

Thank you for attending the SR 25/US 17 Corridor Study Public Information Open House (PIOH). Please take a moment to review the exhibits around the room and provide your feedback.

<u>Please share your level of support and comments on each long-term recommendation below.</u>

## MAJOR INTERSECTION IMPROVEMENTS (Improve Traffic Flow)

Major Intersection Improvement	Strongly Support	Support	No Opinion	Do Not Support	Strongly Opposed
	1	2	3	4	5
Little Neck Road Turn Lanes					
Burton Road Signalized RCUT and Turn Lanes					
Quacco Road Turn Lanes					
Berwick Boulevard Turn Lanes					
Kroger Driveway Signalization					
Cottonvale Road Thru-Cut and Turn Lanes					
Silk Hope Road/Derrick Inn Road Signalized RCUT and Turn Lanes					
SR 307/Dean Forest Road Green-T					
Fall Avenue/Buckhalter Road Signalized Thru-Cut and Turn Lanes					

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Comments:			





## GRADE SEPARATIONS / INTERCHANGES (Improve Traffic Flow)

Grade Separation / Interchange	Strongly Support	Support	No Opinion	Do Not Support	Strongly Opposed
	1	2	3	4	5
SR 25/US 17 at SR 204/Abercorn Street (Convert to Diverging Diamond Interchange (DDI))					
Chatham Parkway over SR 25/US 17 (Construct new Quadrant Interchange)					
SR 25/US 17 at I-516/SR 21 (Lengthen Turn Lanes)					

Comments:					
ACCESS MANAGEMENT (Reduce Conge	stion and Cra	ash Frequen	cy)		
Access Management Strategy	Strongly Support	Support	No Opinion	Do Not Support	Strongly Opposed
	1	2	3	4	5
Corridor-wide Raised Median					
Corridor-wide Signal Retiming					
Innovative or Reduced-Conflict Intersections					
Comments:					





## PEDESTRIAN AND BICYCLE FACILITIES (Provide Alternative Travel Modes)

Pedestrian and Bicycle Facility	Strongly Support	Support	No Opinion	Do Not Support	Strongly Opposed
	1	2	3	4	5
Shared-use path on both sides of roadway					
Pedestrian HAWK signals and lighting					

Strongly	Support	No Opinion	Do Not Support	Strongly Opposed
1	2	3	4	5
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	Strongly Support	Support Support	Strongly Support Support No Opinion	Strongly Support No Do Not Opinion Support





Please rank the study recommendations in order of priority, with 1 as the top priority and 5 as the lowest priority. Use each priority number only once (forced ranking).

	Top Priority				Lowest Priority
	1	2	3	4	5
Major Intersection Improvements					
Grade Separations / Interchanges					
Access Management					
Pedestrian and Bicycle Facilities					
Transit Expansion					