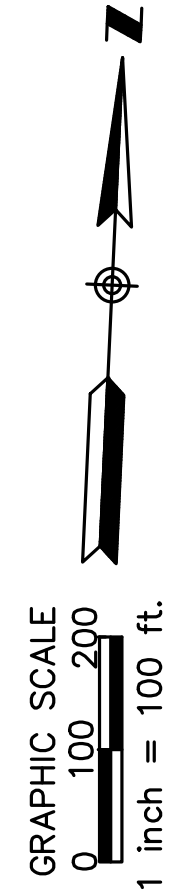


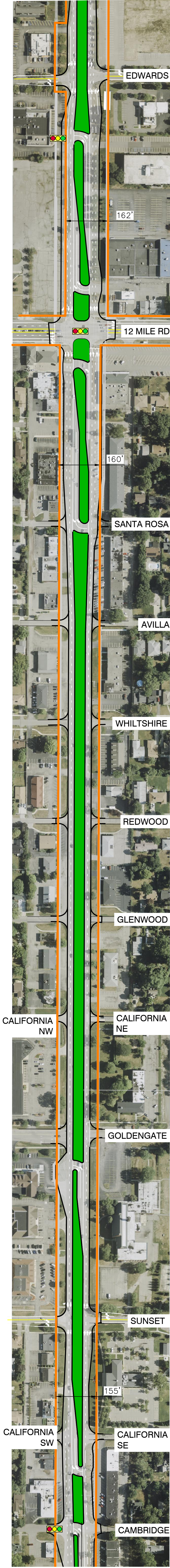
Segment 3- Cambridge to Edwards



EXISTING RIGHT-OF-WAY      \* ADDITIONAL MEDIAN CROSSOVERS MAY BE ADDED FOR ACCESS WHEN DETAILS ARE FULLY DEVELOPED IN FUTURE DESIGN PHASE

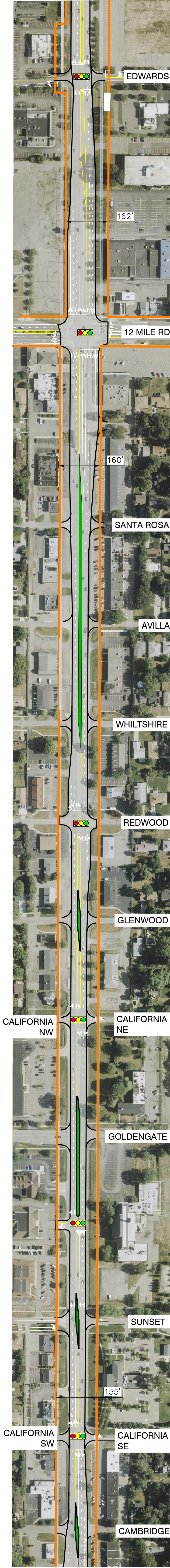
ALTERNATIVE 2

Two through lanes each direction with 40 ft. medians



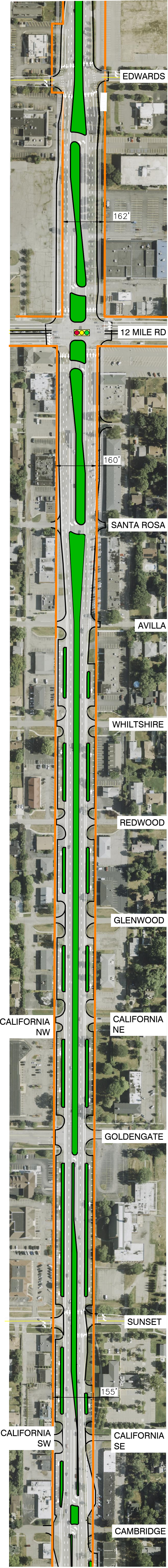
ALTERNATIVE 3A

Two through lanes each direction with intermittent 12 ft. median



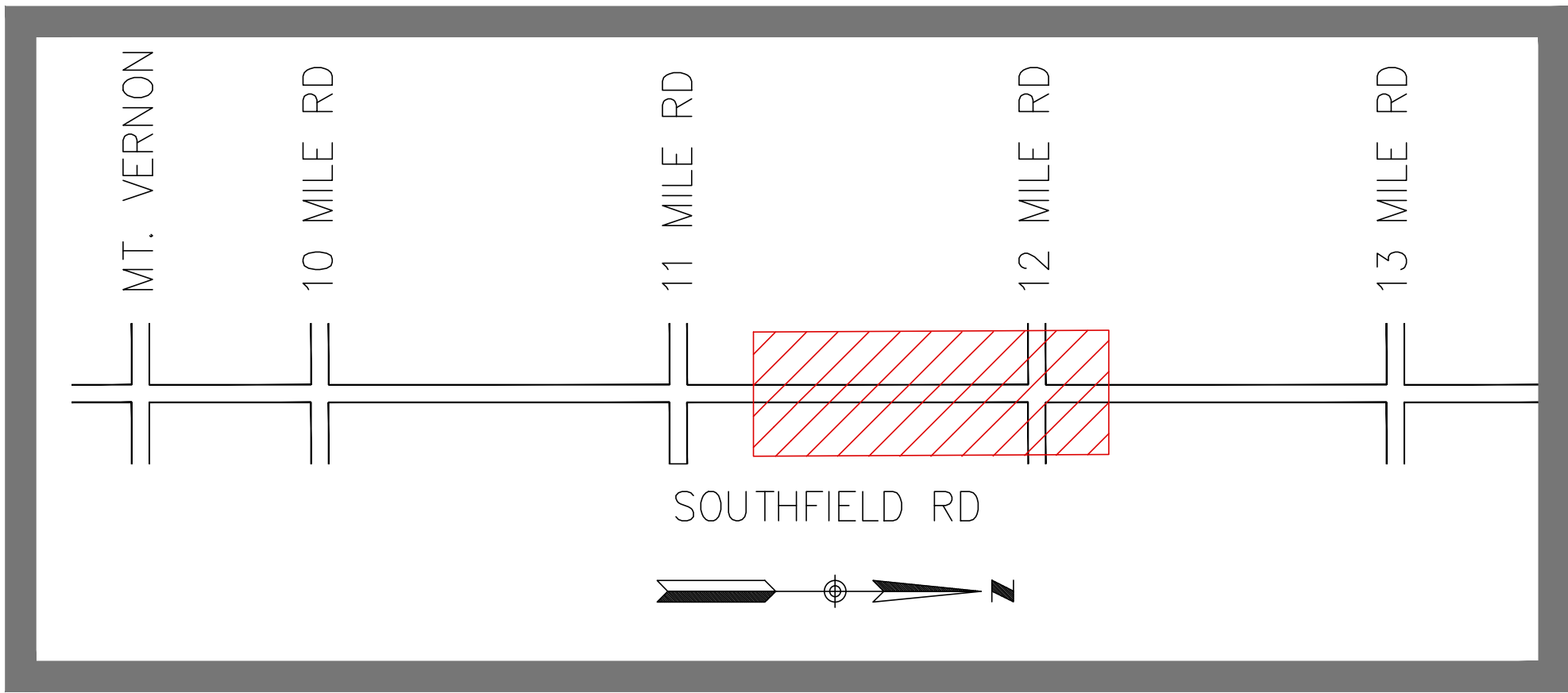
ALTERNATIVE 4

Two through lanes and bike lane each direction , separated on- street parking and 30 ft. medians





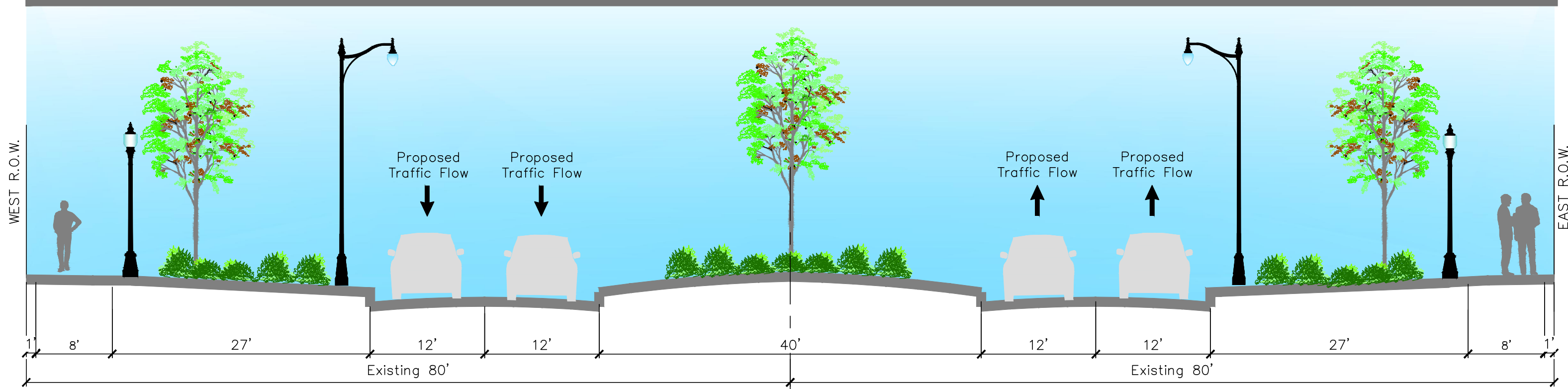
# Segment 3 - Cambridge to Edwards



## PRACTICAL ALTERNATIVES IN THIS SEGMENT

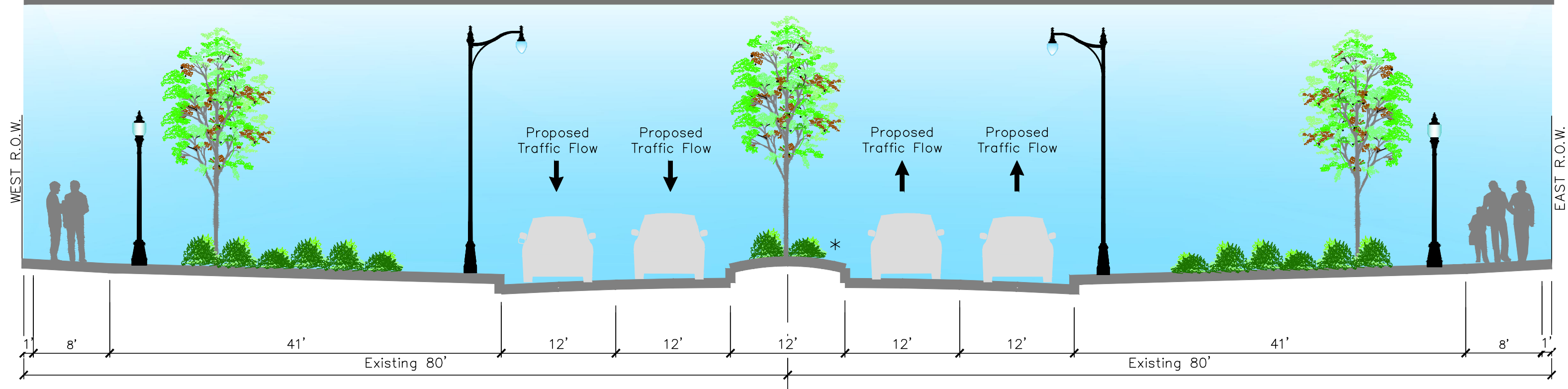
### ALTERNATIVE 2

Two through lanes each direction with 40 ft. median



### ALTERNATIVE 3A

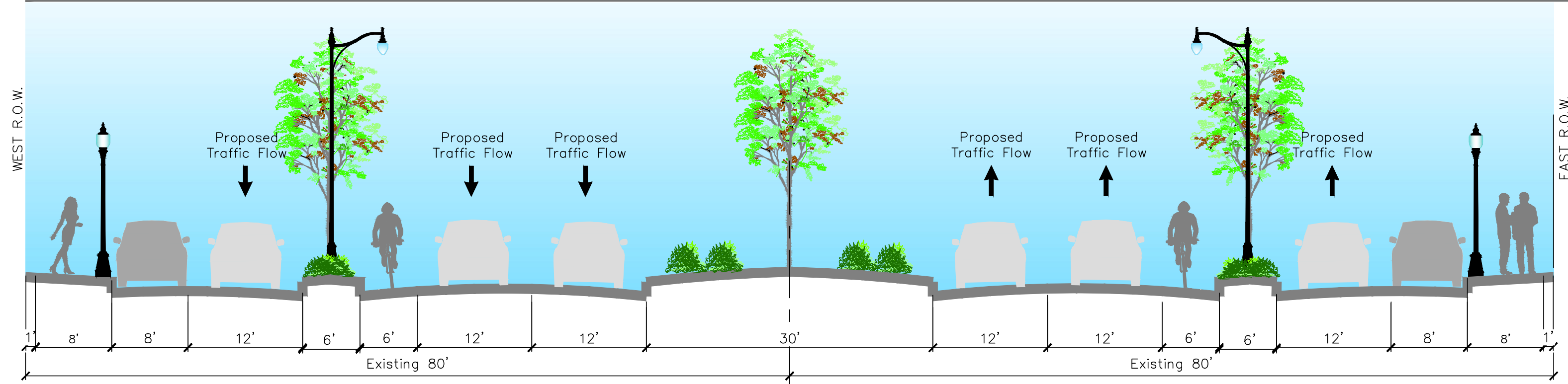
Two through lanes each direction with intermittent 12 ft. median



\*CENTER TURN LANE ONLY AT SIGNALIZED INTERSECTIONS

### ALTERNATIVE 4

Two through lanes and one bike lane each direction with separated on-street parking and 30 ft. median





# Segment 3 - Cambridge to Edwards

**Alternatives Recommended to be Carried Forward: No Build, 2, 3A, and 4**

These alternatives best meet the Purpose & Need and have less negative impacts when compared to the alternatives eliminated.

Alternative 2 would be advanced without roundabout at 12 Mile Road.

**Alternatives Recommended for Elimination:**

- Alternative 1 - Higher Right-of-Way impacts and related costs
- Alternatives 3, 5, and 6
  - Do not improve traffic operations or reduce injury crashes to the same degree as the other alternatives
  - Not fully consistent with local plans
  - Do not provide a median refuge for pedestrians

EVALUATION CRITERIA

Recommended to carry forward=

ILLUSTRATIVE ALTERNATIVES w/in SEGMENT 3	Transportation Factors		Environmental Factors		Community Factors				
	Traffic Operations Improvements*	Safety Improvements	Noise Level Impact	Impact to Historic Resources	Access to Businesses	Net Change in Available Parking	Consistent w/ Community Plans	ROW Impacts	Non-Motorized Mobility Improvement
No-Build	+	+	+++++	+++++	+++	0	+	+++++	+
Alt. 1 - 4-lane Boulevard, 60 ft. median	+++++	++++	+++	++	++	-219	+	+	+++
Alt. 2 - Boulevard, 40 ft. median, roundabouts	+++	+++	+++	+++	+++	-227	++	+(24)	++++
Alt. 3 - 5-lane section	++	+	+++++	++++	++++	-219	++	++	++
Alt. 3A - 5 lane section with intermittent 12 ft. narrow median	++	++	+++++	+++++	+++	-219	++++	++(23)	++++
Alt. 4 - Boulevard, 20 ft. median	+++++	++++	+++	++	+++++	-62	+++	++(17)	+++++
Alt. 5 - 5- & 7-Lane section, roundabouts	++++	+++	+++++	+++++	++	-240	+	+++	+
Alt. 6 - 5- & 7-Lane section, roundabouts and angle parking	++++	+++	+++++	++++	++++	+56	+	+++	++

\* LOS for future conditions for each Alternative

+ : Worse, Greatest Impacts, Lowest Improvements  
++ : Low, High Impacts, Low Improvements  
+++ : Moderate, Moderate Impacts, Moderate Improvements  
++++ : Good, Minor Impacts, Good Improvements  
+++++ : Best, Least Impacts, Greatest Improvements