

125TH AVENUE
EXTENSION PROJECT

JULY 1999

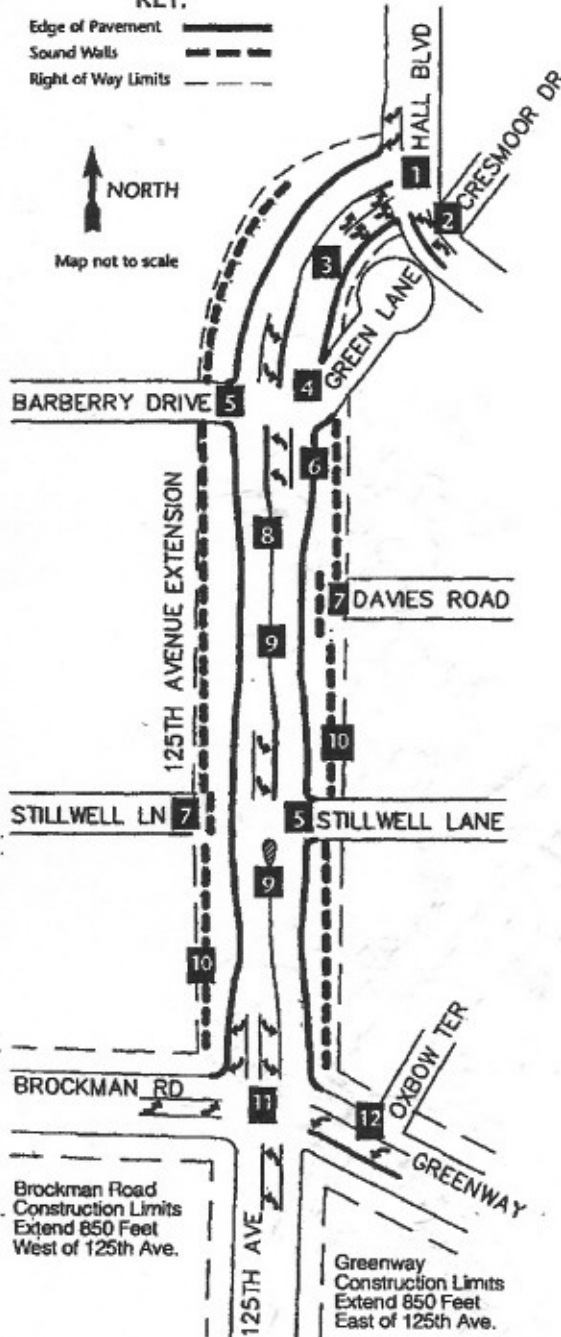
Preferred Design Alternative

KEY:

- Edge of Pavement ————
 Sound Walls ————
 Right of Way Limits - - - - -



Map not to scale



The Preferred Design Alternative is responsive to numerous community concerns, reflects many residents' ideas, and best meets the project's goal and objectives. Numbers on the map below correspond to the descriptions of the key roadway design features.

- 1 A SIGNALIZED "T" INTERSECTION AT 125TH AVENUE EXTENSION AND HALL BOULEVARD provides left and right turn lanes.
- 2 CRESMOOR DRIVE ACCESS AT HALL BOULEVARD is limited to right turns in and right turns out only, because of safety concerns due to vehicle turning conflicts. Left turns from Cresmoor onto Hall are prohibited by an obstruction/median in the center of Hall Blvd.
- 3 APPROXIMATELY ONE ACRE WETLAND MITIGATION to be completed on site or within the watershed basin, if possible.
- 4 GREEN LANE IS CONNECTED with the 125th Avenue Extension and ends in a cul-de-sac near Hall Boulevard. A stop sign will be located on Green Lane where it intersects with 125th Avenue extension.
- 5 BARBERRY DRIVE (WEST) AND STILLWELL LANE (EAST) CONNECT to the 125th Avenue Extension. Traffic studies indicate that a Barberrry Drive connection makes the largest impact on reducing neighborhood traffic volumes, particularly on Sorrento Road. The Stillwell Lane (east) connection provides an additional emergency vehicle and neighborhood access to the Oxbow Terrace/Indian Hill neighborhood. Stop signs will be located on Barberrry Drive (west) and Stillwell Lane (east) where they intersect with the 125th Avenue Extension.
- 6 PEDESTRIAN AND BICYCLE FACILITIES include a 6-foot wide on-street bike lane and 6-foot wide sidewalk on each side of 125th Avenue Extension. An 8-foot wide planter strip between the roadway and sidewalk will be landscaped with trees.
- 7 BICYCLE AND PEDESTRIAN ACCESS provided through specially designed breaks in the sound walls on Davies Road (east) and Stillwell Lane (west) for improved neighborhood connectivity.
- 8 DEPRESSED ROADWAY DESIGN (average 5-feet in depth) minimizes visual and noise impacts to adjacent residences.
- 9 TWO, 12-FOOT WIDE, VEHICLE TRAVEL LANES, without a continuous center median, accommodate anticipated traffic needs to the year 2015. However, left turn lanes from 125th Avenue to Barberrry Drive (west) and Stillwell Lane (east) will provide vehicle storage, and small median islands allow for safer pedestrian crossing.
- 10 SOUND WALLS significantly reduce noise levels on adjacent properties to acceptable levels. Sound wall heights vary from six to ten feet, depending upon land topography.
- 11 BROCKMAN ROAD/GREENWAY INTERSECTION improvements include left turn lanes in all four directions, additional signalization and regrading of the hill just west of the intersection on Brockman to improve intersection sight distance.
- 12 OXBOW TERRACE ACCESS at Greenway is limited to right turns in and right turns out only, because of safety concerns due to vehicle turning conflicts, particularly during peak hours.