

CSAH 34 (BIRCH STREET) CORRIDOR STUDY

Comparison of CSAH 34 Alternatives

DRAFT - FOR DISCUSSION ONLY - July 15, 2009

Note: Values for measurable criteria were based on best estimates for alternatives and are intended as measures of relative impact for evaluating alternatives. These values will change as designs are refined throughout the environmental documentation process and should not be interpreted as final determinations of impact.

Purpose & Need Objectives	Measurable Criteria	NO BUILD ⁽¹⁾	BUILD ALTERNATIVES ⁽²⁾		
		CSAH 34 2-Lane Undivided	CSAH 34 2-Lane Divided	CSAH 34 4-Lane Divided	CSAH 34 2-Lane & 4-Lane Divided Combo
Improve Safety	Addresses High Crash Locations	Poor	Good	Good	Good
	Improves Pedestrian Crossing	Poor	Good	Good	Good
	Enhances Multi-Modal Trail Linkage	Poor	Good	Good	Good
	Provides Traffic Signals (As Warranted)	Poor	Good	Good	Good
	Implements County Access/Signal Spacing Guidelines	Poor	Fair	Fair	Fair
Improve Mobility	Reduce Congestion:				
	- Reduces Delay AM/PM Peak hours (Improves LOS)	Poor	Poor	Good	Good
	- Accommodates 2030 Daily Traffic Volumes	Poor	Poor	Good	Good
	Construction Cost (Planning Level Estimate)	\$0	\$17 million	\$22 million	\$19 million
Coordinate Transportation Improvements with Land Use & Environment	Right-of-way Impacts to Private Property	Good	Fair	Fair	Fair
	Parcels where Additional Right-of-way is Needed	Good	Fair	Poor	Fair
	Consistent with Plans				
	- County	Poor	Poor	Good	Fair
	- City	Poor	Good	Good	Good
	Minimizes Impacts to Sensitive Areas - Parks (4f) - Wetlands - Co. Ditch 25 - Wildlife Corridors	Good	Fair	Poor	Fair
ALTERNATIVE(S) TO BE CARRIED FORWARD		NO	NO	NO	YES

Notes:

⁽¹⁾ See CSAH 34 (Birch Street) Corridor Study: Current Function and Design for additional information regarding the No-Build alternative.

⁽²⁾ See CSAH 34 (Birch Street) Corridor Study: Future Corridor Vision and Design Criteria for additional information regarding the various Build alternatives.