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

1. PAG Meeting #1
   July 9, 2015

2. Develop Preliminary Concepts

3. PAG Meeting #2
   April 5, 2016

4. Refine Concepts

5. Public Meeting #1
   Summer 2016

6. Select One Truck Route

7. Refine and Develop Selected Truck Route
PAG Meeting No. 1

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

Select potential typical sections

- Urban
- High Speed Urban
- Suburban
- Rural
Potential Typical Sections

URBAN

100 Ft

Approximate Right-of-Way Required

SPEED LIMIT

45
Potential Typical Sections

HIGH SPEED URBAN

150 Ft

Approximate Right-of-Way Required
Potential Typical Sections

SUBURBAN

150 Ft

Approximate Right-of-Way Required

SPEED LIMIT 50

SPEED LIMIT 55
Potential Typical Sections

RURAL

200 Ft

Approximate Right-of-Way Required

SPEED LIMIT 55
Six (6) potential truck routes developed:

- 3 recommended for elimination
  - Corridors D, E and F
Six (6) potential truck routes developed:

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

Primary criteria used to eliminate potential routes:

- Access Management Spacing Standards
  - ½ mile between major roads
Corridor D

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

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

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommendation</td>
<td>Advance</td>
<td>Advance</td>
<td>Advance</td>
<td>Eliminate</td>
<td>Eliminate</td>
<td>Eliminate</td>
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<tr>
<td>Accommodates Suburban typical section throughout</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
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<tr>
<td>Impact to Approved Wildwood Springs</td>
<td>Minimal</td>
<td>Minimal</td>
<td>Minimal</td>
<td>Major</td>
<td>Major</td>
<td>Minimal</td>
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<tr>
<td>Maintains Configuration of US 301 &amp; CR 468 Intersection</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
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<tr>
<td>Adherence to Access Management Spacing Standards</td>
<td>Meets (3,130’)</td>
<td>Near (2,430’)</td>
<td>Meets (3,040’)</td>
<td>N/A</td>
<td>N/A</td>
<td>Substandard (1,320’)</td>
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</table>
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## Refine Truck Route Concepts

### Draft Criteria

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

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Closing

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