

August 14, 2007

DT5-011-01

**SR 40 PD&E Study  
Silver Springs to US 17  
Marion, Lake and Volusia Counties**

**Alternatives Public Workshop Summary – August 14, 2007**

Mtg. Date: August 14, 2007

Time: 4:00 pm – 7:00 pm

Location: Ocklawaha Bridge Baptist Church  
14100 East Highway 40  
Silver Springs, Florida 34488

Attendees: 141 citizens (signed-in)

Bill Walsh – FDOT

Brian Stanger – FDOT

Frank Hickson - FDOT

Rusty Ennemoser – FDOT

Georganna Gillette – FDOT

Teresa Hensley – FDOT

Steve Homan – FDOT

Paul Horn- FDOT

Alex Hull – Inwood Consulting Engineers

David Dangel – Inwood Consulting Engineers

David Coleman – Inwood Consulting Engineers

Mandy Rankin– Inwood Consulting Engineers

Grant Panaccione– Inwood Consulting Engineers

Dan Kristoff – RS&H

Paul Heeg – RS&H

Paul Schmidt – RS&H

Ben Lehr – RS&H

Ray Emmett – EMS

Public Officials: Jeanne McIntosh for Senator Evelyn Lynn

The Alternatives Public Workshop for the SR 40 Project Development & Environment (PD&E) Study was held on Tuesday, August 14, 2007 at the Appleton Museum of Art in Ocala. This open house workshop began at 4:00 pm and included a 19 minute video presentation that ran continuously throughout the meeting. The workshop ended at 7:00 pm.

As attendees entered the workshop, they were asked to sign in and were given a project information handout, comment form and a copy of the most recent SR 40 PD&E Study newsletter. The workshop was held in an open-house format and members of the study team were available to answer questions and discuss the project “one-on-one” with attendees. The following project related information was on display:

Welcome Board

Overall Alignment Boards

Segment 1 - Rural Alignment

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Segment 2 - Rural Pavement Savings South Widening Alignment, Rural Pavement Savings Optimized Alignment, Suburban Pavement Savings South Alignment  
Segment 3 - Rural Pavement Savings South Widening Alignment, Rural Pavement Savings North Widening Alignment, Rural Pavement Savings Optimized Alignment, Suburban Pavement Savings South Widening Alignment, Suburban Pavement Savings North Widening Alignment

Typical Section Boards

Segment 1 - Rural with Trail, Rural without Trail  
Segment 2 - Rural Pavement Savings South Widening, Rural Pavement Savings North Widening, Suburban Pavement Savings South Widening  
Segment 3 - Rural Pavement Savings South Widening, Rural Pavement Savings North Widening, Suburban Pavement Savings South Widening, Suburban Pavement Savings North Widening, Urban

Evaluation Matrix

Ocklawaha River Bridge Overview  
Ocklawaha River Bridge Typical Sections  
Ocklawaha River Bridge Evaluation Matrix  
Ocklawaha River Bridge Plan & Profile 2700 ft. bridge  
Ocklawaha River Bridge Plan & Profile 2200 ft. bridge  
Ocklawaha River Bridge Plan & Profile 1950 ft. bridge  
Ocklawaha River Bridge Plan & Profile 1700 ft. bridge  
Potential Wildlife Crossing Locations board  
Wildlife Crossings Matrix  
Potential Stormwater Management Pond Sites

Comment forms and comment boxes were available throughout the room and attendees were encouraged to fill out the comment forms so that the Study Team would have their comments and concerns documented.

The video presentation included information on the PD&E Study process, an overview of the project corridor and proposed widening limits, an overview of the need for the project, traffic information, an overview of the typical section alternatives for each of the three segments and the no build alternative and an explanation of the Ocklawaha Bridge and wildlife crossings alternatives.

The Study Team remained busy throughout the workshop answering questions and providing information to stakeholders and others interested in the project. The most earnest concerns were regarding access to existing business locations. Several attendees filled out comment forms at the workshop. Additional comment forms were received following the workshop. Below is a summary of the written comments received along with the number of times the same comment was made. Twenty-three written comment forms were received.

- (1) – SR 40 should be built like I-95 with trees in the middle.
- (1) – Traveling East on SR 40 at SE 177 Avenue needs a left turn lane
- (1) – Add me to the project mailing list

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- (1) – Stop wasting taxpayer’s money. The study is premature since funding is not available.
- (1) – Recommend the no build alternative, no wildlife crossings
- (1) – Add passing lanes instead of four-laning the road.
- (2)– Consider a traffic signal at SE 169<sup>th</sup> Terrace Road and SR 40
- (4)– The widening of SR 40 is long overdue for safety, truck traffic and evacuation purposes
- (1) – Segment 1 should be done as quickly as possible with wildlife in mind, Segment 2 should be done quickly with 40 ft between lanes and Segment 3 should be widened to the north and keep wildlife in mind.
- (3)– This plan takes our 20 acres on Church Lake. We are against it completely.
- (1) – Consider improvements in the Astor Barberville area
- (1) – The Ocklawaha River Bridge should be replaced with a lower and shorter span bridge
- (1) – Concern for an increase in commercial and residential development along SR 40
- (1) – Concern for impact of lighting along the road
- (2) – Install a median cut thru for 14141 E Hwy 40
- (1) – The Ocklawaha River Bridge should be new.
- (1) – Segment 2 savings optimized pavement, less change at Lynne Corner and south widening works best and the paving and multi-purpose trail seems well thought out.
- (1) - Take care of wildlife with less large culverts and more small and mid sized ones
- (1) – How will customers, in the Lynn Plaza Condo Assoc. area, enter from the south side of the road? I suggest moving N.E. 10<sup>th</sup> Lane Road 400 ft north to allow for south bound traffic to enter the Lynn Plaza.
- (1) The wildlife crossings seem to be well thought out.
- (1) Change “Colby-Woods RV Park” to the new name “Wilderness RV Park Estates”
- (1) Continuing problem with river access on south east side of Ocklawaha River Bridge. Public trashing area, camping and trespassing. Please close public access to this area.
- (1) In favor of 1950 ft Ocklawaha Bridge
- (1) Suggest bridge (Ocklawaha Bridge) alignment to the south to nearly follow the old alignment and a straighter approach
- (1) Road grade should be maintained to eliminate dip at the west end of the new (Ocklawaha) bridge to reduce grade on bridge and make a safer bridge transition.
- (1) A 14 ft center turning lane that would provide an alternative to a 40 ft median starting in Segment 2 at SR 314 and ending at the east side of Segment 3 (Levy Hammock or SE 183<sup>rd</sup> Ave)
- (1) Reduce the speed limit from 55 MPH to 45 MPH from Lacoda Road in Lynne through 314 A Forest Center to SE 162<sup>nd</sup> Terrace
- (1) Need adequate highway lighting from Forest Corners (#14A) to Levy Hammock (SE 183<sup>rd</sup> Ave)
- (1) More advertisement of open public meetings regarding this project
- (1) Concerned with higher speed limit
- (1) Should have lighting at all intersections
- (1) Would like to have turn lanes approaching left turn areas and cross roads with left turn lanes
- (1) There are not enough median openings
- (1) Would like a lower speed limit, 45 mph, from the Lynn area through Half Moon.
- (1) Need alternate evacuation routes

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- (1) Entrances to dirt road subdivisions need to be paved such as the entrance to Hill Top subdivision and 176 Avenue and 177 Avenue. A left turn lane leading into these roads and lighting would contribute to safety.
- (1) The movie at the meeting did not specify an alternative to this super highway except a no build policy. However, I learned from the project website that there are options that I believe are more within our financial reach at this time. We cannot wait 18 to 28 years; too many lives have been lost in the populated area of the forest due to car wrecks.