



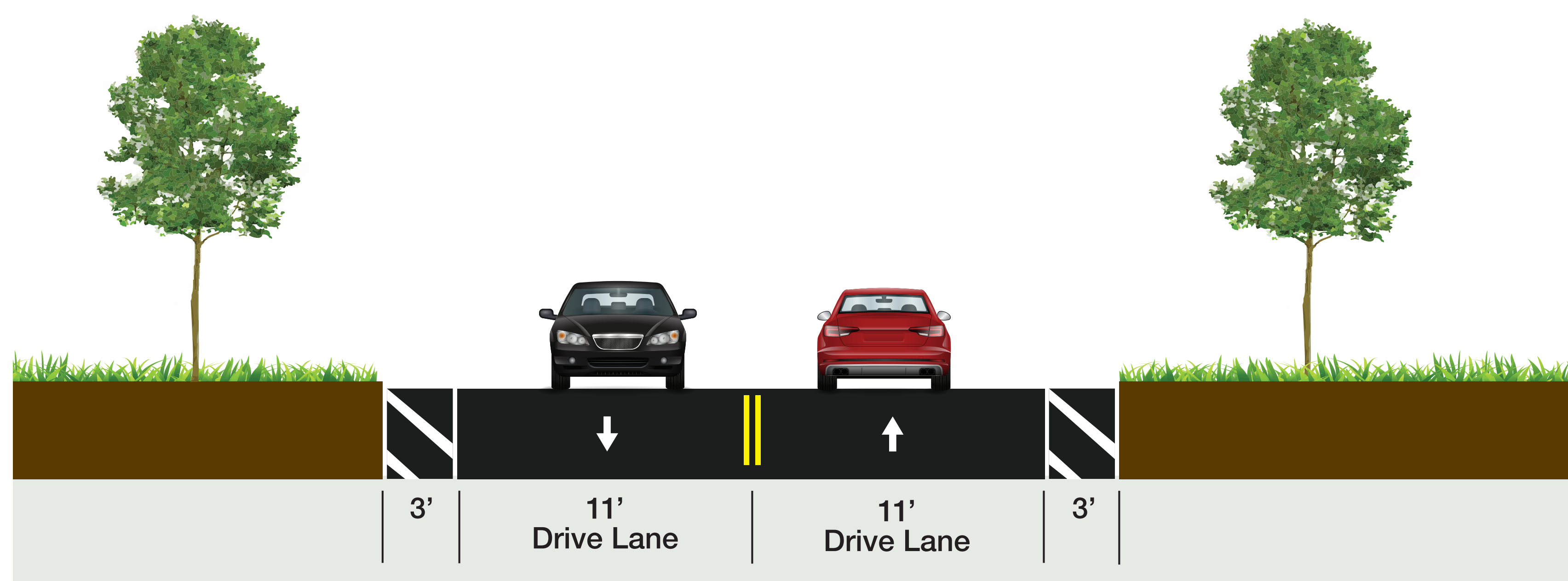
Background

Various Complete Street concepts were considered for Pine Grove Road between Ross Drive and the Elementary School. Concepts considered adding on-road bike lanes or various configurations for a roadside shared use path. The project Working Group considered the Matrix of Issues, Benefits and Impacts for each concept. The On-Road Shoulder Bike Lanes alternative was recommended to accommodate the observed on-road bicyclists. Nominal pedestrian traffic was observed during the study, but the community's ongoing interest in a shared use path is noted. If pursued, a design that alternates between the north and south sides of Pine Grove Road avoids the most problematic issues and impacts.

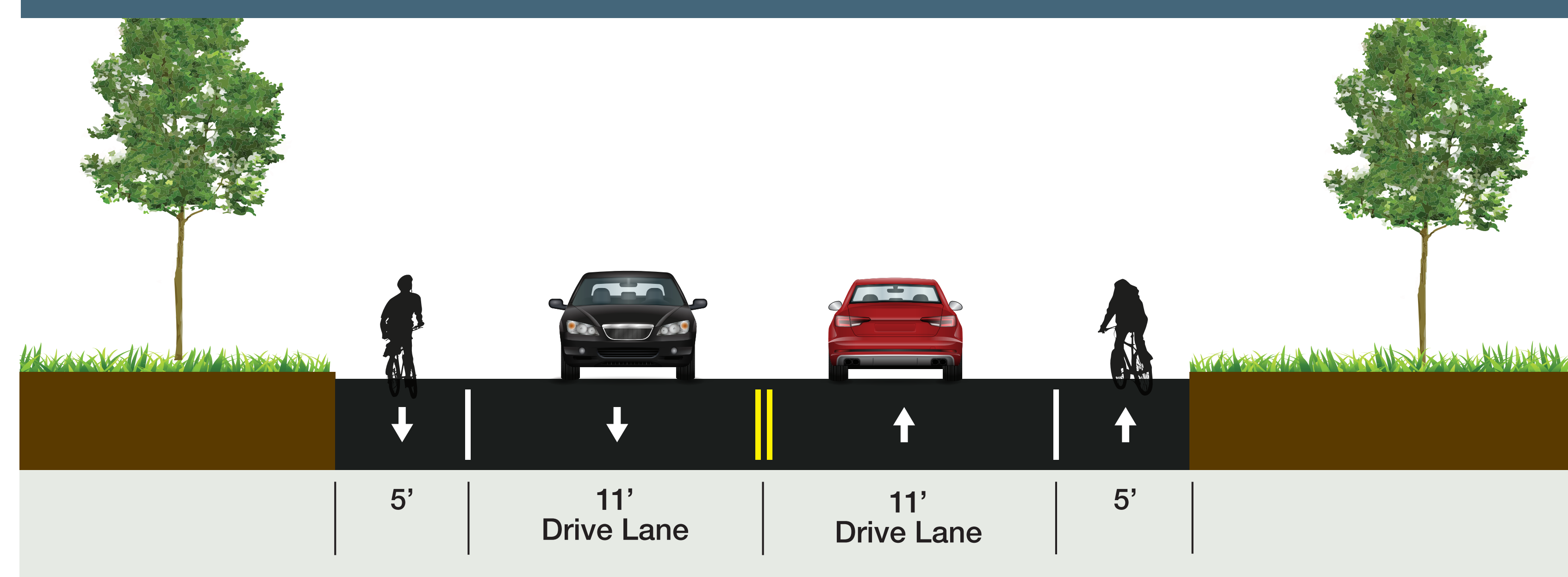
Recommendations

- Widen shoulders (4 feet wide) and add bike lanes on both sides of Pine Grove Road.
- Sign and stripe the shoulders as bike lanes.

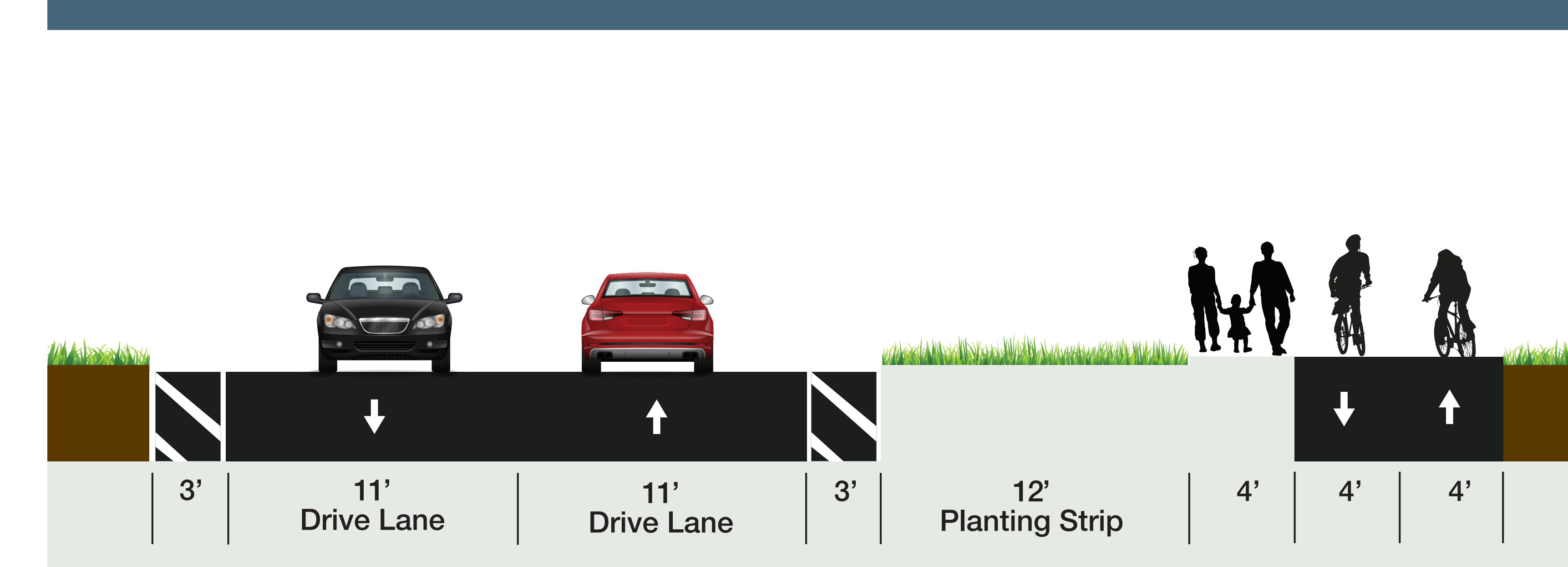
Existing Pine Grove Road (SR 0045)



**Alternative 1
Pine Grove Road with Widened Shoulders**



**Alternatives 2A, 2B, or 2C
Pine Grove Road with Shared Use Path**



Roadside Impacts & Constraints

Pine Grove Road, Plainfield to Ross



Pine Grove Road, Deepwood to Plainfield



Impacts Legend:

- Driveway
- Ag Land Impact
- Roadside Property Impact
- Slope Impact
- Drainage Impact
- Utility Pole Line (white)

Category	On-Road, Shoulder Bike Lanes Alt. 1	Shared Use Path			
		North Side Alt. 2A	South Side Alt. 2B	Alternating Sides Alt. 2C	
		Issues	<ul style="list-style-type: none"> • Not pedestrian friendly • Not as appealing to casual bike riders • Impacts both sides of Pine Grove Rd 	<ul style="list-style-type: none"> • High construction cost • Likely requires ROW acquisition/easements • Requires ongoing Township maintenance cost 	<ul style="list-style-type: none"> • Steep slope between Wyoming Ave and Farm may be fatal flaw • Highest overall impact
Benefits	<ul style="list-style-type: none"> • Lower construction cost • No ongoing Township maintenance cost • No ROW acquisition or easements anticipated 	<ul style="list-style-type: none"> • Pedestrian friendly • More appealing to casual bike riders 	<ul style="list-style-type: none"> • Most direct connection to school at east end • Lowest number of driveway/street crossings 	<ul style="list-style-type: none"> • Connects to Ross Street at west end • Avoids steep slope, Ag land, and utility pole impacts 	<ul style="list-style-type: none"> • Connects to existing sidewalk and school at east end; Ross Street at west end • Avoids highest impacts
Driveway Impacts	Moderate All driveways and streets could be affected	Moderate 7 driveways, 3 streets	High 18 driveways, 0 streets	Moderate 13 driveways, 1 street	Moderate 1,595 feet frontage
Ag Land Impacts	None (within existing ROW)	High 2,550 feet frontage	Nominal	Moderate 1,595 feet frontage	Moderate 1,595 feet frontage
Roadside Property Impacts	None (within existing ROW)	High 1,120 feet	Moderate 360 feet	Nominal	Nominal
Steep Side Slope	Nominal	Very High 1,260 feet	Nominal	Nominal	Nominal
Drainage Impacts	Nominal	Low 563 feet	High 1,640 feet	Moderate 1,260 feet	Moderate 1,260 feet
Utility Poles Involved	Nominal	All	None	Some	Some
RECOMMENDED					