

North Mendota Parkway Alternatives Study

Preliminary Transportation Modeling Results

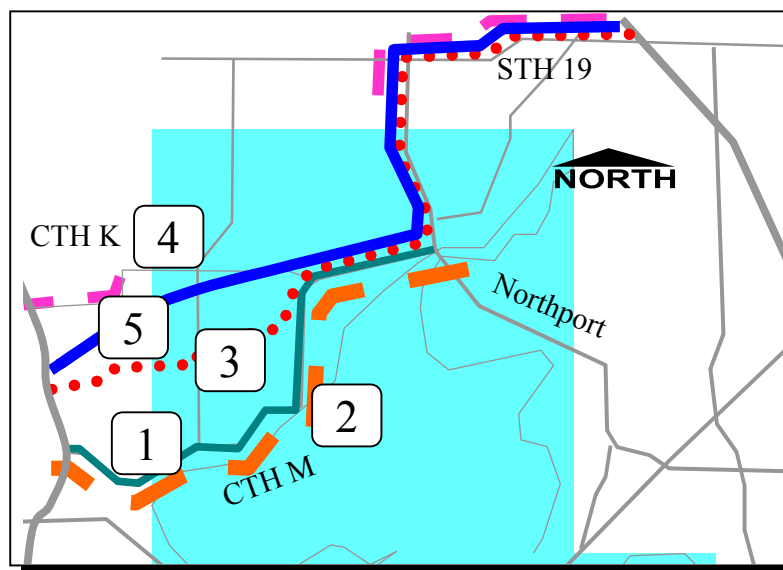
Summary of Transportation Alternatives

Alternative 1 – No Build

Alternative 1 contains no improvements other than those in the TIP. TIP improvements include expanding CTH M to four-lanes from STH 113 to Willows Dr, reconstructing CTH M from Middleton to STH 113, and installing 45 mph curves on CTH K.

Alternative 1A – Low Build

Alternative 1A contains all improvements in the TIP, plus additional local road connections and upgrades to the existing local system. Alternative 1A also expands CTH M to 4 lanes from STH 113 to CTH K.



Alternative 2 – CTH M Four Lanes

Alternative 2 expands CTH M to a four-lane suburban type roadway with a median and outside shoulders from east of CTH Q to STH 113. This alternative also expands STH 113 and STH 19 to the same type of facility from CTH M to IH 39/90/94.

Alternative 3 – Four Lane Balzer/Onken Connection

Alternative 3 constructs a four-lane suburban arterial along Balzer and Onken Roads, with an extension over to USH 12. This alternative also expands CTH M, STH 113, and STH 19 to a four lane facility from the intersection of CTH M and Onken Road to IH 39/90/94.

Alternative 4 – Four Lane Expressway Along CTH K

Alternative 4 constructs a four lane expressway facility along CTH K from USH 12 to CTH M. CTH M, STH 113, and STH 19 are also upgraded to a four-lane expressway from CTH K to IH 39/90/94.

Alternative 5 – Four Lane Freeway Off-Alignment

Alternative 5 constructs an off-alignment freeway facility from the CTH M/CTH K intersection westerly to USH 12. This alternative also converts CTH M, STH 113, and STH 19 from CTH K to IH 39/90/94 to a four-lane freeway/expressway.

Preliminary Traffic Modeling Conclusions

- All existing roadways in the Study Area will need to be upgraded (expanded shoulders, wider cross sections, and access control) to safely handle future traffic demands, no matter which alternative is implemented.
- The interstate will experience substantially greater traffic demands no matter which alternative is implemented.
- Freeway and expressway alternatives will draw only small traffic amounts (5 to 10 percent) off of the Isthmus and the south Beltline. Therefore congestion remains.
- Freeway capacity will be fully used no matter which alternative is implemented.
- Different land use development patterns (compact vs existing trends) do not alter traffic volumes enough (3 to 7%) to reduce the need for roadway improvements. They do make transit options and alternate modes more viable/feasible, and significantly impact land consumption and impervious surface.
- Excess capacity provided to Century Avenue by some alternatives will be used by local growth. Traffic volumes will remain similar to what exists today.
- Relief provided to any local collectors by the alternatives will be used by local growth.
- The CTH M section from STH 113 to CTH Q is the greatest capacity constraint in the Study Area. The largest increases in traffic moving capabilities in the Study Area are observed when capacity is added to this segment.
- Low build alternatives still have heavy intersection volumes that will require higher level intersection improvements.