

# RECOMMENDED ALTERNATIVE EVALUATION

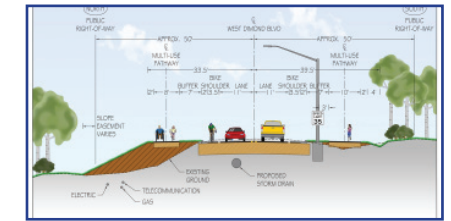
## EVALUATION CRITERIA

## RECOMMENDED ALTERNATIVE EVALUATION

**Vehicular Safety**



Improves vehicle safety by increasing lane and shoulder widths which decrease lane departure and head-on crashes. Crash severity is reduced because the roadside is improved (a contributing factor to fatalities). Roundabouts are proposed for major intersections, also enhancing safety. Retains vertical curves and lower design/posted speed.



**Intersection Provides Vehicle Capacity**



Sand Lake Road intersection will fail during design life. Alternatives propose roundabouts, which provide good Levels-of-Service and accommodate pedestrians.



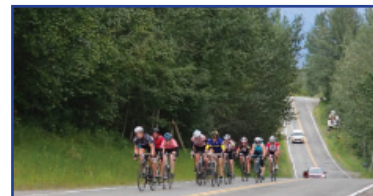
**Typical Section Provides Improved Pedestrian Facilities**



Connectivity and continuity are provided on both sides of roadway. Limits concern for pedestrians crossing roadway expressed by MOA Traffic.



**Pedestrian/Bicyclist Safety**



Accommodates pedestrian movements on both sides of roadway which minimizes mid-block crossings.

**Preservation of "Scenic & Aesthetic Character"**



Retains vertical curvature. Minimizes slope limits.

**Minimizes Impact to property owners during construction**



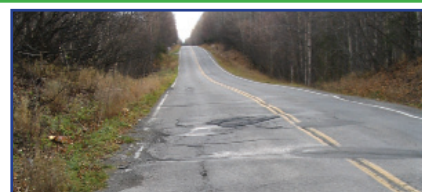
**Minimizes Right-of-Way Impacts**

**Controls Vehicle Speeds**

Improvements within the right-of-way with some exceptions (see plans). Alignments support reduced speeds and provide potential to integrate traffic calming.



**Maintenance & Operations Cost**



Project will reduce M&O costs for pavement repair.

**Construction Cost**

Construction costs are anticipated to conform with typical collector-road upgrades.