



John Young Parkway (U.S. 17-92 / South Orange Blossom Trail) at Pleasant Hill Road / South Hoagland Boulevard Intersection Improvements

Financial Project Identification (FPID) No. 418403-7

Community Event

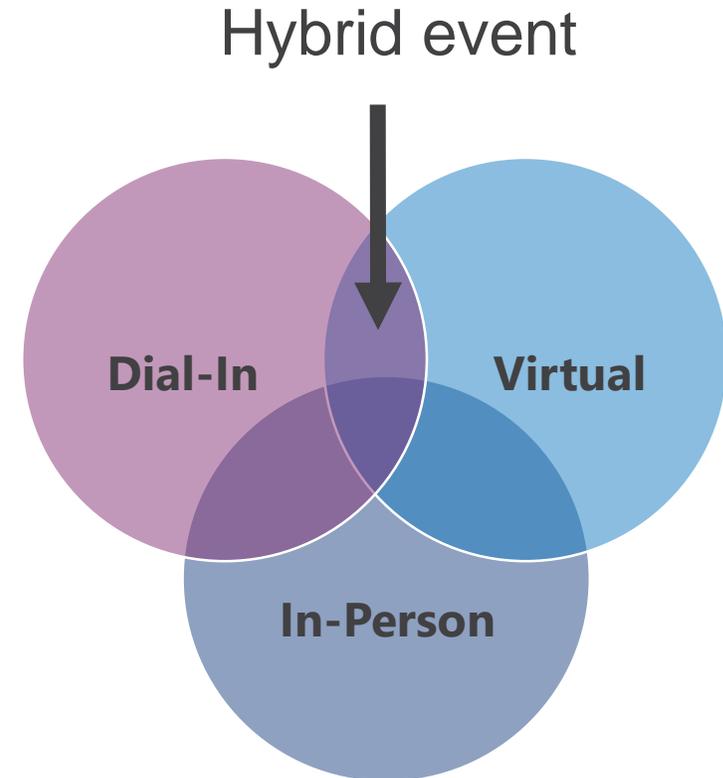
May 17, 2023 & May 18, 2023





About the Event

- This community event is being conducted in a hybrid format:
 - In-Person
 - Virtual
 - Dial-in
- Dial-in attendees not using the GoToWebinar app are “listen-only”
- A copy of the presentation can be found on the project website at: www.CFLRoads.com/project/418403-7





Agenda



Explain project goals



Present proposed improvements



Stay connected





Title VI Compliance



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Melissa McKinney
District Five Title VI Coordinator
719 S. Woodland Blvd., MS 501
DeLand, FL 32720-6834
386-943-5077
Melissa.McKinney@dot.state.fl.us

Stefan Kulakowski, FCCM, CPM
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee St., MS 65
Tallahassee, FL 32399-0450
850-414-4742
Stefan.Kulakowski@dot.state.fl.us

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



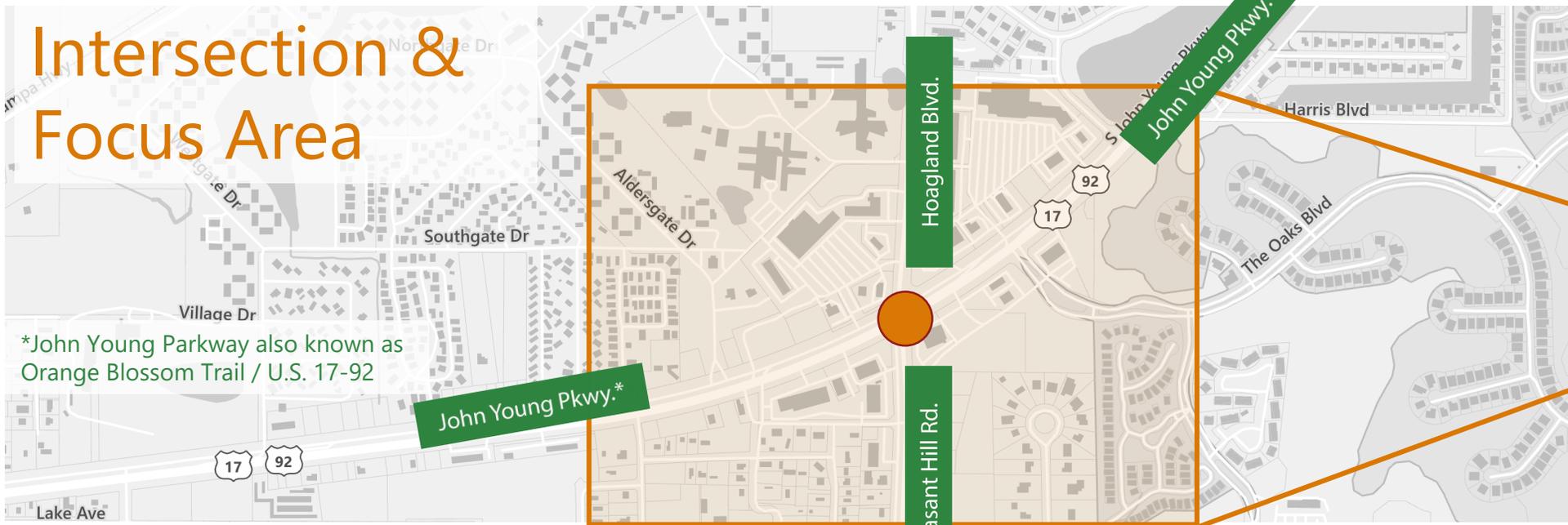


Project Goals & Background

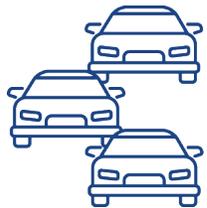
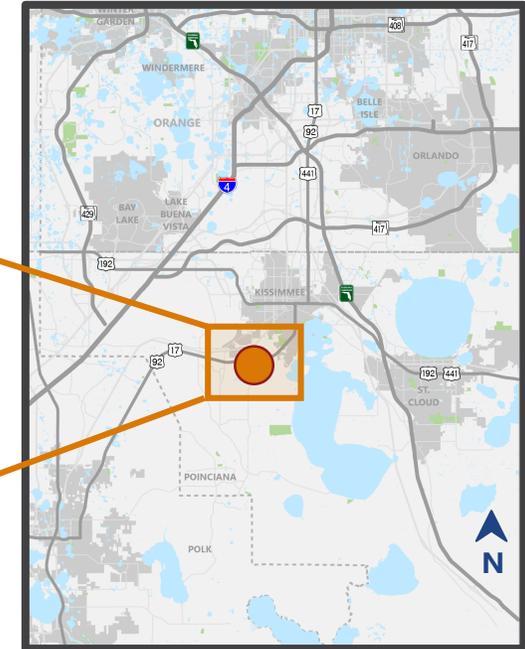


Study Purpose and Focus Area

Intersection & Focus Area



*John Young Parkway also known as Orange Blossom Trail / U.S. 17-92



Relieve
Congestion /
Improve Mobility



Address
Safety/Crashes



Improve
Access



Extend Bicycle
& Pedestrian
Facilities

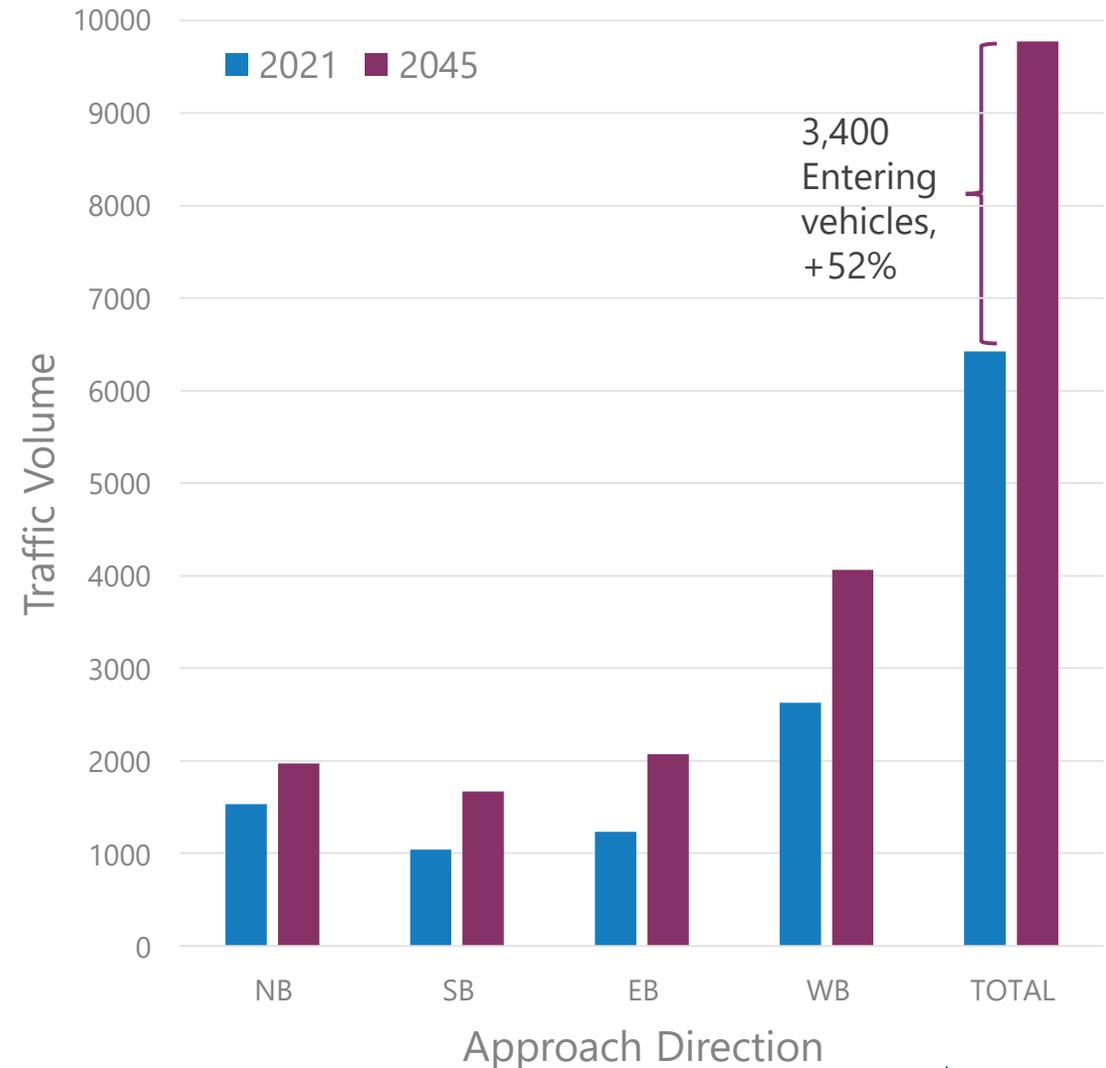


Enhance Aesthetics
& Landscaping

Project Background

- Previous Project Development and Environment (PD&E) study and design for the intersection were under-capacity to serve the dramatic increase in traffic demand
 - Current projections for the year 2045 anticipate **50% more** vehicles at this intersection than today
 - More than **60% increase** in traffic is expected for movements controlling the westbound John Young Parkway to southbound Pleasant Hill Road
- Today's event showcases high-capacity solutions for current and future traffic growth

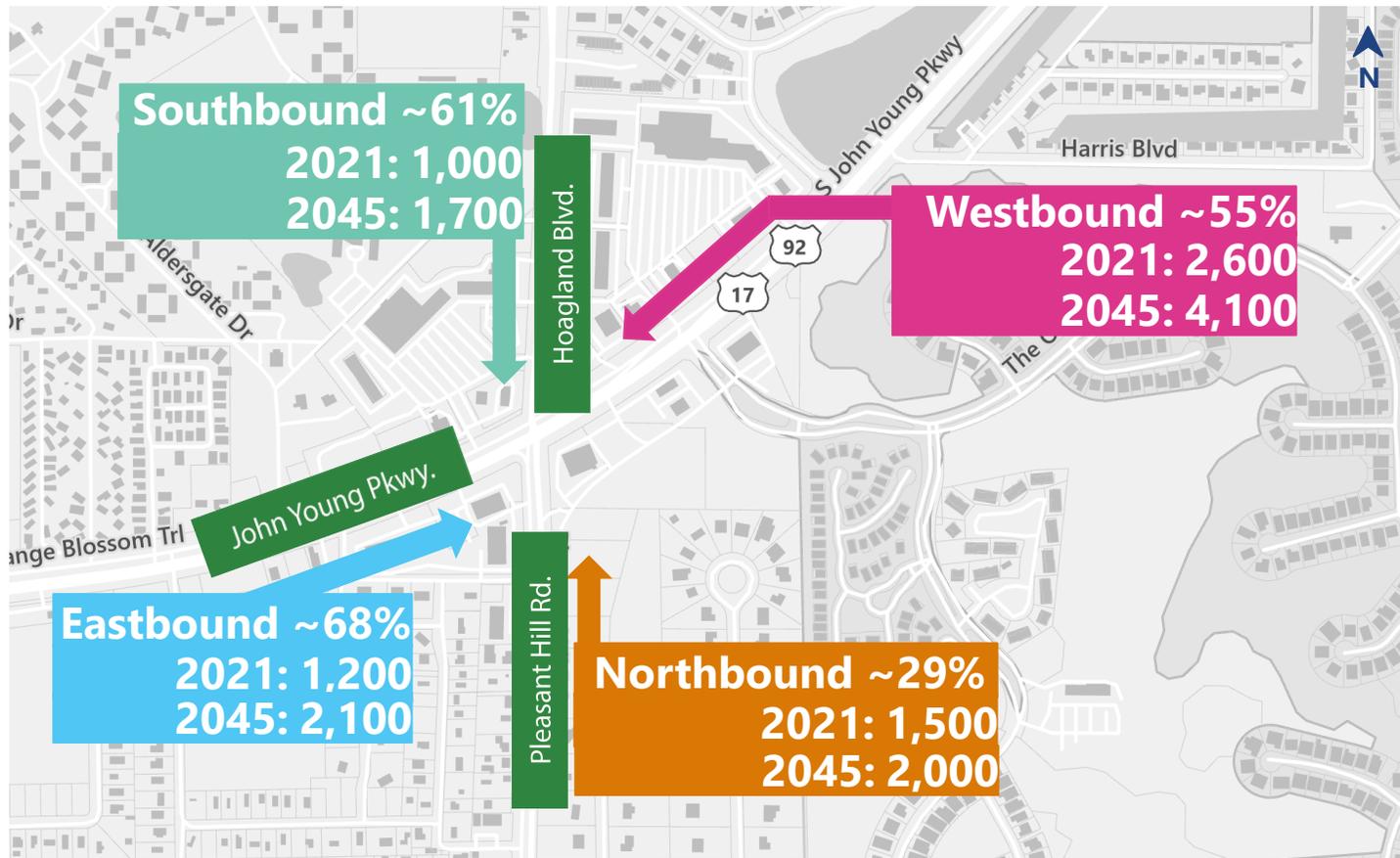
PM Peak Hour Traffic Growth



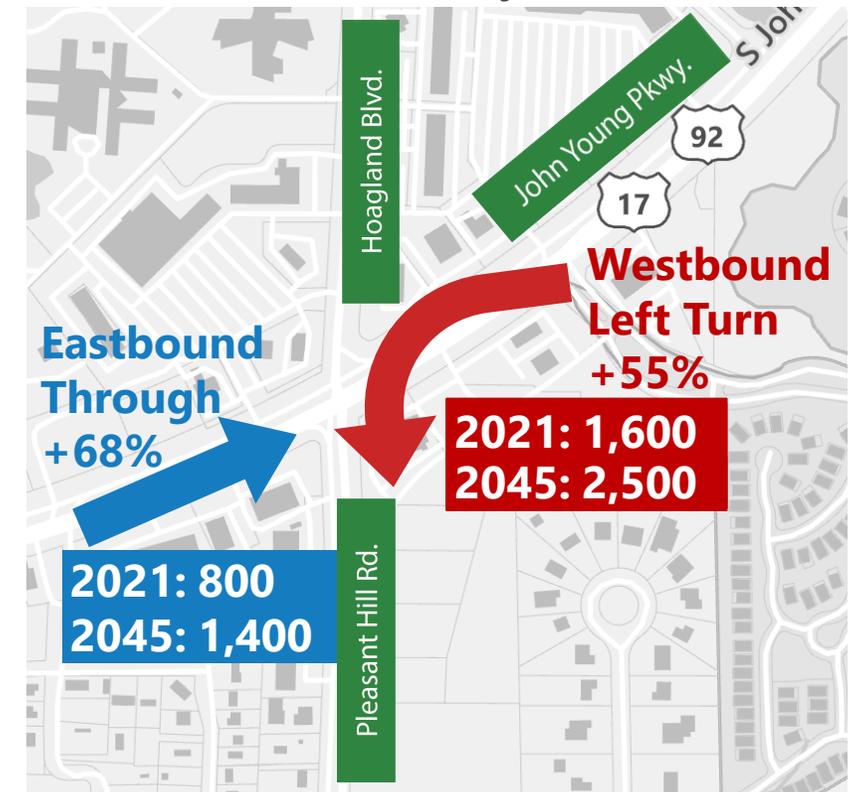
Traffic Congestion and Growth



Intersection Approach P.M. Peak Hour Volume Growth Projections



Most Congested Movement Pair P.M. Peak Hour Volume Growth Projections





Safety / Crash History



Data indicates a need to address traffic congestion and speed differences between lanes and stopped vehicles to reduce crashes and crash severity



Rear End Crashes
53%



Angle Crashes
25%





Transportation Access



Access to Pleasant Hill Road



Multimodal Access





Bicycle and Pedestrian Facilities



Enhanced features for bicyclists and pedestrians including:

- Connections to existing trails and sidewalks
- Safer crosswalks
- Improved access to transit routes (e.g. LYNX Route 26)



Enhance Aesthetics



Accentuate mature oak trees



Add landscaping along area roadways



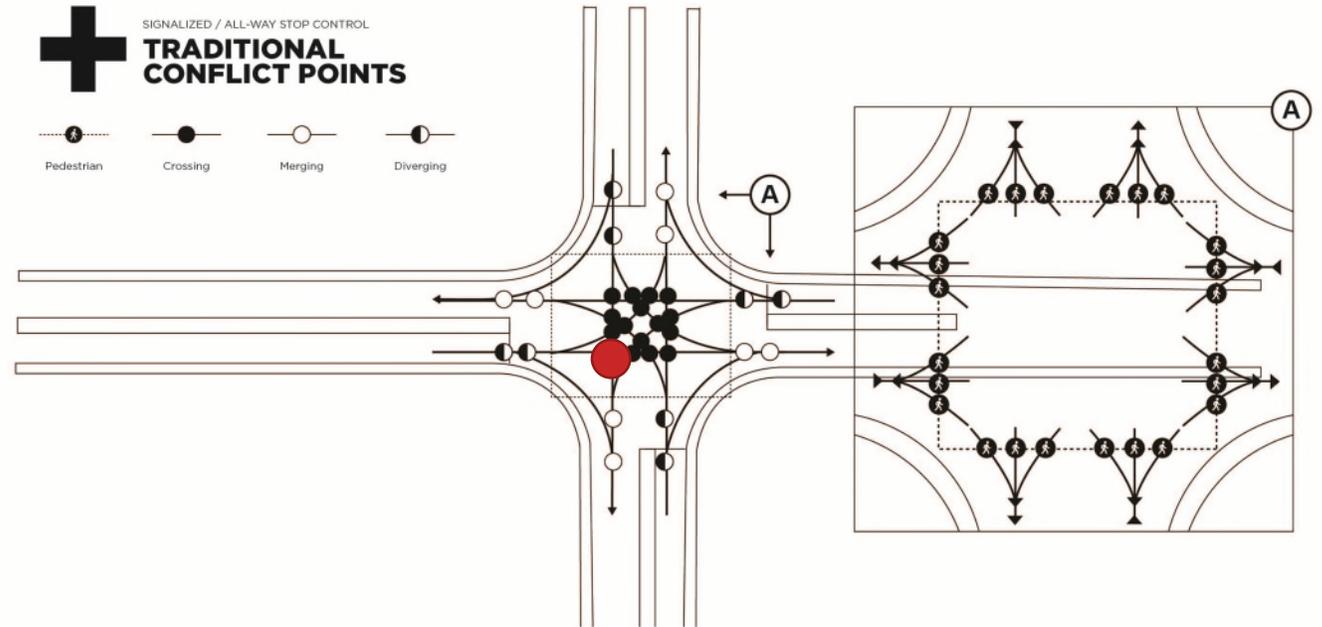


Proposed Intersection Improvements



Traditional Intersections

- All existing movements travel through the middle of the intersection
- Creates 32 crossing points
- Requires each movement to wait for each other
- Limited in capacity by the pairs of competing movements



- The **Red Dot** is the crossing point between the westbound left turns from John Young Parkway to Pleasant Hill Road and the eastbound traffic on John Young Parkway. **Grade separation (overpass) is required to meet this traffic demand**

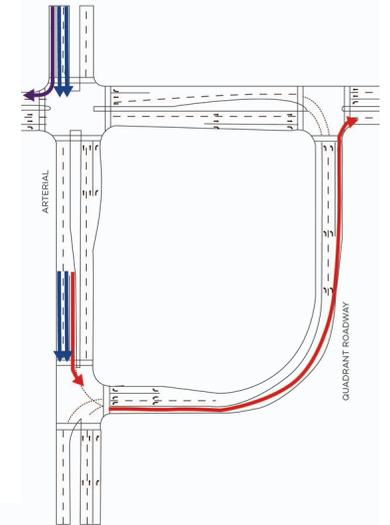
Alternative Intersections

Movements are relocated to safer and easier to serve locations. This eliminates conflicts and allows for more green time for all users.

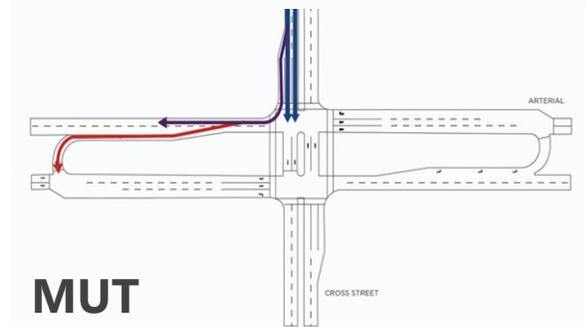
- Alternative Intersections:
 - **Quadrant Roadway**
Movements Bypass Intersection
 - **Median U-Turn (MUT)**
Left Turns Relocated
 - **Restricted Crossing U-Turn (RCUT)***
Left Turns Out and Straight movements relocated

**An RCUT is in place today at the Oaks Entrance*

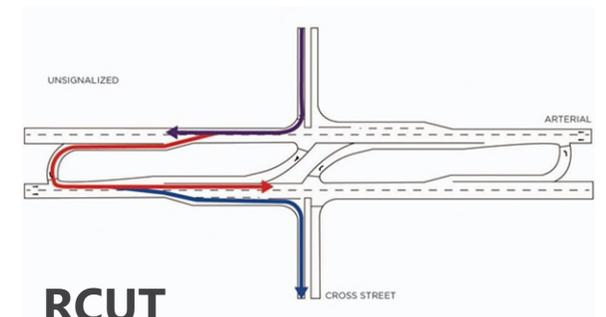
QUAD



MUT



RCUT





Non-Traditional Intersections



1 Eastbound Overpass (facing south)



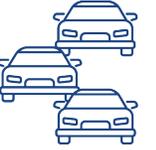
2 Quad Road (facing northeast)



3 Restricted Crossing U-Turn (RCUT) (facing southwest)



Eastbound Overpass



- Relieves congestion along John Young Parkway
- Limits construction footprint
- Allows for access to local businesses



1 Facing south



2 Facing southwest



Quadrant Road



- Both provide direct access to:
 - Pleasant Hill Road from The Oaks and John Young Parkway
 - The Oaks from Pleasant Hill Road and John Young Parkway
 - John Young Parkway from the Oaks and Pleasant Hill Road





Driving the Improvements

- Some left turning movements are rerouted to safer and more efficient locations using the Alternative Intersection Concepts presented in the previous slides.

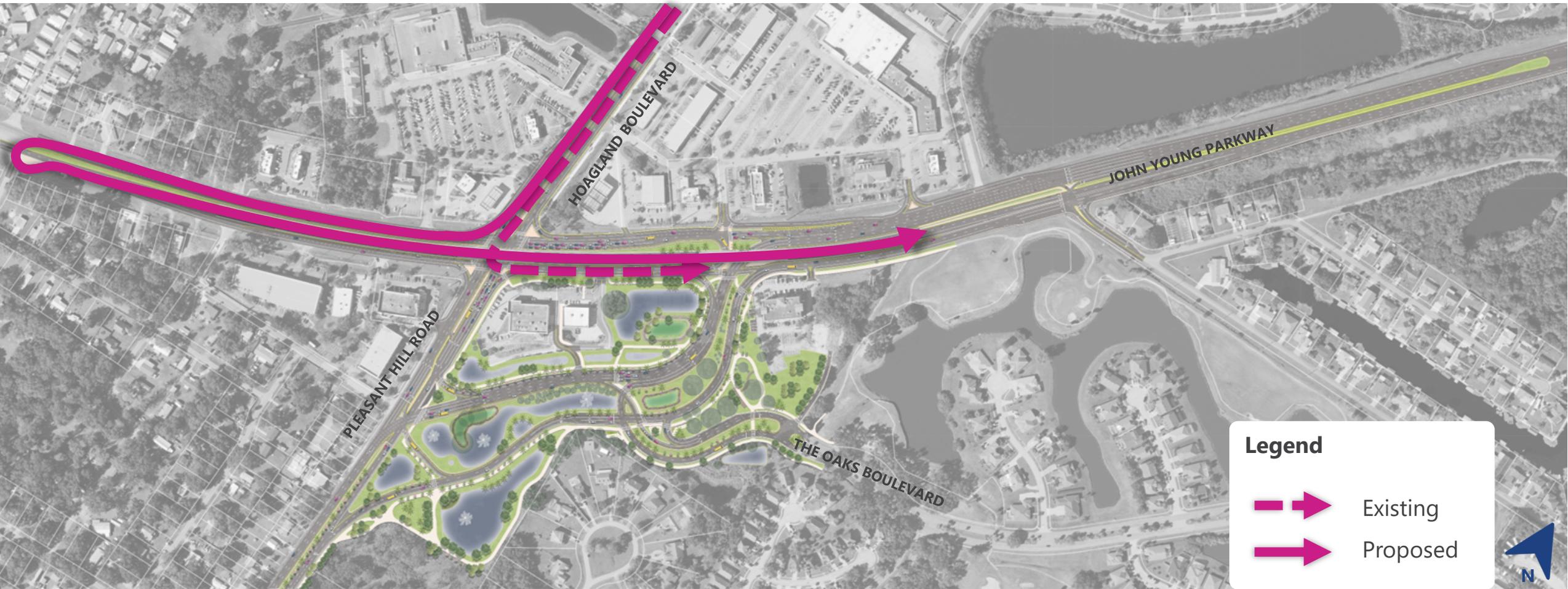
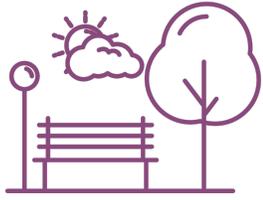


- Improvements include:
 - Eastbound Overpass
 - Quadrant Roadway Connection
 - East leg of John Young Parkway
 - South leg of Pleasant Hill Road
 - Median U-Turns (MUTS) for North and Southbound Lefts
 - Restricted Crossing U-Turns (RCUTS) for Eastbound Lefts
- Traffic movements are the same for Options A & B.





Southbound Left Turn



Shown as Option A - Traffic movements are the same for Options A & B.





Northbound Left Turn

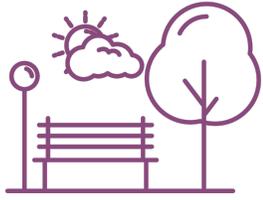


Shown as Option A - Traffic movements are the same for Options A & B.





Westbound Left Turn

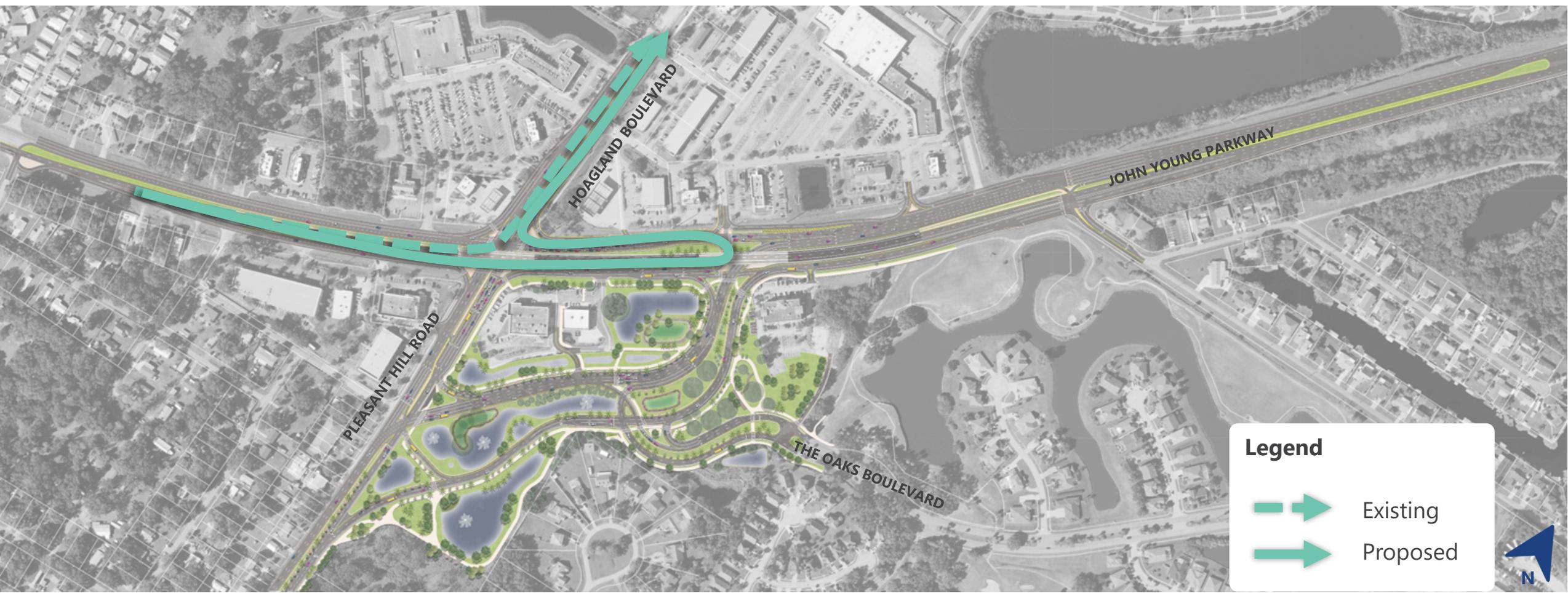
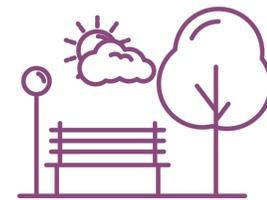


Shown as Option A - Traffic movements are the same for Options A & B.





Eastbound Left Turn

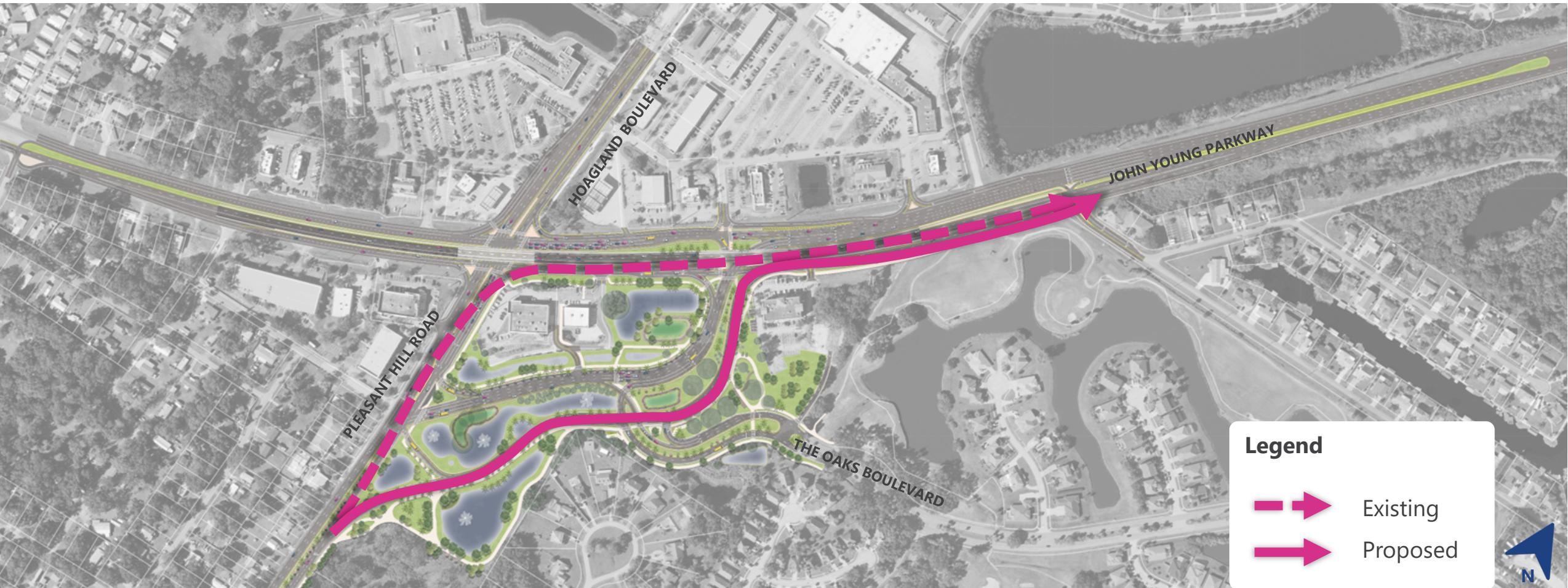


Shown as Option A - Traffic movements are the same for Options A & B.





Northbound Right Turn

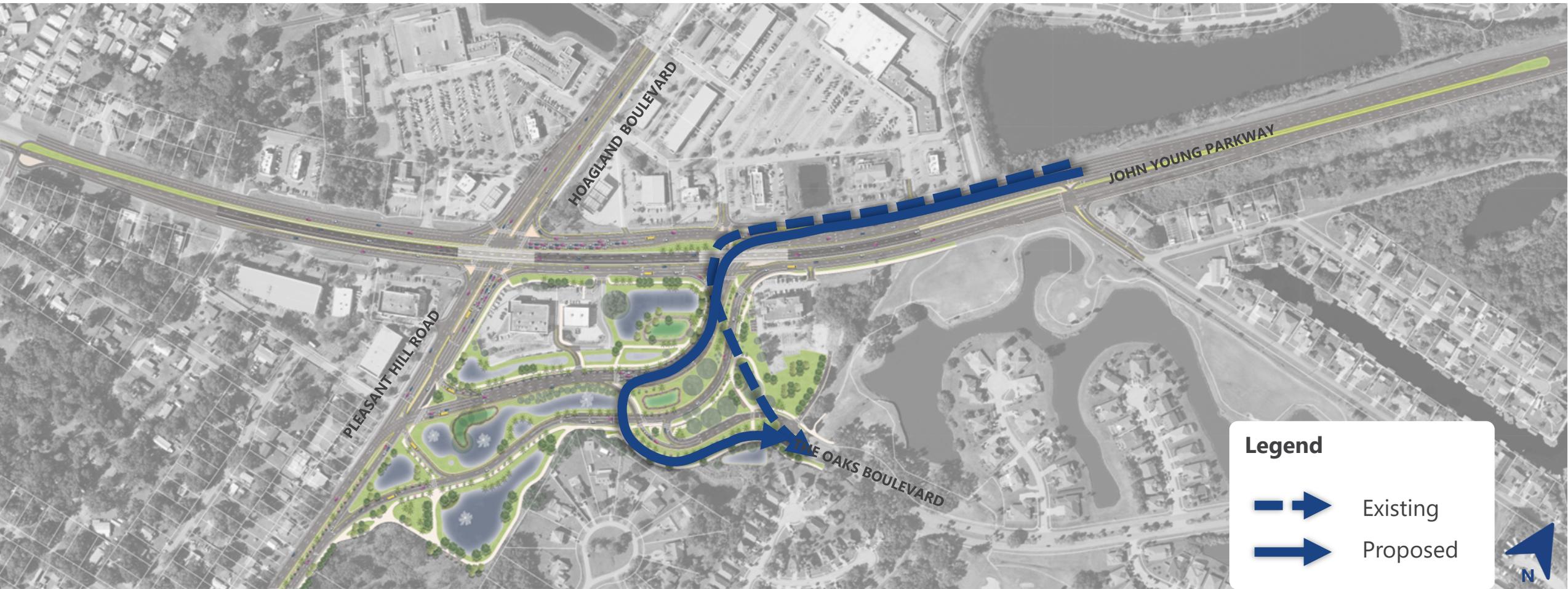
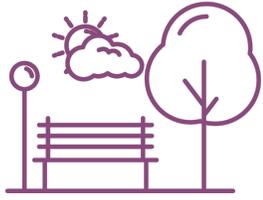


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Westbound To The Oaks

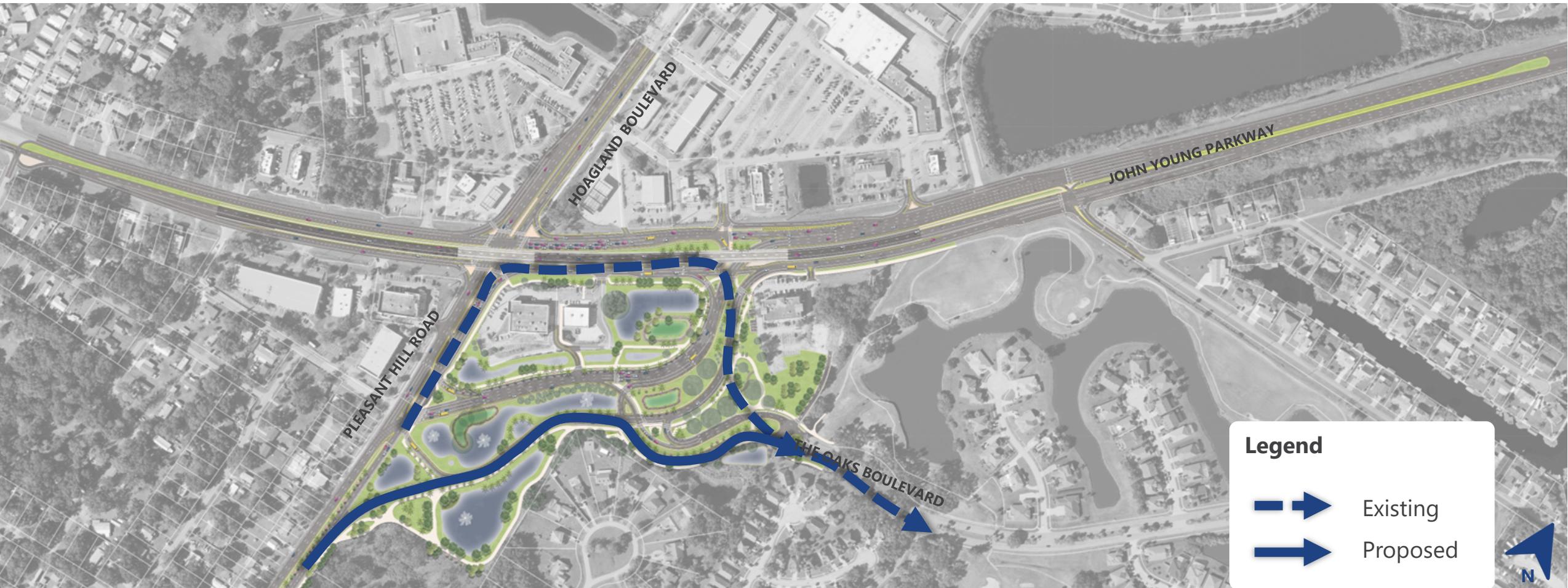


Shown as Option A - Traffic movements are the same for Options A & B.





Northbound To The Oaks

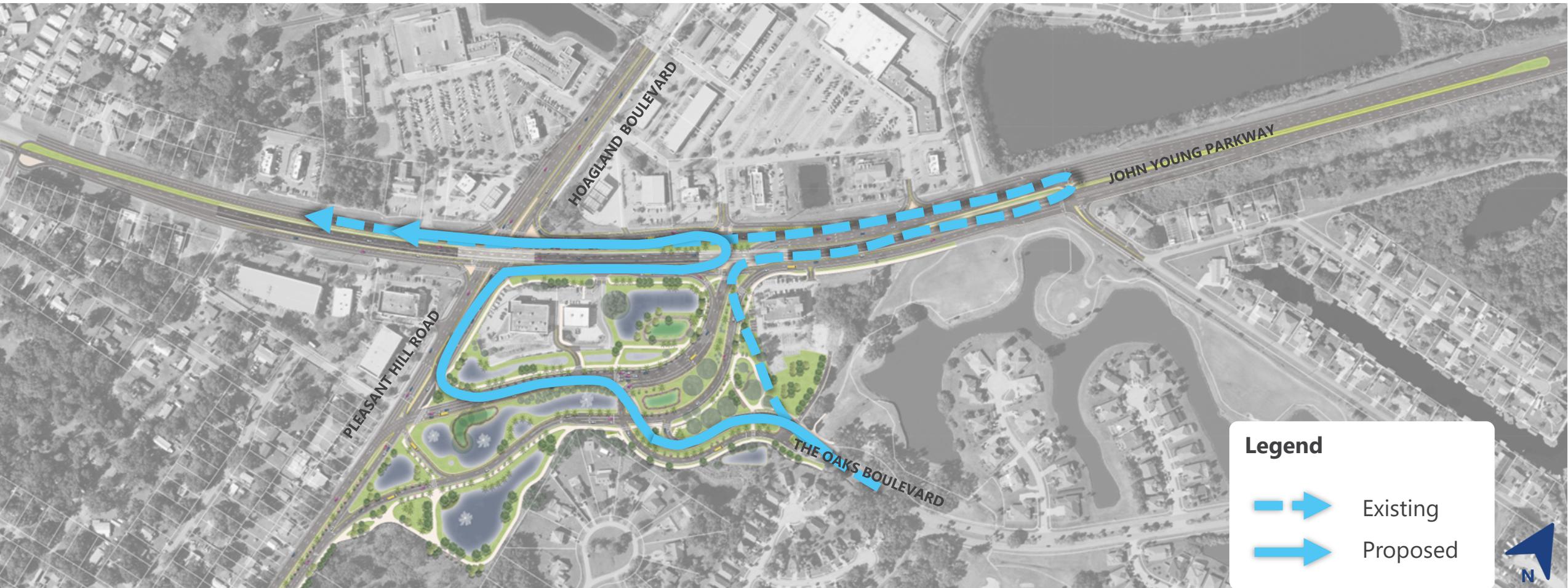
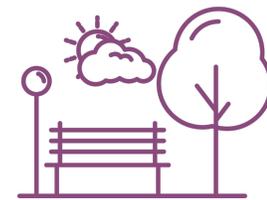


Shown as Option A - Traffic movements are the same for Options A & B.





Oaks to Westbound John Young Pkwy

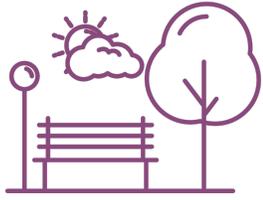


Shown as Option A - Traffic movements are the same for Options A & B.





Oaks to Northbound Hoagland Blvd

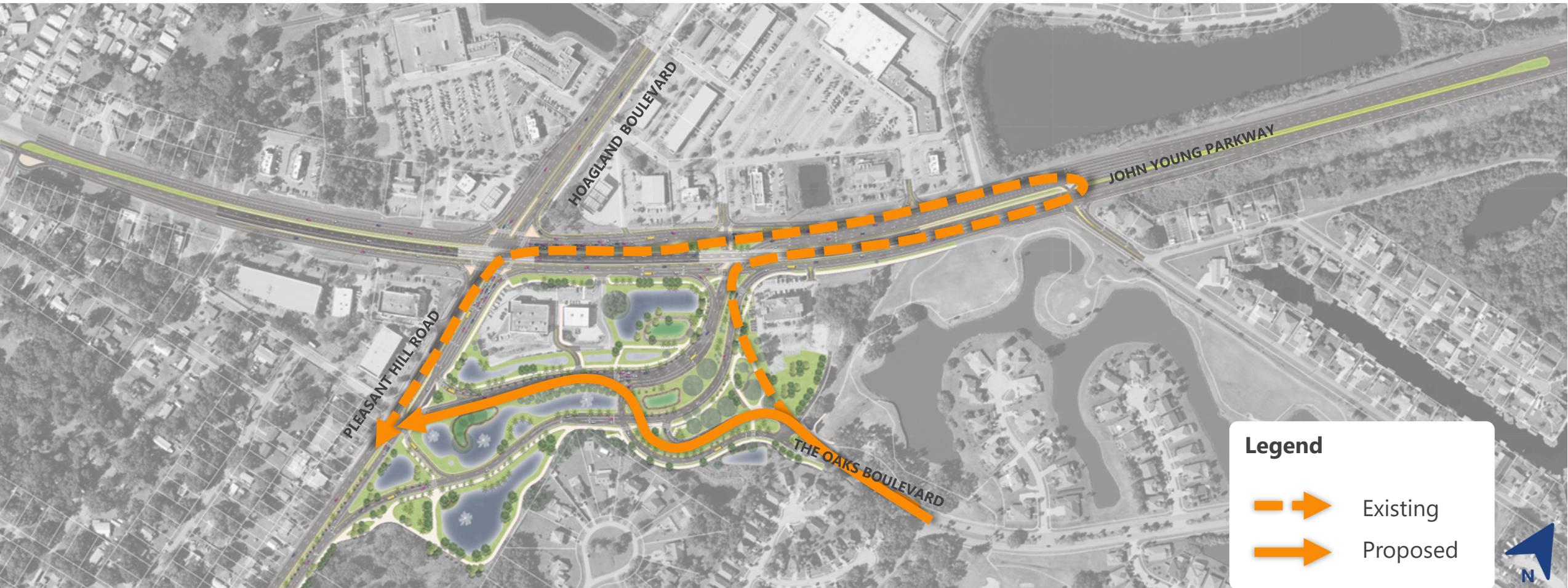


Shown as Option A - Traffic movements are the same for Options A & B.





Oaks to Southbound Pleasant Hill Road

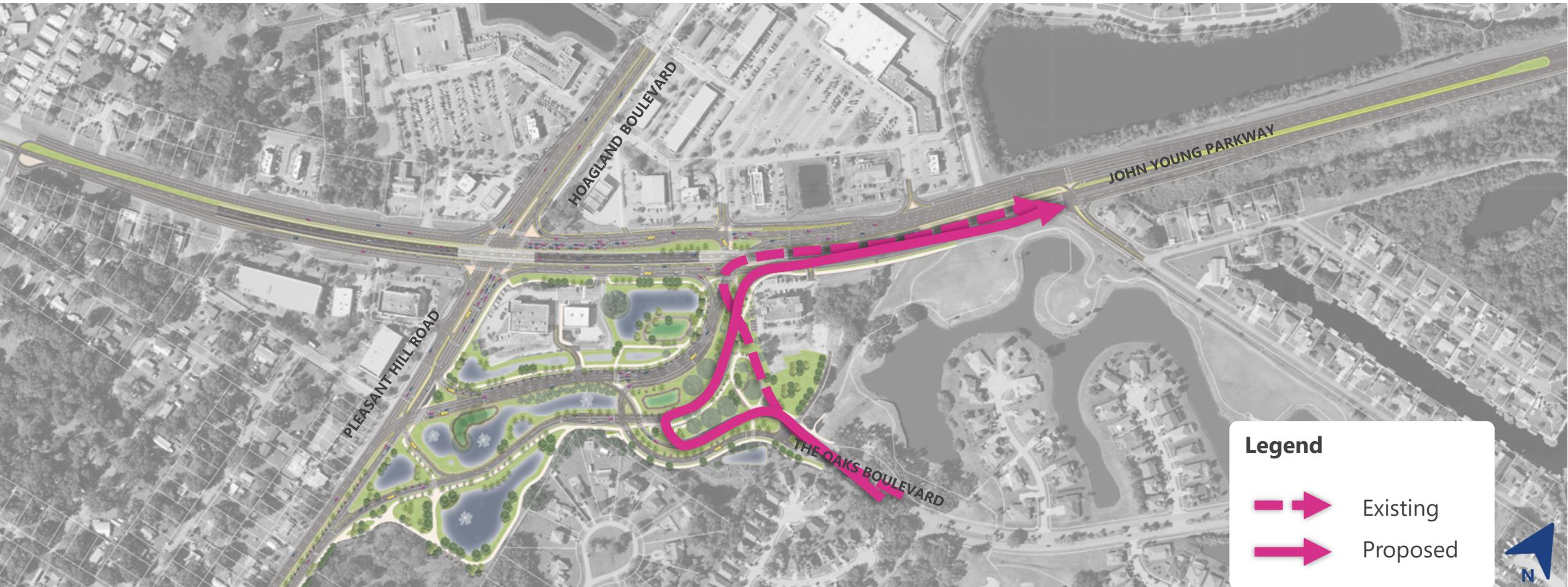
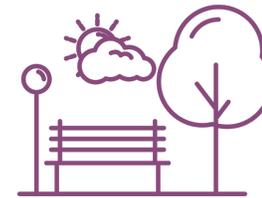


Shown as Option A - Traffic movements are the same for Options A & B.





Oaks to Eastbound John Young Pkwy



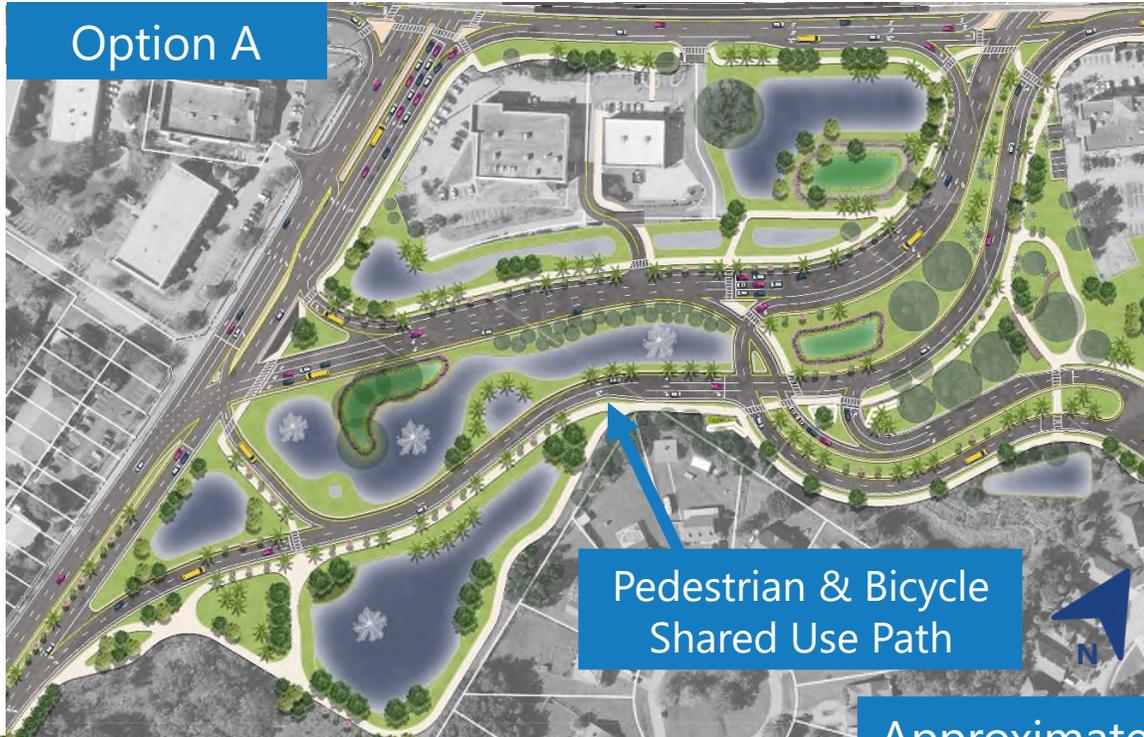
Shown as Option A - Traffic movements are the same for Options A & B.





Pedestrian and Bicycle Facilities

Option A



Option B



Approximately 1 mile sub loop





Aesthetic Enhancements



Option A



Option B



- Preserve significant mature trees
- Tree buffers where possible





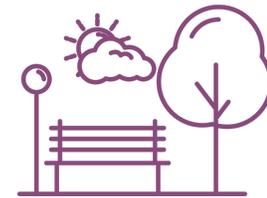
Option A – Park Median



Existing Conditions



Option A – Park Median



Park Median

Proposed





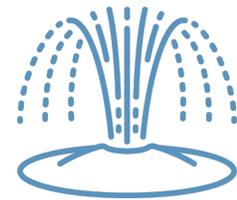
Option B – Linear Median



Existing Conditions



Option B – Linear Median



Linear Median

Proposed



Quad Road Options Summary



	Option A – “Park Median”	Option B – “Linear Median”
Both options meet the project goals	✓	✓
Major roadway connections for John Young Parkway, The Oaks, and Pleasant Hill Road	✓	✓
Move traffic using an Eastbound Overpass	✓	✓
Stormwater managed with quad road	✓	✓
Improved bicycle, pedestrian, and ADA facilities	✓	✓
Require right of way acquisition	✓	✓
Stormwater management in the median	✓	
Wide space for landscaping between travel lanes	✓	
Curvature in roadway assists in maintaining slower speeds	✓	
Stormwater management on outside of roadway		✓
Clear roadway delineation along the median		✓
More simple, compact pedestrian crossing		✓

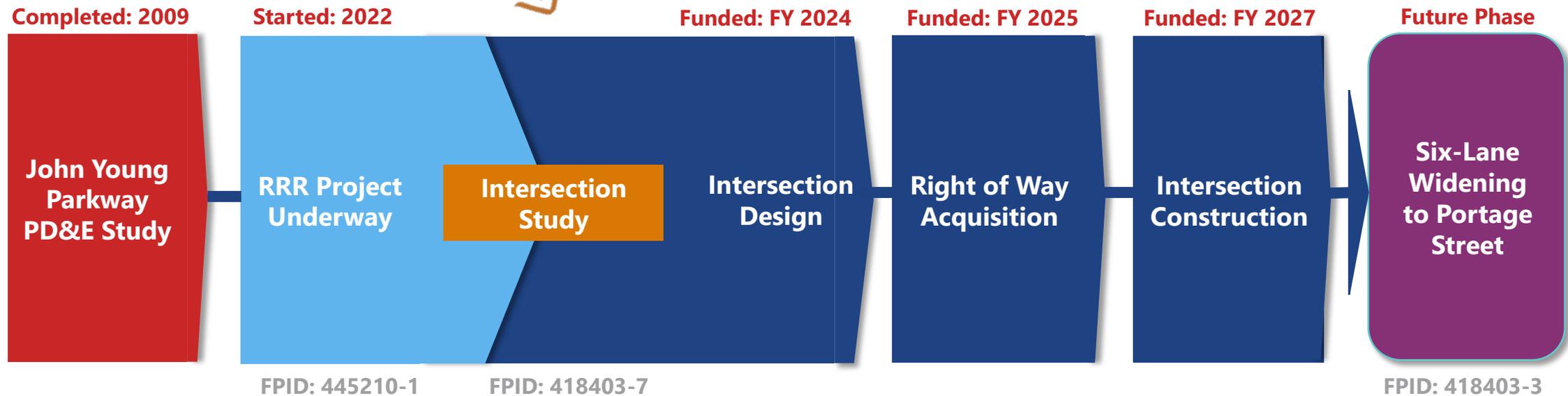




John Young Parkway Improvement Schedule



We are here



Intersection Construction Funded for FY 2027





Staying Connected



Get Involved



In Person



Virtually



Email or Mail



Telephone



Ways to Submit Comments



In-person



- Submit a written comment form
- Written comments are part of the project record



Other Ways to Submit Comments



Contact the Project Manager, Steven Buck



Steven.Buck@dot.state.fl.us



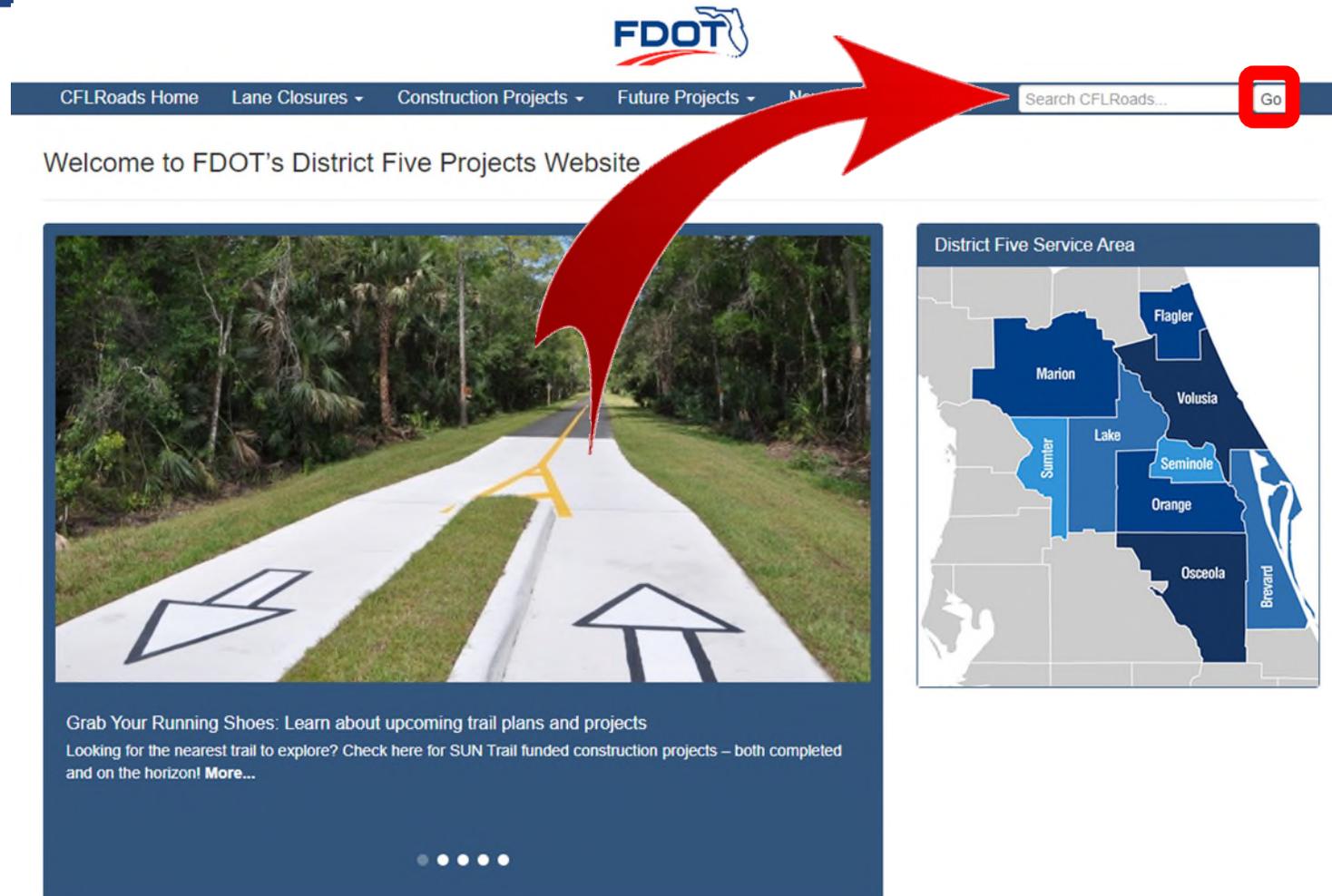
719 S. Woodland Blvd., MS 501
DeLand, FL 32720-6834



386-943-5171

Stay Informed

- Go to the project website on www.cflroads.com
- Enter the project number 418403-7 in the search box at the top right and click "Go"



The screenshot shows the FDOT District Five Projects Website. At the top, there is a navigation menu with links for CFLRoads Home, Lane Closures, Construction Projects, and Future Projects. A search bar is located in the top right corner, containing the text "Search CFLRoads..." and a "Go" button. Below the navigation menu, the text "Welcome to FDOT's District Five Projects Website" is displayed. The main content area features a large image of a paved path with yellow and black markings. Below the image is a blue banner with the text "Grab Your Running Shoes: Learn about upcoming trail plans and projects" and "Looking for the nearest trail to explore? Check here for SUN Trail funded construction projects – both completed and on the horizon! More...". To the right of the main content area is a map titled "District Five Service Area" showing the counties of Marion, Sumter, Lake, Orange, Osceola, Flagler, Volusia, Seminole, and Brevard.

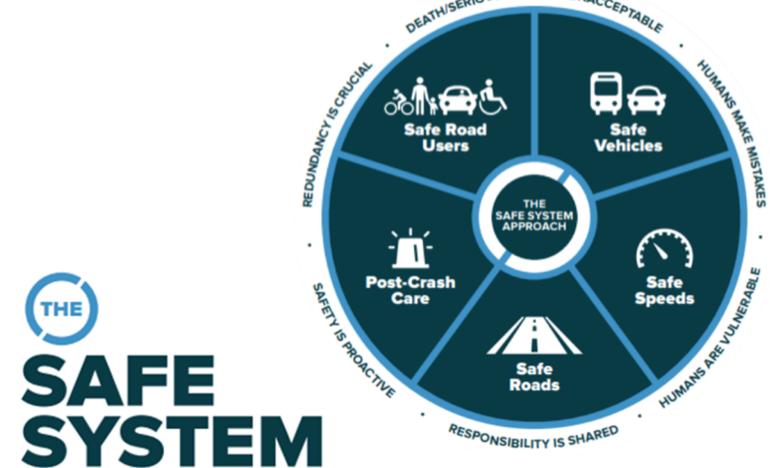
Thank You for Participating



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www.cflroads.com/project/418403-7

**SAFETY IS
EVERYONE'S
RESPONSIBILITY**



**THE
SAFE
SYSTEM**

APPROACH

Zero is our goal. A Safe System
is how we will get there.

