

Other Items of Interest

Impacts to Historic Houses

As part of this project, five historic houses will be impacted. The house located at 440 Atlantic Avenue will be relocated within the Town of Interlachen. FDOT will work with the Town of Interlachen and the community to preserve, if possible, the remaining four houses. A memorandum of agreement between the FDOT and the Florida State Historic Preservation Office was signed in November 2011.



Little Orange Creek Nature Park

FDOT will provide a bridge over Little Orange Creek in Alachua County for pedestrian, bicycle, equestrian, canoe and kayak access underneath SR 20 and structures to assist wildlife movement in association with Little Orange Creek Nature Park. Also, FDOT will construct a driveway (south of the existing driveway) and a right turn lane into the park.



Little Orange Creek Nature Park

Get Involved

FDOT remains committed to working with all project stakeholders. No final decisions will be made until we hear your comments. You may give us your comments by:

- Speaking at the microphone during tonight's comment period.
- Completing a comment form and drop it in the comment box provided tonight.
- Mailing or emailing your comments to the addresses provided.

Contact

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State Road 20

From just east of US 301 (Hawthorne) to County Road 315 (Interlachen)

Subsequent Public Hearing

Financial Project Numbers: 207818-1 & 210024-1; Alachua and Putnam Counties, FL

Welcome

The Florida Department of Transportation (FDOT) District Two welcomes you to a subsequent public hearing to discuss the results of an Environmental Assessment from a Project Development and Environment (PD&E) Study on recommended improvements to State Road 20. Tonight, those recommendations, which include widening the road to four lanes and providing bicycle and pedestrian enhancements, will be discussed followed by a presentation and comment period. The purpose of this hearing is to share information about the study and provide you an opportunity to express your views concerning the proposed improvements.

About the Study

Currently, a PD&E Study of State Road 20 is underway in Alachua and Putnam Counties from just east of US 301 in Hawthorne to County Road 315 in Interlachen, Florida. A Project Kick-Off Meeting was first held in 1999 to present the project to elected officials, various agencies, the community and other interested stakeholders as well as to solicit the public's input. Between 1999 and 2011, numerous project changes and meetings have occurred with the same purpose.

In December of 2011, a 'Revised Build Alternative' Workshop was held to provide additional information about the updated design alternatives and to once again receive public input regarding the project. The most recent meeting was with the Town Council of Interlachen on August 13, 2013.

The project is approximately 12 miles from just east of US 301 in Hawthorne to County Road 315 in Interlachen and is broken into three segments for right of way and design phases.

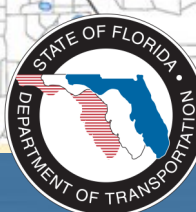
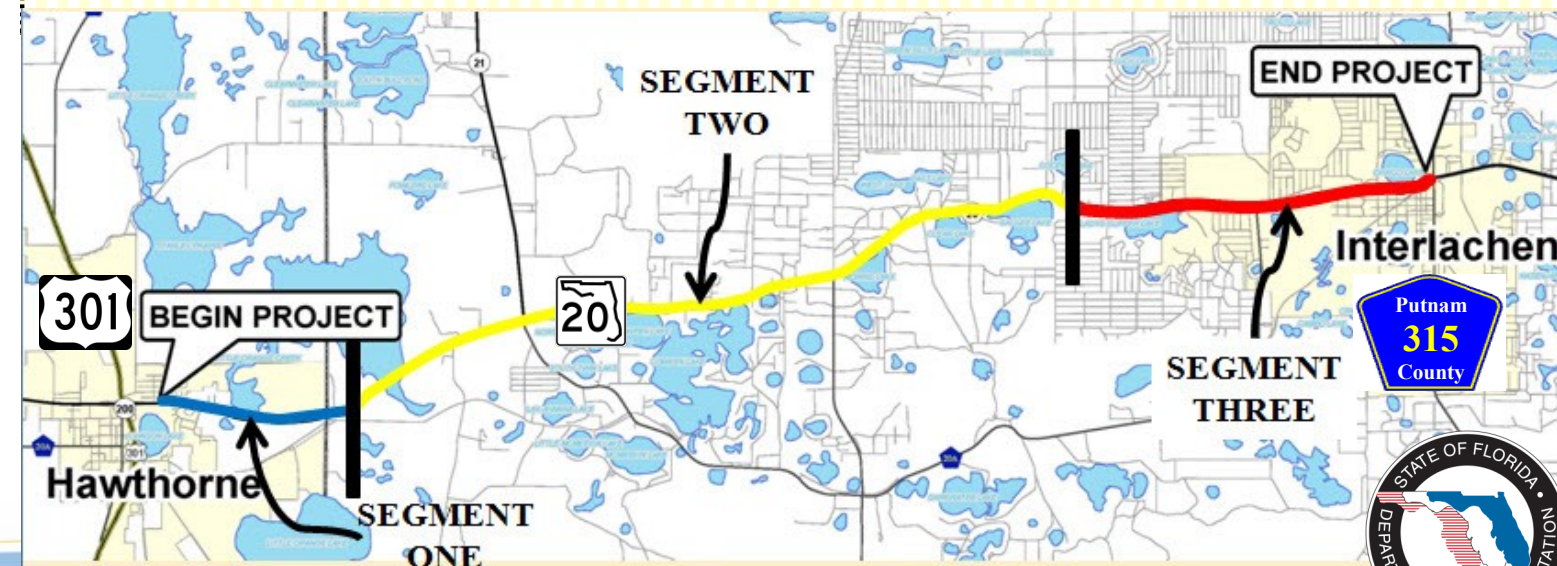
The first segment is the eastern most from Hawthorne to the Putnam County line; second is the middle segment from the Alachua County line to Southwest 56th Avenue; and third is the western segment from SW 56th Avenue to CR 315.

September 12, 2013

Seventh Day Adventist
 Conference Center
 1771 State Road 20
 Hawthorne, FL 32640

Agenda

4:30—6:30 p.m. Open House (view displays, review environmental study documents, discuss/answer questions with FDOT staff)
 6:30 p.m. Presentation
 Pubic Comments





State Road 20

From just east of US 301 (Hawthorne) to County Road 315 (Interlachen)



Subsequent Public Hearing

Financial Project Numbers: 207818-1 & 210024-1; Alachua and Putnam Counties, FL

Project Cost	
Construction	\$101.3 Million
Right of Way	\$34.3 Million
Design	\$16.2 Million
Wetland Mitigation	\$7.6 Million
TOTAL COST	\$158.3 Million

Project Need

State Road 20 serves as a regional link connecting Gainesville, Hawthorne, Interlachen and Palatka. Looking at it from a statewide perspective, this roadway connects these communities with areas along Florida's east and west coasts. This project closes the gap between Gainesville and Palatka providing the missing link for a

continuous east-west four-lane roadway. Also, SR 20 is part of the State of Florida's Strategic Intermodal System which places it at a higher funding priority and it serves as an evacuation route for Flagler and St. Johns Counties.

Moreover, safety is of concern as this segment of SR 20 averaged more than 40 crashes per year between 2006 and 2011*, which is higher than the statewide average for similar roadways. Many of the crashes are attributed to sight distance problems associated with the numerous hills and curves. In the future, the number of crashes is expected to increase as traffic volumes increase; thus, indicating a need for improvements.

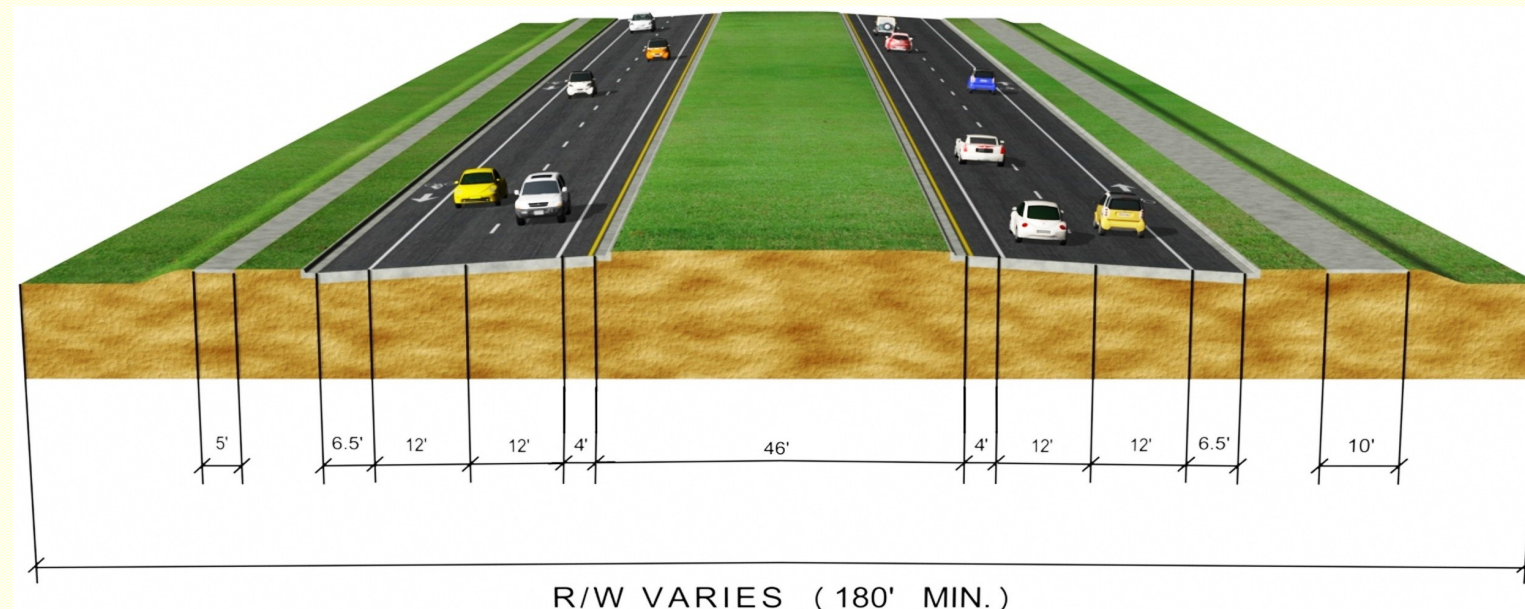
Furthermore, SR 20 currently operates below the desirable level of service. It carries an average daily volume of 9,900 vehicles per day east of Hawthorne and 11,800 vehicles west of Interlachen. By 2040, this same location will carry an estimated average daily volume of 20,900 vehicles east of Hawthorne and 19,500 vehicles west of Interlachen. In order to provide the capacity needed to accommodate the predicted traffic demand, SR 20 will need to be widened to four lanes.

In summary, these improvements will increase mobility and provide a safer roadway. Also, this project is included in the Alachua and Putnam County Comprehensive Plans.

*Crash data source is from FDOT in 2011

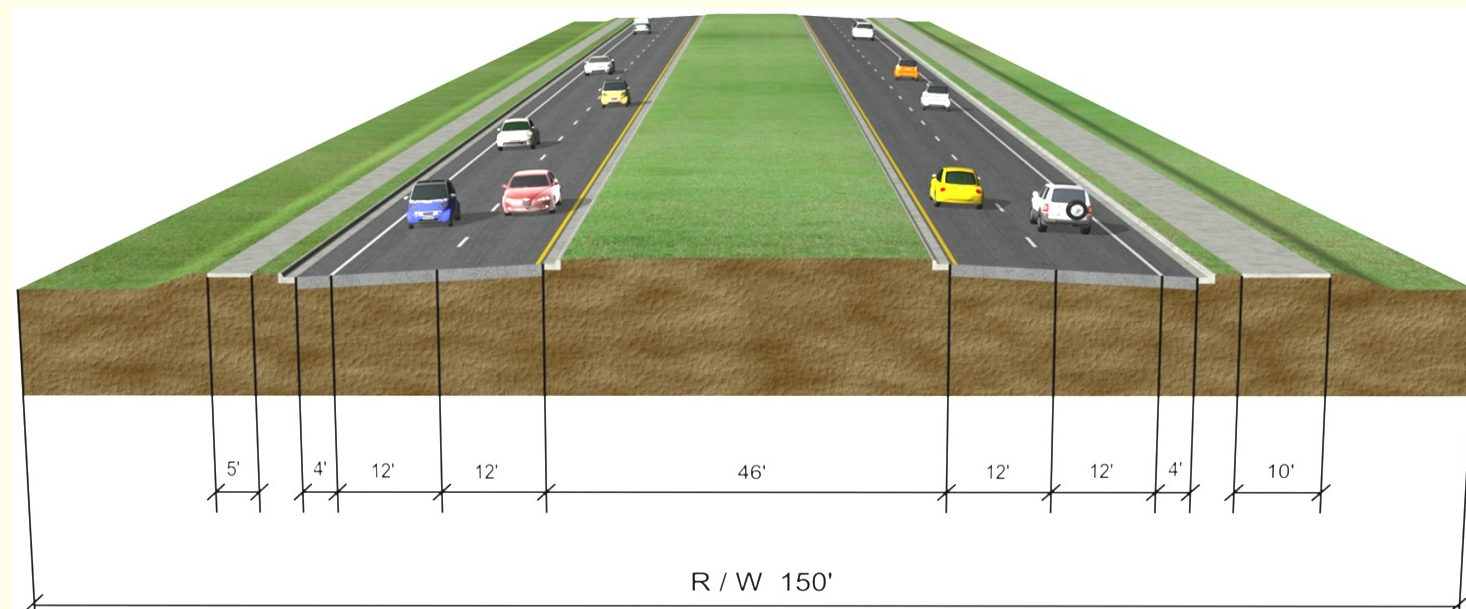
Project Schedule				
	PD&E	Design	Right of Way Acquisition	Construction
Segment One (east)	Near Completion	Underway	Underway	2016
Segment Two (middle)	Near Completion	Underway	2015	Unfunded
Segment Three (west)	Near Completion	Underway	2015	Unfunded

Proposed Typical Sections



Proposed Build Alternative Typical Section

The proposed Build Alternative typical section will include bicycle lanes and sidewalks for most of the project.



Proposed Build Alternative Typical Section – Option 4

Option 4 will be built between Lake Chipco and the historic resources. This typical consists of an 150-foot wide urban typical section with sidewalks and bike lanes.