

# WELCOME

**US 19 PD&E Study from  
Red Level to NW 140th Street in Chiefland  
FPID: 445737-2-22-01**

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# Kick-off Meeting

**February 15, 2022  
5:30 p.m. - 7:30 p.m. EST  
College of Central Florida  
Levy Campus  
15390 NW Highway 19  
Chiefland, Florida**

**February 21, 2022  
4:30 p.m. - 7:30 p.m. EST  
Inglis Community Center  
137 Highway 40 West  
Inglis, Florida**





# The Florida Department of Transportation

complies with various Non-Discrimination Laws and Regulations,  
including Title VI of the Civil Rights Act of 1964

**Public participation is solicited  
without regard to race, color,  
national origin, age, sex, religion,  
disability, or family status.**

**Persons wishing to express concerns about  
Title VI may do so by contacting:**

**Dorothy Neal**

District Two Title VI Coordinator

1109 South Marion Avenue, Lake City, Florida 32025

(386) 758-3767

*dorothy.neal@dot.state.fl.us*





# Screening for COVID-19

FloridaHealth.gov/COVID-19 • Florida Department of Health

# 1

## Are you experiencing symptoms?

Symptoms may appear in 2–14 days after exposure to the virus.

The most common symptoms of COVID-19 are **cough and shortness of breath**. Other symptoms include fever, chills, fatigue, muscle or body aches, headache, new loss of taste or smell, sore throat, congestion or runny nose, nausea or vomiting, and diarrhea.



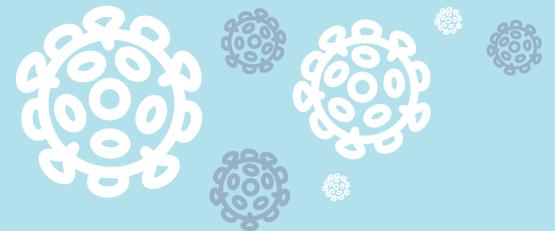
# 2

Have you returned from international travel or a cruise within the last 14 days and have any of the symptoms above?



# 3

Have you been around someone diagnosed with COVID-19?



If you answered “yes” to any of the above questions, call your health care provider or your county health department (CHD) by scanning the code for the local CHD finder. Or call 1-866-779-6121.



## Guidance

- Avoid contact with sick people.
- Wash hands often with soap and water for at least 20 seconds.
- Wear a face mask and social distance for at least 6 feet when in public.

**The CDC has new options to reduce quarantine. Scan the code to learn more.**



# PROJECT LIMITS



Project Limits



Suncoast 2 Phase 3



Florida's Turnpike

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community



# PROJECT PROCESS AND SCHEDULE

**WE  
ARE  
HERE**

- 1** Host public kick-off meetings to introduce and explain the project and receive written comments
- 2** Coordinate with local governments to obtain input on the development of alternatives
- 3** Develop initial alternatives
- 4** Conduct public meetings / workshops about initial alternatives
- 5** Refine alternatives based on public feedback
- 6** Submit alternatives for analysis of natural, physical, cultural, and socioeconomic involvement
- 7** Hold a public hearing to present the recommended alternative

# PURPOSE AND NEED

## *Why is this study being conducted?*

Per 339.67 of the Florida Statutes, FDOT is directed to ensure free flow traffic conditions north along US 19 beginning at the terminus of Suncoast Parkway 2, Phase 3. The Department can achieve free flow conditions by improvements and retrofitting existing roadway to provide an alternative to signalized intersections for through traffic.

# FREE FLOW

## *What are “free flow conditions”?*

Uninterrupted flow of traffic along a roadway achieved by the absence of conflict points that slow, impede, or stop the primary traffic movement.

(Examples of conflict points will be discussed at the next station.)



# METHODS OF FREE FLOW

## *How could FDOT achieve free flow?*

There are multiple ways to achieve free flow, and FDOT District Two will work with local communities to develop potential solutions. Then, these solutions will be compared to each other and evaluated along with a no-build option.

# RURAL RIGHT OFF US 19



# RURAL RIGHT ONTO US 19



In the existing rural condition, there are no acceleration lanes for vehicles turning from side streets or driveways onto US 19.

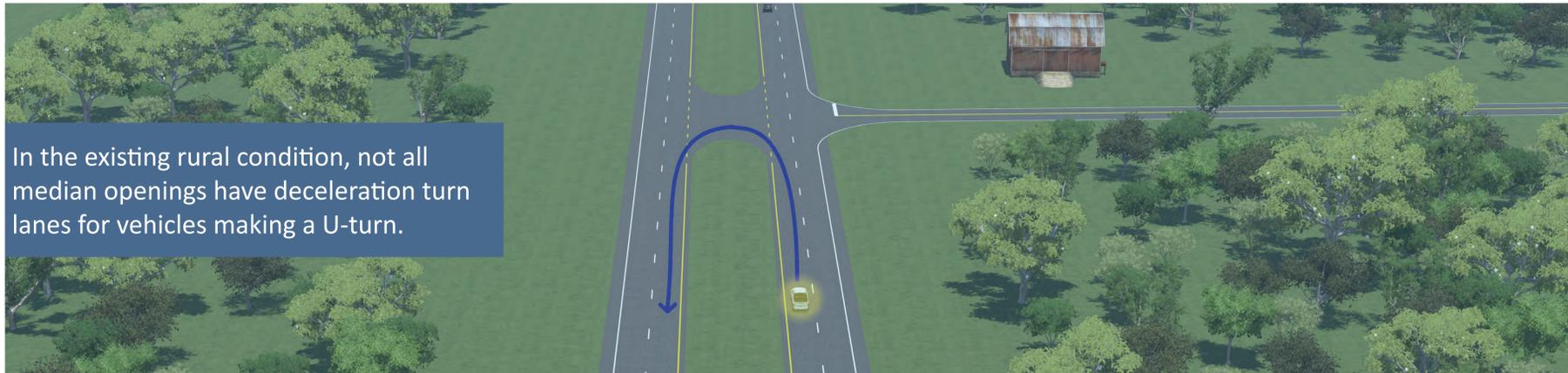


When a vehicle turns onto US 19, it will have to accelerate up to full speed in the travel lane.

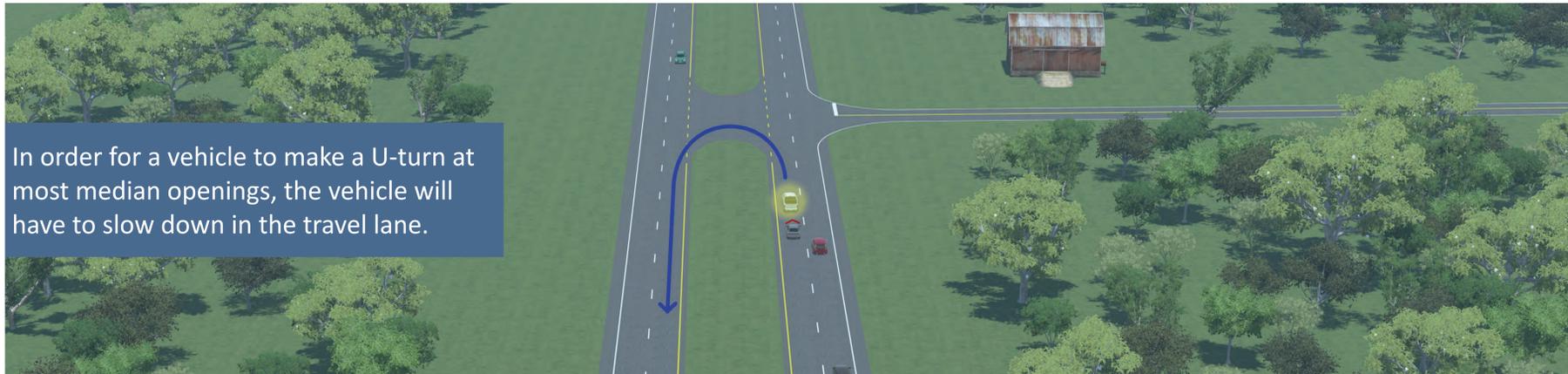


This causes the vehicles behind it to have to slow down until it is able to reach full speed, preventing **free flow**.

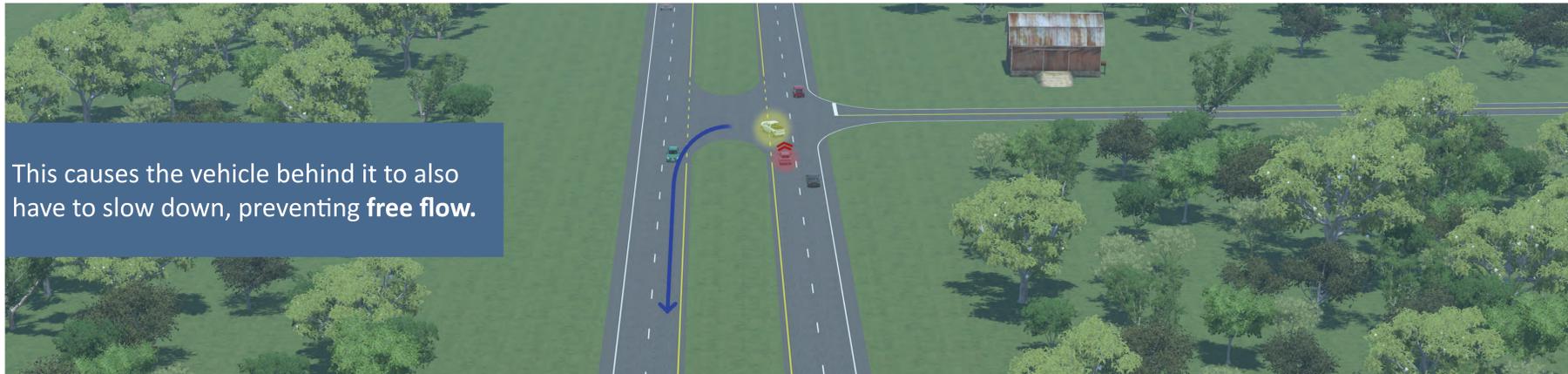
# RURAL MEDIAN U-TURN



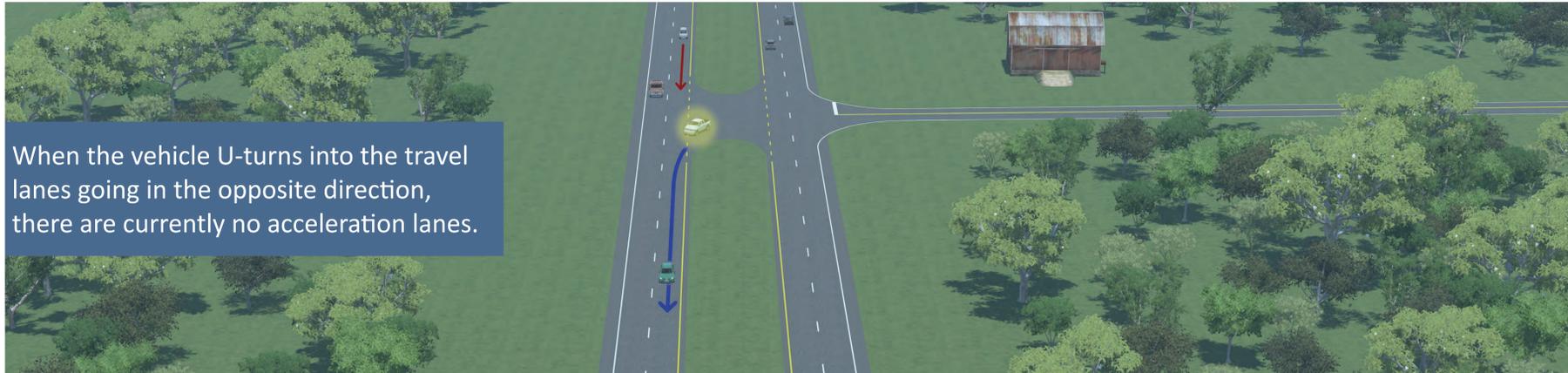
In the existing rural condition, not all median openings have deceleration turn lanes for vehicles making a U-turn.



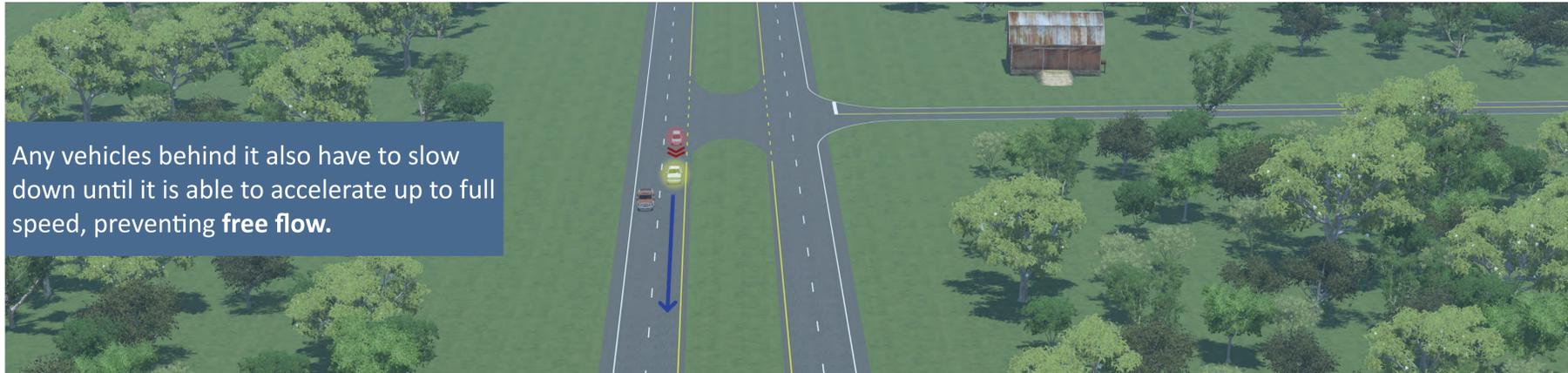
In order for a vehicle to make a U-turn at most median openings, the vehicle will have to slow down in the travel lane.



This causes the vehicle behind it to also have to slow down, preventing **free flow**.



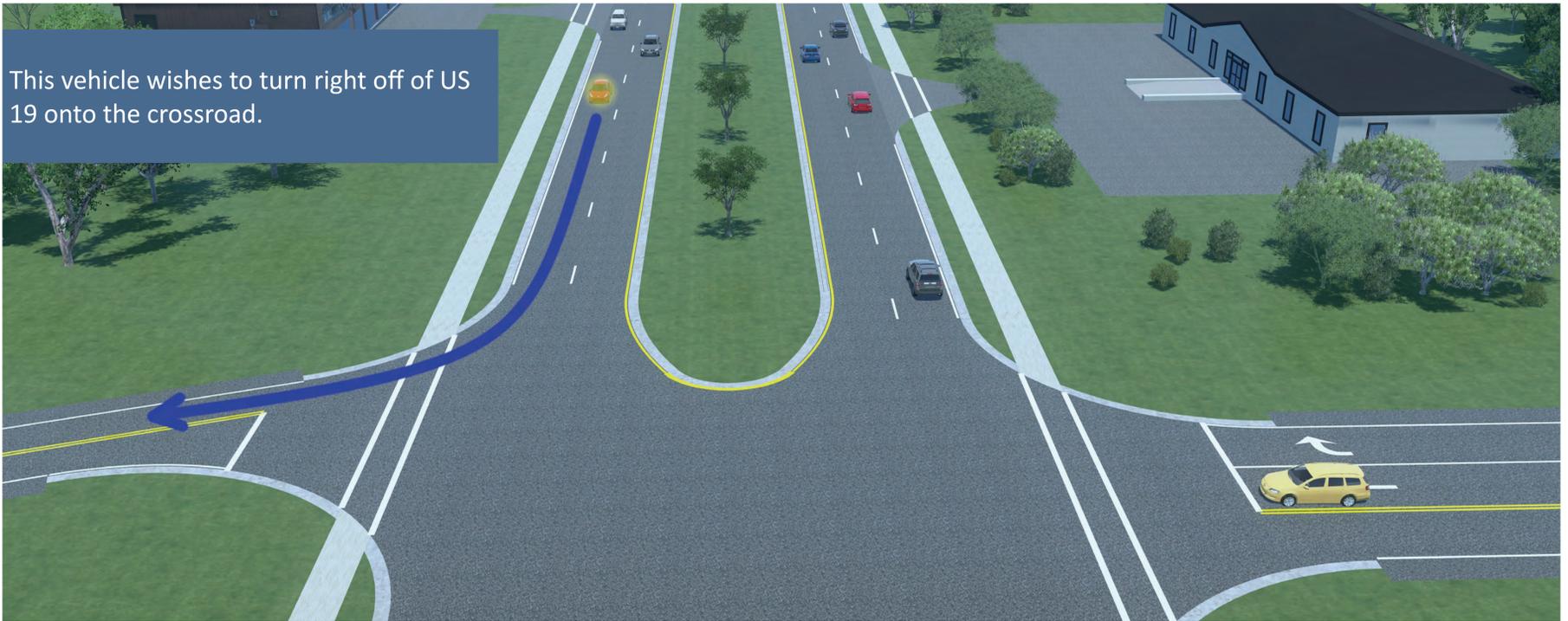
When the vehicle U-turns into the travel lanes going in the opposite direction, there are currently no acceleration lanes.



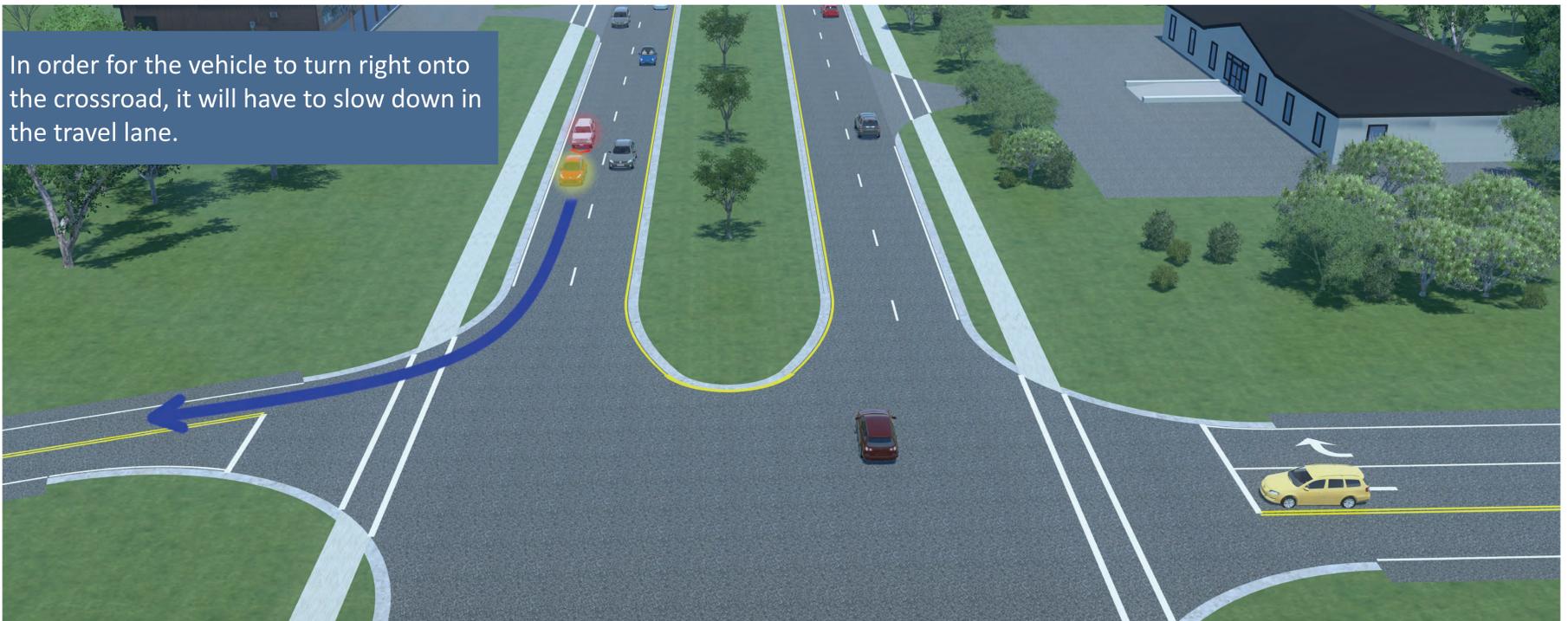
Any vehicles behind it also have to slow down until it is able to accelerate up to full speed, preventing **free flow**.

# URBAN RIGHT OFF US 19

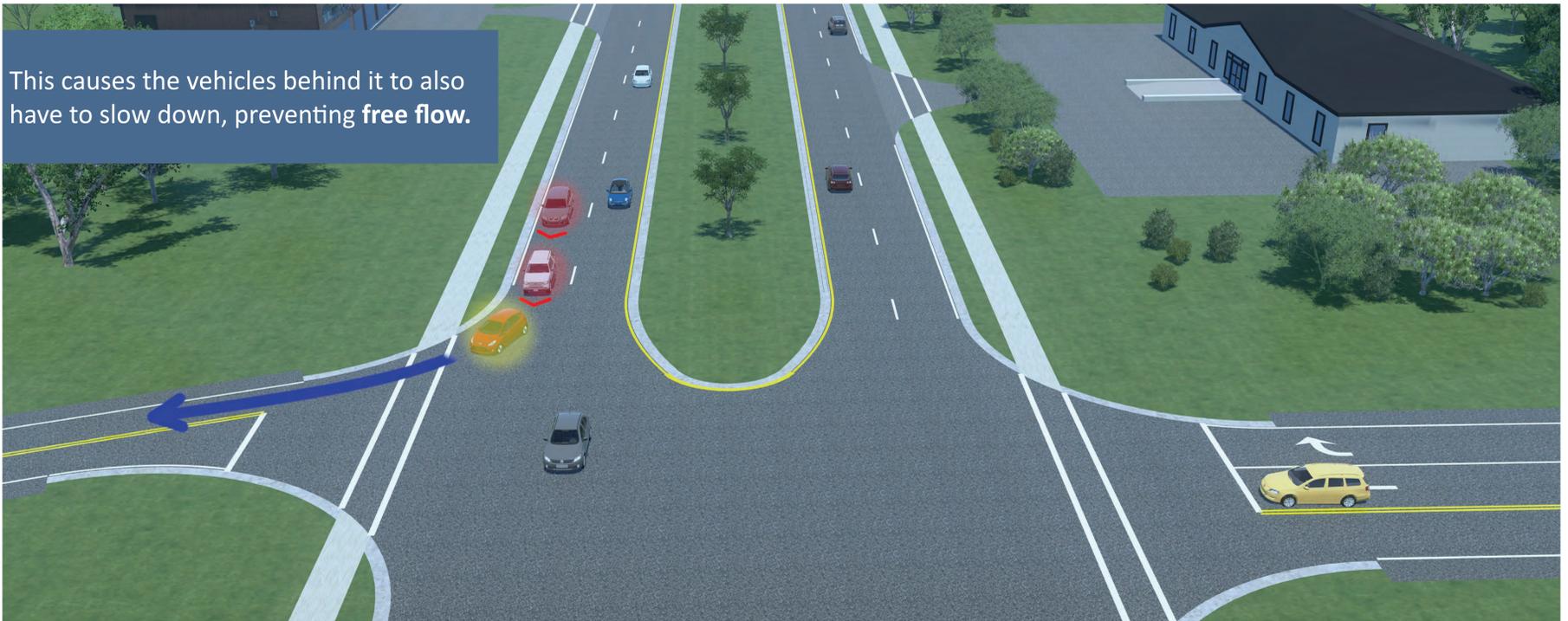
This vehicle wishes to turn right off of US 19 onto the crossroad.



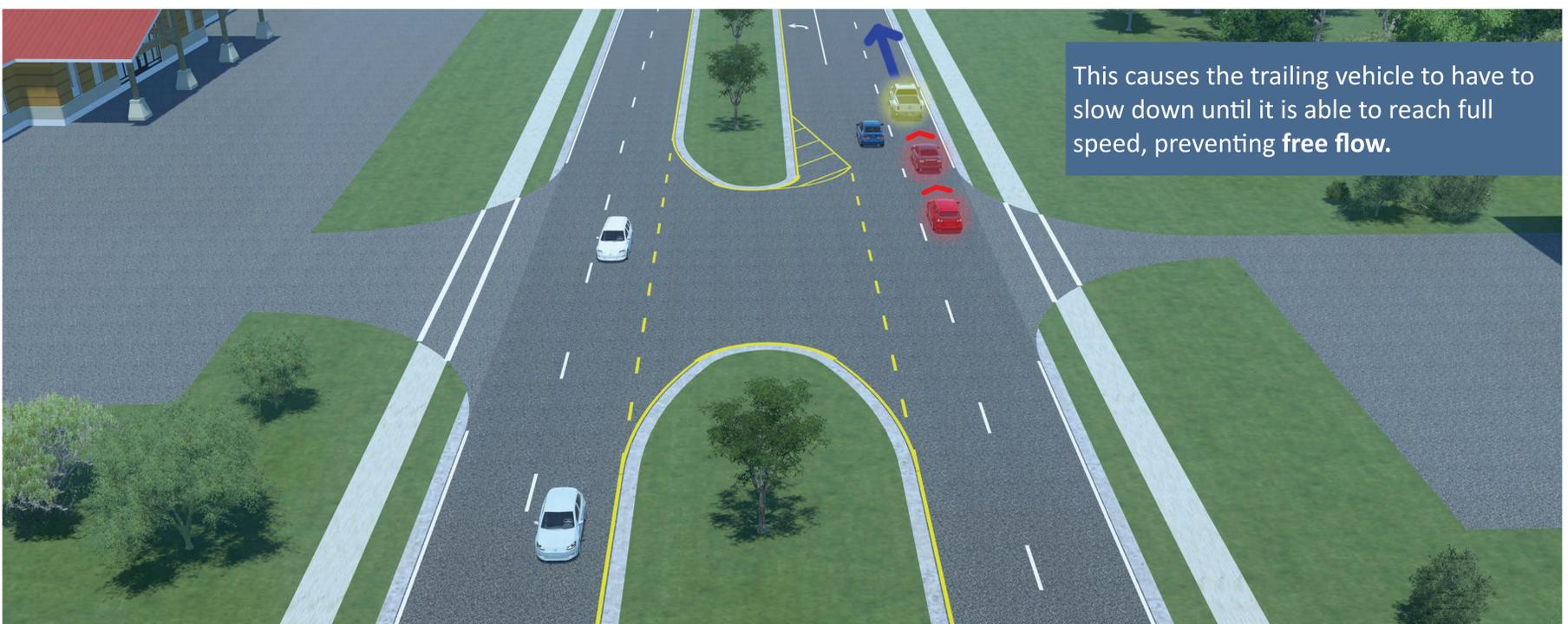
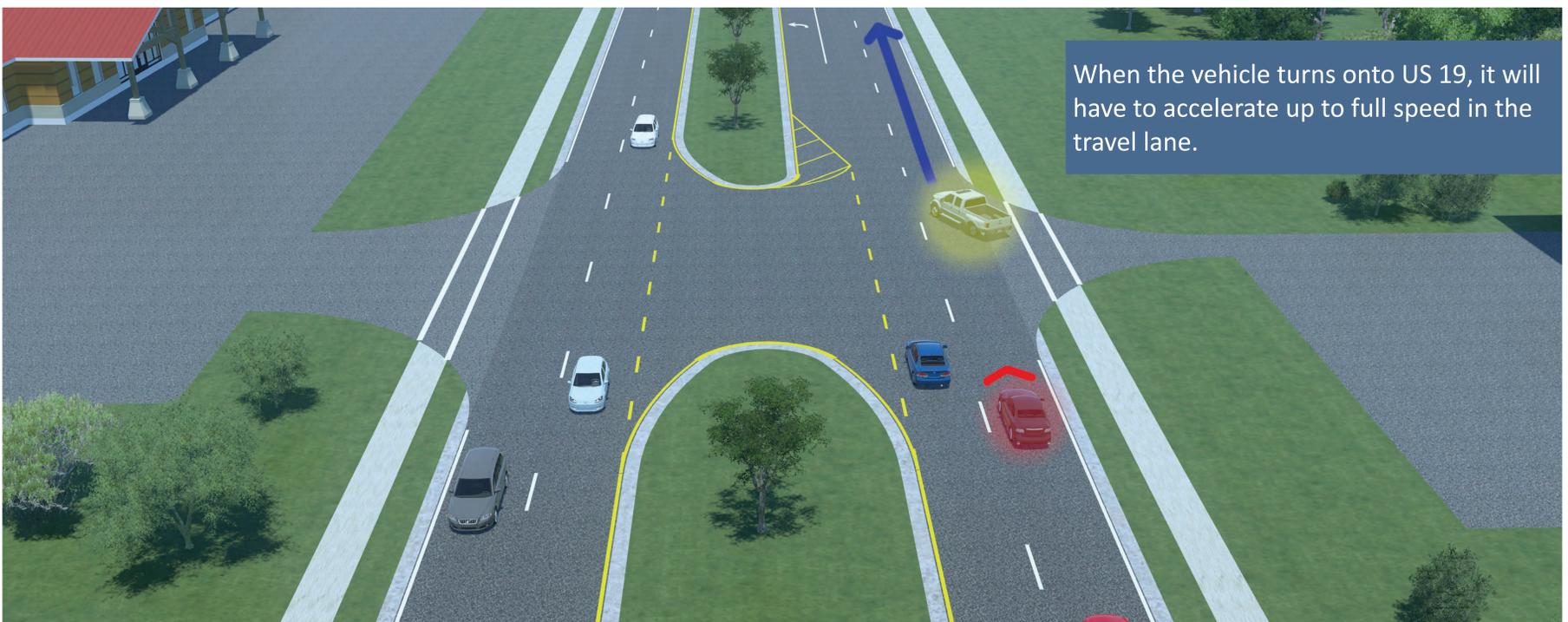
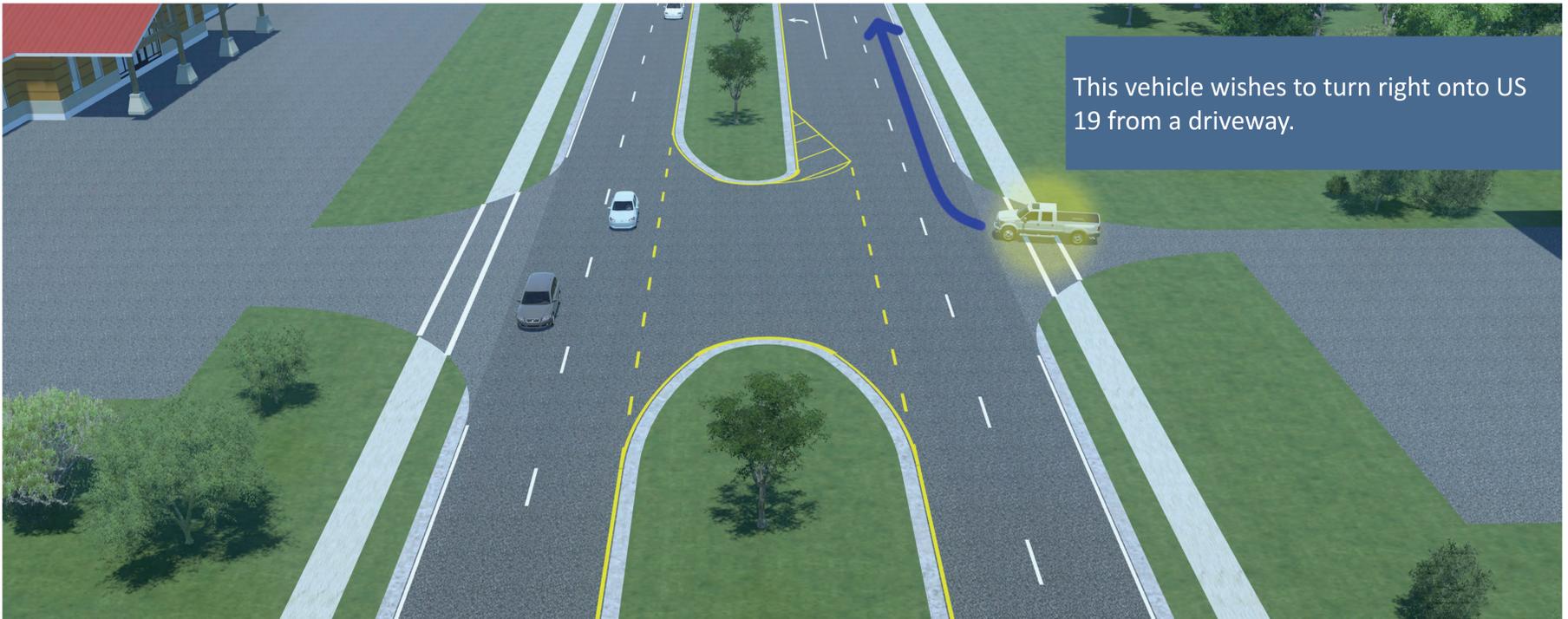
In order for the vehicle to turn right onto the crossroad, it will have to slow down in the travel lane.



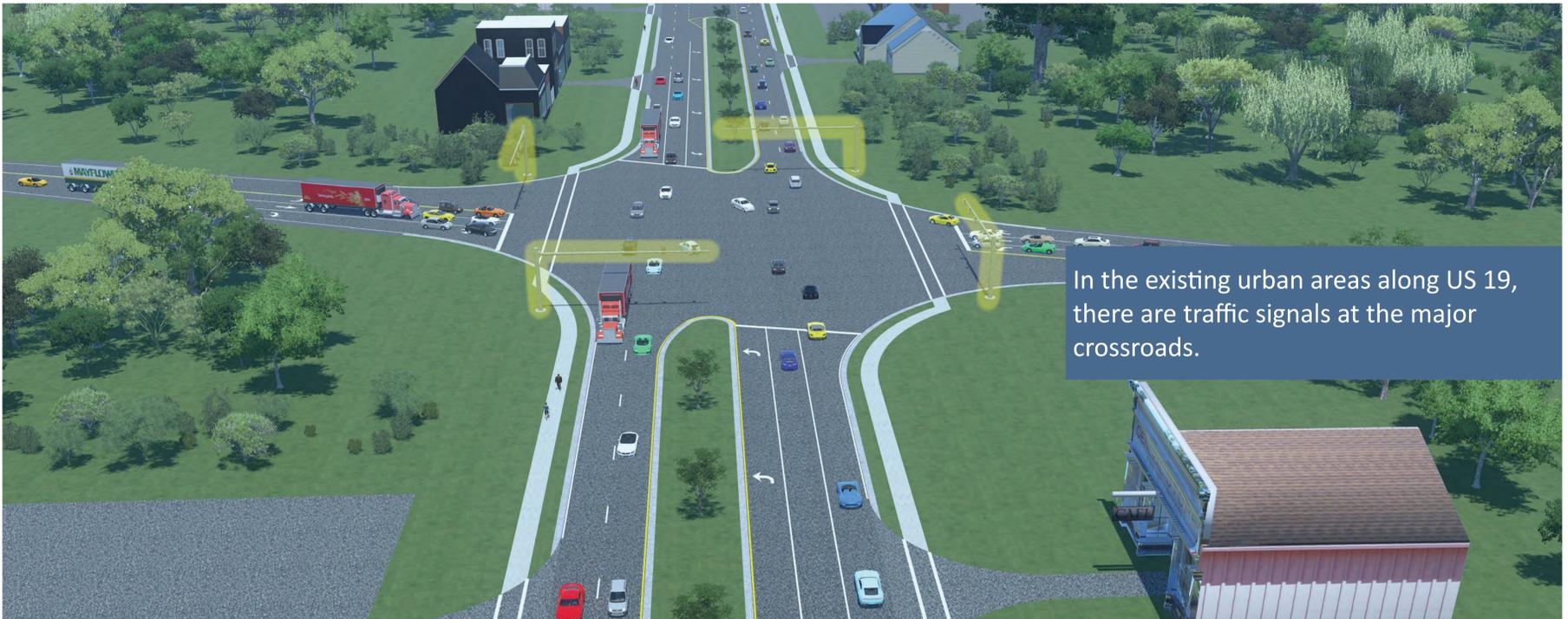
This causes the vehicles behind it to also have to slow down, preventing **free flow**.



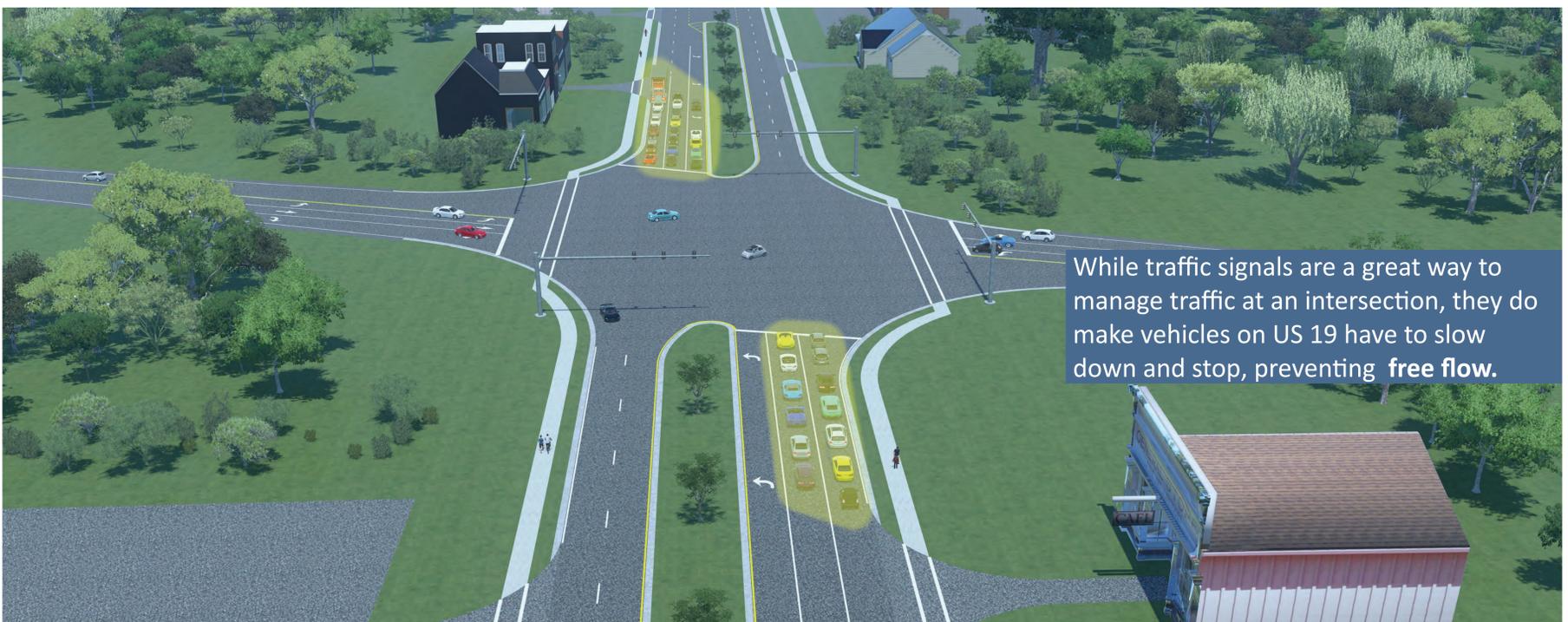
# URBAN RIGHT ONTO US 19



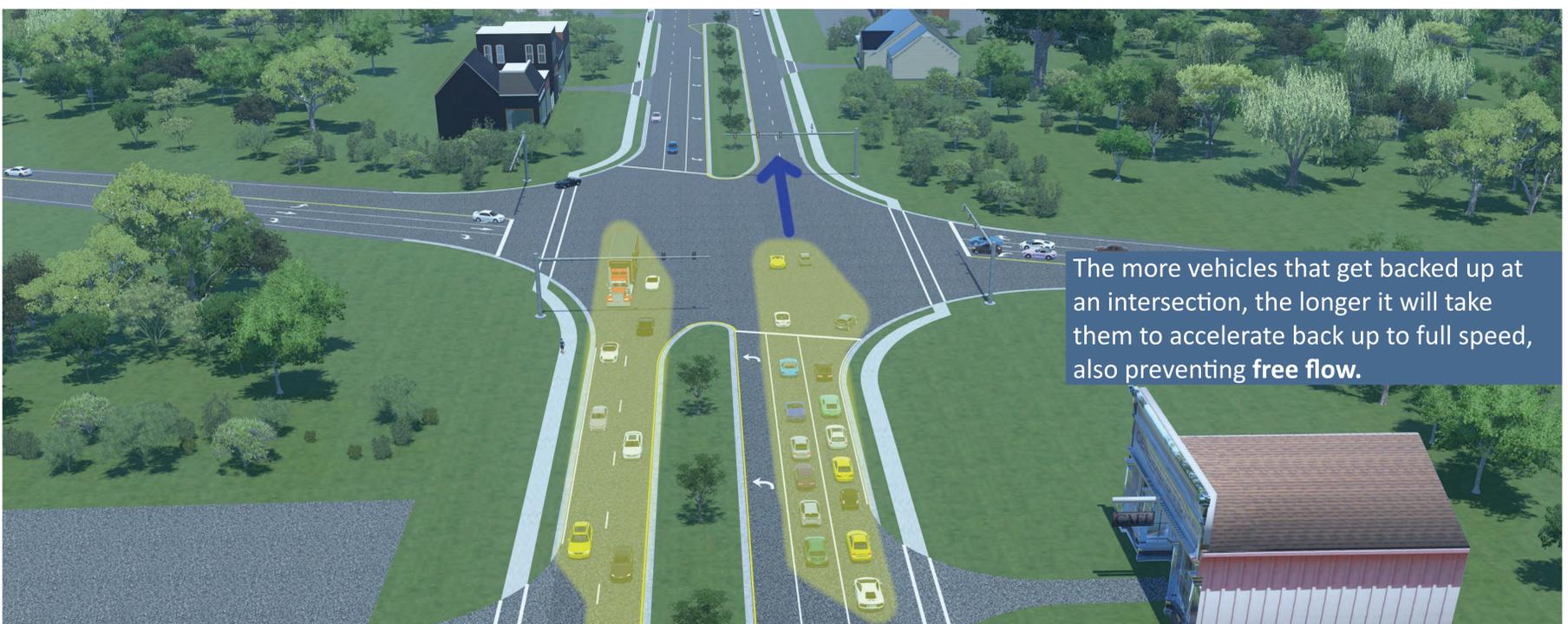
# URBAN TRAFFIC SIGNAL



In the existing urban areas along US 19, there are traffic signals at the major crossroads.

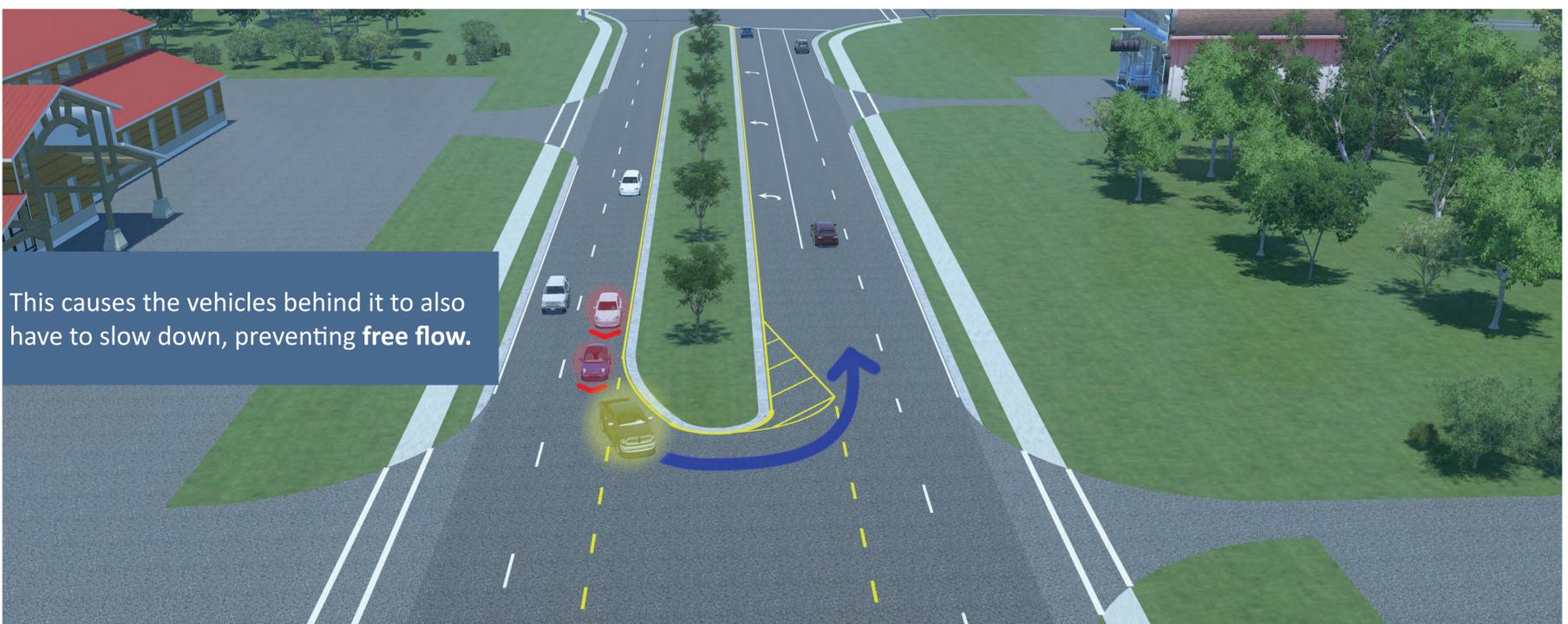
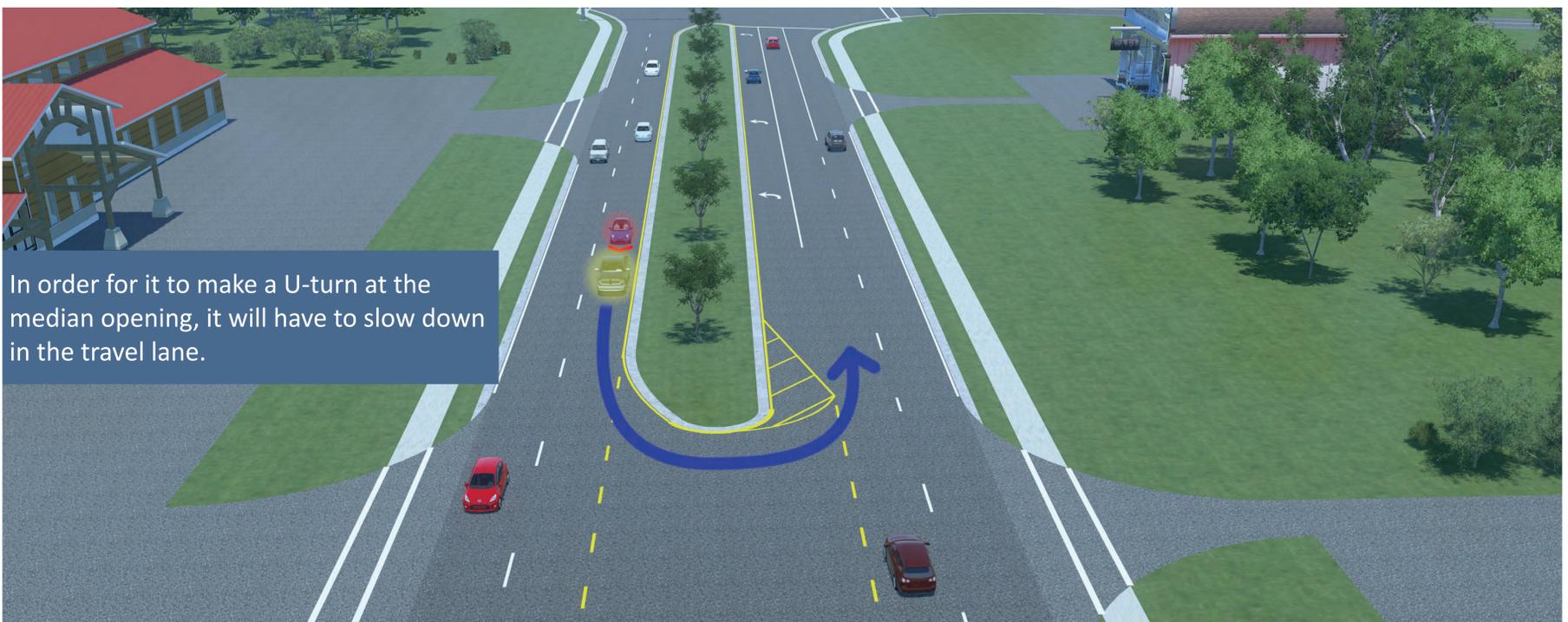
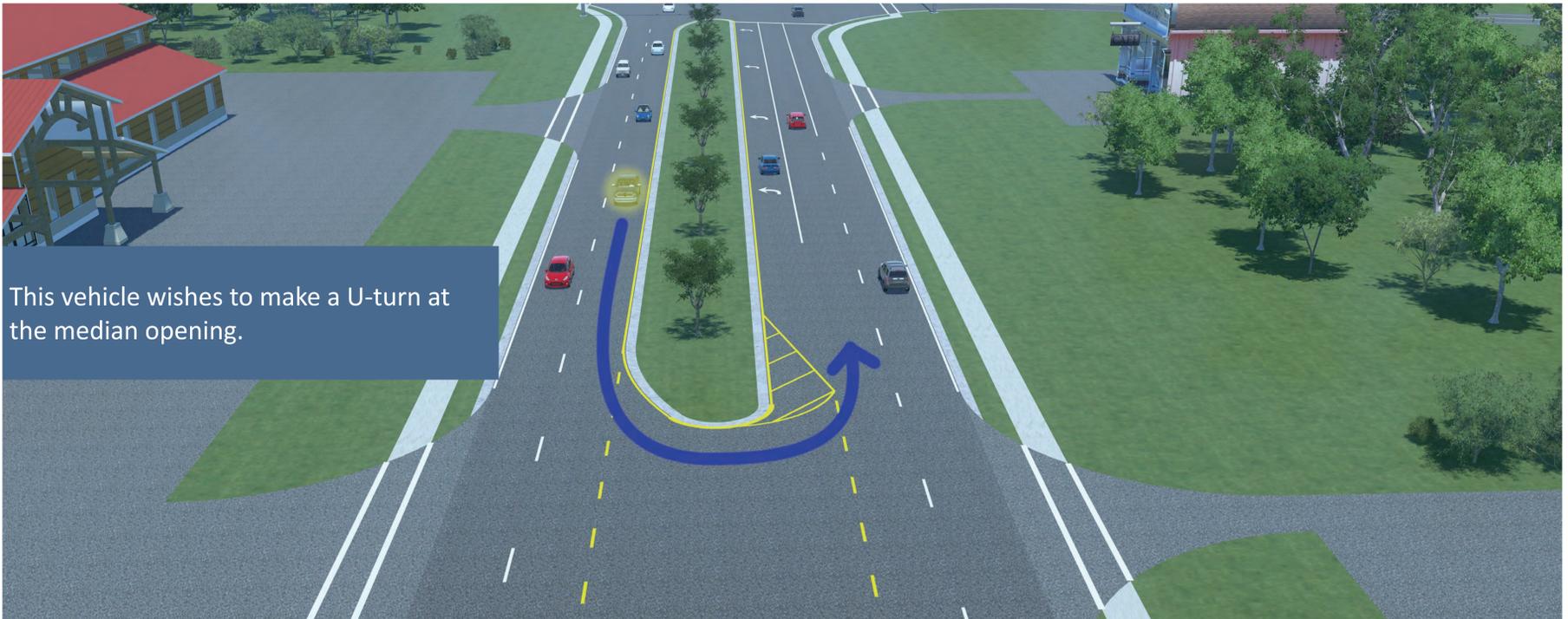


While traffic signals are a great way to manage traffic at an intersection, they do make vehicles on US 19 have to slow down and stop, preventing **free flow**.



The more vehicles that get backed up at an intersection, the longer it will take them to accelerate back up to full speed, also preventing **free flow**.

# URBAN MEDIAN U-TURN



# WHAT ARE THE NEXT STEPS?

**In 2022 and early 2023, FDOT will:**



**Gather and analyze data such as:**

- Traffic counts
- Natural, physical, social, and cultural resources



**Conduct surveys for the study area**



**Coordinate with local governments to obtain input on the development of alternatives**



**Develop initial alternatives**



**Conduct public meetings / workshops about initial alternatives**

# TOLL ROADS



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*Is this going to be a toll road?*

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Existing lanes on US 19 will remain untolled. In fact, FDOT cannot add tolls to existing lanes.

If new lanes – like bypasses or express lanes, for example – are added, those lanes could be considered for tolls, but they must meet the minimum requirements as outlined in Florida Statutes.

# GROWTH

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*Is this project going to spur urban sprawl and growth along the Nature Coast?*

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Growth in each area is determined by local zoning guidelines. These guidelines are developed and modified by local governments and zoning boards, so growth is shaped by local decision-makers who live and work in the community they serve.

# NO BUILD ALTERNATIVE

*Is “no build” an option?*

Yes. Section 339.67 of the Florida Statutes direct FDOT to achieve free flow traffic conditions on US 19, but the Department is still bound by its PD&E Manual. We will follow the PD&E Manual, which mandates that a no-build alternative be considered and compared with build alternatives.

# NEW FACILITY

***Will this be an additional highway located next to US 19?***

This project is a study to consider improvements to existing US 19 to achieve and preserve free flow conditions. Project staff will consider a variety of ways to accomplish the goal such as limiting median openings, adding acceleration and deceleration lanes, grade separations, and bypasses. When options are developed, project staff will hold public meetings / workshops to receive feedback from the community to help determine which option is best.

