



TECHNICAL ADVISORY COMMITTEE

Ocala Citizens Service Center
201 SE 3rd Street, Ocala FL 34478

May 10, 2016
10:00 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. PROOF OF PUBLICATION

3. ACTION ITEMS

A. SR 40 – SILVER SPRINGS CORRIDOR PLAN

Staff will present the SR 40 – Silver Springs Corridor Plan. The plan covers various multi-modal improvements to the corridor from NE 49th Court to NE 60th Court. The draft plan is included for review. Staff is recommending approval of the SR 40 – Silver Springs Corridor Plan.

4. DISCUSSION ITEMS

A. FY 2022 PROJECT PRIORITIES

Staff will present the draft FY 2022 Project Priorities for review. The priorities will be brought back next month for final approval.

5. COMMENTS BY FDOT

6. COMMENTS BY TPO STAFF

7. COMMENTS BY CAC MEMBERS

8. PUBLIC COMMENT (Limited to 5 minutes)

9. 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 Citizens Advisory Committee will be held on
June 14, 2016.*



May 6, 2016

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

**RE: SR 40: Silver Springs Corridor Plan
Multi-Modal Alternative Study**

In light of the recent planned changes to the Silver Springs attraction and its potential impact to the surrounding area, the Ocala/Marion County Transportation Planning Organization (TPO) sought to develop a plan to better integrate the section of SR 40 from NE 49th Court Road to NE 60th Court into the surrounding land uses and better prepare for redevelopment in the area. The purpose of this study was to review the existing corridor operations, land use and community characteristics, key transportation and mobility issues, and other issues and constraints, as well as to recommend transportation-related alternatives to create a gateway for the Silver Springs State Park area while also improving multi-modal transportation in the area.

TPO staff will be conducting a presentation to illustrate the available alternatives and present the status report of this study. If you have any questions regarding this study, please feel free to contact the TPO staff at 629-8297.



STATE ROAD 40 SILVER SPRINGS CORRIDOR PLAN

Multi-Modal Alternatives Study



Kimley»»Horn

April 2016

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BACKGROUND AND INTRODUCTION

State Road (SR) 40/Silver Springs Boulevard is a major east-west corridor in the Ocala/Marion County area that extends from US 41 in western Marion County to the east coast of Florida. This corridor is essential to the local and regional transportation network, as it connects to interstate highways and other major highways in Central Florida. The study area segment of SR 40 for this corridor plan is primarily a four-lane divided urban facility that spans from NE 49th Court to NE 60th Court (approximately 1.5 miles). Figure 1 shows a map of the project study area. The segment serves as a major travel corridor for adjacent neighborhoods and businesses, and also provides the major entrance to Silver Springs State Park. The roadway changes throughout its length from rural four-lane at the eastern end of the study area to an urban four-lane configuration with varying speed limits, median types, and access classes. Due to being critical to the operations of this section of SR 40 and the close proximity to the Silver Springs State Park and the major intersection of two state roads within the study area, this corridor analysis also includes the following intersecting roadway segments:

- SR 35 from SR 40 to south of NE 24th Street
- NE 24th Street from SR 40 to SR 35
- NE 25th Street from SR 40 to SR 35

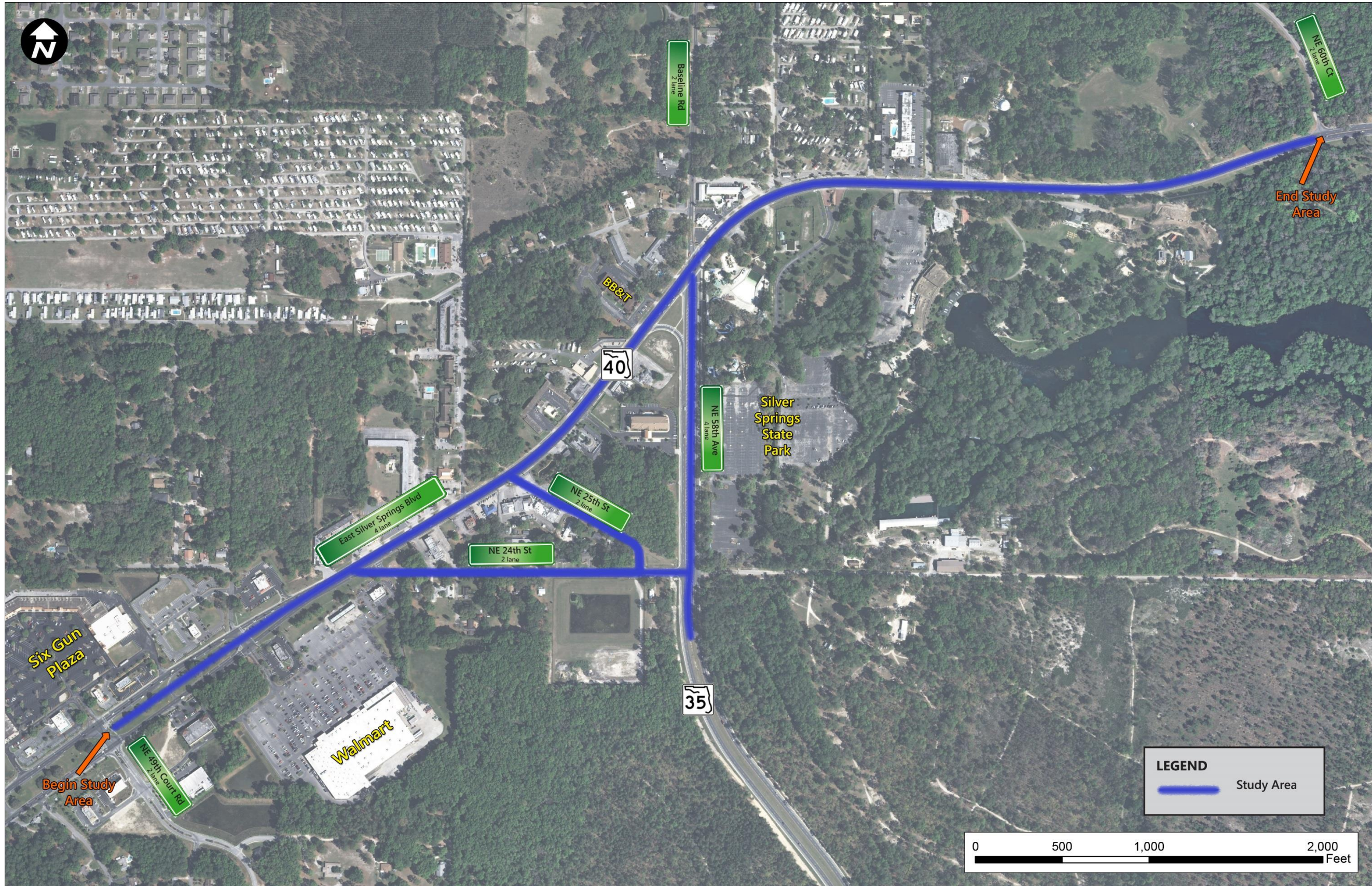
The section of SR 35/Baseline Road within the study area has recently been reconstructed as a four-lane divided urban roadway. The SR 35 designation terminates at SR 40/Silver Springs Boulevard with the roadway continuing northward as a county-maintained facility. Within the study area, SR 35/Baseline Road has a major exit from Silver Springs State Park at NE 24th Street and an additional entrance to the portion of Silver Springs State Park, formerly known as Silver River State Park, south of the study area.

The corridor provides direct access to numerous community resources including the Ocala National Forest, Silver Springs, Downtown Ocala, and the Ocala International Airport. Over the past decade, several segments of the roadway have undergone various levels of study to improve the corridor. These studies include the expansion of SR 40 east of Ocala and multi-modal enhancements to the roadway in Downtown Ocala. Silver Springs is Florida's oldest attraction, having welcomed visitors from all over the world since the 19th Century. In the early 1990s, the land surrounding the springs was purchased by the Florida Department of Environmental Protection (FDEP) and leased to a private vendor to operate. In 2013, FDEP assumed control of the attraction and combined it with the adjacent Silver River State Park to create Silver Springs State Park. Since early 2013, FDEP has worked with stakeholders to develop a park master plan that will make the park an international ecotourism destination.

In mid-2014, Marion County developed a Silver Springs Community Redevelopment Plan and established a Community Redevelopment Agency (CRA) for the area outside Silver Springs State Park. Encompassing just over 4,000 acres, the CRA will allow Marion County to prioritize and fund improvements to the area that will boost economic development and encourage investment in commercial and ancillary uses associated with the park.

In light of the recent planned changes to the Silver Springs attraction and its potential impact to the surrounding area, the Ocala/Marion County Transportation Planning Organization (TPO) seeks to develop a plan to better integrate the section of SR 40 from NE 49th Court Road to NE 60th Court into the surrounding land uses and better prepare for redevelopment in the area. The purpose of this report is to review the existing corridor operations, land use and community characteristics, key transportation and mobility issues, and other issues and constraints, as well as to recommend transportation-related alternatives to create a gateway for the Silver Springs State Park area while also improving multi-modal transportation in the area.

Figure 1: Project Study Area Map



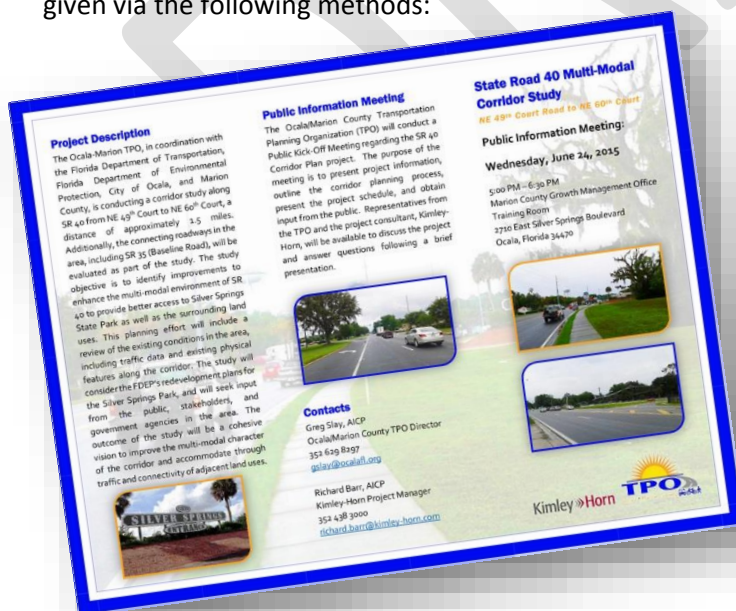
STAKEHOLDER AND PUBLIC INVOLVEMENT

Public Involvement Plan

For this study, a Public Involvement Plan (PIP) was developed to encourage and include public and stakeholder involvement in the development of project alternatives. The PIP documentation is included in Appendix A. Federal, state, and regional agencies were identified that have interest in this project because of jurisdictional review or expressed interest. The agencies were notified prior to public meetings to encourage attendance and facilitate the exchange of ideas and information. The following agencies were identified in the PIP:

- Federal
 - FHWA
- State
 - Florida Department of Environmental Protection (FDEP) – Central District
 - Florida Department of Transportation (FDOT) – District Five
 - Saint Johns River Water Management District
- Local and Regional
 - Ocala-Marion County TPO
 - City of Ocala, Florida
 - Marion County, Florida
 - Silver Springs CRA

In addition to agency officials, the public was notified of the Corridor Plan activities in an effort to facilitate an exchange of ideas and information about the project. The goal of early coordination with the public was to incorporate community input prior to key decision points in the study. An effort was made to solicit input from all those who had an interest or stake in the proposed Corridor Plan. Public notification was given via the following methods:



- Project flyers
- Invitational and informational letters to jurisdictional agencies and elected/appointed officials
- Direct mail list
 - All individuals owning and/or occupying property within the project study area (within 300 ft of the existing right of way)
 - Local public officials, community service organizations, local and regional transportation officials, environmental agencies, and special-interest groups for each city and county affected by the project

- Individuals, public or private groups, organizations, agencies, or businesses that requested to be placed on the mailing list

The following meetings were held as part of the SR 40 Corridor Plan. Details related to sign-in sheets and meeting notes are in Appendix B.

Stakeholder/Agency Meetings

An Agency Kick-off meeting was held on March 11, 2015 at the Silver Springs Park with the following agencies represented:

- Ocala-Marion County TPO
- Marion County
- City of Ocala
- FDOT District 5 Traffic Operations
- FDEP Park Planning
- FDEP Silver Springs Park

The scope of the project was presented to the agencies along with the project purpose and expectations. A summary of the existing conditions and public involvement plan was provided to the group along with a general schedule that was expected. A question and answer period followed. Some of the issues and/or general concepts were discussed such as:

- *Roundabout at SR 35? Needs to be very aesthetically pleasing and considered as a gateway feature*
- *Study access management, pedestrian connectivity and look at complete street concepts*
- *This plan is intended to show concepts with little to no right-of-way being affected except on State lands (Silver Springs Park)*
- *Future Silver Springs Park exit is to line up with NE 24th Street*
- *No target date for when Wild Waters will no longer be in the Park*
- *Regional trail plans need to be considered*

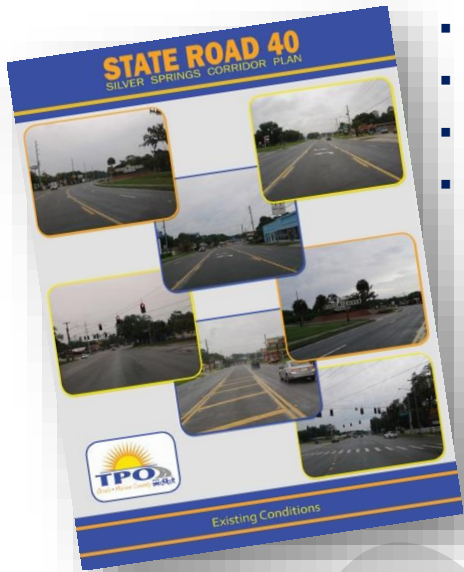
Stakeholder/agency meeting notes are provided in Appendix B.

- A coordination meeting with FDEP Park Planning and Silver Springs Park staff was held on May 7, 2015, at the FDEP office in Tallahassee. Those in Ocala attended via conference call. The purpose of the meeting was to gain additional input from FDEP staff as it relates to Silver Springs Park and to go over initial corridor concepts prior to showing the general public.
- A coordination meeting with FDEP Park Planning and Silver Springs Park staff was held on September 25, 2015, at the FDEP office in Tallahassee. Those in Ocala attended via conference call. The purpose of the meeting was to update FDEP staff on the progress of the corridor plan and show corridor concept alternatives prior to showing the general public meeting that was held on December 16, 2015.

Public Workshops

KICKOFF MEETING

A project kickoff meeting was held at the Marion County Growth Management Office Training Room in Ocala, Florida on June 24, 2015 to introduce the study to the public, discuss study requirements, discuss existing conditions data, and obtain feedback on issues in the corridor. The meeting was organized into stations regarding different aspects of the corridor to facilitate discussion and allow input from the public. The following stations, with staff available to answer questions, were provided during the meeting:



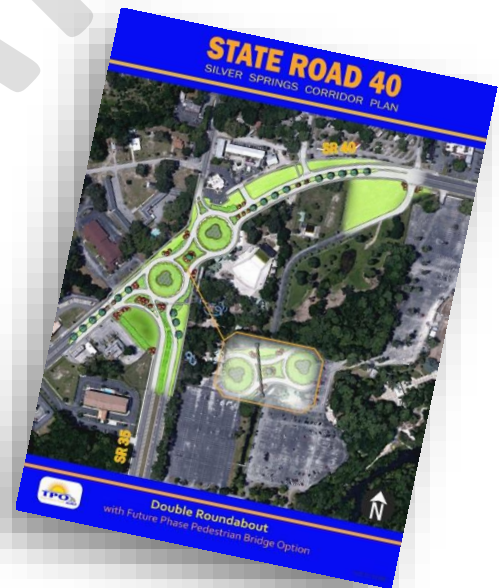
- Existing Conditions
- Pedestrian Enhancements/Bicycle Facilities
- Access Management/Median Treatments
- Transit Enhancements/Street Amenities

Overall, 34 attendees were present at the public information kickoff meeting, and eleven (11) comment forms/written comments were returned regarding roadway geometry, existing traffic, bicycle pedestrian issues, etc.

Utilizing the public input and information received from the public kickoff meeting, the project team worked on developing project alternatives in an effort to improve the corridor both operationally and aesthetically.

PROJECT ALTERNATIVES MEETING

A project alternatives meeting was held at the Marion County Growth Management Office Training Room in Ocala, Florida on December 16, 2015. The purpose of this meeting was to show the public the alternatives that were developed by the project team as a result of analysis and the input received from agencies, stakeholders, and during the public kickoff meeting. A presentation was provided that specifically outlined the alternatives for the intersection of SR 40 at SR 35, including a realigned four-legged intersection, a single roundabout, and a double roundabout option. Additionally, the presentation outlined the potential access management alternatives, as well as the access alternatives at the SR 40 at NE 24th St intersection. Preliminary planning cost estimates for the improvements were also provided at the meeting.



TPO Board Meeting

The corridor concepts and alternatives were presented at the November 24, 2015 Board meeting. The purpose was to get input from the Board prior to the Public Alternatives Workshop in December.

INVENTORY AND ANALYSIS OF EXISTING CONDITIONS

An Existing Corridor Conditions Assessment Report was prepared by FDOT in November 2014. The information provided within the FDOT report was utilized as a basis of the existing conditions evaluation for the corridor. Following is a summary of the existing traffic conditions for the corridor. Figure 2 and Figure 3 provide graphics outlining the existing roadway and traffic characteristics for the study area.

Roadway Characteristics

Roadway characteristics data for both SR 40/Silver Springs Boulevard and SR 35/Baseline Road were obtained from FDOT Straight Line Diagrams and the Roadway Characteristics Inventory (RCI). Information on features, such as functional classification, access management class, maximum speed limits, lane widths, median type, and shoulder widths is provided in the following sections and in Figure 2 and Figure 3.

Within the study area, SR 40/Silver Springs Boulevard transitions from a four-lane divided roadway with restrictive median at the west end to a four-lane divided roadway with two-way left turn lane at the east end. East of the study area, the roadway transitions to a two-lane undivided roadway.

Right-of-way for SR 40/Silver Springs Boulevard varies, ranging from 200 feet to 80 feet to 90 feet west of SR 35/Baseline Road. East of SR 35/Baseline Road, right of way varies from 90 feet to 80 feet.

The speed limit on SR 40/Silver Springs Boulevard also varies throughout the study area. It is 45 MPH for the west portion between NE 49th Avenue to NE 25th Street and changes to 40 MPH through the SR 35/Baseline Road intersection. At the transition to the four-lane undivided section west of 60th Court, it changes back to 45 MPH. East of the study area, on the two-lane undivided section, the speed limit is 55 MPH.

SR 35/Baseline Road within the study area has recently been reconstructed as an urban four-lane divided roadway with restrictive median and a speed limit of 45 MPH. Right of way between NE 24th Street and SR 40/Silver Springs Boulevard varies, but is typically 150 feet along most of the segment, widening at the SR 40/Silver Springs Boulevard intersection.

Functional Classification

The Federal Highway Administration (FHWA) classifies roadways based on a hierarchy of facilities depending upon the degree to which the roadway provides mobility for through traffic and access to adjacent land uses. At the top of the hierarchy, freeways and interstate highways are devoted exclusively to vehicle mobility with no direct access to adjacent properties. Arterials and collectors provide a level of mobility for both through traffic and access to adjacent properties. Local roads offer the lowest level of mobility for through traffic, but have a high degree of access to adjacent properties. The functional classification also prescribes guidelines and design elements from FDOT's Green Book, such as minimum lane widths, median widths, and pavement design.

Within the study area, SR 40/Silver Springs Boulevard is classified as an Urban Principal Arterial, while SR 35/Baseline Road is classified as an Urban Minor Arterial. As a Principal Arterial, SR 40/Silver Springs Boulevard is part of the federal-aid highway system and is therefore eligible for federal assistance.

Access Management

The purpose of access management is to limit and separate traffic conflict points along a roadway facility to promote safety and efficiency of the roadway while also providing access to adjacent land—both residential and commercial. It is intended to provide a balance between mobility and accessibility while maintaining the capacity of the roadway system. Florida has established guidelines for median opening spacing, signal spacing and driveway connections based on a classification system that is contained in Rule 14-97, F.A.C. and provided in other resources such as the *FDOT Median Handbook (2014)*.

The access management classification for SR 40/Silver Springs Boulevard is Access Class 5 west of SR 35/Baseline Road and Access Class 3 east of SR 35/Baseline Road. SR 35/Baseline Road is Access Class 3 throughout the study limits. The access spacing guidelines for speed limits of 45 mph or less for the two different access classifications are provided in Table 1.

Table 1: FDOT Access Management Guidelines

FDOT ACCESS CLASS	FULL / SIGNAL SPACING	DIRECTIONAL MEDIAN SPACING	CONNECTION SPACING
CLASS 3	2,640 Feet	1,320 Feet	440 Feet
CLASS 5	1,320 Feet	660 Feet	245 Feet

The existing roadway has a 13-foot wide two-way left turn lane (TWLTL) median for the majority of the SR 40 study corridor, from just west of NE 24th Street to just west of NE 60th Court. Many of the parcels have multiple driveways onto SR 40. A raised grass median is present on SR 35/Baseline Road within the study area, with full median openings on SR 35/Baseline Road at the intersection at NE 24th Street. Although the TWLTL provides full access to parcels along the corridor, it also introduces multiple conflict points which could result in safety issues.

Figure 2: Study Area Existing Conditions Roadway Characteristics

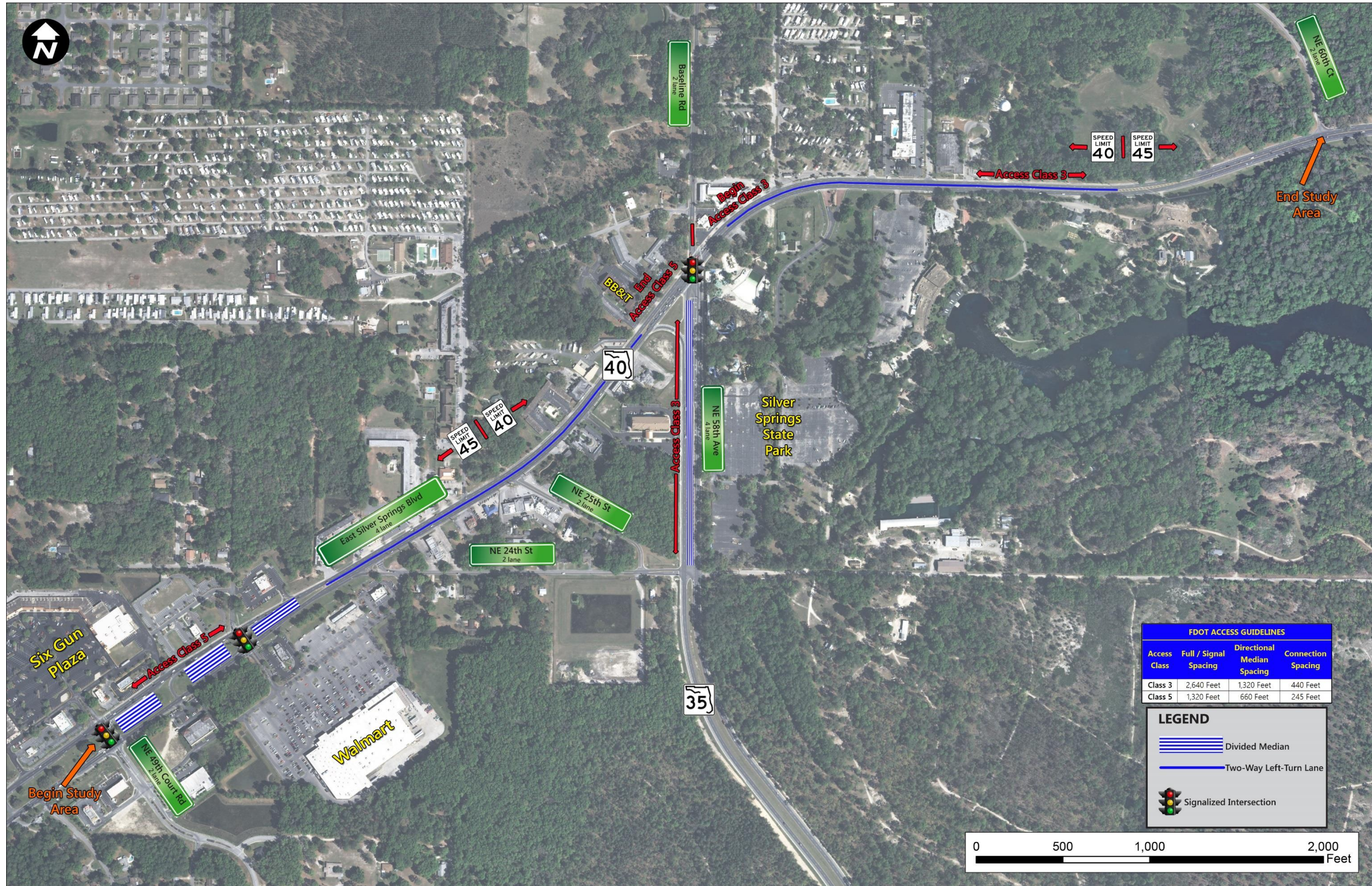
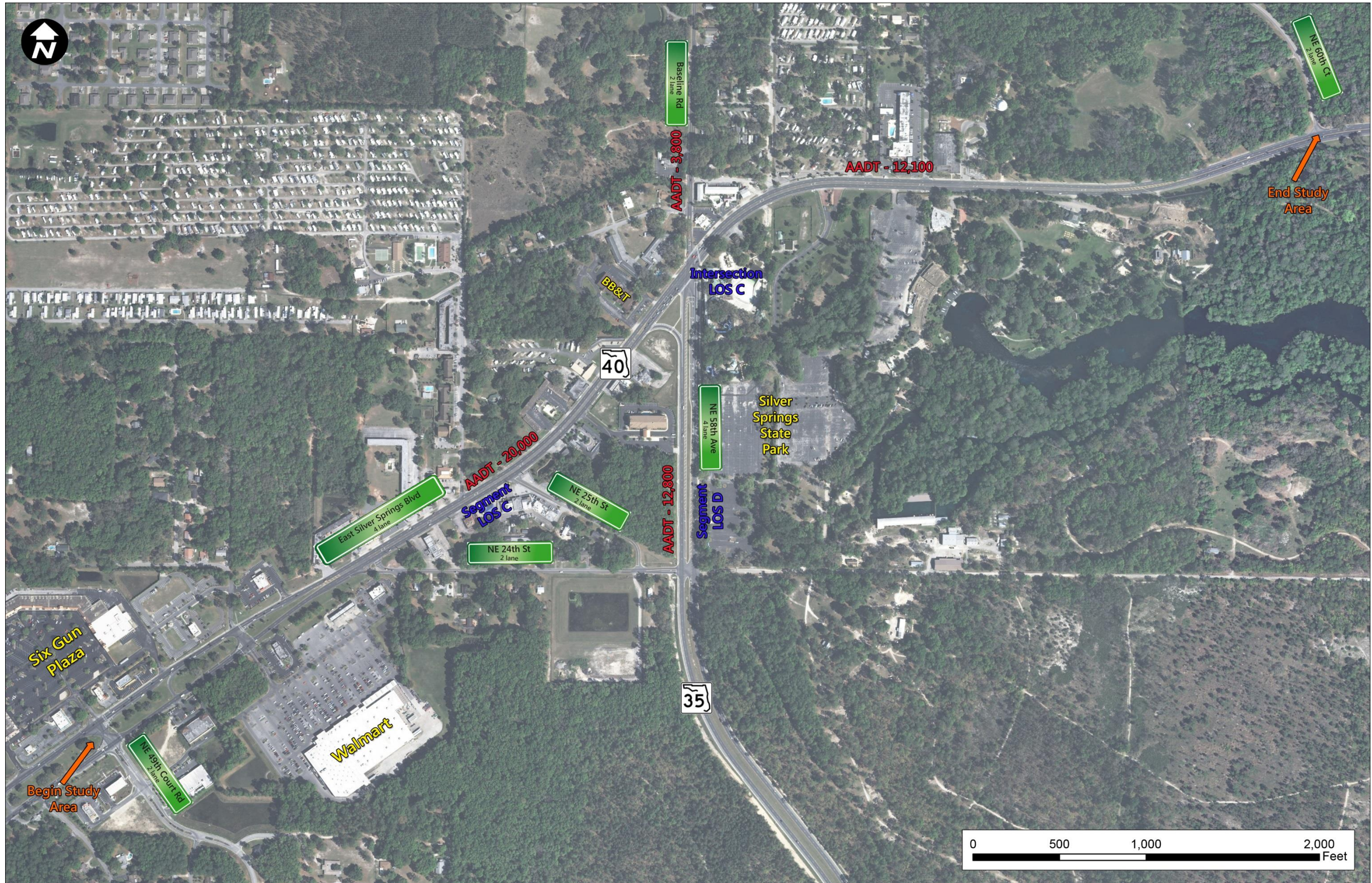


Figure 3: Project Study Area Existing Conditions Traffic Information



Roadway Cross-Sections

Within the study area, SR 40/Silver Springs Boulevard contains several different roadway cross-sections. The typical cross-sections are depicted in Figure 4, Figure 5, and Figure 6.

At the west end of the study area, SR 40/Silver Springs Boulevard is a four-lane urban section with twelve-foot travel lanes, a 120-foot raised grassed median, 5-foot sidewalks, and curb-and-gutter drainage. At NE 24th Street, the roadway transitions to a four-lane urban section with a 13-foot painted median/two-way left turn lane (TWLTL), 5-foot sidewalks, and curb-and-gutter drainage.

Toward the east end of the study area, west of NE 60th Court, SR 40/Silver Springs Boulevard transitions to a four-lane undivided urban section, with 6-foot sidewalks and curb-and-gutter drainage. At NE 64th Avenue, east of the study corridor limits, the roadway transitions to a two-lane rural section with 12-foot travel lanes and a 4-foot paved shoulder.

The typical cross-section for SR 35/Baseline Road is depicted in Figure 7. Within the study corridor, Baseline Road is a four-lane divided urban section with 12-foot travel lanes, a 20-foot raised grass median, a 6-foot sidewalk on the west side, a 5-foot sidewalk on the east side, and curb-and-gutter drainage.

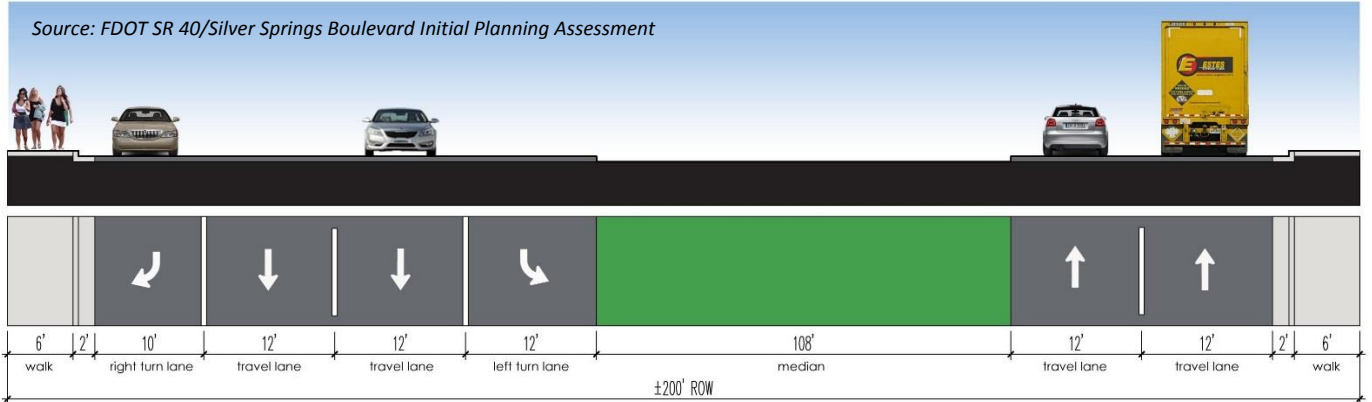


Figure 4: Existing Typical Cross-Section on SR 40 East of NE 49th Terrace

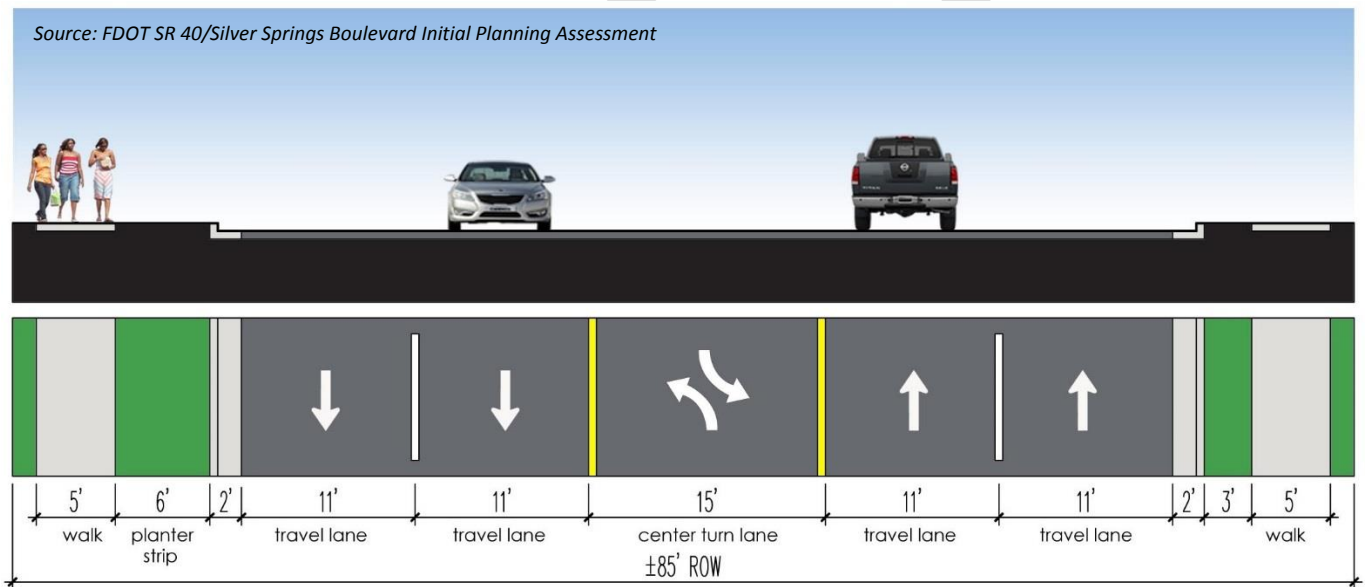


Figure 5: Existing Typical Cross-Section on SR 40 West of SR 35

Source: FDOT SR 40/Silver Springs Boulevard Initial Planning Assessment

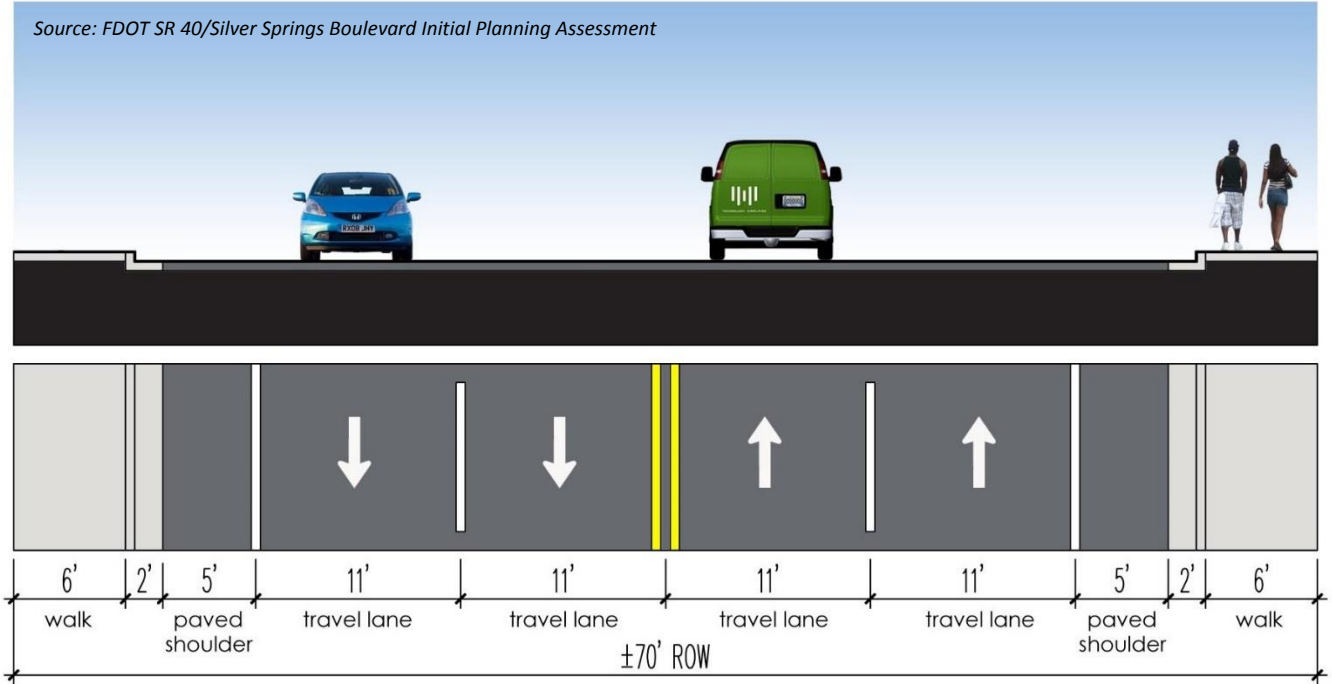


Figure 6: Existing Typical Cross-Section of SR 40 west of NE 60th Court

Source: FDOT SR 40/Silver Springs Boulevard Initial Planning Assessment

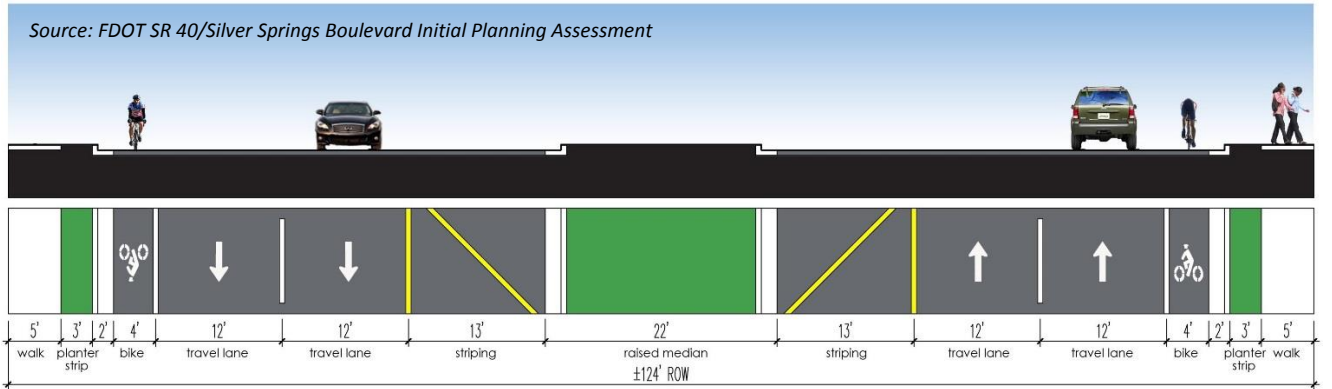


Figure 7: Existing Typical Cross-Section on SR 35 south of SR 40

Pedestrian and Bicycle Facilities

Throughout most of the study corridor, SR 40/Silver Springs Boulevard has sidewalks on both sides of the roadway, although the width and location of the sidewalks varies. In some locations, the sidewalk is located adjacent to the curb-and-gutter. Other sections have a 4-foot or smaller utility strip separating the sidewalk and the back of curb. In some roadway sections, there is a separation of 12 feet or more between the sidewalk and the back of curb. Just east of the study limits, the sidewalk ends as the road transitions to a 2-lane undivided rural section with 4-foot paved shoulders. At the west end of the study area, there is a segment of SR 40 with a forested area along the south side of the road in front of the Walmart shopping center which does not have a sidewalk. This segment's lack of sidewalk within the study area is a gap in sidewalk and results in a lack of pedestrian connectivity within along the corridor.

Additionally, obstacles such as utility poles and sign posts block some of the useable width of the sidewalk, reducing the full use of the sidewalk and impairing ADA accessibility.

Another pedestrian safety/connectivity issue is related to the crosswalk at the SR 40/SR 35 intersection. The crosswalk across the northbound leg of SR 35 is nearly 200 feet wide

Within the study area there are numerous cross streets that do not have crosswalks. These locations are listed below:

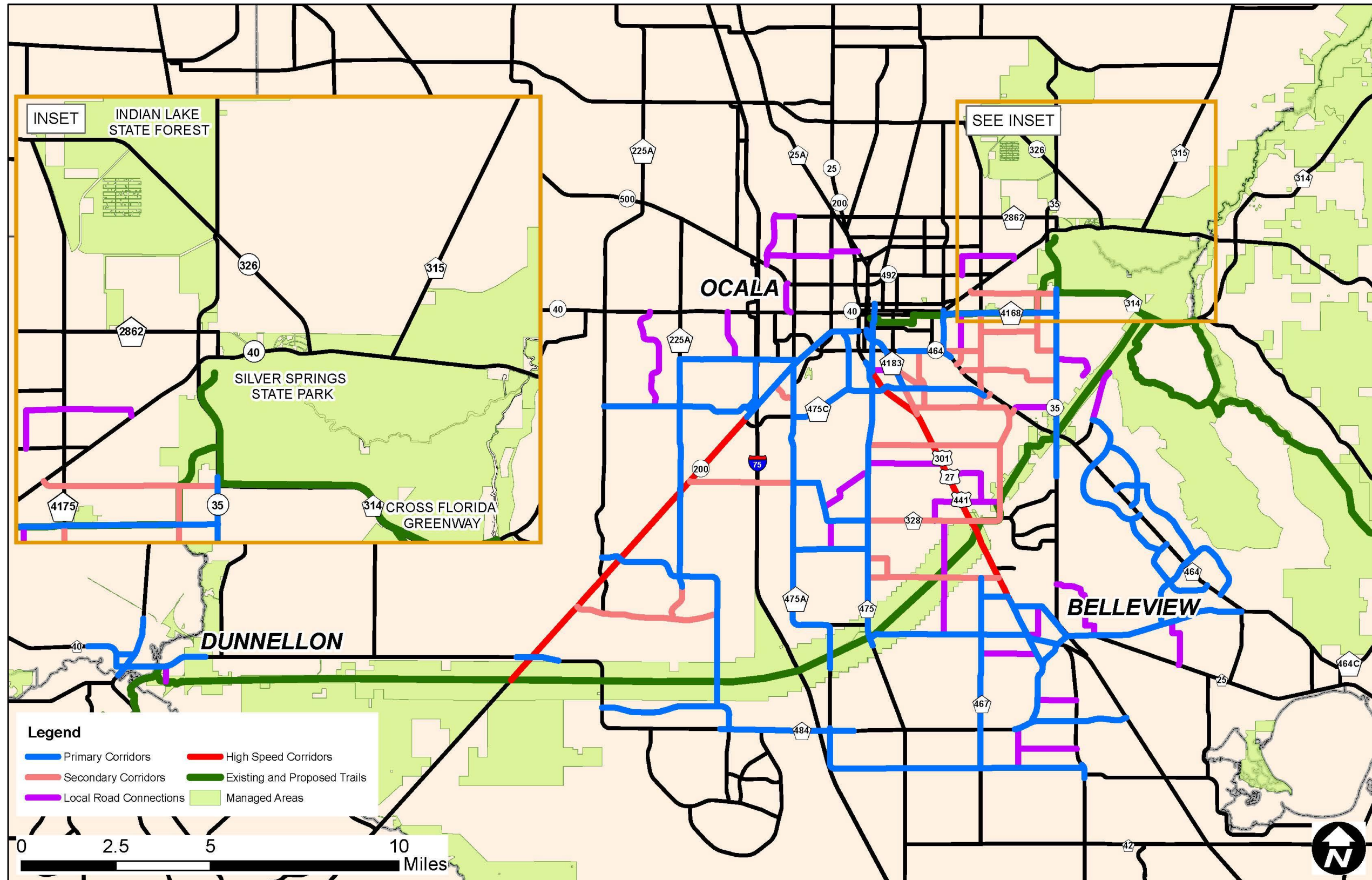
- SR 40 and the Payless Shoe Source Plaza entrance
- SR 40 and NE 49th Terrace (on the north side)
- SR 40 and the Bob Evans Restaurant entrance
- SR 40 and NE 52nd Court
- SR 40 and NE 25th Street
- SR 40 and the Holiday Inn Express entrance
- SR 40 and SR 35 (on the north side)
- SR 40 and NE 56th Avenue
- SR 40 and NE 57th Avenue
- SR 40 and NE 58th Avenue
- SR 40 and NE 60th Court
- SR 40 and NE 64th Court
- SR 35 and NE 24th Street

On SR 40/Silver Springs Boulevard, bicycle lanes are not currently present within the study area. SR 35/Baseline Road within the study area was recently reconstructed and has 4-foot bicycle lanes.

The Ocala/Marion County TPO is currently undertaking an update to the 2015 Bicycle and Pedestrian Master Plan.

The proposed plan does not specifically identify a separate path or on-street bicycle facilities on SR 40 within this SR 40 Corridor Study area. However, because of the importance of this Silver Springs area and these corridors, the draft Connected Bicycle Network indicates a system that connects places via primary/secondary corridors. These routes are shown in Figure 8. In addition to the corridors connecting places within Marion County, local roads were also identified as connections to enhance the bicycle network. These are shown in Figure 8 within the general area of the SR 40 study corridor.

Figure 8: Study Area Surrounding Trail Network (potential)



Traffic Data

Existing Volumes

Existing 2014 daily traffic volumes on SR 40 within the study area range from 12,100 vehicles per day (vpd) to 20,000 vpd. The daily traffic volumes have been relatively consistent over the last 15 years. Truck percentages range from 4.7 percent to 7.0 percent of the daily traffic.

The existing 2014 AADT on SR 35/Baseline Road within the study area is 12,800 vpd. The daily traffic volumes have been relatively consistent over the last five years. The truck percentage is 7.6 percent of the daily traffic.

At the SR 40 intersection with SR 35/Baseline Road, the PM peak hour turning movement counts showed that the predominant movements are the SR 40 eastbound and westbound through movements. NE 24th Street essentially provides a cut-through from SR 40 to SR 35. As a result, a significant amount of traffic is observed to make the eastbound right-turn and westbound left-turn movements at the intersection of SR 40 and NE 24th Street and eastbound right-turn and northbound left-turn movements at the intersection of SR 35 and NE 24th Street. Due to the skewed geometry of this intersection, the eastbound right-turning vehicles often turn from SR 40 onto NE 24th street at higher speeds. A significant amount of eastbound right and westbound left-turn movements were also observed turning into the Walmart at the intersection of SR 40 and NE 49th Terrace (Walmart driveway).

On SR 40 within the study area, a pedestrian and bicycle count showed between 101 and 125 pedestrians and between 41 and 47 bicycles within a 24-hour period. The number of pedestrians and bicycles were 11 and 19 during the AM peak hour and 17 and 18 during the PM peak hour.

Level of Service

The level of service (LOS) standard for SR 40 and SR 35 within the study area is LOS “D.” The overall existing roadway level of service is “C” for SR 40 and “D” for SR 35 within the study area. The AM and PM peak hour signalized intersection through movement level of service ranged from LOS “B” to LOS “C” within the study area. Based on the level of service analysis, there is sufficient roadway capacity to support the existing and near-term vehicular travel demand.

The existing pedestrian level of service is an acceptable “C” due to the presence of sidewalk along most of the corridor. The existing bicycle level of service is “B” on SR 35 due to the presence of on-street bike lanes. The existing bicycle level of service ranges from “D” to “E” along SR 40 due to a lack of paved shoulders or bike lanes.

The existing overall bus level of service is “E” for SR 40 and “F” for SR 35 since there is a volume of less than two buses per hour in the peak direction. SunTran is the transit provider for the Ocala/Marion County region. Service is provided along this corridor through six bus routes operating generally on one hour headways. Direct service to a portion of the study area is provided by three routes. SunTran operates a “flag down” or “request stop” service with established stops at a few select locations, primarily to facilitate scheduling and transfers between routes. Buses stop only on an as-needed or request basis—only if there are passengers to be picked up or dropped off—to efficiently serve infrequently used stopping points. The LOS results within the study area are summarized in Table 2.

Table 2: Study Area Segment Existing Conditions LOS Results

ROADWAY	AUTO LOS	PEDESTRIAN LOS	BICYCLE LOS	BUS LOS
SR 40	C	C	D	E
SR 35	C	C	B	F

Safety Analysis

Crash data obtained from FDOT for years 2009 to 2013 show a total of 133 crashes within the study corridor. There were a total of 173 injuries and five fatalities. The number of crashes were relatively consistent per year, with 2012 having a higher number of crashes than the other five years. A breakdown of crash types by harmful event for the five-year period is shown in Table 3.

Table 3: SR 40/SR 35 Crash Types (2009-2013)

HARMFUL EVENT	NO. OF CRASHES	% OF CRASHES
Rear-End	45	33.8%
Head-On	5	3.8%
Angle	42	31.6%
Left-Turn	4	3.0%
Right-Turn	2	1.5%
Sideswipe	3	2.3%
Collision w/Parked Car	2	1.5%
Collision w/MV on Roadway	6	4.5%
Collision w/Pedestrian	7	5.3%
Collision w/Bicycle	4	3.0%
Collision w/Animal	1	0.8%
Hit Utility Pole/Light Pole	1	0.8%
Collision w/Fixed Object Above Road	1	0.8%
Hit Other Fixed Object	2	1.5%
Overtaken	1	0.8%
Occupant Fell From Vehicle	1	0.8%
Unknown/Not Coded	4	3.0%
All Other	2	1.5%

The predominant crash type reported is rear-end crash (33.8%) followed by angle crash (31.6%). Over 50% of the crashes were reported due to no improper driving/action. Other major contributing causes of the reported crashes are careless driving (21.9%) and failure to yield right-of-way (10.6%).

There were 11 bicycle and pedestrian crashes reported along the corridor over the five year period, with 10 injuries and 2 fatalities. The two fatal crashes occurred on a section of SR 40 with no traffic control devices. One of the fatalities occurred during daylight and the other occurred at dawn. The weather for both was clear with a dry road surface.

Based on the crash data, there are no high crash intersections within the study area. The FDOT existing conditions report lists what is considered three high crash segments along the corridor:

- SR 40 from west of NE 49th Court Road to east of NE 49th Court Road (MP 4.811 to MP 4.911)
- SR 40 from west of SR 35 to west of NE 59th Avenue (MP 5.657 to MP 5.957)
- SR 35 from south of SR 40 to SR 40 (MP 10.705 to MP 10.843)

Although these locations are listed as high crash segments, the concentrations of crashes are likely due to the presence of a signalized intersection. Two of the three locations are segments less than 0.3 miles in length, which is the minimum length required to be considered a segment.

IDENTIFICATION OF CORRIDOR STRATEGIES

Multimodal Strategies

Pedestrian and Bicycle Connectivity

As the study area is located in close proximity to the Ocala CRA and Silver Springs Park, it is important to consider pedestrian and bicycle connectivity in developing alternatives. Currently, sidewalks are present along SR 40 within the study area, with the exception of a small wooded area just west of the Walmart shopping center. To fill in this gap in pedestrian connectivity, it is recommended to include a new sidewalk connection in this area. A schematic showing the location of this new connection and its location within the study area is shown in Figure 9.



Figure 9: Gap in Pedestrian Connectivity - SR 40 Study Area (West of Walmart)

As noted previously, there are also several locations that do not have crosswalks. Consideration should be given to including crosswalks at these locations to improve pedestrian connectivity and safety within the study area. These locations where sidewalks should be considered are:

- SR 40 and the Payless Shoe Source Plaza entrance
- SR 40 and NE 49th Terrace (on the north side)
- SR 40 and the Bob Evans Restaurant entrance
- SR 40 and NE 52nd Court
- SR 40 and NE 25th Street
- SR 40 and the Holiday Inn Express entrance
- SR 40 and SR 35 (on the north side)
- SR 40 and NE 56th Avenue
- SR 40 and NE 57th Avenue
- SR 40 and NE 58th Avenue
- SR 40 and NE 60th Court
- SR 40 and NE 64th Court
- SR 35 and NE 24th Street

Due to the various businesses and attractions in the area, additional signage and active pedestrian detection devices may be necessary to provide appropriate crossing opportunities. Several skewed intersections are present in the area indicating that the modification of these areas should be considered to reduce the crossing distance and speeds of the vehicles during turns. Vegetation is present in the area, but it is generally spaced far enough from the roadway and away from intersections, leaving sight lines unobstructed. Additional recommendations that should be considered for the roadway section include lighting improvements, pedestrian signals, and pedestrian signing alternatives.

Additionally, access to the regional trail system is located nearby via the Cross Florida Greenway Trails. A map showing the location of the trail system in relation to the SR 40 Corridor Study area is included in Figure 8.

As the CRA continues to develop and the surrounding area grows with increased opportunities, and attractiveness to the area, it is anticipated that the amount of pedestrian traffic will increase with the need to better connect the north side of the corridor to the south. As a result, pedestrian overpasses are identified for two locations within the study area as a long term improvement. One location is in the east of the study area, east of the Silver Springs Park entrance. In addition to providing pedestrian connectivity, the east overpass would also provide an option for creating a ground sign to serve as a signature gateway feature prior to vehicles traveling under the overpass. The other location identified is near the SR 40/SR 35 intersection. These proposed overpasses are discussed further in the roadway and operational concept alternatives section (SR 40/SR 35 Intersection Alternatives).

Roadway and Operational Concept Alternatives

Overall Study Corridor

In evaluating how to better integrate the corridor with the surrounding land uses and better prepare for and accommodate development in the area, the corridor was broken down into several components and concept alternatives were developed for each.

The first component considered was access management and resulting current median alternatives. At the west end of the corridor, a wide grass median exists and at the east end of the corridor, a two-way left-turn lane (TWLTL) median exists. A rendering of the existing TWLTL configuration is shown in Figure 10.



Figure 10: Perspective View – Existing Two-Way Left-Turn Lane Median

The second roadway concept component considered in the corridor study was the “border area” component. This component considers the area from the back of curb to the right-of-way line. The corridor was evaluated to determine if new sidewalk was needed to establish pedestrian connectivity. As stated above, only one section of sidewalk is needed within the corridor to have full connectivity. Several potential future options were also developed to enhance the border area along with the sidewalk. These options included widening the sidewalk and moving it to the back of curb, as well as providing shelters, benches, and pedestrian lighting. Another potential future option to enhance the border area would be to convert the overhead utilities to underground utilities.

The third concept component was alternatives for the intersection of SR 40 and SR 35. The existing intersection is at a significant skew and is a very large intersection across, which results in a crosswalk of approximately 200 feet across. Several different alternatives were developed that looked at providing a safe route for the pedestrians to move through the intersection, slow traffic down as it enters the corridor, have minimal impacts to the surrounding businesses, create a gateway into the area, and take into consideration the planned changes to the Silver Springs Park attraction.

Note that this phase of the analysis is only considering the overall access concepts and spacing of median openings. Final design will determine more precisely the location of the median openings based more detailed analysis, more public input, and considering overall connectivity within the corridor.

SR 40 Access Management/Median Alternatives

In an effort to help slow traffic, reduce conflict points, provide a safe route for pedestrians, and maintain an acceptable level of service, access management strategies were considered in the development of alternatives. To manage access along the SR 40 corridor, medians are proposed within the study area to replace the TWLTL medians. Two median alternatives were developed for the study. The first median alternative has turn lanes for major connecting streets and strategically spaced directional median openings. The second median alternative does not include turn lanes, but provides strategically spaced median openings to control vehicles making turns.

Access management is a strategy that is often used to reduce turning movement conflicts as vehicles enter and exit access points along a roadway, such as commercial and residential driveways. Access management is achieved through the strategic planning and placement of median openings and access point (driveway) locations. There is currently very little access management within this portion of the corridor. In order to provide effective access management, modifications to the TWLTL median are identified. Two options were presented to the public as part of this corridor study.

MEDIAN WITH TURN LANES OPTION

The first option to modify the access management along the corridor includes narrowing the four travel lanes from 12-foot lanes to 10.5-foot lanes, thus allowing the median width to be increased from 13 feet to 19 feet. The 19-foot median width will allow 13-foot turn lanes with a six foot traffic separator. The turn lanes will reduce the landscape areas, but will provide deceleration length and queuing storage for turning vehicles. Renderings of what this option may look like are depicted in Figure 11 and Figure 12.



Figure 11: Perspective View—Proposed Median Alternative with Turn Lanes



Figure 12: Plan View—Proposed Median Alternative with Turn Lanes

MEDIAN WITHOUT TURN LANES OPTION

Similarly, the second option is to reduce the four travel lanes from 12-foot lanes to 10.5-foot lanes. This allows the median width to be increased from 13 feet to 19 feet. The 19-foot median width in this option will allow raised medians with no turn lanes. Renderings of what this option may look like are depicted in Figure 13 and Figure 14.



Figure 13: Perspective View—Proposed Median Alternative without Turn Lanes



Figure 14: Plan View—Proposed Median Alternative without Turn Lanes

SR 40/SR 35 Intersection Alternatives

Due to the critical location of the SR 40 and SR 35 intersection carrying significant amounts of traffic from two state facilities and located adjacent to the Silver Springs State Park, the intersection of SR 40 and SR 35 was evaluated in detail as part of the corridor study. Currently, this intersection has skewed geometry and is located along a curve in the alignment of SR 40—both of which are less than ideal conditions for a significant intersection.

Multiple intersection alternatives were developed for the SR 40/SR 35 intersection. The intersection alternatives included and analyzed in this corridor study were:

- Existing geometry (analysis results also applicable to proposed four-legged intersection)
- Single roundabout (2-lane)
- Double roundabouts (each 1-lane)
- Double roundabouts (each 2-lane)

To compare the operational performance of these options, the existing and future traffic conditions of the SR 40/SR 35 intersection were analyzed using *TrafficWare's* Synchro 9 traffic analysis software. These future volumes were estimated for year 2040. Upon review of the historical count data, it was determined that appropriate historical trends for the traffic volumes could not be established. As a result, an annual growth rate of 1% was used to calculate future traffic volumes for the intersection of SR 40 and SR 35. The results of the intersection analyses are included in Table 3. The software results output is located in Appendix C.

Table 4: SR 40/SR 35 - Existing and Future Traffic Conditions Intersection Analyses

Alternative	2014 Existing Traffic Volumes		2040 Future Traffic Volumes	
	Avg Intersection Delay (s/veh)	LOS	Avg Intersection Delay (s/veh)	LOS
Existing Geometry/Traditional Four-Legged Intersection (Signalized)				
Intersection	29.6	C	37.7	D
NE	27.8	C	34.7	C
NB	32.8	C	41.0	D
SB	37.6	D	50.7	D
SW	26.1	C	33.6	C
Single Roundabout (2-lane)				
Intersection	10.0	A	16.6	C
EB	10.3	B	16.1	C
NB	14.3	B	32.5	D
SB	7.1	A	9.2	A
SW	8.0	A	10.7	B
Double Roundabouts (1-lane)				
Overall (sum of both roundabouts)	81.6	F	268.4	F
West Roundabout				
West Intersection	40.1	E	147.4	F
NB	33.3	D	180.7	F
NE ¹	62.9	F	225.3	F
SW	14.9	B	34.8	D
East Roundabout				
East Intersection	41.5	E	121.0	F
EB	10.7	B	17.4	C
SB	13.6	B	29.1	D
NE	60.2	F	183.1	F
Double Roundabouts (2-lane)				
Overall (sum of both roundabouts)	18.0	C	26.7	D
West Roundabout				
West Intersection	9.3	A	14.4	B
NB	11.9	B	22.2	C
NE ¹	10.2	B	15.9	C
SW	7.0	A	8.7	A
East Roundabout				
East Intersection	8.7	A	12.3	B
EB	8.4	A	12.5	B
SB	7.0	A	9.0	A
NE	9.5	A	13.5	B
Notes:				
¹ Approach features right turn bypass				

TRADITIONAL FOUR-LEGGED INTERSECTION

The first option analyzed as a potential alternative for this intersection was an enhanced traditional four-legged intersection. See Figure 15. This option evaluated the concept of a traditional 90 degree intersection. This intersection concept would improve pedestrian and bicycle connectivity by eliminating the skewed angle that currently exists between the two roadways, as well as reducing the length of the crosswalks across the intersection. The posted speeds through the intersection could be maintained at their current levels (40 mph along SR 40, 45 mph along SR 35).

To establish the traditional intersection, the horizontal curve radii were evaluated. In order to achieve this type of intersection the horizontal radius along SR 40 would have to be superelevated to its maximum percent for the design speed. The intersection would begin to shift to the east in order to reach the optional location between the two horizontal curves. Figure 15 shows a major shift to the east and the major impacts to adjacent properties. This option is not optimal since the intersection would be at the maximum superelevation through the intersection and it impacts the Silver Springs Park significantly. Additionally, the proper amount of superelevation runoff was not be able to be achieved due to the posted speed through the intersection.

As shown in Table 4, the existing intersection geometry was found to operate at LOS C in 2014, and the realigned four-legged intersection is anticipated to operate at LOS D in year 2040.



Figure 15: Traditional Four-Legged SR 40/SR 35 Intersection Concept

SINGLE ROUNDABOUT

Another alternative considered for the intersection of SR 40 and SR 35 was the construction of a single roundabout with two lanes. See Figure 16. This intersection would improve pedestrian and bicycle connectivity and reduce traffic delays through the intersection. A roundabout will also eliminate the left turn movement conflicts in the intersection. With the roundabout having a large grassed area in the center, it could serve as an aesthetic gateway into the community.

The roundabout for this intersection would range between 250 and 300 feet in diameter. The speed through the intersection would be reduced to between 25 and 30 mph. The roundabout is anticipated to have significant impacts to the adjacent parcels but not as significant as an improved traditional four-legged intersection. Figure 16 shows one option of shifting the roundabout to the park property. The size of the roundabout has a significant impact to the park property and any future development plans the park service department may have. Alternatively, if the roundabout is shifted away from the park property, the adjacent businesses would be significantly impacted.

The single roundabout alternative was estimated to operate at LOS A under 2014 traffic conditions. For year 2040, it is anticipated that the single roundabout alternative would operate at LOS C.



Figure 16: Single Roundabout SR 40/SR 35 Intersection Concept

DOUBLE ROUNDABOUT

The next option for improving the intersection of SR 40 and SR 35 is the double roundabout. A rendering of the double roundabout option is provided in Figure 17. As the double roundabouts are smaller in diameter than the single two-lane roundabout, this alternative has less impacts to adjacent parcels than the single roundabout alternative.

The roundabouts included in this intersection option would each be 90 feet in diameter. The speed through the intersection would be reduced to between 25 mph and 30 mph. This intersection would have 12 conflict points, which is less than the traditional four-legged 90 degree intersection (32 conflicts), but four more than the single roundabout option (8 conflicts). The double roundabout option will have impacts to adjacent parcels—mostly on the park property. However, this concept shows a minor impact to the parking lot on the northeast corner of the intersection. The number of parking stalls for this property could be maintained, with the majority of the improvements within the existing right-of-way.

For the purposes of the study, the double roundabout alternative was analyzed for two configurations—roundabouts with single circulation lanes, and roundabouts with double circulation lanes. As level of service determination is based on average intersection control delay, the average delays from the two roundabouts were summed to estimate a total average control delay for the intersection. For the single circulation lane double roundabout, the intersection was found to operate at LOS F under existing and future year 2040 traffic conditions. The double circulation lane double roundabout was found to operate at LOS C under existing traffic conditions, and LOS D under future year 2040 traffic conditions.

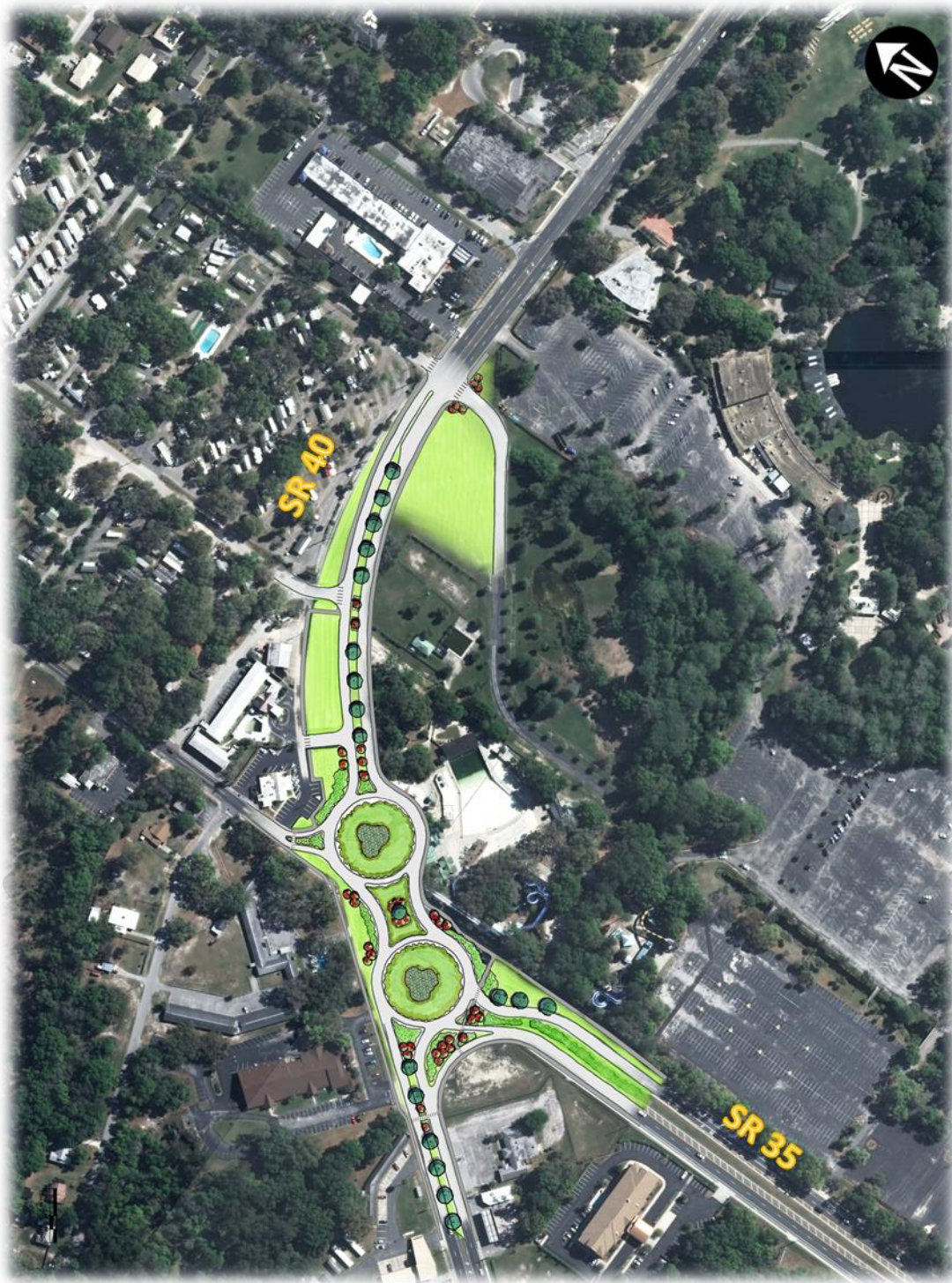


Figure 17: Double Roundabout SR 40/SR 35 Intersection Concept

Based on input from stakeholders and the public, pedestrian overpass concepts were developed to accompany the double roundabout option. A conceptual layout of the double roundabout option showing the locations of the proposed pedestrian overpasses is included in Figure 18.

As stated previously, as the CRA continues to develop and the surrounding area grows, it is anticipated that the amount of pedestrian traffic will increase including more demand to cross SR 40. As a result, consideration was given to pedestrian connectivity during the development of the roundabout options. Pedestrian overpasses are being shown for two locations within the study area as part of the double roundabout option. One location is in the eastern section of the study area, east of the Silver Springs Park entrance. In addition to providing pedestrian connectivity, the east overpass would also provide an option for creating a ground sign to serve as a signature gateway feature prior to vehicles traveling under the overpass. The other location shown is near the SR 40/SR 35 intersection.

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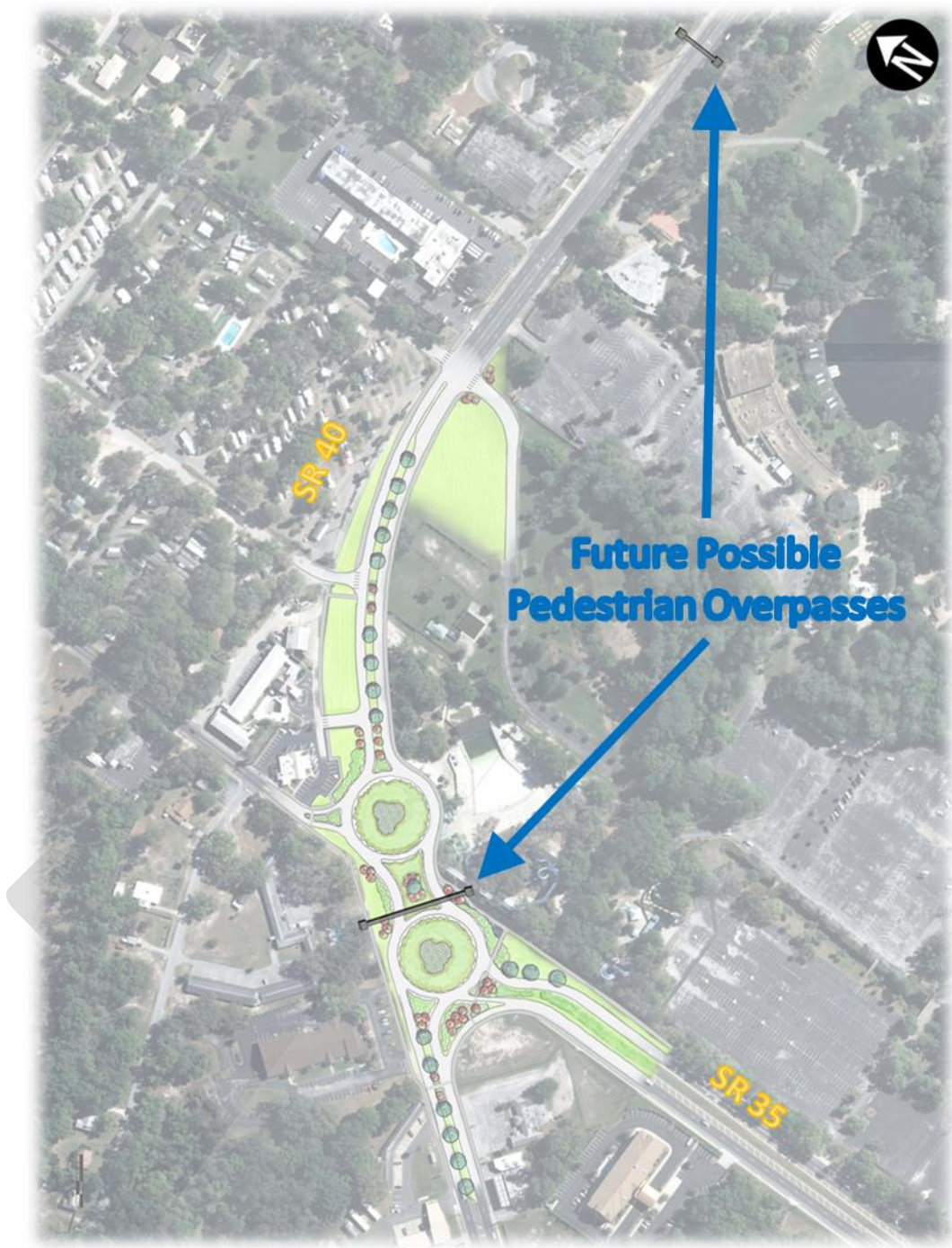


Figure 18: Double Roundabout Alternative Pedestrian Overpass Locations Concept

This option would also allow for gateway features, which would be aesthetically pleasing and welcoming for visitors to the Silver Springs Park and Ocala area including ground welcome signs, decorative landscaping, and sculptures. An example rendering of the type of sculptures that could be used in the roundabout area is included in Figure 19.



Figure 19: Roundabout Sculpture Concept

Summary of SR 40/SR 35 Intersection Alternatives

As mentioned previously the intersection configurations analyzed were:

- Existing geometry (analysis results also applicable to proposed four-legged intersection)
- Single roundabout (2-lane)
- Double roundabouts (each 1-lane)
- Double roundabouts (each 2-lane)

As shown in Table 4, the operations at the SR 40/SR 35 intersection are expected to deteriorate over time as traffic increases in the area. The alternative found to have to best level of service was the single roundabout, as it has the lowest average delay of the alternatives. However, as stated previously, the single roundabout has a large footprint and would require a significant amount of right-of-way. The double roundabouts (2-lane) option provides an acceptable level of service, requires minimal additional right-of-way, and provides more gateway/beautification/landscape opportunities.

NE 24TH AND NE 25TH STREET ALTERNATIVES

Because of the importance and interaction of traffic in the study area between SR 40 and NE 24th and NE 25th Streets, the scope of this study includes analyzing and identifying alternatives for NE 24th and NE 25th Streets.

Two different alternatives for the NE 24th and NE 25th Street concepts were developed. One issue identified in the existing conditions assessment is related to the skewed angle of the SR 40/NE 24th Street intersection. The current geometry of this intersection often results in drivers making a right turn off of SR 40 turning onto NE 24th Street at high speeds. In an effort to remedy this, the first alternative shifted the connection of NE 24th Street to SR 40 to the east, thus creating a more traditional 90 degree intersection. Sidewalks are shown on both sides of NE 24th Street, but no sidewalks are shown along NE 25th Street. Concepts for this alternative for the realignment of NE 24th Street and NE 25th Street are included in Figure 20 and Figure 21. This option can be configured both with and without turn lanes along SR 40, and could be used with any of the SR 40/SR 35 intersection options. Engineering concept drawings depicting the proposed roadway concepts are included in Appendix D.



Figure 20: NE 24th Street and NE 25th Street Realignment – With Turn Lanes



Figure 21: NE 24th Street and NE 25th Street Realignment – No Turn Lanes

The second alternative, shown in Figure 22, involves the closing of the NE 24th Street connection to SR 40 and converting NE 24th Street into a driveway type connection to NE 25th Street. The benefit of this option is to provide better intersection spacing along SR 40 by removing the intersection at NE 24th Street, as well

as re-routing SR 35 cut-through traffic to NE 25th Street. This option results in NE 25th Street becoming the main connection between SR 35 and SR 40.



Figure 22: 24th Street Driveway Type Connection to NE 25th Street

Cost Estimate

An opinion of probable construction cost was developed for the concepts discussed. The alternative that includes the double roundabout at SR 40/SR 35 intersection is the concept shown in Table 5. Florida Department of Transportation unit costs were used for individual construction items along with a 25% contingency on the total construction amount. Surveying and engineering costs were estimated at approximately 20% of the construction cost and construction engineering inspection costs were estimated at approximately 15% of construction cost. These costs are for the new construction only and do not include any right-of-way acquisition, PD&E or NEPA cost, wetland mitigation cost, utility relocation cost, or any offsite improvement cost.

Several budget line items are shown that could be added to the concepts identified. These can be further defined once preferred alternatives are chosen and more detailed design has begun. By breaking out these items, different funding sources could be used to cover the cost and not affect the proposed improvements overall cost.

Table 5: SR 40 Corridor Improvements Cost Estimates

Activity	Cost Estimate
Construction	\$3.0 to \$3.5 Million
Surveying and Engineering	\$550,000 to \$750,000
Construction Engineering Inspection	\$450,000 to \$650,000
TOTAL PROJECT ESTIMATE	\$4.0 to \$4.9 Million
Additional Options	
Complete Mill and Resurface of Asphalt	\$200,000 to \$300,000
Enhanced Landscaping	\$200,000 to \$300,000
Pedestrian Bridge near Silver Springs	\$1.0 to \$1.5 Million
Bury Utilities	\$2.0 to \$3.0 Million

IMPLEMENTATION STRATEGIES

Based on the findings of this study, various strategies were developed in an effort to improve the SR 40 corridor in the Silver Springs State Park area. These strategies have been prioritized into timeline categories for implementation based on the need and estimated costs of each improvement. A summary of the strategies identified and their timeline for implementation is included in the following section.

Summary of Strategies and Timing

Short-Term (0-5 years)

- Lighting Improvements
- Marked Crosswalks
- Pedestrian Signals
- Sidewalk Connectivity
- Pedestrian Signing
- Specific Paving Treatments – Crosswalks, etc.
- Landscaping

Longer-term (5-10 years and beyond)

- Modify skewed intersections
- Crossing islands/Raised Medians
- Curb Radius Reduction
- Driveway Improvements/Access Management
- NE 24th Street/NE 25th Street modifications
- SR 40/SR 35 Roundabout Improvement
- Pedestrian Overpass(es)
- Underground Utilities
- Enhanced Landscaping/Gateway Features
- Transit development planning to identify improvements to routes, stops, shelters, etc.
- Transit Enhancements
- Street Amenities
- Coordination with CRA related to timing of enhancements
- Coordination with Silver Springs State Park related to timing of their Master Plan Improvements (e.g. access points, water park, parking, etc.)

Appendices

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Appendix A

Public Involvement Plan

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PUBLIC INVOLVEMENT PLAN

STATE ROAD 40 – SILVER SPRINGS CORRIDOR PLAN

NE 49TH COURT ROAD TO NE 60TH COURT

Prepared For:



MARCH 2015

Prepared By:

Kimley»»Horn

Project Number: 04080816

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PUBLIC INVOLVEMENT PLAN

DESCRIPTION OF PROPOSED IMPROVEMENT

In light of the recent planned changes to the Silver Springs attraction and its potential impact to the surrounding area, the Ocala/Marion County Transportation Planning Organization (TPO) seeks to develop a plan to better integrate the section of SR 40 from NE 49th Court Road to NE 60th Court (approximately 1.5 miles) into the surrounding land uses and better prepare for redevelopment in the area.

BACKGROUND

SR 40 serves as the primary east-west route through Marion County. The corridor provides direct access to numerous community resources including the Ocala National Forest, Silver Springs, Downtown Ocala and the Ocala International Airport. Over the past decade, several segments of the roadway have undergone various levels of study to improve the corridor. These studies include the expansion of SR 40 east of Ocala and multi-modal enhancements to the roadway in Downtown Ocala.

Silver Springs is Florida's oldest attraction, having welcomed visitors from all over the world since the 19th Century. In the early 1990s, the land surrounding the springs was purchased by the Florida Department of Environmental Protection (FDEP) and leased to a private vendor to operate. In 2013, the FDEP assumed control of the attraction and combined it with the adjacent Silver River State Park to create Silver Springs State Park. Since early 2013, FDEP has worked with stakeholders to develop a park master plan that will make the park an international ecotourism destination.

In mid-2014, Marion County developed a Silver Springs Community Redevelopment Plan and established a Community Redevelopment Agency (CRA) for the area outside Silver Springs State Park. Encompassing just over 4,000 acres, the CRA will allow Marion County to prioritize and fund improvements to the area that will boost economic development and encourage investment in commercial and ancillary uses associated with the park.

GOALS

The study objective is to identify improvements to enhance the multi-modal environment of SR 40 to provide better access to Silver Springs State Park as well as the surrounding land uses. This plan will look to engage property owners along the corridor as well as other stakeholders and governmental agencies to develop a cohesive vision for improving the corridor. The plan will also review a short segment of SR 35 (approximately 2,000 feet) from SR 40 to the planned west entrance of the park.

An existing conditions report was completed by FDOT in late 2014 and will serve to establish the baseline data for all transportation-related analyses. The improvements developed during this plan are anticipated to be relatively small in scale and are not expected to require a Project Development and Environmental (PD&E) Study to progress to a design phase.

IDENTIFICATION OF AFFECTED PUBLIC ENTITIES

The following federal, state, and regional agencies have been identified as having an interest in this project because of jurisdictional review or expressed interest. These agencies will be notified prior to public meetings to encourage attendance and to facilitate the exchange of ideas and information. Should other public agencies be identified during the course of the Study, they also will be listed and contacted regarding upcoming meetings and/or project activities.

FEDERAL

- FHWA
-
-
-

STATE

- Florida Department of Environmental Protection (FDEP) – Central District
- Florida Department of Transportation – District Five
- Saint Johns River Water Management District
-
-
-
-

REGIONAL

- City of Ocala, Florida
- Marion County, Florida
- Silver Springs CRA
-
-
-
-

PUBLIC NOTIFICATION

The following techniques will be employed to notify the public of the Corridor Plan activities and to facilitate an exchange of ideas and information about the project. The goal of early coordination is to incorporate community input prior to key decision points in the study. An effort will be made to solicit input from all who have an interest or stake in the proposed Corridor Plan.

Legal/Display Newspaper Advertisements — Legal/display newspaper advertisements will be published in the *Ocala Star Banner*, as well as in online media, where possible. These advertisements

shall be published twice, two (2) weeks prior to and the day before the meetings/workshops and will be used to announce the date, time, location, and purpose of the study's two (2) Public Meetings/Workshops for the general public. The two (2) public meetings/workshops will consist of a kickoff meeting and an alternatives meeting. The Ocala/Marion TPO will be responsible for scheduling, advertising, and securing the meeting location(s).

Invitational and Informational Letters — Letters will be mailed or emailed, as appropriate, to jurisdictional agencies and elected and appointed officials to provide information about the study and to announce public meetings two (2) weeks prior to the public meeting/workshop date. It is anticipated that two (2) newsletters will be developed and distributed for this study prior to each public meeting. Notices will be mailed via USPS to residences and businesses located directly along the project corridor as deemed necessary by the TPO.

Direct Mail List — The following will be contacted by direct mail in order to obtain input into the project development process and/or in order to provide project information.

- All individuals owning and/or occupying property within the project study area. This includes all individuals owning and/or occupying property within 300 feet of the existing right-of-way in the vicinity of areas where considerable changes are being considered (as required by Section 339.155, F.S.). This list will be compiled using the most current data available from the Marion County Property Appraiser's Offices.
- Local public officials, community service organizations, local and regional transportation officials, environmental agencies and special-interest groups for each city and county affected by the project.
- Individuals, public or private groups, organizations, agencies, or businesses that request to be placed on the mailing list.

News Releases — News releases shall be prepared and submitted to the TPO's Project Manager for publication during the week of the meeting/workshop.

Website — A website will not be created specifically for this project. Up-to-date project information, including, but not limited to: meeting agendas, presentations, maps, and a project schedule, will be included on the TPO's website.

Personal Interaction — Telephone conversations, email exchanges, and face-to-face meetings that will take place during the course of the study will also provide a method for timely exchange of relevant information about the study. These communications will be documented and retained in the project files.

PUBLIC AND AGENCY MEETINGS

Agencies with jurisdiction or permitting authority will be involved through various coordination activities over the course of the project. The following community and agency meetings will be held to solicit input about the proposed project and inform interested parties of the project's status:

Project Management Coordination Briefings — Briefings for the TPO Staff and Management will be held to ensure sufficient production control and assistance to the TPO during the Corridor Study, and to act as liaison on local issues pertinent to the TPO and the Corridor Study. Representatives will be notified of this meeting through electronic or direct mail.

Stakeholder Interviews — Up to ten (10) interviews will be conducted with Stakeholders identified in conjunction with the TPO after the list of questions has been finalized and approved by the TPO.

Public Meetings/Presentations — Two (2) public meetings/workshops will be held in Marion County. Public notice will be provided via newspaper advertisement, direct mail, online media where possible, TPO website, and news releases. Public meetings include the following:

- Kickoff meeting to introduce the study to the public, discuss study requirements, discuss existing conditions data, and obtain feedback on issues in the corridor.
- Alternative meeting to discuss the evaluation process, present alternatives being evaluated, and solicit additional alternatives from the public for evaluation.

TPO Board Meeting — Results of the Corridor Study will be presented to the TPO Board at completion of the project as part of a regularly scheduled Board Meeting.

All comments received throughout the public meetings/workshops will be considered.

ANALYSIS AND SUMMARY OF PUBLIC COMMENTS

A Comments and Coordination Report will be developed to summarize the public meeting/workshop results and recommendations. The report also will contain the overall input provided through the other public involvement techniques utilized throughout the project.

TITLE VI, VIII AND ADA COMPLIANCE

To assure compliance with Title VI of the U.S. Civil Rights Act of 1964, as supplemented by Title VIII of the 1968 Civil Rights Act, as amended, if minority groups are identified as an element of the concerned public, the application and implementation of public involvement techniques will be fully described in the public involvement program record. In addition, coordination with the Florida Department of Transportation's District 5 Title VI Coordinator will take place to ensure that all of the concerns are fully addressed to comply with Title VI, Title VIII, and the Americans with Disabilities Act of 1990.

Appendix B

Project Meeting Notes/ Sign-In Sheets

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PROJECT KICK-OFF MEETING AGENDA – MARCH 11, 2015

STATE ROAD 40 – SILVER SPRINGS CORRIDOR PLAN

NE 49TH COURT ROAD TO NE 60TH COURT

INTRODUCTIONS

PROJECT PURPOSE AND EXPECTATIONS

SCOPE REVIEW

- TRAFFIC DATA/EXISTING CONDITIONS
- PUBLIC INVOLVEMENT
- CONCEPT DEVELOPMENT AND EVALUATION
- RECOMMENDATIONS AND COSTS

SCHEDULE

OTHER RELEVANT PLANS/STUDIES/REPORTS



Kimley»»Horn

MEETING NOTES

State Road 40 Corridor Study
Kickoff Meeting with Steering Committee
Silver Springs State Park, Silver Springs, Florida
Wednesday, March 11, 2015; 10:00 AM

Attendees:

- Greg Slay, *Ocala/Marion County TPO*
 - Ken Odom, *Ocala/Marion County TPO*
 - John Voges, *Ocala/Marion County TPO*
 - Richard Barr, *Kimley-Horn*
 - Ryan Wetherell, *Kimley-Horn*
 - Rick Busche, *Kimley-Horn*
 - Chris Cairns, *FDOT, Traffic Operations*
 - Gregg Stubbs, *Marion County*
 - Chris Rison, *Marion County*
 - Jim Couillard, *Marion County*
 - Lew Scruggs, *FDEP/Park Planning*
 - Jennifer Carver, *FDEP/Park Planning*
 - Kellie Smith, *FDOT*
 - Kevin Smith, *Marion County*
 - Mounir Bouyounes, *Marion County*
 - Nicky Aiken, *FDEP/Silver Springs State Park*
 - Sally Lieb, *FDEP/Silver Springs State Park*
 - Michael Daniels, *City of Ocala*
-

Notes:

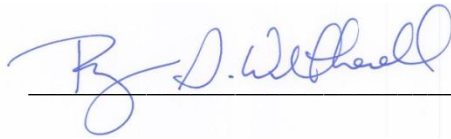
- After introduction of the attendee's, Greg Slay introduced the project, the project purpose, and the project team.
- Greg Slay noted this group will be used as a steering committee.
- Richard Barr, Kimley-Horn, reviewed the scope with the group.
- 2 Public Workshops
 - Anticipated May 2015
 - Anticipated September 2015
- CRA work is being done in house
- Make sure public meetings are widely advertised.
 - County will provide CRA mailing list.
- Lighting, landscaping, and pedestrian safety are critical components of this study, in addition to creating a gateway and moving traffic.
- Kimley-Horn and Ocala-Marion County TPO are developing a stakeholder list.

- DEP has approved the master plan for Silver Springs
 - Goal is resource management and eco-tourism.
 - Governor and cabinet are owners. FDEP is the lease holders.
- Kellie Smith shared that this Corridor Study has Federal money on it through the funding of this study.
- DEP already has a MOU for FDOT ROW needs for SR 40 (east of portion currently under study).
- It is expected that Wild Waters will be removed in the near future. One or two local folks want to save Wild Waters.
- Bill Walsh is the FDOT staff person who coordinated 4(f) DOA for SR 40 widening.
- Regional trails plans (Jim Couillard) need consideration, along with trail heads.
- Need to know the driveway configuration for SAM's – Rick Busche has plans
- Rick Busche to get Master Drainage Plans from CRA
- Southern point of access doesn't occur before Wild Waters closes... could be a while.
- Greg Slay : \$5-\$15 million (assumed) for construction with 3-5 year (assumed) for implementation.
- Need to consider a roundabout at SR 40 and Baseline Road and to be a gateway.
- Roundabout, if pursued, needs to be very aesthetic.
- Other options for intersection treatment at Baseline Road will be considered in addition to the roundabout.
- Request was made to extend project limits to consider pedestrian needs on Baseline Road north to NE 35th Street.
- Access management and pedestrian connectivity will follow a complete street approach.
- Park Master Plan - State lands may need to be converted to right-of-way. Not impossible; not easy either.
- Future park exit to line up with NE 24th Street
- Park entry point on SR 40 may move also. Not yet set.

- Wild Waters
 - Plan is to phase it out when swimming is provided at the park. No target date. May be 3 +/- years. Up to legislative funding.
- Chris Rison is point of contact for CRA work at Marion County.
- Schedule shows 8-9 months for this corridor study.

This summary serves to document the March 11, 2015 State Road 40 Kickoff Meeting with the Ocala/Marion County TPO staff and representatives from agencies, and staff from Kimley-Horn. If anyone wishes to modify or append to this account, please contact Ryan Wetherell either by phone at 850-553-3509 or by email at ryan.wetherell@kimley-horn.com.

Submitted by: _____



SR 40 Public Information Comments

- Held at 5:00PM on June 24, 2015
- 34 attendees signed in
- Eleven (11) comment forms/written comments were returned

Summary of Written Comments

- Mr. and Mrs. John & Roseann Morton (5230 North East 24th Street, Ocala, FL 34470 | 352-236-2256 | jcmorton@earthlink.net): Attended meeting and is a property owner along NE 24th Street next to Wal-Mart.
EXISTING CONDITIONS: Road is too narrow for amount of traffic. Semi-trucks turning into Wal-Mart stops traffic because they can't make turn into Wal-Mart because roads, both 24th St and Wal-Mart service road is too narrow.
- Ms. Lynn Radok (Post Office Box 1376, Silver Springs, FL 34489 | 352-236-7758 | cattharsis10@yahoo.com): Attended meeting. Park employee.
EXISTING CONDITIONS: At least two homeless camps, and a troublesome hotel (Silver Springs Inn) discourage many from wanting to use local hotels/motels. I hear this from park visitors.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Having designated bike lanes all the way to Ray Wayside Par (ideally) would be a rich improvement.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Better signage leading to the park from all directions. There are still folks that don't know it's there!
TRANSIT ENHANCEMENTS/STREET AMENITIES: (Again – ideally) Dead-ending 25th Street at the baseline end would be excellent, and prevent the absolute racetrack that occurs now. *Preserving the original Silver Springs sign – even if it's moved is important to connection with Silver Springs recognition, and rich history!
- Mr. Gerald Brinkley (3439 North East 11th Street, Ocala, FL | 229-454-9734 | wglbrinkley@gmail.com): Attended meeting. Professional Archaeologist.
EXISTING CONDITIONS: Silver Springs State Park Ingress/Egress needs improvement. Improvements should take the "Tourist Center" (main park building) view shed into consideration, especially since the structure is NRHP eligible.
PEDESTRIAN ENHANCEMENT/BICYCLE FACILITIES: Utilize the course of previous (historic) trails, roads, and railroads where practical/possible.
- Ms. Marge Hendon (11951 North East 52 Place Road, Silver Springs, FL 34489 | 352-216-7479 | llamatrejksofflorida@hotmail.com): Attended meeting. Property owner and Pioneer Garden Club/State Garden Club.
EXISTING CONDITIONS: Too vast an area for pedestrians to cross safely SR40. Too many ways/areas to cross street. Buildings look old and rundown. Needs a pick-me-up.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Crosswalks & bike paths are much needed. Would an overpass for pedestrians be out of the question?
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Florida friendly, native plans that don't need the water and fertilizer would be my vote.
TRANSIT ENHANCEMENTS/STREET AMENITIES: Single roundabout seems the best way to relax traffic. Two over passes for pedestrians would be nice (sketch on comment form).
- Mr. Rohit Patel (5751 East Silver Springs Boulevard, Silver Springs, FL | 772-293-1551 | krishna54@hotmail.com): Attended meeting.
EXISTING CONDITIONS: Yes
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Yes
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Yes
TRANSIT ENHANCEMENTS/STREET AMENITIES: Yes
INTERSECTION EXHIBIT: No

- Hershynite Investments, LLC (5350 East Silver Springs Boulevard, Silver Springs, FL | 352-362-8084 | nikewent2seereebok@yahoo.com): Attended meeting.
EXISTING CONDITIONS: Yes
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Yes
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Yes
TRANSIT ENHANCEMENTS/STREET AMENITIES: Yes
INTERSECTION EXHIBIT: Yes
- Ms. Sally Lieb (1425 North East 58th Avenue, Ocala, FL 34470 | 352-236-7152 | sally.lieb@dep.state.fl.us): Attended meeting, Silver Springs State Park Ranger.
EXISTING CONDITIONS: Intersection by Circle K is particularly hazardous. Curve by State Park entrance another area of concern.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Native plant landscaping. Native plant landscaping. Low water use – low maintenance – get away from sod – native plant landscaping! Many options – consult native nurseries.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Native plant landscaping.
TRANSIT ENHANCEMENTS/STREET AMENITIES: Native plant landscaping. Did I mention, use native Ocala area plants?
- Ms. Monica Moore (6704B Lakewood Drive, Ocala, FL 34472 | 352-209-4621): Attended meeting, live and work in the area.
EXISTING CONDITIONS: I feel there is too much vehicular impact in the area that negatively impacts the springs and groundwater.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: We need safer alternatives in the very busy area.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Please use little to no asphalt.
TRANSIT ENHANCEMENTS/STREET AMENITIES: Very interested in increased transit opportunities for this area.
- Ms. Arden Tilghman-Sedgwick (14324 SE 107th Avenue, Summerfield, FL 33491 | 407-232-4585 | ardenmarie@gmail.com): Attended meeting, business and private citizen.
EXISTING CONDITIONS: Lack of lighting and safe sidewalks need improving. The 40, 35 intersection is unsafe for non-vehicular traffic.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: I would like to see safety features for cyclists, as well as shade and water fountains.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: The main entrance to Silver Springs State Park is exceptionally unsafe. I would like to see the entrance moved further East on 40.
- Mr. Harmon Hall (1500 North East 59th Street, Ocala, FL 34479 | 352-629-5278 and 352-843-7065 | whh36@mfi.net): Attended meeting.
EXISTING CONDITIONS: Correct drainage from Post Office south to SR 40. 1. First choice – single roundabout 2. Double – second choice.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Bicycle along SR 40.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: Where divided payment.
Sketch Attached to Comment Form

- Ms. Joyce Tyson (12320 NE 135th Street, Ft, McCoy FL 32134 | 352-236-5658 | wittlehorse@aol.com): Attended meeting, Mailed comment form to Greg Slay.
EXISTING CONDITIONS: The current intersection at Baseline and E Highway 40 was enlarged and improved in the past few years – it is working fine for motorist, pedestrian, and bicycle users.
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: I do not see how pedestrian and bicyclist or vehicle traffic would benefit from a round-about or peanut in the intersection – traffic has to stop now giving them safe passages across the intersection.
ACCESS MANAGEMENT/MEDIAN TREATMENTS: It seems there is some need to beautify the area – there is plenty of open area – the drainage area for one that can be landscaped – and I'm sure you will want to install plants that small car drivers cannot see over as in some other areas of the city.
TRANSIT ENHANCEMENTS/STREET AMENITIES: I have driven round-about in residential areas that seem to work fine – however there is a substantial amount of heavy truck traffic that uses that area – and it is not just semi's headed to I75 via Hwy 326 and traffic is heavy enough that it would difficult to blend in.
INTERSECTION EXHIBIT: Was beautiful – how about using that creativity on the existing intersection and save a few million dollars – What a waste of tax-payer money – ask school teachers and state employees if they would rather redo this intersection again or have a raise.
- Unnamed Comment Form
PEDESTRIAN ENHANCEMENTS/BICYCLE FACILITIES: Consider total separation for bike lanes!
TRANSIT ENHANCEMENTS/STREET AMENITIES: Find funding for nice bus stop shelters: include a water fountain at each one. Near the attraction, set up an electronic information kiosk.



PUBLIC INFORMATION MEETING SIGN-IN SHEET
STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

Marion County Growth Management Office Training Room
 2710 East Silver Springs Boulevard | Ocala, Florida 34470
 Wednesday, June 24, 2015 | 5:00-6:30 PM

NAME	ADDRESS	PHONE	REPRESENTING
LYNN RADOK	PO BOX 1376, SIL. SPR	236-7758	MYSELF
BILL RAY, AICP	2712 SE 29 TH ST Ocala	352-425-8881	RAY and ASSOC.
Morgan Mills	5658 Silver Springs	352-408-7374	Silver Springs Assoc
PL from Holloway	PO Box 5821 Ocala FL 34478	863-640-4211	OCF
LISA WARGO	COUNTY GROWTH SERVICES OFFICE	352 438-2626	MARION COUNTY PLANNING
Sky Wheeler	Ocala / Marion County VCB	438-2802	VCB
Kim Dinkins	marion County Growth Svc	438-2683	MCGS
Vanessa Angello	Marion Co. Growth Services	438-2691	MCGS
Chris Kim	Marion Co. BCC	438-2600	MCBCC
NiShay Fye	Marion Co. Public Library	438-4500	Myself
Joyce Tyson	12320 NE 135 TH ST Ft Mealy FL	352 236-5658	self
NITIN shah	5350 E Silver Spring Blvd FL	352 362 8084	SELF
MONICA MOORE	6704 B LAKEWOOD DR 34472	352.209.4621	SELF
John Rudniansky	2441 NE 3rd St. Ocala, FL 34470	(352) 239-1553	self
Marge Hendon	11951 NE 52 PL RD. Silver Springs	352-216-7479	Pioneer Garden Club

PUBLIC INFORMATION MEETING WRITTEN COMMENT FORM
STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

NAME: JOHN + ROSEANNA MORTON PHONE: 352-236-2256

ADDRESS: 5230 NE 24th ST OCALA, FL 34470

EMAIL: JCMORTON@EARTHLINK.NET

INTEREST IN PROJECT: PROPERTY FRONTS NE 24th ST NEXT TO WALMART

EXISTING CONDITIONS: ROAD IS TOO NARROW FOR AMOUNT OF TRAFFIC. SEMI TRUCKS TURNING INTO WALMART STOPS TRAFFIC BECAUSE THEY CAN'T MAKE TURN INTO WALMART BECAUSE ROADS, BOTH 24th ST AND WALMART SERVICE ROAD IS TOO NARROW.

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: _____

ACCESS MANAGEMENT | MEDIAN TREATMENTS: _____

TRANSIT ENHANCEMENTS | STREET AMENITIES: _____

INTERSECTION EXHIBIT: _____

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OCALA/MARION COUNTY TPO
121 SE WATULA AVENUE
OCALA, FLORIDA 34471

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STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: _____ PHONE: _____

ADDRESS: _____

EMAIL: _____

INTEREST IN PROJECT: _____

EXISTING CONDITIONS: _____

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: _____

Consider total separation for bike lanes!

ACCESS MANAGEMENT | MEDIAN TREATMENTS: _____

TRANSIT ENHANCEMENTS | STREET AMENITIES: _____

*Find funding for nice bus stop shelters;
include a water fountain at each
one.*

*Near the attraction, set up an electronic
information kiosk.*

INTERSECTION EXHIBIT: _____

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: LYNN RADOK PHONE: 236 7758

ADDRESS: PO BOX 1376, SIL. SPRS FL 34489

EMAIL: CATTHARSIS10@YAHOO

INTEREST IN PROJECT: BOTH MY NEIGHBORHOOD, AND WORKPLACE (THE PARK)

EXISTING CONDITIONS: _____

AT LEAST TWO HOMELESS CAMPS, AND A TROUBLESOME MOTEL (SILVER RIV. INN), DISCOURAGE MANY FROM WANTING TO USE LOCAL HOTELS/MOTELS. I HEAR THIS FROM PARK VISITORS.

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: _____

HAVING DESIGNATED BIKE LANES ALL THE WAY TO RAY WAYSIDE PARK (IDEALLY) WOULD BE A RICH IMPROVEMENT.

ACCESS MANAGEMENT | MEDIAN TREATMENTS: _____

BETTER SIGNAGE LEADING TO THE PARK FROM ALL DIRECTIONS. THERE ARE STILL FOLKS THAT DON'T KNOW IT'S THERE!

TRANSIT ENHANCEMENTS | STREET AMENITIES: _____

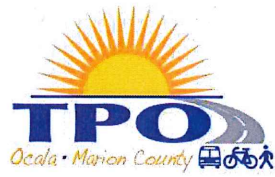
(AGAIN - IDEALLY) DEAD-ENDING 25TH ST. AT THE BASELINE END WOULD BE EXCELLENT, AND PREVENT THE ABSOLUTE RACETRACK THAT OCCURS NOW.

* PRESERVING THE ORIGINAL SILVER SPRINGS SIGN - EVEN IF IT'S MOVED IS IMPORTANT TO CONNECTION WITH SILVER SPRINGS RECOGNITION, AND RICH HISTORY!

INTERSECTION EXHIBIT: _____

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STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: Gerald Brinkley PHONE: 229.454.9734

ADDRESS: 3439 NE 11th St. Ocala, FL

EMAIL: wg|brinkley@gmail.com

INTEREST IN PROJECT: Professional ARCHAEOLOGIST

EXISTING CONDITIONS: Silver Springs STATE Park Ingress/Egress

needs Improvement. Improvements should take the
"Tourist Center" (Main Park Building) viewed into
consideration, especially since the structure's
NRHP- ELIGIBLE

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: Utilize the course of
previous (historic) trails, roads, & railroads as where
practical/possible.

ACCESS MANAGEMENT | MEDIAN TREATMENTS: _____

TRANSIT ENHANCEMENTS | STREET AMENITIES: _____

INTERSECTION EXHIBIT: _____

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STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: Marge Hendon PHONE: 352-216-7479
ADDRESS: 11951 NE 52 PL Rd. Silver Springs, FL
EMAIL: LLamatreksofflorida@hotmail.com 34488
INTEREST IN PROJECT: Pioneer Garden Club, State Garden Club Resident

EXISTING CONDITIONS:

Too vast an area for pedestrians to cross safely SR40. Too many ways/areas to cross street. Buildings look old and rundown. Needs a pick-me-up.

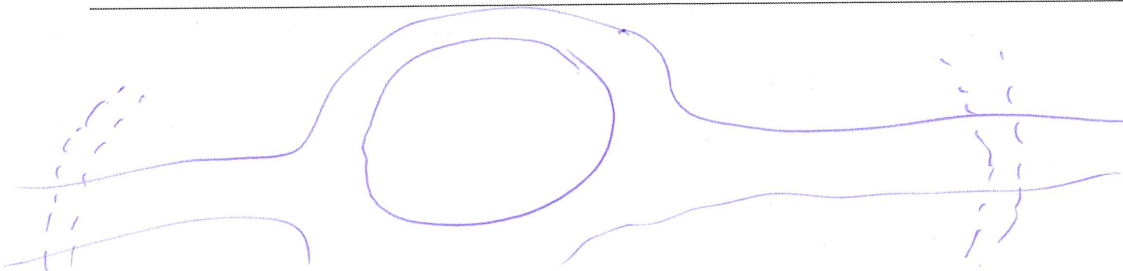
PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: Crosswalks + bike paths are much needed. Would an overpass for pedestrians be out of the question?

ACCESS MANAGEMENT | MEDIAN TREATMENTS:

Florida friendly, native plants that don't need the water and fert. would be my vote.

TRANSIT ENHANCEMENTS | STREET AMENITIES:

Single roundabout seems the best way to relax traffic. Two overpasses for ped. would be nice.



INTERSECTION EXHIBIT: _____

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: ROHIT PATEL PHONE: 772-293-1551
ADDRESS: 5751 E. Silver Springs Blvd
EMAIL: Krishna54@hotmail.com

INTEREST IN PROJECT: _____

EXISTING CONDITIONS: Yes

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: Yes

ACCESS MANAGEMENT | MEDIAN TREATMENTS: Yes

TRANSIT ENHANCEMENTS | STREET AMENITIES: Yes

INTERSECTION EXHIBIT: No

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: Hershynite investments LLC PHONE: 352 362 8084

ADDRESS: 5350 E Silver Springs Blvd Silver Springs FL 34408

EMAIL: nike.went2screebok@yahoo.com

INTEREST IN PROJECT: Yes.

EXISTING CONDITIONS: Yes.

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: Yes.

ACCESS MANAGEMENT | MEDIAN TREATMENTS: Yes

TRANSIT ENHANCEMENTS | STREET AMENITIES: Yes

INTERSECTION EXHIBIT:

yes.

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: Sally Lieb PHONE: 352-236-7152

ADDRESS: 1425 NE 58th Ave Ocala 34470

EMAIL: Sally.lieb@dep.state.fl.us

INTEREST IN PROJECT: State Park

EXISTING CONDITIONS: Intersection by Circle K is particularly hazardous
Curve by State Park entrance another area of concern

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: _____

Native plant landscaping Native plant landscaping
low water use low maintenance get away from sod
native plant landscaping! Many options - consult
Native nurseries

ACCESS MANAGEMENT | MEDIAN TREATMENTS: Native plant Landscaping

TRANSIT ENHANCEMENTS | STREET AMENITIES: Native plant landscaping

did I mention, use Native Ocala area plants?

INTERSECTION EXHIBIT: _____

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: MONICA MOORE PHONE: 352.209.4621

ADDRESS: 6704B LAKEWOOD DR OCALA 34472

EMAIL: _____

INTEREST IN PROJECT: LIVE AND WORK IN THE AREA

EXISTING CONDITIONS: I FEEL THERE IS TOO MUCH VEHICULAR IMPACT IN THIS AREA THAT NEGATIVELY IMPACTS THE SPRINGS AND GROUNDWATER

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: WE NEED SAFER ALTERNATIVES IN THIS VERY BUSY AREA

ACCESS MANAGEMENT | MEDIAN TREATMENTS: PLEASE USE LITTLE TO NO ASPHALT

TRANSIT ENHANCEMENTS | STREET AMENITIES: VERY INTERESTED IN INCREASED TRANSIT OPPORTUNITIES FOR THIS AREA

INTERSECTION EXHIBIT: _____

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NE 49TH COURT ROAD TO NE 60TH COURT

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NAME: Arden Tilghman-Sedgwick PHONE: 407.232.4585
ADDRESS: 14342 SE 107th Ave. Summerfield, FL. 32491
EMAIL: ArdenMarie@gmail.com

INTEREST IN PROJECT: business & private citizen

EXISTING CONDITIONS: lack of lighting & safe
sidewalks need improving. The 40, 35
intersection is unsafe for non vehicular
traffic.

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: I would like to
see safety features for cyclists, as well
as shade & water fountains.

ACCESS MANAGEMENT | MEDIAN TREATMENTS: The main entrance
to Silver Springs SP is exceptionally
unsafe. I would like to see the
entrance moved further East on 40.

TRANSIT ENHANCEMENTS | STREET AMENITIES: _____

INTERSECTION EXHIBIT: _____

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NE 49TH COURT ROAD TO NE 60TH COURT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

NAME: Harmon Hall PHONE: ^{813 708} 352-629-5278

ADDRESS: 1500 NE 59th St Ocala FL 34479

EMAIL: whh36@mfi.net

INTEREST IN PROJECT: Silver Spring Intersection

EXISTING CONDITIONS: Correct Drainage - from Post office south to SR-40

- ① First choice Single Round about
- ② Double Second Choice

PEDESTRIAN ENHANCEMENTS | BICYCLE FACILITIES: Bicycle along SR 40

ACCESS MANAGEMENT | MEDIAN TREATMENTS: where divided Payment

TRANSIT ENHANCEMENTS | STREET AMENITIES:

INTERSECTION EXHIBIT: _____

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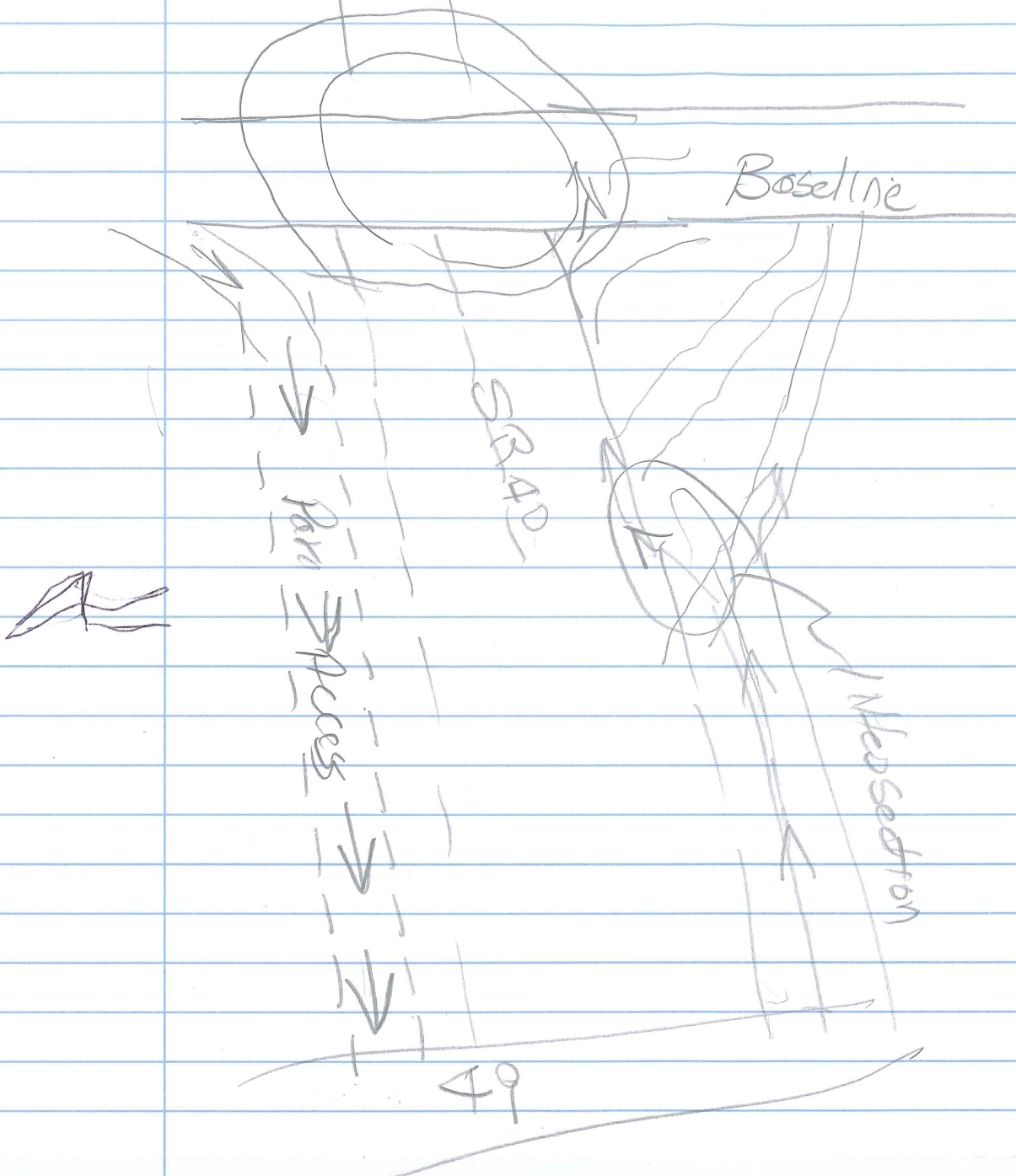


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Harmon Hall



Harmon Hall

Phone 352-629-5278
Cell 352-843-7065
Email whh36@mfi.net
Gmail HarmonHall36@gmail.com
1500 NE 59st Ocala Fl 34479

ALTERNATIVES MEETING WRITTEN COMMENT FORM
STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

NAME: MASOOD MIRZA PHONE: 671-8686
~~(850) 497-5~~

ADDRESS: OCE - MARION COUNTY

EMAIL: masood.mirza@marioncountyfl.org

INTEREST IN PROJECT: TRAFFIC OPERATION & PED CIRCULATION

COMMENT(S): Both the options presented are good options. However, single roundabout with appropriate ped/bicycle facilities will simplify the traffic operations at this location. The two circles in permit configuration may have operational issues with trucks and unfamiliar drivers.

ALTERNATIVES MEETING WRITTEN COMMENT FORM
STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

NAME: CRison PHONE: 438-2600

ADDRESS: 2710 E. Silver Springs Blvd

EMAIL: on file

INTEREST IN PROJECT: County Staff (GS/CRA)

COMMENT(S):

~~Prefere~~ Go with the style
large round-about.

~~It~~ Allows for ~~sig~~ signalization as
needed over time w/out
requiring full reconstruction.

ALTERNATIVES MEETING WRITTEN COMMENT FORM
STATE ROAD (S.R.) 40 MULTI-MODAL CORRIDOR PLAN
NE 49TH COURT ROAD TO NE 60TH COURT

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

NAME: MONICA MOORE PHONE: 352-209-4621

ADDRESS: 6704B LAKEWOOD DR. OCALA 34472

EMAIL: _____

INTEREST IN PROJECT: AREA RESIDENT, MEMBER "FRIENDS

COMMENT(S): OF SILVER SPRINGS STATE PARK"

like turn lane options, also ped. bridge

SR 40 Public Information Comments

- Held at 5:30PM on December 16, 2015
- 23 attendees signed in
- Four (4) comment forms/written comments were returned

Summary of Written Comments

- Masood Mirza (OCE- Marion County | 850-671-8686 | masood.mirza@marioncountyfl.org)
INTEREST IN PROJECT: Traffic Operation and Pedestrian Circulation
COMMENT: Both options presented are good options. However, single roundabout with appropriate ped/bicycle facilities will simplify the traffic operations at this location. The two circles in present configuration may have operation issues with trucks and unfamiliar drivers.
- Chris Rison (County Staff | 2710 E Silver Springs Blvd | | 850-671-8686)
INTEREST IN PROJECT: County Staff
COMMENT: Go with the single, large round about. Allows for signalization as needed over time without requiring full construction.
- Monica Moore (6704B Lakewood Drive, Ocala, FL 34472 | 352-209-4621)
INTEREST IN PROJECT: Area resident and member of "Friends of Silver Springs State Park"
COMMENT: Like the turn lane options, and also the pedestrian bridge.
- Kathy R. Cole (6832 NE 3rd Place, Ocala, FL 34470 | 352-342-7361 | kathyryancole@yahoo.com)
INTEREST IN PROJECT: Personal
COMMENT: I find the 24th Street access to Wal-Mart essential – I am against eliminating this.
- General Comments
 - Concerns about 24th Street becoming the dominant road. Keep 25th open. People live on 24th Street.
 - Concern that there is no other example of the double roundabout in the U.S.
 - Distaste for Ft. King roundabouts.
 - Tree preservation concerns.
 - Widen SR 35 north of SR 40 (it is a County Road north of the signal).
 - Likes the idea of a pedestrian bridge. Put more of them in!
 - Accommodate the folds at mid-block crossings.

Appendix C

Synchro Analysis Results

DRAFT

State Road 40 and State Road 35 Intersection
Synchro Roundabout Analysis Comparison
Existing Traffic Conditions

Intersection	Existing Geometry				Single Roundabout (2-lane)				Double Roundabouts (1-lane)						Double Roundabouts (2-lane)					
									West Roundabout (2) ³			East Roundabout (3) ³			West Roundabout (2) ³			East Roundabout (3) ³		
Intersection Delay (s/veh)	29.6				10.0				40.1			41.5			9.3			8.7		
Intersection LOS	C				A				E			E			A			A		
Approach	NE	NB	SB	SW	EB ¹	NB	SB	SW	NB	NE ²	SW	EB	SB	NE	NB	NE	SW	EB	SB	NE
Approach Delay (s/veh)	27.8	32.8	37.6	26.1	10.3	14.3	7.1	8.0	33.3	62.9	14.9	10.7	13.6	60.2	11.9	10.2	7.0	8.4	7.0	9.5
Approach LOS	C	C	D	C	B	B	A	A	D	F	B	B	B	F	B	B	A	A	A	A

Notes:

¹EB approach features RT bypass

²NE approach features RT bypass

³Corresponds with roundabout numbers in graphics and Synchro results

State Road 40 and State Road 35 Intersection
 Synchro Roundabout Analysis Comparison
 2040 Projected Traffic Conditions

Intersection	Existing Geometry				Single Roundabout (2-lane)				Double Roundabouts (1-lane)						Double Roundabouts (2-lane)					
	37.7 D				16.6 C				West Roundabout (2) ³			East Roundabout (3) ³			West Roundabout (2) ³			East Roundabout (3) ³		
Intersection Delay (s/veh)									147.4			121.0			14.4			12.3		
Intersection LOS									F			F			B			B		
Approach	NE ²	NB	SB	SW	EB ¹	NB	SB	SW	NB	NE ²	SW	EB	SB	NE	NB	NE	SW	EB	SB	NE
Approach Delay (s/veh)	34.7	41.0	50.7	33.6	16.1	32.5	9.2	10.7	180.7	225.3	34.8	17.4	29.1	183.1	22.2	15.9	8.7	12.5	9.0	13.5
Approach LOS	C	D	D	C	C	D	A	B	F	F	D	C	D	F	C	C	A	B	A	B

Notes:

¹EB approach features RT bypass

²NE approach features RT bypass

³Corresponds with roundabout numbers in graphics and Synchro results



SB

SW

NE

NB

HCM 2010 Signalized Intersection Summary
 7: SR 40 & SR 35/CR 35

1/29/2016

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	97	232	75	14	232	108	193	868	26	67	446	13
Future Volume (veh/h)	97	232	75	14	232	108	193	868	26	67	446	13
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810	1827	1827	1900	1845	1845	1900	1792	1792	1900
Adj Flow Rate, veh/h	104	249	24	15	249	86	208	933	0	72	480	11
Adj No. of Lanes	2	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	4	4	4	3	3	3	6	6	6
Cap, veh/h	162	480	408	29	294	102	241	1351	0	137	1084	25
Arrive On Green	0.05	0.27	0.27	0.02	0.23	0.23	0.14	0.39	0.00	0.08	0.32	0.32
Sat Flow, veh/h	3343	1810	1538	1740	1299	449	1757	3597	0	1707	3404	78
Grp Volume(v), veh/h	104	249	24	15	0	335	208	933	0	72	240	251
Grp Sat Flow(s),veh/h/ln	1672	1810	1538	1740	0	1748	1757	1752	0	1707	1703	1779
Q Serve(g_s), s	3.4	13.1	1.3	1.0	0.0	20.4	12.9	24.8	0.0	4.5	12.4	12.5
Cycle Q Clear(g_c), s	3.4	13.1	1.3	1.0	0.0	20.4	12.9	24.8	0.0	4.5	12.4	12.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.00	1.00		0.04
Lane Grp Cap(c), veh/h	162	480	408	29	0	396	241	1351	0	137	543	567
V/C Ratio(X)	0.64	0.52	0.06	0.52	0.00	0.85	0.86	0.69	0.00	0.53	0.44	0.44
Avail Cap(c_a), veh/h	600	569	483	312	0	549	394	1888	0	383	917	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.0	34.8	30.5	54.3	0.0	41.2	47.0	28.7	0.0	49.2	30.1	30.1
Incr Delay (d2), s/veh	4.2	0.9	0.1	13.5	0.0	8.7	10.5	0.9	0.0	3.1	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	6.6	0.6	0.6	0.0	10.8	6.9	12.1	0.0	2.2	6.0	6.3
LnGrp Delay(d),s/veh	56.2	35.7	30.6	67.8	0.0	49.9	57.5	29.6	0.0	52.3	30.9	30.9
LnGrp LOS	E	D	C	E		D	E	C		D	C	C
Approach Vol, veh/h		377			350			1141			563	
Approach Delay, s/veh		41.0			50.7			34.7			33.6	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.7	43.0	7.9	36.9	16.2	50.4	12.2	32.5				
Change Period (Y+Rc), s	* 8.4	* 7.5	6.0	7.3	7.3	7.5	6.8	* 7.3				
Max Green Setting (Gmax), s	* 25	* 60	20.0	35.0	25.0	60.0	20.0	* 35				
Max Q Clear Time (g_c+I1), s	14.9	14.5	3.0	15.1	6.5	26.8	5.4	22.4				
Green Ext Time (p_c), s	0.4	18.4	0.0	3.3	0.1	16.1	0.2	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			37.7									
HCM 2010 LOS			D									
Notes												



SB

WB

EB

NB



Intersection									
Intersection Delay, s/veh	16.6								
Intersection LOS	C								
Approach	EB		NB		SB		SW		
Entry Lanes	2		2		2		2		2
Conflicting Circle Lanes	2		2		2		2		2
Adj Approach Flow, veh/h	1141		434		380		566		
Demand Flow Rate, veh/h	1175		455		396		600		
Vehicles Circulating, veh/h	351		1191		694		584		
Vehicles Exiting, veh/h	739		335		490		1062		
Follow-Up Headway, s	3.186		3.186		3.186		3.186		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	16.1		32.5		9.2		10.7		
Approach LOS	C		D		A		B		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	L	LTR	LT	R	LT	TR	LTR	R	
Assumed Moves	L	LTR	LT	R	LT	TR	LTR	R	
RT Channelized									
Lane Util	0.530	0.470	0.813	0.187	0.470	0.530	0.470	0.530	
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113	4.293	4.113	
Entry Flow, veh/h	623	552	370	85	186	210	282	318	
Cap Entry Lane, veh/h	868	884	463	491	671	695	729	751	
Entry HV Adj Factor	0.970	0.971	0.953	0.953	0.960	0.959	0.943	0.943	
Flow Entry, veh/h	605	536	353	81	179	201	266	300	
Cap Entry, veh/h	843	858	441	468	645	667	688	708	
V/C Ratio	0.717	0.625	0.800	0.173	0.277	0.302	0.387	0.424	
Control Delay, s/veh	17.9	14.0	37.6	10.2	9.1	9.2	10.4	10.9	
LOS	C	B	E	B	A	A	B	B	
95th %tile Queue, veh	6	4	7	1	1	1	2	2	



NE

NB

2

SW

NE

3

EB

SB

Intersection			
Intersection Delay, s/veh	147.4		
Intersection LOS	F		
Approach	NB	NE	SW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	439	1153	927
Demand Flow Rate, veh/h	448	1176	946
Vehicles Circulating, veh/h	1176	331	107
Vehicles Exiting, veh/h	331	721	1517
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	180.7	225.3	34.8
Approach LOS	F	F	D
Lane	Left	Left	Left
Designated Moves	LR	LT	LT
Assumed Moves	LR	LT	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	448	1176	946
Cap Entry Lane, veh/h	349	812	1015
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	439	1153	927
Cap Entry, veh/h	342	796	995
V/C Ratio	1.285	1.449	0.932
Control Delay, s/veh	180.7	225.3	34.8
LOS	F	F	D
95th %tile Queue, veh	20	53	15

Intersection			
Intersection Delay, s/veh	121.0		
Intersection LOS	F		
Approach	EB	SB	NE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	385	572	1487
Demand Flow Rate, veh/h	392	583	1517
Vehicles Circulating, veh/h	569	471	15
Vehicles Exiting, veh/h	485	1060	946
Follow-Up Headway, s	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.4	29.1	183.1
Approach LOS	C	D	F
Lane	Left	Left	Left
Designated Moves	LR	LR	L
Assumed Moves	LR	LR	L
RT Channelized			
Lane Util	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193
Entry Flow, veh/h	392	583	1517
Cap Entry Lane, veh/h	640	706	1113
Entry HV Adj Factor	0.982	0.981	0.980
Flow Entry, veh/h	385	572	1487
Cap Entry, veh/h	628	692	1091
V/C Ratio	0.613	0.826	1.363
Control Delay, s/veh	17.4	29.1	183.1
LOS	C	D	F
95th %tile Queue, veh	4	9	59

Intersection						
Intersection Delay, s/veh	14.4					
Intersection LOS	B					
Approach	NB		NE		SW	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	439		1181		927	
Demand Flow Rate, veh/h	448		1205		946	
Vehicles Circulating, veh/h	1176		331		107	
Vehicles Exiting, veh/h	360		721		1517	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	22.2		15.9		8.7	
Approach LOS	C		C		A	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.239	0.761	0.470	0.530	0.470	0.530
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	107	341	566	639	445	501
Cap Entry Lane, veh/h	468	496	882	896	1043	1048
Entry HV Adj Factor	0.981	0.979	0.981	0.979	0.979	0.981
Flow Entry, veh/h	105	334	555	626	436	491
Cap Entry, veh/h	459	486	864	878	1021	1028
V/C Ratio	0.229	0.687	0.642	0.713	0.427	0.478
Control Delay, s/veh	11.3	25.6	14.5	17.2	8.3	9.1
LOS	B	D	B	C	A	A
95th %tile Queue, veh	1	5	5	6	2	3

Intersection					
Intersection Delay, s/veh	12.3				
Intersection LOS	B				
Approach	EB	SB		NE	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	385	572		1487	
Demand Flow Rate, veh/h	392	583		1517	
Vehicles Circulating, veh/h	569	471		15	
Vehicles Exiting, veh/h	485	1060		946	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	12.5	9.0		13.5	
Approach LOS	B	A		B	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LTR	R	L	LTR
Assumed Moves	LR	LTR	R	L	LTR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.530	0.470
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	392	274	309	804	713
Cap Entry Lane, veh/h	759	794	813	1117	1118
Entry HV Adj Factor	0.982	0.981	0.981	0.980	0.980
Flow Entry, veh/h	385	269	303	788	699
Cap Entry, veh/h	745	779	797	1095	1096
V/C Ratio	0.517	0.345	0.380	0.720	0.638
Control Delay, s/veh	12.5	8.8	9.2	14.8	12.1
LOS	B	A	A	B	B
95th %tile Queue, veh	3	2	2	7	5

Appendix D – Engineering Concept Drawings

DRAFT

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 P.E. LICENSE No. 62338
 2615 CENTENNIAL BOULEVARD, SUITE 102
 TALLAHASSEE, FLORIDA 32308

TPO
 Ocala • Marion County

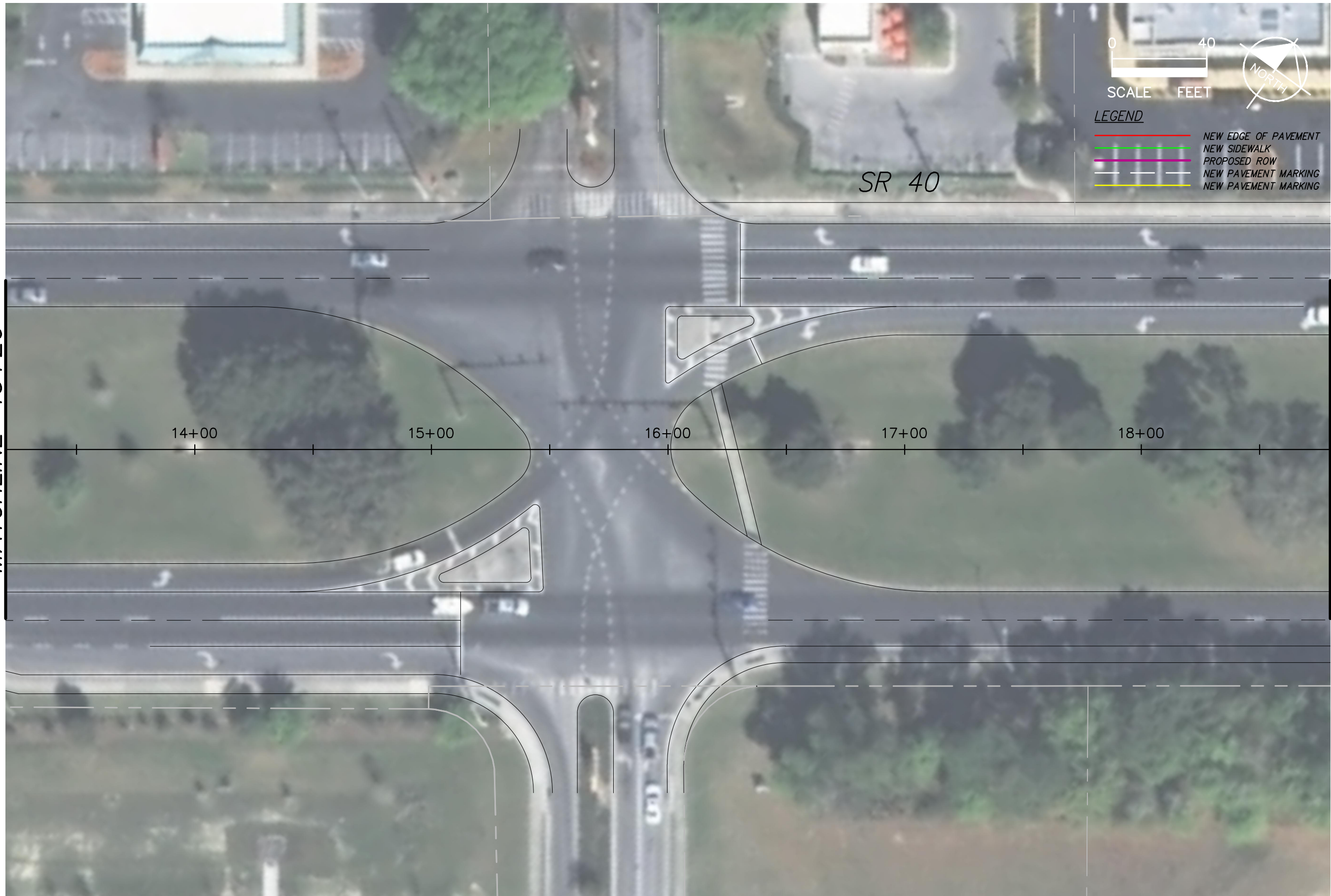
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
 01

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MATCHLINE 13+20



MATCHLINE 18+80

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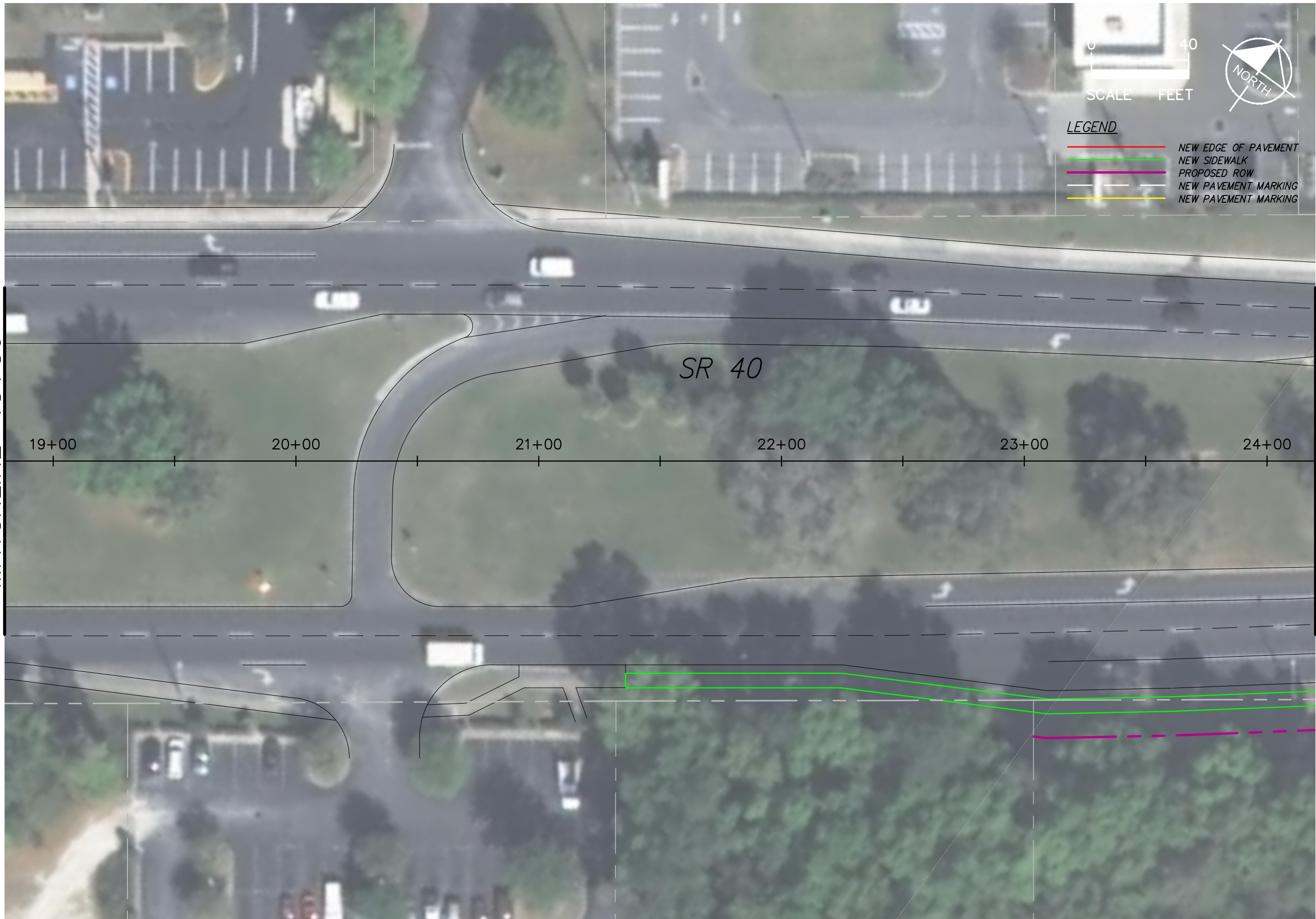
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MATCHLINE 18+80



MATCHLINE 24+20

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MATCHLINE 24+20



MATCHLINE 29+60

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 TALLAHASSEE, FLORIDA 32308

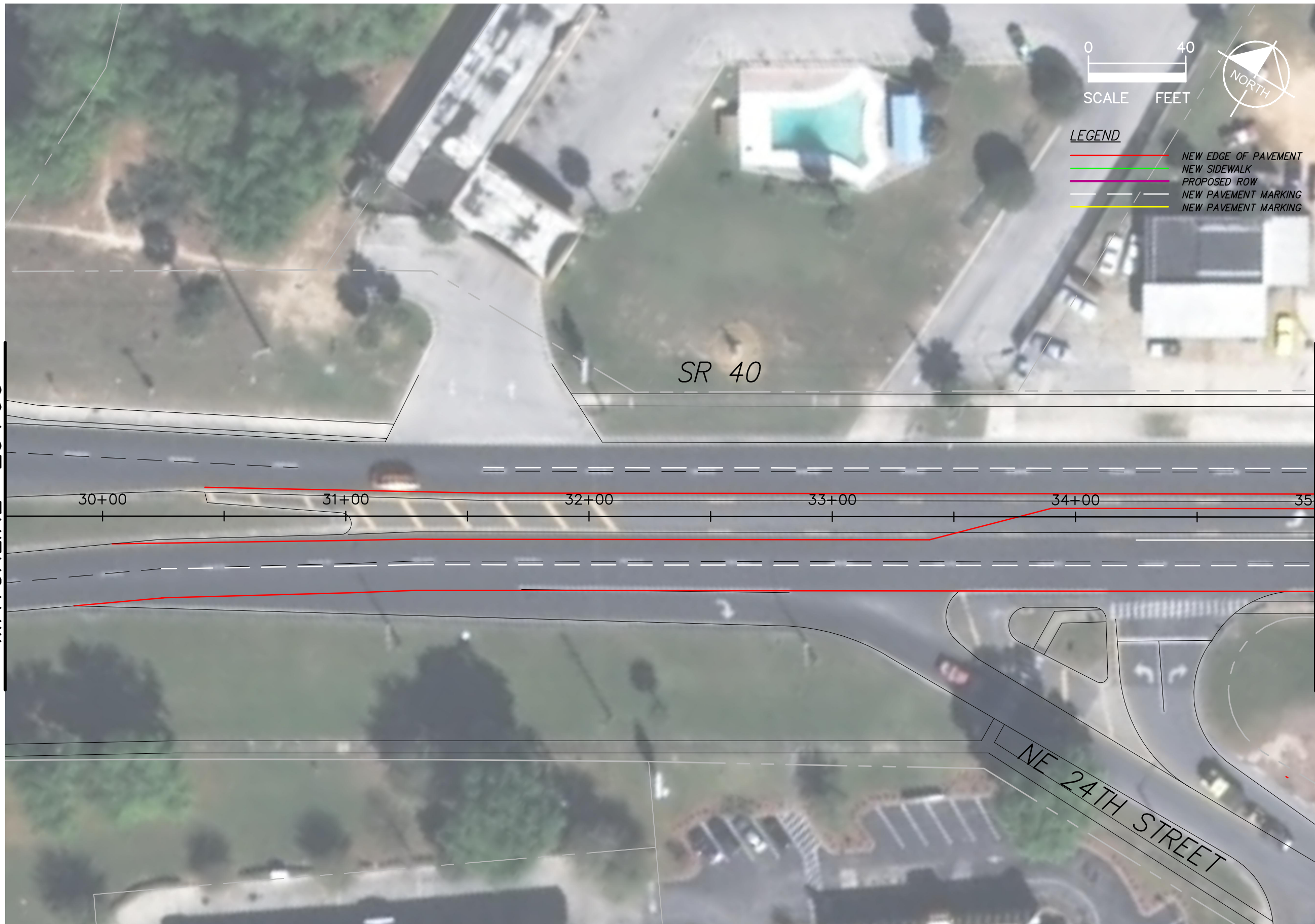
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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 04

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MATCHLINE 29+60



MATCHLINE 35+00

REVISIONS	
DATE	DESCRIPTION

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 P.E. LICENSE No. 62338
 2615 CENTENNIAL BOULEVARD, SUITE 102
 TALLAHASSEE, FLORIDA 32308

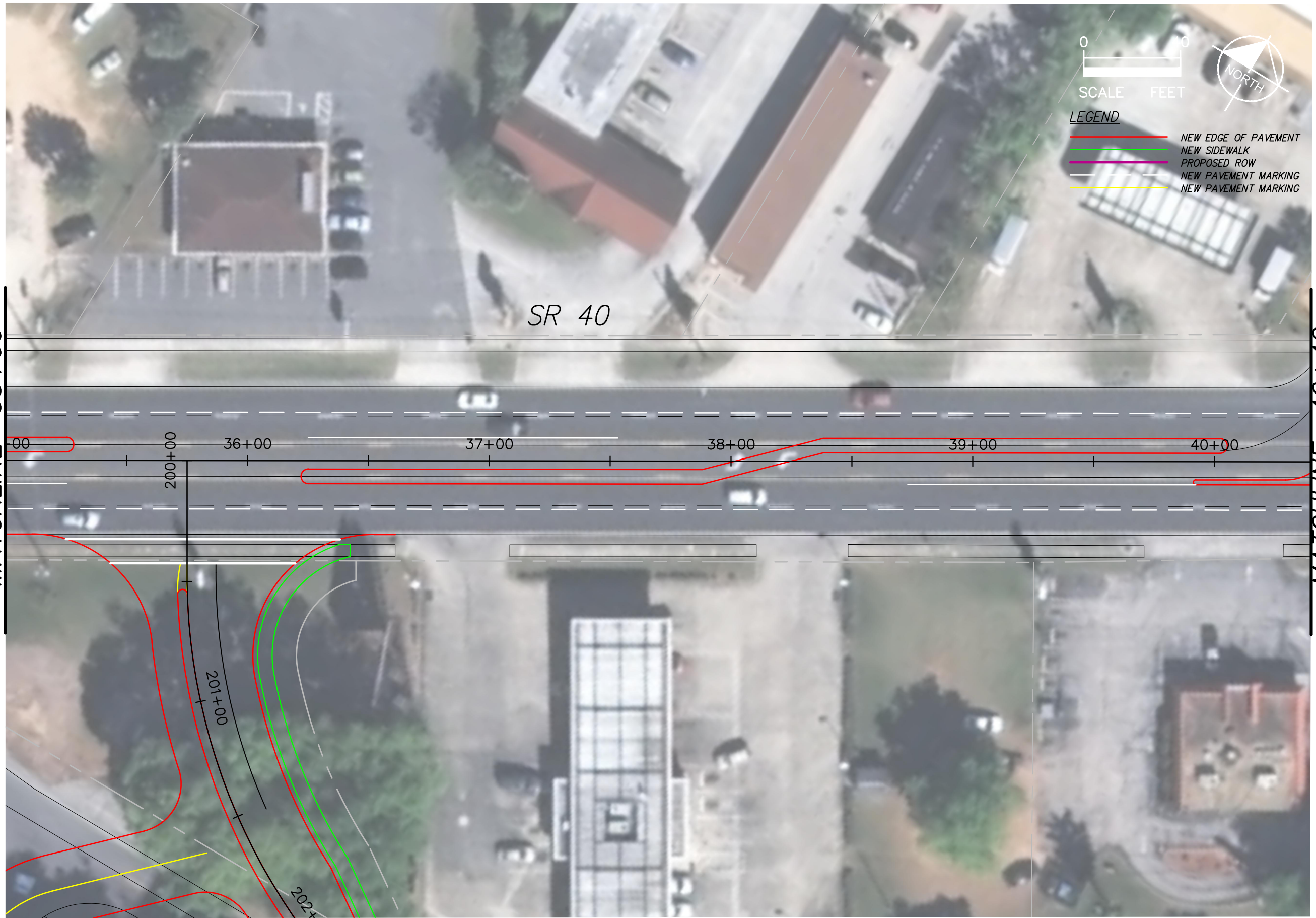
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
 05

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MATCHLINE 35+00



MATCHLINE 40+40

REVISIONS	
DATE	DESCRIPTION

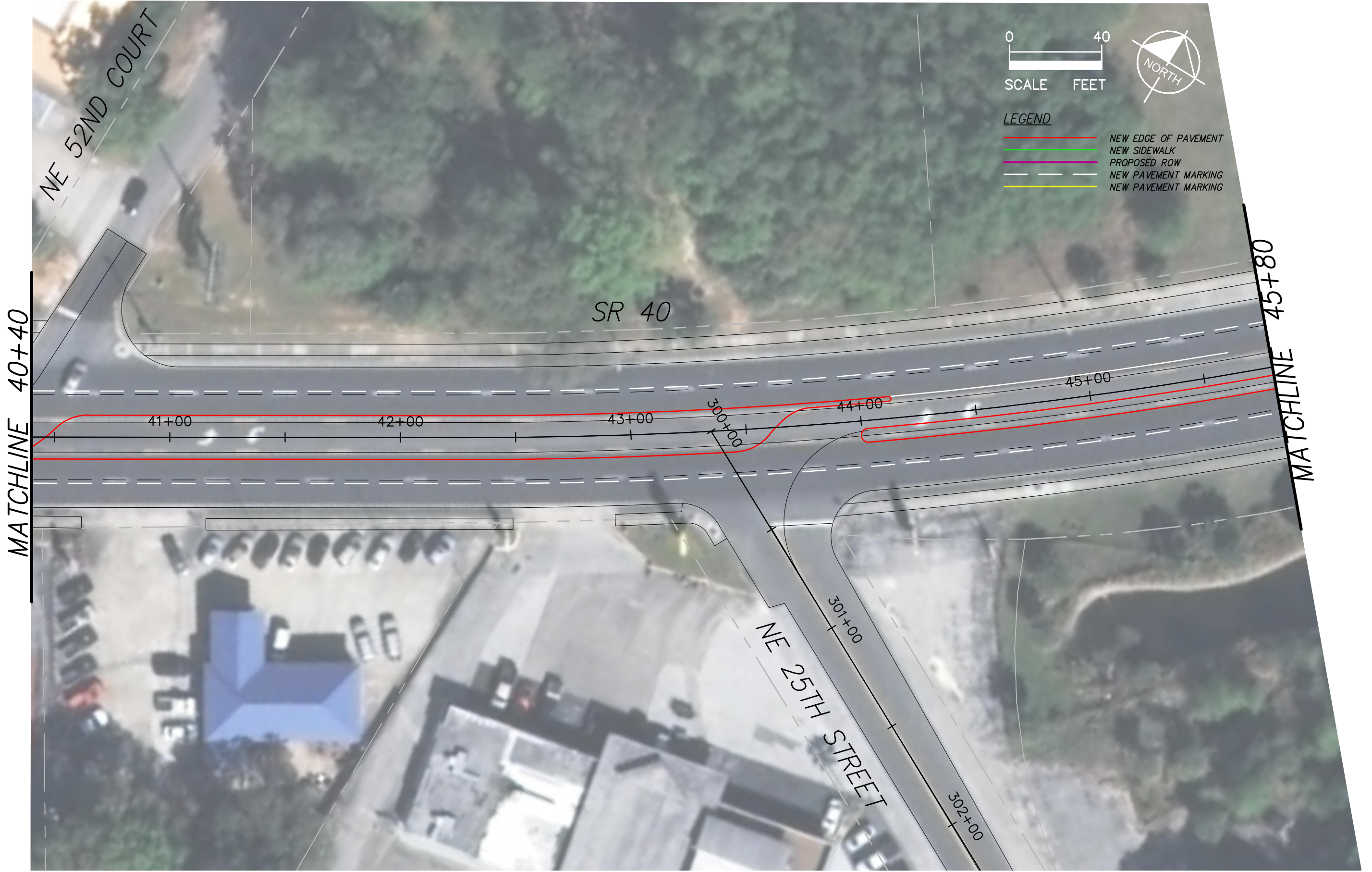
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 P.E. LICENSE No. 62338
 2615 CENTENNIAL BOULEVARD, SUITE 102
 TALLAHASSEE, FLORIDA 32308

SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
 06

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DATE	DESCRIPTION

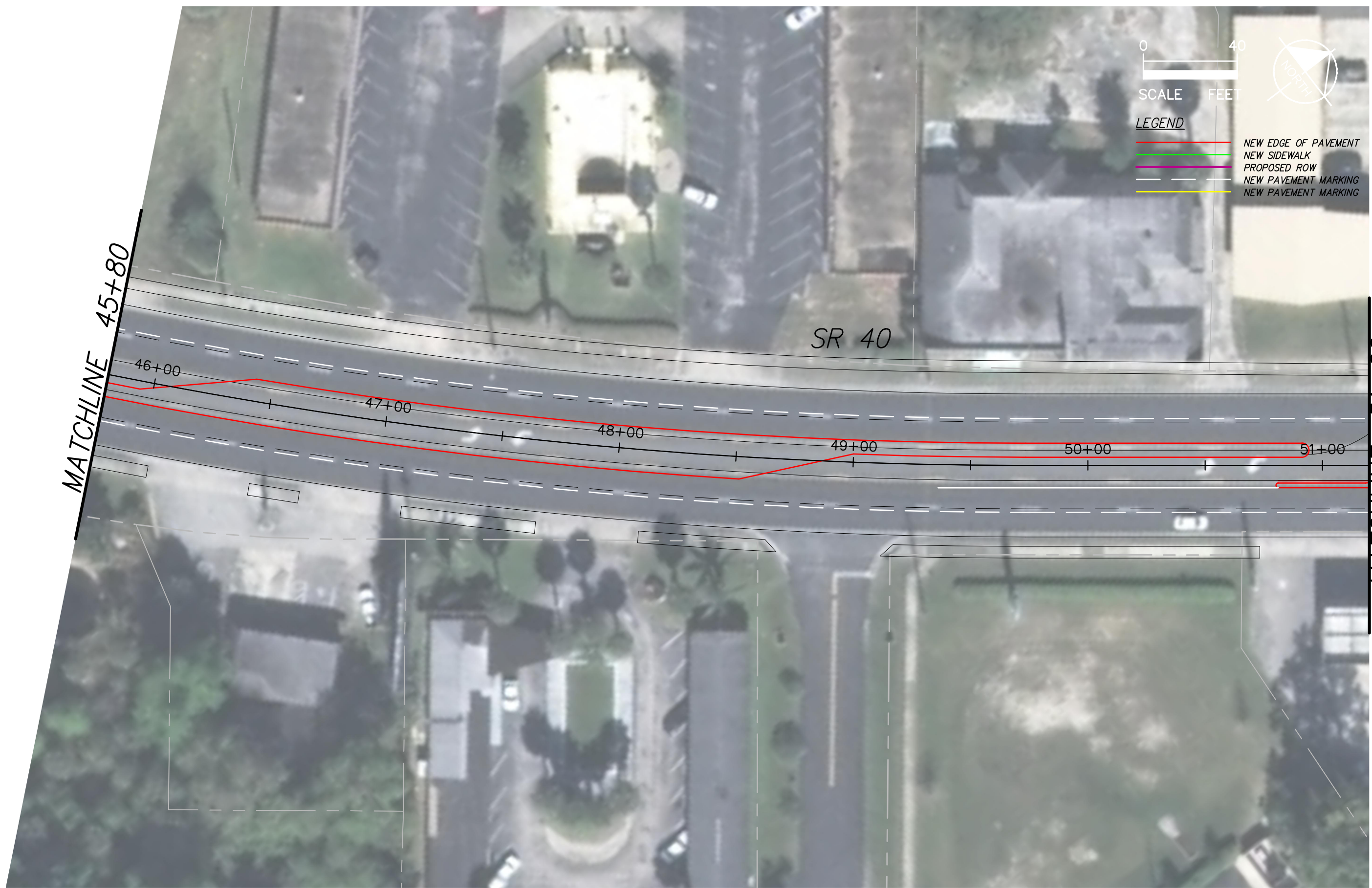
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
 07

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0 40
SCALE FEET

LEGEND

- NEW EDGE OF PAVEMENT
- NEW SIDEWALK
- PROPOSED ROW
- NEW PAVEMENT MARKING
- NEW PAVEMENT MARKING

REVISIONS	
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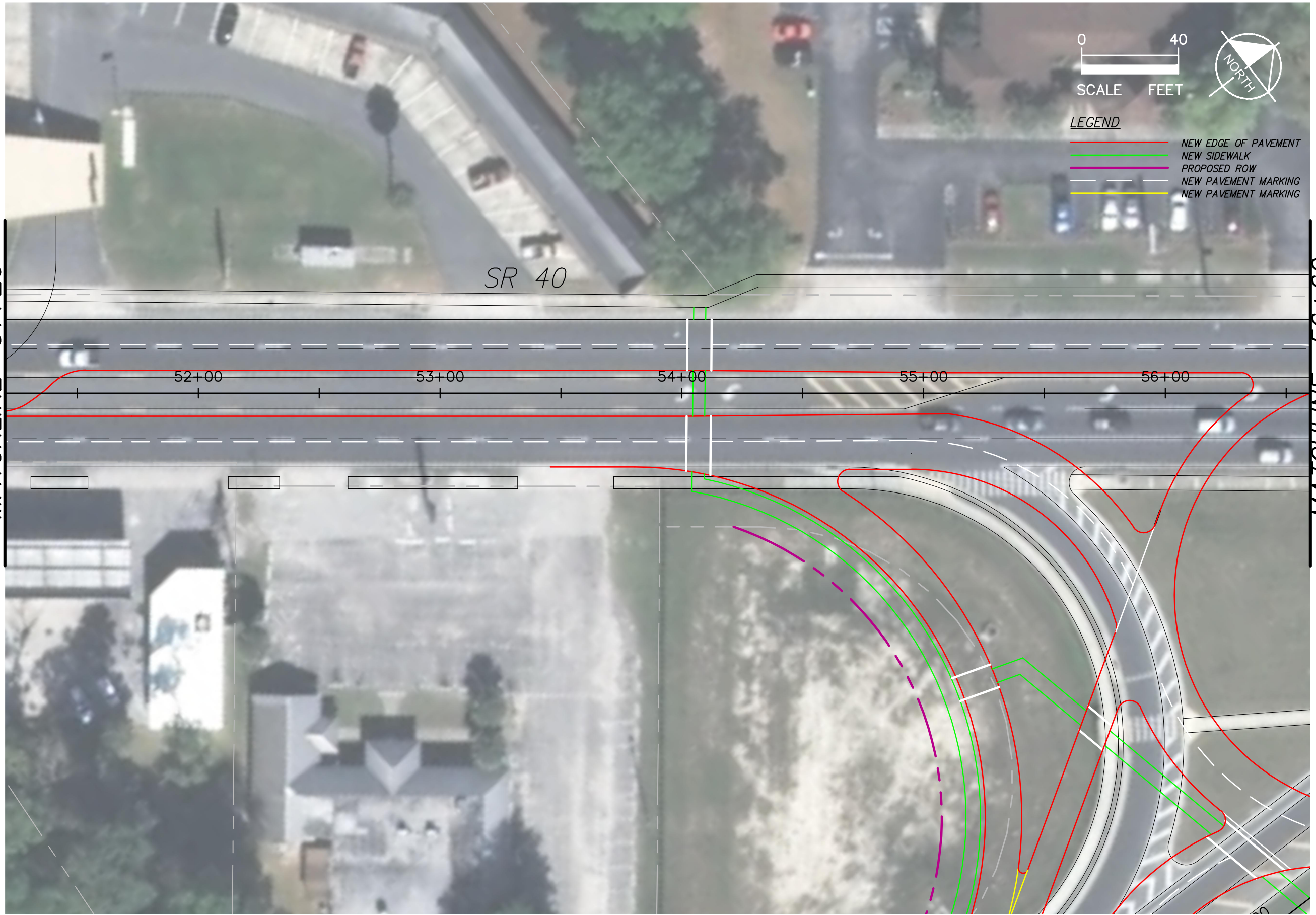
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
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MATCHLINE 51+20



MATCHLINE 56+60

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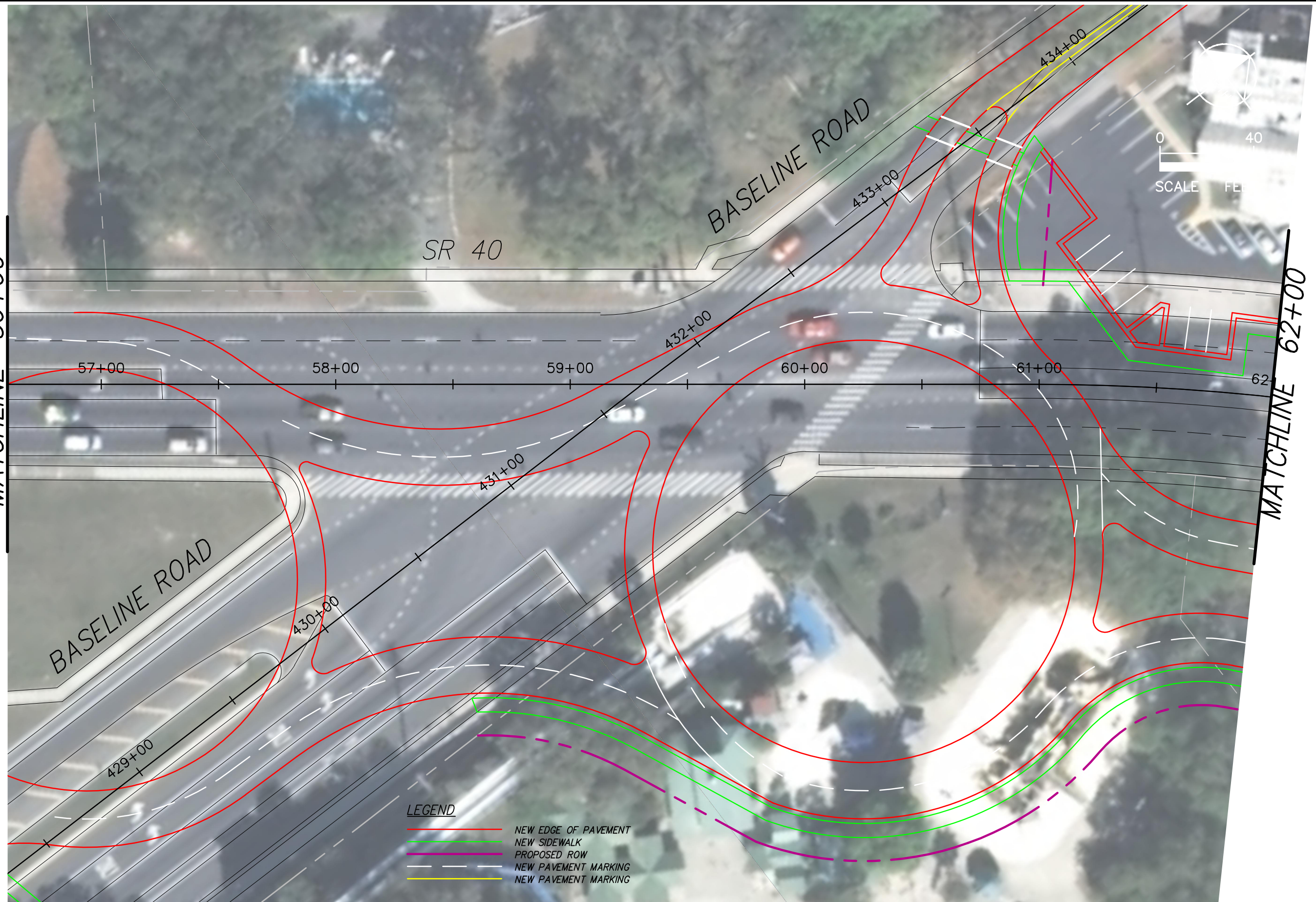
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CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
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MATCHLINE 56+60



MATCHLINE 62+00

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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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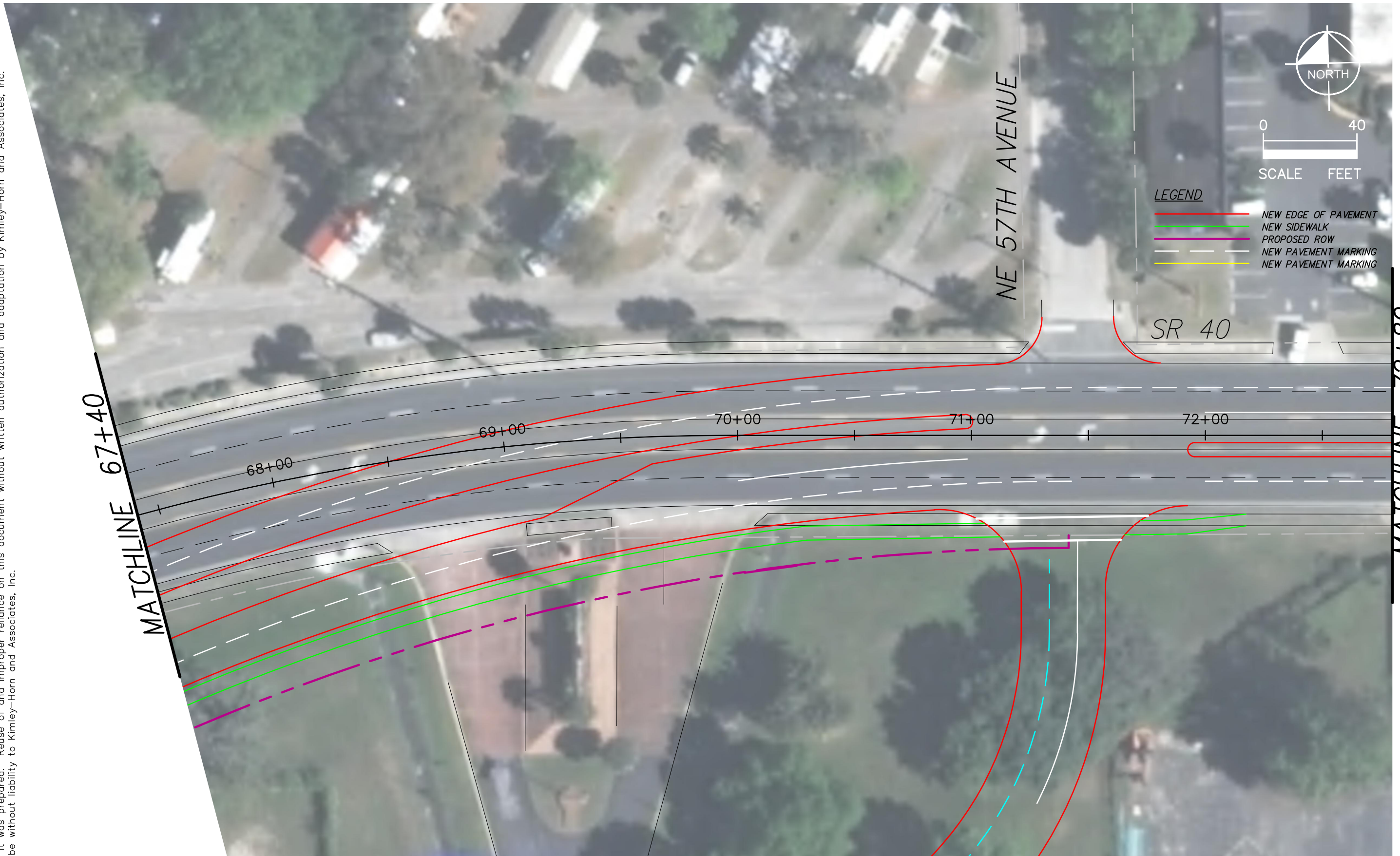


SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

SHEET NO.
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MATCHLINE 67+40

MATCHLINE 72+80

NE 57TH AVENUE

SR 40

- LEGEND**
- NEW EDGE OF PAVEMENT
 - NEW SIDEWALK
 - PROPOSED ROW
 - NEW PAVEMENT MARKING
 - NEW PAVEMENT MARKING



REVISIONS	
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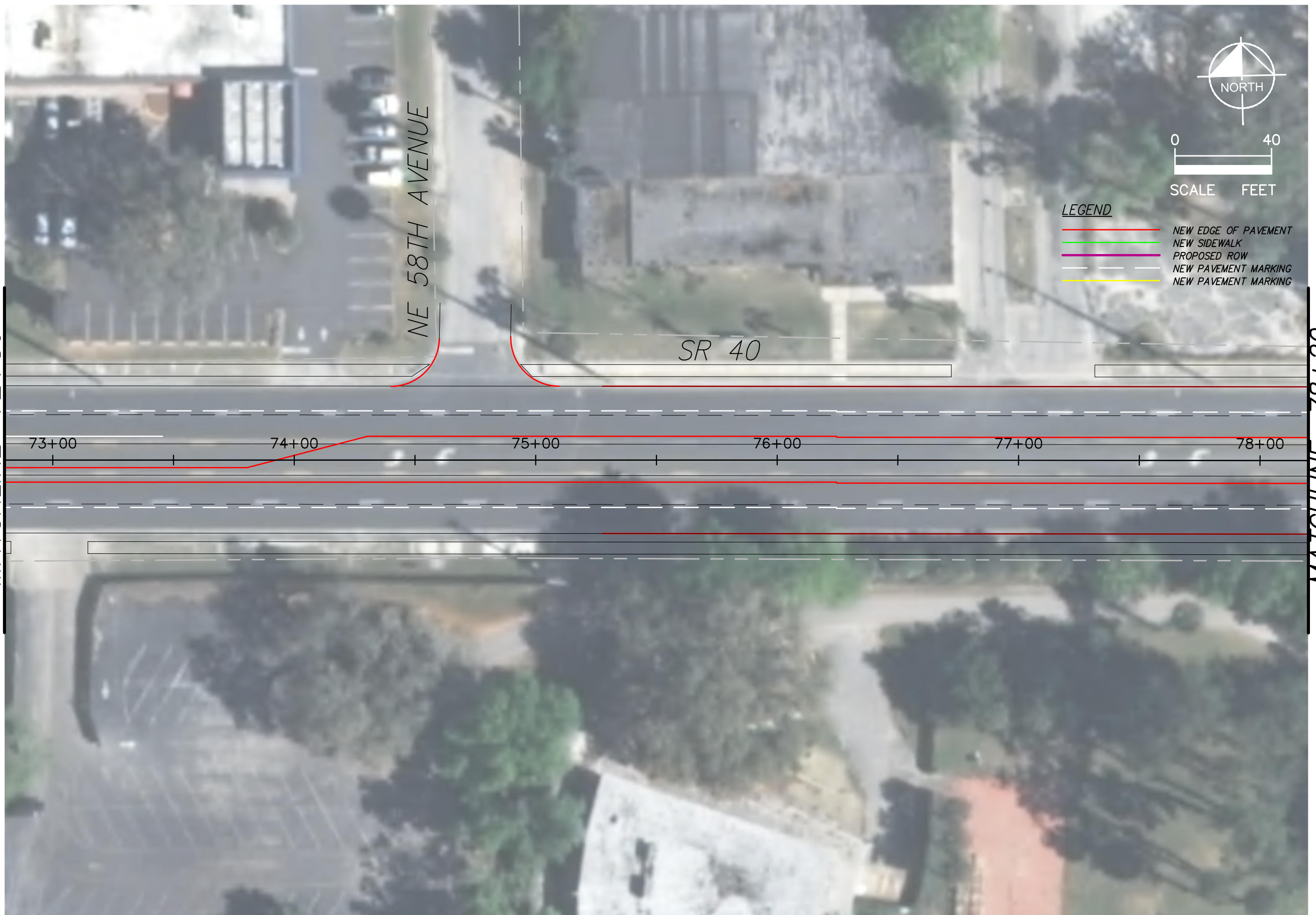
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CORRIDOR PLAN

CONCEPT PLAN – SR 40

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MATCHLINE 72+80



MATCHLINE 78+20

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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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MATCHLINE 78+20



MATCHLINE 83+60

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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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MATCHLINE 83+60



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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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MATCHLINE 94+40



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CONCEPT PLAN – SR 40

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MATCHLINE 99+80



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 CORRIDOR PLAN

CONCEPT PLAN – SR 40

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- LEGEND**
- NEW EDGE OF PAVEMENT
 - NEW SIDEWALK
 - PROPOSED ROW
 - - - NEW PAVEMENT MARKING
 - NEW PAVEMENT MARKING

BASELINE ROAD

408+00 409+00 410+00 411+00 412+00

MATCHLINE 412+50

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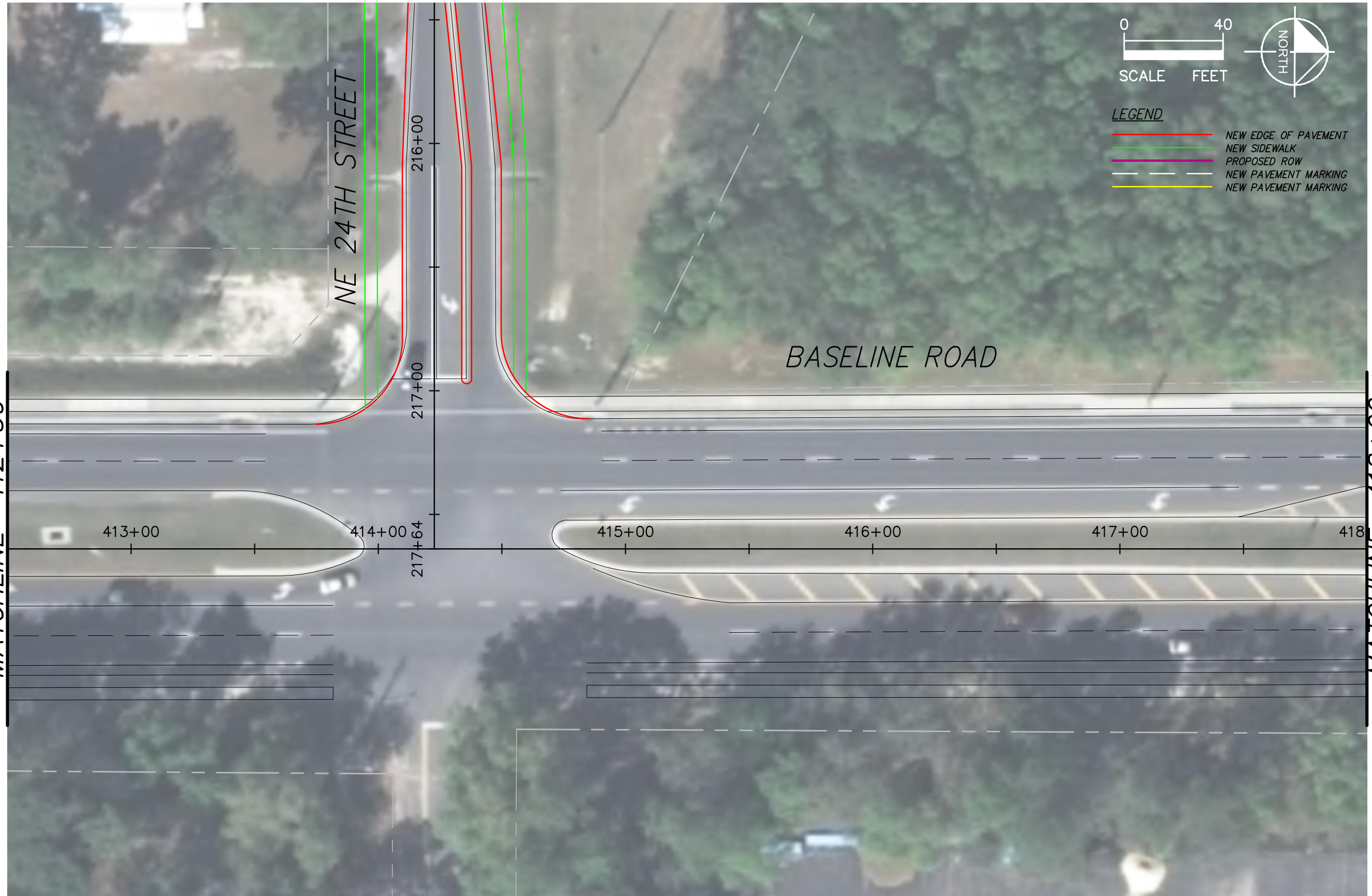
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN –
 BASELINE ROAD

SHEET
 NO.
 01

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MATCHLINE 412+50



MATCHLINE 418+00

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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN –
 BASELINE ROAD

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 02

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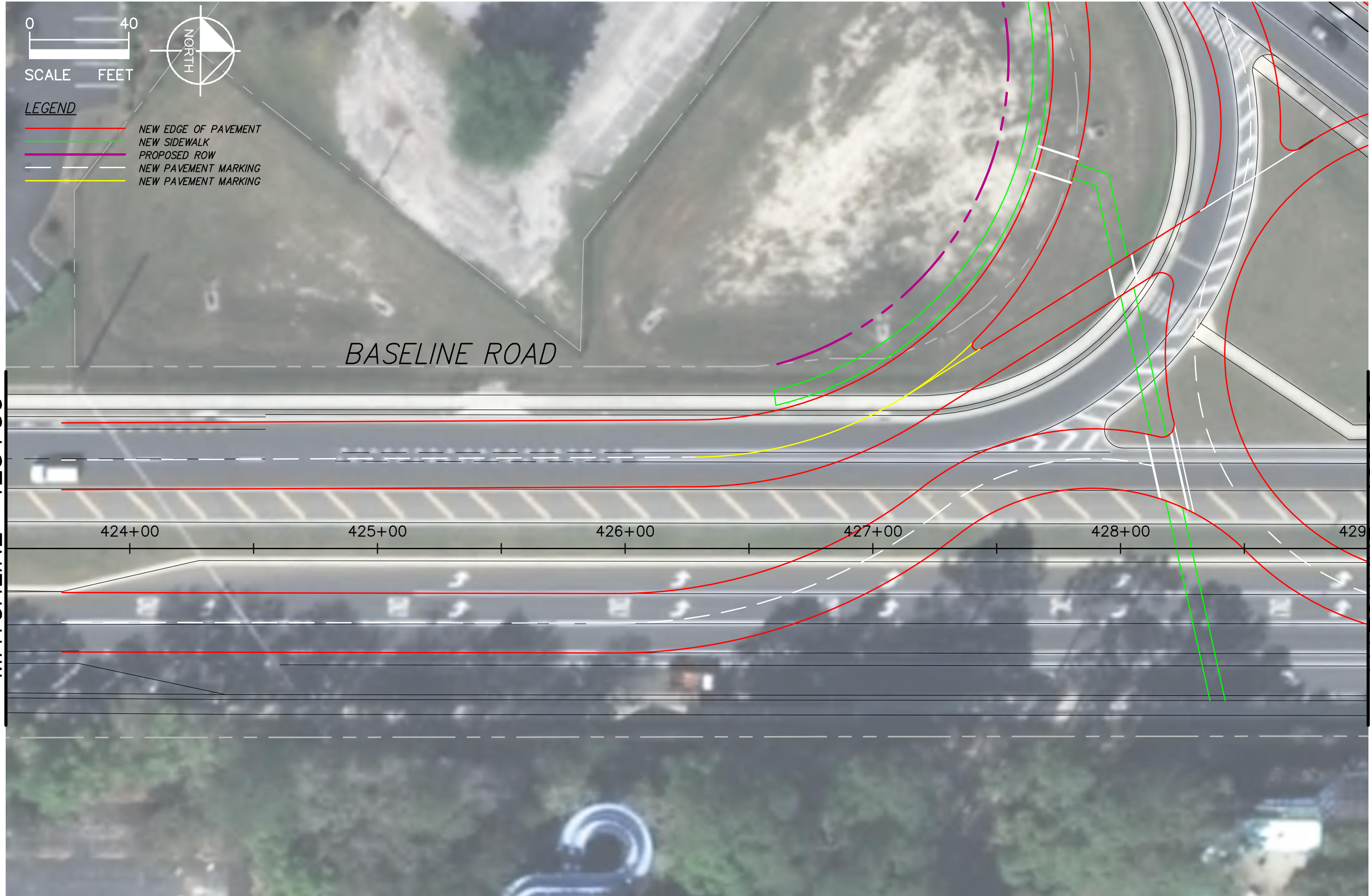
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN –
 BASELINE ROAD

SHEET
 NO.
 03

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MATCHLINE 423+50

MATCHLINE 429+00

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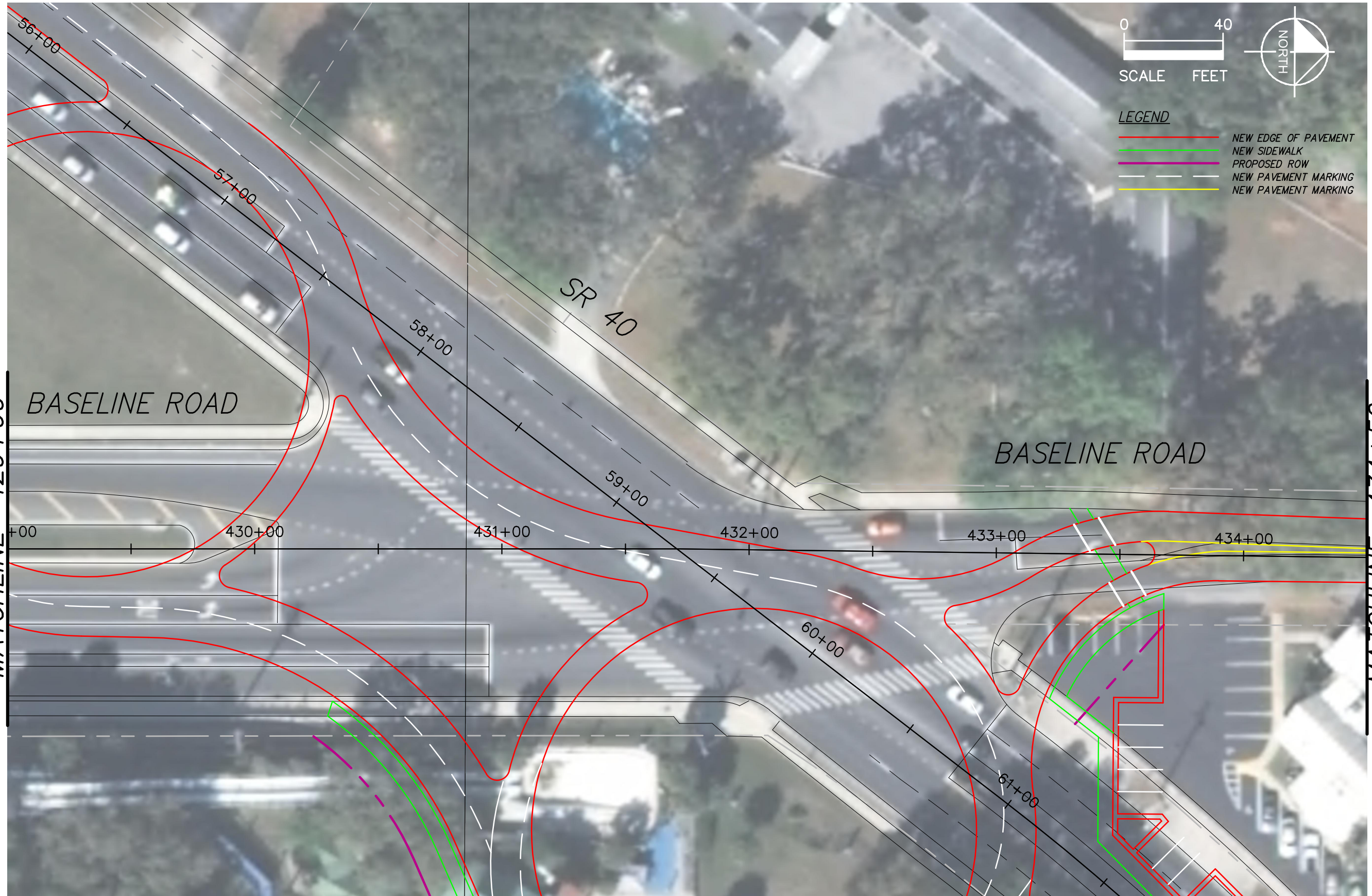
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN –
 BASELINE ROAD

SHEET
 NO.
 04

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SR 40 - SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN -
 BASELINE ROAD

SHEET NO.
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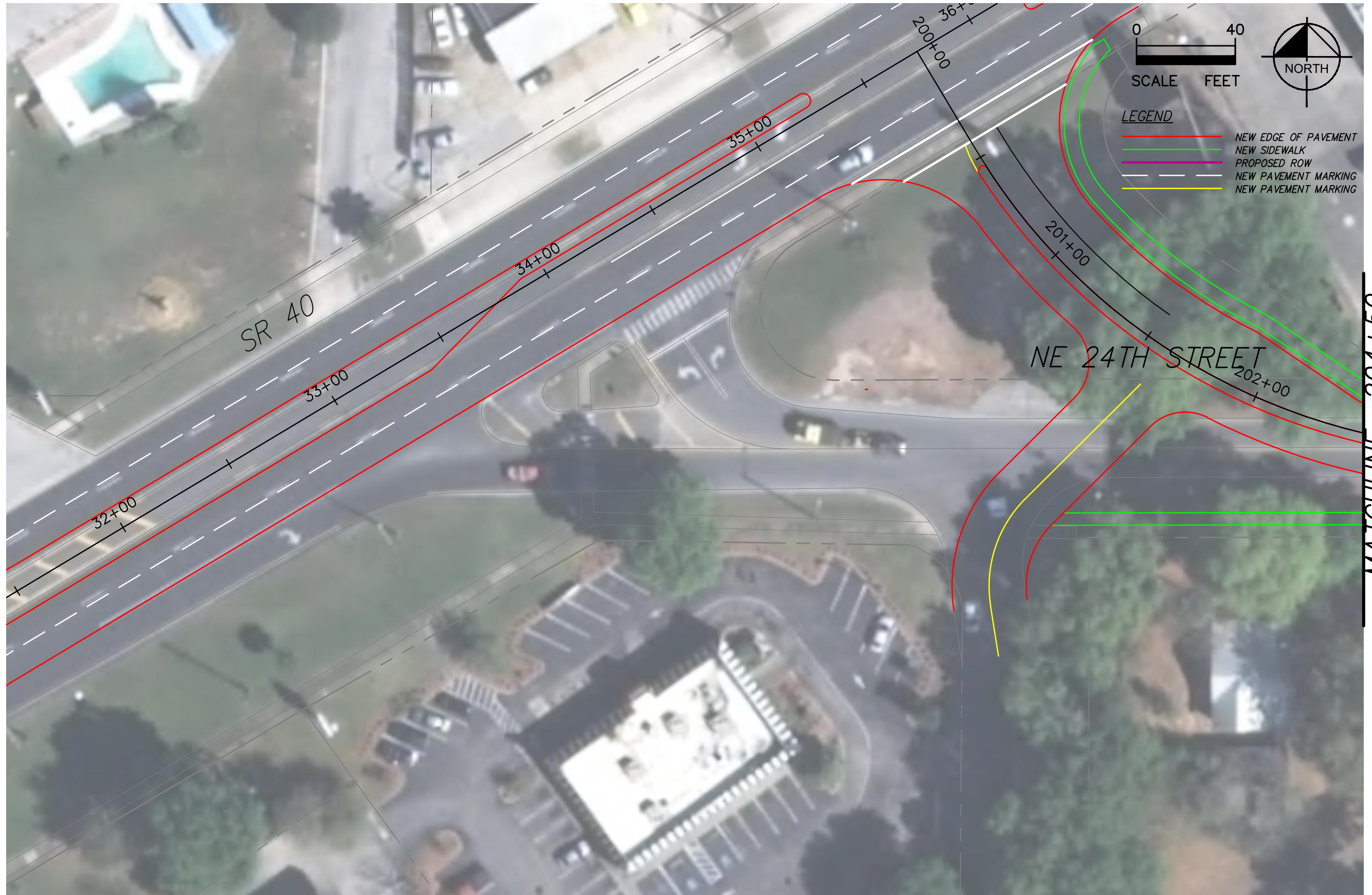
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 CORRIDOR PLAN

CONCEPT PLAN –
 BASELINE ROAD

SHEET
 NO.
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN
 NE 24TH STREET

SHEET
 NO.
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN
 NE 24TH STREET

SHEET
 NO.
 02

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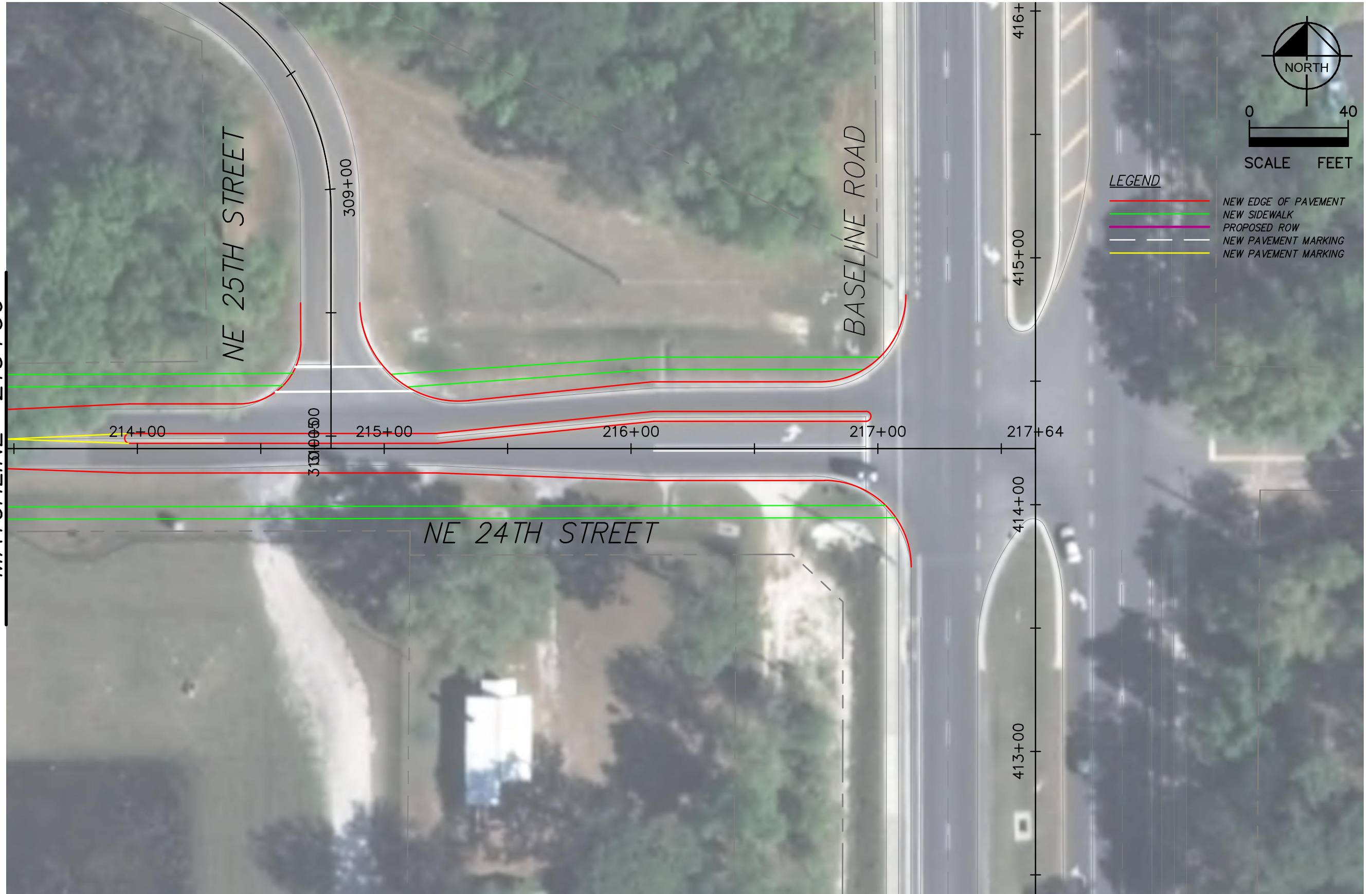
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 CORRIDOR PLAN

CONCEPT PLAN
 NE 24TH STREET

SHEET NO.
 03

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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN
 NE 24TH STREET

SHEET
 NO.
 04

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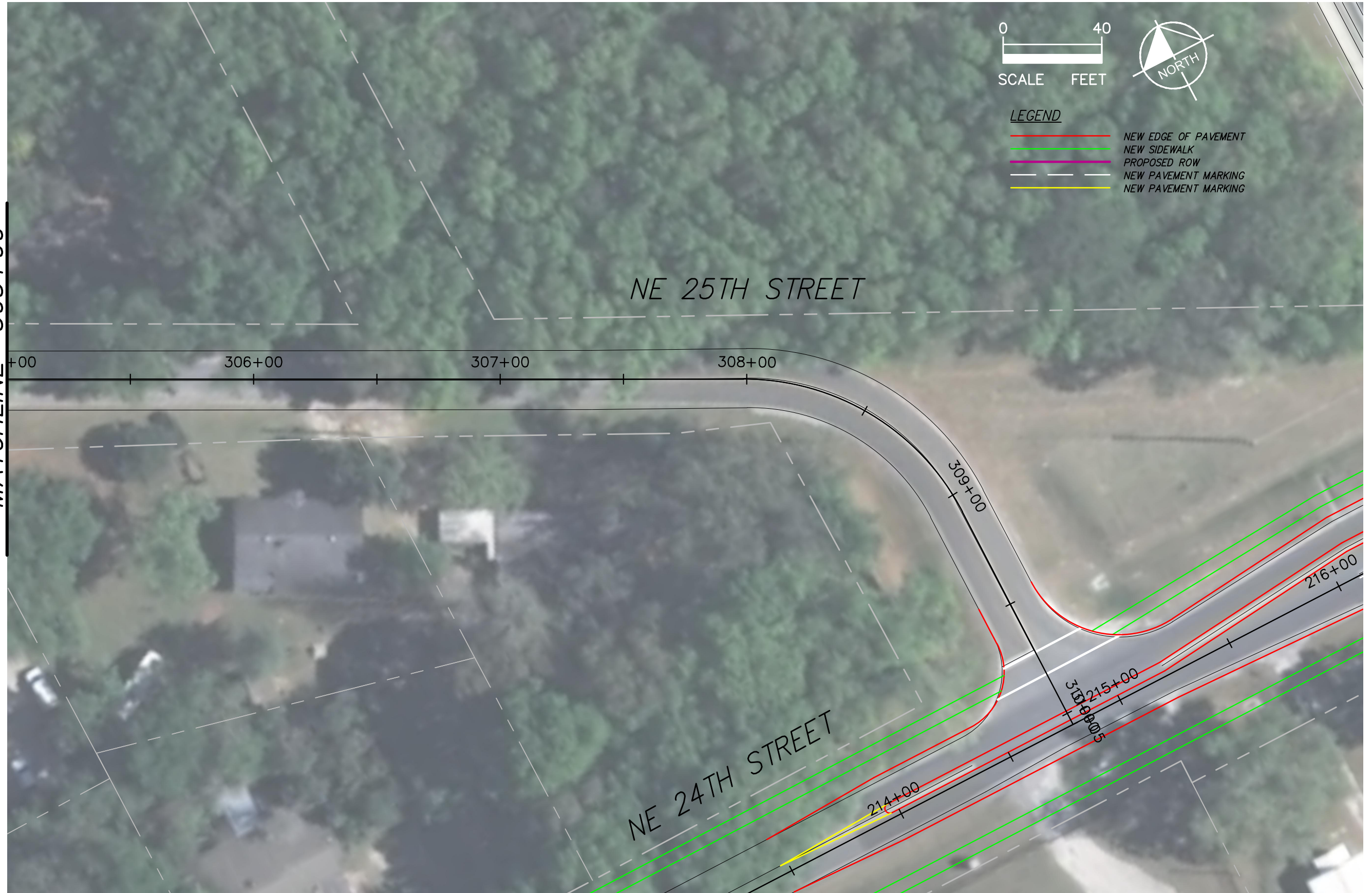
SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN
 NE 25TH STREET

SHEET
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SR 40 – SILVER SPRINGS
 CORRIDOR PLAN

CONCEPT PLAN
 NE 25TH STREET

SHEET NO.
 02



May 6, 2016

TO: TAC/CAC Members

FROM: Kenneth Odom, Transportation Planner

RE: DRAFT FY 2022 Priority Projects

The following pages contain a copy of the DRAFT FY 2022 Priority Projects. The overall order of the Priority Projects list has remained mostly unchanged from FY 2021 to FY 2022 because no additional projects have been identified for inclusion to the list. There have also been additional funding/phase additions to the other projects as they progress towards construction. Please review the FY 2022 DRAFT Priority Projects list and be prepared to discuss the staff recommended order and any changes that you would suggest. Please also note that we are providing this list to you this month, but we will not be requesting action until June.

If you have any questions regarding the rankings or a specific project please contact me in our office at (629-8297).

OCALA/MARION COUNTY TPO
DRAFT FY 2022 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2022	COMMENTS		
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2014 Traffic Count	Volume/Capacity Ratio	LOS	SIS					
1	NW 49th Street Interchange <i>(FDOT FM# 435209-1)</i>	-	-	-	-	-	-	-	-	Yes	New Interchange	ROW	Project Manager: Jason Learned MLOU Approved: 1/26/2015 Scheduled IJR Approval Date: 10/2015 Swapping 95th Street and 49th Street PD&Es. <i>Next phase ROW.</i>	
	<i>Funding Status</i> IJR to be funded by Marion County	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PD&E		\$2,030,000										
		PE						\$3,530,000						
2	SR 40/US 441 Intersection Op. Improvement I NW 2nd St to SW Broadway Street <i>(FDOT FM# 433661-1)</i>	0.16	6	D	50,000	36,000	72%			C	No	Add Dedicated Turn Lanes, Pedestrian Improvements & Enhanced Illumination	CST	Project Manager: Todd Alexander Plans Complete:7/2016
		<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		ROW				\$444,240	\$331,419							
		CST						\$1,730,874						
3	US 441 Intersection Op. Improvement II at SR 464 <i>(FDOT FM# 433660-1)</i>	NA	6	D	50,000	26,000	52%			C	No	Add Dedicated Turn Lanes and Pedestrian Improvements	CST	Project Manager: Todd Alexander Plans Complete:7/2016 <i>Next phase construction</i> <i>\$2,100,603 LRE</i>
		<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		ROW					\$3,928,731	\$4,648,853						
4	SR 35 Intersection Op. Improvement at SR 25, Foss Rd., & Robinson Rd. <i>(FDOT FM# 435208-1)</i>	NA	2	D	14,800	14,600	99%			D	No	Add SB Right-Turn Lanes	ROW/CST	Project Manager: Amir Asgarinik Wait for finalized scope to determine if ROW is necessary.
		<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PE				\$1,005,000								
5	SR 40 Downtown Multi-Modal Improvement US 441 to NE 8th Avenue <i>(FDOT FM# 431935-1)</i>	0.63	4	D	32,400	31,000	96%			D	No	Pedestrian and Traffic Ops Improvements	CST	Project Manager: Judy Pizzo <i>Next Phase ROW</i>
	<i>Study Underway</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PE		\$943,633										
6	SR 40 East Multi-Modal Improvement NE 49th Terrace to NE 60th Court <i>(FDOT FM# 435490-1)</i>	1.5	4	D	32,400	21,000	65%			C	No	To Be Determined In Planning Study	PE	Project Manager: Kellie Smith JPA with TPO Study complete: May 2016 <i>Next phase design</i>
7	SR 40 West Multi-Modal Improvement CSX Rail Bridge to I-75	2.8	4	D	32,400	28,000	86%			C	No	Sidewalk Widening & Reconditioning	PE	

IJR - Interchange Justification Report
PD and E - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

OCALA/MARION COUNTY TPO
DRAFT FY 2022 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2022	COMMENTS		
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2014 Traffic Count	Volume/Capacity Ratio	LOS	SIS					
8	US 41													
	SW 111TH PL LN to SR 40 (FDOT FM# 238648-1)	3.6	2	D	18,600	23,000	124%		D	No	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Plans Complete: 9/2013, Update: 10/2016	
		PHASE	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21						
		PE		\$700,000										
		ROW		\$5,638,310	\$4,994,318									
		CST				\$32,711,385								
9	SR 200													
	CR 484 to Citrus County Line (FDOT FM# 238651-1)	3.2	2	C	8,400	13,700	163%		F	No	Add 2 Lanes	CST	Project Manager: Becky Davis Plans Complete: 4/2016 Right of way complete <i>Next phase construction</i>	
		PHASE	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21						
		ENV		\$220,000										
		PE		\$327,946										
10	SR 40/I-75 Interchange Operational Improvements													
	SW 40 th Avenue to SW 27 th Avenue (FDOT FM# 433652-1)	-	4	D	32,400	26,500	82%		D	Yes	Operations Improvements at I-75 interchange and at SW 27 th Ave intersection.	CST	Project Manager: Taleb Shams Plans complete: 1/2016 Right of way: FY 2018-2022 <i>Next phase construction</i>	
	Funding Status	PHASE	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21						
		ROW				\$3,465,000	\$4,435,000							
11	CR 484/I-75 Interchange Operational Improvements													
	SW 20 th Avenue Road to CR 475A (FDOT FM# 433651-1)	-	4	D	32,400	26,400	81%		C	Yes	Operational/Capacity Improvements	ROW	Project Manager: Sarah Van Gundy Plans complete: 11/2016 <i>Next phase right of way</i>	
		PHASE	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21						
		PE	\$1,670,912											
12	NE 36 th Avenue													
	SR 492 to NE 35 th Street (FDOT FM# 431798-1)	1.6	2	D	14,040	10,700	76%		D	No	Add 2 Lanes	N/A	Project Manager: Jazlyn Heywood LDCA Scheduled Approval: 12/2015 Segment only for PD&E	
	<i>PD&E Underway</i> <i>Project includes grade separation over CSX S line</i>	PHASE	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21						
		PD&E	\$809,371											
	Implementation Phases:													
	SR 492 to NE 20 th Place (.4 miles) (FDOT FM# 431798-2)	PE	\$1,395,000								Add 2 Lanes	ROW	Project Manager: Heather Johnstone Plans complete: 6/2017 <i>Next phase right of way</i>	
	NE 20 th Place to N. of NE 25 th Street (.4 miles) (FDOT FM# 431798-3) <i>Project includes grade separation over CSX S line</i>	ROW		\$4,239,000	\$4,235,000	\$1,704,000	\$1,159,000	\$100,000			Add 2 Lanes Rail Capacity Project	FULLY FUNDED	Project Manager: Heather Johnstone Plans complete: 2/2017 Letting date: 5/2019	
		RRU				\$11,001,290								
		CST				\$650,000								
	N of NE 25 th Street to NE 35 th Street (.8 miles) (FDOT FM# 431798-4)	PE	\$1,385,000								Add 2 Lanes	ROW	Project Manager: Heather Johnstone Plans complete: 7/2017 <i>Next phase right of way</i>	

IJR - Interchange Justification Report
PD and E - Project Development Enviro Study
PE - Preliminary Engineering
ROW - Right-of-Way Acquisition
CST - Construction

OCALA/MARION COUNTY TPO
DRAFT FY 2022 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2022	COMMENTS		
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2014 Traffic Count	Volume/ Capacity Ratio	LOS	SIS					
13	SR 40 - East													
	NE 60th Court to CR 314 (FDOT FM# 410674-2)	10.0	2	C	12,400	12,700	102%		E	Yes	Add 2 Lanes	FULLY FUNDED	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 2/2017 Letting date: 10/2019	
	<i>Funding Status</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		ENV		\$1,163,794										
		PE			700,000									
		ROW		\$624,800	\$2,971,020	\$3,413,724	\$1,476,674							
		CST					\$107,768,995							
	CR 314 to CR 314A (FDOT FM# 410674-3)	5.8	2	C	8,400	11,200	133%			Yes	Add 2 Lanes	ROW	Project Manager: Kathy Enot Includes Black Bear Scenic Trail Plans complete: 1/2017 <i>Next phase right of way</i>	
	<i>Funding Status</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		ENV	\$2,037,686											
		PE	\$5,846,510											
	CR 314A to Levy Hammock Road (FDOT FM# 410674-4)	2.6	2	C	8,400	7,100	85%			Yes	Add 2 Lanes	PE	New Project Includes Black Bear Scenic Trail <i>Next phase design</i>	
14	SR 40													
	CR 328 to US 41 (FDOT FM# 238720-1)	9.8	2	C	16,400	12,700	77%		C	No	Add 2 Lanes	ROW	Project Manager: Kathy Enot Plans complete: 3/2010 <i>Next phase right of way</i>	
		Traffic count has been averaged												
15	US 27/I-75 Interchange Operational Improvements													
	NW 44th Avenue to NW 35th Avenue (FDOT FM# 433680-1)	-	4	D	39,800	21,000	53%		C	Yes	Operational/Capacity Improvements	PE		
	<i>Funding Status</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PD&E			\$1,500,000									
16	SW 95th Street Interchange (FDOT FM# 429582-1)	-	-	-	-	-	-	-	-	Yes	New Interchange	PE	Project Manager: Amy Sirmans Swapping 95th Street and 49th Street PD&Es. Defer 95th to FY 18.	
	<i>Funding Status</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PD&E		\$2,000,000										
	JIR is under review by FHWA													
17	NE 25th Avenue													
	SR 492 to NE 35th Street (FDOT FM# 431797-1)	1.6	2	D	14,040	8,400	60%		D	No	Add 2 Lanes	ROW	Project Manager: Becky Davis Plans complete: 12/2018	
	<i>PD&E Underway</i>	<i>PHASE</i>	<i>FY 15/16</i>	<i>FY 16/17</i>	<i>FY 17/18</i>	<i>FY 18/19</i>	<i>FY 19/20</i>	<i>FY 20/21</i>						
		PD&E	\$12,184											
		PE	\$1,757,013											
	Project includes grade separation over CSX 'S' line													

JIR - Interchange Justification Report
PD and E - Project Development Enviro Study
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ROW - Right-of-Way Acquisition
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OCALA/MARION COUNTY TPO
DRAFT FY 2022 PRIORITY PROJECTS

RANK	ROAD SEGMENT	ROADWAY DATA								Improvement	PRIORITY YEAR PHASE FY 2022	COMMENTS
		Length	# of Lanes	LOS Standard	LOS Volume (Capacity)	2014 Traffic Count	Volume/ Capacity Ratio	LOS	SIS			
18	US 27											
	NW 27th Ave. to NW 44th Ave.	1.8	4	D	37,900	18,000	47%	C	Yes	Add 2 Lanes	PE	
	<i>Funding Status</i> (FDOT FM# 433633-1)											
19	SR 40											
	SW 60th Ave. to SW 27th Ave.	3.0	4	D	39,800	26,500	67%	C	No	Add 2 Lanes	PD&E	
20	CR 484											
	CR 475A to Marion Oaks Course	2.7	4	D	29,160	26,400	91%	D	No	Add 2 Lanes	PE	
21	US 441											
	CR 42 to Sumter County Line (FDOT FM# 238395-8)	2.0	4	D	39,800	32,300	81%	C	No	Add 2 Lanes	ROW	Project Manager: Ashraf Elmaghraby
22	US 301 - South											
	SE 143rd Place to CR 42 (FDOT FM# 411256-4)	2.00	2	D	24,200	13,900	57%	C	No	Add 2 Lanes	ROW	Project Manager: Marcus Lisicki 10/30/09 Plans complete
23	SR 326											
	US 441 to CR 200A (FIHS Facility)	2.3	2	D	16,800	10,500	63%	C	Yes	Add 2 Lanes	PE	