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## SECTION 2

# ALTERNATIVES / PREFERRED ALTERNATIVE

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Section 2 describes the alternatives developed and evaluated to address the purpose and need for proposed improvements in the WIS 83 corridor as presented in EIS Section 1. Discussions include initial alternatives considered, alternatives screening, the reasonable alternatives<sup>1</sup> retained for detailed study, and the preferred alternative.

## NO BUILD ALTERNATIVE

Under the No Build Alternative the existing 2-lane and 4-lane sections along the WIS 83 corridor would not be widened to provide additional roadway capacity. The existing highway would bear future traffic increases with effects on congestion, mobility, operational characteristics, and safety. Any future improvements in the WIS 83 corridor would consist of activities that attempt to maintain current service levels, keep the driving surface in good condition, and address safety concerns at spot locations. The No Build Alternative could include the following types of improvements when pavement condition or safety concerns and capacity related problems at isolated locations indicate the need.

- **Resurfacing**—Placing a new surface on the existing roadway to provide a better all weather/riding surface and to extend or renew the pavement life. Resurfacing activities could also include pavement widening and shoulder paving where needed without changing the subgrade shoulder points, diamond grinding, joint repair, partial depth milling and overlay.
- **Bridge rehabilitation**—Includes repair or restoration of existing structures.
- **Safety improvements**—Includes measures to address safety concerns and geometric deficiencies at isolated locations without substantially reconstructing the existing roadway. Such improvements could include pavement edge lines, raised pavement markers, post delineators, slope flattening, obstacle removal, vision corners, shoulder widening, driveway relocations, speed control, and traffic signals.

While the No Build Alternative would not address long-term key purpose and need factors (future traffic demand, geometric deficiencies, and safety concerns) on the majority of the WIS 83 corridor, it would be applicable as an interim improvement in the County X to County DE/E and WIS 16 to Chapel Ridge Road sections and serves as a baseline of comparison to the Build Alternatives in other WIS 83 sections.

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<sup>1</sup> The Council on Environmental Quality (CEQ) regulations for implementing the National Environmental Policy Act recognizes that many alternatives may exist for implementing a particular action, and state that only reasonable alternatives should be carried forward for detailed evaluation and comparison. Reasonable alternatives are those that are practical and feasible for addressing project purpose and need; for which overall social, environmental, and economic impacts can be avoided, minimized, or mitigated to the extent possible; and that are consistent with regional and local planning goals and objectives.

## TRANSPORTATION CONTROL MEASURES

Transportation Control Measures (TCM) attempt to reduce the number of auto trips through increased transit (primarily bus ridership). The public transit system element of the *2020 Regional Transportation System Plan* recommends several ways to increase bus service in outlying and urbanized areas in Waukesha County. Options include developing a rapid transit bus system operating on freeways to provide commute and reverse commute service, an express bus system operating on a grid of higher speed, limited-stop arterials, and a local bus system that would operate on arterial and collector streets and have frequent stops.

Transit service is not available in the WIS 83 study corridor. There are no plans to extend service to the corridor because land use plans indicate there will not be sufficient ridership density in this portion of Waukesha County to warrant or support viable transit service. Wisconsin Coach Lines that runs in an east-west direction along I-94 does have a stop at the park and ride lot located at WIS 83 and County DR (Golf Road) in Delafield.

The TCM Alternative is not considered a viable option for addressing future traffic demand, geometric deficiencies, and safety concerns on WIS 83.

## TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) involves ways to maximize the efficiency and use of the highway system to help alleviate or postpone the need to increase capacity. The TSM element of the *2020 Regional Transportation System Plan* recommends measures such as freeway traffic management (ramp meters, bus and high-occupancy lanes), intelligent transportation systems (advanced traveler information for transit and highway travel conditions), and travel demand management (ridesharing, telecommuting, and flexible work schedules). TSM measures also include engineering design features to improve traffic flow and safety such as intersection capacity improvements, street parking removal or restricting parking to non-peak traffic periods, adding traffic signals, and eliminating or consolidating driveways where possible. Other TSM safety improvements include pavement edge lines, raised pavement markers, post delineators, slope flattening, obstacle removal, vision corners, shoulder widening, driveway relocations, and speed control.

A recent TSM measure in the WIS 83 corridor was the addition of turn lanes and traffic signals at the County DE/E intersection. Other potential measures could include improving traffic signal timing in the I-94 interchange area and removing street parking in Genesee Depot.

In general, the types of TSM measures applicable to the WIS 83 corridor would be similar to the safety improvements that would occur over time under the No Build Alternative. Although the TSM Alternative would partially address some purpose and need issues on a short-term basis, it is not considered a viable stand-alone solution for addressing future traffic demand, geometric deficiencies, and safety concerns on WIS 83.

# BUILD ALTERNATIVES

The Build Alternatives focus on long-term improvements to WIS 83 that would address the following key purpose and need factors (see EIS Section 1 for more detail):

- Present and future traffic demand
- Existing highway deficiencies and present/emerging safety concerns
- Access management
- Environmental constraints such as wetlands, historic structures and cemeteries
- Community objectives that include preserving the rural character/aesthetic features of the corridor, and providing accommodations for pedestrian and bicycle traffic
- Corridor preservation to assist local officials in making long-term land use and development decisions and protecting land needed for future highway improvements

The Build Alternatives were also developed in view of regional and county transportation and land use plans, public input, information provided by the Project Advisory Committee (PAC), and coordination with state and federal review agencies.

## Initial Build Alternatives

The initial Build Alternatives focused on adding capacity to existing WIS 83 where forecast traffic for Design Year 2026 is above the threshold volumes that can be safely handled at an acceptable service level on the existing highway.

### *General Concepts*

As shown in Table 1-3 in EIS Section 1, forecast traffic for Design Year 2026 on all but the County X to County DE/E, County DR/Golf Road to Meadow Lane, and WIS 16 to Chapel Ridge Road sections will be above the threshold volumes that indicate the need for additional capacity.

The extent to which capacity can or should be added to highway segments that approach or exceed the threshold volumes depends on additional considerations such as the following:

- The ability to make other types of long-term improvements to address traffic flow and safety concerns.
- Existing and planned land use, level of development, and number of access points.
- Environmental constraints such as wetlands, cemeteries, parks, and historic sites.
- Traffic characteristics and mix (speed limit, local versus through traffic split, percent trucks).
- Engineering standards such as safety clear zones, turning capacity, and drainage accommodations (rural ditches or urban storm sewers).

Table 2-1 summarizes the WIS 83 corridor with respect to existing and future traffic volumes, threshold volumes, and the required facility type according to current WisDOT design standards.

**TABLE 2-1  
Traffic Volumes and Facility Type Required**

Roadway Segment And Type <sup>1</sup>	Existing Traffic (2000)	Future Traffic (2026)	Threshold Volume <sup>2</sup>	Facility Type Required to 2026
County NN to County X (Rural transitioning to suburban)	9,600	15,700	13,800	4-lane
County X to County DE/E (Rural/suburban transitioning to suburban/urban)	6,900	11,300	13,800	2-lane
County DE/E to Hillside Drive (Urban/Suburban)	16,100	25,300	13,800	4-lane
Hillside Drive to County DR/Golf Road (Urban)	23,200	36,000	28,000	4-lane with right turn lanes
County DR/Golf Road to Meadow Lane (Suburban)	17,200	26,300	13,800	4-lane
Meadow Lane to WIS 16 (Suburban)	14,300	23,300	13,800	4-lane
WIS 16 to Chapel Ridge Road (Suburban)	8,300	13,500	13,800	2-lane
<p>Notes:</p> <ol style="list-style-type: none"> <li>Roadway type is based on predominant land use characteristics adjacent to the existing highway.</li> <li>Per WisDOT <i>Facilities Development Manual</i> and Transportation Research Board <i>Highway Capacity Manual HCM2000</i>. WisDOT considers Level of Service (LOS) 5.0/“D” acceptable for minor arterials like WIS 83 that are not part of the Corridors 2020 network.</li> </ol>				

Initial Build Alternatives in the County X to County DE/E section where traffic is not expected to reach the threshold for additional capacity until sometime after Design Year 2026, included the following:

- Reconstruct the existing 2-lane highway to current design standards.
- A 4-Lane Corridor Preservation Alternative that would provide an opportunity for local officials to preserve the right-of-way for a future 4-lane facility to be constructed when or if forecast traffic reaches the capacity expansion threshold at some point beyond Design Year 2026.

The 4-Lane Corridor Preservation Alternative could consist of widening the existing highway along its present alignment or using a new off-alignment route in the Genesee Depot area between Walnut Street/Seville Lane and County DE/E.

***Alternatives Development***

The first step in developing the initial alternatives was to evaluate a range of roadway dimensions (cross sections) that could be applicable in various parts of the WIS 83 corridor based on the following key factors:

- Existing and planned land use, level of development, and number of access points
- Environmental constraints including wetlands, cemeteries, parks, and historic sites
- Traffic characteristics and mix (speed limit, local versus through traffic split, percent trucks)
- Future traffic volumes
- Engineering features such as safety clear zones, turning capacity, and drainage accommodations (rural ditches or urban storm sewers)

In general, urban/suburban roadways with curb and gutter adjacent to the driving lanes and median are used in developed areas where speed limits are lower and where storm sewers can be used to collect highway runoff. Rural roadways with grass medians and ditches are used in open areas where speed limits are higher and the ditches are used to collect highway runoff. Roadways with combined urban/suburban and rural features are used in areas where environmental and other constraints require a narrower cross section to minimize overall impacts without compromising safety.

The initial range of roadway dimensions considered for the WIS 83 corridor are illustrated in Exhibit 2-1 and summarized as follows.

#### **4-lane rural cross section**

- Shoulders and ditches on outside edge of driving lanes
- 50-60 foot (15-18 meter) grass median
- Posted speed 50-55 mph (80-90 km/h)
- Approximately 225 feet (69 meters) total right-of-way

#### **4-lane hybrid urban/rural cross section**

- Shoulders and ditches on outside edge of driving lanes; curb and gutter in isolated areas to minimize impacts
- Curb and gutter adjacent to a 30-foot (9-meter) median
- Posted speed 45-55 mph (70-90 km/h)
- Approximately 195 feet (59 meters) total right-of-way
- The hybrid urban/rural cross section represents a compromise from WisDOT's normal rural highway standard that would have a 60-foot (18-meter) wide median

#### **4-lane suburban with shoulders cross section**

- Shoulders and curb on outside edge of driving lanes
- Curb and gutter adjacent to 30-foot (9-meter) median
- Posted speed 45 mph (70 km/h)
- Approximately 130 feet (40 meters) total right-of-way

#### **4-lane urban cross section with right turn lanes**

- Curb and gutter on outside edge of driving lanes and adjacent to 36-foot (11-meter) median needed to accommodate dual left turns
- Posted speed 35 mph (55 km/h)
- Approximately 136 feet (41 meters) total right-of-way
- Suitable in a commercial area such as that near I-94

#### **4-lane divided urban cross section**

- Curb and gutter on outside edge of driving lanes and adjacent to 24-foot (7-meter) median
- Posted speed 25-40 mph (40-65 km/h)
- Approximately 100 feet (30 meters) total right-of-way
- Could be used in tight areas such as through Genesee Depot or Wales

#### **4-lane urban cross section with center left turn lane**

- Curb and gutter on outside edge of driving lanes
- 14-foot (4-meter) median would accommodate left turns
- Posted speed 25-40 mph (40-65 km/h)
- Approximately 90 feet (27 meters) total right-of-way
- Could be used in tight areas such as through Genesee Depot or Wales

#### **4-lane undivided urban cross section**

- Curb and gutter on outside edge of driving lanes
- No median or left-turn lanes
- Posted speed 25-40 mph (40-65 km/h)
- About 76 feet (23 meters) total right-of-way
- Could be used in tight areas such as through Genesee Depot or Wales

#### **Improved 2-lane cross section**

Reconstruct existing 2-lane rural roadway segments to current design standards that include 12-foot (4-meter) wide driving lanes and 10-foot (3-meter) shoulders with 8 feet (2 meters) paved.

Table 2-2 lists the various WIS 83 project sections and the initial roadway types that were considered potentially viable for reconstructing the existing highway. For roadway types that would involve additional capacity, widening could occur east or west of the existing highway or could be centered with respect to the existing highway centerline.

**TABLE 2-2  
Initial Roadway Alternatives Considered**

WIS 83 Section	Existing Roadway	Possible Roadway Types
County NN to County X	2-lane rural	4-lane rural 4-lane hybrid urban/rural 4-lane suburban with shoulders
<b>County X to County DE/E</b>		
County X to Walnut Street	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane hybrid urban/rural) (4-lane suburban with shoulders)
Walnut Street to WIS 59	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane divided urban) (4-lane with center left-turn lane) (4-lane undivided urban)
WIS 59 to County D	2-lane rural/urban	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane divided urban) (4-lane with center left-turn lane) (4-lane undivided urban)
County D to County DE/E	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane divided urban) (4-lane suburban with shoulders)
<b>County DE/E to Hillside Drive</b>		
County DE/E to County G	2-lane rural	4-lane divided urban 4-lane suburban with shoulders
County G to US 18	2-lane rural	4-lane divided urban 4-lane with center left-turn lane 4-lane undivided urban
US 18 to Hillside Drive	2-lane rural	4-lane hybrid urban/rural 4-lane suburban with shoulders
Hillside Drive to County DR/Golf Road	4-lane divided rural/urban	4-lane urban with right turn lanes
County DR/Golf Road to Meadow Lane	4-lane divided (suburban with shoulders)	No change; the existing cross section would be retained
Meadow Lane to WIS 16	2-lane rural	4-lane hybrid urban/rural 4-lane suburban with shoulders
WIS 16 to Chapel Ridge Road	2-lane rural	Reconstruct existing 2-lane highway

Several Off-Alignment 4-Lane Corridor Preservation Alternatives were also considered in the Genesee Depot area between Walnut Street/Seville Lane and County DE/E. The Off-Alignment Alternatives were developed for the following reasons:

- Avoid reconstructing the existing 2-lane highway through the community or widening it as part of a 4-Lane Corridor Preservation Alternative on existing alignment
- Reduce the amount of traffic including heavy trucks passing through the community
- Avoid possible impacts to several potentially historic structures and the Magee Elementary School
- Reduce conflicts at numerous access points (driveways and sideroads) to WIS 83
- Avoid the right-angle turn on WIS 83 that is presently required in Genesee Depot

The initial Off-Alignment 4-Lane Corridor Preservation Alternatives are illustrated on Exhibit 2-2. The roadway dimension for all of the Off-Alignment Alternatives was assumed to be the “4-lane suburban with shoulders” cross section.

Other Off-Alignment Alternatives were also considered early in the study such as using County E and County ZZ. These alternatives were not carried forward because they are too far west to substantially reduce traffic on the existing WIS 83 route, are not consistent with the 2020 Regional Transportation System Plan for Southeastern Wisconsin or Waukesha County Plans, are not supported by local officials, and would be cost prohibitive due to their length.

## Alternatives Screening

Initial screening of the Build Alternatives involved continued engineering and environmental impact evaluation, state and federal review agency input on wetlands and other natural resources, and preliminary information on historic resources. Input from the public and local officials through the monthly local information sessions, meetings with local officials and interest groups, and meetings with the PAC also played an important role in the alternatives screening process.

The initial screening recommendations were presented at the second (May 22, 2002) PAC meeting and at the June 2002 local information session. The recommendations included refined roadway dimensions for particular WIS 83 sections, and eliminating all but one of the Off-Alignment 4-Lane Corridor Preservation Alternatives in the Genesee Depot area.

The focus of refining the roadway dimensions for alternatives that would follow existing WIS 83 was to strike a balance between meeting engineering design and safety standards, addressing project purpose and need, avoiding or minimizing impacts to abutting development and environmental resources, and providing the greatest potential for retaining the aesthetic character of the corridor. Based on these objectives, the roadway alternatives were refined to those listed in Table 2-3.

**TABLE 2-3**  
**Refined Roadway Alternatives**

WIS 83 Section	Existing Roadway	Possible Roadway Types
County NN to County X	2-lane rural	4-lane hybrid urban/rural
County X to County DE/E		
County X to Walnut Street	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane hybrid urban/rural)
Walnut Street to WIS 59	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane urban with center left-turn lane)
WIS 59 to County D	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane undivided urban)
County D to County DE/E	2-lane rural	Reconstruct existing 2-lane highway 4-Lane Corridor Preservation Alternative (4-lane divided urban)
County DE/E to Hillside Drive		
County DE/E to County G	2-lane rural	4-lane divided urban
County G to Welsh Road	2-lane rural	4-lane undivided urban
Welsh Road to US 18	2-lane rural	4-lane divided urban
US 18 to Hillside Drive	2-lane rural	4-lane hybrid urban/rural
Hillside Drive to County DR/Golf Road	4-lane divided rural/urban	4-lane urban with right turn lanes
County DR/Golf Road to Meadow Lane	4-lane divided (suburban with shoulders)	No change; the existing cross section would be retained
Meadow Lane to WIS 16	2-lane rural	4-lane hybrid urban/rural
WIS 16 to Chapel Ridge Road	2-lane rural	Reconstruct existing 2-lane highway

Screening and refining the Off-Alignment 4-Lane Corridor Preservation Alternatives in the Genesee Depot area focused on comparing the magnitude of impacts for the various alignments that were considered initially. Input from area citizens, local officials, and the PAC also played an important role in the screening effort.

Exhibit 2-3 provides a comparison between several key impact factors for the Off-Alignment Alternatives. The impacts were calculated within common termini from Walnut Street/Seville Lane to County DE/E. Because the alternatives would use some portions of existing WIS 83, the table also provides a breakdown for the “new alignment” segments.

Based on the initial screening effort, it was recommended that all Off-Alignment 4-Lane Corridor Preservation Alternatives except “Alternative D” be eliminated from further consideration. Alternative D was recommended for further evaluation because it had the least overall impacts compared to the other Off-Alignment Alternatives and through town alternative. It would also minimize displacements on the east-west leg of WIS 83 passing through Genesee Depot, minimize access points, and would avoid the right-angle turn.

## ALTERNATIVES RETAINED FOR DETAILED STUDY

Based on additional input from the PAC and area citizens, the preliminary alternatives for improving WIS 83 were refined to the reasonable alternatives that would be evaluated in detail in the EIS. Again, the focus was to provide alternatives that would address long-term purpose and need factors, meet engineering design standards, and avoid or minimize overall impacts to the extent possible and practical. In general, PAC members expressed a preference for roadway cross sections that have open grass medians and minimal use of curb and gutter on the outside edge of the roadway because such roadways would be more conducive to landscaping and would help improve storm water quality. There was also strong interest in providing a multi-use path along some portions of WIS 83.

In the Genesee Depot area, most PAC members supported eliminating the Off-Alignment Alternatives and expressed a preference for the No Build Alternative (resurfacing and spot safety improvements). However, some PAC members thought it would be important to preserve a corridor for a future 4-lane highway. Area citizens also supported eliminating the Off-Alignment Alternatives, including Alternative D, and expressed a preference for the No Build Alternative.

The alternatives that have been retained for detailed study are summarized beginning on page 2-11. The information is organized by WIS 83 section and alternatives within each section.

In general, the alternatives that have been retained for detailed study would widen the existing highway to a four-lane facility with a “best-fit” alignment (east, west, or down the middle) that minimizes overall impacts to existing development and environmental resources. In the Genesee Depot area where traffic forecasts indicate additional capacity would not be needed by Design Year 2026, the viable alternatives include No Build and reconstructing the existing 2-lane highway to modern design standards. To consider longer-term needs in the Genesee Depot area, the EIS also evaluates a 4-lane corridor preservation alternative on existing alignment and a 4-lane corridor preservation off-alignment alternative.

The best-fit alignment is essentially the same concept as the “environmentally preferred” alternative referred to in the Council on Environmental Quality regulations for implementing the National Environmental Policy Act. It would meet project purpose and need and cause the least damage to the natural and built environment.

For purposes of the WIS 83 Corridor Study, the best-fit alignment is defined as the widening option that balances and minimizes overall environmental impacts to the extent possible and practical including impacts to abutting residential and business development, wetlands, historic structures and archaeological resources, farmland, habitat for threatened or endangered species, and cemeteries.

## Section 1—County NN to County X

Traffic in this WIS 83 section (Exhibit 2-4) is forecast to reach 15,700 AADT in Design Year 2026. The threshold volume that can be safely handled at an acceptable service level on the existing rural/suburban 2-lane highway is 13,800 AADT.

### *No Build Alternative*

The No Build Alternative that would include minor improvements such as resurfacing, drainage structure rehabilitation and safety improvements is not a viable long-term solution because it would fail to address the need for additional roadway capacity in this project section.

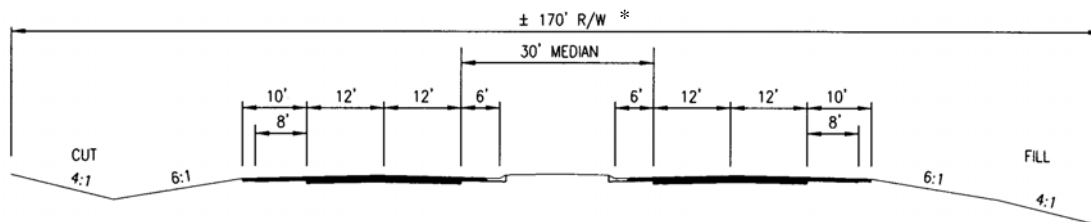
### *2-Lane Reconstruction Alternative*

Improving the existing 2-lane roadway in this project section is already proposed in the 2005-2007 Transportation Improvement Program as an interim Highway Preservation (HP) project intended to preserve the functionality of the existing roadway until capacity improvements are made at some point in the future. While this improvement would provide wider shoulders and a smoother riding surface, it would fail to address the long-term need for additional roadway capacity. This alternative is not considered to be a viable long-term solution for addressing project purpose and need.

### *Reasonable Build Alternative*

The proposed reasonable build alternative is a 4-lane hybrid urban/rural roadway as illustrated below and with the following key features:

- Shoulders and ditches on outside edge of driving lanes
- Curb and gutter next to 30-foot (9-meter) median
- Curb on outside edge of pavement in isolated areas to minimize impacts including the transition from the existing 5-lane urban roadway north of County NN to near the Fox River Tributary
- Approximately 170 feet (52 meters) total right-of-way
- Posted speed 55 mph (90 km/h)
- No multi-use path



\*Adequate for cuts/fills up to 5 feet. Larger cuts/fills requires additional right-of-way.

The 4-lane hybrid urban/rural alternative would address future traffic demand, fits the rural/suburban character of the area, and the grassed slopes and ditches provide storm water quality advantages. The 4-lane rural cross section that was eliminated from further consideration would require approximately 225 feet (69 meters) total right-of-way and would increase overall impacts. The 4-lane suburban roadway alternative that was also eliminated from further consideration would require approximately 130 feet (40 meters) total right-of-