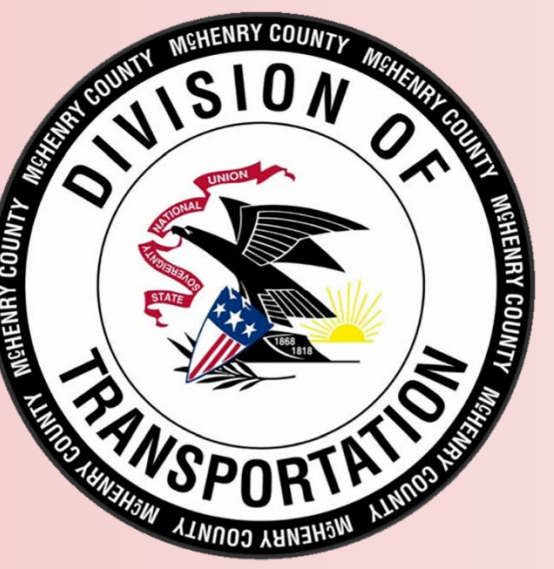
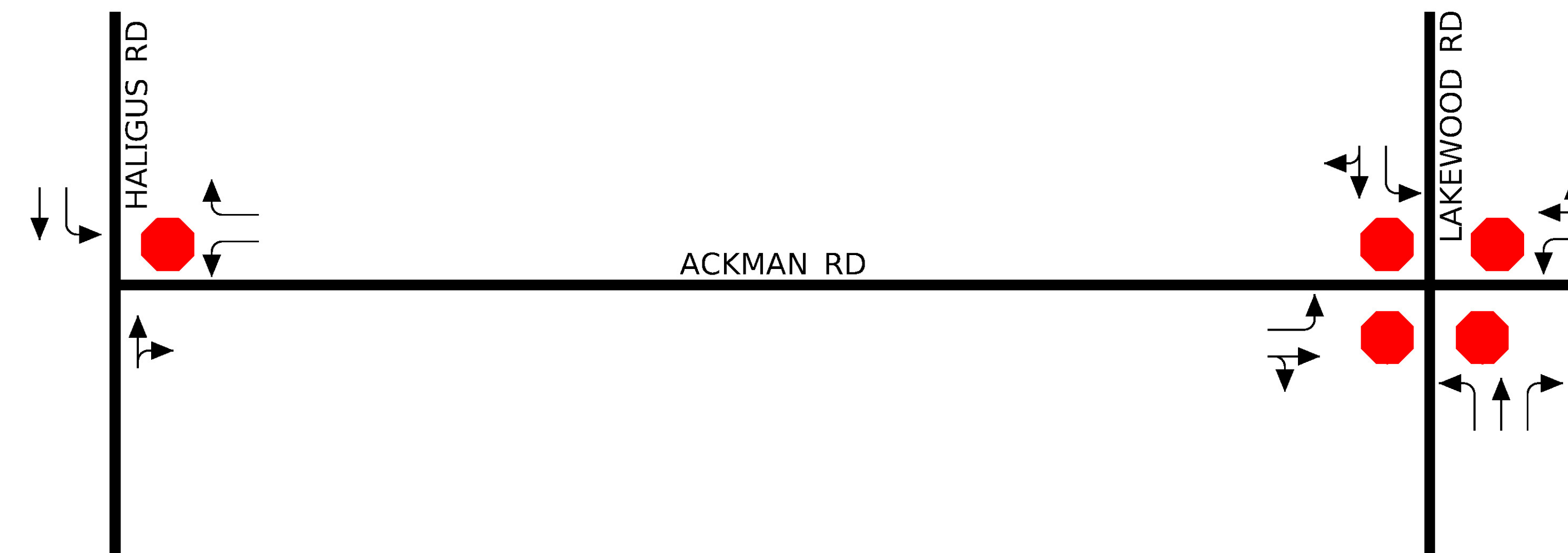


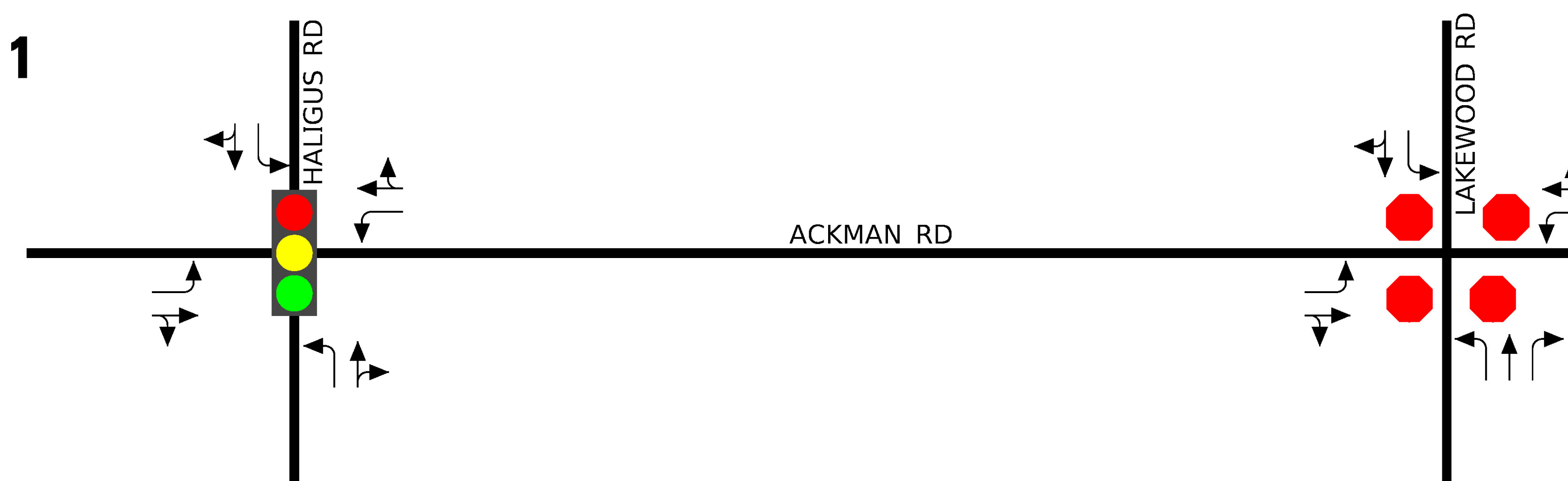
LISTING OF ALTERNATIVES – SEGMENT 1



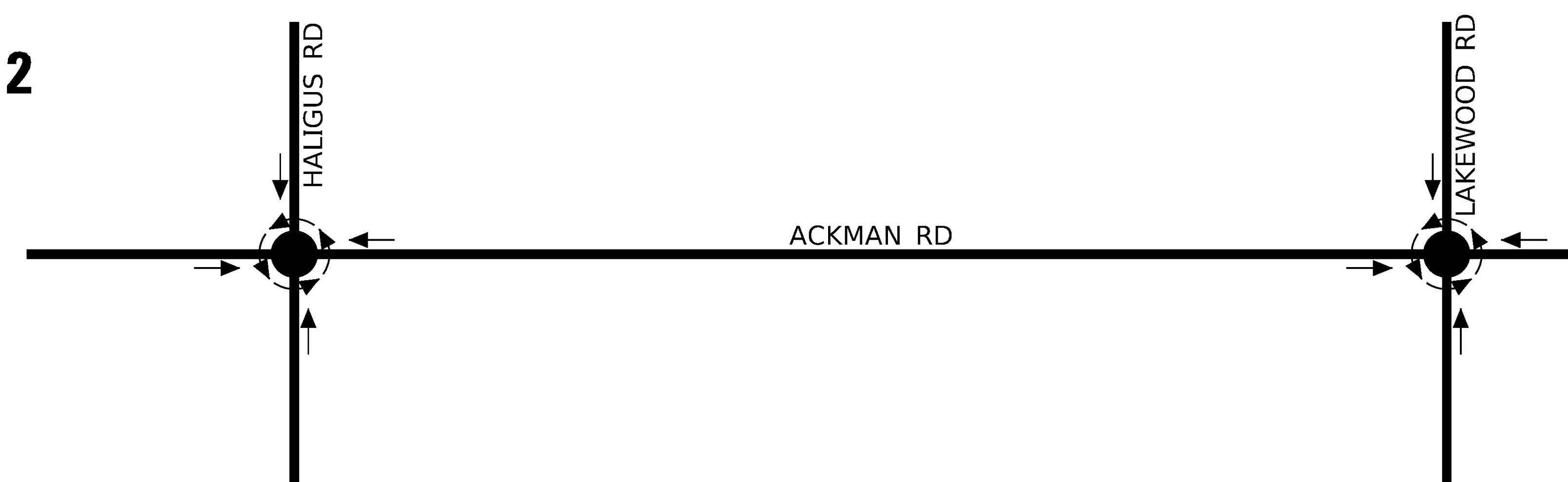
EXISTING CONDITIONS




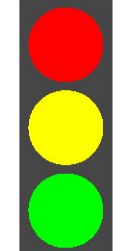


OPTION 1

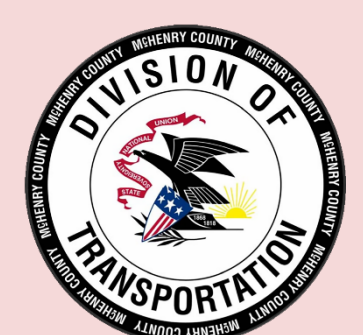


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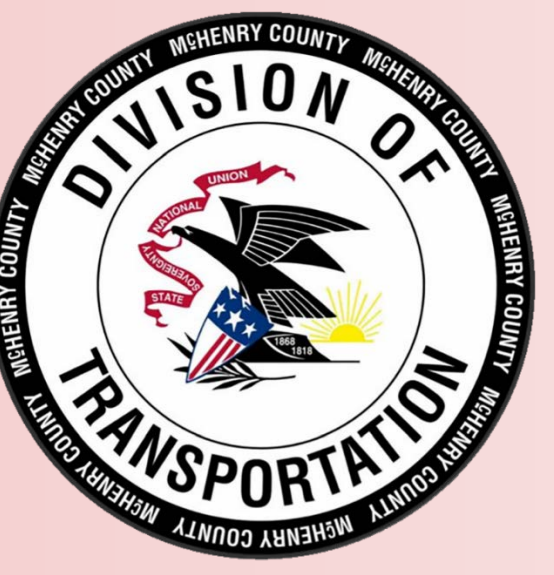


LEGEND

-  STOP CONTROLLED INTERSECTION
-  SIGNALIZED INTERSECTION
-  ROUNDABOUT
-  LANE CONFIGURATION



EVALUATION MATRIX – SEGMENT 1



**Ackman Road Feasibility Study
Alternatives Analysis Evaluation Matrix
Segment 1: Haligus Road to Lakewood Road**

ALTERNATIVES			EVALUATION MATRIX								
			PROJECT GOALS			ENVIRONMENTAL IMPACTS					COST ⁴
			SAFETY	MOBILITY		HUMAN ENVIRONMENT			NATURAL ENVIRONMENT		
				Improve LOS and Delay		Potential Displacement(s)	Property Acquisition ²	Change Travel Patterns	4(f) Property Acquisition ²	Stormwater Detention & Water Quality ³	
Improve Overall Safety	Overall ¹	Critical Movement ¹									
Option	Intersection	Intersection Traffic Control Type									
Segment 1: Haligus Road to Lakewood Road											
Existing (2018)	Haligus Road	One-way Stop (Ackman Road)		A [5.6]	C [17.3]						
	Lakewood Road	All-way Stop		C [21.6]	D [32.3]						
No-Build (2050)	Haligus Road	Two-way Stop (Ackman Road)		F [52.4]	F [285.7]						
	Lakewood Road	All-way Stop		F [150.8]	F [150.8]						
Option 1 (2050)	Haligus Road	Traffic Signal		B [19.4]	C [25.4]						
	Lakewood Road	Traffic Signal (not warranted) ⁵									
Option 2 (2050)	Haligus Road	Roundabout		A [8.3]	A [8.6]						
	Lakewood Road	Roundabout		B [14.2]	C [17.5]						

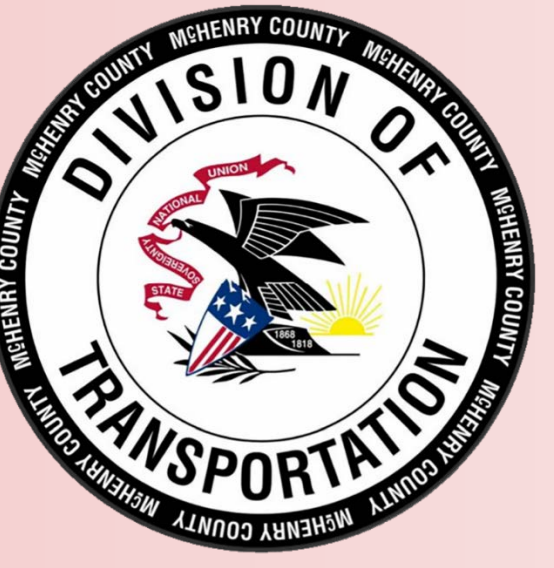
Notes:

1. Level of Service (LOS) and delay are for the PM peak hour.
2. Potential property acquisition does not include areas for detention or compensatory storage.
3. Impacts are based on the additional impervious area of the proposed improvement.
4. Does not include land acquisition(s), relocation(s), mitigation, and/or engineering costs.
5. Option was not studied/evaluated further since a traffic signal was not warranted.

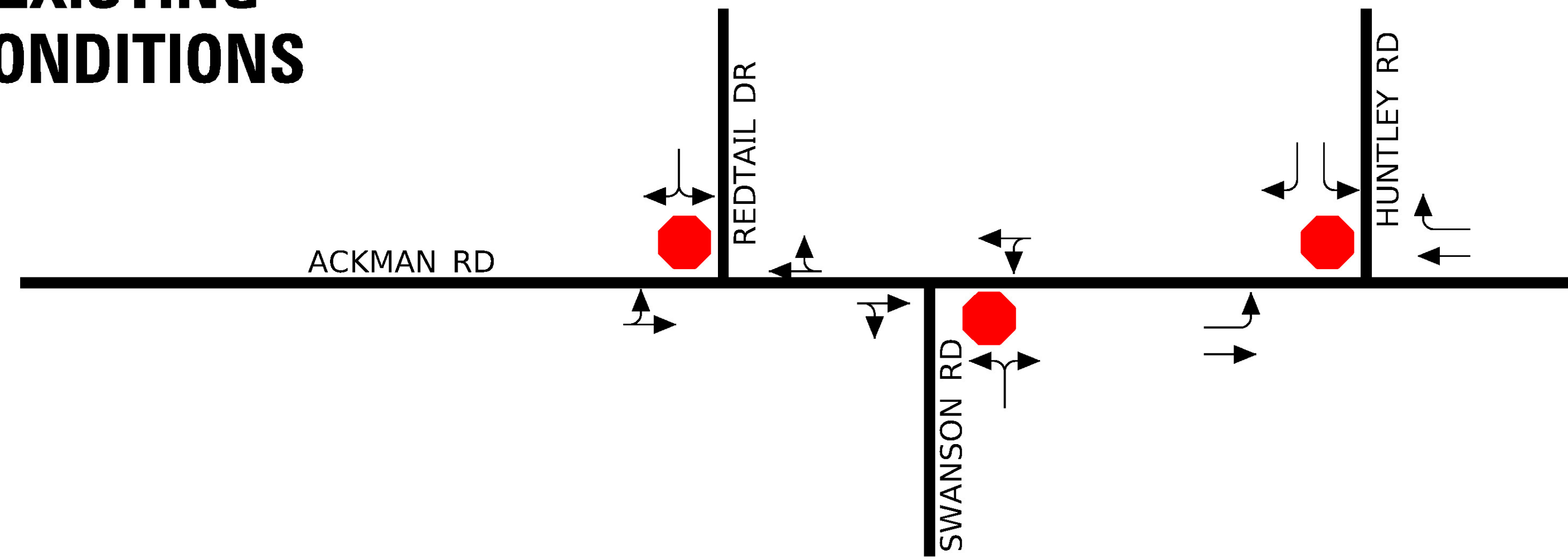
	Least Favorable
	Moderate
	Most Favorable
	Not Applicable/No Discernible Difference Between Options 1 and 2
	No Rating



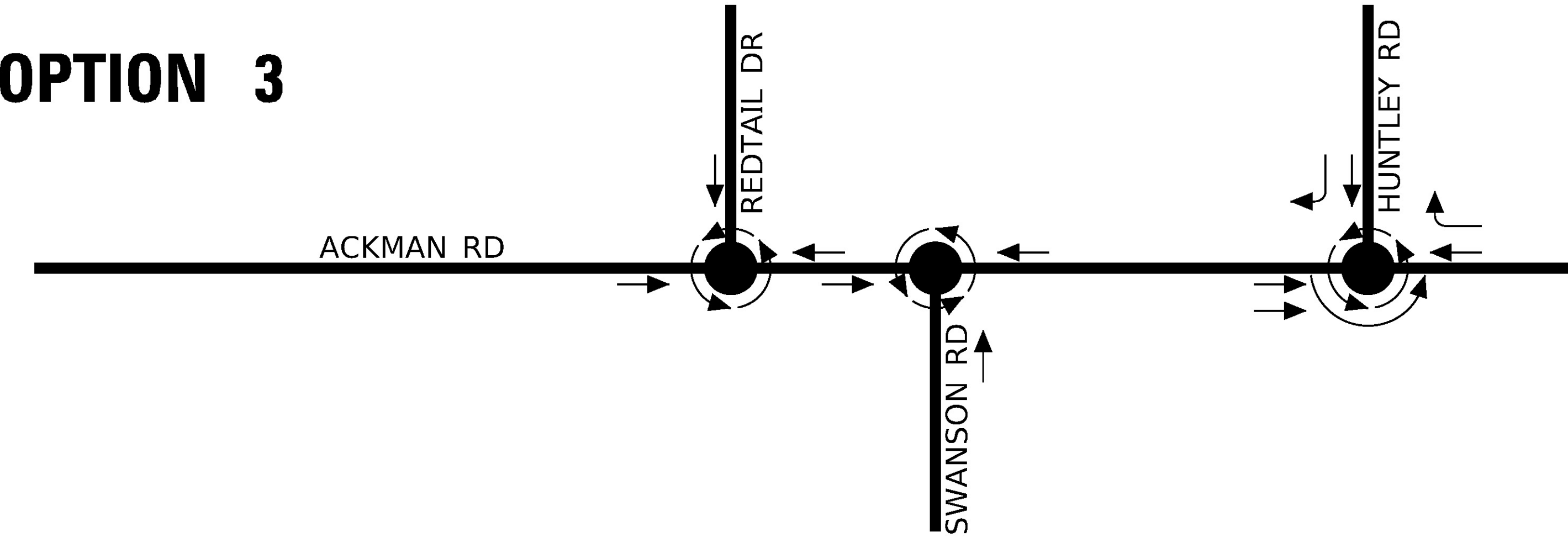
LISTING OF ALTERNATIVES – SEGMENT 2



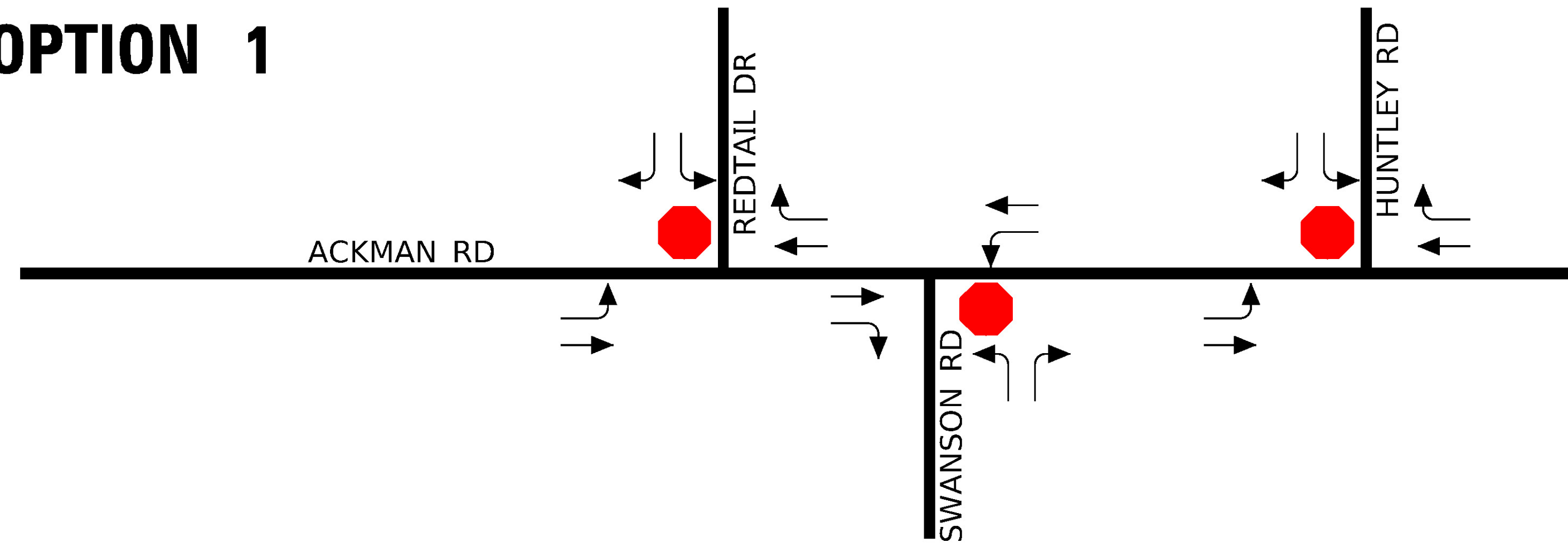
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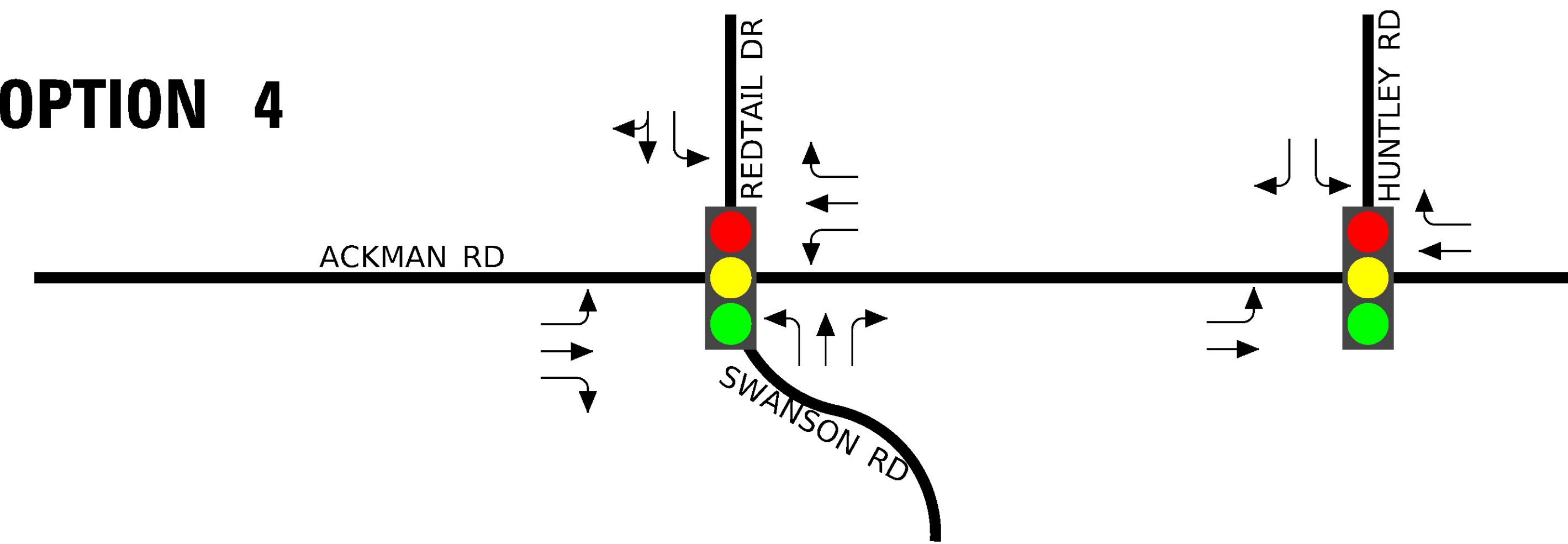
OPTION 3



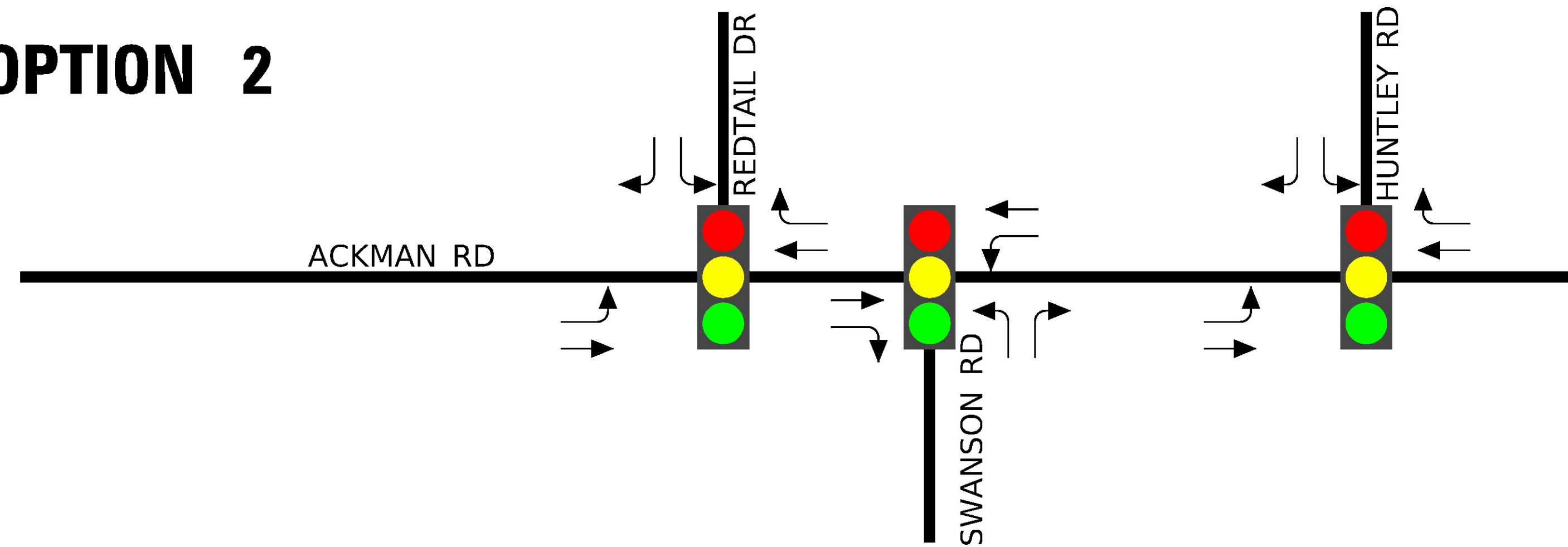
OPTION 1



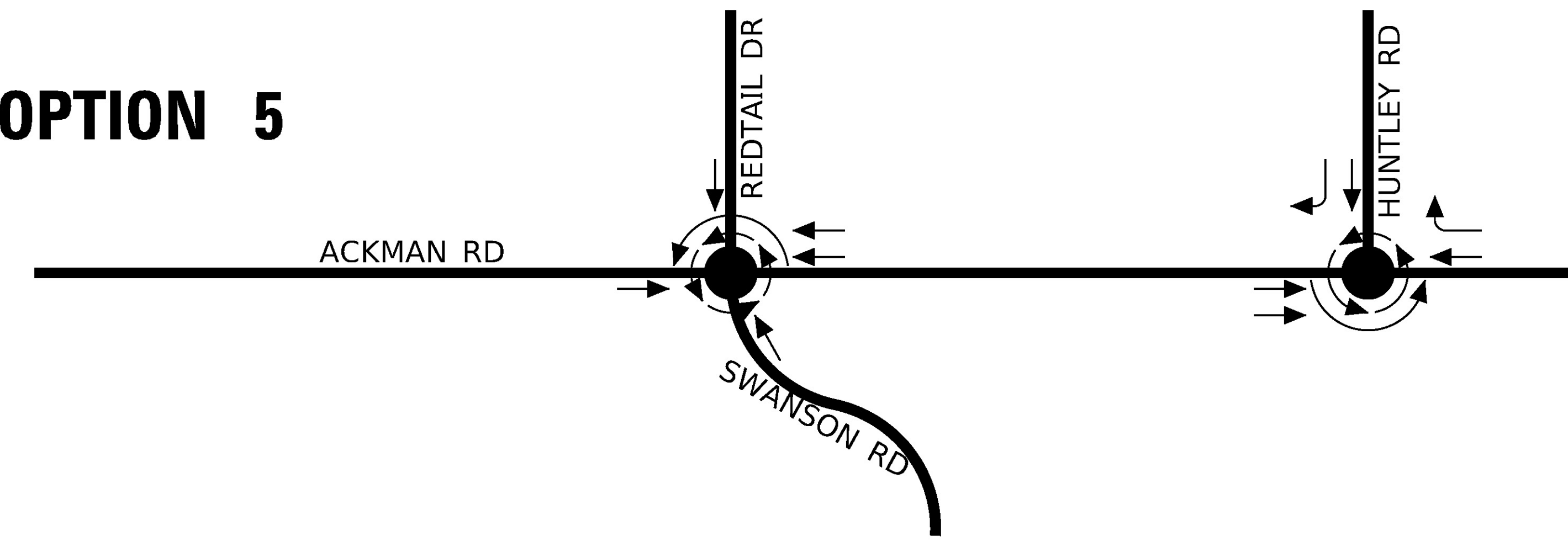
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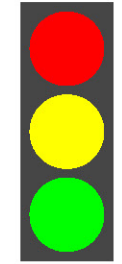


OPTION 2

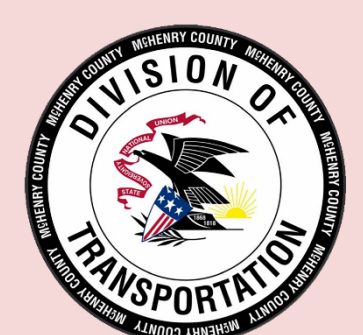
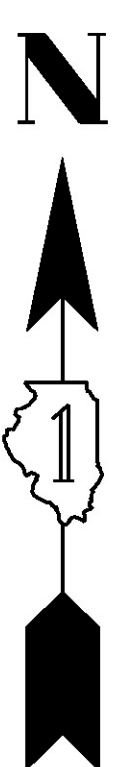


OPTION 5

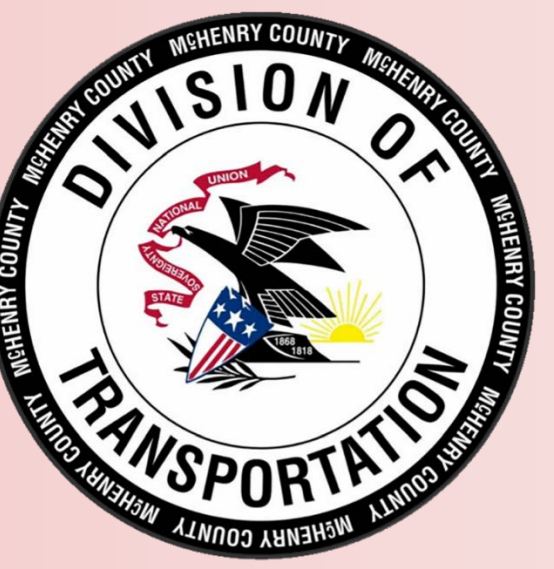


LEGEND

-  STOP CONTROLLED INTERSECTION
-  SIGNALIZED INTERSECTION
-  ROUNDABOUT
-  LANE CONFIGURATION



EVALUATION MATRIX – SEGMENT 2



Ackman Road Feasibility Study
 Alternatives Analysis Evaluation Matrix
 Segment 2: Redtail Drive to Huntley Road

ALTERNATIVES			EVALUATION MATRIX							
			PROJECT GOALS		ENVIRONMENTAL IMPACTS					COST ⁴
Option	Intersection	Intersection Traffic Control Type	SAFETY	MOBILITY		HUMAN ENVIRONMENT			NATURAL ENVIRONMENT	
			Improve Overall Safety	Improve LOS and Delay		Potential Displacement(s)	Property Acquisition ²	Change Travel Patterns	4(f) Property Acquisition ²	Stormwater Detention & Water Quality ³
	Overall ¹	Critical Movement ¹								
Segment 2: Redtail Drive to Huntley Road										
Existing (2018)	Redtail Drive	One-way Stop (Redtail Drive)		A [4.5]	F [58.5]					
	Swanson Road	One-way Stop (Swanson Road)		B [12.9]	F [101.7]					
	Huntley Road	One-way Stop (Huntley Road)		A [4.8]	D [28.1]					
No-Build (2050)	Redtail Drive	One-way Stop (Redtail Drive)		D [28.8]	F [414.9]					
	Swanson Road	One-way Stop (Swanson Road)		F [298.8]	F [1887]					
	Huntley Road	One-way Stop (Huntley Road)		B [12.6]	F [91.4]					
Option 1 (2050)	Redtail Drive	One-way Stop (Redtail Drive)		B [12.2]	F [266.3]					
	Swanson Road	One-way Stop (Swanson Road)		F [93.3]	F [1199]					
	Huntley Road	One-way Stop (Huntley Road)		A [9.1]	F [71.7]					
Option 2 (2050)	Redtail Drive	Traffic Signal		A [9.1]	D [47.4]					
	Swanson Road	Traffic Signal		B [11.0]	D [43.8]					
	Huntley Road	Traffic Signal		B [15.8]	D [48.7]					
Option 3 (2050)	Redtail Drive	Roundabout		C [15.1]	C [19.1]					
	Swanson Road	Roundabout		C [18.2]	C [24.4]					
	Huntley Road	Roundabout		B [10.2]	C [16.0]					
Option 4 (2050)	Redtail Drive / Swanson Road	Traffic Signal		B [14.6]	D [49.0]					
	Huntley Road	Traffic Signal		B [14.5]	D [43.8]					
Option 5 (2050)	Redtail Drive / Swanson Road	Roundabout		B [12.7]	C [16.3]					
	Huntley Road	Roundabout		B [10.2]	C [16.0]					

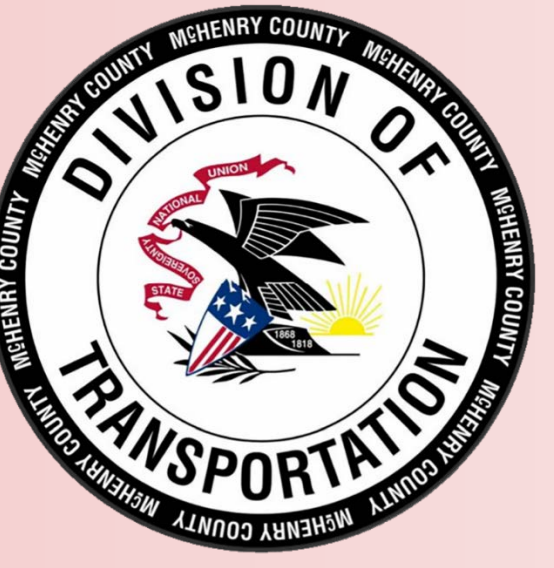
Notes:

1. Level of Service (LOS) and delay are for the PM peak hour.
2. Potential property acquisition does not include areas for detention or compensatory storage.
3. Impacts are based on the additional impervious area of the proposed improvement.
4. Does not include land acquisition(s), relocation(s), mitigation, and/or engineering costs.

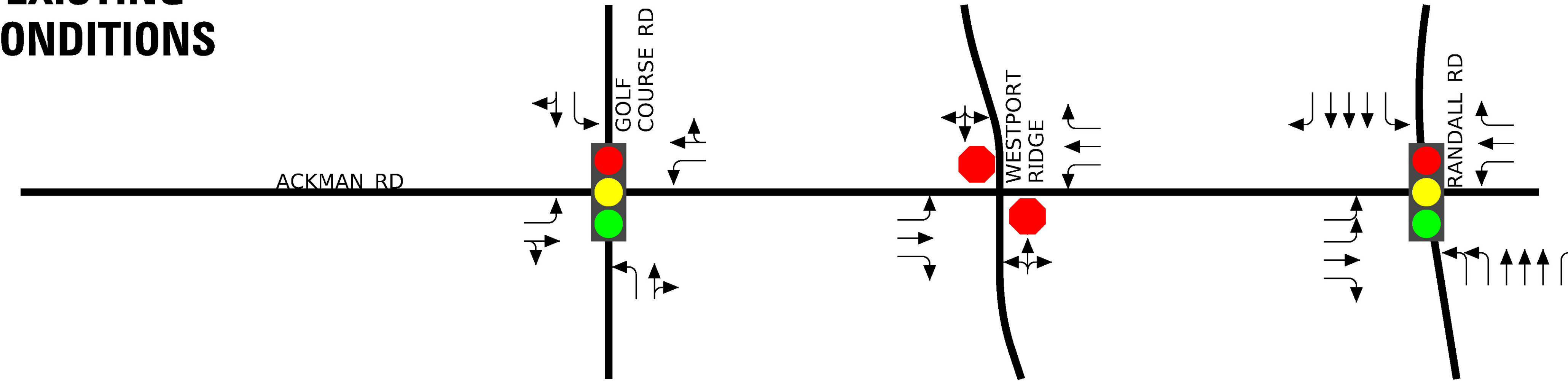
	Least Favorable
	Moderate
	Most Favorable
	Not Applicable/No Discernible Difference Between Options 1 thru 6
	No Rating



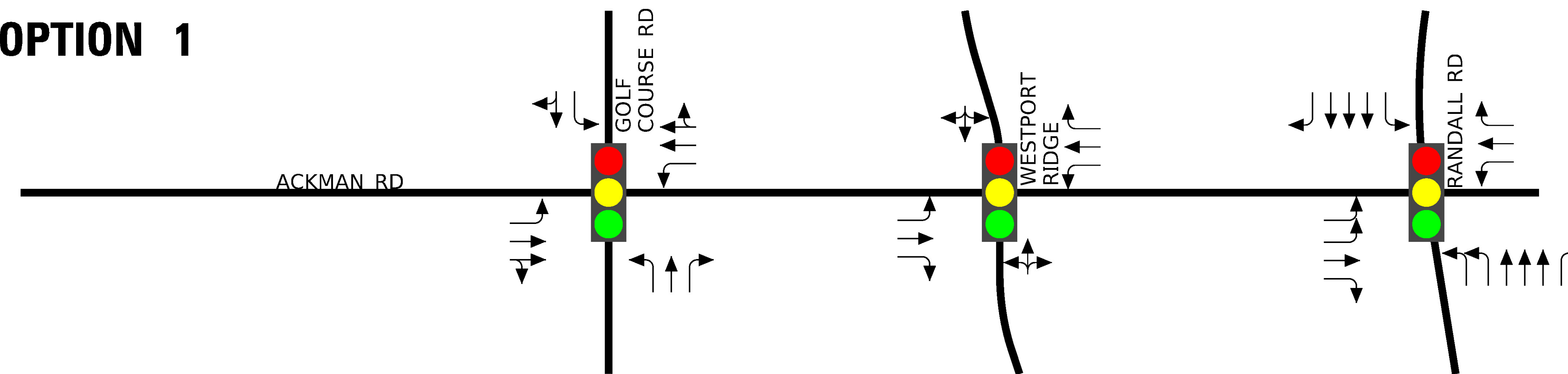
LISTING OF ALTERNATIVES – SEGMENT 3



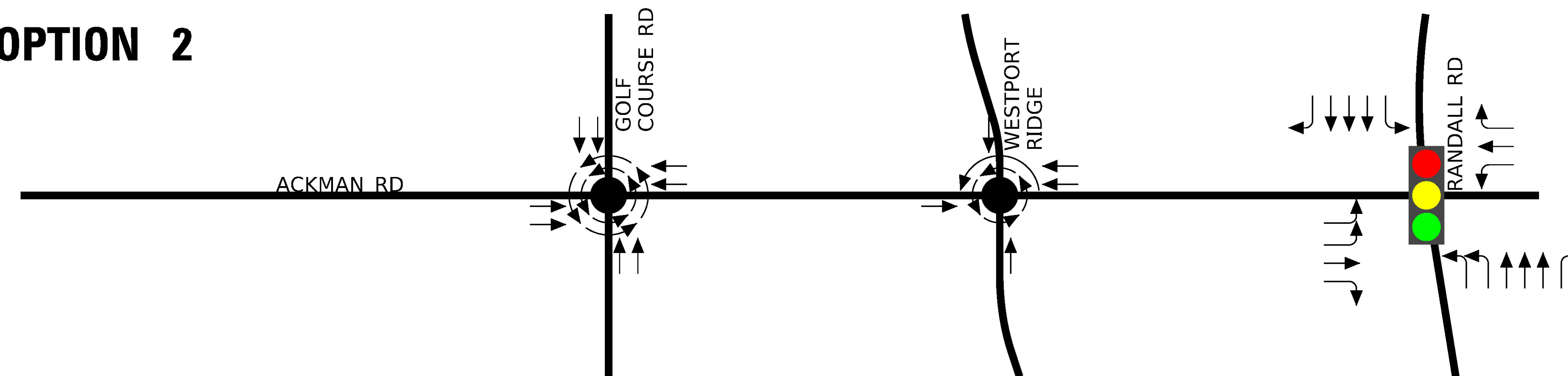
EXISTING CONDITIONS



OPTION 1



OPTION 2

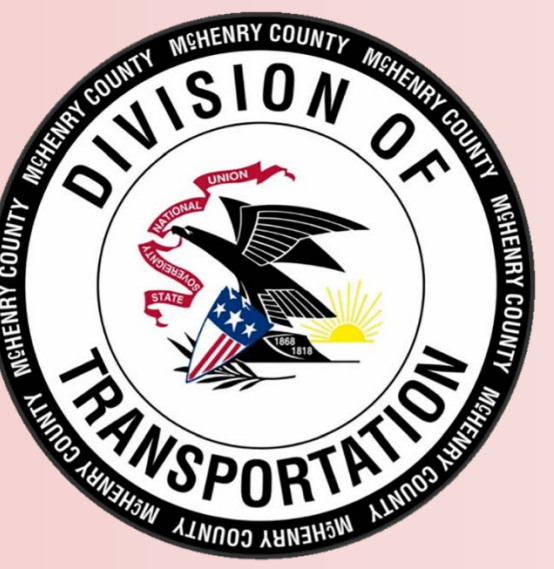


LEGEND

- STOP CONTROLLED INTERSECTION
- SIGNALIZED INTERSECTION
- ROUNDABOUT
- LANE CONFIGURATION



EVALUATION MATRIX – SEGMENT 3



**Ackman Road Feasibility Study
Alternatives Analysis Evaluation Matrix
Segment 3: Golf Course Road to Randall Road**

ALTERNATIVES			EVALUATION MATRIX								
			PROJECT GOALS			ENVIRONMENTAL IMPACTS					COST ⁴
			SAFETY	MOBILITY		HUMAN ENVIRONMENT			NATURAL ENVIRONMENT		
				Improve LOS and Delay		Potential Displacement(s)	Property Acquisition ²	Change Travel Patterns	4(f) Property Acquisition ²	Stormwater Detention & Water Quality ³	
Improve Overall Safety	Overall ¹	Critical Movement ¹									
Option	Intersection	Intersection Traffic Control Type									
Segment 3: Golf Course Road to Randall Road											
Existing (2018)	Golf Course Road	Traffic Signal		E [62.1]	F [103.2]						
	Westport Ridge	Two-way Stop (Westport Ridge)		A [4.3]	F [84.8]						
	Randall Road	Traffic Signal		C [34.3]	E [78.4]						
No-Build (2050)	Golf Course Road	Traffic Signal		F [91.7]	F [177.7]						
	Westport Ridge	Two-way Stop (Westport Ridge)		C [20.5]	F [282.5]						
	Randall Road	Traffic Signal		D [37.4]	F [86.7]						
Option 1 (2050)	Golf Course Road	Traffic Signal		C [33.5]	E [65.4]						
	Westport Ridge	Traffic Signal		B [11.7]	E [57.7]						
	Randall Road	Traffic Signal		D [37.4]	F [86.7]						
Option 2 (2050)	Golf Course Road	Roundabout		C [17.7]	D [31.1]						
	Westport Ridge	Roundabout		A [8.3]	A [9.4]						
	Randall Road	Traffic Signal		D [37.4]	F [86.7]						

Notes:

1. Level of Service (LOS) and delay are for the PM peak hour.
2. Potential property acquisition does not include areas for detention or compensatory storage.
3. Impacts are based on the additional impervious area of the proposed improvement.
4. Does not include land acquisition(s), relocation(s), mitigation, and/or engineering costs.

	Least Favorable
	Moderate
	Most Favorable
	Not Applicable/No Discernible Difference Between Options 1 and 2
	No Rating

