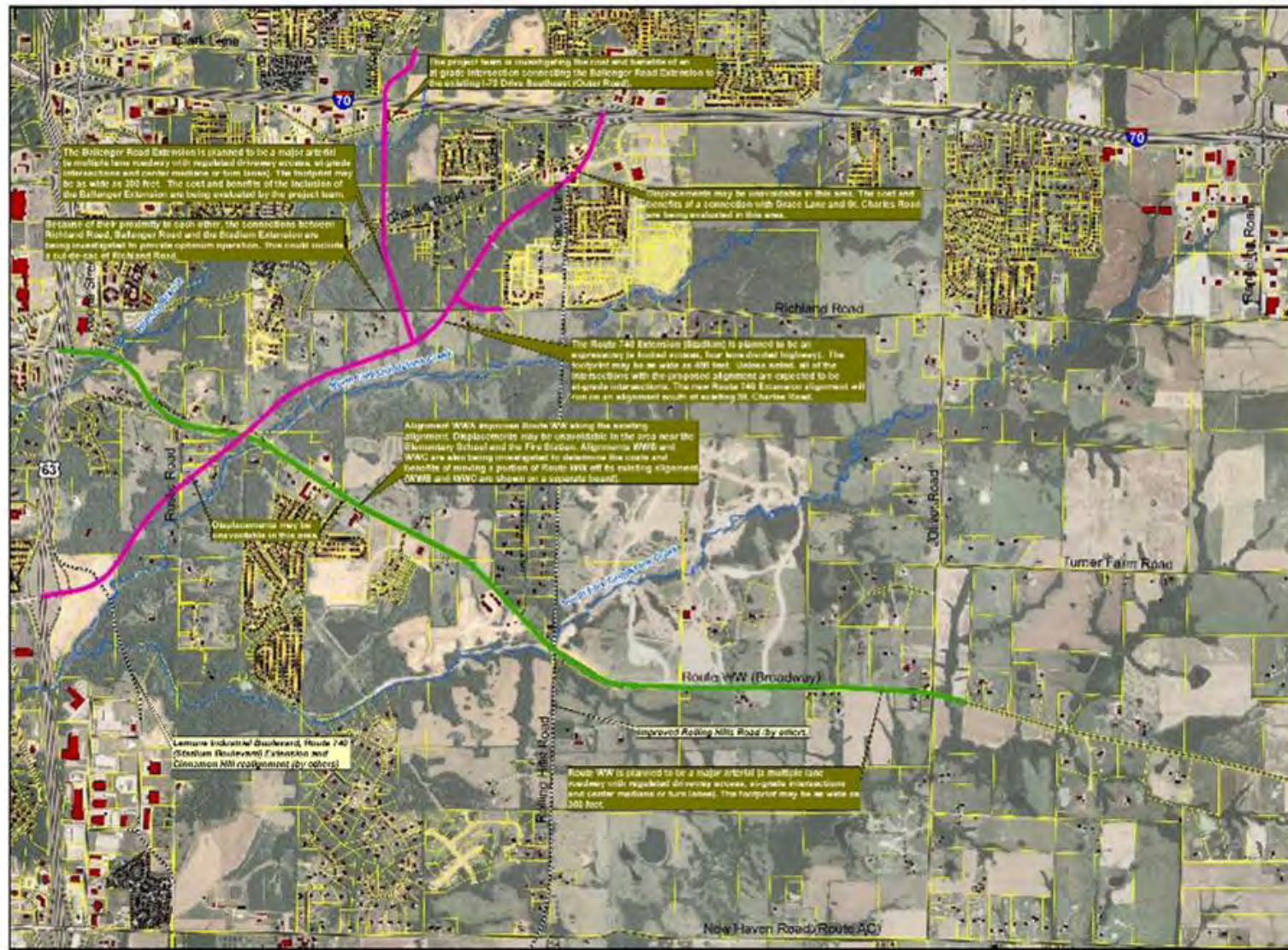




# Emerging Alignment SC-2-A



- Legend**
- Future Road improvements
  - Roads
  - River and Streams
  - Municipal Boundary
  - Utility's Sit. on res.
  - Emerging Alignments
  - Align. use: SC-2-A
  - Align. use: WAA



0 200 400 800 Feet  
1 inch equals 793 feet



# Emerging Alignment SC-2-B



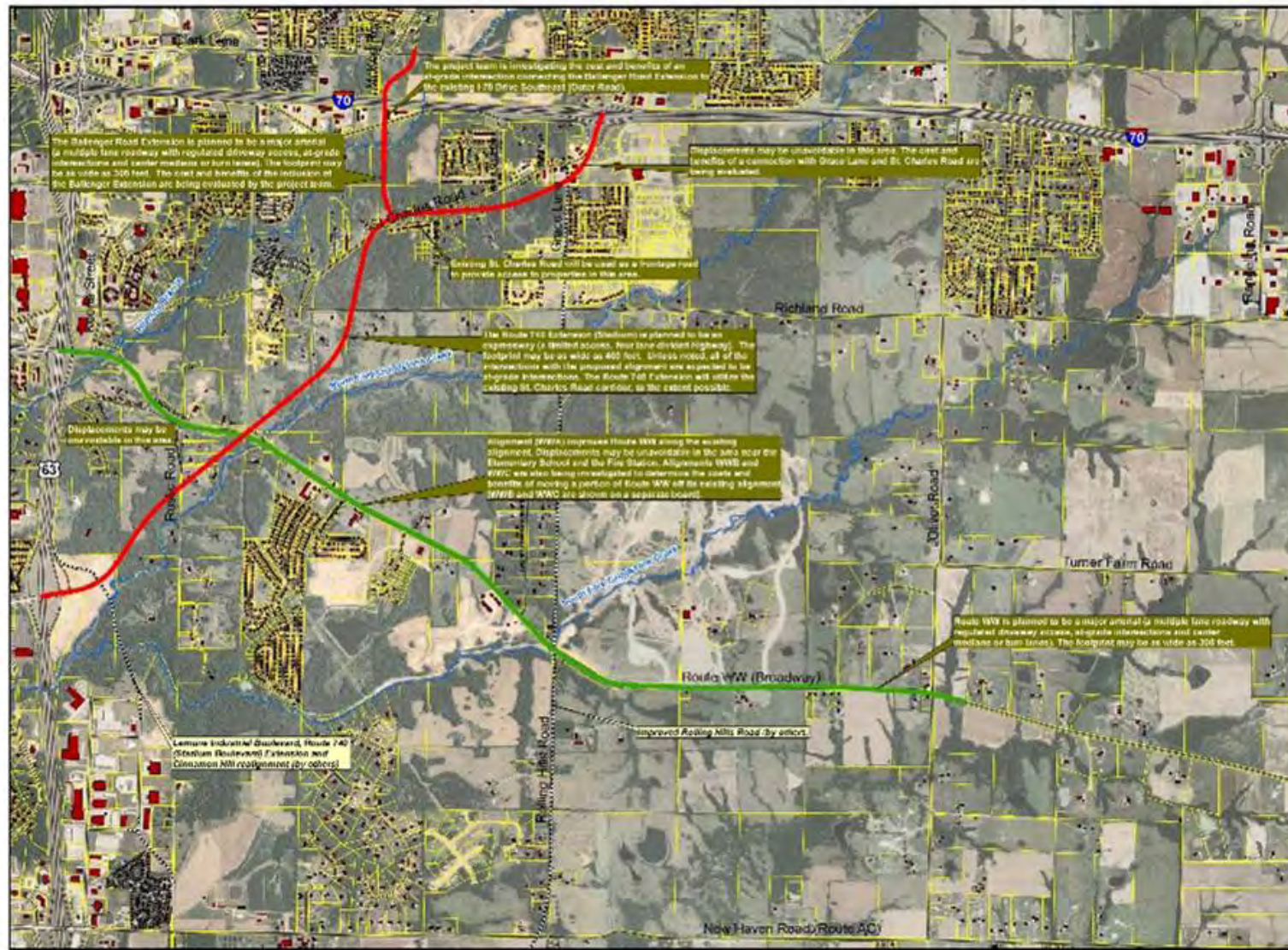
**Legend**

- Future Road improvements
- ==== Roads
- ~~~~~ River and Streams
- ==== Parcel Boundary
- ==== Utility's 50' or less
- Emerging Alignments**
- ==== Alignment SC-2-B
- ==== Alignment WWA





# Emerging Alignment SC-2-C



- Legend**
- Future Road Improvements
  - Roads
  - River and Stream
  - Municipal Boundary
  - Utility's S/O on res
  - Emerging Alignments**
  - Align (SC-2-C)
  - Align (WWR)



0 200 400 800 Feet  
1 inch equals 793 feet



# Emerging Alignment RR-2-A

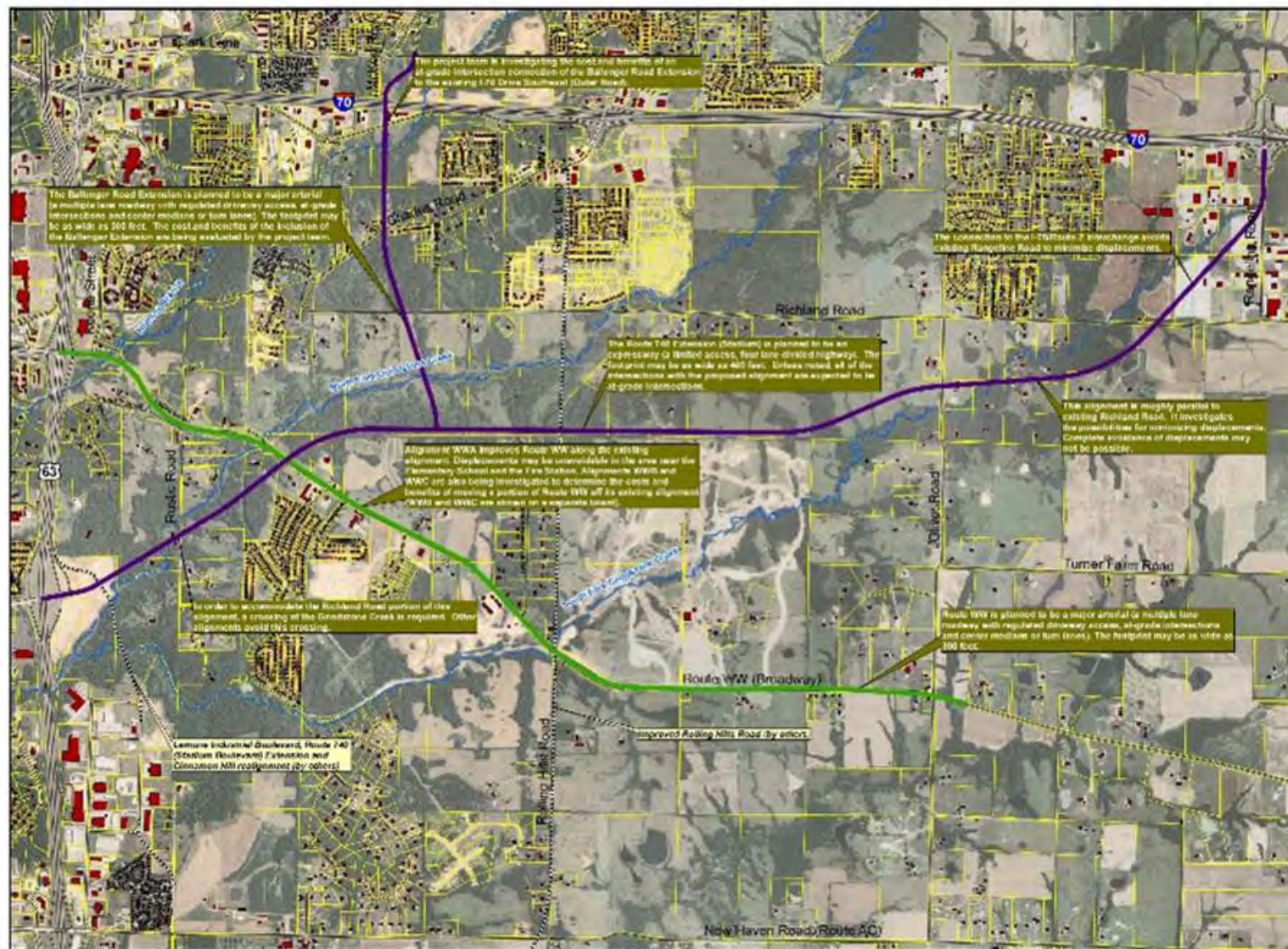


- Legend**
- ..... Future Road Improvements
  - Roads
  - River and Streams
  - Building Footprints
  - ▭ Parcel Boundary
- Emerging Alignments**
- Alignment RR-2-A
  - Alignment WWA





# Emerging Alignment RR-2-B



- Legend**
- Future Road Improvements
  - Roads
  - River and Stream
  - Parcel Boundary
  - Utility Structures
  - Emerging Alignments
  - Alignment (RR-2-B)
  - Alignment (WWA)



The Ballenger Road Extension is planned to be a major arterial to multiple lane roadway with regulated driveway access, at-grade intersections and center medians of both lanes. The footprint may be as wide as 500 feet. The cost and benefits of the inclusion of the Ballenger Extension will be evaluated by the project team.

The project team is investigating the need for a new at-grade intersection connection of the Ballenger Road Extension to the existing I-70 Drive Southwest (Outer Road).

The connection to the I-70 Drive 2 interchange avoids adding Ballenger Road to minimize displacements.

The Route 701 Extension (shown) is planned to be an expressway (limited access, four lane divided highway). The footprint may be as wide as 400 feet. Unless noted, all of the intersections with the proposed alignment are expected to be at-grade intersections.

Alignment WWA improves Route WW along the existing alignment. Displacements may be unavoidable in the area near the elementary school and the Fire Station. Improvements WWA and WWC are also being investigated to improve the area and benefits of moving a portion of Route WW off its existing alignment (WWB and WWC are shown on a separate sheet).

The alignment is roughly parallel to existing Richland Road. It investigates the possibilities for minimizing displacements. Complete avoidance of displacements may not be possible.

In order to accommodate the Richland River portion of city wastewater, a crossing of the Conditone Creek is required. Other alignments avoid this crossing.

Route WW is planned to be a major arterial or multiple lane roadway with regulated driveway access, at-grade intersections and center medians of both lanes. The footprint may be as wide as 300 feet.

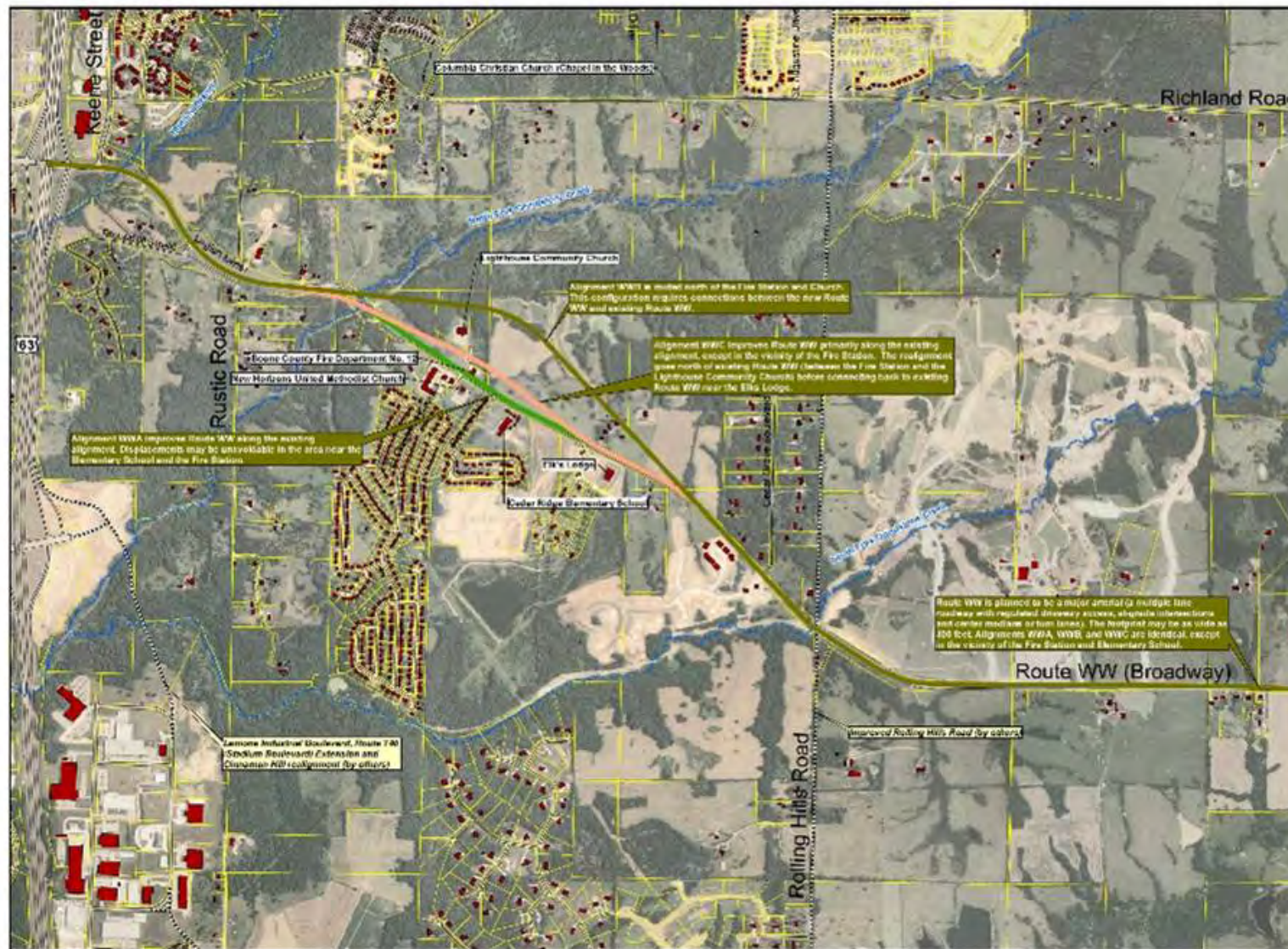
Lemure Industrial District and Route 740 (Oxley Road) and I-70 Drive SW (Outer Road) are shown on a separate sheet.

Improved Roping Mills Road (by effort)

New Haven Road/Route AC



# Emerging Alignments on Route WW WWA, WWB, and WWC



### Legend

- Future Road Improvements
- Roads
- River and Streams
- Parcel Boundary
- Building Structures
- Emerging Alignments**
- Alignment WWA
- Alignment WWB
- Alignment WWC

