

Estimated Project Cost

	No-Build Alternative	Interim Alternative	Ultimate Alternative
Construction	\$0	\$1,513,000	\$16,207,000
Engineering	\$0	\$454,000	\$4,863,000
Right-of-Way	\$0	\$0	\$6,720,000
Residential Relocations	0	0	3
Business Relocations	0	0	0
Total	\$0	\$1,967,000	\$27,790,000

Project Schedule

- Project Development & Environment (PD&E) Study: Underway
- Design Phase: FY2020

Comments

FDOT remains committed to working with all project stakeholders. No final decision will be made until we hear your comments. You may give us your comments by:

- Completing a comment form and dropping it in the comment box provided tonight.
- Giving an oral statement during tonight's comment period.
- Mailing or emailing your comments to the address provided.

To view materials presented at the meeting

online, visit our web site at:

www.nflroads.com/WestNewberryRoad



Follow us on Facebook (myfdotnefl), YouTube (FDOT NEFL), and Twitter (@myFDOT_NEFL).

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

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

Newberry, FL

Financial Project ID: 207850-2

July 26, 2018



PUBLIC INFORMATION MEETING

State Road 26 West Newberry Road

Project Development and Environment (PD&E) Study
(From the Gilchrist County Line to County Road 26A)

Welcome to the Public Information Meeting for State Road (SR) 26 through the City of Newberry where potential solutions to improve traffic flow are being presented.

The Florida Department of Transportation (FDOT) is performing a Project Development & Environment (PD&E) Study on SR 26 (W. Newberry Road) from the Gilchrist County line to County Road 26A (Newberry Lane). A PD&E Study is a detailed process by which roadway alternatives are developed by FDOT and presented to the public for review and comment. The objective of a PD&E Study is to perform initial engineering analysis to address transportation and safety needs and to evaluate potential social and environmental impacts. This study, along with input received from you, will serve as the basis for selection of the recommended improvements.

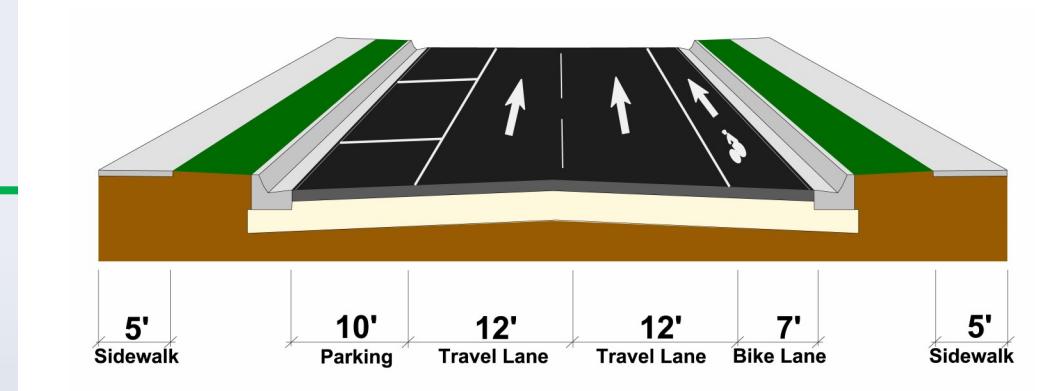
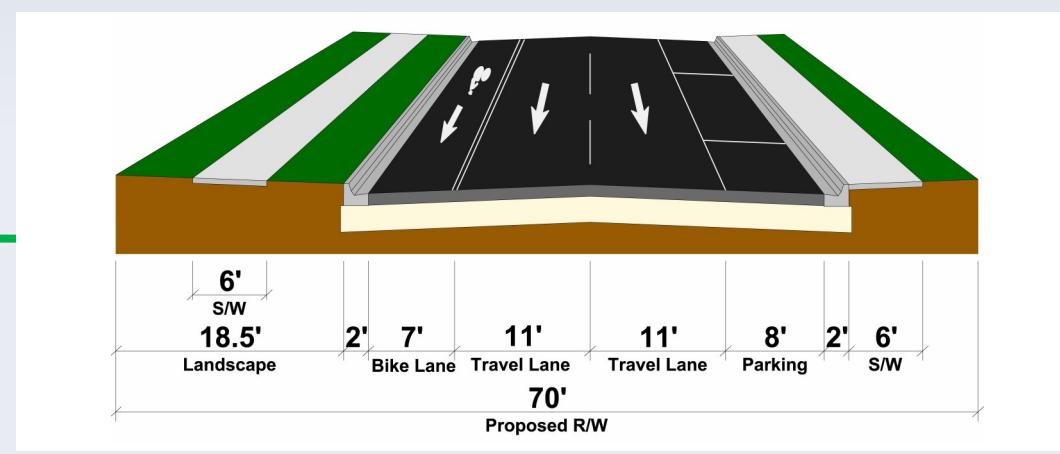
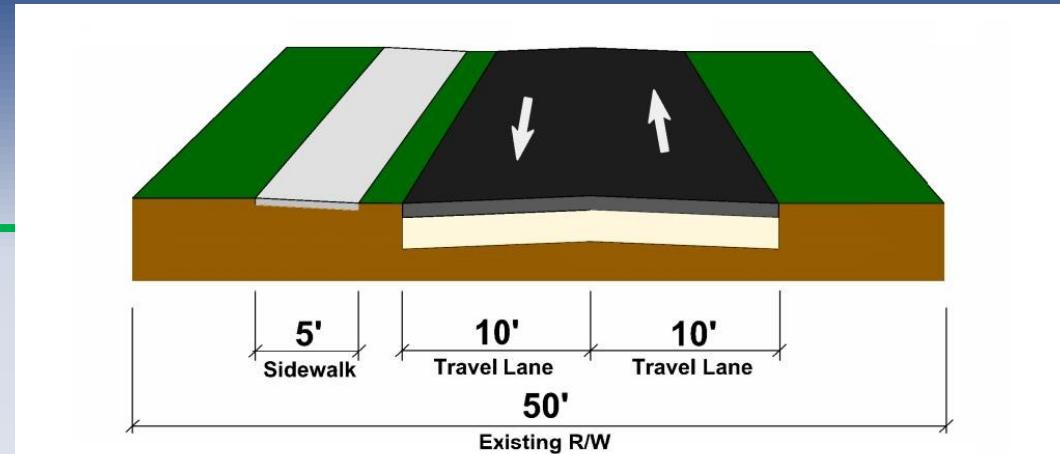
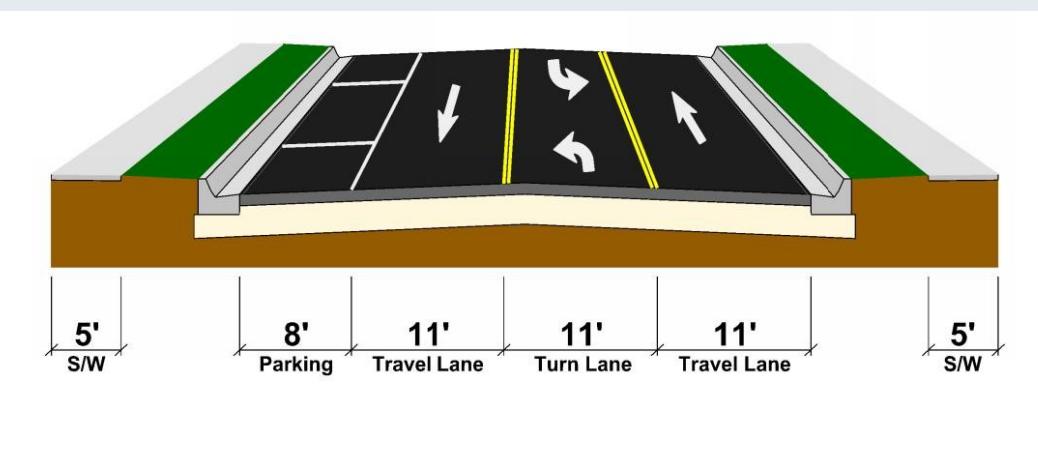
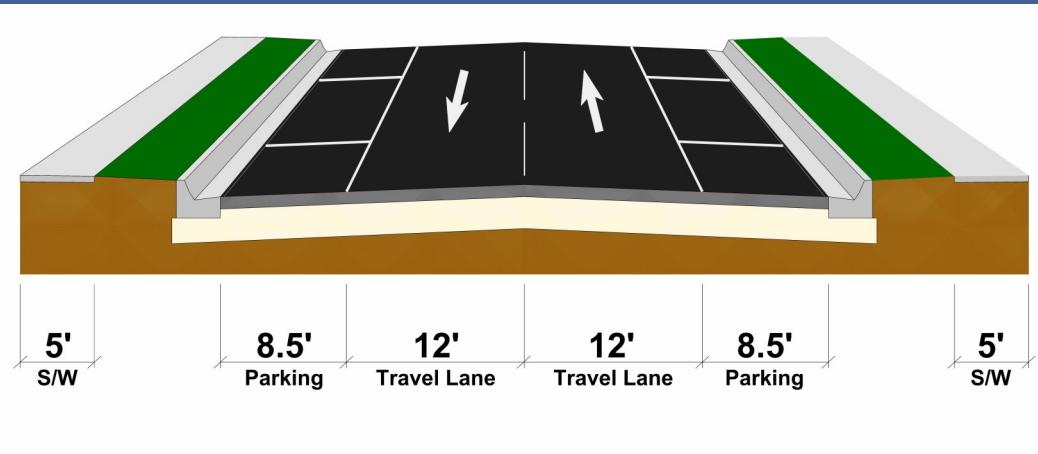
Two prior public information meetings have been held for this project on June 11, 2015 and January 28, 2016. These meetings were an "Open House" format for two hours followed by an opportunity for public questions and comments. The two alternatives presented at tonight's meeting are a result of the previous meetings and public input.



The purpose of tonight's meeting is to provide an opportunity for you to review the alternatives, ask questions, and again provide comments regarding the project.

City of Newberry

Municipal Building
25440 West Newberry Road
Newberry, FL 32669



EXISTING CONDITIONS

The existing SR 26 typical section provides two 12-foot travel lanes, two 5-foot sidewalks, and on-street parking on both sides of the street. Existing NW 1st Avenue features two 10-foot travel lanes and one 5-foot sidewalk on the north side of the street.

NO-BUILD ALTERNATIVE

The no-build alternative is also being considered in the evaluation process. While the no-build alternative does not meet the project needs, it provides a baseline to compare and measure the effects of all build alternatives.

INTERIM ALTERNATIVE

The interim alternative proposes improvements to the SR 26 corridor only. Proposed typical section provides two 11-foot travel lanes, one in each direction, an 11-foot center left-turn lane, two 5-foot sidewalks and on-street parking on the north side of the roadway.

ULTIMATE ALTERNATIVE

The ultimate alternative provides a one-way pair system. SR 26 would become a one-way street eastbound, with two 12-foot travel lanes, two 5-foot sidewalks, a bicycle lane on the south side of the street and on-street parking on the north side of the street. NW 1st Avenue would become a one-way street westbound providing two 11-foot travel lanes, two 6-foot sidewalks, on-street parking, buffered bike lane, and a landscape area on the north side of the street.