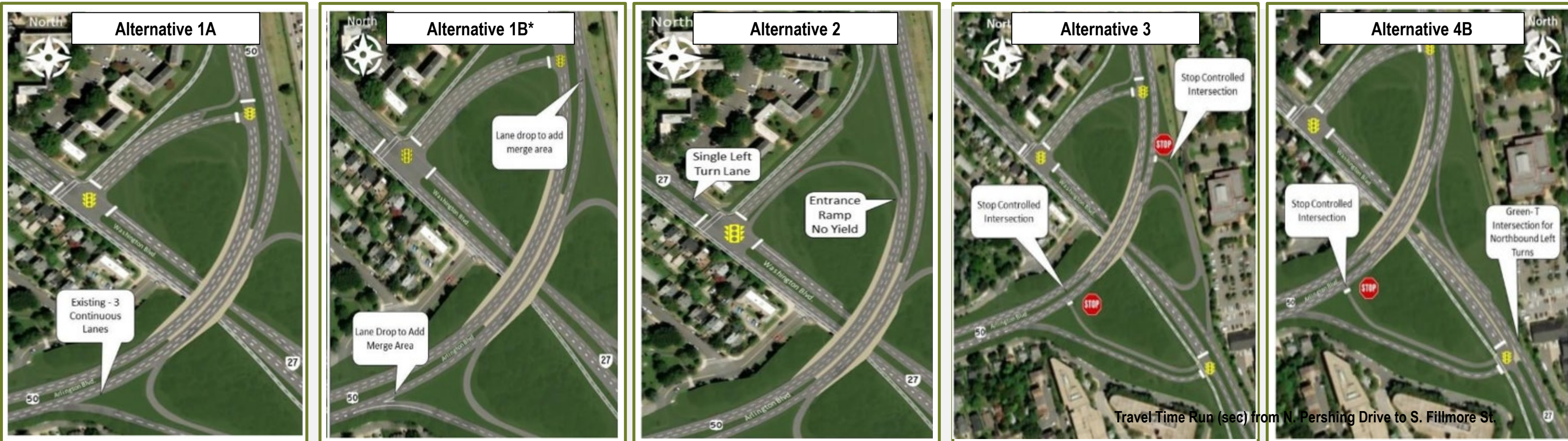


Alternative Analysis & Assessment



Alternative Comparison/Description

* Selected Alternative

Alternative	Advantages	Disadvantages
1A & 1B*	<ul style="list-style-type: none"> -Reduces weaving on VA-27 SB, east of US 50 -Reduces conflicts on US 50 WB, south of VA-27 -Enhances safety and mobility for VA-27 to US 50 WB traffic -Enhances bicycle/pedestrian safety 	<ul style="list-style-type: none"> -Introduces signal control on US 50 WB with an expected increase in delay
2	<ul style="list-style-type: none"> -No half signal for US 50 WB compared to Alternative 1A & 1B 	<ul style="list-style-type: none"> -Lane drop introduces on US 50 WB at exist for ramp to VA-27 compared to Alternative 1A
3	<ul style="list-style-type: none"> -Maintains 6 lanes on US 50 	<ul style="list-style-type: none"> -Forces traffic on ramps from VA-27 NB and SB to stop before turning onto US 50 EB
4B	<ul style="list-style-type: none"> -Maintains 3 lanes on US 50 EB -Improves ramp and merge of ramp from VA-27 NB to US 50 EB -Continuous Green T- Intersection 	<ul style="list-style-type: none"> -Removes a ramp for a low volume movement

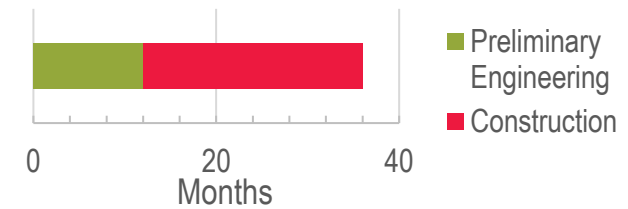
Measures of Effectiveness

Travel Time Run (sec) from N. Pershing Drive to S. Fillmore St.

Alternative	2035 AM	2035 PM	2050 AM	2050 PM
No-Build	167.9	216.3	170.7	226.0
1A	192.7	295.6	196.0	371.1
1B	191.4	283.4	193.2	367.8
2	169.3	255.6	169.7	337.1
3	192.2	290.3	194.2	368.2
4	191.3	267.1	194.0	355.9

Anticipated Schedule & Preliminary Cost

Project schedules and cost estimates were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.



Phase	Cost Estimate (2024 Dollars)
Preliminary Engineering	\$3,307,500
Construction	\$26,388,270
Total Cost	\$29,695,770