

BLUE BALL PROPERTIES

MASTER PLAN

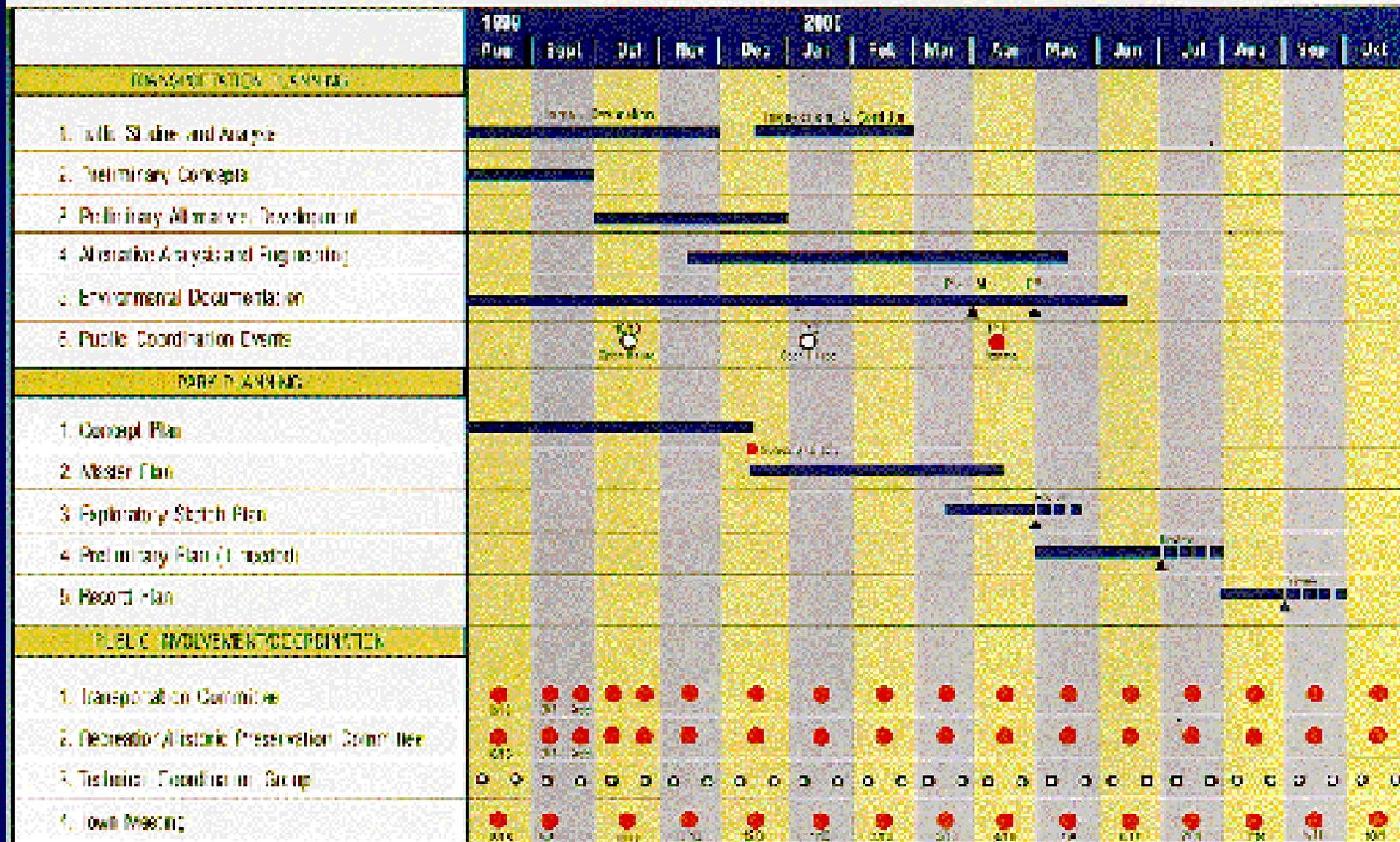


Transportation Technical Committee Meeting
November 3, 1999



Schedule

Blue Ball Properties Master Plan Draft Schedule



Review of Previous Roadway Concepts

- Conceptual
- Preliminary
- Not Subjected to Traffic Analysis
(Some of these may not work!)
- All must be Considered in Relation to Transit

Defining the Options

Options Related to Principal Roadways

- Route 141 Options
- Augustine Cut-Off Options
- Foulk Road Options

Other Options

- Weldin Road
- Rockland Road
- Greenway Connection
- Park Circulation

Committee Meeting of September 22, 1999

- Six Route 141 Options (I to VI)
- Five Augustine Cut-Off Options (A to E)
- Two Foulk Road Options (1 and 2)

Sixty Combinations; 23 identified for
further consideration

Input from Meeting of September 22, 1999

- Added Option VII for Route 141
- Redefined Option I for Augustine Cut-Off (No Change)
- Added Option CC for Augustine Cut-Off
- Added Underpass as option to Jughandle for 141 Options

Charrette of October 6, 1999

- Seven Route 141 options (I to VII)
- Six Augustine Cut-Off Options (A to E, including CC)
- Two Foulk Road Options (1 and 2)

Eighty-Four Combinations:
14 identified as “most promising.”

Input from Charrette of October 6, 1999

- Added two variations on Option V (widening Rockland Road)
- Added two more options for Foulk Road
 - Option 3 connected Foulk Road to Concord Pike with Underpass
 - Option 4 connected Foulk Road with Alternate 141 with grade-separated intersection

Open House of October 13, 1999

- Seven Route 141 Options (I to VII)
(nine if counting Rockland Road variations)
- Six Augustine Cut-Off Options
(A to E, including CC)
- Four Foulk Road Options (1 and 2)

252 Combinations:

19 identified as “most promising.”

Open House of October 13, 1999

- Circulation Plans from the Eight Charrette Teams
- Three other options submitted by individual citizens or groups

Key Conclusions

- Alternative Roadway Concepts can be grouped into “families” of concepts related to options for Route 141. (i.e., I through VII)
- Only one “family” of such options was discarded: Option VII, due to reduction of AZ site.
- Traffic Testing is critical to narrow the remaining options.
- Function of intersections on Concord Pike is critical to traffic.

Preliminary Findings By McCormick, Taylor & Associates

- At-grade Concord Pike/Foulk Intersection Does Not Work. (Grade-separated intersection needed for all options).
- All left turns from Concord Pike to Route 141 at Murphy Road Intersection Does Not Work. (Options III and IV for Route 141 were dismissed)
- Option II was dismissed due to need for large interchange at Foulk Road and circuitous route for eastbound traffic on 141.
- Left turns at Augustine Cut-Off/Concord Pike Intersection Do Not Work due to projected traffic volumes on 202.

Preliminary Conclusions

- Focus Analysis on Options I, V and VI for Route 141.
- Focus on Grade-Separated Solutions at Concord Pike/Foulk Road.
- Eliminate left turns at Augustine Cut-Off/Concord Pike Intersection.

Route 141: Option I

Build new 2-way Alt. 141 w/jughandle at 202;
Retain existing 141 as 2-way road



Route 141: Option V

Widen Rockland Road w/ jughandle at 202;

Retain Existing 141 as 2-way Road.



Route 141: Option VI

New 2-way Alt. 141 w/fughandle at 202;

Close existing 141 to public within AZ site.



Aerial Photo of Site

