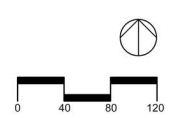


LEGEND

- Project Boundary
- Vegetated Corridor Buffers
- Outer 40% of Vegetated Corridor That Falls Within Project Boundary
- Sanitary Sewer Line
- Storm Line
- Sanitary Sewer Manhole
- Storm Manhole
- Delineated Wetlands
- Delineated Streams
- Access Points
- Deciduous Tree
- Evergreen Tree
- Defined / Cleared Utility Corridor (Trail Opportunity)
- Significant Stands of Blackberry That May Conflict With Proposed Trail Alignments
- Trees of Low Value
- Proposed Alignment @ 5% or Less Running Slope
- Proposed Alignment @ 5%-10% Running Slope
- Elevated Pathway (Boardwalks / Bridges)



THERE IS A POTENTIAL FOR TRANSITIONING ACROSS THE STEEP SLOPES (+5' ELEVATION DIFFERENCE) WITHOUT THE USE OF A SWITCHBACK, THERE BY ACHIEVING A MORE BICYCLE FRIENDLY ALIGNMENT.

4' ASPHALT PATH CONTINUES

CROSSING MAY REQUIRE SIGNING AND POSSIBLY PAVEMENT MARKINGS

ATTACHED SIDEWALK

5' CONCRETE WALK WILL NEED REPLACEMENT

DEPRESSION FULL OF NATIVES, BLACKBERRIES AND REED CANARY GRASS

THERE IS NO WAY TO AVOID THE WETLANDS AND OR VEGETATED CORRIDOR BUFFER. THEREFORE, THE USE OF ELEVATED TRAILS SUCH AS BOARDWALKS AND PUNCEONS ARE RECOMMENDED TO MINIMIZE IMPACTS AND SUBSEQUENT MITIGATION.

CLEARANCE FROM DECK TO GROUND 30" MAXIMUM

BRONSON CREEK FEMA REGULATED

BEST LOCATION FOR CREEK CROSSING BASED ON FIELD OBSERVATION

TRAIL DISTANCE FROM NW AUDREY DR. TO THE BOARDWALK IS 800', WITH A MAXIMUM SLOPE OF 5%.

PREFERRED PEDESTRIAN CROSSING, FLAT GRADES & GOOD SIGHT DISTANCE. CROSSING MAY REQUIRE SIGNING AND POSSIBLY PAVEMENT MARKINGS.

5' ATTACHED CONCRETE SIDEWALK, NO RAMPS

NW AUDREY DRIVE

NW AVONDALE DRIVE

SIR CHARLES COURT APARTMENTS
PARKING LOT

SCHMIDT WAY

DUE TO VOLUME OF RESIDENTS LIVING IN THE APARTMENT COMPLEX, IT MAY BE BENEFICIAL TO ADD CROSSWALK AND PROVIDE TRAIL ACCESS POINT NEAR SCHMIDT WAY.

MANY RESIDENTS USE THIS SITE TO WALK THEIR DOGS. NEED FOR DOG WASTE STATIONS.

NOTE: BLACKBERRY AT BASE OF POWER TOWERS

PREFERRED PEDESTRIAN CROSSING LOCATION BASED ON SIGHT LINES AND SLOPES. CROSSING MAY REQUIRE SIGNING, PAVEMENT MARKINGS, AND POSSIBLY FLASHING BEACONS.

EXISTING 7'-8" WIDE ASPHALT

USE THE EXISTING ALIGNMENT THROUGH THIS SECTION. THE TRAIL WILL BE UPGRADED TO MATCH THE PROPOSED TRAILS.

EXISTING TRAIL EASEMENT

NO CHANGES SHOULD BE PROPOSED TO SHAPE OR FUNCTION OF EXISTING WATER QUALITY FACILITIES.

NO VEGETATED CORRIDOR IS REQUIRED BY CLEAN WATER SERVICES FOR THIS FACILITY.

THE CULVERT WILL POSSIBLY NEED TO BE LENGTHENED IF CONCRETE PATH IS WIDENED. IT MAY BE BETTER TO KEEP CONCRETE WALK AND CULVERT AS IS.

8'-6" CONCRETE WALK

ATTACHED SIDEWALK

7'-8" WIDE ASPHALT

PROPOSED FUTURE CONNECTION TO NW BETHANY BLVD. VIA WIDENED SIDEWALK ALONG THE NORTH SIDE OF NW BRONSON ROAD. FUTURE IMPROVEMENTS TO BE COORDINATED WITH WASHINGTON COUNTY.

NW BRONSON ROAD

NW BRONSON ROAD

NO RAMP

NO SIDEWALK