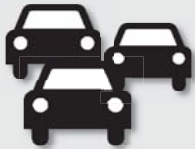


































Alternative Evaluation & Comparison

EVALUATION CRITERIA	CRITERIA DESCRIPTION	NO-BUILD	ALT 1	ALT 2	ALT 3
 IMPROVE MOBILITY	Increases highway capacity and provides an optimum Level of Service (measured travel flow & performance) for travel demand through year 2045.				
 IMPROVE OPERATIONS	Improves travel speed and times and reduces travel delays for travel demand through year 2045.				
 IMPROVE SAFETY	Addresses crash-prone locations with roadway geometric solutions that support access demand and driver expectancies.				
 PROVIDE TRANSPORTATION OPTIONS	Provides the opportunity and means for all-inclusive, multi-modal solutions.				
 DEVELOP SAFE TRANSPORTATION SOLUTIONS	Can be constructed in prioritized phases depending on availability of transportation and local funding.				
 SOCIAL & ENVIRONMENTAL EFFECTS	Protects the natural, human, and cultural environment.				
 ECONOMIC DEVELOPMENT	May strengthen surrounding development without impacting the existing development adjacent to the corridor.	