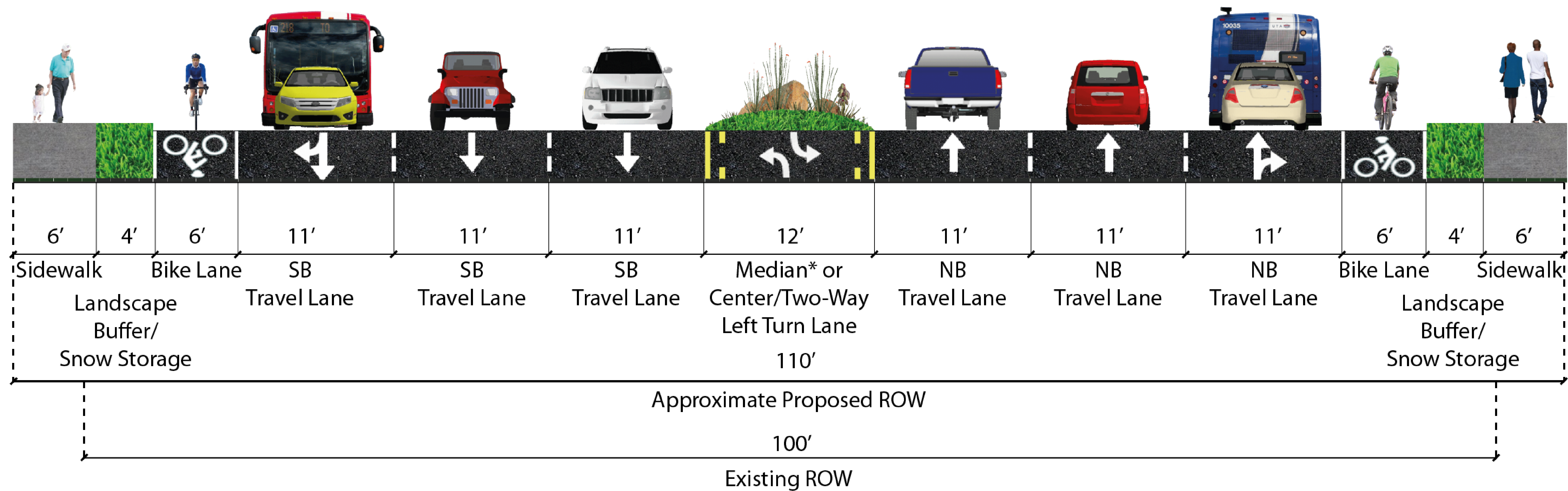


PRELIMINARY SYSTEM ALTERNATIVE 5

Six, 11-Foot General Purpose Lanes with a Center Median/ Turn Lane, & 6-Foot Bicycle Lanes 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:

- Increased vehicular capacity and bicycle mobility by adding two additional general purpose lanes (one southbound, one northbound) and continuous bicycle lanes.
- 11-foot general purpose lanes are proposed, but 12-foot general purpose lanes currently exist.
- The outside general purpose lanes would accommodate buses, vehicles, and right turning movements.
- Approximately 10-foot expansion of the existing 100' right-of-way is required.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

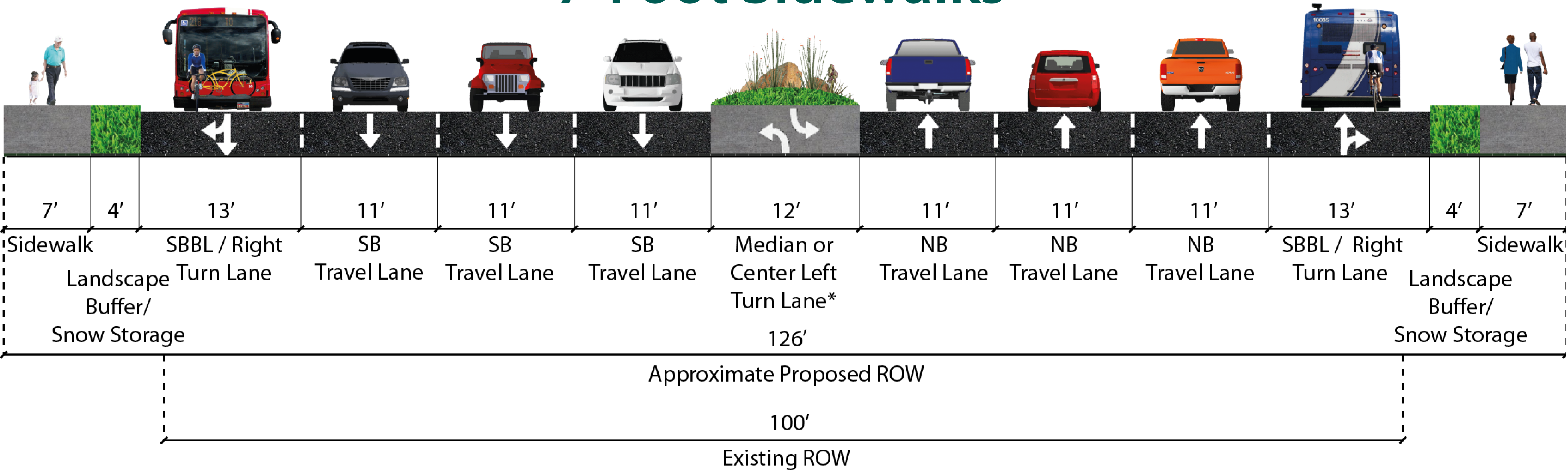
Move Forward for Further Study with Adjustments

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 6

Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), & Center Median/ Turn Lane with 7-Foot Sidewalks



*The center lane would vary between a raised center median or a center left turn lane 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 13-foot SBBL in each direction which would be a dedicated bus/BRT lane sharing functionality as a bicycle lane and right turn lane.
- Increased vehicular capacity through the by adding two general purpose lanes (one southbound, one northbound).
- This alternative would require an approximate 26-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks (both sides).

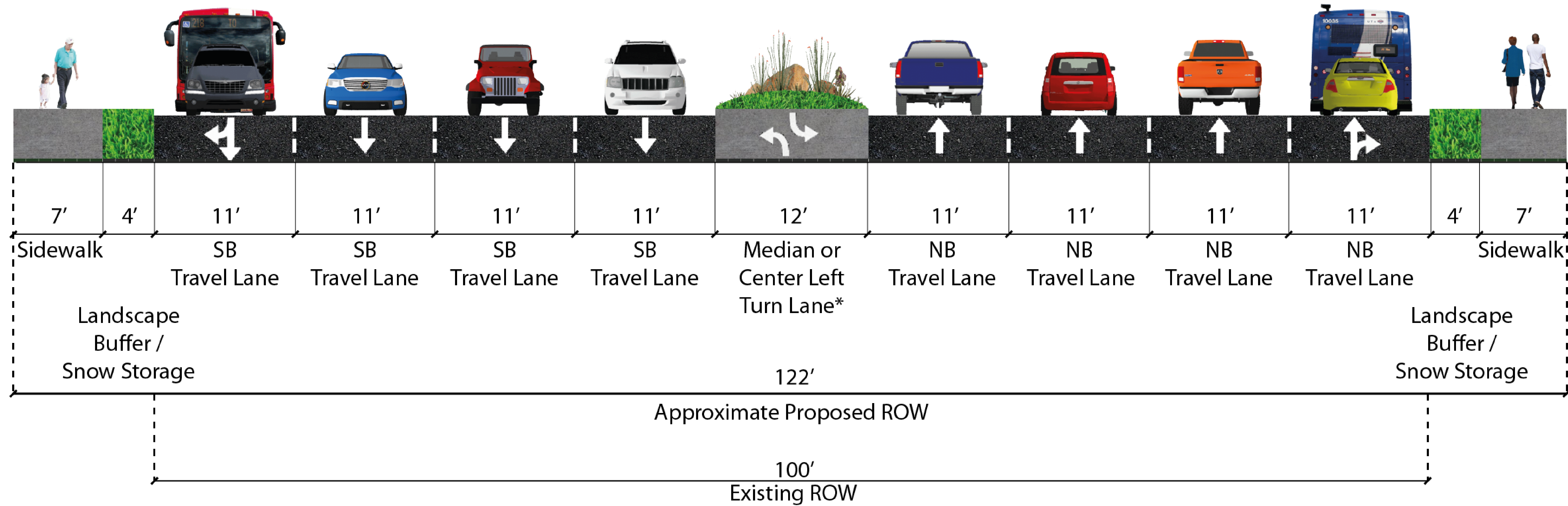
THIS ALTERNATIVE SHOULD?

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>

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 7

Eight, 11-Foot General Purpose Lanes



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

FEATURES:

- This proposed alternative adds four additional lanes of vehicular capacity (two lanes southbound and two lanes northbound).
- The fourth (outside) general purpose lane would be shared by both automobiles and buses.
- 11-foot general purpose lanes are proposed, but 12-foot general purpose lanes currently exist.
- This alternative would require an approximate 22-foot expansion of the existing 100' right-of-way, including the expansion and re-striping 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

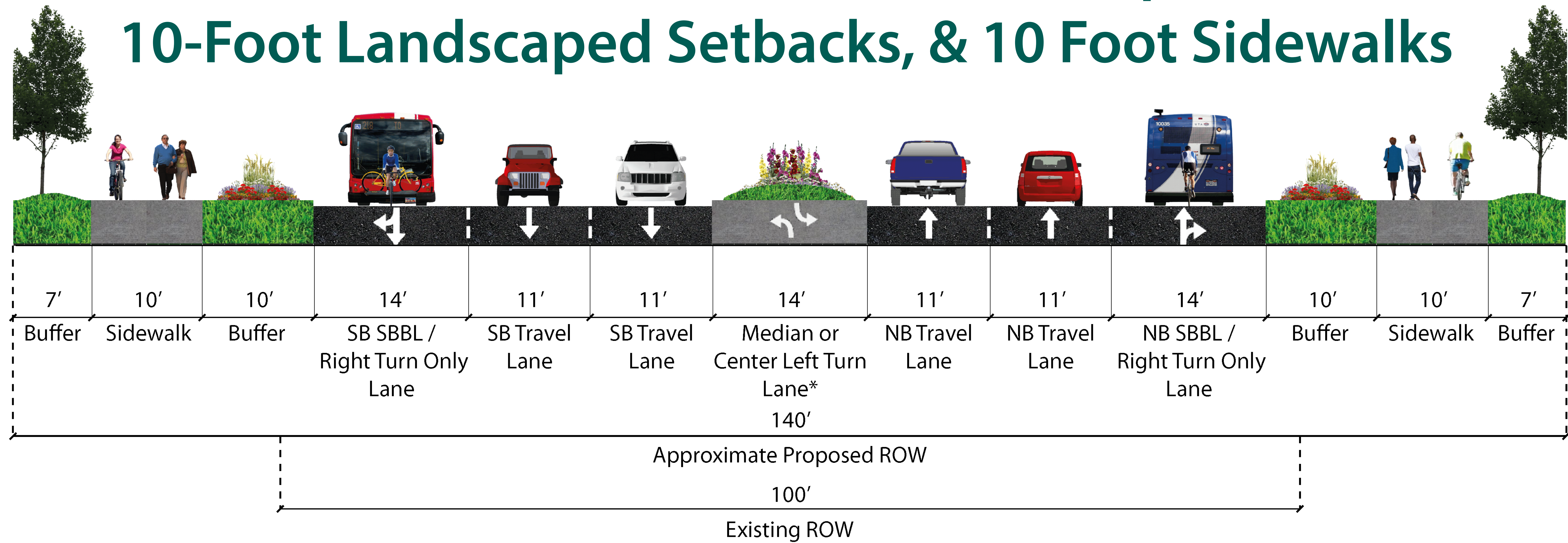
Please Fill out a Comment Card

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 8

Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, & 10 Foot Sidewalks



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

FEATURES:

- Includes design and aesthetic attributes that yield a “complete street” that facilitates all modes of transportation while also offering opportunities to enhance the character of Milton Road with landscaping treatments.
- The 6-foot landscaping setbacks behind each curb can serve the dual function of landscape treatment and possible stormwater catchment and harvesting areas.
- Promotes alternative modes of transportation by including 14-foot SBBLs and 10 foot sidewalks. A 10-foot wide sidewalk can comfortably accommodate both bicycle and pedestrian modes and the landscape setback from the roadway offers a safety buffer.
- This alternative would require an approximate 40-foot expansion of the existing 100’ right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks.

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.