

# WELCOME!

## PUBLIC INFORMATION MEETING: Level 3 Alternatives Analysis

**US 31 North**  
November 18, 2024



# STUDY SCHEDULE



 **WE ARE HERE**

**GATHER PUBLIC FEEDBACK & AGENCY COORDINATION**



PREVIOUS STUDIES  
& PLANS



PURPOSE  
& NEED



STUDY  
GOALS

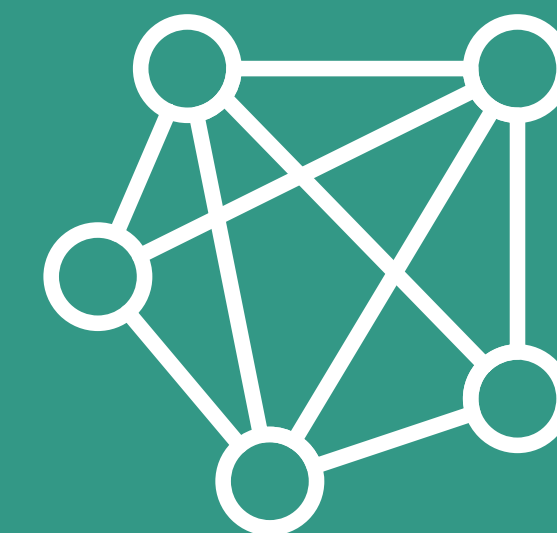


PUBLIC &  
STAKEHOLDER INPUT



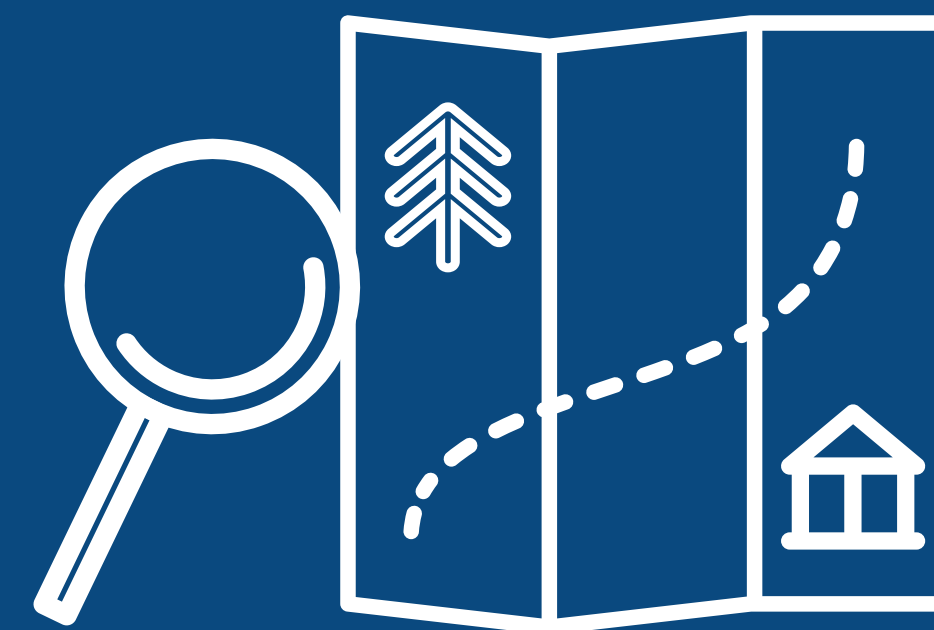
## Screening Process Summary

LEVEL 1



**UNIVERSE OF ALTERNATIVES**  
High-level concepts to address  
purpose & need (qualitative)

LEVEL 2



**CONCEPTS AT SPECIFIC LOCATIONS**  
Comparative evaluation of feasibility & impacts

LEVEL 3



**MORE DETAILED EVALUATION**  
Quantified costs, impacts & benefits



**FINAL  
REPORT**

**RECOMMENDATION**  
Identification of reasonable  
alternatives in the study corridor

# Fulton North

CR 700 North to CR 375 North

# Rochester North

Olson Road to CR 50 East/Sweetgum Road

# Rochester South

SR 25 to CR 350 South

# Macy

CR 400 South to CR 825 South

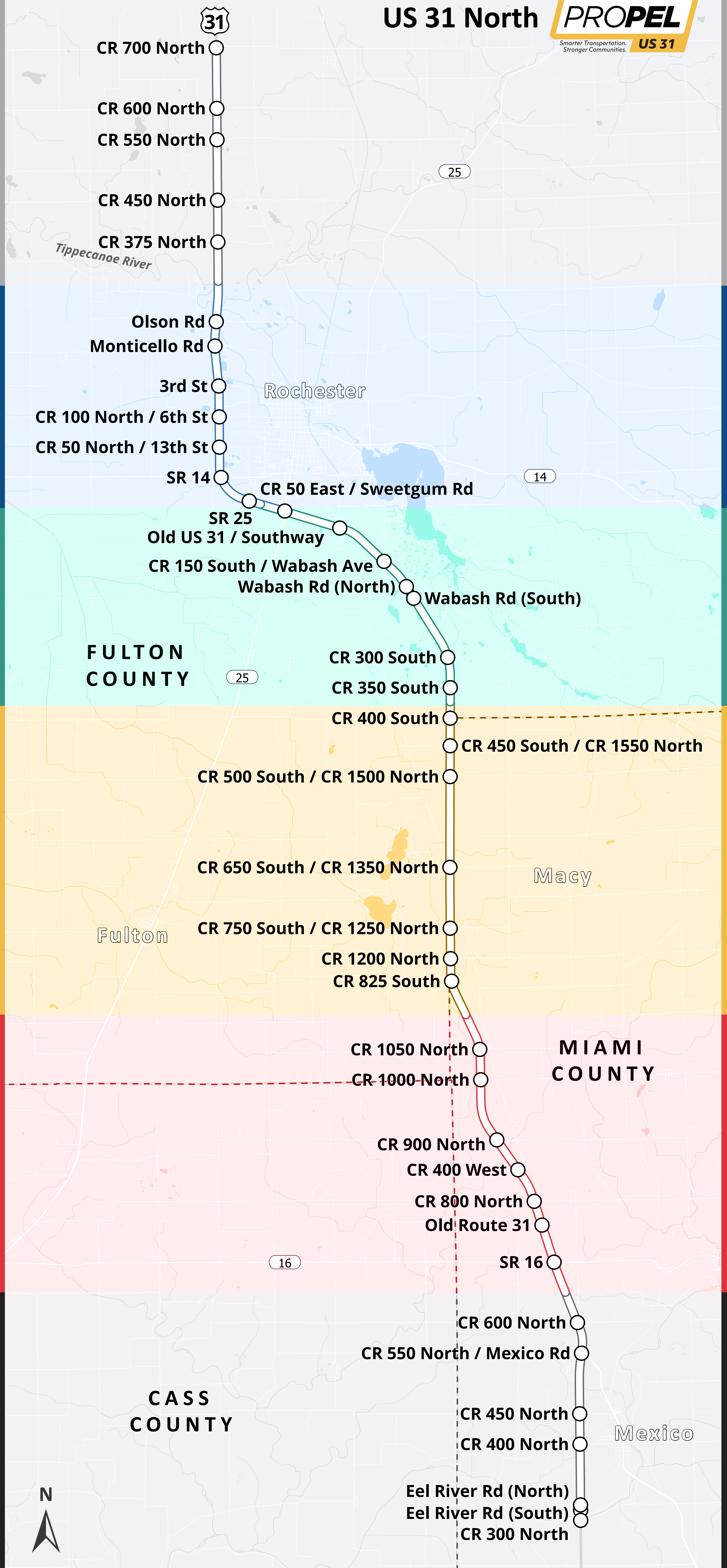
# Denver

CR 1050 North to SR 16

# Mexico

CR 600 North to Eel River Road (South)

US 31 North

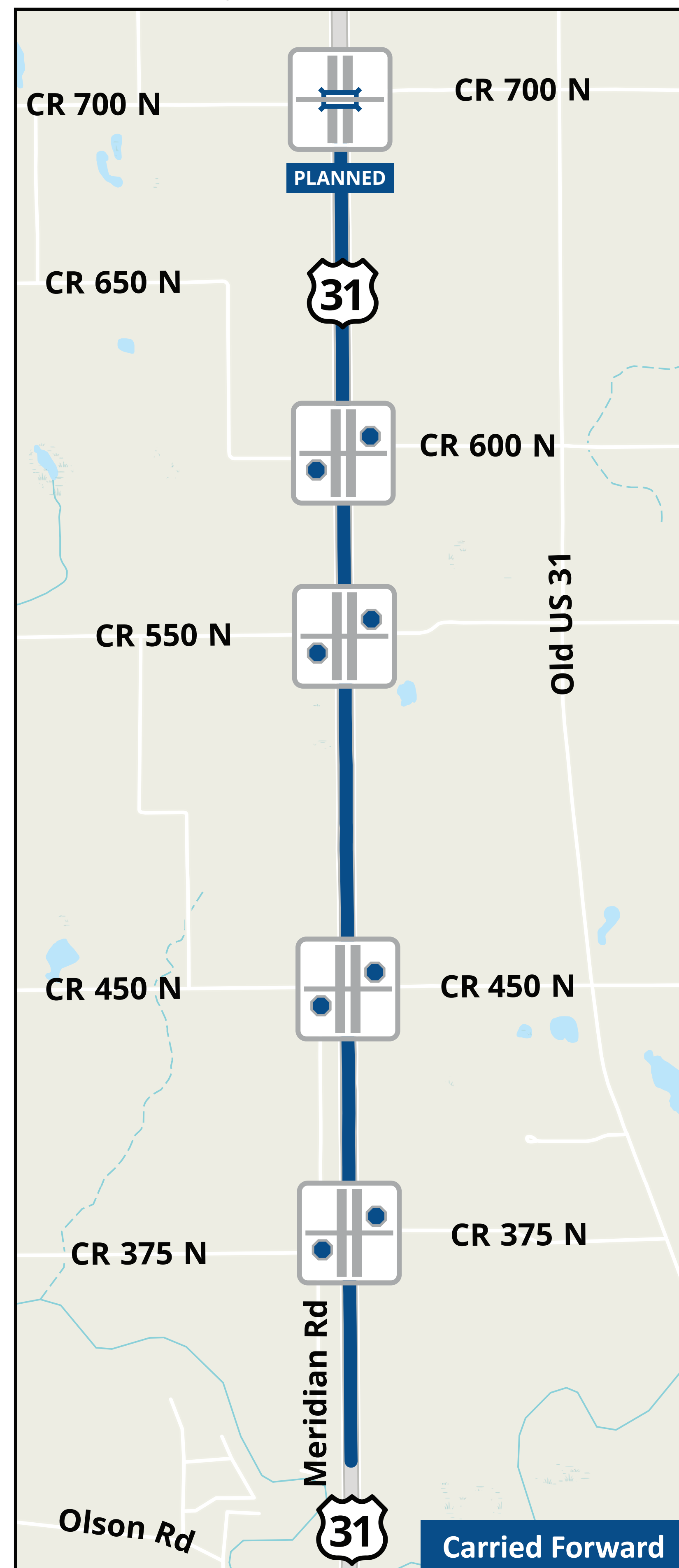


# FULTON NORTH PLANNING SEGMENT



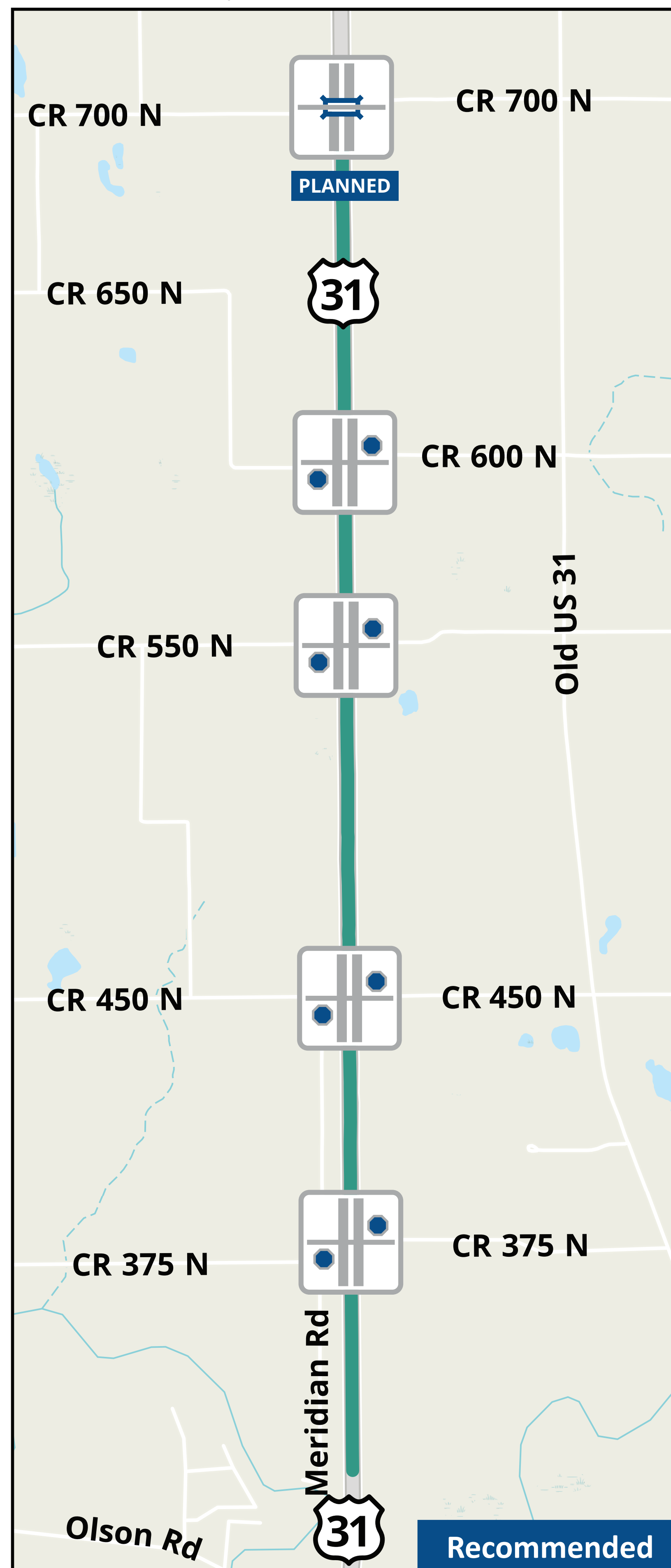
### No-Build:

Arterial | Free-Flow



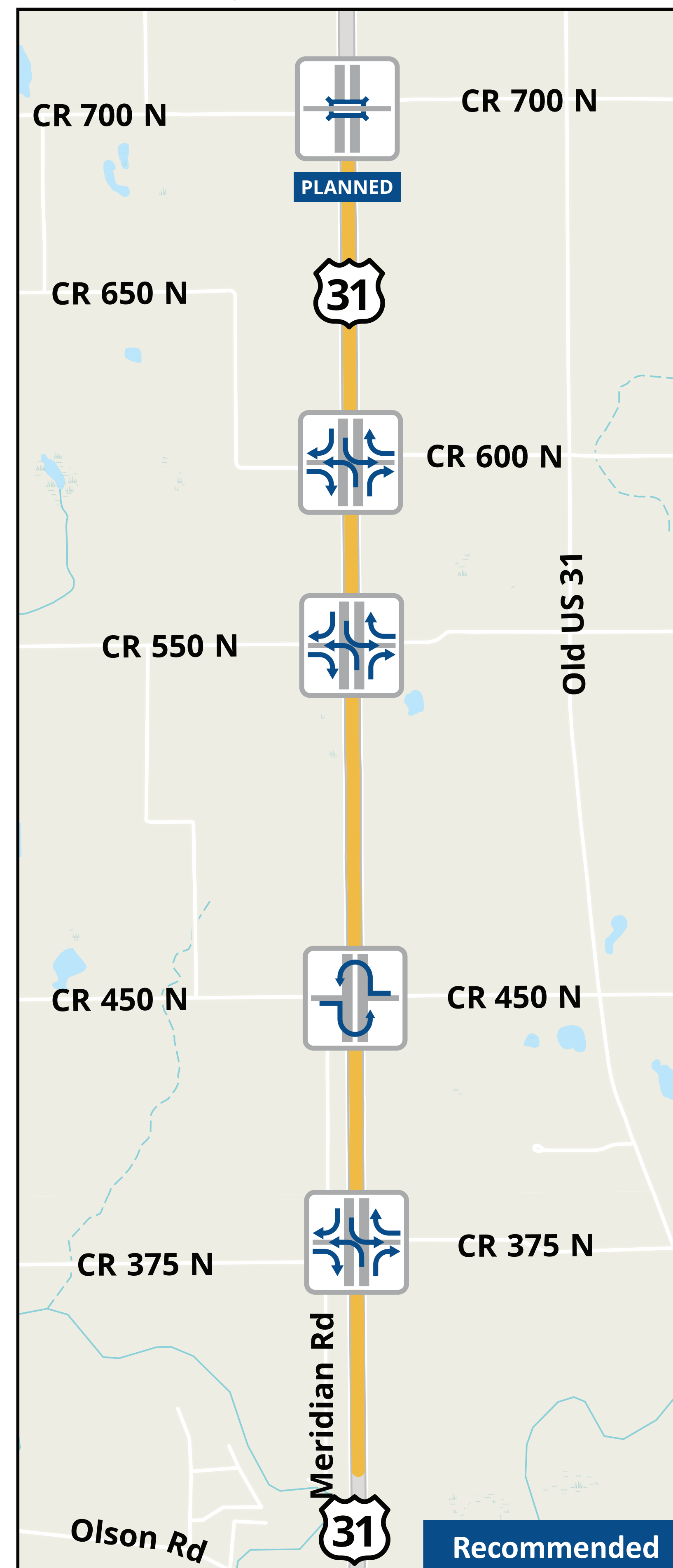
### Package 1:

Arterial | Free-Flow



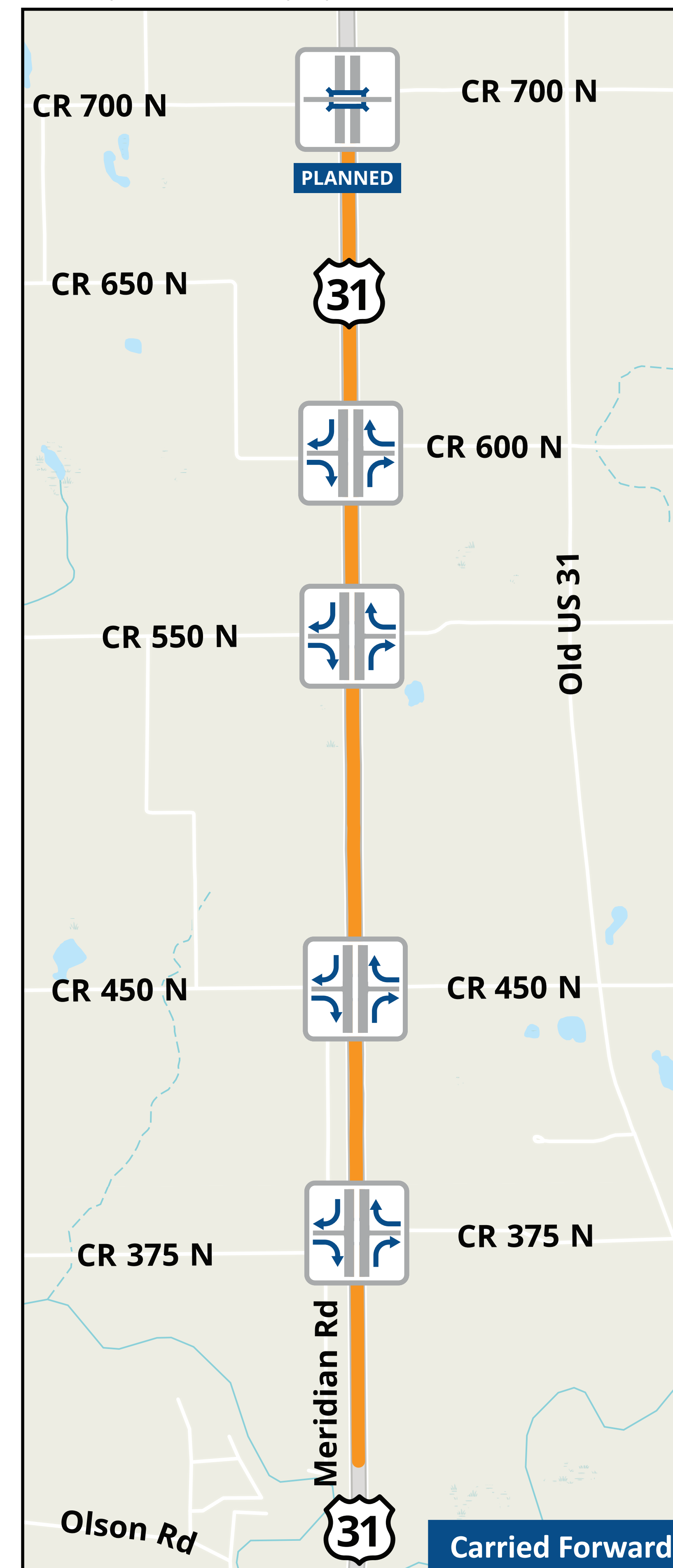
### Package 2:

Arterial | Free-Flow



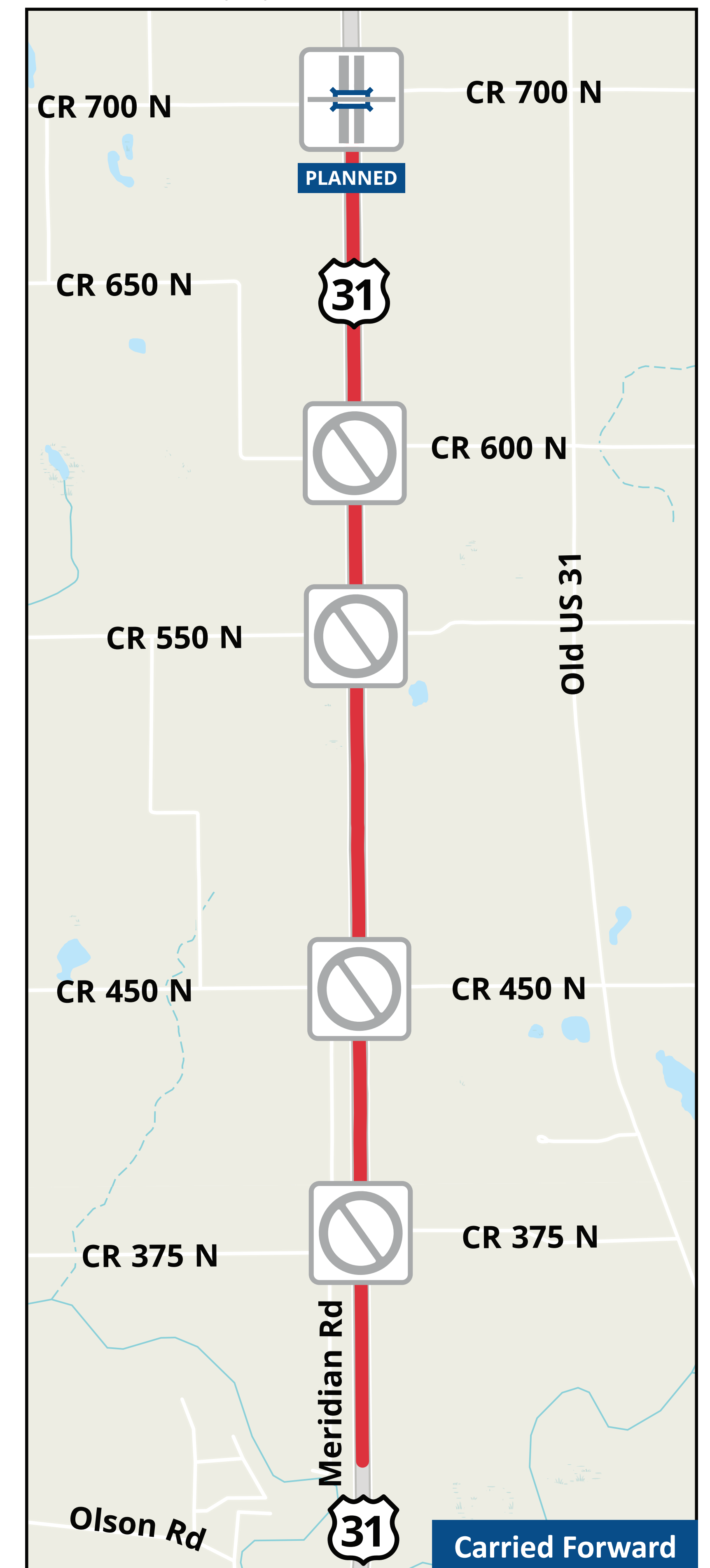
### Package 3:

Expressway | Free-Flow



### Package 4:

Freeway | Free-Flow



Preliminary and subject to change. Future study to determine actual configuration.

#### INTERSECTION TYPES:

- |  |   |  |  |  |                    |  |                            |
|--|---|--|--|--|--------------------|--|----------------------------|
|  | <b>Two-Way Stop Controlled Intersection</b>   |  | <b>Reduced Conflict Intersection (Unsignalized)</b>            |  | <b>Overpass</b>    |  | <b>Intersection Closed</b> |
|  | <b>Right-In/Right-Out Intersection (RIRO)</b> |  | <b>Directional Intersection (RIRO + Left Turns from US 31)</b> |  | <b>Interchange</b> |  |                            |

All Packages, as applicable, would add or lengthen right and/or left turn lanes from US 31 to improve safety.

#### ACCESS CONTROL METHODS:

- MINIMAL ACCESS CONTROL** | Driveways have full access, median openings are provided
- PARTIAL ACCESS** | All residential driveways are RIRO, commercial driveways may have full access, select median openings provided
- PARTIAL ACCESS** | All driveways are RIRO, select median openings provided
- PARTIAL ACCESS** | All driveways are RIRO, no median openings
- LIMITED ACCESS** | Full control of access (no driveway access, no at-grade intersections, no median openings)

There are no private driveways to US 31 in this Planning Segment.

#### KEY MAP:

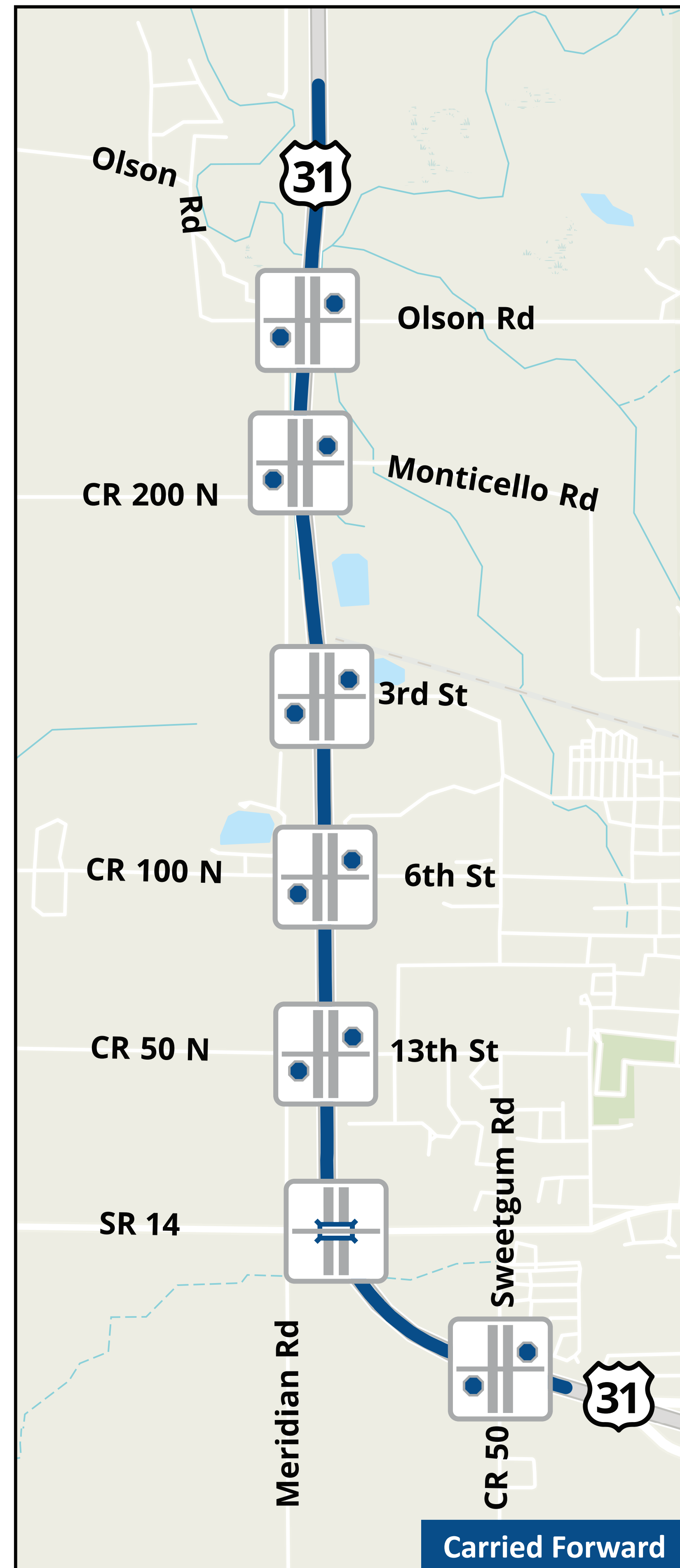


# ROCHESTER NORTH PLANNING SEGMENT

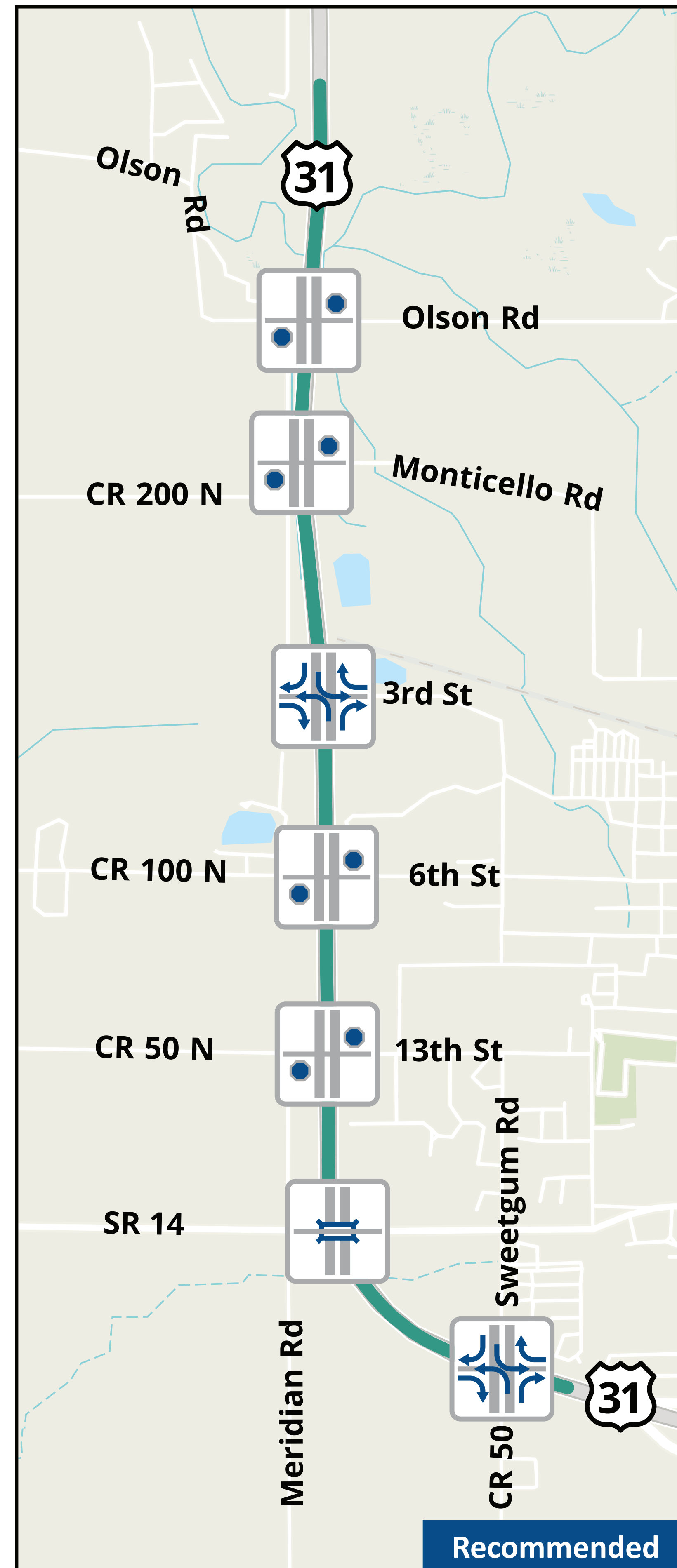


### Level 3 Screening

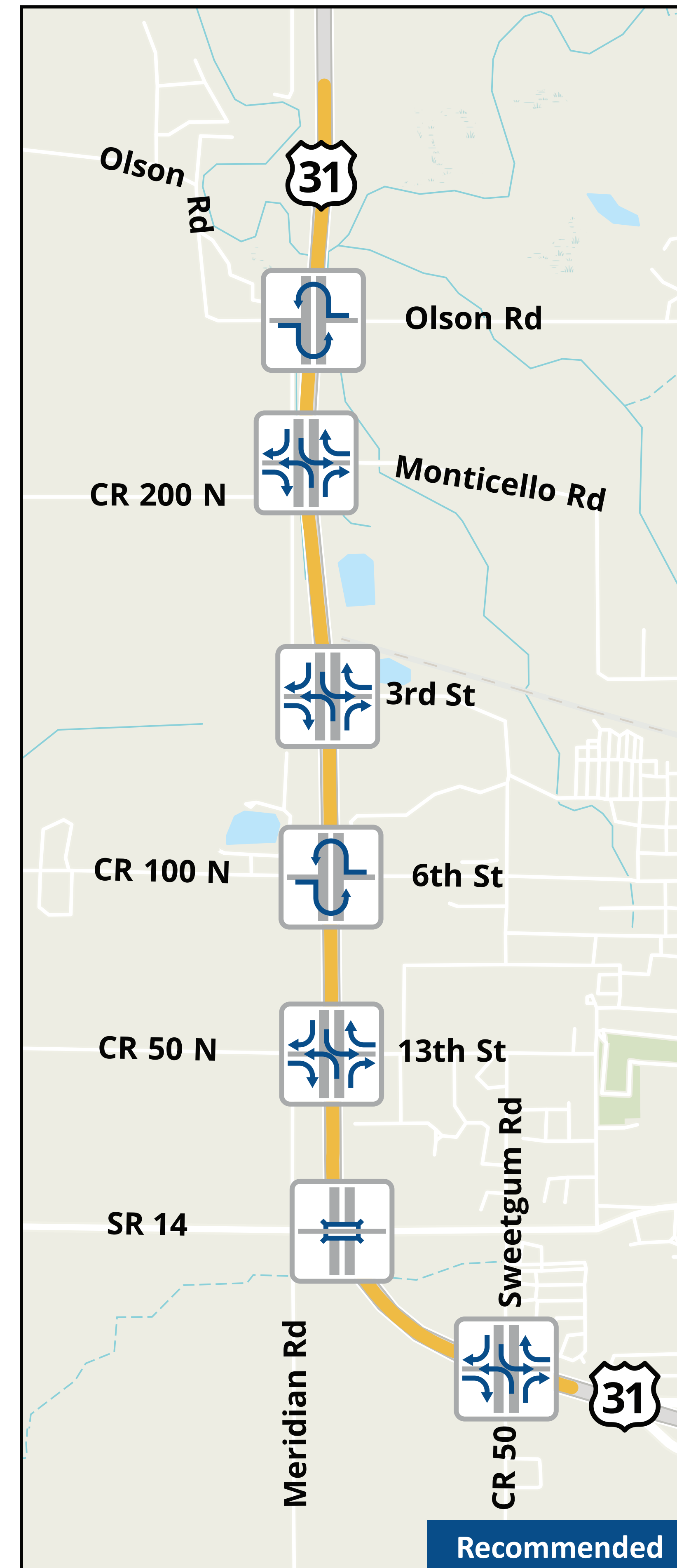
#### No-Build: Arterial | Free-Flow



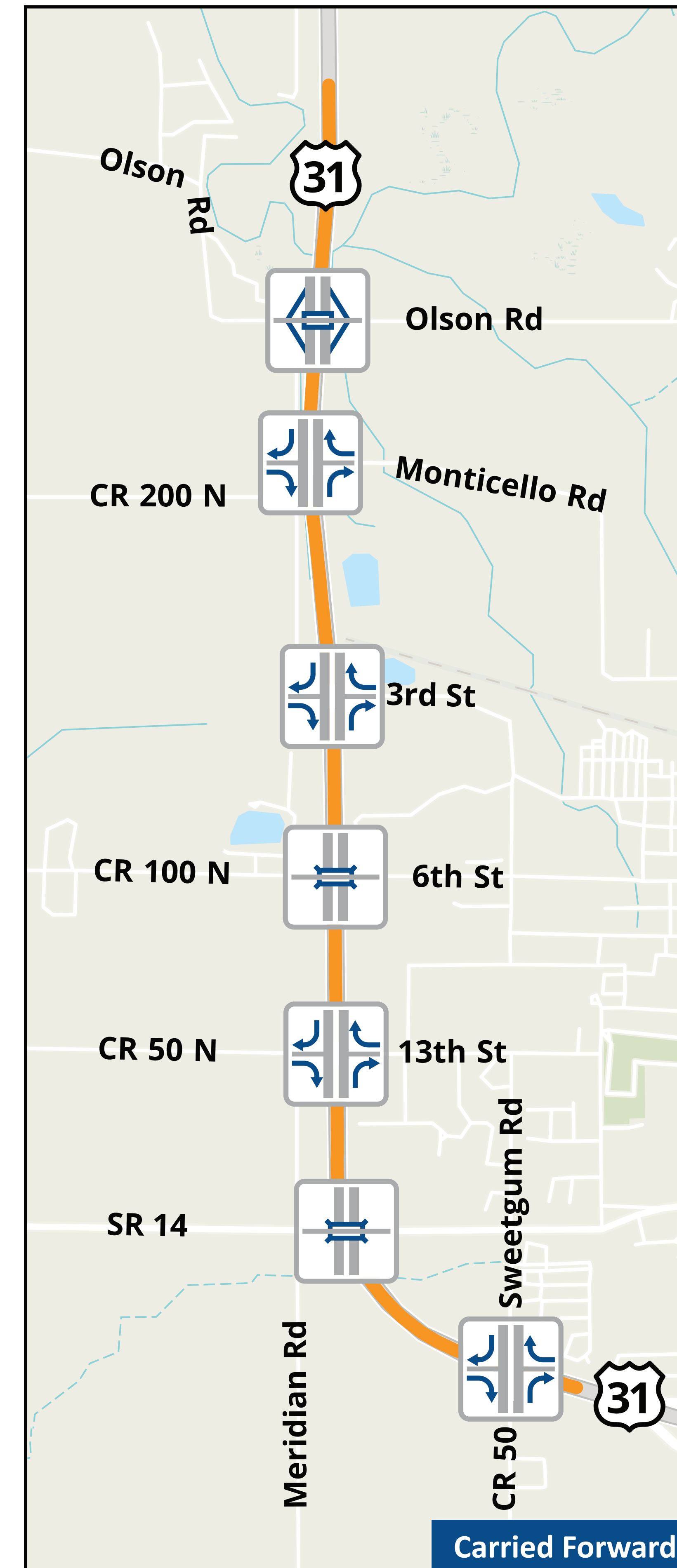
#### Package 1: Arterial | Free-Flow



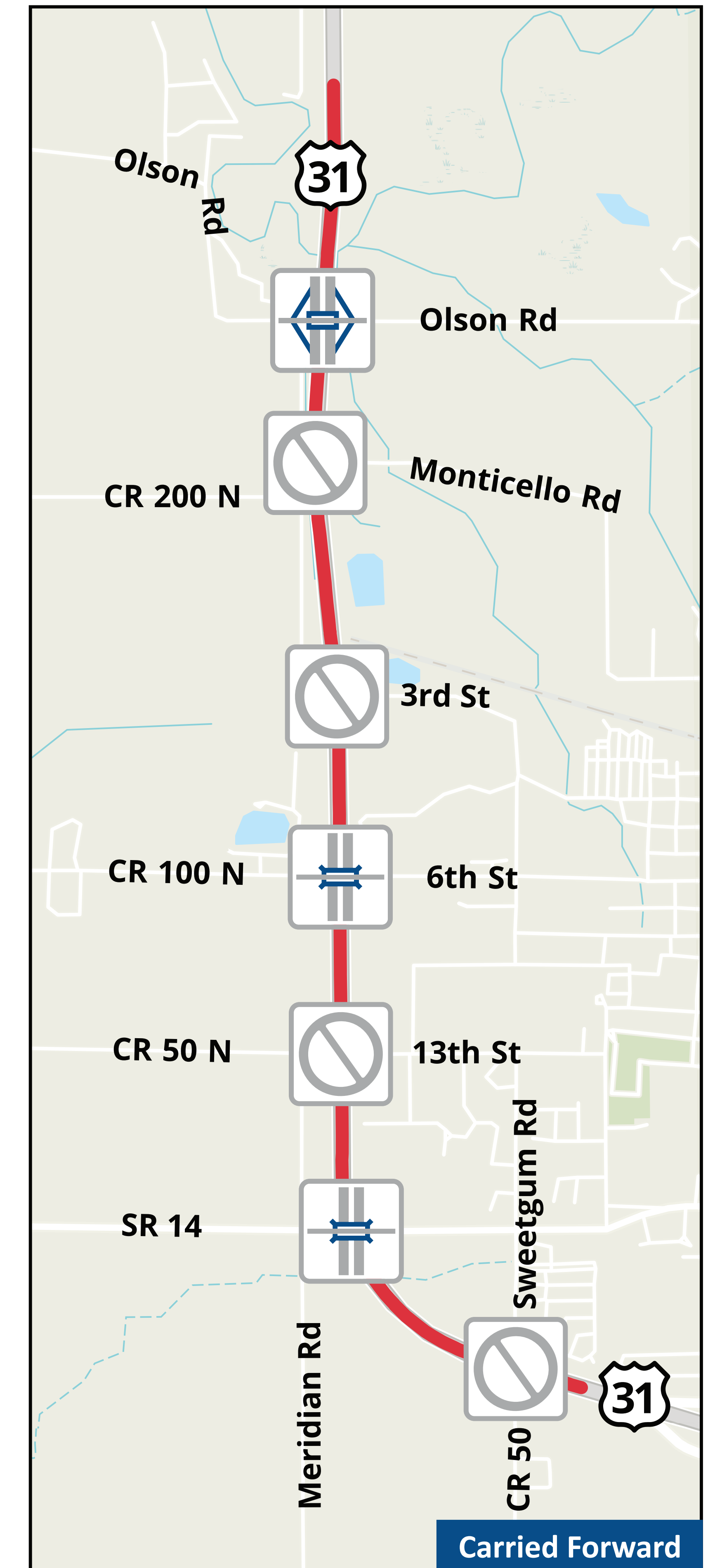
#### Package 2: Arterial | Free-Flow



#### Package 3: Expressway | Free-Flow



#### Package 4: Freeway | Free-Flow



Preliminary and subject to change. Future study to determine actual configuration.

#### INTERSECTION TYPES:

	Two-Way Stop Controlled Intersection		Reduced Conflict Intersection (Unsignalized)		Overpass		Intersection Closed
	Right-In/Right-Out Intersection (RIRO)		Directional Intersection (RIRO + Left Turns from US 31)		Interchange		

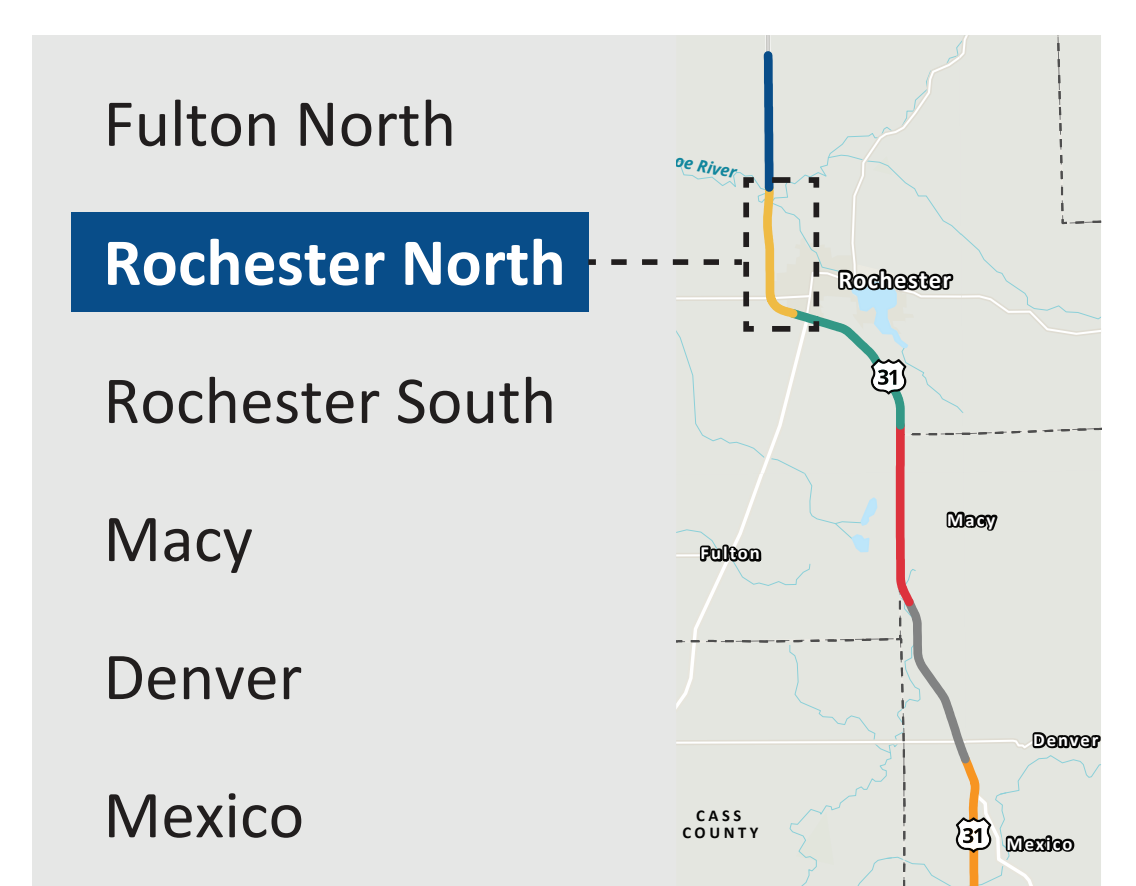
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#### ACCESS CONTROL METHODS:

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#### KEY MAP:

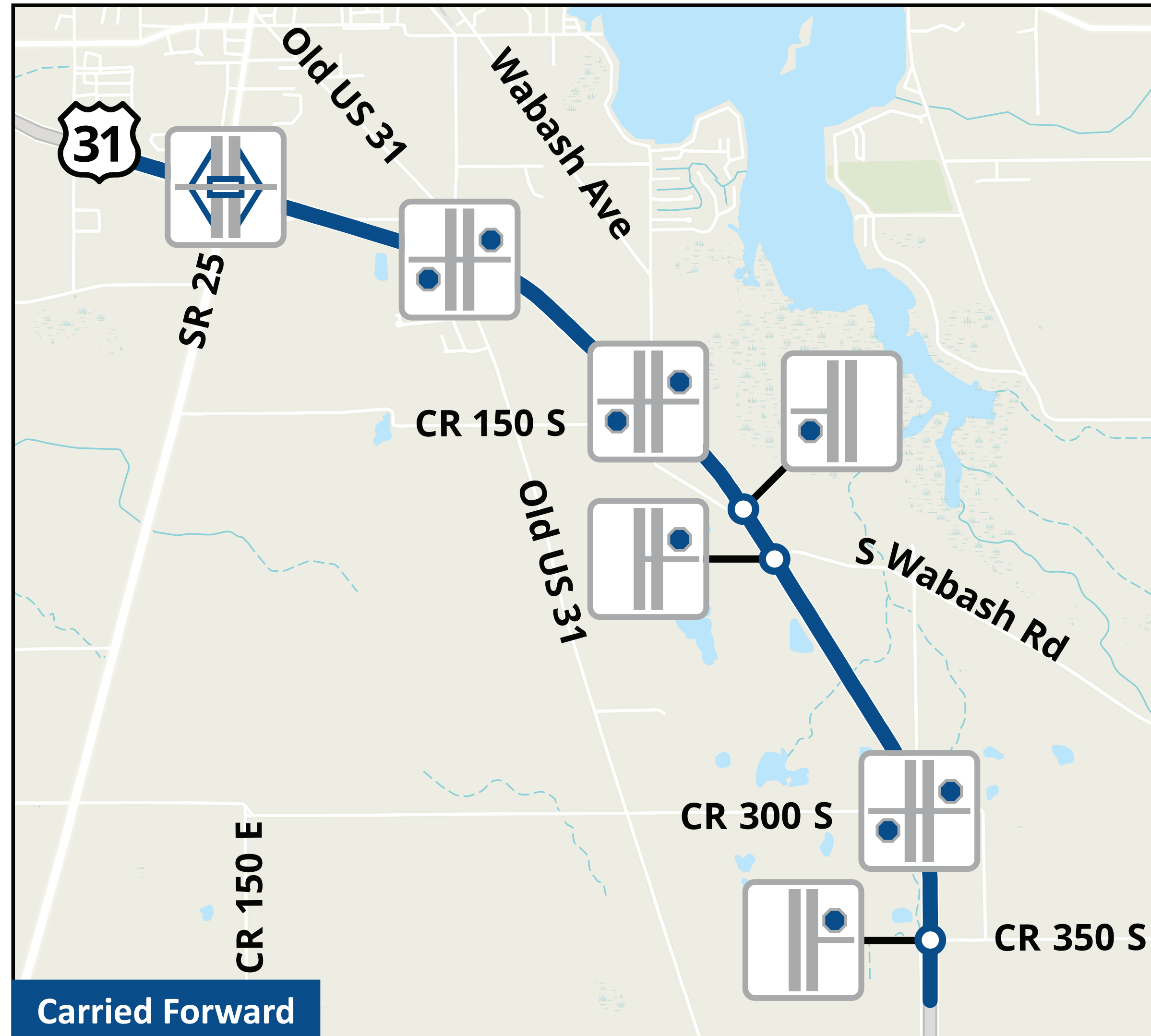


# ROCHESTER SOUTH PLANNING SEGMENT



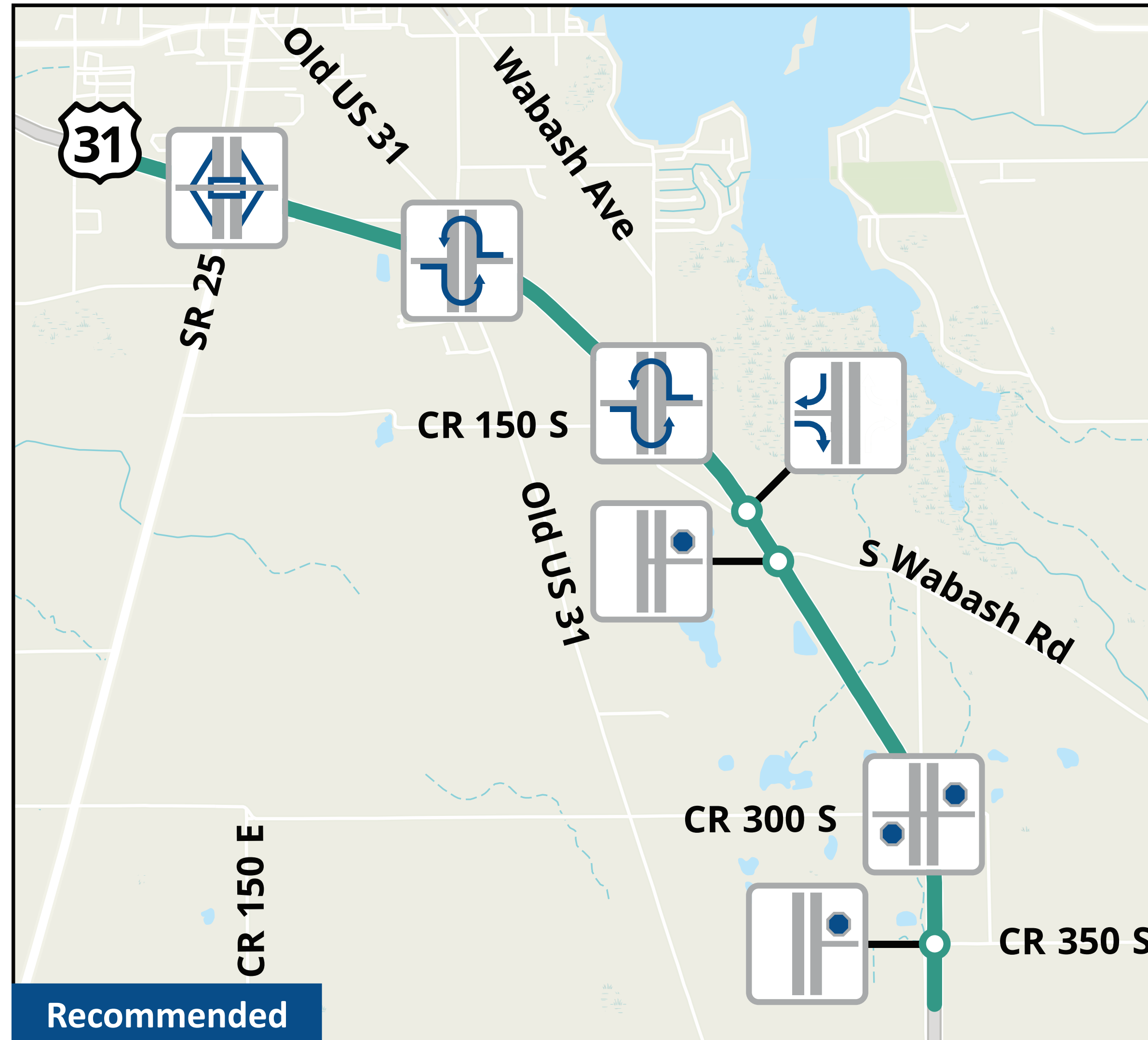
#### No-Build:

Arterial | Free-Flow



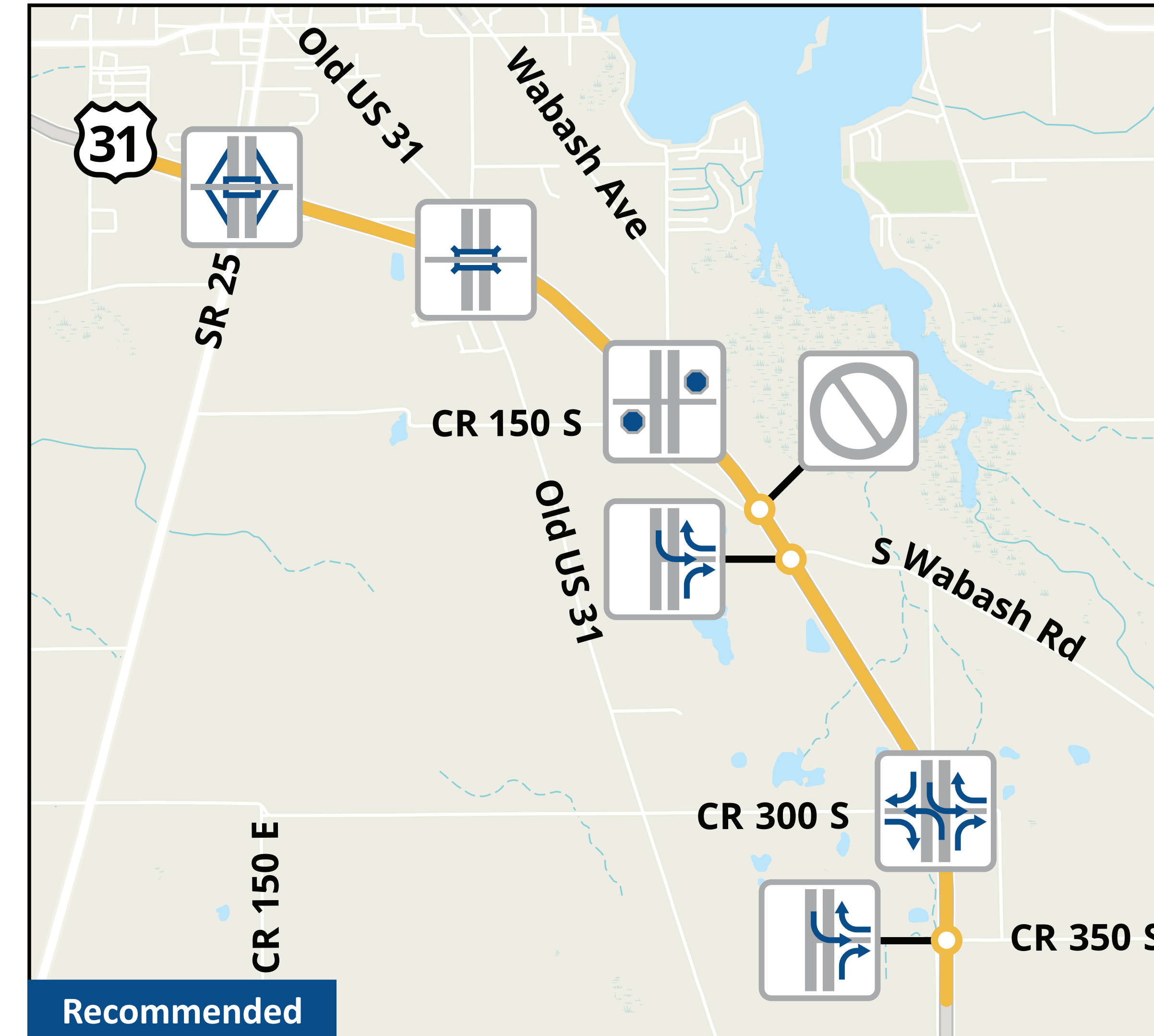
#### Package 1:

Arterial | Free-Flow

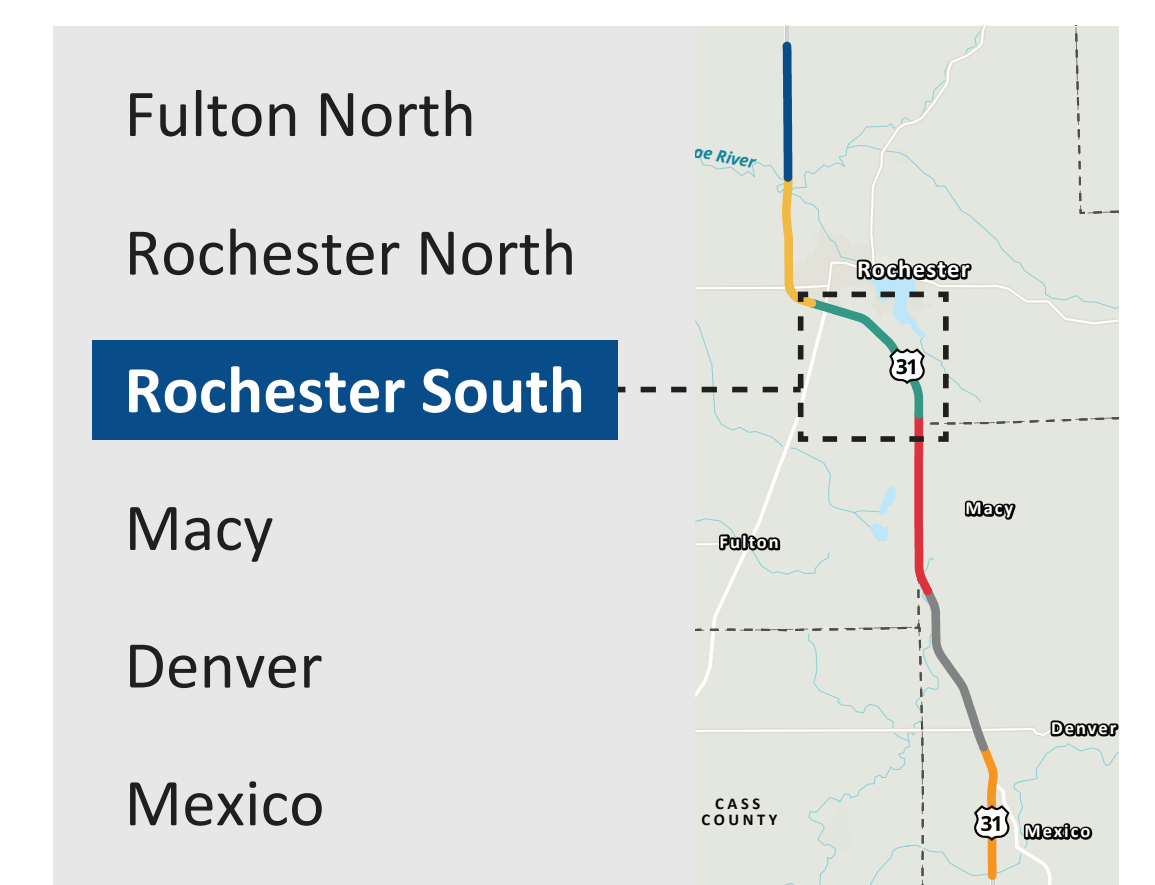


#### Package 2:

Arterial | Free-Flow

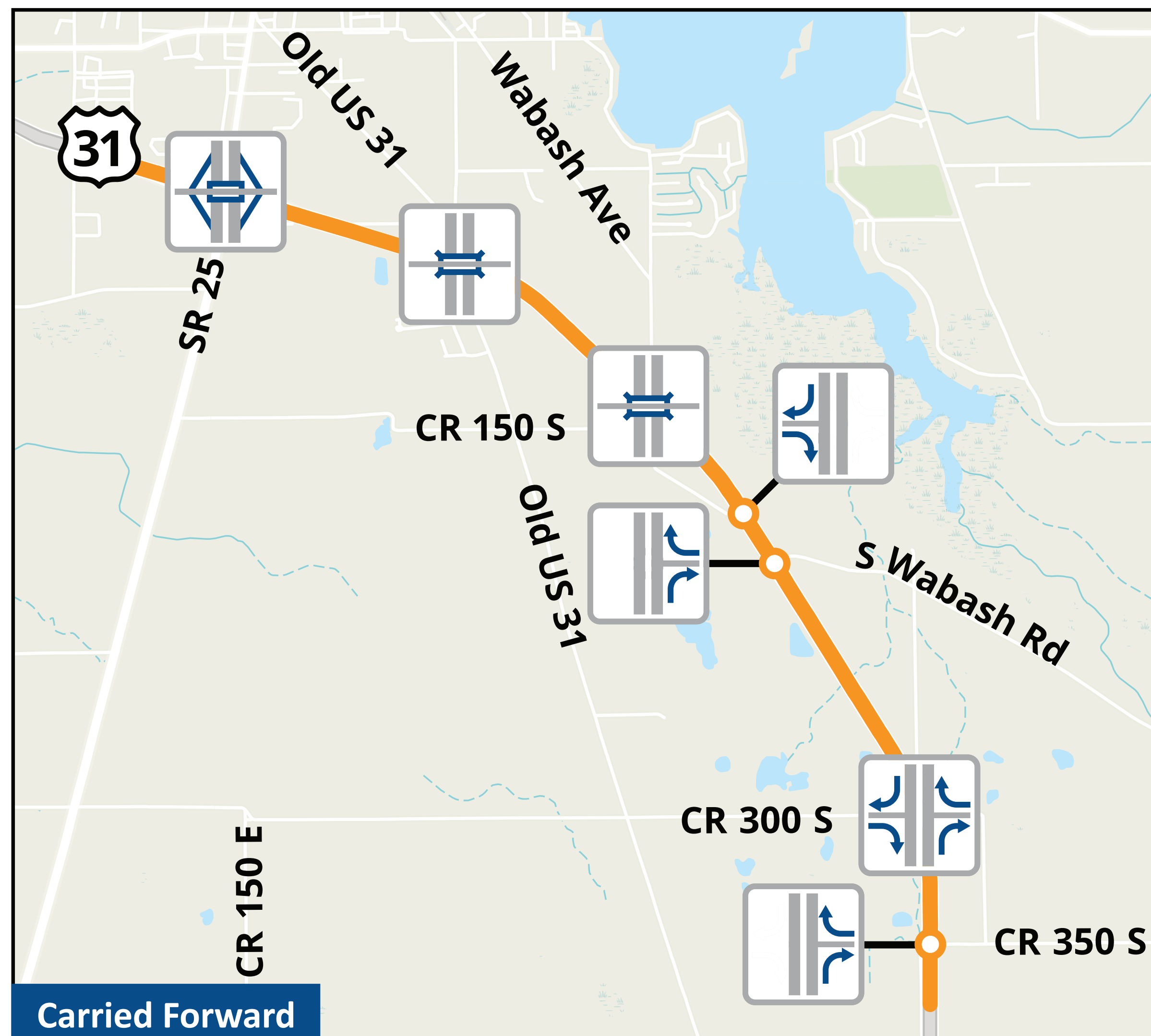


#### KEY MAP:



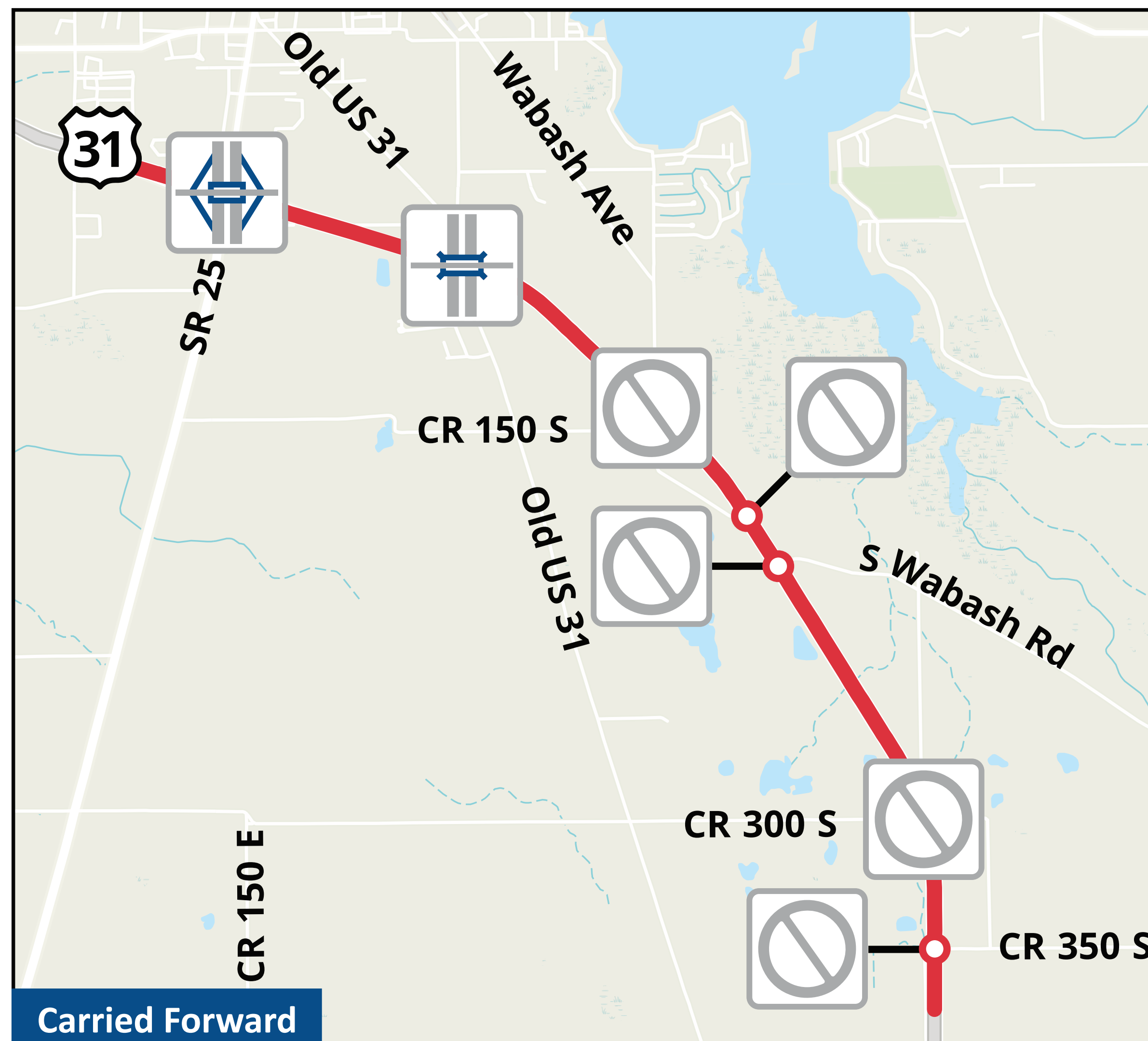
#### Package 3:

Expressway | Free-Flow

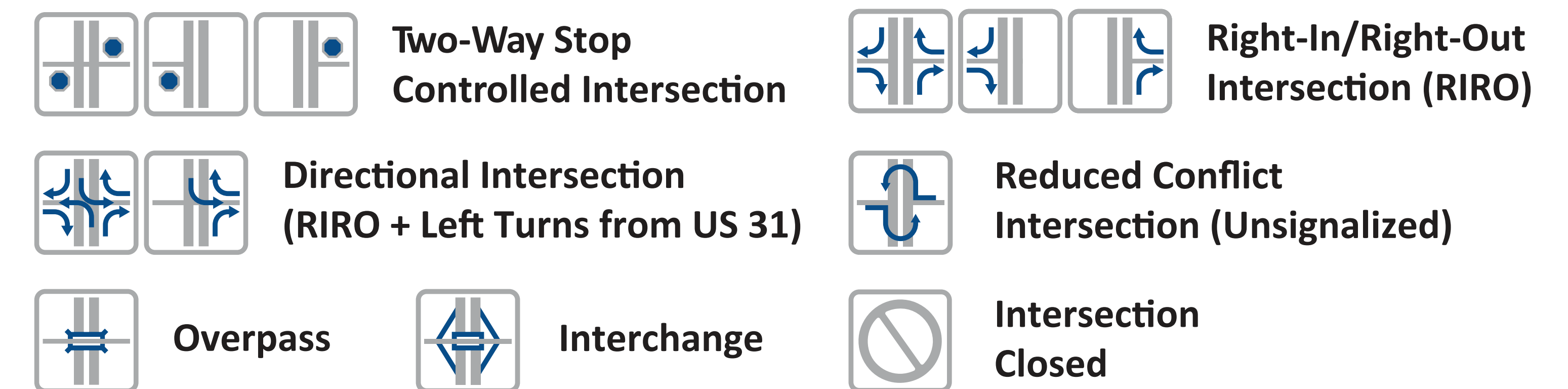


#### Package 4:

Freeway | Free-Flow



#### INTERSECTION TYPES:



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#### ACCESS CONTROL METHODS:

- █ **MINIMAL ACCESS CONTROL** | Driveways have full access, median openings are provided
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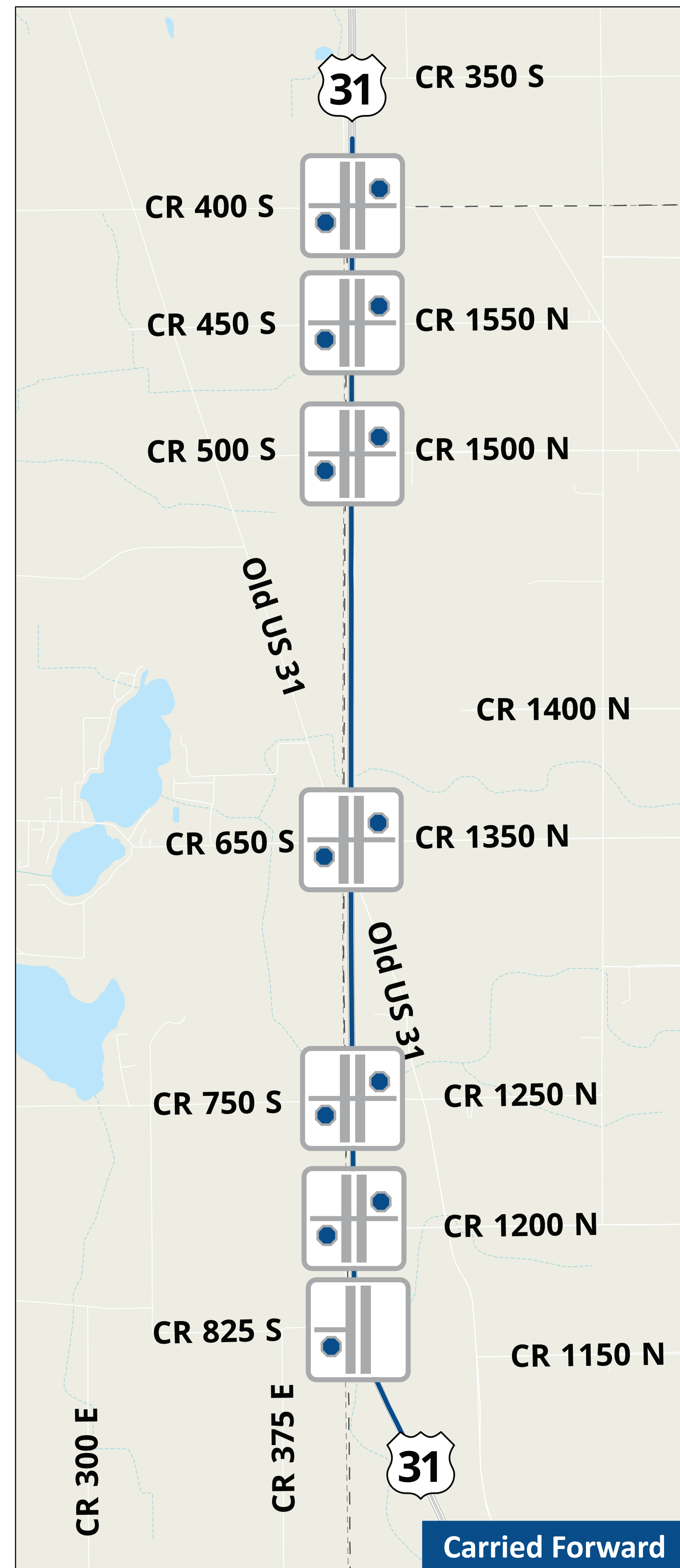
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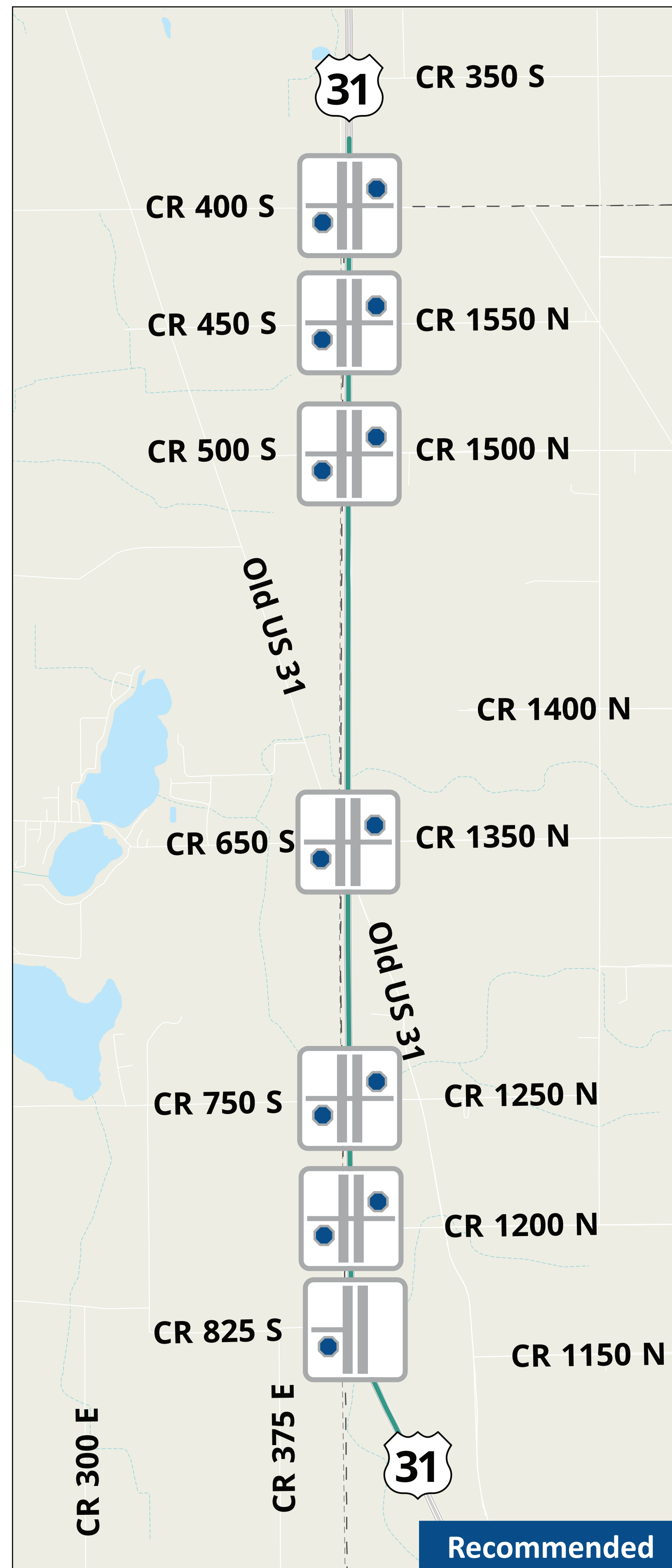
# MACY PLANNING SEGMENT



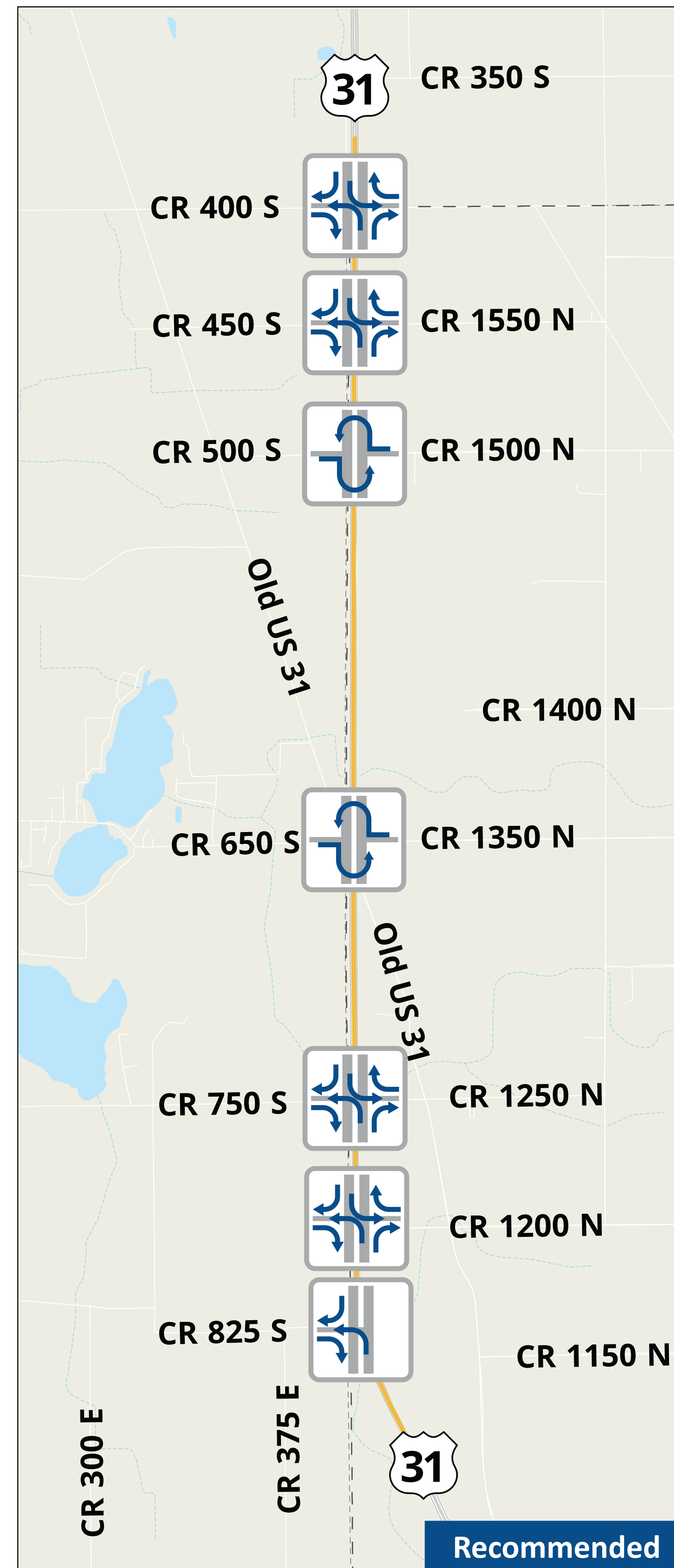
### No-Build: Arterial | Free-Flow



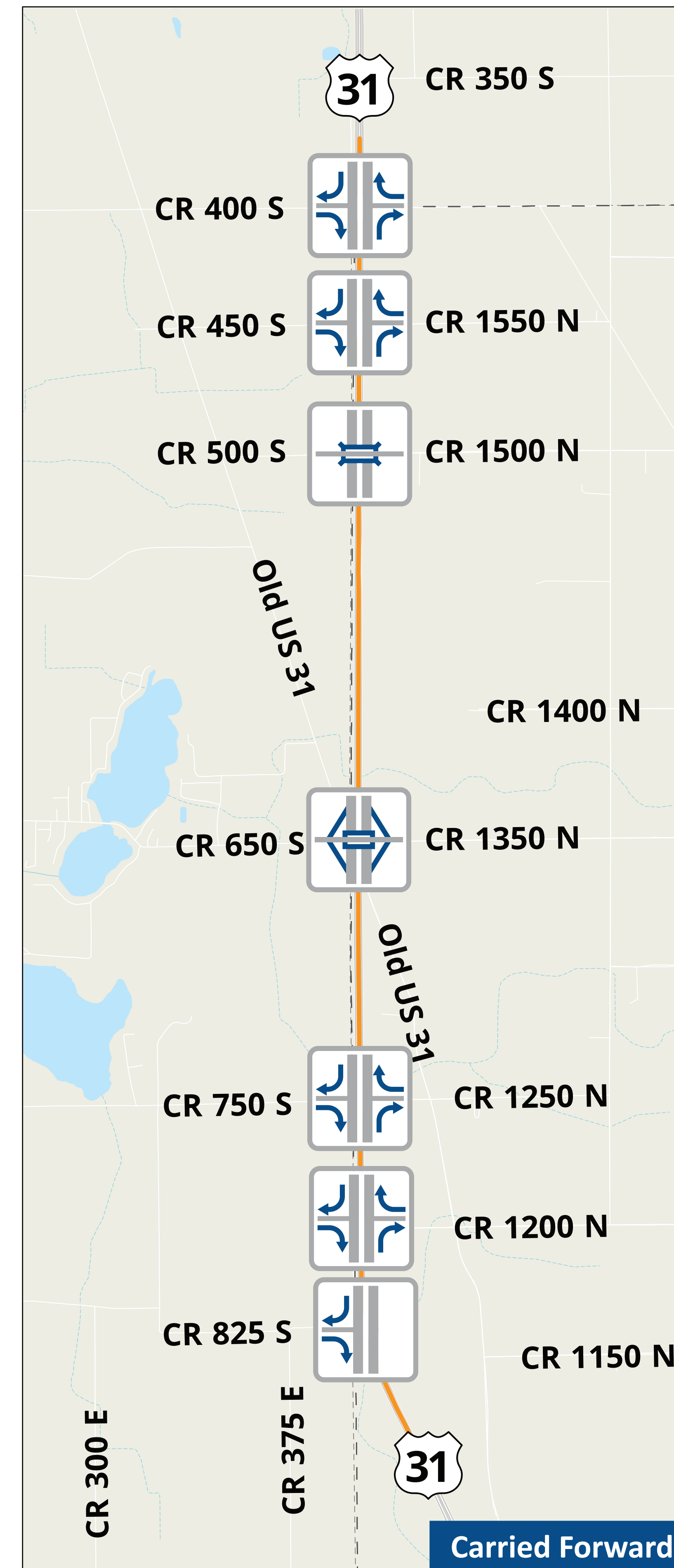
### Package 1: Arterial | Free-Flow



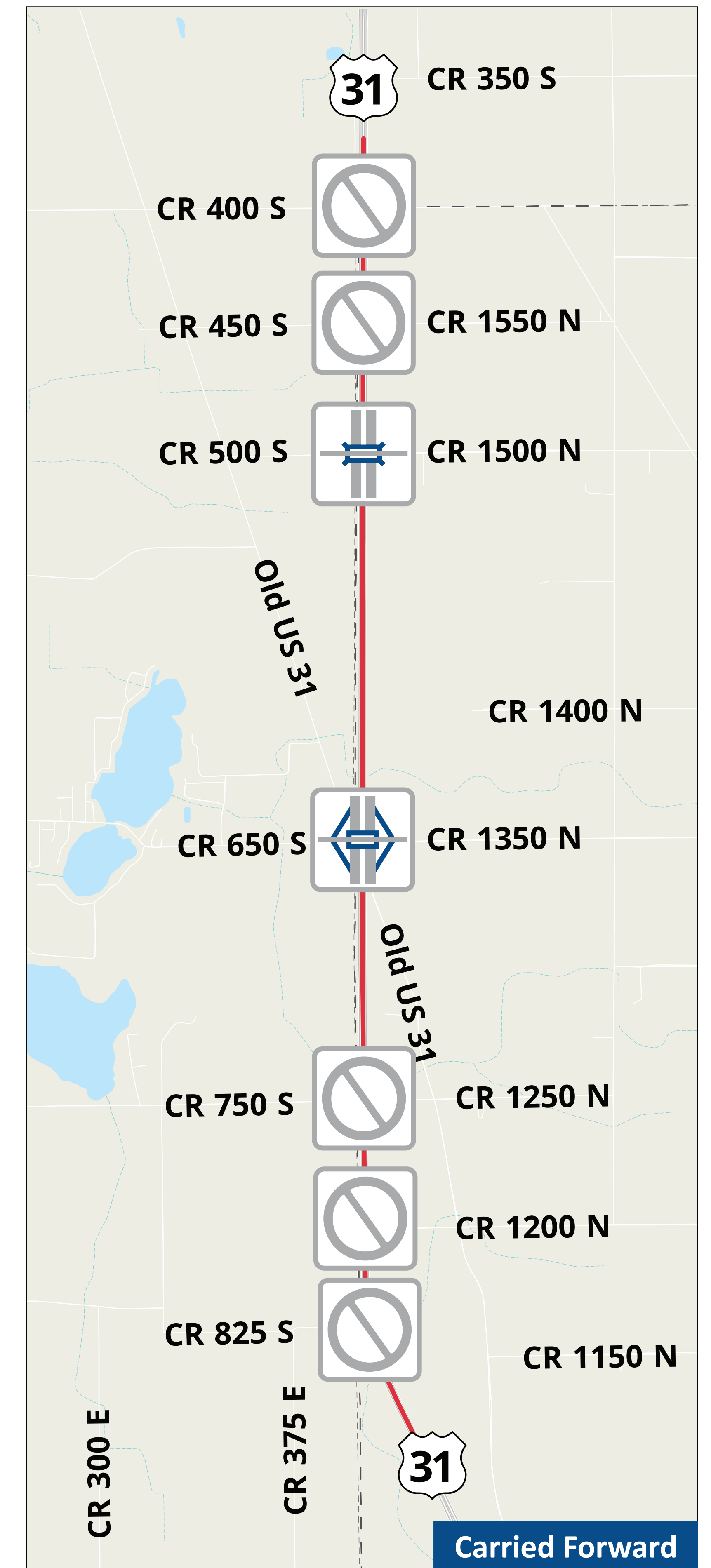
### Package 2: Arterial | Free-Flow



### Package 3: Expressway | Free-Flow

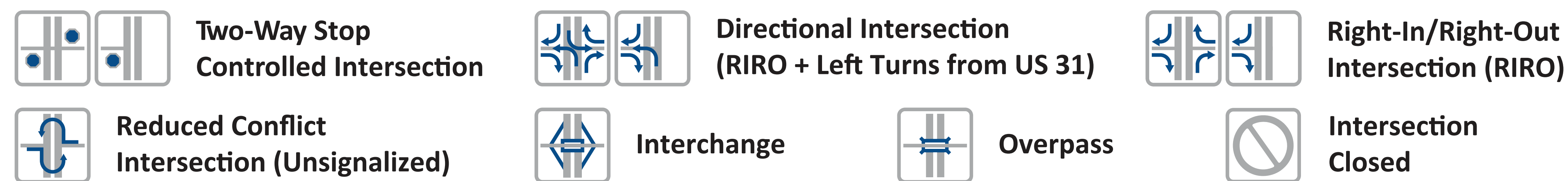


### Package 4: Freeway | Free-Flow



Preliminary and subject to change. Future study to determine actual configuration.

#### INTERSECTION TYPES:



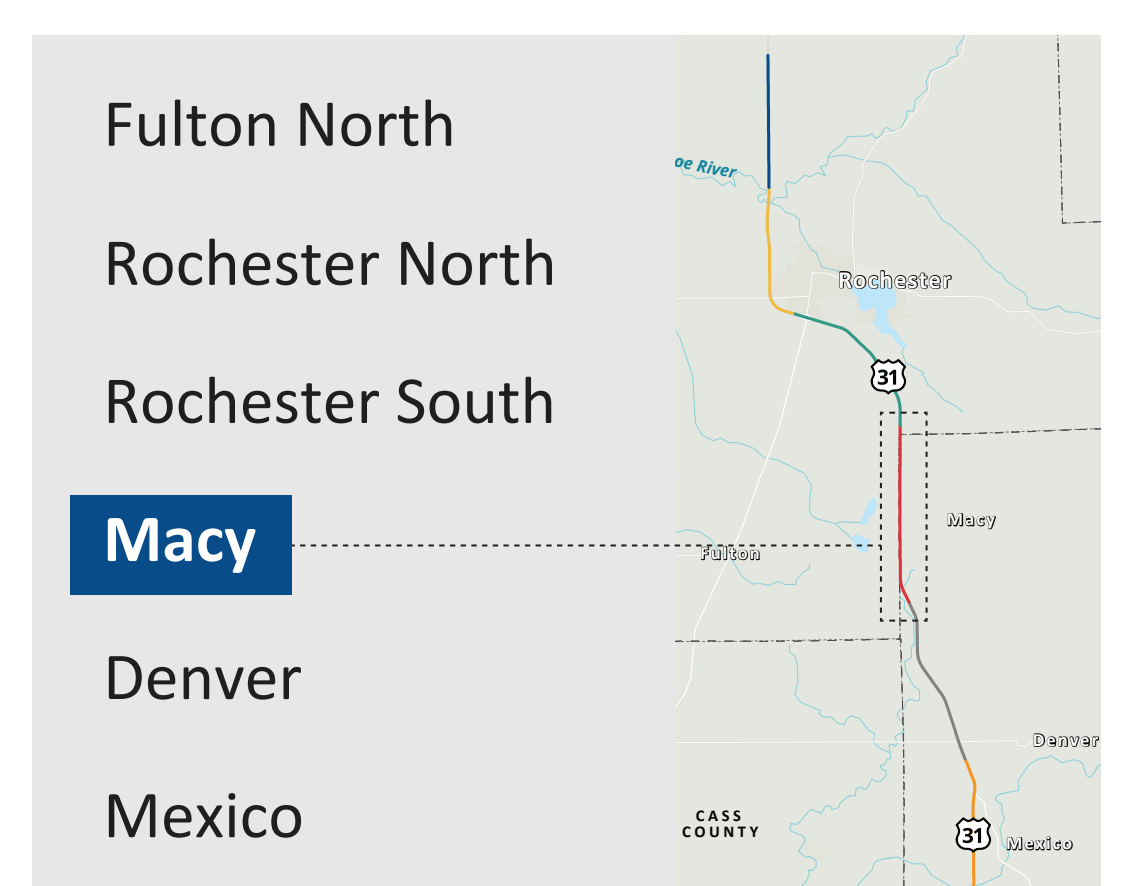
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#### KEY MAP:

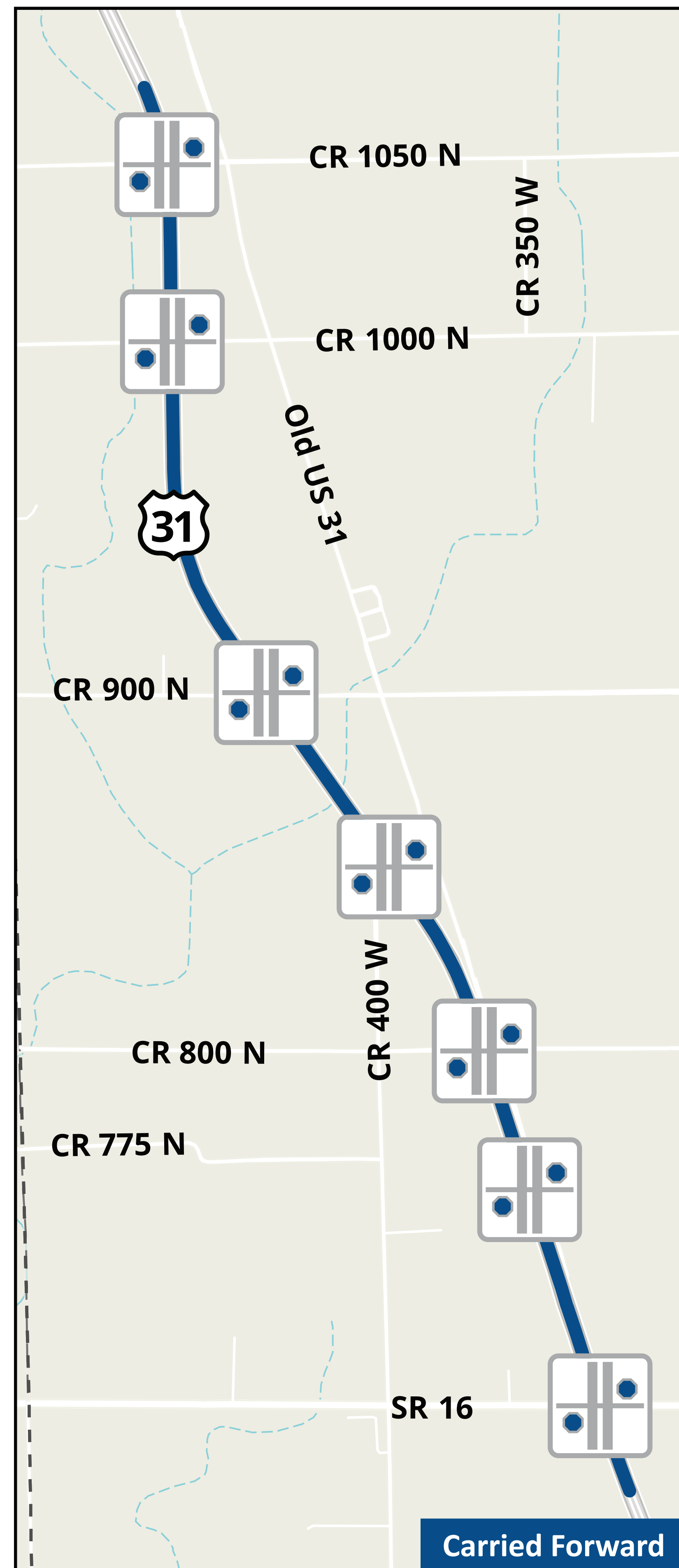


# DENVER PLANNING SEGMENT



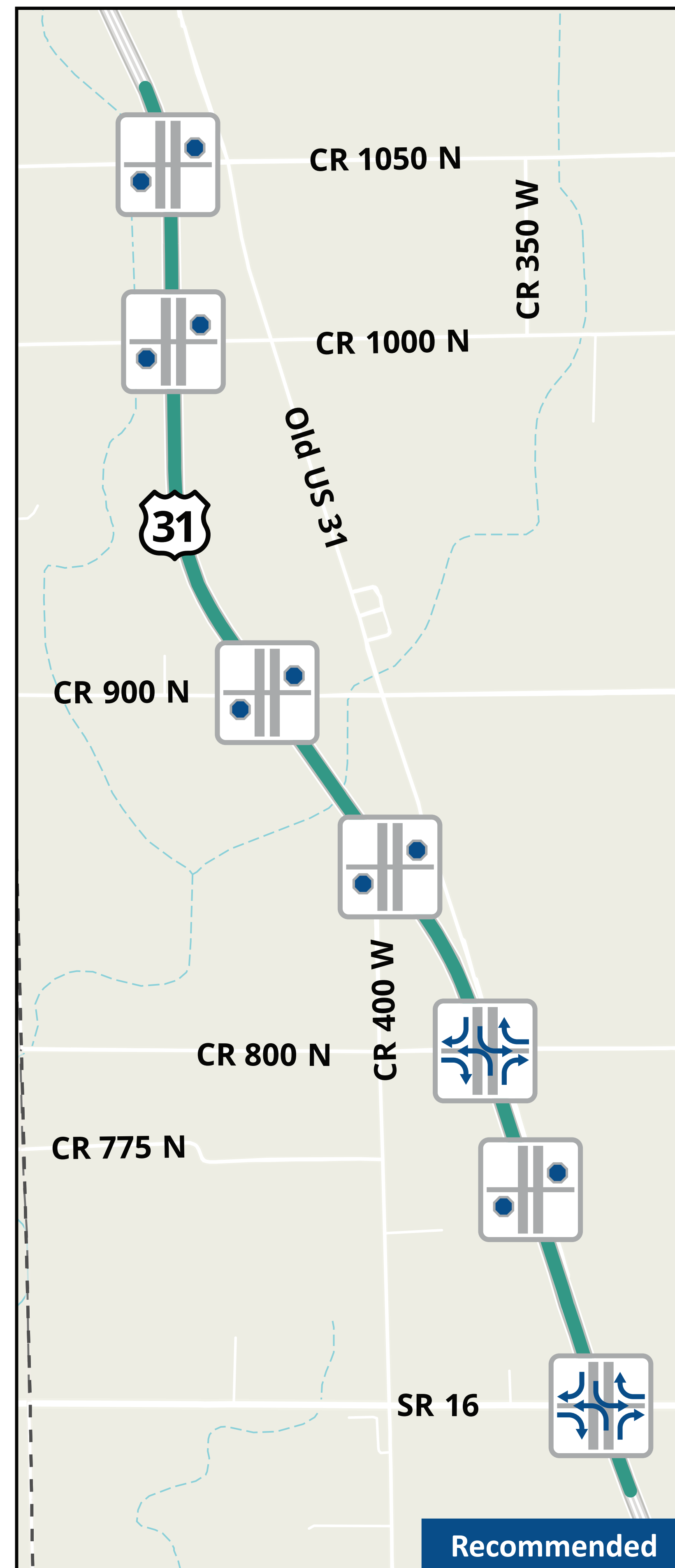
### No-Build:

Arterial | Free-Flow



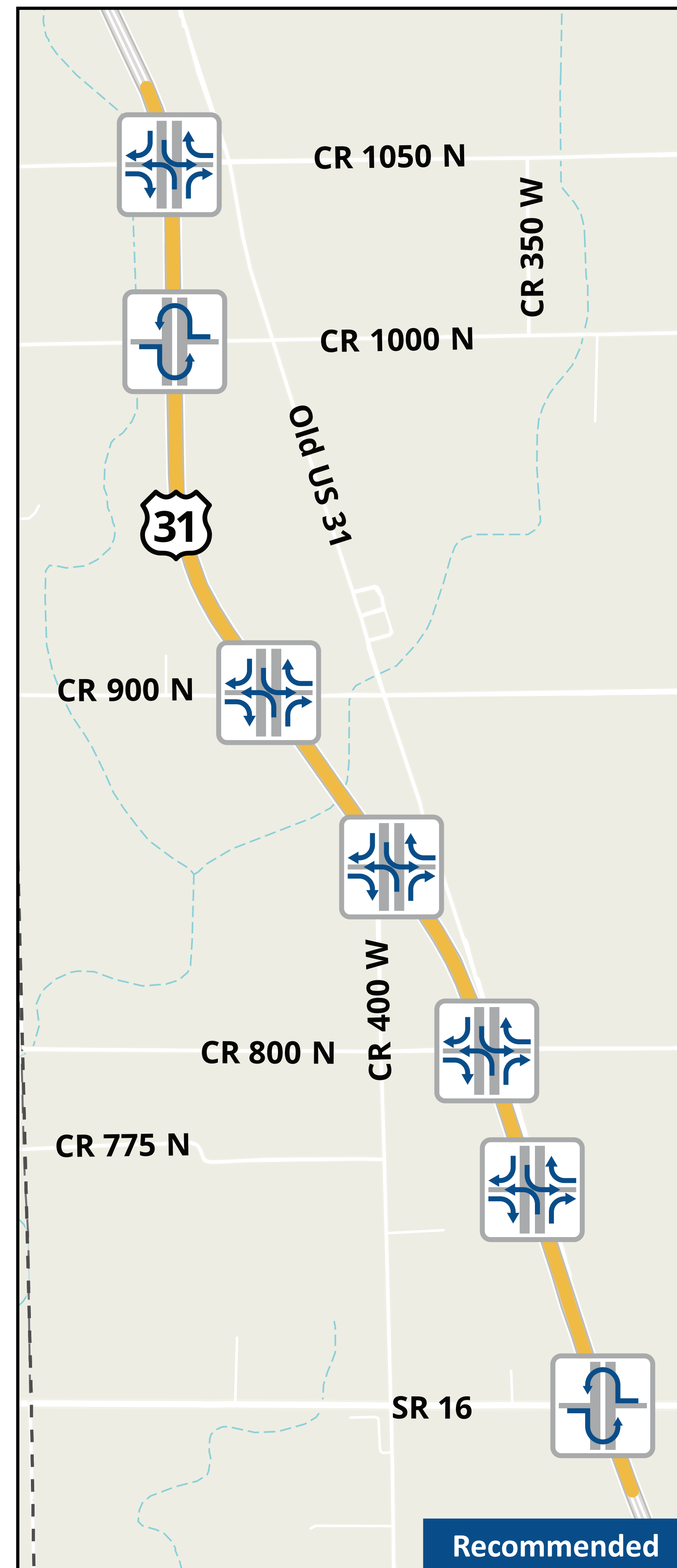
### Package 1:

Arterial | Free-Flow



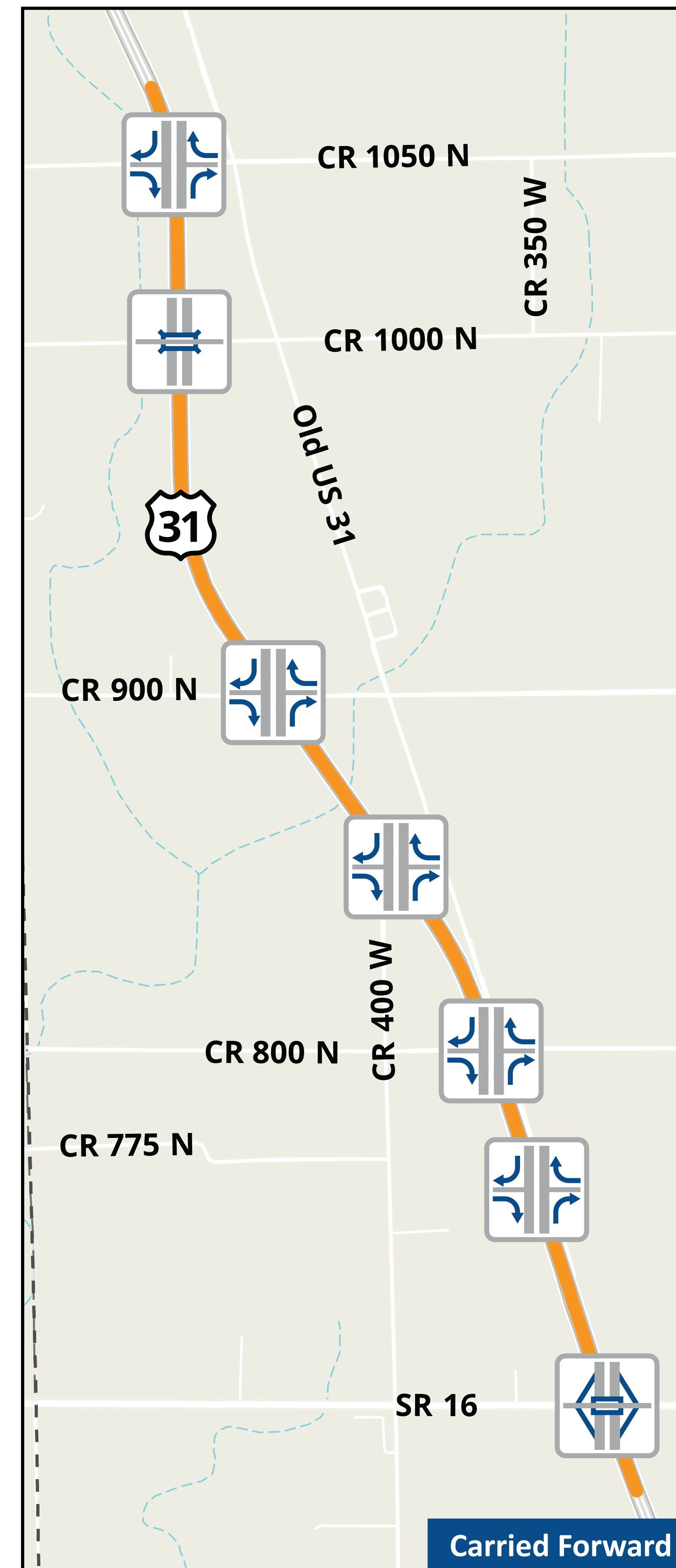
### Package 2:

Arterial | Free-Flow



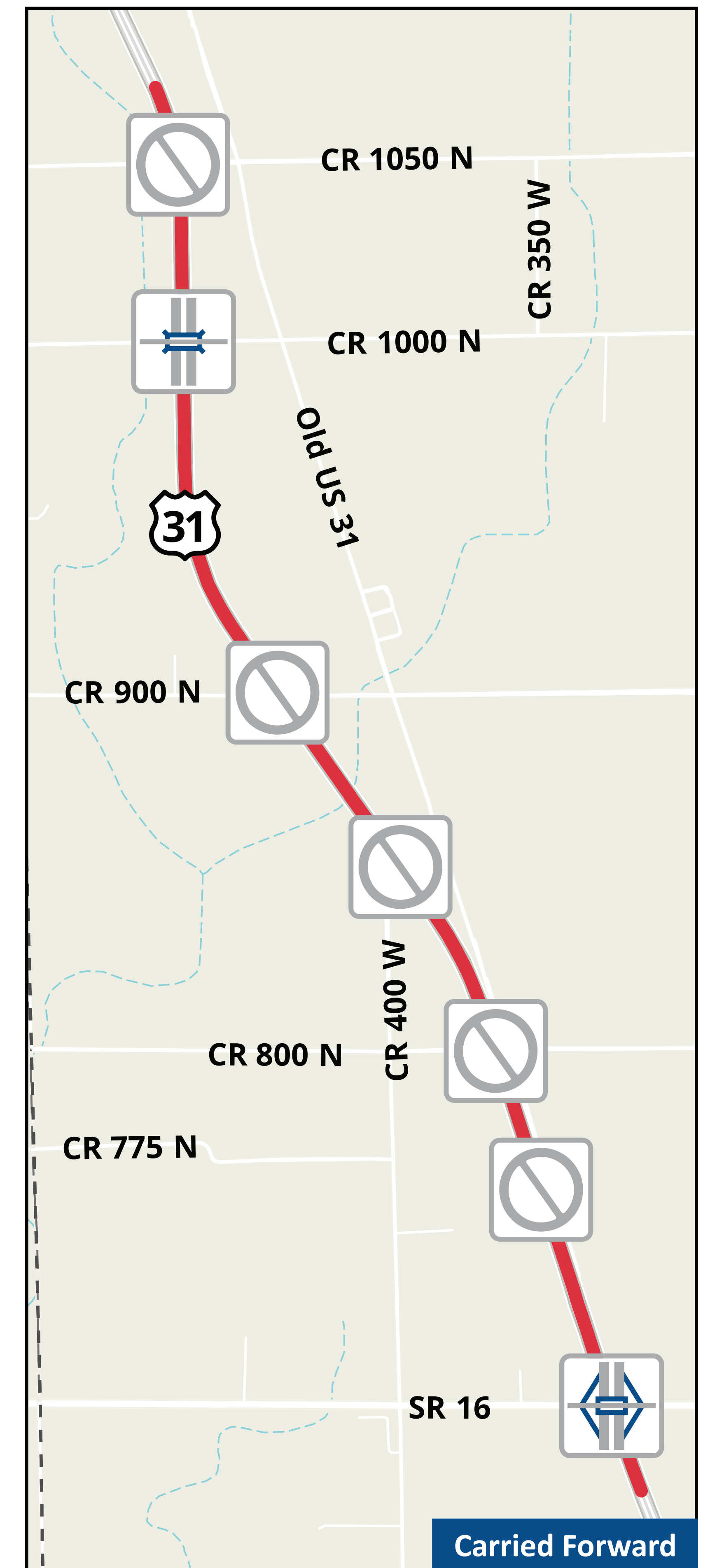
### Package 3:

Expressway Lite | Free-Flow



### Package 4:

Freeway | Free-Flow



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#### INTERSECTION TYPES:

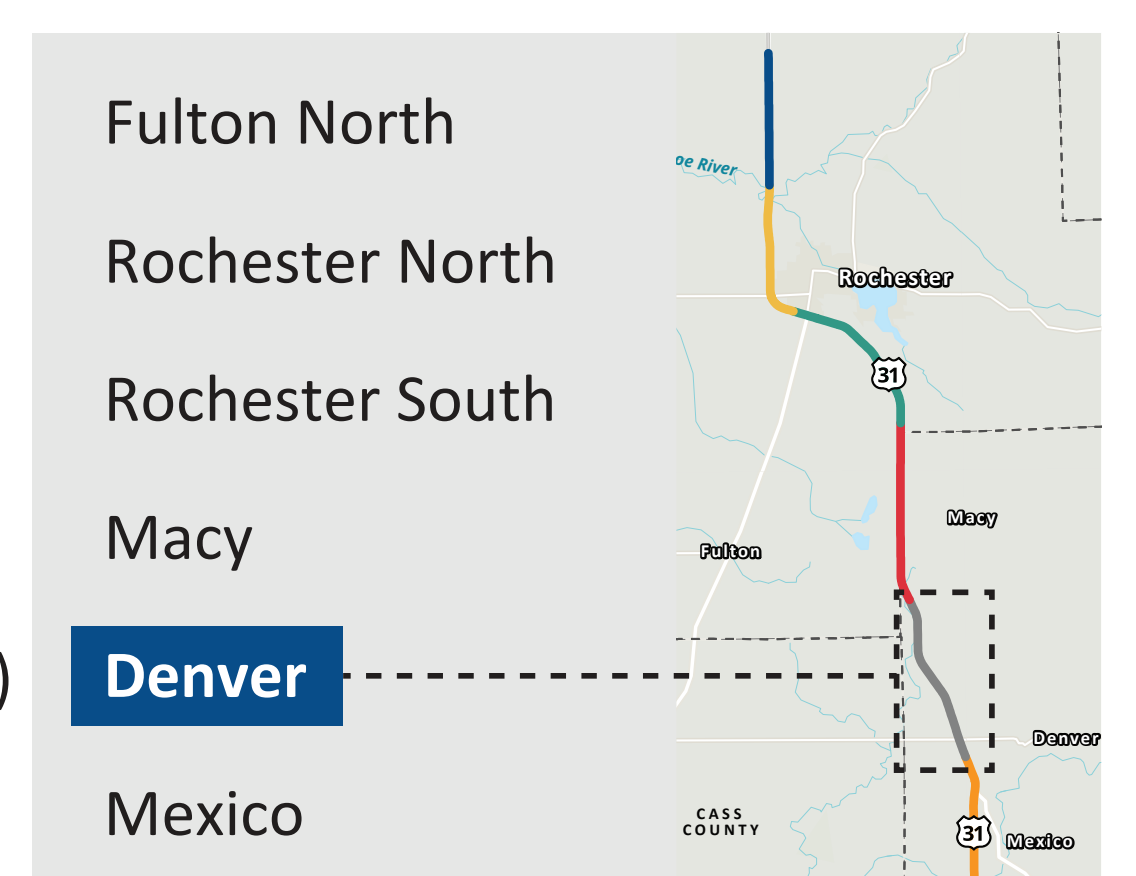
- |  |   |  |  |  |                    |  |                            |
|--|---|--|--|--|--------------------|--|----------------------------|
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- PARTIAL ACCESS** | All driveways are RIRO, select median openings provided
- PARTIAL ACCESS** | All driveways are RIRO, median openings provided (limited circumstances)
- LIMITED ACCESS** | Full control of access (no driveway access, no at-grade intersections, no median openings)

#### KEY MAP:



# MEXICO PLANNING SEGMENT



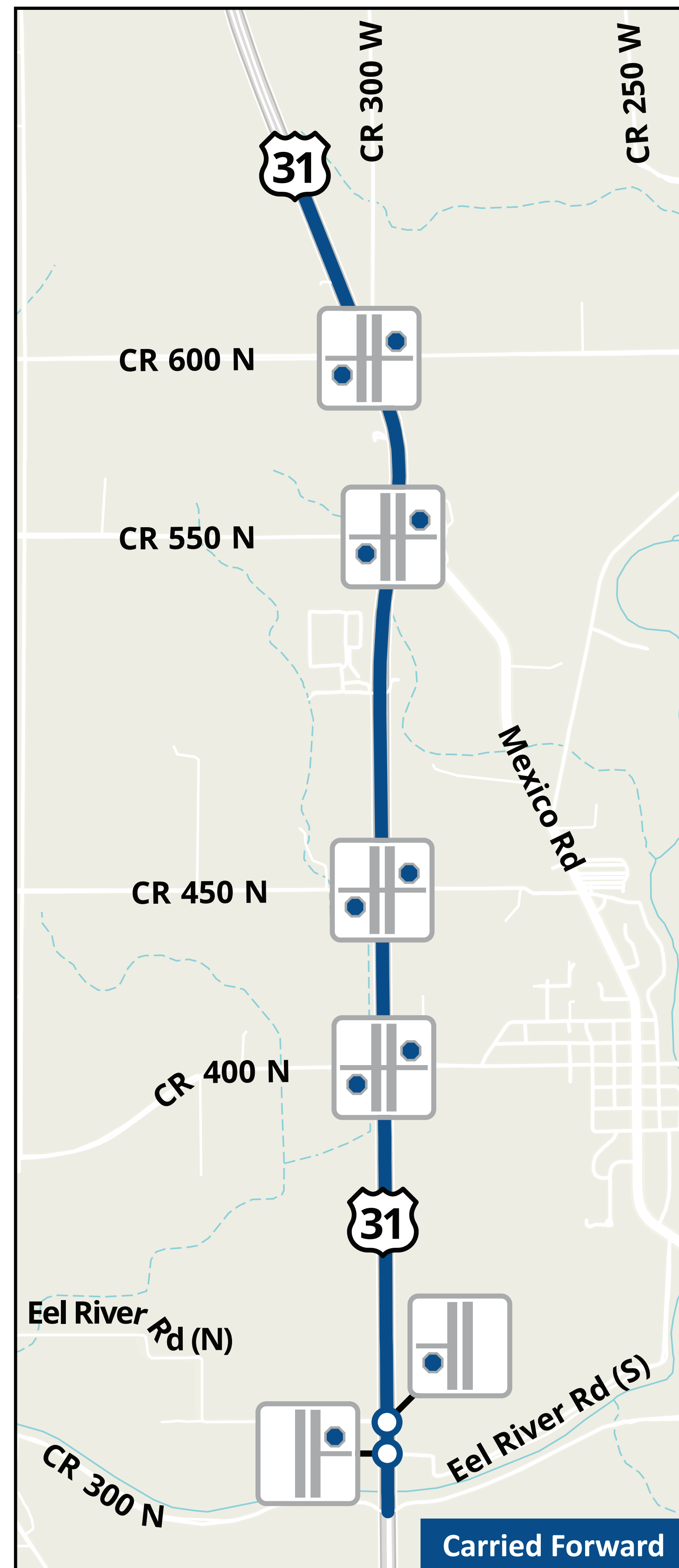
# Mexico Planning Segment Improvement Packages

## Level 3 Screening

US 31 NORTH

### No-Build:

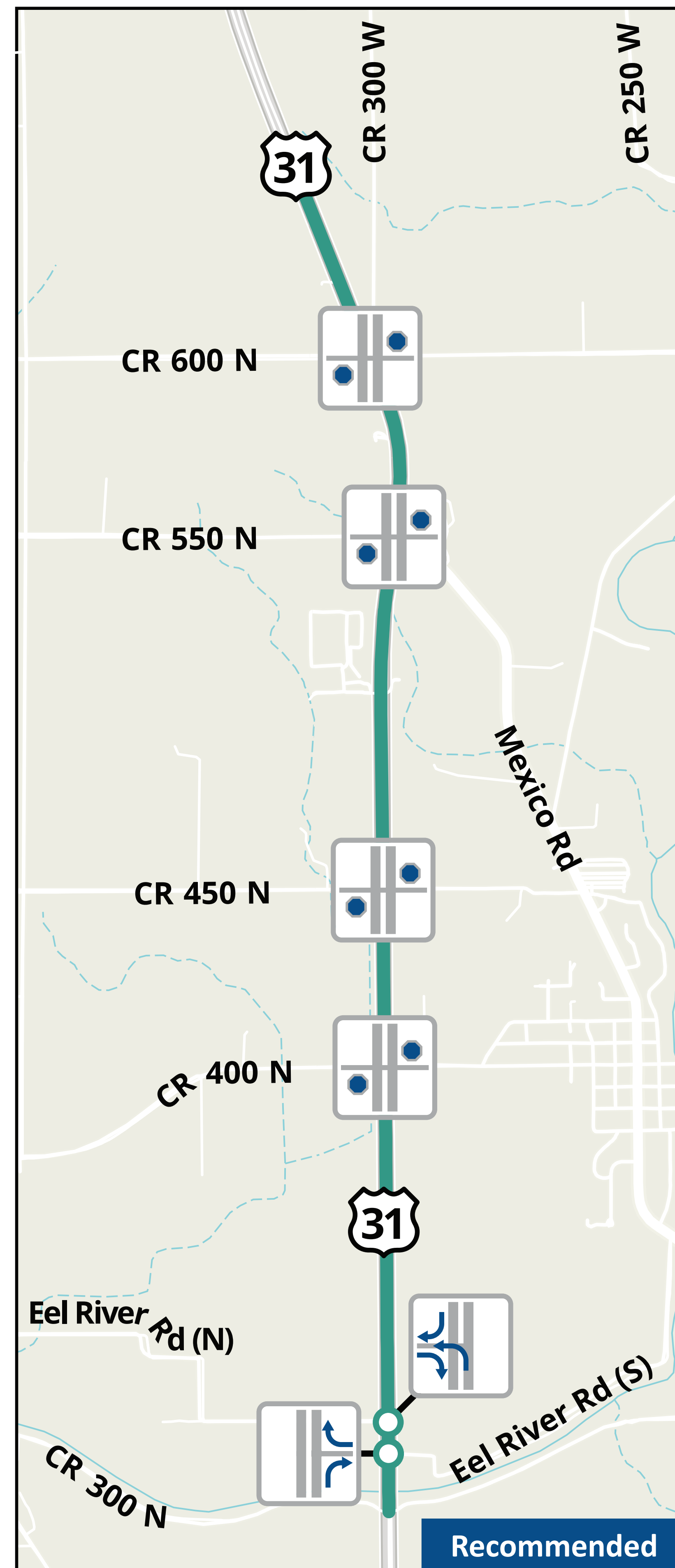
Arterial | Free-Flow



Carried Forward

### Package 1:

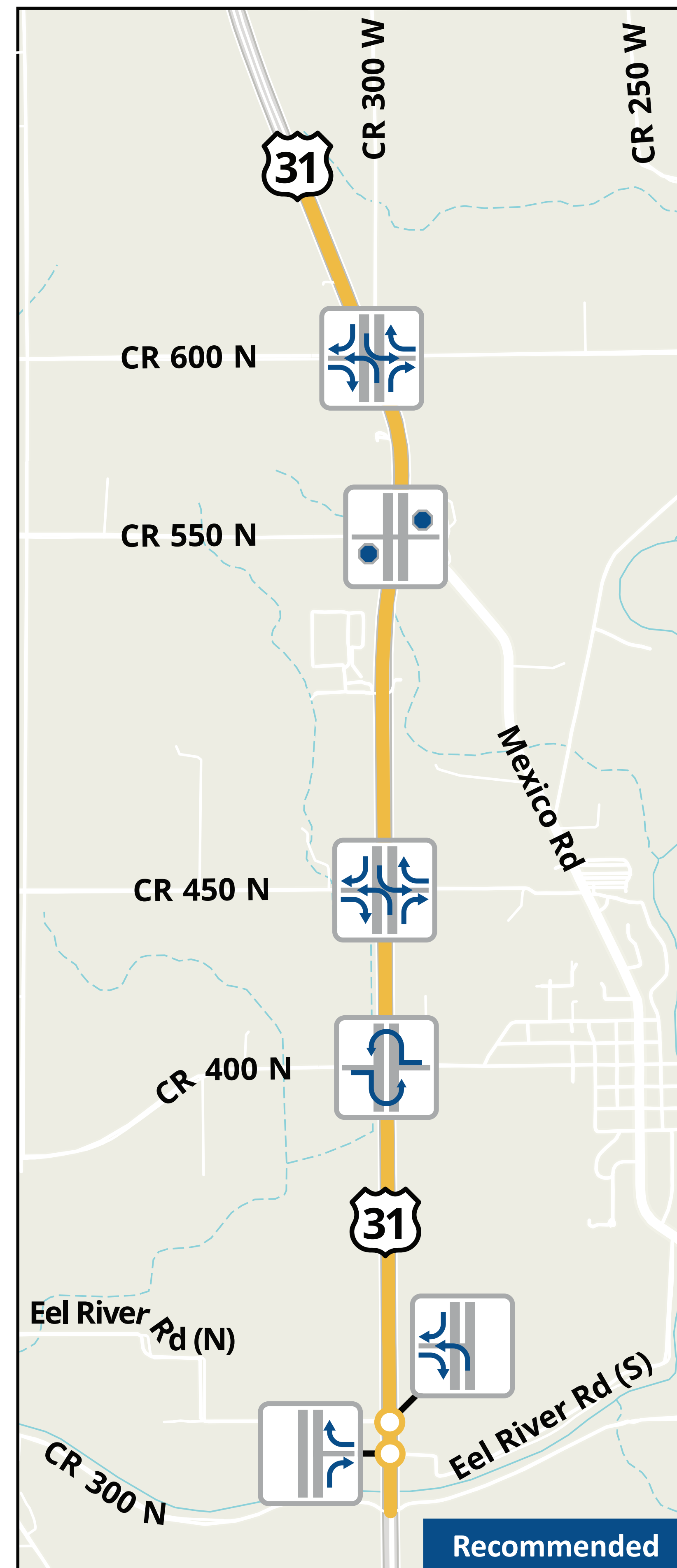
Arterial | Free-Flow



Recommended

### Package 2:

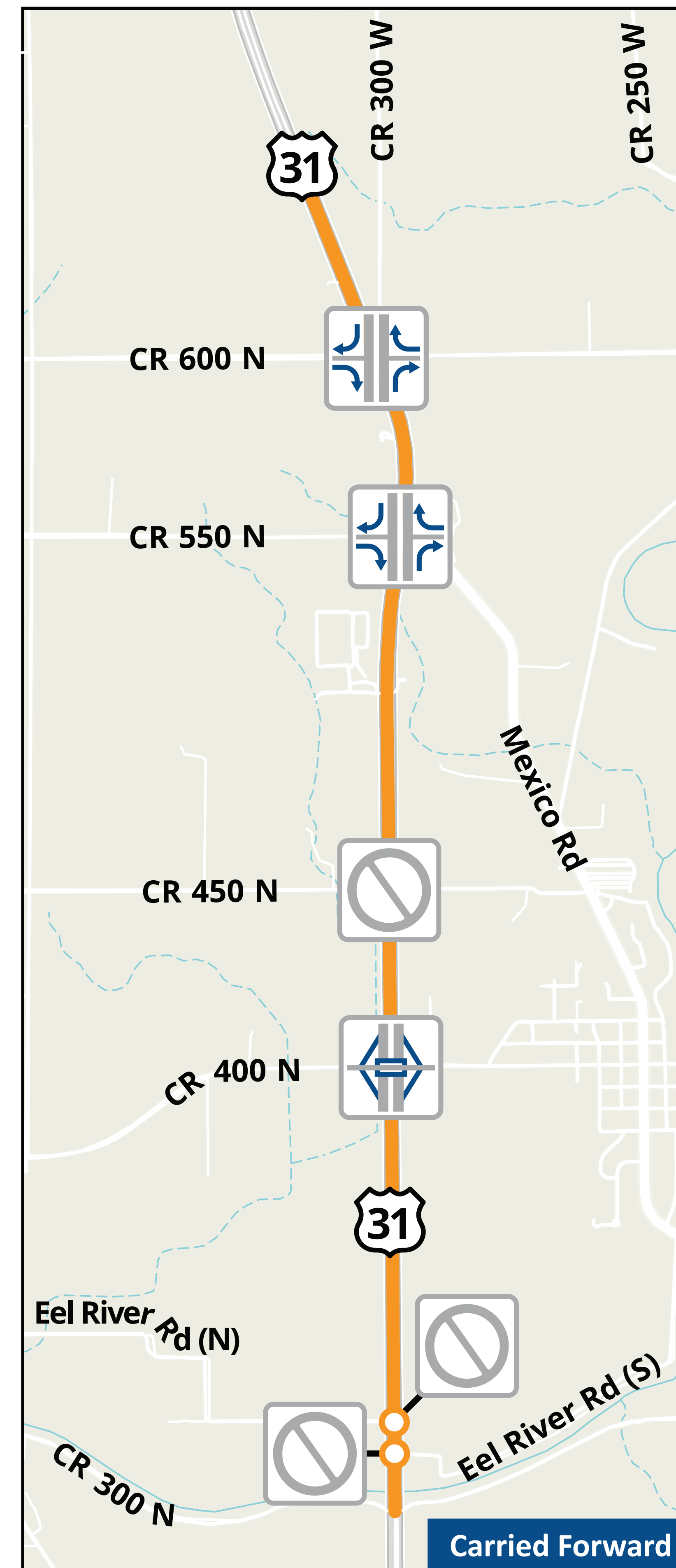
Arterial | Free-Flow



Recommended

### Package 3:

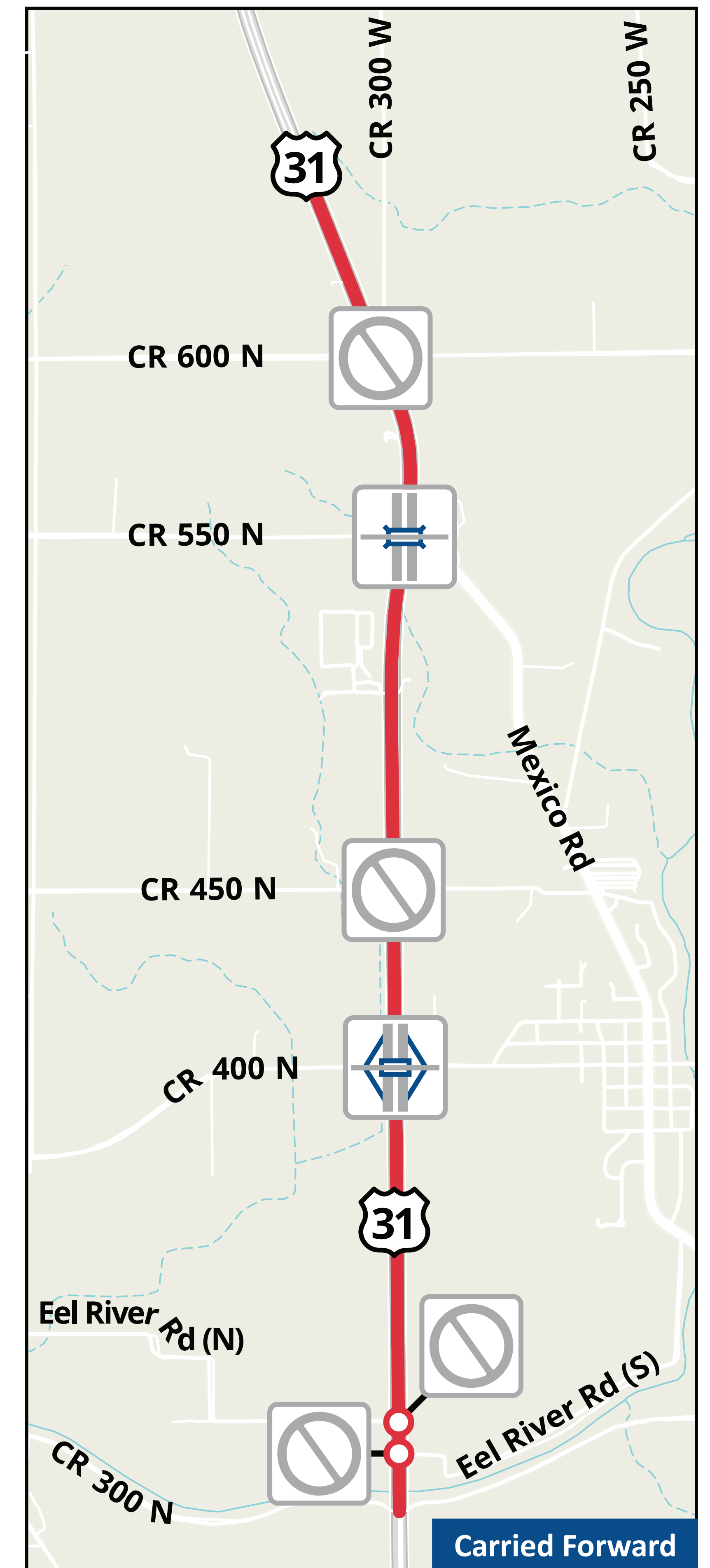
Expressway Lite | Free-Flow



Carried Forward

### Package 4:

Freeway | Free-Flow



Carried Forward

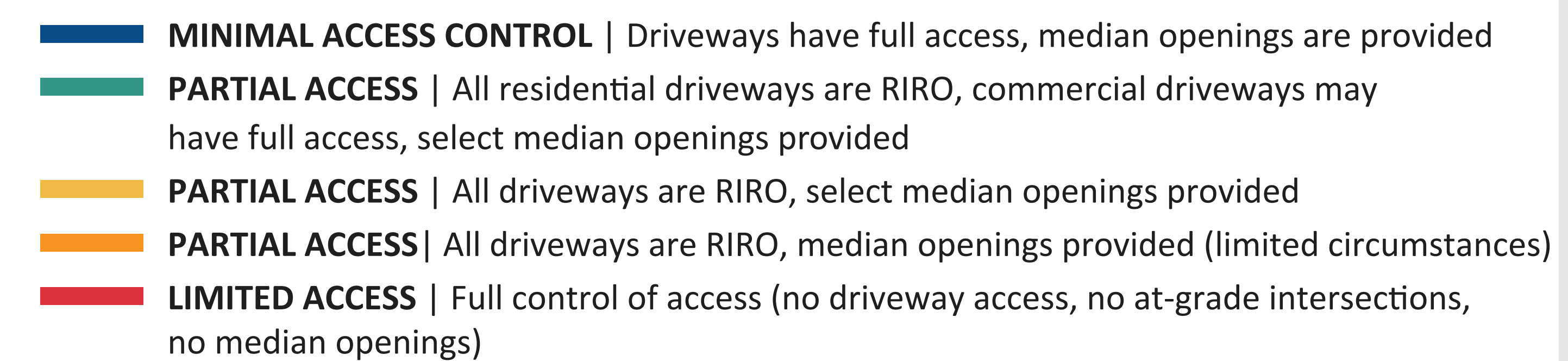
Preliminary and subject to change. Future study to determine actual configuration.

#### INTERSECTION TYPES:

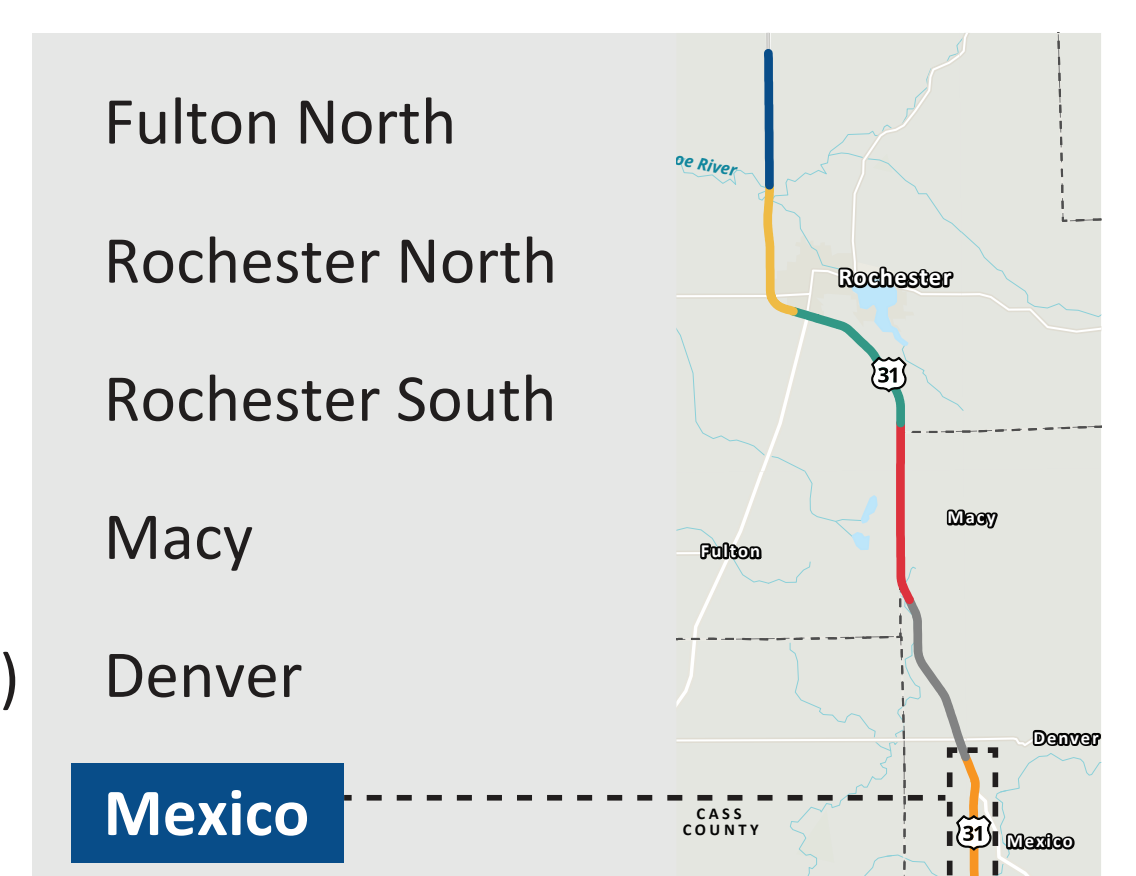


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#### ACCESS CONTROL METHODS:



#### KEY MAP:



# PUBLIC COMMENTS

