

Route 1 Assessment

169 Underpass > Parkland > Lincoln Drive > Londonderry Drive

Overview

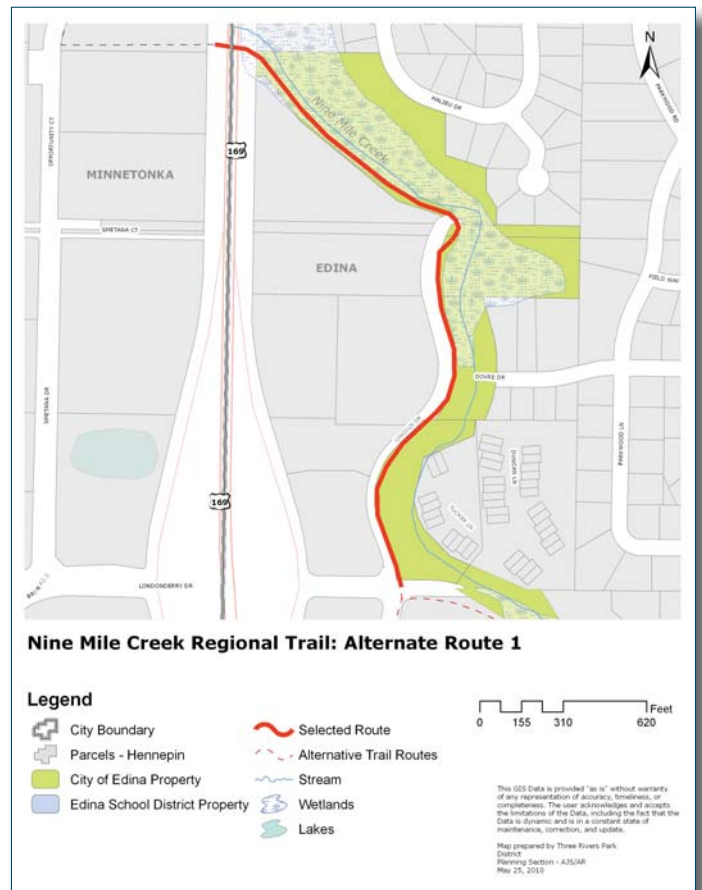
Route 1 begins at the existing underpass of Highway 169, on the south side of Nine Mile Creek. The route proposes utilizing a boardwalk through the wetland. Upon reaching upland, the route follows the northern edge of Lincoln Drive cul-de-sac and the east side of the road. The route proposes traversing along parkland to Dovre Drive, where road reconstruction is proposed to remove one lane of parkland and reducing the need for a retaining wall and minimizing potential impacts to creek corridor vegetation. Route 1 ends at Londonderry Drive.



The above photos show Lincoln Drive facing south. Route 1 is proposed on the east side of the street.

Economic Assessment

Preliminary Construction Estimate:
\$1,300,000



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Social Assessment

<p>Adjacent Residential Yards</p> <p>Different areas of residential property offer varying levels of privacy and access which may be altered by the trail.</p> <p><i>Number of residential front yards</i> 0</p> <p><i>Number of residential side yards</i> 1</p> <p><i>Number of residential back yards</i> 34</p>	<p>Proximity of Adjacent Homes</p> <p>Homes closer to the proposed trail have greater opportunity for potential trail related impacts (visual, noise, privacy).</p> <p><i>Average distance from house to trail</i> 260'</p> <p><i>Average distance from house to property line</i> 30'</p> <p><i>Number of houses < 25 feet</i> 0</p>
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Technical Assessment

<p>Space Requirements</p> <p>If adequate right-of-way is not available, additional easements or street redesign may be required.</p> <p><i>Proposed street redesign: Remove one parking lane at Dovre Drive along Lincoln Drive.</i></p>	<p>Driveway Crossings</p> <p>Each driveway crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <p><i>Single family driveway crossings</i> 0</p> <p><i>Multi-family driveway crossings</i> 0</p> <p><i>Low turnover commercial crossings</i> 0</p> <p><i>High turnover commercial crossings</i> 0</p> <p><i>Total driveway crossings</i> 0</p>
<p>Road Crossings</p> <p>Each road crossing will result in encounters between trail users and motorists. Each encounter creates an opportunity for an incident.</p> <p><i>Number of road crossings</i> 2</p> <p><i>Speed limit of roads</i> 2 at 30 mph or less</p> <p><i>Average annual daily traffic</i> 1 at <5,000 vehicles/day</p> <p style="padding-left: 150px;"><i>1 at 7,000 vehicles/day</i></p> <p><i>Functional Class</i> 1 local road</p> <p style="padding-left: 150px;"><i>1 collector road</i></p>	

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CAT Design Recommendations

Route 1 is recommended on the east side of the road. In addition, it is recommended that the trail alignment be considered within the road foot print, where necessary, to minimize tree removal and potential impacts. The west side of Lincoln Drive was eliminated from further study due to the presence of several business driveways and less desirable road intersection crossing at Londonderry Drive.

Additional CAT Member Narrative

Disclaimer: The views and opinions expressed in the CAT Member Narrative are those of the author and do not reflect the official policy or position of Three Rivers Park District.

"The serenity of the wetlands in this part of the proposed trail will end and be replaced by the clatter of bikes on the wooden boardwalks to be installed to accommodate travel. Too, the fall of many majestic trees along Lincoln Drive will but denude a part of the pristine watershed.

The second sentence above was used because trees may be removed, which leads me to inquire: if 10.5' of Lincoln Drive is to be used for the trail, isn't that enough? Also, why is there a need for any road re-construction? Presumably, the existing road surface will be used. In that connection, I note that a part of Lincoln Drive will be used for route 3."

- Richard Johnson, Segment 1 Representative

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