

PRELIMINARY SYSTEM ALTERNATIVE 1

No Build (Maintain As Is)

A **“No Build”** option is identified for consideration and future ranking/prioritization. The **“No Build”** options favors maintaining the **existing Milton Road right-of-way** (ROW) and facilities **“As Is”**. The **“No Build”** alternative is required to be considered through the CMP process as a baseline comparison against other alternatives. The **“No Build”** option maintains the current level of taxation and fiscal support by including all currently funded capital improvement projects.



BASE BUILD SPOT IMPROVEMENTS

What is a Base Build Spot Improvement?

“Base Build Spot Improvements” are targeted roadway design elements that will likely be necessary in the short-term to support the long-term System Alternative improvements. As such, the listing of Base Build Spot Improvements will evolve as the preferred System Alternative(s) becomes more refined as the process moves forward.

<p><small>Source: ITS International</small></p>	<p>Mid-Block Pedestrian Crossings A “HAWK”, also known as a High-Intensity Activated crossWalk beacon, is a traffic control device used to allow pedestrians to cross safely. When activated, the purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed.</p>	<p>Would You Favor any of these Spot Improvement Facilities on Milton Road?</p>
<p><small>Source: Utah Department of Transportation</small></p>	<p>Pedestrian/Bicycle Overpass Overpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	
<p><small>Source: City of Aspen, Colorado</small></p>	<p>Pedestrian/Bicycle Underpass Underpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Underpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	
<p><small>Source: City of Flagstaff, Arizona</small></p>	<p>Bike Lanes A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and/or pavement markings for the exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from traffic conditions.</p>	
<p><small>Source: Peachtree City, Georgia</small></p>	<p>Multi-Use Path A multi-use path is an off-street facility that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Paths typically have asphalt, concrete or firmly packed crushed aggregate as the surface.</p>	
	<p>Bus Signal Queue Jumping Queue jump lanes combine short dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. Queue jump treatments can reduce delay considerably, resulting in run-time savings and increased reliability.</p>	

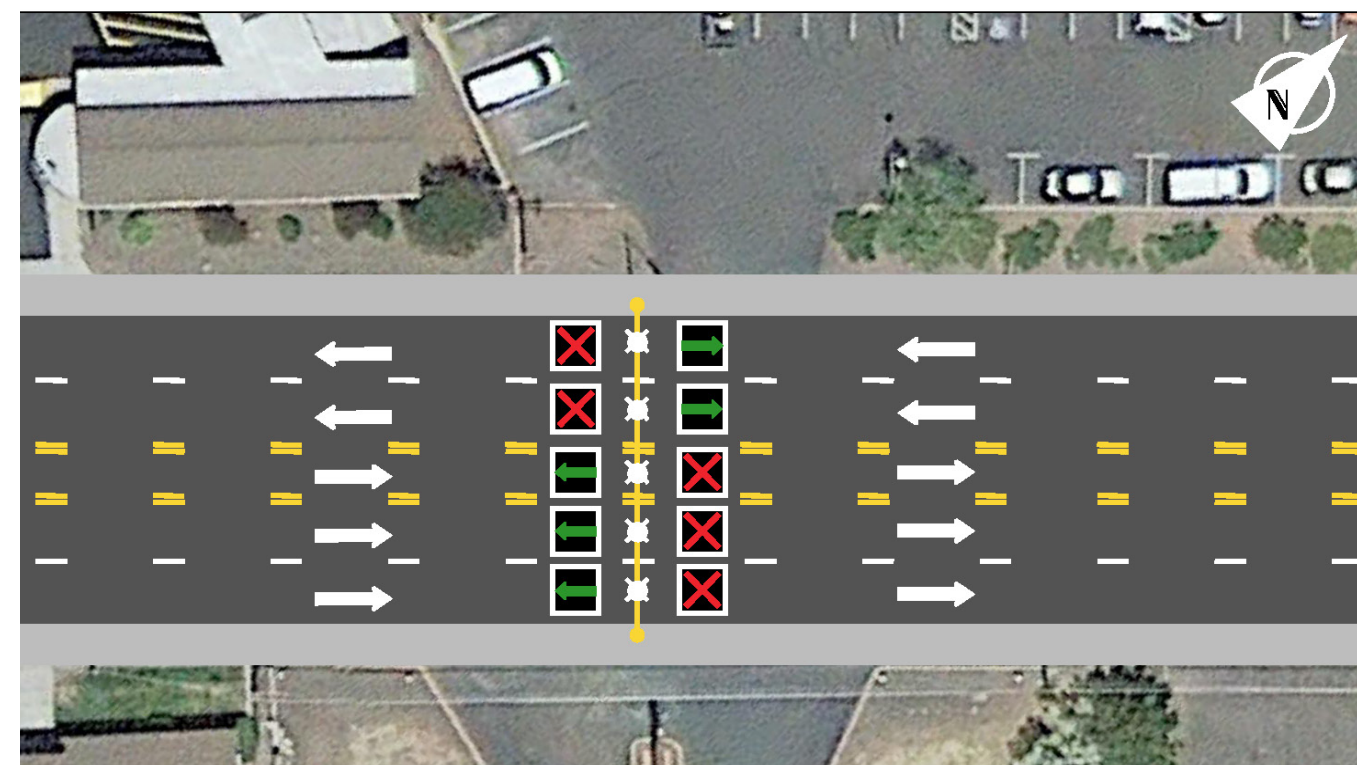
Tell Us Where on Milton Road!



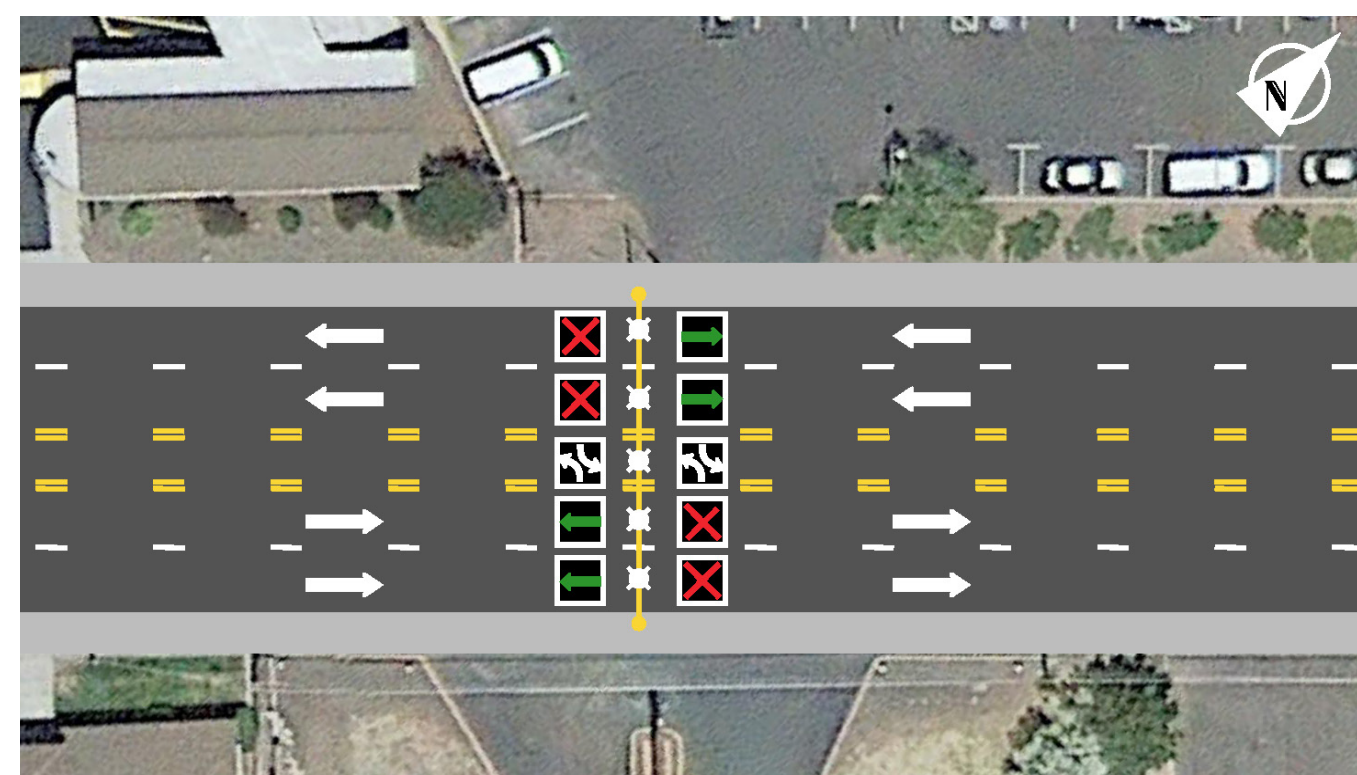
PRELIMINARY SYSTEM ALTERNATIVE 2

Milton Road Reversible Center Lane

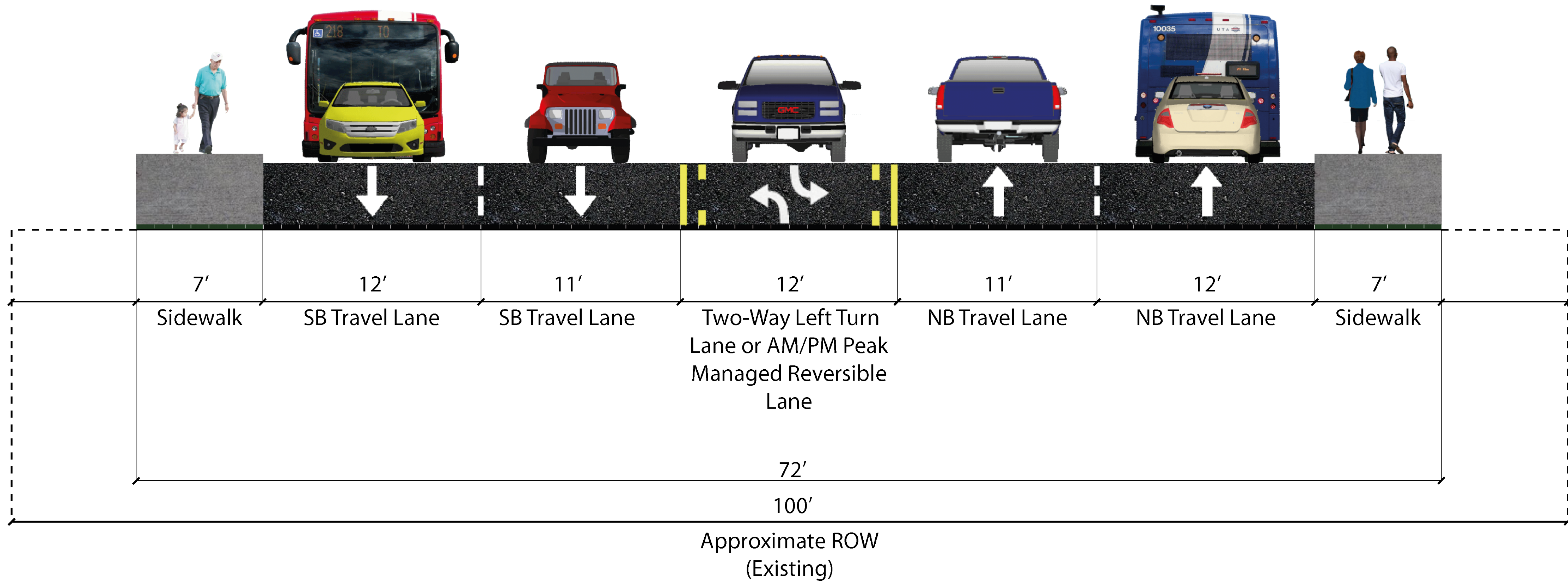
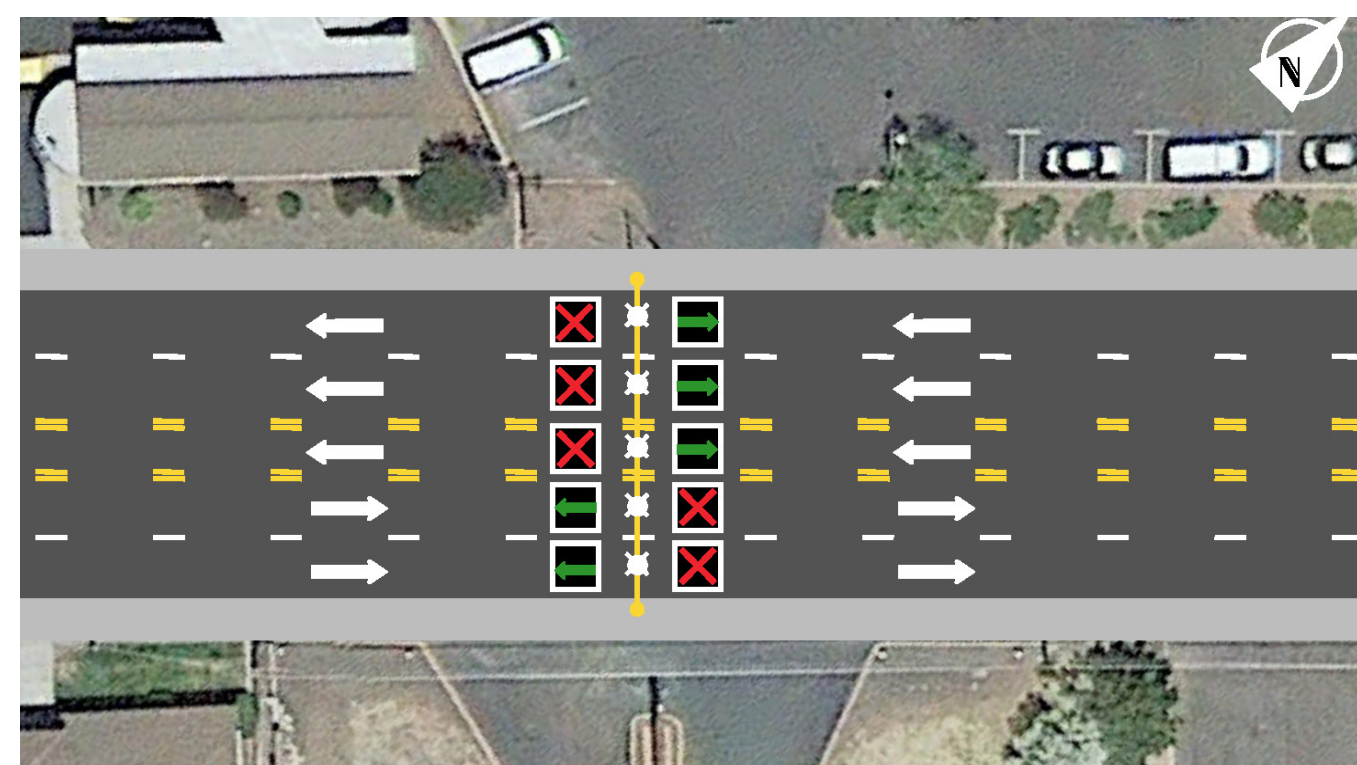
AM Peak
Period Traffic
Designation



Mid-Day /
Standard
Traffic
Designation



PM Peak
Period Traffic
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

•Reversible traffic lanes (aka “managed lanes”) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

- Static signing and striping
- Changeable message signs
- Economic incentives / disincentives
- Lane Controls
- Temporary traffic control devices
- Law enforcement / legal restrictions

•The concept is often referred to by FHWA and transportation professionals as, “managed lanes” in that high demand on existing facilities, such as Milton Road, especially at peak demands are placed on the roadway, it necessitates the efficient management of those facilities.

•Optimal for roadways with limited right-of-way expansion opportunities or heavy traffic imbalance for short periods of time.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

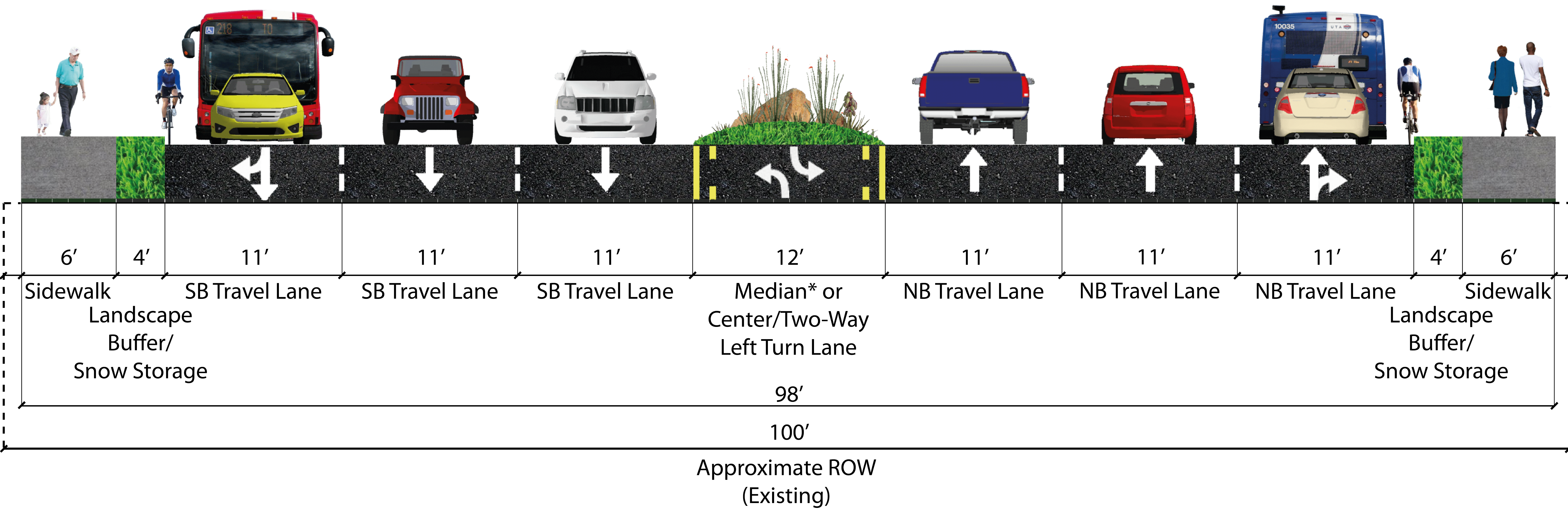
Please Fill out a Comment Card

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



PRELIMINARY SYSTEM ALTERNATIVE 3

Six, 11-Foot General Purpose Lanes with Center Median/ Turn Lane with 6-Foot Sidewalks



*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

FEATURES:

- This alternative adds vehicular capacity to existing Milton Road by adding two additional general purpose lanes.
- The outside general purpose lanes would accommodate buses, vehicles, bicyclists and right turning movements.
- This alternative could be constructed utilizing the existing 100-foot right-of-way, but would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).
- A landscaping buffer between the roadway and the sidewalks are included in this alternative to separate sidewalk users from roadway users. The buffer can also be used as snow storage during the winter months.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

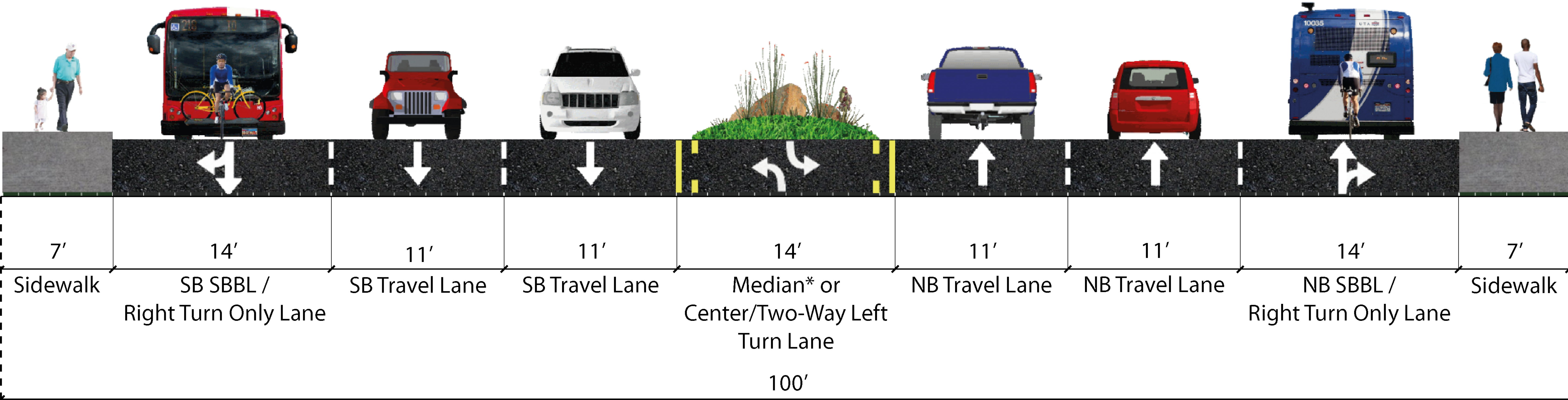
Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

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PRELIMINARY SYSTEM ALTERNATIVE 4

Four, 11-Foot General Purpose Lanes with Center Median/ Left Turn Lane, & two 14-Foot Shared Bus/Bike Lane (SBBL) with 7-Foot Sidewalks



Approximate ROW
(Existing)

*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

FEATURES:

- This alternative adds capacity for all modes through the introduction of a 14-foot SBBL and sidewalks in each direction while maintaining the same vehicular capacity.
- The four total general purpose lanes would only accommodate the through movement of regular vehicular traffic.
- This alternative can be accomplished within existing 100-foot right-of-way because the two general purpose lanes in each direction were reduced to 11 feet, and the SBBL would also function as right turn lanes, eliminating the need for separate right turn deceleration lanes. However, this alternative would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study
Be Eliminated from Further Study
Move Forward for Further Study with Adjustments
<i>Please Fill out a Comment Card</i>

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