State Road 40
PD&E Study

PUBLIC HEARING

State Road 40
Project Development & Environment (PD&E) Study

From West of SR 326 in Silver Springs to US 17
Marion, Lake, and Volusia Counties, Florida
Financial Project ID Nos: 410674-1-22-01, 410675-1-22-01 & 410676-1-22-01

Thursday, August 18, 2011
Ocklawaha River Bridge Baptist Church
14100 North East Highway 40
Silver Springs, Florida 34488
5:30 p.m. – Open House
6:30 p.m. – Formal Presentation

This public hearing is being held for the State Road (SR) 40 Project Development and Environment (PD&E) Study. The project limits are from approximately one mile west of SR 326 in Silver Springs to US 17, a distance of approximately 40 miles. The preferred build alternative involves widening the existing two-lane roadway to a four-lane divided roadway from Silver Springs to SE 183rd Avenue (Levy Hammock Road). The No-Build alternative is also under consideration.

Welcome to the State Road 40 PD&E Study Public Hearing

Welcome to the public hearing for the SR 40 Project Development and Environment (PD&E) Study. This hearing is being conducted by the Florida Department of Transportation (FDOT) to present information on the viable alternatives developed during the PD&E Study and to obtain input from you regarding the preferred improvements. This hearing includes a presentation, as well as a series of displays that provide information regarding the proposed roadway improvements. In addition, FDOT is proposing to change the Access Management Class of the roadway from Class 4 to Class 3. FDOT representatives are available to answer your questions and receive your comments.

Your comments regarding the proposed improvements can be made in any of the following ways:

1. Make an oral statement during the formal portion of the public hearing tonight.

2. Fill out the comment form provided at the back of this handout and place it in the comment box in the meeting room.

3. Fill out and mail the comment form or any statements and exhibits to the address shown on the form by **August 28, 2011**.

4. Visit the project's internet web site at **www.sr40pde.com** and fill out an on-line comment form.

Regardless of the manner in which your comments are received, the FDOT will give equal consideration to all comments.

Access Management Reclassification

Since the proposed improvements to SR 40 include construction of a raised median from west of SR 326 to Levy Hammock Road, the Access Classification of this segment of SR 40 needs to be changed to comply with a raised median Access Classification. The proposed change will be from Access Class 4 to Access Class 3. The existing and proposed access classifications of SR 40 through the project limits are identified in the table on the next page.

SR 40 Access Management Classification

Roadway Section	Existing Access Classification	Proposed Access Classification
West of SR 326 to Levy Hammock Road	4	3

SR 40 PD&E Study

Project Description

The proposed improvement involves widening SR 40 to four-lanes from where the existing four-lane roadway ends at Silver Springs to SE 183rd Avenue Road (Levy Hammock Road). Four-lane widening is not needed from Levy Hammock Road to US 17.

Project Need

There are several reasons why SR 40 needs to be improved. The need for the project has been evaluated from a regional perspective and from a corridor perspective. The regional needs are broad based and consist of the need to meet system linkage between I-75 in Ocala and I-95 in Volusia County, the meet to meet regional traffic demands, the meet to meet social and economic demands, the meet to meet modal relationships associated with SR 40 being on the Strategic Intermodal System, the need to provide emergency evacuation, the need to maintain prescribed burn and smoke management practices, and the need to enhance environmental values and minimize environmental threats.

The corridor needs are more localized and consist of the need for capacity improvements from two to four lanes from the beginning of the project to Levy Hammock Road, safety improvements and structural sufficiency improvements to the Ocklawaha River Bridge.

The four-lane widening of State Road 40 from Silver Springs to County Road 314 is included in the Ocala/Marion County Transportation Planning Organization's (TPO) 2025 Long Range Transportation Plan (LRTP) Cost Feasible Plan. The section of the project from County Road 314 to County Road 314A is included in the county's Unfunded Projects. The improvements are also included in the Transportation Element of the Marion County Comprehensive Plan.

The FDOT 2012 to 2016 Adopted Five Year Work Program includes funding for design of the four-lane improvements from Silver Springs to County Road 314 in Fiscal Year 2012 and from County Road 314 to County Road 314A in Fiscal Year 2012. Right-of-way acquisition and construction are not programmed in the Department's Five Year Work Program. Additionally, SR 40 is an "Emerging" facility on the Strategic Intermodal System (SIS).

Alternatives

No-Build Alternative

The No-Build Alternative consists of making no improvements to SR 40 other than routine maintenance, through the year 2035. The No-Build Alternative will remain a viable alternative through the entire study process.

Disadvantages of the No-Build Alternative:

1. Increase in traffic congestion, increased travel delays and higher user costs,
2. Increased roadway maintenance costs,
3. Increased emergency response time, and
4. Potential increase in accidents due to increased traffic congestion.

Advantages of the No-Build Alternative:

1. No inconvenience to the public during construction,
2. No right-of-way acquisition or relocations, and
3. No costs for design, right-of-way, or construction.

Preferred Build Alternative

In order to evaluate the proposed improvements to SR 40, the project area was divided into three evaluation segments. Segment 1 begins where the existing four-lane section of SR 40 ends near Silver Springs and continues eastward to east of CR 314. Segment 2 begins east of CR 314 and continues to east of CR 314A. Segment 3 begins east of CR 314A and extends to SE 183rd Avenue (Levy Hammock Road). The preferred build alternative is described below.

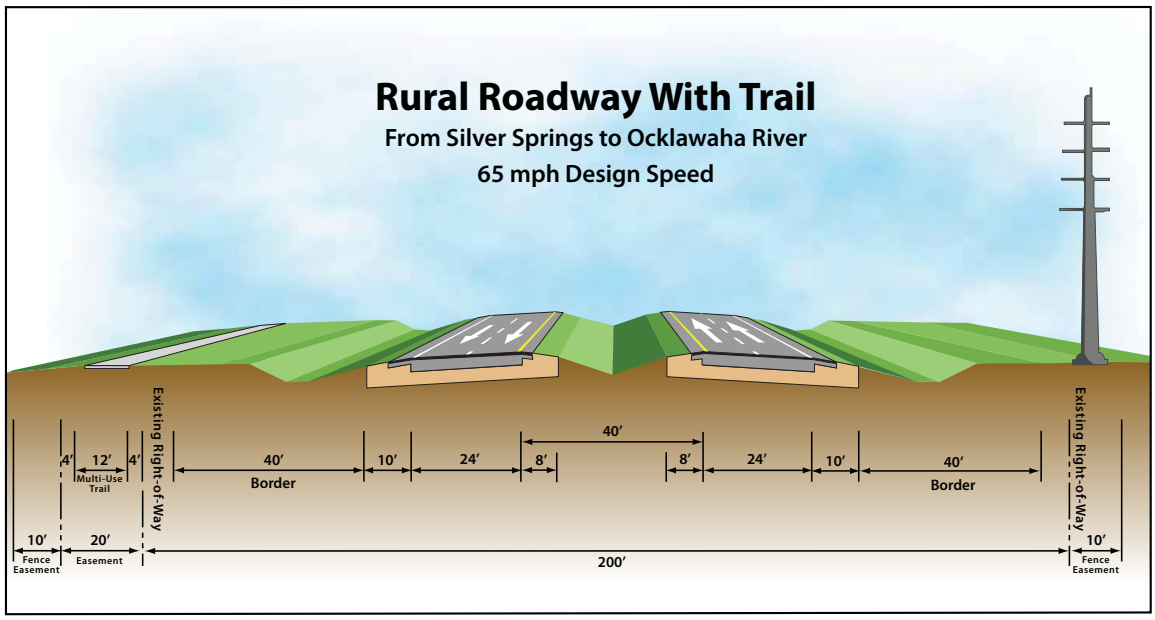
Segment 1 – Silver Springs to east of CR 314

SEGMENT 1 - SILVER SPRINGS TO THE OCKLAWAHA RIVER BRIDGE

The rural centered alignment consists of a four-lane, divided, rural roadway with two 12-foot travel lanes in each direction separated by a 40-foot median. Two-foot inside and five-foot outside paved shoulders would be provided in each direction. At the request of the Ocala/Marion County TPO and the Florida Department of Environmental Protection (DEP) Office of Greenways and Trails, a 12-foot, multi-use, paved trail would be provided along the north side of the road from NE 60th Court to Ray Wayside Park near the Ocklawaha River Bridge. The trail is being included in the project in partial mitigation for right-of-way impacts associated with the roadway and stormwater management ponds. The trail would be located on a 20-foot strip of Office of Greenways and Trails (OGT) land adjacent to the north right-of-way line of SR 40; except adjacent to the Christian Church Conference Center and at the wildlife crossing structures. At these locations, the trail would be located within the existing FDOT right-of-way. A 10-foot fence maintenance easement is proposed north of the 20-foot trail easement. Roadside swales would be provided along the outside lanes to collect runoff from the roadway which would be

directed to off-site stormwater retention ponds or to direct discharge to public lands. This roadway improvement can generally be constructed within the existing 200-feet of right-of-way and the additional twenty feet of right-of-way along the north side of the road for the multi-use trail. Some right-of-way acquisition would be required to correct horizontal alignment geometry just west of SR 326. Figure 1 illustrates this typical section.

Figure 1
Segment 1 – Rural Typical Section with Multi-Use Trail



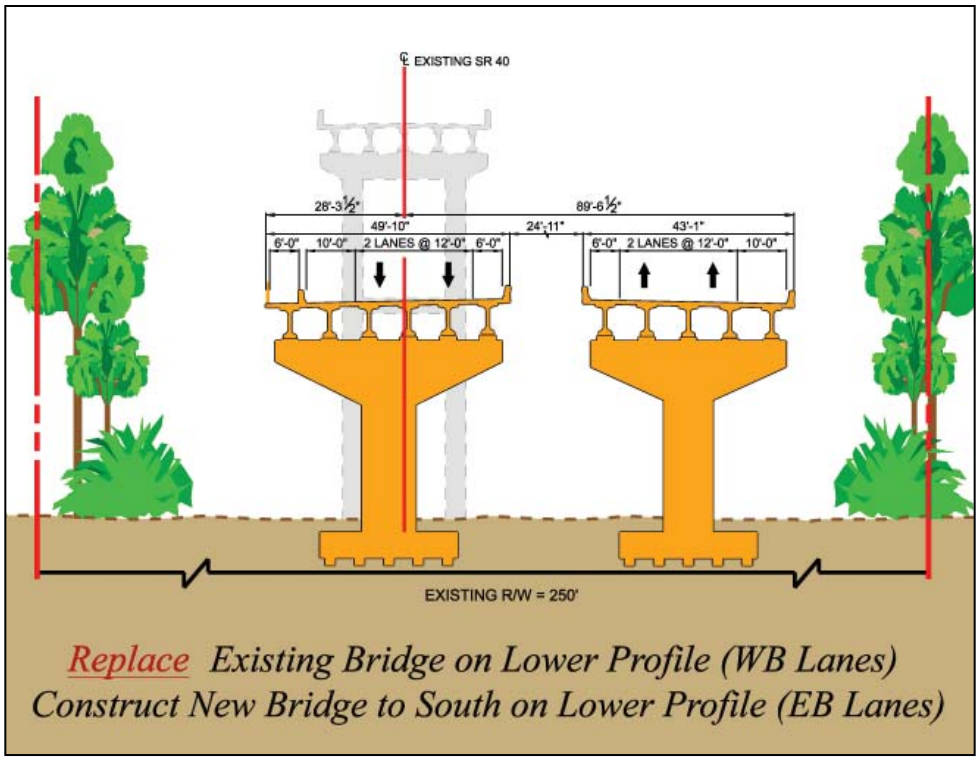
SEGMENT 1 – OCKLAWAHA RIVER BRIDGE

Numerous alternatives to provide four-lanes across the Ocklawaha River were evaluated and the preferred alternative is on display tonight. Alternatives that were considered included options that would re-use the existing bridge, re-use the existing sub-structure and complete replacement. Alternatives were also developed that kept the existing bridge height, lowered the bridge height and shortened the 2,700-foot span.

CONSTRUCT NEW BRIDGE ON EXISTING ALIGNMENT AND BUILD NEW PARALLEL BRIDGE ON LOWER PROFILE

The preferred alternative for the Ocklawaha River Bridge is Alternative 2R, the complete replacement of the existing bridge with twin, 2,740'-long bridges on a lower profile. A six-foot pedestrian sidewalk would be provided on the westbound bridge. The westbound bridge will be constructed along the same horizontal alignment as the existing bridge and the eastbound bridge will be built parallel to and south of the westbound bridge. The existing span (2,732 feet) will be maintained by the new bridge. Each bridge will include two 12-foot travel lanes, ten-foot outside shoulders and six-foot inside shoulders. A six-foot sidewalk will be provided on the westbound bridge. Figure 2 illustrates this bridge typical section.

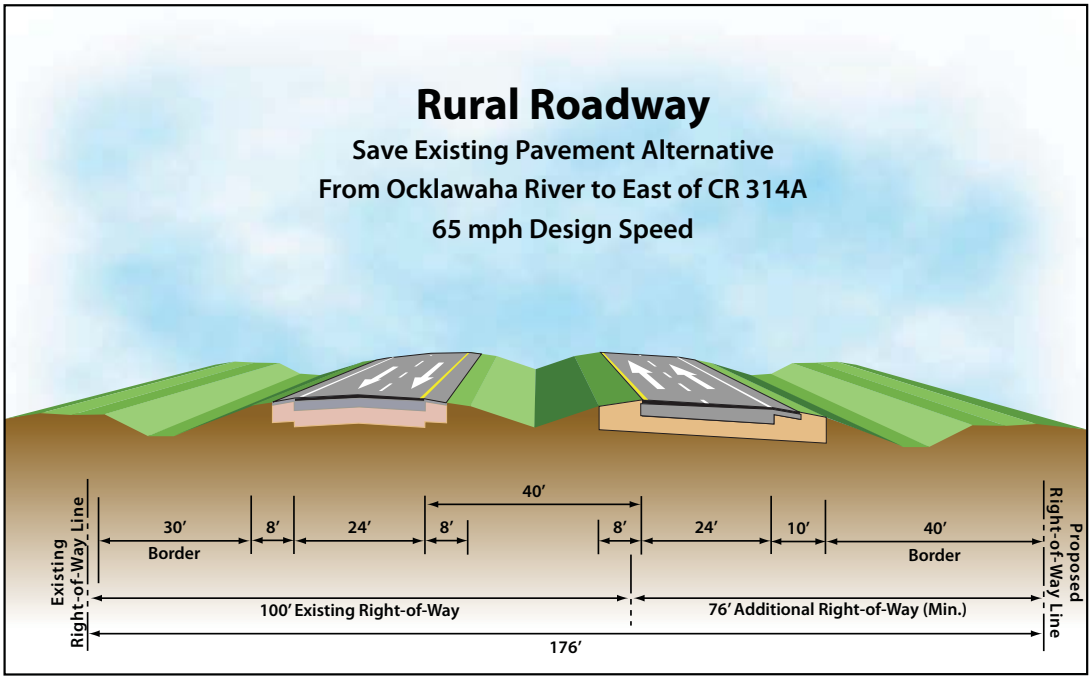
Figure 2
Segment 1 – Ocklawaha River Bridge



SEGMENT 1 – OCKLAWAHA RIVER BRIDGE TO EAST OF CR 314

The recommended roadway alternative in Segment 1, from the Ocklawaha River Bridge to east of CR 314, is the Rural Typical Section with Pavement Savings – Optimized Alignment. The rural pavement savings alternative generally consists of the same four-lane, divided, rural typical section described above; however, the existing roadway would be maintained to serve as a portion of the proposed roadway. This pavement savings rural typical section includes two 12-foot travel lanes in each direction separated by a 40-foot grassed median. The new half of the roadway would include a 10-foot outside shoulder with five feet paved and an eight-foot inside shoulder with two feet paved. The existing two-lane roadway that would serve as the other half of the four lane improvement includes eight-foot shoulders along both sides with four feet paved. Because the existing two-lane roadway in this area is generally centered within 100-feet of right-of-way, the proposed four-lane roadway would need to be shifted to the south side of SR 40 to save the existing roadway pavement. Runoff from the new and existing pavement would be collected in roadside swales and directed to offsite stormwater retention ponds or to direct discharge to public lands. The rural pavement savings optimized alignment would require the acquisition of a minimum of 76 feet of right-of-way along the south side of SR 40 through this area. Figure 3 illustrates this typical section for widening to the south. A design variation for the reduction in border width from the 40-foot minimum required to the proposed 30-foot border width has been approved.

Figure 3
Segment 1 - Rural Pavement Savings South Widening



Segment 2 – East of CR 314 to East of CR 314A

SEGMENT 2 – EAST OF CR 314 TO WEST OF CR 314A

The recommended roadway alternative in Segment 2 from east of CR 314 to west of CR 314A is the Rural Typical Section with Pavement Savings – Optimized Alignment. The rural pavement savings alternative generally consists of the same four-lane divided rural typical section described above; however, the existing roadway would be maintained to serve as a portion of the proposed roadway. This pavement savings rural typical section includes two 12-foot travel lanes in each direction separated by a 40-foot grassed median. The new half of the roadway would include a 10-foot outside shoulder with five feet paved and an eight-foot inside shoulder with two feet paved. The existing two-lane roadway that would serve as the other half of the four-lane improvement includes eight-foot shoulders along both sides with four feet paved. Because the existing two-lane roadway in Segment 2 is generally centered within 100-feet of right-of-way, the proposed four-lane roadway would need to be shifted to one side of SR 40 to save the existing roadway pavement. Runoff from the new and existing pavement would be collected in roadside swales and directed to offsite storm-water retention ponds or to direct discharge to public lands. In order to minimize impacts and costs, the alignment shifts from south side widening to north side widening within this segment. The rural pavement savings optimized alignment would require the acquisition of a minimum of 76 feet of right-of-way along either the south side or north side of SR 40 through this segment. Figure 4 illustrates this typical section for widening to the south and Figure 5 illustrates this typical section for widening to the north. A design variation for the reduction in border width from the 40-foot minimum required to the proposed 30-foot border width has been approved.

Figure 4
Segment 2 - Rural Pavement Savings South Widening

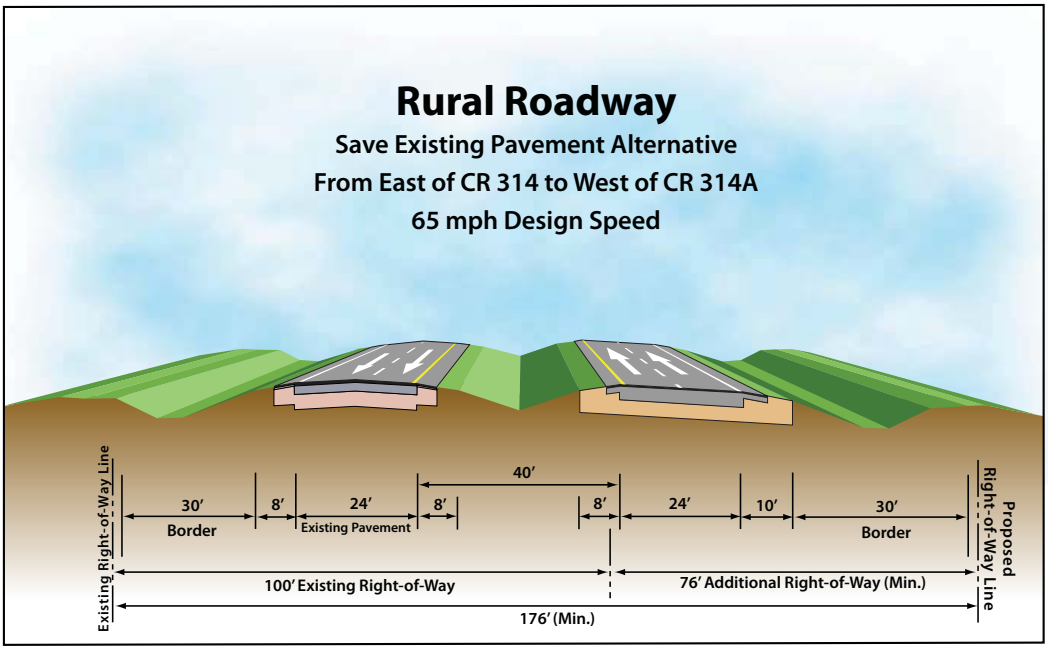
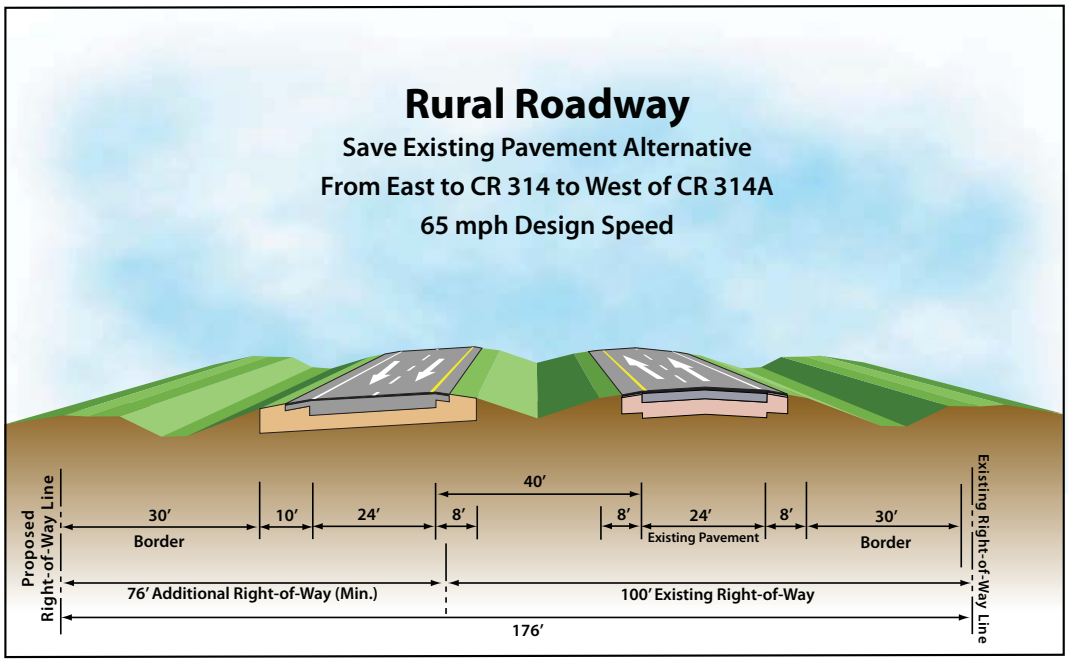


Figure 5
Segment 2 - Rural Pavement Savings North Widening

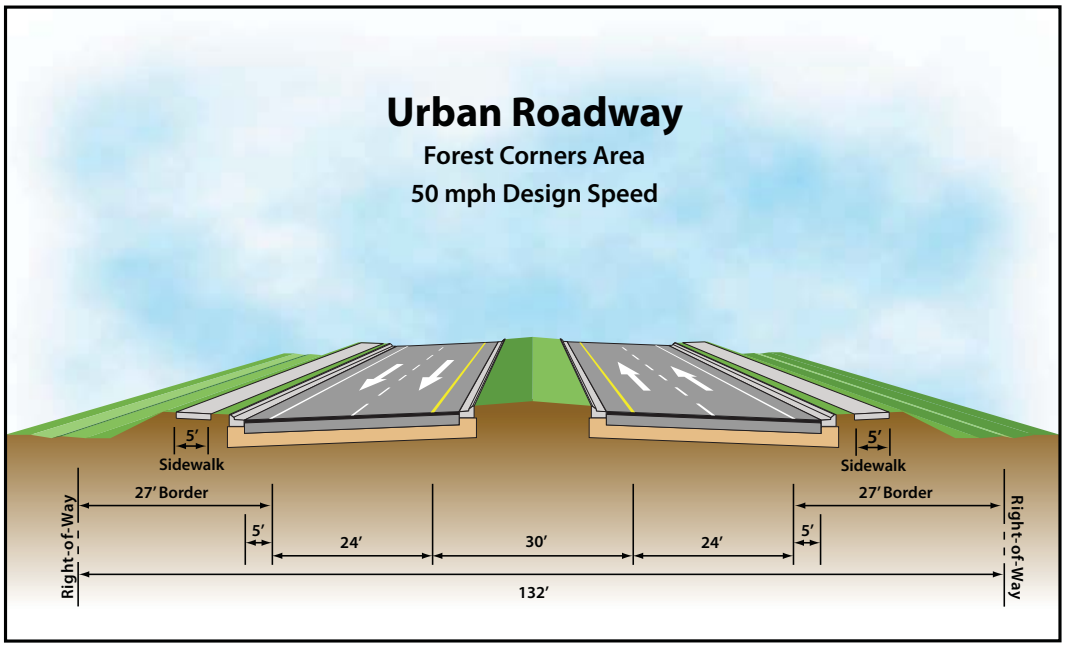


SEGMENT 2 – FROM WEST OF CR 314A TO EAST OF CR 314A

The recommended improvement to SR 40 through the Forest Corners Area is the urban typical section. The urban typical section would consist of a four-lane, divided, roadway with two 12-foot lanes in each direction, separated by a 30-foot raised median. Paved

shoulders, four-foot inside and five-foot outside, would be provided along both sides of the roadway. Five-foot sidewalks would also be provided along both sides of the roadway. Stormwater runoff will be collected in the curb and gutter along the outside lanes and directed to offsite stormwater ponds through underground pipes. A 27-foot border width would be provided on either side of the roadway and the roadway would be constructed within the existing 132-foot right-of-way. A design variation for the reduction in border width from the 29-foot minimum required to 27 feet has been approved. Figure 6 illustrates this typical section.

Figure 6
Segment 2 - Urban Typical Section



Segment 3 – East of CR 314A to Levy Hammock Road

RURAL PAVEMENT SAVINGS – OPTIMIZED ALIGNMENT

The preferred roadway alternative in Segment 3 is the Rural Typical Section with Pavement Savings – Optimized Alignment. The rural pavement savings typical section consists of a four-lane, divided, rural roadway with two 12-foot travel lanes in each direction separated by a 40-foot median. The new half of the roadway would include a 10-foot outside shoulder with five feet paved and an eight-foot inside shoulder with two feet paved. The existing two-lane roadway that would serve as the other half of the four lane improvement includes eight-foot shoulders along both sides with four feet paved. The paved outside shoulders would be available for bicyclists. Five-foot sidewalks would be provided on both sides of the roadway. Swales would be provided along the outside lanes to collect runoff from the roadway which would be directed to off-site stormwater retention ponds or to direct discharge to public lands. Because the existing two-lane roadway is generally centered within the 132-feet of right-of-way, the proposed four-lane roadway would be shifted in order to save the existing roadway pavement. The rural pavement savings

alignment would require the acquisition of 60 feet of right-of-way along either the south side or north side of SR 40 through this segment. Figure 7 illustrates this typical section for widening to the south and Figure 8 illustrates this typical section for widening to the north.

Figure 7
Segment 3 - Rural Pavement Savings South Widening

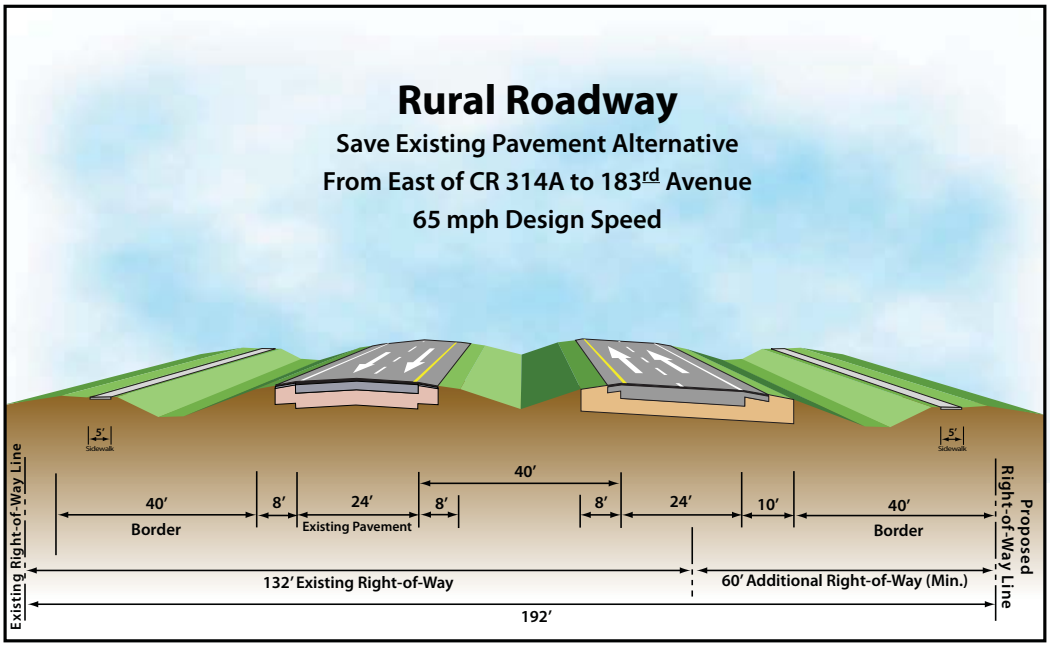
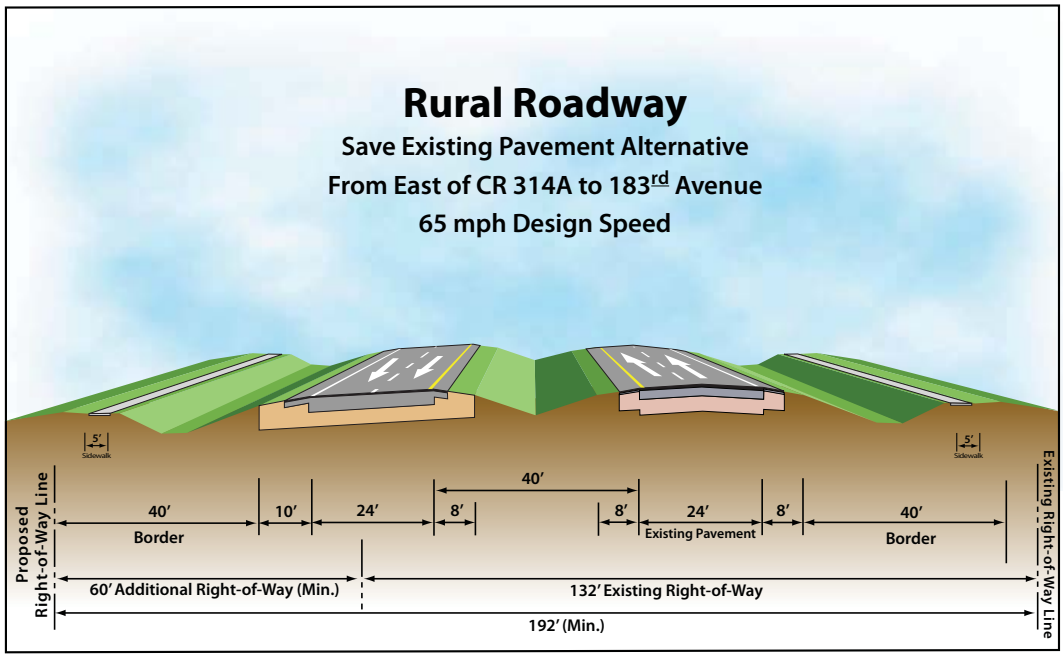


Figure 8
Segment 3 - Rural Pavement Savings North Widening



Environmental Analysis

Environmental impacts of the build alternatives have been evaluated. Preliminary studies have been conducted to identify historic/archaeological site impacts, potential contamination site impacts, potential impacts to threatened and endangered species, air quality and noise impacts, and floodplain and wetland impacts. These environmental impacts will be documented in separate reports and summarized in the Project Development Summary Report and Environmental Assessment.

Costs and Relocations

The estimated project costs for engineering & Construction Engineering and Inspection (CEI), right-of-way and construction are provided in the evaluation matrix below and that is on display this evening. These costs will be updated following the Public Hearing for the final documents.

COSTS AND RELOCATIONS

Costs (in Millions)	Segment 1 Silver Springs to east of CR 314	Silver River Bridge	Segment 2 East of CR 314 to East of CR 314A	Segment 3 East of CR 314A to Levy Hammock Road
Design/CEI	$21.1	$0.137	$12.8	$2.2
Right-of-Way	$5.2	$0.017	$20.7	$9.4
Construction	$84.5	$0.828	$51.3	$8.9
Total	**$110.8**	**$0.982**	**$84.8**	**$20.5**
Relocations				
Residential	0	0	1	6
Businesses	0	0	14	5

Right-of-Way Acquisition and Relocation Programs

On all Federal Aid projects, the Department of Transportation Relocation Assistance Program follows guidelines established in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The program minimizes personal hardships and helps avoid unnecessary delays to the work program. This is done by coordinating relocation services with the people's needs and with right-of-way clearance.

Primarily, this program is designed to help the relocatee find a new place to live or new business location, and to defray, to the greatest extent possible, the reasonable and necessary costs incurred by those required to move. This is done without regard to race, color, religion, sex, or national origin.

Relocation services and payments are administered by the Right-of-Way staff of the Florida Department of Transportation. Available services will be explained in detail to the person to be relocated early enough to assure an orderly and timely move.

Right-of-Way Specialists are prepared to assist the relocatee in finding adequate replacement housing, contacting lending agencies, locating competent moving firms, and in processing claims for payment. All relocatees are advised to consult with the specialist before making any commitments.

The specialist will assist the relocatee in any way, within the law and their capability, to relocate with a minimum of disruption to the family or business routine. Advisory services are available to persons affected by highway construction, even if they are not displaced.

It is the policy of the Department of Transportation that no persons shall be displaced from their dwelling unless a comparable dwelling is available or provided for the initial occupant or the subsequent occupant. All replacement housing offered will meet decent, safe, and sanitary standards. It also will be within the financial means of the persons being displaced.

Relocatees are entitled to payment for actual, reasonable moving expenses for a distance of not more than 50 miles, in most cases. However, they must meet eligibility requirements for an "initial" or "subsequent" occupant and the property must be acquired by the Department.

Under certain circumstances, a displaced owner-occupant of a dwelling for 180 days or more may be entitled to a replacement housing payment for purchase of a replacement dwelling.

Under certain circumstances, a displaced owner-occupant of less than 180 days, but at least 90 days or more, may be entitled to a rent supplement or down payment. A subsequent occupant may also, under certain conditions, be entitled to a replacement housing payment to rent comparable replacement housing.

An owner-occupant of 180 days or more may be compensated for additional expenses encountered due to higher interest rates on a new mortgage. An eligible relocatee who purchases a replacement dwelling may be entitled to reimbursement of closing costs.

All relocatees will be given a written guarantee that they will not have to vacate their dwelling for at least 90 days from the guarantee date or until adequate replacement housing is ready for occupancy.

A 30-day Notice to Vacate is also given to all relocatees at such time as the Department has control of the property acquired. The phrase "control of the property" means the after the date

of the closing, or, in litigated cases, the date the monies are deposited in the registry of the court and made available to the principals of the parcel.

You are cautioned that you may jeopardize your eligibility for benefits by moving before the initiation of negotiations for your property.

Remember, in cases where relocatees are dissatisfied with the ruling of their eligibility for relocation payment or for the amount of the payment, they have the right to appeal.

Brochures entitled "Relocation Assistance" and "The Real Estate Acquisition Process" are available at this hearing. The brochures contain statements of policy, definitions, and more details pertaining to the relocation assistance and right-of-way acquisition program. We suggest that you read the brochures thoroughly if you have any questions concerning policies or procedures.

The Right-of-Way office, which will be in charge of this project, is:

Acquisition and Relocation Assistance
Florida Department of Transportation – District Five
719 S. Woodland Boulevard
DeLand, Florida 32720

What Happens Next?

During this public hearing and 10 days following, you will have the opportunity to present your views concerning this project. These statements will be entered into the official record of the project if postmarked by August 28, 2011.

The Department will make a final evaluation of all the elements of the engineering and environmental studies, finalize the documentation of these studies and then make final recommendations. The documentation will then be submitted to the Federal Highway Administration (FHWA) for final approval called Location and Design Concept Acceptance (LDCA).

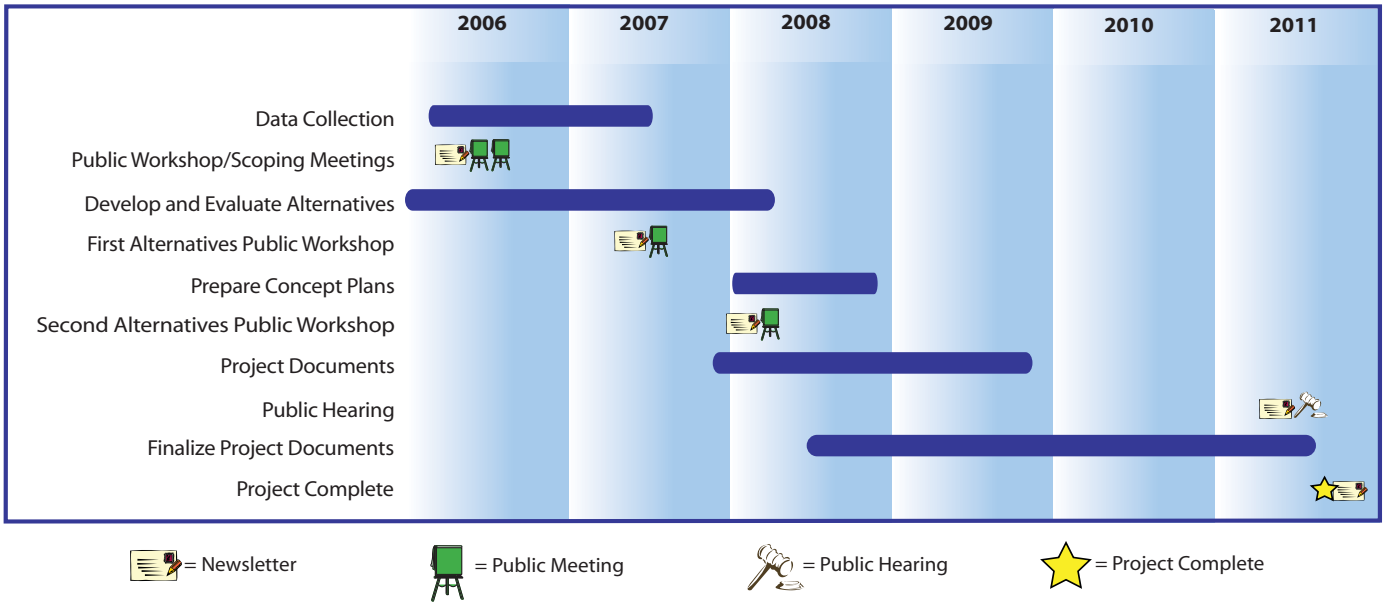
Following acceptance, maps with the recommended conceptual design will be available for viewing at the Florida Department of Transportation, District Five Office, 719 South Woodland Boulevard, DeLand, Florida 32720.

The tentative schedule for design, right-of-way acquisition and construction activities for the SR 40 improvements is shown on the next page.

FDOT ADOPTED FIVE YEAR WORK PROGRAM
Fiscal Year (FY) 2012-2016

Project Phase	Silver Springs to east of CR 314	East of CR 314 to east of CR 314A	East of CR 314A to Levy Hammock Road
Design	FY 2012	FY 2012	Currently Not Funded
ROW Acquisition	Currently Not Funded	Currently Not Funded	Currently Not Funded
Construction	Currently Not Funded	Currently Not Funded	Currently Not Funded

PROJECT SCHEDULE



Thank you for attending the SR 40 PD&E Study public hearing!

Notes: