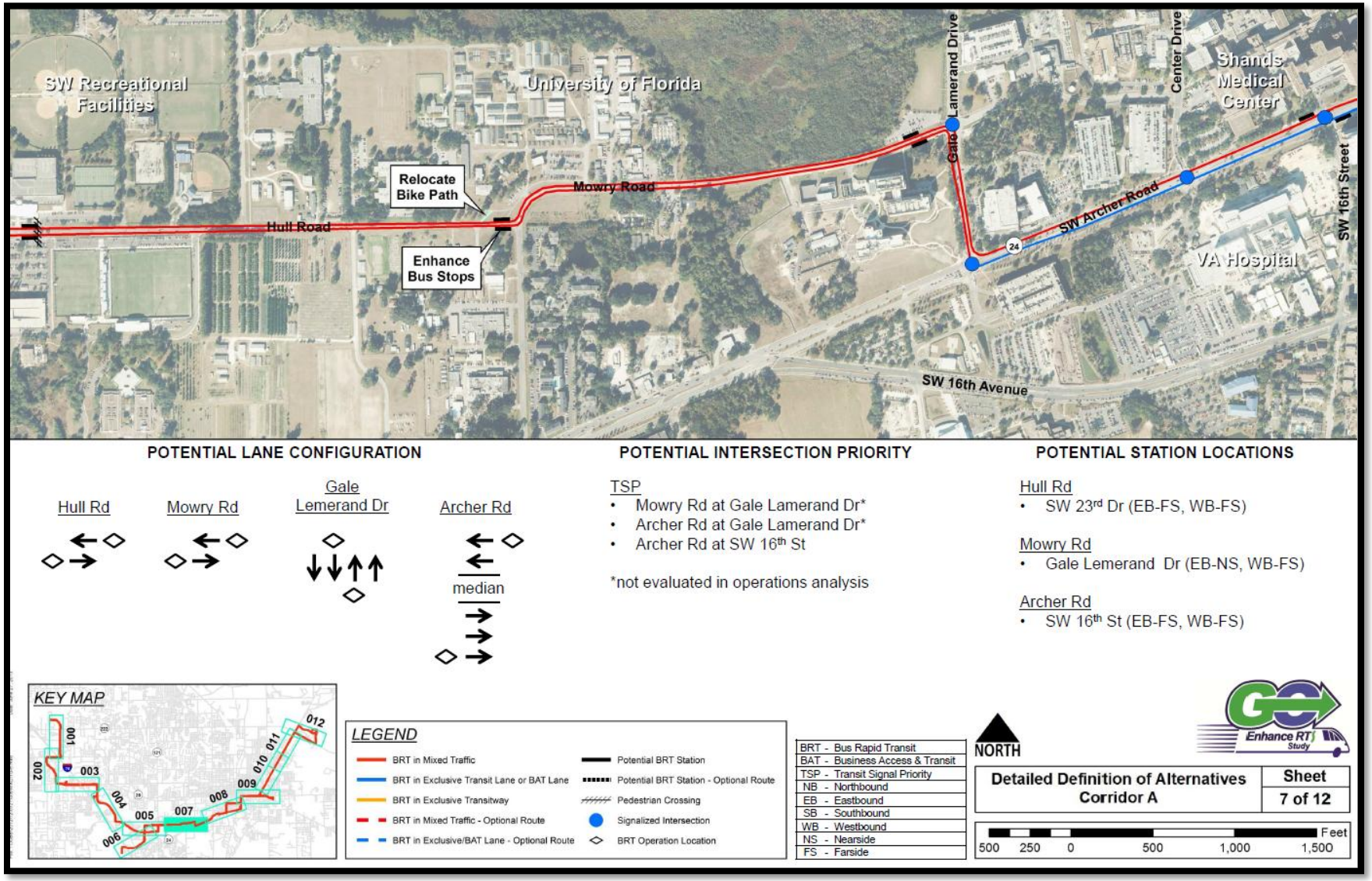


Figure B-8: Corridor A Running-Way Concept Plans (Cont)

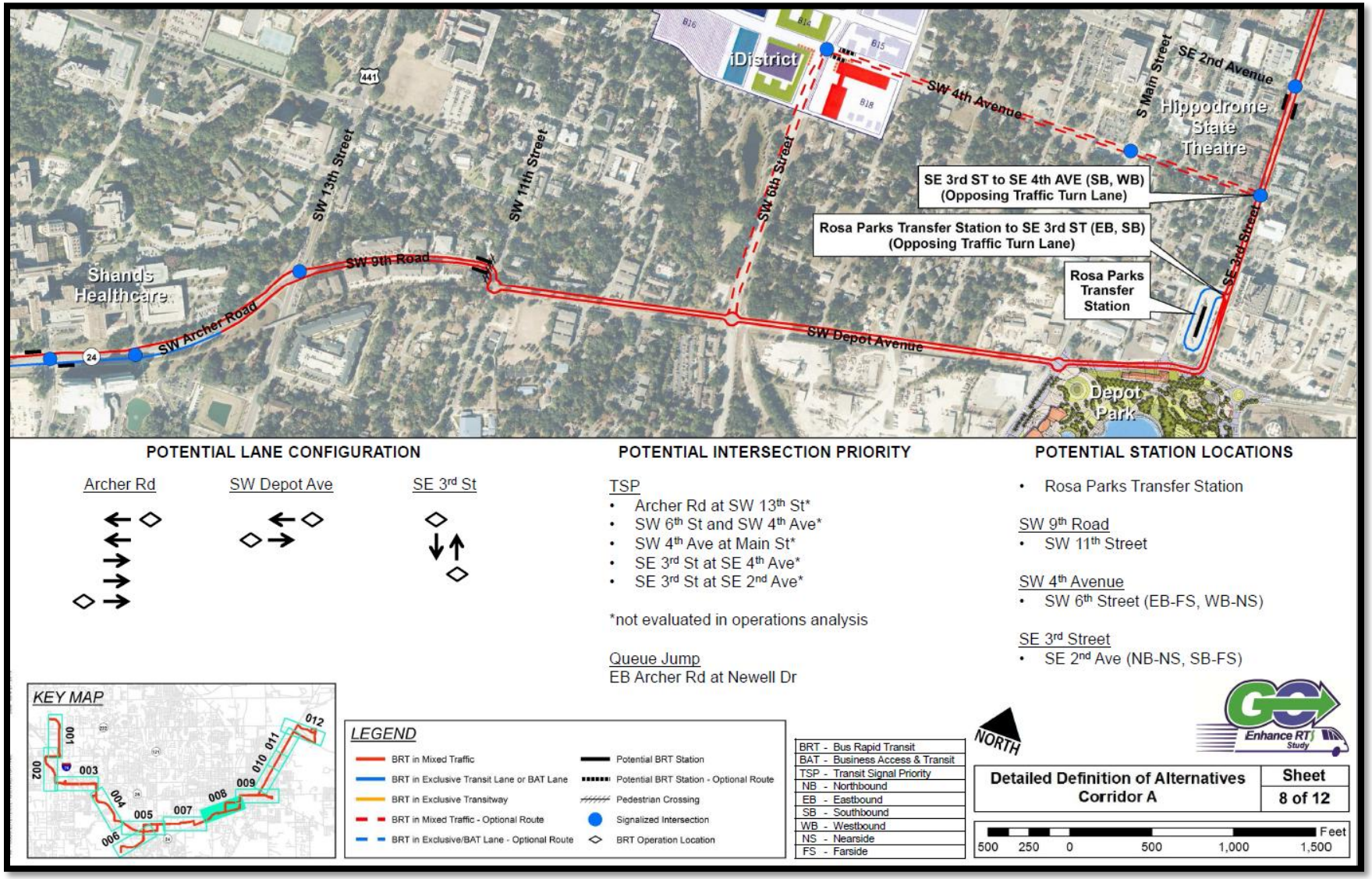


Figure B-9: Corridor A Running-Way Concept Plans (Cont)

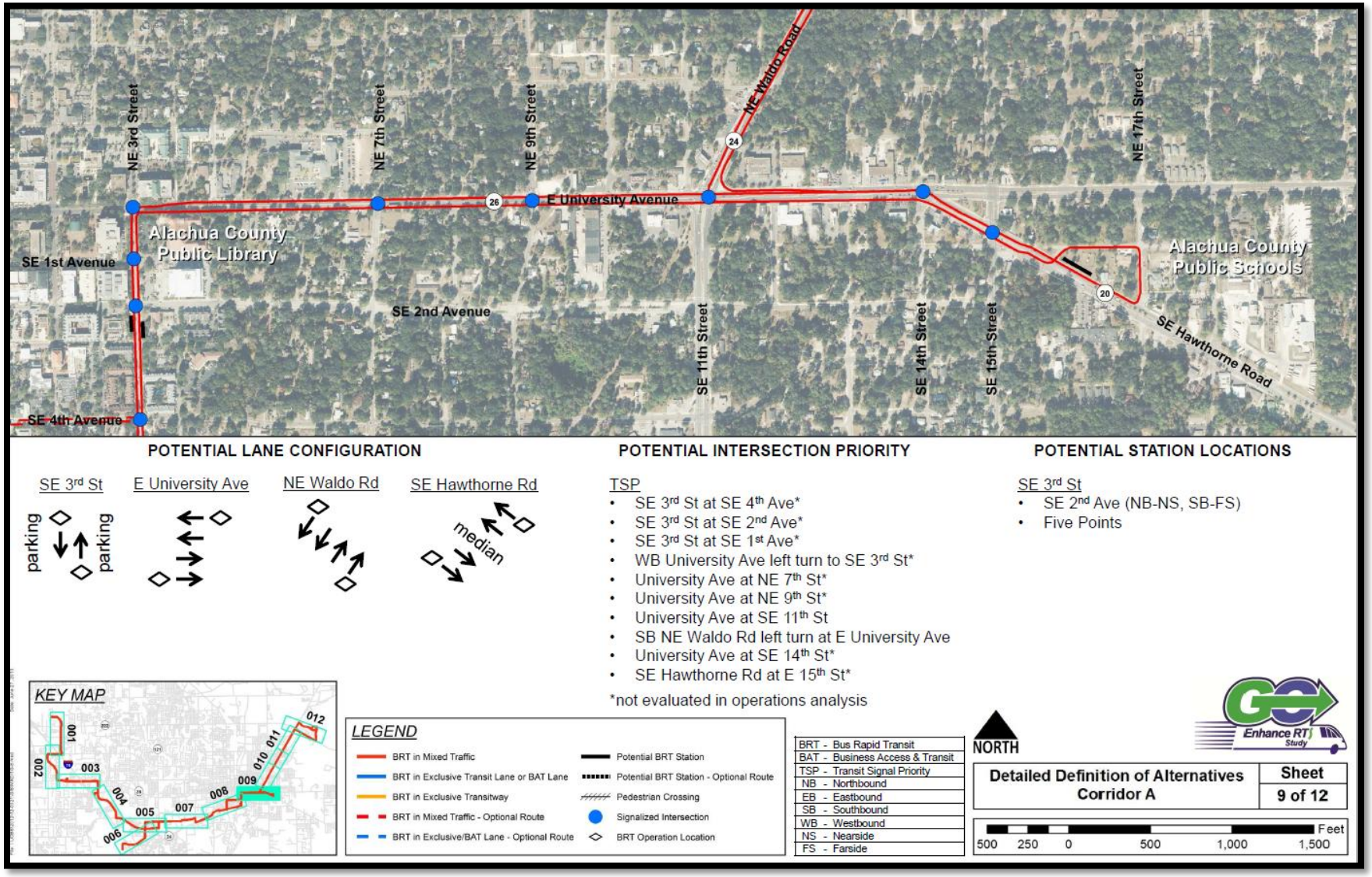
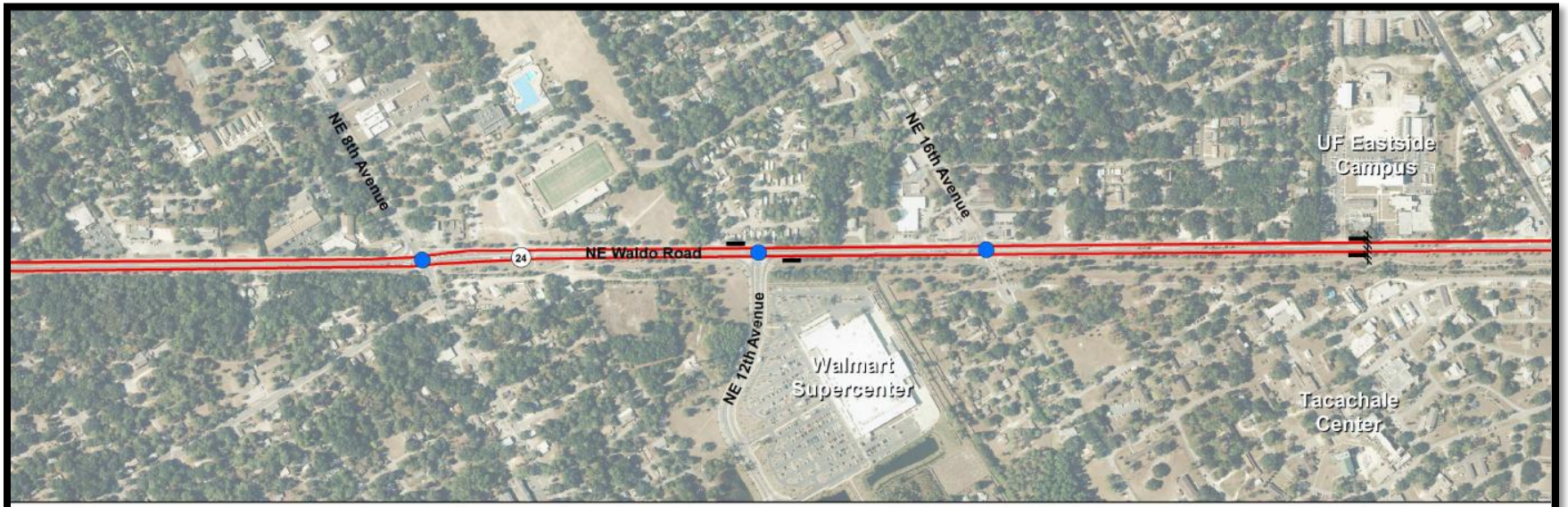


Figure B-10: Corridor A Running-Way Concept Plans (Cont)



POTENTIAL LANE CONFIGURATION

NE Waldo Rd

median

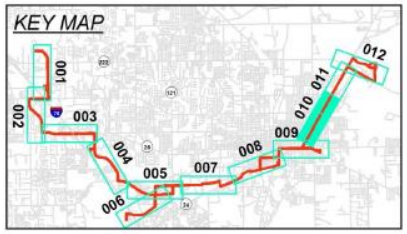
POTENTIAL INTERSECTION PRIORITY

TSP
- NE 8th Avenue*
- NE 12th Avenue*
- NE 16th Avenue*

*not evaluated in operations analysis

POTENTIAL STATION LOCATIONS

- Walmart Supercenter
- University of Florida – Eastside Campus or NE 23rd Ave



LEGEND

- BRT in Mixed Traffic
- BRT in Exclusive Transit Lane or BAT Lane
- BRT in Exclusive Transitway
- BRT in Mixed Traffic - Optional Route
- BRT in Exclusive/BAT Lane - Optional Route
- Potential BRT Station
- Potential BRT Station - Optional Route
- Pedestrian Crossing
- Signalized Intersection
- BRT Operation Location

BRT	Bus Rapid Transit
BAT	Business Access & Transit
TSP	Transit Signal Priority
NB	Northbound
EB	Eastbound
SB	Southbound
WB	Westbound
NS	Nearside
FS	Farside

NORTH

Enhance RTJ Study

Detailed Definition of Alternatives Corridor A	Sheet 10 of 12

Feet: 500 250 0 500 1,000 1,500

Figure B-11: Corridor A Running-Way Concept Plans (Cont)

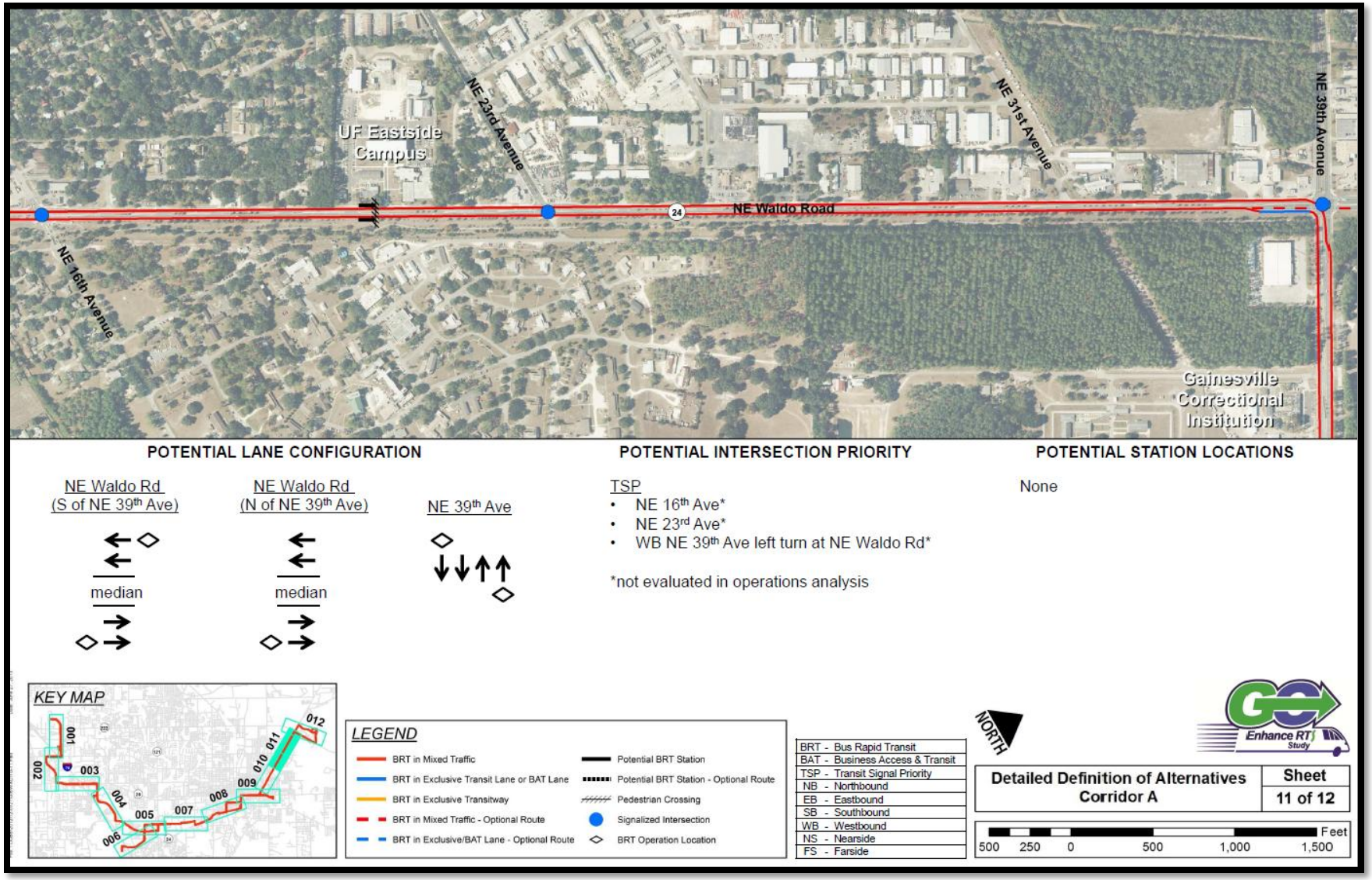


Figure B-12: Corridor A Running-Way Concept Plans (Cont)

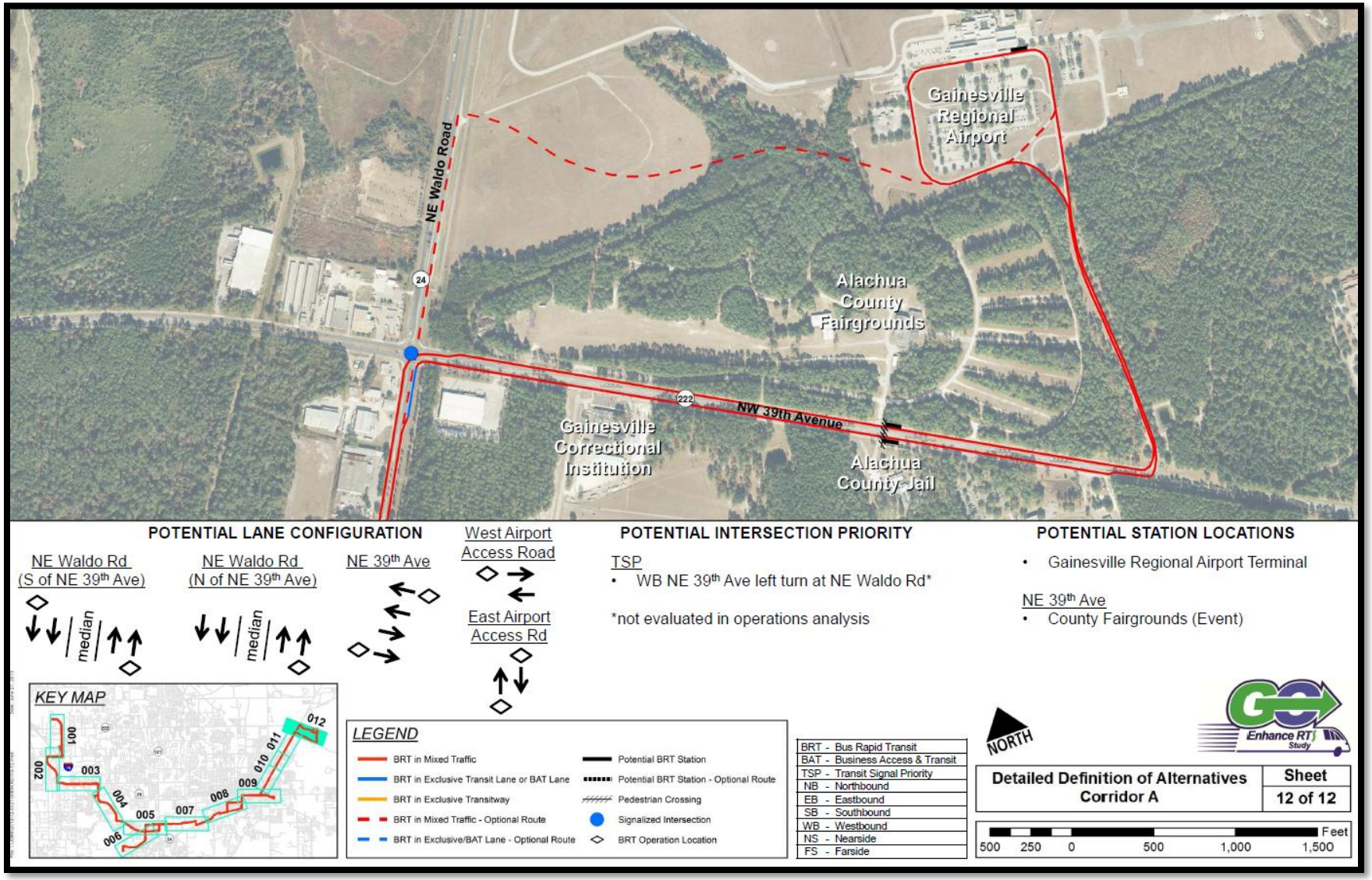


Figure B-13: Corridor B Running-Way Concept Plans

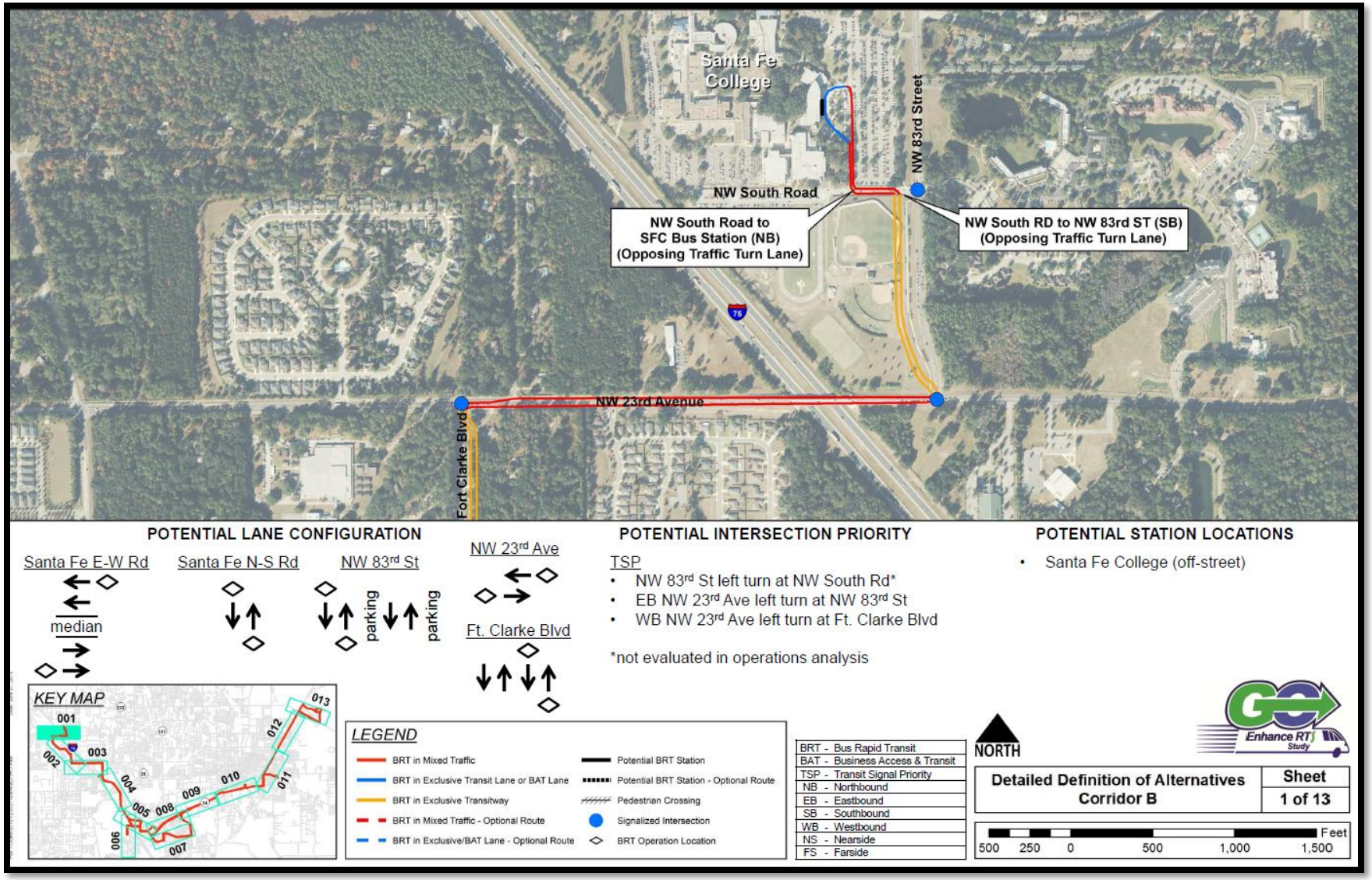


Figure B-14: Corridor B Running-Way Concept Plans (Cont)

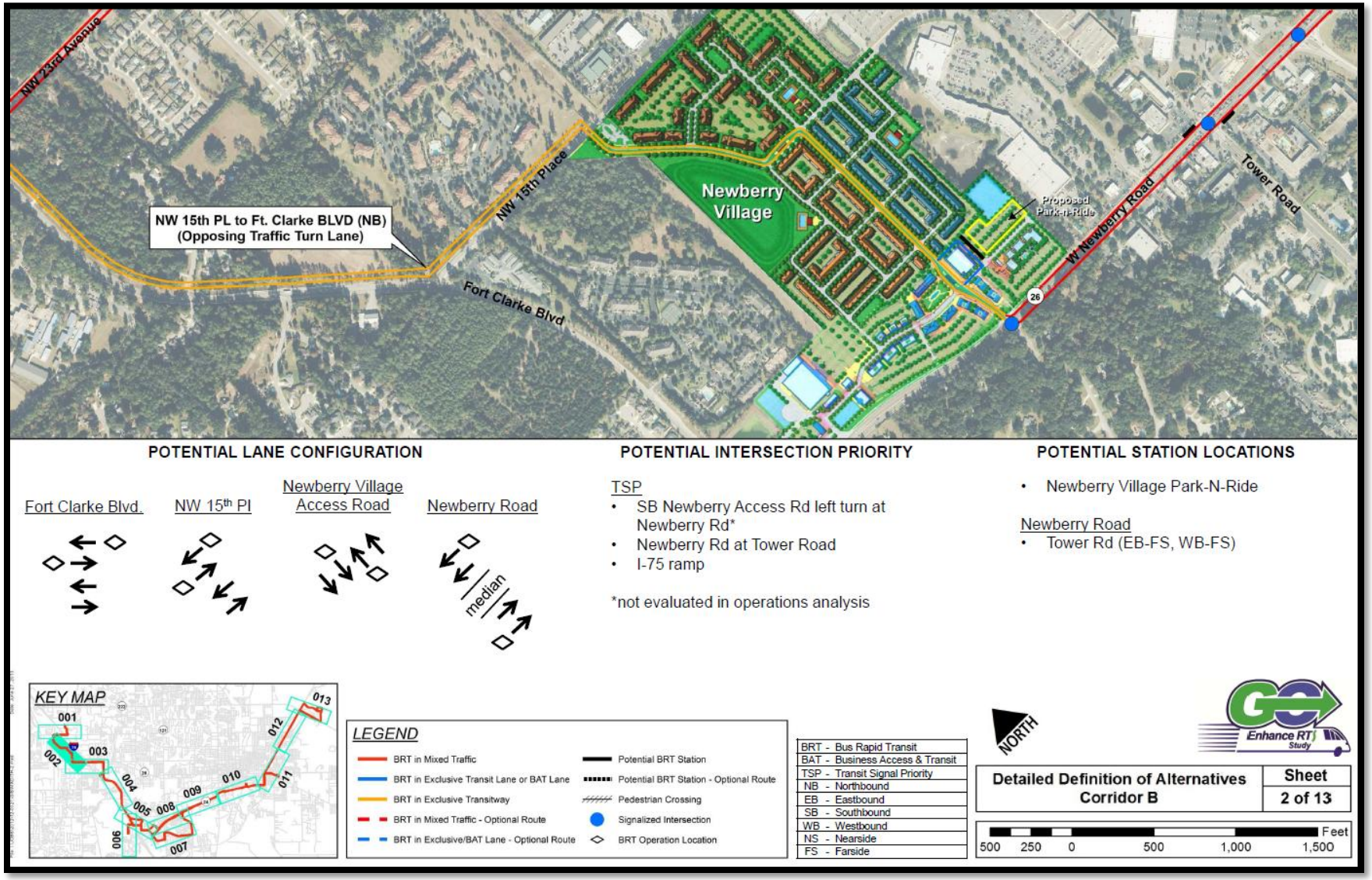


Figure B-15: Corridor B Running-Way Concept Plans (Cont)

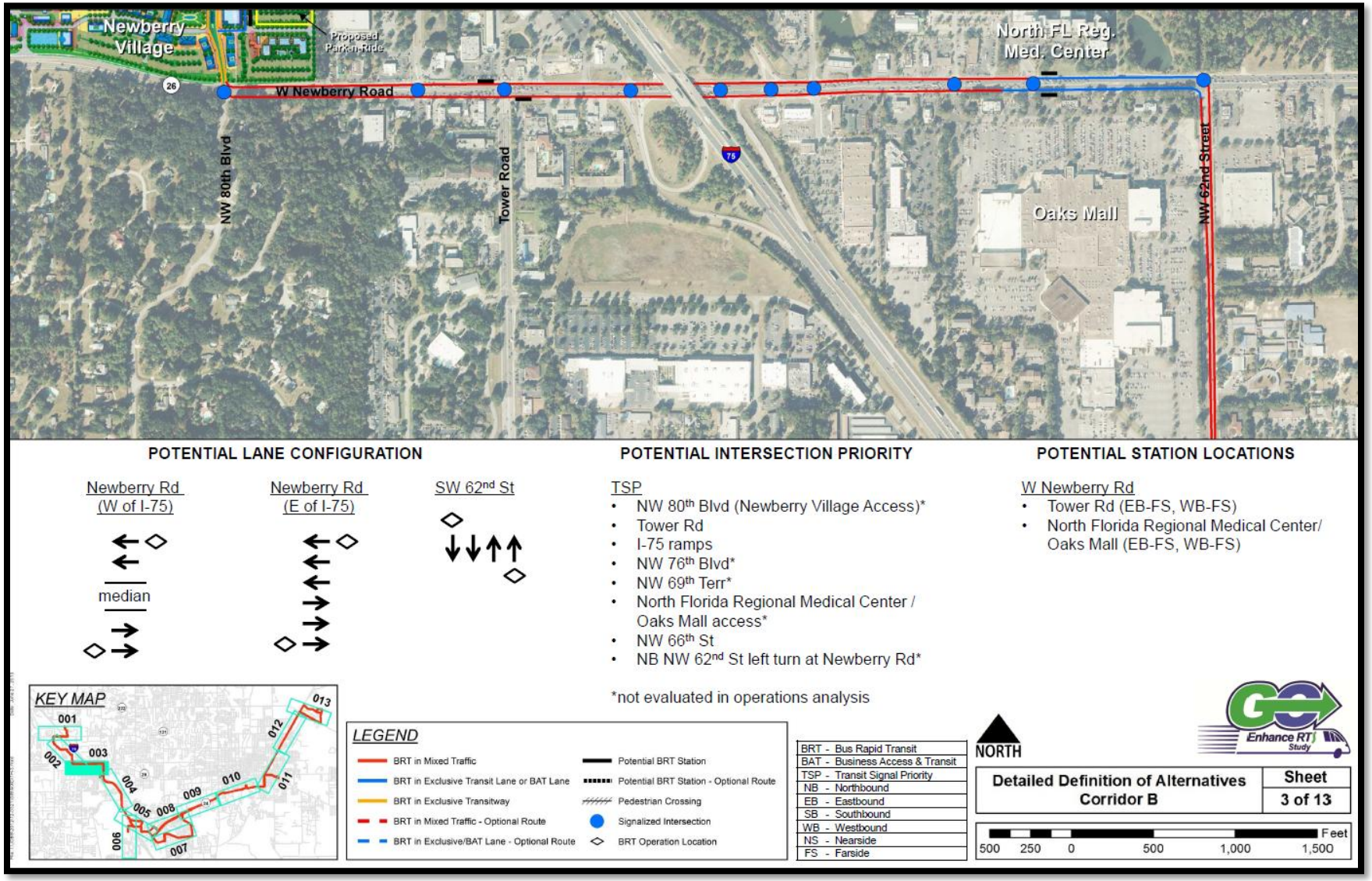


Figure B-16: Corridor B Running-Way Concept Plans (Cont)

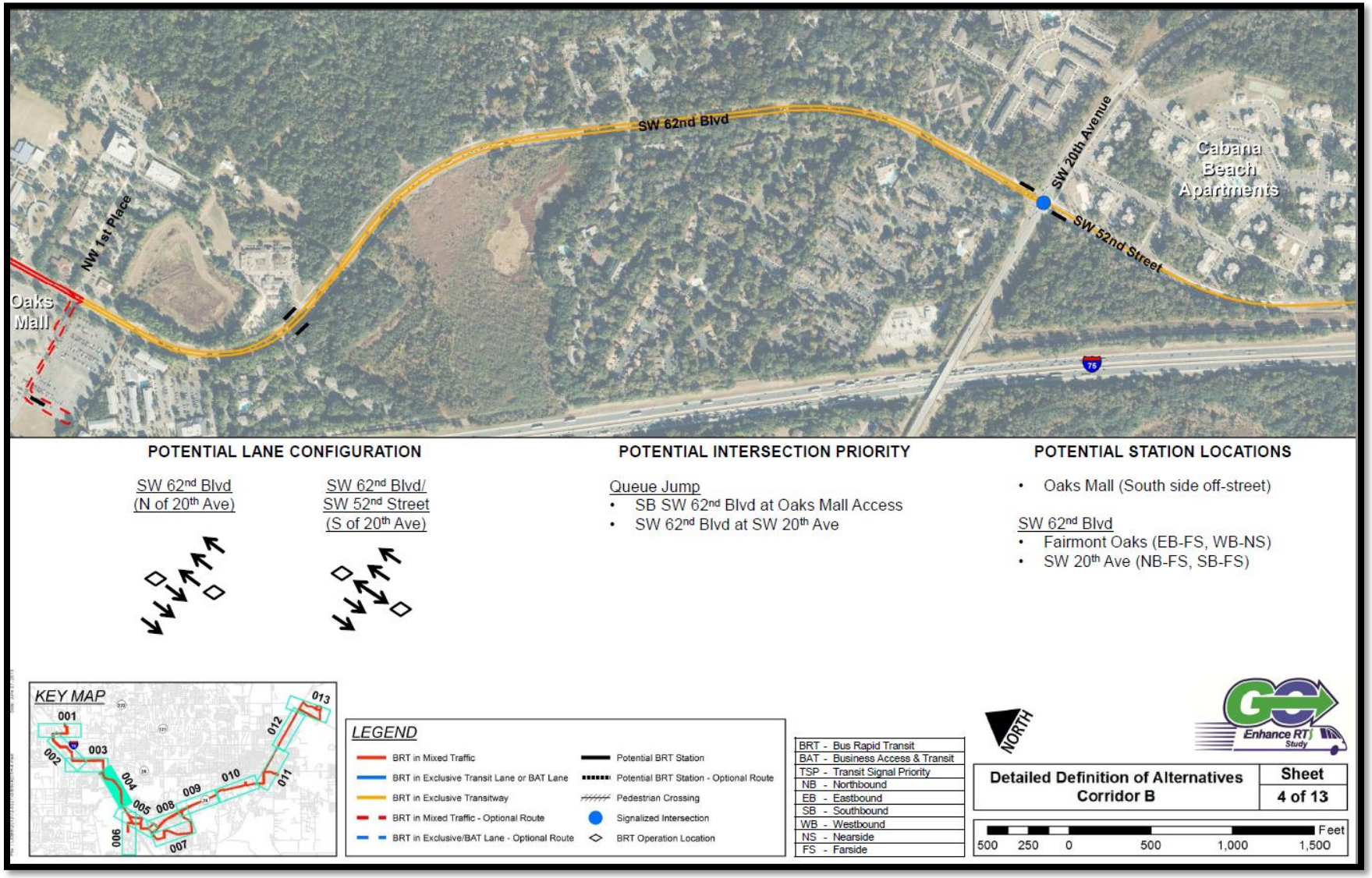


Figure B-17: Corridor B Running-Way Concept Plans (Cont)

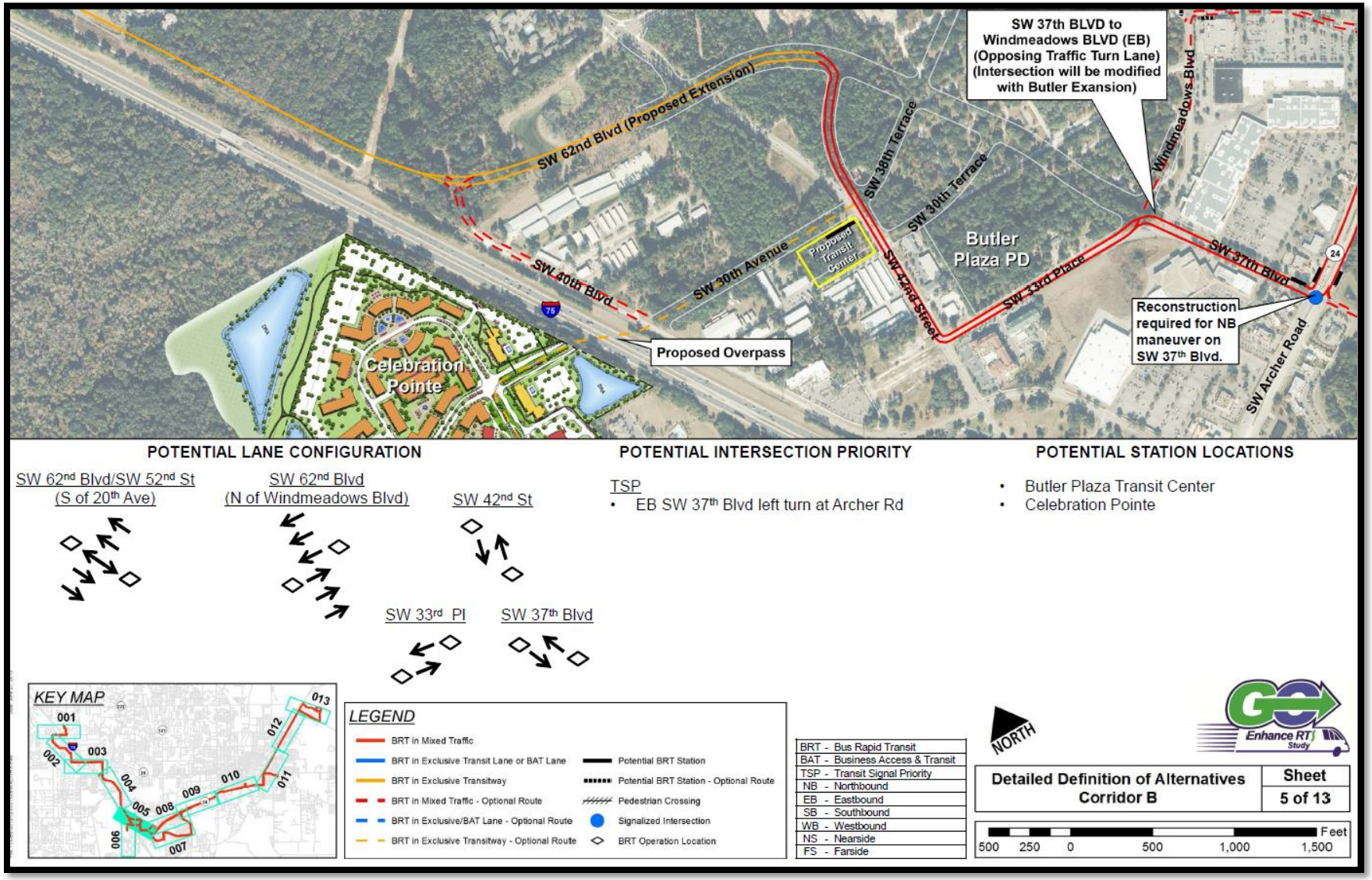


Figure B-18: Corridor B Running-Way Concept Plans (Cont)

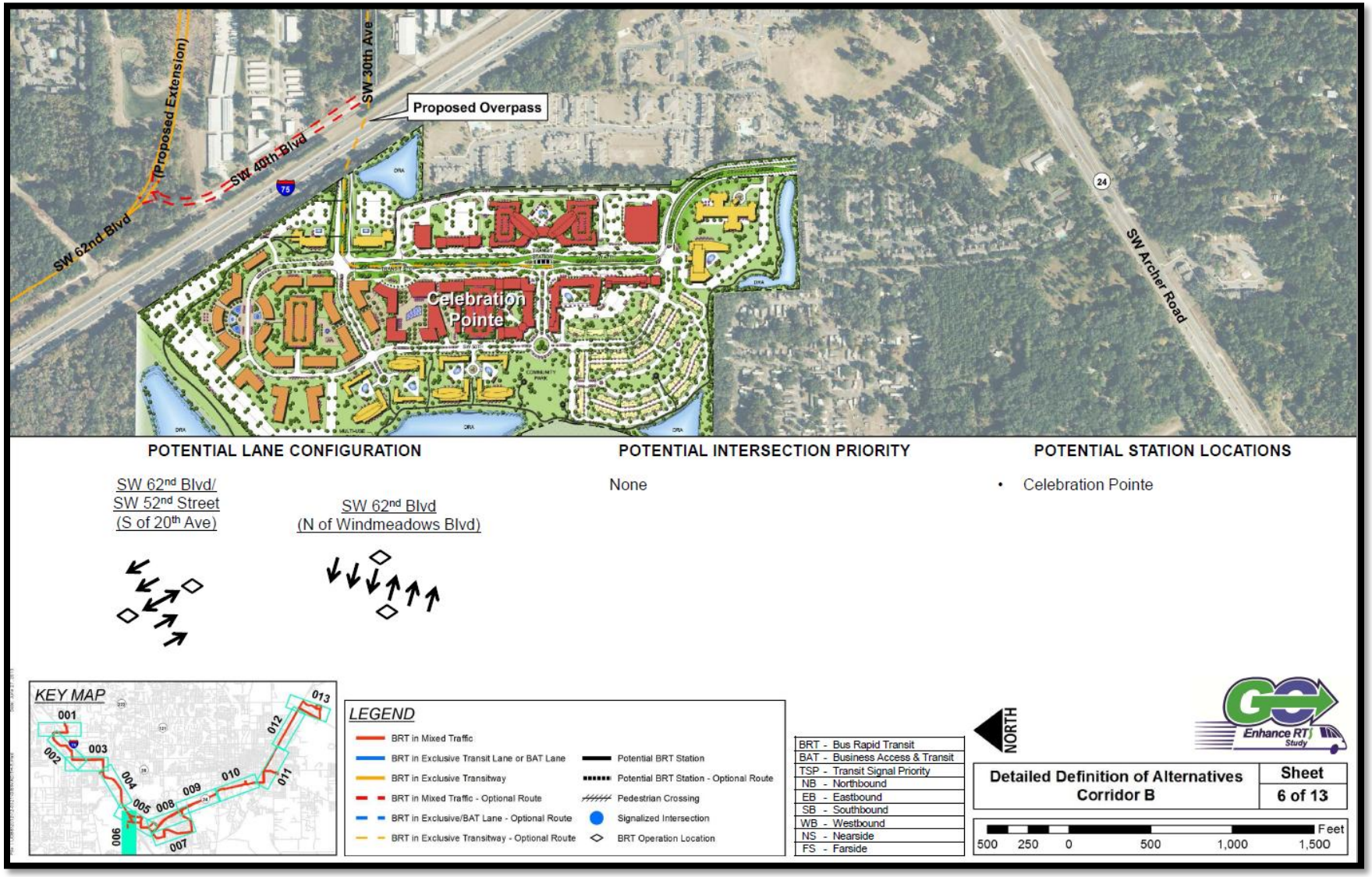


Figure B-19: Corridor B Running-Way Concept Plans (Cont)

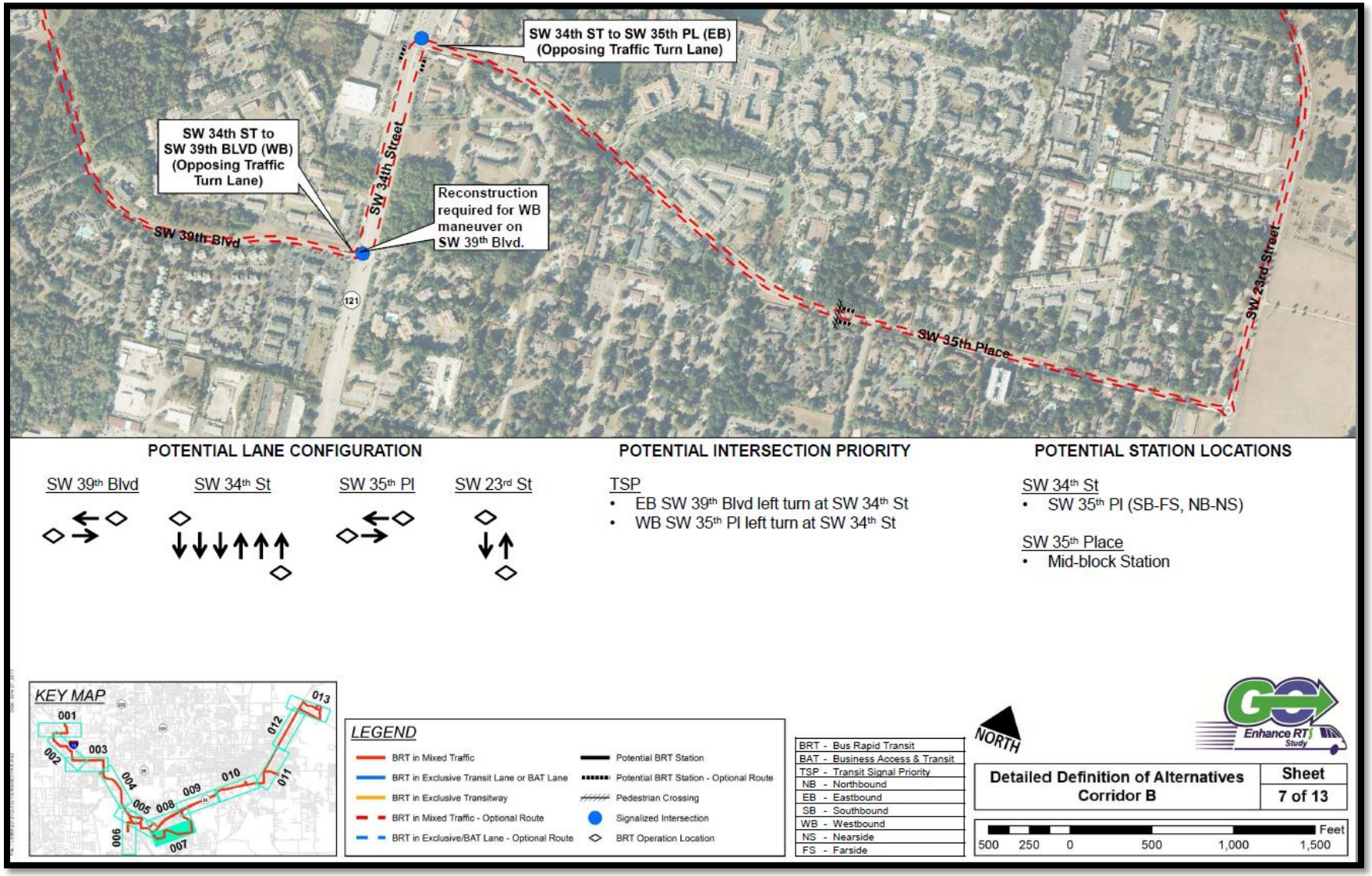


Figure B-20: Corridor B Running-Way Concept Plans (Cont)

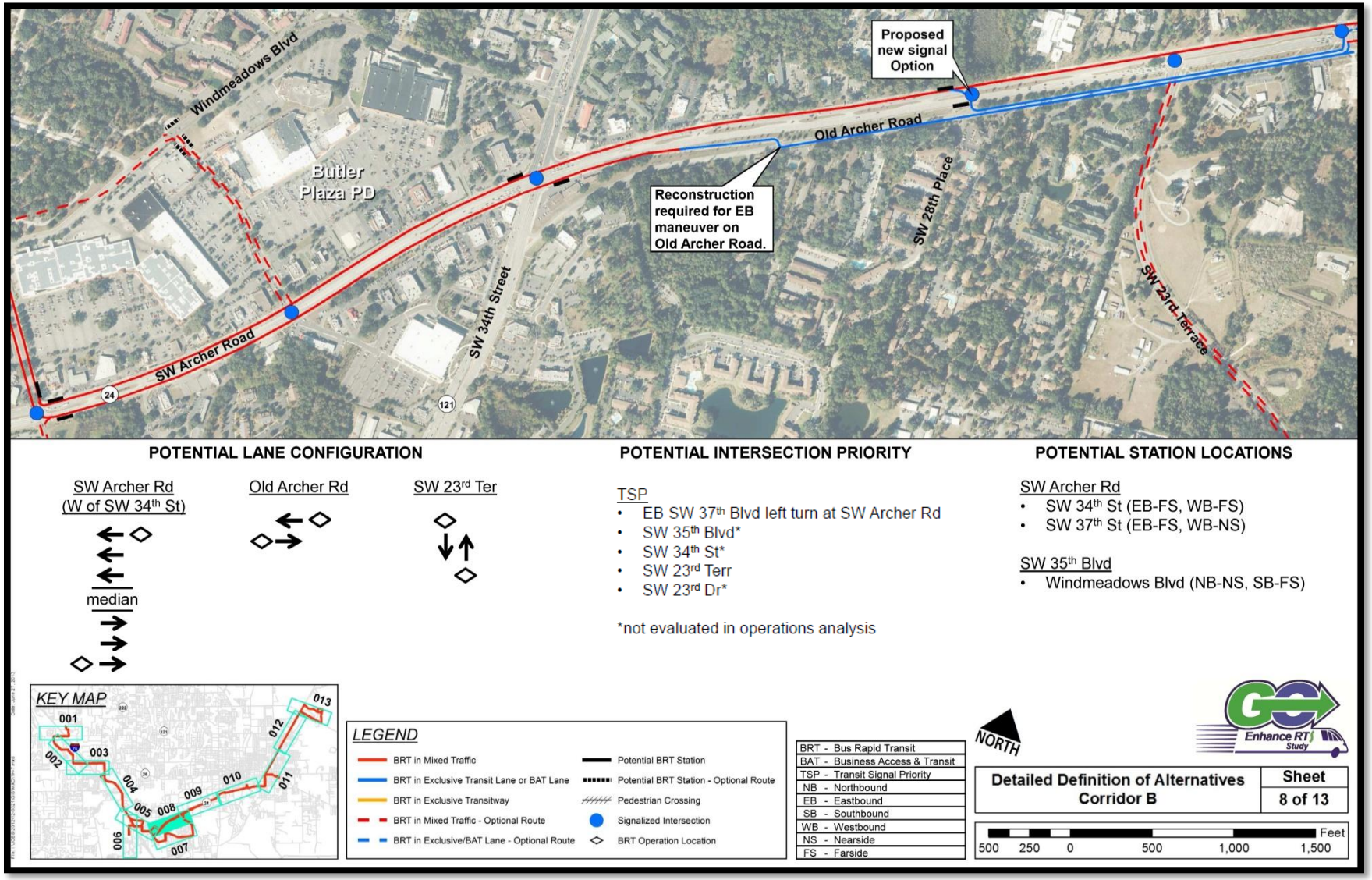


Figure B-21: Corridor B Running-Way Concept Plans (Cont)

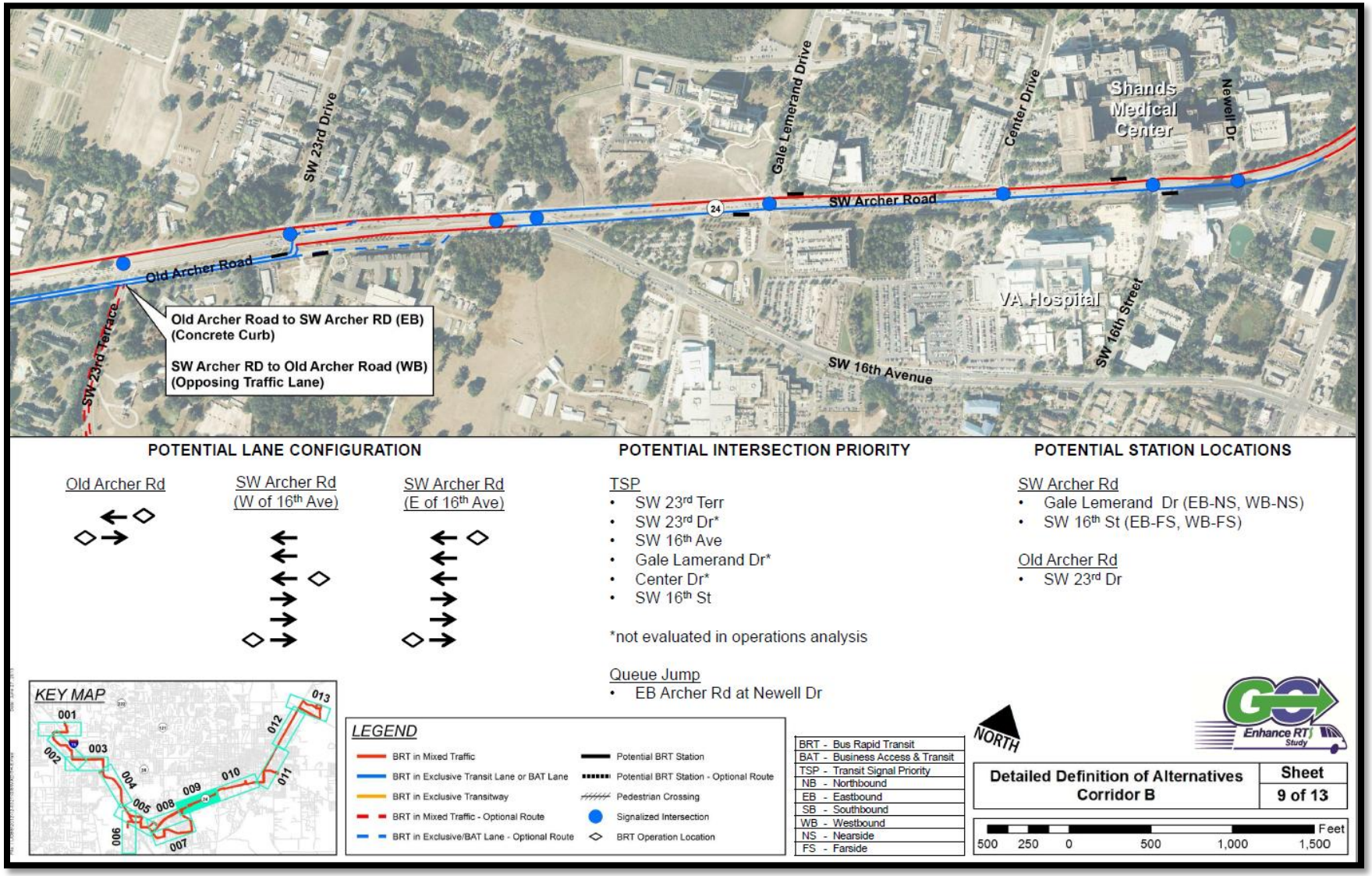


Figure B-22: Corridor B Running-Way Concept Plans (Cont)

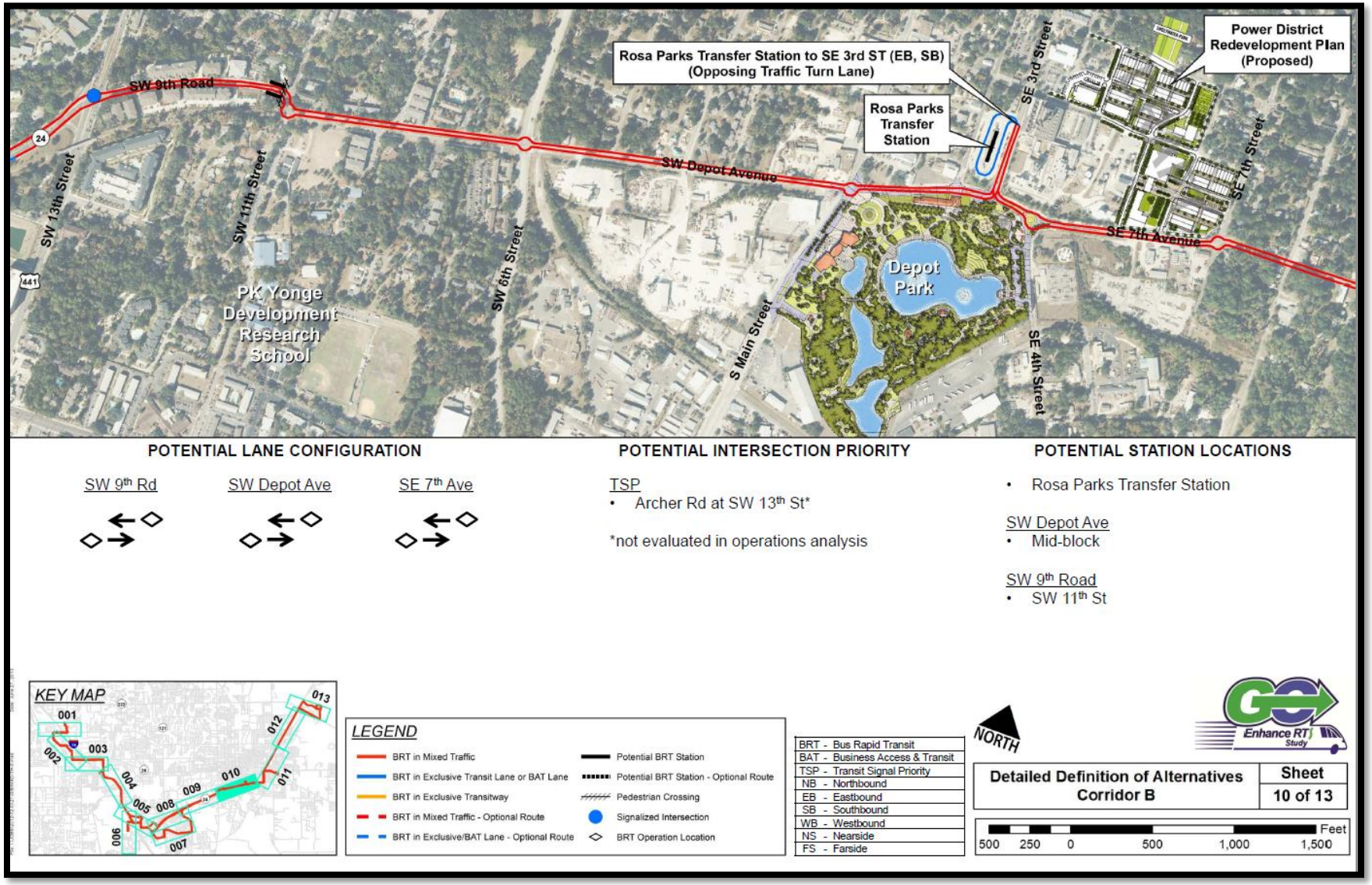


Figure B-23: Corridor B Running-Way Concept Plans (Cont)

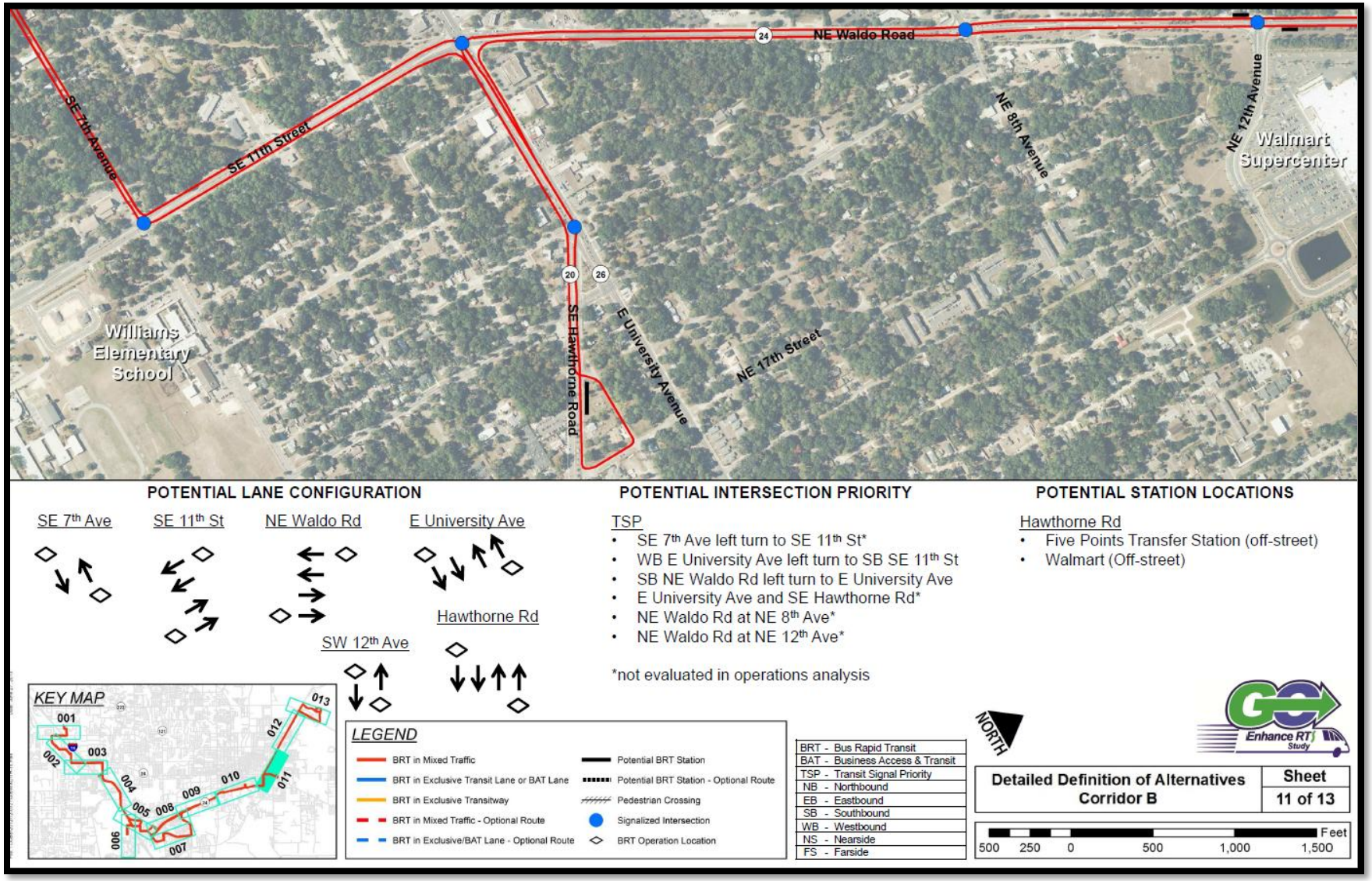


Figure B-24: Corridor B Running-Way Concept Plans (Cont)

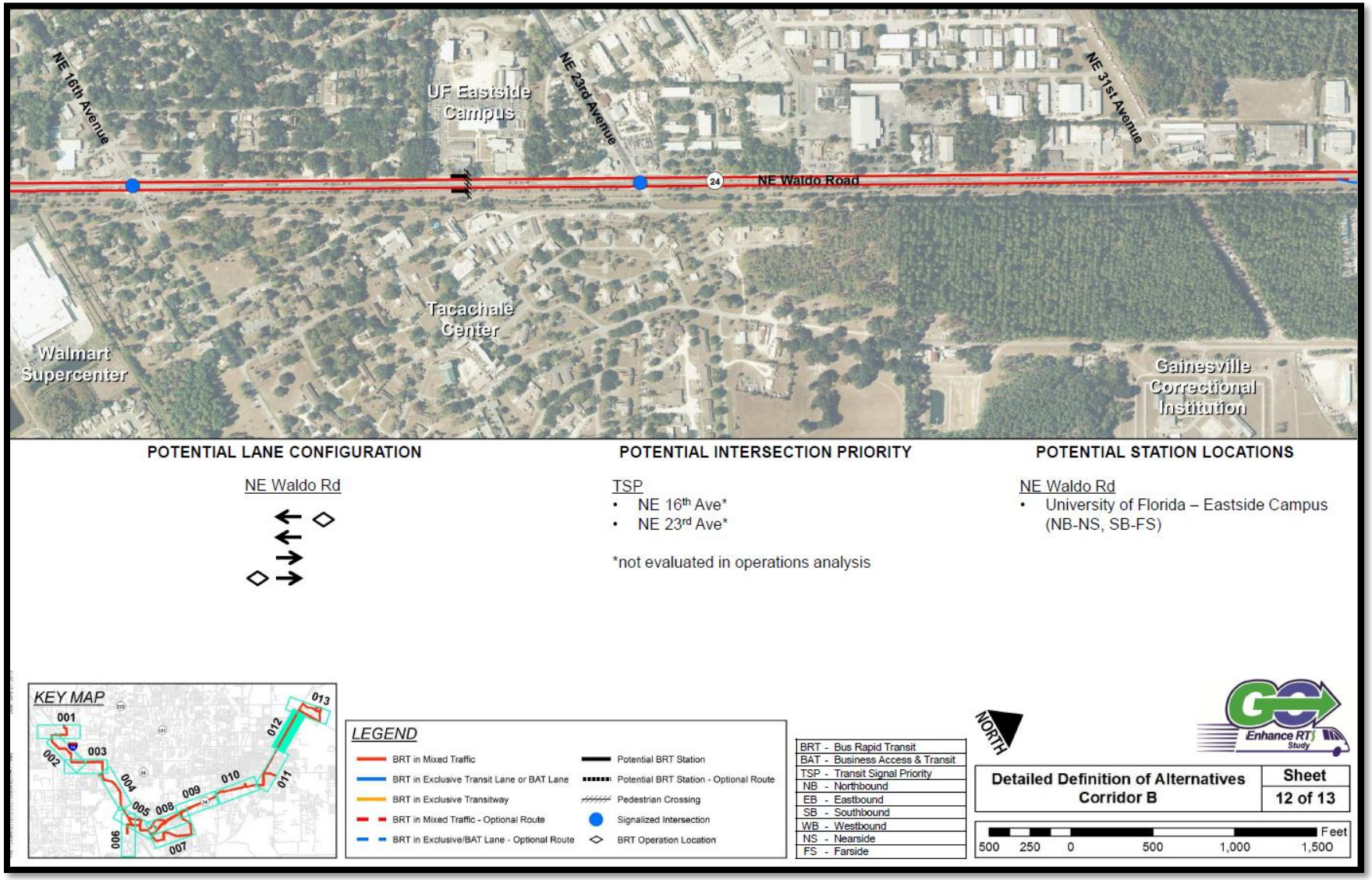


Figure B-25: Corridor B Running-Way Concept Plans (Cont)

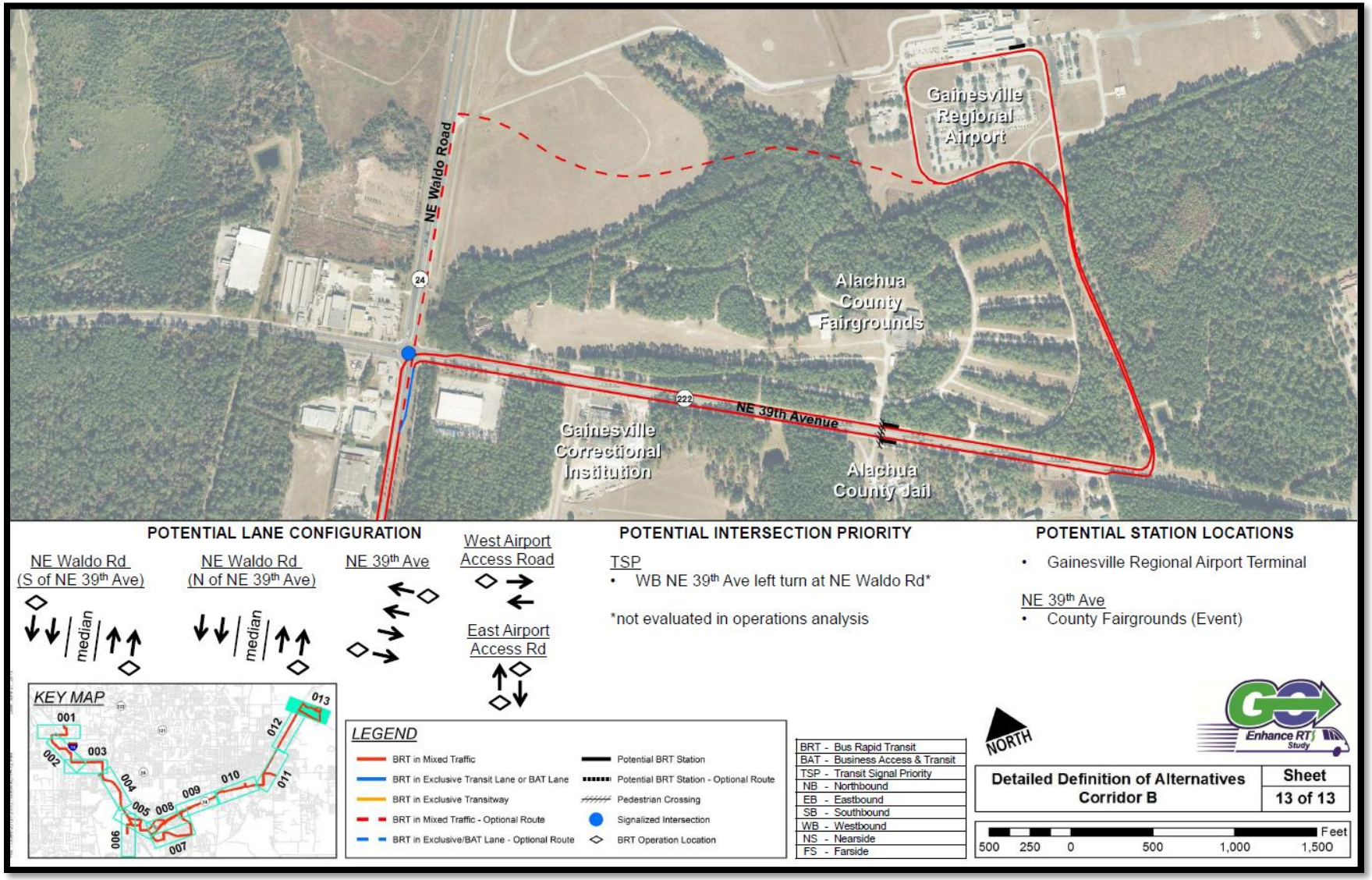


Figure B-26: Archer Road Detailed Running-Way Concept Plans

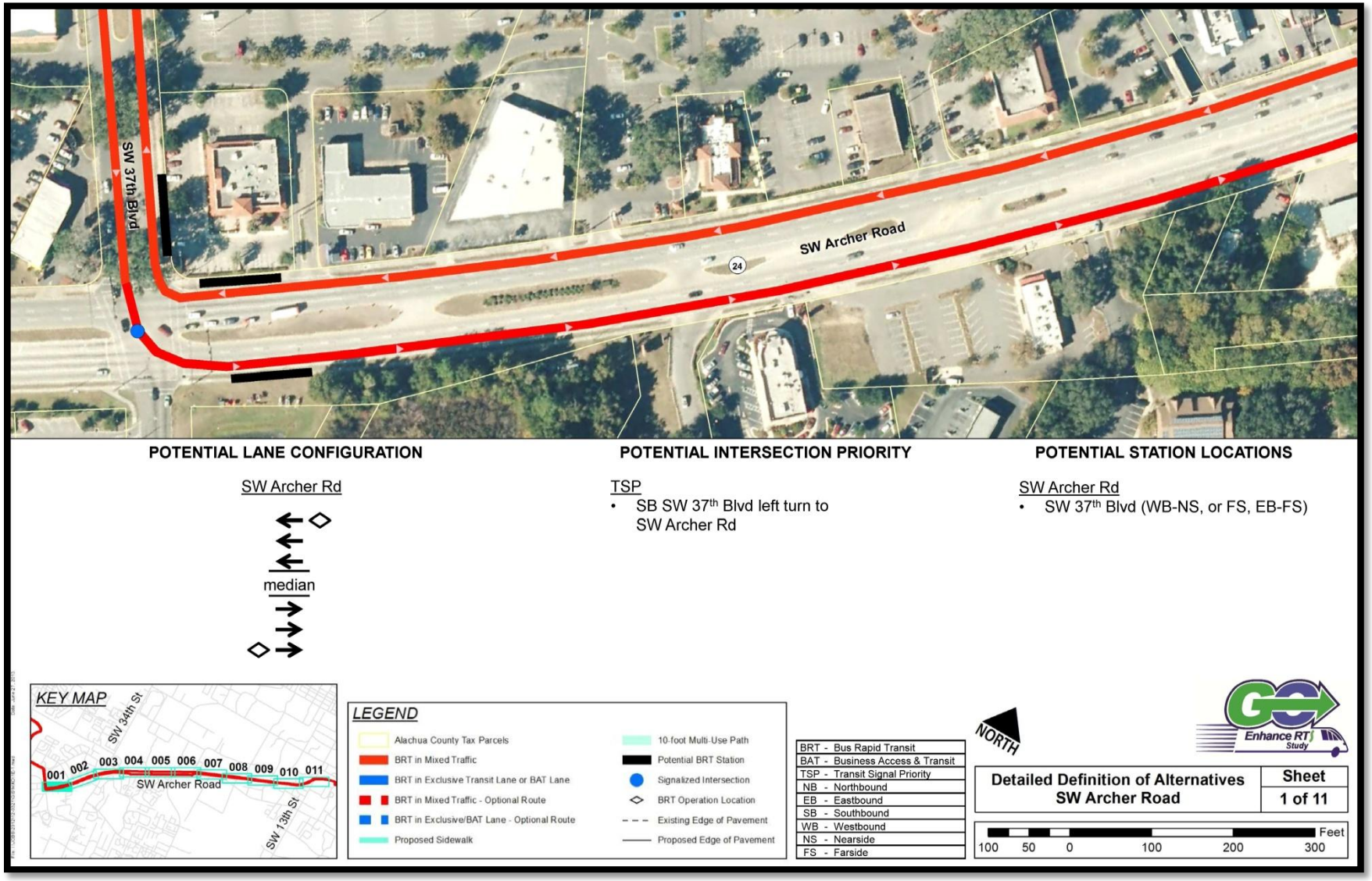


Figure B-27: Archer Road Detailed Running-Way Concept Plans (Cont)

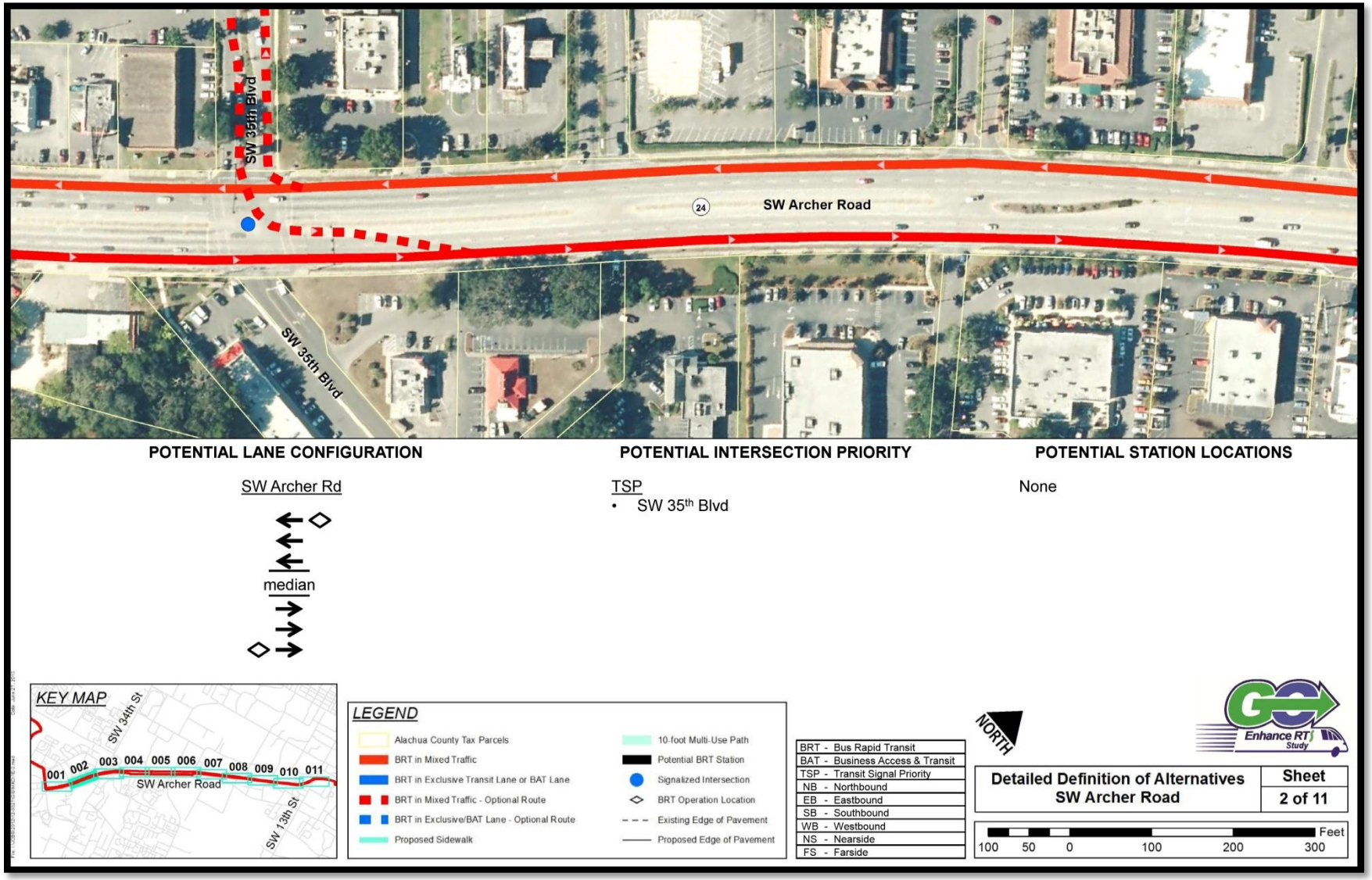


Figure B-28: Archer Road Detailed Running-Way Concept Plans (Cont)

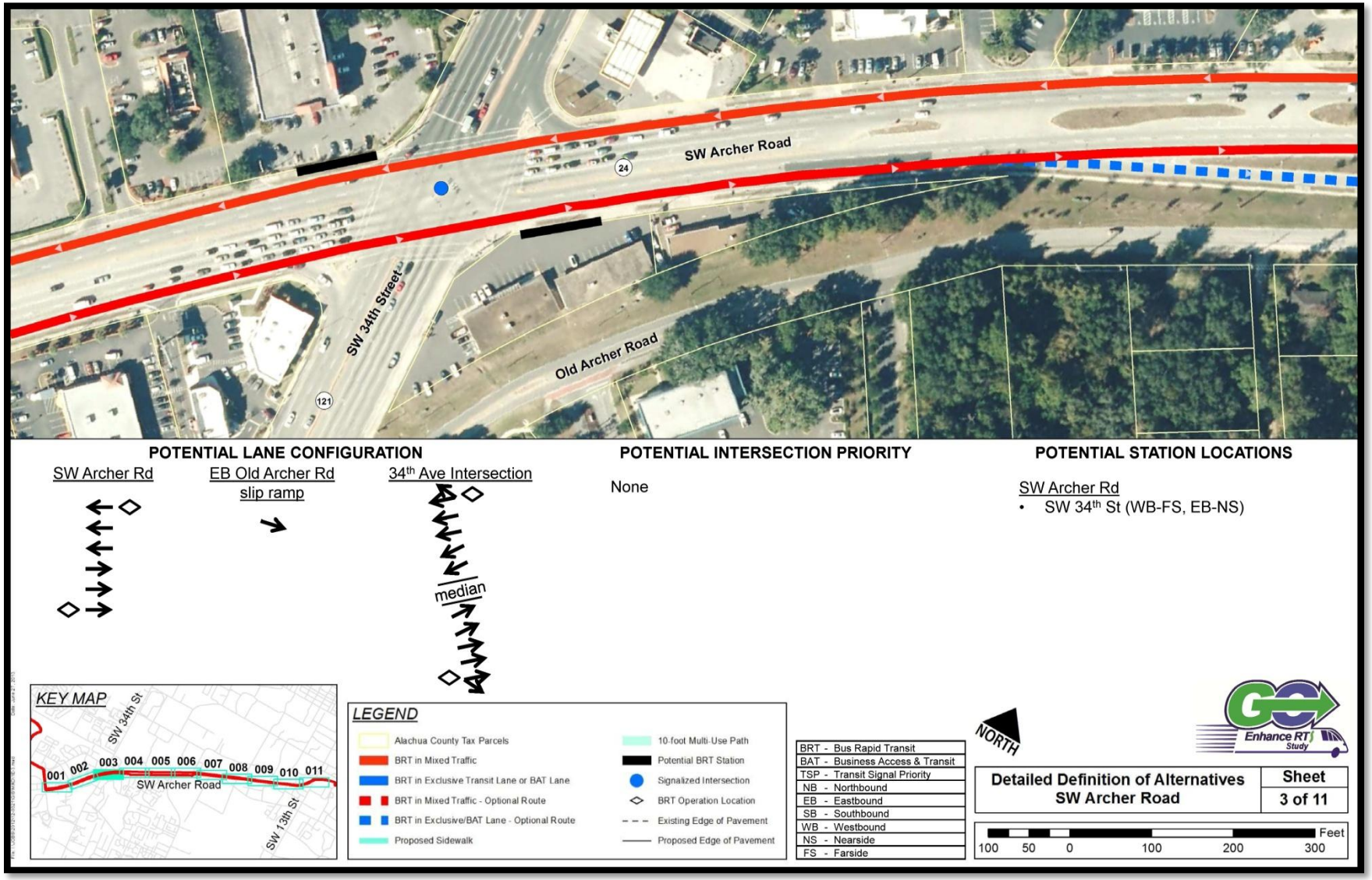


Figure B-29: Archer Road Detailed Running-Way Concept Plans (Cont)

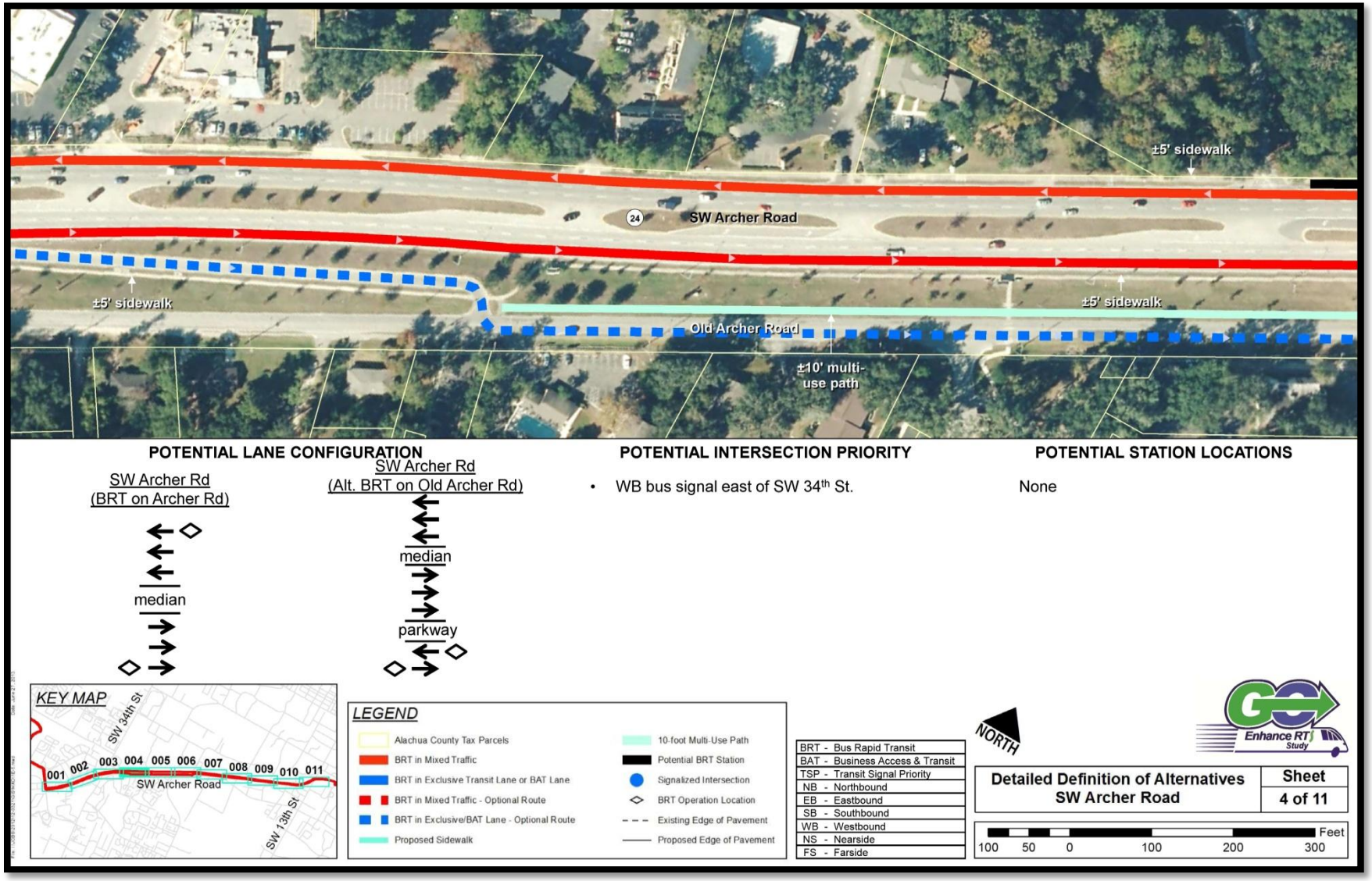


Figure B-30: Archer Road Detailed Running-Way Concept Plans (Cont)

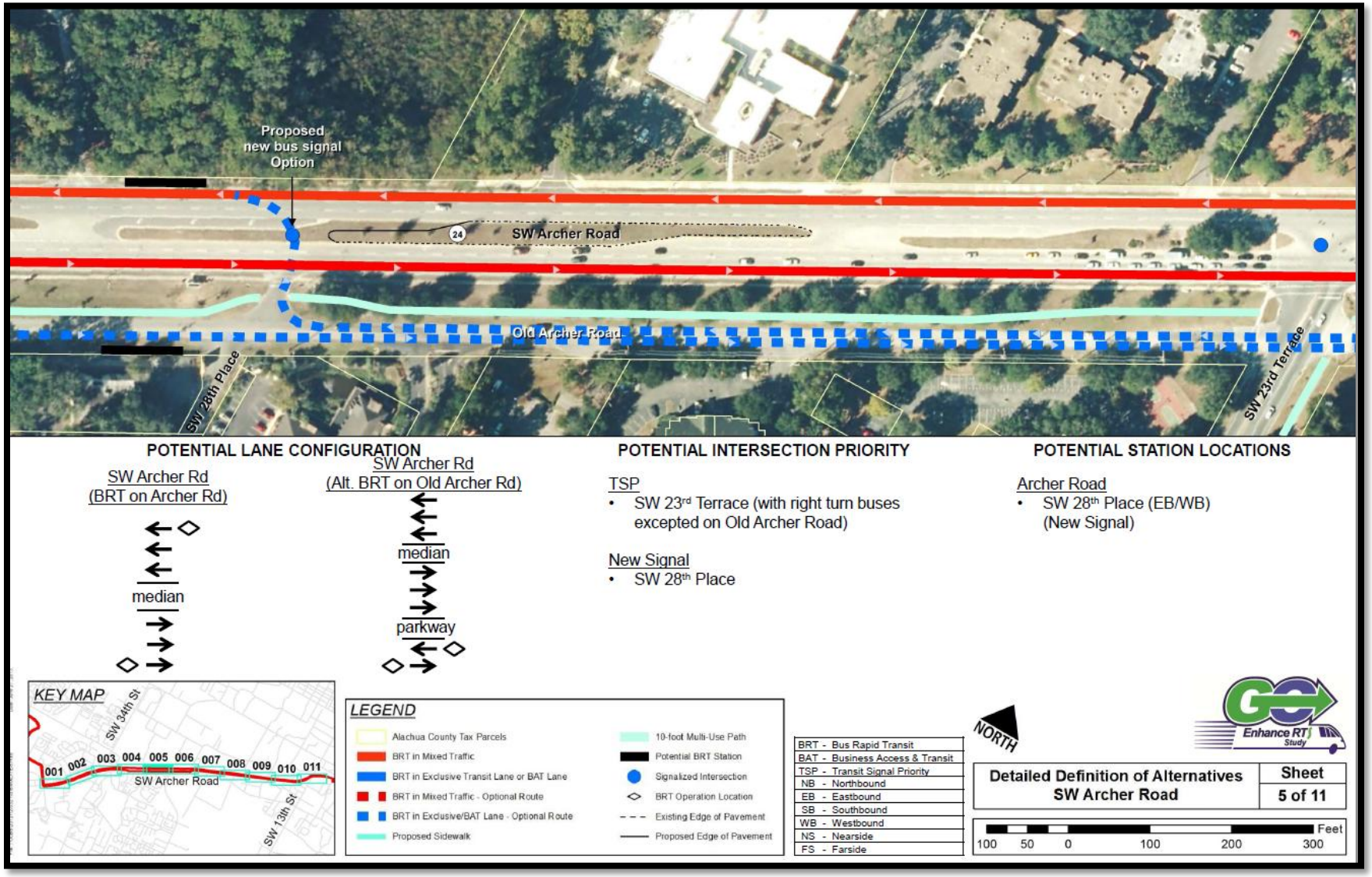


Figure B-31: Archer Road Detailed Running-Way Concept Plans (Cont)

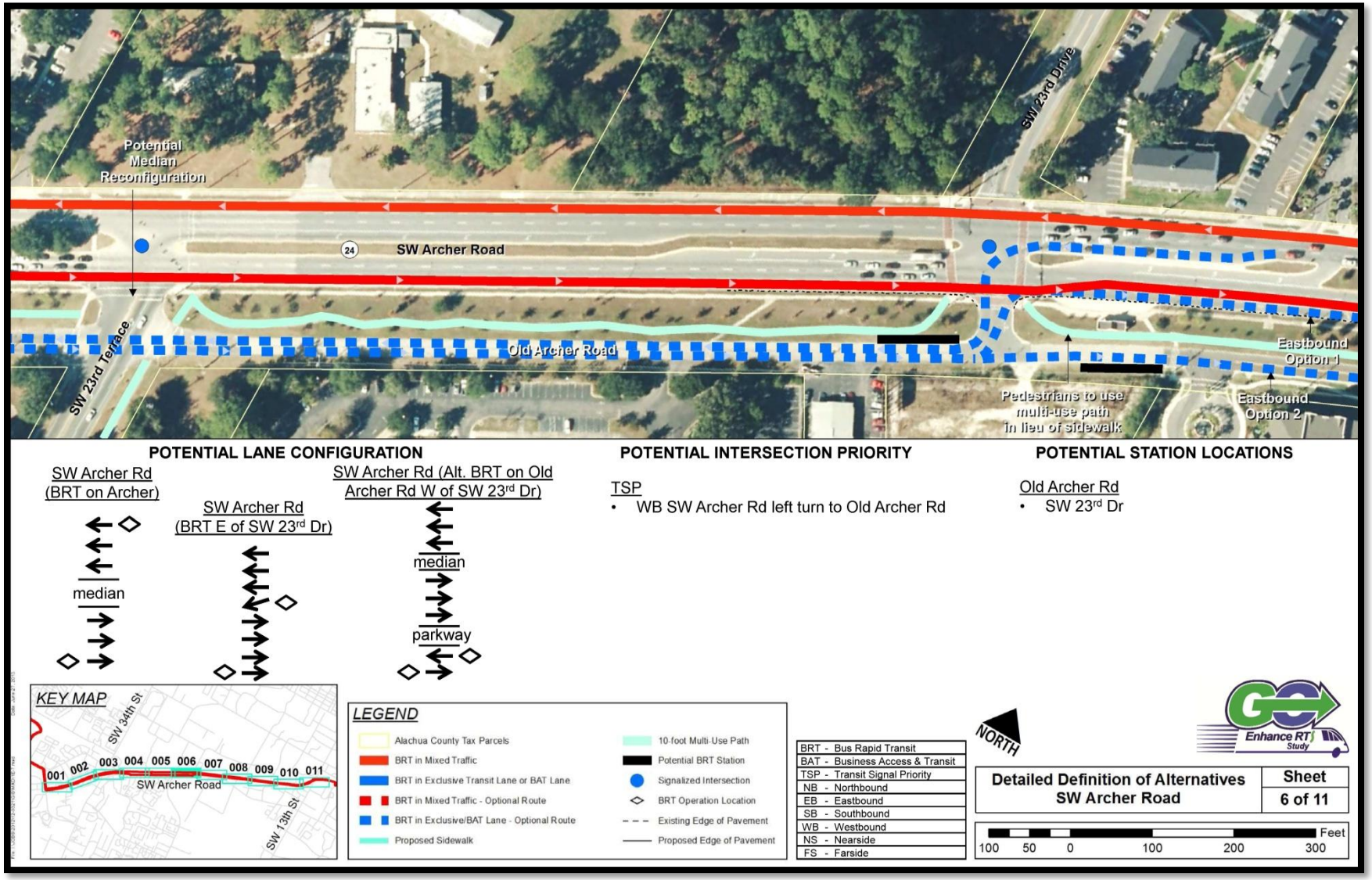


Figure B-32: Archer Road Detailed Running-Way Concept Plans (Cont)

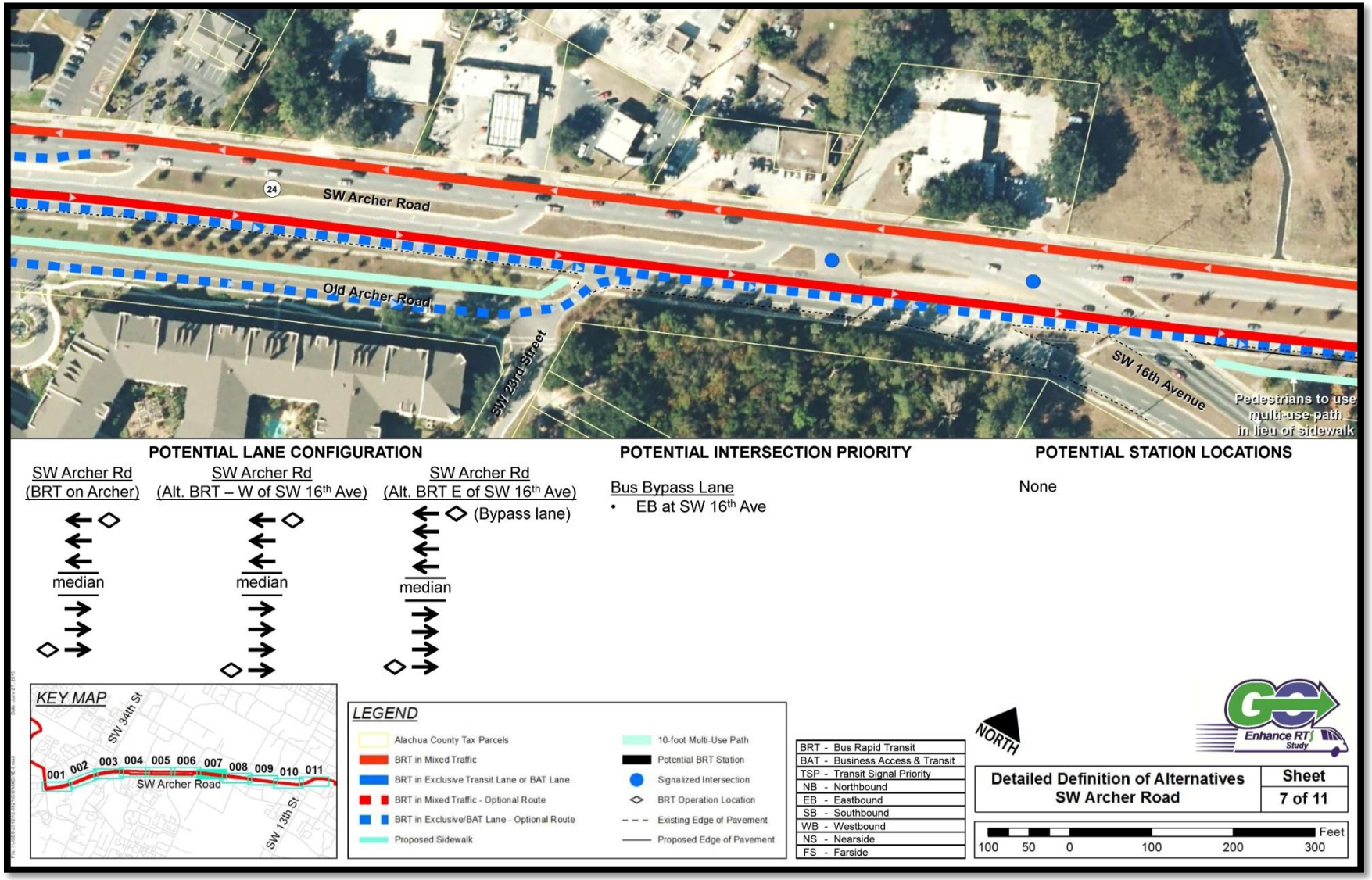


Figure B-33: Archer Road Detailed Running-Way Concept Plans (Cont)

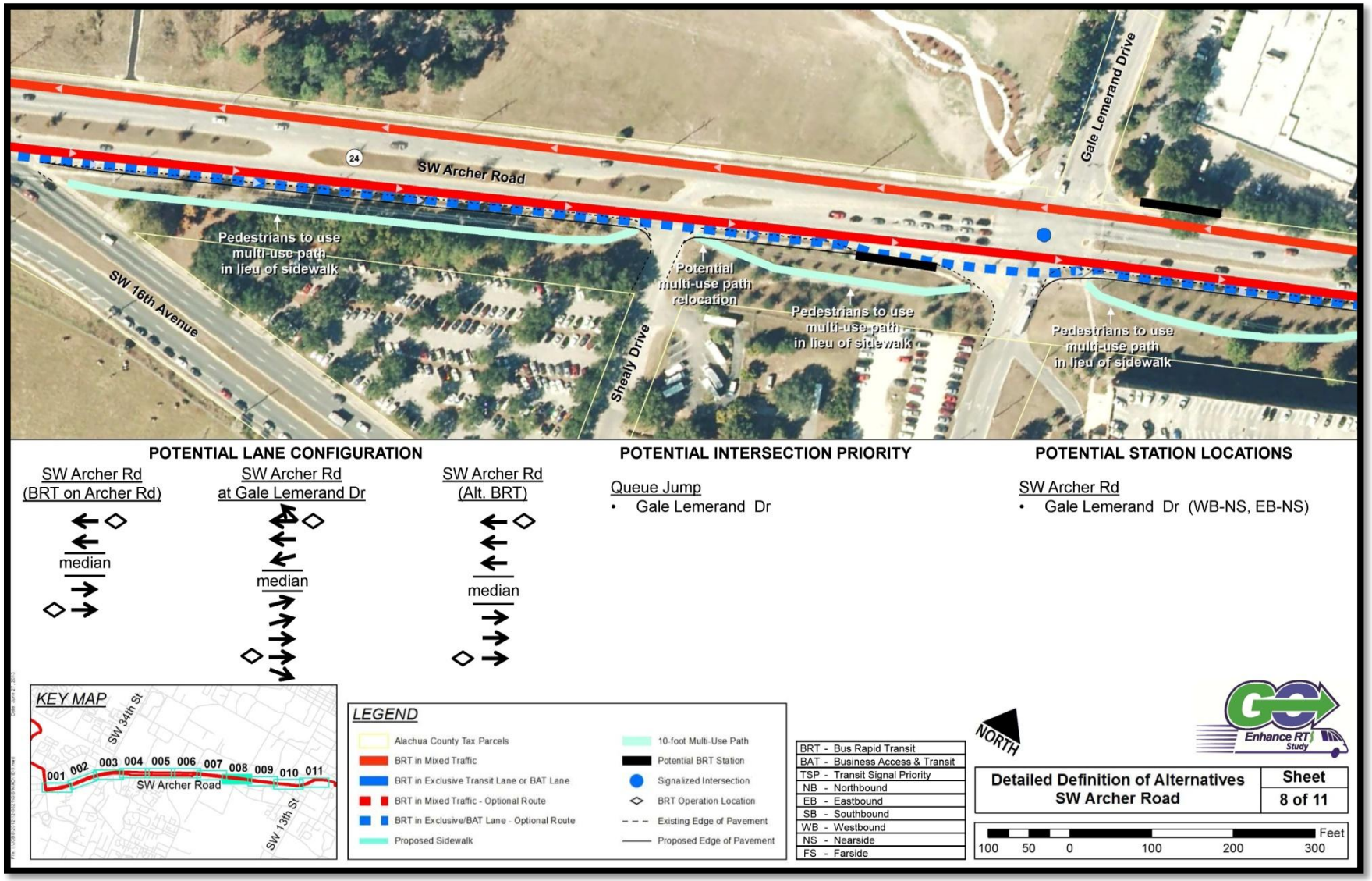


Figure B-34: Archer Road Detailed Running-Way Concept Plans (Cont)

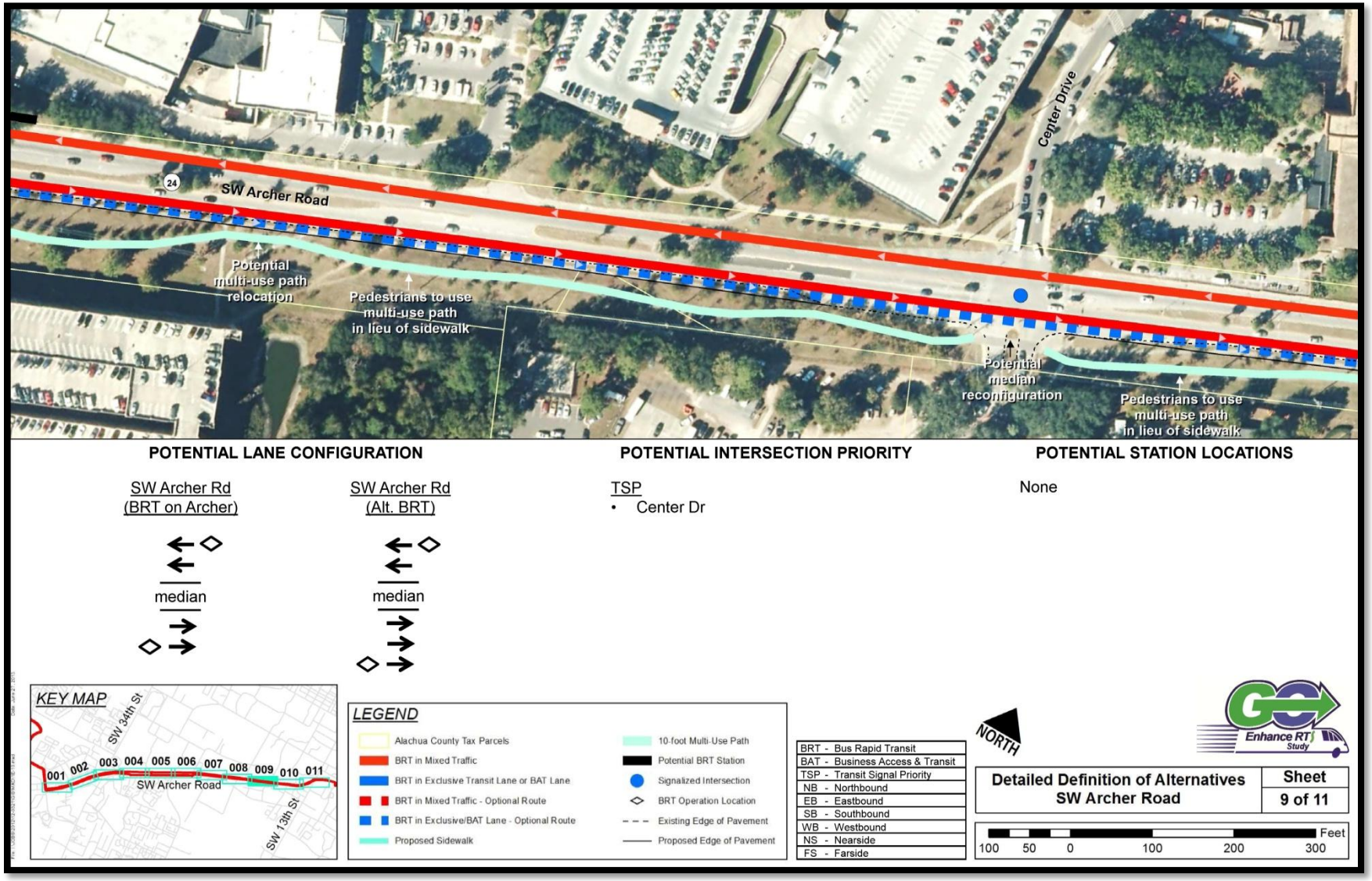


Figure B-35: Archer Road Detailed Running-Way Concept Plans (Cont)

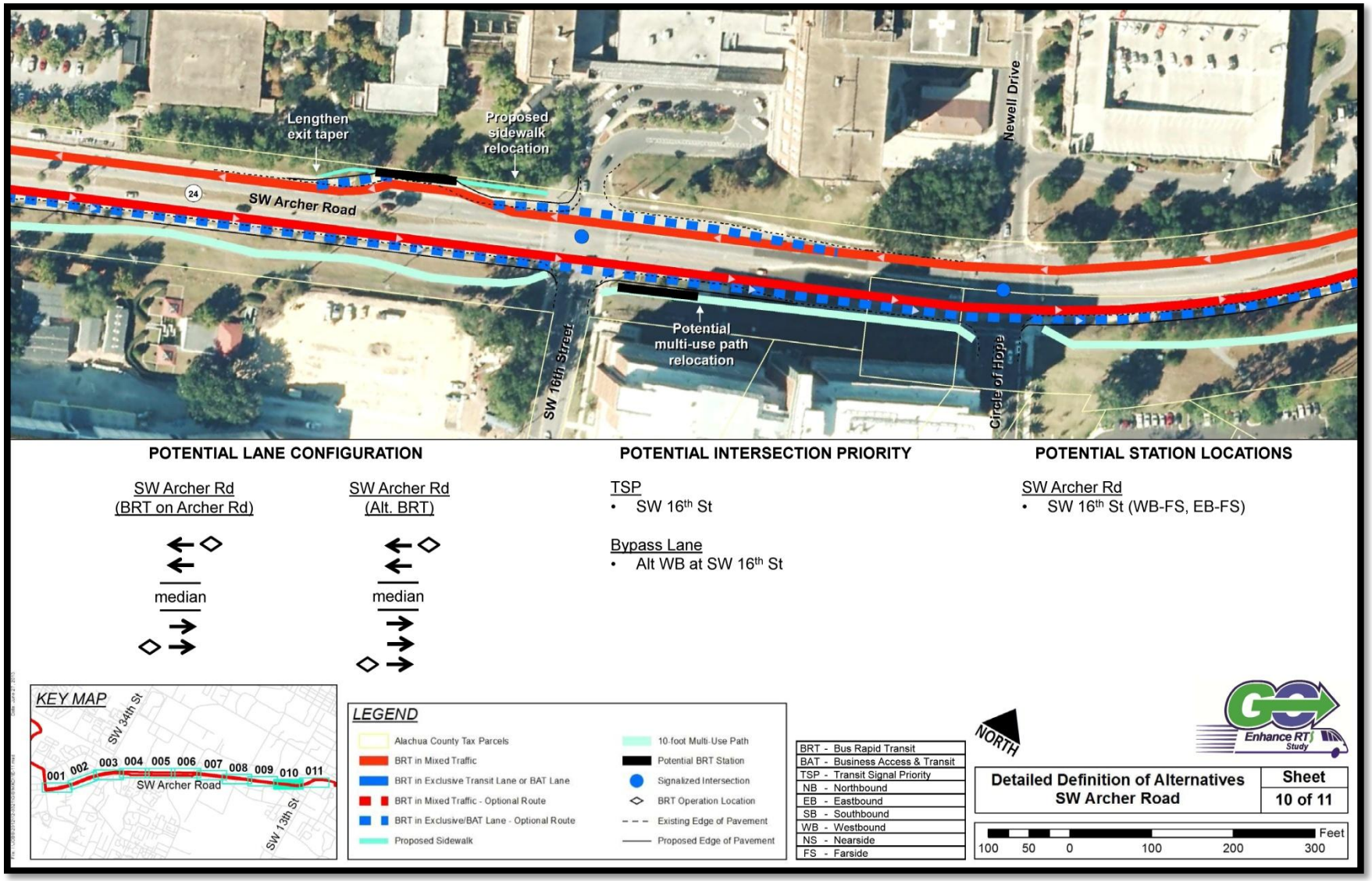


Figure B-36: Archer Road Detailed Running-Way Concept Plans (Cont)

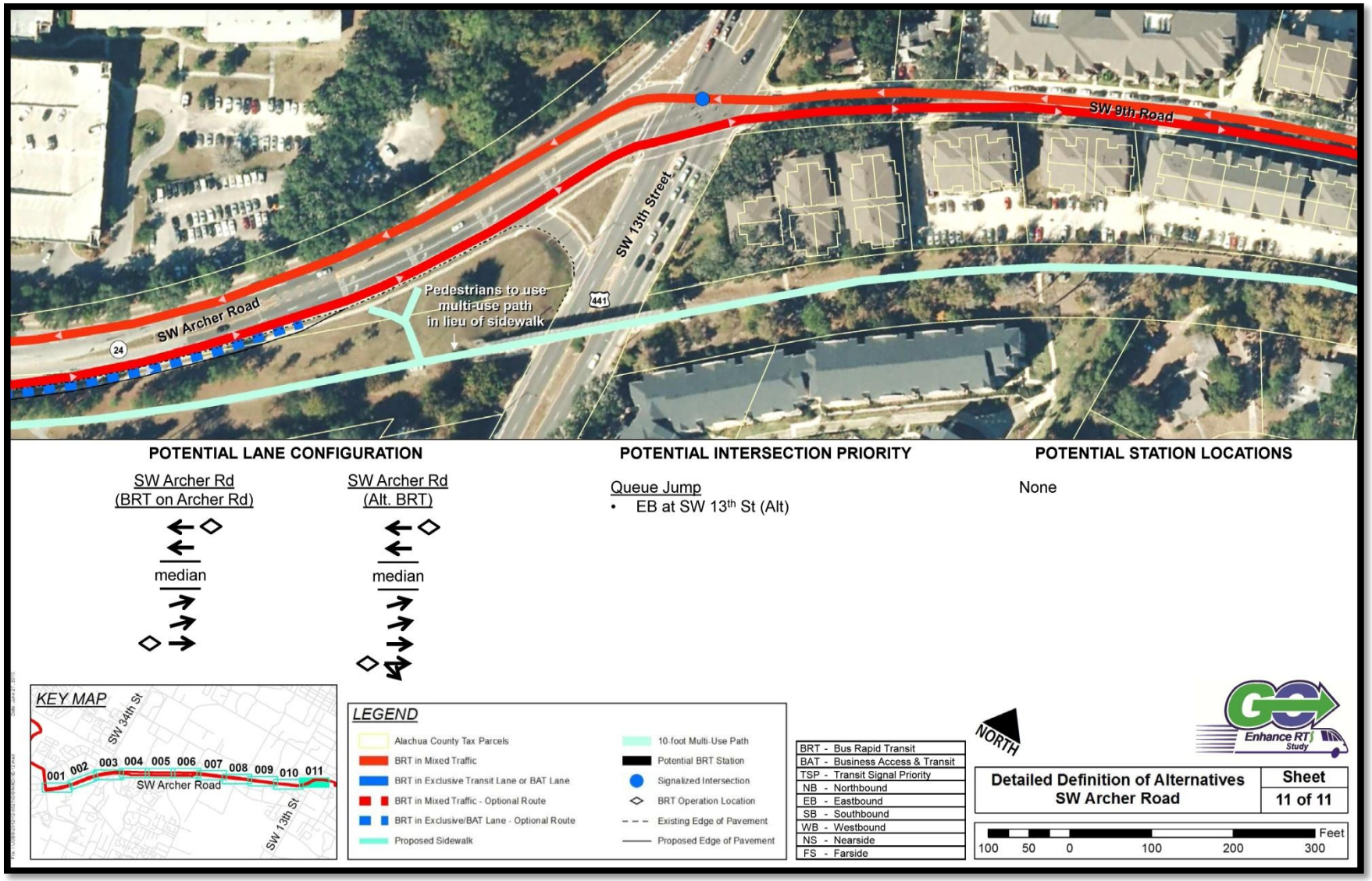


Figure B-37: Newberry Road Detailed Running-Way Concept Plans

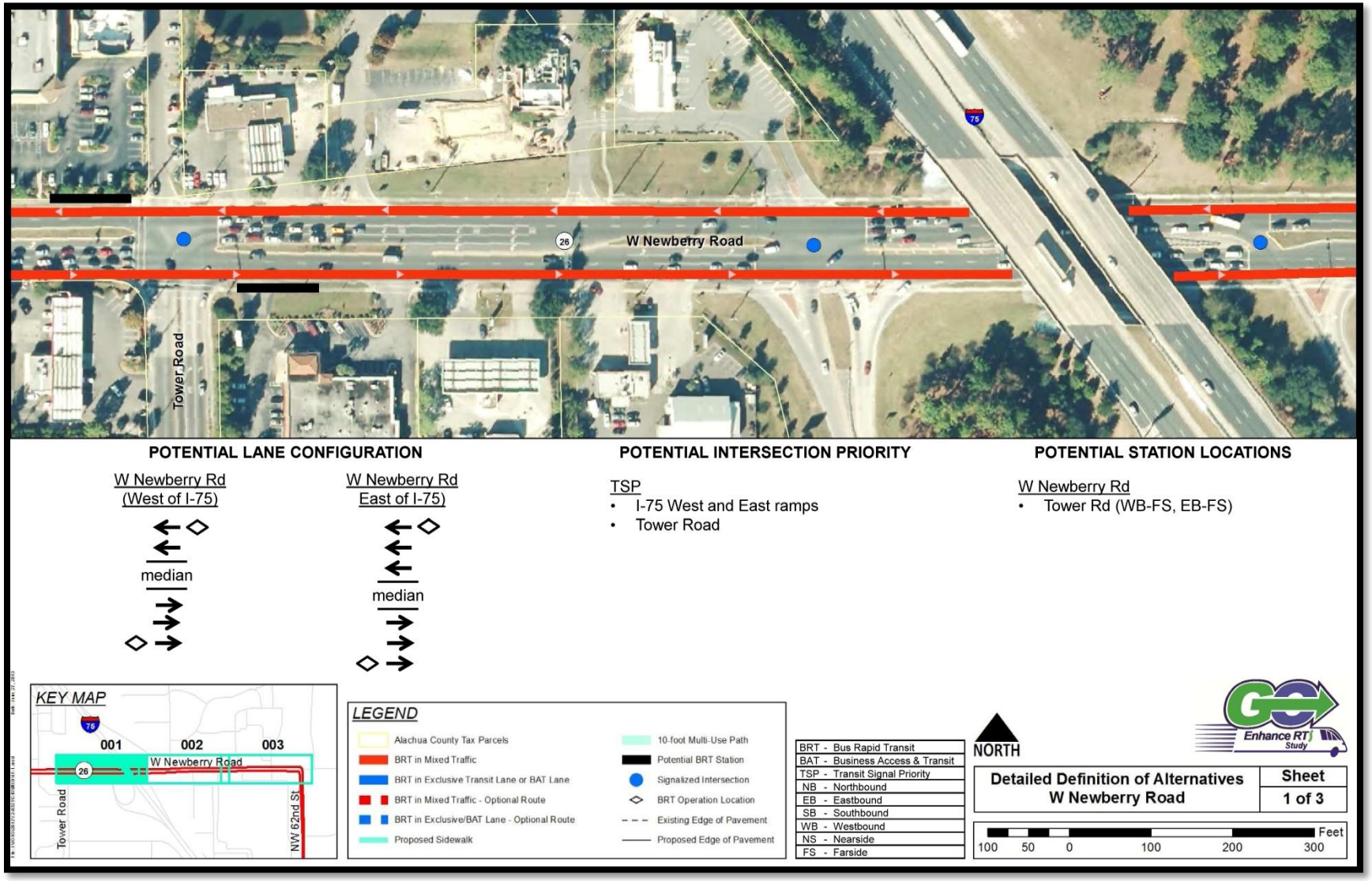


Figure B-38: Newberry Road Detailed Running-Way Concept Plans (Cont)

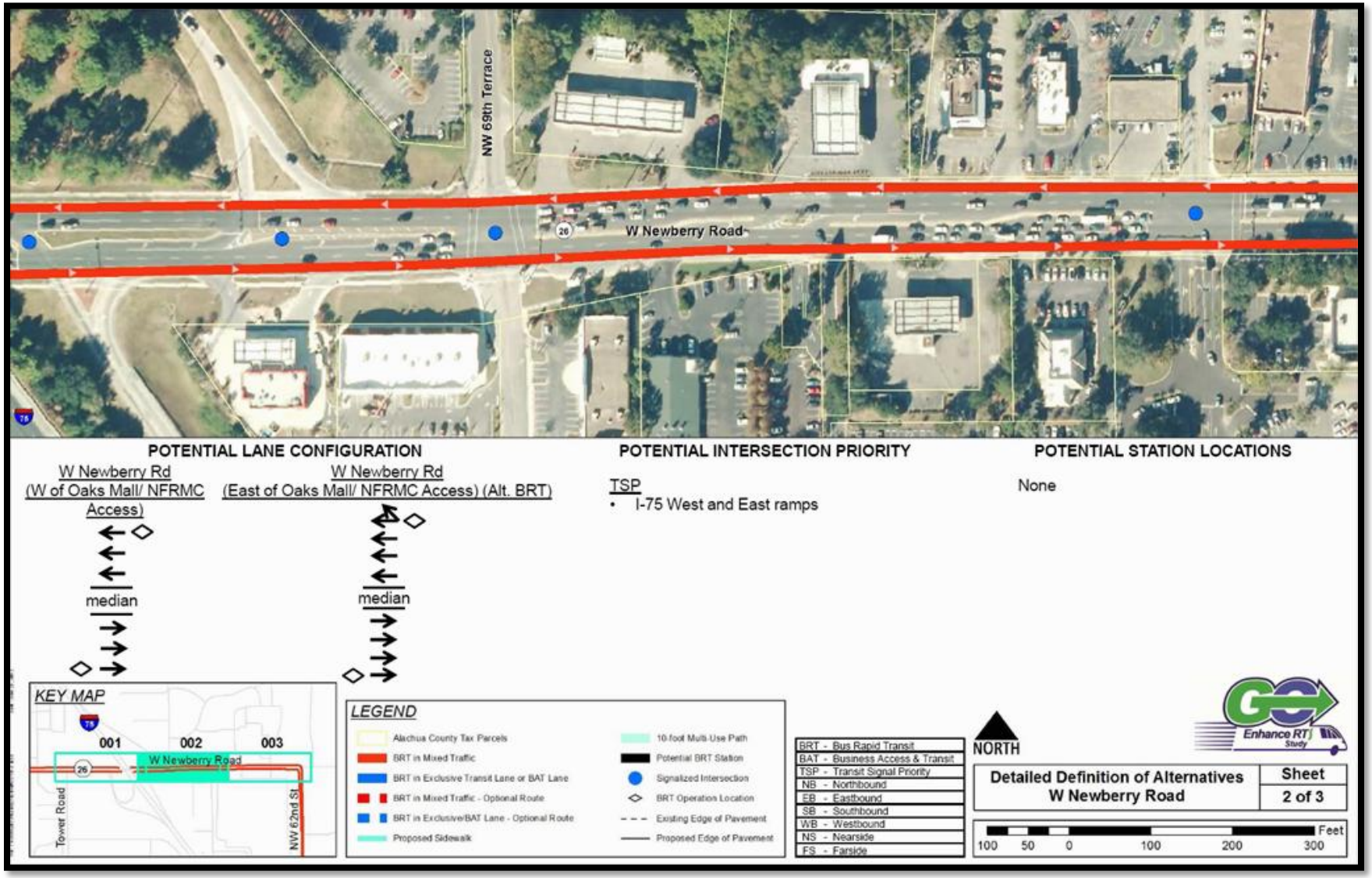
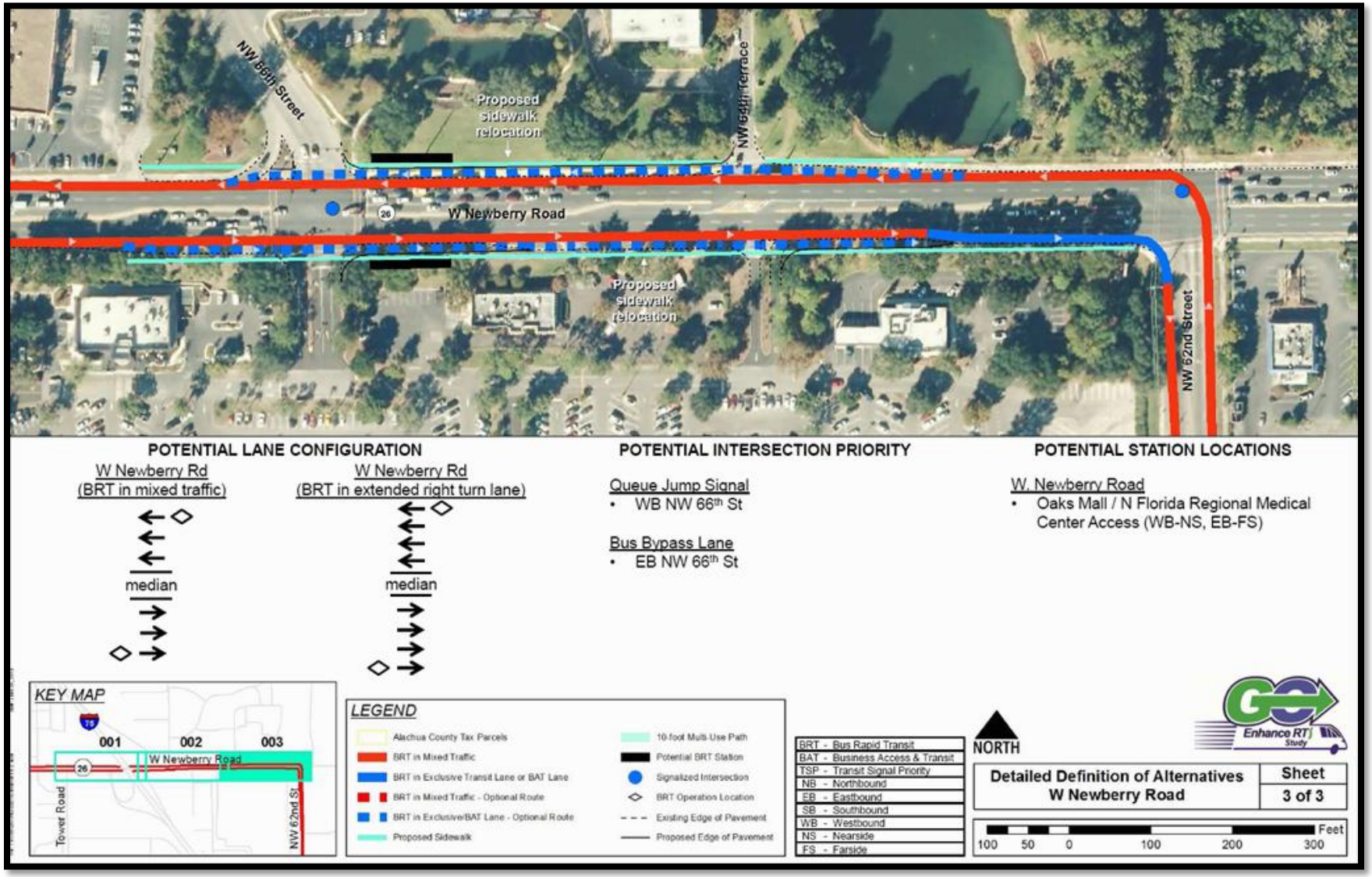


Figure B-39: Newberry Road Detailed Running-Way Concept Plans (Cont)



APPENDIX C

TURNING MOVEMENT ANALYSIS SUMMARY

Figure C-1: Corridor A Turning Movement Analysis Key Map

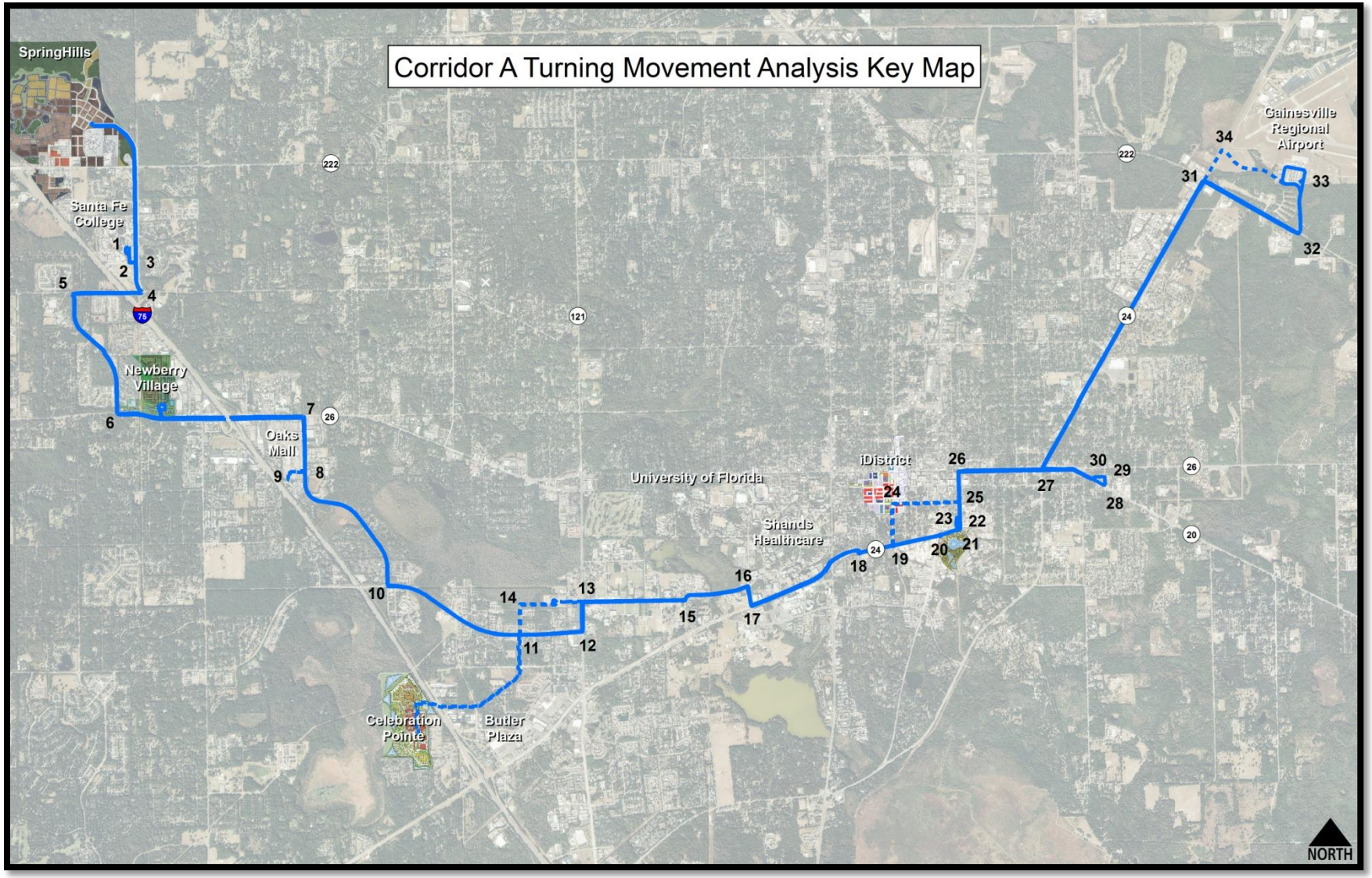


Table C-1: Corridor A Turning Movement Analysis Summary

Corridor A Turning Movement Analysis					
#		From	To	Direction	Classification
1		Santa Fe College Bus Station Circulation		-	B
2	A	NW South Road	SFC Bus Station	NB	C
	B	SFC Bus Station	NW South Road	EB	A
3	A	NW South Road	NW 83rd Street	SB	C
	B	NW 83rd Street	NW South Road	WB	B
4	A	NW 83rd Street	NW 23rd Avenue	WB	A
	B	NW 23rd Avenue	NW 83rd Street	NB	A
5	A	NW 23rd Avenue	Fort Clarke Blvd	SB	A
	B	Fort Clarke Blvd	NW 23rd Avenue	EB	A
6	A	Fort Clarke Blvd	W Newberry Road	EB	B
	B	W Newberry Road	Fort Clarke Blvd	NB	A
7	A	W Newberry Road	SW 62nd Street	SB	A
	B	SW 62nd Street	W Newberry Road	WB	A
8	A	SW 62nd Street	Oaks Mall Entrance	SB, WB	A
	B	SW 62nd Street	Oaks Mall Entrance	NB, WB	A
	C	Oaks Mall Entrance	SW 62nd Street	NB	A
	D	Oaks Mall Entrance	SW 62nd Street	SB	A
9		Oaks Mall Bus Station Circulation		-	A
10	A	SW 62nd Blvd	SW 20th Avenue	EB	A
	B	SW 20th Avenue	SW 62nd Blvd	NB	A
11	A	SW 20th Avenue	SW 34th Street	NB	A
	B	SW 34th Street	SW 20th Avenue	WB	A
12	A	SW 20th Avenue	SW 38th Terrace	NB	A
	B	SW 38th Terrace	SW 20th Avenue	WB	A
13	A	SW 34th Street	Hull Road	EB	A
	B	Hull Road	SW 34th Street	SB	A
14	A	SW 38th Terrace	Hull Road	EB	proposed
	B	Hull Road	SW 38th Terrace	SB	proposed
15	A	Hull Road	Mowry Road	EB	A
	B	Mowry Road	Hull Road	WB	A
16	A	Mowry Road	Gale Lamerand Drive	SB	B
	B	Gale Lamerand Drive	Mowry Road	WB	A
17	A	Gale Lamerand Drive	SW Archer Road	EB	A
	B	SW Archer Road	Gale Lamerand Drive	NB	B
18		Roundabout @ Depot Ave & SW 11th St		EB & WB	A (proposed)
19	A	SW Depot Avenue	SW 6th Street	NB	A
	B	SW 6th Street	SW Depot Avenue	SB, WB	A
	C	SW 6th Street	SW Depot Avenue	SB, EB	A
	D	Roundabout @ Depot Ave & SW 6th St		EB & WB	A (proposed)
20		Roundabout @ Depot Ave & S Main		EB & WB	B (proposed)
21	A	SE Depot Avenue	SE 3rd Street	NB	A
	B	SE 3rd Street	SE Depot Avenue	WB	B
22	A	SE 3rd Street	Parks Transit Station	NB, WB	A
	B	SE 3rd Street	Parks Transit Station	SB, WB	A
	C	Parks Transit Station	SE 3rd Street	EB, NB	A
	D	Parks Transit Station	SE 3rd Street	EB, SB	C
23		Rosa Parks Bus Station Circulation		-	A

Table C-1: Corridor A Turning Movement Analysis Summary (Cont)

24	A	SW 6th Street	SW 4th Avenue	EB	B
	B	SW 4th Avenue	SW 6th Street	SB	A
	C	Roundabout @ SW 6th St & SW 4th Ave		EB & SB	proposed
25	A	SE 4th Avenue	SE 3rd Street	WB, NB	B
	B	SE 4th Avenue	SE 3rd Street	WB, SB	B
	C	SE 3rd Street	SE 4th Avenue	NB, WB	B
	D	SE 3rd Street	SE 4th Avenue	SB, WB	C
26	A	SE 3rd Street	E University Avenue	EB	B
	B	E University Avenue	SE 3rd Street	SB	A
27	A	E University Avenue	NE Waldo Road	EB, NB	A
	B	E University Avenue	NE Waldo Road	WB, NB	A
	C	NE Waldo Road	E University Avenue	SB, WB	A
	D	NE Waldo Road	E University Avenue	SB, EB	A
28		SE Hawthorne Road	NW 17th Street	NB	A
29		NW 17th Street	SE 1st Avenue	WB	A
30		SE 1st Avenue	SE Hawthorne Road	WB	A
31	A	NE Waldo Road	NE 39th Avenue	EB	A
	B	NE 39th Avenue	NE Waldo Road	SB	A
32	A	NE 39th Avenue	East Airport Entrance	NB	A
	B	East Airport Entrance	NE 39th Avenue	WB	A
33		Airport Circulation		-	A
34		NE Waldo Road	West Airport Entrance	EB	construction

Classification Key	
A	60-ft articulated bus can maneuver with no problem
B	Maneuvering is tight, more detailed analysis required
C	Bus must use another lane to make maneuver
D	Road needs reconstruction for bus to maneuver

Figure C-2: Corridor B Turning Movement Analysis Key Map

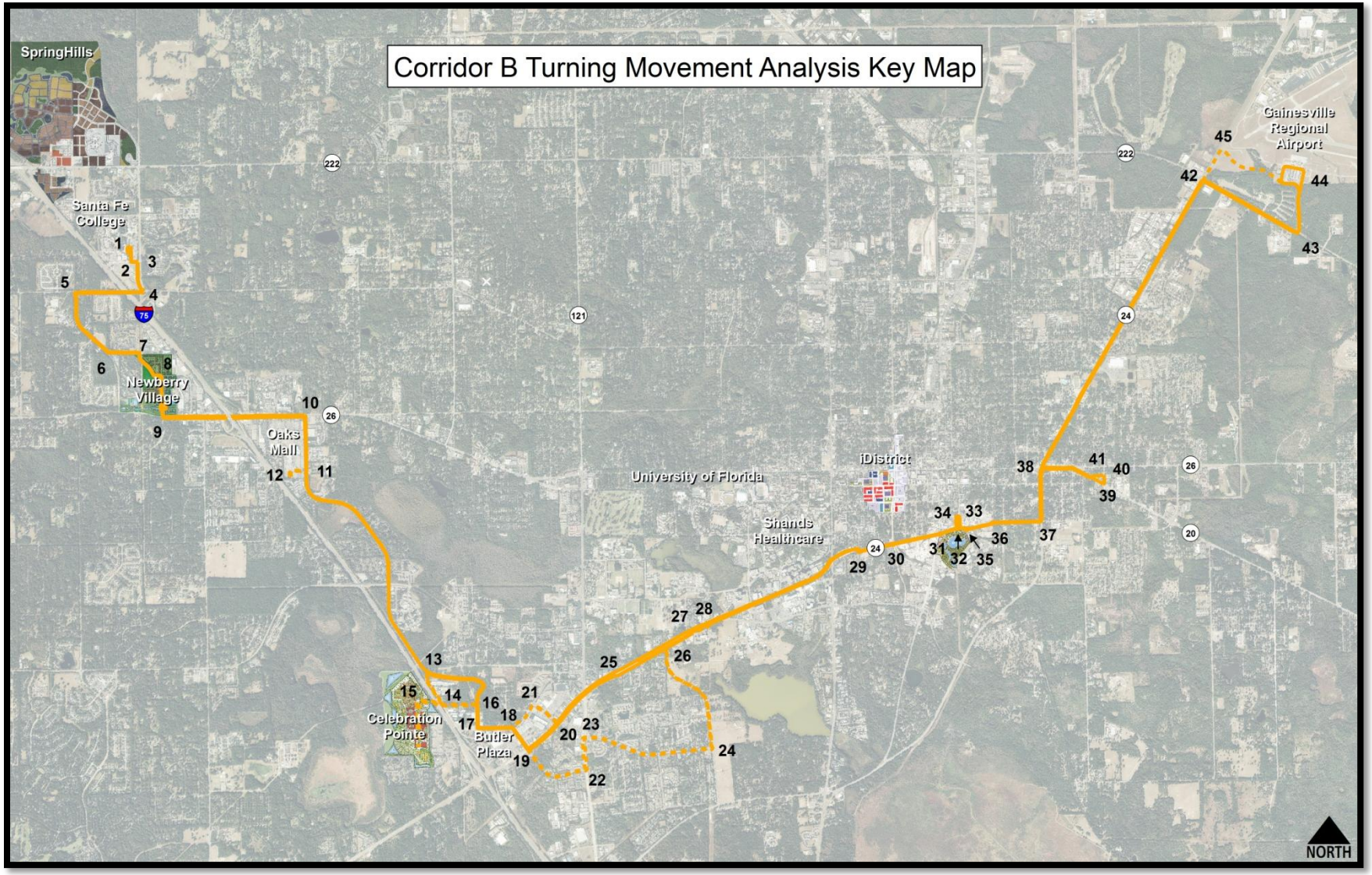


Table C-2: Corridor B Turning Movement Analysis Summary

Corridor B Turning Movement Analysis					
#		From	To	Direction	Classification
1		Santa Fe College Bus Station Circulation		-	B
2	A	NW South Road	SFC Bus Station	NB	C
	B	SFC Bus Station	NW South Road	EB	A
3	A	NW South Road	NW 83rd Street	SB	C
	B	NW 83rd Street	NW South Road	WB	B
4	A	NW 83rd Street	NW 23rd Avenue	WB	A
	B	NW 23rd Avenue	NW 83rd Street	NB	A
5	A	NW 23rd Avenue	Fort Clarke Blvd	SB	A
	B	Fort Clarke Blvd	NW 23rd Avenue	EB	A
6	A	Fort Clarke Blvd	NW 15th Place	EB	B
	B	NW 15th Place	Fort Clarke Blvd	NB	C
7	A	NW 15th Place	Newberry Village Entrance	SB	proposed
	B	Newberry Village Entrance	NW 15th Place	WB	proposed
8	A	Newberry Village		EB & WB	proposed
	B	Newberry Village		EB & SB	proposed
9	A	Newberry Village Entrance	W Newberry Road	EB	proposed
	B	W Newberry Road	Newberry Village Entrance	NB	proposed
10	A	W Newberry Road	SW 62nd Street	SB	A
	B	SW 62nd Street	W Newberry Road	WB	A
11	A	SW 62nd Street	Oaks Mall Entrance	SB, WB	A
	B	SW 62nd Street	Oaks Mall Entrance	NB, WB	A
	C	Oaks Mall Entrance	SW 62nd Street	NB	A
	D	Oaks Mall Entrance	SW 62nd Street	SB	A
12		Oaks Mall Bus Station Circulation		-	A
13	A	SW 62nd Blvd	SW 40th Blvd	WB	proposed
	B	SW 40th Blvd	SW 62nd Blvd	EB, NB	proposed
	C	SW 40th Blvd	SW 62nd Blvd	EB, SB	proposed
14	A	SW 40th Blvd	SW 30th Avenue		proposed
	B	SW 30th Avenue	SW 40th Blvd		proposed
15		Celebration Pointe		SB & EB	proposed
16	A	SW 30th Avenue	SW 42nd Street	SB	proposed
	B	SW 42nd Street	SW 30th Avenue	WB	proposed
17	A	SW 42nd Street	SW 33rd Place	EB	A
	B	SW 33rd Place	SW 42nd Street	NB	A
18	A	SW 33rd Place	SW 37th Blvd	SB	proposed
	B	SW 37th Blvd	SW 33rd Place	WB	proposed
	C	Windmeadows Blvd	SW 37th Blvd	SB	A
	D	SW 37th Blvd	Windmeadows Blvd	EB	C
19	A	SW 37th Blvd	SW Archer Road	SB, EB	A
	B	SW 37th Blvd	SW Archer Road	NB, EB	A
	C	SW Archer Road	SW 37th Blvd	WB, NB	B
	D	SW Archer Road	SW 37th Blvd	WB, SB	A
20	A	SW 35th Blvd	SW Archer Road	SB, EB	A
	B	SW 35th Blvd	SW Archer Road	SB, WB	A
	C	SW Archer Road	SW 35th Blvd	WB, NB	B

Table C-2: Corridor B Turning Movement Analysis Summary (Cont)

	D	SW Archer Road	SW 35th Blvd	EB, NB	A
21	A	Windmeadows Blvd	SW 35th Blvd	SB	B
	B	SW 35th Blvd	Windmeadows Blvd	WB	A
22	A	SW 39th Blvd	SW 34th Street	NB	A
	B	SW 34th Street	SW 39th Blvd	WB	C
23	A	SW 34th Street	SW 35th Place	EB	C
	B	SW 35th Place	SW 34th Street	SB	A
24		Roundabout @ SW 35th Pl & SW 23rd Terr		NB & WB	A
25		SW Archer Road	Old Archer Road (@ ramp)	EB	D
26	A	SW 23rd Terrace	Old Archer Road	EB	B
	B	Old Archer Road	SW 23rd Terrace	SB	B
27	A	Old Archer Road (@ 23rd Dr)	SW Archer Road	EB	C
	B	SW Archer Road	Old Archer Road (@ 23rd Dr)	WB	C
28		Old Archer Road (@ 23rd St)	SW Archer Road	EB	A
29		Roundabout @ Depot Ave & SW 11th St		EB & WB	A (proposed)
30		Roundabout @ Depot Ave & SW 6th St		EB & WB	A (proposed)
31		Roundabout @ Depot Ave & S Main		EB & WB	B (proposed)
32	A	SE Depot Avenue	SE 3rd Street	NB	A
	B	SE 3rd Street	SE Depot Avenue	WB	B
33	A	SE 3rd Street	Parks Transit Station	NB, WB	A
	B	SE 3rd Street	Parks Transit Station	SB, WB	A
	C	Parks Transit Station	SE 3rd Street	EB, NB	A
	D	Parks Transit Station	SE 3rd Street	EB, SB	C
34		Rosa Parks Bus Station Circulation		-	A
35		Roundabout @ Depot Ave & SE 4th St		EB & WB	A
36		Roundabout @ SW 7th Ave & SE 7th St		EB & WB	B (proposed)
37	A	SE 7th Avenue	SE 11th Street	NB	A
	B	SE 11th Street	SE 7th Avenue	WB	A
38	A	SE 11th Street	E University Avenue	WB	A
	B	E University Avenue	SE 11th Street	SB	A
	C	E University Avenue	NE Waldo Road	NB	A
	D	NE Waldo Road	E University Avenue	EB	A
39		SE Hawthorne Road	NW 17th Street	NB	A
40		NW 17th Street	SE 1st Avenue	WB	A
41		SE 1st Avenue	SE Hawthorne Road	WB	A
42	A	NE Waldo Road	NE 39th Avenue	EB	A
	B	NE 39th Avenue	NE Waldo Road	SB	A
43	A	NE 39th Avenue	East Airport Entrance	NB	A
	B	East Airport Entrance	NE 39th Avenue	WB	A
44		Airport Circulation		-	A
45		NE Waldo Road	West Airport Entrance	EB	construction

Classification Key	
A	60-ft articulated bus can maneuver with no problem
B	Maneuvering is tight, more detailed analysis required
C	Bus must use another lane to make maneuver
D	Road needs reconstruction for bus to maneuver

APPENDIX D

OPERATING STATISTICS AND COST DETAILS

Table D-1: Summary Operating Statistics – Base Year

Service Statistics	TSM Revenue Hours	TSM Revenue Miles	Total Buses (includes spare ratio)	BRT Revenue Hours	BRT Revenue Miles	Total BRT Vehicles (includes Spare Ratio)
Corridor A Base	72,000	1,141,000	20	57,000	1,141,000	18
Corridor A (A2 and A3 Alt)	68,000	1,083,000	19	55,000	1,083,000	17
Corridor A (A2 Alt)	66,000	1,056,000	18	53,000	1,056,000	16
Corridor A (A3 Alt)	69,000	1,123,000	19	56,000	1,123,000	17
Corridor B Base	75,000	1,051,000	21	57,000	1,051,000	18
Corridor B (B2 Alt)	75,000	1,137,000	21	60,000	1,137,000	19
Corridor B (B3 Alt)	75,000	1,047,000	21	57,000	1,047,000	18
Corridor A (Initial Operating Segment)	37,000	620,000	11	30,000	620,000	9
Corridor B (Initial Operating Segment)	41,000	570,950	11	30,000	570,950	9
Corridor A (Springhill)	22,000	287,000	6	16,000	287,000	5
Corridor B (Santa Fe)	21,000	287,000	6	16,000	287,000	5
Corridor A (Airport)	13,000	282,000	4	12,000	282,000	4
Corridor B (Airport)	13,000	282,000	4	12,000	282,000	4

O&M Calculation	Annual Revenue Hours	Annual Operating Base Year	Standard Bus Costs	BRT Revenue Hours	Annual Operating Costs Base Year	BRT Vehicle Costs
Corridor A Base	72,000	$4,535,000	$10,000,000	57,000	$3,590,000	$19,800,000
Corridor A (A2 and A3 Alt)	68,000	$4,283,000	$9,500,000	55,000	$3,464,000	$18,700,000
Corridor A (A2 Alt)	66,000	$4,157,000	$9,000,000	53,000	$3,338,000	$17,600,000
Corridor A (A3 Alt)	69,000	$4,346,000	$9,500,000	56,000	$3,527,000	$18,700,000
Corridor B Base	75,000	$4,724,000	$10,500,000	57,000	$3,590,000	$19,800,000
Corridor B (B2 Alt)	75,000	$4,724,000	$10,500,000	60,000	$3,779,000	$20,900,000
Corridor B (B3 Alt)	75,000	$4,724,000	$10,500,000	57,000	$3,590,000	$19,800,000
Corridor A (Initial Operating Segment)	37,000	$2,331,000	$5,500,000	30,000	$1,890,000	$9,900,000
Corridor B (Initial Operating Segment)	41,000	$2,583,000	$5,500,000	30,000	$1,890,000	$9,900,000
Corridor A (Springhill)	22,000	$1,386,000	$3,000,000	16,000	$1,008,000	$5,500,000
Corridor B (Santa Fe)	21,000	$1,323,000	$3,000,000	16,000	$1,008,000	$5,500,000
Corridor A (Airport)	13,000	$819,000	$2,000,000	12,000	$756,000	$4,400,000
Corridor B (Airport)	13,000	$819,000	$2,000,000	12,000	$756,000	$4,400,000

Table D-2: TSM Operating Statistics – Base Year

Alternative	South Terminus	North Terminus	Weekday Trips	Saturday Trips	Sunday Trips	Adjusted Speed (with TSP Travel Time Savings)	Weekday Cycle Time (min)	Route Miles	Annual Revenue Hours	Annual Revenue Miles	Cost (Using Per Hour Rate)
TSM Corridor A Base	Springhill	Airport	84	45	24	16	170	45.4	71,095	1,141,000	$4,535,000.00
TSM Corridor A with A2 + A3	Springhill	Airport	84	45	24	16	160	43.0	67,164	1,083,000	$4,283,000.00
TSM Corridor A with A2	Springhill	Airport	84	45	24	16	155	42.0	65,021	1,056,000	$4,157,000.00
TSM Corridor A with A3	Springhill	Airport	84	45	24	16	164	44.6	68,927	1,123,000	$4,346,000.00
TSM Corridor B Base	Santa Fe College	Airport	84	45	24	14	177	41.8	74,288	1,051,000	$4,724,000.00
TSM Corridor B with B2	Santa Fe College	Airport	84	45	24	30	184	45.4	77,117	1,141,901	$4,860,000.00
TSM Corridor B with B3	Santa Fe College	Airport	84	45	24	14	177	41.8	74,393	1,047,000	$4,724,000.00
TSM A (Initial Operating Segment)	The Oaks Mall	Five Points Transfer	84	45	24	16	87	22.8	36,465	620,000	$2,331,000.00
TSM B (Initial Operating Segment)	The Oaks Mall	Five Points Transfer	84	45	24	14	96	22.7	40,065	570,950	$2,583,000.00
Corridor A (Springhill)	Springhill	Oaks Mall	84	45	24	13	51	56.8	21,249	287,000	$1,386,000.00
Corridor B (Santa Fe)	Santa Fe College	Oaks Mall	84	45	24	9	50	7.9	20,842	287,000	$1,323,000.00
Corridor A (Airport)	Five Points	Airport	84	45	24	21	32	11.2	13,381	282,000	$819,000.00
Corridor B (Airport)	Five Points	Airport	84	45	24	21	32	11.2	13,381	282,000	$819,000.00

Alternative	Annual Revenue Hours	Annual Revenue Miles (40-ft bus)	Peak Bus Vehicles	Buses with Spares (15%)	Vehicle Costs	Standard Bus Cost Base Year
TSM Corridor A Base	71,095	1,141,000	17	20	$1,000,000.00	$500,000.00
TSM Corridor A with A2 + A3	67,164	1,083,000	16	19	$950,000.00	
TSM Corridor A with A2	65,021	1,056,000	16	18	$900,000.00	
TSM Corridor A with A3	68,927	1,123,000	16	19	$950,000.00	
TSM Corridor B Base	74,288	1,051,000	18	21	$1,050,000.00	
TSM Corridor B with B2	77,117	1,141,901	18	22	$11,000,000.00	
TSM Corridor B with B3	74,393	1,047,000	18	21	$1,050,000.00	
TSM A (Initial Operating Segment)	36,465	620,000	9	11	$550,000.00	
TSM B (Initial Operating Segment)	40,065	570,950	10	11	$550,000.00	
Corridor A (Springhill)	21,249	287,000	5	6	$300,000.00	
Corridor B (Santa Fe)	20,842	287,000	5	6	$300,000.00	
Corridor A (Airport)	13,381	282,000	3	4	$200,000.00	
Corridor B (Airport)	13,381	282,000	3	4	$200,000.00	

Table D-3: Build Corridor A Base Operating Statistics – Base Year

West Terminus Springhill/Santa Fe Village
East Terminus Airport

Build Corridor A Base	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	22.7 miles	19.8 mph	22.0 mph	23.3 mph	2.0	0.0	0.0	15	20	30	137 min	124 min	117 min
AM Peak	22.7 miles	19.8 mph	22.0 mph	23.3 mph	3.0	2.0	3.0	10	20	30	137 min	124 min	117 min
Midday	22.7 miles	19.8 mph	22.0 mph	23.3 mph	7.0	7.0	7.0	15	20	30	137 min	124 min	117 min
PM Peak	22.7 miles	19.8 mph	22.0 mph	23.3 mph	3.0	3.0	2.0	10	20	30	137 min	124 min	117 min
Evening	22.7 miles	19.8 mph	22.0 mph	23.3 mph	3.0	3.0	0.0	15	20	30	137 min	124 min	117 min

Build Corridor A Base	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	9	8	0	0	255	52	58	4,672	92,534	two way
AM Peak	14	18	6	6	255	52	58	11,833	238,140	two way
Midday	9	28	21	14	255	52	58	20,185	410,236	two way
PM Peak	14	18	9	4	255	52	58	11,929	239,954	two way
Evening	9	12	9	0	255	52	58	7,973	160,030	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic	BRT Peak Buses
Build Corridor A Base	56,592	1,140,895	18
Total Build Corridor A Base	**56,592**	**1,140,895**	**18**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-4: Build Corridor A with A2 plus A3 Operating Statistics – Base Year

West Terminus Springhill/Santa Fe Village
East Terminus Airport

Build Corridor A with A2+A3	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	21.5 miles	19.6 mph	21.8 mph	23.1 mph	2.0	0.0	0.0	15	20	30	131 min	118 min	112 min
AM Peak	21.5 miles	19.6 mph	21.8 mph	23.1 mph	3.0	2.0	3.0	10	20	30	131 min	118 min	112 min
Midday	21.5 miles	19.6 mph	21.8 mph	23.1 mph	7.0	7.0	7.0	15	20	30	131 min	118 min	112 min
PM Peak	21.5 miles	19.6 mph	21.8 mph	23.1 mph	3.0	3.0	2.0	10	20	30	131 min	118 min	112 min
Evening	21.5 miles	19.6 mph	21.8 mph	23.1 mph	3.0	3.0	0.0	15	20	30	131 min	118 min	112 min

Build Corridor A with A2+A3	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	9	8	0	0	255	52	58	4,467	87,761	two way
AM Peak	13	18	6	6	255	52	58	11,313	225,855	two way
Midday	9	28	21	14	255	52	58	19,298	389,073	two way
PM Peak	13	18	9	4	255	52	58	11,405	227,576	two way
Evening	9	12	9	0	255	52	58	7,623	151,775	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor A with A2+A3	54,105	1,082,039	17
Total Build Corridor A with A2+A3	**54,105**	**1,082,039**	**17**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-5: Build Corridor A with A2 Operating Statistics – Base Year

West Terminus Springhill/Santa Fe Village
East Terminus Airport

Build Corridor A with A2	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	21.0 miles	19.8 mph	22.0 mph	23.3 mph	2.0	0.0	0.0	15	20	30	127 min	114 min	108 min
AM Peak	21.0 miles	19.8 mph	22.0 mph	23.3 mph	3.0	2.0	3.0	10	20	30	127 min	114 min	108 min
Midday	21.0 miles	19.8 mph	22.0 mph	23.3 mph	7.0	7.0	7.0	15	20	30	127 min	114 min	108 min
PM Peak	21.0 miles	19.8 mph	22.0 mph	23.3 mph	3.0	3.0	2.0	10	20	30	127 min	114 min	108 min
Evening	21.0 miles	19.8 mph	22.0 mph	23.3 mph	3.0	3.0	0.0	15	20	30	127 min	114 min	108 min

Build Corridor A with A2	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	8	8	0	0	255	52	58	4,315	85,598	two way
AM Peak	13	18	6	6	255	52	58	10,929	220,290	two way
Midday	8	28	21	14	255	52	58	18,642	379,486	two way
PM Peak	13	18	9	4	255	52	58	11,017	221,968	two way
Evening	8	12	9	0	255	52	58	7,364	148,035	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor A with A2	52,266	1,055,378	16
Total Build Corridor A with A2	**52,266**	**1,055,378**	**16**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-6: Build Corridor A with A3 Operating Statistics – Base Year

West Terminus Springhill/Santa Fe Village
East Terminus Airport

Build Corridor A with A3	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	22.3 miles	19.9 mph	22.1 mph	23.4 mph	2.0	0.0	0.0	15	20	30	135 min	121 min	115 min
AM Peak	22.3 miles	19.9 mph	22.1 mph	23.4 mph	3.0	2.0	3.0	10	20	30	135 min	121 min	115 min
Midday	22.3 miles	19.9 mph	22.1 mph	23.4 mph	7.0	7.0	7.0	15	20	30	135 min	121 min	115 min
PM Peak	22.3 miles	19.9 mph	22.1 mph	23.4 mph	3.0	3.0	2.0	10	20	30	135 min	121 min	115 min
Evening	22.3 miles	19.9 mph	22.1 mph	23.4 mph	3.0	3.0	0.0	15	20	30	135 min	121 min	115 min

Build Corridor A with A3	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	9	8	0	0	255	52	58	4,585	91,025	two way
AM Peak	13	18	6	6	255	52	58	11,611	234,255	two way
Midday	9	28	21	14	255	52	58	19,806	403,543	two way
PM Peak	13	18	9	4	255	52	58	11,705	236,040	two way
Evening	9	12	9	0	255	52	58	7,824	157,419	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor A with A3	55,531	1,122,282	17
Total Build Corridor A with A3	**55,531**	**1,122,282**	**17**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-7: Build A Oaks Mall to Five Points Operating Statistics – Base Year

West Terminus Oaks Mall
East Terminus Five Points

Build A Initial Operating Segment	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	11.4 miles	19.0 mph	21.1 mph	22.4 mph	2.0	0.0	0.0	15	20	30	72 min	65 min	61 min
AM Peak	11.4 miles	19.0 mph	21.1 mph	22.4 mph	3.0	2.0	3.0	10	20	30	72 min	65 min	61 min
Midday	11.4 miles	19.0 mph	21.1 mph	22.4 mph	7.0	7.0	7.0	15	20	30	72 min	65 min	61 min
PM Peak	11.4 miles	19.0 mph	21.1 mph	22.4 mph	3.0	3.0	2.0	10	20	30	72 min	65 min	61 min
Evening	11.4 miles	19.0 mph	21.1 mph	22.4 mph	3.0	3.0	0.0	15	20	30	72 min	65 min	61 min

Build A Initial Operating Segment	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	5	8	0	0	255	52	58	2,446	46,512	two way
AM Peak	7	18	6	6	255	52	58	6,195	119,700	two way
Midday	5	28	21	14	255	52	58	10,568	206,203	two way
PM Peak	7	18	9	4	255	52	58	6,246	120,612	two way
Evening	5	12	9	0	255	52	58	4,174	80,438	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build A Initial Operating Segment	29,629	573,466	9
Total Build A Initial Operating Segment	**29,629**	**573,466**	**9**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-8: Build A Oaks Mall to Santa Fe Village Operating Statistics– Base Year

West Terminus Springhill/Santa Fe Village
East Terminus Oaks Mall

Build A Oaks Mall to Santa Fe Village	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	5.7 miles	18.2 mph	20.2 mph	21.4 mph	2.0	0.0	0.0	15	20	30	38 min	34 min	32 min
AM Peak	5.7 miles	18.2 mph	20.2 mph	21.4 mph	3.0	2.0	3.0	10	20	30	38 min	34 min	32 min
Midday	5.7 miles	18.2 mph	20.2 mph	21.4 mph	7.0	7.0	7.0	15	20	30	38 min	34 min	32 min
PM Peak	5.7 miles	18.2 mph	20.2 mph	21.4 mph	3.0	3.0	2.0	10	20	30	38 min	34 min	32 min
Evening	5.7 miles	18.2 mph	20.2 mph	21.4 mph	3.0	3.0	0.0	15	20	30	38 min	34 min	32 min

Build A Oaks Mall to Santa Fe Village	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	3	8	0	0	255	52	58	1,278	23,256	two way
AM Peak	4	18	6	6	255	52	58	3,236	59,850	two way
Midday	3	28	21	14	255	52	58	5,520	103,102	two way
PM Peak	4	18	9	4	255	52	58	3,262	60,306	two way
Evening	3	12	9	0	255	52	58	2,181	40,219	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build A Oaks Mall to Santa Fe Village	15,478	286,733	5
Total Build A Oaks Mall to Santa Fe Village	**15,478**	**286,733**	**5**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-9: Build A Five Points to Airport Operating Statistics – Base Year

West Terminus Five Points
East Terminus Airport

Build A Five Points to Airport	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	5.6 miles	24.1 mph	26.8 mph	28.3 mph	2.0	0.0	0.0	15	20	30	28 min	25 min	24 min
AM Peak	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	2.0	3.0	10	20	30	28 min	25 min	24 min
Midday	5.6 miles	24.1 mph	26.8 mph	28.3 mph	7.0	7.0	7.0	15	20	30	28 min	25 min	24 min
PM Peak	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	3.0	2.0	10	20	30	28 min	25 min	24 min
Evening	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	3.0	0.0	15	20	30	28 min	25 min	24 min

Build A Five Points to Airport	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	2	8	0	0	255	52	58	948	22,848	two way
AM Peak	3	18	6	6	255	52	58	2,401	58,800	two way
Midday	2	28	21	14	255	52	58	4,096	101,293	two way
PM Peak	3	18	9	4	255	52	58	2,421	59,248	two way
Evening	2	12	9	0	255	52	58	1,618	39,514	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build A Five Points to Airport	11,485	281,702	4
Total Build A Five Points to Airport	**11,485**	**281,702**	**4**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-10: Build Corridor B Base Operating Statistics – Base Year

West Terminus Santa Fe College
East Terminus Airport

Build Corridor B Base	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	20.9 miles	18.1 mph	20.1 mph	21.3 mph	2.0	0.0	0.0	15	20	30	138 min	125 min	118 min
AM Peak	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	2.0	3.0	10	20	30	138 min	125 min	118 min
Midday	20.9 miles	18.1 mph	20.1 mph	21.3 mph	7.0	7.0	7.0	15	20	30	138 min	125 min	118 min
PM Peak	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	3.0	2.0	10	20	30	138 min	125 min	118 min
Evening	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	3.0	0.0	15	20	30	138 min	125 min	118 min

Build Corridor B Base	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	9	8	0	0	255	52	58	4,703	85,190	two way
AM Peak	14	18	6	6	255	52	58	11,912	219,240	two way
Midday	9	28	21	14	255	52	58	20,319	377,677	two way
PM Peak	14	18	9	4	255	52	58	12,008	220,910	two way
Evening	9	12	9	0	255	52	58	8,026	147,329	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor B Base	56,969	1,050,348	18
Total Corridor B Base	**56,969**	**1,050,348**	**18**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-11: Build Corridor B with B2 Operating Statistics – Base Year

West Terminus Santa Fe College
East Terminus Airport

Build Corridor B with B2	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	22.7 miles	18.9 mph	21.0 mph	22.2 mph	2.0	0.0	0.0	15	20	30	144 min	130 min	123 min
AM Peak	22.7 miles	18.9 mph	21.0 mph	22.2 mph	3.0	2.0	3.0	10	20	30	144 min	130 min	123 min
Midday	22.7 miles	18.9 mph	21.0 mph	22.2 mph	7.0	7.0	7.0	15	20	30	144 min	130 min	123 min
PM Peak	22.7 miles	18.9 mph	21.0 mph	22.2 mph	3.0	3.0	2.0	10	20	30	144 min	130 min	123 min
Evening	22.7 miles	18.9 mph	21.0 mph	22.2 mph	3.0	3.0	0.0	15	20	30	144 min	130 min	123 min

Build Corridor B with B2	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	10	8	0	0	252	55	58	4,842	91,526	two way
AM Peak	14	18	6	6	252	55	58	12,319	236,716	two way
Midday	10	28	21	14	252	55	58	21,103	409,644	two way
PM Peak	14	18	9	4	252	55	58	12,439	238,940	two way
Evening	10	12	9	0	252	55	58	8,334	159,763	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor B with B2	59,037	1,136,589	19
Total Build Corridor B with B2	**59,037**	**1,136,589**	**19**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-12: Build Corridor B with B3 Operating Statistics – Base Year

West Terminus Santa Fe College
East Terminus Airport

Build Corridor B with B3	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	20.9 miles	18.1 mph	20.1 mph	21.3 mph	2.0	0.0	0.0	15	20	30	139 min	125 min	118 min
AM Peak	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	2.0	3.0	10	20	30	139 min	125 min	118 min
Midday	20.9 miles	18.1 mph	20.1 mph	21.3 mph	7.0	7.0	7.0	15	20	30	139 min	125 min	118 min
PM Peak	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	3.0	2.0	10	20	30	139 min	125 min	118 min
Evening	20.9 miles	18.1 mph	20.1 mph	21.3 mph	3.0	3.0	0.0	15	20	30	139 min	125 min	118 min

Build Corridor B with B3	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	9	8	0	0	252	55	58	4,655	84,269	two way
AM Peak	14	18	6	6	252	55	58	11,844	217,945	two way
Midday	9	28	21	14	252	55	58	20,288	377,161	two way
PM Peak	14	18	9	4	252	55	58	11,959	219,993	two way
Evening	9	12	9	0	252	55	58	8,012	147,094	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build Corridor B with B3	56,758	1,046,463	18
Total Build Corridor B with B3	**56,758**	**1,046,463**	**18**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-13: Build B Oaks Mall to Five Points Operating Statistics – Base Year

West Terminus Oaks Mall
East Terminus Five Points

Build B Initial Operating Segment	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	11.4 miles	19.0 mph	21.1 mph	22.3 mph	2.0	0.0	0.0	15	20	30	72 min	65 min	61 min
AM Peak	11.4 miles	19.0 mph	21.1 mph	22.3 mph	3.0	2.0	3.0	10	20	30	72 min	65 min	61 min
Midday	11.4 miles	19.0 mph	21.1 mph	22.3 mph	7.0	7.0	7.0	15	20	30	72 min	65 min	61 min
PM Peak	11.4 miles	19.0 mph	21.1 mph	22.3 mph	3.0	3.0	2.0	10	20	30	72 min	65 min	61 min
Evening	11.4 miles	19.0 mph	21.1 mph	22.3 mph	3.0	3.0	0.0	15	20	30	72 min	65 min	61 min

Build B Initial Operating Segment	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	5	8	0	0	255	52	58	2,442	46,308	two way
AM Peak	7	18	6	6	255	52	58	6,184	119,175	two way
Midday	5	28	21	14	255	52	58	10,549	205,299	two way
PM Peak	7	18	9	4	255	52	58	6,234	120,083	two way
Evening	5	12	9	0	255	52	58	4,167	80,086	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build B Initial Operating Segment	29,576	570,950	9
Total Build B Initial Operating Segment	**29,576**	**570,950**	**9**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-14: Build B Oaks Mall to Springhill Operating Statistics– Base Year

West Terminus Santa Fe College
East Terminus Oaks Mall

Build B Oaks Mall to Santa Fe College	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	3.9 miles	12.2 mph	13.6 mph	14.4 mph	2.0	0.0	0.0	15	20	30	39 min	35 min	33 min
AM Peak	3.9 miles	12.2 mph	13.6 mph	14.4 mph	3.0	2.0	3.0	10	20	30	39 min	35 min	33 min
Midday	3.9 miles	12.2 mph	13.6 mph	14.4 mph	7.0	7.0	7.0	15	20	30	39 min	35 min	33 min
PM Peak	3.9 miles	12.2 mph	13.6 mph	14.4 mph	3.0	3.0	2.0	10	20	30	39 min	35 min	33 min
Evening	3.9 miles	12.2 mph	13.6 mph	14.4 mph	3.0	3.0	0.0	15	20	30	39 min	35 min	33 min

Build B Oaks Mall to Santa Fe College	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	3	8	0	0	255	52	58	1,313	16,034	two way
AM Peak	4	18	6	6	255	52	58	3,326	41,265	two way
Midday	3	28	21	14	255	52	58	5,674	71,086	two way
PM Peak	4	18	9	4	255	52	58	3,353	41,579	two way
Evening	3	12	9	0	255	52	58	2,241	27,730	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build B Oaks Mall to Santa Fe College	15,908	197,695	5
Total Build B Oaks Mall to Santa Fe College	**15,908**	**197,695**	**5**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

Table D-15: Build B Five Points to Airport Operating Statistics – Base Year

West Terminus Five Points
East Terminus Airport

Build B Five Points to Airport	One-way Route Length	Weekday Adjusted Travel Speed	Saturday Adjusted Travel Speed	Sunday Adjusted Travel Speed	Weekday Hours	Saturday Hours	Sunday Hours	Weekday Frequency	Saturday Frequency	Sunday Frequency	Weekday Cycle Time	Saturday Cycle Time	Sunday Cycle Time
Early AM	5.6 miles	24.1 mph	26.8 mph	28.3 mph	2.0	0.0	0.0	15	20	30	28 min	25 min	24 min
AM Peak	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	2.0	3.0	10	20	30	28 min	25 min	24 min
Midday	5.6 miles	24.1 mph	26.8 mph	28.3 mph	7.0	7.0	7.0	15	20	30	28 min	25 min	24 min
PM Peak	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	3.0	2.0	10	20	30	28 min	25 min	24 min
Evening	5.6 miles	24.1 mph	26.8 mph	28.3 mph	3.0	3.0	0.0	15	20	30	28 min	25 min	24 min

Build B Five Points to Airport	Required Weekday Vehicles	Weekday Trips	Saturday Trips	Sunday Trips	Weekdays	Saturdays	Sundays	Annual Revenue Hours	Annual Revenue Miles	Direction
Early AM	2	8	0	0	255	52	58	948	22,848	two way
AM Peak	3	18	6	6	255	52	58	2,401	58,800	two way
Midday	2	28	21	14	255	52	58	4,096	101,293	two way
PM Peak	3	18	9	4	255	52	58	2,421	59,248	two way
Evening	2	12	9	0	255	52	58	1,618	39,514	two way

Alternative	BRT Revenue Hours	BRT Revenue Miles (artic bus)	BRT Peak Buses
Build B Five Points to Airport	11,485	281,702	4
Total Build B Five Points to Airport	**11,485**	**281,702**	**4**

Assumed 25% Spare Ratio per notes tab from RTS 16YR Transportation Spreadsheet

Notes:
1. Spare ratio difference between TSM and BRT due to RTS ability to draw from whole fleet for 40-ft vehicles for TSM
2. Adjusted travel speed includes signal priority, limited stop, and off-board fare collection travel time savings

APPENDIX E

CAPITAL COST DETAILS

Table E-1: TSM Capital Cost Category Description

	Corridor A TSM			Corridor B TSM		
Category	**Oaks Mall North**	**Oaks Mall to Five Points**	**Five Points to Airport**	**Oaks Mall North**	**Oaks Mall to Five Points**	**Five Points to Airport**
10 Guideway & Track Elements	No Improvements to Stations / No improvements to guideway	No improvements to guideway Improvements to Five Points	No Improvements to Stations / No improvements to guideway	No Improvements to Stations / No improvements to guideway	No improvements to guideway Improvements to Five Points	No Improvements to Stations / No improvements to guideway
20 Stations, Stops, Terminals, Intermodal	No Improvements to Stations	Improvements to Five Points	No Improvements to Stations	No Improvements to Stations	Improvements to Five Points	No Improvements to Stations
40 Sitework & Special Conditions	No Improvements to Stations / No improvements to guideway	Improvements to Five Points	No Improvements to Stations / No improvements to guideway	No Improvements to Stations / No improvements to guideway	Improvements to Five Points	No Improvements to Stations / No improvements to
50 Systems	Prioritization at Intersections	Prioritization at Intersections / Communications and Fare Collection for Five Points	Prioritization at Intersections	Prioritization at Intersections	Prioritization at Intersections / Communications and Fare Collection for Five Points	Prioritization at Intersections
60 ROW, Land, Existing Improvements	No Right-of-Way Acquisition	Right-of-Wat Acquisition for Five Points	No Right-of-Way Acquisition	No Right-of-Way Acquisition	Right-of-Wat Acquisition for Five Points	No Right-of-Way Acquisition
70 Vehicles	Purchase of 40' Buses	Purchase of 40' Buses	Purchase of 40' Buses	Purchase of 40' Buses	Purchase of 40' Buses	Purchase of 40' Buses
80 Professional Services	Professional Services	Professional Services	Professional Services	Professional Services	Professional Services	Professional Services

Table E-2: TSM Capital Cost Detailed

Category	Sub-category	Corridor A TSM			Corridor B TSM		
		Oaks Mall North	Oaks Mall to Five Points	Five Points to Airport	Oaks Mall North	Oaks Mall to Five Points	Five Points to Airport
10 Guideway & Track Elements	10.03 Guideway Mixed Traffic	$0.00	$141,181.56	$0.00	$0.00	$141,181.56	$0.00
	Station Transitway	$0.00	$244,158.77	$0.00	$0.00	$244,158.77	$0.00
	Subtotal	**$0.00**	**$385,340.33**	**$0.00**	**$0.00**	**$385,340.33**	**$0.00**
20 Stations, Stops, Terminals, Intermodal	20.01 At-grade station, stop, shelter,	$0.00	$804,798.72	$0.00	$0.00	$804,798.72	$0.00
	Subtotal	**$0.00**	**$804,798.72**	**$0.00**	**$0.00**	**$804,798.72**	**$0.00**
40 Sitework & Special Conditions	40.01 Demolition, Clearing,	$0.00	$34,609.44	$0.00	$0.00	$34,609.44	$0.00
	40.02 Site Utilities, Utility Relocation	$0.00	$137,929.87	$0.00	$0.00	$137,929.87	$0.00
	40.05 Site Structures	$0.00	$240.00	$0.00	$0.00	$240.00	$0.00
	40.06 Pedestrian / bike access and accommodation, landscaping	$0.00	$321,793.41	$0.00	$0.00	$321,793.41	$0.00
	40.08 Temporary Facilities	$0.00	$57,000.00	$0.00	$0.00	$57,000.00	$0.00
	Subtotal	**$0.00**	**$551,572.72**	**$0.00**	**$0.00**	**$551,572.72**	**$0.00**
50 Systems	50.02 Traffic Signals and crossing protection	$31,050.00	$186,300.00	$31,050.00	$20,700.00	$144,900.00	$31,050.00
	50.05 Communications	$0.00	$51,360.00	$0.00	$0.00	$51,360.00	$0.00
	50.06 Fare Collection System and Equipment	$0.00	$120,000.00	$0.00	$0.00	$120,000.00	$0.00
	Subtotal	**$31,050.00**	**$357,660.00**	**$31,050.00**	**$20,700.00**	**$316,260.00**	**$31,050.00**
60 ROW, Land, Existing Improvements	60.01 Purchase or lease of real estate	$0.00	$207,090.00	$0.00	$0.00	$207,090.00	$0.00
	Subtotal	**$0.00**	**$207,090.00**	**$0.00**	**$0.00**	**$207,090.00**	**$0.00**
70 Vehicles	70.04 Bus	$3,150,000.00	$5,775,000.00	$2,100,000.00	$3,150,000.00	$5,775,000.00	$2,100,000.00
	Subtotal	**$3,150,000.00**	**$5,775,000.00**	**$2,100,000.00**	**$3,150,000.00**	**$5,775,000.00**	**$2,100,000.00**
80 Professional Services	80.01 Project Development	$2,970.00	$521,599.26	$2,970.00	$1,980.00	$510,907.26	$2,970.00
	80.03 Project Management for Design and Construction						
	80.04 Construction Administration & Management						
	80.05 Professional Liability and other Non-Construction Insurance						
	80.06 Legal; Permits; Review Fees by other agencies, cities, etc						
	80.07 Surveys,Testing, Investigation, Inspection						
	80.08 Start Up						
	Subtotal	**$2,970.00**	**$521,599.26**	**$2,970.00**	**$1,980.00**	**$510,907.26**	**$2,970.00**
	Subtotal Capital Cost	**$3,184,020.00**	**$8,603,061.03**	**$2,134,020.00**	**$3,172,680.00**	**$8,550,969.03**	**$2,134,020.00**
	Unallocated Contingency	**$318,402.00**	**$860,306.10**	**$213,402.00**	**$317,268.00**	**$855,096.90**	**$213,402.00**
	Total Capital Cost	**$3,502,422.00**	**$9,463,367.13**	**$2,347,422.00**	**$3,489,948.00**	**$9,406,065.93**	**$2,347,422.00**

Table E-3: Build Alternatives Capital Cost Category Description

	Corridor A			Corridor B		
Category	**Oaks Mall North**	**Oaks Mall to Five Points**	**Five Points to Airport**	**Oaks Mall North**	**Oaks Mall to Five Points**	**Five Points to Airport**
10 Guideway & Track Elements	BAT lanes along Newberry Rd / Auxiliary lane extension (Queue Jump)	BAT lanes along Archer Rd / Auxiliary lane extension (Queue Jump)	No Improvements to guideway	BAT lanes along Newberry Rd / Auxiliary lane extension (Queue Jump)	Exclusive transitway along SW 62nd Blvd and BAT lanes along Archer Rd / Auxiliary lane extension (Queue Jump)	No Improvements to guideway
	Station Improvements (Guideway)/Curb Modifications	Station Improvements (Guideway) /Curb Modifications	Station Improvements (Guideway)	Station Improvements (Guideway)/Curb Modifications	Station Improvements (Guideway) /Curb Modifications	Station Improvements (Guideway)
20 Stations, Stops, Terminals, Intermodal	Station Improvements	Station Improvements	Station Improvements	Station Improvements	Station Improvements	Station Improvements
40 Sitework & Special Conditions	Station Improvements / Guideway Improvements	Station Improvements / Guideway Improvements	Station Improvements	Station Improvements / Guideway Improvements	Station Improvements / Guideway Improvements	Station Improvements
50 Systems	Prioritization at Intersections / Station Communications and Fare Collection	Prioritization at Intersections /Pedestrian Crossings /StationCommunications and Fare Collection	Prioritization at Intersections /Pedestrian Crossings /StationCommunications and Fare Collection	Prioritization at Intersections / Station Communications and Fare Collection	Prioritization at Intersections /Pedestrian Crossings /Station Communications and	Prioritization at Intersections /Pedestrian Crossings /Station Communications and
60 ROW, Land, Existing Improvements	Right-of-Way Acquisition	Right-of-Way Acquisition	Right-of-Way Acquisition	Right-of-Way Acquisition	Right-of-Way Acquisition	Right-of-Way Acquisition
70 Vehicles	Purchase of Articulated Buses	Purchase of Articulated Buses	Purchase of Articulated Buses	Purchase of Articulated Buses	Purchase of Articulated Buses	Purchase of Articulated Buses
80 Professional Services	Professional Services	Professional Services	Professional Services	Professional Services	Professional Services	Professional Services

Table E-4: Build Alternatives Capital Cost Detailed

		Corridor A			Corridor B		
Category	Sub-category	Oaks Mall North	Oaks Mall to Five Points	Five Points to Airport	Oaks Mall North	Oaks Mall to Five Points	Five Points to Airport
10 Guideway & Track Elements	10.03 Guideway Exclusive	$606,930.06	$3,557,996.81	$141,181.56	$650,130.06	$7,172,469.55	$141,181.56
	Station Transitway	$42,336.00	$494,598.65	$244,158.77	$57,153.60	$576,772.67	$244,158.77
	Subtotal	**$649,266.06**	**$4,052,595.45**	**$385,340.33**	**$707,283.66**	**$7,749,242.22**	**$385,340.33**
20 Stations, Stops, Terminals, Intermodal	20.01 At-grade station, stop, shelter,	$855,757.56	$6,408,891.70	$1,165,656.62	$1,078,744.37	$5,151,796.54	$1,165,656.62
	Subtotal	**$855,757.56**	**$6,408,891.70**	**$1,165,656.62**	**$1,078,744.37**	**$5,151,796.54**	**$1,165,656.62**
40 Sitework & Special Conditions	40.01 Demolition, Clearing,	$32,721.18	$481,681.26	$45,055.44	$42,111.18	$1,063,677.88	$45,055.44
	40.02 Site Utilities, Utility Relocation	$194,500.49	$1,727,721.21	$183,465.66	$223,453.77	$2,611,196.30	$183,465.66
	40.05 Site Structures	$12,545.78	$197,511.52	$240.00	$12,545.78	$752,514.40	$240.00
	40.06 Pedestrian / bike access and accommodation, landscaping	$367,962.30	$2,973,463.57	$402,834.56	$418,138.70	$3,761,211.42	$402,834.56
	40.08 Temporary Facilities	$21,251.90	$275,497.92	$57,000.00	$21,251.90	$665,356.61	$57,000.00
	Subtotal	**$628,981.65**	**$5,655,875.48**	**$688,595.67**	**$717,501.33**	**$8,853,956.60**	**$688,595.67**
50 Systems	50.02 Traffic Signals and crossing protection	$31,050.00	$646,300.00	$261,050.00	$20,700.00	$403,650.00	$261,050.00
	50.05 Communications	$70,560.00	$497,280.00	$123,480.00	$96,240.00	$420,240.00	$123,480.00
	50.06 Fare Collection System and Equipment	$120,000.00	$930,000.00	$210,000.00	$180,000.00	$750,000.00	$210,000.00
	Subtotal	**$221,610.00**	**$2,073,580.00**	**$594,530.00**	**$296,940.00**	**$1,573,890.00**	**$594,530.00**
60 ROW, Land, Existing Improvements	60.01 Purchase or lease of real estate	$82,728.00	$1,279,530.00	$207,090.00	$82,728.00	$2,797,146.00	$207,090.00
	Subtotal	**$82,728.00**	**$1,279,530.00**	**$207,090.00**	**$82,728.00**	**$2,797,146.00**	**$207,090.00**
70 Vehicles	70.04 Bus	$5,775,000.00	$10,395,000.00	$4,620,000.00	$5,775,000.00	$10,395,000.00	$4,620,000.00
	Subtotal	**$5,775,000.00**	**$10,395,000.00**	**$4,620,000.00**	**$5,775,000.00**	**$10,395,000.00**	**$4,620,000.00**
80 Professional Services	80.01 Project Development	$216,055.15	$1,670,078.91	$260,834.99	$256,792.19	$2,140,089.91	$260,834.99
	80.03 Project Management for Design and Construction	$129,633.09	$1,002,047.34	$156,500.99	$154,075.31	$1,284,053.94	$156,500.99
	80.04 Construction Administration & Management	$151,238.60	$1,169,055.24	$182,584.49	$179,754.53	$1,498,062.94	$182,584.49
	80.05 Professional Liability and other Non-Construction Insurance	$43,211.03	$334,015.78	$52,167.00	$51,358.44	$428,017.98	$52,167.00
	80.06 Legal; Permits; Review Fees by other agencies, cities, etc	$21,605.51	$167,007.89	$26,083.50	$25,679.22	$214,008.99	$26,083.50
	80.07 Surveys,Testing, Investigation, Inspection	$11,308.32	$90,057.75	$13,041.75	$13,345.17	$122,832.62	$13,041.75
	80.08 Start Up	$10,802.76	$83,503.95	$13,041.75	$12,839.61	$107,004.50	$13,041.75
	Subtotal	**$583,854.46**	**$4,515,766.85**	**$704,254.47**	**$693,844.48**	**$5,794,070.87**	**$704,254.47**
	Subtotal Capital Cost	$8,797,197.73	$34,381,239.48	$8,365,467.09	$9,352,041.83	$42,315,102.22	$8,365,467.09
	Unallocated Contingency	$879,719.77	$3,438,123.95	$836,546.71	$935,204.18	$4,231,510.22	$836,546.71
	Total Capital Cost	**$9,676,917.51**	**$37,819,363.43**	**$9,202,013.80**	**$10,287,246.02**	**$46,546,612.45**	**$9,202,013.80**

Table E-5: Build Routing Options Capital Cost Detailed

		Corridor A Routing Options				Corridor B Routing Options			
Category	**Sub-category**	**A2**	**A2 Base**	**A3**	**A3 Base**	**B2**	**B2 Base**	**B3**	**B3 Base**
10 Guideway & Track Elements	10.03 Guideway Exclusive	$0.00	$0.00	$54,000.00	$27,000.00	$90,000.00	$1,390,222.73	$63,000.00	$27,000.00
	Station Transitway	$81,743.57	$62,692.37	$21,168.00	$0.00	$92,477.28	$179,397.12	$21,168.00	$50,141.28
	Subtotal	**$81,743.57**	**$62,692.37**	**$75,168.00**	**$27,000.00**	**$182,477.28**	**$1,569,619.85**	**$84,168.00**	**$77,141.28**
20 Stations, Stops, Terminals, Intermodal	20.01 At-grade station, stop, shelter,	$688,385.81	$1,169,657.28	$780,244.32	$389,885.76	$1,258,644.72	$1,221,190.08	$465,399.00	$402,887.16
	Subtotal	**$688,385.81**	**$1,169,657.28**	**$780,244.32**	**$389,885.76**	**$1,258,644.72**	**$1,221,190.08**	**$465,399.00**	**$402,887.16**
40 Sitework & Special Conditions	40.01 Demolition, Clearing,	$10,266.00	$7,722.00	$5,250.00	$774.00	$17,748.00	$220,768.18	$4,476.00	$8,796.00
	40.02 Site Utilities, Utility Relocation	$99,608.38	$175,384.73	$124,492.63	$58,461.58	$204,222.07	$558,923.56	$70,655.10	$67,535.92
	40.05 Site Structures	$0.00	$0.00	$0.00	$0.00	$0.00	$80,429.39	$0.00	$0.00
	40.06 Pedestrian / bike access and accommodation, landscaping	$217,122.91	$363,814.69	$254,790.01	$119,968.32	$436,890.88	$811,907.14	$166,946.51	$135,122.67
	40.08 Temporary Facilities	$0.00	$0.00	$0.00	$0.00	$0.00	$130,424.54	$0.00	$0.00
	Subtotal	**$326,997.29**	**$546,921.42**	**$384,532.65**	**$179,203.89**	**$658,860.95**	**$1,802,452.82**	**$242,077.61**	**$211,454.59**
50 Systems	50.02 Traffic Signals and crossing protection	$0.00	$10,350.00	$70,150.00	$31,050.00	$182,850.00	$10,350.00	$0.00	$0.00
	50.05 Communications	$60,960.00	$77,040.00	$60,960.00	$25,680.00	$105,840.00	$105,840.00	$35,280.00	$35,280.00
	50.06 Fare Collection System and Equipment	$120,000.00	$180,000.00	$120,000.00	$60,000.00	$180,000.00	$180,000.00	$60,000.00	$60,000.00
	Subtotal	**$180,960.00**	**$267,390.00**	**$251,110.00**	**$116,730.00**	**$468,690.00**	**$296,190.00**	**$95,280.00**	**$95,280.00**
60 ROW, Land, Existing Improvements	60.01 Purchase or lease of real estate	$0.00	$0.00	$0.00	$0.00	$0.00	$507,708.00	$0.00	$0.00
	Subtotal	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$507,708.00**	**$0.00**	**$0.00**
80 Professional Services	80.01 Project Development	$117,157.94	$187,651.85	$136,959.62	$65,465.55	$236,190.44	$448,241.08	$81,301.42	$72,119.94
	80.03 Project Management for Design and Construction	$70,294.77	$112,591.11	$82,175.77	$39,279.33	$141,714.26	$268,944.65	$48,780.85	$43,271.97
	80.04 Construction Administration & Management	$82,010.56	$131,356.29	$95,871.74	$45,825.89	$165,333.31	$313,768.76	$56,911.00	$50,483.96
	80.05 Professional Liability and other Non-Construction Insurance	$23,431.59	$37,530.37	$27,391.92	$13,093.11	$47,238.09	$89,648.22	$16,260.28	$14,423.99
	80.06 Legal; Permits; Review Fees by other agencies, cities, etc	$11,715.79	$18,765.18	$13,695.96	$6,546.56	$23,619.04	$44,824.11	$8,130.14	$7,211.99
	80.07 Surveys,Testing, Investigation, Inspection	$5,857.90	$9,382.59	$6,847.98	$3,273.28	$11,809.52	$22,412.05	$4,065.07	$3,606.00
	80.08 Start Up	$5,857.90	$9,382.59	$6,847.98	$3,273.28	$11,809.52	$22,412.05	$4,065.07	$3,606.00
	Subtotal	**$316,326.45**	**$506,659.99**	**$369,790.98**	**$176,756.99**	**$637,714.18**	**$1,210,250.93**	**$219,513.84**	**$194,723.85**
	Subtotal Capital Cost	$1,594,413.12	$2,553,321.06	$1,860,845.95	$889,576.64	$3,206,387.13	$6,607,411.67	$1,106,438.45	$981,486.88
	Unallocated Contingency	$159,441.31	$255,332.11	$186,084.59	$88,957.66	$320,638.71	$660,741.17	$110,643.84	$98,148.69
	Total Capital Cost	**$1,753,854.43**	**$2,808,653.17**	**$2,046,930.54**	**$978,534.30**	**$3,527,025.84**	**$7,268,152.84**	**$1,217,082.29**	**$1,079,635.56**

Table E-6: Corridor A FTA Standardized Cost

MAIN WORKSHEET-BUILD ALTERNATIVE (Rev.15, August, 2013)

City of Gainesville — Today's Date **10/11/13**

GO Enhance RTS — Yr of Base Year $ 2013

Corridor A / Existing $ — Yr of Revenue Ops TBD

Corridor A	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	**22.00**	4,239	848	**5,087**	**$231**	**22%**	**9%**	
10.01 Guideway: At-grade exclusive right-of-way	4.00	3,588	718	4,306	$1,077			0
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)								0
10.03 Guideway: At-grade in mixed traffic	18.00	651	130	781	$43			0
10.04 Guideway: Aerial structure								0
10.05 Guideway: Built-up fill								0
10.06 Guideway: Underground cut & cover								0
10.07 Guideway: Underground tunnel								0
10.08 Guideway: Retained cut or fill								0
10.09 Track: Direct fixation								0
10.10 Track: Embedded								0
10.11 Track: Ballasted								0
10.12 Track: Special (switches, turnouts)								0
10.13 Track: Vibration and noise dampening								0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	**23**	7,025	1,405	**8,430**	**$367**	**36%**	**15%**	
20.01 At-grade station, stop, shelter, mall, terminal, platform	23	7,025	1,405	8,430	$367			0
20.02 Aerial station, stop, shelter, mall, terminal, platform								0
20.03 Underground station, stop, shelter, mall, terminal, platform								0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.								0
20.05 Joint development								0
20.06 Automobile parking multi-story structure								0
20.07 Elevators, escalators								0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	22.00	0	0	**0**	**$0**	**0%**	**0%**	
30.01 Administration Building: Office, sales, storage, revenue counting								0
30.02 Light Maintenance Facility								0
30.03 Heavy Maintenance Facility								0
30.04 Storage or Maintenance of Way Building								0
30.05 Yard and Yard Track								0
40 SITEWORK & SPECIAL CONDITIONS	22.00	5,811	1,162	**6,973**	**$317**	**30%**	**12%**	
40.01 Demolition, Clearing, Earthwork		466	93	559				0
40.02 Site Utilities, Utility Relocation		1,755	351	2,106				0
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments								0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks								0
40.05 Site structures including retaining walls, sound walls		175	35	210				0
40.06 Pedestrian / bike access and accommodation, landscaping		3,120	624	3,744				0
40.07 Automobile, bus, van accessways including roads, parking lots								0
40.08 Temporary Facilities and other indirect costs during construction		295	59	354				0
50 SYSTEMS	22.00	2,442	448	**2,890**	**$131**	**12%**	**5%**	
50.01 Train control and signals								0
50.02 Traffic signals and crossing protection		816	122	938				0
50.03 Traction power supply: substations								0
50.04 Traction power distribution: catenary and third rail								0
50.05 Communications		576	115	691				0
50.06 Fare collection system and equipment		1,050	210	1,260				0
50.07 Central Control								0
Construction Subtotal (10 - 50)	22.00	19,518	3,863	**23,381**	**$1,063**	**100%**	**41%**	**0**
60 ROW, LAND, EXISTING IMPROVEMENTS	22.00	1,308	262	**1,569**	**$71**		**3%**	**0**
60.01 Purchase or lease of real estate		1,308	262	1,569				0
60.02 Relocation of existing households and businesses								0
70 VEHICLES (number)	**18**	19,800	990	**20,790**	**$1,155**		**37%**	
70.01 Light Rail								0
70.02 Heavy Rail								0
70.03 Commuter Rail								0
70.04 Bus	18	19,800	990	20,790	$1,155			0
70.05 Other								0
70.06 Non-revenue vehicles								0
70.07 Spare parts								0
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	22.00	5,276	528	**5,804**	**$264**	**25%**	**10%**	
80.01 Project Development		1,952	195	2,147				0
80.02 Engineering (not applicable to Small Starts)								
80.03 Project Management for Design and Construction		1,171	117	1,288				0
80.04 Construction Administration & Management		1,366	137	1,503				0
80.05 Professional Liability and other Non-Construction Insurance		390	39	429				0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		195	20	215				0
80.07 Surveys, Testing, Investigation, Inspection		104	10	114				0
80.08 Start up		98	10	107				0
Subtotal (10 - 80)	22.00	45,902	5,642	**51,544**	**$2,343**		**91%**	**0**
90 UNALLOCATED CONTINGENCY				**5,154**			**9%**	**0**
Subtotal (10 - 90)	22.00			**56,698**	**$2,577**		**100%**	**0**
100 FINANCE CHARGES							**0%**	**0**
Total Project Cost (10 - 100)	22.00			**56,698**	**$2,577**		**100%**	**0**
Allocated Contingency as % of Base Yr Dollars w/o Contingency				12.29%				
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				11.23%				
Total Contingency as % of Base Yr Dollars w/o Contingency				23.52%				
Unallocated Contingency as % of Subtotal (10 - 80)				10.00%				
YOE Construction Cost per Mile (X000)								$0
YOE Total Project Cost per Mile Not Including Vehicles (X000)								$0
YOE Total Project Cost per Mile (X000)								$0

Table E-7: Corridor B FTA Standardized Cost

MAIN WORKSHEET-BUILD ALTERNATIVE (Rev.15, August, 2013)

City of Gainesville — Today's Date **10/11/13**

GO Enhance RTS — Yr of Base Year $ 2013

Corridor B / Existing $ — Yr of Revenue Ops TBD

Corridor B	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Dollars Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	**21.00**	7,368	1,474	**8,842**	**$421**	**31%**	**13%**	
10.01 Guideway: At-grade exclusive right-of-way	5.00	6,636	1,327	7,964	$1,593			0
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)								0
10.03 Guideway: At-grade in mixed traffic	16.00	732	146	878	$55			0
10.04 Guideway: Aerial structure								0
10.05 Guideway: Built-up fill								0
10.06 Guideway: Underground cut & cover								0
10.07 Guideway: Underground tunnel								0
10.08 Guideway: Retained cut or fill								0
10.09 Track: Direct fixation								0
10.10 Track: Embedded								0
10.11 Track: Ballasted								0
10.12 Track: Special (switches, turnouts)								0
10.13 Track: Vibration and noise dampening								0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	**22**	6,163	1,233	**7,396**	**$336**	**26%**	**11%**	
20.01 At-grade station, stop, shelter, mall, terminal, platform	22	6,163	1,233	7,396	$336			0
20.02 Aerial station, stop, shelter, mall, terminal, platform								0
20.03 Underground station, stop, shelter, mall, terminal, platform								0
20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc.								0
20.05 Joint development								0
20.06 Automobile parking multi-story structure								0
20.07 Elevators, escalators								0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	21.00	0	0	**0**	**$0**	**0%**	**0%**	
30.01 Administration Building: Office, sales, storage, revenue counting								0
30.02 Light Maintenance Facility								0
30.03 Heavy Maintenance Facility								0
30.04 Storage or Maintenance of Way Building								0
30.05 Yard and Yard Track								0
40 SITEWORK & SPECIAL CONDITIONS	21.00	8,550	1,710	**10,260**	**$489**	**35%**	**16%**	
40.01 Demolition, Clearing, Earthwork		959	192	1,151				0
40.02 Site Utilities, Utility Relocation		2,515	503	3,018				0
40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments								0
40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks								0
40.05 Site structures including retaining walls, sound walls		638	128	765				0
40.06 Pedestrian / bike access and accommodation, landscaping		3,818	764	4,582				0
40.07 Automobile, bus, van accessways including roads, parking lots								0
40.08 Temporary Facilities and other indirect costs during construction		620	124	744				0
50 SYSTEMS	21.00	2,079	386	**2,465**	**$117**	**9%**	**4%**	
50.01 Train control and signals								0
50.02 Traffic signals and crossing protection		596	89	685				0
50.03 Traction power supply: substations								0
50.04 Traction power distribution: catenary and third rail								0
50.05 Communications		533	107	640				0
50.06 Fare collection system and equipment		950	190	1,140				0
50.07 Central Control								0
Construction Subtotal (10 - 50)	21.00	24,161	4,802	**28,963**	**$1,379**	**100%**	**44%**	**0**
60 ROW, LAND, EXISTING IMPROVEMENTS	21.00	2,572	514	**3,087**	**$147**		**5%**	**0**
60.01 Purchase or lease of real estate		2,572	514	3,087				0
60.02 Relocation of existing households and businesses								0
70 VEHICLES (number)	**18**	19,800	990	**20,790**	**$1,155**		**31%**	
70.01 Light Rail								0
70.02 Heavy Rail								0
70.03 Commuter Rail								0
70.04 Bus	18	19,800	990	20,790	$1,155			0
70.05 Other								0
70.06 Non-revenue vehicles								0
70.07 Spare parts								0
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)	21.00	6,538	654	**7,192**	**$342**	**25%**	**11%**	
80.01 Project Development		2,416	242	2,658				0
80.02 Engineering (not applicable to Small Starts)								
80.03 Project Management for Design and Construction		1,450	145	1,595				0
80.04 Construction Administration & Management		1,691	169	1,860				0
80.05 Professional Liability and other Non-Construction Insurance		483	48	532				0
80.06 Legal; Permits; Review Fees by other agencies, cities, etc.		242	24	266				0
80.07 Surveys, Testing, Investigation, Inspection		136	14	149				0
80.08 Start up		121	12	133				0
Subtotal (10 - 80)	21.00	53,072	6,961	**60,033**	**$2,859**		**91%**	**0**
90 UNALLOCATED CONTINGENCY				**6,003**			**9%**	**0**
Subtotal (10 - 90)	21.00			**66,036**	**$3,145**		**100%**	**0**
100 FINANCE CHARGES							**0%**	**0**
Total Project Cost (10 - 100)	21.00			**66,036**	**$3,145**		**100%**	**0**
Allocated Contingency as % of Base Yr Dollars w/o Contingency				13.12%				
Unallocated Contingency as % of Base Yr Dollars w/o Contingency				11.31%				
Total Contingency as % of Base Yr Dollars w/o Contingency				24.43%				
Unallocated Contingency as % of Subtotal (10 - 80)				10.00%				
YOE Construction Cost per Mile (X000)								$0
YOE Total Project Cost per Mile Not Including Vehicles (X000)								$0
YOE Total Project Cost per Mile (X000)								$0

APPENDIX F

STATION MARKET/DEVELOPMENT POTENTIAL RATINGS

Table F-1: Summary of Attractiveness Variable Data by Potential Station Location

Station Description	Applicable Build Corridor	Walk Score	Jobs per Acre within ½ mile	Percentage point change in college degree attainment	Per capita income, % above citywide level	% TOD-friendly designation	Jobs within a 15-Minute Drive
Santa Fe Village	A	18	0.3	-3.0	212.1%	52.7%	62,051
Santa Fe College On-Street	A	31	0.7	5.7	38.0%	4.5%	46,826
Santa Fe College	B	20	0.7	6.4	42.4%	4.9%	46,507
Newberry Village (P-n-R)	B	48	4.0	14.9	75.2%	20.3%	80,256
Tower Rd	A,B	58	6.2	6.6	26.7%	14.3%	82,192
Regional Medical Center/Oaks Mall	A,B	71	11.0	-12.3	14.9%	0.2%	86,903
Oaks Mall	A,B	63	2.8	-12.1	-23.0%	18.9%	82,230
SW 62nd Blvd/SW 20th Ave	B	31	0.1	-16.5	-14.8%	12.9%	83,942
SW 20th Ave / Fairmont Oaks	A,B	9	0.1	-20.9	-11.3%	6.5%	78,336
SW 20th Ave/SW 43rd St	A,B	23	0.7	-10.8	-18.8%	39.4%	84,122
Celebration Pointe	A1,B1	34	0.4	-1.8	4.8%	0.0%	82,117
Butler Plaza Transfer Center	B	51	3.6	6.4	-7.3%	12.4%	83,444
SW 20th Ave/SW 38th Terrace	A	28	1.8	-6.1	-25.1%	63.4%	84,688
SW Archer Rd/SW 37th Blvd	B	62	7.2	-1.7	-39.6%	2.8%	84,823
Windmeadows Blvd/SW 35th Blvd	B3	63	7.0	6.6	-28.4%	19.4%	84,796
SW 20th Ave mid block	A	35	1.6	-8.4	-25.0%	52.2%	85,297
Hull Rd (P-n-R)	A	12	1.2	-15.3	-31.8%	31.2%	85,763
SW Archer Rd/SW 34th St	B	60	5.2	1.9	-26.4%	19.7%	85,699
SW 34th St/SW 35th Pl	B2	65	5.2	-8.4	-26.1%	0.0%	85,328
UF Museum / Rec Center	A	38	0.3	-22.0	-45.5%	4.4%	85,509
SW Archer Rd/SW 28th Pl	B	29	0.8	-6.9	-21.1%	1.8%	85,598
SW 35th Pl mid block	B2	32	1.2	-15.6	-27.1%	0.0%	85,111
Hull Rd/SW 23rd Dr	A	18	12.4	-14.4	-56.4%	0.7%	85,270
SW Archer Rd/SW 23rd Dr	A,B	26	0.8	-14.4	-27.8%	0.7%	85,724
Mowry Rd W. of Gale LemerandDr	A	46	34.8	1.7	-72.0%	11.0%	85,243
SW Archer Rd/Gale LemerandDr	A,B	46	34.8	-2.3	-59.2%	14.2%	85,951
VA/Shands	A,B	66	23.9	3.3	-64.6%	33.3%	80,471
SW 9th St/SW 11th St	A,B	62	2.1	-10.4	-61.7%	48.8%	75,219
SW 6th St/SW 4th Ave	A3	78	8.7	-10.8	-52.9%	69.9%	78,265
SE 1st St (Downtown)	A	83	27.0	-7.7	12.4%	43.9%	73,377
Rosa Parks Transfer Station	A,B	80	13.7	1.9	4.2%	31.2%	72,933
Five Points Transfer Station (SE Hawthorne Rd)	A,B	27	1.9	-1.0	-46.3%	0.2%	70,633
Wal-Mart	A,B	51	3.8	7.4	-23.6%	12.3%	70,260
UF eastside campus	A,B	35	4.4	-3.3	-31.1%	1.5%	69,801
County Fairgrounds	A,B	20	0.2	1.6	-64.8%	0.0%	62,055
Gainesville Airport	A,B	13	0.1	2.9	-72.7%	0.0%	58,946

Table F-2: Summary of Capacity Variable Data by Potential Station Location

Station Description	Applicable Build Corridor	% Vacant Land	Current Development Intensity (FAR)	Number of Parcels	Average Parcel Size (Acres)	CRA Presence (Y/N)
Santa Fe Village	A	17.1%	0.03	19	14.54	N
Santa Fe College On-Street	A	15.1%	0.17	229	1.62	N
Santa Fe College	B	11.6%	0.18	192	1.93	N
Newberry Villa (P-n-R)	B	4.3%	0.14	242	1.62	N
Tower Rd	A,B	4.4%	0.18	232	1.46	N
Regional Medical Center/Oaks Mall	A,B	3.4%	0.26	392	1.19	N
Oaks Mall	A,B	10.6%	0.30	330	1.74	N
SW 62nd Blvd/SW 20th Ave	B	13.6%	0.23	764	0.73	N
SW 20th Ave / Fairmont Oaks	A,B	4.4%	0.16	493	0.84	N
SW 20th Ave/SW 43rd St	A,B	13.1%	0.19	653	0.58	N
Celebration Pointe	A1,B1	10.6%	0.10	143	2.21	N
Butler Plaza Transfer Center	B	27.2%	0.23	298	1.09	N
SW 20th Ave/SW 38th Terrace	A	22.3%	0.25	604	0.53	N
SW Archer Rd/SW 37th Blvd	B	11.5%	0.23	115	2.19	N
Windmeadows Blvd/SW 35th Blvd	B3	18.6%	0.23	135	1.94	N
SW 20th Ave mid block	A	18.9%	0.27	500	0.63	N
Hull Rd (P-n-R)	A	21.9%	0.21	353	1.01	N
SW Archer Rd/SW 34th St	B	9.4%	0.35	482	1.23	N
SW 34th St/SW 35th Pl	B2	12.2%	0.33	689	0.82	N
UF Museum / Rec Center	A	0.6%	0.11	73	8.79	N
SW Archer Rd/SW 28th Pl	B	4.2%	0.29	421	1.36	N
SW 35th Pl mid block	B2	8.2%	0.44	1,641	0.30	N
Hull Rd/SW 23rd Dr	A	1.1%	0.33	244	5.13	N
SW Archer Rd/SW 23rd Dr	A,B	1.2%	0.38	404	2.67	N
Mowry Rd W. of Gale LemerandDr	A	0.6%	0.42	220	4.27	N
SW Archer Rd/Gale LemerandDr	A,B	0.6%	0.42	353	2.76	N
VA/Shands	A,B	1.9%	0.52	484	1.18	N
SW 9th St/SW 11th St	A,B	6.9%	0.62	736	0.54	Y
SW 6th St/SW 4th Ave	A3	8.3%	0.49	1,102	0.28	Y
SE 1st St (Downtown)	A	2.8%	0.39	879	0.34	Y
Rosa Parks Transfer Station	A,B	8.1%	0.30	716	0.44	Y
Five Points Transfer Station (SE Hawthorne Rd)	A,B	31.6%	0.12	889	0.33	Y
Wal-Mart	A,B	7.1%	0.11	878	0.40	Y
UF eastside campus	A,B	2.5%	0.09	477	0.84	N
County Fairgrounds	A,B	0.0%	0.02	3	40.66	N
Gainesville Airport	A,B	0.0%	0.02	3	55.05	N