

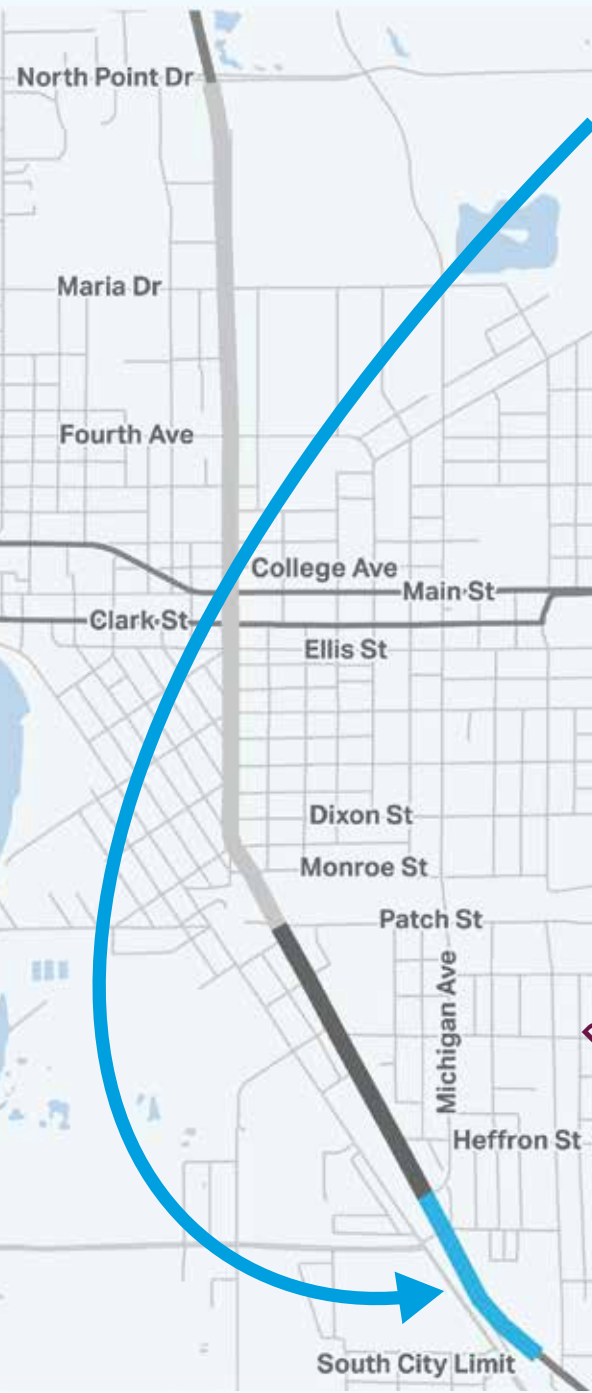


Preliminary Alternatives Carried Forward

Fast Facts:

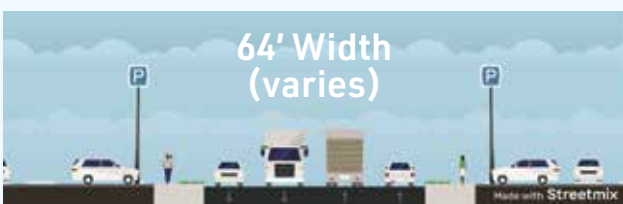
Length - 0.47 miles  
 Traffic Volume - 13,600 vehicles/day

South Segment → South City Limits to Michigan Ave



Existing

64' Width (varies)



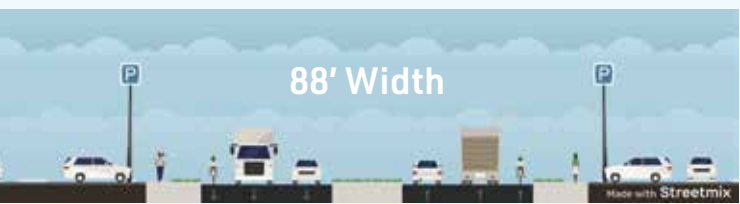
10' outside lanes, 12' inside lanes
 2' gutter
 3' terrace, 5' sidewalk



Potential Alternative A

4-lane with raised median and bike lanes

88' Width



11' outside lanes, 10' inside lanes
 14' median, 5' bicycle lanes
 6' terrace, 5' sidewalk

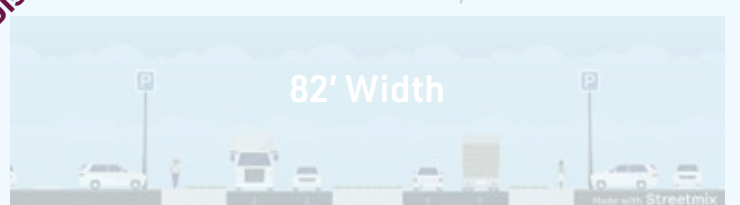


Dismissed


Potential Alternative B

4-lane with raised median, no bike lanes


82' Width



11' outside lanes, 10' inside lanes
 14' median, 2' gutter
 6' terrace, 5' sidewalk

 **Why was it dismissed?**


Both 4-lane alternatives considered require purchasing right-of-way on both sides of the existing roadway, as well as two business relocations. The additional right-of-way required to provide bike lanes did not result in any relocations that were not already required for the 4-lane alternative without bike lanes.

 4-lane and 2-lane alternatives were considered in this area. 4-lane alternatives that meet the purpose and need of the project to improve safety, pavement, and multimodal accommodations would require purchasing additional right-of-way on both sides of the existing roadway.

Potential Alternative C

2-lane with TWLTL and urban shoulder

64' Width



11' lanes, 12' two-way left turn lane
 4' urban shoulder
 6' terrace, 5' sidewalk




Dismissed


Potential Alternative D

2-lane with TWLTL, no bike lanes

64' Width





11' lanes, 12' two-way left turn lane
 2' gutter
 8' terrace, 5' sidewalk

 **Why was it dismissed?**

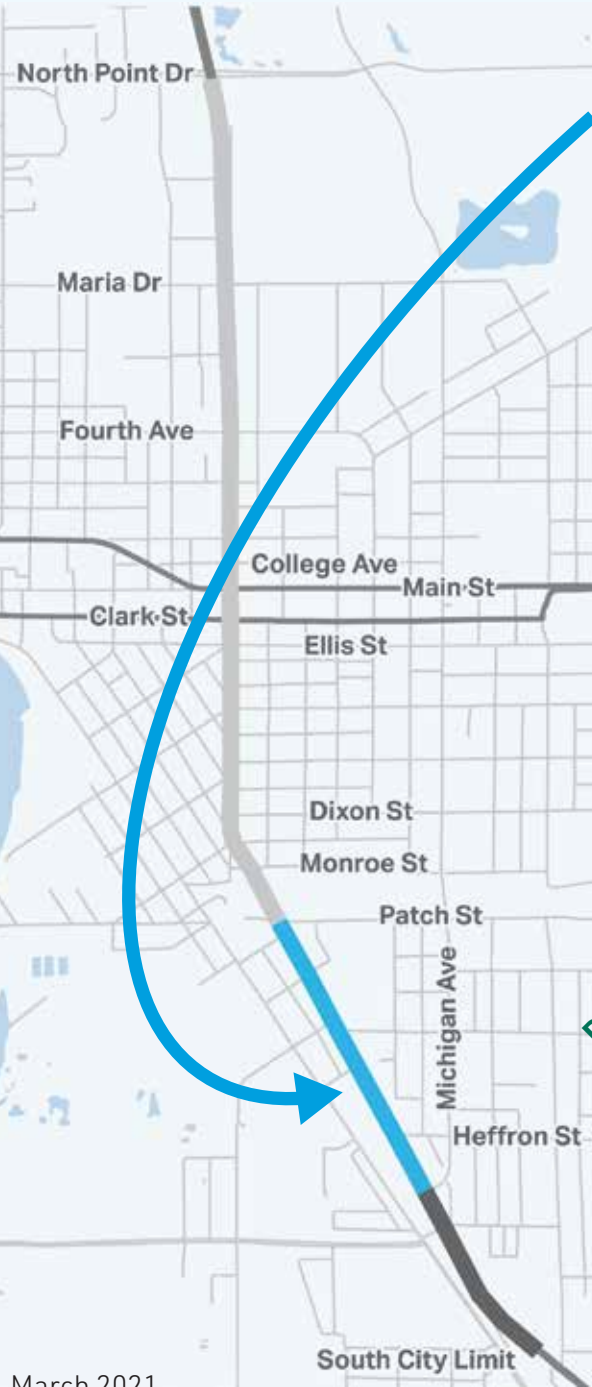
A 2-lane TWLTL without bike lanes was dismissed because a 2-lane TWLTL with an urban shoulder fits within the existing right-of-way and includes bike accommodations.

Preliminary Alternatives Carried Forward

Fast Facts:


Length - 0.73 miles  
 Traffic Volume - 11,000 vehicles/day

South Segment → Michigan Ave to Patch St



Existing

64' Width (varies)



10' outside lanes, 12' inside lanes
 2' gutter
 3' terrace, 5' sidewalk



Potential Alternative A

2-lane with TWLTL and urban shoulder

64' Width



11' lanes, 12' two-way left turn lane
 4' urban shoulder
 6' terrace, 5' sidewalk



Dismissed

Potential Alternative B

2-lane with TWLTL, no bike lanes

64' Width





11' lanes, 12' two-way left turn lane
 2' gutter
 8' terrace, 5' sidewalk

 **Why was it dismissed?**

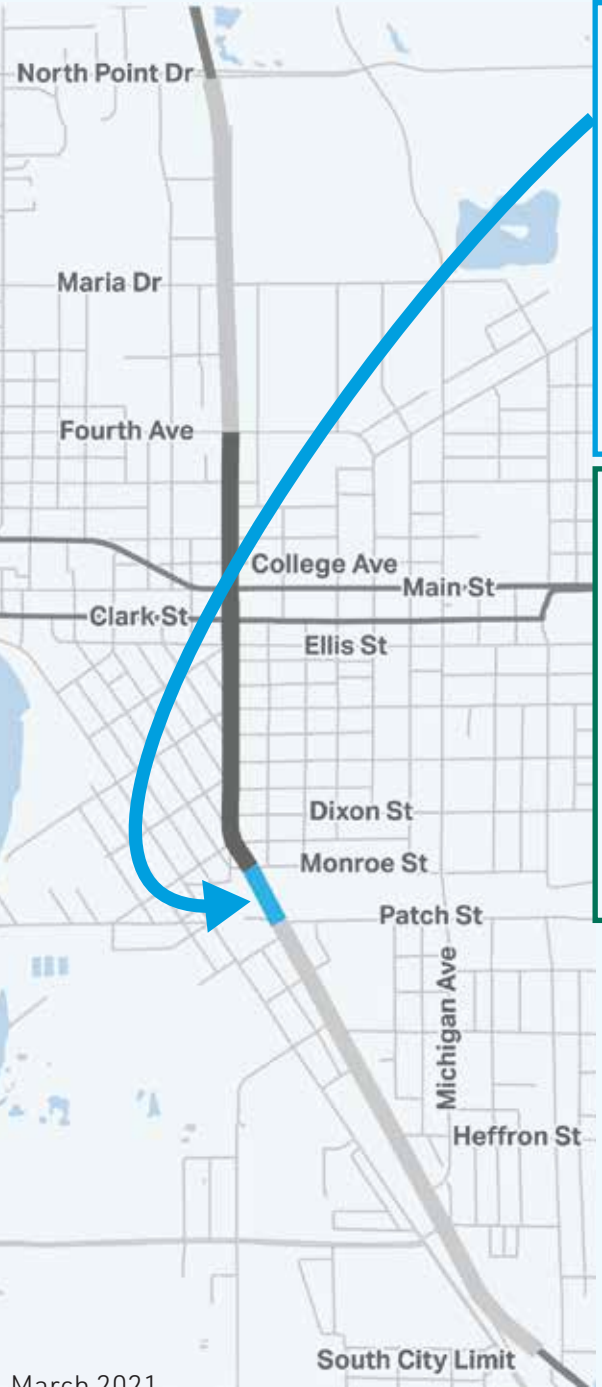
A 2-lane TWLTL without bike lanes was dismissed because a 2-lane TWLTL with an urban shoulder fits within the existing right-of-way and includes bike accommodations.

Preliminary Alternatives Carried Forward

Fast Facts:

Length - 0.14 miles  
Traffic Volume - 13,700 vehicles/day

Central Segment → Patch St to Monroe St



Existing



8' outside lanes, 10' inside lanes
2' gutter
5.5' sidewalk



Potential Alternative A

2-lane with raised median and bike lanes



12' lanes
3' median, 5' bicycle lanes
7' sidewalk





Why was only one alternative considered?

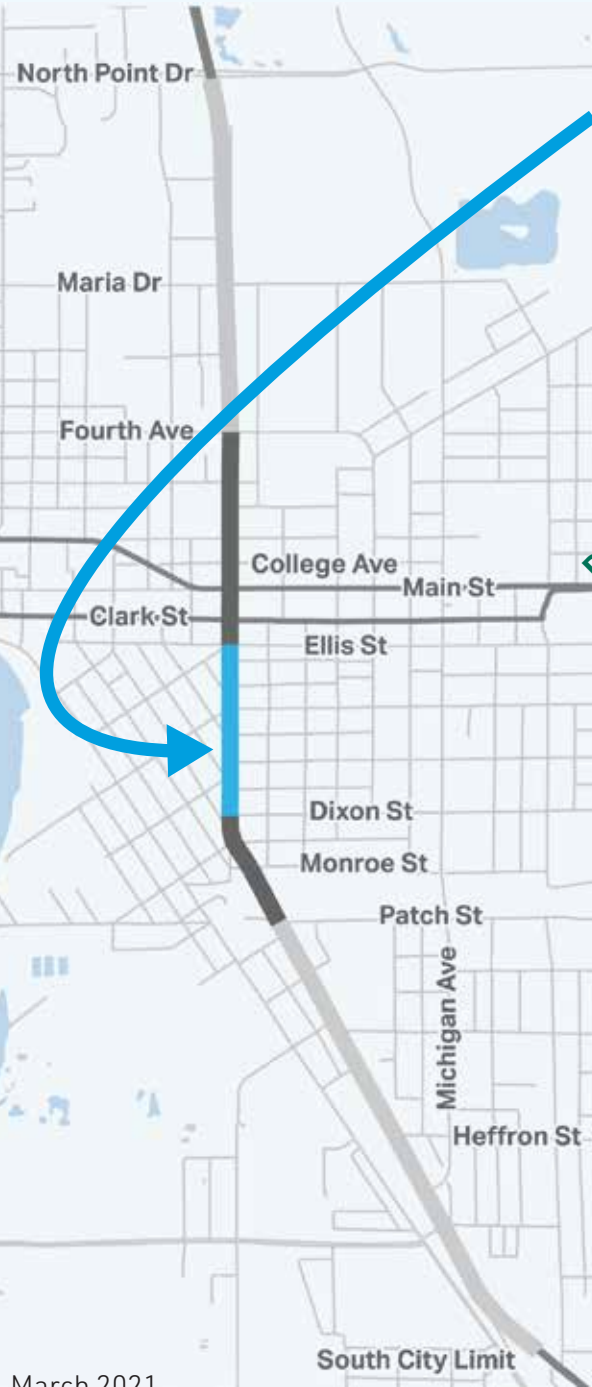
Only one alternative was considered in this area due to the constraints of the railroad bridge. The 7' sidewalk could potentially be designed to include a barrier that buffers pedestrians from traffic. Bicycle lanes are included underneath the bridge to connect the bicycle facilities from the South Segment to Veteran's Memorial Park.

Preliminary Alternatives Carried Forward


Fast Facts:

Length - 0.40 miles  
Traffic Volume - 12,300 vehicles/day

Central Segment → Dixon St to Ellis St



Existing



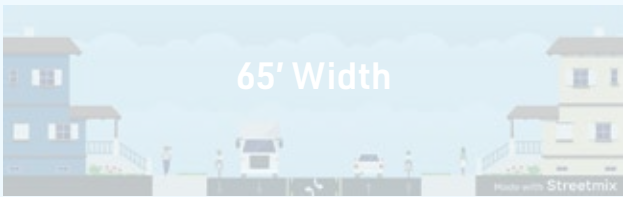
58' Width (varies)

8' outside lanes, 12' inside lanes
2' gutter
2' terrace, 5.5' sidewalk




Dismissed

Potential Alternative A
2-lane with TWLTL and bike lanes



65' Width

11' lanes, 11' two-way left turn lane
5' bicycle lanes
6' terrace, 5' sidewalk

 **Why was it dismissed?**

A 2-lane TWLTL with bike lanes was dismissed because providing bike accommodations in this area of the Central Segment would require significant impacts to adjacent property owners.

Potential Alternative B
2-lane with TWLTL, no bike lanes




58' Width

11' lanes, 11' two-way left turn lane
1.5' gutter
6' terrace, 5' sidewalk

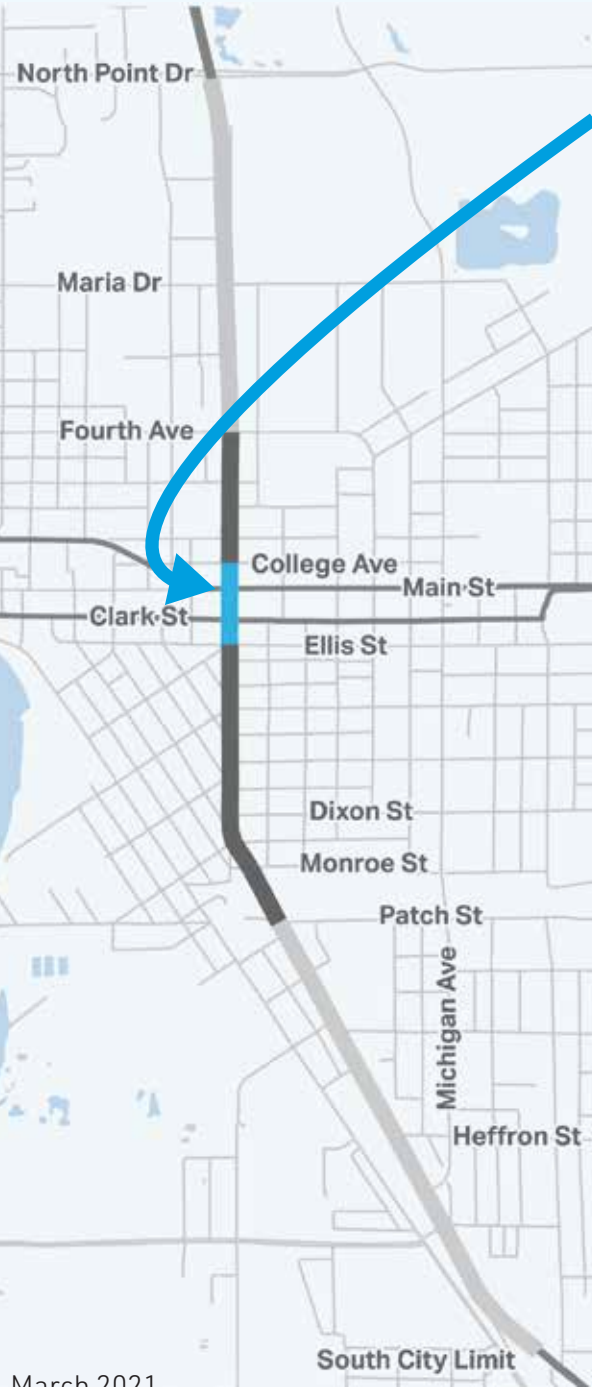


Preliminary Alternatives Carried Forward

Fast Facts:

Length - 0.19 miles  
 Traffic Volume - 13,400 vehicles/day

Central Segment → Ellis St to College Ave



Existing



58' Width (varies)
 8' outside lanes, 12' inside lanes
 2' gutter
 2' terrace, 5' sidewalk



Potential Alternative A 2-lane with raised median

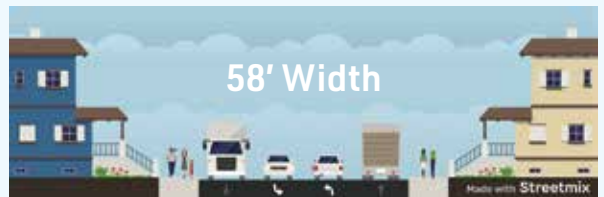


70' Width
 11' outside lanes, 10' left turn lanes
 3' median, 1.5' gutter
 6' terrace, 5' sidewalk

Why were both alternatives carried forward?

Both alternatives allow for similar traffic operations and require two relocations. However, providing a raised median would require additional right-of-way. The raised median would reduce conflicts by limiting vehicles from turning across traffic when entering/exiting driveways. Since a raised median requires additional right-of-way, a terrace would also be included.

Potential Alternative B 2-lane without raised median





58' Width
 11' outside lanes, 10' left turn lanes
 1.5' gutter
 6.5' sidewalk

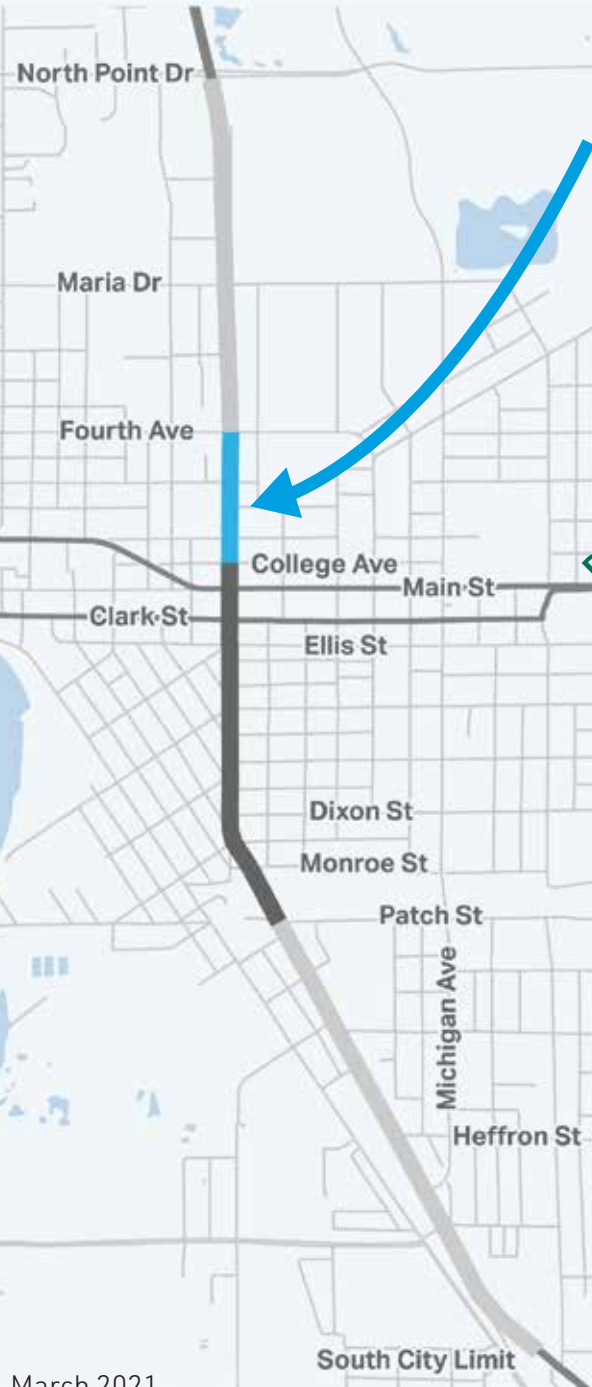


Preliminary Alternatives Carried Forward

Fast Facts:

Length - 0.31 miles  
 Traffic Volume - 12,600 vehicles/day

Central Segment → College Ave to Fourth Ave



Existing

58' Width (varies)



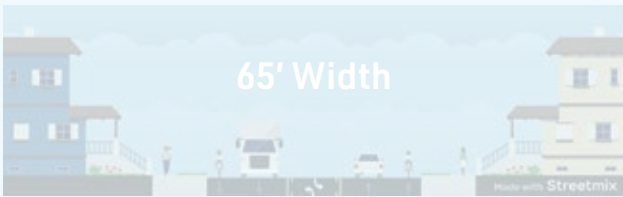
8' outside lanes, 12' inside lanes
 2' gutter
 2' terrace, 5' sidewalk



Dismissed

Potential Alternative A
 2-lane with TWLTL and bike lanes

65' Width



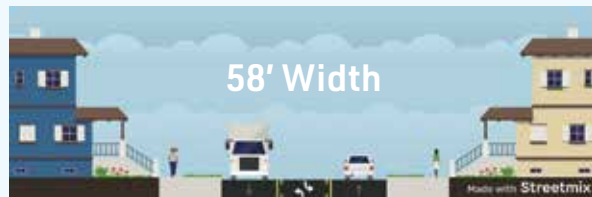
11' lanes, 11' two-way left turn lane
 5' bicycle lanes
 6' terrace, 5' sidewalk

 **Why was it dismissed?**

A 2-lane TWLTL with bike lanes was dismissed because providing bike accommodations in this area of the Central Segment would require significant impacts to adjacent property owners.

Potential Alternative B
2-lane with TWLTL, no bike lanes

58' Width





11' lanes, 11' two-way left turn lane
 1.5' gutter
 6' terrace, 5' sidewalk

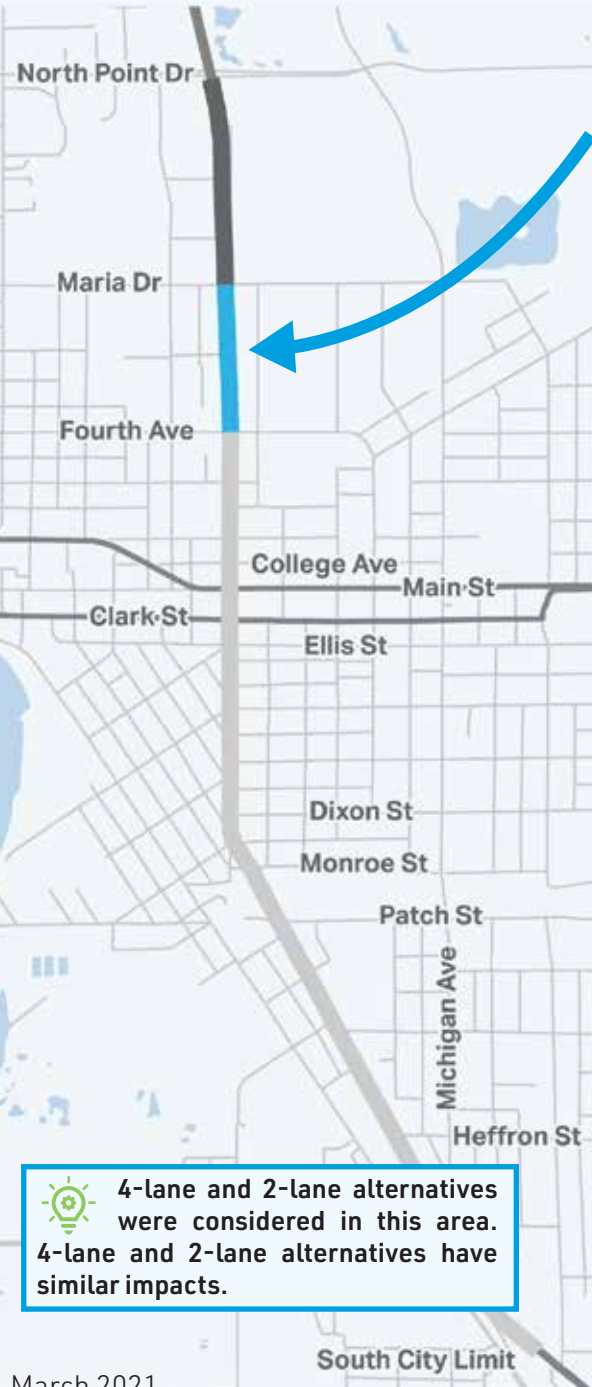



Preliminary Alternatives Carried Forward

Fast Facts:

Length - 0.35 miles  
 Traffic Volume - 12,700 vehicles/day

North Segment → Fourth Ave to Maria Dr



 4-lane and 2-lane alternatives were considered in this area. 4-lane and 2-lane alternatives have similar impacts.

Existing

93.5' Width (varies)




12' lanes, 15.5' two-way left turn lane
 2' gutter
 8' terrace, 5' sidewalk



Potential Alternative A

4-lane with raised median and bike lanes

88-98' Width



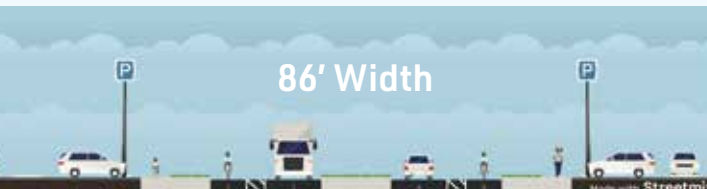
11' outside lanes, 10' inside lanes
 14-24' median, 5' bicycle lanes
 6' terrace, 5' sidewalk



Potential Alternative B

2-lane with raised median and bike lanes

86' Width





11' lanes, 14' raised median
 7' bicycle lanes, 4' buffer
 8' terrace, 6' sidewalk




Preliminary Alternatives Carried Forward

Fast Facts:

Length - 0.50 miles  
 Traffic Volume - 11,100 vehicles/day


North Segment → Maria Dr to North Point Dr



 4-lane and 2-lane alternatives were considered in this area. 4-lane and 2-lane alternatives have similar impacts.

Existing

124' Width (varies)




12' lanes, 20' median
 5' shoulder, 12-5 - 21.5' terrace
 5-7' sidewalk/multi-use path



Potential Alternative A

4-lane with raised median and bike lanes

>114' Width



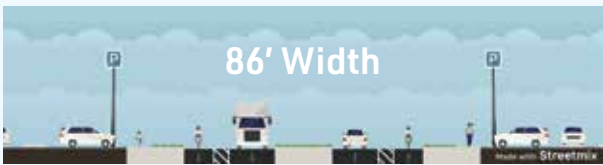
11' outside lanes, 10' inside lanes
 24' median, 7' bicycle lanes, 4' buffer
 >8' terrace, 5-10' sidewalk/multi-use path



Potential Alternative B

2-lane with raised median and bike lanes

86' Width



11' lanes, 14' raised median
 7' bicycle lanes, 4' buffer
 8' terrace, 6' sidewalk

