



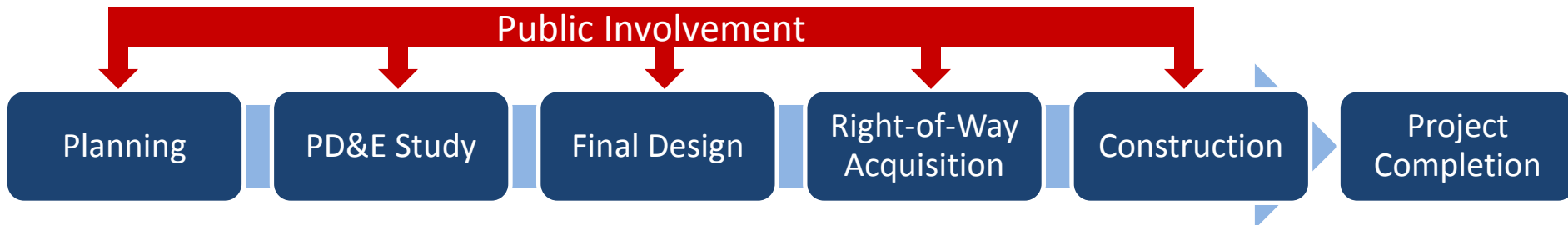
US 301 PD&E Study

From CR 470 E to State Road 44 in Sumter County
FM No. 430132-1-22-01

Alternatives Public Meeting
September 20, 2016

What is a PD&E Study?

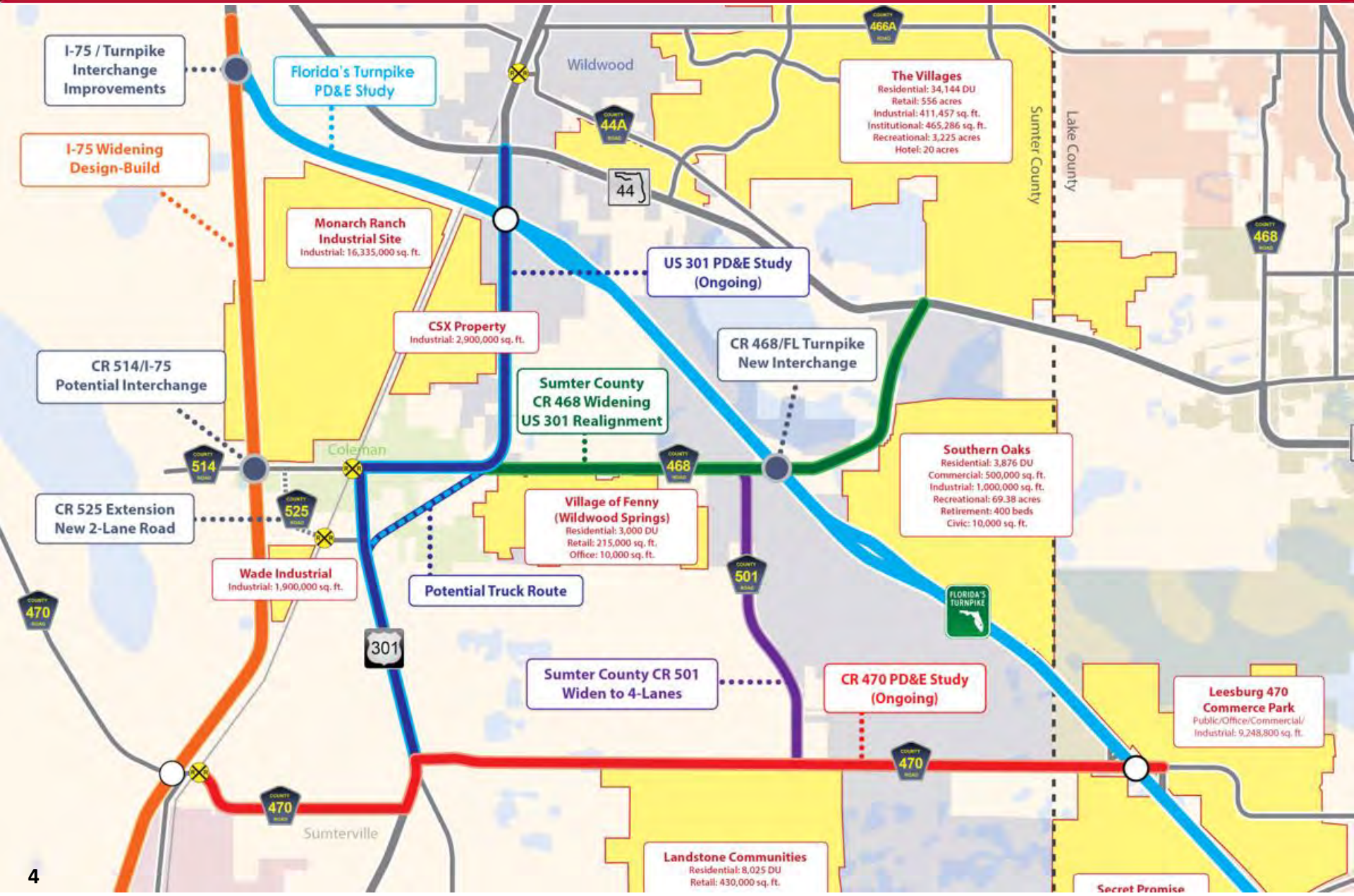
- Project Development & Environment (PD&E) Study
- A process to analyze a transportation project
 - Engineering
 - Identify potential design solutions
 - Environmental
 - Evaluate potential impacts to the natural, social and physical environments
 - Public Involvement
 - Seek public input



Background



Area Overview



US 301 Purpose and Need

Address:



Traffic growth & congestion

Accommodate:



High volume of existing and projected truck traffic



Pedestrians and cyclists

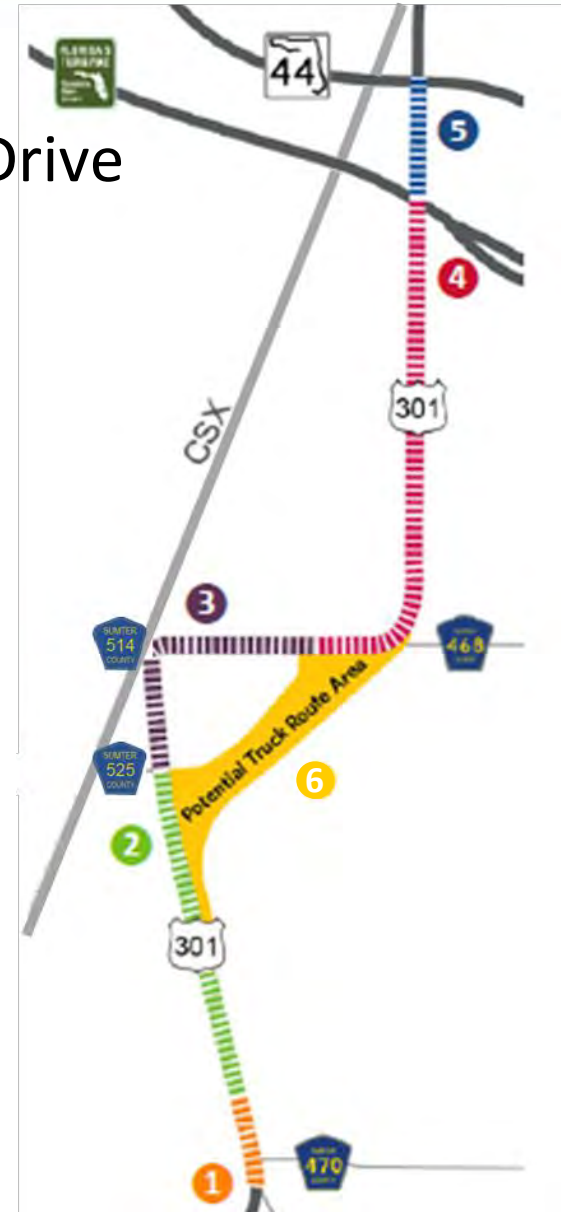
Study Limits

- **Begin Project**
 - County Road (CR) 470 East
- **End Project**
 - State Road (SR) 44
- **Project Length**
 - 7.8 miles



Study Segments

- 1 South of CR 470 E to Shady Brook Drive
- 2 Shady Brook Drive to CR 525
- 3 CR 525 to Stokes Street
- 4 Stokes Street to Florida's Turnpike
- 5 Florida's Turnpike to SR 44
- 6 Potential Truck Route



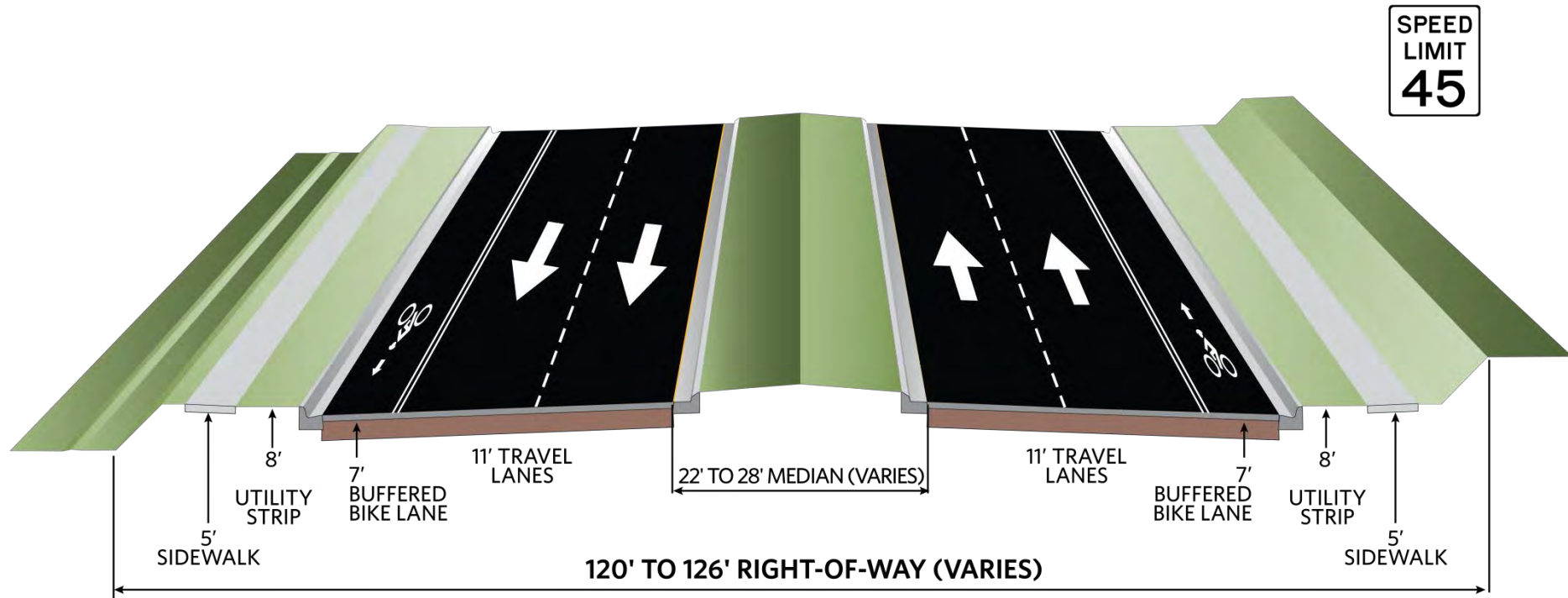
Potential Typical Sections



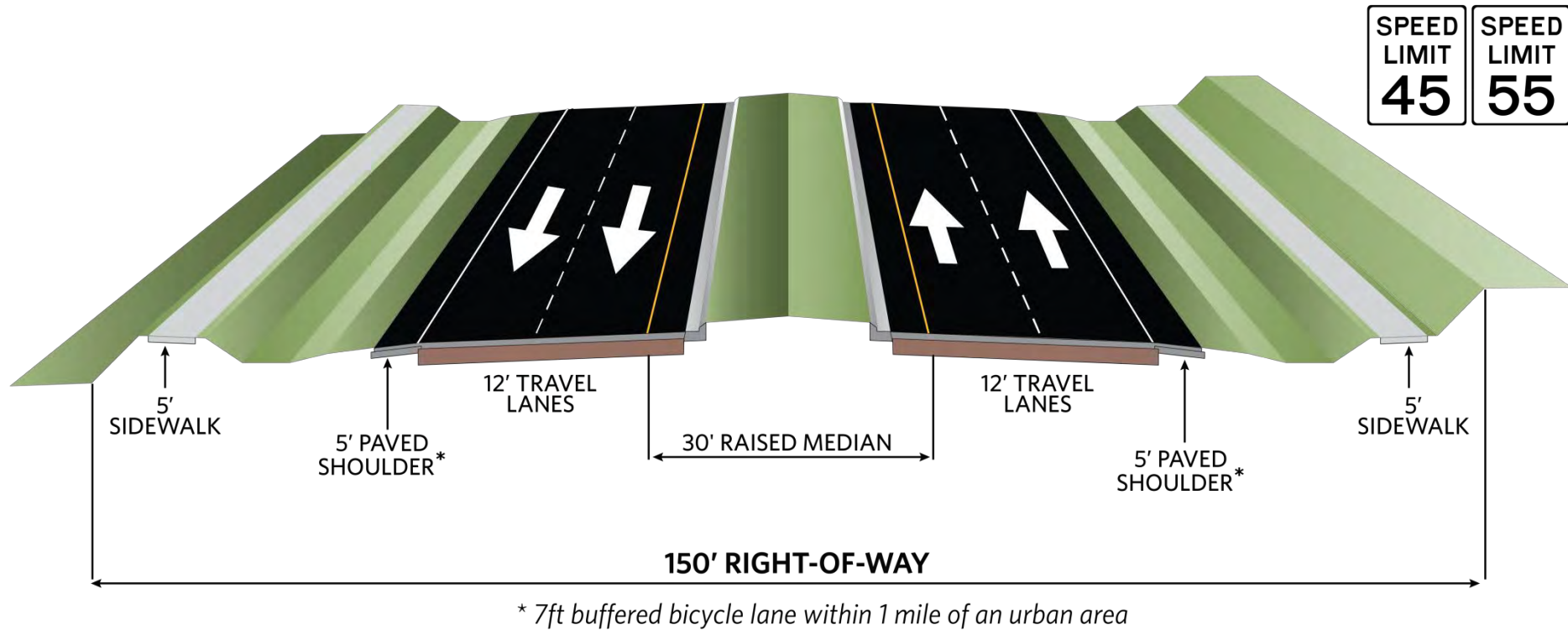
What is a Typical Section?

- Drawing that shows elements of a roadway
 - Travel Lanes
 - Sidewalks
 - Bike Lanes
 - Median
 - Utility Areas
- Defines the roadway right-of-way

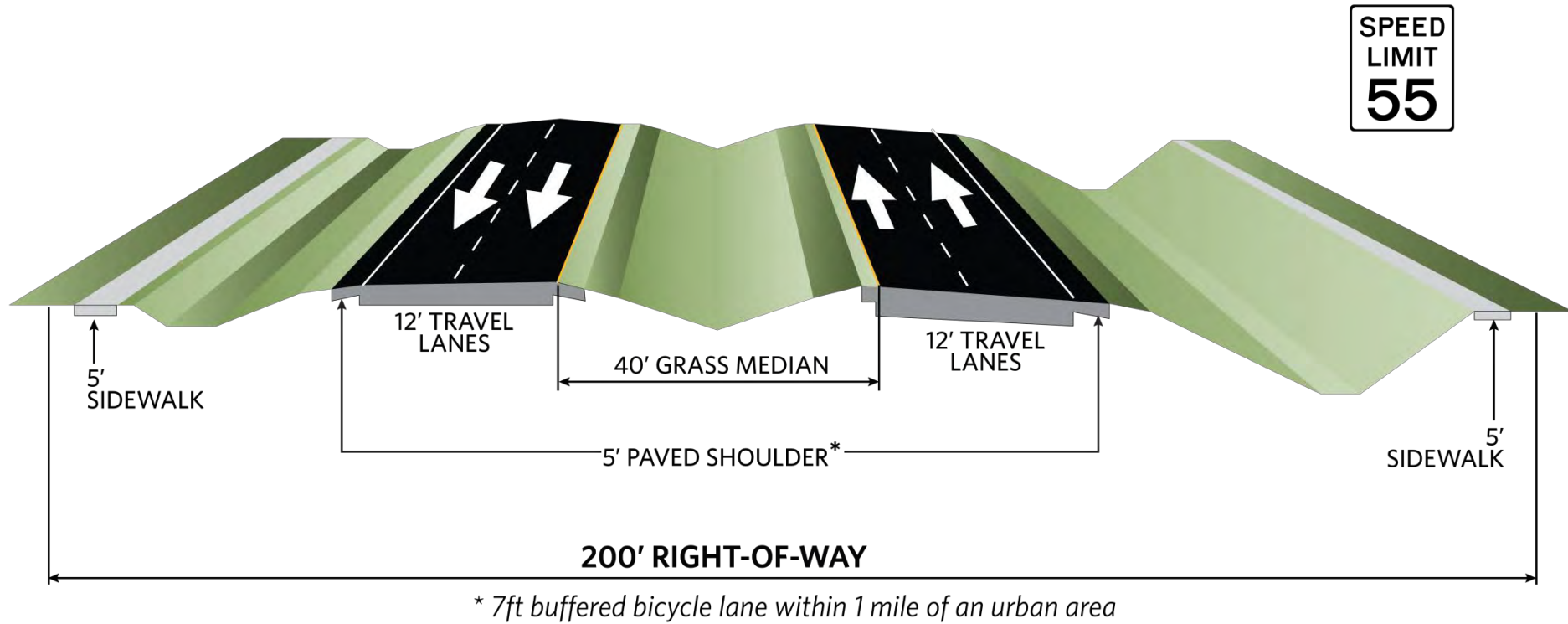
Urban








Suburban

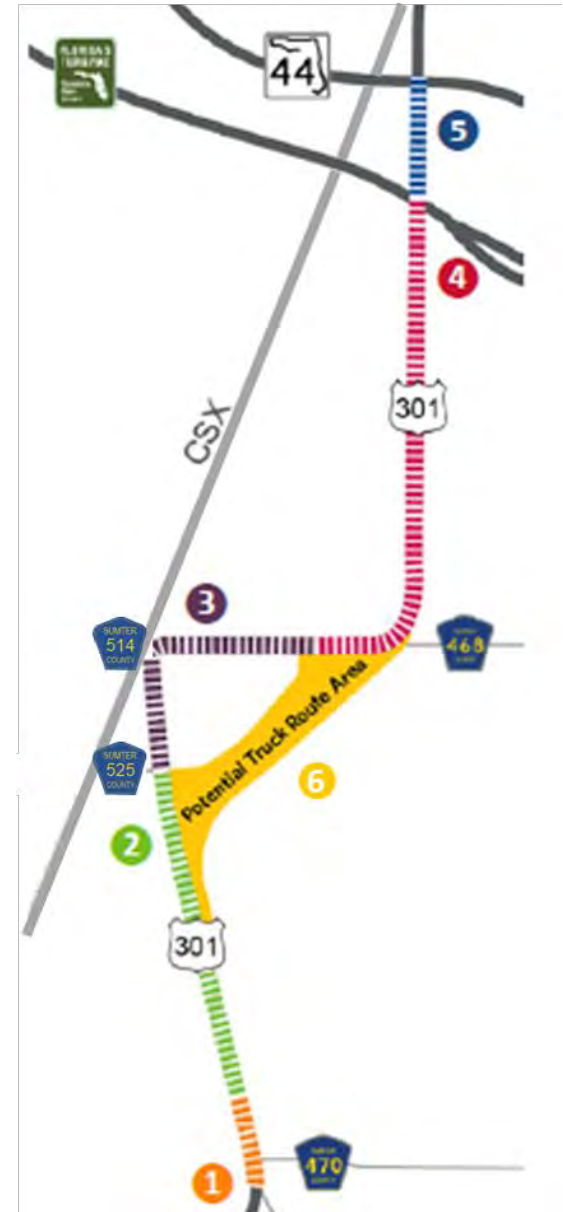


Rural



Typical Sections Considered (By Segment)

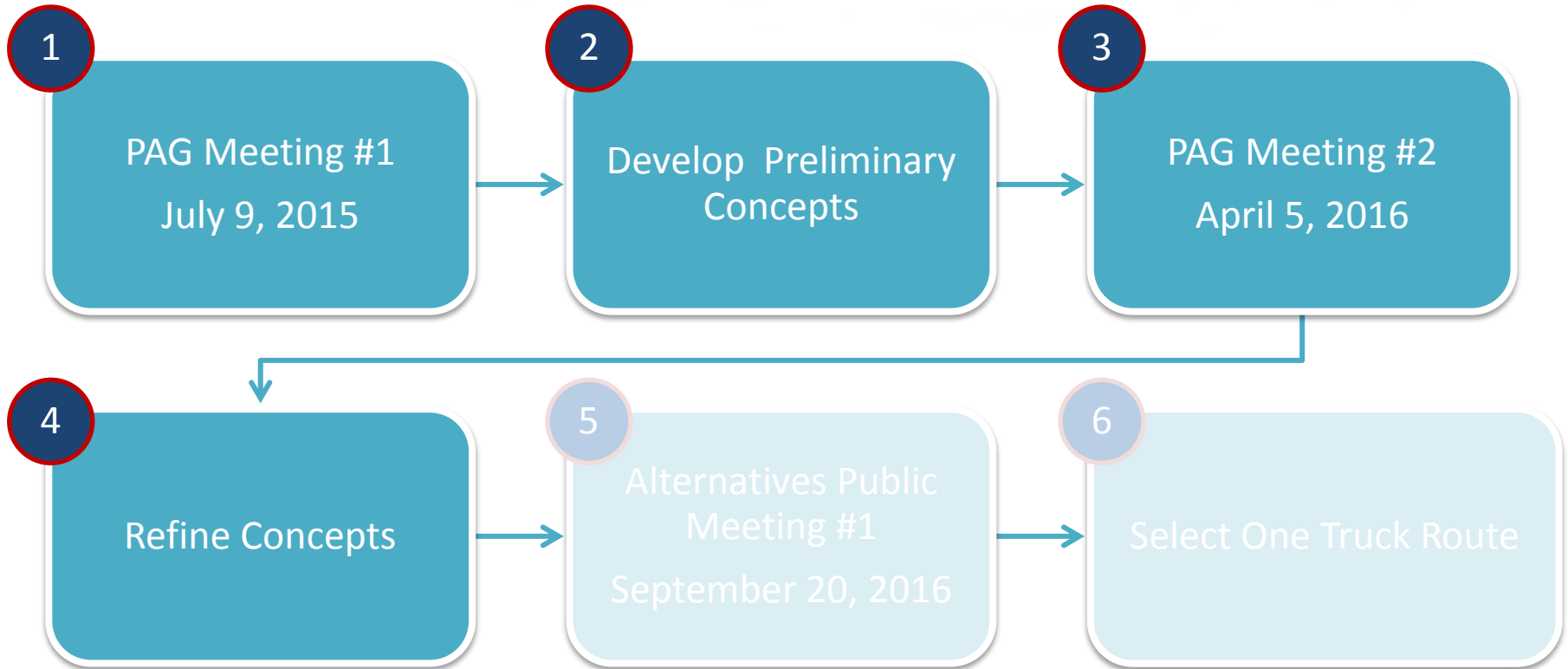
Segment	Urban	Suburban	Rural
1 	●	●	●
2 		●	●
3 	●		
4 		●	●
5 	●		
Potential Truck Route	●	●	●



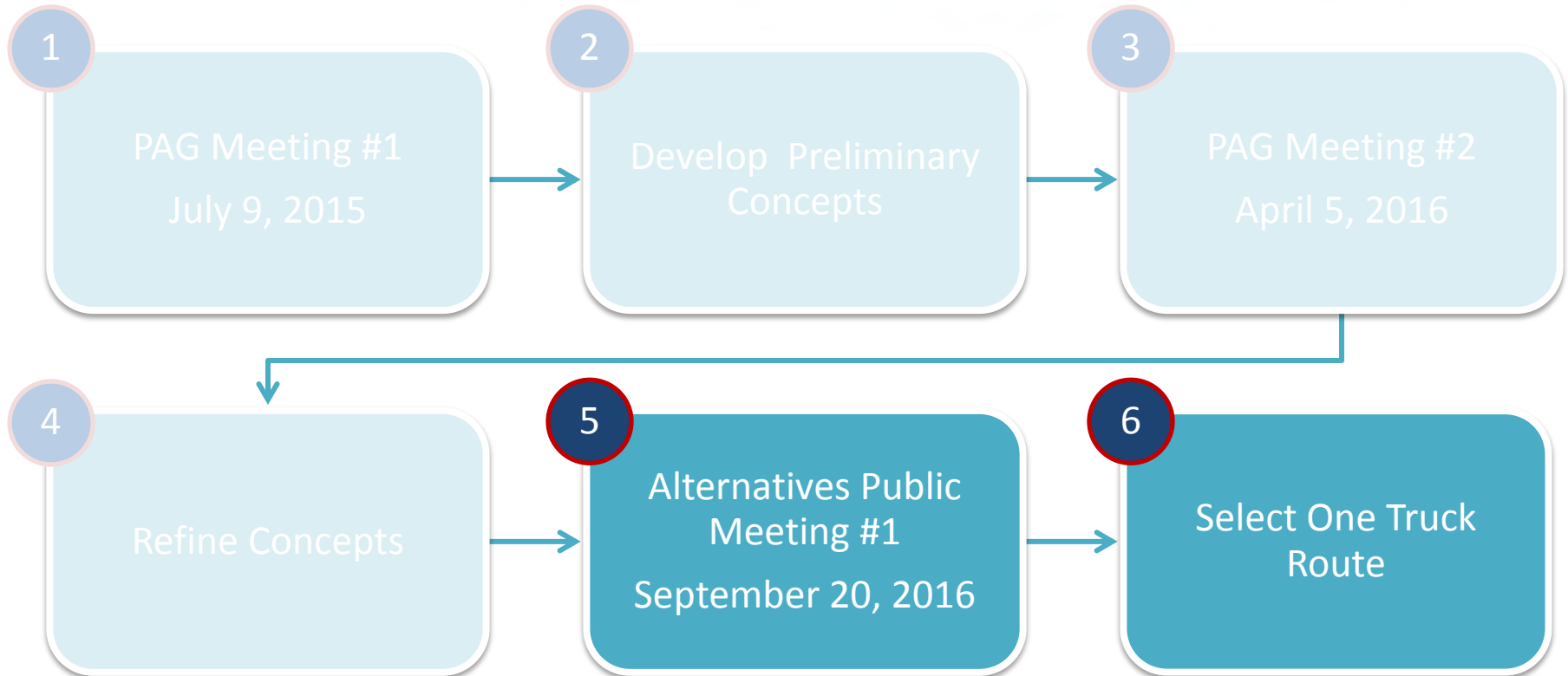
Potential Truck Routes



Truck Route Process



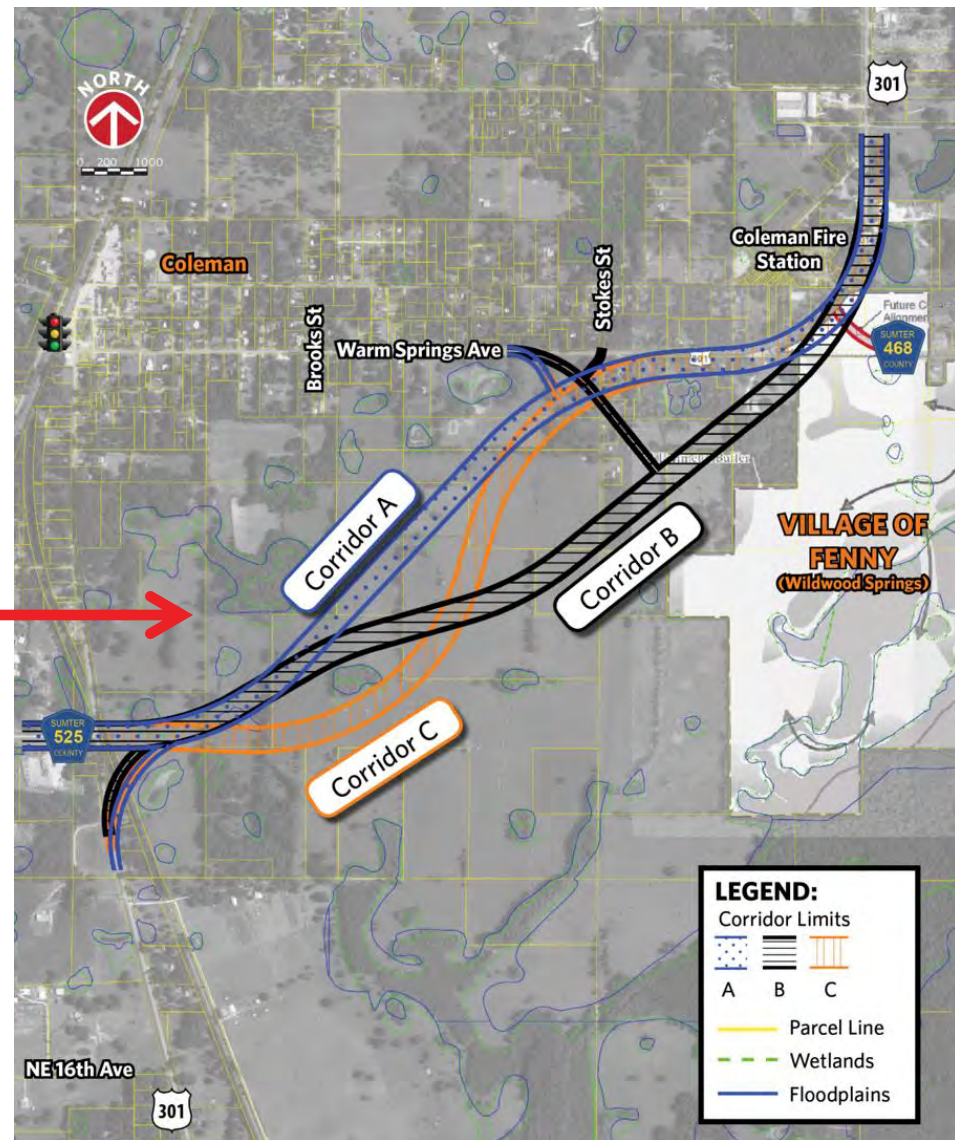
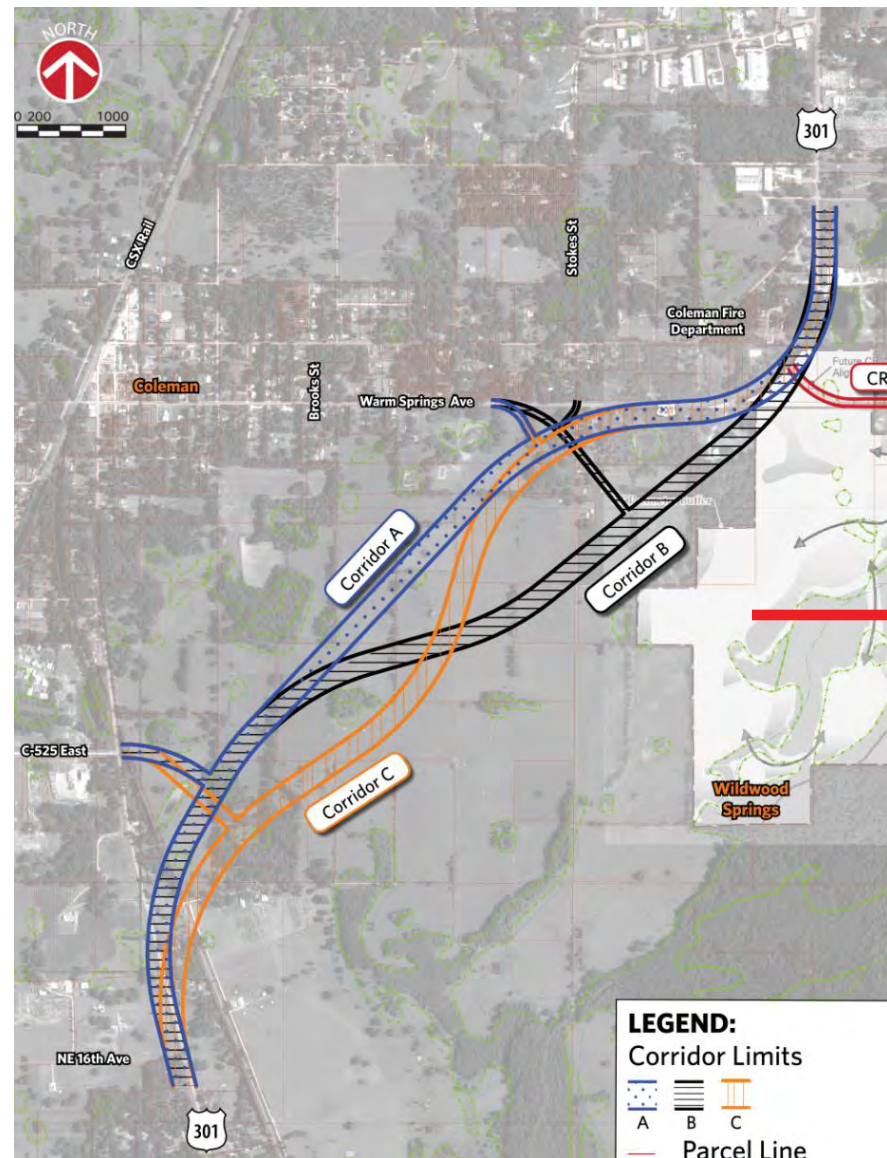
Truck Route Process






Truck Route Evaluation Criteria

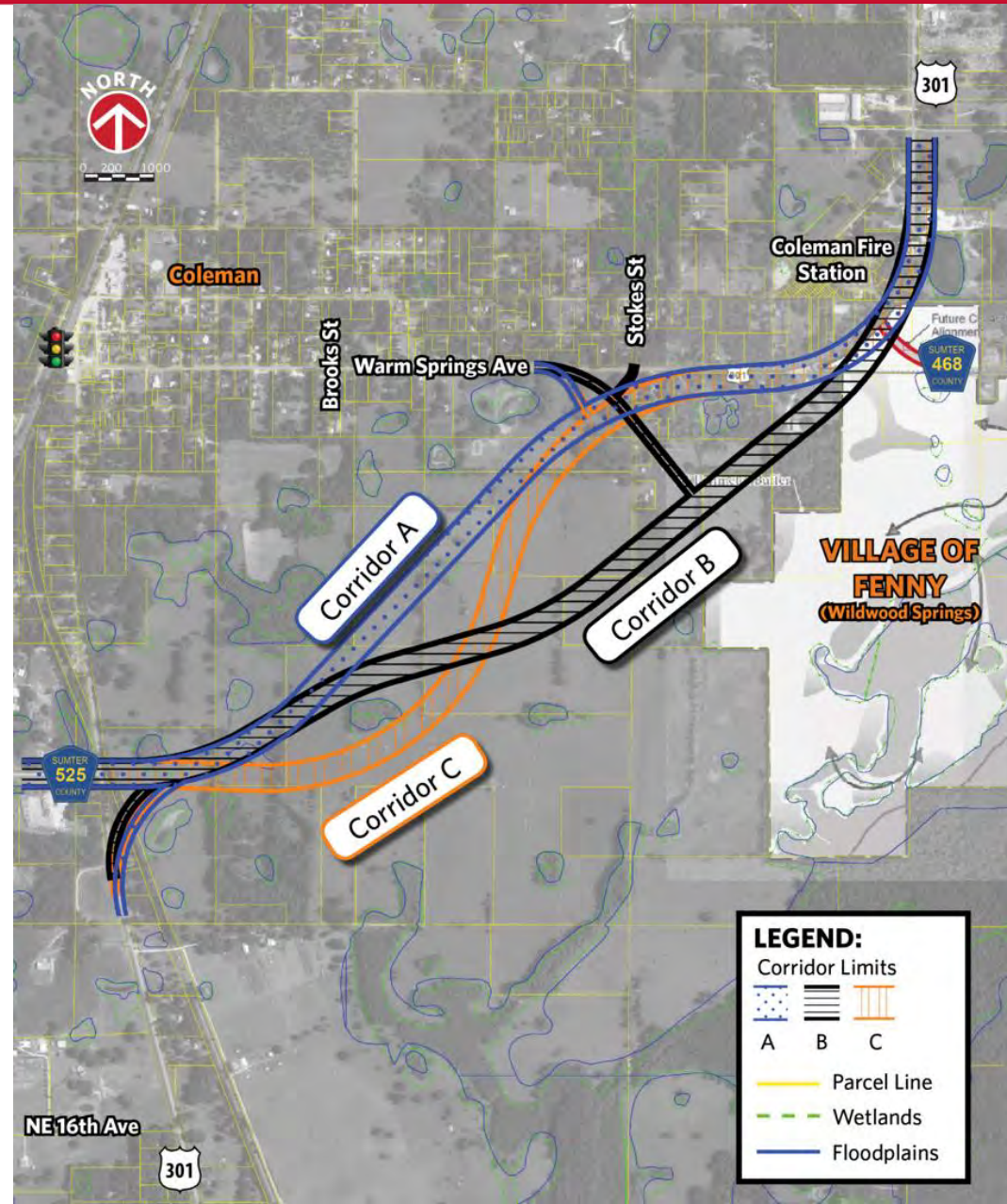
Social & Economic	Cultural	Natural	Physical	Roadway / Traffic
Land Use Compatibility	Impact to Parks	Wetland Impacts	R/W Impacts – Num. of Parcels	Geometrics & Design Speed
Community Identity	Historic Sites/Districts	Water Quality	Aesthetics & Viewsheds	Access Management
Community Cohesion	Archaeological 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	
Farmlands			Construction	

Truck Routes Evaluated



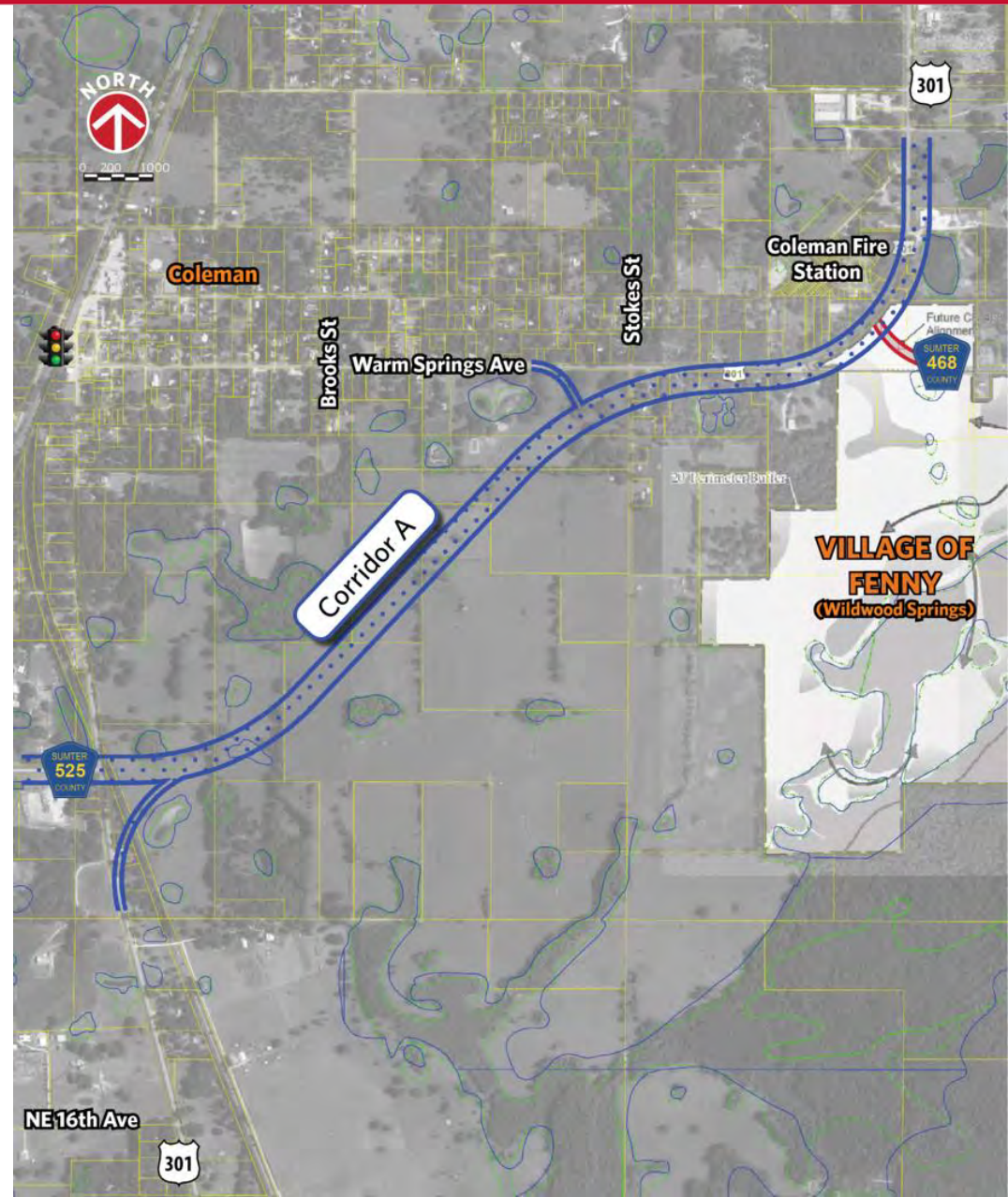
Truck Routes Evaluated

- Corridor A 
- Corridor B 
- Corridor C 



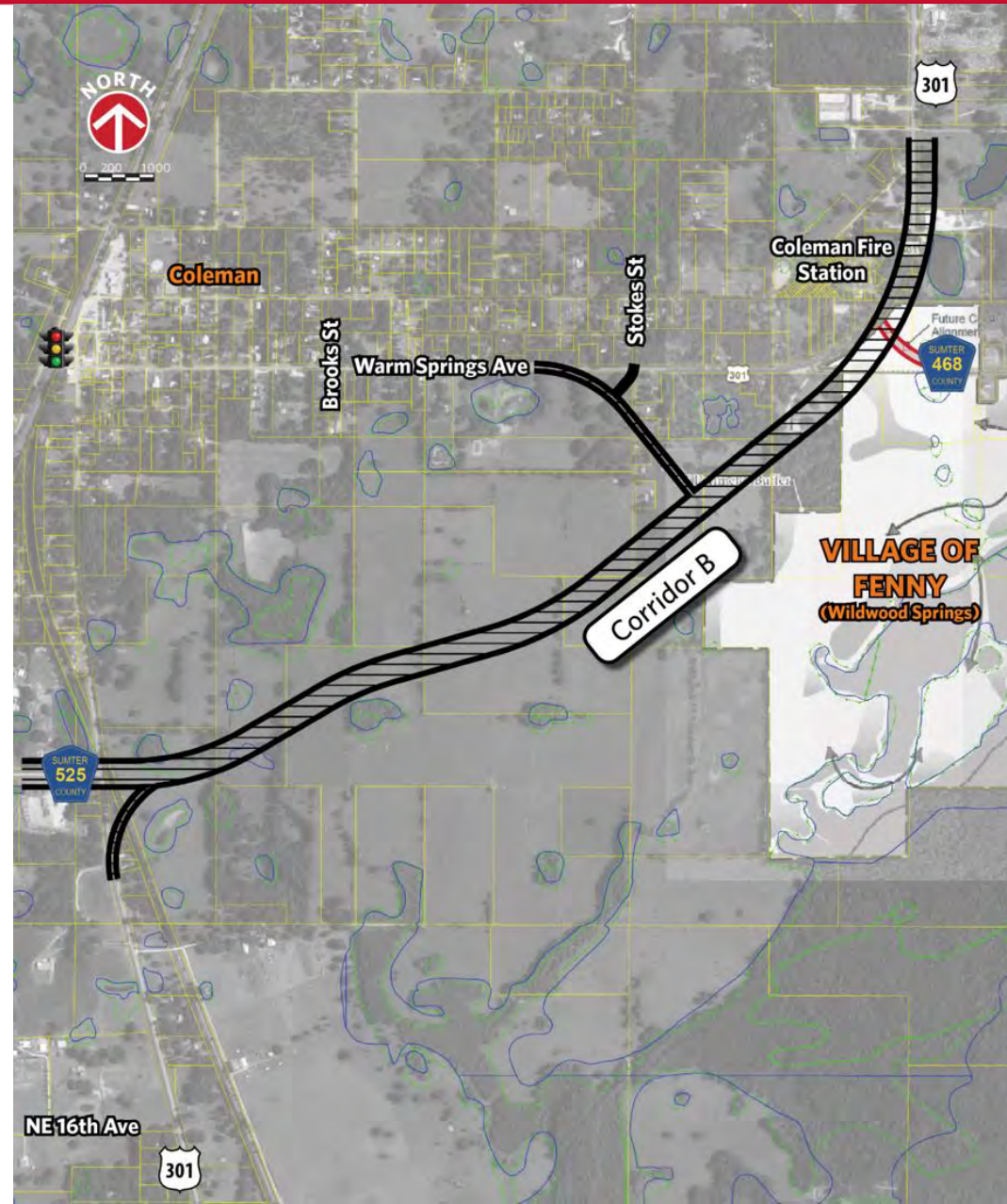
Truck Route – Corridor A

- Follows existing US 301 through CR 468 curve
- 45 mph design speed through CR 468 curve for Suburban
- Driveway spacing - Stokes St to CR 468 is substandard



Truck Route – Corridor B

- Larger curve radius for US 301 at CR 468 curve
- 55 mph design speed at CR 468 curve for Suburban
- Driveway spacing - Stokes St to CR 468 meets standards






Truck Route – Corridor C




- Follows existing US 301 through CR 468 curve
- 45 mph design speed through CR 468 curve for Suburban
- Driveway spacing - Stokes St to CR 468 is substandard



Truck Route Evaluation Matrix

Criteria	Corridor A 	Corridor B 	Corridor C 
Social & Economic			
Potential Relocations	5	2	5
Follows Existing US 301 Curve	Yes	No	Yes
Cultural			
Impacts to Archaeological, Recreation, Parks or Historic Sites	Low	Low	Low
Natural			
Wetland Impacts - # and (Acres)	4 (1.9 AC)	1 (1.3 AC)	5 (1.4 AC)
Floodplain Impacts - # and (Acres)	3 (1.0 AC)	2 (0.8 AC)	3 (0.2 AC)
Physical			
Parcel Impacts - # and (Acres)	32 (55.6 AC)	29 (58.2 AC)	32 (58.5 AC)
Roadway / Traffic			
Maintains 55 mph Design Speed at CR 468 for Suburban Typical Section	No	Yes	No
Driveway spacing between Stokes St and CR 468 meets standards	No	Yes	No

Truck Route Evaluation Matrix

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Potential Relocations	5	2	5
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Roadway / Traffic			
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Driveway spacing between Stokes St and CR 468 meets standards	No	Yes	No

Preliminary Widening Assessment



Preliminary Widening Assessment

- Preliminary screening to assess impacts
 - Potential Relocations
 - Wetland Impacts
 - Floodplain Impacts
 - Parcel Impacts
 - Impact to Utilities (Major Electrical Transmission)
 - Impact to Parks
 - Impact to Historical/Archaeological Sites
 - Impact to Potential Contamination Sites

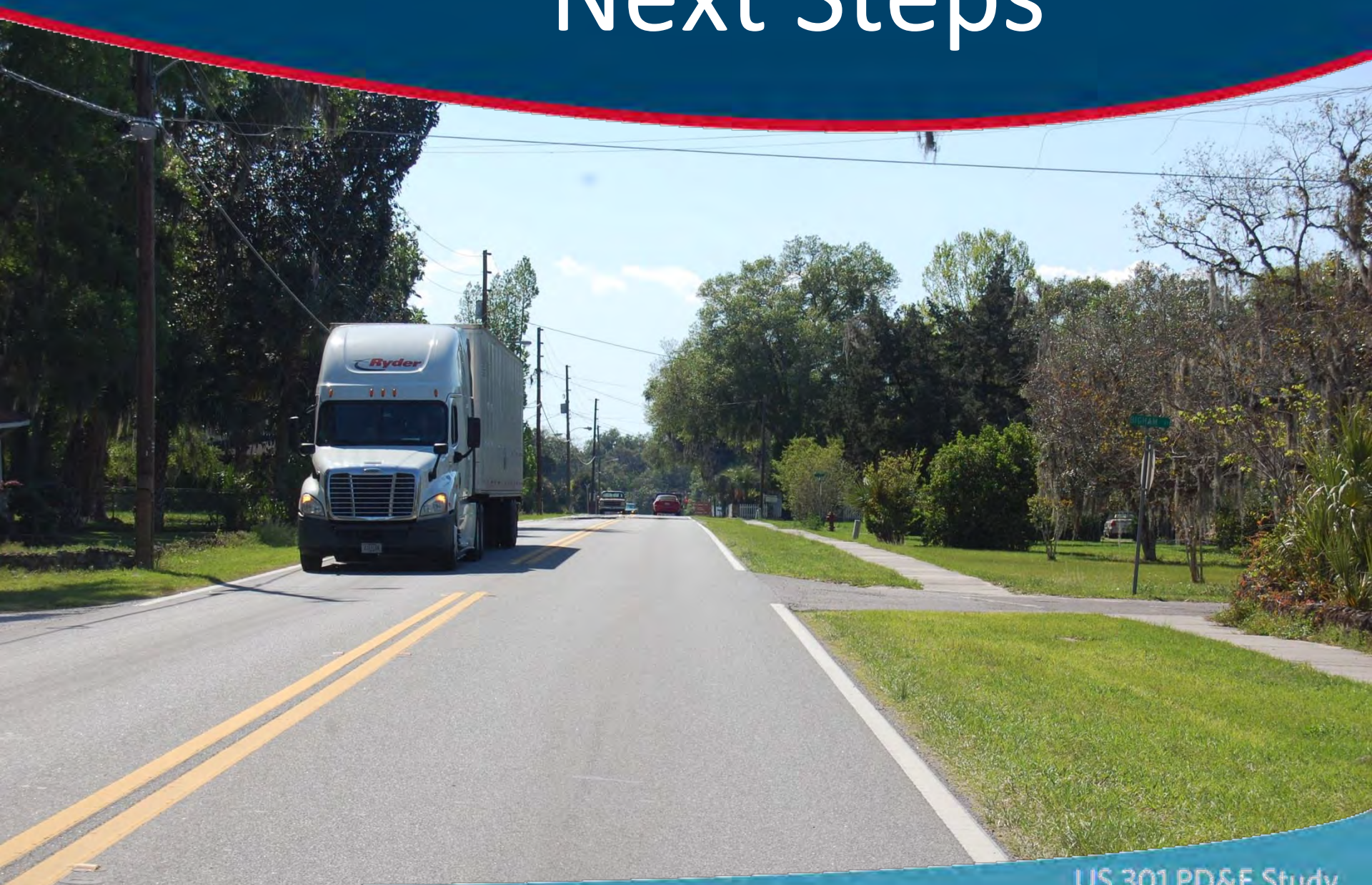
Preliminary Widening Assessment

- Left vs. Right Side Widening
 - Left is west or north
 - Right is east or south

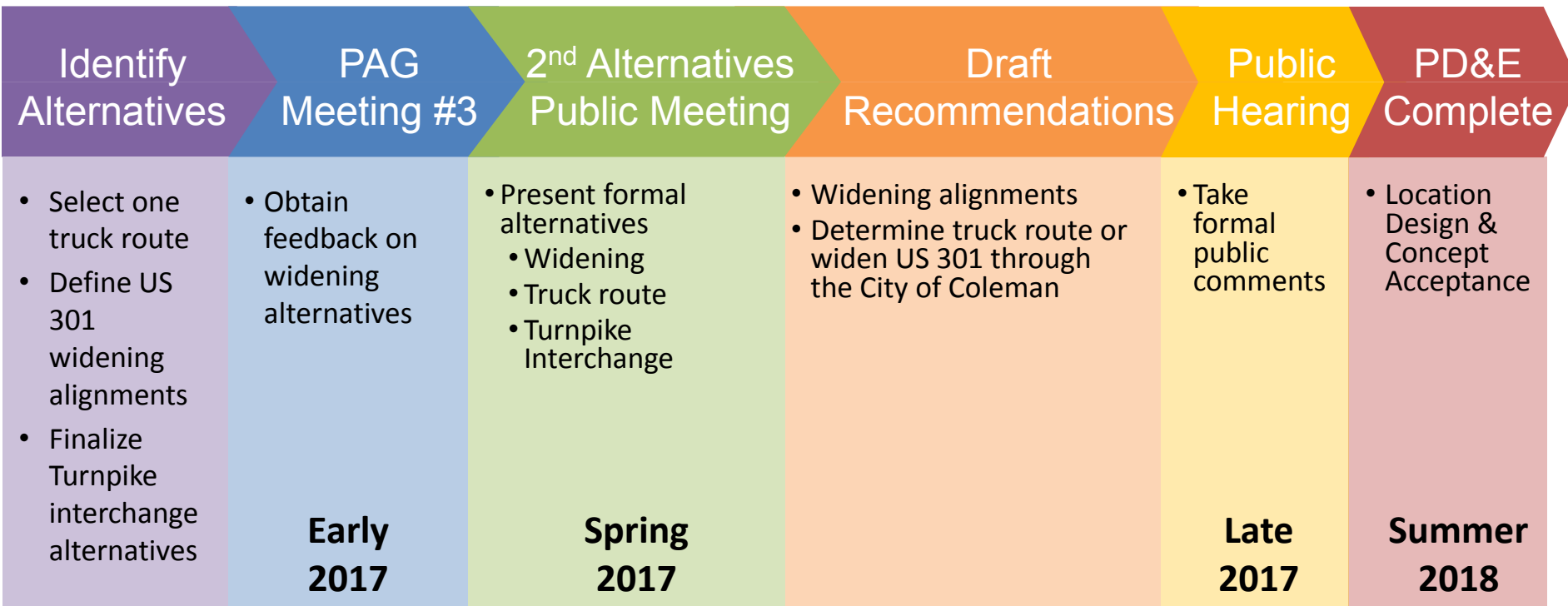


Full projects limits and summary matrix available on display boards and on project website (www.US301Sumter.com)

Next Steps



PD&E Process – Next Steps



Closing



Individual Discussions & Questions at Boards



Comment Forms

- Return at sign-in table
- Complete and Mail
- Website

www.US301Sumter.com



Project Contacts



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