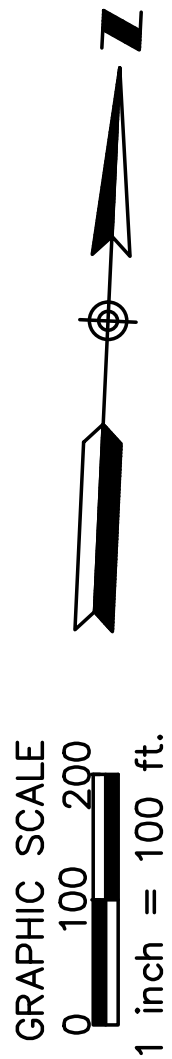


Segment 4 - Edwards to 13 Mile Road

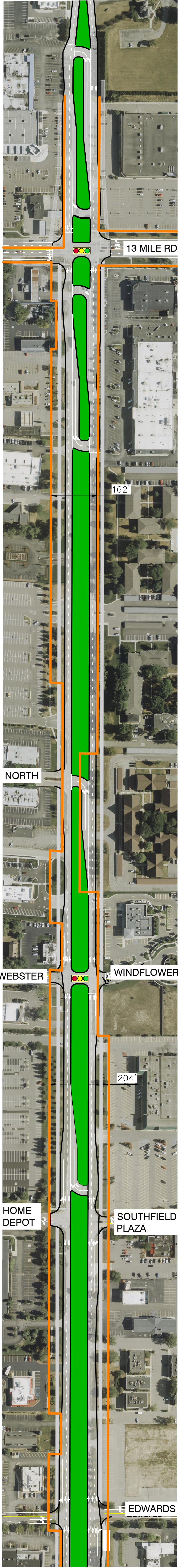
EXISTING RIGHT-OF-WAY

* ADDITIONAL MEDIAN CROSSOVERS MAY BE ADDED FOR ACCESS WHEN DETAILS ARE FULLY DEVELOPED IN FUTURE DESIGN PHASE



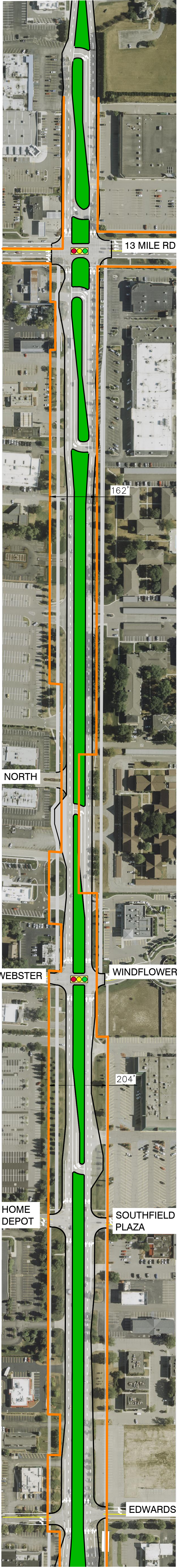
ALTERNATIVE 1

Two through lanes each direction with 60 ft. medians



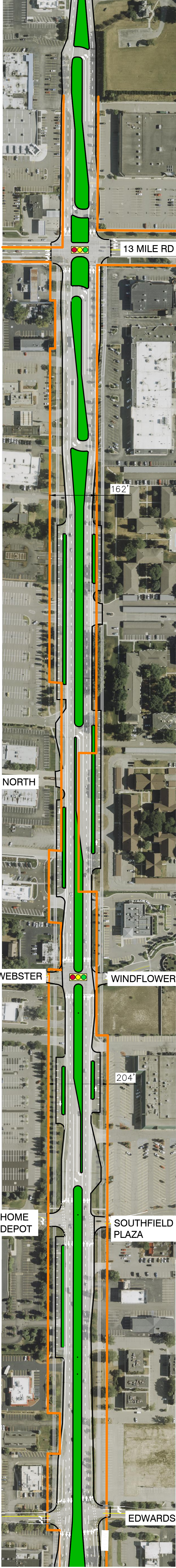
ALTERNATIVE 2

Two through lanes each direction with 40 ft. median

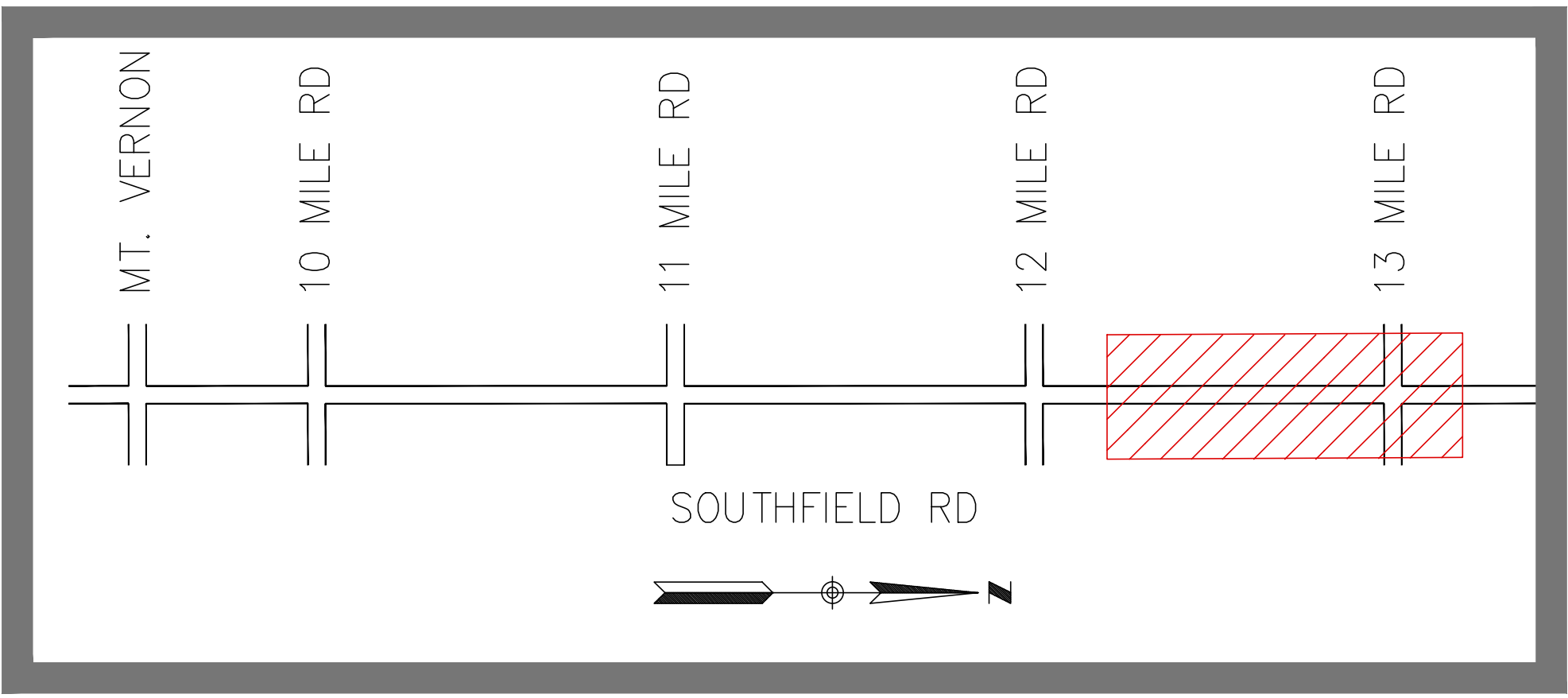


ALTERNATIVE 4

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

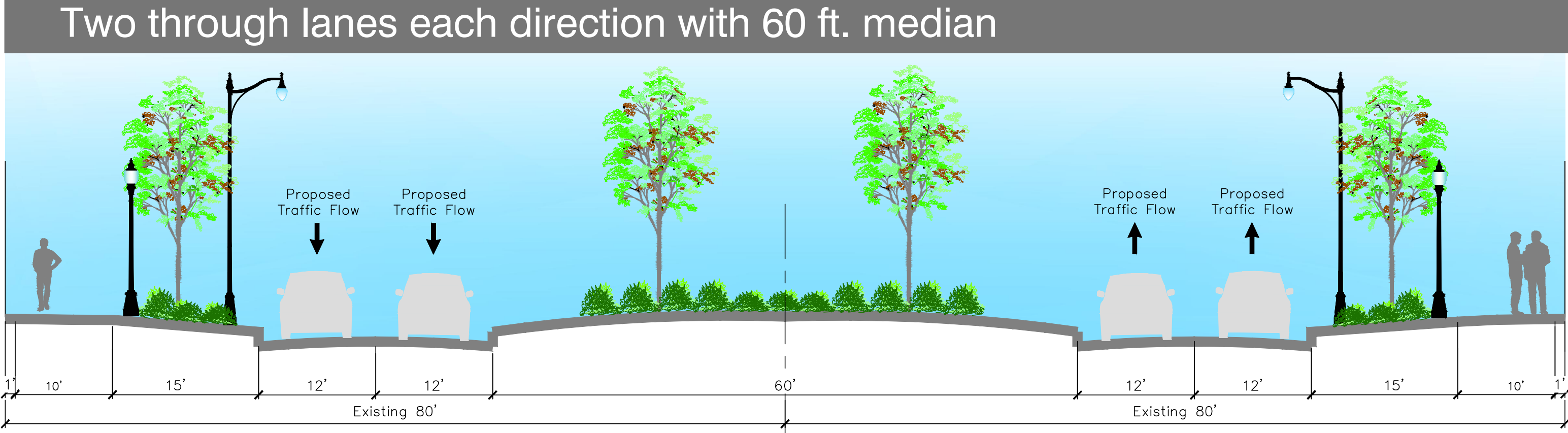


Segment 4 - Edwards to 13 Mile Road

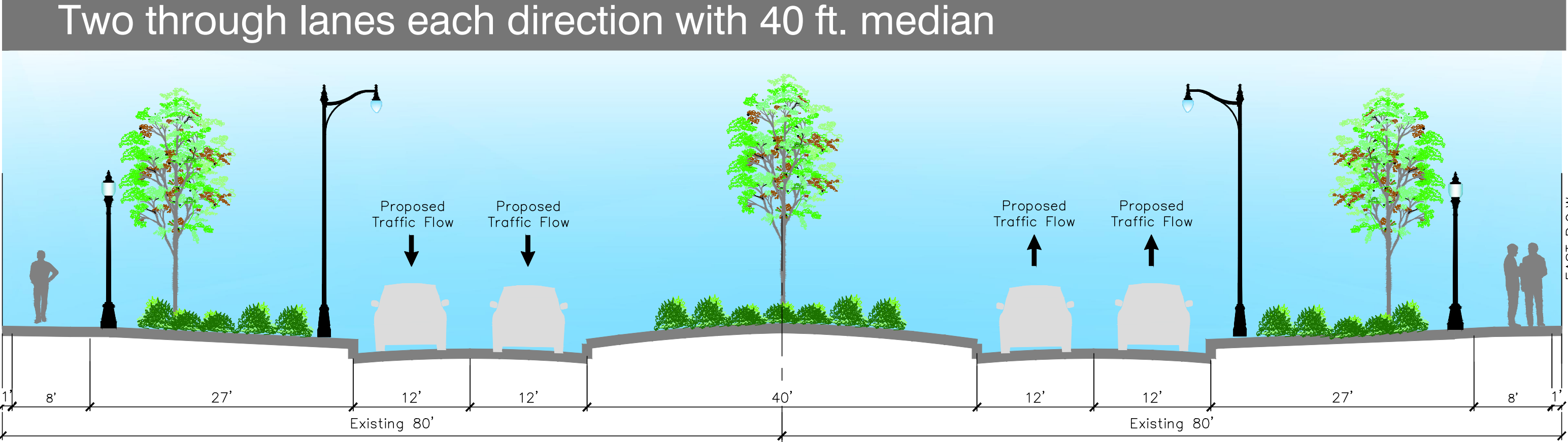


PRACTICAL ALTERNATIVES IN THIS SEGMENT

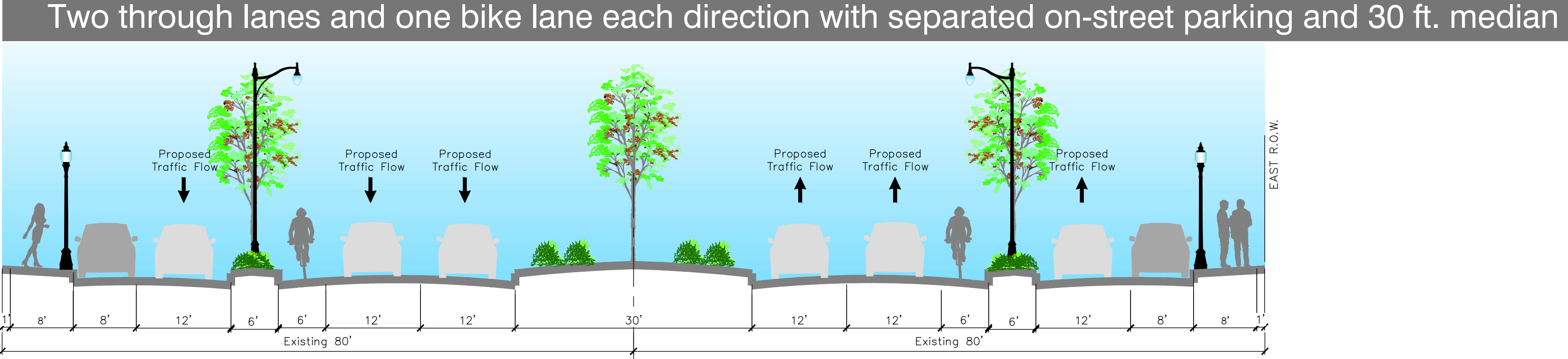
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 4



Segment 4 - Edwards to 13 Mile Road

Alternatives Recommended to be Carried Forward: No Build, 1, 2, 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 13 Mile Road.

Alternatives Recommended for Elimination: 3, 3A, 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 4	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	++++	++++	+++	++++	++	-95	+	++ (3)	+++
Alt. 2 - 4-lane Boulevard, 40 ft. median, roundabouts	+++++	+++++	+++	++++	++	-95	++++	++++ (1)	+++
Alt. 3 - 5-lane section	+++	++	+++++	+++++	++	-64	++	+++	+
Alt. 3A - 5 lane section	+++	++	+++++	+++++	++	-64	++	+++	+
Alt. 4 - 4-lane Boulevard, 30 ft. median	++++	++++	++++	++++	+++	-95	+++	+++ (2)	+++++
Alt. 5 - 5-Lane section, roundabouts	++++	+++	+++++	+++++	++	-174	+	++	+
Alt. 6 - 5-Lane section, roundabouts and angle parking	++++	+++	+++++	+++++	++++	+32	+	++	++

* 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