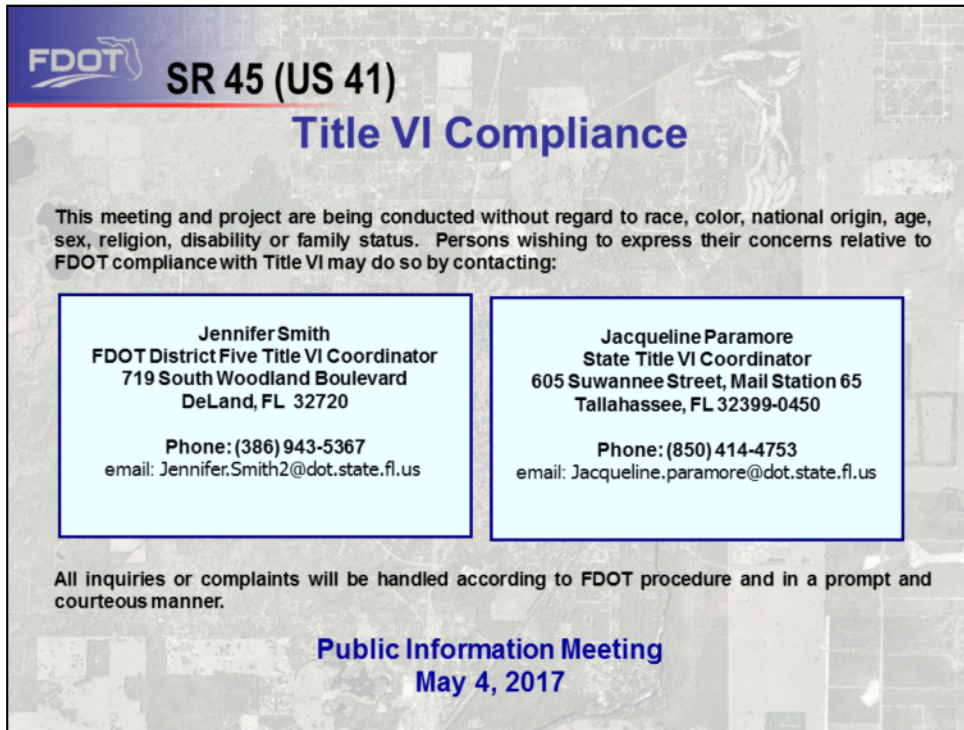




Good Evening ladies and gentlemen, and welcome to the public information meeting for SR 45 (US 41) from 111<sup>th</sup> Place Lane to S.W. 61<sup>st</sup> Street. The Florida Department of Transportation project manager for this project is Ms. Kathleen Enot. We appreciate you taking the time to join us this evening, and thank you for the time and interest that you have shown to us throughout this project.



**FDOT** SR 45 (US 41)  
**Title VI Compliance**

This meeting and project are being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting:

<p><b>Jennifer Smith</b> FDOT District Five Title VI Coordinator 719 South Woodland Boulevard DeLand, FL 32720</p> <p>Phone: (386) 943-5367 email: Jennifer.Smith2@dot.state.fl.us</p>	<p><b>Jacqueline Paramore</b> State Title VI Coordinator 605 Suwannee Street, Mail Station 65 Tallahassee, FL 32399-0450</p> <p>Phone: (850) 414-4753 email: Jacqueline.paramore@dot.state.fl.us</p>
--	--

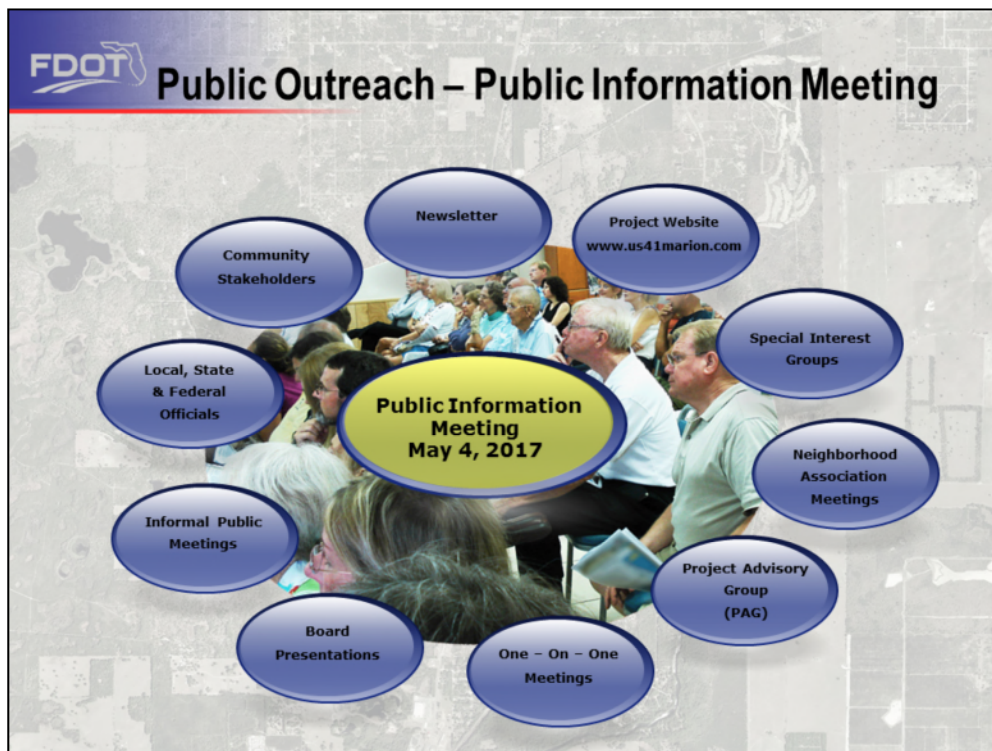
All inquiries or complaints will be handled according to FDOT procedure and in a prompt and courteous manner.

**Public Information Meeting**  
**May 4, 2017**

This meeting is being held to afford all citizens the right to understand the project and comment on their concerns to the Department of Transportation.

This meeting and project are being conducted without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting the FDOT, District Five Title VI coordinator Jennifer Smith, by phone at 386-943-5367, or via email at Jennifer.Smith2@dot.state.fl.us; or the State Title VI coordinator Jacqueline Paramore, by phone at 850-414-4753, or via email at Jacqueline.paramore@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

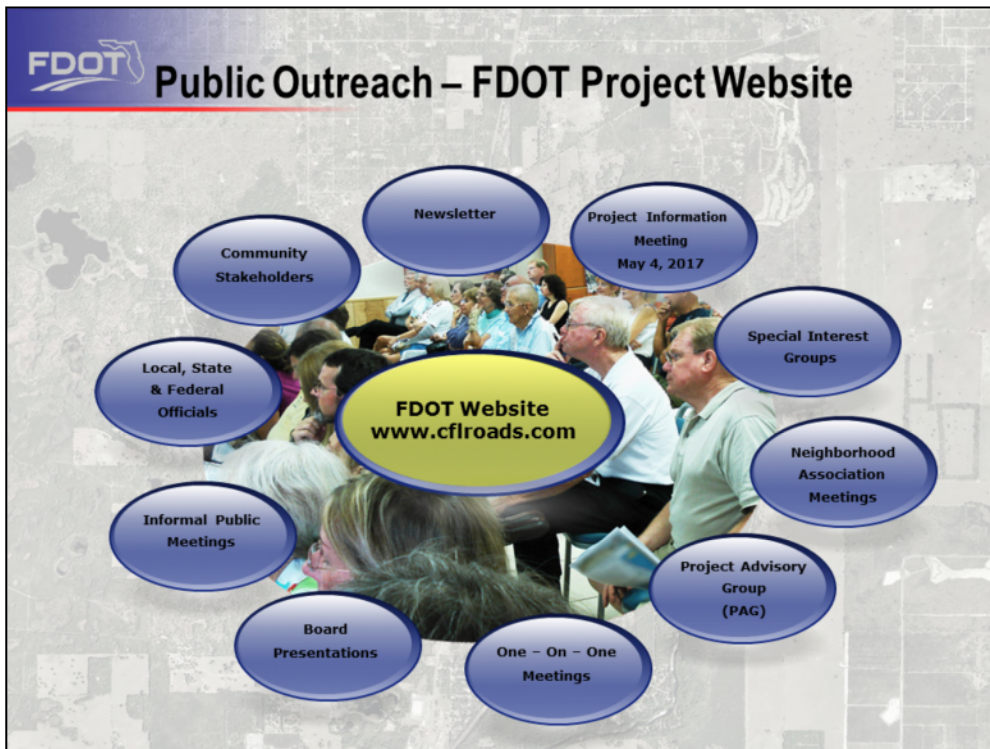


For the SR 45 / US 41 project, the public involvement process included:

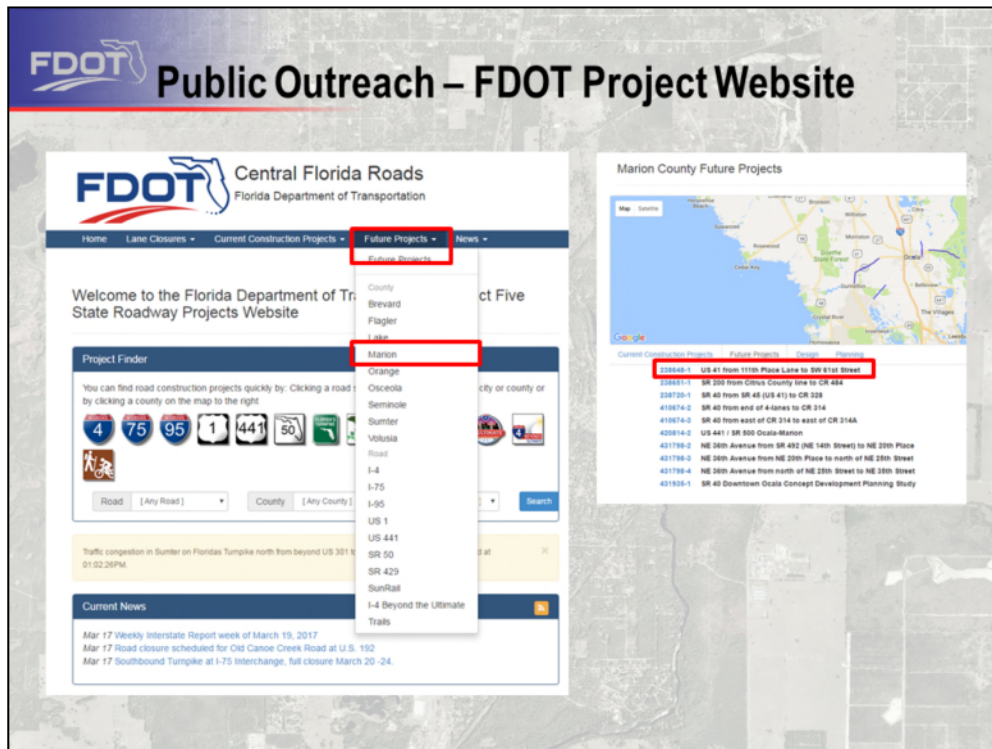
- Public presentations similar to tonight's meeting
- State and federal agency meetings
- Newsletters
- Project Advisory Group Meetings
- One-on-One Meetings
- Presentations to local governments
- Meetings with local community groups,



As well as the project website that provided information and allowed comments and questions to be made directly to the project team



In addition, information for this project as well as other FDOT projects can be found on [www.cflroads.com](http://www.cflroads.com).



On the main page, there are tabs at the top. A drop-down menu appears by selecting the “Future Projects” tab. By choosing Marion from the list of counties, a new page will appear with a list of projects for this county. The interactive map located at the top of the page can be used to search for the project or it can be selected based upon the project name and financial id number, 238648-1 US 41 from 111<sup>th</sup> Place Lane to S.W. 61 Street.

**FDOT** Public Outreach – FDOT Project Website

**FDOT** Central Florida Roads  
Florida Department of Transportation

CFLRoads Contacts F.A.Q.s Links Admin

Search CFLRoads... Go

Home Lane Closures Current Construction Projects Future Projects News

**238648-1** US 41 from 111th Place Lane to SW 61st Street  
Website for Entire Project: <http://www.us41marion.com>

Map Satellite

Map data ©2017 Google, INEGI Terms of Use Report a map error

**About**

The project entails the reconstruction of US 41 from two to four lanes and includes grassed medians, paved shoulders, sidewalks, driveway reconstruction, and full and directional median openings. The project is currently funded for right of way in FY 2014 and FY 2015. The project is currently funded for construction in FY 2019.

For the most up-to-date information and status on this project log onto [www.us41marion.com](http://www.us41marion.com).

**Project Files**

2017-05-04 Public Meeting Flyer

**Project Details**

Phase: Design  
Work Type: Widening  
Length: 3.585 Miles  
County: Marion  
Road: US 41 SR 40  
Letting: 8/29/2018

**Estimated Costs**

ROW: \$ 20.1 Million  
Construction: \$ 30.1 Million

**Contact Information**

**Project Manager:**  
Kathleen Enot  
(386) 943-5149  
[kathleen.enot@dot.state.fl.us](mailto:kathleen.enot@dot.state.fl.us)  
[Ask a Question](#)

**Design Firm:**  
RS&H, Inc.

Last Updated  
- 3 months ago

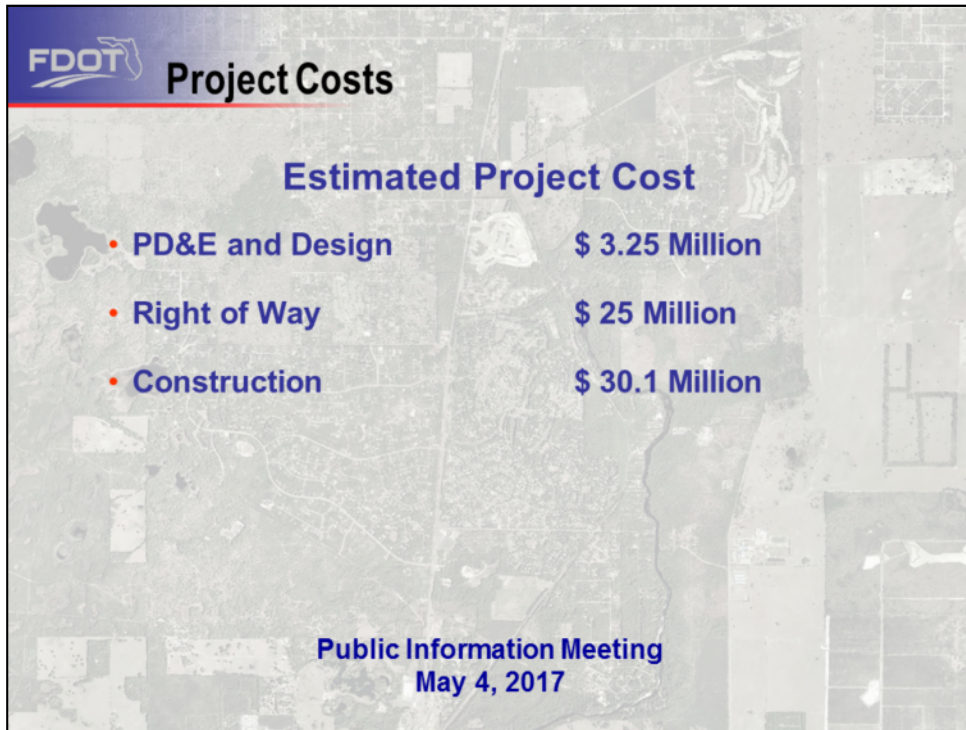
Upon selection, the project page will appear.



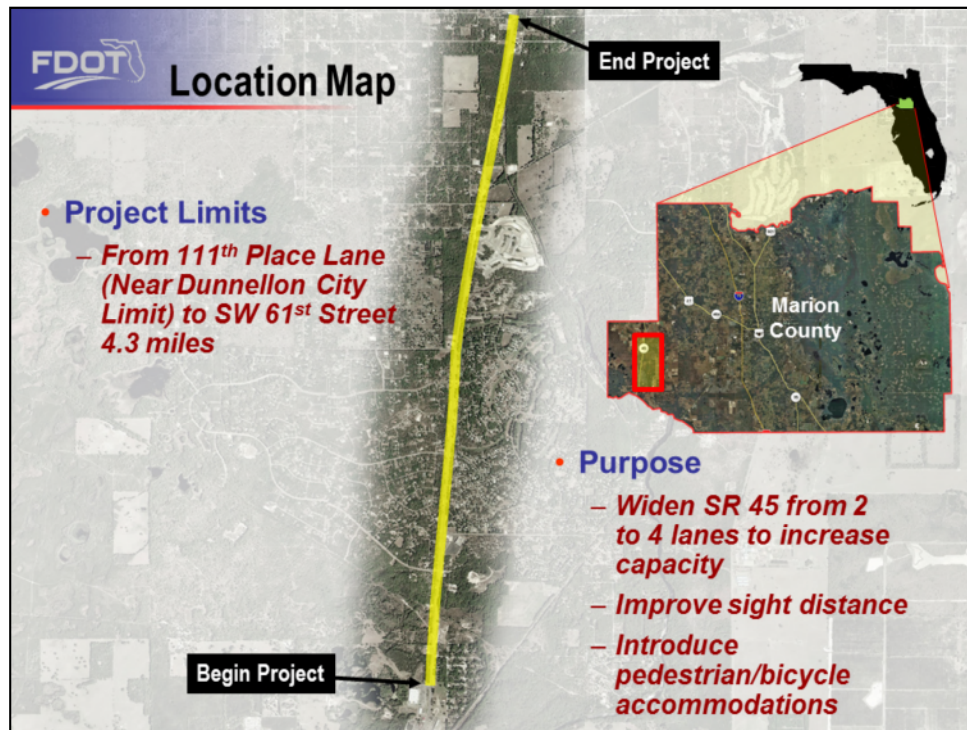
This project has completed its Project Develop and Environment phase and is now in the Final Design phase. Initial Plans were done in October 2011. Updated Plans will be submitted in May 2017. Right of Way acquisition will be finalized in the Fall of 2017. The Final Plans are expected to be completed in the Spring of 2018.

Construction will begin in the fall of 2018.





The estimated project cost for this project includes 3.25 million dollars for Project Development and Environment Study and Final Design, 25 million dollars for Right of Way and 30.1 Million dollars for construction. Construction is funded.

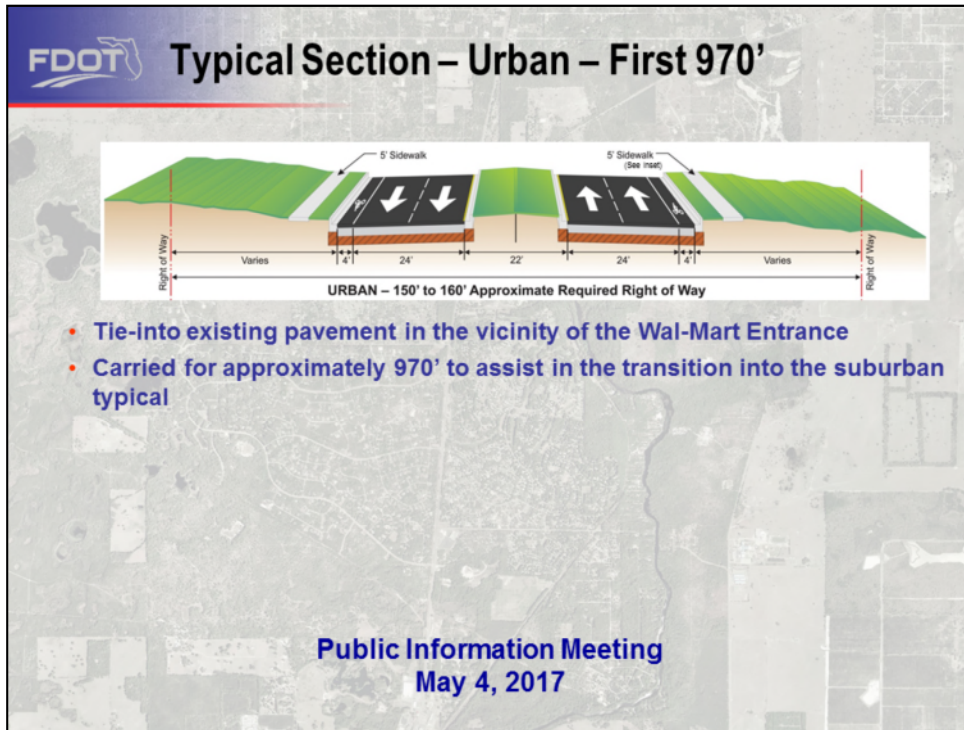


SR 45 widening and reconstruction begins near 111<sup>th</sup> Place Lane and ends just south of S.W. 61<sup>st</sup> Street, tying into the proposed realigned SR 40. The project length is approximately 4.3 miles. The project corridor includes shopping centers, the County emergency services facility, Rainbow Springs State Park as well as many residential communities and places of worship. The graphic shown provides a general layout of the area that will be improved.

In areas in which the existing right-of-way was inadequate to accommodate the proposed improvements, additional right-of-way has been obtained.

The purpose of the proposed improvements is to:

- Increase capacity to accommodate the projected future growth
- Improve the operation and safety of the facility such as improved sight distance and turning lanes; And
- Introduce pedestrian and bicycle facilities such as sidewalks and shoulders along the corridor.



There are two typical sections that will be utilized within the project limits to increase the capacity of SR 45. The first is an urban section which has two lanes in each direction with the opposing travel lanes separated by a raised median. Curbs are adjacent to the inside edge of the travel lanes. Bicycle lanes can be accommodated adjacent to the outside travel lanes and a curb is used to separate the travel lanes from the sidewalk. Storm water runoff is captured in an underground collection system and transported to storm water retention basins. This typical section is applied from just north of the Wal-Mart entrance for approximately 970 feet.

The typical section

- **Assists in tying into the existing pavement in the vicinity of the Wal-Mart Entrance.**
- **Assists in the transition into the suburban typical**

**FDOT Preferred Typical Section - Suburban**

- **Complements the natural environmental setting and land use**
- **Sustains the current mobility and operating speed (55 mph)**
- **Supports the regional nature of US 41**
- **Paved shoulders provide a safe pull-off area for disabled vehicles**
- **Shoulder and natural side slopes provide a greater recovery area for errant vehicles and are more comfortable for the elder user**
- **Sidewalk farther from the roadway provides safety for the pedestrian and casual bicyclist**
- **Maintenance costs are reduced in comparison with the urban section**

**Public Information Meeting  
May 4, 2017**

The second typical section that will be applied is the suburban section. The suburban section is similar to the urban with the curbs and narrow median separating the opposing directions of travel. However the outside lanes are now bordered by a flat shoulder area and the storm water is collected by a swale system for conveyance to the storm water treatment ponds. The sidewalks are farther removed from the travel lanes and are placed adjacent to the right of way lines. Bicyclists can use either the paved shoulder or the sidewalk. This typical section is applied to the remainder of the project.

The suburban typical section

- **Complements the natural environmental setting and land use**
- **Sustains the current mobility and operating speed (55 mph)**
- **Supports the regional nature of US 41**
- **The Paved shoulders provide a safe pull off area for disabled vehicles**
- **The Shoulders and natural side slopes provide a greater recovery area for errant vehicles and is more comfortable for the elder user**
- **The Sidewalk farther removed from the roadway provides safety for the pedestrian and bicyclist**
- **The Maintenance costs are reduced in comparison with the urban section**

**FDOT** **Access Management**

- **Access Management**
  - **Definition**
    - **Planning of driveways, median openings, interchanges and street connections**
  - **Purpose**
    - **Improve mobility and safety**
  - **Basic Principle**
    - **Limit number of conflict points**



**Restrictive**



**Non-restrictive**



**Directional Median Opening**



**Full Median Opening**

Another purpose of the project is to improve the operations and safety of the facility. One of the design elements applied to this project to achieve this purpose is Access Management.


Access Management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections.

The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

A basic principle of access management is to limit the number of conflict points along a roadway by limiting the number of driveways and median openings and restricting certain movements at some median openings. Drivers can be overwhelmed by conflict points in close proximity to one another, increasing the potential for crashes. Good access management practice strives to separate conflict points by providing a reasonable distance between driveways and between median openings.

**FDOT** Access Management

- **Conflict Points**
  - *Locations where the paths of two vehicles can legally cross*
  - *Site of potential crashes*
  - *Number decreases with restrictions*





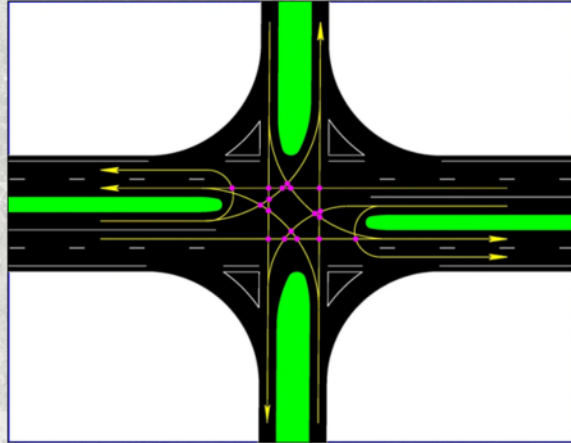
Conflict points are defined as locations along a roadway where the paths of two vehicles can legally cross

Each conflict point is a site of a potential crash

The number of conflict points decrease as the median opening becomes more restricted.

- **Conflict Points**

- *Full Median Opening (Four way intersection)*

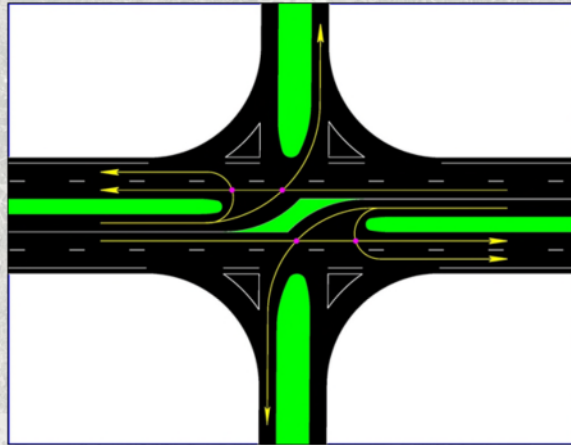


**18 Major Conflict Points**

A more detailed explanation regarding conflict points and their relationship to the type of median opening will begin by examining a full four-way median opening.

A four-way intersection has as many as 36 conflict points. Of these, **18** are considered major which are defined as angle, left turns or U- turn. These major conflict points are indicated in the graphic by the magenta circles.

- **Conflict Points**
  - *Two-way Directional Median Opening*

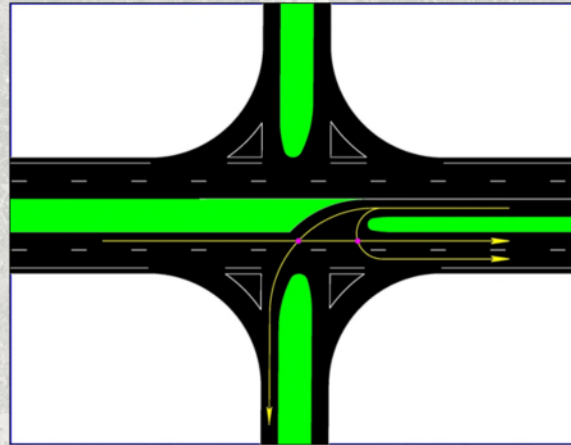


**4 Major Conflict Points**

Modifying the full opening median by restricting the movements such that only left turn or u-turns can occur from the median and not from the side streets, creates a two-way directional opening. By making this modification, the number of major conflicts is reduced to 4. Again, these major conflict points are indicated in the graphic by the magenta circles.



- **Conflict Points**
  - *Left-In Only Directional Median Opening*



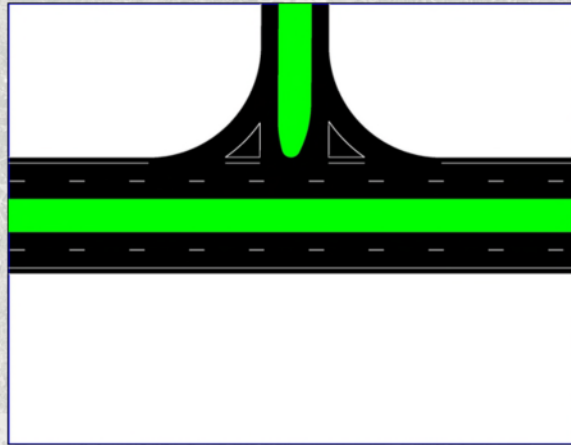
**2 Major Conflict Points**

Modifying the two-way directional median opening by further restricting the movements to a left turn or u-turns from only one direction of the median creates a left-in only directional opening. By making this modification, the number of major conflicts is further reduced to 2. Again, indicated by the magenta circles.



## Access Management

- **Conflict Points**
  - *Closed Median*



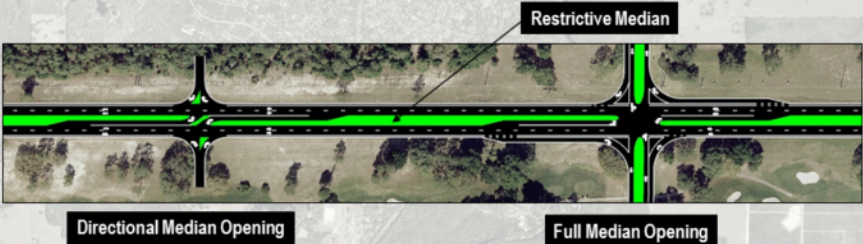
0 Major Conflict Points

Closing the median eliminates all major conflict points.

**FDOT** Access Management Classification

**Access Management Classification 3**

- Median type Restrictive
- Signal Spacing 2,640 ft. (1/2 mi)
- Median Openings
  - Full 2,640 ft. (1/2 mi)
  - Partial 1,320 ft. (1/4 mi)
- Side Connections 600 ft. (1/8 mi)



The diagram shows an aerial view of a road with a restrictive median. The median is highlighted in green. Labels indicate 'Restrictive Median', 'Directional Median Opening', and 'Full Median Opening'.

This segment of SR 45 has a current operating speed of approximately 55 miles per hour, which is common for a regional roadway. As such, the applicable access management classification is one that provides a greater distance between the roadway elements we have identified.


During the PD&E Public Hearing the access management classification of this portion of SR 45 was revised to Class 3. This resulted in a median type that is restrictive, and spacing criteria that is as follows:

- Signals – Approximately 1/2 of a mile
- Full median openings – Approximately 1/2 of a mile
- Partial median openings – approximately 1/4 of a mile
- Side connecting roads – 1/8<sup>th</sup> of a mile

This will impact the existing traffic patterns that exist today.

**FDOT** **Access Management Classification**

- **Full Median Opening (Signalized)**
  - *SW 99<sup>th</sup> Place*
  - *SW 86<sup>th</sup> Place Lane (emergency signal)*
  - *SR 40*
- **Full Median Opening (No Signal)**
  - *SW 93<sup>rd</sup> Lane Road*
  - *SW 81<sup>st</sup> Place Road (Rainbow Springs State Park Entrance)*
- **Directional Median Openings**
  - *SW 107<sup>th</sup> Lane*
  - *SW 102<sup>nd</sup> Street Road*
  - *SW 88<sup>th</sup> Place Road*
  - *SW 77<sup>th</sup> Street / SW 77<sup>th</sup> Loop*



The current locations for the signalized intersections will remain, but they will be improved. These locations include SW 99<sup>th</sup> Place, SW 86<sup>th</sup> Place Lane and existing SR 40. SW 86<sup>th</sup> Place Lane will remain an emergency signal.

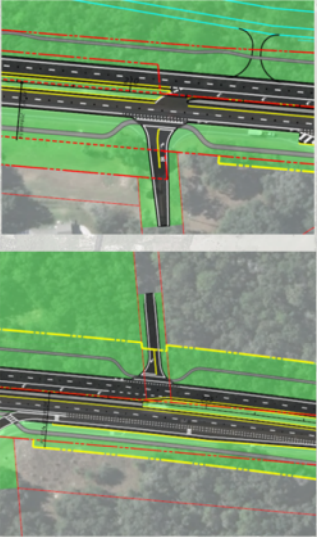
The locations that will have a full median opening but without signals includes SW 93<sup>rd</sup> Lane Road and SW 81<sup>st</sup> Place Road which is also the entrance into the Rainbow Springs State Park.

Directional median openings will be installed at SW 107<sup>th</sup> Lane, SW 102<sup>nd</sup> Street Road, SW 88<sup>th</sup> Place Road, and SW 77<sup>th</sup> Street/ SW 77<sup>th</sup> Loop.



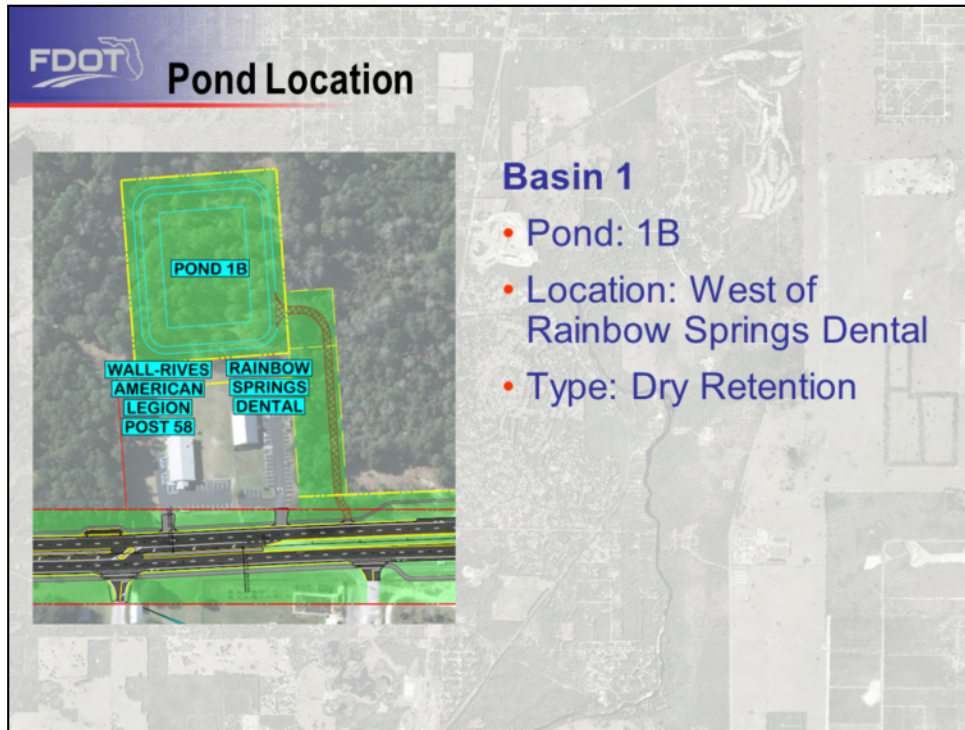
**FDOT** Access Management Classification

- **Left-In Only Directional Median Openings**
  - *SW 83<sup>rd</sup> Place Road*
- **Closed Median**
  - *SW 108<sup>th</sup> Place*
  - *SW 80<sup>th</sup> Place Road*
  - *SW 75<sup>th</sup> Street*



Left-In Only Directional median openings will be installed at SW 83<sup>rd</sup> Place Road.

The median will be closed at SW 108<sup>th</sup> Place, SW 80<sup>th</sup> Place Road and SW 75<sup>th</sup> Street

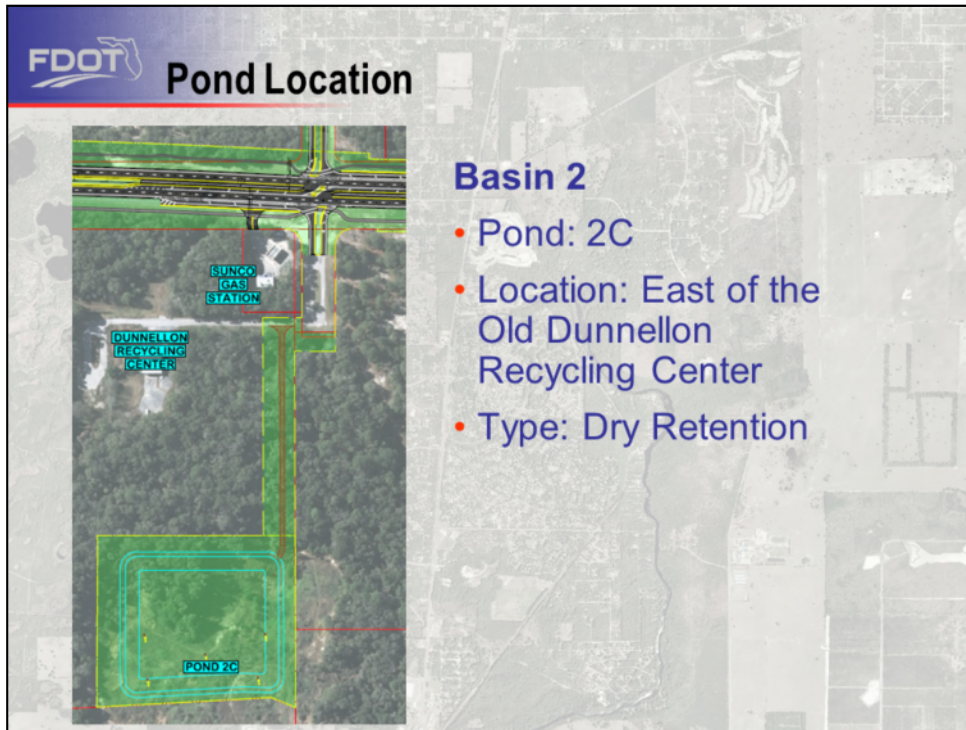


A pond siting report has been provided to the Department. Seven drainage basins exist along the corridor, with each basin containing a stormwater treatment pond.

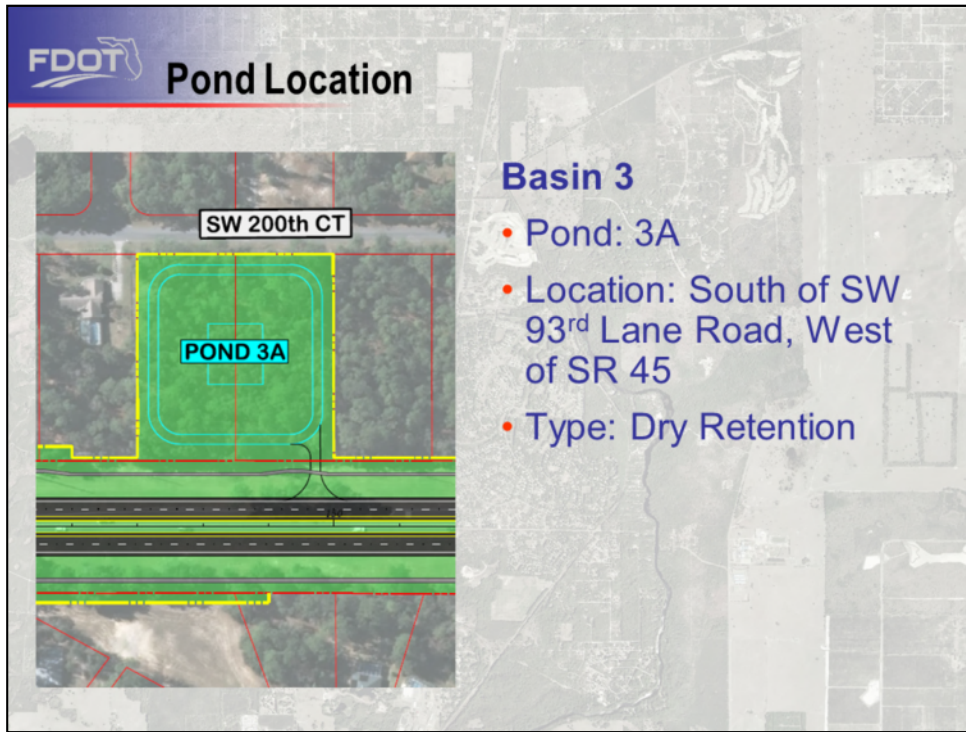
The first basin extends from SW 107<sup>th</sup> Lane to approximately one-quarter mile north of SW 106<sup>th</sup> Lane. Pond 1B is within this basin and is located west of Rainbow Springs Dental and will be a dry pond.

In fact, all of the retention ponds for this project will be dry ponds.

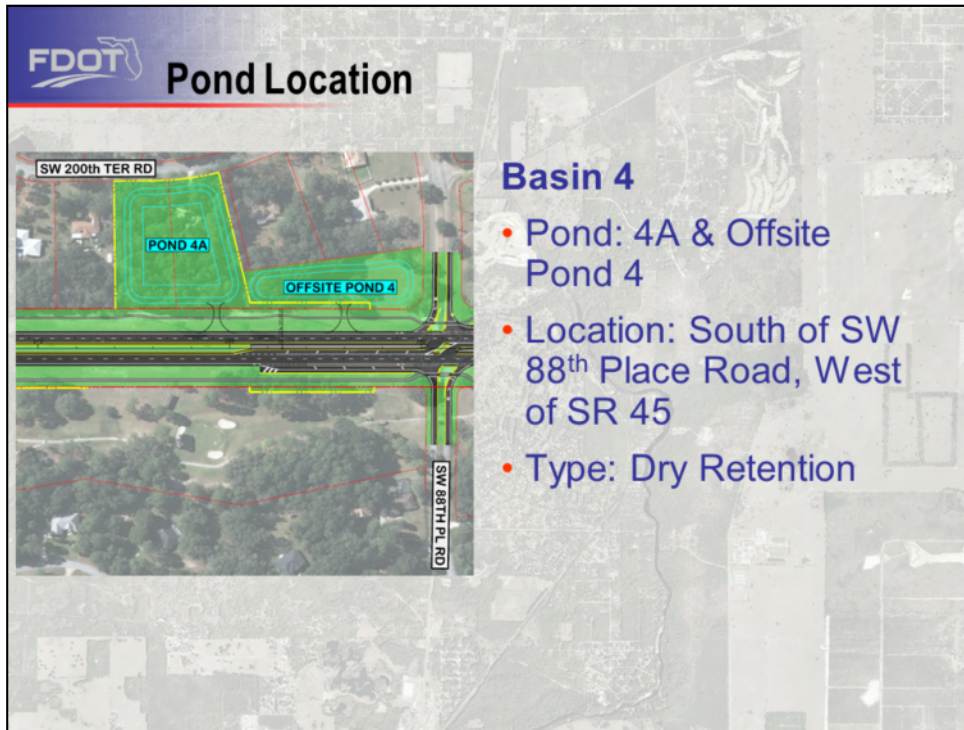




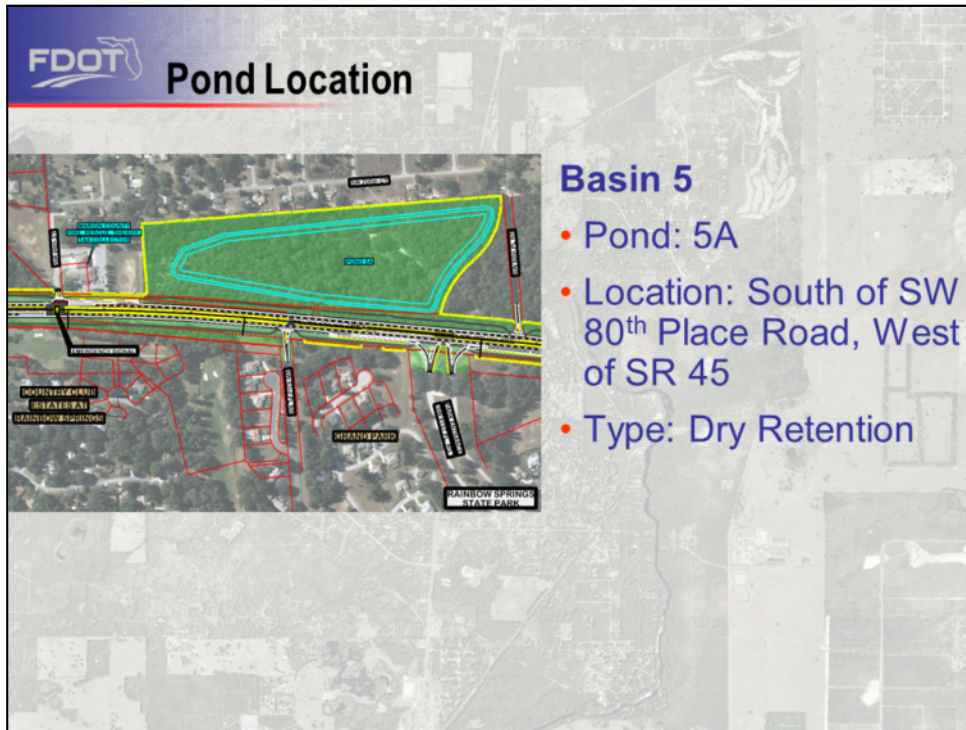
The second basin extends from approximately one-quarter mile north of SW 106<sup>th</sup> Lane to one-fifth mile north of SW 99<sup>th</sup> Place. Basin 2 contains pond 2C and is located east of the old Dunnellon Recycling Center.



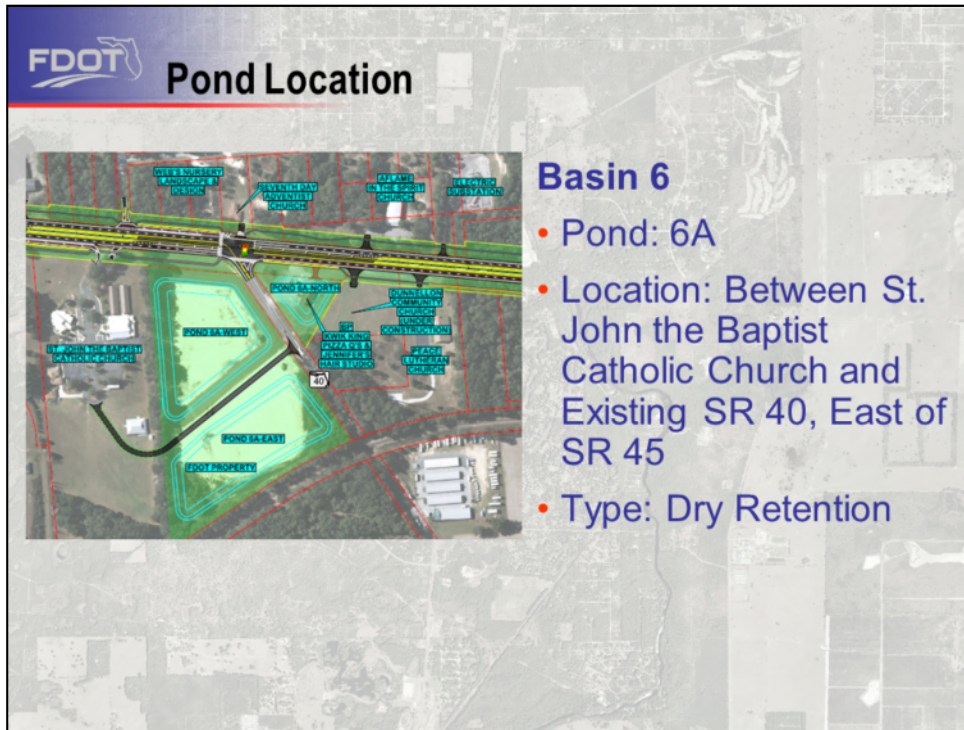
The extent of the third basin is from one-fifth of a mile north of SW 99<sup>th</sup> Place to SW 93<sup>rd</sup> Lane Road and contains pond 3A. Pond 3A is located south of SW 93<sup>rd</sup> Lane Road and West of SR 45.



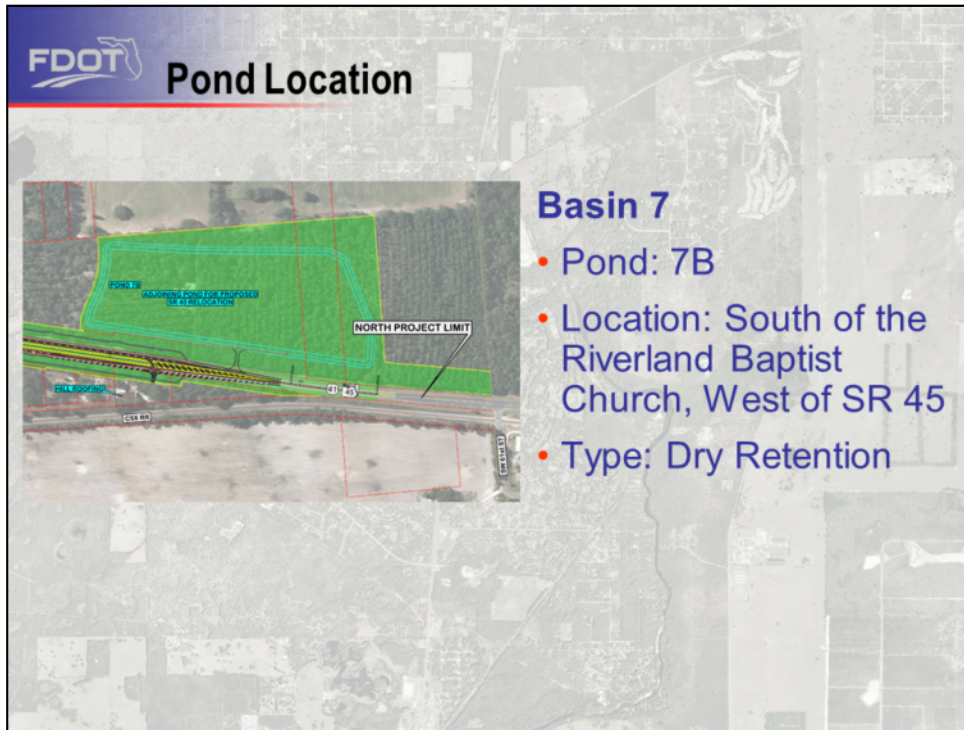
The fourth basin contains ponds 4A and Offsite Pond 4 and extends from SW 93<sup>rd</sup> Lane Road to approximately SW 88<sup>th</sup> Place Road. The ponds are located south of SW 88<sup>th</sup> Place Road and West of SR 45.



The fifth basin extends from approximately SW 88<sup>th</sup> Place Road to approximately SW 77<sup>th</sup> Street / SW 77<sup>th</sup> Loop and consists of Pond 5A. The pond is located south of SW 80<sup>th</sup> Place Road and West of SR 45.



The sixth basin contains Pond 6A-West and 6A-East which is located between St. John the Baptist Catholic Church and existing SR 40. The extent of this basin is from approximately SW 77<sup>th</sup> Street to approximately 650 feet north of the existing intersection of SR 40 and SR 45.



- Basin 7**
- Pond: 7B
  - Location: South of the Riverland Baptist Church, West of SR 45
  - Type: Dry Retention

The last basin within the project limits is basin 7 and contains pond 7B. It extends from approximately 650 feet north of the existing intersection of SR 40 and SR 45 to the end of the project limits.

**FDOT** Comment Form

Please Fill Out and Turn in the Comment Form Tonight  
Or  
Fold and Mail the Completed Forms by:  
**May 14th**

Public Information Meeting  
May 4, 2017

**Comment Form**  
SR 45 (US 41)  
From 111<sup>st</sup> Place to 120<sup>th</sup> Street  
Manatee County  
Project # 22660-1-02-01  
Public Information Meeting  
May 04, 2017

Public comments will be considered only if submitted by the deadline. All comments will be considered.

Please Print  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City / State / Zip: \_\_\_\_\_  
Email: \_\_\_\_\_

Manatee County Board of Commissioners  
1000  
Address: 200 Bay Street, Suite 200  
Clearing House Station  
Tampa, FL 33602  
Phone: (813) 281-2000  
Fax: (813) 281-2000

If you would like to provide a written comment to the Department, you can obtain a comment form at the meeting sign-in desk. You may submit your comment tonight or it can be completed and sent by mail.

Written comments postmarked through May 14, 2017 are considered a part of this meeting. All comments will receive a written response and will be included in the summary of this meeting.

**FDOT** Public Information Meeting

**For Additional Information, Please Contact:**

**Kathleen Enot**  
**Florida Department of Transportation**  
**Phone: (386) 943-5149**  
**kathleen.enot@dot.state.fl.us**

**Public Information Meeting**  
**May 4, 2017**

Thank you for your attention. If you have any questions or comments, you may contact, Kathleen Enot, the FDOT project manager by phone at (386) 943-5149 or at [kathleen.enot@dot.state.fl.us](mailto:kathleen.enot@dot.state.fl.us)





**SR 45 (US 41)**  
**from 111<sup>th</sup> Place Lane to S.W. 61<sup>st</sup> Street**

Financial Identification Number: 238648-1-52-01

***Thank You for Attending***

**Public Information Meeting**  
**May 4, 2017**

