

City of
Gainesville

Engineering Design and Construction Manual
2022 Edition

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Purpose and Applicability

Provides detailed design guidelines and specifications for the construction of physical improvements in the City.
(Section 30-1.6 – Land Development Code)

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Public Works Department
Engineering Design & Construction Manual
2021 Edition



Purpose and Applicability

Complements goals/objectives identified in the Comprehensive Plan and the requirements under the Land Development Code, Chapters 23, 26 and 30.

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EDCM – Edits After First Reading

- EDCM Section 4.4 Lane Widths
 - Travel lanes shall be designed to safely and cost-effectively accommodate vehicular, transit, and cycle travel. In residential areas, travel lanes shall be 10' wide unless mandated otherwise by law. Travel lanes may be reduced to 9' wide when justified and approved by the City Engineer. Where there are high volumes of transit or other large vehicles, travel lanes shall ~~may~~ be a minimum of 11' wide. Travel lanes shall not exceed ~~12'~~ 11' wide.

EDCM – Edits After First Reading

- EDCM Section 4.6.2 Roundabouts
 - g. On roads with on-street bike infrastructure, separated bike infrastructure shall be provided through the roundabout (i.e. “Dutch” roundabouts) if sufficient right-of-way and/or pavement width is available. At a minimum, a ramp shall be provided ahead of the roundabout to allow bicyclists access to the sidewalk.

EDCM – Edits After First Reading

- EDCM Section 4.9 Bicycle Facilities
 - Bicycle facilities shall be provided on resurfacing projects, if sufficient right-of-way and/or pavement width exists, and on all new roadway projects. The NACTO Urban Bikeway Design Guide also provides design solutions to help accommodate bicyclists and achieve complete streets in roadway design.

EDCM – Edits After First Reading

- EDCM Section 4.9 Bicycle Facilities
 - 2. Dedicated in-street bike facilities may be required at the City Engineer's discretion for any roadway; dedicated in-street bicycle lanes facilities shall be provided for all roadways with posted speeds greater or equal to ~~than~~ 25 mph ~~and or~~ projected to carry an ADT greater than 3,000. The type of facility shall be in accordance with Table 4-3.

EDCM – Edits After First Reading

Table 4-3. In-Street Bike Lane Type Requirements¹

<u>Posted Speed</u>	<u>Projected ADT</u>	<u>Facility Type²</u>
<u>25 MPH</u>	<u><3000³</u>	<u>Conventional, Buffered or Protected</u>
	<u>3,000 to <6000</u>	<u>Buffered, Separated or Protected</u>
	<u>≥6000</u>	<u>Protected</u>
<u>≥30 MPH</u>	<u>Any</u>	<u>Evaluate Speed Reduction; Protected if Speed Reduction is not warranted</u>
¹ Required on resurfacing/retrofit projects if sufficient right-of-way and/or pavement width exists; if constraints exists, the hierarchy of selection shall be protected, separated, buffered, then conventional. ² In a suburban or rural context, in-street bike lane may be substituted with an off-street shared-use path; in such cases, if in-street bike lanes are provided, they shall be buffered at a minimum. ³ Required at City Engineer's discretion dependent on context and interconnectivity of current or planned bicycle facilities.		

EDCM – Edits After First Reading

- EDCM Section 4.15 Traffic Calming
 - Traffic calming measures shall be utilized at the direction of the City Engineer where roadway alignments may encourage high vehicle speeds on all roadways or cut through traffic on local roadways. Traffic calming devices shall be implemented in accordance with standards referenced in this manual at 600 ft intervals or as feasible based on the adjacent context.

EDCM – Chapter 5.3 – Site Design- ALT

- EDCM Section 5.3 – Refuse Collection and Dumpster Pads
 - 2. Outside of transect zoned areas, refuse collection shall be situated so that collection vehicles are not required to back out into the Public right-of-way.

Thank You.

EDCM and Design Memorandums will be placed on the Public Works' Development Review webpage:

<http://www.cityofgainesville.org/PublicWorks/ProgramsandServices/DevelopmentReview.aspx>

Safety Message – Driver Tips for Pedestrians

- Look out for pedestrians **everywhere**, at all times.
- Use extra caution when driving in hard-to-see conditions
- Slow down and be prepared to stop when turning or entering a crosswalk
- **Stop** for pedestrians in crosswalks and stop well back from crosswalk to give other vehicles an opportunity to see crossing peds
- Never pass vehicles stopped at crosswalks
- Never drive under the influence
- Follow the speed limit
- Be extra caution when backing up and look for pedestrians