



Good Evening ladies and gentlemen, and welcome to the public information meeting for SR 45 (US 41) from 111th Place Lane to approximately S.W. 61st Street. The Florida Department of Transportation project manager for this project is Ms. Kathleen Enot. We appreciate you taking the time to join us this evening, and thank you for the time and interest that you have shown to us throughout this project.



SR 45 (US 41)

**Title VI & Title VIII of the United States
Civil Rights Acts**

This meeting is being held to afford all citizens the right to understand the project and comment on their concerns to the Department of Transportation. This public meeting is being held to comply with the Title VI of the Civil Right Act of 1964 and Title VIII of the Civil Rights Act of 1968, as amended.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT's compliance with Title VI and/or Title VIII may do so by contacting the FDOT, District Five Title VI and VIII coordinator Lorie Matthews 719 South Woodland Boulevard, MS #506, DeLand, Florida 32720, or the Florida Department of Transportation Equal Opportunity office, 605 Suwannee Street, Room 260, Mail Station 65, Tallahassee, Florida 32399-0450.

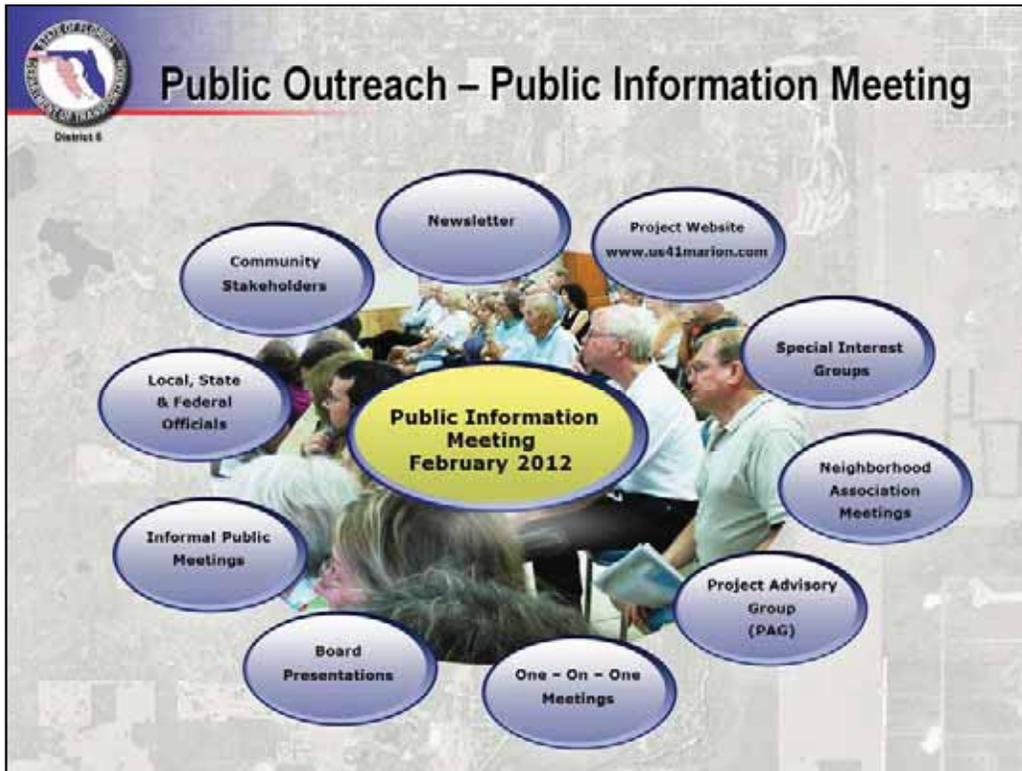
All inquiries or complaints will be handled according to Department procedures and in an expeditious manner.

**Public Information Meeting
February 9, 2012**

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For the SR 45 / US 41 project, the public involvement process included:

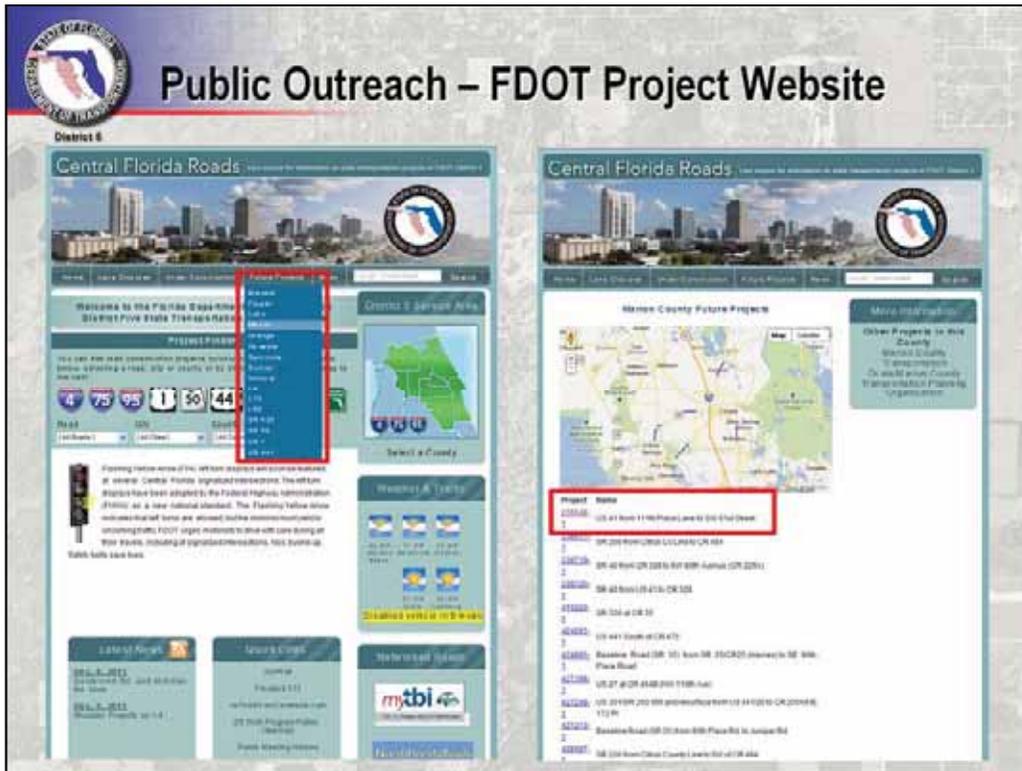
- Public presentations similar to tonight's meeting
- State and federal agency meetings
- Newsletters
- Project Advisory Group Meetings
- One-on-One Meetings
- Presentations to local governments
- Meetings with local community groups,



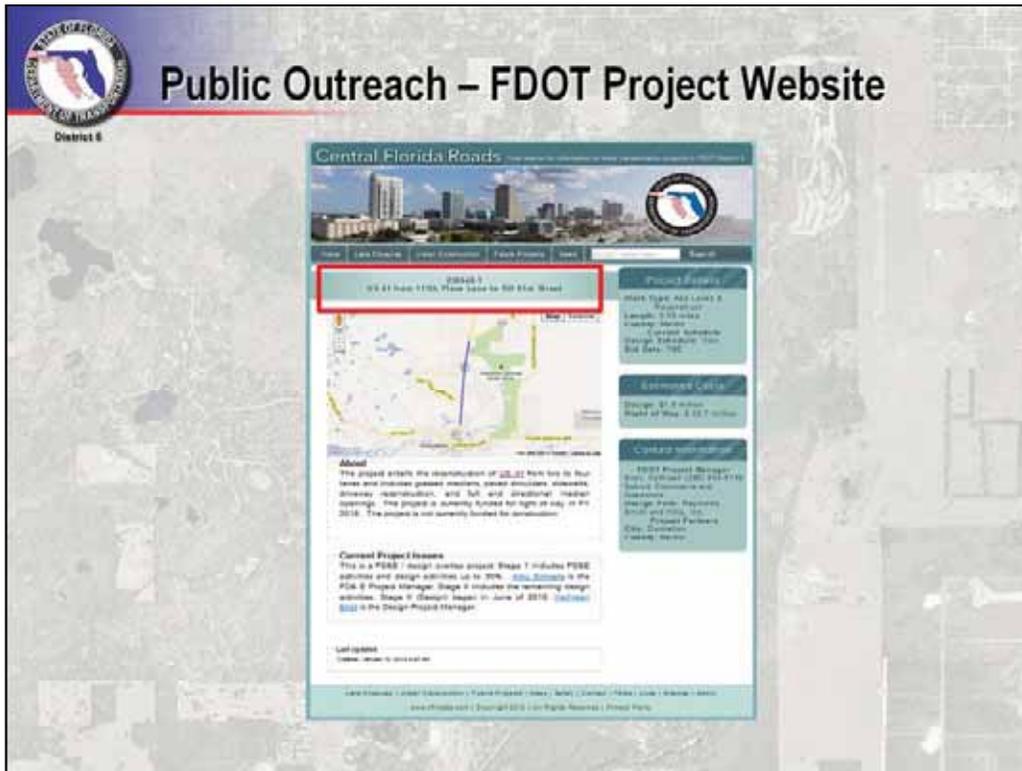
As well as the project website that provided information and allowed comments and questions to be made directly to the project team



In addition, information for this project as well as other FDOT projects can be found on www.cflroads.com website.



On the main page, there are tabs at the top. A drop-down menu appears by selecting the “Future Projects” tab. By choosing Marion from the list of counties, a new page will appear with a list of projects for this county. The interactive map located at the top of the page can be used to search for the project or it can be selected based upon the project name and financial id number, 238648-1 US 41 from 111th Place Lane to S.W. 61 Street.



Upon selection, the project page will appear.



Project Schedule

- **Public Hearing** December 2009
- **Line & Grade** September 2010
- **Initial Plans (60%)** October 2011
- **Public Information Meeting** Tonight
- **Final Plans** Fall 2012

Public Information Meeting
February 9, 2012

This project has completed its Project Develop and Environment phase and is now in the Final Design phase. The Final Plans are expected to be completed in the Fall of 2012.



Project Costs

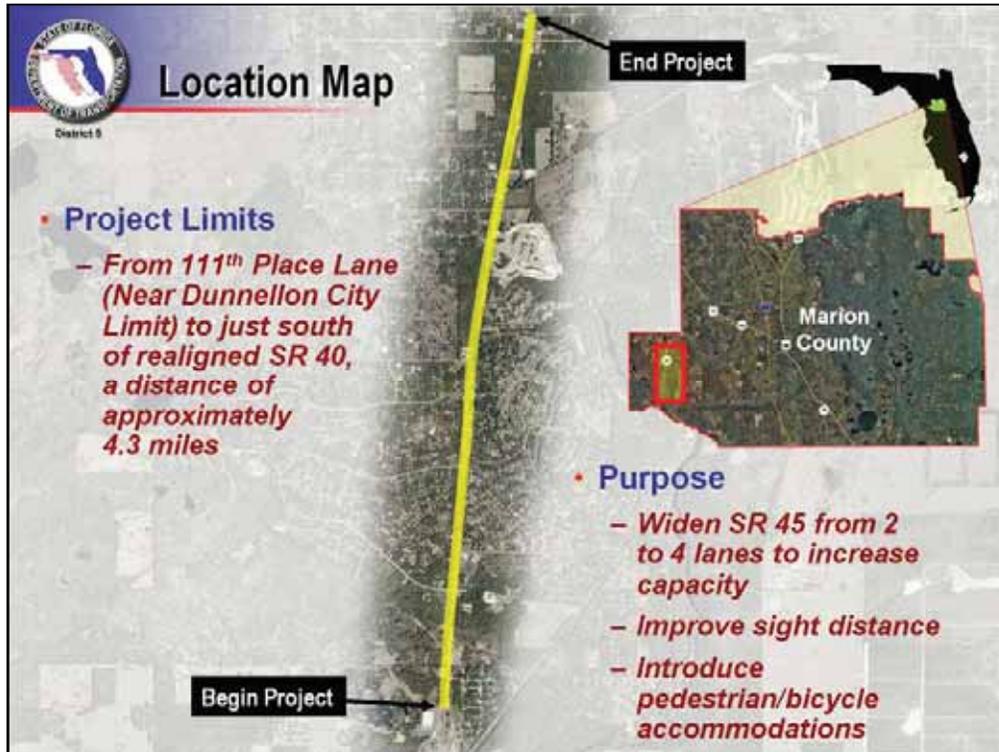
Estimated Project Cost

- PD&E and Design \$ 3.25 Million
- Right of Way \$ 33.7 Million
- R/W Funding Year 2018
- Construction \$ 20.6 Million
- Construction Funding Yr Unfunded

Public Information Meeting
February 9, 2012

The estimated project cost for this project includes 3.25 million dollars (3.5 million if Chatmire Connector is included) for Project Development and Environment and Design, 33.7 million dollars for Right of Way and 20.6 Million dollars for construction. Currently, the funding year for Right of Way is 2018. Construction is unfunded.

Prior to the beginning of the construction, another public meeting will be held for information purposes.



SR 45 widening and reconstruction begins near 111th Place Lane and ends just south of S.W. 61st Street, tying into the proposed realigned SR 40. The project length is approximately 4.3 miles. The project corridor includes shopping centers, the emergency services facility, Rainbow Springs State Park as well as many residential communities and places of worship. The graphic shown provides a general layout of the area that will be improved.

In areas in which the existing right-of-way is inadequate to accommodate the proposed improvements, additional right-of-way will be obtained.

The purpose of the proposed improvements are to:

- Increase capacity to accommodate the projected future growth
- Improve the operation and safety of the facility such as improved sight distance and turning lanes

And

- Introduce pedestrian and bicycle facilities such as sidewalks along the corridor.

In addition, an adjacent County project will address the extension of SW 110th Street. This project will provide a connection for the Chatmire community to SR 45 at a signalized intersection.



There are two typical sections that will be utilized within the project limits to increase the capacity. The first is an urban section which has two lanes in each direction with the opposing travel lanes separated by a raised median. Curbs are adjacent to the inside edge of the travel lanes. Bicycle lanes can be accommodated adjacent to the outside travel lanes and a curb is used to separate the travel lanes from the sidewalk. Water is captured in an underground collection system and transported to storm water retention basins. This typical section is applied from just north of the Wal-Mart entrance for approximately 970 feet.

The typical section

- (swipe) **Assists in tying into the existing pavement in the vicinity of the Wal-Mart Entrance.**
- (Swipe) **Assists in the transition into the suburban typical**

Preferred Typical Section - Suburban

District 5

11' Sidewalk

34'

22'

34'

11' Sidewalk

15'

Right of Way

Right of Way

SUBURBAN - 190' to 210' Approximate Required Right of Way

- Complements the natural environmental setting and land use
- Sustains the current mobility and operating speed (55 mph)
- Supports the regional nature of US 41
- Paved shoulder provide a safe pull-off area for disabled vehicles
- Shoulder and natural side slopes provide a greater recovery area for errant vehicles and are more comfortable for the elder user
- Sidewalk farther from the roadway provides more safety for the pedestrian and casual bicyclist
- Maintenance costs are reduced in comparison with the urban section
- Allows for easier future widening to six lanes, if required

**Public Information Meeting
February 9, 2012**

The second typical section that will be applied is the suburban section. The suburban section is similar to the urban with the curbs and narrow median separating the opposing directions of travel. However the outside lanes are now bordered by a flat shoulder area and the storm water is collected by a swale system for conveyance to the storm water treatment ponds. The sidewalks are farther removed from the travel lanes and are placed adjacent to the right of way lines. Bicyclists can use either the paved shoulder or the sidewalk. This typical section is applied to the remainder of the project.

The suburban typical section

- (swipe) **Complements the natural environmental setting and land use**
- (Swipe) **Sustains the current mobility and operating speed (55 mph)**
- (swipe) **Supports the regional nature of US 41**
- (swipe) **The Paved shoulders provide a safe pull off area for disabled vehicles**
- (swipe) **The Shoulders and natural side slopes provide a greater recovery area for errant vehicles and is more comfortable for the elder user**
- (swipe) **The Sidewalk farther removed from the roadway provides more safety for the pedestrian and bicyclist**
- (swipe) **The Maintenance costs are reduced in comparison with the urban section**
- (Swipe) **AND, it allows for easier future widening to six lanes, if required**



Access Management

- **Access Management**
 - **Definition**
 - **Planning of driveways, median openings, interchanges and street connections**
 - **Purpose**
 - **Improve mobility and safety**
 - **Basic Principle**
 - **Limit number of conflict points**

Restrictive

Non-restrictive

Directional Median Opening

Full Median Opening

Another purpose of the project is to improve the operations and safety of the facility. One of the design elements applied to this project to achieve this purpose is Access Management.

(swipe first bullet, Definition, and sub heading text)

Access Management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections.

(swipe second bullet, purpose, and sub heading text)

The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

(swipe third bullet, Basic Principle, and sub heading text)

A basic principal of access management is to limit the number of conflict points along a roadway by limiting the number of driveways and median openings and restricting certain movements at some median openings. Drivers can be overwhelmed by conflict points in close proximity to one another, increasing the potential for crashes. Good access management practice strives to separate conflict points by providing a reasonable distance between driveways and between median openings.

Access Management

District 5

- **Conflict Points**
 - *Locations where the paths of two vehicles can legally cross*
 - *Site of potential crashes*
 - *Number decreases with restrictions*

Restrictive

Non-restrictive

Directional Median Opening

Full Median Opening

(swipe first bullet, and sub heading text)

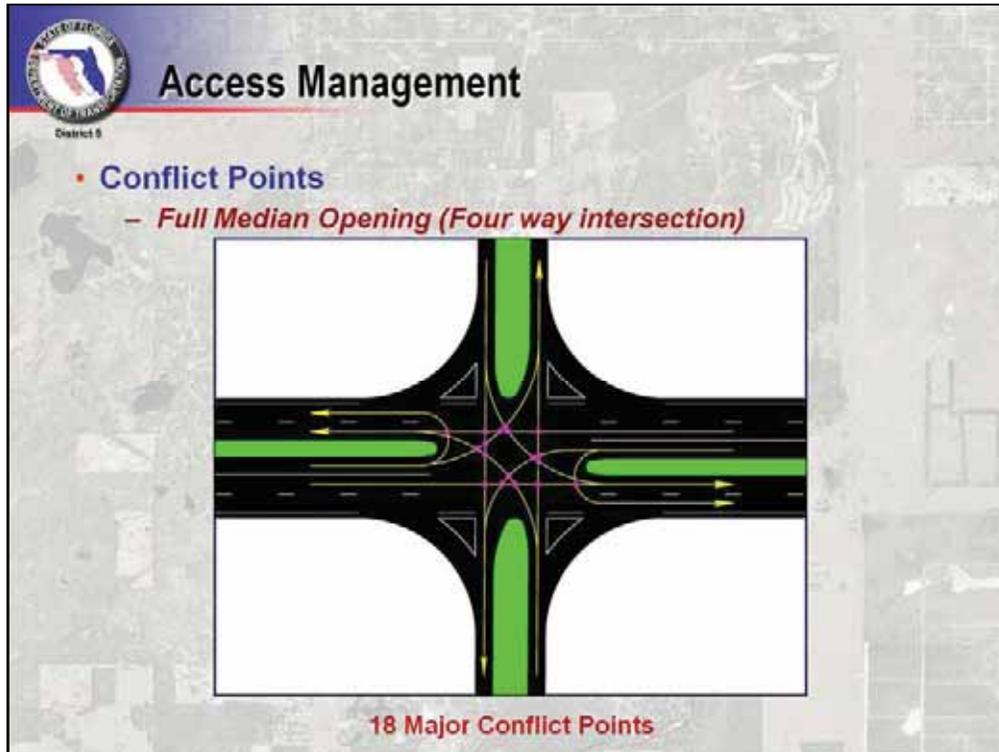
Conflict points are defined as locations along a roadway where the paths of two vehicles can legally cross

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Each conflict point is a site of a potential crash

(swipe third bullet, Basic Principle, and sub heading text)

The number of conflict points decrease as the median opening becomes more restricted.

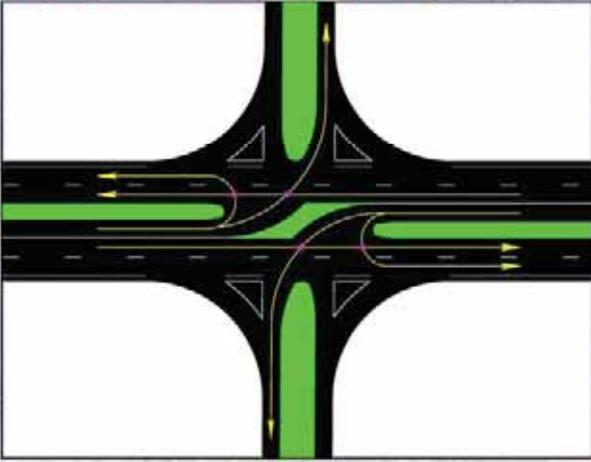


A more detailed explanation regarding conflict points and their relationship to the type of median opening will begin by examining a full four-way median opening.

A four-way intersection has as many as 36 conflict points. Of these, **18** are considered major which are defined as angle, left turns or U- turn. These major conflict points are indicated in the graphic by the magenta circles.

 **Access Management**
District 5

- **Conflict Points**
 - *Two-way Directional Median Opening*

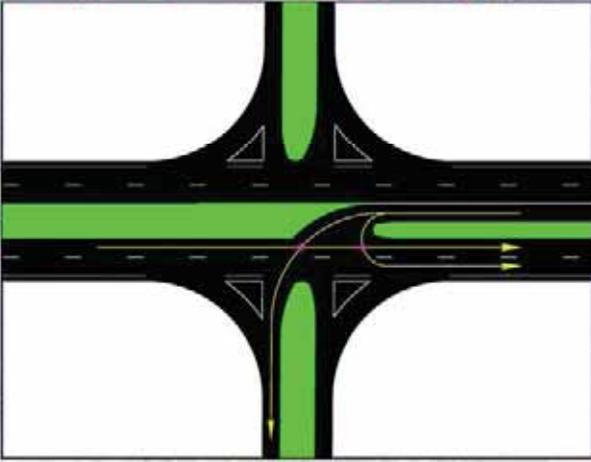


4 Major Conflict Points

Modifying the full opening median by restricting the movements such that only left turn or u-turns can occur from the median and not from the side streets, creates a two-way directional opening. By making this modification, the number of major conflicts is reduced to 4. Again, these major conflict points are indicated in the graphic by the magenta circles.

 **Access Management**
District 5

- **Conflict Points**
 - *Left-In Only Directional Median Opening*

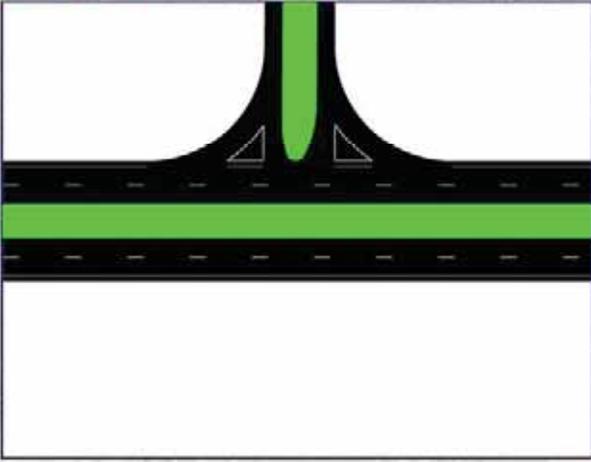


2 Major Conflict Points

Modifying the two-way directional median opening by further restricting the movements to a left turn or u-turns from only one direction of the median creates a left-in only directional opening. By making this modification, the number of major conflicts is further reduced to 2. Again, indicated by the magenta circles.

 **Access Management**

- **Conflict Points**
 - *Closed Median*



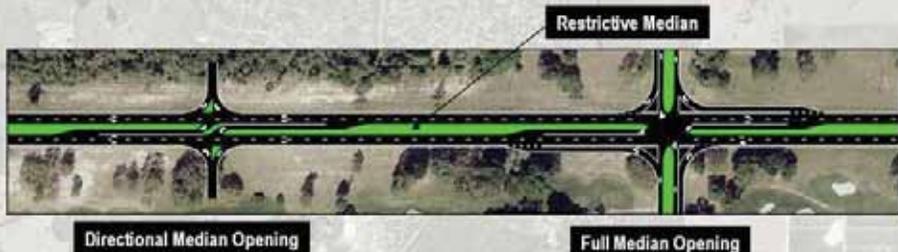
0 Major Conflict Points

Closing the median eliminates all major conflict points.

 **Access Management Classification**
District 5

Access Management Classification 3

- Median type **Restrictive**
- Signal Spacing **2,640 ft. (1/2 mi)**
- Median Openings
 - *Full* **2,640 ft. (1/2 mi)**
 - *Partial* **1,320 ft. (1/4 mi)**
- Side Connections **600 ft. (1/8 mi)**

This segment of SR 45 has a current operating speed of approximately 55 miles per hour, which is common for a regional roadway. As such, the applicable access management classification is one that provides a greater distance between the roadway elements we have identified.

During the PD&E Public Hearing the access management classification of this portion of SR 45 was revised to Class 3. This resulted in a median type that is restrictive, and spacing criteria that is as follows:

Signals – Approximately $\frac{1}{2}$ of a mile

Full median openings – Approximately $\frac{1}{2}$ of a mile

Partial median openings – approximately $\frac{1}{4}$ of a mile

Side connecting roads – $\frac{1}{8}$ th of a mile

This will impact the existing traffic patterns that exist today.



Access Management Classification

District 6

- **Full Median Opening (Signalized)**
 - *SW 99th Place*
 - *SW 86th Place Lane (emergency signal)*
 - *SR 40*

- **Full Median Opening (No Signal)**
 - *SW 93rd Lane Road*
 - *SW 81st Place Road (Rainbow Springs State Park Entrance)*

- **Directional Median Openings**
 - *SW 107th Lane*
 - *SW 102nd Street Road*
 - *SW 88th Place Road*
 - *SW 77th Street / SW 77th Loop*




The current locations for the signalized intersections will remain, but they will be improved. These locations include SW 99th Place, SW 86th Place Lane and existing SR 40. SW 86th Place Lane will remain an emergency signal.

The locations that will have a full median opening but without signals includes SW 93rd Lane Road and SW 81st Place Road which is also the entrance into the Rainbow Springs State Park.

Directional median openings will be installed at SW 107th Lane, SW 102nd Street Road, SW 88th Place Road, and SW 77th Street/ SW 77th Loop.

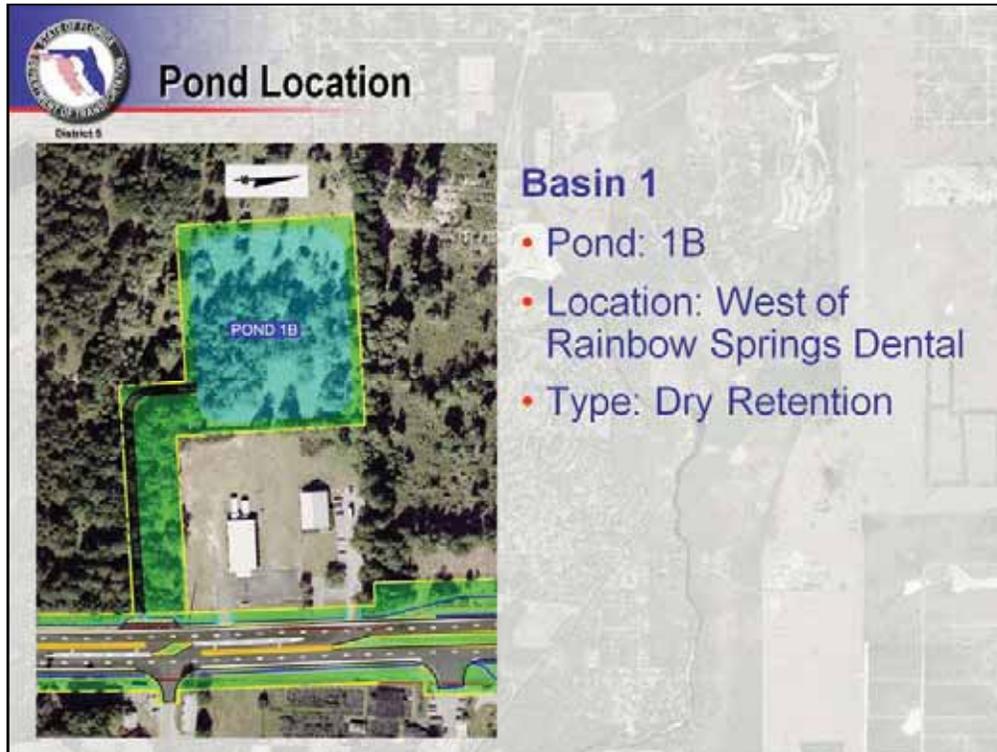
Access Management Classification

District 5

- **Left-In Only Directional Median Openings**
 - *SW 83rd Place Road*
- **Closed Median**
 - *SW 108th Lane*
 - *SW 80th Place Road*
 - *SW 75th Street*

Left-In Only Directional median openings will be installed at SW 83rd Place Road.

The median will be closed at SW 108th Lane, SW 80th Place Road and SW 75th Street



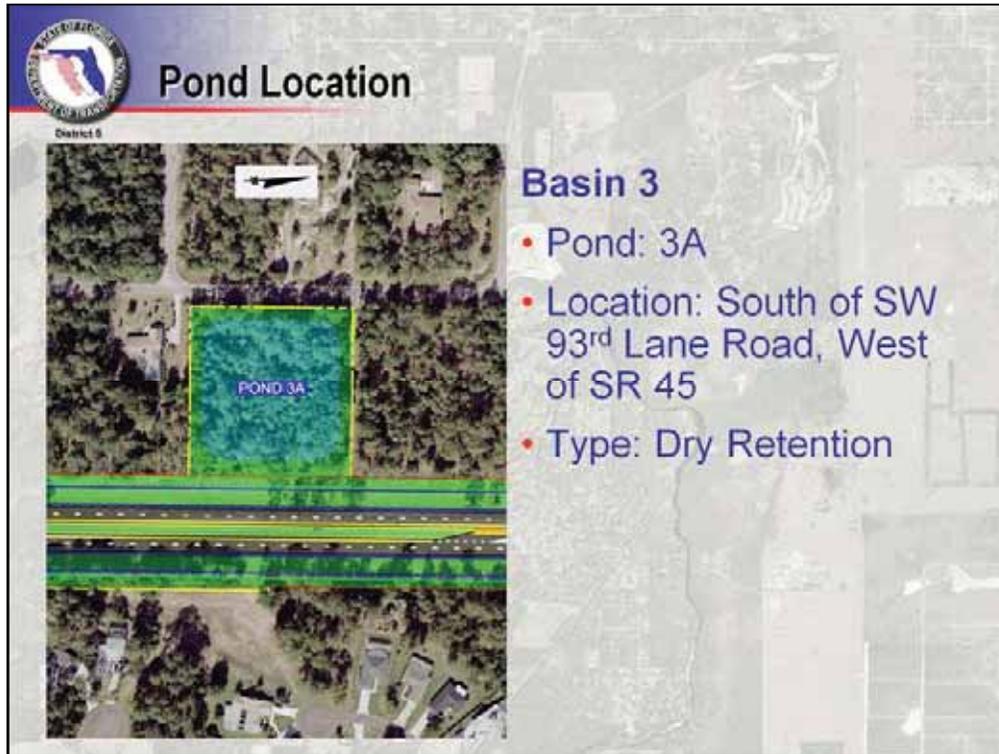
A pond siting report has been provided to the Department. Seven drainage basins exist along the corridor, with each basin containing a stormwater treatment pond.

The first basin extends from SW 107th Lane to approximately one-quarter mile north of SW 106th Lane. Pond 1B is within this basin and is located west of Rainbow Springs Dental and will be a dry pond.

In fact, all of the retention ponds for this project will be dry ponds.



The second basin extends from approximately one-quarter mile north of SW 106th Lane to one-fifth mile north of SW 99th Place. Basin 2 contains pond 2C and is located east of the Dunnellon Recycling Center.



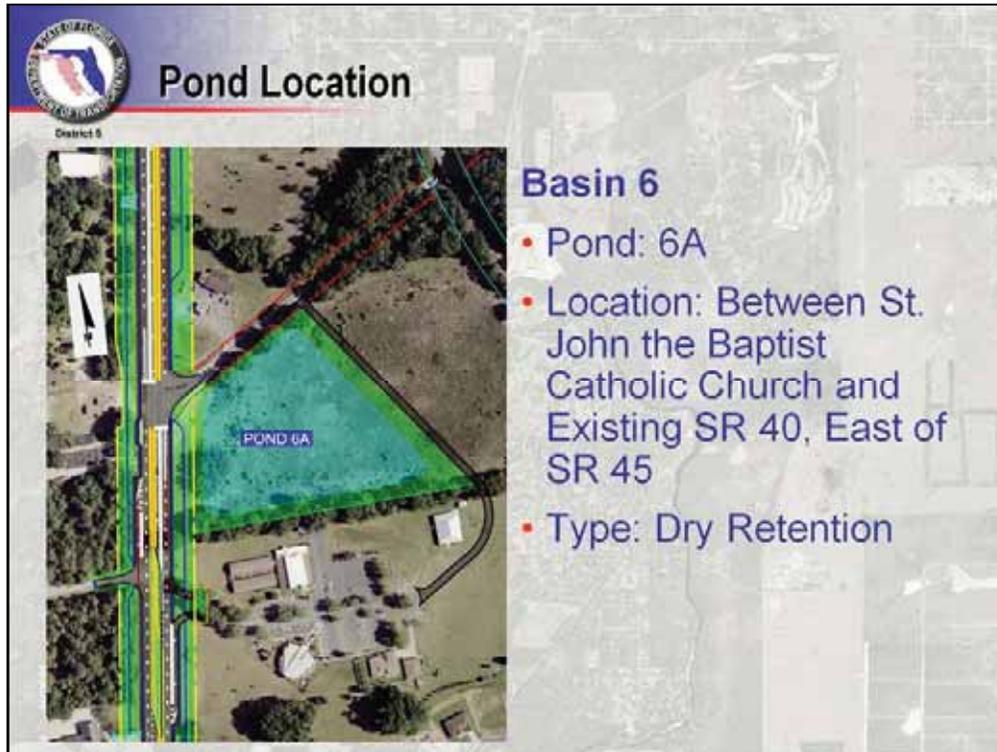
The extent of the third basin is from one-fifth of a mile north of SW 99th Place to SW 93rd Lane Road and contains pond 3A. Pond 3A is located south of SW 93rd Lane Road and West of SR 45.



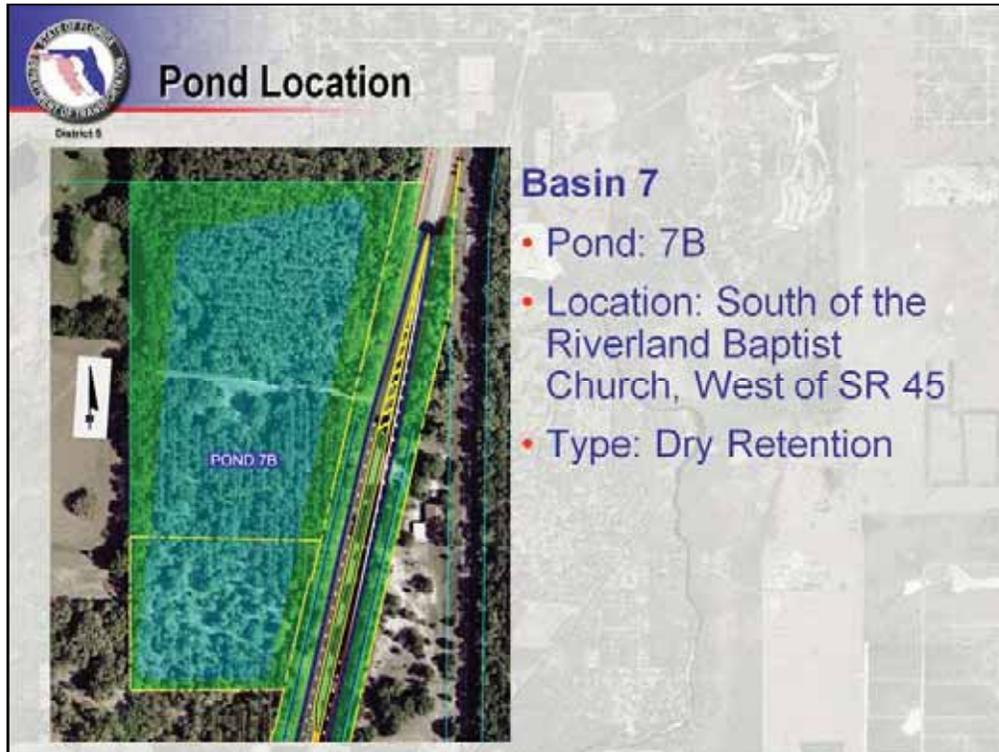
The fourth basin contains ponds 4A-1 and 4A-2 and extends from SW 93rd Lane Road to approximately SW 88th Place Road. The ponds are located south of SW 88th Place Road and West of SR 45.



The fifth basin extends from approximately SW 88th Place Road to approximately SW 77th Street / SW 77th Loop and consists of Pond 5A. The pond is located south of SW 80th Place Road and West of SR 45. As a result of comments received at the Public Hearing, Pond 5A replaced Pond 5B as the preferred site.



The sixth basin contains pond 6A which is located between St. John the Baptist Catholic Church and existing SR 40. The extent of this basin is from approximately SW 77th Street to approximately 650 feet north of the existing intersection of SR 40 and SR 45. The pond resides on a parcel that is already owned by the Florida Department of Transportation.



The last basin within the project limits is basin 7 and contains pond 7B. It extends from approximately 650 feet north of the existing intersection of SR 40 and SR 45 to the end of the project limits. This pond will be an expansion to the proposed pond needed for the realignment of SR 40.

Comment Form

Please Fill Out and Turn in the Comment Form Tonight

Or

Fold and Mail the Completed Forms by:

February 19th

Public Information Meeting
February 9, 2012

If you would like to provide a written comment to the Department, you can obtain a comment form at the meeting sign-in desk. You may submit your comment tonight or it can be completed and sent by mail.

Written comments postmarked through February 19, 2012 are considered a part of this meeting. All comments will receive a written response and will be included in the summary of this meeting.

 **Public Information Meeting**

For Additional Information, Please Contact:

Kathleen Enot
Florida Department of Transportation
Phone: (386) 943-5149
kathleen.enot@dot.state.fl.us

Public Information Meeting
February 9, 2012

Thank you for your attention. If you have any questions or comments, you may contact, Kathleen Enot, the FDOT project manager by phone at (386) 943-5149 or at kathleen.enot@dot.state.fl.us



SR 45 (US 41)
from 111th Place Lane to S.W. 61st Street
Financial Identification Number: 238648-1-52-01

Thank You for Attending

Public Information Meeting
February 9, 2012

RS&H TEAM

