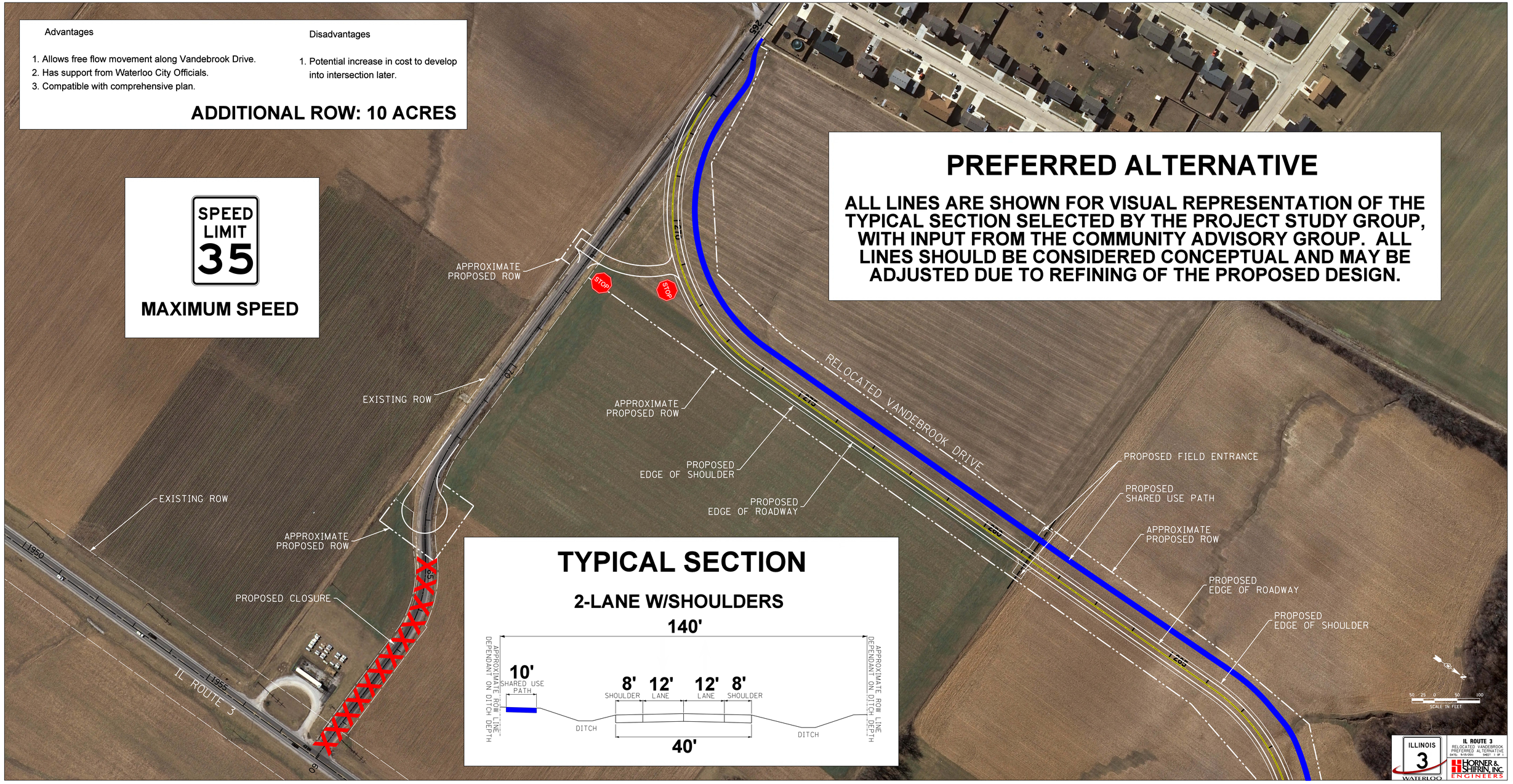
Advantages
1. Allows free flow movement along Vandebrook Drive.
2. Has support from Waterloo City Officials.
3. Compatible with comprehensive plan.
Disadvantages
1. Potential increase in cost to develop into intersection later.
ADDITIONAL ROW: 10 ACRES
SPEED LIMIT 35
MAXIMUM SPEED
PREFERRED ALTERNATIVE
ALL LINES ARE SHOWN FOR VISUAL REPRESENTATION OF THE TYPICAL SECTION SELECTED BY THE PROJECT STUDY GROUP, WITH INPUT FROM THE COMMUNITY ADVISORY GROUP. ALL LINES SHOULD BE CONSIDERED CONCEPTUAL AND MAY BE ADJUSTED DUE TO REFINING OF THE PROPOSED DESIGN.
APPROXIMATE PROPOSED ROW
STOP
STOP
EXISTING ROW
APPROXIMATE PROPOSED ROW
RELOCATED VANDEBROOK DRIVE
PROPOSED EDGE OF SHOULDER
PROPOSED EDGE OF ROADWAY
PROPOSED FIELD ENTRANCE
PROPOSED SHARED USE PATH
APPROXIMATE PROPOSED ROW
PROPOSED EDGE OF ROADWAY
PROPOSED EDGE OF SHOULDER
EXISTING ROW
APPROXIMATE PROPOSED ROW
PROPOSED CLOSURE
IL ROUTE 3
TYPICAL SECTION
2-LANE W/SHOULDERS
140'
APPROXIMATE ROW LINE DEPENDANT ON DITCH DEPTH
10' SHARED USE PATH
8' SHOULDER
12' LANE
12' LANE
8' SHOULDER
DITCH
DITCH
40'
APPROXIMATE ROW LINE DEPENDANT ON DITCH DEPTH
SCALE IN FEET
ILLINOIS 3 WATERLOO
IL ROUTE 3
RELOCATED VANDEBROOK PREFERRED ALTERNATIVE
HORNER & SHIFRIN, INC. ENGINEERS