

March 13, 2008

DT5-011-01

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

Alternatives Public Workshop Summary – February 28, 2008

Mtg. Date: February 28, 2008

Time: 4:00 pm – 7:00 pm

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

Attendees: 96 citizens (signed-in)

Bill Walsh – FDOT

Brian Stanger – FDOT

Michael Dollery- FDOT

Alex Hull – Inwood Consulting Engineers

David Dangel – Inwood Consulting Engineers

Renato Chuw – Inwood Consulting Engineers

Jose Ayala– Inwood Consulting Engineers

Mandy Rankin– Inwood Consulting Engineers

Grant Panaccione– Inwood Consulting Engineers

Geoff VanBueren– Inwood Consulting Engineers

Rich Williamson– Inwood Consulting Engineers

Paul Heeg – RS&H

Paul Schmidt – RS&H

Ben Lehr – RS&H

Jim Mykytka – RS&H

Tom Roberts – EMS

Howard Newman - WSA

The Second Alternatives Public Workshop for the SR 40 Project Development & Environment (PD&E) Study was held on Thursday, February 28, 2008 at the Ocklawaha Bridge Baptist Church in Silver Springs. 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
Title VI Board
Potential Wildlife Crossings Information Table
Stormwater Retention Pond Alternatives Information Table
Strategic Intermodal Systems Analysis Study Information Table
Segment 1 - Rural Roadway Alternative
Segment 2 - Rural Optimized Pavement Savings Alternative
Segment 3 - Rural Optimized Pavement Savings Alternative
Ocklawaha River Bridge Recommended Alternative - Plan View
Ocklawaha River Bridge Recommended Alternative - Profile View
Alternatives Evaluation Matrix

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 regarding the preliminary preferred alternatives 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 preferred 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. 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. Sixteen written comment forms were received.

- (3) – Need a directional road (median opening) put in between 314 and NE 117th CT so people will have access to Roger’s Barbeque and gas station.
- (2) – We need the four-lanes.
- (1) – Please send me a copy of the latest wildlife crossing alternatives.

SR 40 PD&E Study
Alternatives Public Workshop Summary
Ocklawaha Bridge Baptist Church
August 14, 2007

- (1) – Overall I really like the project. The only problem I foresee is where you are placing the turn lanes and cutoffs (median openings). Please rethink where you place the cutoffs in the area of SE 176th Avenue.
- (2) – Add a turn lane/median opening at 164th Avenue instead of 164th Terrace.
- (2) – Sidewalks would be a great asset.
- (2) – The speed limit needs to be lowered from Winn Dixie headed east.
- (2) – A retention pond along Lake Owens would be a great tragedy.
- (2) – Wildlife crossings are needed.
- (1) – Turn lanes are needed east bound and the cut throughs are needed for the west bound traffic for Lena’s Restaurant. Continue the widening east one half a mile farther and make safe turns for the elderly living east of Levy Hammock Road.
- (1) – All current right-hand turn lanes need to stay in effect. The merge from two to one lane needs to be moved east of Mill Dam
- (1) – The speed limits need to stay in place or increased to no more than 60 mph.
- (1) – I support the “No Build” alternative. Complete the Sharpes Ferry bridge replacement first.
- (1) – Consider putting turn lanes in front of the Forest Assembly of God Church
- (1) – Consider extending project an extra 5 miles past Levy Hammock Road.
- (1) – The proposed median near the car wash located at 16855 Highway 40 will cause the business to loose access for west bound customers. We would like to see the directional median be relocated to access our business in both directions.
- (1) – In segment 2, intersection of Hwy 40 and NE 1st Street Road already has traffic that would need a light for safety if part of NE 10th is removed. In segment 3, intersection of Hwy 40 and SE 183rd Ave. Rd. has congestion that could be dangerous with entering from south to west with a divided highway. A traffic light may be justified now.
- (1) – Project is a waste of money
- (1) – Ending at 183rd does not seem to be thought out; it should end in the forest.
- (1) – Cost is going to increase because of long delays
- (1) - Bicycle use on the shoulder of a road with speed of 55 MPH is not a good idea.
- (1) – Not making use of the existing bridge seems to be a waste of money.
- (1) – Please consider our detailed assessment of the proposed wildlife crossing features identified in various revisions of the publication titled “SR40 PD&E Study from 1 mile west of SR 326 (Silver Springs) to SR15 (US17) Wildlife Crossing Alternatives”.