

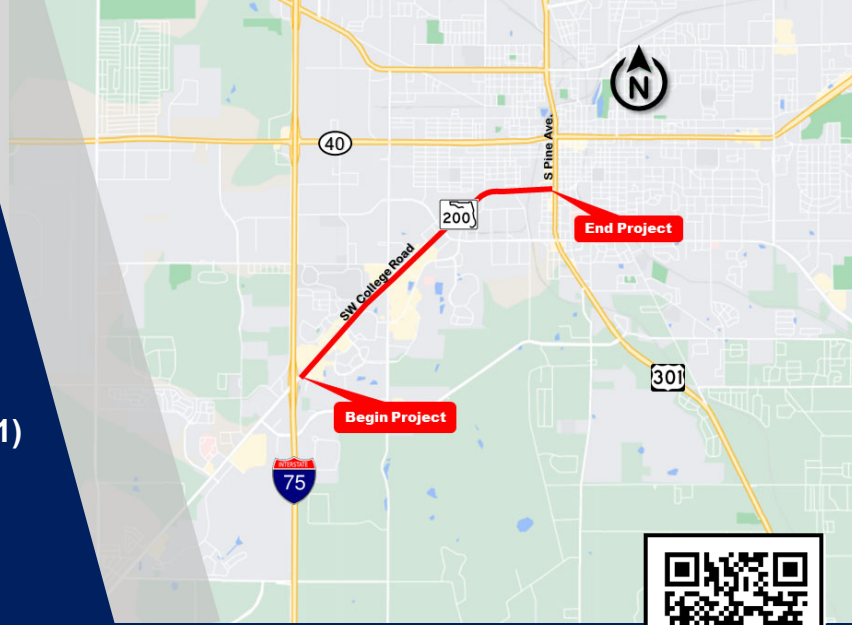


S.R. 200 (SW College Road) Safety Improvements

From east of I-75 to South Pine Avenue (U.S. 301)

Marion County

Financial Project Identification (FPID) No.: 439234-1



Project Description

The Florida Department of Transportation (FDOT) is proposing operational and safety improvements along State Road (S.R.) 200 (SW College Road) from east of Interstate 75 (I-75) to South Pine Avenue (U.S. 301) in Ocala. Based on a study from 2014 to 2018, this section of SR 200 had 496 injury crashes, 42 of which were significant enough to cause incapacitating injuries, and four fatal crashes. The improvements planned as part of this project will extend the operational life of the roadway and make the corridor safer for all users.

In addition to narrowing travel lanes to 11 feet and repaving this section of SR 200, the planned safety enhancements include:

- Construction of a raised median with landscaping (see image) from SW 35th Terrace to SW 20th Avenue. Left turn or U-turn opportunities would be at signalized intersections only.
- Construction of a raised landscaped median from SW 16th Avenue/SW Martin Luther King Jr. Avenue to South Pine Avenue/U.S. 301.
- Modification of the full median opening at SW 6th Avenue to a one-way (westbound) directional opening.



The existing two-way left turn lane from SW 20th Avenue to SW 16th Avenue/SW Martin Luther King Jr. Avenue will be maintained. The full median opening at SW 10th Avenue will also be maintained.

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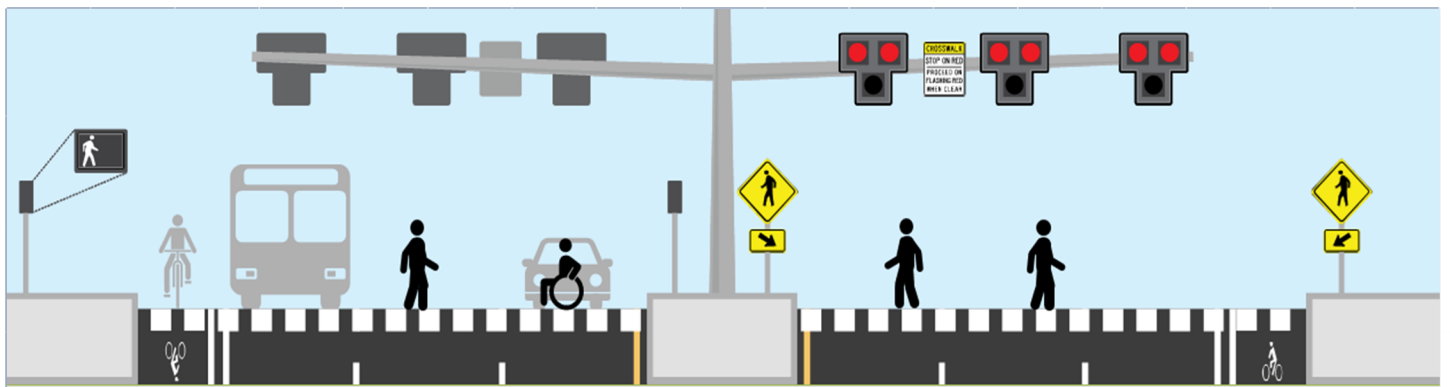
Project Status and Estimated Costs*

Design:	Ongoing—Fall 2023	\$	1.8 Million
Right of Way:	Within Existing		—
Construction:	Spring 2024	\$	12.4 Million

*subject to change

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What is a Pedestrian Hybrid Beacon?

- A Pedestrian Hybrid Beacon (PHB) is an overhead traffic device that is designed to provide increased visibility and protection for vulnerable road users at midblock crossing locations.
- It has two side by side red lights above a single yellow light.
- However, unlike a regular traffic signal, the signal face for drivers remains “dark” until the pedestrian activates the beacon.

Pedestrian safety enhancements include improved crosswalks, sidewalk curb ramp reconstruction to current Americans with Disabilities Act (ADA) standards, and construction of new sidewalk to fill existing gaps throughout the project corridor. Another proposed safety improvement is the construction of three midblock crossings equipped with Pedestrian Hybrid Beacons (PHBs), which are pedestrian-activated signals that display a red light to stop traffic and allow the pedestrian to cross. The proposed PHBs would be constructed between SW 35th Terrace and SW 34th Avenue, between SW 32nd Avenue and SW 26th Street, and between SW 12th Avenue and SW 10th Avenue.

This project also includes signalization and lighting upgrades and horizontal deflections to accommodate landscape planters on either side of the road. The additional landscaping in the medians and narrowed travel lanes along the entire corridor will encourage safer driving speeds and will help meet FDOT’s goal of providing a safer roadway for all users.

Florida’s safety vision begins and ends with a single word: ZERO



Zero fatalities. Zero injuries. Zero families, communities, and workplaces impacted by the tragedy of a life lost or permanently changed by a serious injury. Achieving zero takes everyone working together. None of us can do this alone. We can all do something.