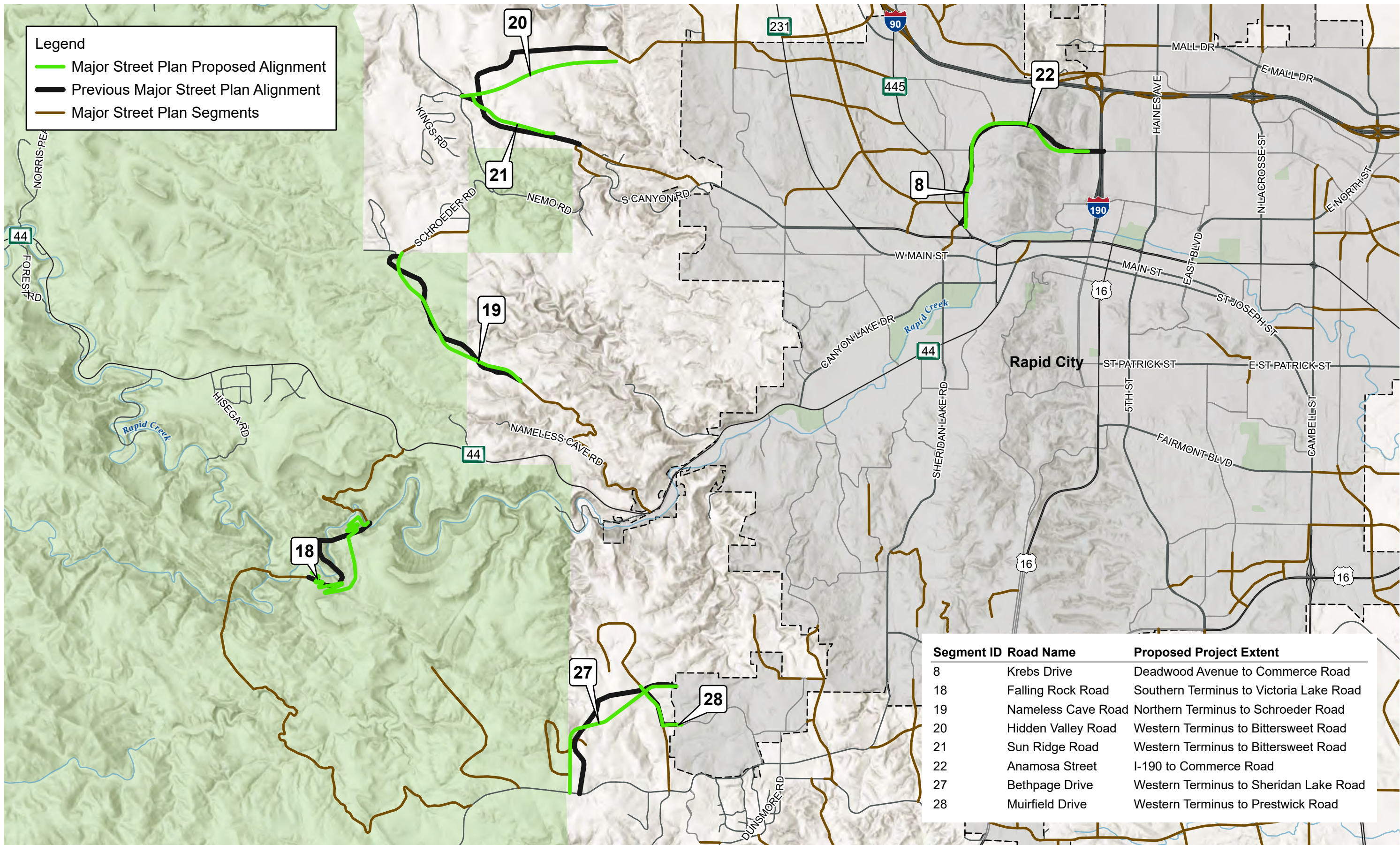


Major Street Plan Analysis and Update

Western Growth Area





Krebs Drive

Deadwood Avenue to Commerce Road

Classification: Collector

Corridor Length: 3,897 FT

Estimated Quantities

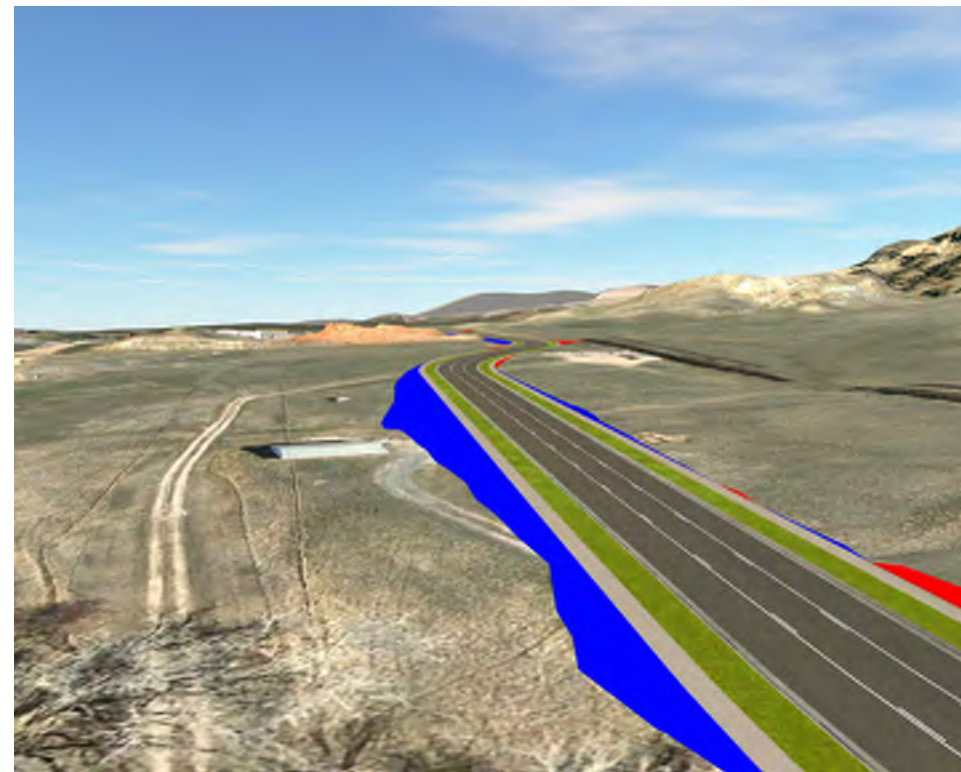
Road Surface: 13,856 SY

Earthwork Cut (Red): 5,959 CY

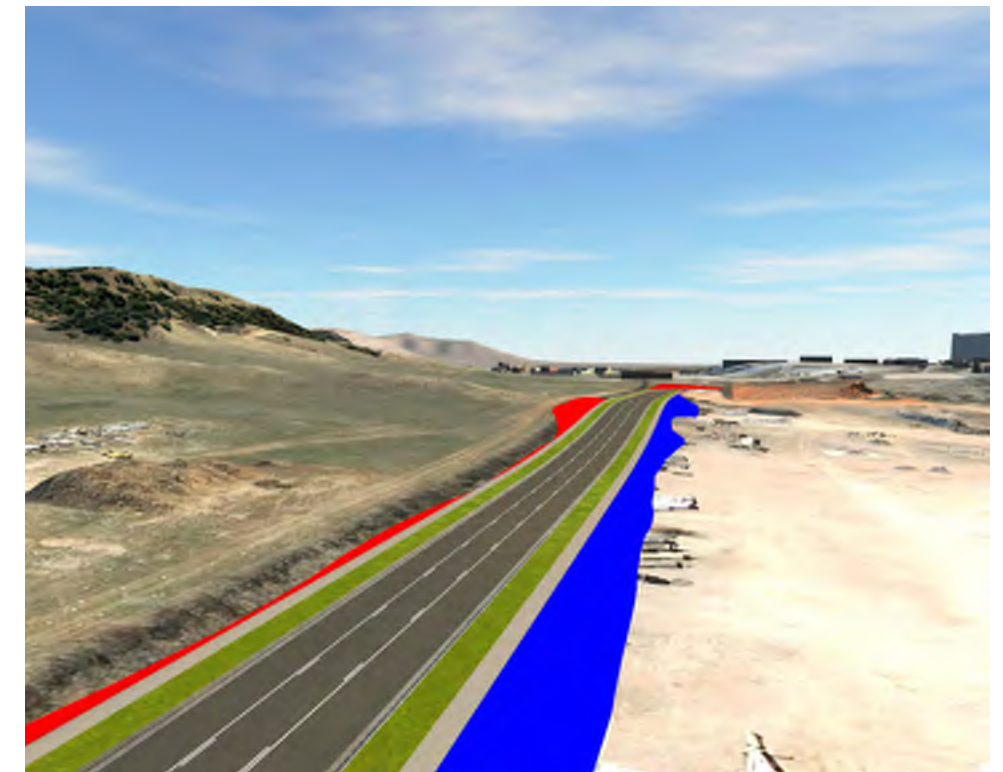
Earthwork Fill (Blue): 19,247 CY

Segment Considerations:

- Design speed – 35 MPH.



Isometric looking north at station 13+00

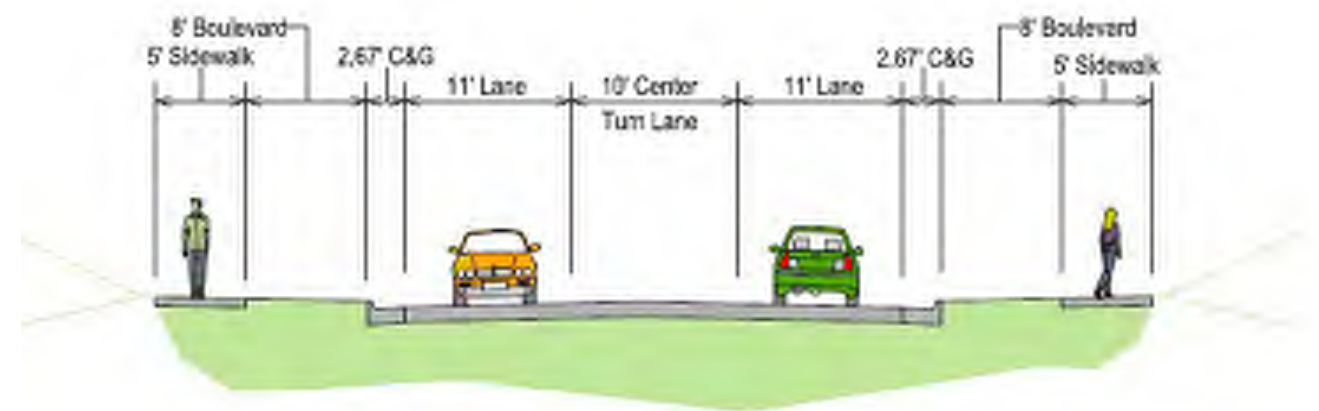


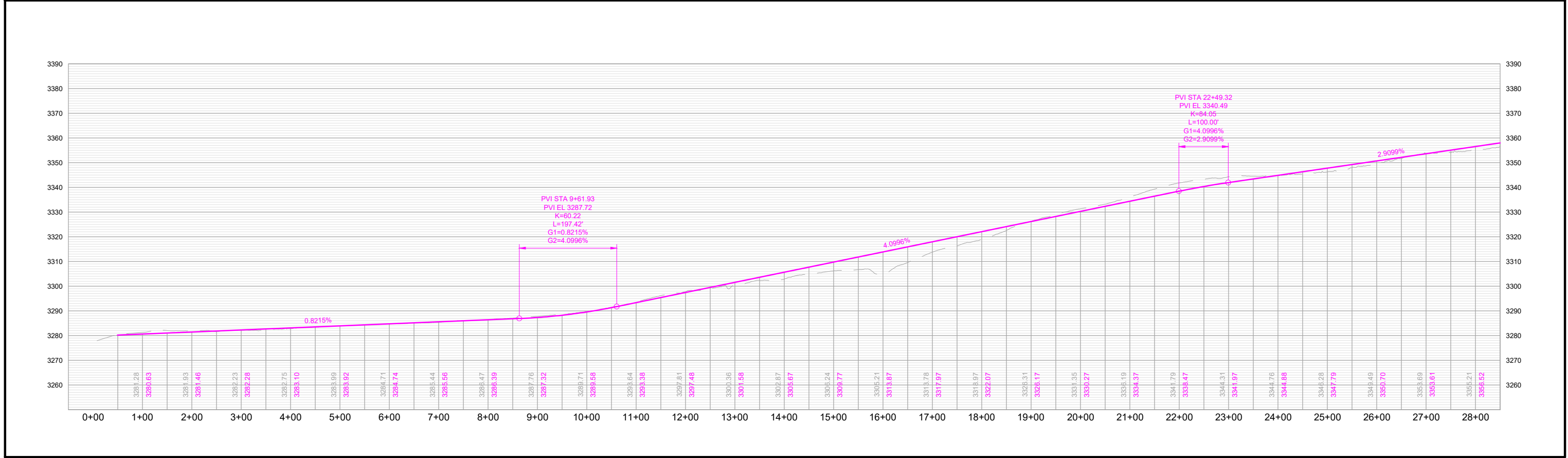
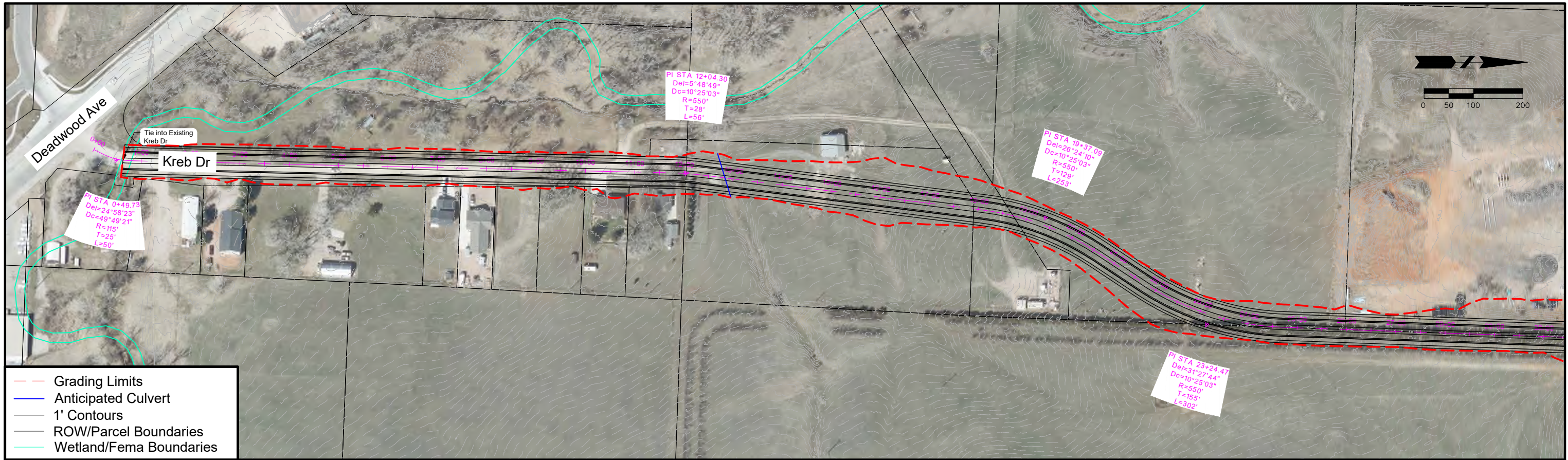
Isometric looking south at station 38+97



Segment Overview

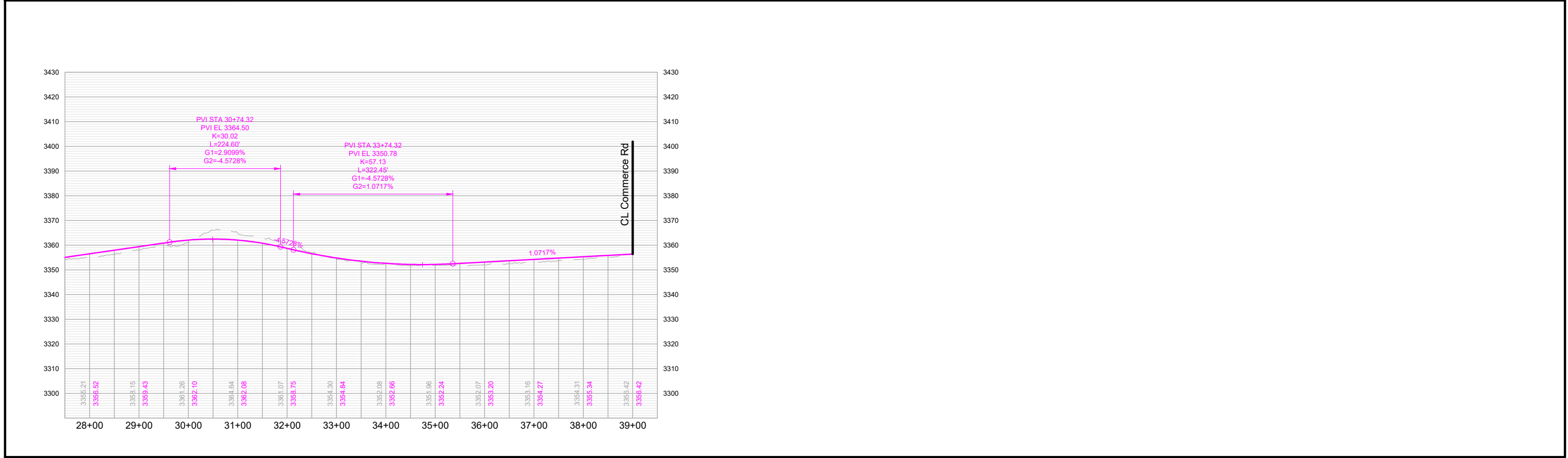
Proposed Typical Section 3 Lane Collector







- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



Falling Rock Road

Southern Terminus to Victoria Lake Road

Classification: Minor Arterial

Corridor Length: 11,230 FT

Estimated Quantities

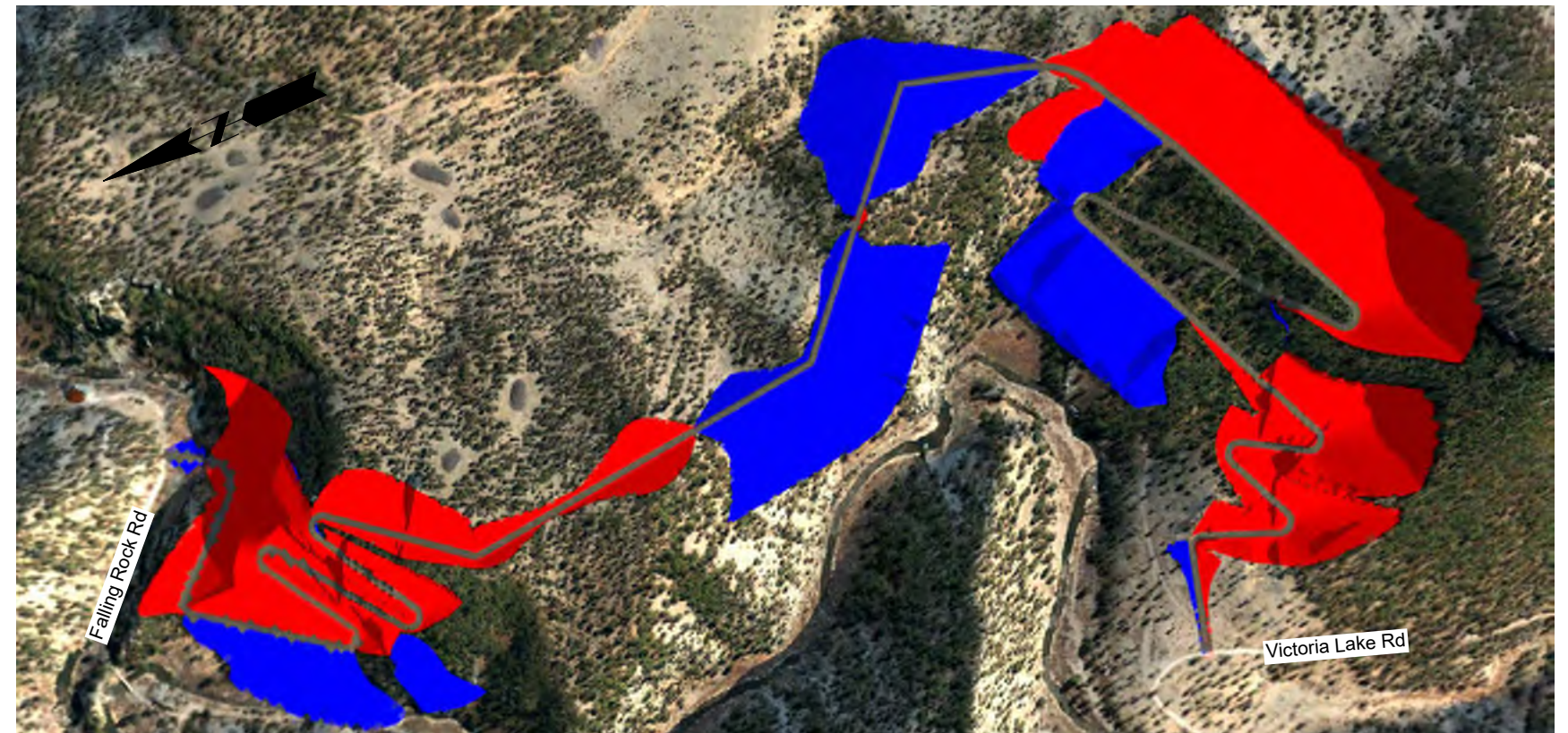
Road Surface: 29,947 SY

Earthwork Cut (Red): 3,449,329 CY

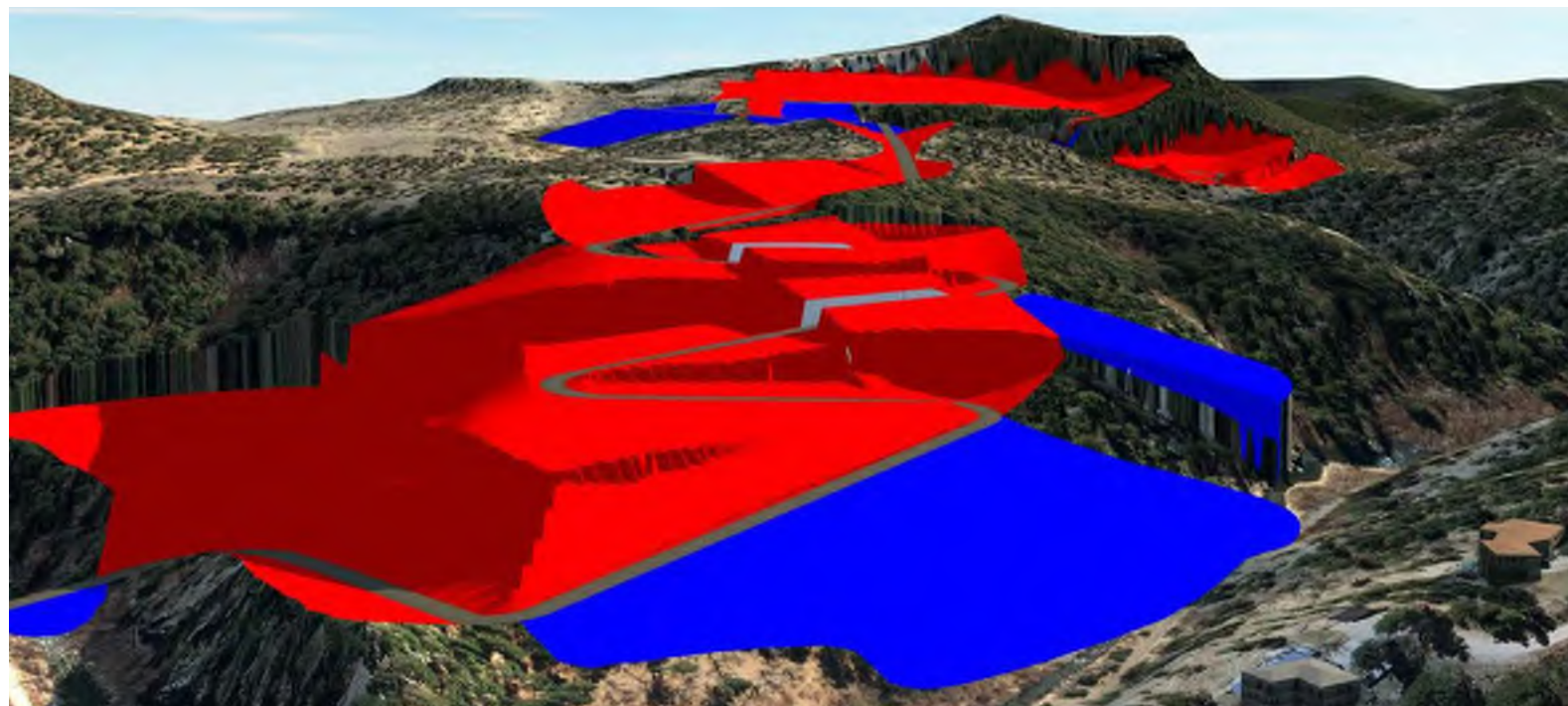
Earthwork Fill (Blue): 1,233,869 CY

Segment Considerations:

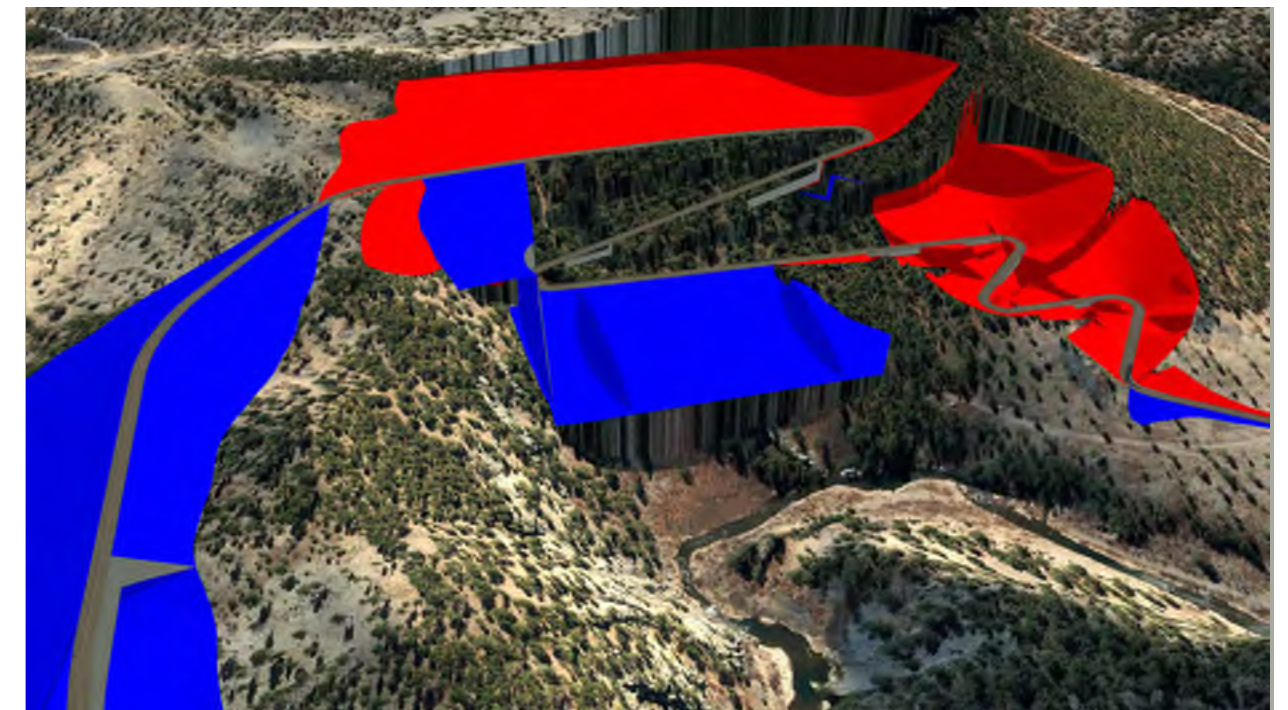
- Due to the steep topography contained within a significant portion of the corridor, several design criteria for a Minor Arterial Street cannot be achieved. As shown, to traverse the steep topography, “switch-back” curves would be required in two segments of the corridor which would significantly reduce the design speed for the corridor. It is recommended this corridor be removed from consideration as a Minor Arterial Street in the Major Street Plan. The street, if constructed, would likely only satisfy local street design criteria.
- Design speed – 45 MPH.



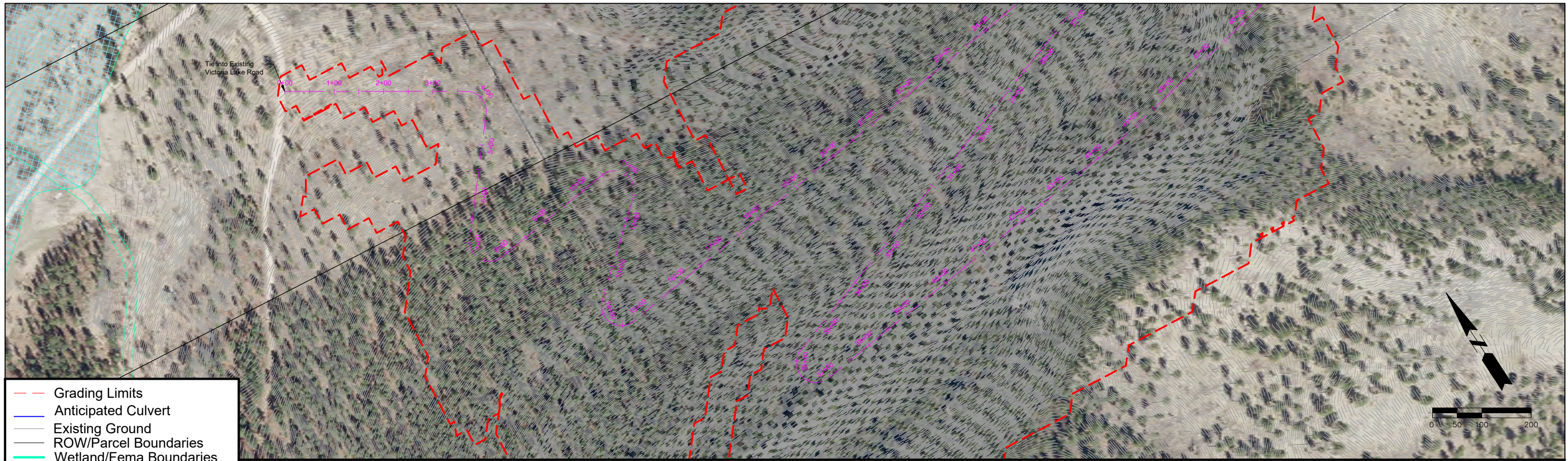
Segment Overview



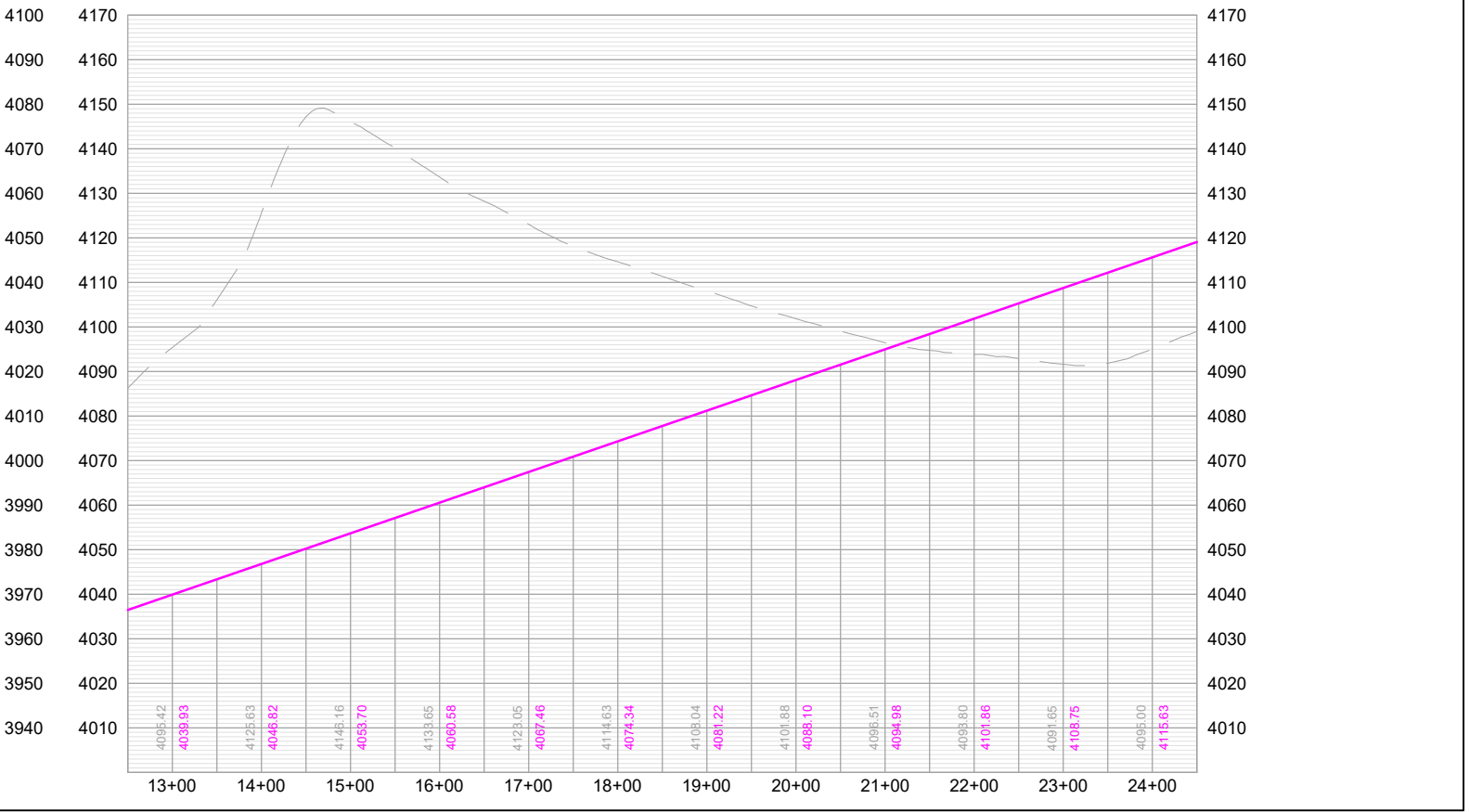
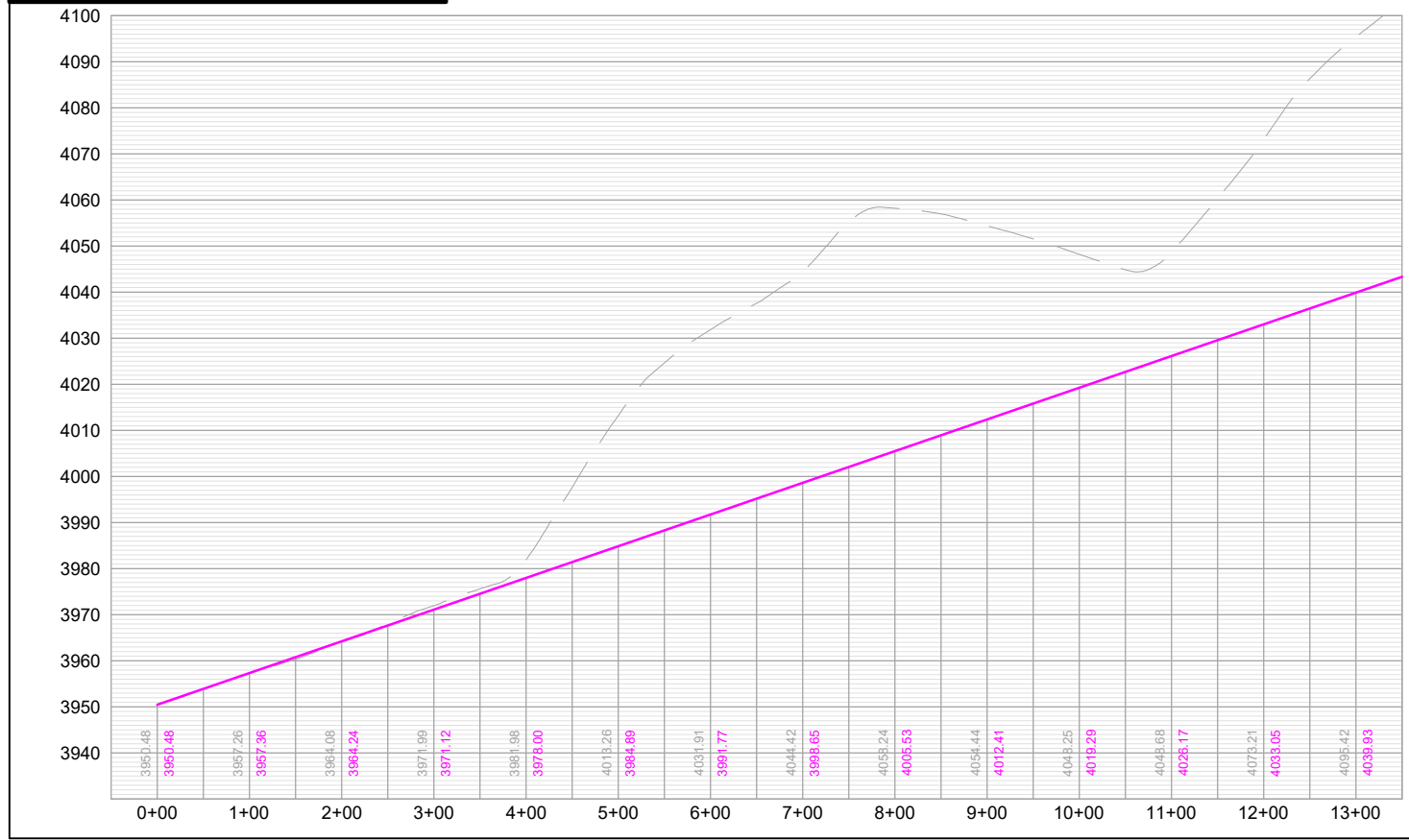
Isometric looking south

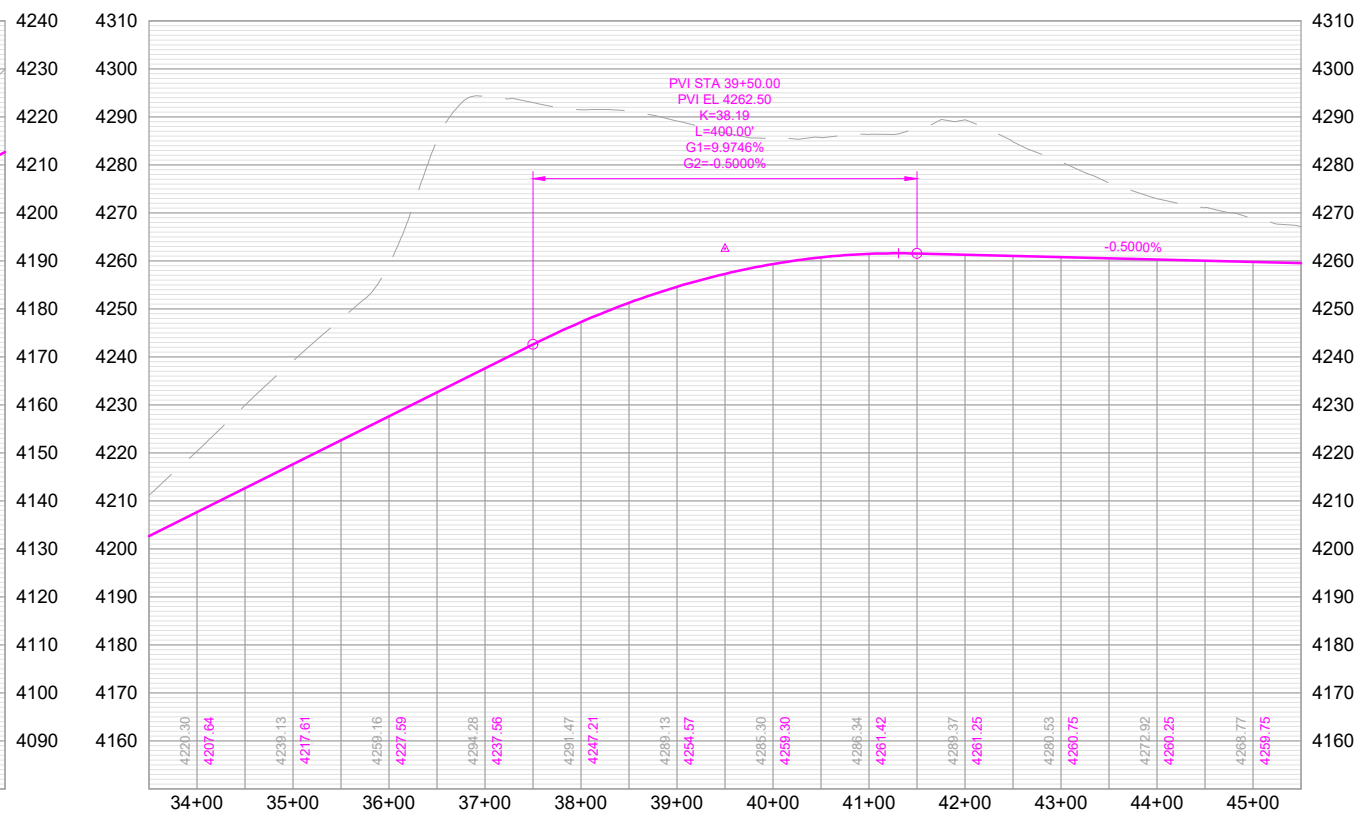
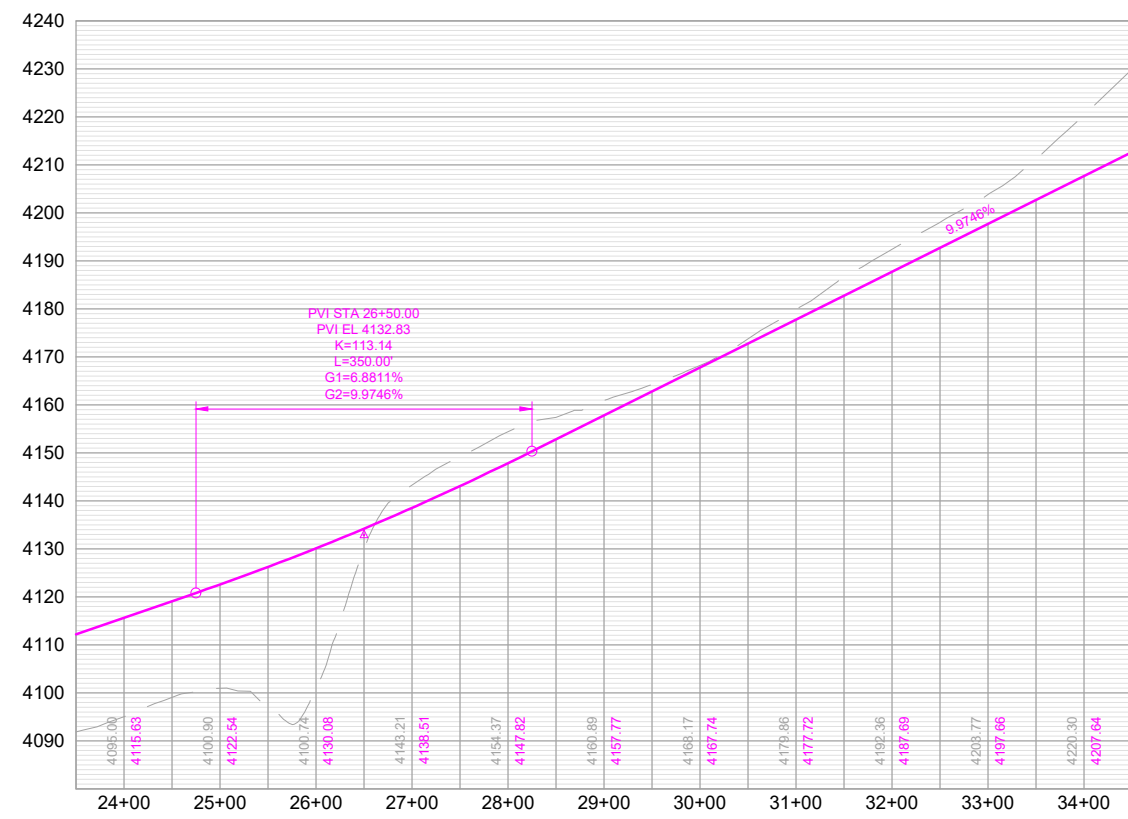
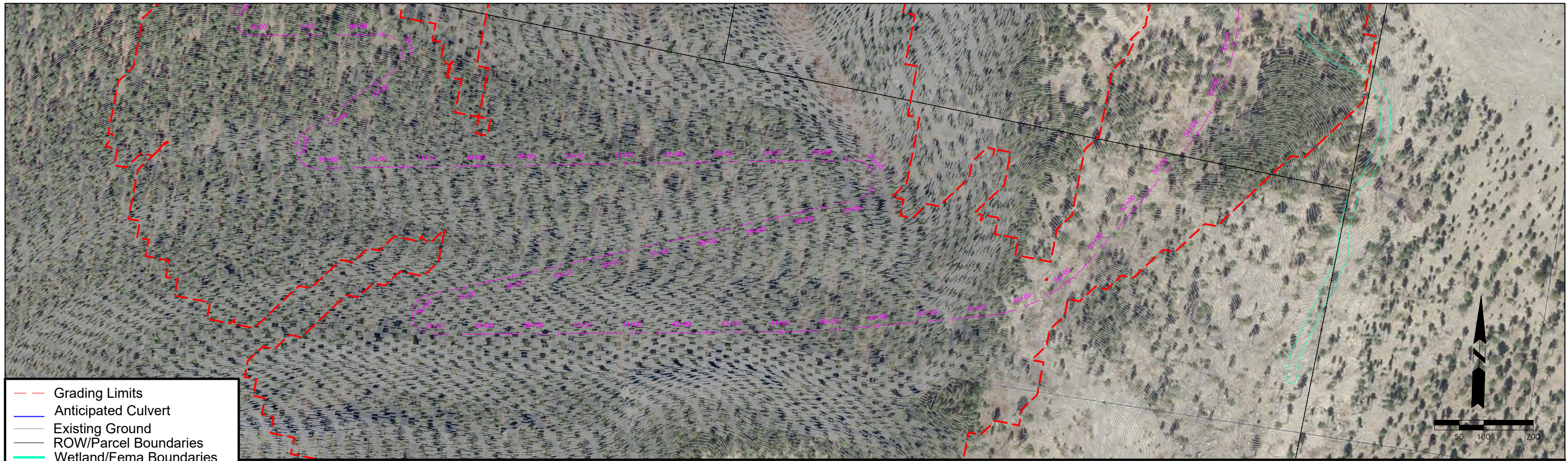


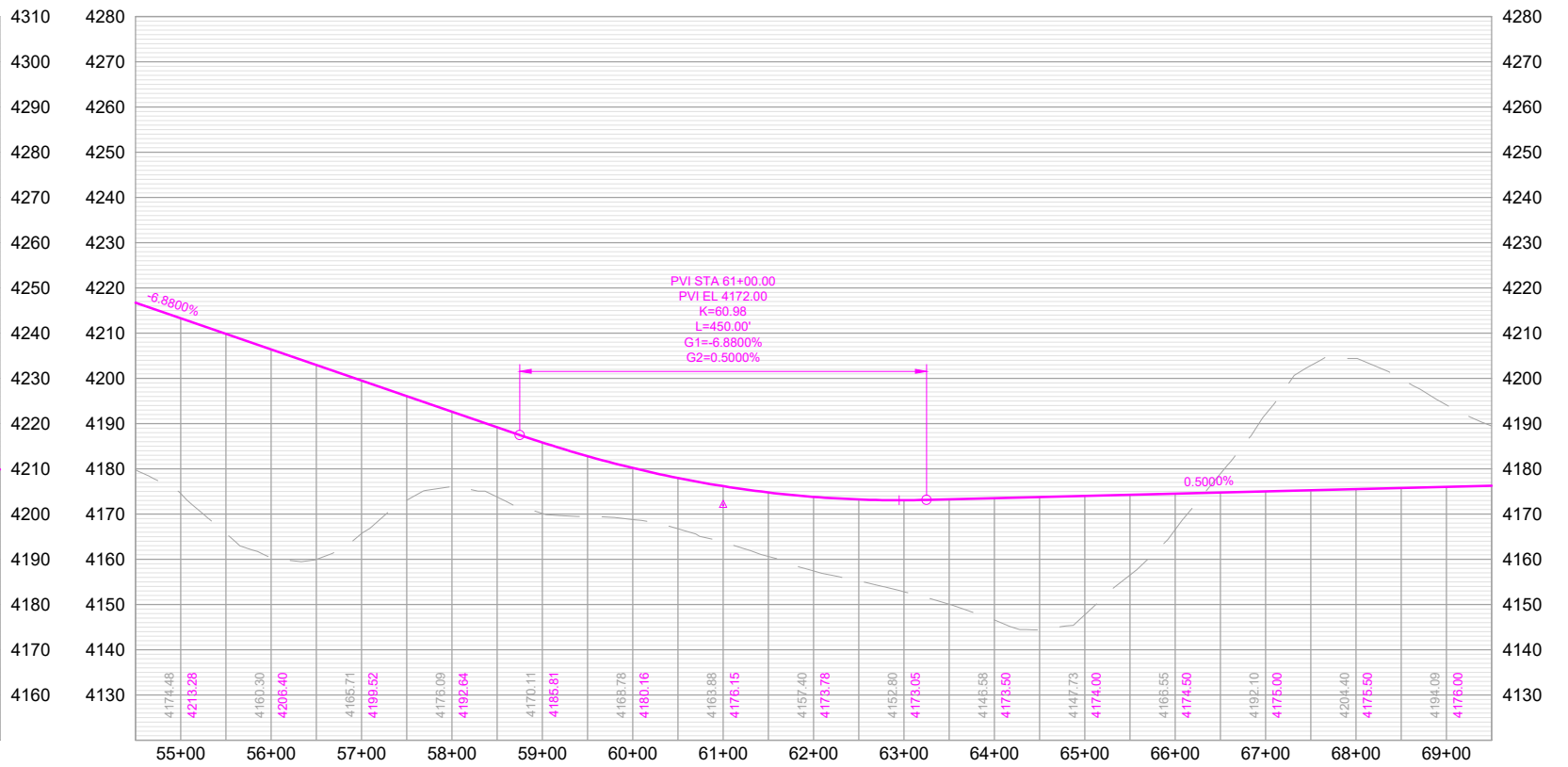
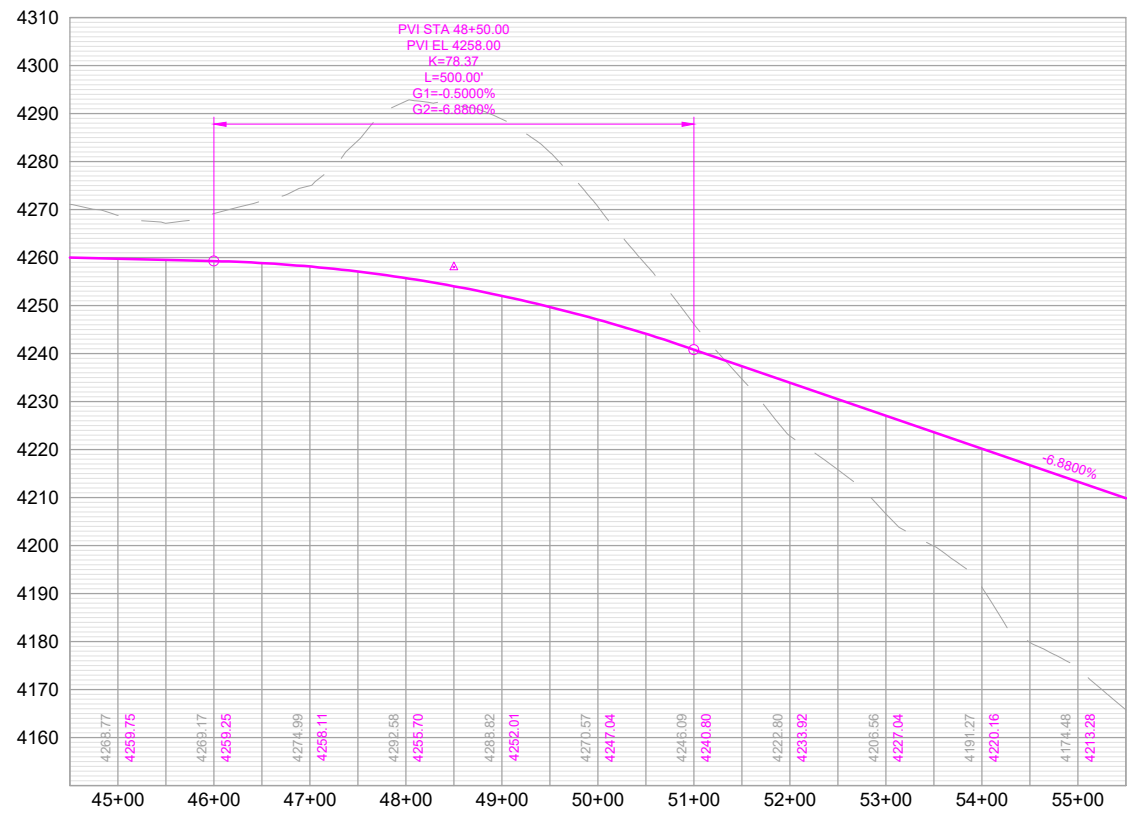
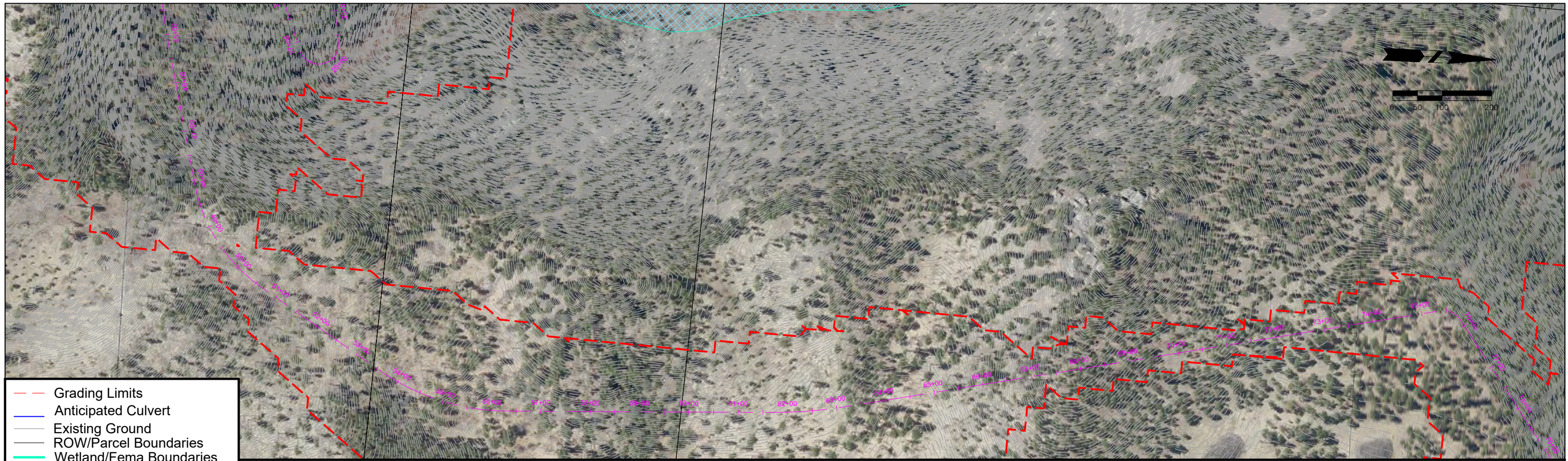
Isometric looking south

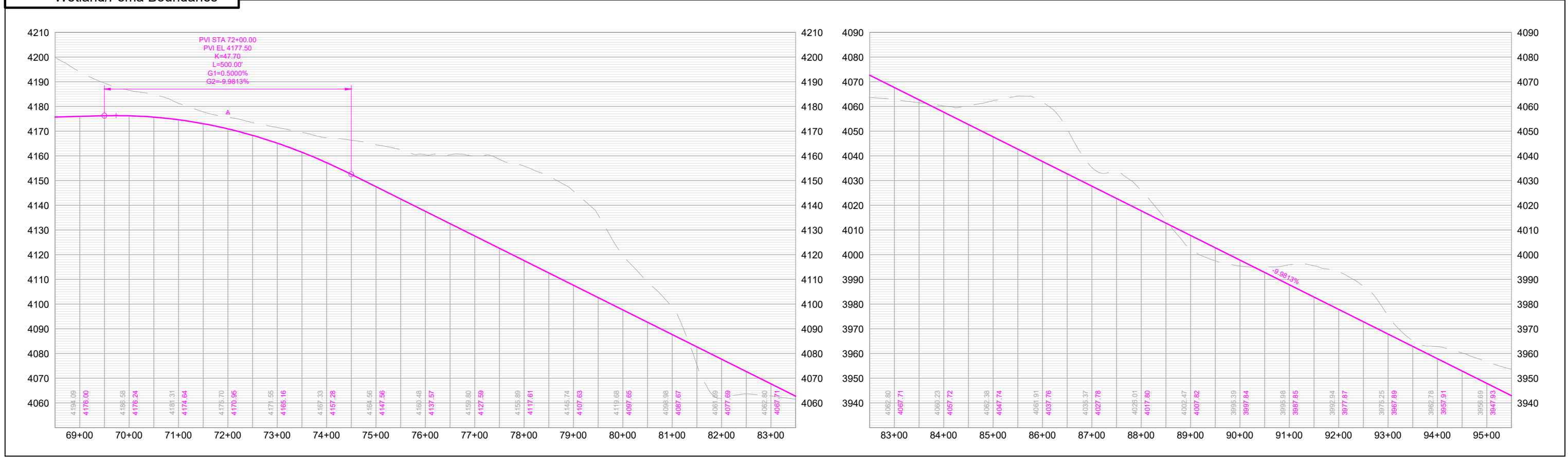
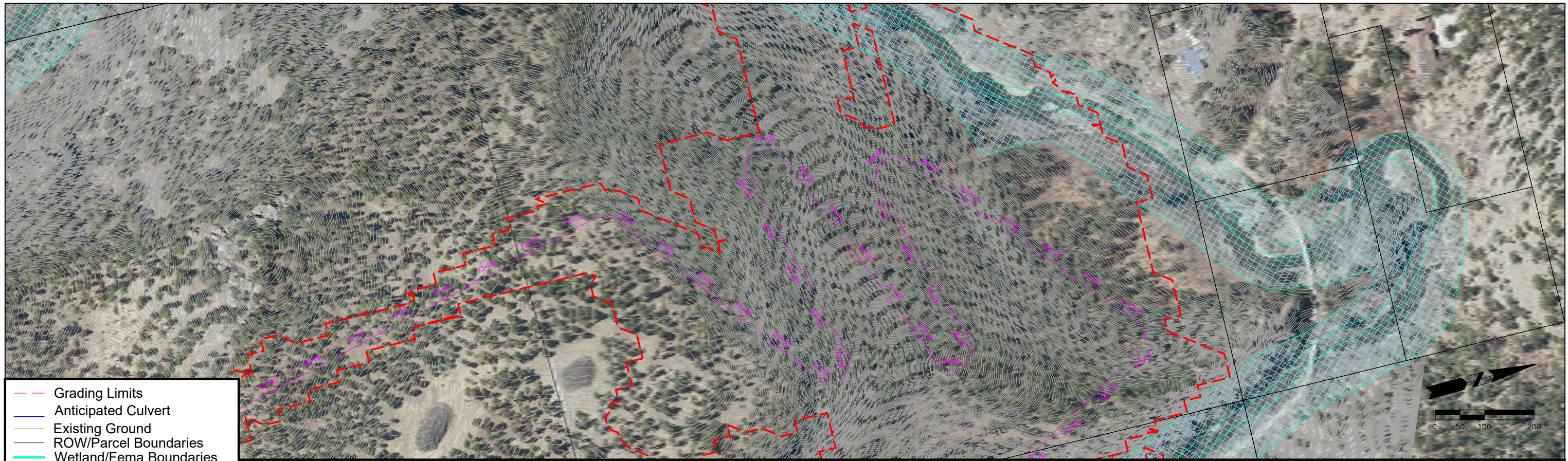


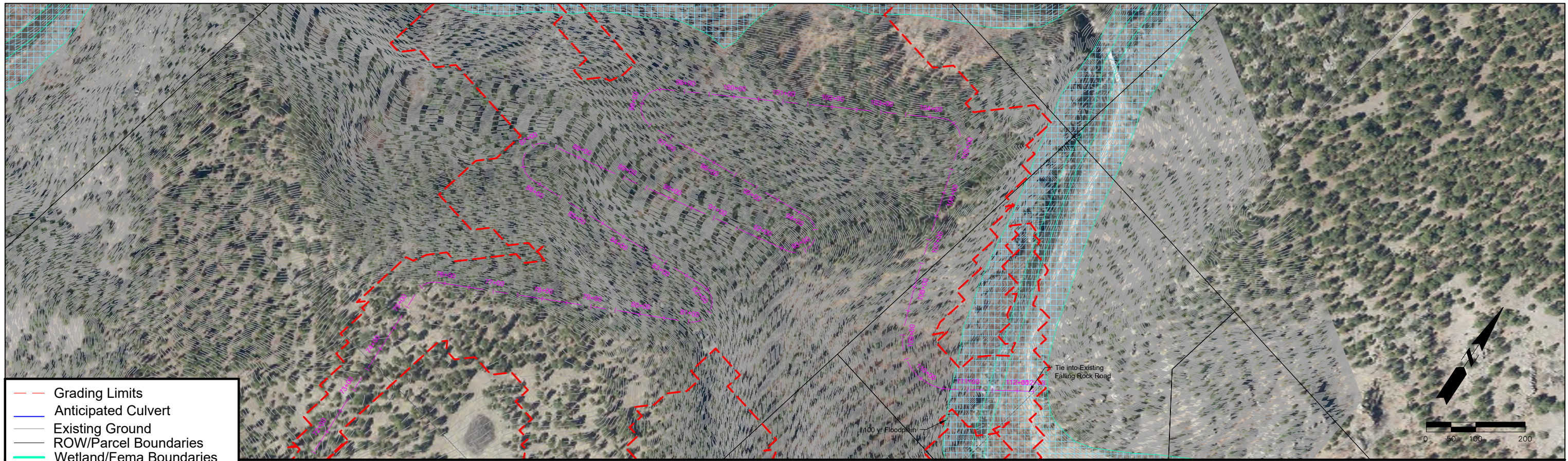
- Grading Limits
- Anticipated Culvert
- Existing Ground
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



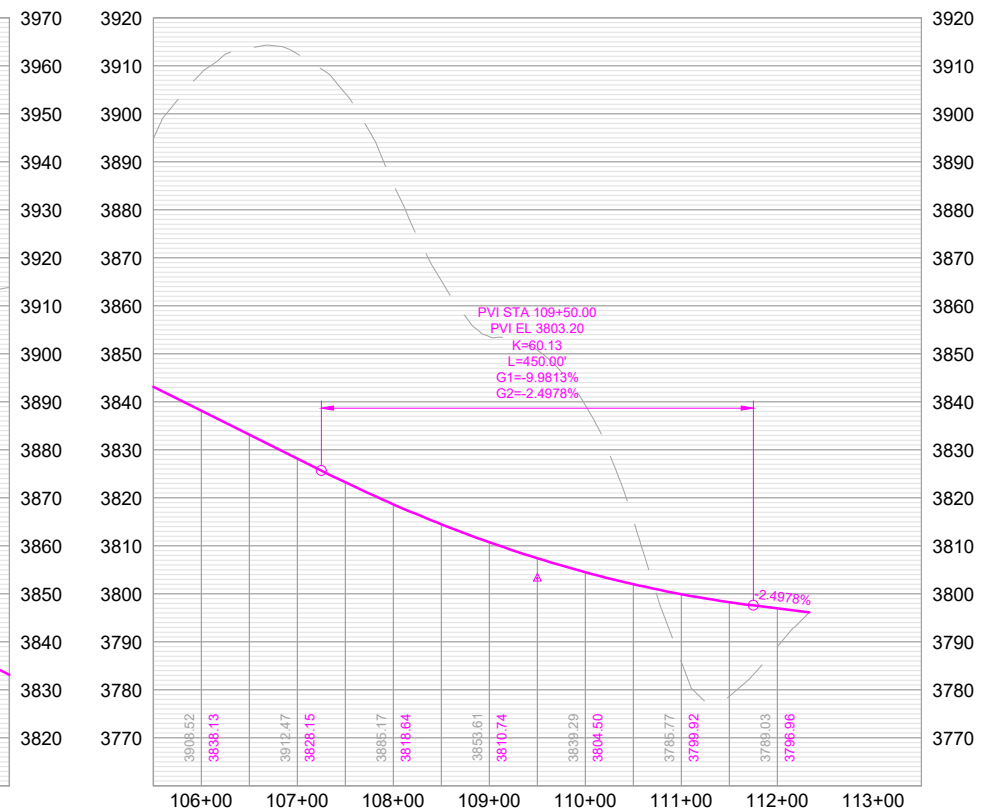
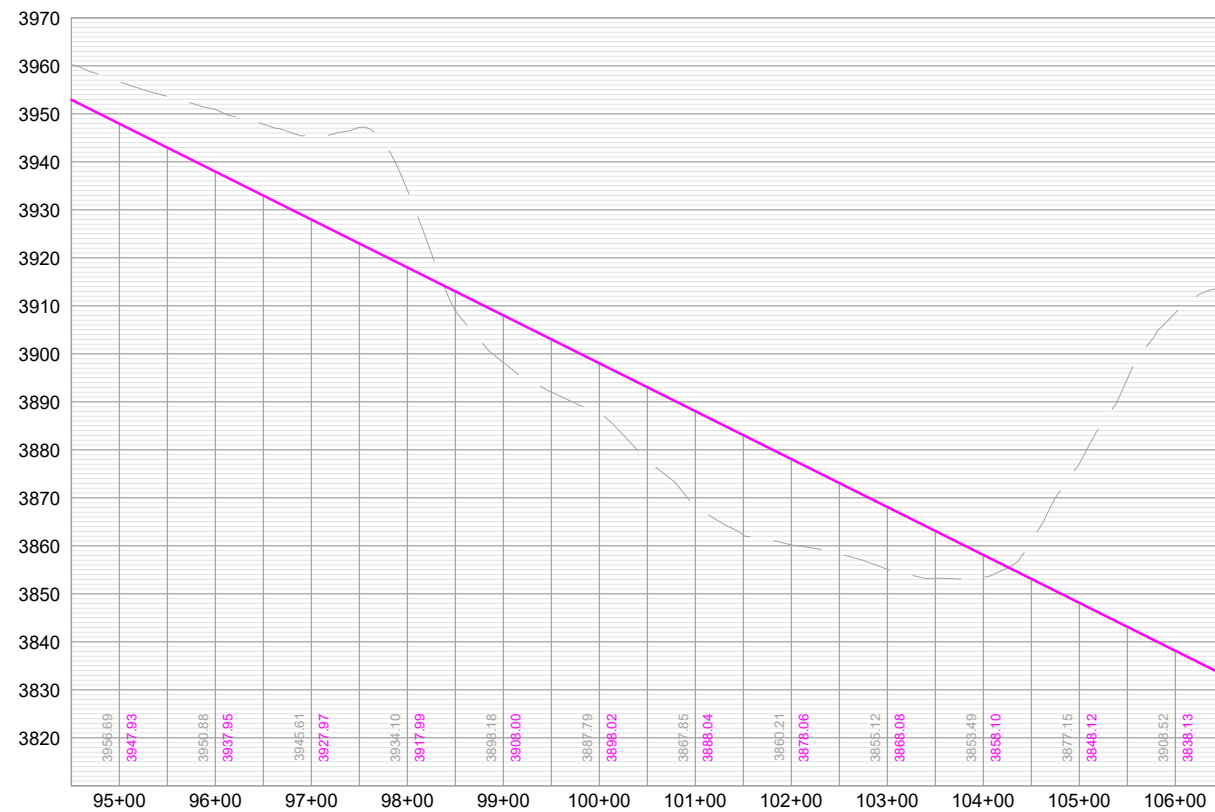








- - - Grading Limits
- Anticipated Culvert
- Existing Ground
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



Nameless Cave Road

Northern Terminus to Schroeder Road

Classification: Minor Arterial

Corridor Length: 9,600 FT

Estimated Quantities

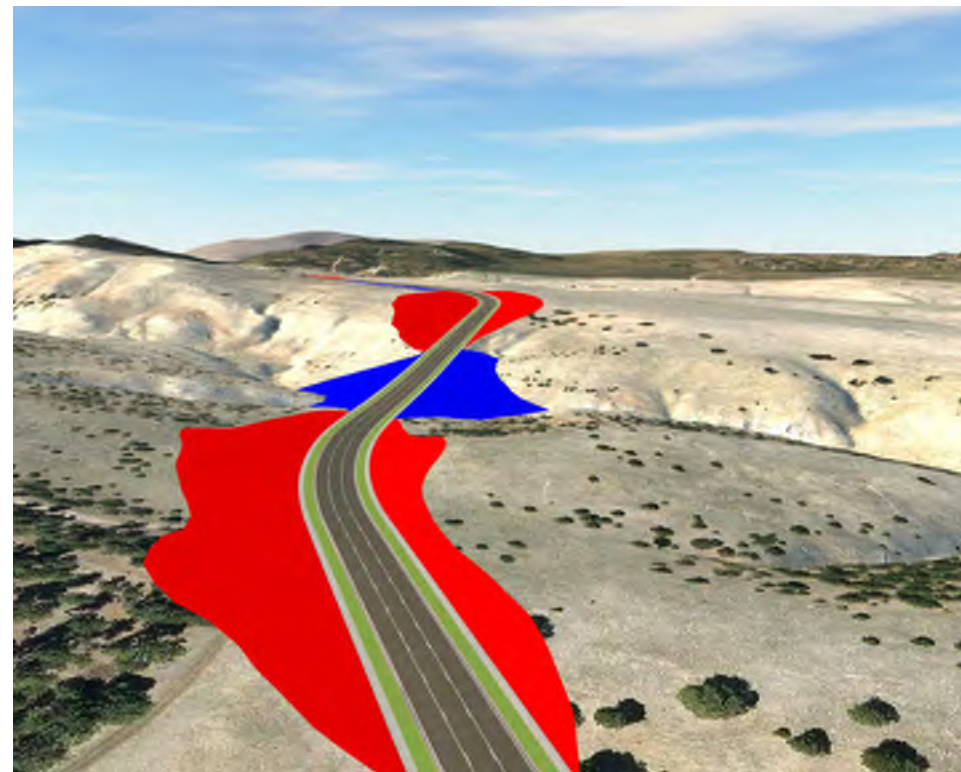
Road Surface: 38,400 SY

Earthwork Cut (Red): 152,632 CY

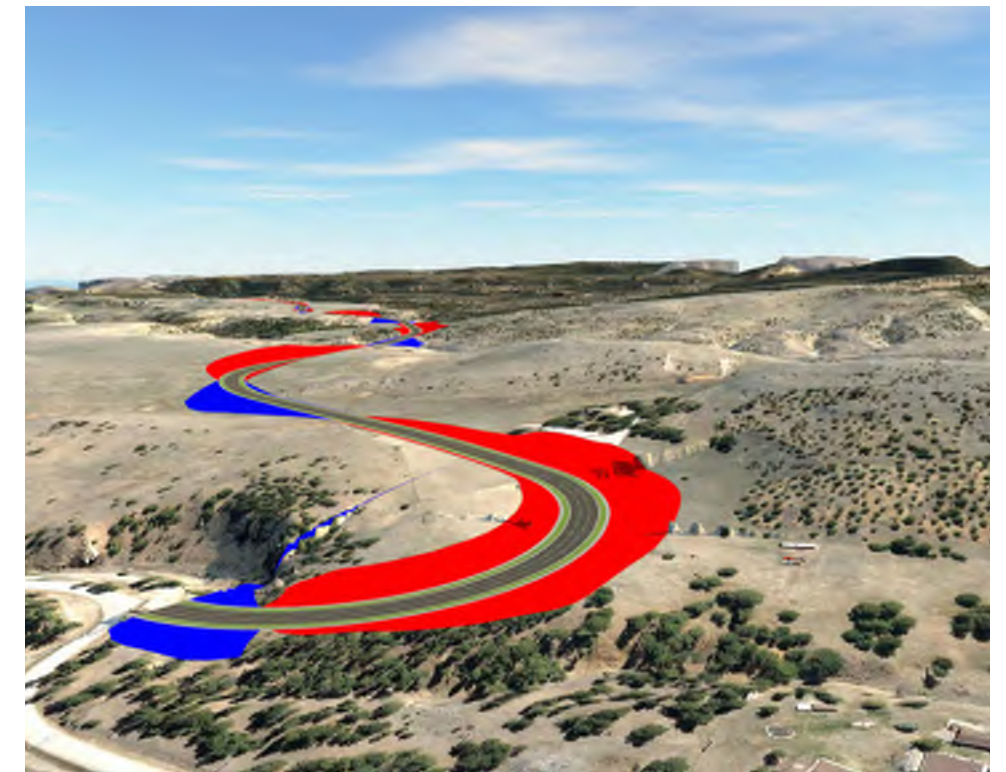
Earthwork Fill (Blue): 534,835 CY

Segment Consideration:

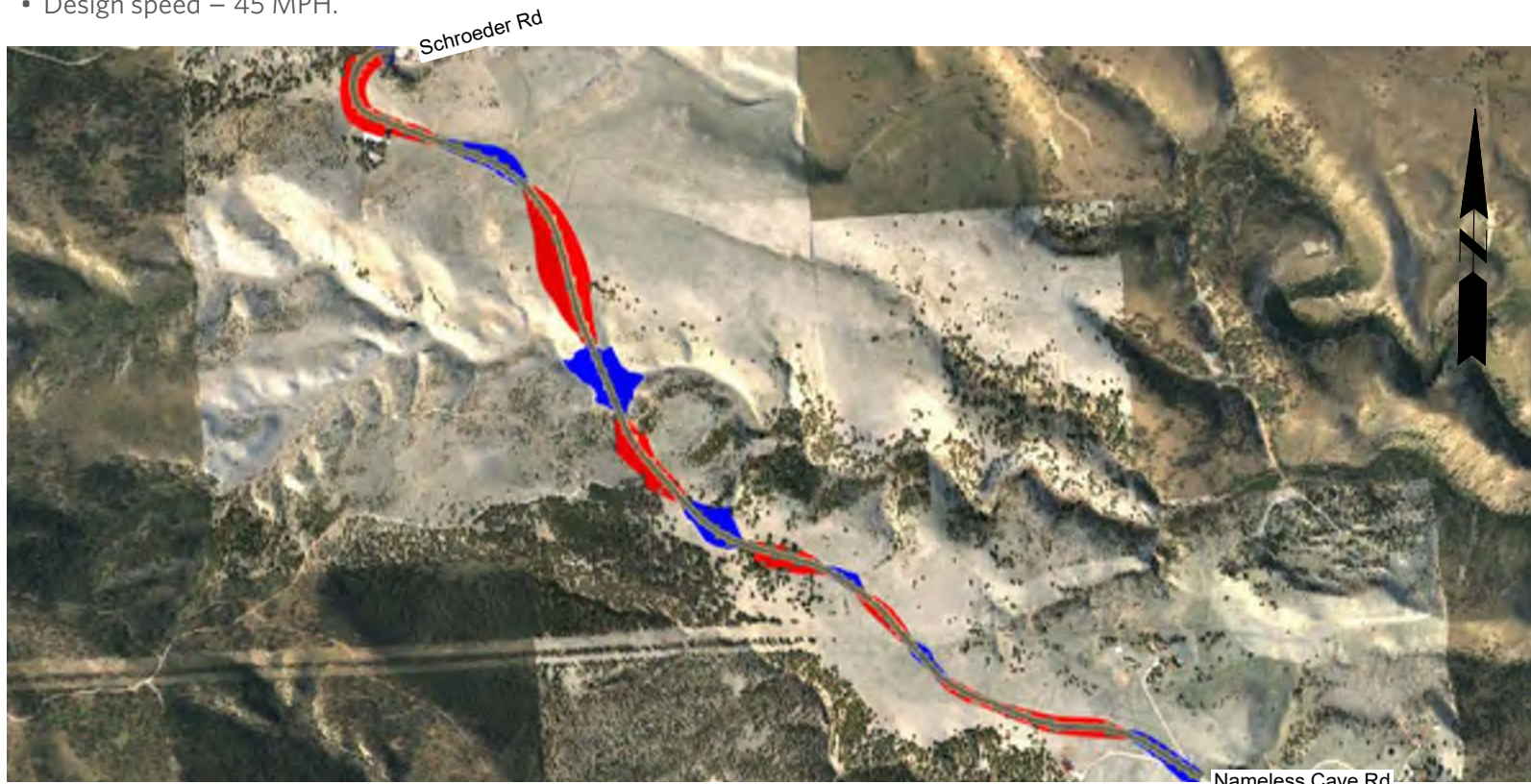
- Will require realignment of existing Schroeder Road at proposed new intersection/connection point.
- Design speed – 45 MPH.



Isometric looking northwest at station 46+00



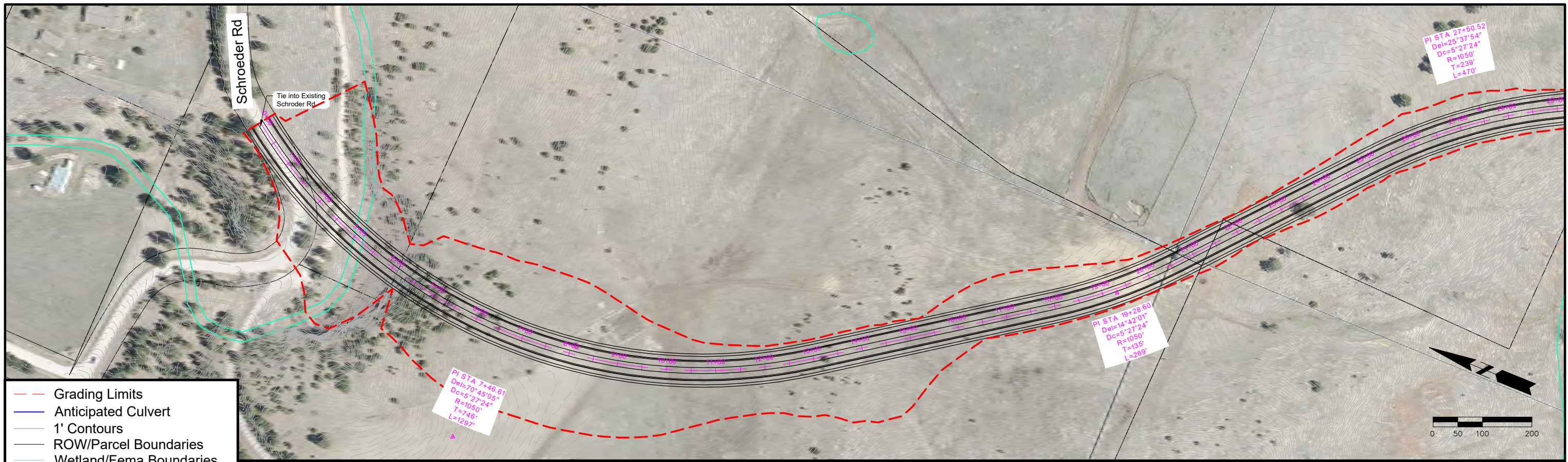
Isometric looking southeast at station 2+00



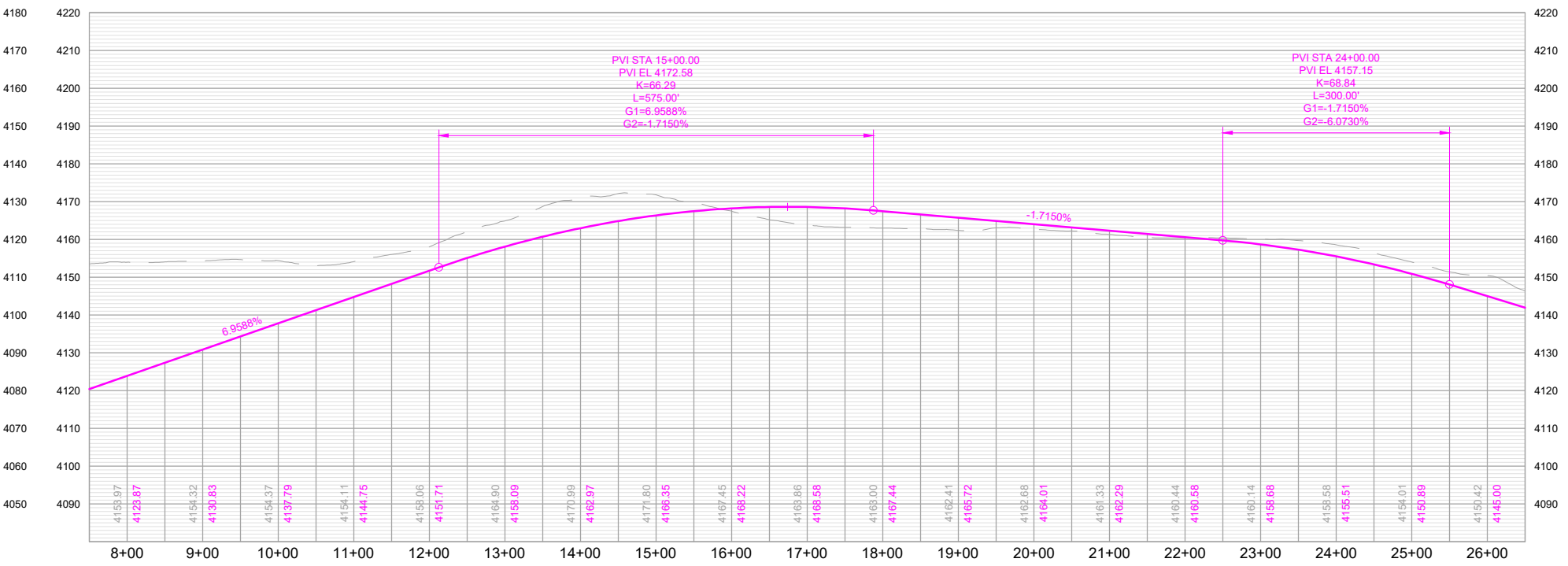
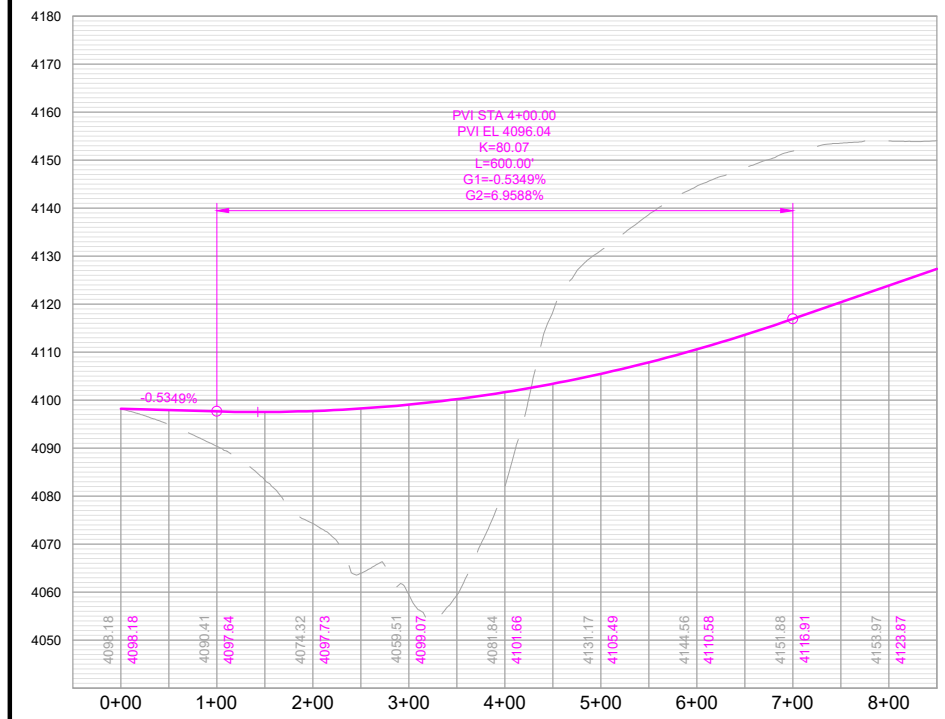
Segment Overview

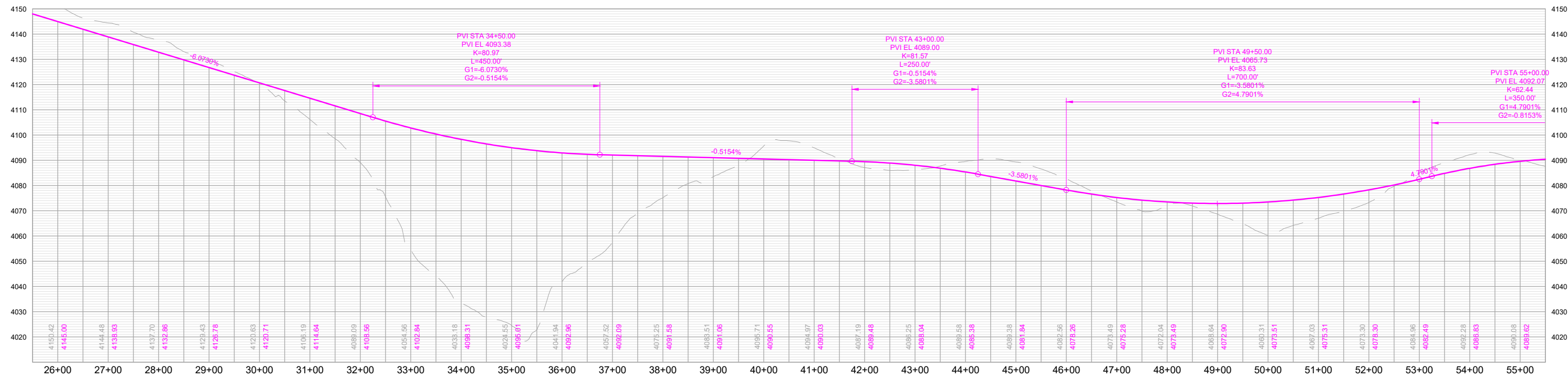
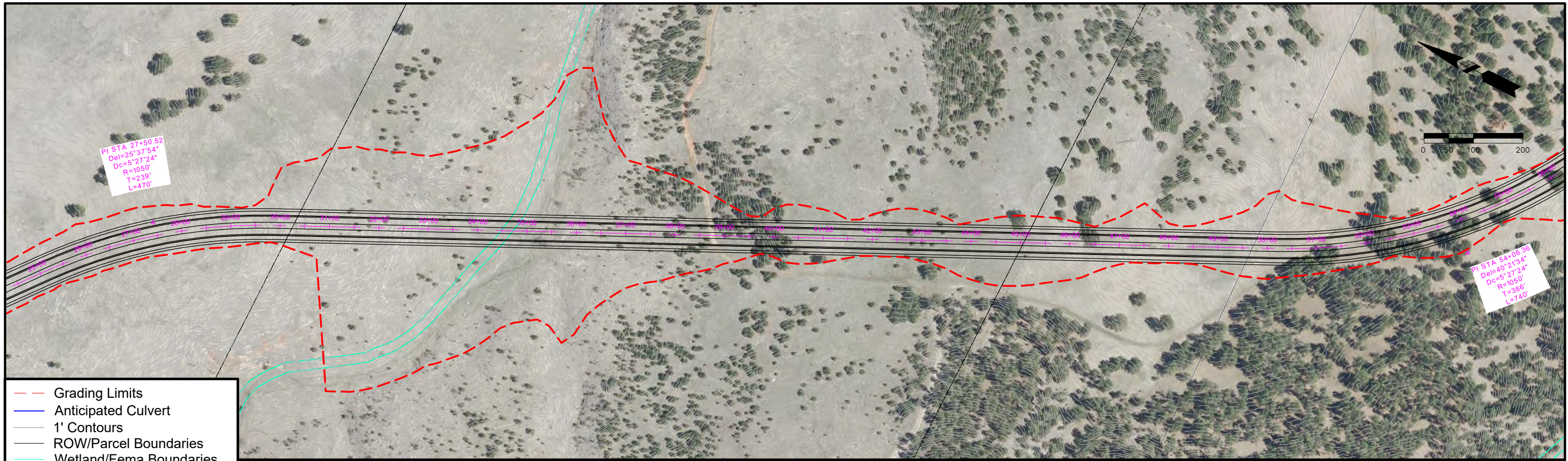
Proposed Typical Section 3 Lane Minor Arterial

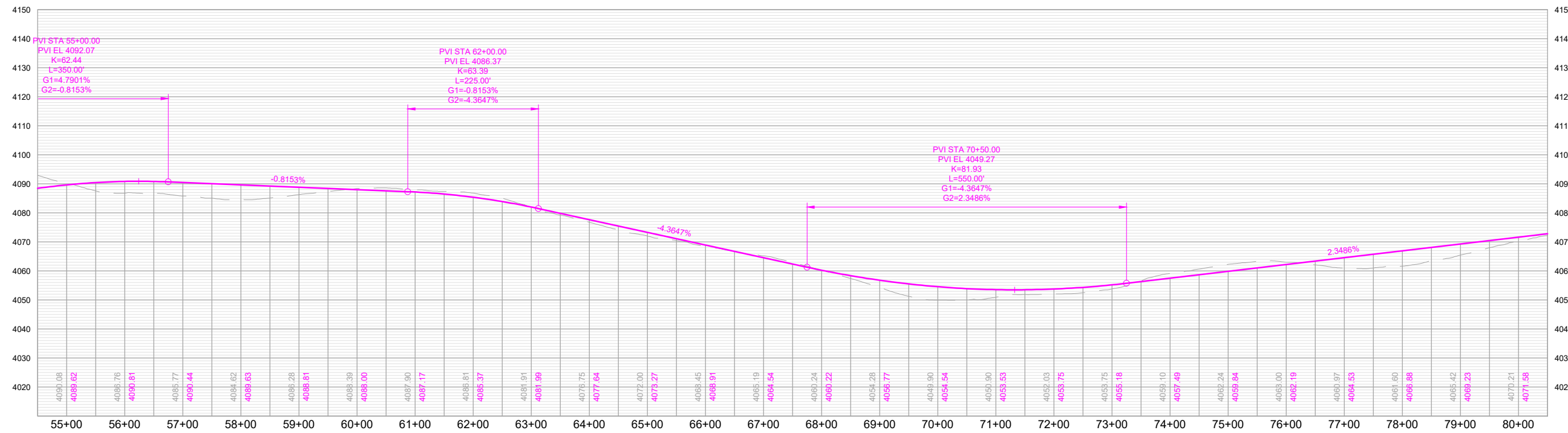


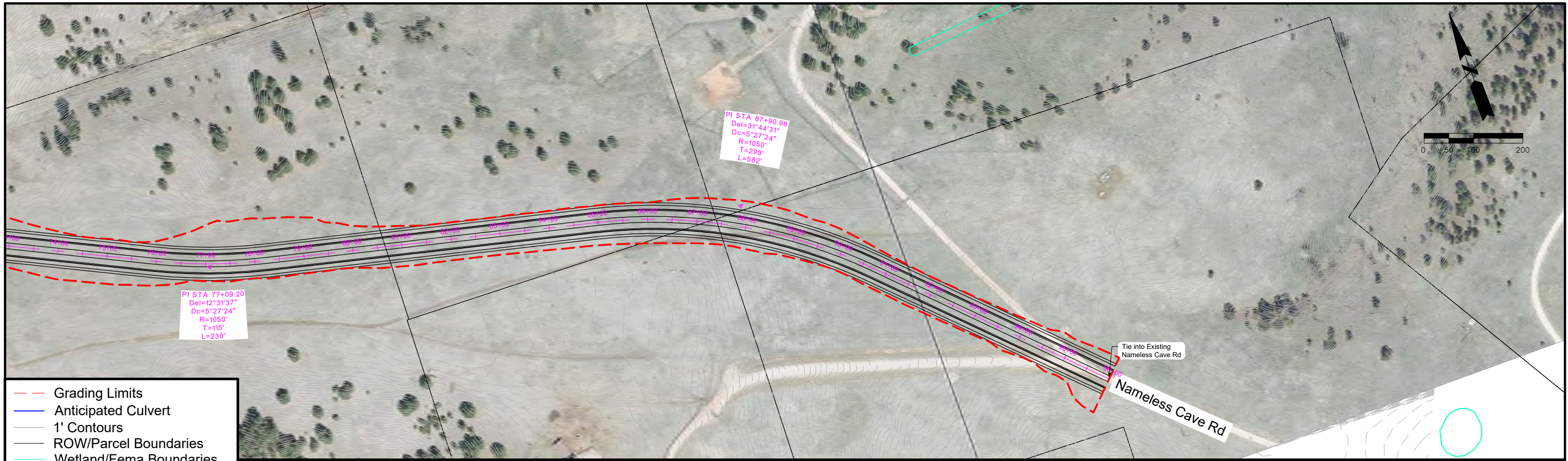


- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries

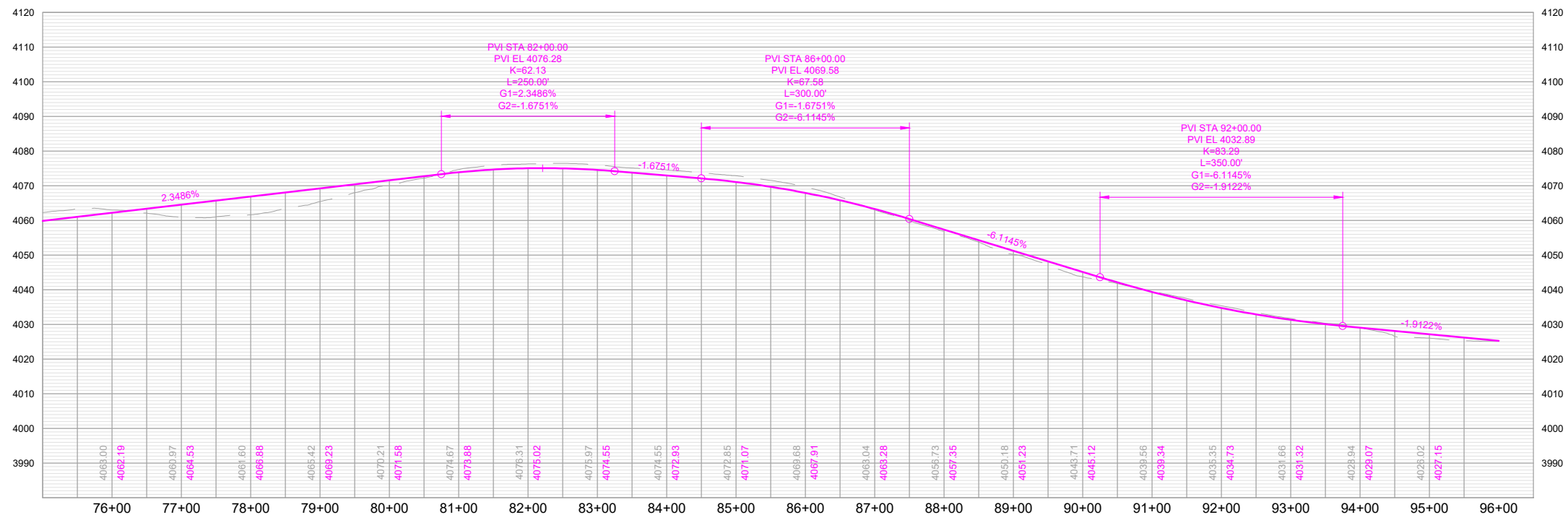








- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



Hidden Valley Road

Western Terminus to Bittersweet Road

Classification: Principal Arterial

Corridor Length: 8,000 FT

Estimated Quantities

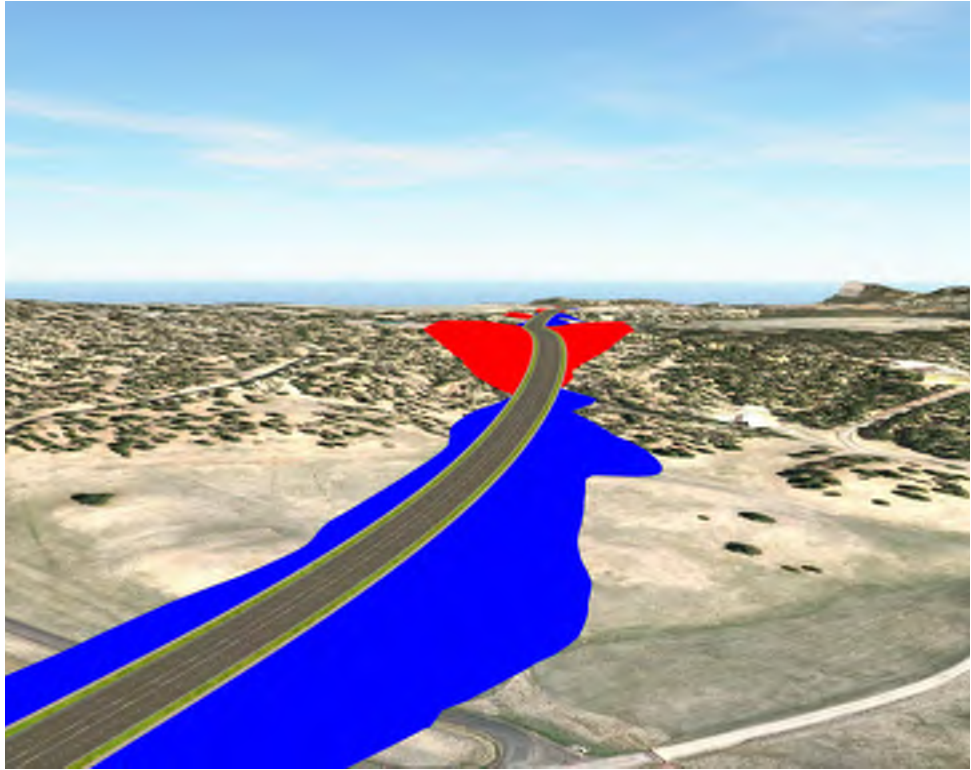
Road Surface: 51,556 SY

Earthwork Cut (Red): 578,367 CY

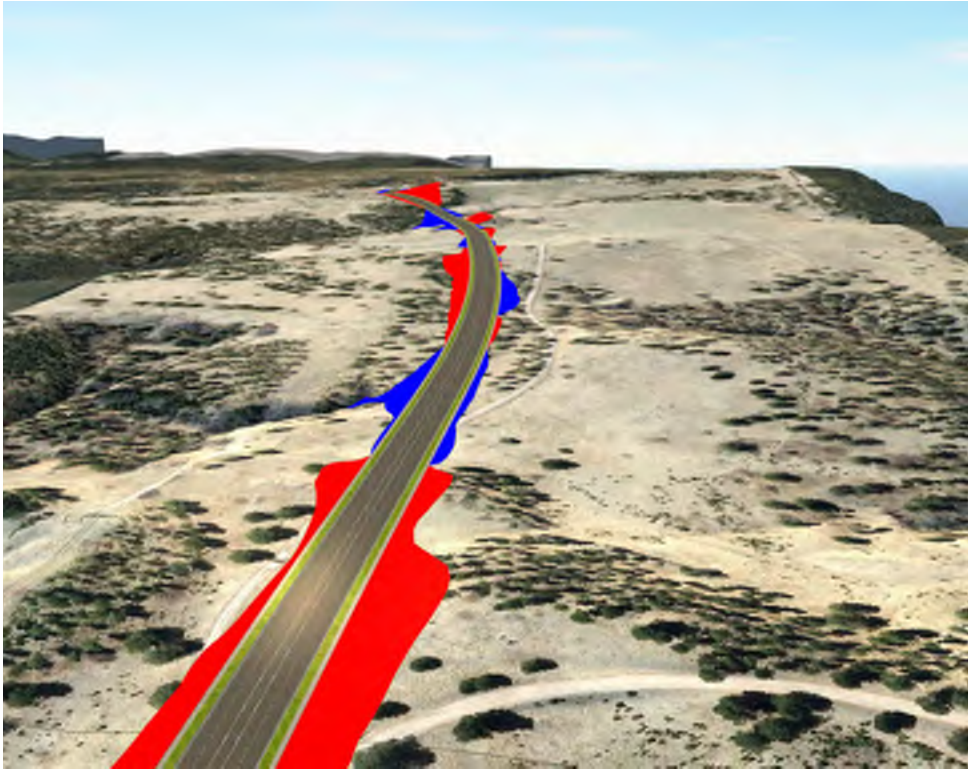
Earthwork Fill (Blue): 485,098 CY

Segment Considerations:

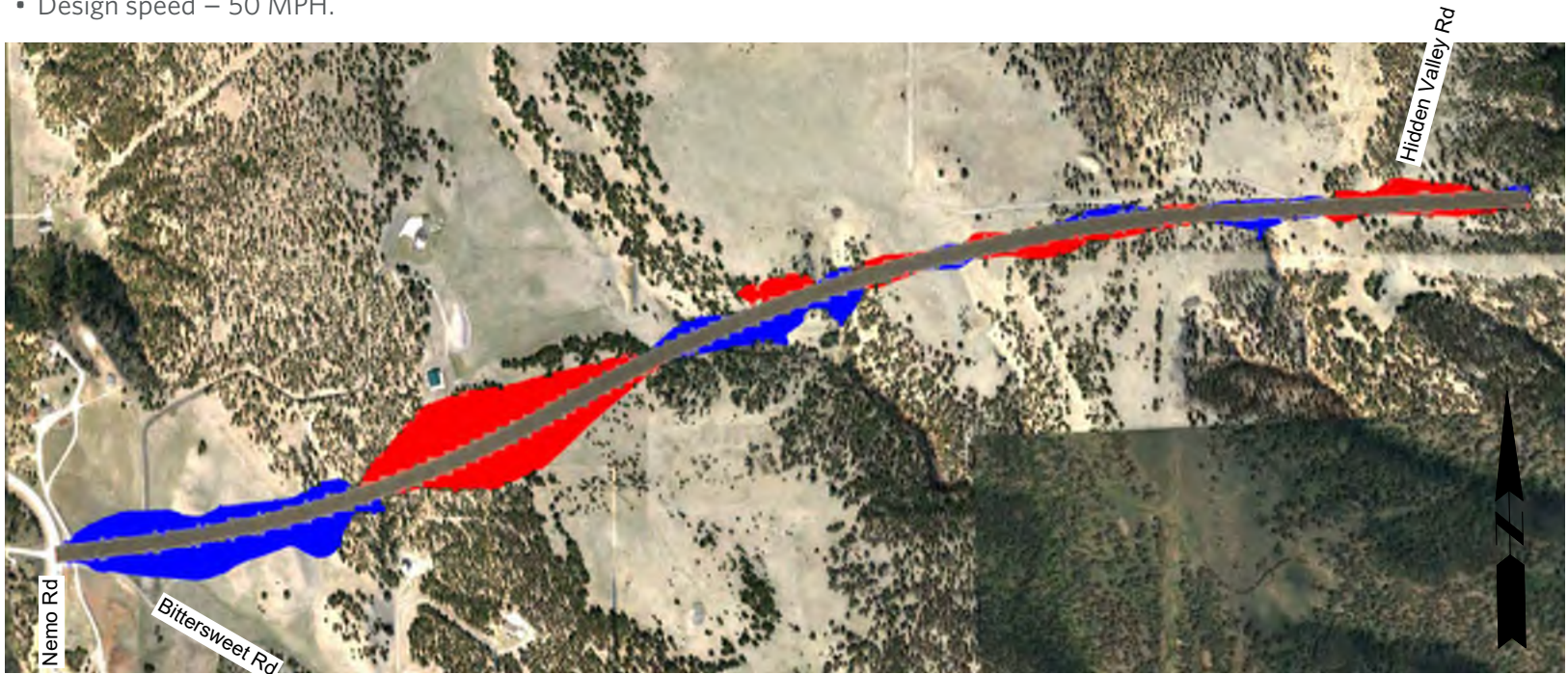
- The sight distance at the existing Bittersweet Road/Nemo Road intersection meets a 50 MPH design speed, however backslope and vertical curve grading may be necessary to meet a 55 MPH design speed on Nemo Road.
- Consider steeper slopes to reduce property impacts near Station 22+00.
- Design speed – 50 MPH.



Isometric looking northeast at station 2+00



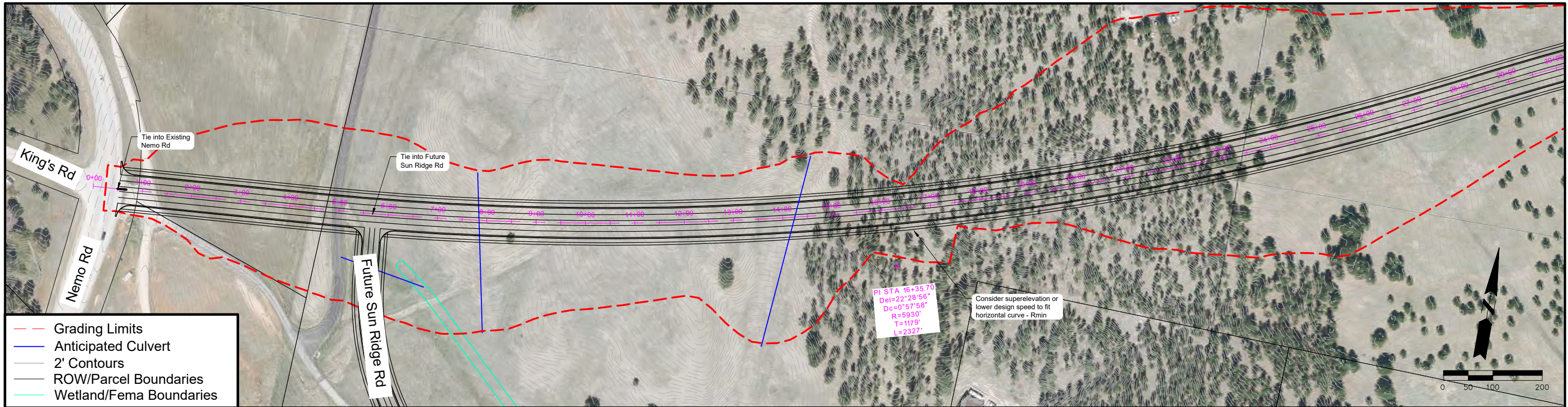
Isometric looking west at station 78+00



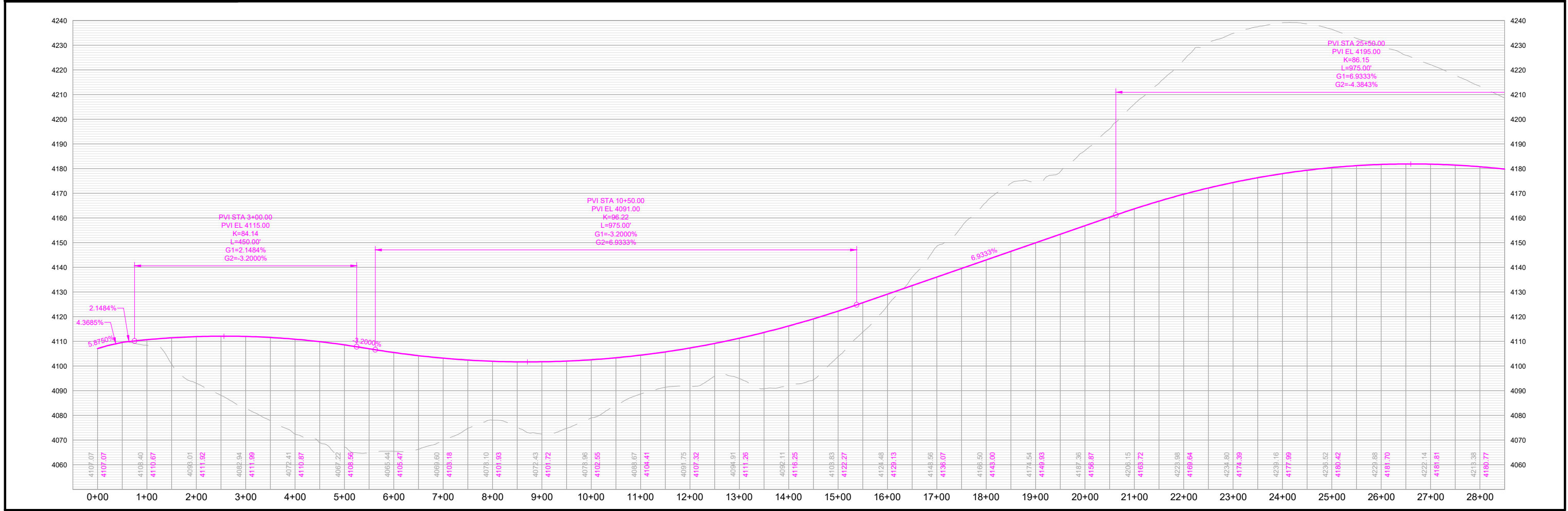
Segment Overview

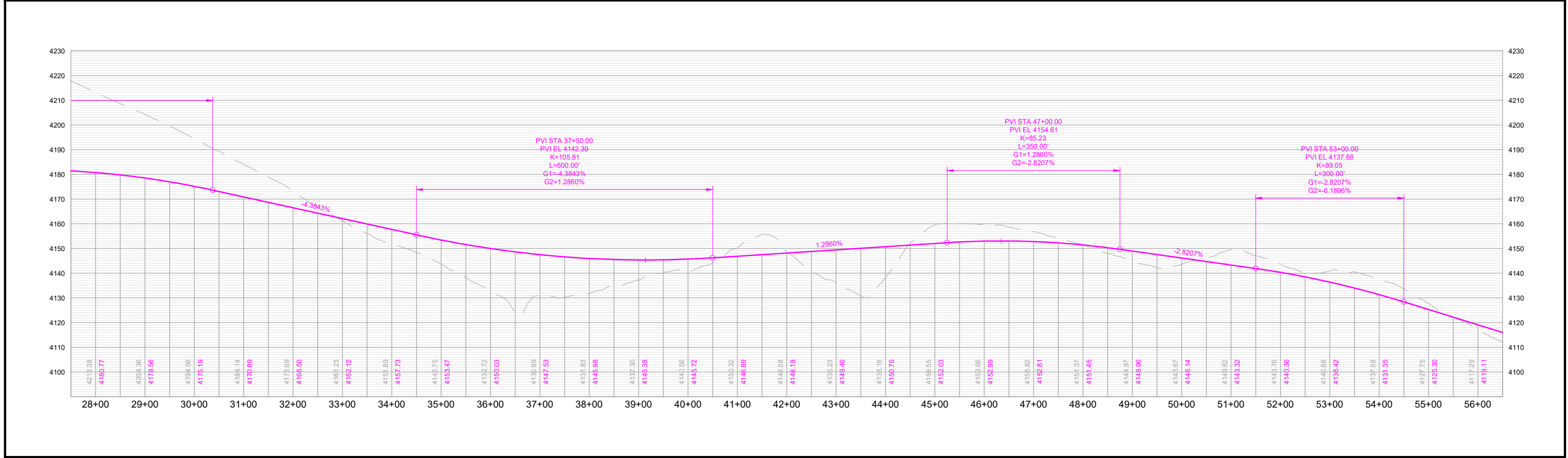
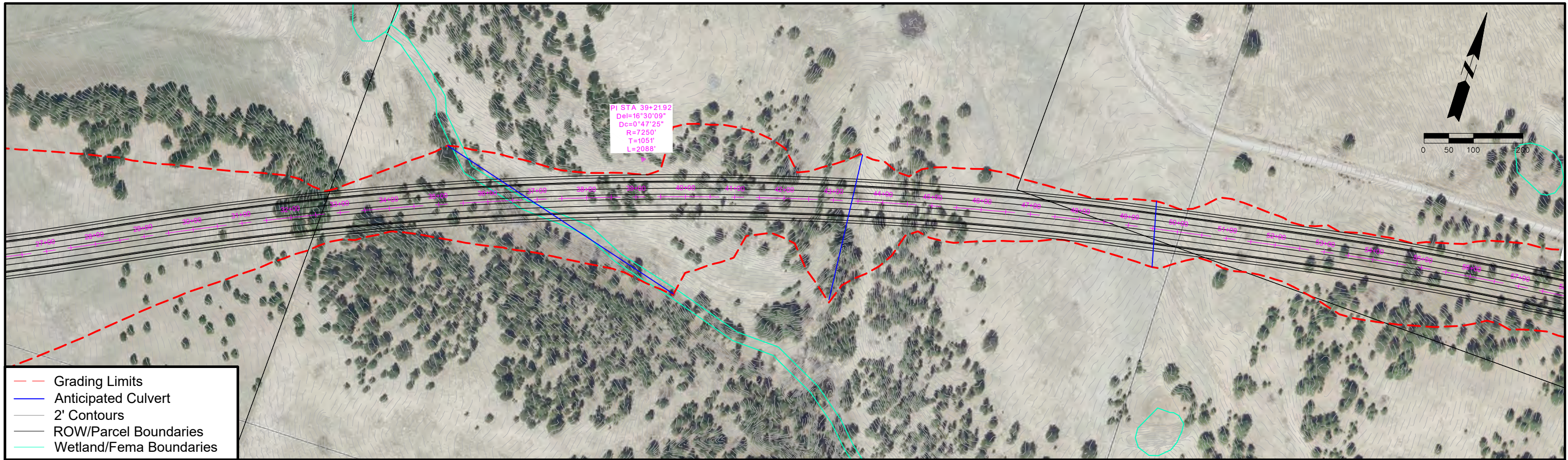
Proposed Typical Section 5 Lane Principal Arterial

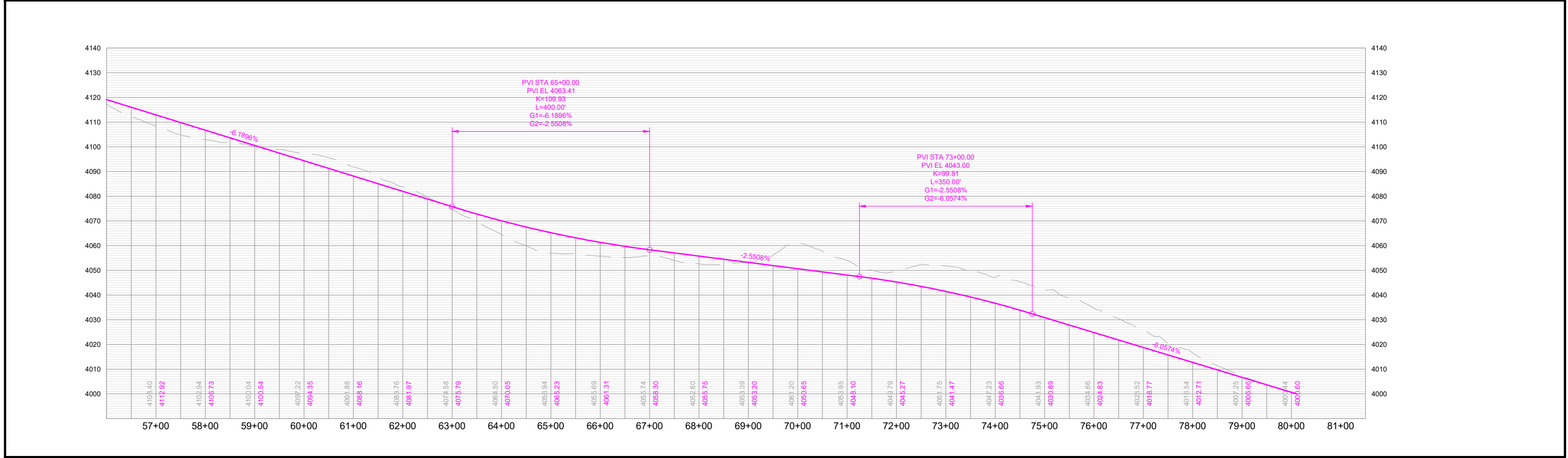
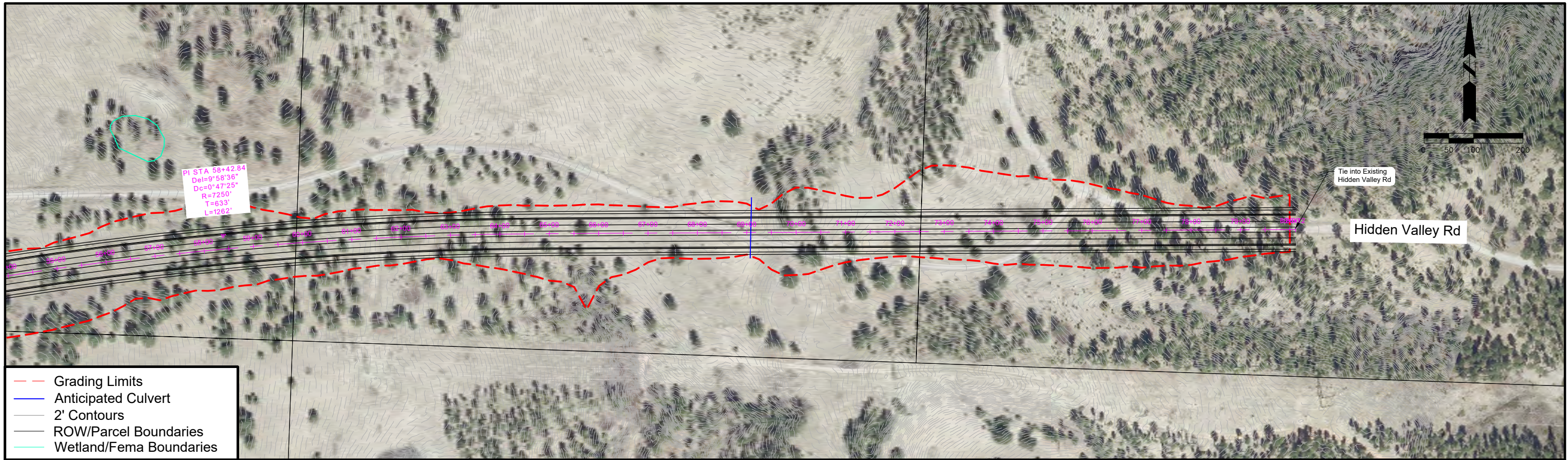




- Grading Limits
- Anticipated Culvert
- 2' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries







Sun Ridge Road

Western Terminus to Bittersweet Road

Classification: Collector

Corridor Length: 4,710 FT

Estimated Quantities

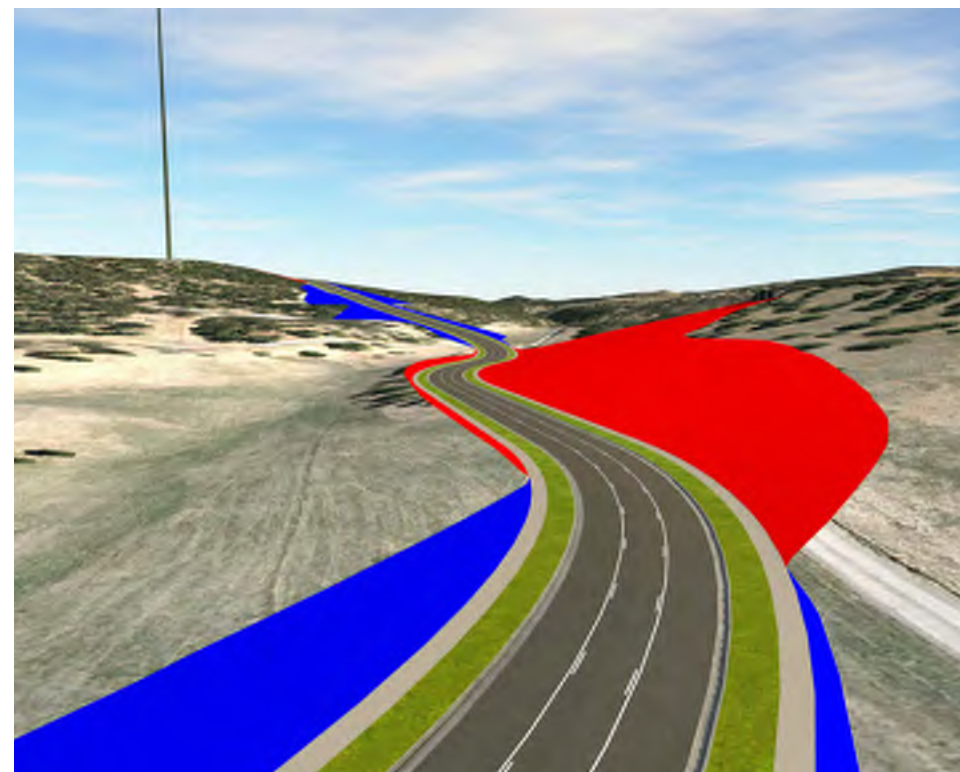
Road Surface: 16,747 SY

Earthwork Cut (Red): 626,045 CY

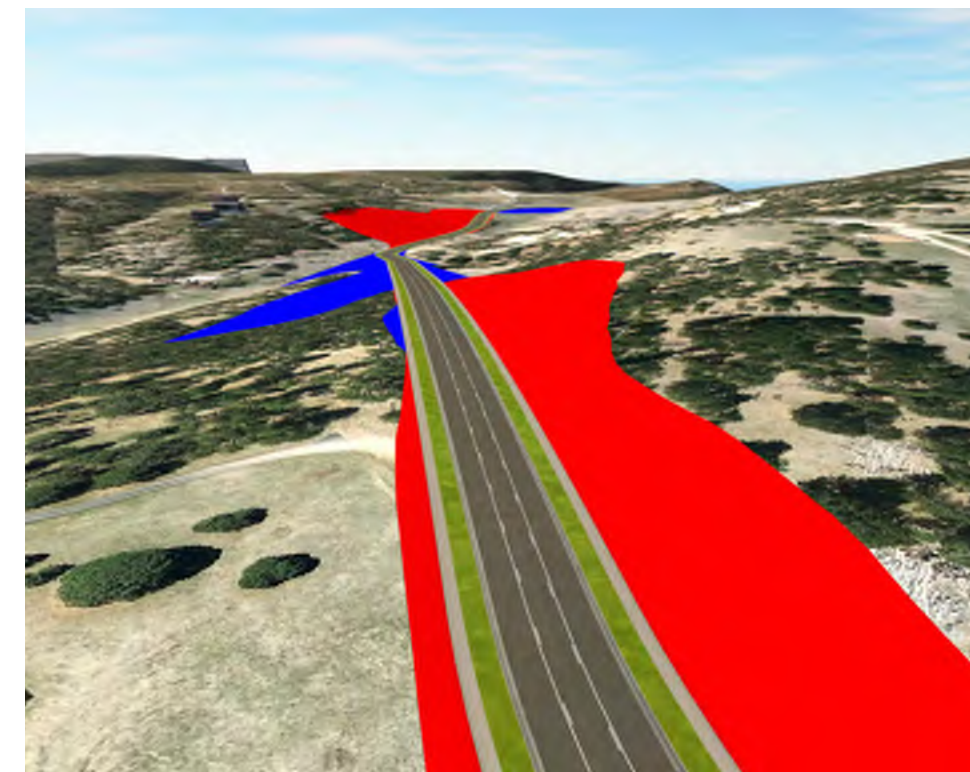
Earthwork Fill (Blue): 294,824 CY

Segment Considerations:

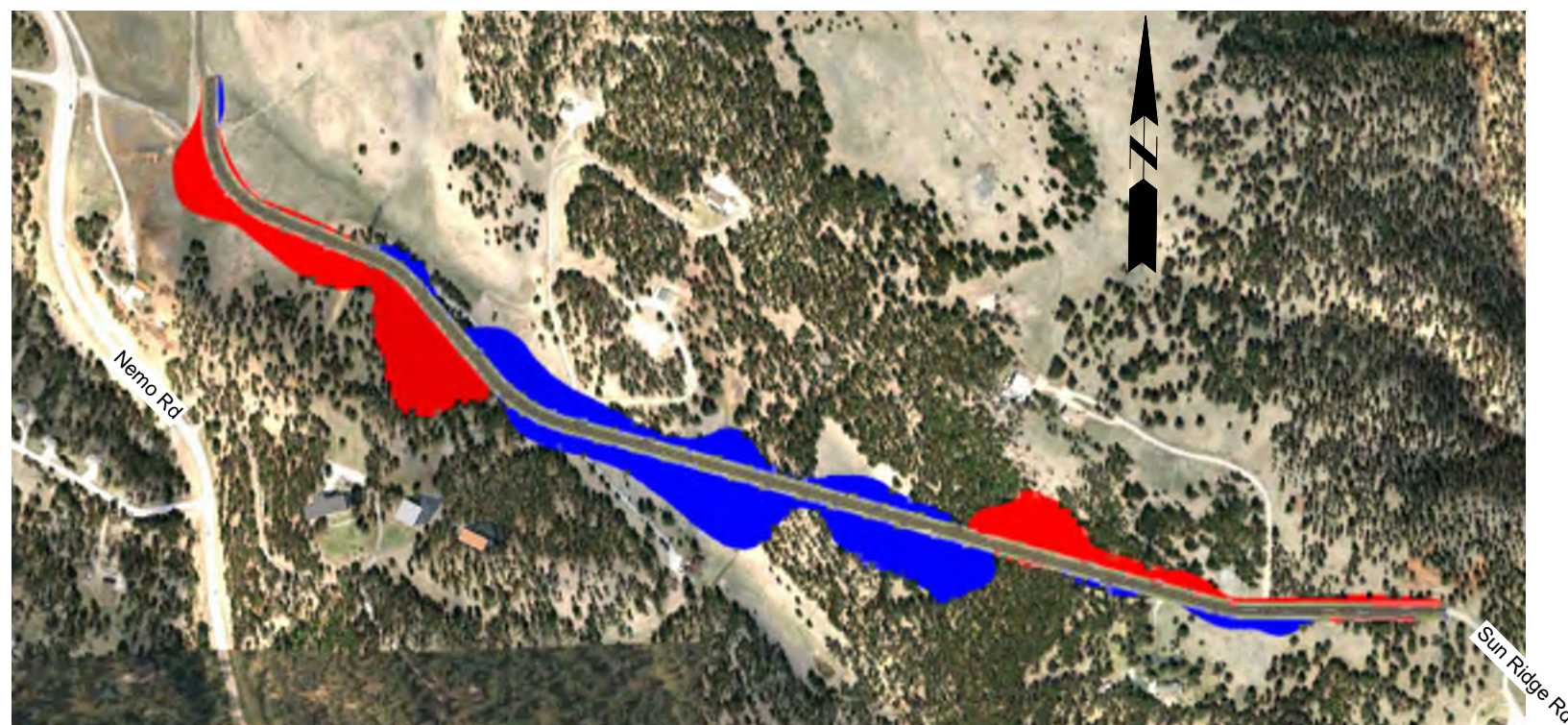
- Design speed – 35 MPH.



Isometric looking east at station 3+00

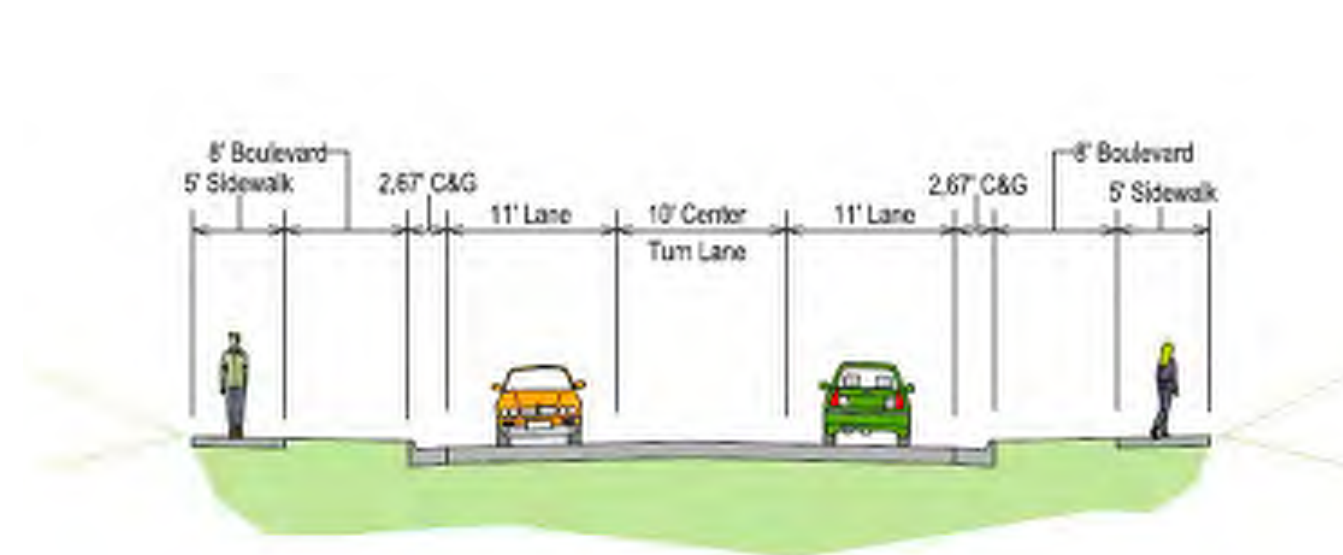


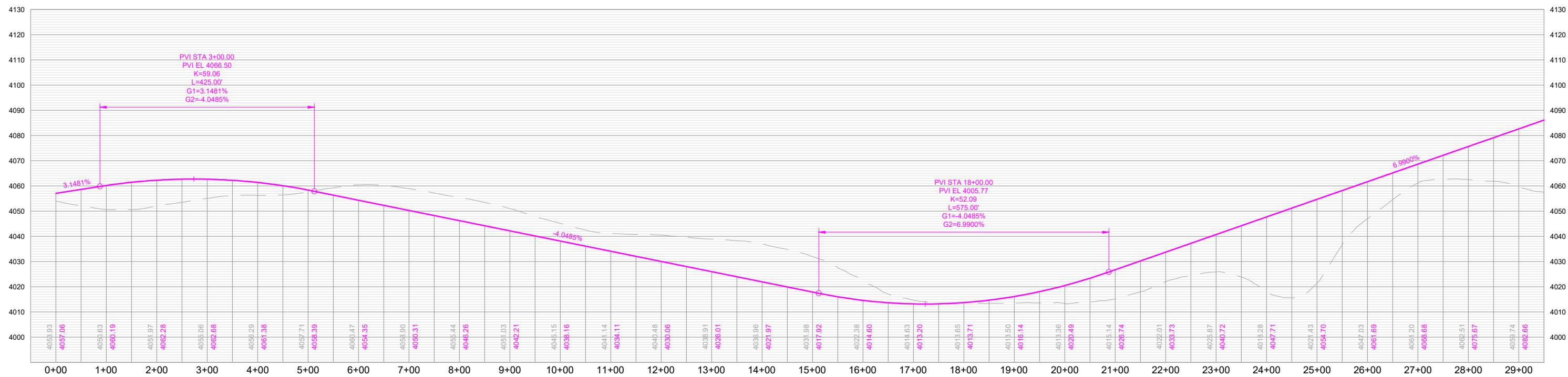
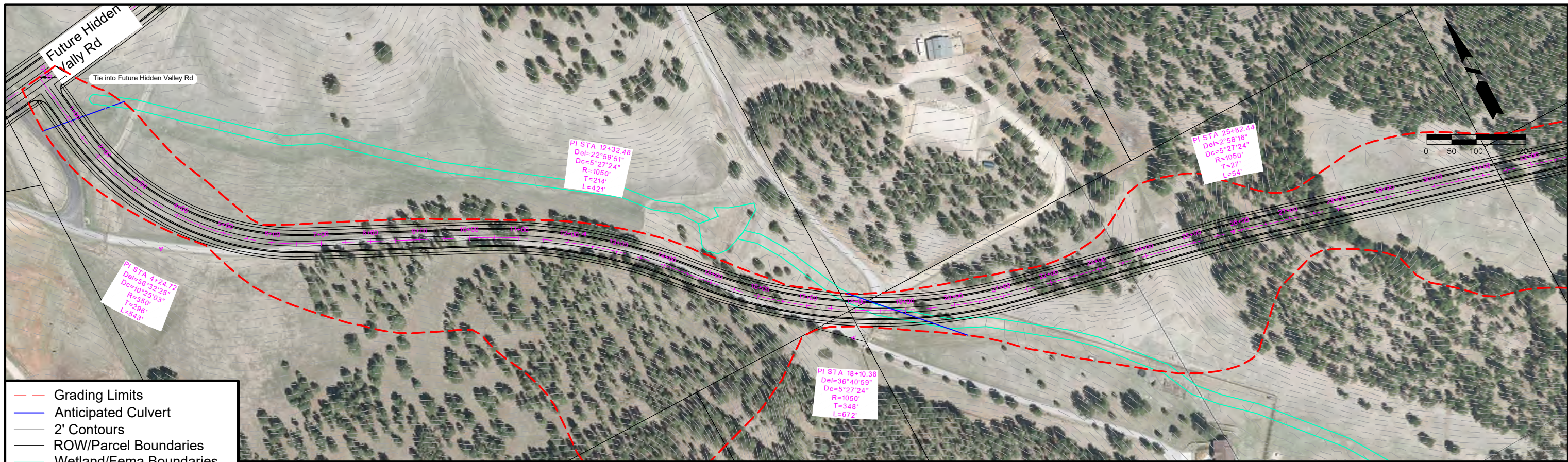
Isometric looking west at station 46+00

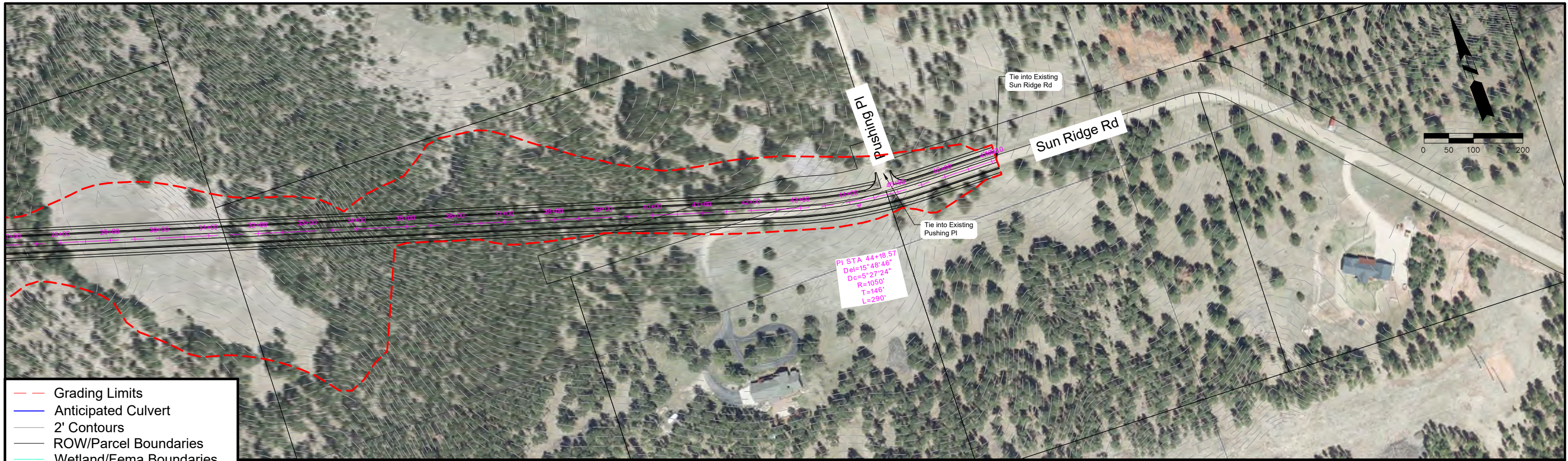


Segment Overview

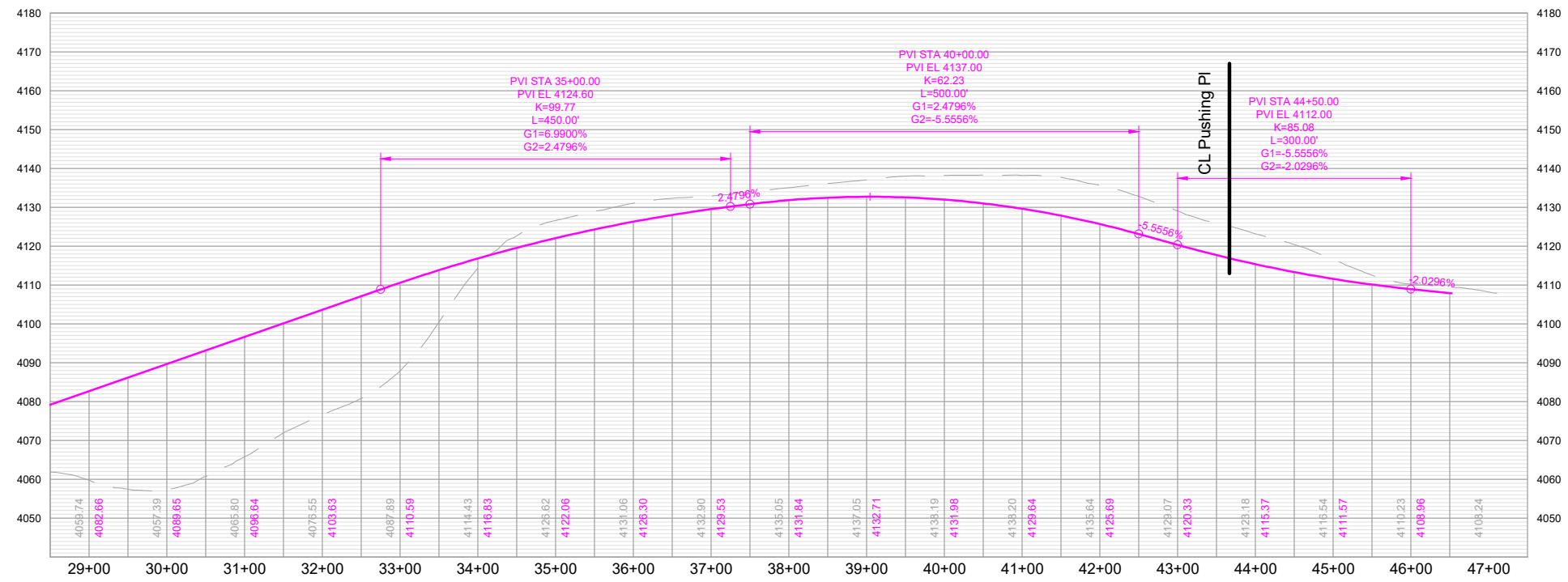
Proposed Typical Section 3 Lane Collector







- Grading Limits
- Anticipated Culvert
- 2' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



Anamosa Street I-190 to Commerce Road

Classification: Minor Arterial

Corridor Length: 7,030 FT

Estimated Quantities

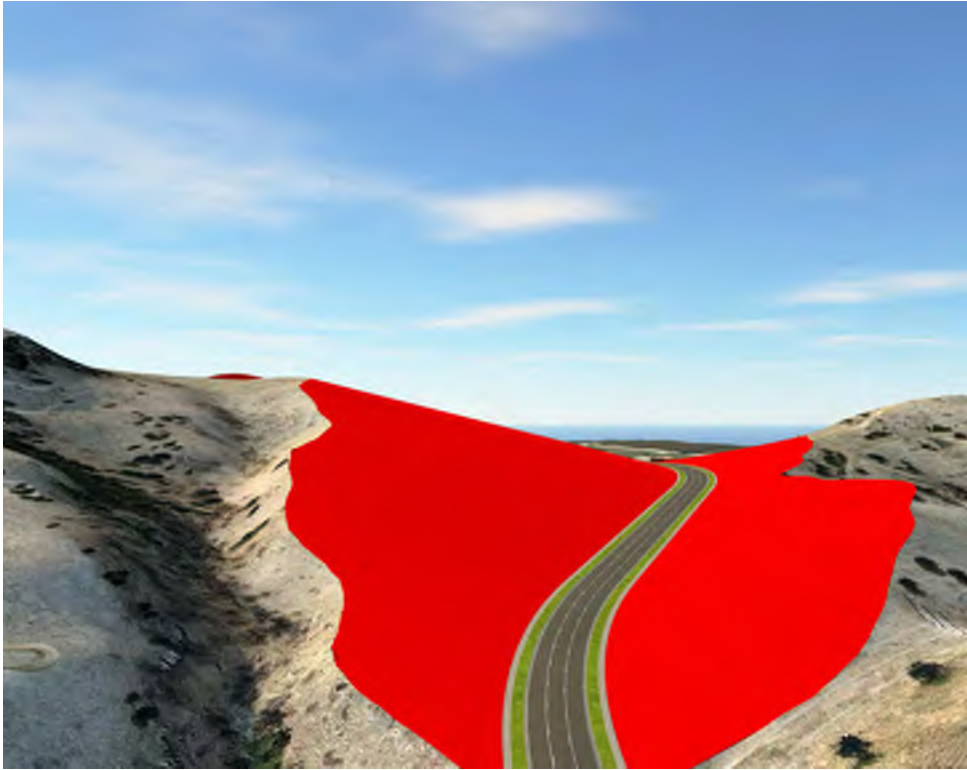
Road Surface: 28,120 SY

Earthwork Cut (Red): 4,220,897 CY

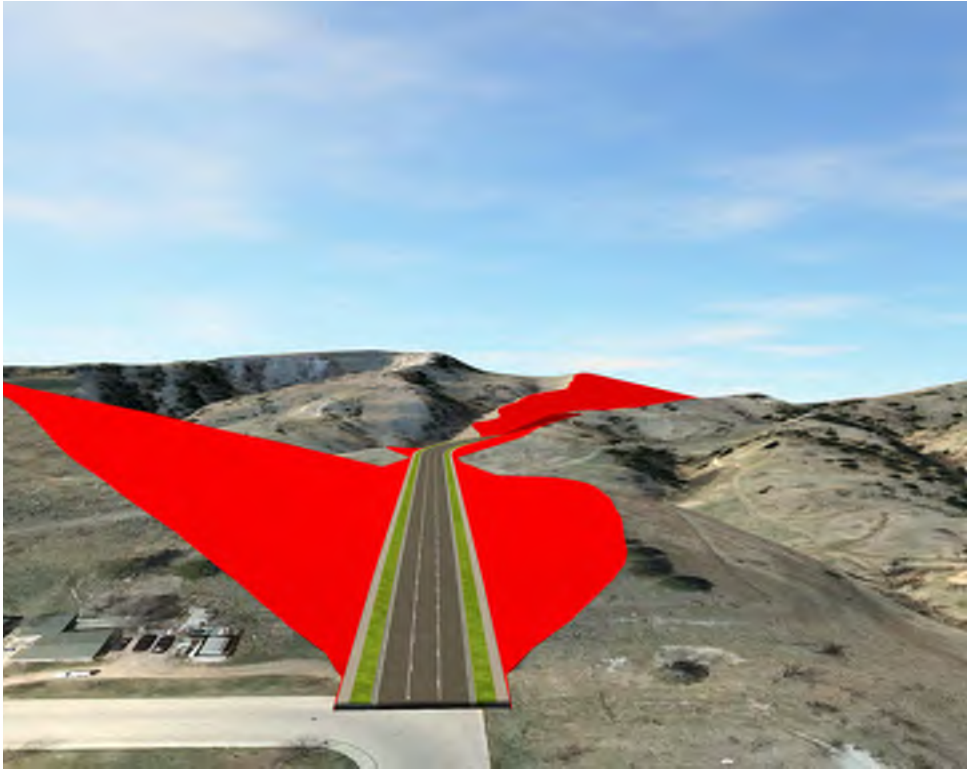
Earthwork Fill (Blue): 221,428 CY

Segment Considerations:

- Significant cut required to maintain design criteria from station 35+00 to 53+00. Increasing grade criteria to 10% max still results in excess of 100' cuts in this controlling area.
- Design speed – 45 MPH.



Isometric looking west at station 53+00



Isometric looking west at station 71+00



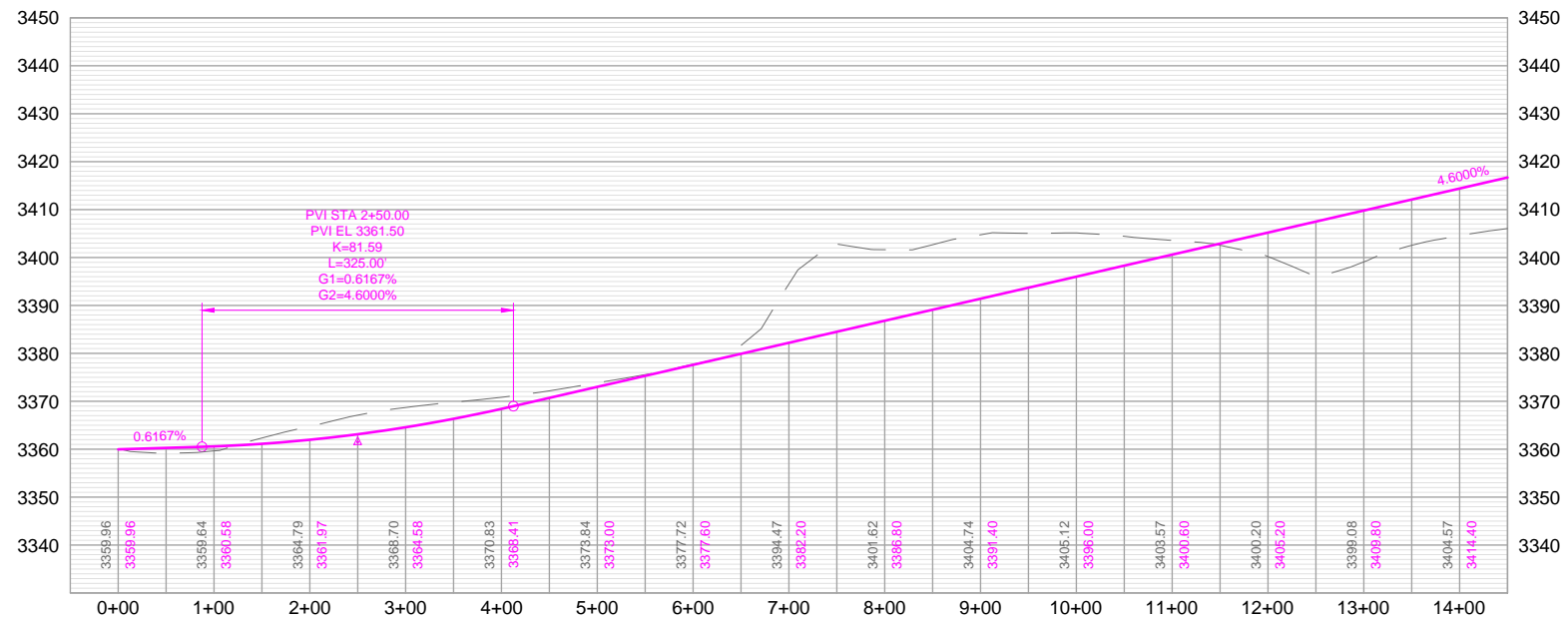
Segment Overview

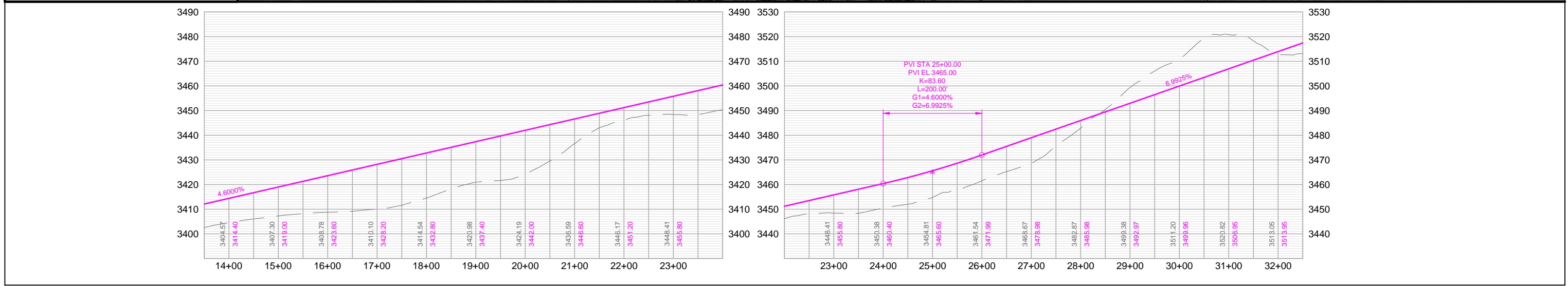
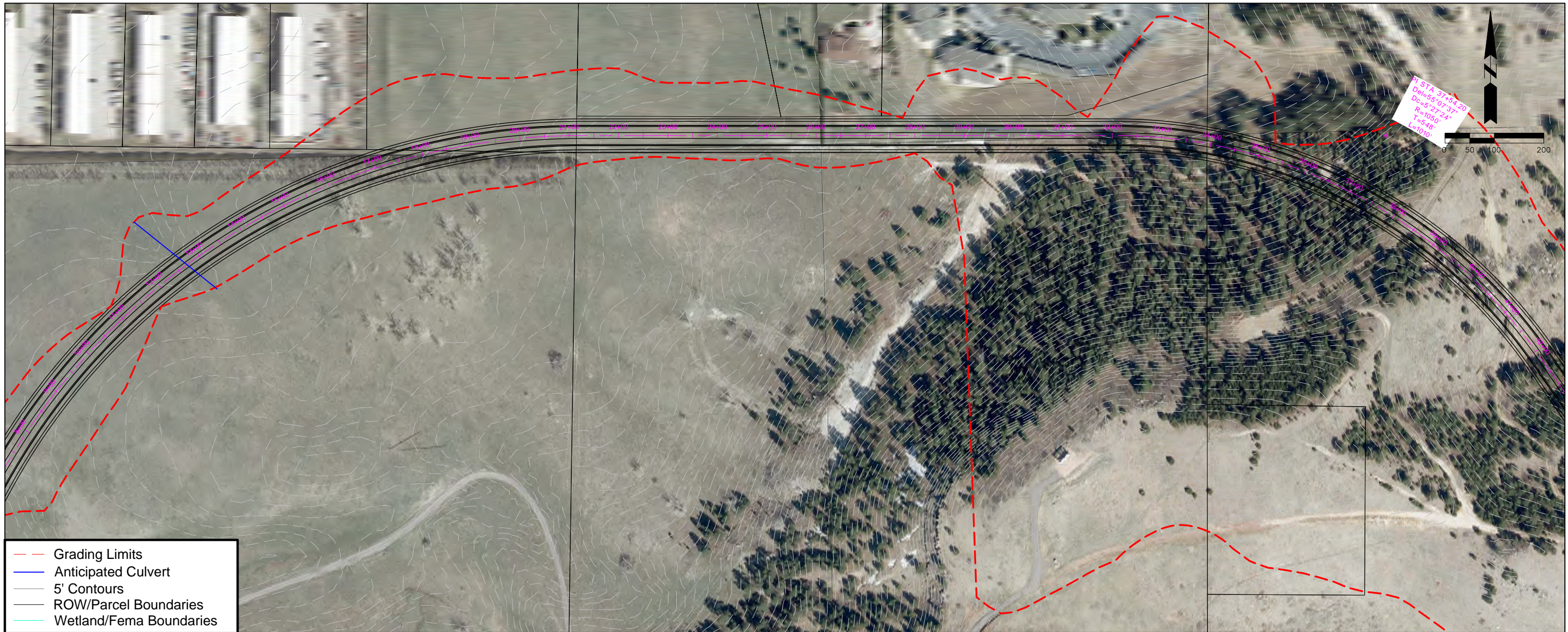
Proposed Typical Section 3 Lane Minor Arterial

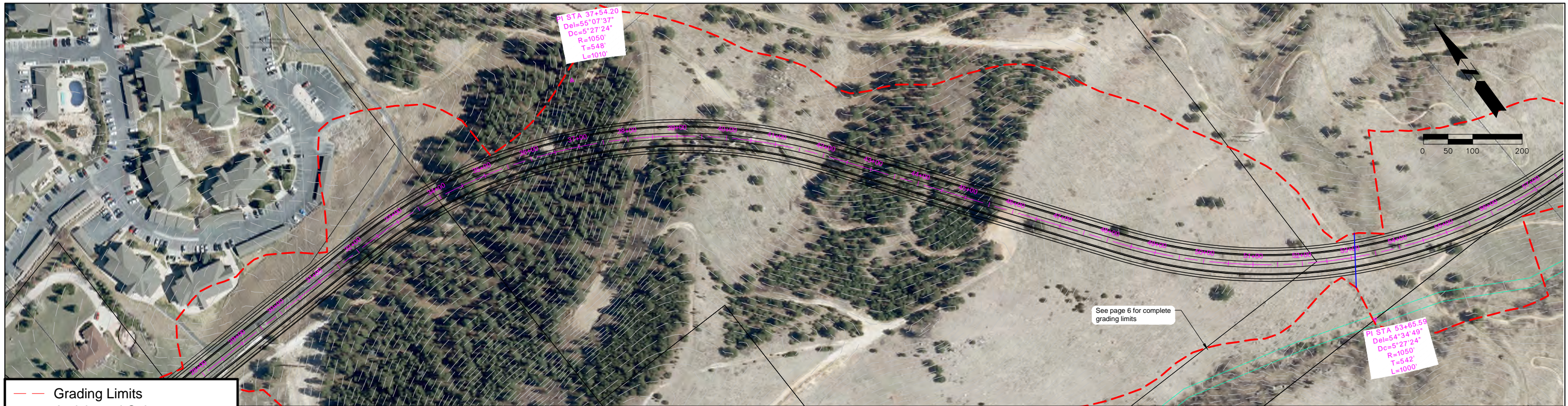




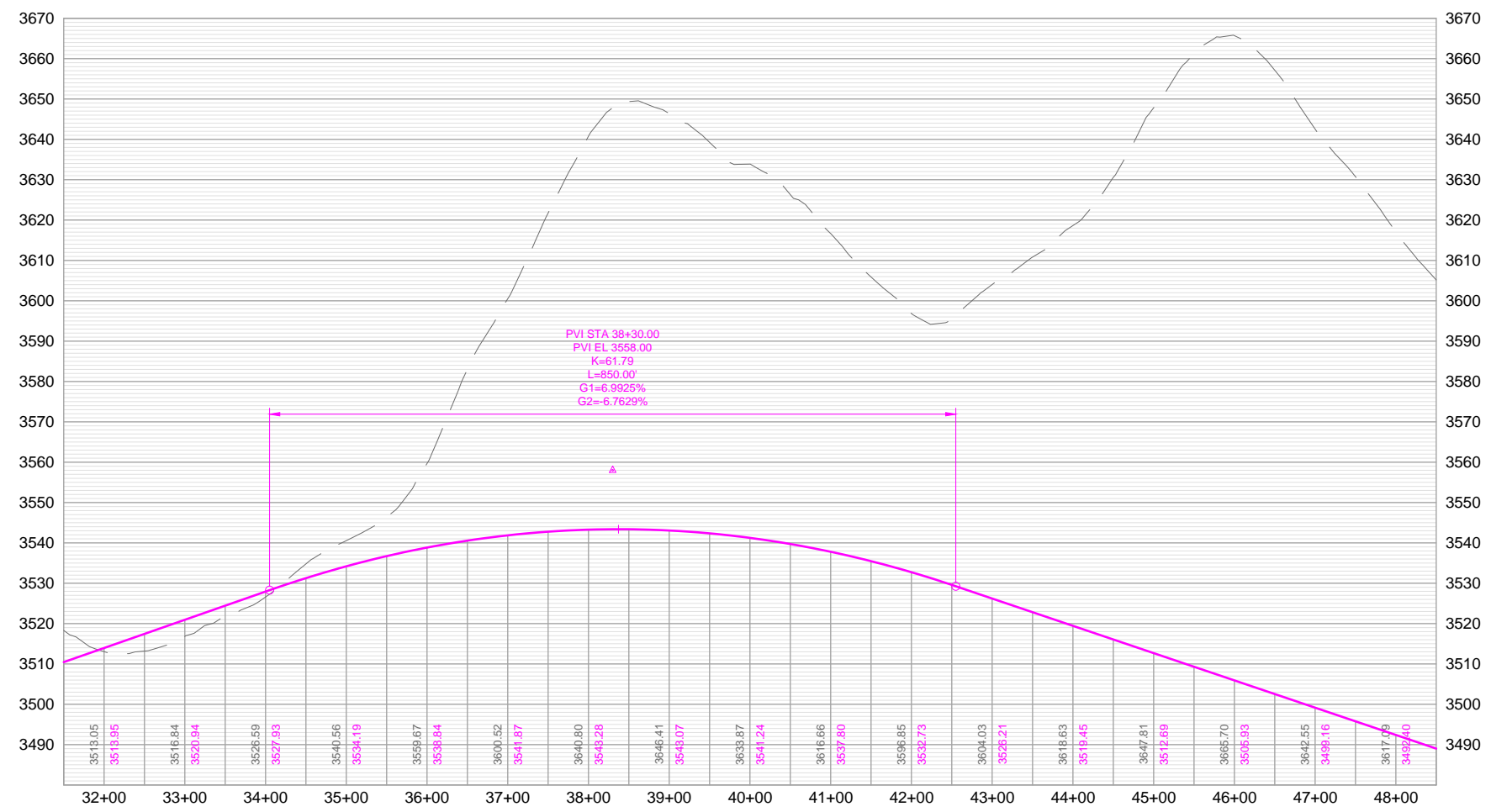
- Grading Limits
- Anticipated Culvert
- 5' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries

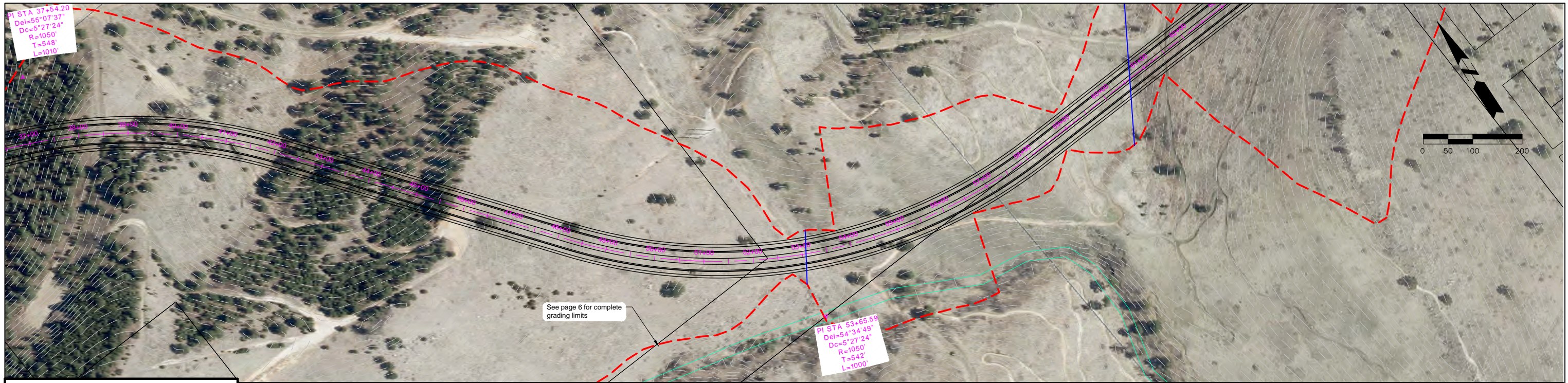




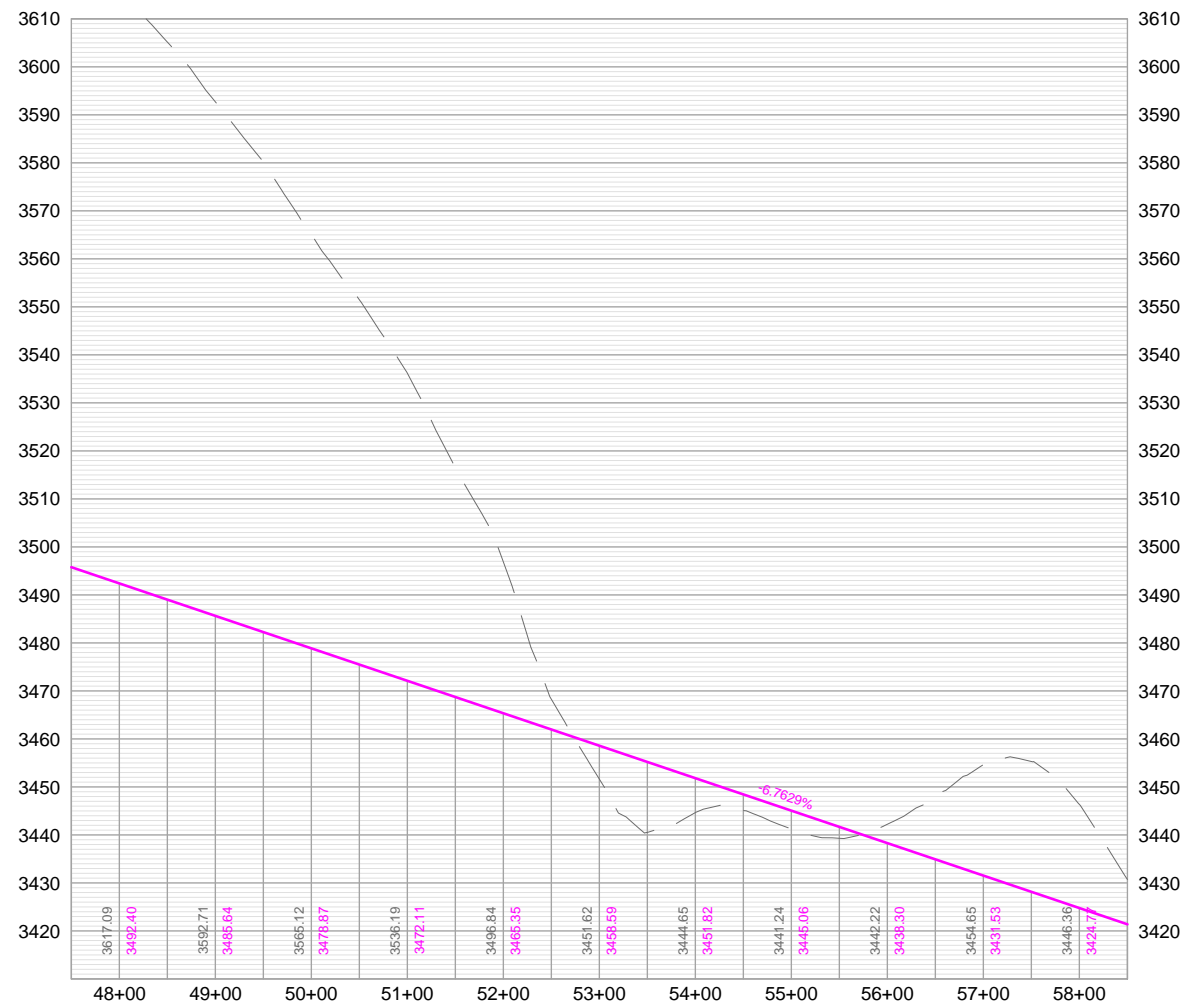


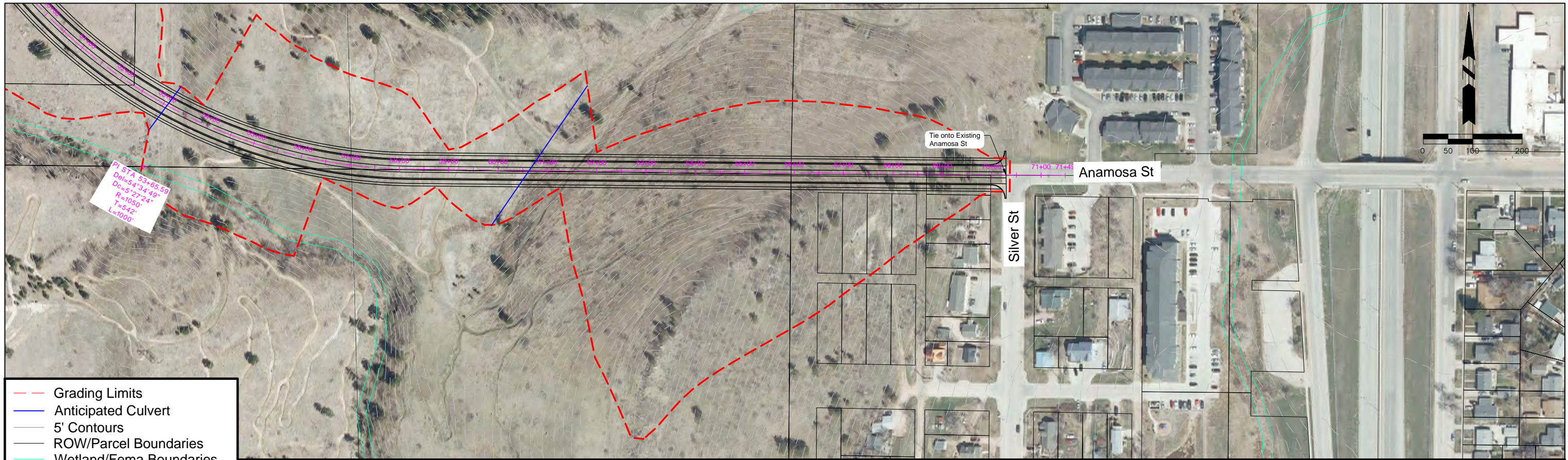
- Grading Limits
- Anticipated Culvert
- 5' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



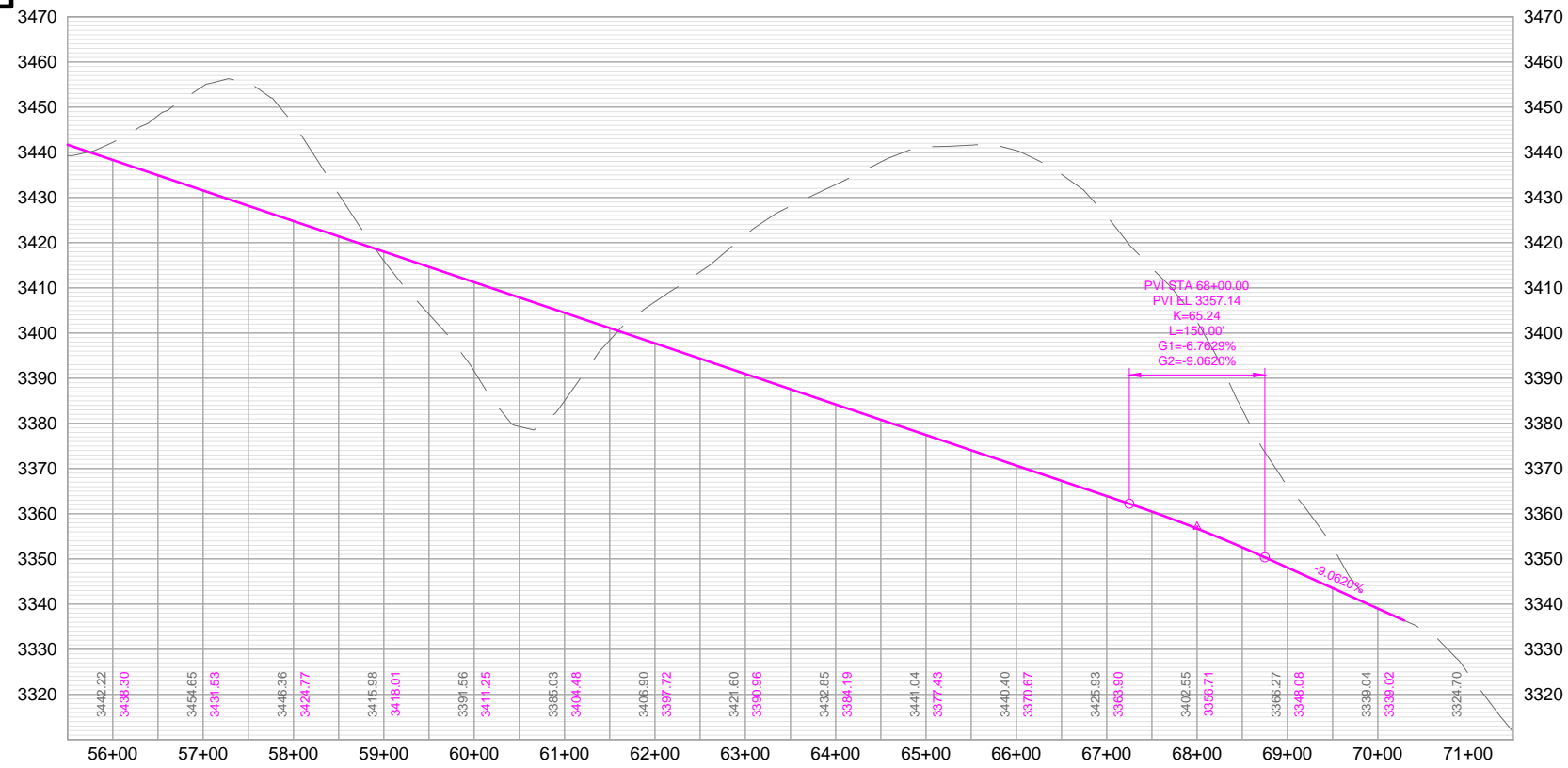


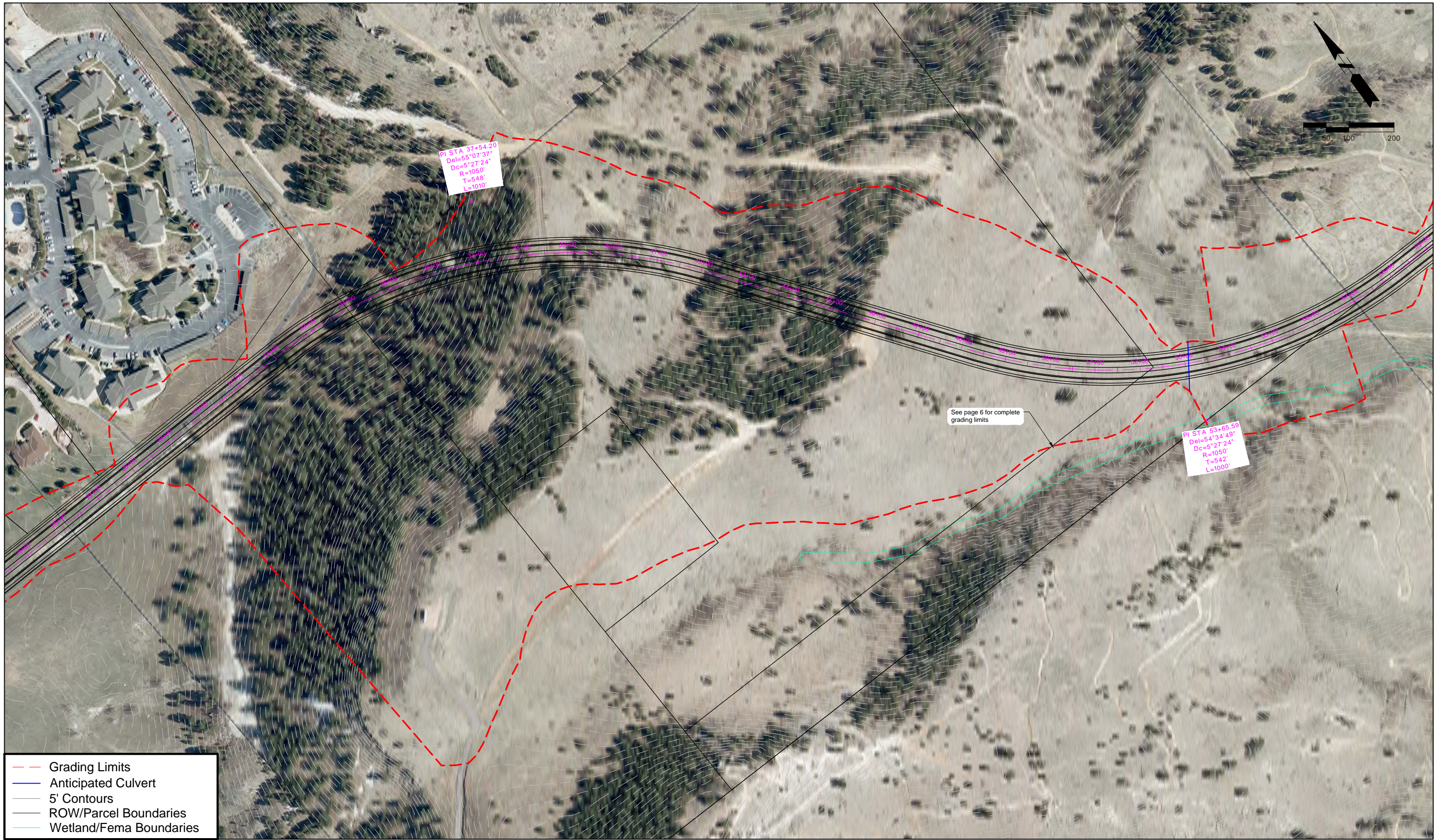
- Grading Limits
- Anticipated Culvert
- 5' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries





- Grading Limits
- Anticipated Culvert
- 5' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries





Bethpage Drive

Western Terminus to Sheridan Lake Road

Classification: Collector

Corridor Length: 8,885 FT

Estimated Quantities

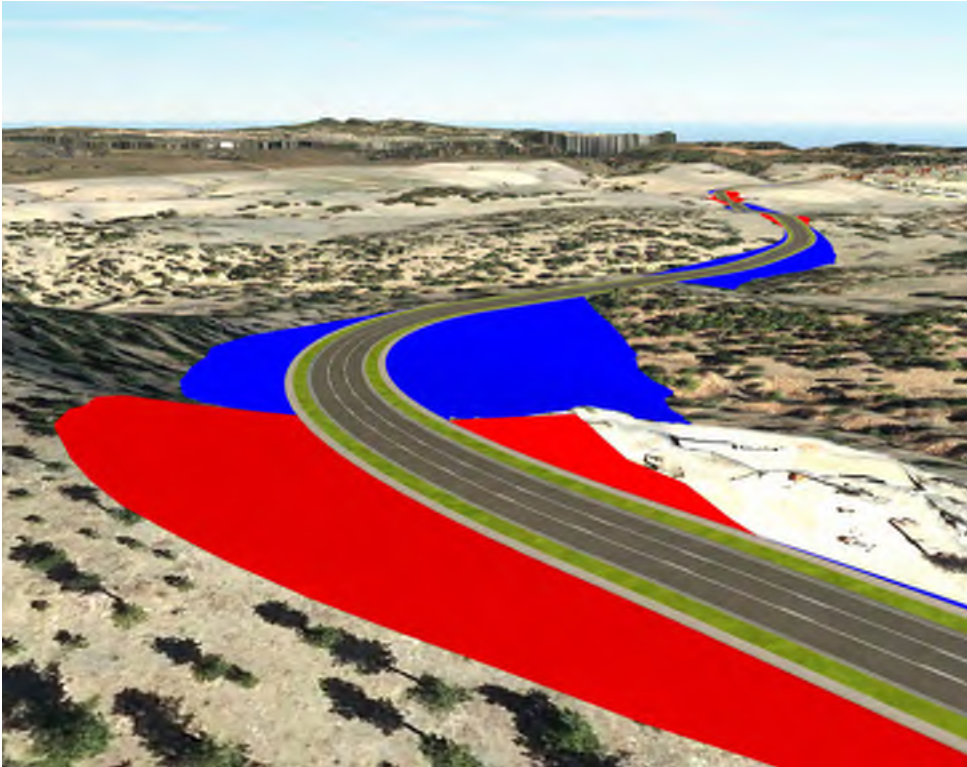
Road Surface: 31,592 SY

Earthwork Cut (Red): 72,507 CY

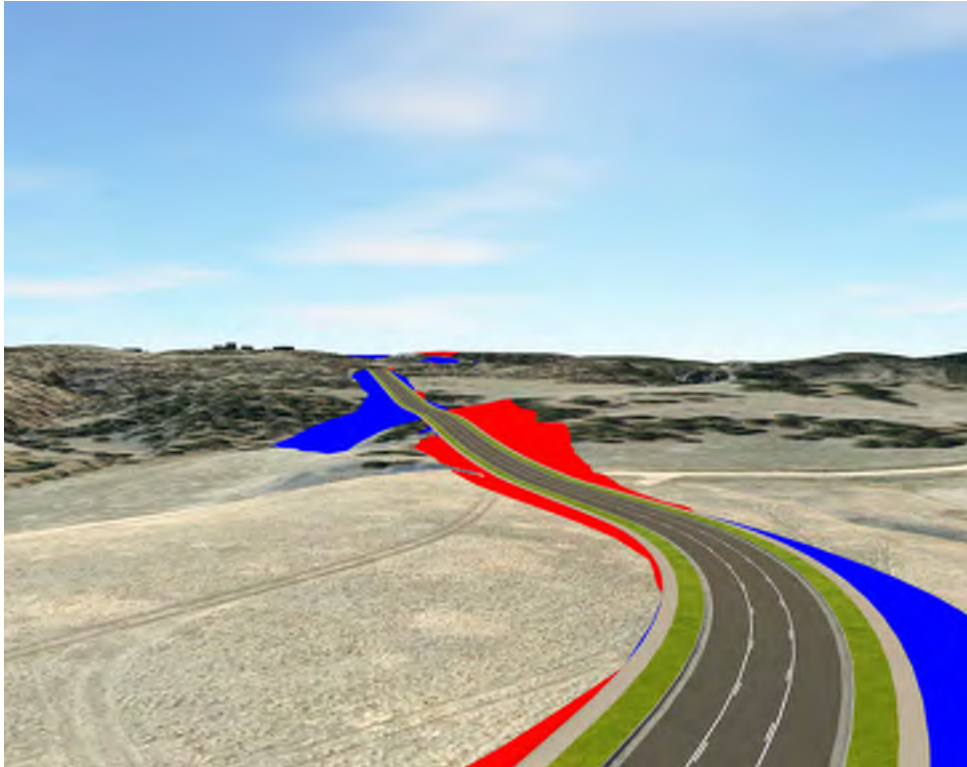
Earthwork Fill (Blue): 814,509 CY

Segment Considerations:

- Proposed profile at Sheridan Lake Road connection is shown to match existing road grade to minimize existing property impacts. Grade exceeds maximum criteria by 1% (11%). Proposed north-south portion follows section line (with USFS property on west) and could be shifted east to allow development on either side of proposed collector.
- Design speed – 35 MPH.



Isometric looking northeast at station 26+00



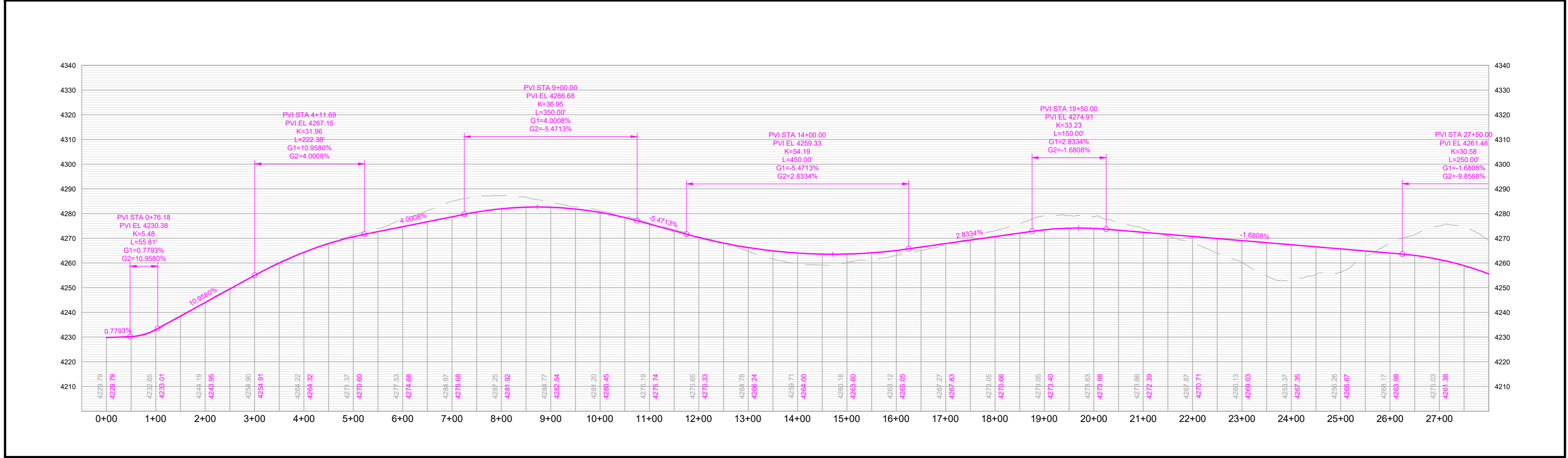
Isometric looking southwest at station 79+00

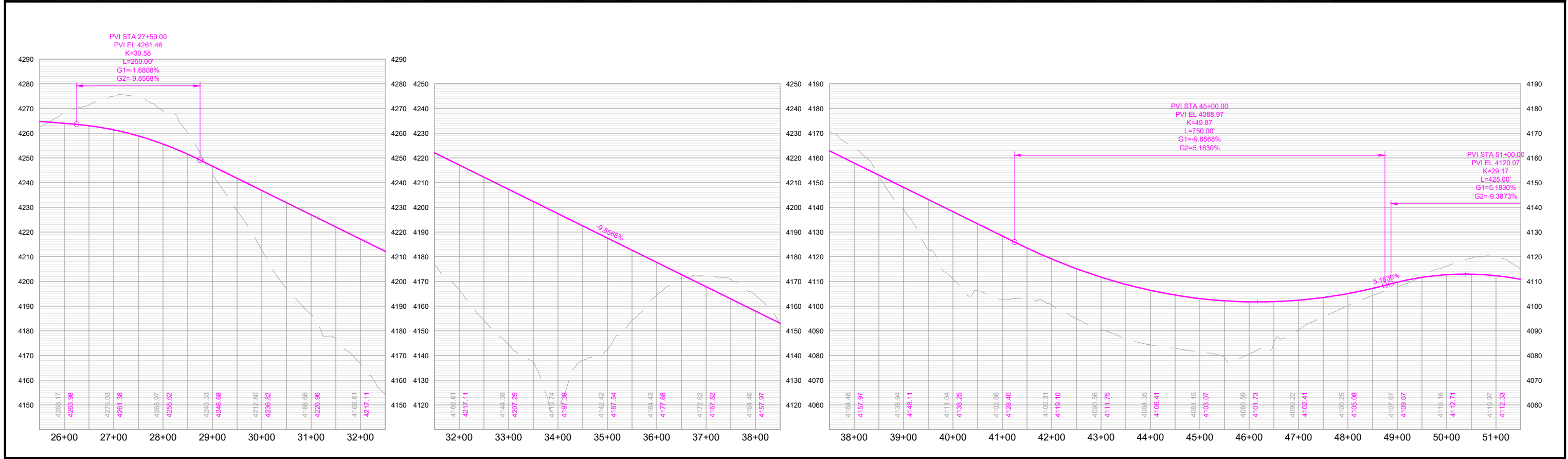


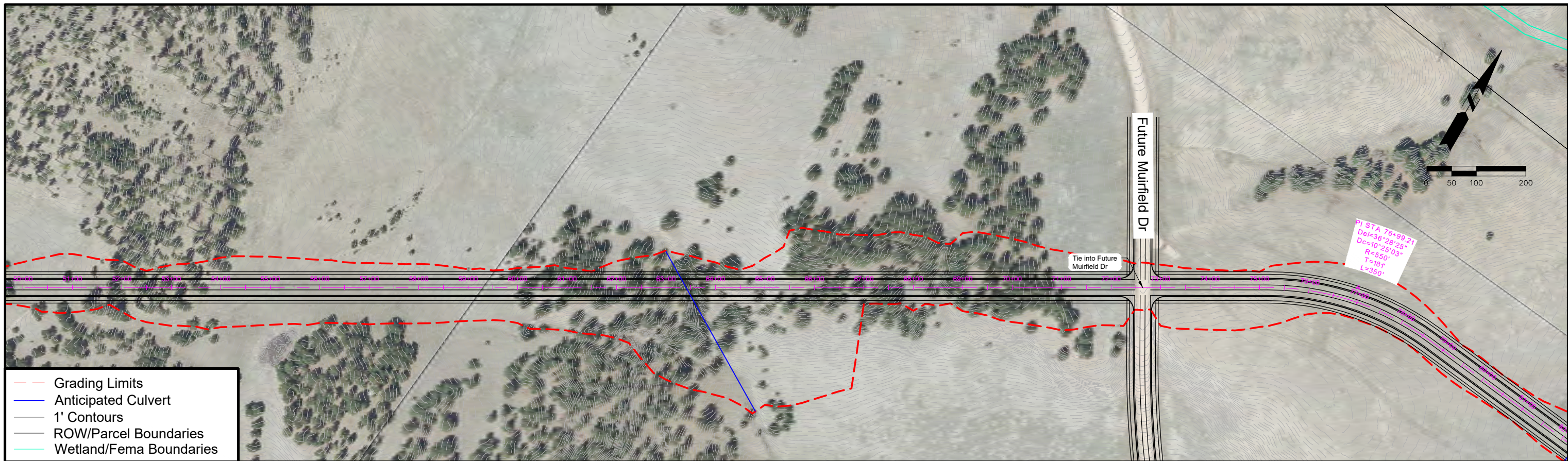
Segment Overview

Proposed Typical Section 3 Lane Collector

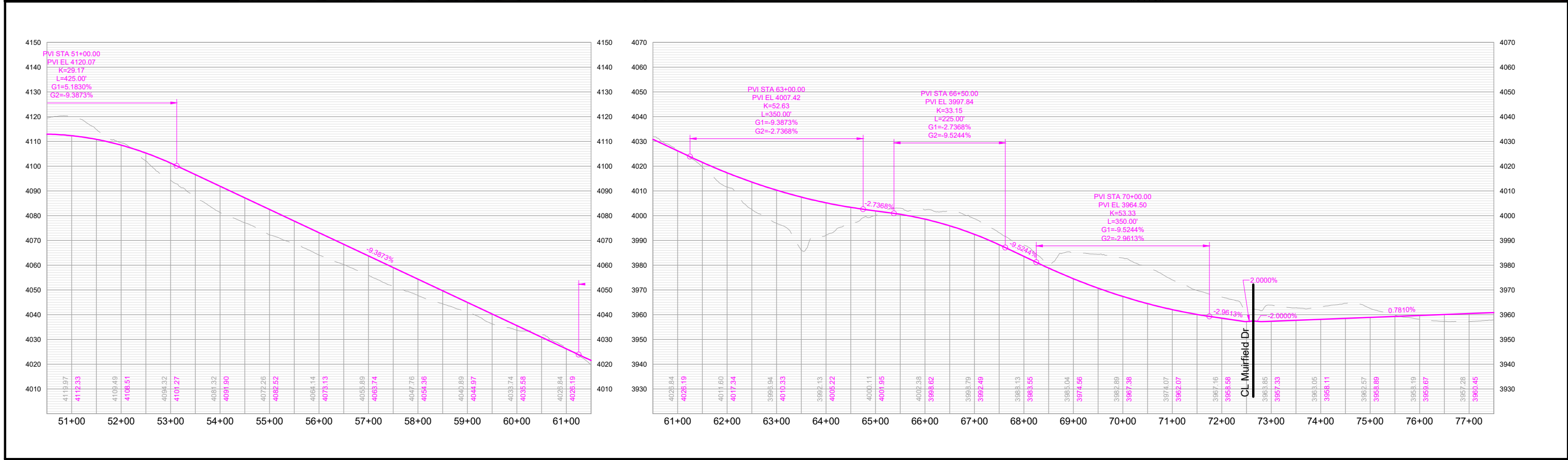


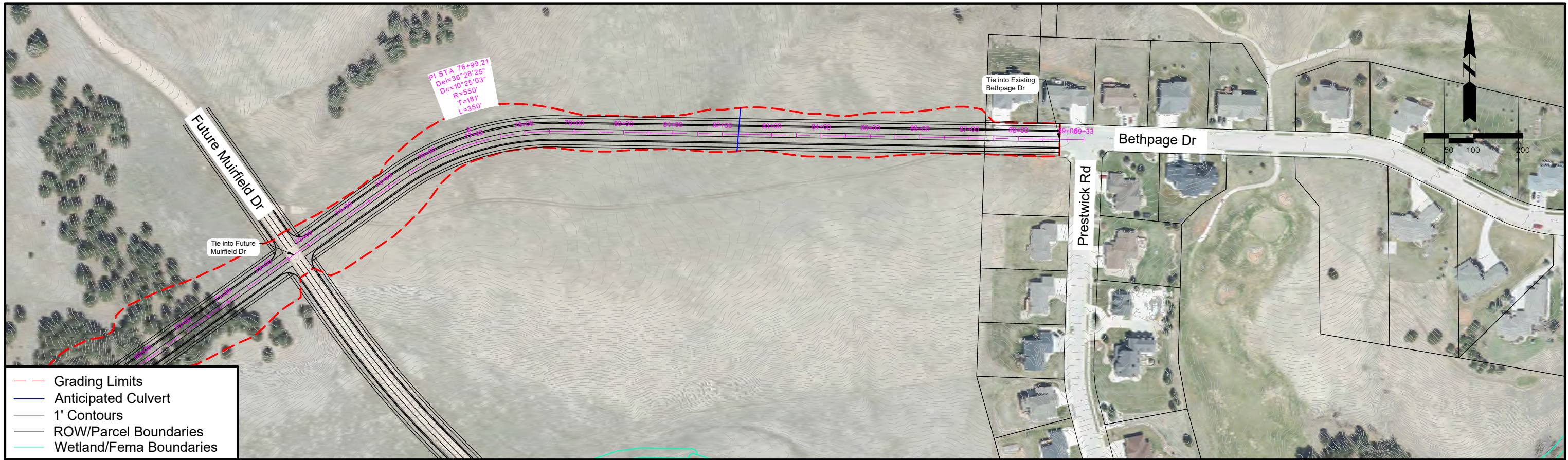




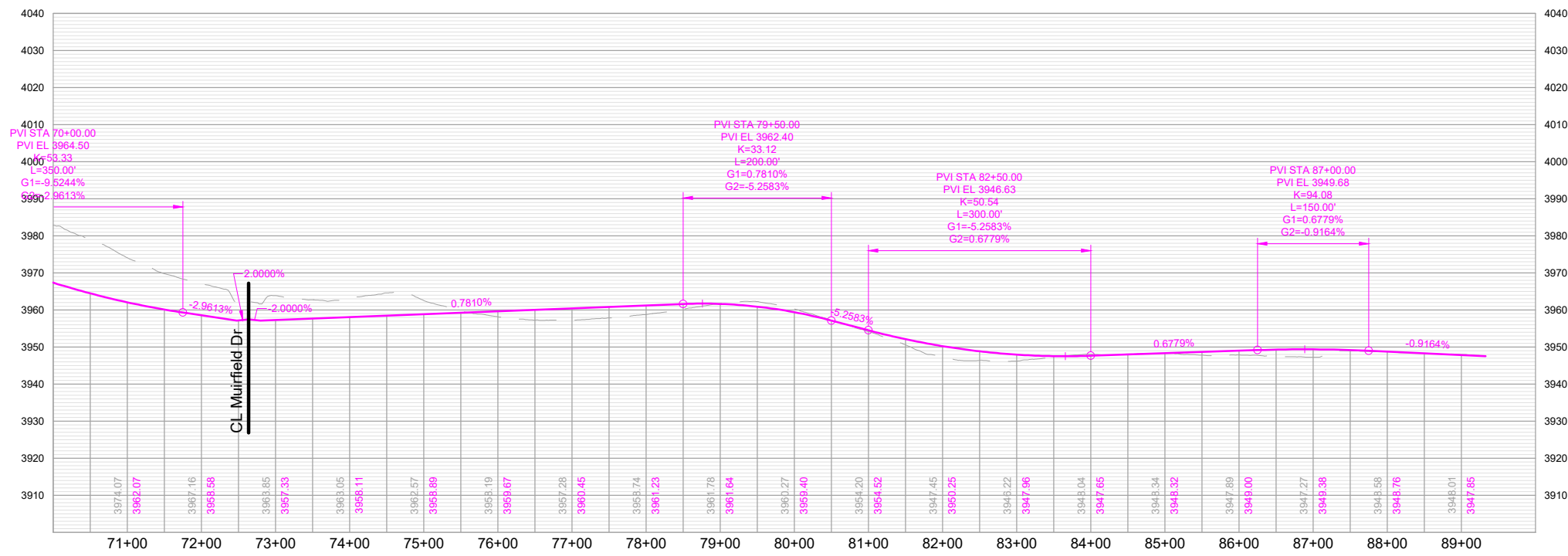


- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries





- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries



Muirfield Drive

Western Terminus to Prestwick Road

Classification: Collector

Corridor Length: 3,100 FT

Estimated Quantities

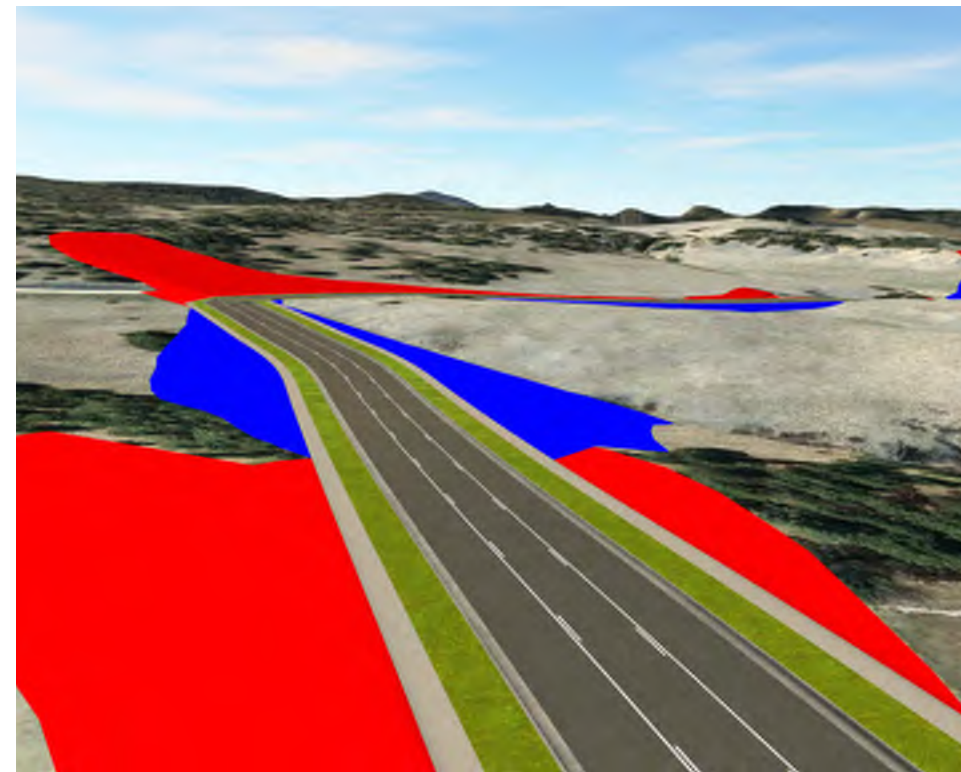
Road Surface: 11,023 SY

Earthwork Cut (Red): 31,831 CY

Earthwork Fill (Blue): 67,057 CY

Segment Considerations:

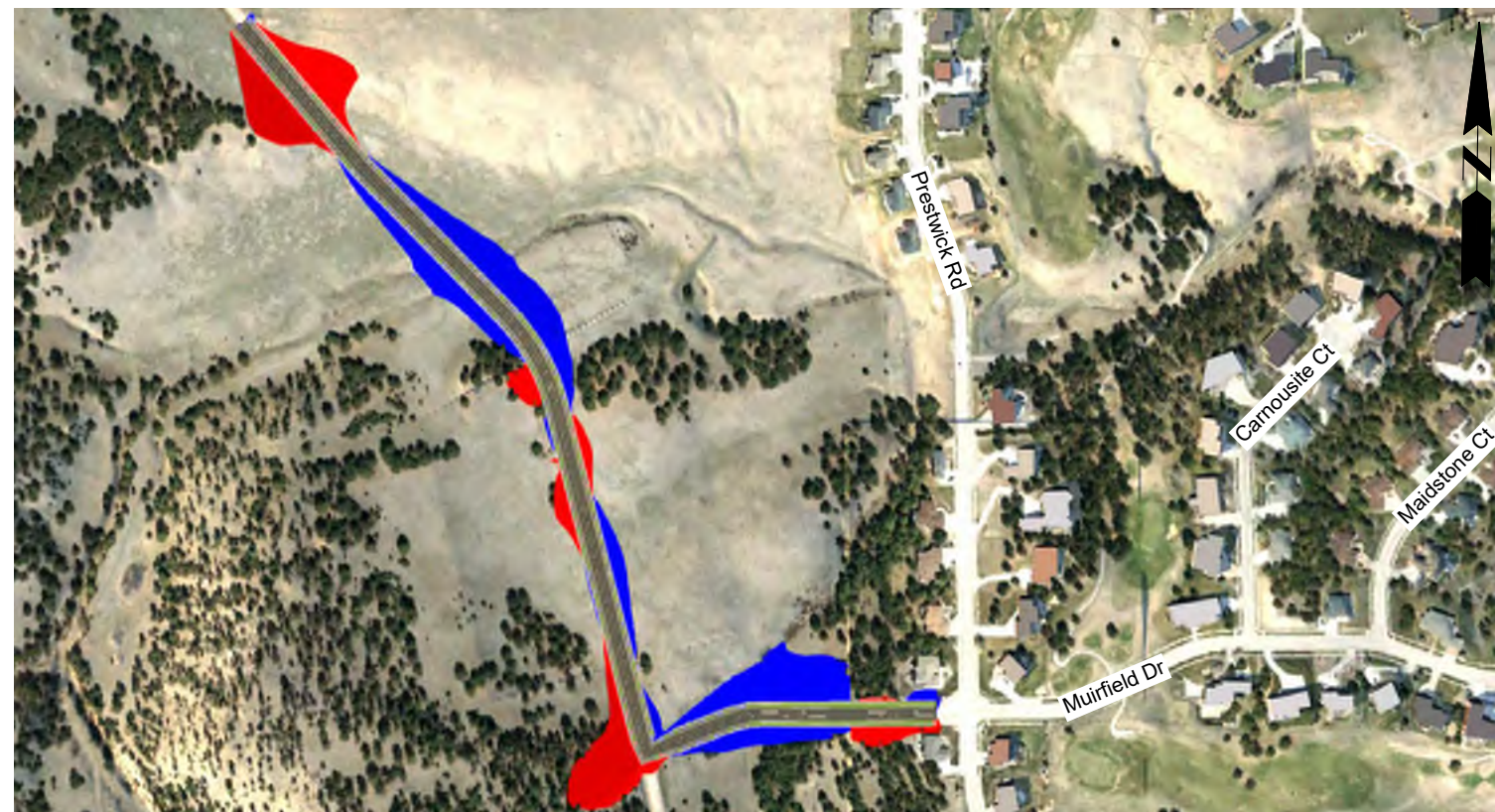
- Design speed – 35 MPH.



Isometric looking west at station 31+00

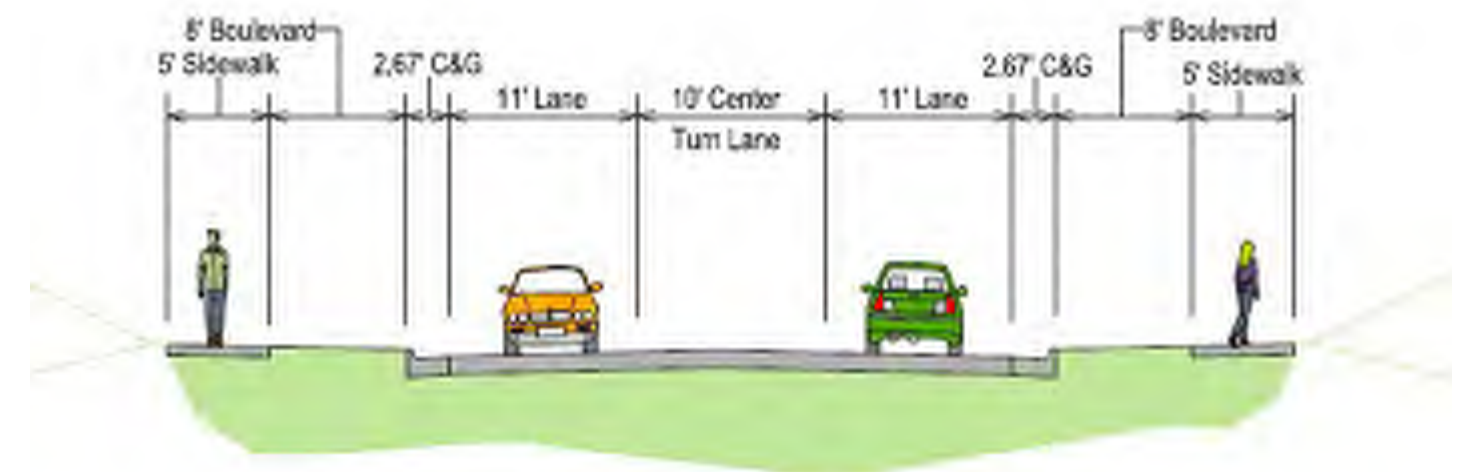


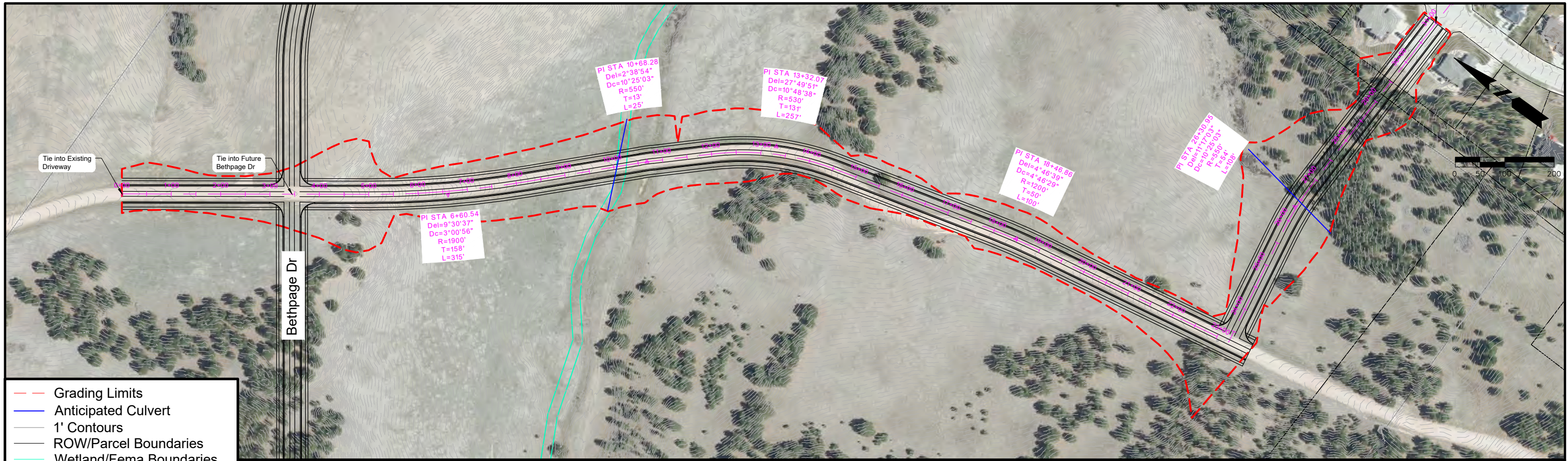
Isometric looking southeast at station 2+00



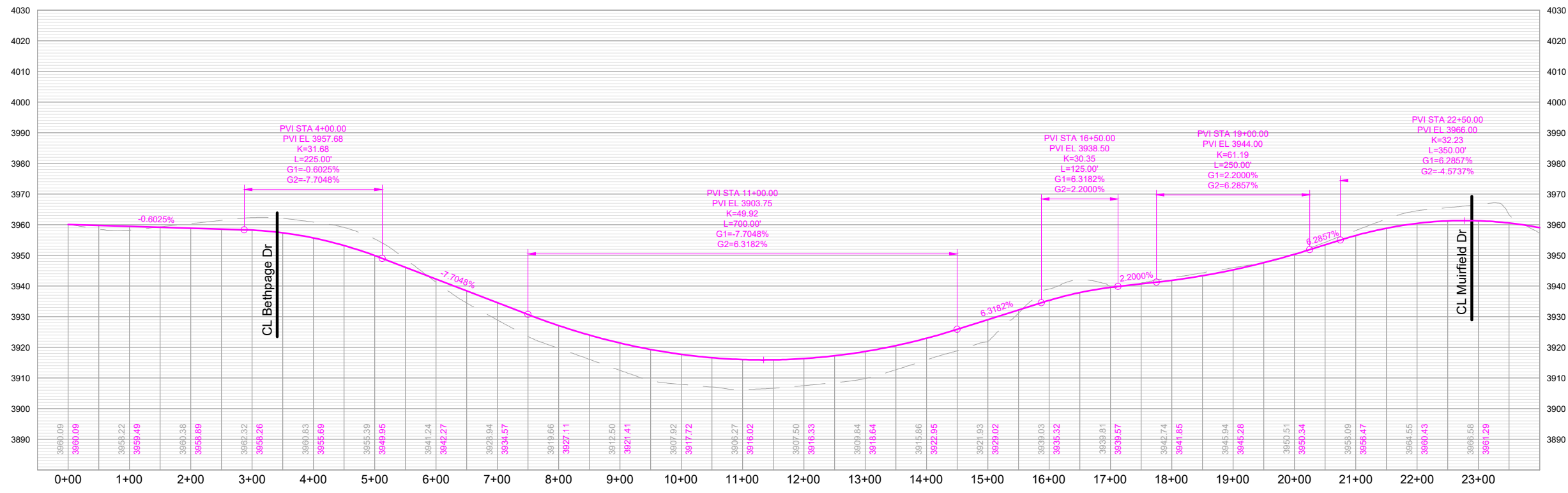
Segment Overview

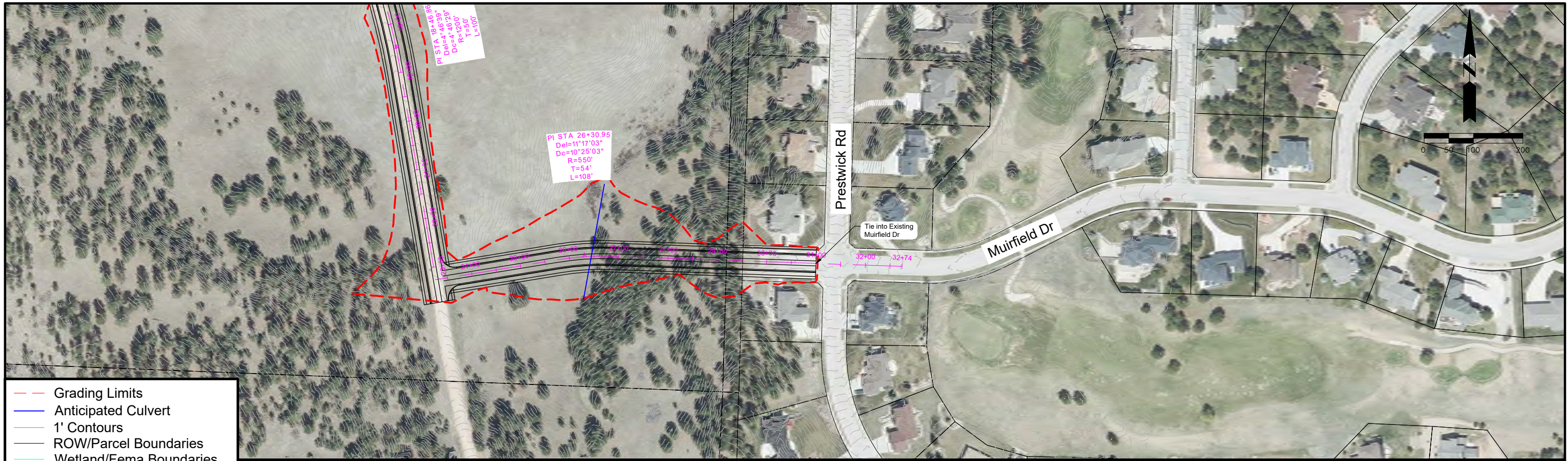
Proposed Typical Section 3 Lane Collector





- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries





- Grading Limits
- Anticipated Culvert
- 1' Contours
- ROW/Parcel Boundaries
- Wetland/Fema Boundaries

