



SW 38th/40th Street Preliminary Engineering Report

Board of County Commissioners Workshop
December 11th, 2024



Project Location





Existing Conditions



Project Need



- Shown as a Need in the 2045 L RTP
- Priority 25 on the LOPP Non-SIS Capacity Priorities List
- Portions funded on the Marion County TIP

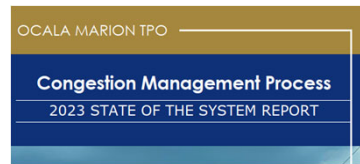
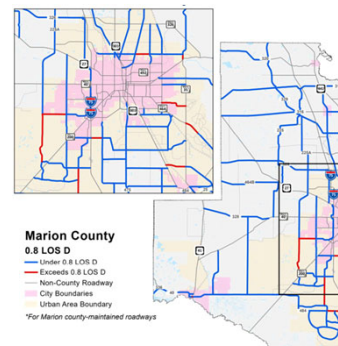
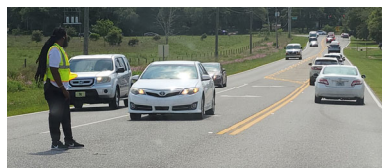
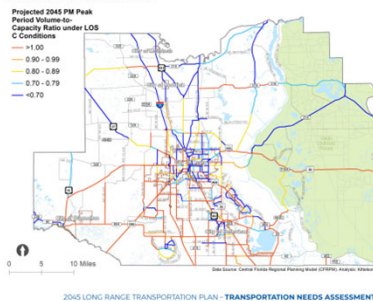
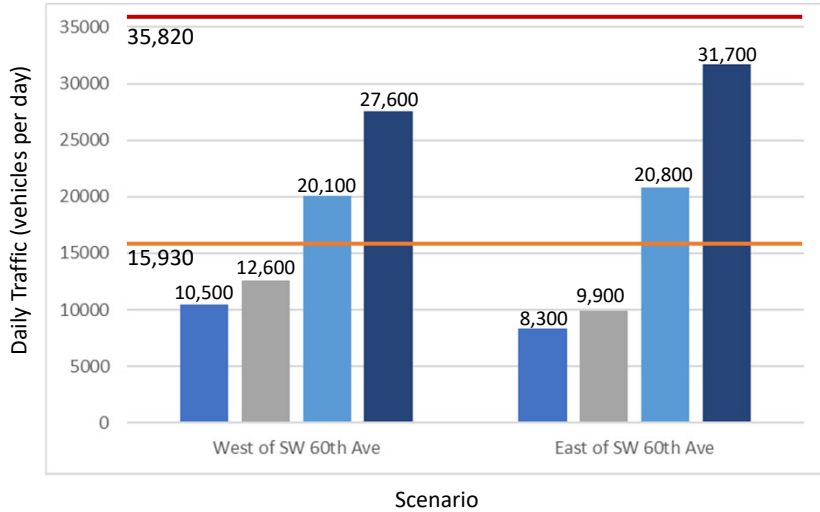


FIGURE 5.2: TRAFFIC CONGESTION





Future Traffic Projections

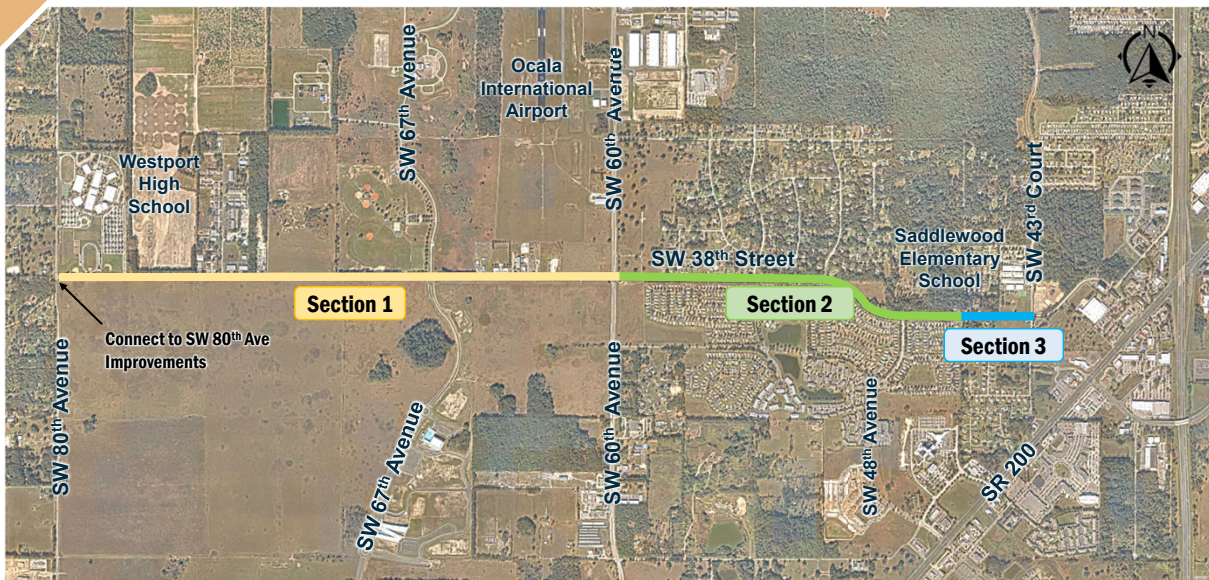


Legend

- 2023 Existing Year
- 2025 Opening Year
- 2035 Mid Year
- 2045 Design Year
- 2-Lane Service Volume
- 4-Lane Service Volume

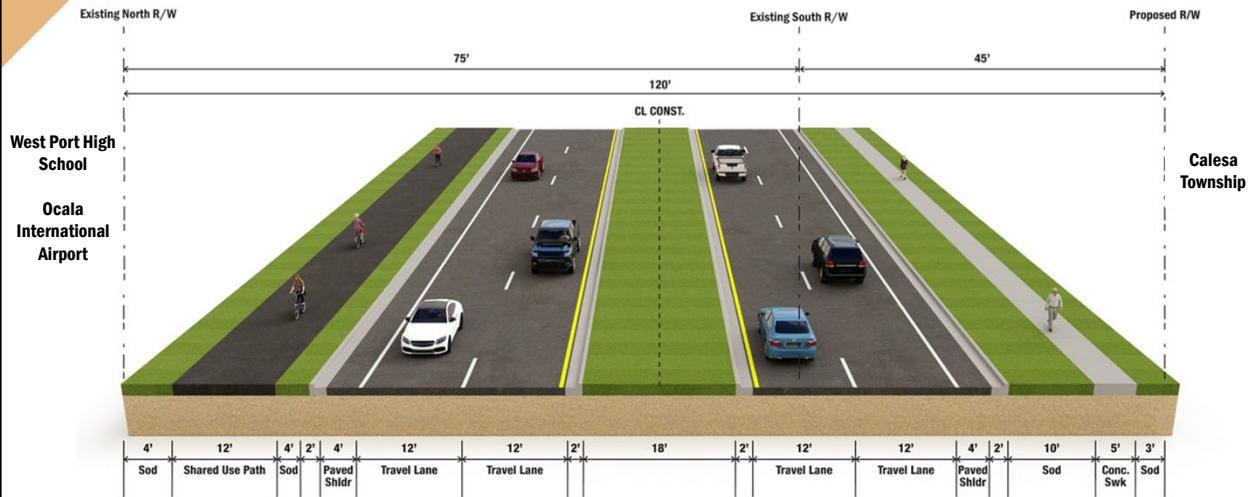


Typical Section Locations





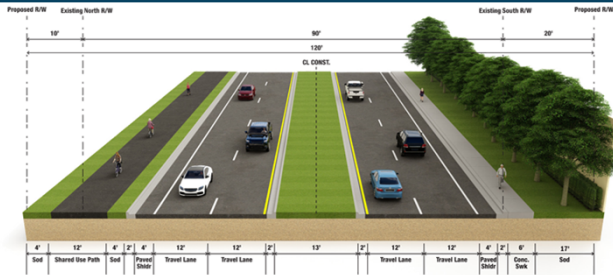
Typical Section Alternative – Section 1 SW 80th Ave to SW 60th Ave



Typical Section 1A

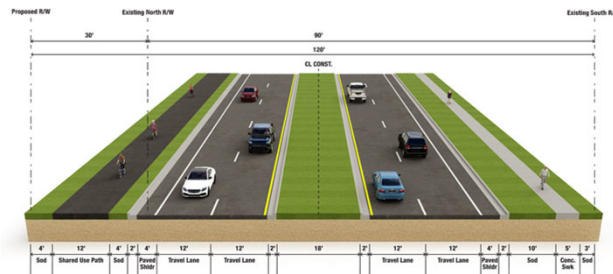


Typical Section Alternatives – Section 2 SW 60th Ave to SW 46th Ave



Typical Section 2A

Timberwood

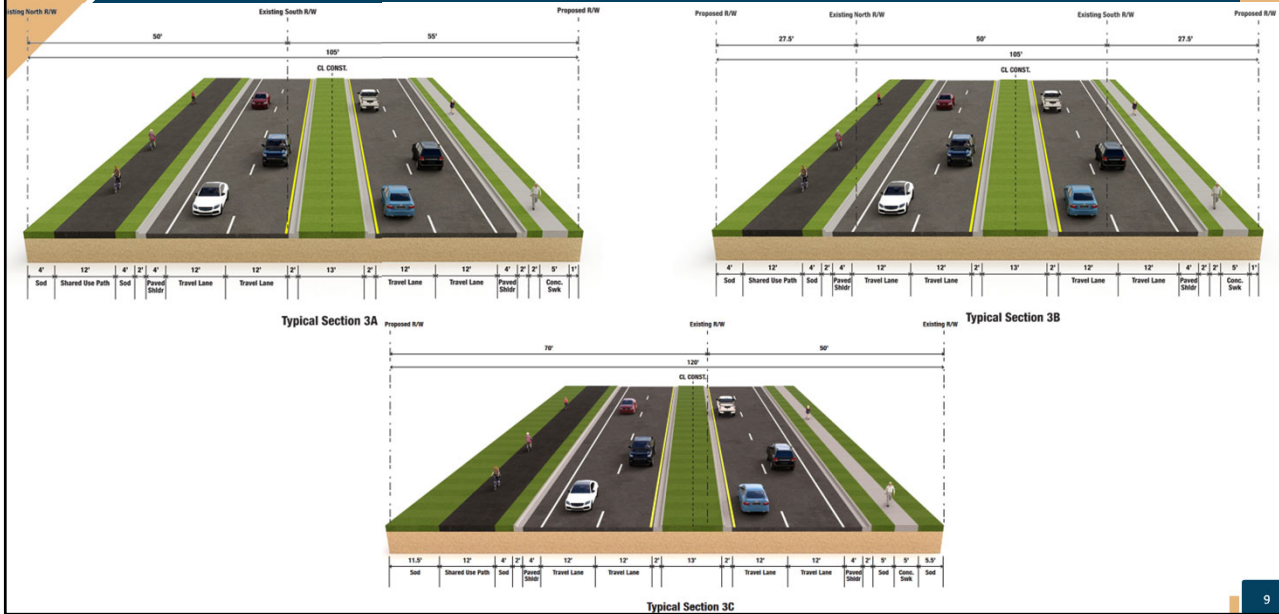


Typical Section 2B

Fore Ranch



Typical Section Alternatives – Section 3 SW 46th Ave to SW 43rd Ct



Public Input

- Neighborhood Meeting held at 5:30pm on January 30th, 2024 at West Port High School
- 89 Registered Attendees
- 13 Comment Cards Received Total;
 - 8 received at the meeting;
 - 5 received in the mail following the meeting

Comments Received Included:

- Request for median opening at Executive Automotive
- Resident of Timberwood does not support Alternative B and does not support both sidewalk and shared-use path
- Question regarding compensation for right-of-way
- Request for full median openings and traffic signal for Timberwood access, and lesser impacts to Timberwood properties
- Concern over increase in noise, traffic, speeding and decreased property value
- Request for noise wall / barrier and/or enhanced landscaping
- Request for cell towers



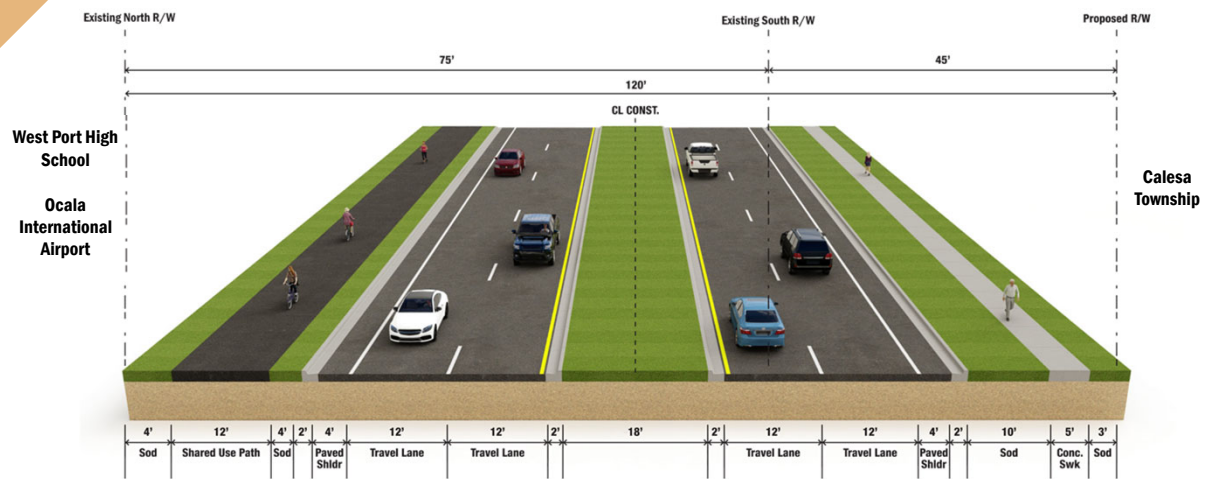


Alternatives Evaluation

Evaluation Criteria	No-Build	Build Alternative A	Build Alternative B	Build Alternative C
Long-Range Planning Needs	Does not support	Supports	Supports	Supports
Traffic / Safety	Exceeds level of service standards	Meets level of service standards; improves multi-modal safety	Meets level of service standards; improves multi-modal safety	Meets level of service standards; improves multi-modal safety
Impact to Community Services / Features	None	Low	Low	Medium
Utility Impacts	None	High	High	Medium
Environmental Impacts	None	Low	Low	Low
Property Impacts	None	Requires property acquisition	Requires property acquisition; potentially impacts one accessory structure	Requires property acquisition
Number of Potential Relocations	None	None	None	None
Impact to Setback Requirements	None	2 Accessory Structures	2 Residences and 2 Accessory Structures	Same as Alternative A or Alternative B
Cost	None	\$74.7 million	\$74.7 million	\$73.2 million



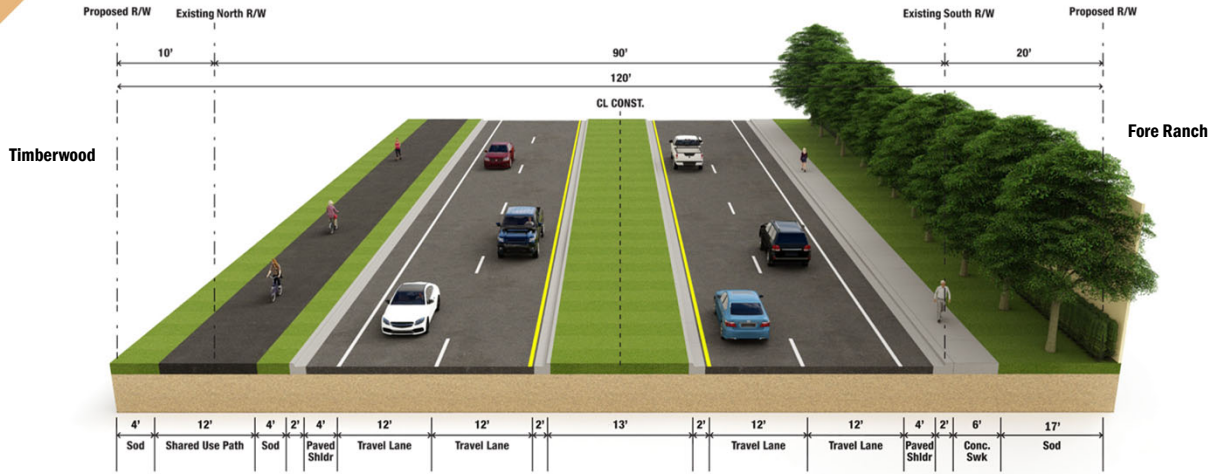
Recommended Alternative – Segment 1



Typical Section 1A



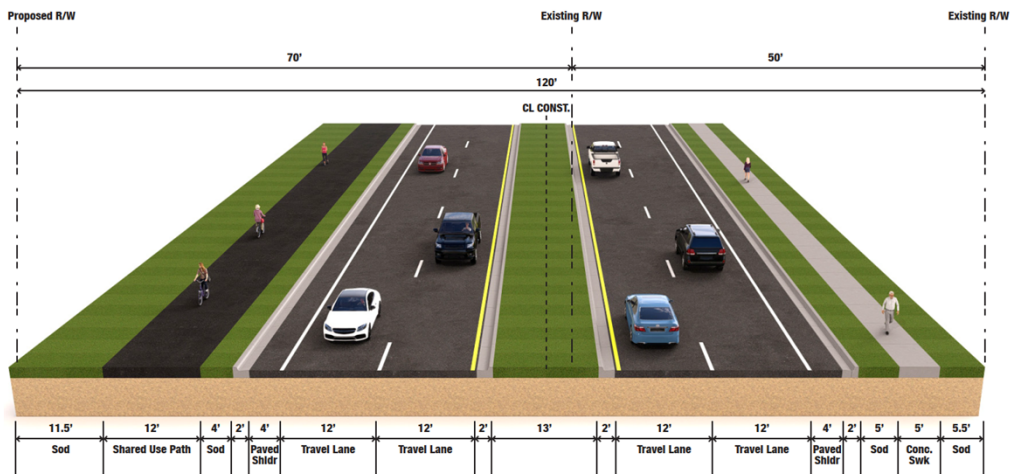
Recommended Alternative – Segment 2



Typical Section 2A



Recommended Alternative – Segment 3



Typical Section 3C



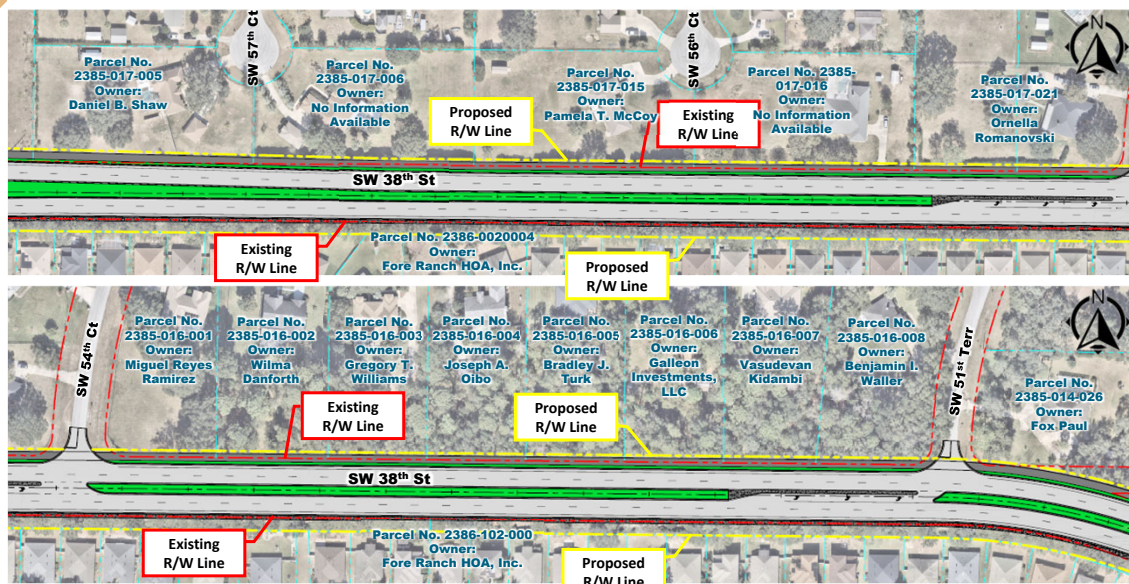
Estimated Costs and Property Impacts

Item	Estimated Cost
Construction	\$55,685,200
Survey, Design, Permitting (10%)	\$5,568,600
Construction Engineering and Inspection (10%)	\$5,568,600
Billboard and Utility Impacts	\$350,000
Right-of-Way Cost	\$6,036,000
Total Project Cost	\$73,208,400

Property Type	Segment 1		Segment 2		Segment 3	
	Number	Acreage	Number	Acreage	Number	Acreage
Single-Family Residential	0 Parcels	0 Acres	17 Parcels	1.21 Acres	4 Parcels	1.23 Acres (0.80 + 0.43)
Vacant Residential	0 Parcels	0 Acres	4 Parcels	2.40 Acres	1 Parcel	0.09 Acres (0.25 - 0.16)
Calexa/OTOW	1 Parcel	10.67 Acres	0 Parcels	0 Acres	0 Parcels	0 Acres
Government	2 Parcels	0.30 Acres	0 Parcels	0 Acres	1 Parcel	0.94 Acres
Commercial/Multi-Family	4 Parcels	0.07 Acres	3 Parcels	3.04 Acres	1 Parcel	0.46 Acres
Total	7 Parcels	11.04 Acres	24 Parcels	6.65 Acres	7 Parcels	2.72 Acres

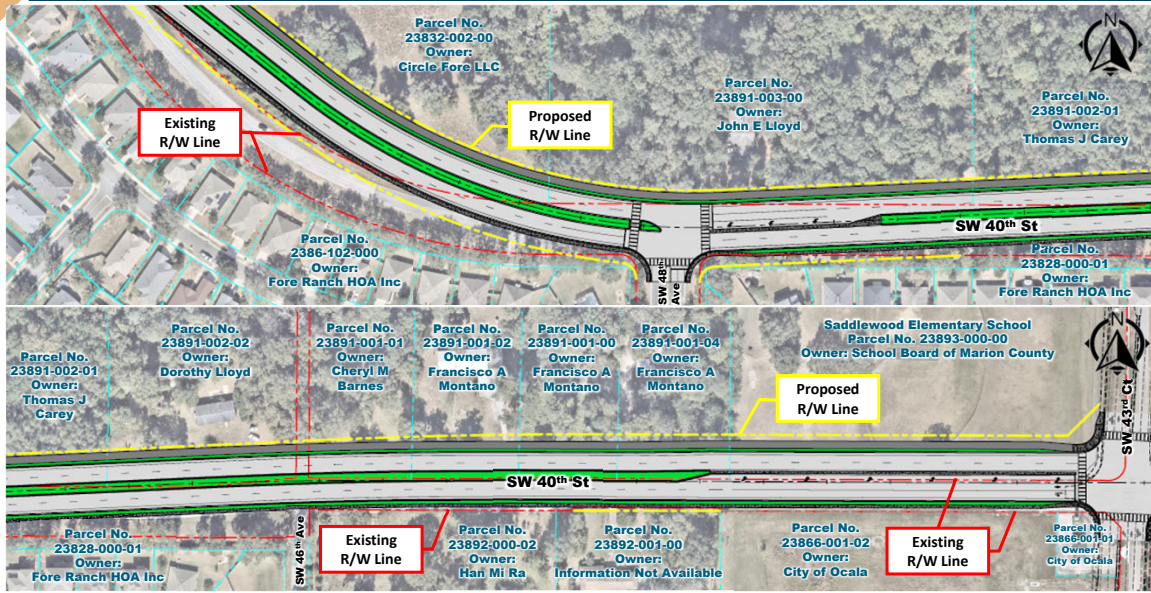


Property Impacts – Segment 2

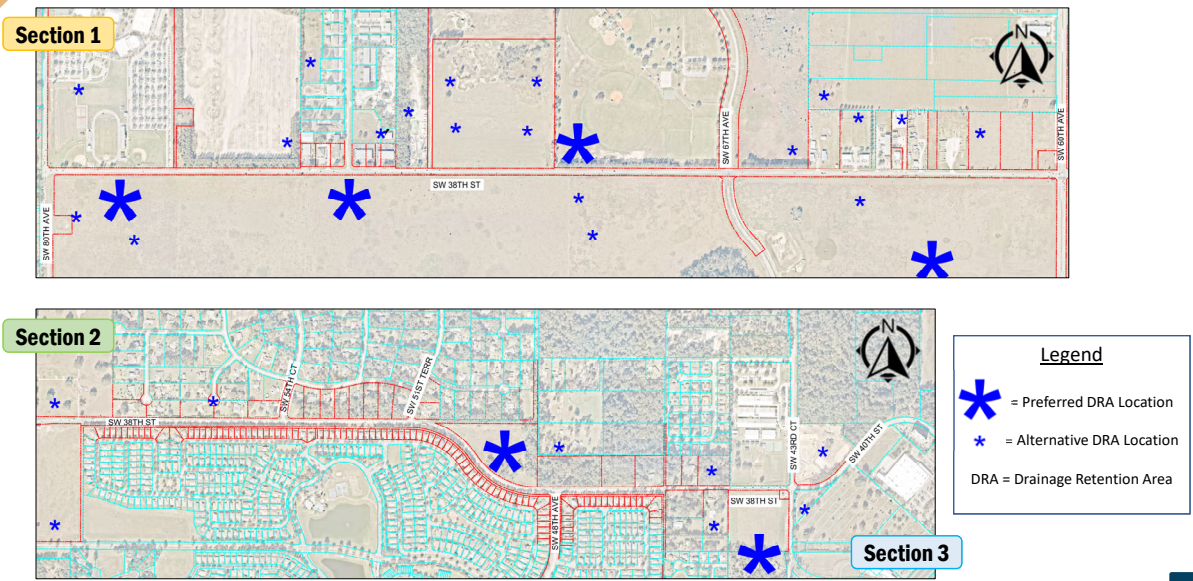




Property Impacts – Segment 3

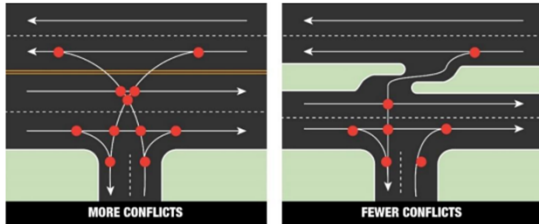


Drainage





Access Management



Source: FDOT

General Spacing Standard for SW 38th / 40th Street

- 2,640 feet for traffic signal / full median opening
- 1,320 feet for directional median opening
- 440 feet for connections

Location	Access Type	Spacing (from the west)
SW 80 th Avenue	Traffic Signal	--
West Port High School	Future Traffic Signal (school periods only)	+/- 1,300 ft
SW 74 th Avenue	Directional	+/- 1,850 ft
Sta. 532	Directional	+/- 2,050 ft
SW 67 th Avenue	Future Traffic Signal	+/- 1,900 ft
Sta. 561+50	Westbound directional / U-turn	+/- 1,050 ft
Sta. 572	Eastbound directional / U-turn	+/- 1,050 ft
SW 60 th Avenue	Traffic Signal	+/- 1,400 ft
TBMI PUD	Full	+/- 540 ft
SW 54 th Court	Full	+/- 2,100 ft
SW 51 st Terrace	Eastbound directional	+/- 1,350 ft
SW 48 th Avenue	Traffic Signal	+/- 1,700 ft
SW 43 rd Court	Future Traffic Signal	+/- 2,450 ft



Timberwood Access Evaluation

- Existing traffic volumes (September 2024) do not meet signal warrant criteria
- Design year traffic volumes do not meet signal warrant criteria
- Three reported crashes in the past five years (2019 – 2024)
- Proposed access meets proposed access spacing standards

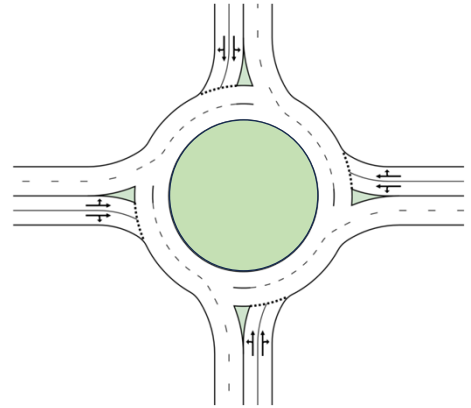




Roundabout Evaluation

Locations Evaluated

- West Port High School
 - Acceptable traffic operations
 - Additional ROW required
- SW 67th Avenue
 - Requires additional turn lanes for 2045 design year volumes
 - Additional ROW required
- SW 60th Avenue
 - 2045 design year volumes exceed capacity
- SW 48th Avenue
 - Acceptable traffic operations
 - Additional ROW required



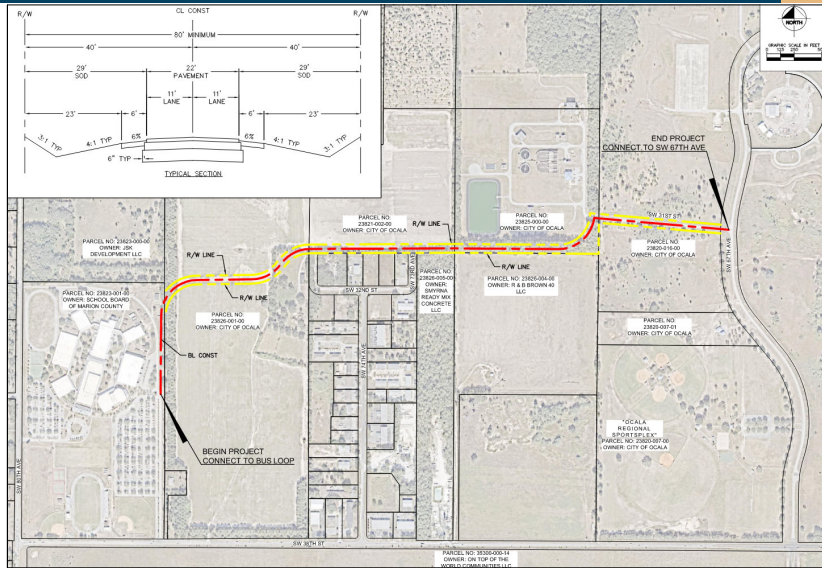
West Port High School Circulation



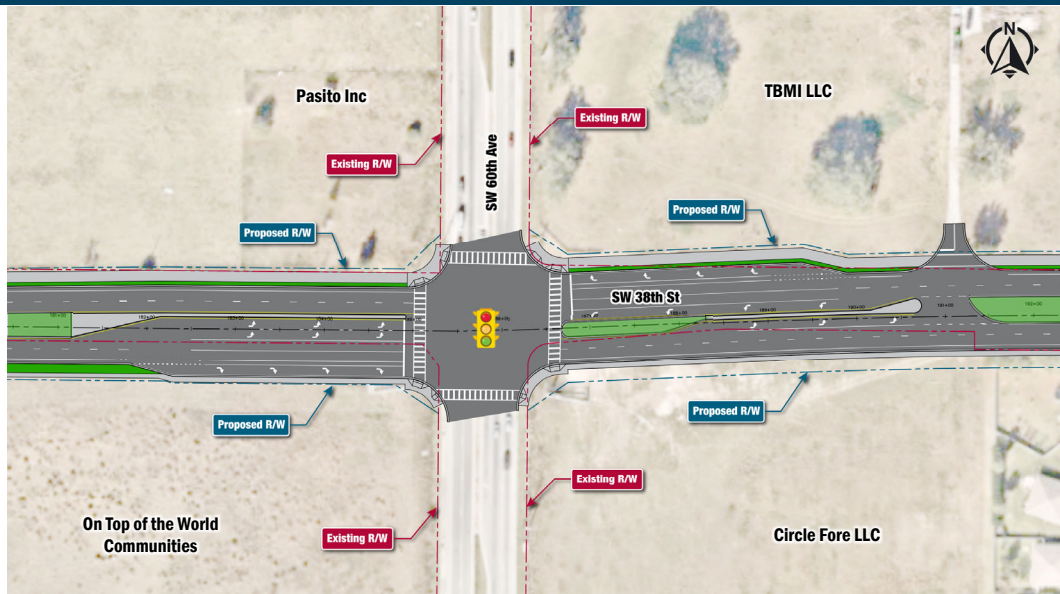


West Port High Alternative Access

- Length = 0.97 miles
- Right-of-way = 10.8 acres from 5 parcels owned by City of Ocala and the West Port High School
- Travel distance longer than utilizing existing access points. Up to 25% of existing vehicle trips might utilize
- Impacts West Spray Field by approximately 6.6 acres
- Impacts existing 100' landscape buffer for WRF3
- Impacts infrastructure and circulation on school property
- Likely requires additional turn lanes on SW 67th Avenue
- Estimated costs \$7.83 million
- If considered further, additional coordination with Marion County Public Schools will be required

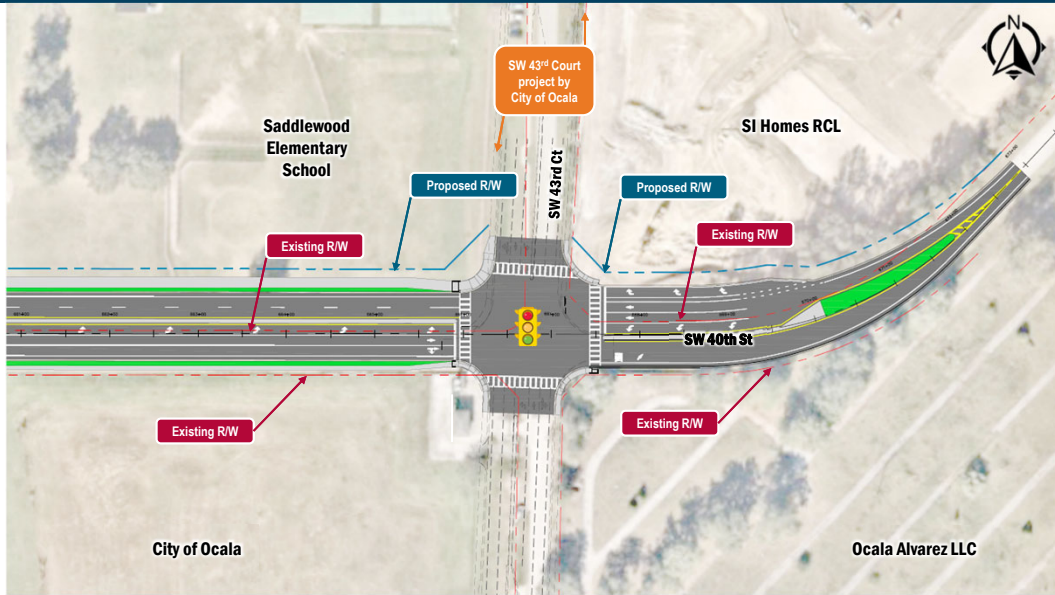


SW 38th Street at SW 60th Avenue

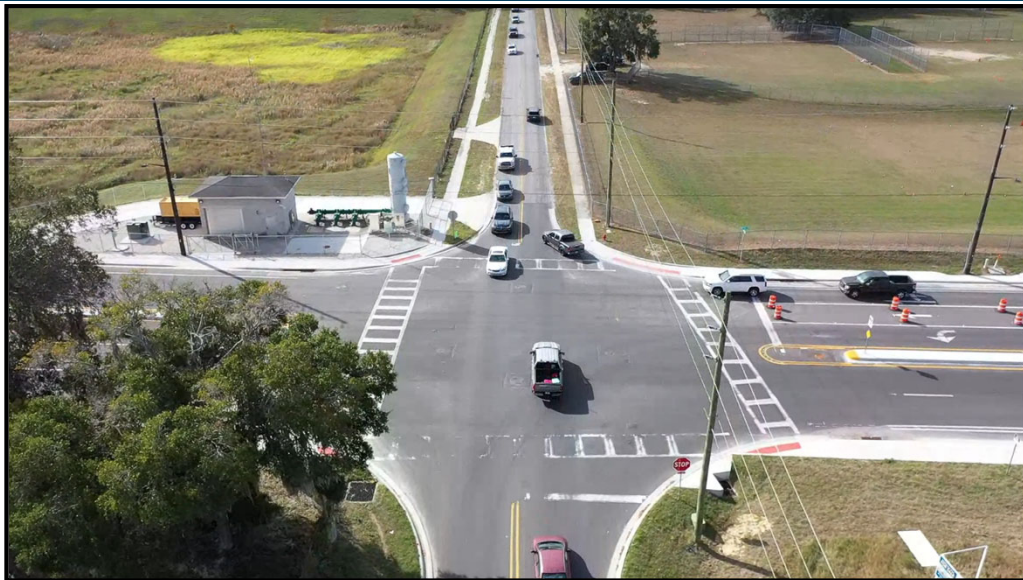




SW 38th Street at SW 43rd Court



Visualization



Kimley»»Horn



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