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100-Year Floodplain Encroachment (not including Floodway) 100-Year Floodway Encroachment Regulated Materials Review Farmland Impacts Community Facilities Cemeteries (Non-Historic) Traditionally Underserved Populations	None None None	< 5 ac 6 LUST, 12 UST, 2 RCRA	3 - 8 ac < 5 ac 10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	< 1 ac < 5 ac Hazardous Materials 8 LUST, 15 UST, 7 RCRA,			
including Floodway) 100-Year Floodway Encroachment Regulated Materials Review Farmland Impacts Community Facilities Cemeteries (Non-Historic) Traditionally Underserved Populations	None None None	< 5 ac 6 LUST, 12 UST, 2 RCRA	< 5 ac 10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	< 5 ac Hazardous Materials 8 LUST, 15 UST, 7 RCRA,			
Regulated Materials Review Farmland Impacts Community Facilities Cemeteries (Non-Historic) Traditionally Underserved Populations	None	6 LUST, 12 UST, 2 RCRA	10 LUST, 13 UST, 5 RCRA, 1 DERR site, 1 site with Institutional Controls	Hazardous Materials 8 LUST, 15 UST, 7 RCRA,		5 J GV	< 1 ac
Community Facilities Cemeteries (Non-Historic) Traditionally Underserved Populations		35 - 45 acres	20 - 30 acres	1 NPL site, 1 DERR site, 1 site with Institutional	Institutional Controls, 1	4 LUST, 3 UST, 4 RCRA, 2 spills	
Community Facilities Cemeteries (Non-Historic) Traditionally Underserved Populations		35 - 45 acres	20 - 30 acres	Controls, 1 spill Community and Land Use	spill, 3 VAP2		
Cemeteries (Non-Historic) Traditionally Underserved Populations	None			None	None	None	None BCESC Main Building.
Traditionally Underserved Populations		BCEO, Transitional Learning Center	BCEO, Transitional Learning Center	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCESC Main Building, Transitional Learning Center, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House, Pentecostal Apolistic Church (RW)
	None	Greenwood Cemetery (<0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	None
per Census Blocks	None	Impacts to Minority, Low Income & Over 64	Impacts to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income &	Impacts & Displacements to Minority, Low Income &	Impacts & Displacements to Minority, Low Income &	Impacts & Displacements to Minority, Low Income &
Public Concerns	ТВД	TBD	St: TBD	Over 64 akeholder/Public Involveme TBD	Over 64 ent TBD	Over 64 TBD	Over 64 TBD
Stakeholder Concerns	TBD	TBD	TBD	TBD TBD Right-of-Way	TBD	TBD	TBD
Relocations Right-of-Way (acres)	None None	<mark>5 - 15</mark> 85 - 95 acres	<mark>5 - 15</mark> 50 - 60 acres	10 - 20 25 - 35 acres	15 - 25 10 - 20 acres	45 - 55 25 -35 acres	55 - 65 20 -30 acres
Alternative Length (mi)	N/A	2.70		Engineering Considerations 2.59		2.26	2.29
Design Speed (mph)	N/A	35	35	35	35	35	35
Roadway Design Issues	N/A	Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Not directly connected to US 127 requiring connecting road and additional traffic signal. Significant fill required in floodplain. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	Requires North B Street to be raised roughly 5 feet at west terminus. Requires US 127 to be raised roughly 10 feet. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment mear BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Requires US 127 to be raised roughly 13 feet. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BCEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. North B Street intersection is in a curve. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near BOEO and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.	North B Street may require profile adjustments at west terminus. Intersection at US 127 is skewed and may requires US 127 to be raised 1 to 2 feet. Proximity of US 127 intersection to power plant reduces sight distance. Steep grade on alignment approaching 127 from crossing over railroad and near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed.
Existing Flood Levy Design Issues	N/A	No existing flood levy at this location	Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.		The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.	The offset of North B Street to the existing levy system will allow a smooth transition of the proposed alignment over the levy to North B Street. This will limit raising at the west terminus to less than 2 feet.
Number of New Structures Requiring Long-Term Maintenance	N/A	5	3	2	2	2	2
reaching life for v Structural Design Issues can Repla alignm	ack Street Bridge ng end of serviceable vehicular traffic and not be widened. lacement on same ment would result in e during construction.	No significant issues	River Bridge - tie into floodwall system required	No significant issues	River Bridge - Curve at NW end of bridge complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design	River Bridge - Curve at SE end of bridge & taper at NW end complicates design RR bridge - Severe skew complicates design
Major Utility Relocations and/or Issues	None	Electric Transmission Line relocations required at NW Washington Blvd and near SR 4.	Electric Transmission Line relocations required near SR 4. Coordination with hydroelectric plant.	Power plant located on US 127 impacted.	Electric Transmission Line relocations required for Railroad overpass and near SR 4. Power plant located on US 127 impacted.	Electric Transminssion & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.	Electric Transminssion & Distribution Line relocations required near US 127. Power plant located on US 127 impacted.
Anticipated Alternative Travel Time	N/A	4:06	Traffic/Ma	aintenance of Traffic Consi 6:37	derations 6:10	4:36	4:36
· · · · · · · · · · · · · · · · · · ·	Peak-Hour - 00:00	AM Peak-Hour - 00:23	AM Peak-Hour - 00:19	AM Peak-Hour - 00:21	AM Peak-Hour - 00:18	AM Peak-Hour - 00:33 PM Peak-Hour - 00:56	AM Peak-Hour - 00:33
Anticipated % Reduction in High Street AM I	Peak-Hour - 00:00 I Peak-Hour - 0%	PM Peak-Hour - 00:17 AM Peak-Hour - 5% PM Peak Hour - 6%	PM Peak-Hour - 00:18 AM Peak-Hour - 5% PM Peak Hour - 5%	PM Peak-Hour - 00:28 AM Peak-Hour - 8% PM Peak Hour - 7%	PM Peak-Hour - 00:32 AM Peak-Hour - 5% PM Peak Hour - 5%	AM Peak-Hour - 16%	PM Peak-Hour - 00:56 AM Peak-Hour - 16% PM Peak Hour - 16%
	Peak-Hour - 0%	PM Peak-Hour - 6% Construction of roundabout at the intersection of W Elkton Rd and N B St will	PM Peak-Hour - 5% Complicated construction staging at North B Street. North B Street & US 127 may require closures to	PM Peak-Hour - 7% Complicated construction staging at North B Street. US 127 may require a closure to raise the profile. Complex detour would be	PM Peak-Hour - 5% Complicated construction staging at North B Street.	PM Peak-Hour - 16% Complicated construction staging at North B Street.	PM Peak-Hour - 16% Complicated construction staging at North B Street. May require US 127 profile to be raised 1 to 2 feet
Maintenance of Traffic Concerns	None	likely require a closure. Intersection of Neal Blvd and Joe Nuxhall Blvd will likely require short term closures.	raise the profiles. Complex detours would be required.	required. Preliminary Cost Estimates			requiring a complex MOT configuration.
Preliminary Construction Costs		Intersection of Neal Blvd and Joe Nuxhall Blvd will likely require short term closures. \$85 - \$95 million	raise the profiles. Complex detours would be required. \$75 - \$85 million	Preliminary Cost Estimates \$55 - \$ 65 million	\$70 - \$80 million	\$65 - \$75 million \$16 - \$21 million	requiring a complex MOT configuration. \$65 - \$75 million
	None N/A	Intersection of Neal Blvd and Joe Nuxhall Blvd will likely require short term closures.	raise the profiles. Complex detours would be required.	Preliminary Cost Estimates		\$65 - \$75 million \$16 - \$21 million \$12 - \$17 million \$93 - \$113 million	requiring a complex MOT configuration.

	DR	RAFT NHX CONCEP	TUAL ALTERNATI	ES EVALUATION N	MATRIX (PID 1157	55)
Feature/Consideration	Alternative AC	Alternative AD		Alternatives Alternative BC	Alternative BD	Alternative BE
Improves East-West Connectivity	Yes (Ties to NW Washington Blvd, providing connectivity further	Yes (Ties to NW Washington Blvd, providing connectivity further	Purpose and Nee Yes (Ties to NW Washington Blvd, providing connectivity further	d - Primary Needs Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)	Yes (Ties to Lagonda Ave with no direct connectivity further west)
Improves Lack of Sufficient River Crossings.	Yes	Yes	Yes	Yes	Yes	Yes
Crossings. Improves Lack of Grade-Separated Railroad Crossings.	Yes	Yes	Yes	Yes	Yes	Yes
Improves Mobility/Congestion on Local Road Network	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes
Improves Safety	Minimal Improvement	Minimal Improvement	Yes	Minimal Improvement	Minimal Improvement	Yes
Supports Economic Development	Yes	Yes	Purpose and Need Yes	- Secondary Needs Yes	Yes	Yes
Improves Bike/Pedestrian Connectivity	Yes	Yes	Yes	Yes	Yes	Yes
Improves Multimodal Linkage	Potentially	Potentially	Potentially	Potentially	Potentially	Potentially
NRHP-Listed Sites	Greenwood Cemetery	Greenwood Cemetery	Cultural F Greenwood Cemetery	Resources Greenwood Cemetery	Greenwood Cemetery	Greenwood Cemetery
NRHP-Listed Historic Districts	None	None	None	None f)/6(f) Sites	None	None
Section 4(f)/6(f) Sites	Combs Park (bisects), LJ Smith Park (bisects), Butler County Fairgrounds (minor), Joe Nuxhall bike Iane (improvements)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor), Joe Nuxhall bike lane (improvements)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor), Joe Nuxhall bike lane (improvements)	Combs Park (bisects), LJ Smith Park (bisects), Butter County Fairgrounds (minor), Joe Nuxhall bike lane (improvements) Resources	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor), Joe Nuxhall bike lane (improvements)	Combs Park (bisects), LJ Smith Park (minor), Butler County Fairgrounds (minor), Joe Nuxhall bike lane (improvements)
Great Miami River / Hydraulic Canal	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing	1 crossing
Other Streams Wetlands (not including Open Water	None	None	None	None	None	None
features)			Floodplains a	and Floodway		
100-Year Floodplain Encroachment (not including Floodway)	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac	< 1 ac
100-Year Floodway Encroachment	< 5 ac	< 5 ac	< 5 ac	<pre>< 5 ac s Materials</pre>	< 5 ac	< 5 ac
	8 LUST, 15 UST, 7 RCRA, 1 NPL site, 1 DERR site, 1 site with Institutional Controls	9 LUST, 20 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill	8 LUST, 15 UST, 7 RCRA,	7 LUST, 17 UST, 5 RCRA, 1 DERR site, 2 sites with Institutional Controls, 3 VAP2	4 LUST, 3 UST, 4 RCRA, 1 spill
Farmland Impacts	None	None	None	None	None	None
Community Facilities	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House	BCEO, Transitional Learning Center, Electric Power House, Pentecostal Apostolic Church	BCEO, Transitional Learning Center, Electric Power House, True Free Christian Church of God	BCESC Main Building, Transitional Learning Center, Hamilton Fire Station 25, Fairwood Elementary School, Butler County Children Services, Juvenile Justice Center, Butler County Board of Developmental Disabilities, Electric Power House
Cemeteries (Non-Historic)	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None	Greenwood Cemetery (>0.5 ac)	Greenwood Cemetery (>0.5 ac)	None
Traditionally Underserved Populations per Census Blocks	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64	Impacts & Displacements to Minority, Low Income & Over 64
Public Concerns	TBD	TBD	Stakeholder/Pu TBD	blic Involvement TBD	TBD	TBD
Stakeholder Concerns	TBD	TBD	TBD	TBD	TBD	TBD
			Right-	of-Way		
Relocations Right-of-Way (acres)	5 - 15 25 - 35 acres	10 - 20 5 - 15 acres	Right- 45 - 55 25 -35 acres	of-Way 10 - 20 20 -30 acres	15 - 25 10 - 20 acres	45 - 55 20 -30 acres
Right-of-Way (acres) Alternative Length (mi)	25 - 35 acres 3.43	5 - 15 acres 3.61	45 - 55 25 -35 acres Engineering C 3.02	10 - 20 20 -30 acres considerations 2.85	10 - 20 acres 3.02	20 -30 acres
Right-of-Way (acres) Alternative Length (mi) Design Speed (mph)	25 - 35 acres	5 - 15 acres	45 - 55 25 -35 acres Engineering C	10 - 20 20 - 30 acres considerations	10 - 20 acres	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at
Right-of-Way (acres) Alternative Length (mi) Design Speed (mph)	25 - 35 acres 3.43 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is	5 - 15 acres 3.61 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is	45 - 55 25 -35 acres Engineering C 3.02 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton	10 - 20 20 -30 acres considerations 2.85 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is	10 - 20 acres 3.02 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton
Right-of-Way (acres)	25 - 35 acres 3.43 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at	5 - 15 acres 3.61 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at	45 - 55 25 - 35 acres Engineering C 3.02 35 Proximity of Elkton Road / WW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at	10 - 20 20 -30 acres considerations 2.85 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5	10 - 20 acres 3.02 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5
Right-of-Way (acres) Alternative Length (mi) Design Speed (mph) Roadway Design Issues Existing Flood Levy Design Issues Number of New Structures Requiring	25 - 35 acres 3.43 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location	5 - 15 acres 3.61 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location	45 - 55 25 - 35 acres Engineering C 3.02 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location	10 - 20 20 -30 acres considerations 2.85 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	10 - 20 acres 3.02 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet.
Right-of-Way (acres) Alternative Length (mi) Design Speed (mph) Roadway Design Issues Existing Flood Levy Design Issues Number of New Structures Requiring Long-Term Maintenance Structural Design Issues	25 - 35 acres 3.43 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2	5 - 15 acres 3.61 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2 RR bridge - Severe skew	45 - 55 25 - 35 acres Engineering C 3.02 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2 RR bridge - Severe skew complicates design Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	10 - 20 20 -30 acres considerations 2.85 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required Power plant located on US 127 impacted.	10 - 20 acres 3.02 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require relaining the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design
Right-of-Way (acres) Alternative Length (mi) Design Speed (mph) Roadway Design Issues Roadway Design Issues Existing Flood Levy Design Issues Number of New Structures Requiring Long-Term Maintenance Structural Design Issues Major Utility Relocations and/or Issues Anticipated Alternative Travel Time	25 - 35 acres 3.43 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2 Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127	5 - 15 acres 3.61 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2 RR bridge - Severe skew complicates design Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	45 - 55 25 - 35 acres Engineering C 3.02 35 Proximity of Elkton Road / NW Washington Blvd intersection to roundabout and steep existing grades near roundabout. Fill required in floodplain. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. No existing flood levy at this location 2 RR bridge - Severe skew complicates design Electric Transmission Line relocations required at NW Washington Blvd. Power plant located on US 127 impacted.	10 - 20 20 -30 acres considerations 2.85 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required Power plant located on US 127 impacted.	10 - 20 acres 3.02 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Bikepath along the canal was reduced to a 10 foot width. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design Power plant located on US 127 impacted.	20 -30 acres 2.44 35 Requires North B Street to be raised roughly 5 feet at west terminus. Proximity of US 127 intersection to power plant reduces sight distance. Width of bikepath on Heaton Street reduced to 8 foot width at cemetery. Steep grade on alignment near Humane Society and requires retaining wall. Intersection of Princeton Road is skewed. Proximity of North B Street to the existing levy system will require the profile to be elevated to avoid the levy. This will require raising the west terminus roughly 5 feet. 2 River Bridge - tie into floodwall system required RR bridge - Severe skew complicates design Power plant located on US 127 impacted.
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