



# US 301 PD&E Study

From C-470 E to SR 44 in Sumter County  
FM No. 430132-1-22-01

## Project Advisory Group Meeting #2

April 5, 2016

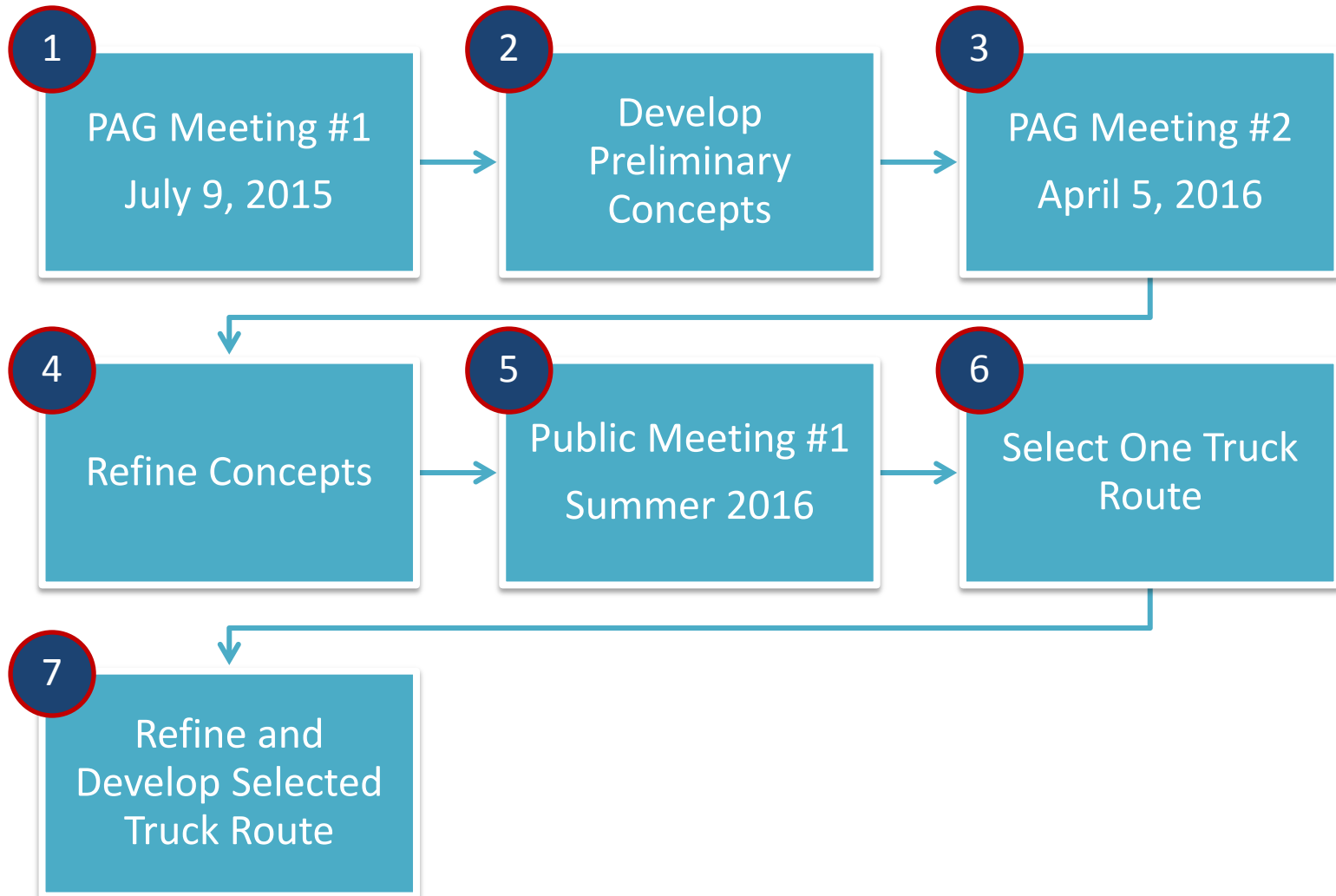
# Welcome

- **Presentation**
  - 6:30 PM to 6:45 PM
- **Individual Discussions & Questions**
  - 6:45 PM to 8:00 PM
- **Comment Forms**
  - Return at sign-in table

# Agenda

- Review of PAG Meeting 1
- Potential Typical Sections
- Potential Truck Routes
- Draft Evaluation Criteria
- Next Steps

# Truck Route Process



# PAG Meeting No. 1

1

- Held July 9, 2015 at Trinity Baptist Church
- 45 Public Participants
- 4 Groups Developed Truck Routes



Group 1



Group 2

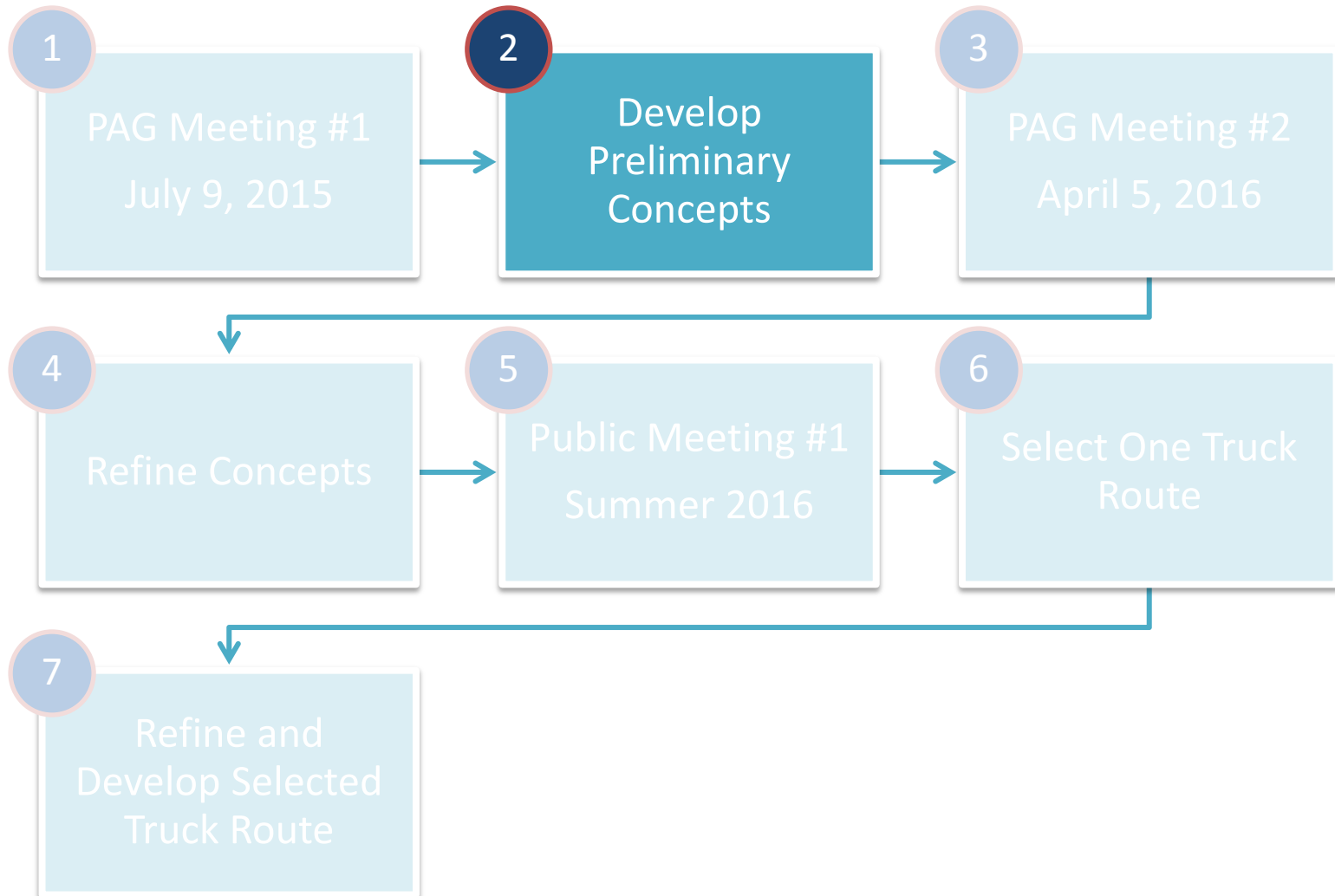


Group 3



Group 4

# Truck Route Process

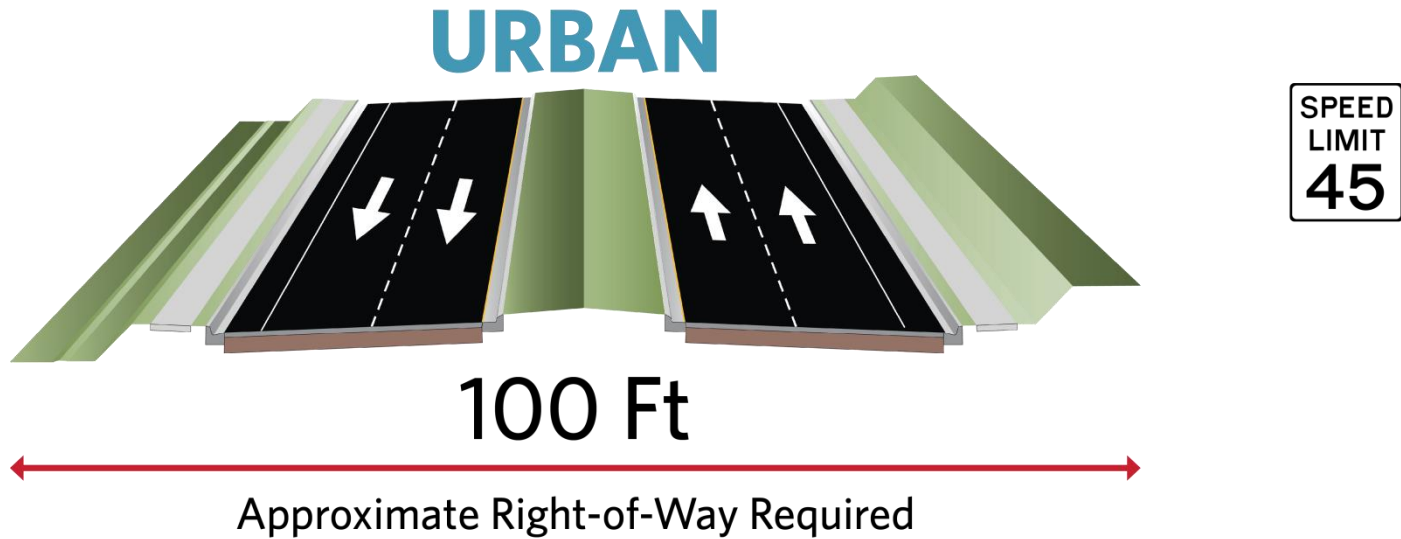


Select potential typical sections

- Urban
- High Speed Urban
- Suburban
- Rural

# Potential Typical Sections

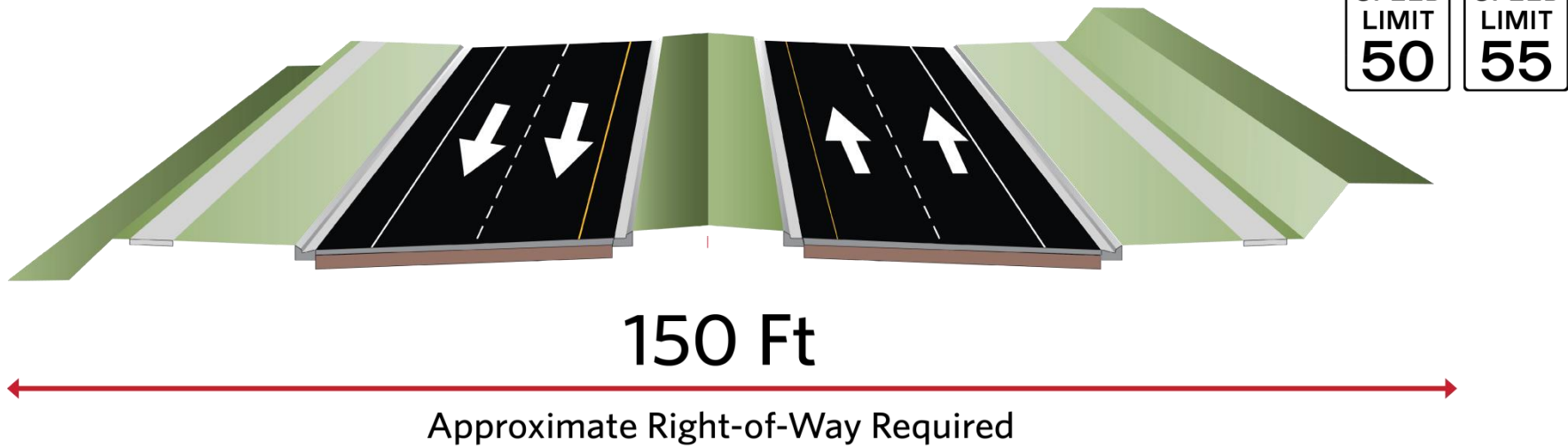
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# Potential Typical Sections

2

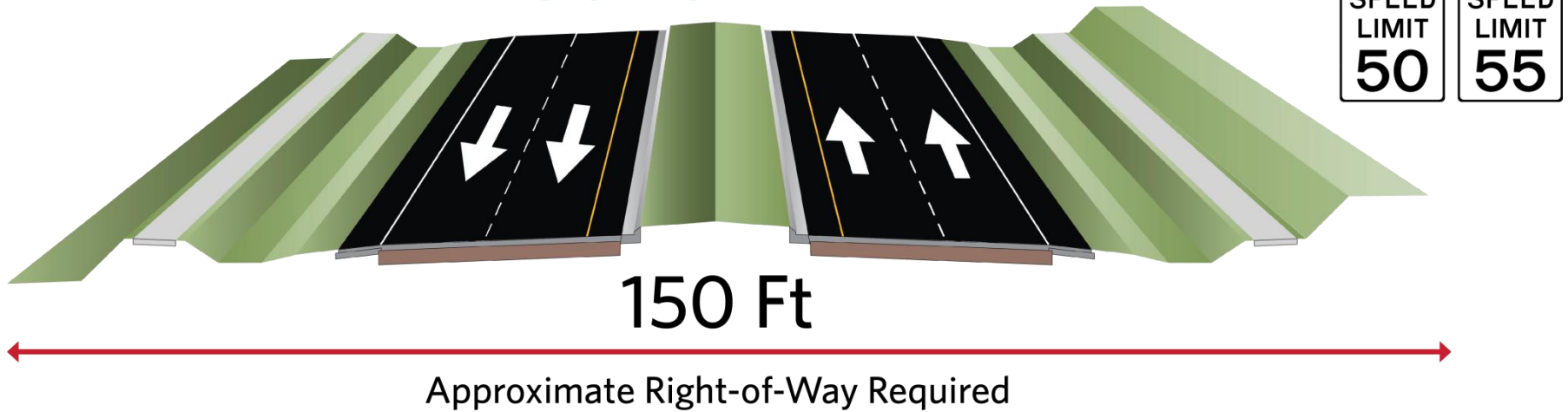
## HIGH SPEED URBAN



# Potential Typical Sections

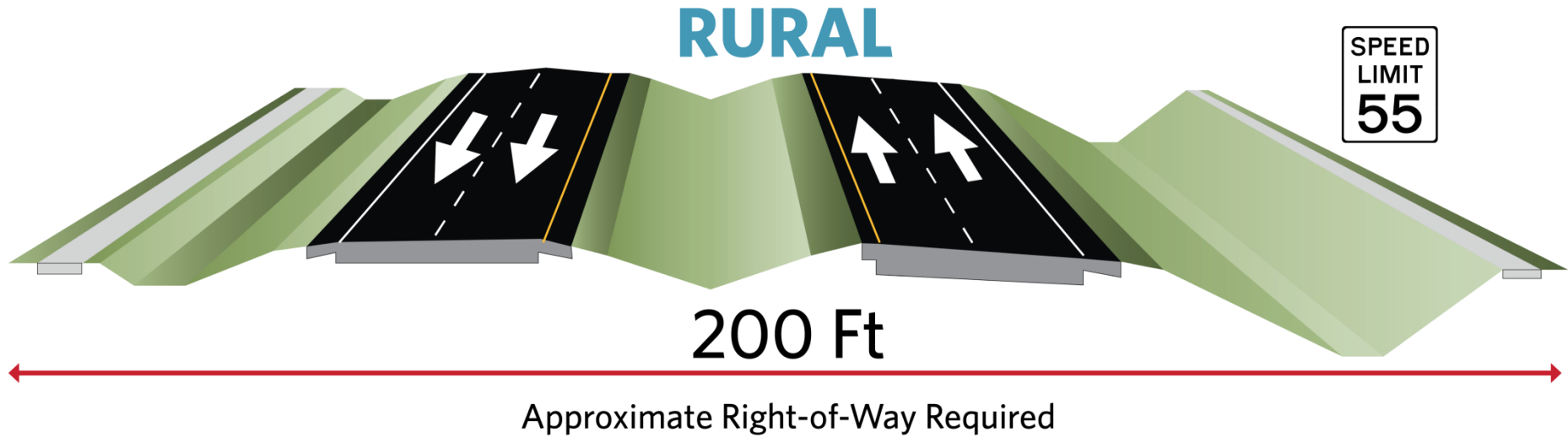
2

## SUBURBAN



# Potential Typical Sections

2

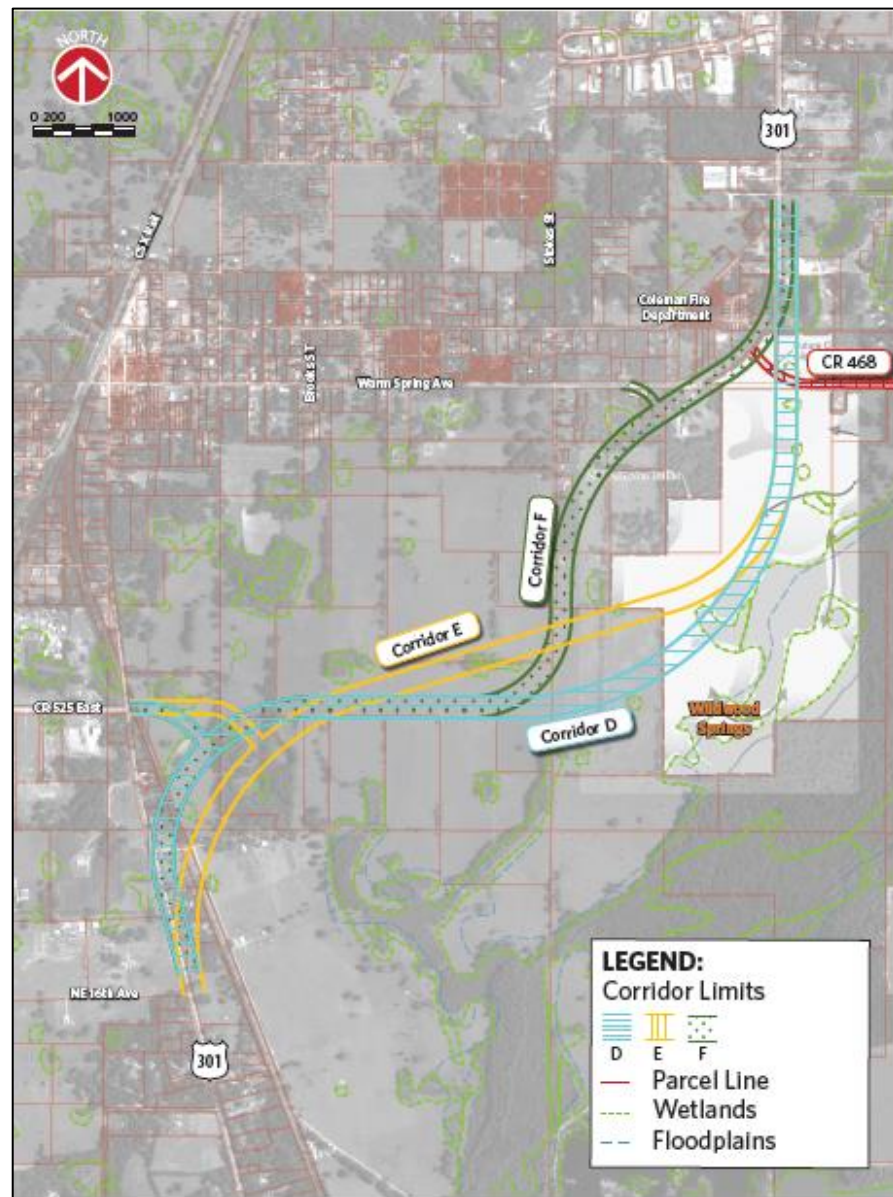


# Potential Truck Routes

## 2

Six (6) potential truck routes developed:

- 3 recommended for elimination
  - Corridors D, E and F

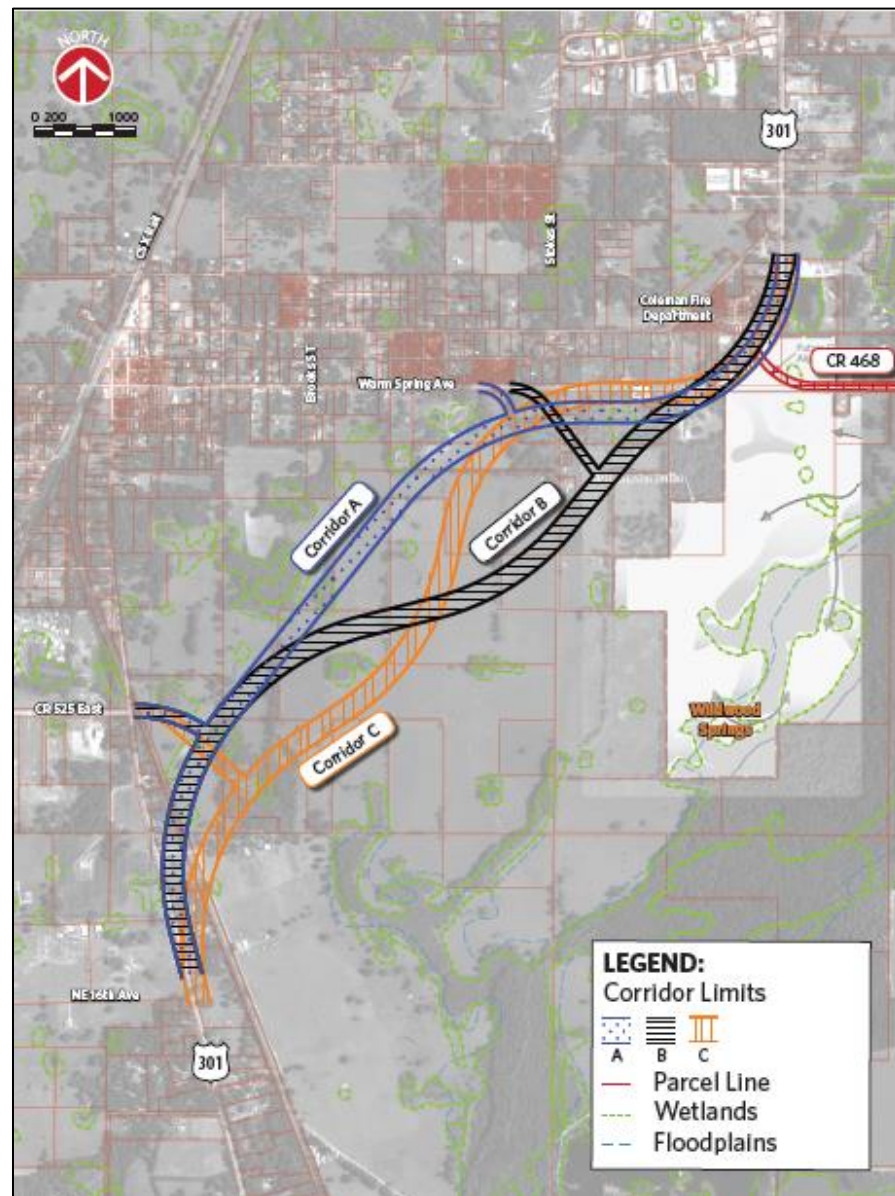


# Potential Truck Routes

## 2

Six (6) potential truck routes developed:

- 3 recommended to be carried forward
  - Corridors A, B and C



# Truck Route Evaluation Criteria

## 2

Primary criteria used to eliminate potential routes:

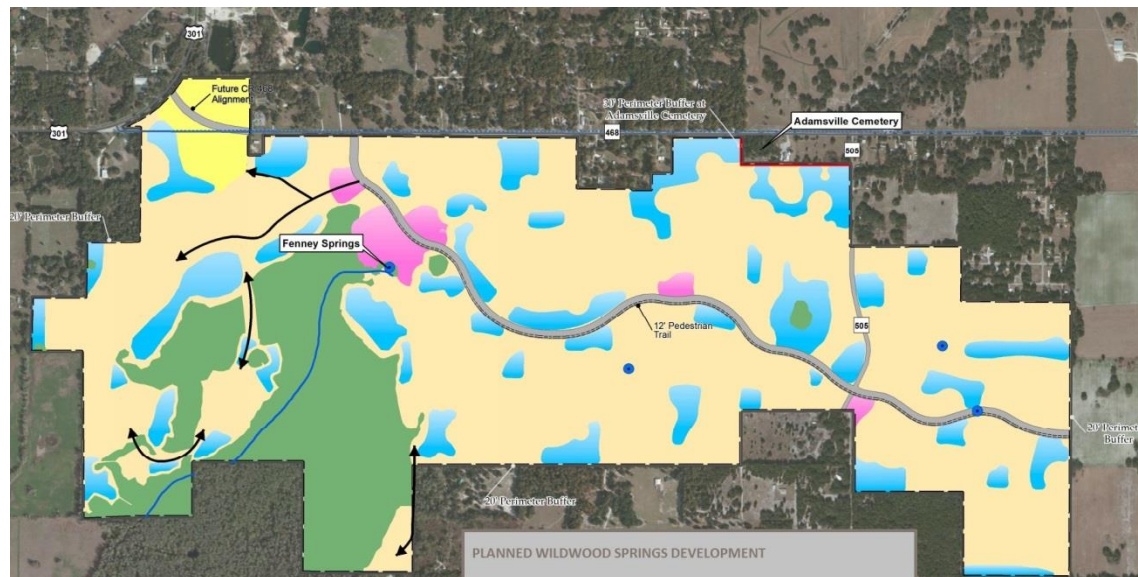
- Number of Parcels Impacted
- Wetland & Floodplain Impacts
- Building/Structure Impacts
- Potential Residential Relocations
- Improved Roadway Geometrics
  - Design Speed Flexibility
  - Roadway Typical Section Options

# Truck Route Evaluation Criteria

## 2

Primary criteria used to eliminate potential routes:

- Impacts to Approved Developments
  - Wildwood Springs
    - 3,000 residential units on 1,046 acres
    - Construction scheduled to start in late 2016

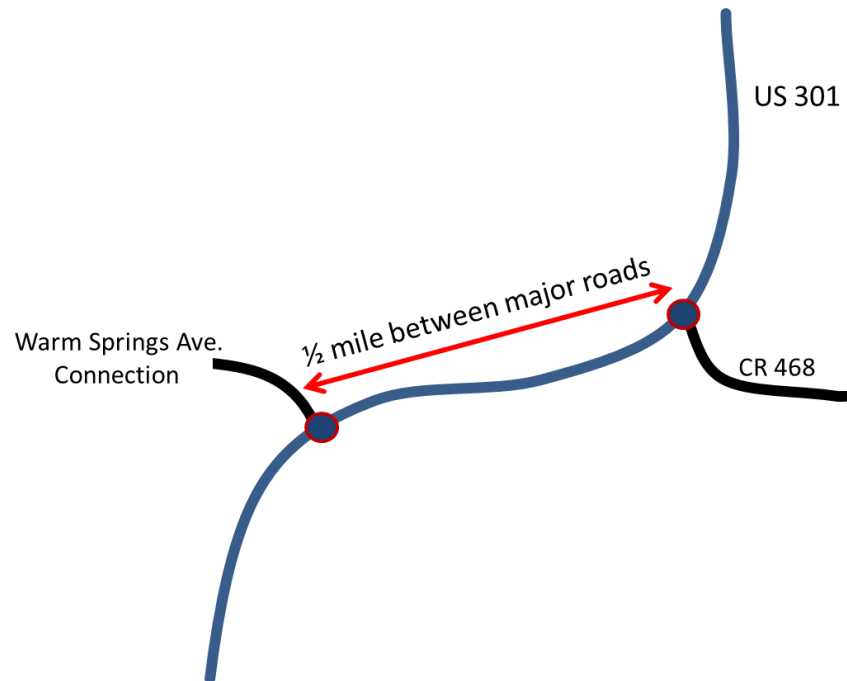


# Truck Route Evaluation Criteria

## 2

Primary criteria used to eliminate potential routes:

- Access Management Spacing Standards
  - $\frac{1}{2}$  mile between major roads

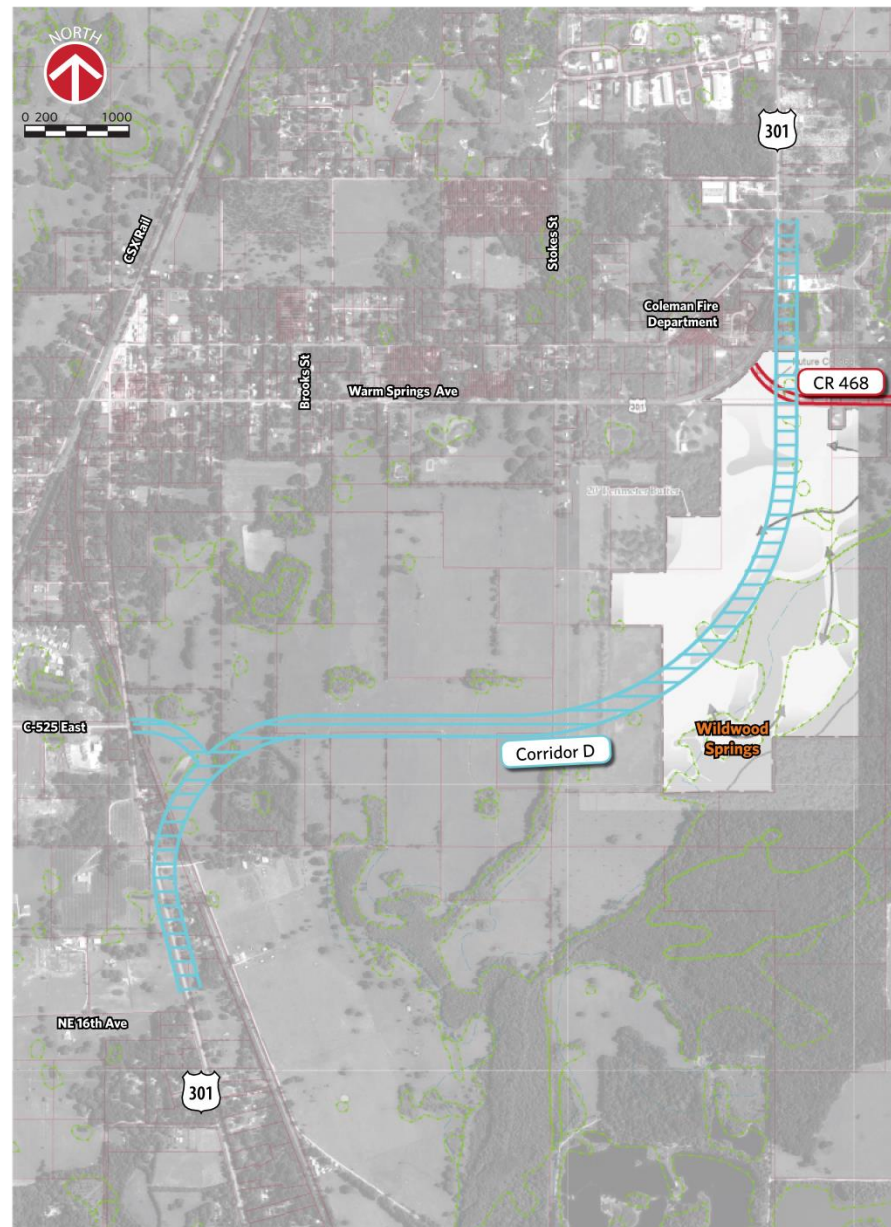


# Truck Route – Recommend Elimination

## 2

### Corridor D

- Can accommodate urban and rural typical sections
- Requires reconfiguration of US 301 & CR 468 intersection
- Major impacts to Wildwood Springs DRI

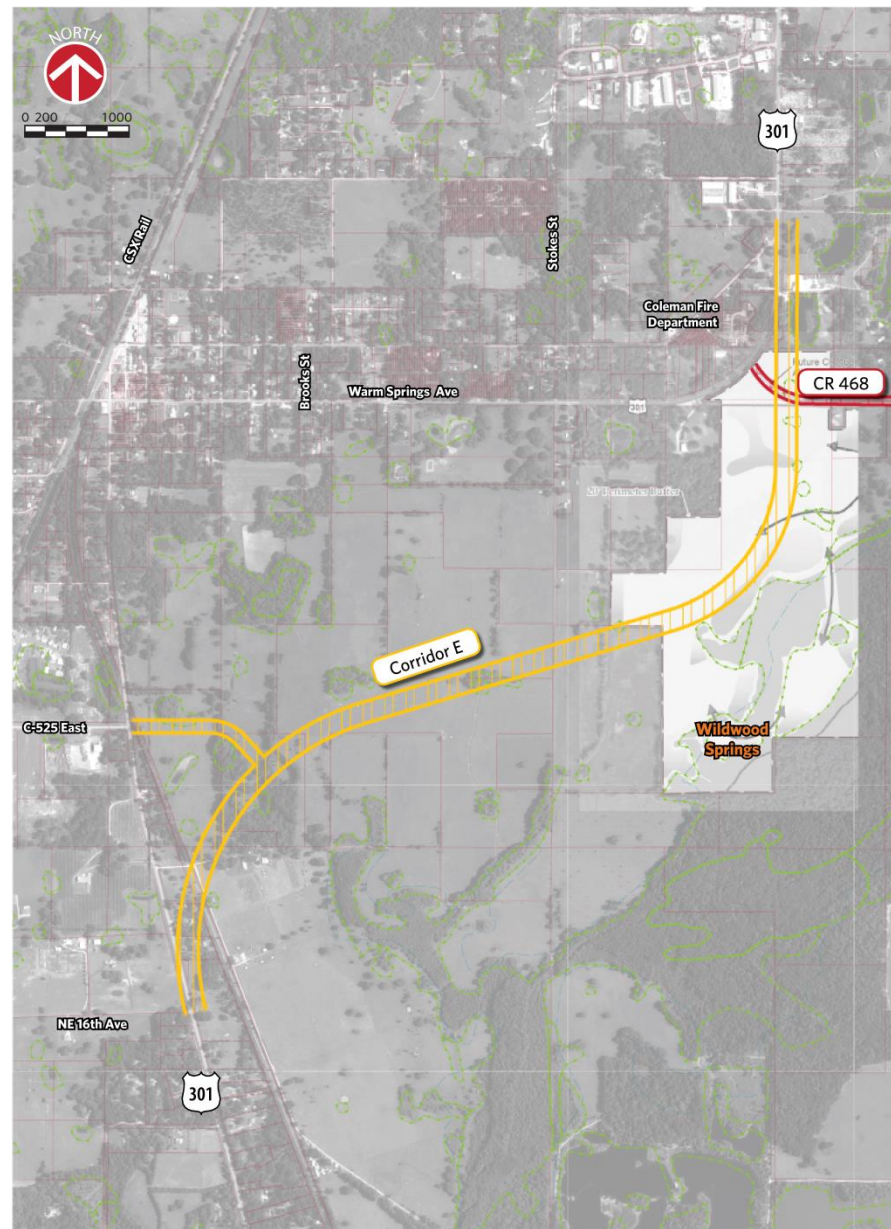


# Truck Route – Recommend Elimination

## 2

### Corridor E

- Can accommodate all typical sections
- Requires reconfiguration of US 301 & CR 468 intersection
- Major impacts to Wildwood Springs DRI

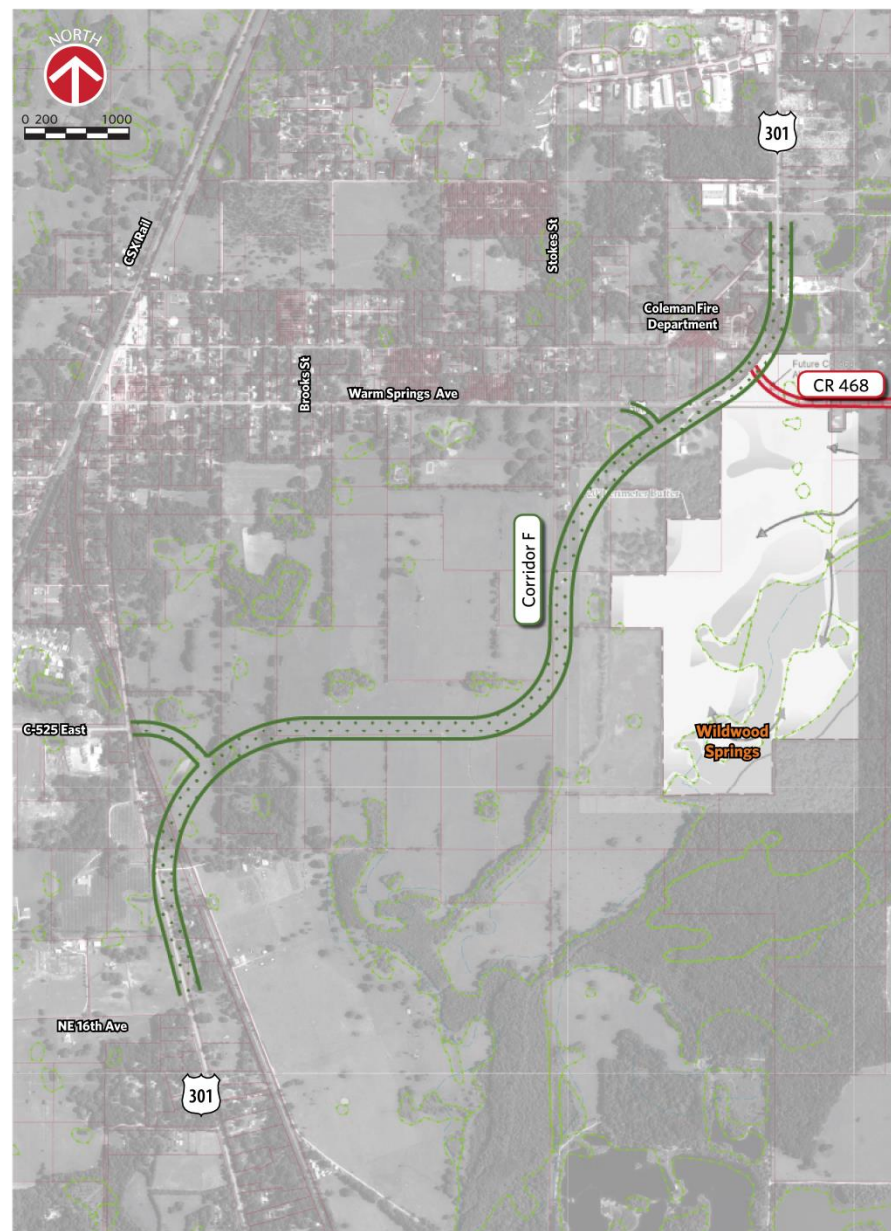


# Truck Route – Recommend Elimination

## 2

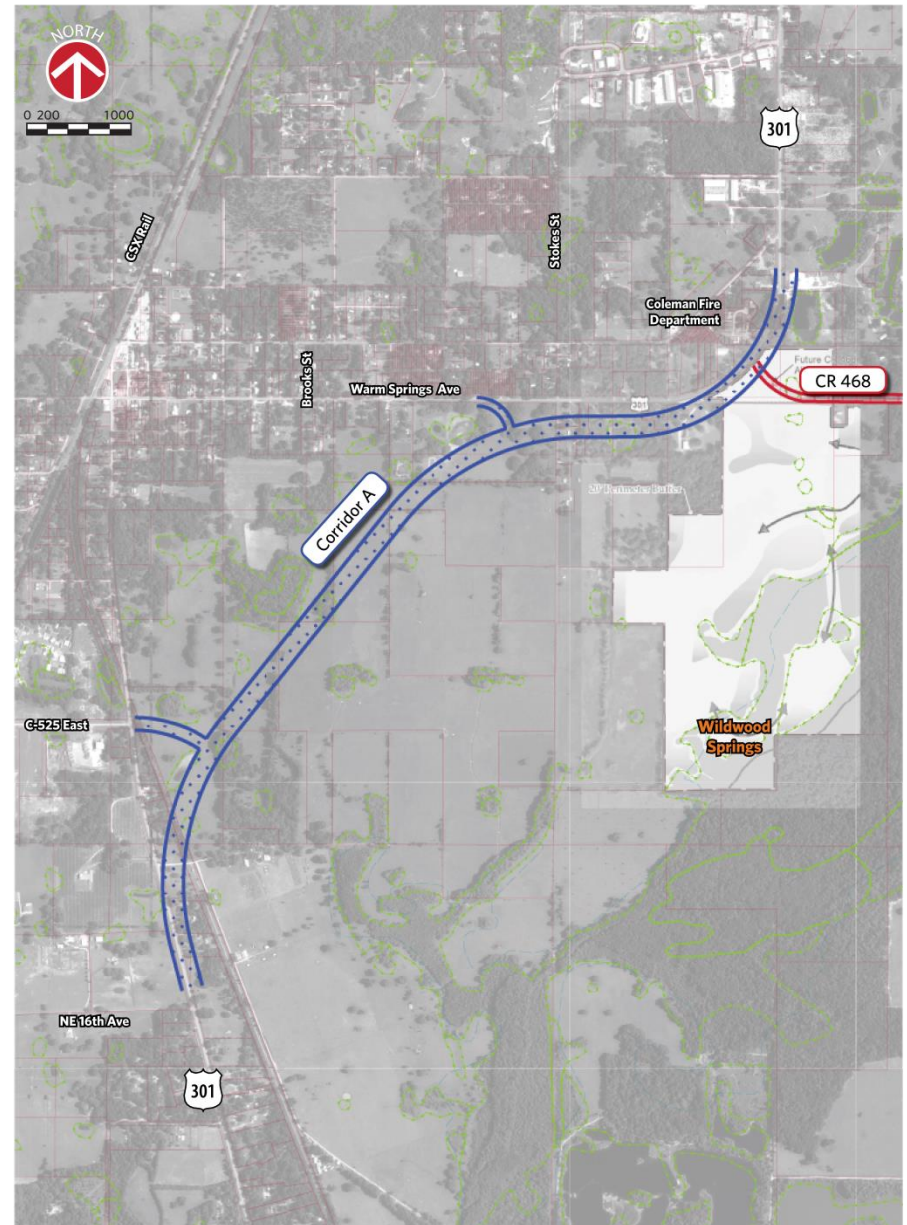
### Corridor F

- Can accommodate rural and urban typical sections
- Maintains proposed configuration of US 301 & CR 468 intersection
- Minimally impacts Wildwood Springs DRI
- Substandard access spacing between CR 468 and Warm Springs Ave connection



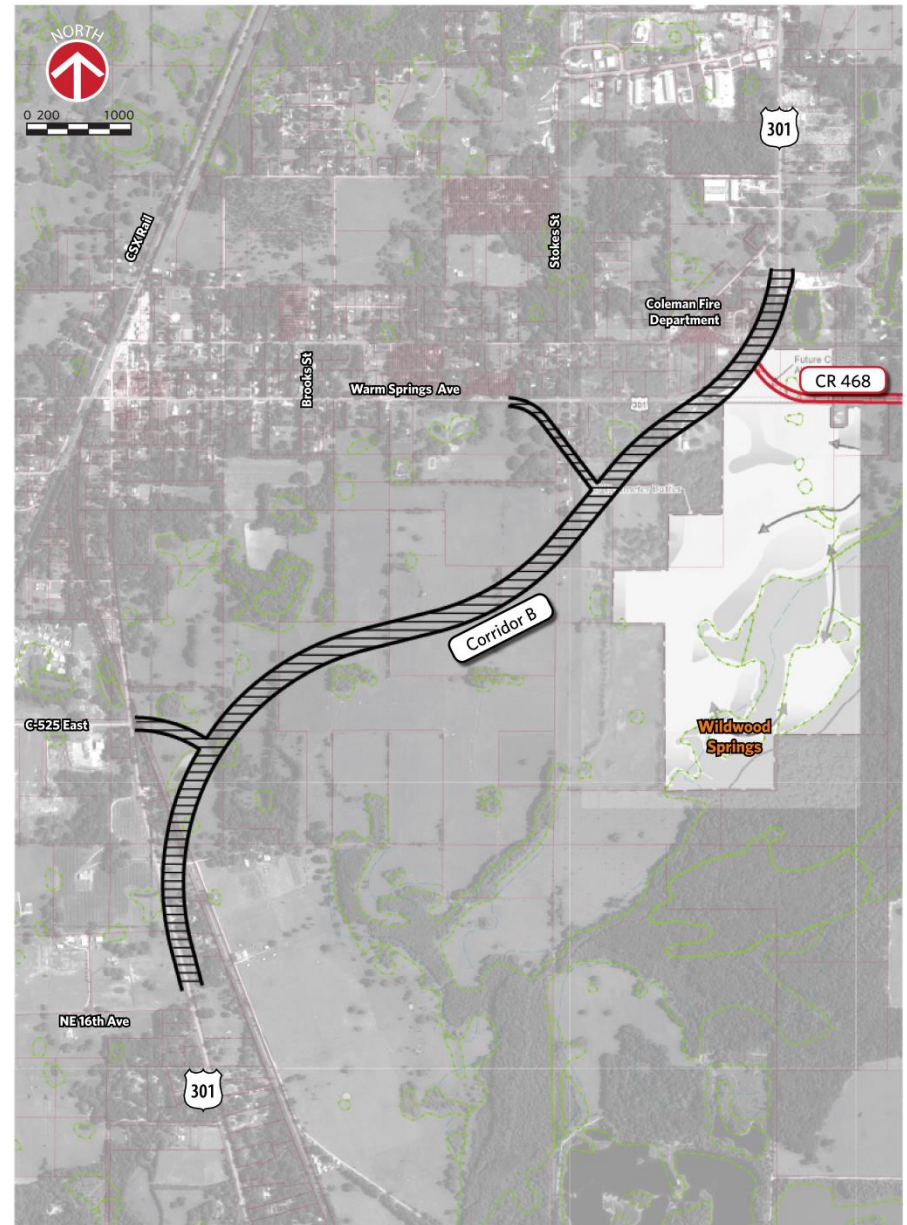
### Corridor A

- Can accommodate all typical sections
- Maintains proposed configuration of US 301 & CR 468 intersection
- Minimally impacts Wildwood Springs DRI
- Spacing between CR 468 and Warm Springs Ave connection meets standard



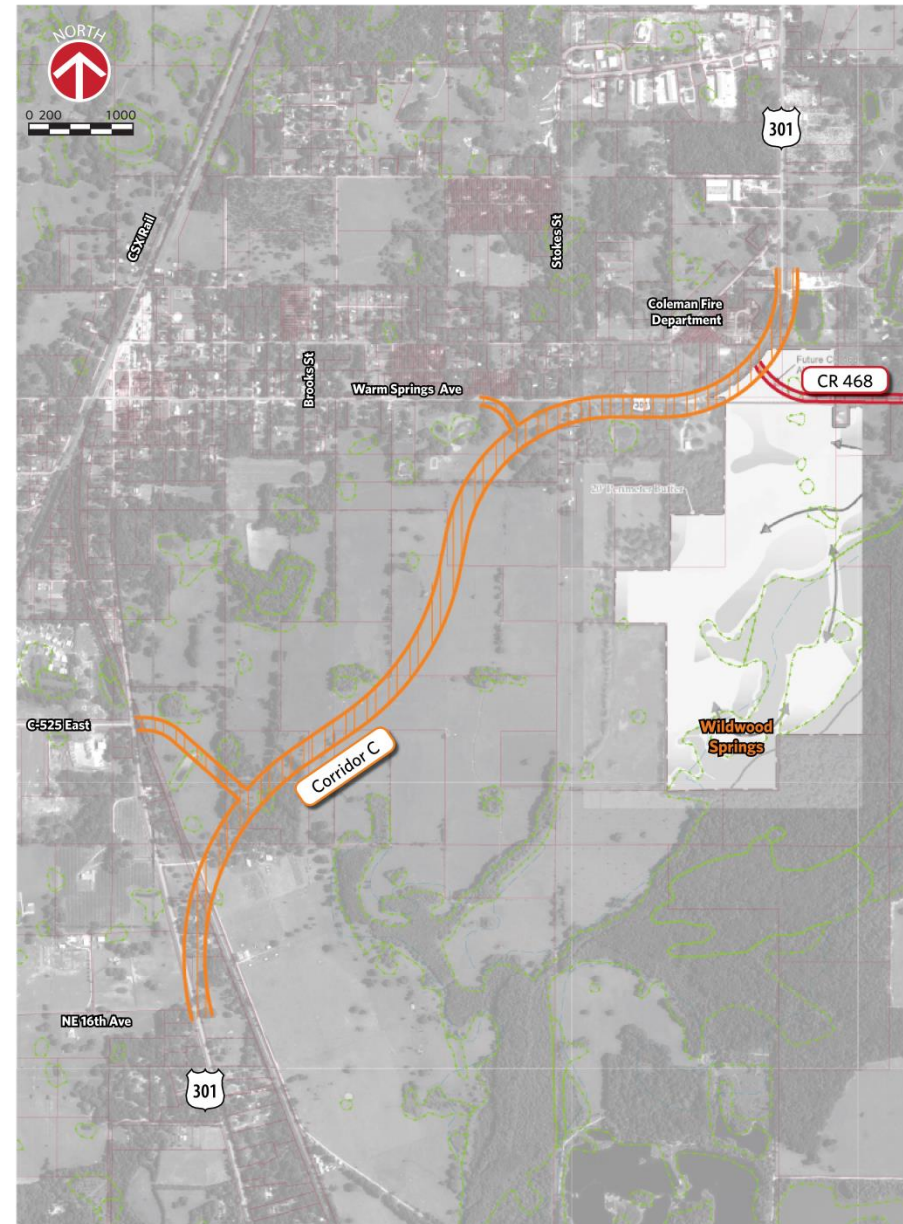
### Corridor B

- Can accommodate all typical sections
- Maintains proposed configuration of US 301 & CR 468 intersection
- Minimally impacts Wildwood Springs DRI
- Spacing between CR 468 and Warm Springs Ave connection near standard



### Corridor C

- Can accommodate all typical sections
- Maintains proposed configuration of US 301 & CR 468 intersection
- Minimally impacts Wildwood Springs DRI
- Spacing between CR 468 and Warm Springs Ave connection meets standard

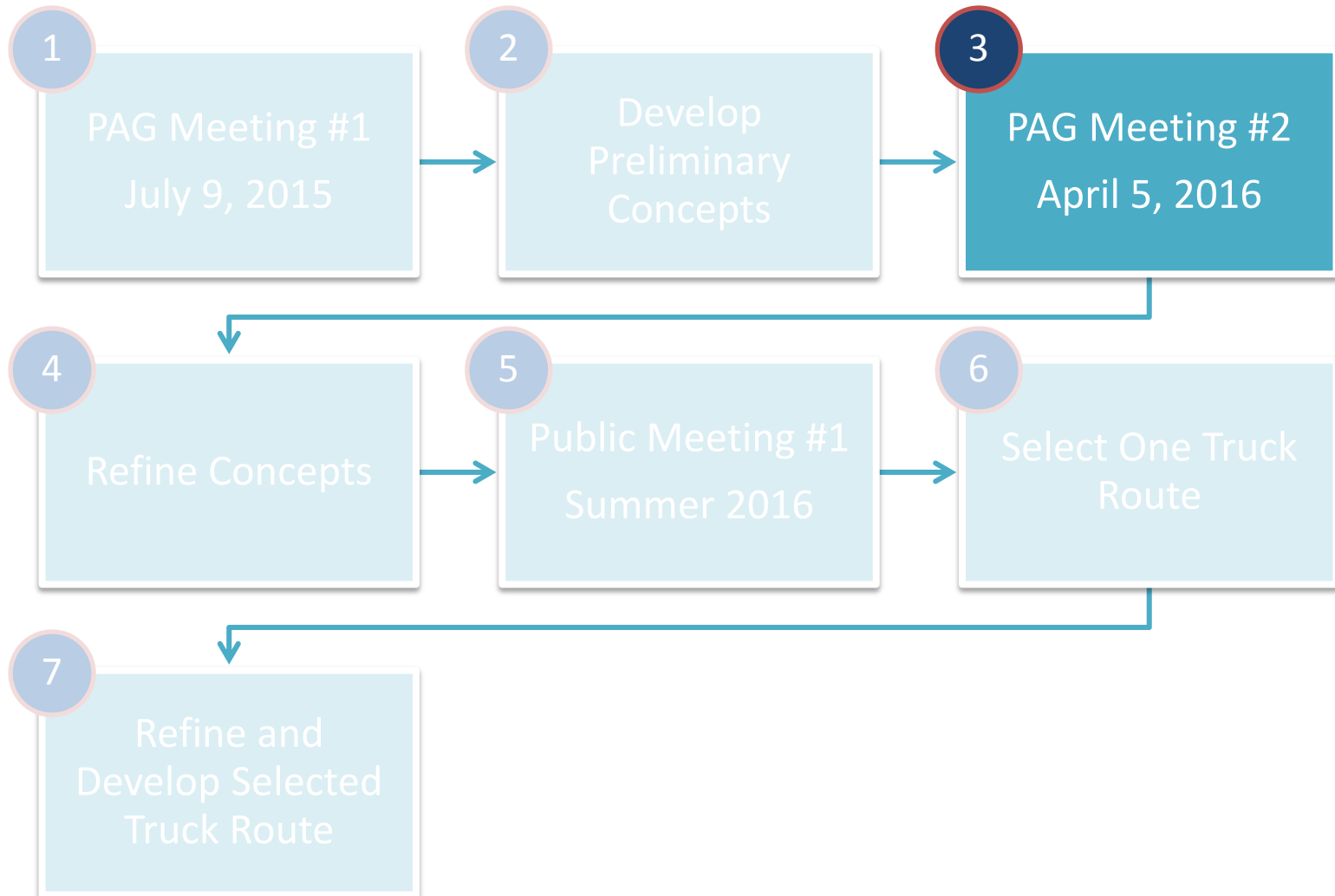


# Summary of Potential Truck Routes

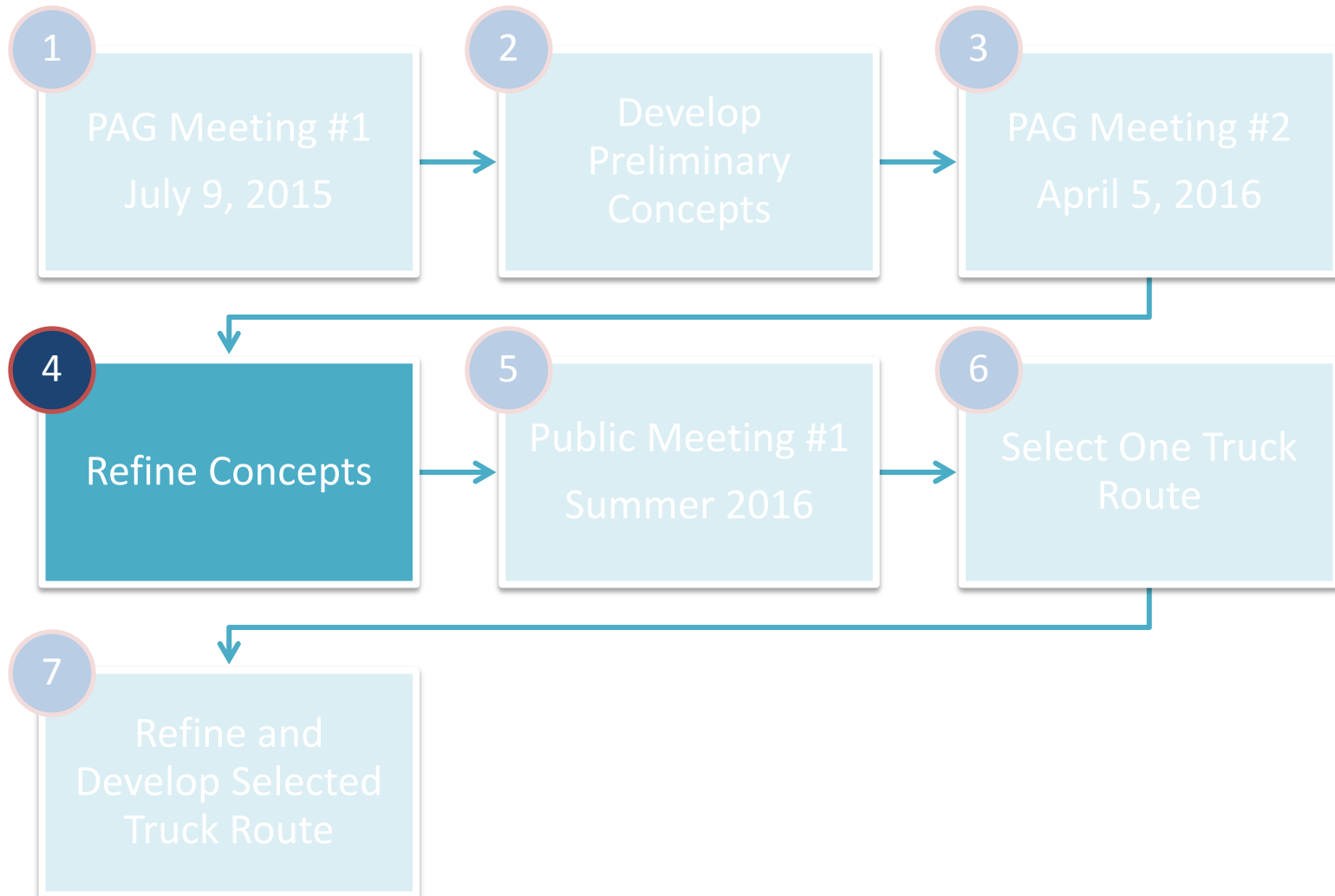
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Category	Corridor					
	A	B	C	D	E	F
Recommendation	Advance	Advance	Advance	Eliminate	Eliminate	Eliminate
Accommodates Suburban typical section throughout	Yes	Yes	No	No	Yes	No
Impact to Approved Wildwood Springs	Minimal	Minimal	Minimal	Major	Major	Minimal
Maintains Configuration of US 301 & CR 468 Intersection	Yes	Yes	Yes	No	No	Yes
Adherence to Access Management Spacing Standards	Meets (3,130')	Near (2,430')	Meets (3,040')	N/A	N/A	Substandard (1,320')

# Truck Route Process



# Truck Route Process



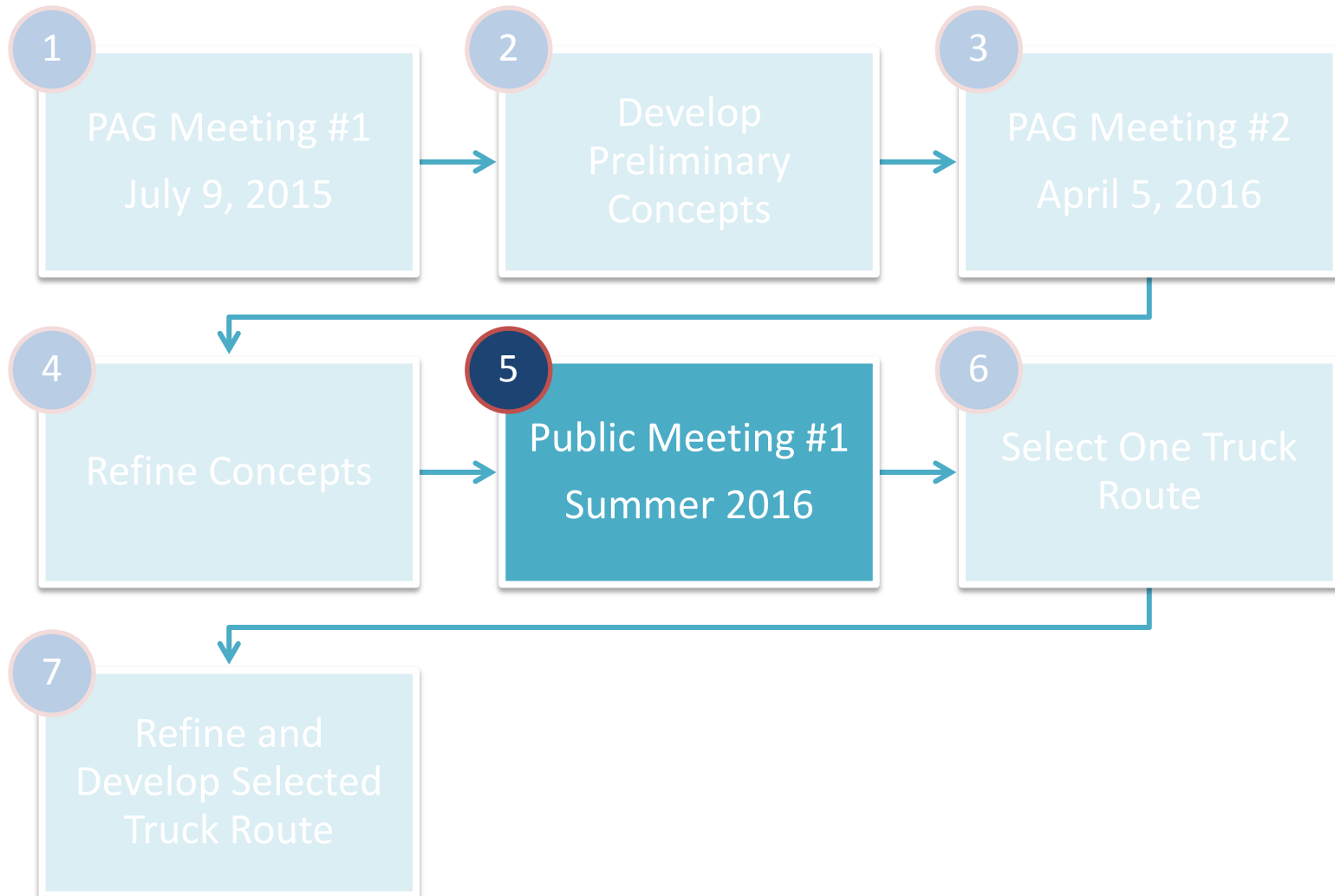
# Refine Truck Route Concepts

## 4

### Draft Criteria

Social & Economic	Cultural	Natural	Physical	Roadway / Traffic
Land Use Compatibility	Impact to Parks	Wetland Impacts	R/W Impacts – Num. of Parcels	Geometrics & Design Speed
Community Identity	Historic Sites/Districts	Water Quality	Aesthetics & Viewsheds	Access Management
Community Cohesion	Archaeological Sites	Waterways	Bicycle & Pedestrian	Traffic Safety & Congestion
Relocation Potentials	Recreation Areas	Floodplains	Utilities & Railroads	Truck Accommodation
Community Services		Wildlife & Habitat	Contaminated Sites	Maintenance of Traffic
Nondiscrimination Considerations			Cost	Traffic Operations
Economic Considerations			Noise	
Impact to Approved Developments			Air Quality	
			Construction	

# Truck Route Process

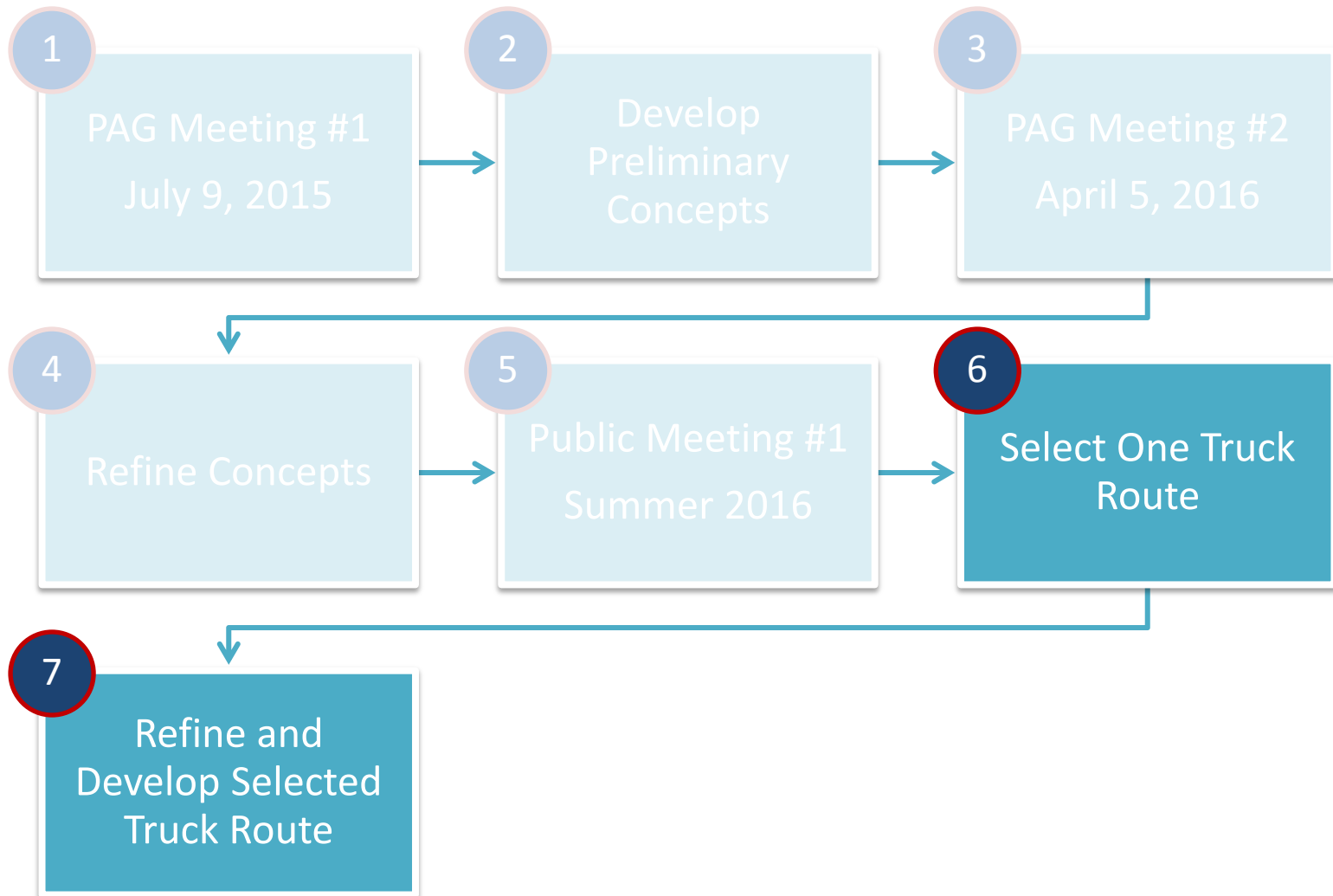


# Alternatives Public Meeting # 1

## 5

- Date –Summer 2016
- Topics to be covered at meeting:
  - Projected Traffic Data
  - Typical Section Information
  - Impacts of Widening Alternatives throughout US 301
- Receive input on:
  - Evaluation of 3 Truck Routes
  - Recommend 1 Truck Route for Selection

# Truck Route Process – Next Steps



# Closing

- Individual Discussions & Questions at Boards
- Comment Forms
  - Return at sign-in table

# Project Contacts

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