SEPTEMBER 30, 2009 CAC/PDT MEETING
HANDOUT MATERIALS

In response to the many questions raised at the last two CAC/PDT meetings held for the Hwy 62 Corridor Solutions Phase II project, several graphics have been developed in order to help address those questions. The graphics will be discussed in detail at the September 30th meeting. However, it was felt that providing this information in advance would aid you preparing for the meeting.

The graphics include:

Exhibit A - At Grade Signal Access Management Strategy
Exhibit B - Cut/Cover Access Management Strategy
In both Exhibit A and B the access strategies are similar. All of the accesses between Poplar and Sky Park on the east side of Hwy 62 would be closed and replaced with three access points as shown on the graphics. The most southerly access would be NB Right-In/Right-Out, the middle access would be NB Right-In Only, and the most northerly access would be NB Right-Out Only. We are investigating the possibility of allowing a U-Turn movement for SB Hwy 62 at the Poplar/Bullock signalized intersection. The property that Big Boyz Toyz is located on would be purchased and no longer require access to Hwy 62.

Exhibit C - At Grade Bike/Ped
Exhibit D - Cut/Cover Bike/Ped
Exhibit C and D show how Bike/Ped traffic (dark blue highlight) could be accommodated between Delta Waters and Poplar/Bullock signalized intersections. Exhibit D includes a photo of an example Bike/Ped under crossing at the Bypass. Bikes will also be accommodated along the Bypass.

Exhibit E – Signal Overlay with Plain Bypass Alternative
Exhibit F – Cut/Cover Overlay with Plain Bypass Alternative
Exhibit G – Signal Overlay with Split Diamond Alternative
Exhibit H – Cut/Cover Overlay with Split Diamond Alternative
These exhibits are intended to illustrate how the two different southern terminal options, Signal and Cut/Cover, align with the two design alternatives under consideration in the Draft Environmental Impact Statement (DEIS). The DEIS evaluates the Plain Bypass and Split Diamond alternatives. Cross-hatching has been applied to show the different terminal designs overlaid on each of the build-out alternatives. The area shown in dark blue identifies areas of construction that will not be needed in the full build-out configuration. As you can see in the exhibits, there is not a significant amount of construction in either of the terminal options that will not be needed in the full build-out.

It is requested that you print and bring these materials with you to the next meeting.