



TECHNICAL ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478
2nd Floor Training Room

January 10, 2017

AGENDA

- 1. CALL TO ORDER AND ROLL CALL**
- 2. PROOF OF PUBLICATION**
- 3. DISCUSSION ITEMS**
 - A. Transit Development Plan Update**
Presentation by TPO staff
 - B. Bus Passes**
Presentation by TPO staff
- 4. COMMENTS BY FDOT**
- 5. COMMENTS BY TPO STAFF**
- 6. COMMENTS BY TAC MEMBERS**
- 7. PUBLIC COMMENT (Limited to 5 minutes)**
- 8. ADJOURNMENT**

If reasonable accommodations are needed for you to participate in this meeting, please call the TPO Office at (352)629-8297 forty-eight (48) hours in advance, so arrangements can be made.

*The next regular meeting of the Technical Advisory Committee will be held on
February 14, 2017.*



January 6, 2017

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

RE: Transit Development Plan & Transportation Disadvantaged Service Plan Update

The Transit Development Plan (TDP) is a ten-year plan that guides funding and serves the mobility needs of all users of the fixed route transit system (SunTran). It is required by the Florida Department of Transportation and is updated annually with a major update to be completed every five-years.

The Ocala/Marion TPO has retained Tindale Oliver & Associates Inc. to assist with the development of the major update that began in November 2016. To this point, the public involvement processes have begun and fifteen of eighteen stakeholders have been interviewed by the consultant and TPO staff have prepared candidate lists for three separate focus group meetings that will be taking place over the last week of January and/or the first week of February.

TPO staff will present a brief synopsis of the public involvement activities to date as well as inform the committee on what the next steps will be and how we plan on the entire process to develop.

If you have any questions regarding the TIP or any of the projects included, please feel free to contact the TPO staff at 629-8297.

Ocala/Marion TPO TDP & TDSP Plan Updates Project Timeline

Tasks		2016		2017									
		Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	
1	Initiate & Manage Project	Notice to Proceed	Kickoff Mtg		Review Meeting		Review Meeting		Review Meeting				
2	Establish Baseline Conditions												
3	Facilitate Public Outreach	PIP		Listening Sessions	Stakeholder Interviews	1	Discussion Groups	On-Board & PublicSurveys	Social Media Outreach				
4	Identify & Evaluate Existing Transit Service				2								
5	Conduct Situation Appraisal												
6	Estimate & Evaluate Demand & Mobility Needs						3						
7	Review & Update Goals & Objectives						4						
8	Prepare 10-Year TDP							Public Workshops	4 Presentations	Draft TDP		Final TDP	Start FDOT 60-Day Comment Period
9	Prepare TDSP				Paratransit Survey					Draft TDSP	LCB & TPO Pres	Final TDSP	





January 9, 2017

TO: TAC/CAC Members
FROM: Kenneth Odom, Transportation Planner
RE: SunTran Bus Pass Program

The SunTran fixed route bus system has been in operation since 1998 and almost since its inception, SunTran has been petitioned to provide free bus passes to non-profit groups operating within Marion County. While SunTran has met that need from time to time, it has been completely at the discretion of the TPO Board.

Each individual request has been reviewed by the TPO Board on a case-by-case basis and most have been approved. However, there has never been an established policy on how these requests should be handled, nor has there ever been any established criteria that would indicate if a particular organization should or should not be eligible.

TPO staff are currently researching other transit systems throughout the United States in order to determine what the best approach to accommodating these types of requests will entail. Once staff has determined what alternatives will be most suitable for the unique characteristics of our system, those alternatives will be brought back before the committees and the TPO Board in order to establish a policy that will govern the eligibility of these requests, and if eligible, will determine if passes should be provided free of charge or made available at a discounted rate.

TPO staff will provide additional details regarding this subject at the January 10 committee meeting.



Florida Department of
TRANSPORTATION



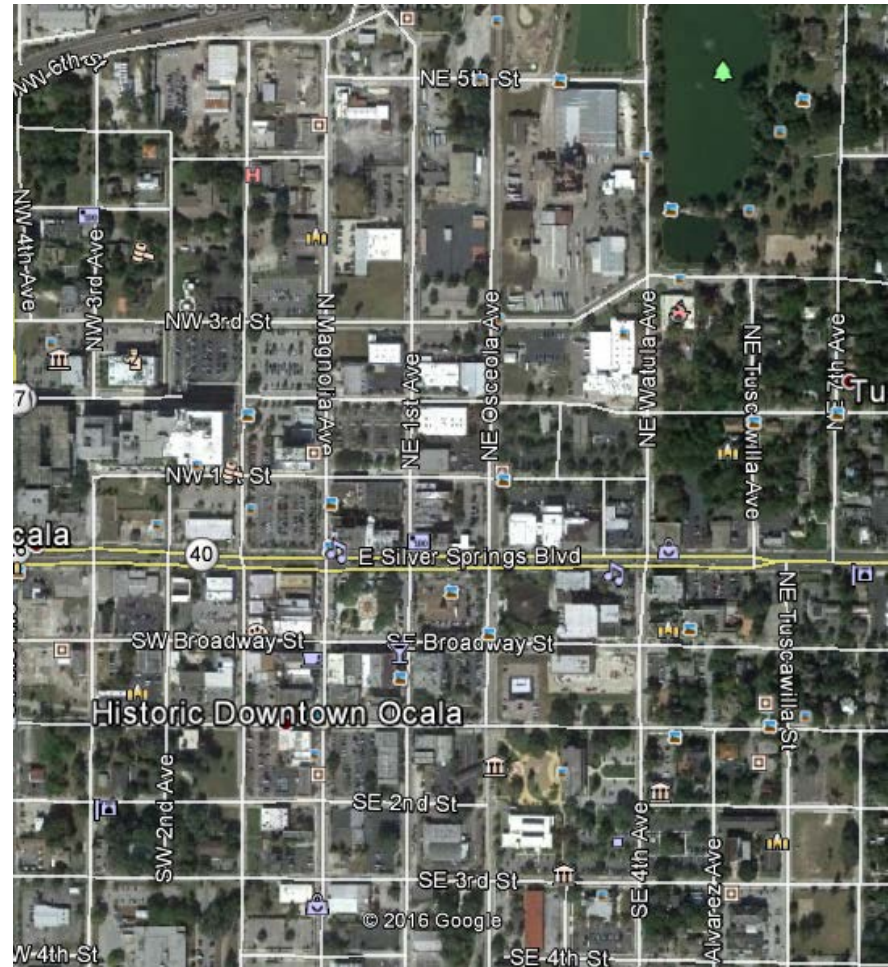
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FLORIDA DEPARTMENT OF TRANSPORTATION | WORK PROGRAM PUBLIC HEARING



Off-system priority 1: Osceola Trail from SE 3rd St. to NE 5th St.

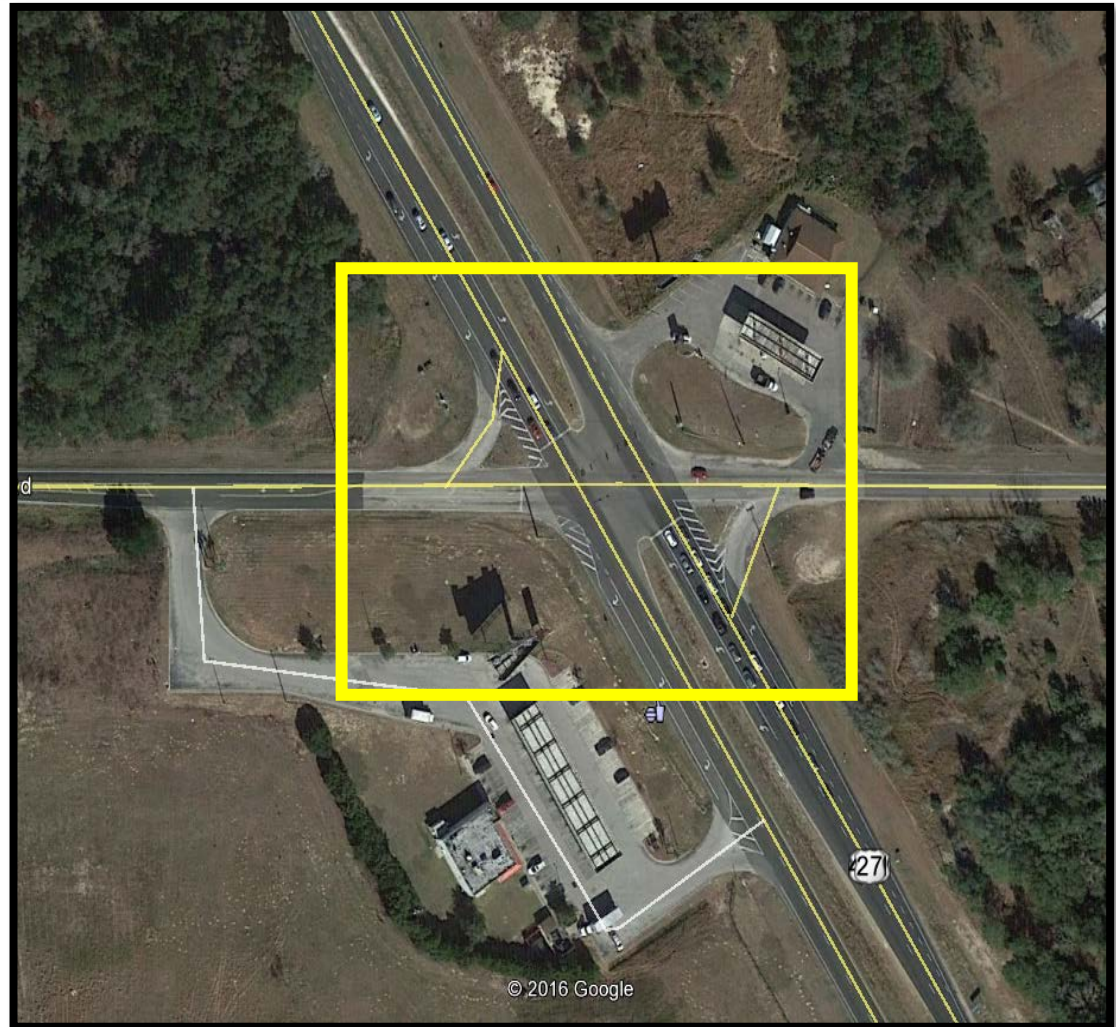
- **FM No.:** 439310-1
- **Work Mix:** Bike Path/Trail
- **Phase:** Construction
- **Years Funded:** FY 2018
- **Cost:** \$1 Million





Off-system priority 6: Sunset Harbor Road at US 441

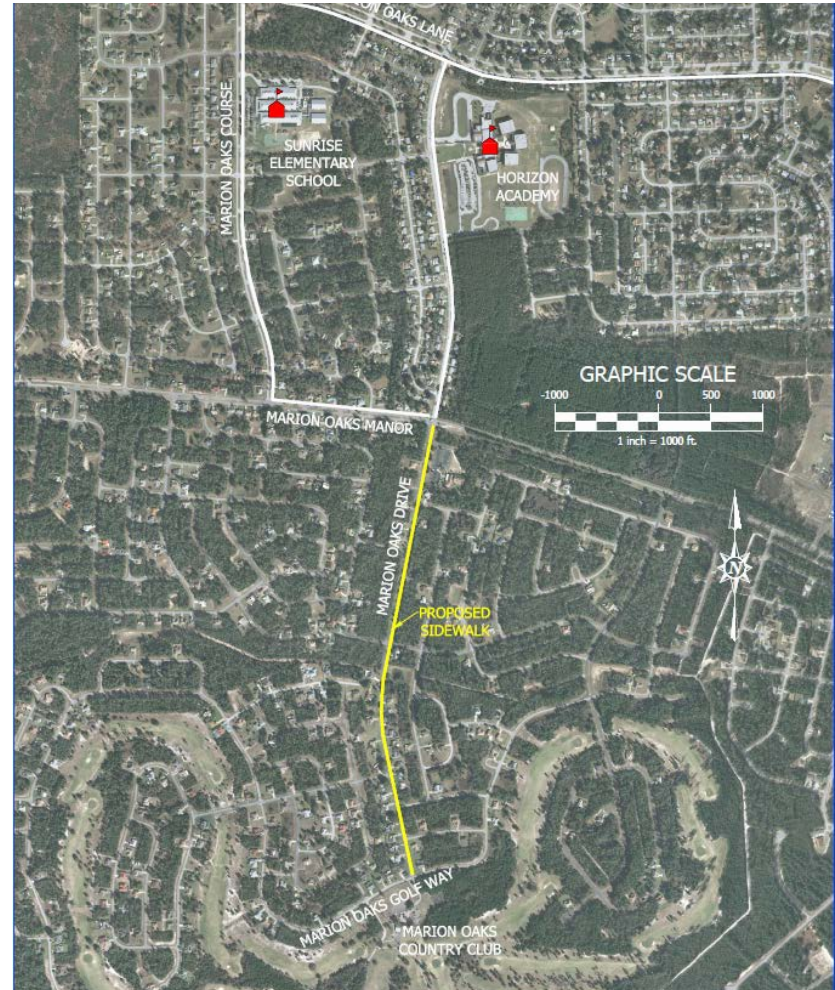
- **FM No.:** 436407-2
- **Work Mix:** Intersection Improvement
- **Phase:** Construction
- **Years Funded:** FY 2017
- **Cost:** \$45,005-CIGP, \$45,005-Local Funds





Off-system priority 7: Marion Oaks (Sunrise/Horizon Schools) Sidewalks from **Marion Oaks Golf Way** to **Marion Oaks Manor**

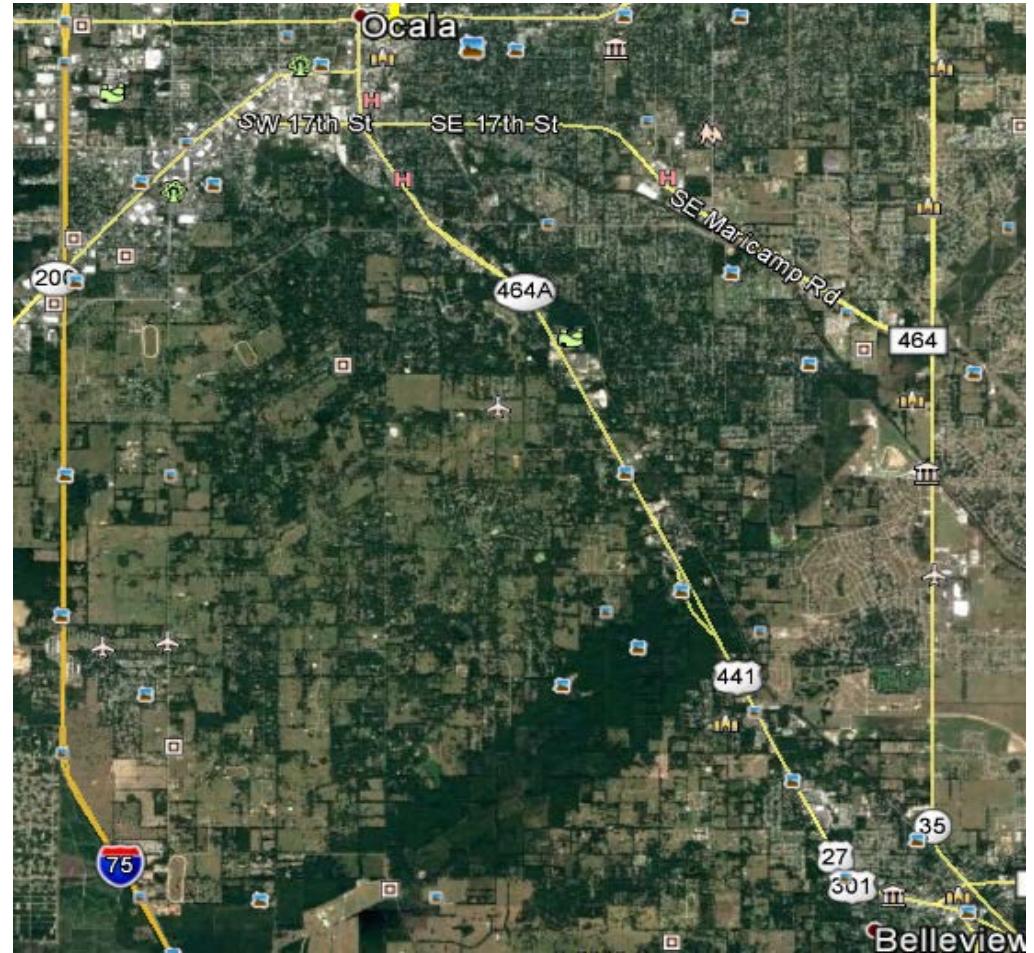
- **FM No.:** 440880-1
- **Work Mix:** Sidewalk
- **Phase:** Design / Construction
- **Years Funded:** FY 2019 / FY 2021
- **Cost:** \$35,201 / \$275,661





US 441 from Baseline Rd to SR 200

- **FM No.:** 439238-1
- **Work Mix:** Resurfacing
- **Phase:** Design / Construction
- **Years Funded:** FY 2018 /FY 2020
- **Cost:** \$2.3 Million / \$19 Million





I-75

Frame On System (Interstate State Hwy)

- **FM No.:** 440900-1
- **Work Mix:** ITS
Communication System
- **Phase:** Design /
Construction
- **Years Funded:** FY 2018 / FY
2019
- **Cost:** \$859,132 / \$5.6
Million

- **FM No.:** 440900-2
- **Work Mix:** ITS
Communication System
- **Phase:** Design /
Construction
- **Years Funded:** FY 2018 / FY
2019
- **Cost:** \$322,460 / \$1.9
Million



Off-system priority 3:

SW 49th Avenue from SW 95th St. to SW 42nd St.

- **FM No.:** 435549-1
- **Work Mix:** New Alignment
- **Phase:** Construction
- **Years Funded:** FY 2019
- **Cost:** \$7,841,066-CIGP, \$8,448,934-Local Funds (increased CIGP and decreased Local Funds: \$440,845)

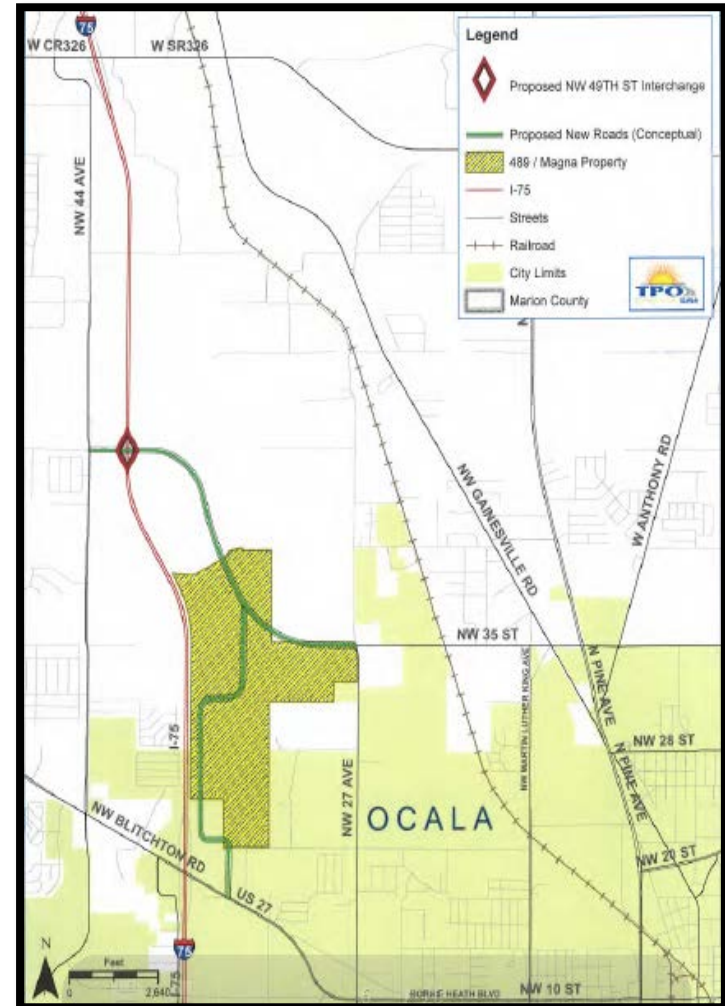




I-75 at 49th Street

End of NW 49th St. to End of NW 35th St.

- **FM No.:** 435209-1
- **Work Mix:** New Interchange
- **Phase:** Design
- **Deferred:** FY 2021 to FY 2022
- **Cost:** \$3.5 Million

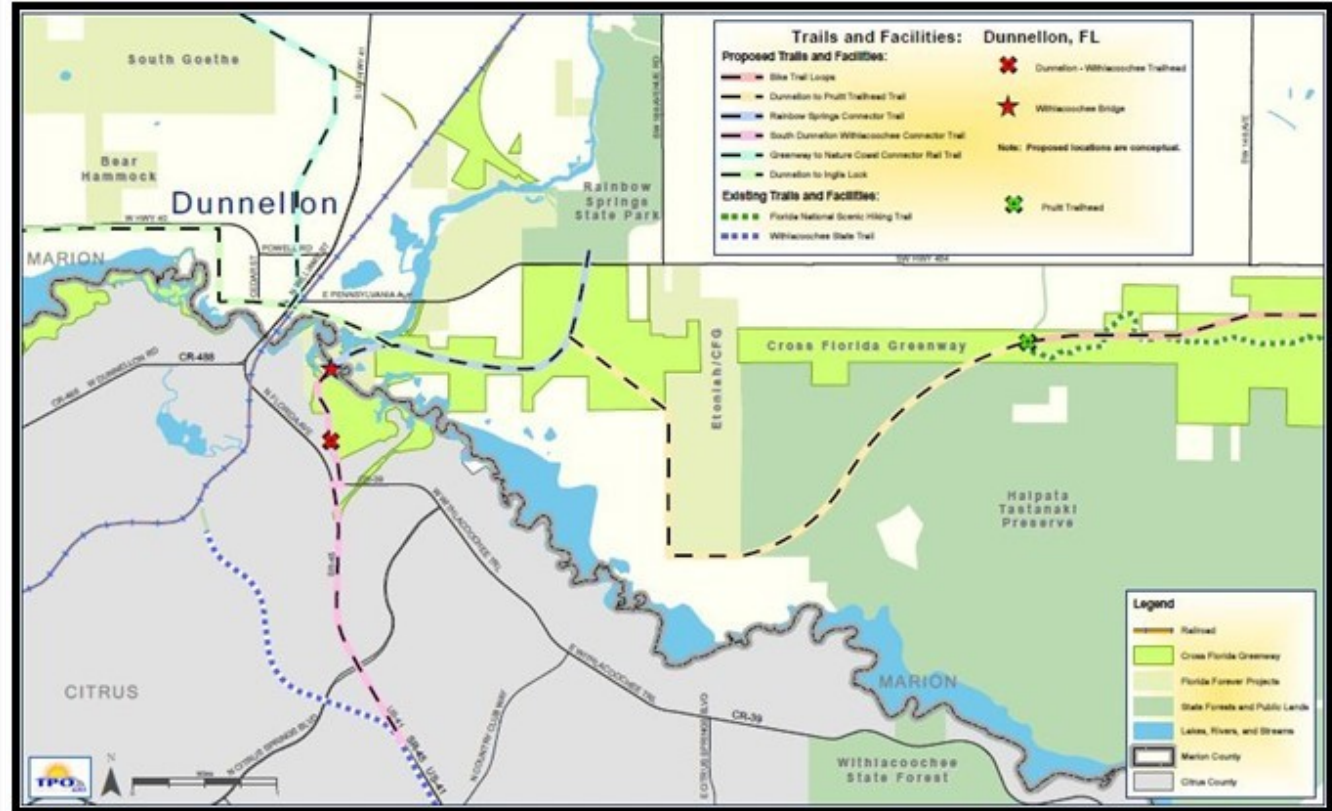




Pruitt Trail

Withlacoochee Bridge Trail at S Bridges Rd to SR 200

- **FM No.:** 435484-1
- **Work Mix:** Bike Path / Trail
- **Phase:** Construction
- **Deferred:** FY 2021 to FY 2022
- **Cost:** \$3.7 Million

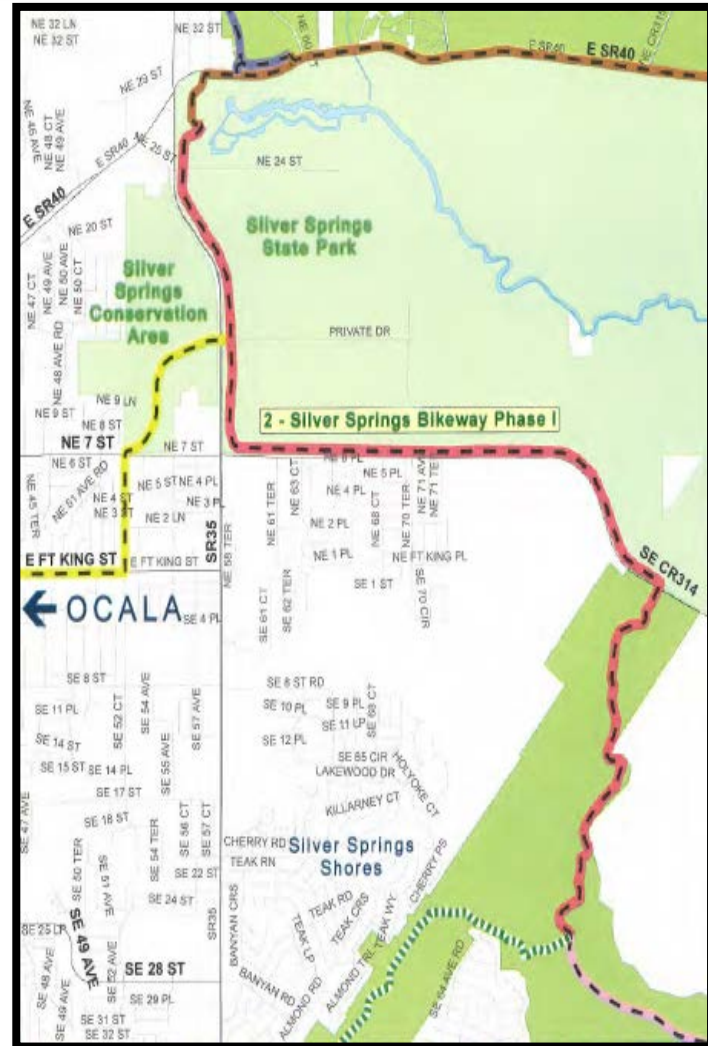




Silver Springs Trail

SE 64th Ave Trailhead to Silver Springs State Park

- **FM No.:** 435486-1
- **Work Mix:** Bike Path/Trail
- **Phase:** Construction
- **Deferred:** FY 2018 to FY 2020
- **Cost:** \$4.5 Million





Florida Department of
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FLORIDA DEPARTMENT OF TRANSPORTATION | WORK PROGRAM PUBLIC HEARING

TAC/CAC Meetings

presented to
OCALA/MARION COUNTY
TPO

presented by
Jamie Kersey/FDOT



January 10, 2017

Agenda

- **FTP Implementation Update**
- **Complete Streets Update**



FLORIDA TRANSPORTATION PLAN POLICY ELEMENT



DECEMBER 2015
FloridaTransportationPlan.com



FTP Goals



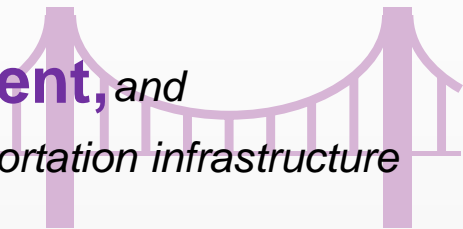
Safety and Security for residents, visitors, businesses



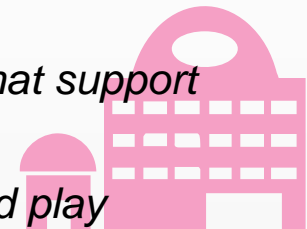
Transportation solutions that support Florida's global **Economic Competitiveness**



Agile, Resilient, and Quality transportation infrastructure



Transportation solutions that support **Quality Places** to live, learn, work, and play



Efficient and Reliable Mobility for people and freight



Transportation solutions that enhance Florida's **Environment and Conserve Energy**



More Transportation Choices for people and freight



FTP Implementation Update



- **Ongoing Partner Engagement**
- **National Recognition**
- **FTP Champions**
- **Plan Alignment**

Ongoing Partner Engagement



Organization	Date
Florida Regional Councils Association	Dec 7, 2016
Small County Coalition	Nov 17, 2016
Rural Economic Development Summit	Sep 18, 2016
American Planning Association FL Annual Conference	Sep 8, 2016
Florida Public Transportation Association Board	Aug 10, 2016
Complete Streets Workshops	Nov & Dec 2016
Florida League of Cities	Dec 9, 2016
Florida Seaport Transportation and Economic Dev. Council	Mar 2017
Florida Trucking Association (tentative)	Apr 2017
American Public Works Association	May 2017

National Recognition



- **Transportation Research Board scenario planning conference– August 2016**
- **Interstate Futures Study group – December 2016**
- **Transportation Research Board annual meeting – January 2017**
 - » Poster – Public and Partner Outreach, FTP Open House
 - » Poster – Fresh Ideas, FTP Implementation

Champions



	FTP Implementation Committee Champion	FDOT Champion
Safety	Bruce Grant Enterprise Florida-Florida Defense Alliance	Carmen Monroy Office of Policy Planning
Infrastructure	Jim Ely Transportation & Expressway Authority Membership of Florida	Courtney Drummond Chief Engineer
Mobility	Hon. Susan Haynie Metropolitan Planning Organization Advisory Council	Chris Edmonston Systems Planning Office
Choices	Laura Cantwell AARP Florida	Brenda Young District 5
Economic Competitiveness	Sally Patrenos Floridians for Better Transportation	Amie Goddeau District 4
Quality Places	Pat Steed Florida Regional Councils Association	Gail Holley State Engineering & Operations Office
Environment & Energy	Janet Bowman The Nature Conservancy	Jim Wood Chief Planner

Alignment with Other Statewide Plans



Policy Plans

- SIS Policy Plan (3/2016)
- Strategic Highway Safety Plan (8/2016)
- Seaport and Waterway System Plan (8/2016)
- Motor Carrier System Plan (Winter 2016)
- Rail System Plan (2017)
- Aviation System Plan (2017)

Handbooks, Guides, Manuals

- Complete Streets Implementation Plan (12/2015)
- Work Program Instructions
- 2016 Performance Report (Spring 2017)
- Complete Streets Handbook (Spring 2017)

Complete Streets on State Roads



- **Flexibility in Planning & Design**

- » For state roads, similar to existing processes for regional and local roads
- » Standardizing flexibility into tools and decisions

- **Context Classifications**

- » Common language
- » Not new to many communities or local governments

- **Planning & Design Approach**



FTP & Complete Streets



FTP Goals



Complete Streets Principles



Context Classifications



Context Classifications: Common Language



ITE/CNU Context Zones

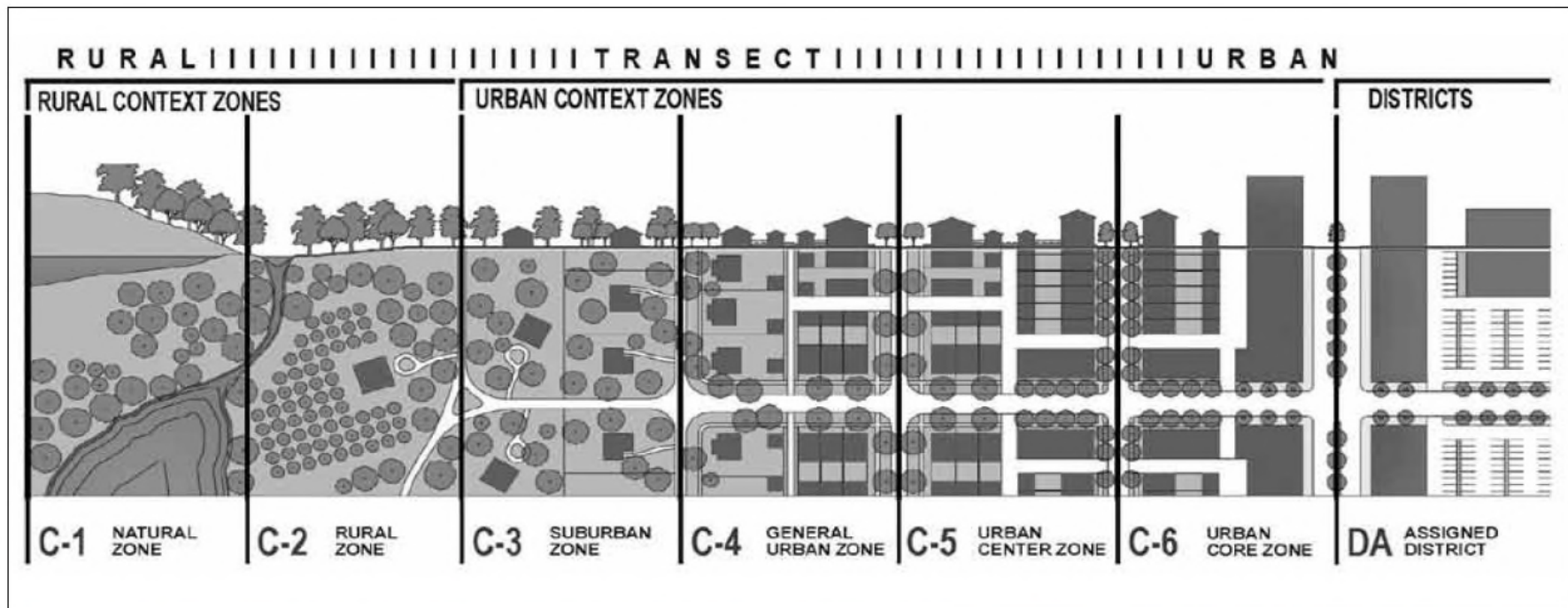


Figure 4.4 Illustration of a gradient of development patterns ranging from rural in Context Zone 1 (C-1), to the most urban in C-6. Source: Duany Plater-Zyberk and Company.

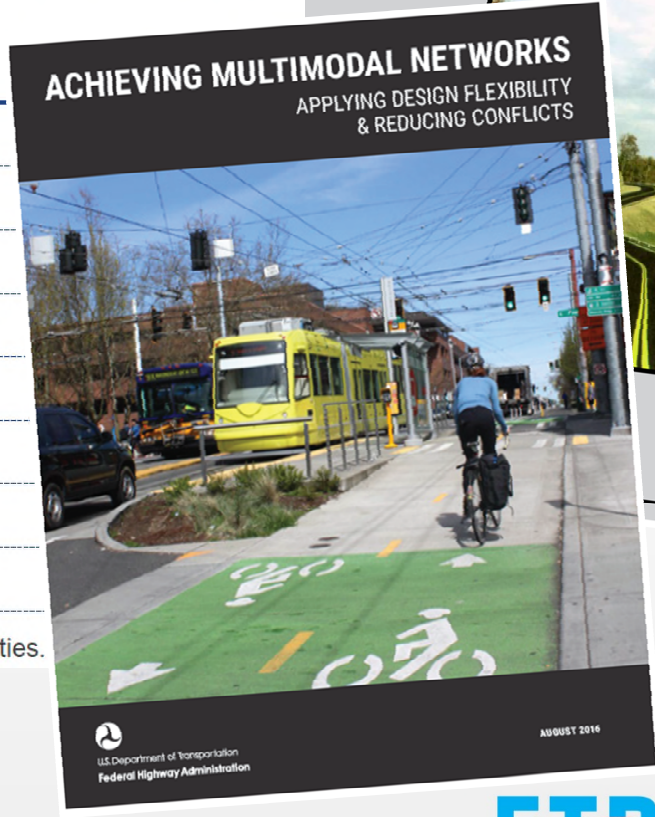
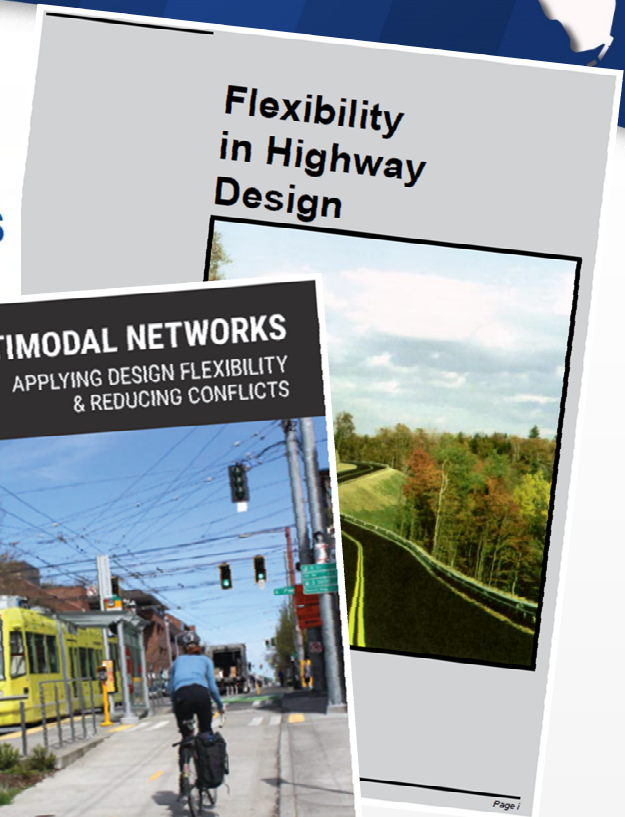
Planning & Design Flexibility



PROPOSED DESIGN SPEEDS BASED ON CONTEXT CLASSIFICATION FOR NON-LIMITED ACCESS FACILITIES

Context Classification	Design Speeds (MPH)
C1-Natural	55-70
C2-Rural	50-70
C2T-Rural Town	25-45
C3R-Suburban Residential	35-55
C3C-Suburban Commercial	35-55
C4-Urban General	30-45
C5-Urban Center	25-35
C6-Urban Core	25-30

Additional guidance will be developed on the application of design speed on SIS facilities.



Complete Streets Handbook



- **Handbook:**

- » Integrates Complete Streets approach in planning & design of state roads
- » Explains importance of collaboration with regional & local partners
- » Establishes context classification

- **External Draft for partner comment - April 2017**

- **Final Complete Streets Handbook for State Roads - June 2017**

Planning & Designing for Complete Streets



- **DOT planning manuals and processes**

- » Community planning
- » ETDM

- **DOT project manuals and processes**

- » Project Development Process
- » FDOT Design Manual
- » Access Management Manual

- **Maintenance & Operations**



Contact Information

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kellie.smith@dot.state.fl.us

Frequently Asked Questions - Complete Streets Handbook

Q1: When will the Complete Streets Handbook be available to the public?

A: The Complete Streets Handbook will be available for review in April 2017.

The handbook is being reviewed and revised within FDOT now. The current plan is to make the handbook available for review by partner agencies and the public at large in April 2017. The final version will be released in June 2017.

Q2: What are the FDOT context classifications and how are they used?

A: What: The FDOT context classifications are a framework for transportation planning that provides enough flexibility to make each project look like it belongs in the location it will go, while also providing enough guidelines to make sure the project will be safe and effective. Florida's environment is divided into eight classifications ranging from a completely natural environment without buildings, to a dense urban downtown. The classifications are similar to SmartCode form-based code (a new kind of land use zoning), transects and context zones.

Under the Context Sensitive Solutions label, FDOT has for many years allowed flexibility when planning projects on the State Highway System (SHS) so that the community's context would be reflected. Most recently, the *Transportation Solutions that Support Quality Places to Live, Learn, Work, and Play* goal of the 2016 Florida Transportation Plan has a specific objective about creating transportation systems that reflect community values, visions, and needs.

To be more systematic in supporting this flexibility, FDOT has adopted a complete street approach to planning and design. We have eight classifications:

- C1-Natural – Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.
- C2-Rural – Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.
- C2T-Rural Town – Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.
- C3R-Suburban Residential – Mostly residential uses within large blocks and a disconnected/sparse roadway network.
- C3C-Suburban Commercial – Mostly non-residential uses with large building footprints and large parking lots. Buildings are within large blocks and a disconnected/sparse roadway network.

Context Sensitive Solutions (CSS)

The Federal Highway Administration (FHWA) defines CSS as a collaborative, interdisciplinary, approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic, and historic and environmental resources while maintaining safety and mobility.

The application of CSS principles within the transportation planning process assists communities reach their transportation goals by encouraging the consideration of land-use, transportation, and infrastructure needs in an integrated manner. When transportation planning reflects community input and takes into consideration the impacts on both natural and human environments, it also promotes partnerships that lead to "balanced" decision making.

- C4-Urban – General Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor and/or behind the uses fronting the roadway.
- C5-Urban Center – Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of the community, town, or city of a civic or economic center.
- C6-Urban Core – Areas with the highest densities and with building heights within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.

How: The FDOT context classifications are officially assigned at the project scoping phase. After looking at the current and future community's environment to determine the context classification, the planner will choose transportation elements that fit within the parameters of that classification.

The FDOT context classification and transportation characteristics, such as the road's functional class, will be used together when applying complete street planning or design considerations. The details are currently being prepared as part of design manual updates.

Q3: Who will determine the FDOT context classification?

A: FDOT will have the final determination of the context classification to be used for state transportation projects (i.e., for roads on the State Highway System (SHS), including the Strategic Intermodal System (SIS)).

The measures that will be used to determine the context can be based on existing development patterns or future visions of the community. Collaboration with the local and regional agencies and governments associated with the project is important. In an ideal situation, a future vision for an area or corridor will be documented and approved by the community's governing body, such as in its comprehensive plan and land development codes. Community redevelopment area master plans or sector plans are other possible examples.

Q4: When and how will the FDOT context classification be determined?

A: When: The FDOT context for state projects will be determined as early as possible in the planning, design, and maintenance cycle.

In fact, a District could decide to proactively determine the context for all state facilities, or all facilities in a specific area (e.g., an urbanized area). At any point, a District is able to collaborate with a community to identify a road's context. (Note: Interstates and limited access facilities are considered "complete" given their transportation purposes.)

How: Each FDOT District will decide how best to incorporate a complete street planning and design approach in its processes given some common elements. For example, some Districts have scoping teams and tools to identify and tag projects for increased community collaboration and flexibility.

There will be complete streets related actions to take during project planning, programming, design, and maintenance. To address new, longer term projects identified as part of the MPO long range planning process, Districts will identify the context classification of state projects during the environmental screening stage and collaborate with affected local governments as part of Long Range Transportation Plan (LRTP) preparation, or ad hoc, if need be. For new projects (planning, design, and maintenance) being programmed as part of the annual work program process (i.e., the new fifth year), the context will be determined and used to influence the work effort. As appropriate and feasible, a complete street approach will be used for planning and design of projects already programmed. For state projects¹, the project manager (or designee, such as a scoping team member, growth management liaison, or MPO liaison) is responsible for coordinating with affected local and regional governments and agencies during the determination of the context classification.

Q5: How does the complete street planning and design approach apply to Strategic Intermodal System (SIS) facilities?

A: FDOT will look to retain SIS functionality as part of the complete street approach with more flexibility than in the past. Multiple partners working collaboratively to find solutions is key with the complete street approach, whether for a SIS facility, or state or local road.

The SIS is composed of facilities of statewide and regional significance with the objective of supporting interregional connectivity, intermodal connectivity, and economic development. To local communities, a SIS facility can serve as a corridor connecting communities or may be a main street for a town.

A complete street planning and design approach is rooted in balancing needs and conditions to achieve multiple outcomes as best as possible. For example, some Districts have worked with communities to shift SIS corridors to avoid main street areas and have designated alternate SIS routes or connectors to support interregional travel and local needs simultaneously.

Q6: How does the complete street planning and design approach influence funding?

A: FDOT will continue to use the same funding categories (federal, state, and local funds) with the complete street planning and design approach.

Context classification allows FDOT greater flexibility in designs and the complete street approach helps match roads to their locations. We want to “put the right road in the right place.” But FDOT will still have to use the same funding categories as today. To make best use of these opportunities, we need to plan more carefully for what we want, and where, and line up the appropriate funding to make it happen. There is no new funding, but FDOT has the chance to use our old funding sources in more specific ways than before, by understanding place better than we have before. This also means we will continue to rely on local partners to provide enhancements in designs that traditional funding sources may not support (e.g., decorative lighting, or patterned facilities).

¹ Note: Exceptions may apply when timing is critical, such as for emergency repair projects.

Q7: What happens before the Complete Streets Handbook is released and a context based design manual is created?

A: Although the Handbook and associated design manuals are not yet released, FDOT is incorporating the complete street planning and design approach in existing state projects and will continue to do so.

Communities can reach out to FDOT project managers and initiate the collaboration process that can lead to incorporating flexibility into plans and designs. The released Handbook will provide the context language and direction for a more consistent application of a complete street planning and design approach. Similarly, design manual updates will support flexibility and tradeoff decisions that must be considered when delving more deeply into local conditions.

Q8: How does a community coordinate with FDOT before projects are identified?

A: Communities are encouraged to reach out to their district FDOT staff to coordinate with FDOT before projects are identified. A community' district FDOT staff contact could be a: complete streets coordinator, bike/pedestrian coordinator, safety specialist, metropolitan planning organization (MPO) liaison, or growth management coordinator.

Communities are encouraged to reach out any district FDOT staff. Each District will address community collaboration differently. For some of the more urban Districts, Complete Streets coordinators are designated. Other Districts will rely on bike/ped coordinators, safety specialists, MPO liaisons, or growth management coordinators. A community is encouraged to reach out to any of these parties who will assist in directing the request appropriately. A District is able to collaborate with a community to identify a road's context at any time.

Q9: How does a community request a reconsideration of the context classification if they disagree with the decision?

A: If a community determines their needs are not accommodated, they may petition the manager of the project. (A District may set up another mechanism for reaching consensus with a community.)

Determining the context classification will be based on multiple land development and transportation factors. Undoubtedly, trade-offs and balancing among these factors will influence the context classification chosen for a specific state project. In some situations, the transportation context may take precedence. For instance, interstates and limited access facilities are considered "complete" regardless of the nearby communities. In other situations, the context classification may take precedence, for instance, in an area where the community has a long standing, well-documented plan and implementation system for creating a new vision.

I-75 Corridor Relief – Project Overview

The I-75 corridor from Wildwood, Florida to Alachua, Florida experiences severe safety and congestion issues that are equivalent to a more urbanized area. The project corridor experiences at least one full closure per direction every nine days and experienced over 14,000 crashes from 2011 to 2014. US 301 thru Ocala and US 441 thru Gainesville are typically used for detour during incident and congestion management.

This project will deploy the TSM&O technologies to better manage, operate and maintain the multi-modal transportation system to create a truly Multi-modal Integrated Corridor Management (MMICM). The emerging technologies proposed in this project to be deployed are Automated Traffic Signal Performance Measures (ATSPM), Adaptive Signal Control Technology (ASCT), Signal Phasing and Timing (SPaT) decoder, Road Side Units (RSUs), Automatic Vehicle Location (AVL) data integration, Pedestrian Push Button Technology (PPBT), and On Board units (OBU).

Following table shows the breakdown on the technology use:

Technology	Function	Locations	Benefits
1. ATSPM	Manage, operate, and maintain the traffic signals in real-time	Gainesville traffic signals	Improved traffic flow and timely maintenance of the system
2. ASCT	To automate management and operation of traffic signals in real-time	Ocala traffic signals	Improved traffic flow
3. Application Programming Interface (API)	Develop application for pedestrian, bicyclist, transit, for smartphone	Project wide	Provide smartphone application to the users
4. RSU	To broadcast SPaT, road weather, and other Basic Safety Message (BSM) and Basic Information Message (BIM)	Gainesville and Ocala traffic signals and I-75 mainline	Improved safety and traffic flow
SPaT Decoder	To make SPaT information available for RSU broadcasting	Gainesville and Ocala traffic signal cabinets	Improved safety and traffic flow
AVL data integration	To make transit information available to the traffic signal controller and to CV using RSU	Gainesville and Ocala Transit system	Improved transit operation through the network
5. OBU	To test the Connected Vehicle (CV) technology for two-way communication	Gainesville and Ocala Local Agency Vehicles	Field testing and verification
6. Fiber Optic Cable (FOC) Deployment	To provide communications to the roadways not currently have FOC	Few arterials in Ocala and on portions of US 441 and US 301	Arterials connected and communicating back to traffic operations center

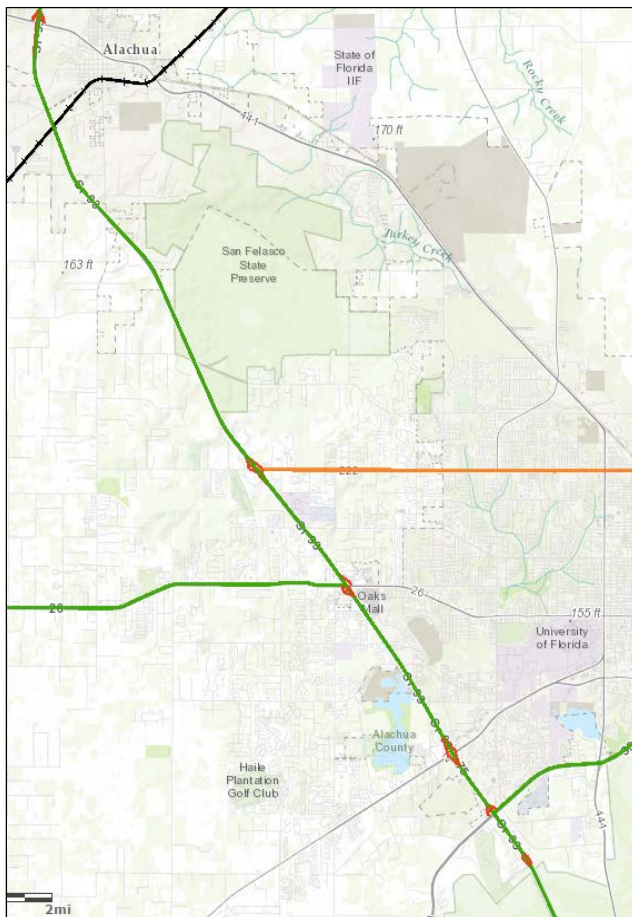
A decision support system to activate detour on freeways will be developed for this corridor and local agency notification will be provided to manage and operate the corridor in coordination with the respective FDOT Districts using existing Center to Center (C2C) communications. University of Florida to do the before and after analysis. The overall cost of the technology and the system is estimated to be ~\$10.7M.

Table 1. Project Corridor Summary

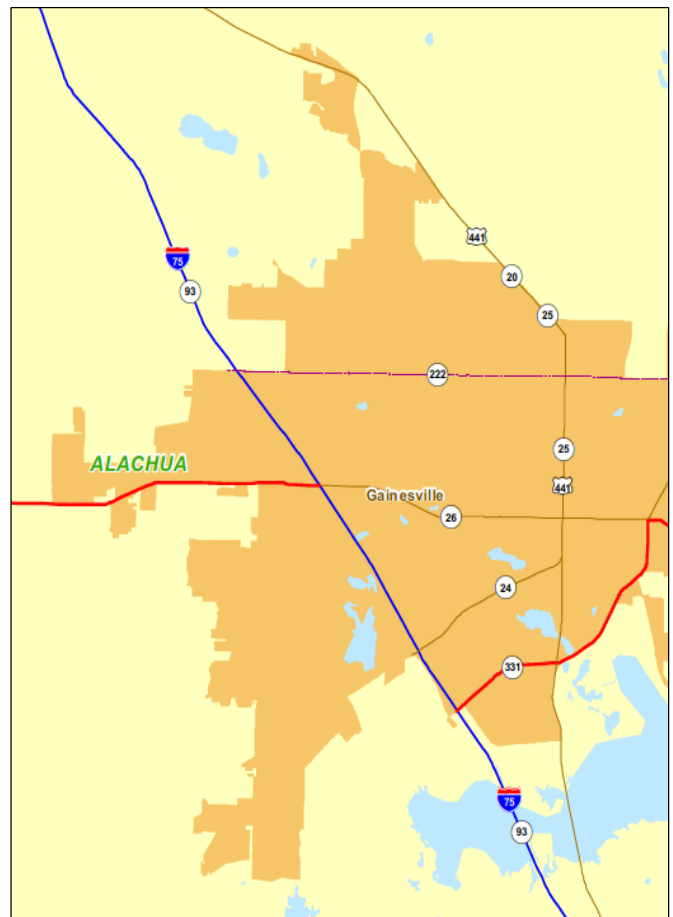
Corridor	Direction	Limits	SIS/NHS
I-75	North South	Wildwood to Alachua	SIS
SR 200	East West	Ocala: I-75 to US 301	NHS
SR 40	East West	Ocala: I-75 to US 301	NHS
US 27/SR 500	East West	Ocala: I-75 to US 301	NHS
SR 326	East West	Ocala: I-75 to US 301	SIS
SW 27th Avenue	North South	Ocala: SR 200 to SR US 27	N/A
US 301	North South	Turnpike to US 441	NHS
US 441	North South	SR 301 to Alachua	NHS
SR 331	East West	I-75 to US 441	SIS
SR 24	East West	I-75 to US 441	NHS
SR 24A	East West	SR 24 to US 441	N/A
SR 26	East West	I-75 to US 441	NHS
SR 222	East West	I-75 to US 441	SIS
SR 221	North South	SR 331 to SR 26	N/A

Bold: neither SIS nor NHS

Figure 1. SIS/NHS Map for Gainesville

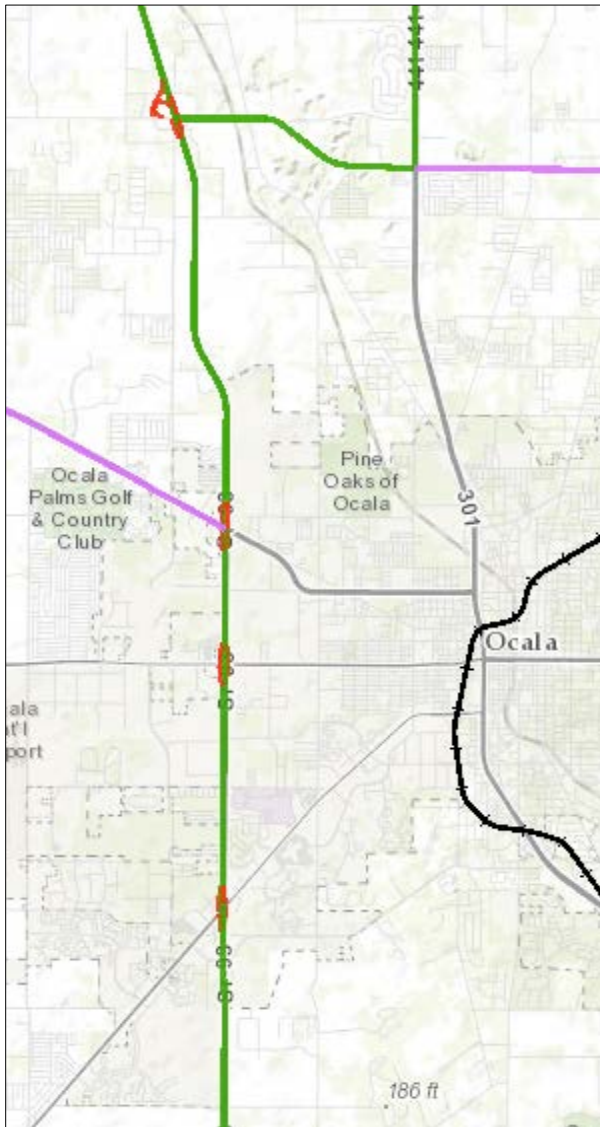


Legend: Green = SIS, Orange = SIS Connector

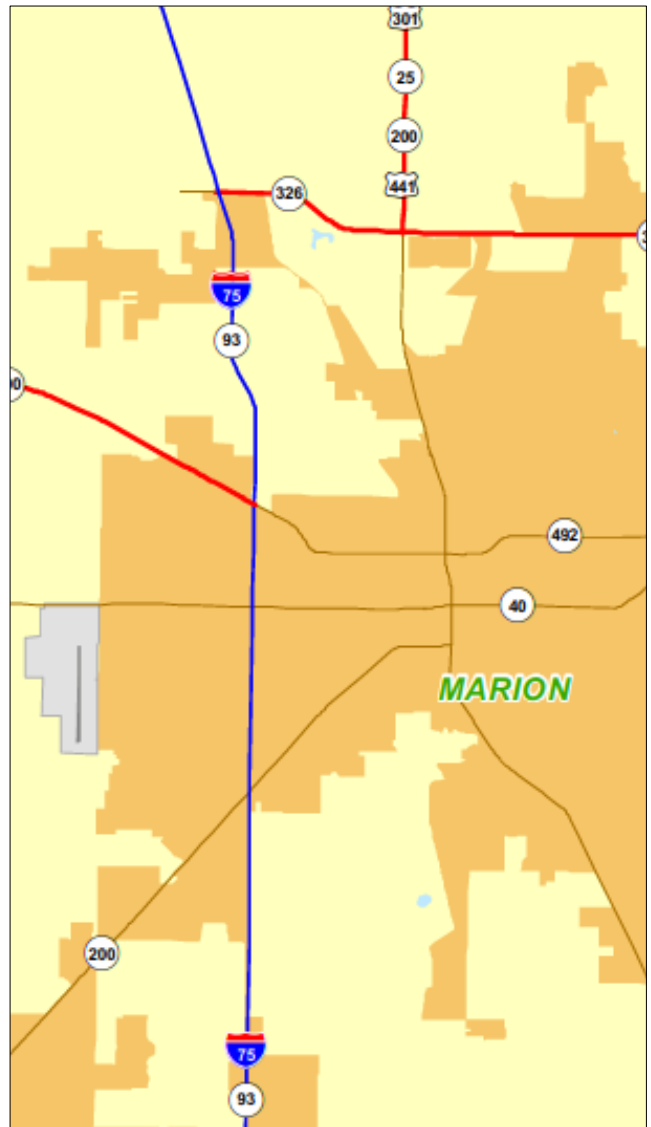


Legend: Blue/Pink = SIS; Brown = NHS; Red = Other Principal Arterials

Figur 2. SIS/NHS Map for Ocala



Legend: Green = SIS, Pink = SIS Connector



Legend: Blue = SIS; Brown = NHS; Red = Other Principal Arterials



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

JIM BOXOLD
SECRETARY

January 5, 2017

Re: Public Meeting

State Road 200 (SW College Road) at Interstate 75 Turn Lanes Design Project, from
SW 38th Court to SW 36th Avenue, Marion County, Florida

FPID Number: 435659-2-52-01

Dear Government Partner:

On behalf of the Florida Department of Transportation (FDOT), I invite you to a public meeting for the State Road 200 (SW College Road) design project that involves the addition of turn lanes around the Interstate 75 (I-75) interchange. The project limits extend from SW 38th Court to SW 36th Avenue in Ocala.

The improvements in this interchange area include:

- Adding a left turn lane for westbound SW College Road leading to the I-75 southbound on-ramp;
- Adding a left turn lane for eastbound SW College Road leading to the I-75 northbound on-ramp;
- Adding a second right turn lane to the I-75 northbound off-ramp;
- Adding a second left turn lane to the I-75 northbound off-ramp;
- Adding a right turn lane for eastbound SW College Road leading to the I-75 southbound on-ramp; and
- Extending and widening the right turn lane for westbound SW College Road leading to the I-75 northbound on-ramp.

These improvements will take place within existing right-of-way, so no additional right-of-way is needed. Construction is funded for this project for Fiscal Year 2018.

The meeting will be 5-7 p.m. on Tuesday, January 31, 2017 at Hilton Ocala, 3600 SW 36th Avenue, Ocala.

The purpose of this meeting is to present information and to receive public input regarding the proposed improvements. The meeting will be an open house format. Project information will be available for review along with a project presentation that will run on a continuous loop. FDOT representatives will be available to discuss the project, answer questions, and receive comments. The attached map identifies the project limits and the meeting location.

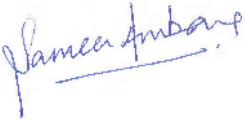
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT

compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, by phone at 386-943-5367 or by email at jennifer.smith2@dot.state.fl.us.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Laura Turner, AICP, Project Public Involvement Coordinator, by phone at 407-620-5095 or by email at turnerlk1@aol.com at least seven days prior to the meeting. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

For information about this project, please contact Sameer Ambare, P.E., FDOT Project Manager, by email at sameer.ambare@dot.state.fl.us by phone at 386-943-5232. Media inquiries should be directed to Steve Olson, FDOT Public Information Officer, by phone at 386-943-5479 or by email at steve.olson@dot.state.fl.us. Project information will be available by going to www.cflroads.com.

Sincerely,

A handwritten signature in blue ink that reads "Sameer Ambare". The signature is written in a cursive style and is positioned above a horizontal line.

Sameer Ambare, P.E.
FDOT District Five Project Manager

Attachment

Project Location Map
State Road 200 (SW College Road) at Interstate 75
Turn Lanes Design Project
(FPID: 435659-2-52-01)



January 10, 2017

CONSTRUCTION

<u>Financial Project No.</u>	<u>Description</u>	<u>Work Mix Description</u>	<u>Contractor Name</u>	<u>Original Amount</u>	<u>Original Contract</u>	<u>Work Begin</u>	<u>Status</u>	<u>Lane Closures</u>
238693-1	SR 35 (Baseline Road) from SE 92nd Loop to SR 464	ADD LANES & RECONSTRUCT	D.A.B. CONSTRUCTORS, INC.	\$17,605,644.00	850	8/28/2015	Time started on 8/28/2015 with design. Working with utilities on relocation and drainage issues. Working in basin 1, 2, 3 4, and 5with drainage placement. Working in Pond 1 and 2 for embankment, subgrade and base. Working on drainage basin issues with design.	No planned lane closures this week
427280-1	US 441 (SR 25) from NW 35th to CR 25A	RESURFACING	ANDERSON COLUMBIA CO., INC.	\$8,636,536.00	340	11/29/2015	Milling and resurfacing is mostly complete will start on friction course soon. NW 100th St. intersection turn lanes are paved, median cross over work is remaining. Rebuilding intersection at CR 25A and US 441	Tuesday January 3, 2017 to Saturday, January 10, 2017 7 a.m. to 5 p.m. Inside or outside lane closures on US 441 at NW 100th Street for paving and to construct directional median opening. Detour for northbound CR 25A to US 441 to reconstruct the roadway at CR 25A North.
430643-1	I-75 from North of US 27 Interchange to the Alachua County Line	RESURFACING	ANDERSON COLUMBIA CO., INC.	\$26,022,554.27	520	6/27/2015	Milling and resurfacing going south and north bound on the inside and middle lanes. This is completed with a dual lane closure. Working on ramps at SR 326.	Tuesday January 3, 2017 to Saturday, January 10, 2017 7:30 p.m. to 6 a.m. Southbound and Northbound outside and center lane closures between CR 318 and County line for paving the center, and outside lane and outside shoulder.

437818	Landscape at CR318	Landscaping	Frankie Valdez Co Inc.	\$407,700.00	820	10/31/2016	The work on landscaping is almost completed. Will start Establishment soon.	None planned
432421-1	SR 40 from NE 25th Ave to West of NE 10th Street	INTERSECTION IMPROVEMENTS	Masci General Contractor	\$1,085,603.74	150	11/7/2016	Working on Widening areas with asphalt placement.	None planned
435466-1	Landscaping at I 75 at SR 200 and US 27	Landscaping	Gainesville Landscape Contractors	\$594,750.00	870	08/21/15	Contract in plant establishment time frame now.	N/A

TRAFFIC OPERATIONS

<u>Financial Project No.</u>	<u>Description</u>	<u>Status</u>
435686-1	US 441 @ SE 98th Lane	Construct left turn lanes NB & SB Directions on US 441. Design programmed in FY 2018, construction programmed in FY 2020.
436129-1	SR 200 at SW 60th Avenue Traffic Ops	Construct westbound left turn lanes design plans under review. Started on 4/18/2016, time is 60 day contract for P&S Paving (turn lane).-Complete 9/14/16. A milling and resurfacing project that ends at the intersection will pick up the eastbound dual lefts (and modifications to the southbound median), design scheduled FY 2016 and construction scheduled for FY 2019 (436879-1).
	CR 326 at US 27-change flashing beacon to full signal	The signal at US 27 & CR 326 was completed and made operational 9/14/2016.
	US 41 Dunnellon pedestrian crossing RRFB's- Withlacoochee River to River Drive	Design phase is now complete.
238002-3	SR 40 and SW 140th Avenue - change flashing beacon to full signal	Work Order #2 has been issued. This will convert the existing flashing beacon to a fully operational traffic signal at the intersection of SR 40 and SW 140th Ave. Contract time for this is 90 days.

Contact Information:

Jamie Kersey, TPO Liaison

386-943-5338

jamie.kersey@dot.state.fl.us

Mike McCammon, Ocala Operations Engineer

(352) 620-3001

Michael.McCammon@dot.state.fl.us

For additional information please go to www.cflroads.com