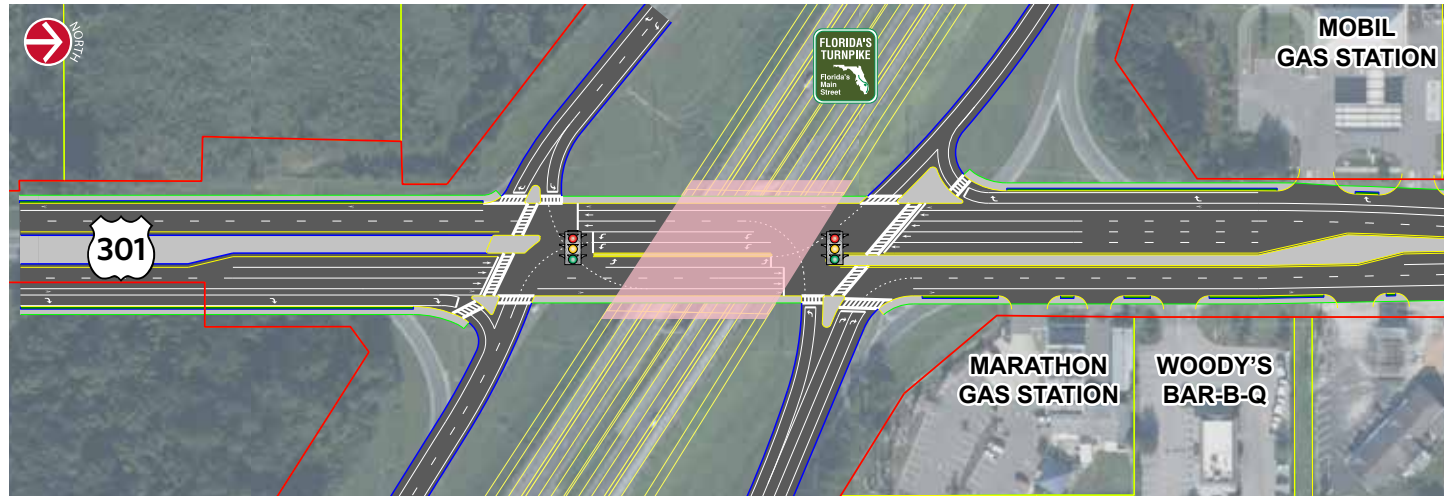
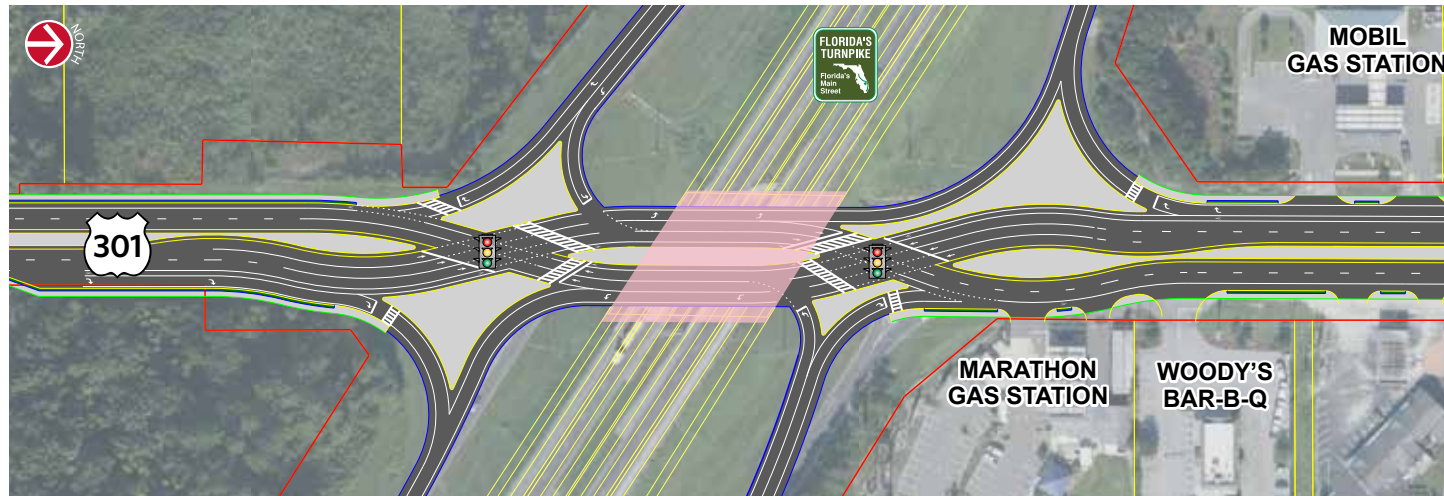


INTERCHANGE ALTERNATIVES

TIGHT URBAN DIAMOND INTERCHANGE (TUDI)



DIVERGING DIAMOND INTERCHANGE (DDI)



INTERCHANGE COMPARISONS

Evaluation Criteria	No Build	TUDI	DDI
Design Year Traffic (2042) & Safety			
Potential Crash Reduction	Low	Medium - Low	Medium - High
US 301 & North Ramps Intersection Level of Service (AM / PM)	E / E	B / B	C / C
US 301 & South Ramps Intersection Level of Service (AM / PM)	B / D	C / C	C / B
US 301 NB Approach Level of Service & Max Queue Length – AM	F / 7,495 ft	C / 754 ft	D / 774 ft
US 301 NB Approach Level of Service & Max Queue Length – PM	F / 6,925 ft	C / 571 ft	D / 596 ft
Other			
Minimum Distance from a Ramp to the Nearest Driveway	20 ft	100 ft	100 ft
Bridge Length	N/A	170 ft	162 ft
US 301 Design Speed Through Interchange	45 mph	45 mph	35 mph
Estimated Project Cost			
Total Cost	\$ -	\$ 8,545,000	\$ 8,531,000

*Construction cost is the Long Range Estimate total plus 10% contingency. It does not include utility relocation cost, which will be determined in the Design Phase of the project.



US 301 PD&E Study

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



Newsletter 3
May 2017

ALTERNATIVES PUBLIC MEETING

Date: Tuesday, May 2, 2017
Time: 5:30 p.m. to 7:30 p.m.
Location: Trinity Baptist Church
Format: Open House

TONIGHT'S AGENDA

The purpose of tonight's meeting is to present preliminary design alternatives to widen US 301 from a two-lane roadway to a four-lane roadway, to realign a portion of US 301 south of the City of Coleman, and to reconstruct the Florida's Turnpike Interchange at US 301. A project video on a continuous loop is available for viewing. Members of the US 301 PD&E Study Team are also available to explain concepts and answer questions.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator, by phone at 386-943-5367 or via email at Jennifer.Smith2@dot.state.fl.us.

NEXT STEPS

The next steps of the US 301 Project Development and Environment (PD&E) study include identifying a recommended study alternative and finalizing the interchange analysis at Florida's Turnpike. Later this year we will hold a Public Hearing to discuss the recommended alternative for the study and receive your comments and feedback. The PD&E study is scheduled to be completed in the summer of 2018.

All information presented at the Alternatives Public Meeting will also be on the study website by May 3, 2017: www.us301sumter.com.

For more information, contact:

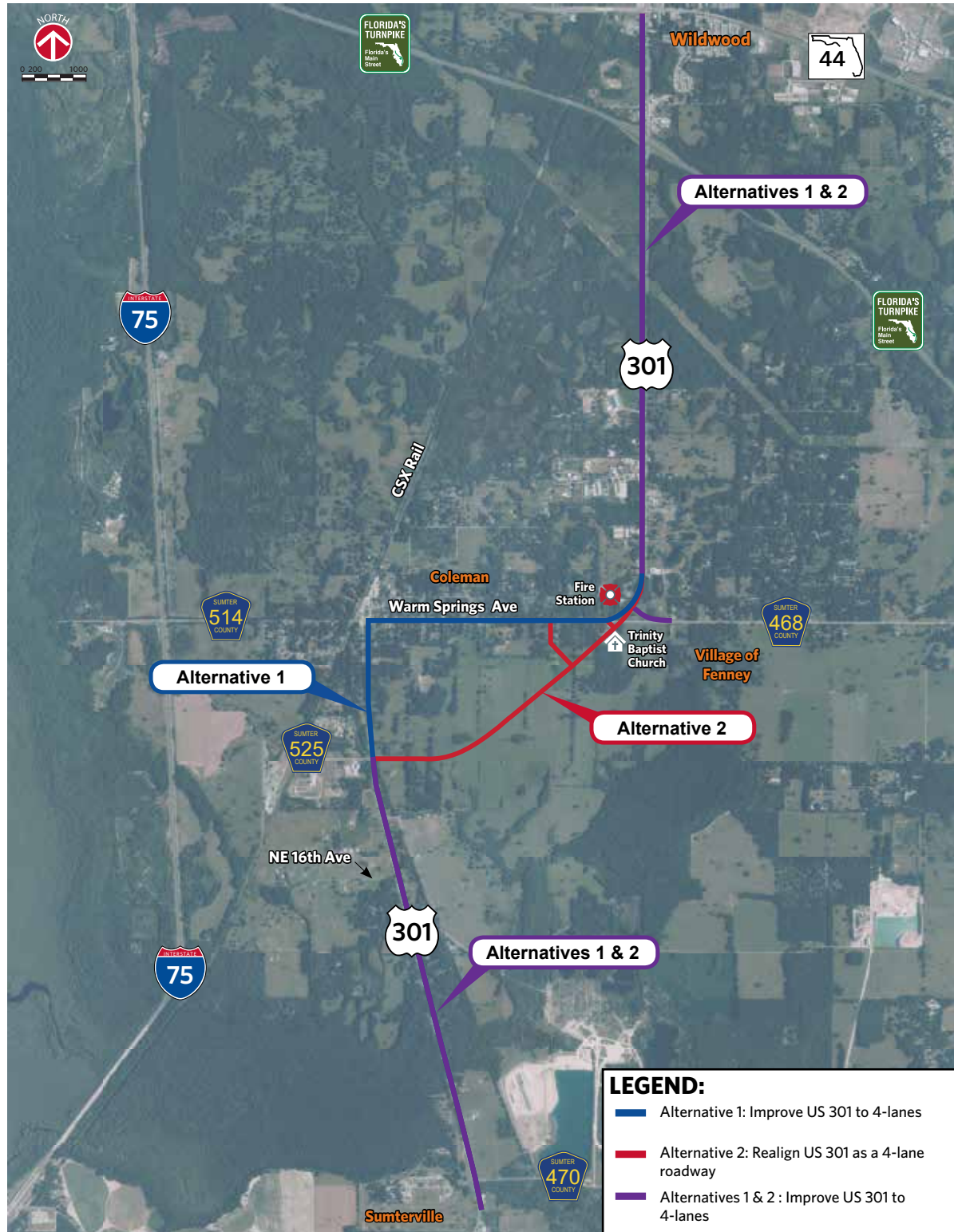
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The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration and FDOT.

STUDY ALTERNATIVES

Three alternatives are under consideration for the US 301 PD&E Study. The no-build alternative, which would not include any changes to US 301, and two build alternatives. Alternative 1 would improve US 301 from two to four lanes from County Road (C.R.) 470 East (through the City of Coleman) to State Road (S.R. 44). Alternative 2 would improve the existing US 301 to four lanes on the north and south portions of the study area. This option also realigns a portion of US 301 south of the City of Coleman to avoid any construction impacts to the city.



Evaluation Criteria	Project Alternatives		
	No Build	Alternative 1 US 301 Widening	Alternative 2 US 301 Realignment
Social & Economic			
Consistency with Existing & Future Land Use	No	No	Yes
Preserves Community Integrity / Cohesiveness	Medium	Low	High
Right-of-Way (parcels / acres)	0 / 0	144 / 95.8	110 / 110.6
Potential Relocations	0	21	8
Community Services Impacted	0	2	1
Cultural			
Historic Resources Eligible for NRHP Impacted	N/A	12	0
Potential Archaeological Sites within the Study Area	N/A	1	1
Recreation Areas Impacted	N/A	0	0
Natural			
Roadway Wetlands Impacts	0	2.69 acres	2.79 acres
Outstanding Florida Waters	1	1	1
Floodplains Impacts (acre-ft)	0	10.54	10.64
Potential Wildlife and Habitat Impact	Low	Low	Low
Physical			
Potential Noise Sensitive Sites	N/A	185	70
Constructability Issues	None	High	Medium
Potential Contamination Sites (Low/Medium/High)	N/A	8 / 11 / 7	6 / 8 / 6
Aesthetic Impacts	None	Medium	Low
Bike and Pedestrian Accommodation	Low	Medium	High
Utility & Railroad Impacts	None	High	Medium
Roadway / Traffic			
2042 Design Year Daily Traffic / Level of Service			
US 301 - Turnpike to S.R. 44	28,000 / C	33,000 / D	34,000 / D
US 301 - C.R. 521 to Turnpike	21,000 / E	22,000 / D	23,000 / D
Realigned US 301 - C.R. 525 E to C.R. 521	---	---	22,000 / C
Existing US 301 - C.R. 525 E to C.R. 521	22,000 / F	22,000 / D	9,600 / C
US 301 - C.R. 470 E to C.R. 525 E	26,000 / E	28,000 / B	30,000 / B
Estimated Project Cost			
Total Cost	\$ -	\$ 101,078,000	\$ 93,110,000