

July 28, 2006

DT5-011-01

**SR 40 PD&E Study
Silver Springs to US 17
Marion, Lake and Volusia Counties**

Public Workshop No. 1 Summary – July 27, 2006

Mtg. Date: July 27, 2006

Time: 6:00 pm – 8:00 pm

Location: Appleton Museum of Art
4333 NE Silver Springs Blvd.
Ocala, Florida 34470

Attendees: 43 citizens (signed-in)
Brian Stanger – FDOT
Steve Tonjes – FDOT
Rusty Ennemoser – FDOT
Alex Hull – Inwood Consulting Engineers
David Dangel – Inwood Consulting Engineers
David Graeber – Inwood Consulting Engineers
Andy DeWitt – Inwood Consulting Engineers
David Coleman – Inwood Consulting Engineers
Heather Johnstone – Inwood Consulting Engineers

Heather Edmonds – Inwood Consulting Engineers
Amy Faulkenberry – Inwood Consulting Engineers
Rich Williamson – Inwood Consulting Engineers
Tom Roberts – EMS
Ray Emmett – EMS
Paul Heeg – RS&H
Dan Kristoff – RS&H
Paul Schmidt – RS&H
Jenn Garrett - SEARCH

Public Officials: None

The second Public Kickoff/Scoping Workshop for the SR 40 Project Development & Environment (PD&E) Study was held on Thursday, July 27, 2006 at the Appleton Museum of Art in Ocala. This open house workshop began at 6:00 pm and included a brief presentation at 7:00 pm. Following the presentation an opportunity was given for attendees to publicly ask questions and make comments at the microphone. The workshop ended at approximately 8:00 pm.

As attendees entered the workshop, they were asked to sign in and were given a copy of the most recent SR 40 PD&E Study newsletter. The workshop was held in an open-house format and members of the study team were available to answer questions and discuss the project “one-on-one” with attendees. The following project related information was on display:

SR 40 Task Force Concept Map
Project Segment Location Maps
Alternative Roadway Typical Sections (Segments 1, 2 and 3)

Alternative Roadway Alignments on aerial background (Segment 1, Segment 2 North and South Widening , Segment 3 North and South Widening)

Comment forms and comment boxes were available throughout the room and attendees were encouraged to fill out the comment forms so that the Study Team would have their comments and concerns documented.

A brief project overview presentation was given which included information on the PD&E Study process, an overview of the project corridor, an overview of the need for the project, traffic information, crash history information, an overview of the no build and build alternatives and the PD&E Study project schedule. Following the presentation and a brief intermission, three citizens made statements/comments publicly.

1. Keith Schue with the Nature Conservancy stated that the critical issue for the environmental community is maintaining connectivity within the Ocala National Forest for the wildlife. He also expressed concern with the typical sections that include curb and gutter and the difficulties that smaller species such as turtles and snakes will have in trying to get over the curbs and out of the roadway.
2. Guy Marwick with the Smart Growth Coalition expressed concern with the typical sections that use a 65 mph design speed through sensitive environmental areas and residential areas. His feeling is that if it is posted at 65 mph, traffic will go 70 mph. Also, if the speed limit is that high, the road will draw more truck traffic.
3. Paula Stahmer with the Suwannee/St Johns Chapter of the Sierra Club agreed with the points made by Keith Schue. She also expressed her organization's concern with water quality at Silver Springs. Ms. Stahmer stated that it would be an error to succumb to the pressures to widen SR 40 through the Ocala National Forest which would compromise and defeat the purpose of the forest. Finally, she expressed concern with development that would follow any road widening.

Several attendees filled out comment forms at the workshop. Additional comment forms were received following the workshop. Below is a summary of the written comments received along with the number of times the same comment was made. Nine written comment forms were received.

- (1) – SR 40 needs to be widened to four lanes.
- (1) – I support the No Build option.
- (1) – Post the road at 65 mph because traffic will travel that way anyways.
- (1) – No part of this road should have a 65 mph speed limit due to the sensitive nature of the area it goes through.
- (1) – South side widening in the Forest Corners area (CR 314A) would have less impacts to businesses than north side widening.
- (1) – There needs to be a traffic signal at the intersection of SR 40 and 169th Terrace Road.
- (1) – Has anyone considered how traffic will increase west of Silver Springs to I-75 if SR 40 is widened east of Silver Springs?
- (1) – Please send me an aerial for the section of SR 40 between NE 117th Court and NE 130 Terrace for north and south side widening.

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- (1) – What mitigation measures are in place to protect federally listed plant species?
- (1) – The most important aspect of this project is the extent of wildlife crossing features and design attributes (fencing). The recommendations of the SR 40 Collaborative Task Force should be followed.
- (1) – Curb and gutter is a problem for small animals such as snakes and turtles.
- (1) – Application of SR 40 as a Scenic Byway is long overdue. Too much time and effort has been wasted on four-laning SR 40 despite National Forest objections, environmental concerns and various natural resource objections by state agencies.
- (1) – SR 40 needs traffic calming, historic displays, educational exhibits and scenic enhancements to make the road function as a tourist corridor.
- (2) – Requests to be added to the PAG mailing list
- (1) – Request for a copy of the SR 40 Public Involvement Plan
- (1) – There are two waterway crossings which fall under Coast Guard jurisdiction for bridge permitting (Ocklawaha River and St. John's River).