



Alternatives Identification and Evaluation

| Alternative | | Evaluation |
|-------------|---|---|
| S1 | 2 Signals | Further analysis warranted |
| S1a | 2 Signals | Further analysis warranted |
| S2 | Signal SR 257 w/S. Section Line (SSL) RIRO | Further analysis warranted |
| R1 | 2 lane rdbt SR 257 w/SSL RIRO | Further analysis warranted |
| R2 | Single point rdbt | Further analysis warranted |
| R3 | 2 lane rdbt both locations | Further analysis warranted |
| | 1 lane rdbt both locations | Not Feasible – LOS F |
| | 1 lane rdbt SR 257 w/SSL RIRO | Not Feasible – LOS F |
| | 257 rdbt only | Not Feasible – No Build analysis shows SSL LOS F as stop controlled intersection. |
| | Signal at SR 257 only | Not Feasible – No Build analysis shows SSL LOS F as stop controlled intersection. |
| | Rdbt SSL only | Not Feasible – No Build analysis shows SR 257 LOS F as stop controlled intersection. |
| | Signal SSL only | Not Feasible – No Build analysis shows SR 257 LOS F as stop controlled intersection. |
| | Signal at SR 257, rdbt at SSL | Not Feasible – Signal in close proximity to roundabout is not functional. |
| | Rdbt at SR 257, Signal at SSL | Not Feasible – Signal in close proximity to roundabout is not functional. |
| | Rdbt at SR 257, close SSL | Not Feasible – Moves problem to Butts rd and creates additional miles travelled, Restricts access to S. Section Line. |
| | Signal at SR 257, close SSL | Not Feasible – Moves problem to Butts rd and creates additional miles travelled, Restricts access to S. Section Line. |
| | Signal at SR 257, close SSL w/ new connector north of Butts Rd. | Not Feasible – Connector Rd has independent utility, Creates additional miles travelled. |
| | Rdbt at SR 257, close SSL w/ new connector north of Butts Rd. | Not Feasible – Connector Rd has independent utility, Creates additional miles travelled. |