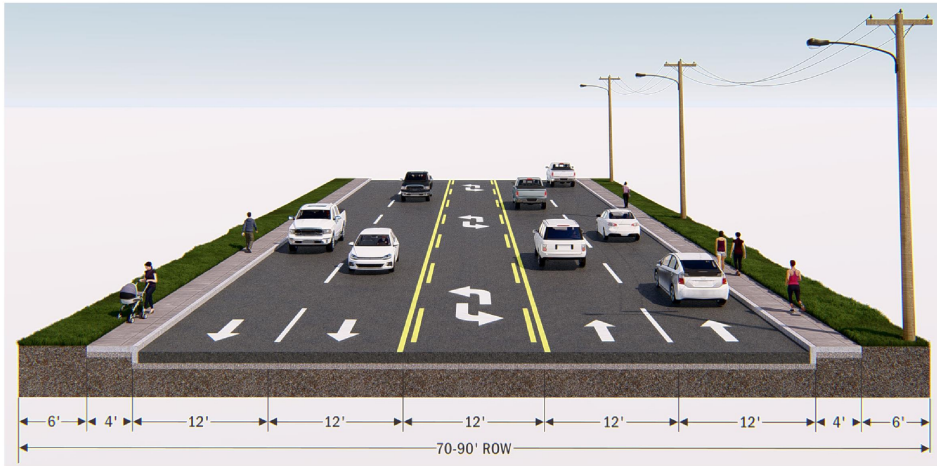


COLLEGE AVENUE SECTIONS



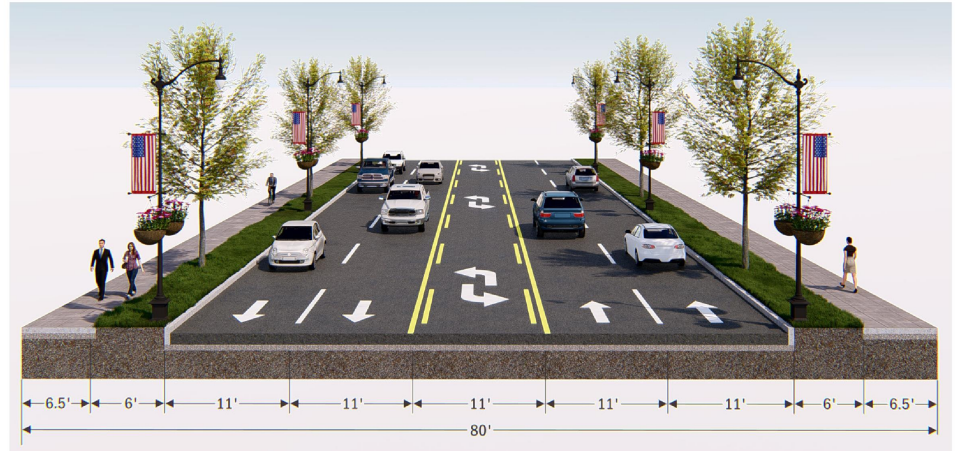
COLLEGE AVENUE - EXISTING

Illustration shows existing five-lane section with back of curb sidewalk. Sidewalks are intermittent and vary in width and setback.



COLLEGE AVENUE - NORTH TO MEMORIAL DRIVE

College Avenue travel lanes are reduced to 11 feet, providing extra width between curb and property line. Topographic limitations require back of curb sidewalks, with a 1.5' paver buffer and 5.5' sidewalk width. Medians can be provided in some locations along this segment.



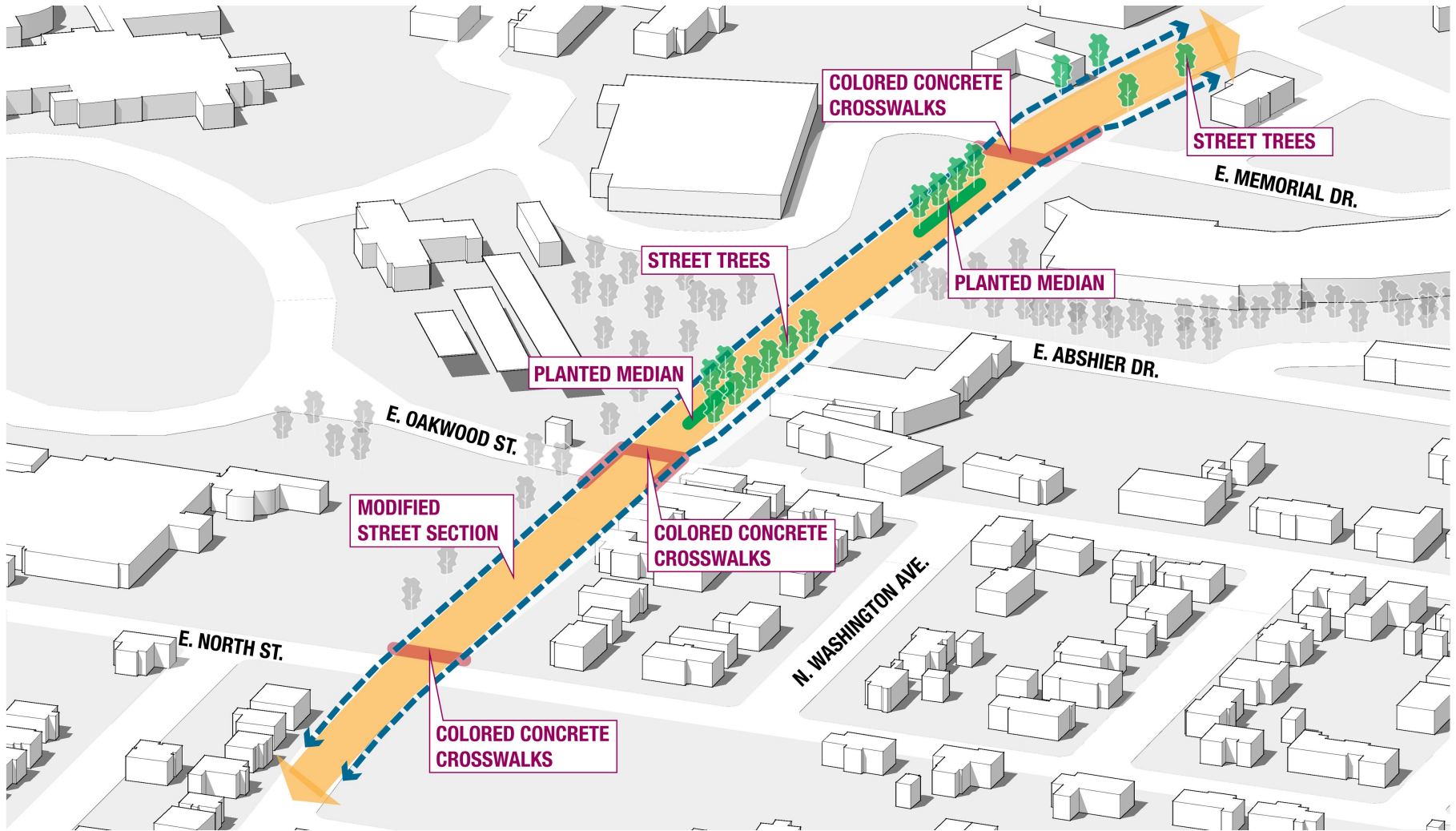
COLLEGE AVENUE - MEMORIAL DRIVE TO TOWNSHIP

Typical College Avenue section provides 5 11' lanes, with a desirable 6' sidewalk setback (4' minimum for short distances) and 6' to 6.5' sidewalk width. Wider sidewalk setback provides adequate space for street trees.



COLLEGE AVENUE - DIAGRAM QUADRANT OVERVIEW

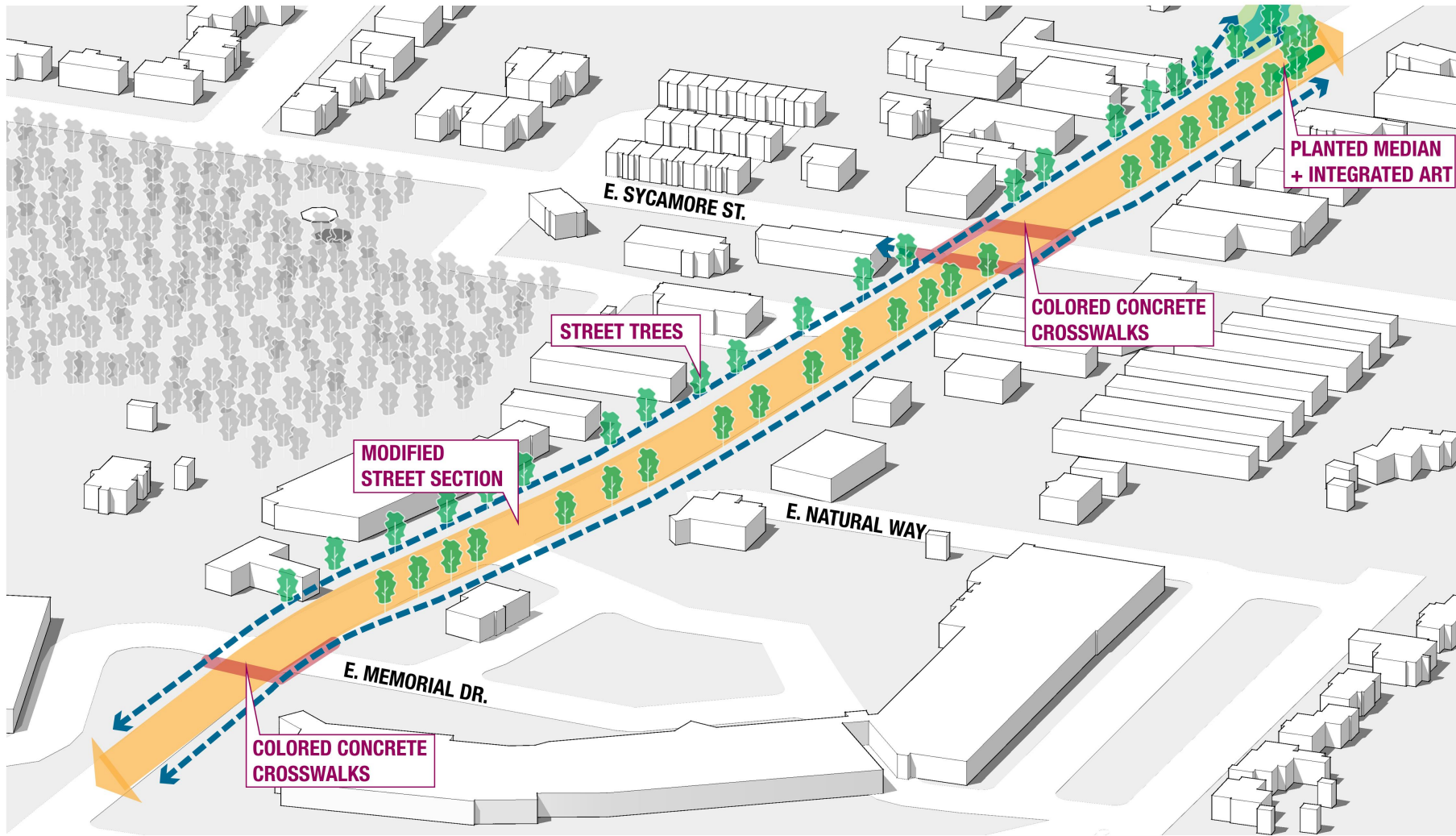




COLLEGE AVENUE - QUADRANT 01

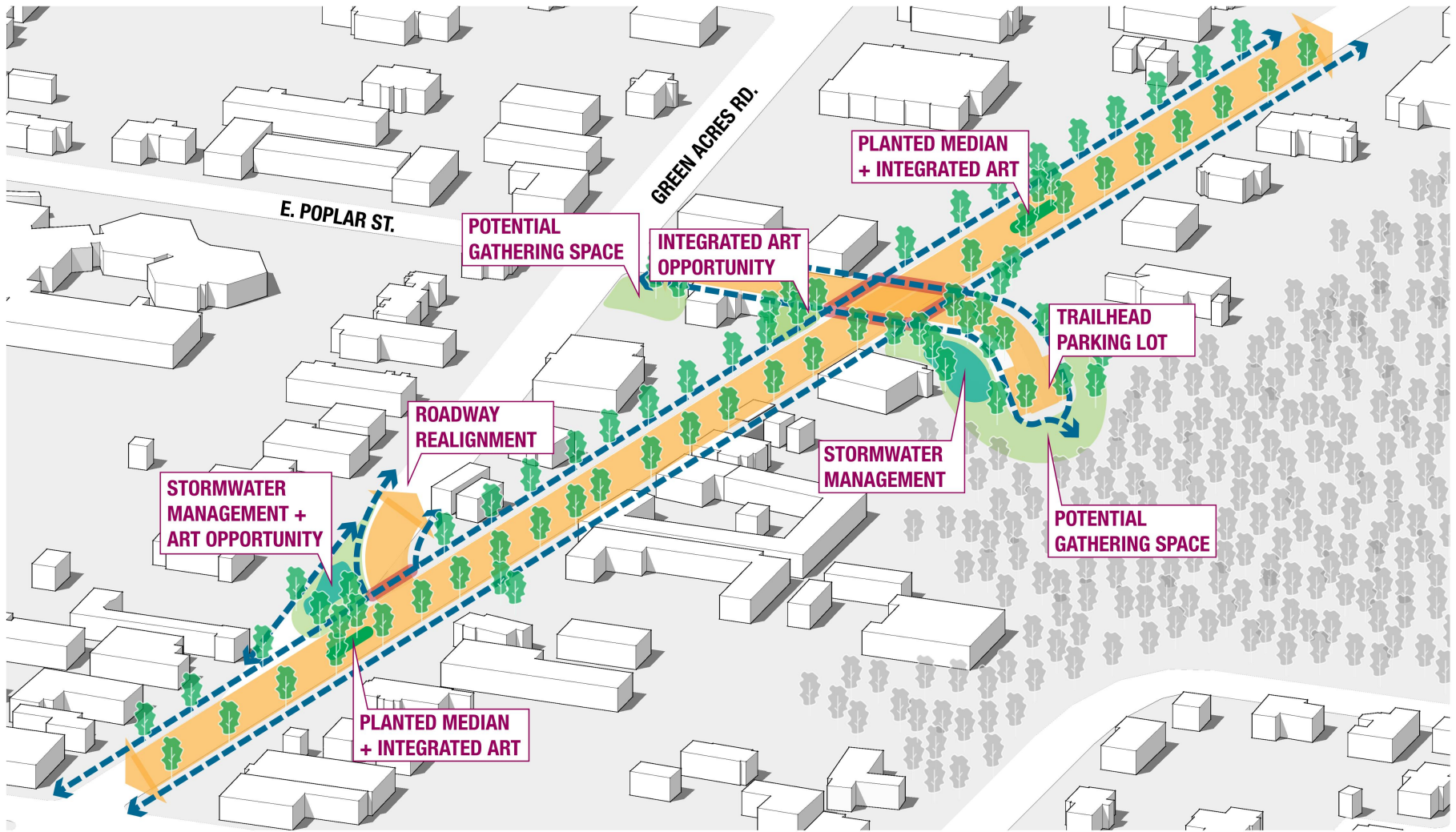
- ROADWAY ADJUSTMENTS
- COLORED CONCRETE CROSSWALKS
- PEDESTRIAN CIRCULATION
- PROPOSED GREENSPACE
- STORMWATER MANAGEMENT

NORTH



COLLEGE AVENUE - QUADRANT 02

					
ROADWAY ADJUSTMENTS	COLORED CONCRETE CROSSWALKS	PEDESTRIAN CIRCULATION	PROPOSED GREENSPACE	STORMWATER MANAGEMENT	NORTH



COLLEGE AVENUE - QUADRANT 03

					
ROADWAY ADJUSTMENTS	COLORED CONCRETE CROSSWALKS	PEDESTRIAN CIRCULATION	PROPOSED GREENSPACE	STORMWATER MANAGEMENT	NORTH

SOUTH SCHOOL SECTIONS



EXISTING SOUTH SCHOOL CONDITION

Five-lane configuration looking north from Town Branch Creek bridge



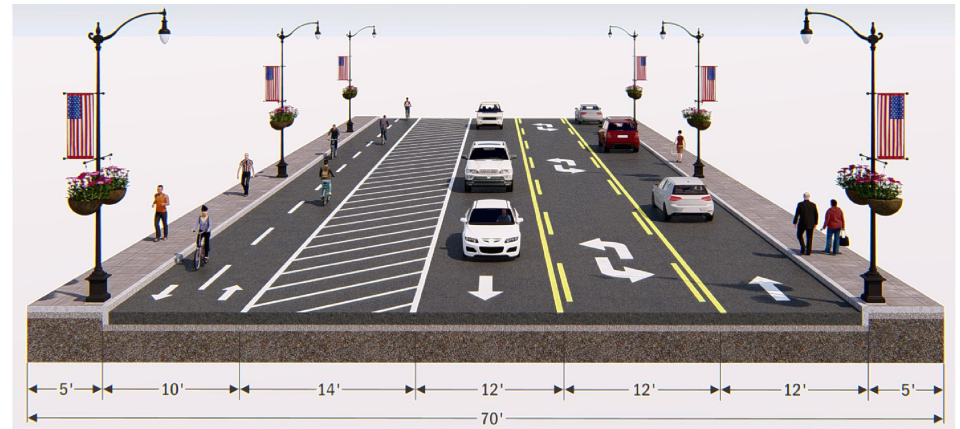
SOUTH SCHOOL AVENUE - TYPICAL SECTION

The desirable typical section provides a three-lane section with two-way protected cycle track on the west side, separated by a buffer delineated with surface mounted rumble strips and raised pavement markers, consistent with the treatment planned for Archibald Yell. The buffer ranges from 4' to 14' with the ability to accommodate on-street parking where the demand exists. Sidewalk with is 5' minimum (6' preferred), set back 5 to 6' from the back of curb.



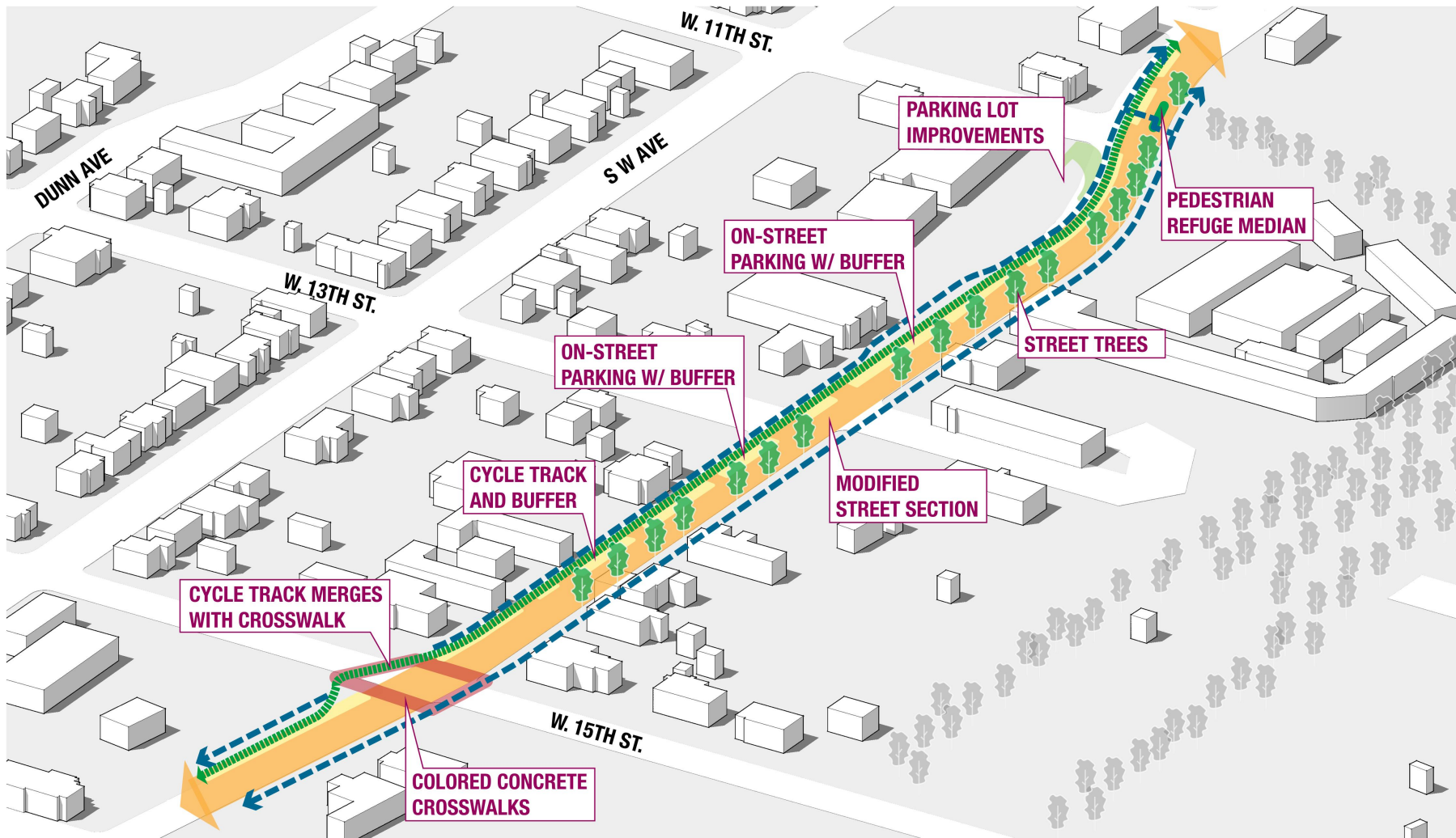
SOUTH SCHOOL AVENUE - PARKING

The illustration above shows the buffer modified to provide on-street parking. This section pertains to areas with demonstrated demand for on-street parking. The wider buffer can be modified over time to provide on-street parking that supports future redevelopment projects.



SOUTH SCHOOL AVENUE - CONSTRAINED SECTION

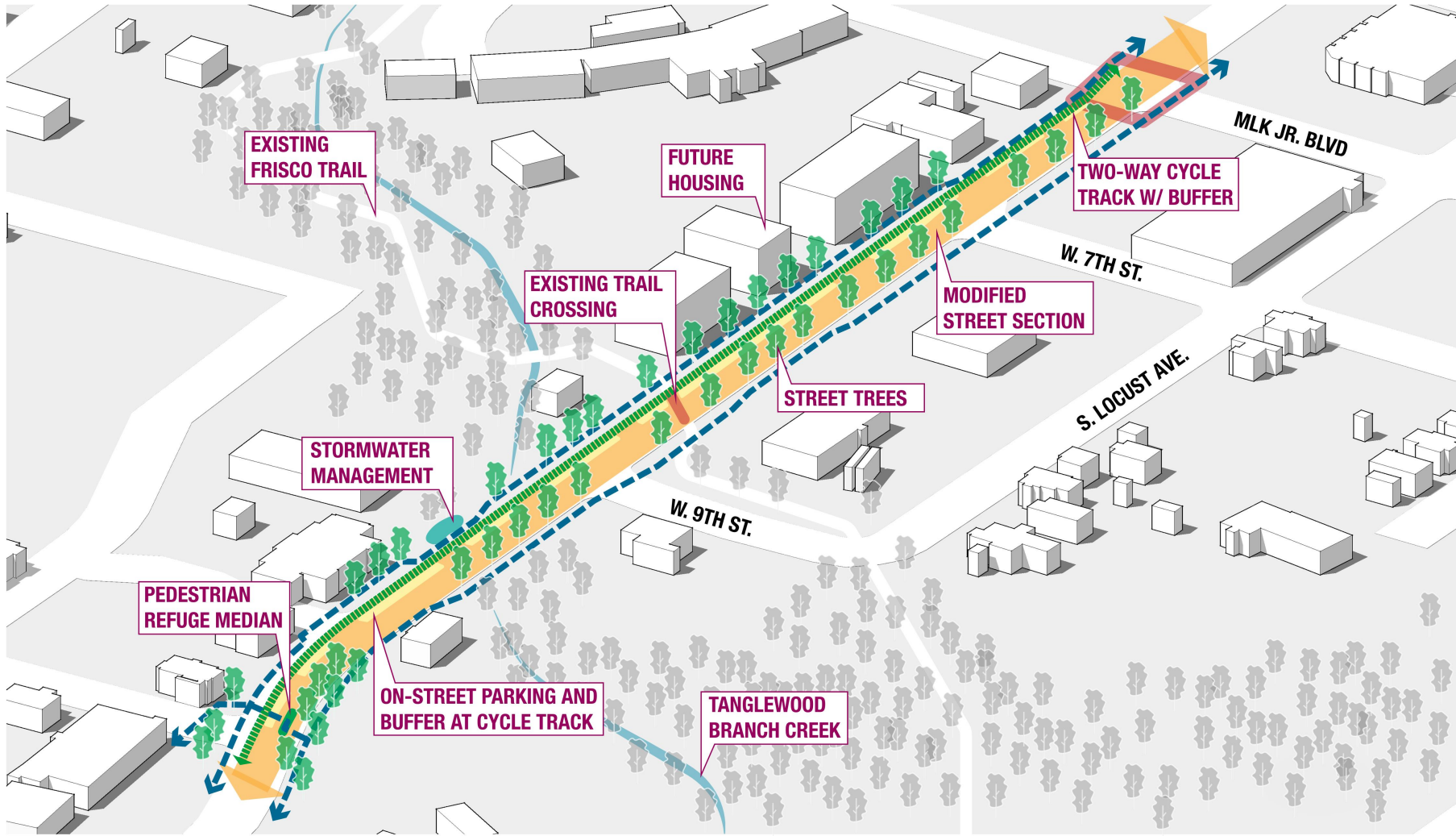
In some sections, a constrained right of way or topography makes a sidewalk setback difficult. In these situations, a back of curb sidewalk is most acceptable adjacent to the cycle track. Other options include adjustment of the curb line with reduction of the buffer between the cycle track and travel lanes; or acquisition of a strip of right of way to permit a sidewalk setback.



S. SCHOOL AVENUE - QUADRANT 03

- 
 ROADWAY
ADJUSTMENTS
- 
 BUFFER AND/OR
ON-STREET PARKING
- 
 COLORED CONCRETE
CROSSWALKS
- 
 PEDESTRIAN
CIRCULATION
- 
 TWO-WAY
CYCLE TRACK





S. SCHOOL AVENUE - QUADRANT 04

						
ROADWAY ADJUSTMENTS	BUFFER AND/OR ON-STREET PARKING	COLORED CONCRETE CROSSWALKS	PEDESTRIAN CIRCULATION	TWO-WAY CYCLE TRACK	STORMWATER MANAGEMENT	NORTH