

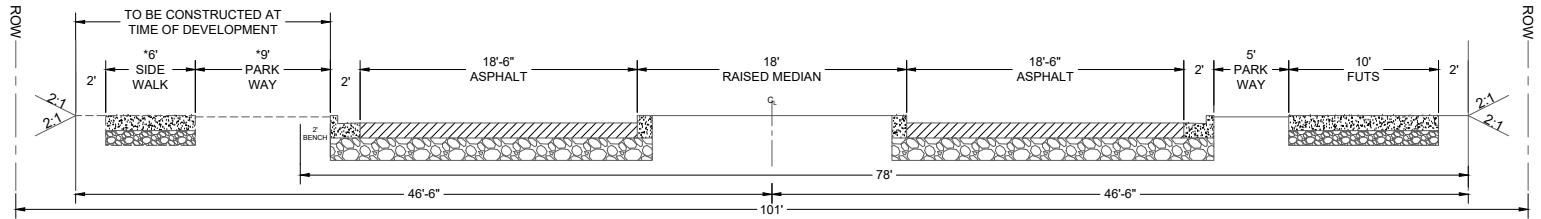
NOTES:
 - Site Plans are subject to change.
 - Future right turn lane locations are not depicted and locations are to be determined by the approved TIS/TIA's.
 - Additional right-of-way for turn lanes may be dedicated at the time of future development.



NOT TO SCALE

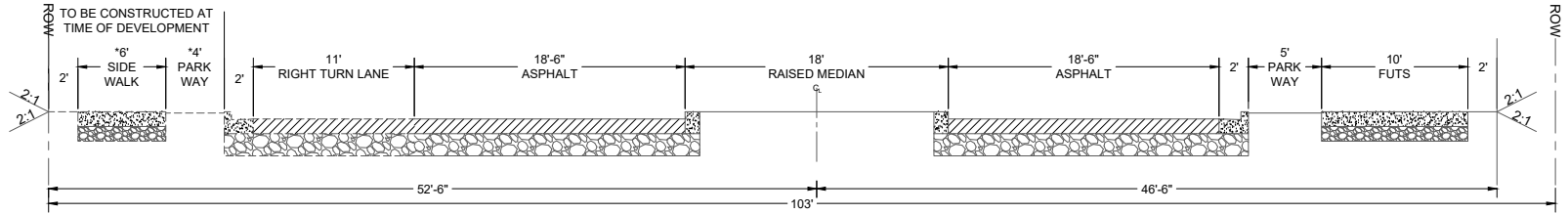
Section 1

Interim

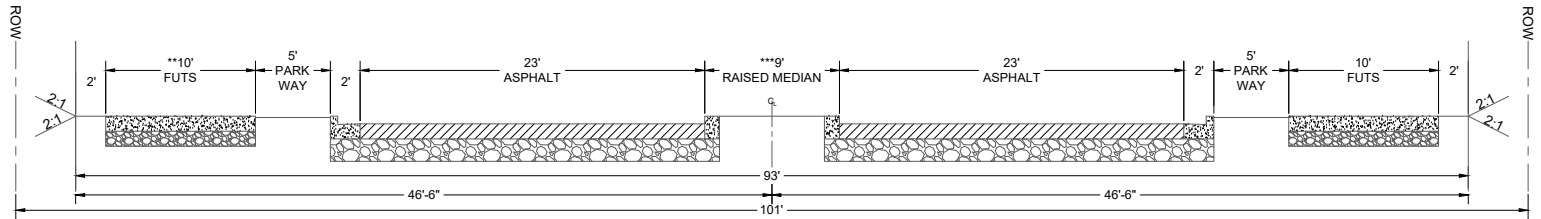


Interim

(Right Turn Lane if Needed per TIS/TIA's)

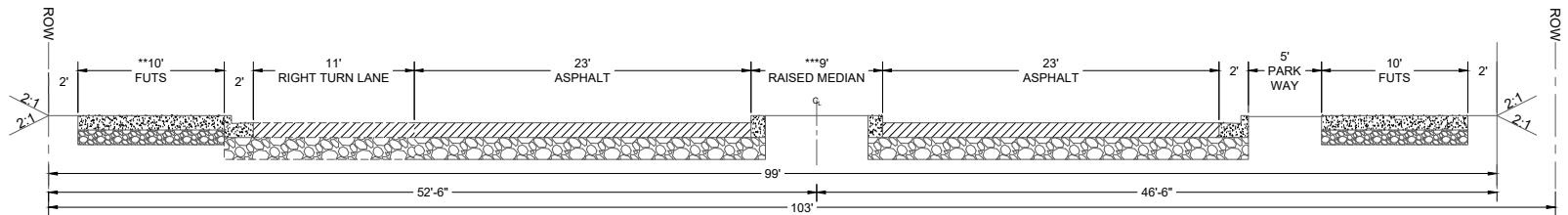


Future 4-Lane



Future 4-Lane

(Right Turn Lane if Needed per TIS/TIA's)



*Sidewalk & parkway to be built by adjacent developments.

**When the roadway is converted to a 4-lane cross section, the bike lanes will come off the roadway and a FUTS will need to be constructed.

***Allows for 9' raised median, or where left turns are needed lip of gutter to lip of gutter will be 11'-11'-11'-11', with no raised median.

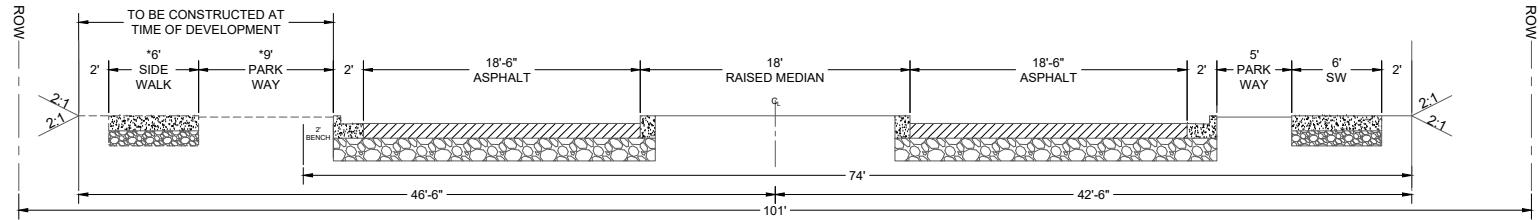
Notes:

1. Dedicated right turn lanes at intersections or driveways per the TIS/TIA's are allowed within the ROW and the design will be based on the final cross sections. In the Future 4-Lane scenario sidewalks may be attached to the turn lane to help mitigate overall cross section impacts. Right turn lane could be mirrored on opposite side of the roadway.

2. Design speed for J.W. Powell Blvd is 40 MPH.

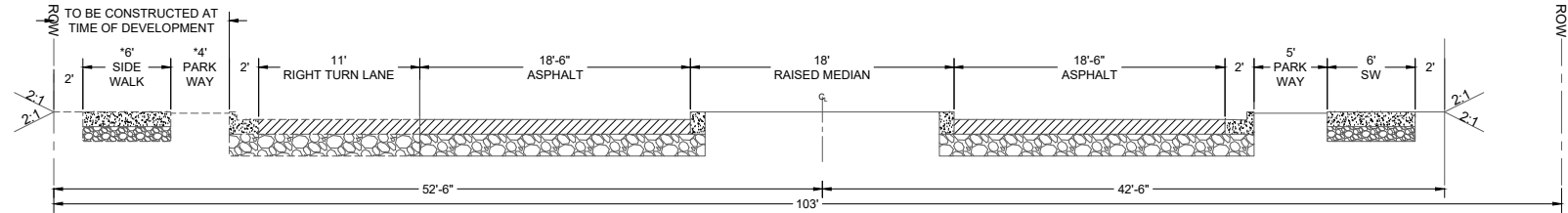
Section 2

Interim

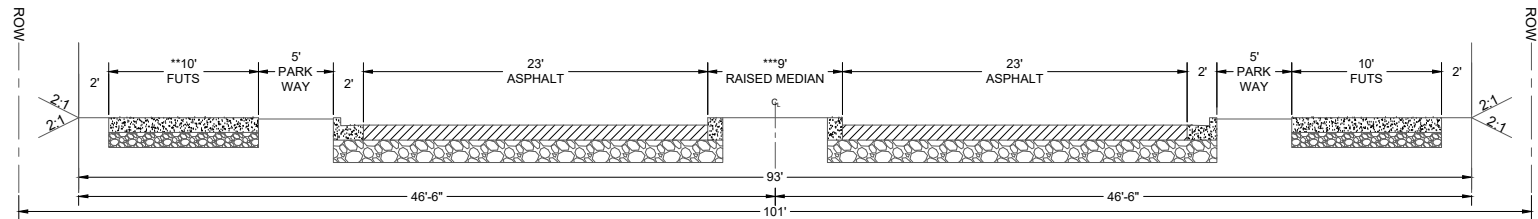


Interim

(Right Turn Lane if Needed per TIS/TIA's)

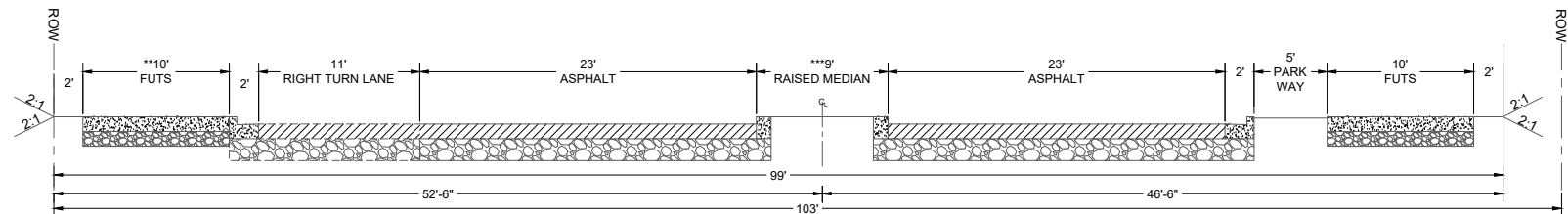


Future 4-Lane



Future 4-Lane

(Right Turn Lane if Needed per TIS/TIA's)



*Sidewalk & parkway to be built by adjacent developments.

**When the roadway is converted to a 4-lane cross section, the bike lanes will come off the roadway and a FUTS will need to be constructed.

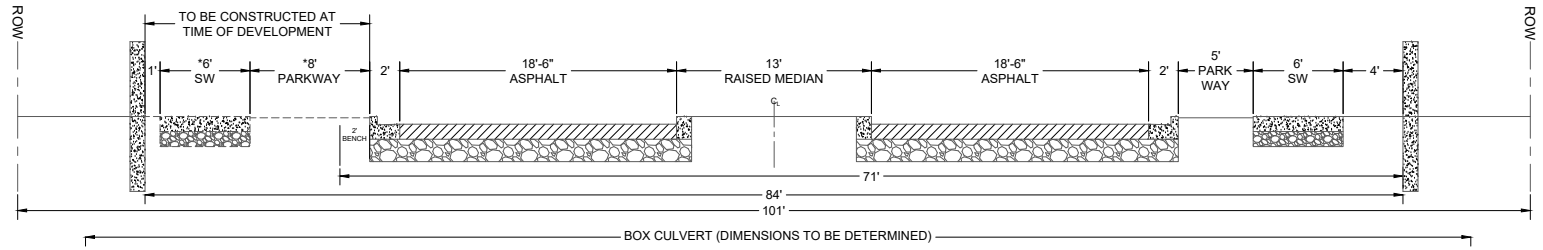
***Allows for 9' raised median, or where left turns are needed lip of gutter to lip of gutter will be 11'-11'-11'-11', with no raised median.

Notes:

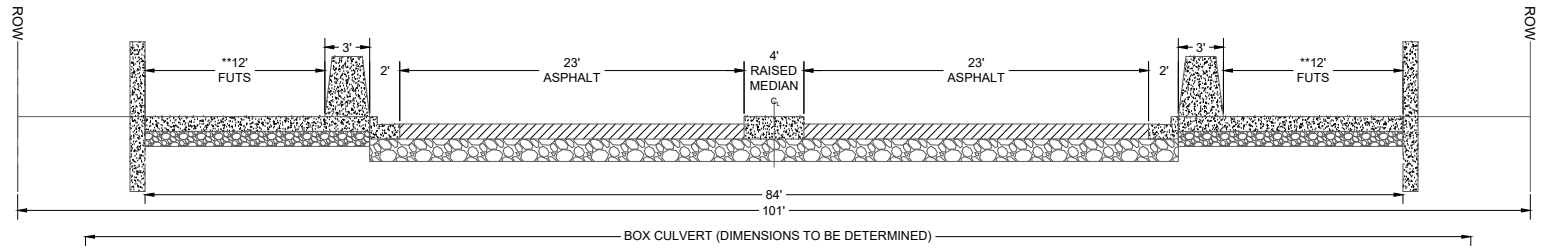
1. Dedicated right turn lanes at intersections or driveways per the TIS/TIA's are allowed within the ROW and the design will be based on the final cross sections. In the Future 4-Lane scenario sidewalks may be attached to the turn lane to help mitigate overall cross section impacts. Right turn lane could be mirrored on opposite side of the roadway.
2. Design speed for J.W. Powell Blvd is 40 MPH.

Section 3

Interim



Future 4-Lane



*Sidewalk & parkway to be built by adjacent developments.

**When the roadway is converted to a 4-lane cross section, the bike lanes will come off the roadway and a FUTS will need to be constructed.

Note: Design speed for J.W. Powell Blvd is 40 MPH.

Section 4

*Sidewalk & parkway to be built by adjacent developments.
 **When the roadway is converted to a 4-lane cross section, the bike lanes will come off the roadway and a FUTS will need to be constructed.
 ***Allows for 9' raised median, or where left turns are needed lip of gutter to lip of gutter will be 11'-11'-11'-11'-11', with no raised median.
 Notes:
 1. The centerline of the roadway may be adjusted based on final design. Dedicated right turn lanes at intersections or driveways per the TIS/TIA's are allowed within the ROW and the design will be based on the final cross sections. In the Future 4-Lane scenario sidewalks may be attached to the turn lane to help mitigate overall cross section impacts. Right turn lane could be mirrored on opposite side of the roadway.
 2. Retaining wall to be integral color split face block, color to be determined during design.
 3. Design speed for J.W. Powell Blvd is 40 MPH.

