

October 29, 2015

# Public Hearing



**Financial Project Number: 433660-1 & 433661-1**



Public Hearing  
SR 500 (S. Pine Ave) at SR 464 & SR 40, Marion County, Florida  
Financial Project Number: 433660-1 & 433661-1

## Public Participation

This public hearing is being held in accordance with Section 339.155, Florida Statutes; Section 339.199, Florida Statutes; and Section 120.525, Florida Statutes. This public hearing was advertised consistent with federal and state requirements and is being conducted consistent with the Americans with Disabilities Act of 1990.

This hearing is being held to give all interested persons the right to understand the project and comment on their concerns to the Department. Public participation at this hearing is encouraged and solicited without regard to race, color, religion, sex, age, national origin, disability or family status.

The purpose of this public hearing is to share information about the SR 500 project improvements. This public hearing also serves as an official forum to give you the opportunity to express your opinions and concerns about this project.

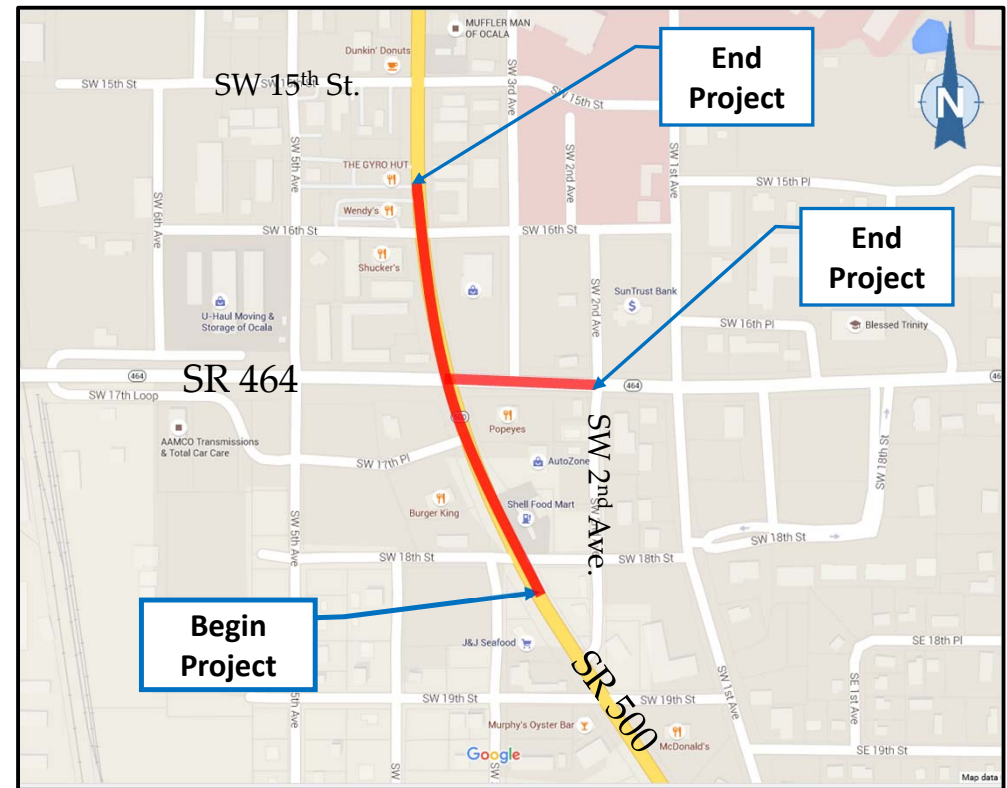
Official transcript is being made of all verbal comments made and will become part of the public record for these projects.



Public Hearing  
SR 500 (S. Pine Ave) at SR 40 & SR 464, Marion County, Florida  
Financial Project Number: 433661-1 & 433660-1

## Project Limits - SR 500 @ SR 464 (433660-1)

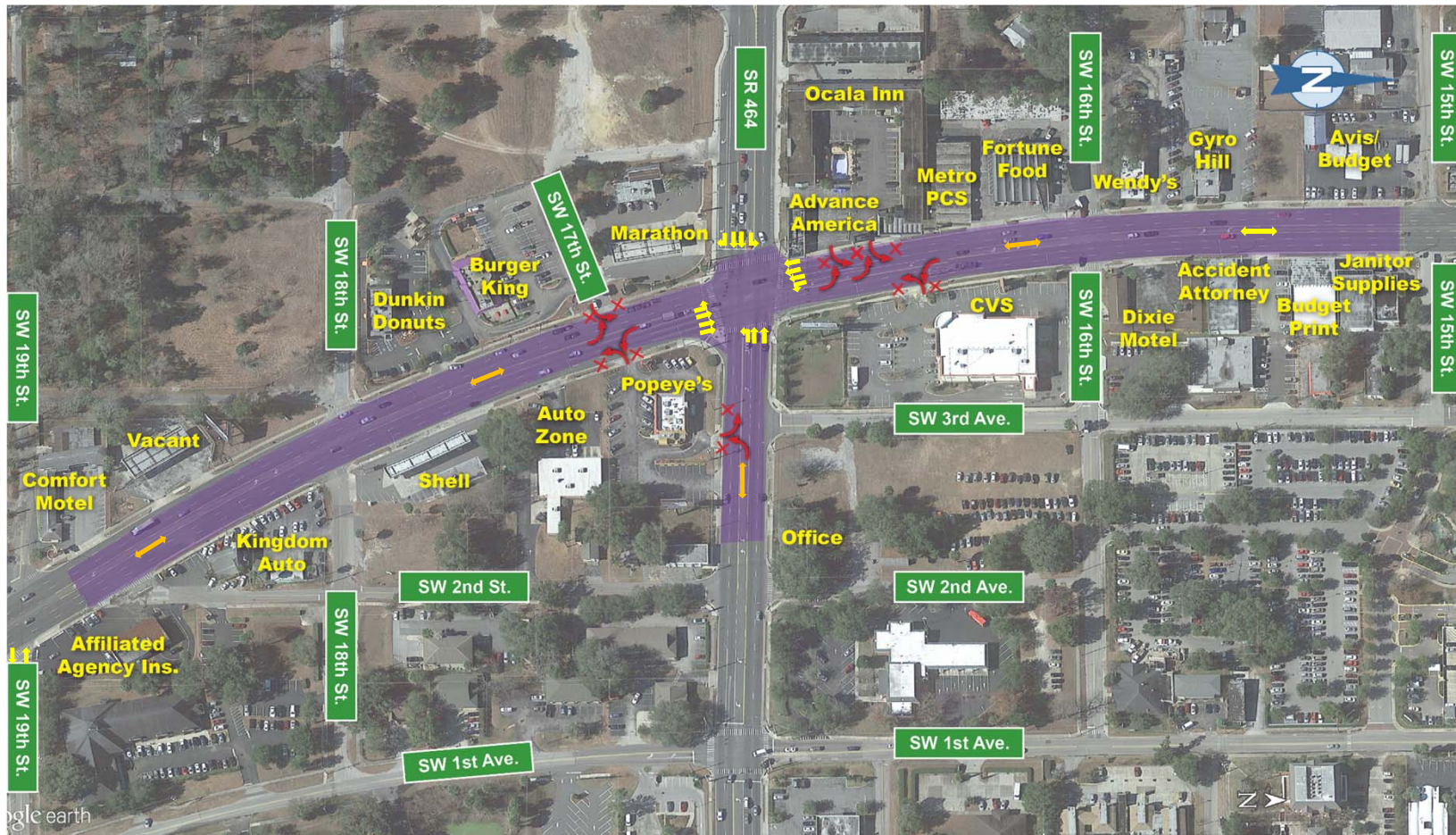
- SR 500 Mainline
  - Begin at SW 2<sup>nd</sup> Ave.
  - End at 200' North Of SW 16<sup>th</sup> St.
  - Approximately 1,785'
- SR 464 Mainline
  - Begin at SR 500
  - End SW 2<sup>nd</sup> Ave.
  - Approximately 488'
- Total project distance 0.430 miles





# Existing Access/Lane Configurations

- SR 500
  - 3 Thru Lanes
  - NB Left onto SR 464
  - SB Left onto SR 464
  - Bi-Direction Turn lane ↔
- SR 464
  - 2 Thru Lanes
  - WB Left onto SR 500
  - EB Left onto SR 500
  - Bi-Direction Turn lane ↔
- Driveway/Sidestreet Access
  - Full Access Via Bi-Directional
  - Restricted turn movement X ↻



# Design Process

- Evaluated 6 different alternatives during Study Phase
- Criteria for selecting alternatives:
  - Reduce delay (Time spent at the intersection)
  - Increase capacity (moving more vehicles in less time)
  - Minimizing need for property acquisition
- Developed conceptual design for the feasible alternatives (Nos. 5 & 6)

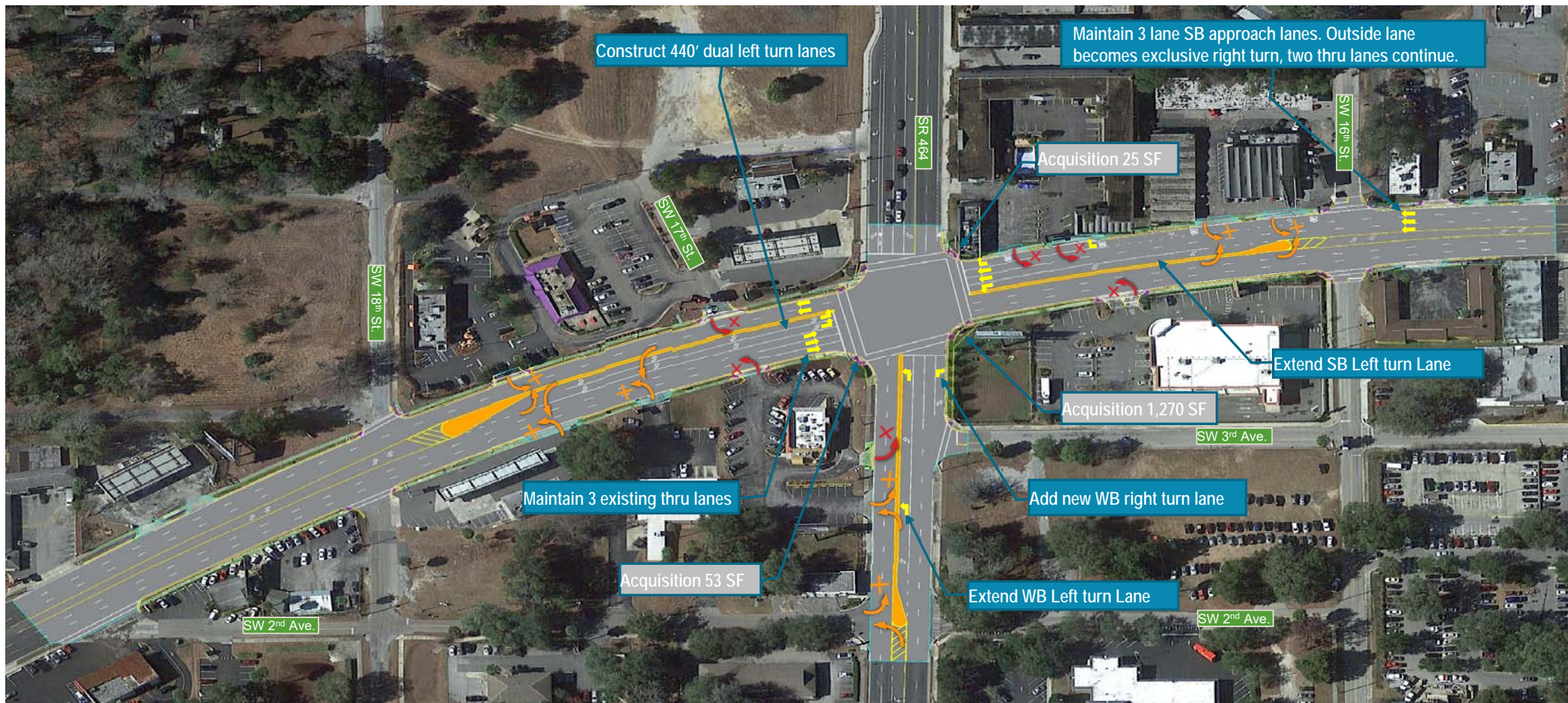


Table 4  
SR 500 at SR 464 - VR 2018 Intersection Analysis

Intersection Approach	AM Peak Hour Conditions					PM Peak Hour Conditions				
	Left-Turn	Through	Right-Turn	Overall Int.	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Overall Int.
Northbound	128.5	48.3	D	70.7	E	117.9	47.6	D	70.6	E
Queue Length (ft)	553	427		551		512	438		512	
Southbound	65.4	44.3	D	276		51.2	43.7	E	276	
Queue Length (ft)	260	272		276		266	266		276	
Eastbound	93.0	41.6	D	3.7	A	83.7	35.5	F	13.2	B
Queue Length (ft)	199	133		33		194	107		235	
Westbound	57.6	118.3	F	141.2	F	141.2	118.3	F	141.2	F
Queue Length (ft)	186	817		830		862				
Delay Comparison with No Build										
Alternative 1: Single NBLT+Dual WBRT					Alternative 1: Single NBLT+Dual WBRT					
Northbound	139.7	48.1	D	72.5	E	128.6	47.6	D	70.1	E
Queue Length (ft)	586	427		575		527				
Southbound	64.8	44.3	D	276		51.2	43.7	E	276	
Queue Length (ft)	242	272		294		246				
Eastbound	93.7	30.3	D	3.8	A	85.4	34.4	E	13.0	B
Queue Length (ft)	160	436		33		164	821		207	
Westbound	84.1	118.3	F	136.8	F	136.8	118.3	F	136.8	F
Queue Length (ft)	184	817		817		862				
Delay Comparison with No Build										
Alternative 2: Dual NBLT+Dual WBRT+Dual WBRT					Alternative 2: Dual NBLT+Dual WBRT+Dual WBRT					
Northbound	99.6	51.3	F	84.8	F	96.4	50.0	F	79.4	E
Queue Length (ft)	297	254		285		287				
Southbound	211.7	41.9	D	152.5	F	162.7	41.9	D	152.5	F
Queue Length (ft)	382	266		487		490				
Eastbound	93.7	30.3	D	3.9	A	83.8	34.4	E	13.0	B
Queue Length (ft)	160	436		33		168	862		227	
Westbound	84.1	118.3	F	136.8	F	136.8	118.3	F	136.8	F
Queue Length (ft)	184	817		817		868				
Delay Comparison with No Build										
Alternative 3: Dual NBLT+Dual WBRT+SBRT Lane Drop					Alternative 3: Dual NBLT+Dual WBRT+SBRT Lane Drop					
Northbound	104.4	30.3	F	66.0	B	110.6	30.3	F	67.2	B
Queue Length (ft)	385	442		387		334				
Southbound	117.8	41.1	D	2.1	A	127.5	41.1	D	4.7	A
Queue Length (ft)	365	276		6		262			30	
Eastbound	81.5	46.8	D	3.5	A	83.9	39.4	E	20.6	C
Queue Length (ft)	144	424		32		159	334		269	
Westbound	78.2	101.5	F	136.8	F	136.8	101.5	F	136.8	F
Queue Length (ft)	80	778		778		814				
Delay Comparison with No Build										
Alternative 4: Dual NBLT+Dual WBRT+WBRT					Alternative 4: Dual NBLT+Dual WBRT+WBRT					
Northbound	76.0	51.3	F	67.4	E	96.3	50.0	F	67.4	E
Queue Length (ft)	258	254		285		287				
Southbound	128.5	41.5	D	118.7	F	155.9	41.5	D	118.7	F
Queue Length (ft)	332	266		463		487				
Eastbound	90.9	30.9	D	3.0	A	85.8	30.6	F	12.7	B
Queue Length (ft)	147	427		33		160	487		247	
Westbound	105.1	78.0	E	7.4	A	137.0	55.7	E	12.4	B
Queue Length (ft)	192	681		63		332	630		122	
Delay Comparison with No Build										
Alternative 5: Dual NBLT+WBRT+SBRT Lane Drop					Alternative 5: Dual NBLT+WBRT+SBRT Lane Drop					
Northbound	84.0	53.0	D	53.5	D	120.6	56.3	E	30.6	E
Queue Length (ft)	280	440		217		368				
Southbound	92.2	49.3	D	2.1	A	114.0	44.8	F	6.1	A
Queue Length (ft)	318	272		6		480	247		48	
Eastbound	77.6	50.3	D	3.8	A	65.1	34.4	F	20.2	C
Queue Length (ft)	139	432		33		179	368		268	
Westbound	57.7	62.8	E	5.0	A	100.9	53.2	D	10.0	B
Queue Length (ft)	141	372		37		213	644		113	
Delay Comparison with No Build										
Alternative 6: Dual NBLT+WBRT					Alternative 6: Dual NBLT+WBRT					
Northbound	76.8	54.3	D	52.9	D	61.4	60.6	E	61.5	E
Queue Length (ft)	268	442		277		277				
Southbound	101.1	45.3	D	105.5	F	67.5	41.8	D	13.7	B
Queue Length (ft)	318	278		490		548				
Eastbound	76.1	40.1	D	3.6	A	41.8	40.1	D	13.7	B
Queue Length (ft)	188	427		33		177	481		288	
Westbound	51.3	61.1	E	6.4	A	97.2	41.8	D	15.6	B
Queue Length (ft)	124	363		36		207	617		146	
Delay Comparison with No Build										

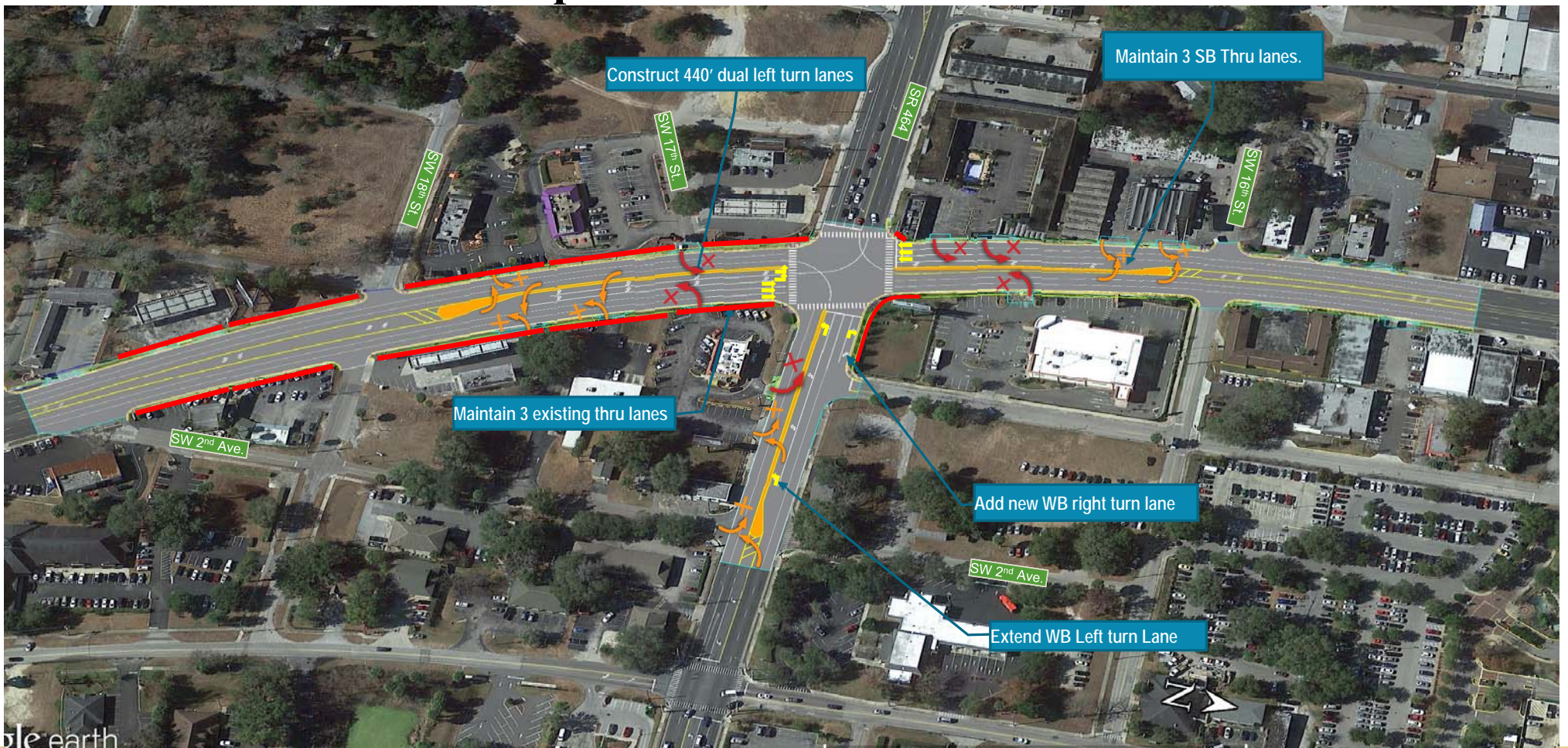


# Alternative No. 5 Concept





# Alternative No. 6 Concept



## Alternatives Summary

<u>Traffic Performance Measures</u>						
	NO BUILD		Alternative #5		Alternative #6	
	AM	PM	AM	PM	AM	PM
Average Delay, sec/veh.	70.7	74.6	53.5	70.6	52.9	61.5
<b>Delay Reduction %</b>	-	-	<b>24.3%</b>	<b>-5.4</b>	<b>-25.2%</b>	<b>-17.6%</b>
Level of Service	E	E	D	E	D	E
Est. Queue Length, ft.						
	NB LT					
	535	551	280	317	268	277
Construction Cost		\$0		\$1,596,000		\$1,792,000.00
Required Right-of-way, sq. ft.		0		1,348		7,731
Acquisition Costs		\$0		\$325,000		\$1,600,000
<b>Total Cost</b>		<b>\$0</b>		<b>\$1,921,000</b>		<b>\$3,392,000</b>
<b>No. of Affected Parcels</b>		<b>0</b>		<b>3</b>		<b>12</b>

Recommendation: Alternative 5



## **Schedule & Estimated Construction Cost**

- Plans Complete– July 2016
- Construction Begin – TBD
- 2016 Construction Cost Estimate – \$1.6M
- 2016 Right-of Way Acquisition Cost - \$325,000

## 433660-1 SR 500 (US 441) and SR 464 (MP 24.215 TO MP 24.582)



### About

The project begins 0.203 miles south of SR 464 (MP 24.227) on SR 500 (US 441) and extends northward for 1,789 feet on SR 500 (US 441) to MP 24.566. The intent of the project is to implement traffic operation improvements to relief congestion at the intersection of SR 500 and SR 464. The proposed improvements will create a dual left turn for northbound traffic on SR 500 to SR 464, and extend the left turn queue length of the southbound left turn on SR 500 onto SR 464. A new exclusive right turn lane will be added for westbound SR 464 traffic turning north onto SR 500. Minor drainage, pedestrian, sidewalk, signalization, and lighting improvements will also be included with this project.

### Project Details

**Phase:** Design  
**Work Type:** Add Turn Lane  
**Length:** 0.431 Miles  
**City:** [Ocala](#)  
**County:** [Marion](#)  
**Road:** [US 441](#) [SR 464](#)  
[SR 500](#)

### Estimated Costs

**ROW:** \$325 K  
**Construction:** \$2 M

### Contact Information

**Project Manager:** Todd Alexander  
(386) 943-5420  
[Todd.Alexander@dot.state.fl.us](mailto:Todd.Alexander@dot.state.fl.us)  
[Ask a Question](#)

**Design Firm:** Vanasse Hangen Brustlin, Inc.  
VHB

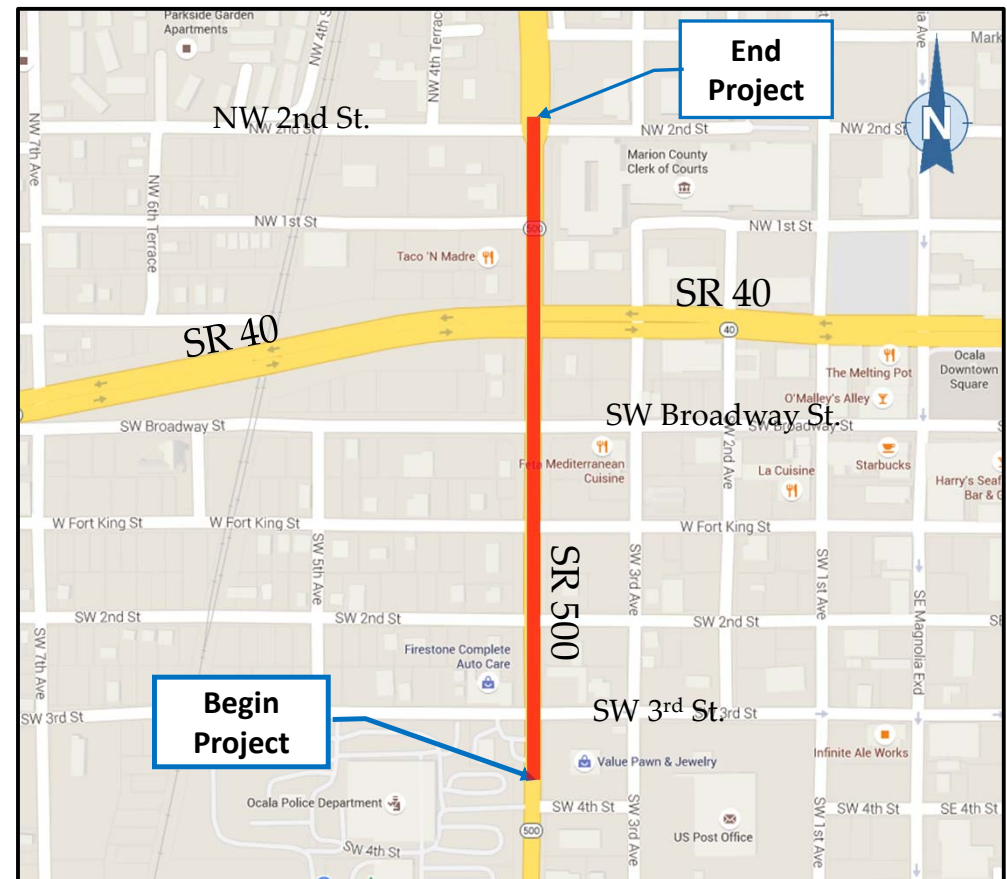


Public Hearing  
SR 500 (S. Pine Ave) at SR 40 & SR 464, Marion County, Florida  
Financial Project Number: 433661-1 & 433660-1



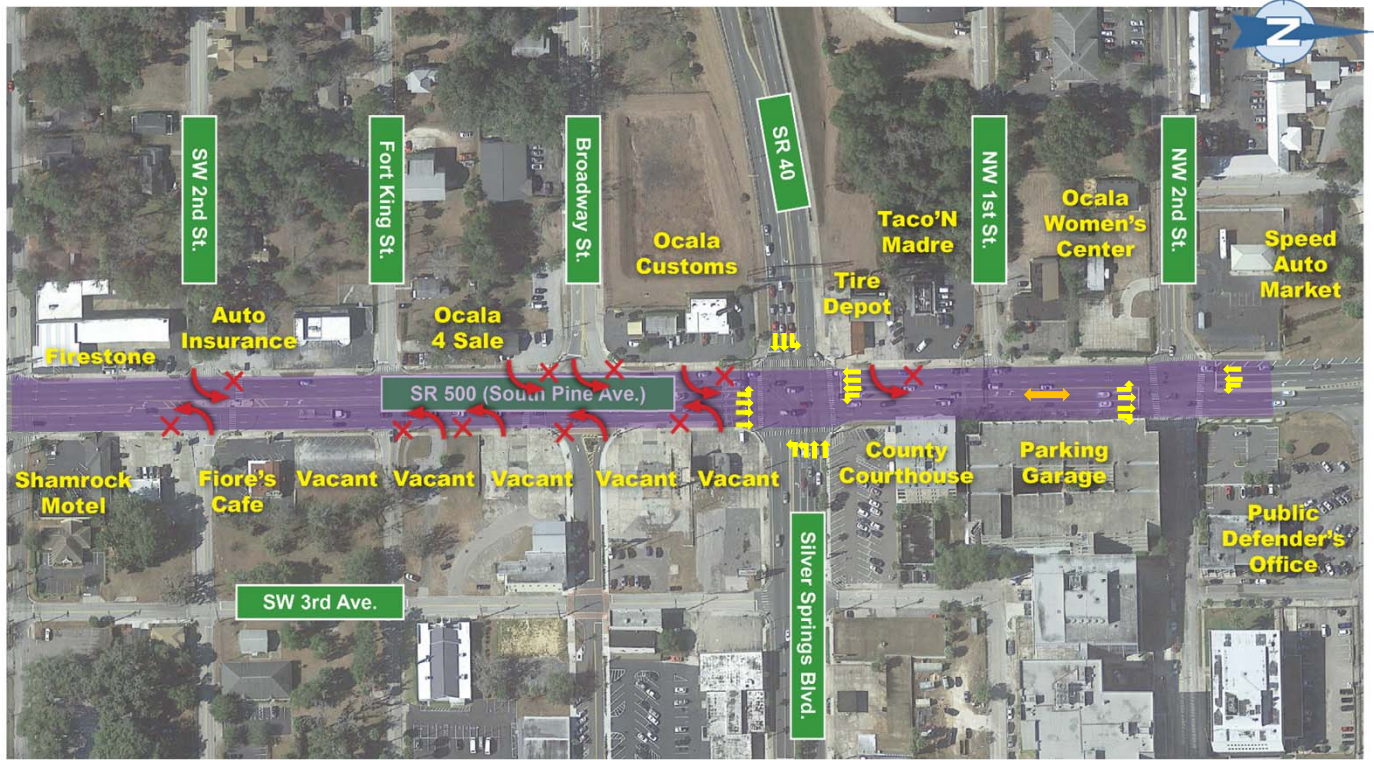
## PROJECT LIMITS - SR 500 @ SR 40 (433661-1)

- SR 500 Mainline
  - Begin 130' South of SW 3<sup>rd</sup> St.
  - End 180' North of NW 2<sup>nd</sup> St.
  - Approximately 1,785'
  - Net Length 0.33 miles



# EXISTING ACCESS\LANE CONFIGURATIONS

- SR 500
  - 3 Thru Lanes @ SR 40
  - 2 Thru Lanes @ NW 2<sup>nd</sup> St.
  - NB Left to SR 40
  - SB Left to SR 40
  - Bi-Direction Turn lane ↔
  - NB Left to NW 2<sup>nd</sup> St.
  - SB Left to NW 2<sup>nd</sup> St.
  - Right Turn Lane Drop to NW 2<sup>nd</sup> St.
- SR 40
  - 2 Thru Lanes on SR 40
  - Dual WB Left Turn lanes
  - Single EB Left Turn lane
  - Right-in/Right-out to SW 2<sup>nd</sup> St.
  - Right-in/Right-out to Broadway St.
- Driveway/Sidestreet Access
  - Restricted turn movements ✕



SR 500 Improvements east of SR 500 will be ongoing in spring of 2016



# Design Process

- Evaluated four different alternatives during Study Phase plus the no-build
- Criteria for selecting alternatives:
  - Reduce delay (Time spent at the intersection)
  - Increase capacity (moving more vehicles in less time)
  - Minimize need for property acquisition
- Developed conceptual design for the feasible alternatives (Nos. 1, 2A, & 2B)



**Table 4**  
**SR 500 at SR 40 - YR 2018 Intersection Analysis**

Intersection Approach	AM Peak Hour Conditions								PM Peak Hour Conditions							
	No Build Alternative (NB Outside lane Defacto RT)				No Build Alternative (NB Outside lane Defacto RT)				No Build Alternative (NB Outside lane Defacto RT)				No Build Alternative (NB Outside lane Defacto RT)			
	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.
Northbound	74.6	E	72.9	E	11.0	B	70.1	E	70.8	E	64.8	E	7.9	A	66.0	E
Queue Length (ft)	280		620		96				256		691		87			
Southbound	206.1	F	61.6	E					117.6	F	50.2	D				
Queue Length (ft)	307		497						254		472					
Eastbound	98.7	F	57.6	E					113.1	F	74.3	E				
Queue Length (ft)	310		488						267		577					
Westbound	64.1	E	77.0	E					82.7	E	71	E				
Queue Length (ft)	223		616						300		677					

Intersection Approach	Alternative 1: Dual NBLT+NB Outside lane Defacto RT								Alternative 1: Dual NBLT+NB Outside lane Defacto RT							
	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.
	Northbound	70.3	E	64.4	E	6.0	A	66.9	E	80.0	E	60.4	E	12.0	B	63.0
Queue Length (ft)	143		633		60				144		676		122			
Southbound	113.0	F	45.0	D					144.1	F	35.8	D				
Queue Length (ft)	293		476						273		451					
Eastbound	113.4	F	68.1	E					107.9	F	72.2	E				
Queue Length (ft)	337		521						262		574					
Westbound	75.1	E	91.7	F					86.1	F	71.2	E				
Queue Length (ft)	269		664						291		675					

Intersection Approach	Alternative 2: Dual NBLT (Lane Drop)+NBRT Lane								Alternative 2: Dual NBLT (Lane Drop)+NBRT Lane							
	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.
	Northbound	70.3	E	60.4	E	6.0	A	67.0	E	80.0	E	60.4	E	7.7	A	62.5
Queue Length (ft)	143		633		60				144		676		86			
Southbound	114.2	F	45.1	D					144.1	F	35.8	D				
Queue Length (ft)	293		476						273		451					
Eastbound	113.4	F	64.6	E					107.9	F	73.7	E				
Queue Length (ft)	337		521						262		574					
Westbound	92.2	F	88.6	F					79.8	E	70.7	E				
Queue Length (ft)	266		648						300		675					

Intersection Approach	Alternative 3: Dual NBLT+NBRT Lane Drop+SBRT Lane Drop								Alternative 3: Dual NBLT+NBRT Lane Drop+SBRT Lane Drop							
	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.
	Northbound	81.9	F	55.2	E	7.1	A	84.0	F	97.4	F	51.0	D	10.3	B	65.4
Queue Length (ft)	154		614		71				163		612		111			
Southbound	77.2	E	112.0	F					104.1	F	55.7	E				
Queue Length (ft)	118		925						124		649					
Eastbound	119.8	F	73.0	E					107.9	F	72.2	E				
Queue Length (ft)	358		582						262		574					
Westbound	84.2	F	99.0	F					95.3	F	71	E				
Queue Length (ft)	250		700						298		675					

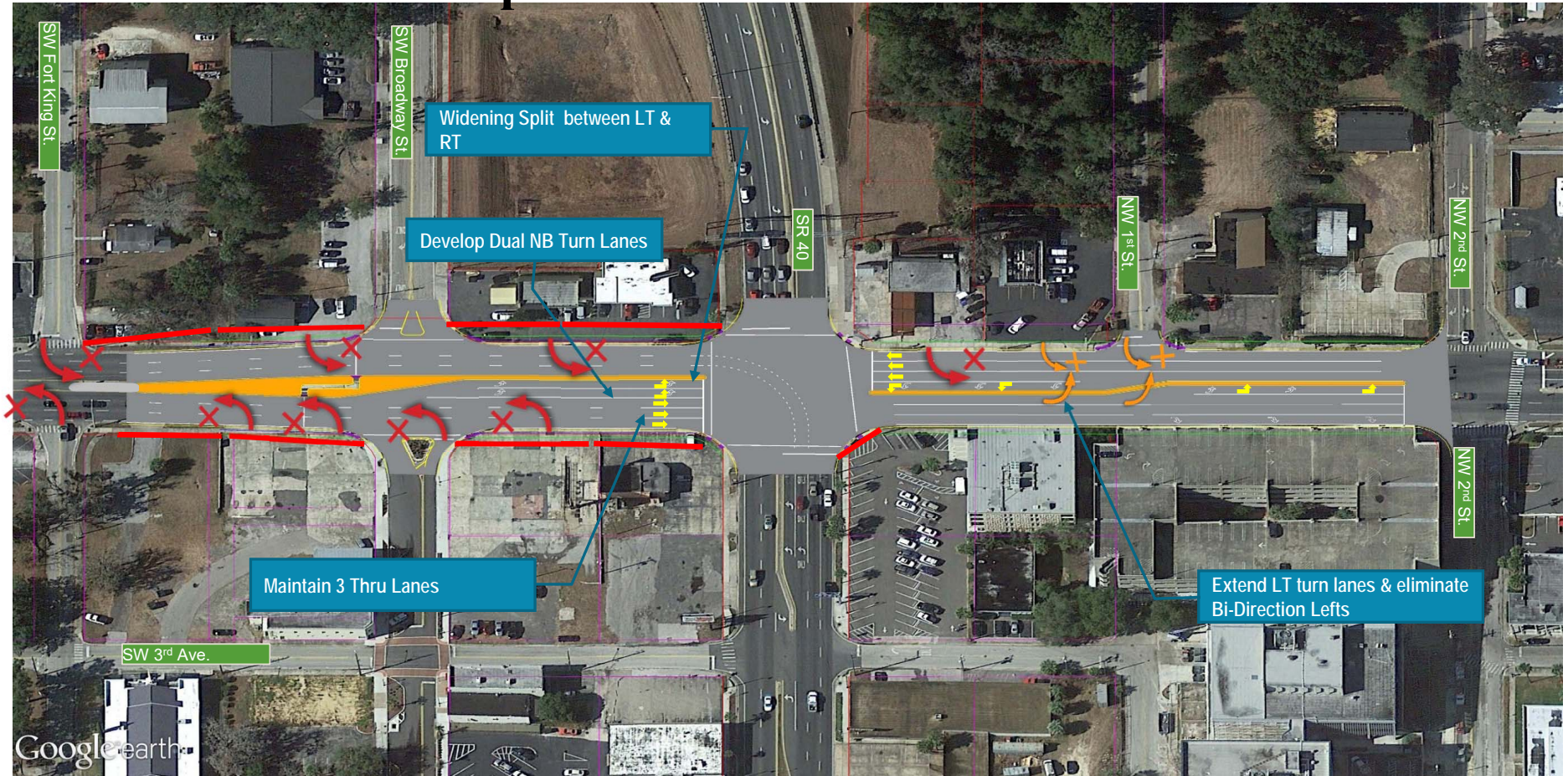
  

Intersection Approach	Alternative 4: Dual NBLT+NBRT Lane Drop+SBRT Lane Drop								Alternative 4: Dual NBLT+NBRT Lane Drop+SBRT Lane Drop							
	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.	Left-Turn	Through	Right-Turn	Overall Int.
	Northbound	80.4	F	63.1	E	13.8	B	79.4	E	84.2	F	64.8	E	12.6	B	66.6
Queue Length (ft)	152		655		118				146		691		125			
Southbound	117.6	F	84.1	F	1.4	A			117.6	F	49.3	D	2.1	A		
Queue Length (ft)	298		838		6				254		538		17			
Eastbound	108.8	F	70.8	E					113.1	F	73.9	E				
Queue Length (ft)	345		568						267		577					
Westbound	87.8	F	106.4	F					96.6	F	71.5	E				
Queue Length (ft)	262		713						301		675					

Delay Comparison with No Build      11.7%      0.9%



# Alternative No. 1 Concept



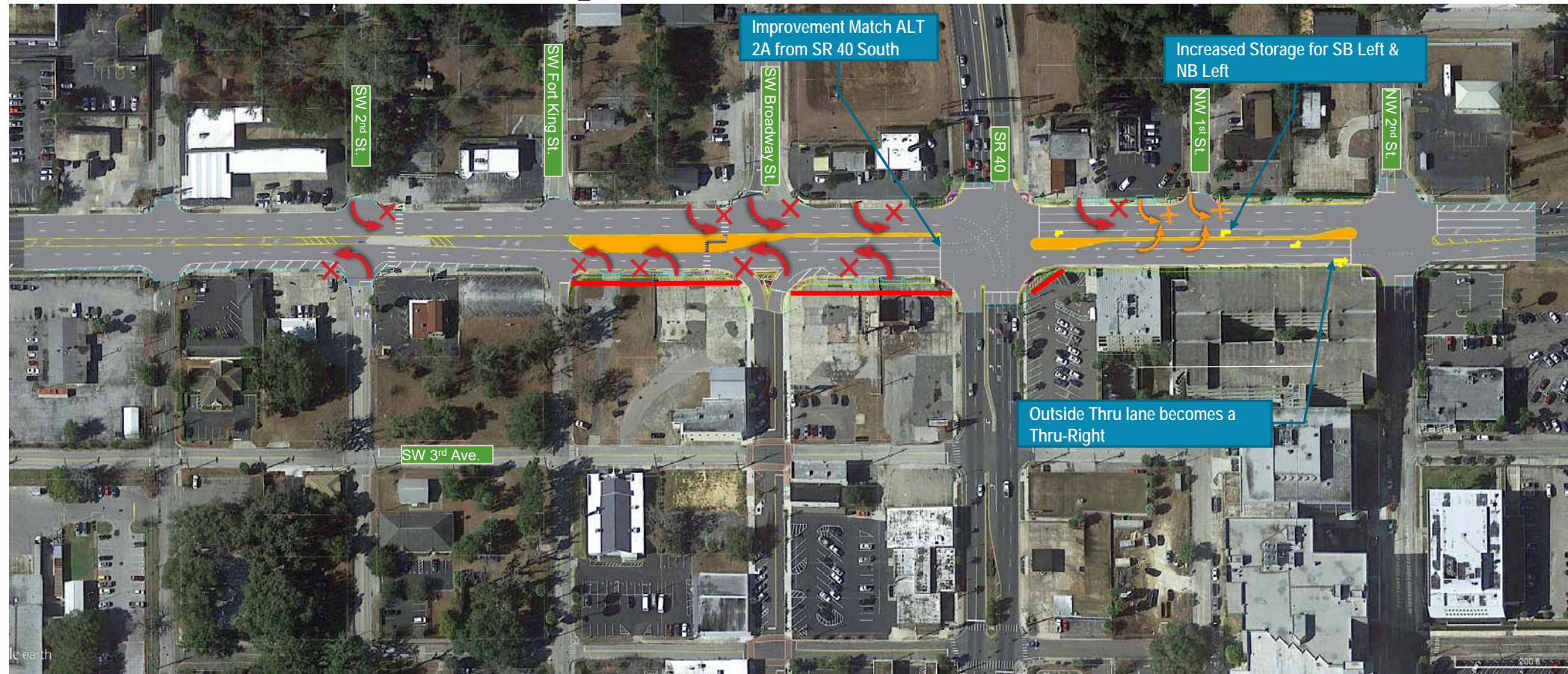


# Alternative No. 2A Concept





# Alternative No. 2B Concept





## Alternatives Summary

Traffic Performance Measures									
	NO BUILD		Alternative #1		Alternative #2A		Alternative #2B		
	AM	PM	AM	PM	AM	PM	AM	PM	
Average Delay, sec/veh.	70.1	66.0	66.9	63.0	67.0	62.5	67.0	60.7	
Delay Reduction %	-	-	-4.7%	-4.5%	-4.4%	-5.3%	-4.4%	-8.0%	
Level of Service	E	E	E	E	E	E	E	E	
Est. Queue Length, ft.									
NB LT	280	256	143	144	143	144	143	144	
Construction Cost	\$0.00		\$1,568,000		\$1,494,000		\$1,494,000		
Required Right-of-way, sq. ft.	0		4,365		3,324		3,324		
Acquisition Costs	\$0		\$960,000		\$727,000		\$727,000		
<b>Total Cost</b>	<b>\$0</b>		<b>\$2,528,000</b>		<b>\$2,221,000</b>		<b>\$2,221,000</b>		
No. of Affected Parcels	0		9		5		5		

Recommendation: Alternative 2B

## **Schedule & Estimated Construction Cost**

- Plans Complete– July 2016
- Construction Begin – TBD
- 2016 Construction Cost Estimate – \$1.3M
- 2016 Right-of Way Acquisition Cost - \$727,000



## 433661-1 SR 500 (US 441) from SW 3rd St to NW 2nd St



### About

The project begins 1,218' south of SR 40 on SR 500 (US 441) and extends northward for 1969' stretching between SW 3<sup>rd</sup> Street to NW 2<sup>nd</sup> Street. The intent of the project is to implement traffic operation improvements and improve the life of the pavement through milling and resurfacing the existing travel lanes, and the additional of turn lane widening. Minor drainage, pedestrian, sidewalk, intersection and signalization improvements are also a part of this project. The proposed improvements will add a dual left turn on NB SR 500 onto SR 40, and extend the left turn queue length of the SB left turn on SR 500 onto SR 40 and the NB left turn on SR 500 onto NW 2<sup>nd</sup> Street.

### Project Details

**Phase:** Design  
**Work Type:** Add Turn Lane  
**Length:** 0.384 Miles  
**City:** Ocala  
**County:** Marion  
**Road:** US 441 SR 40  
SR 500

### Estimated Costs

**ROW:** \$727 K  
**Construction:** \$1.3 M

### Contact Information

**Project Manager:** Todd Alexander  
(386) 943-5420  
[Todd.Alexander@dot.state.fl.us](mailto:Todd.Alexander@dot.state.fl.us)  
[Ask a Question](#)

**Design Firm:** Vanasse Hangen Brustlin, Inc.  
VHB





# THANK YOU FOR ATTENDING

For additional information please contact:

**Todd Alexander, E.I.**

Florida Department of Transportation

Phone: (386) 943-5420

[Todd.Alexander@dot.state.fl.us](mailto:Todd.Alexander@dot.state.fl.us)

**Mark F. Bertoncini, P.E.**

Vanasse Hangen Brustlin, Inc.

Phone: 407-839-4006

[Mbertoncini@vhb.com](mailto:Mbertoncini@vhb.com)



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