BEAVER CREEK ROAD

PUBLIC MEETING #2

NOVEMBER 12, 2025

6:00 P.M.

J·R ENGINEERING

PROJECT BACKGROUND

- Beaver Creek Road from Hwy 119 to Pactolus Lake Road (3.7 miles)

- Scope:
  - Review existing conditions
  - Provide design recommendations
  - 

    Prepare construction package
    - Plan set
    - Reports (drainage and geotechnical)
    - Specifications
    - Cost estimate

EXISTING CONDITIONS

PROJECT SCHEDULE

- Data Collection Phase
  - **Completed**

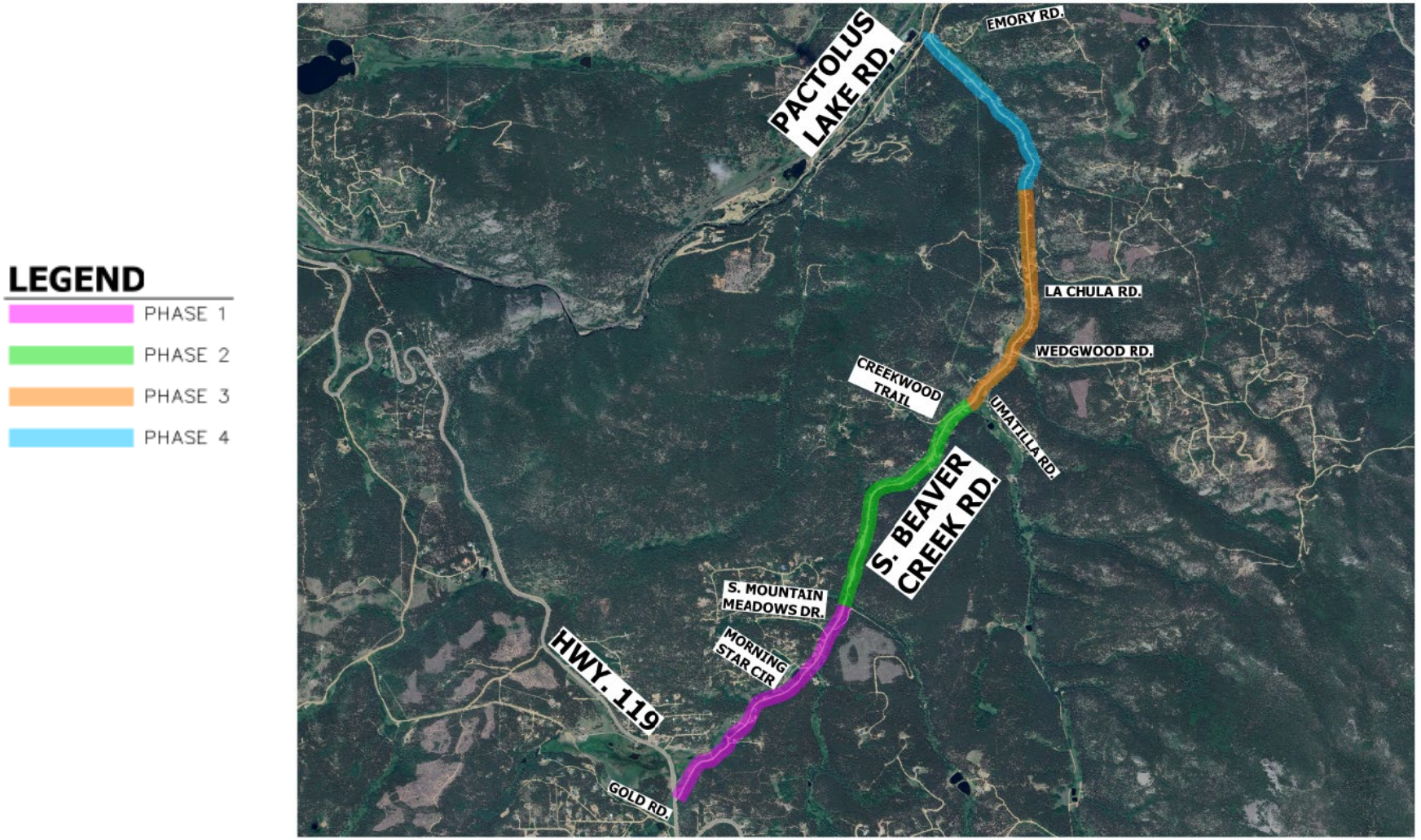
- Preliminary Design Phase
  - **Completed**

- Final Design Phase
  - In progress, plan to submit final plan for approval by the end of the year.

- Start Construction Phase 1

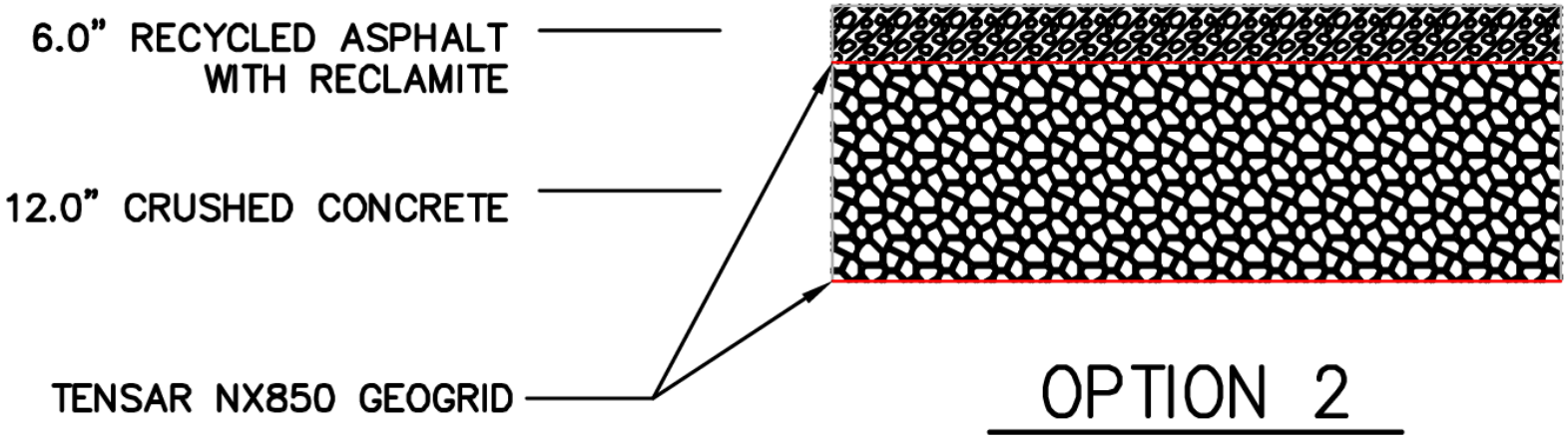
PROJECT PHASING

- Project to be split into 4 phases, each roughly 1 mile in length.



SOFT SPOT REPAIRS

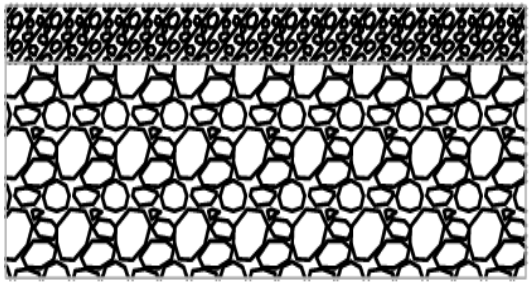
- Excavation (18” Depth)
- Crushed Concrete (12” Depth)
- 2 Layers Geogrid Tensar NX850
- Roadway Surfacing Top Mat (Recycled Asphalt Pavement)



SOFT SPOT REPAIRS

ROAD SURFACING

- Excavation
- Aggregate Base Course (Class 6)
- Recycled Asphalt Pavement with Reclamite
- Final Pavement Section to be Determined Shortly



ALT. D – S. BEAVER CREEK ROAD
HARD SURFACE PAVEMENT SECTION

ROAD SURFACING - RAP

What is RAP? – Recycled Asphalt Pavement

ROAD SURFACING - RAP

Photo of how it can look when compacted:

RECLAMITE

Asphalt rejuvenating agent

Photo source: Tricor Refining

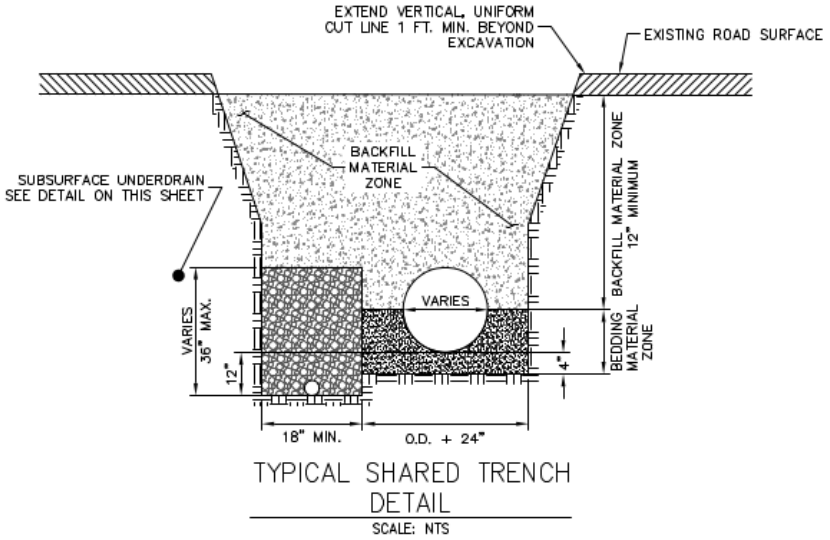
DRAINAGE

- The project will replace all of the existing metal/plastic corrugated pipe with HDPE pipe.
- HDPE has corrugated outer wall and smooth inner wall for less resistance to flow.
- Underdrains will be perforated pipe.

Photo source: Advanced Drainage Systems

DRAINAGE

- Underdrains are added to help mitigate groundwater by giving it an easier path through the soil ad direct it to where we want it to go.
- Underdrains are designed to collect subsurface water before it saturates the road surface. This will help dry and stabilize the road surface/ditches/trenches.
- Helps to prevent the soil under and around the culvert from being carried away and ultimately collapsing the adjacent roadway.



TYPICAL SHARED TRENCH DETAIL
SCALE: NTS

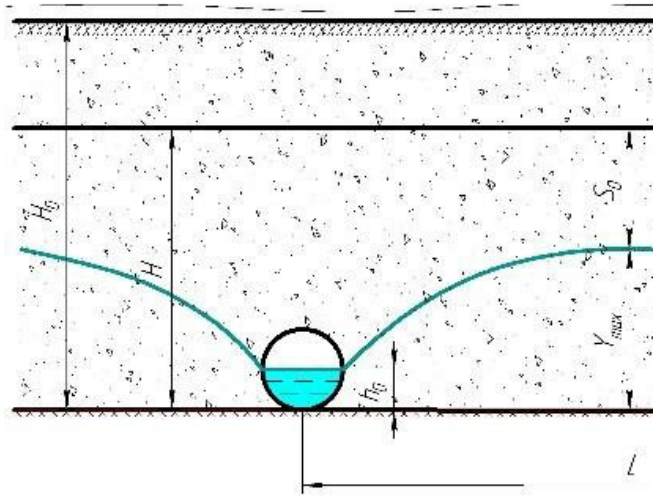


Photo source: ResearchGate

THANK YOU!

Questions and Feedback

J·R ENGINEERING