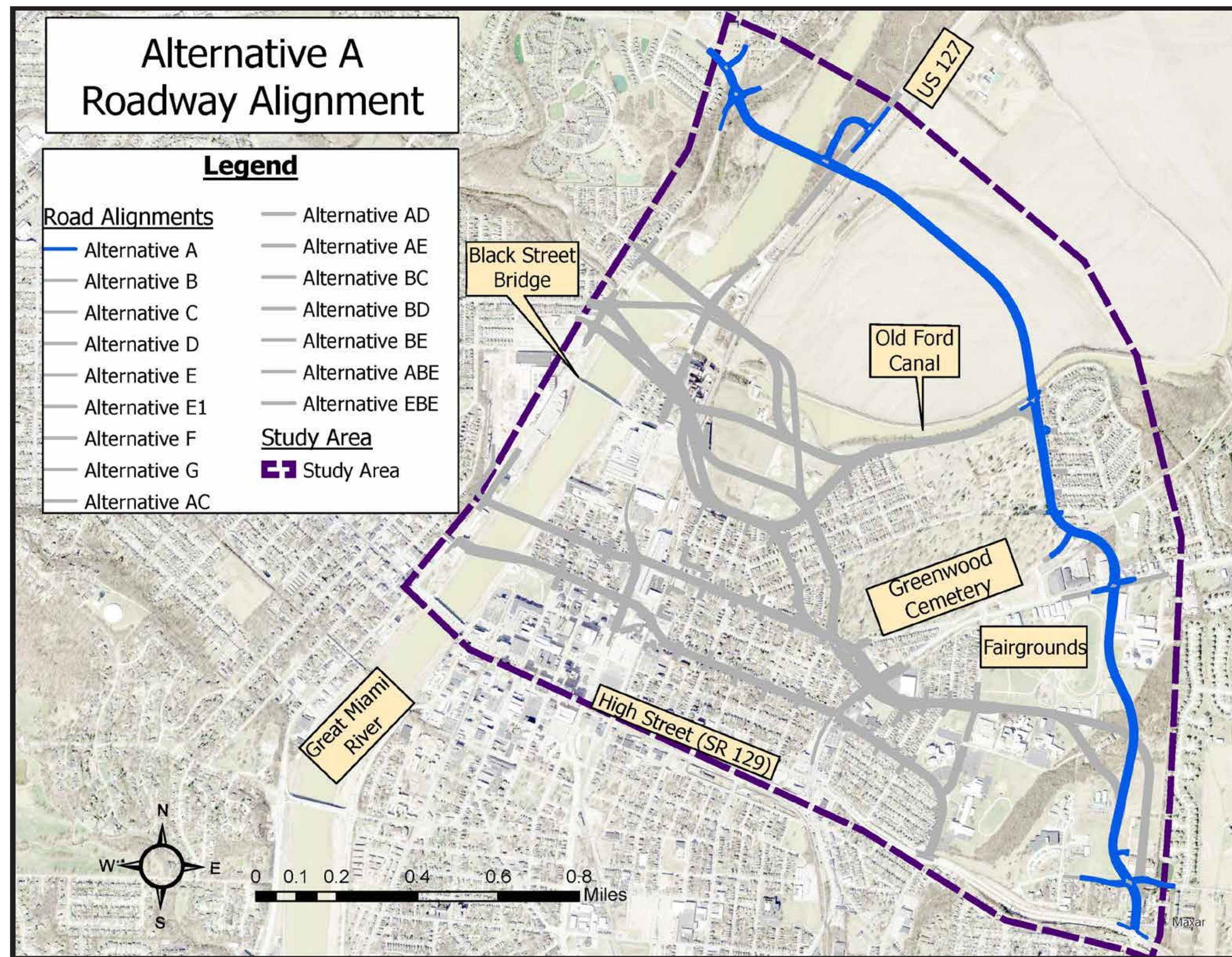


ALTERNATIVES A & B

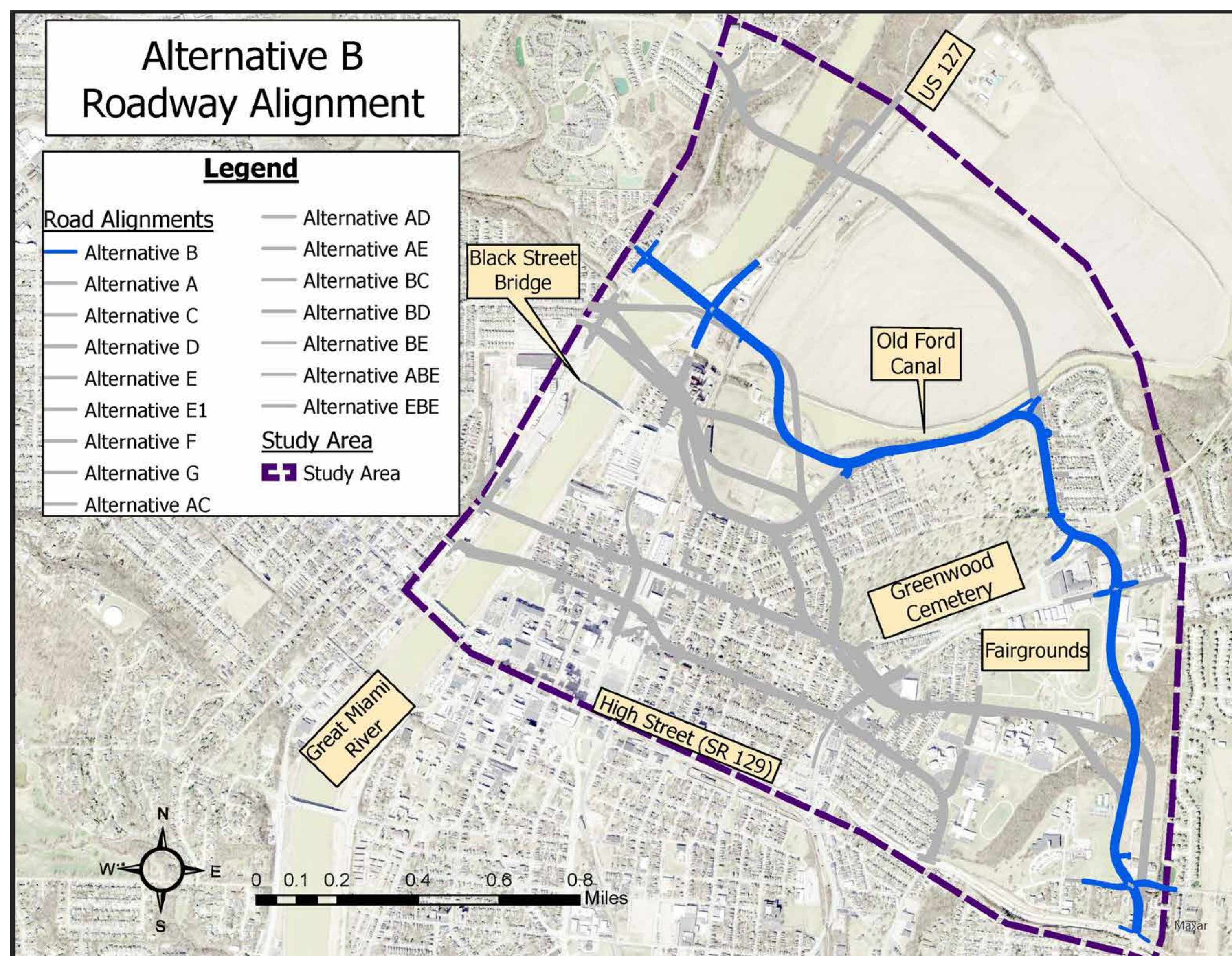


PROS

- Addresses project's Primary and Secondary Needs
- Western end point at NW Washington Blvd. provides connectivity further west

CONS

- No direct connection to US 127; will require an access road and a signal at US 127
- Alternative with high right of way impact (85-95 acres)
- Bisections Combs Park
- Alternative with greatest impact to 100-Year floodplain (20-30 acres)
- Alternative with the greatest impact to farmlands (35-45 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time
- 3rd most costly alternative



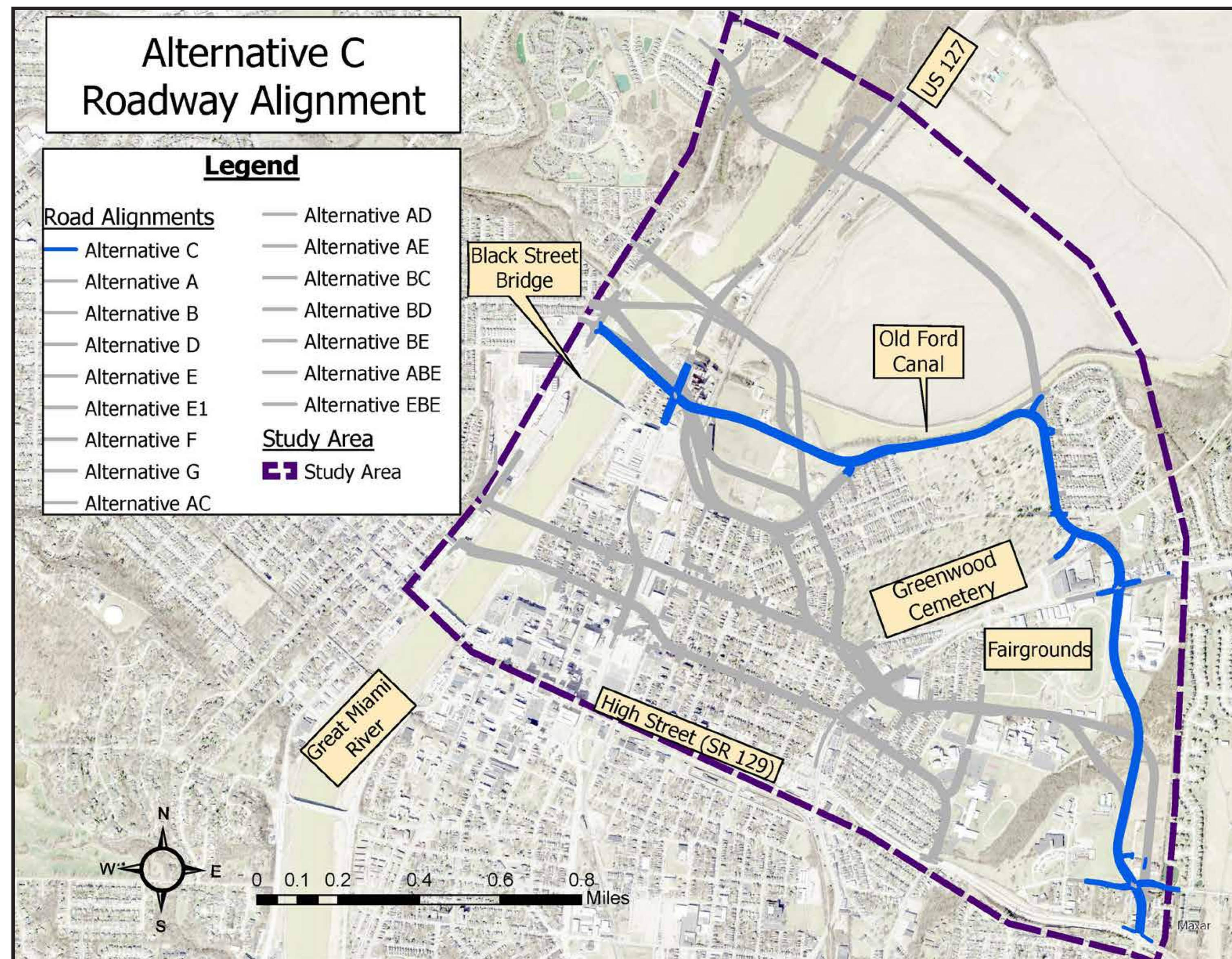
PROS

- Addresses project's Primary and Secondary Needs

CONS

- End point at North B Street ties to Lagonda Avenue with no direct connectivity further west
- High right-of-way requirements (50-60 acres)
- Bisections Combs Park and LJ Smith Park
- Impacts farmlands (20-30 acres)
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- Minimal reduction in AM/PM SR 129 traffic volumes & travel time

ALTERNATIVES C & D

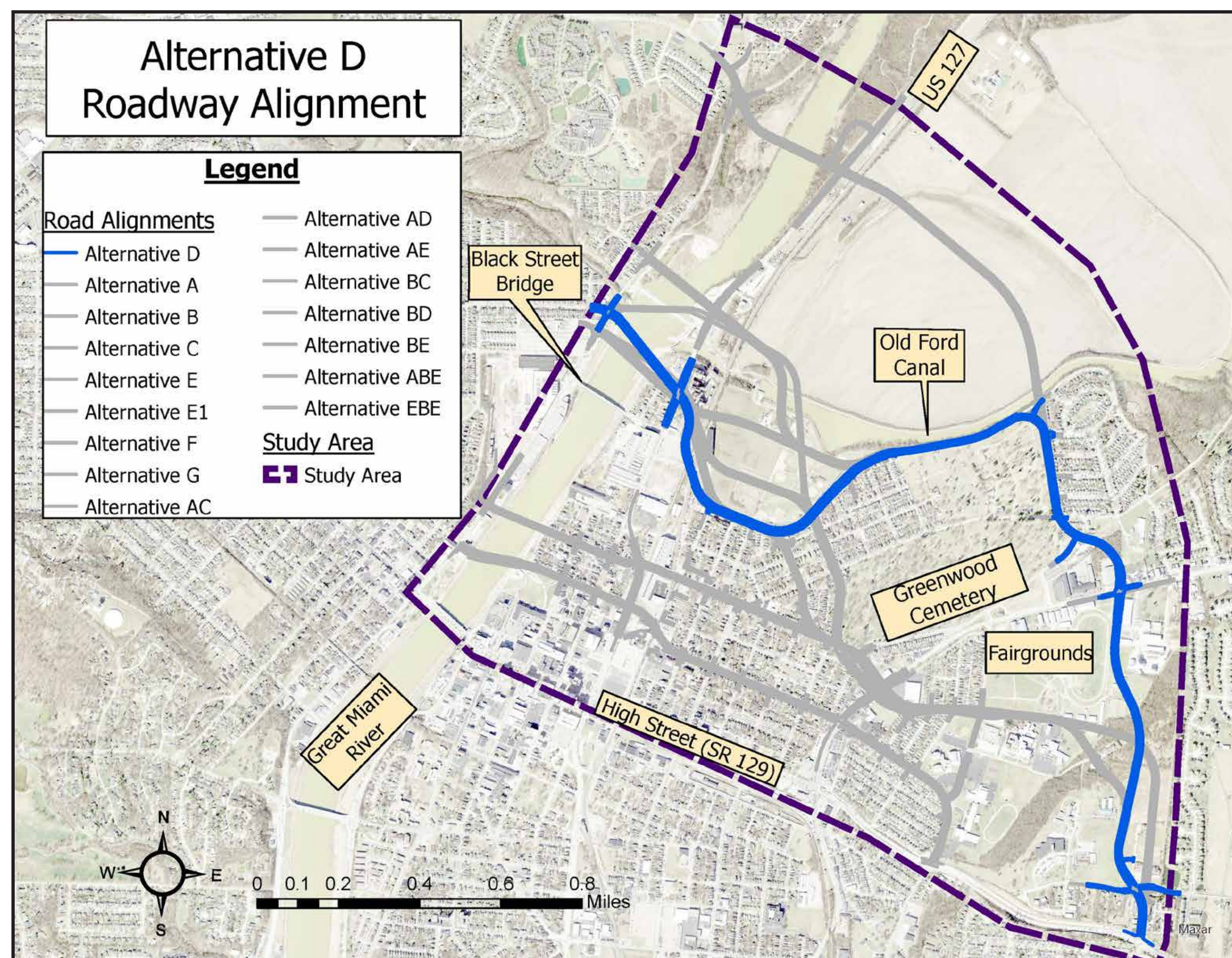


PROS

- Addresses project's Primary Needs
- End point at North B Street ties into Rhea Avenue providing connectivity further west
- 2nd least costly alternative
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Bisects LJ Smith Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Regulated Materials concerns



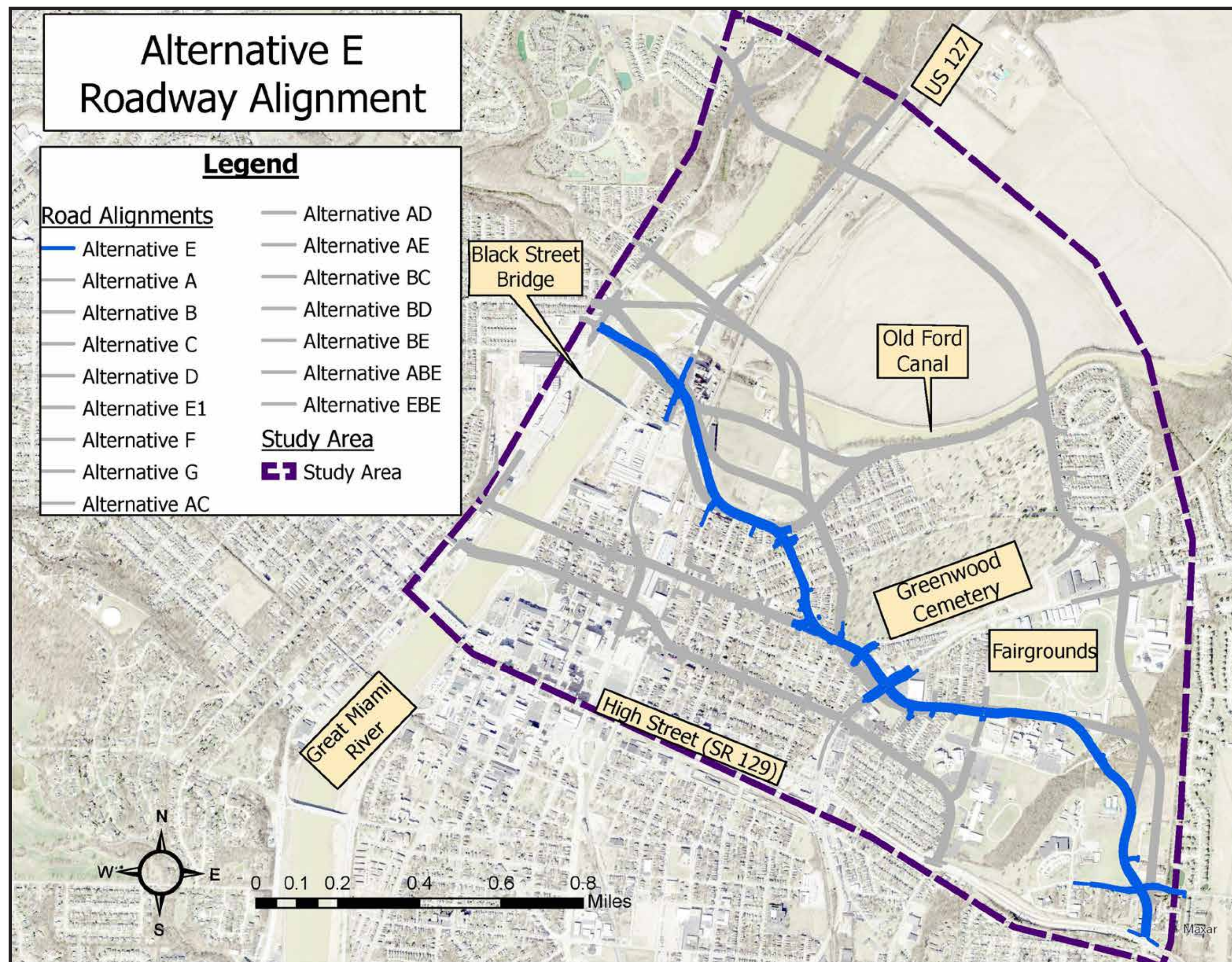
PROS

- Addresses project's Primary Needs
- End point at North B Street ties into Gordon Avenue, providing connectivity further west
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations

ALTERNATES E & E1

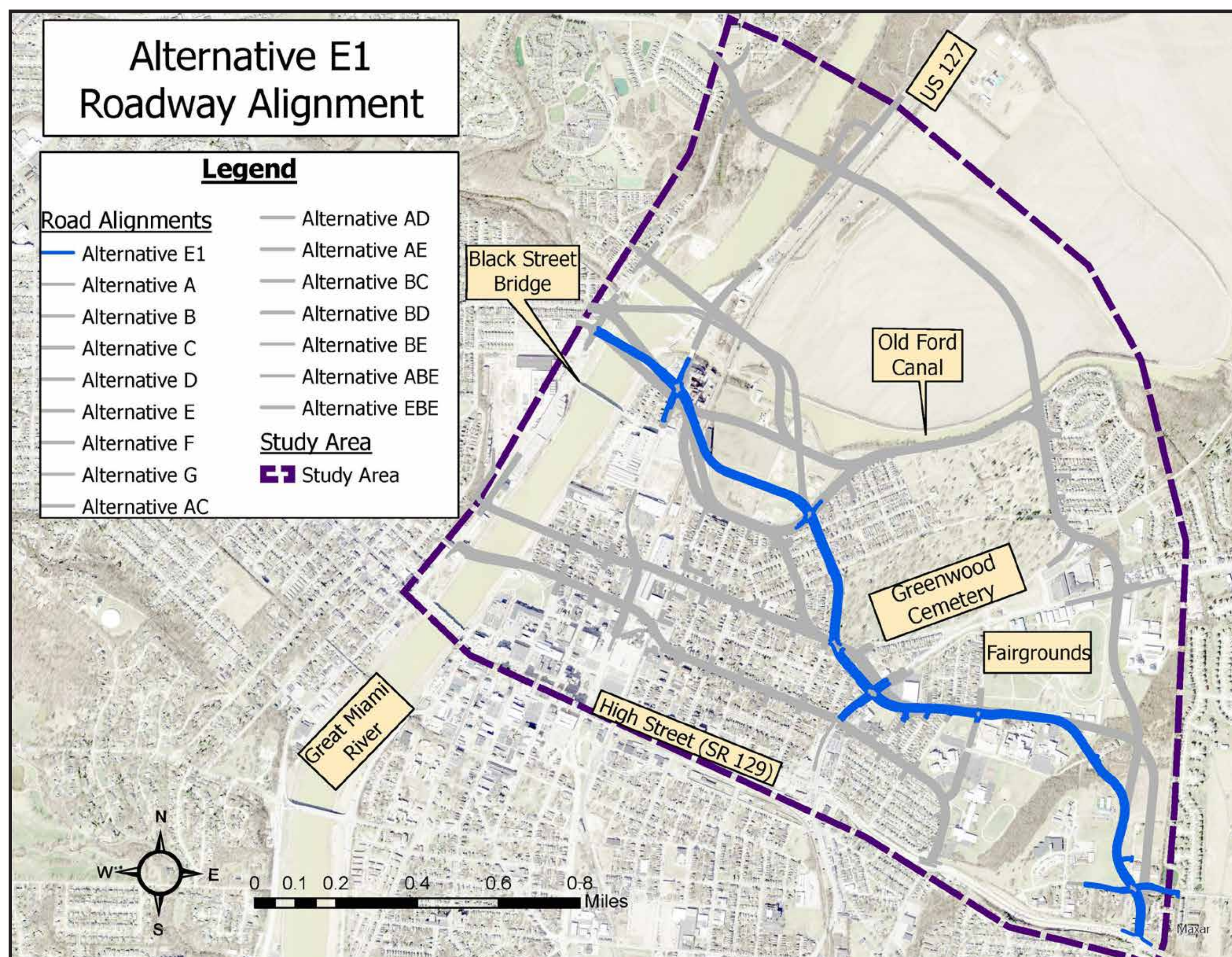


PROS

- Addresses project's Primary Needs
- End point at North B Street ties into relocated Rhea Avenue providing connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time
- Is tied with Alternative E1 for the 2nd shortest travel time (5 min. 44 sec)

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations
- High right-of-way impacts (45-55 relocations; 25-35 acres)



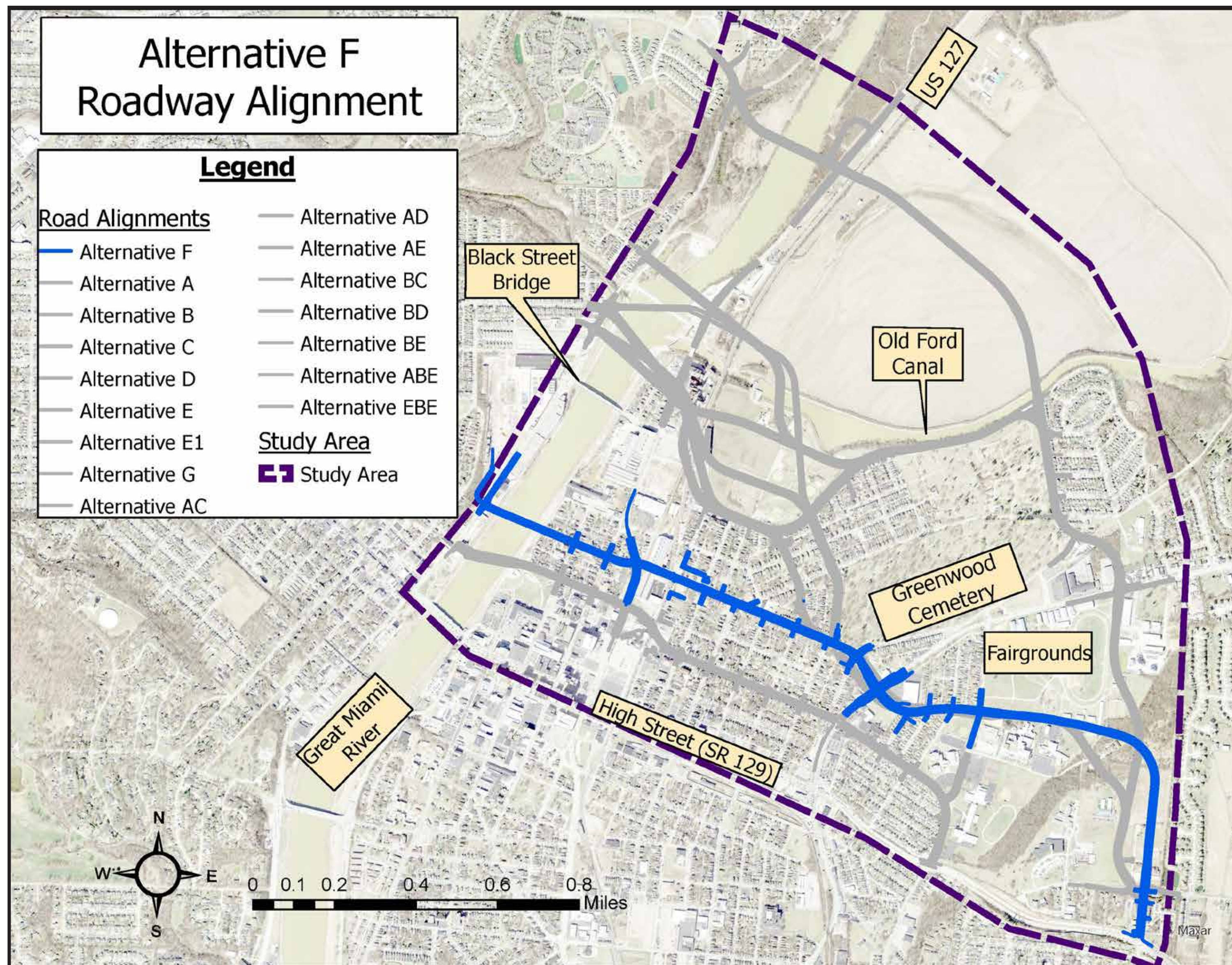
PROS

- Addresses project's Primary Needs
- End point at North B Street ties into Rhea Avenue providing connectivity further west
- Significantly reduces of SR 129 AM/PM traffic volumes & travel time
- Is tied with Alternative E for the 2nd shortest travel time (5 min. 44 sec)

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations
- Bisects LJ Smith Park
- High right-of-way impacts (55-65 relocations; 20-30 acres)
- Regulated Materials concerns

ALTERNATIVES F & G

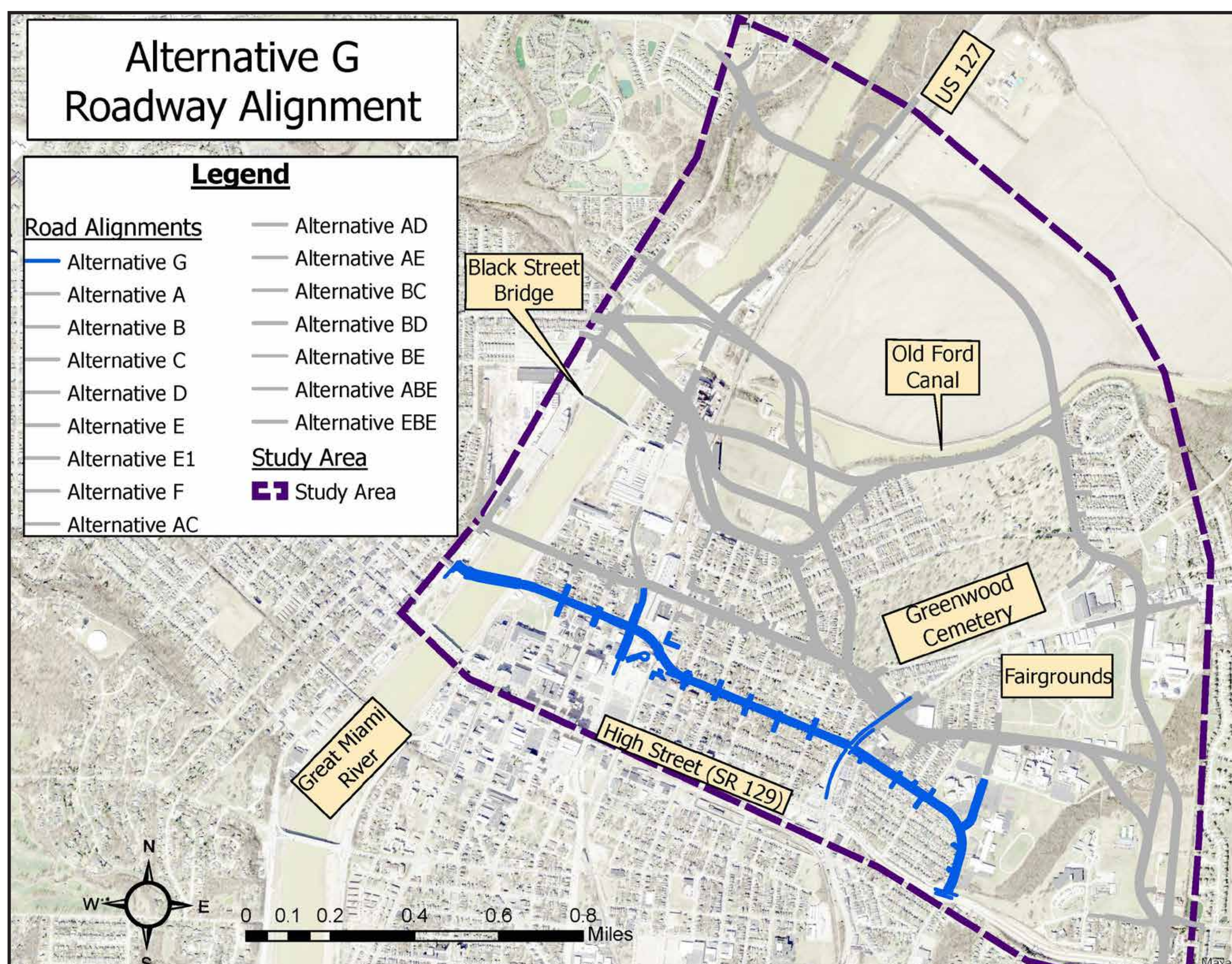


PROS

- Addresses project's Primary Needs
- 2nd greatest reduction of SR 129 AM/PM traffic volumes and travel time
- Alternative with 3rd shortest travel time (5 min 45 sec)

CONS

- End point at relocated entrance of Spooky Nook; no connectivity further west
- Impacts German Village Historic District
- Potential impacts to traditionally underserved populations
- Requires long-term closure of Heaton Street for construction of a railroad underpass
- Highest right-of-way impacts (65-75 relocations; 25-35 acres)



PROS

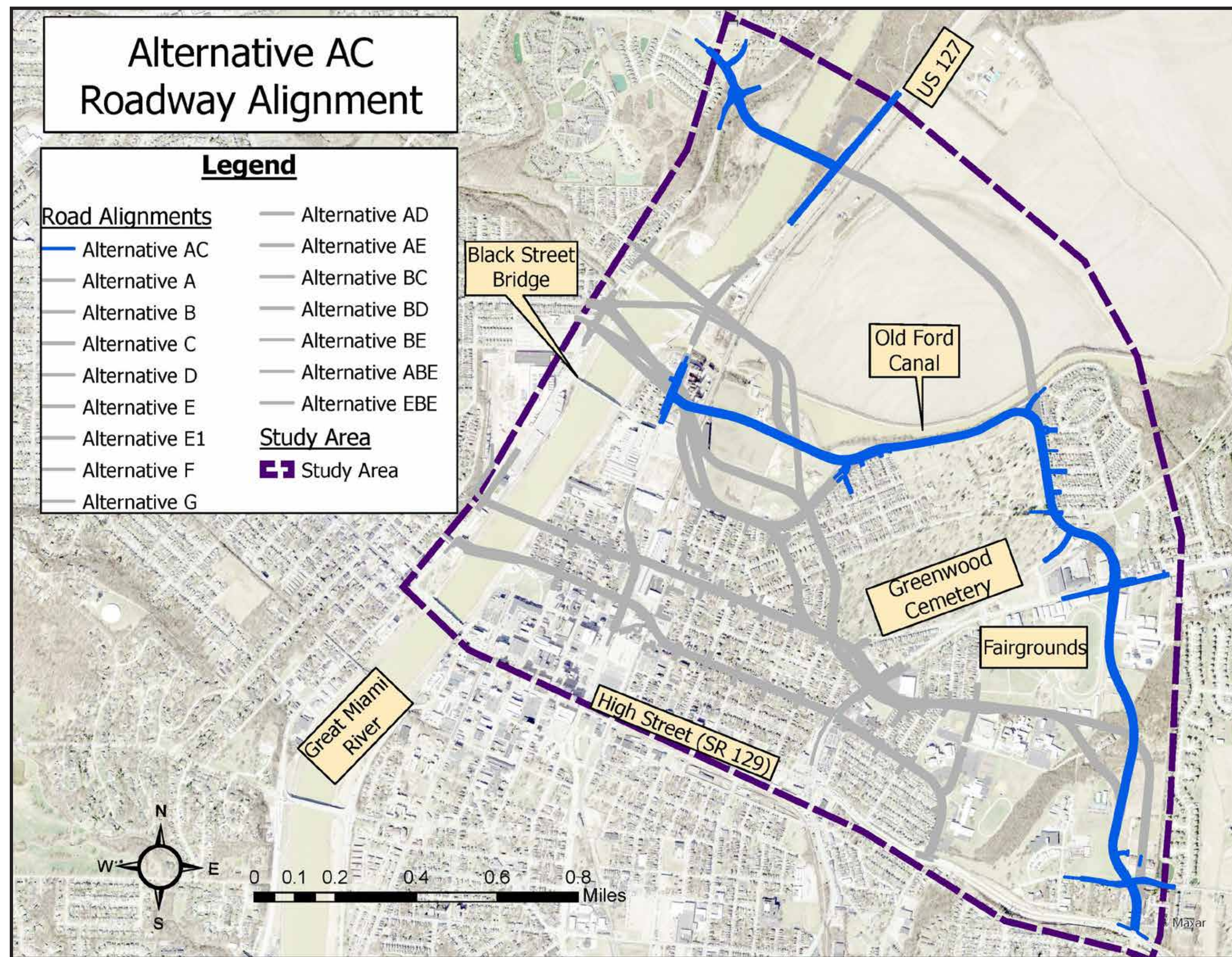
- Addresses project's Primary Needs
- Ties to Wayne Avenue, providing connectivity further west
- Greatest reduction of SR 129 AM/PM traffic volumes and travel time
- Alternative with the shortest travel time (5 min 19 sec)
- Least costly alternative (\$68 million to \$88 million)

CONS

- Impacts German Village Historic District and Dayton-Campbell Historic District
- Potential impacts to traditionally underserved populations
- High right-of-way impacts (45-55 relocations, 5-15 acres)
- Requires long-term closure of Dayton Street for construction of a railroad underpass

ALTERNATIVES AC & AD

These alternatives would use existing US 127 to connect the two segments shown.

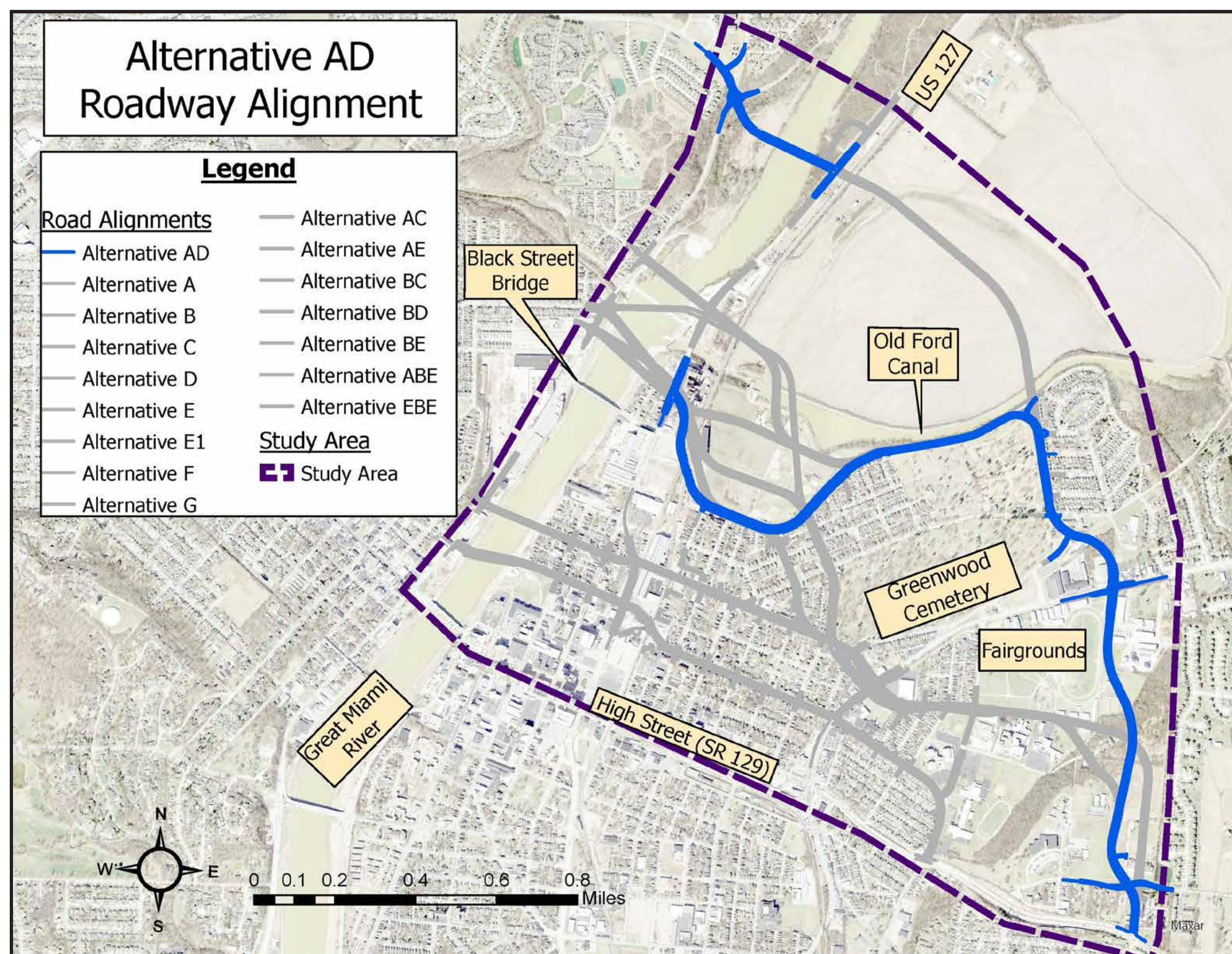


PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- 3rd least costly alternative

CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Impacts to Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- No reduction in AM/PM SR 129 traffic volumes & travel time



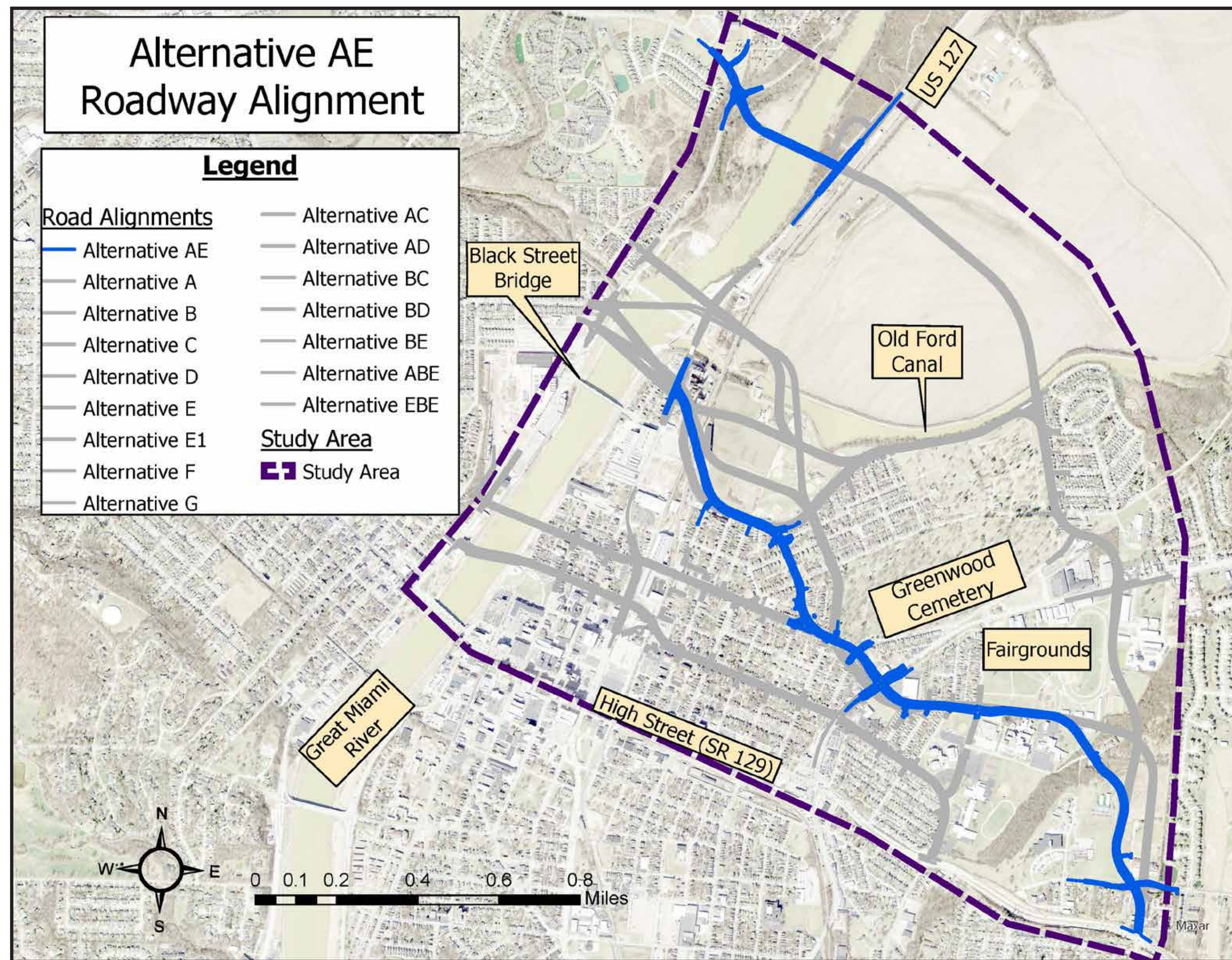
PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west

CONS

- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time

These alternatives would use existing US 127 to connect the two segments shown.

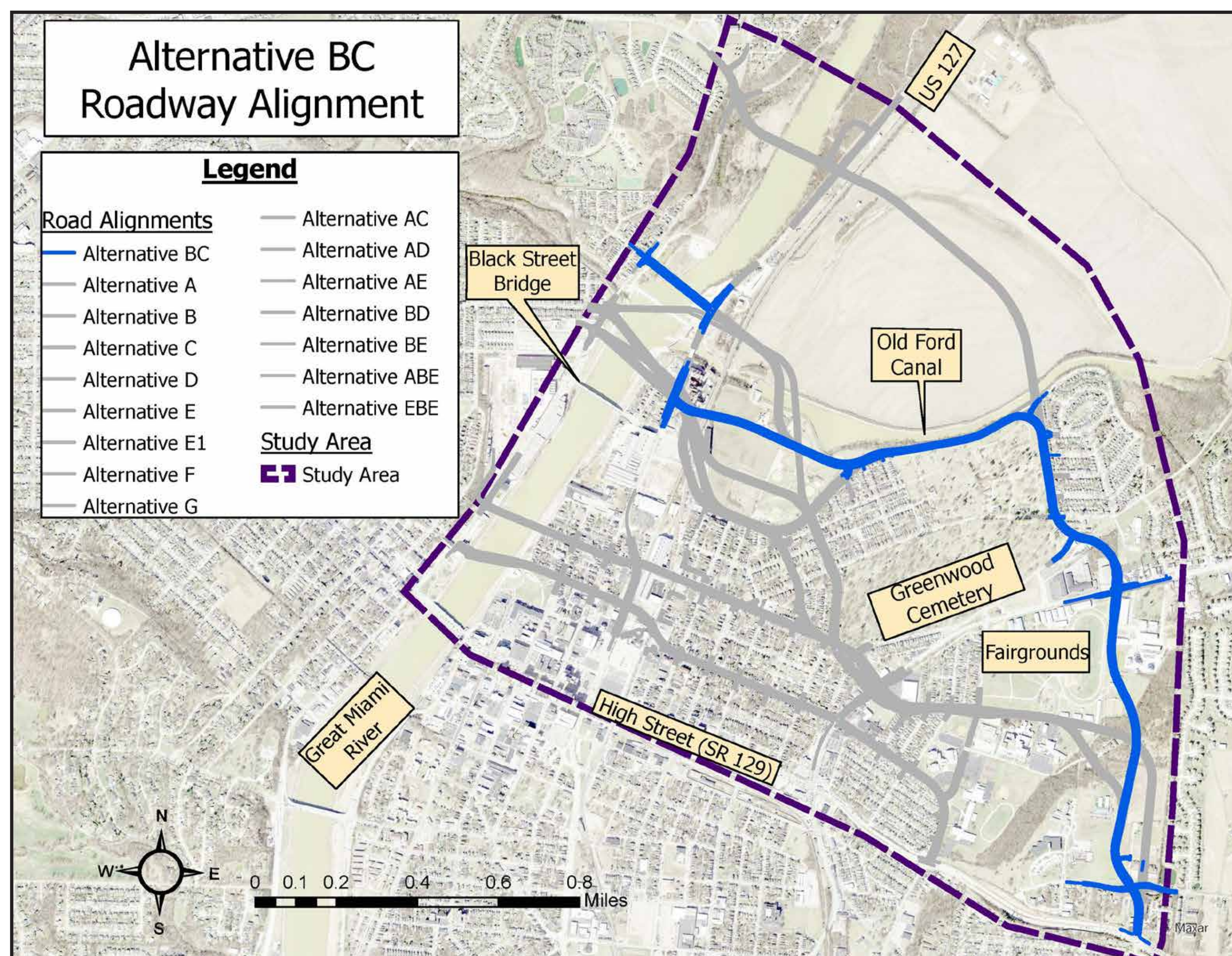


PROS

- Addresses project's Primary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Does not support economic development
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- High right-of-way Impacts (45-55 relocations; 25-35 acres)



PROS

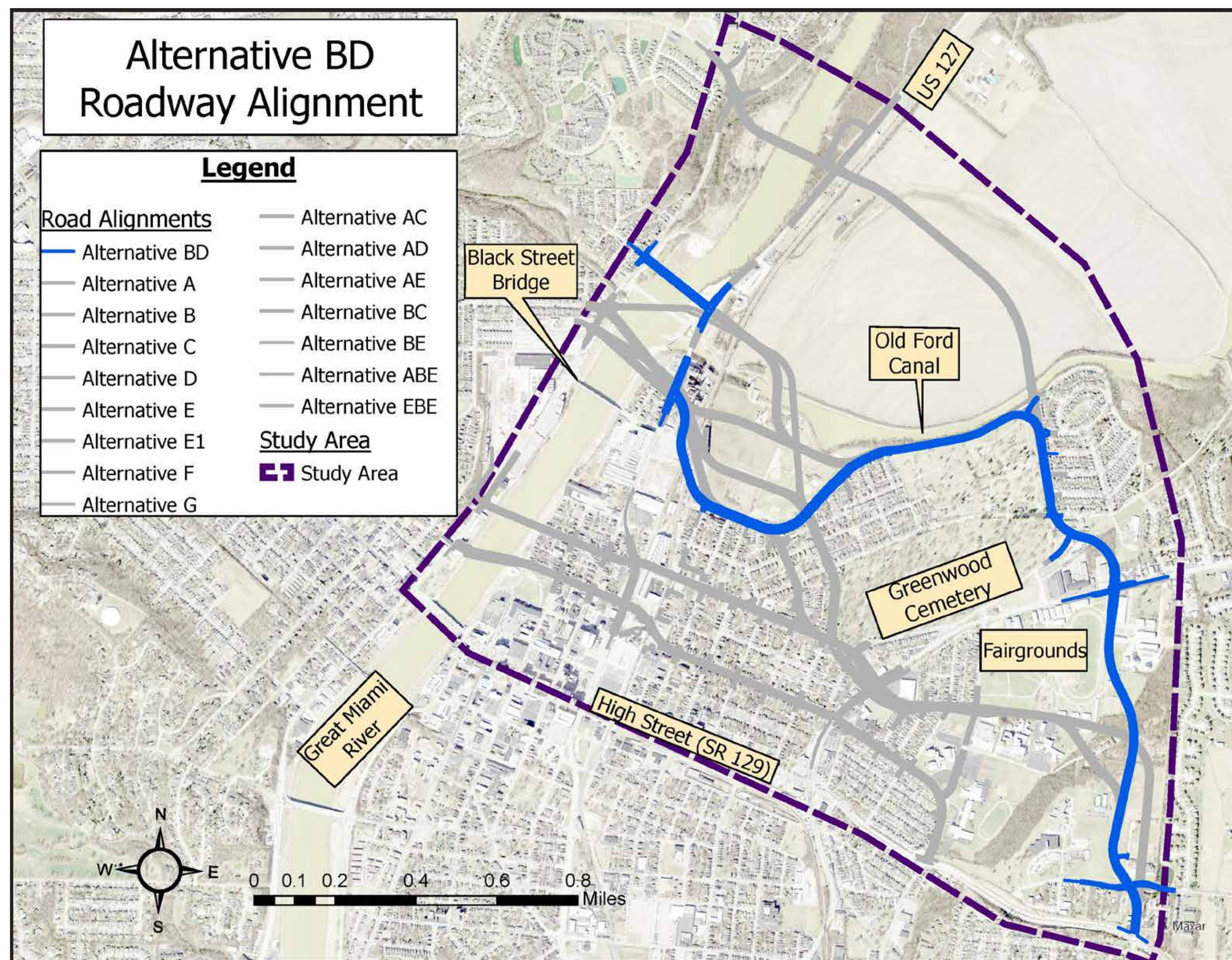
- Addresses project's Primary Needs
- 3rd least costly alternative

CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Impacts to Greenwood Cemetery (more than 0.5 acres)
- Regulated Materials concerns
- Minimal reduction in AM/PM SR 129 traffic volumes & travel time

ALTERNATIVES BD & BE

These alternatives would use existing US 127 to connect the two segments shown.

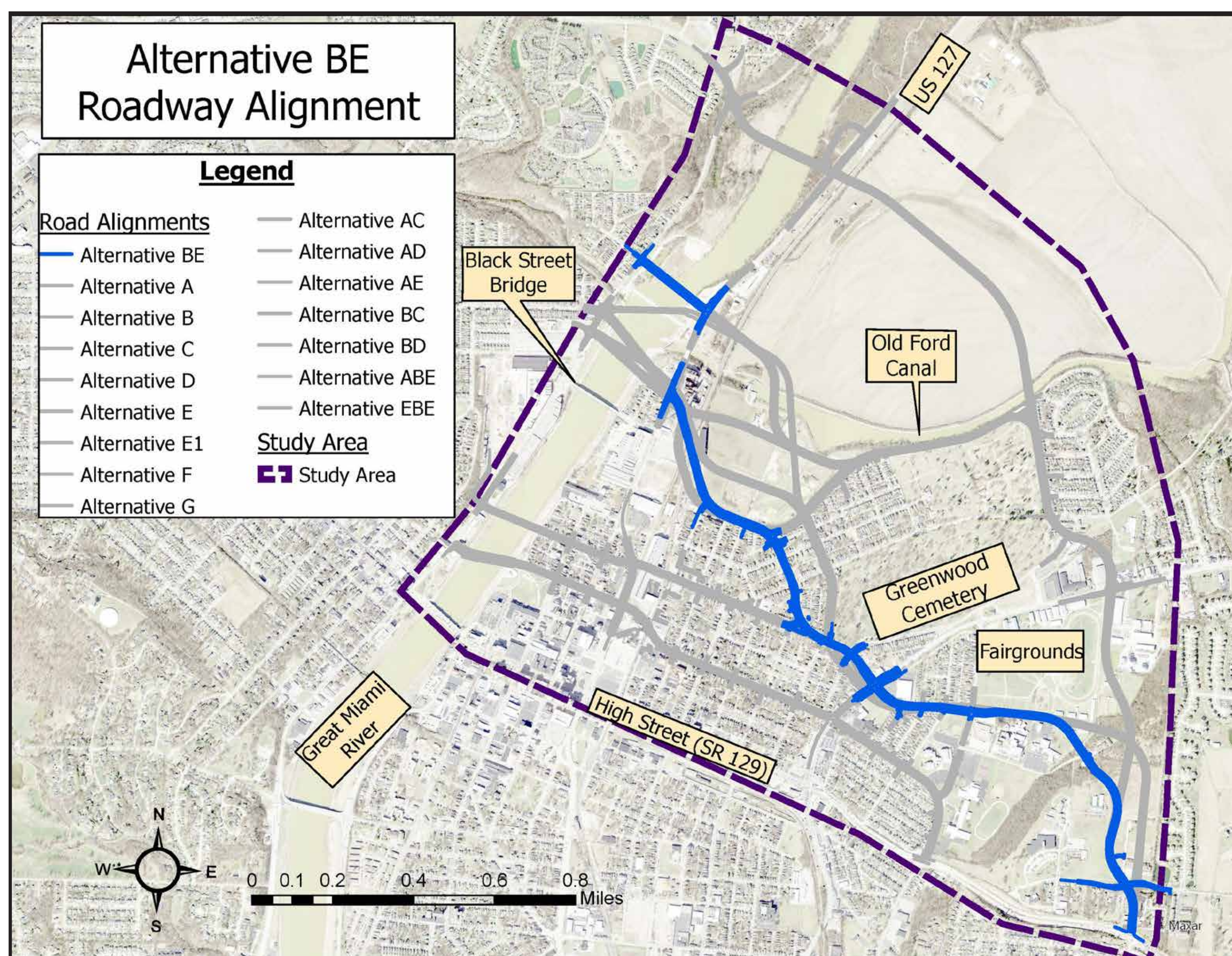


PROS

- Addresses project's Primary Needs

CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Impacts Greenwood Cemetery (more than 0.5 acres)
- Potential impacts to traditionally underserved populations
- Bisects Combs Park
- Impacts Greenwood Cemetery (more than 0.5 acres)
- No reduction in AM/PM SR 129 traffic volumes & travel time



PROS

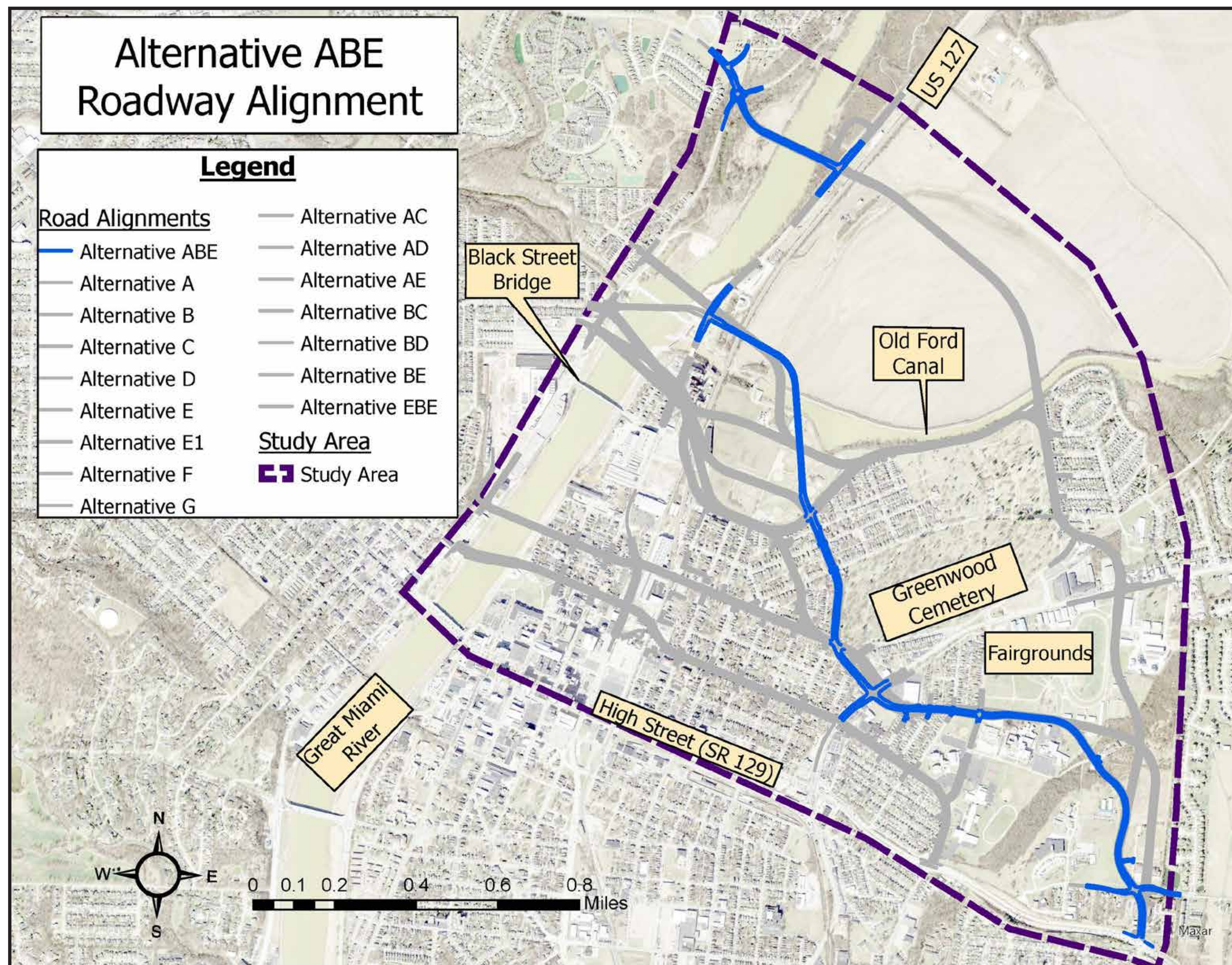
- Addresses project's Primary Needs
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- End point at North B Street ties to Lagonda Avenue which has no direct connectivity to the west
- Does not support economic development
- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- High right-of-way Impacts (45-55 relocations; 20-30 acres)

ALTERNATIVES ABE & EBE

Alternative ABE would use existing US 127 to connect the two segments shown.

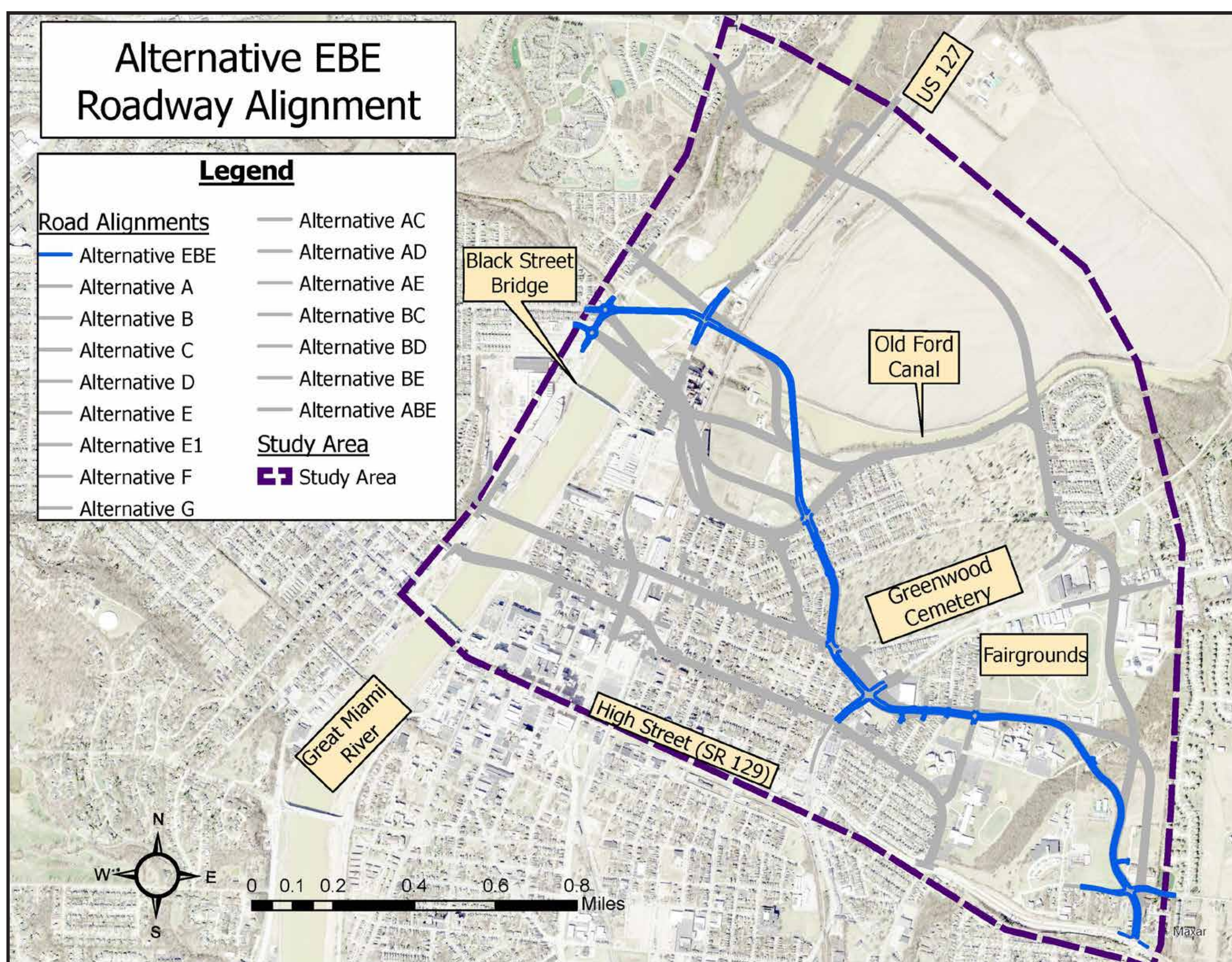


PROS

- Addresses project's Primary and Secondary Needs
- Western end point at NW Washington Blvd. provides connectivity further west
- Reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Potential impacts to traditionally underserved populations
- Bisects Combs Park and LJ Smith Park
- Farmland impacts (20-30 acres)
- High right-of-way impacts (45-65 relocations; 50-60 acres)
- 2nd most costly alternative



PROS

- Addresses project's Primary and Secondary Needs
- Western end point at Gordon Avenue provides connectivity further west
- Significantly reduces SR 129 AM/PM traffic volumes & travel time

CONS

- Potential impacts to traditionally underserved populations
- Bisects LJ Smith Park
- Farmland impacts (20-30 acres)
- High right-of-way impacts (45-65 relocations; 45-55 acres)
- Most costly alternative