

**North Mendota Parkway  
Preliminary Alternatives vs. ADT**

6/18/2002

**Systemwide Effects**

Land use Scenario 1 = Current Trends

Land use Scenario 1+ = Current trends with an induced growth assumption associated with the Freeway alternative (Alt 5)

Land use Scenario 5 = Compact Development

Land use Scenario 5+ = Compact Development with an induced growth assumption associated with the Freeway alternative (Alt 5)

Alt 1 = No Build

Alt 1A = Low Build - Local System Enhancement

Alt 2 = CTH M Four Lanes

Alt 3 = 4-Ln Balzer/Onken Connection with 4-Ln CTH M from Oncken to STH 113

Alt 4 = 4-Ln Expressway Along CTH K

Alt 5 = 4-Ln Freeway Off Alignment (5A = CTH K connection 5B=Greenbriar connection)

Location	Landuse	Alternative							
		Alt 1	Alt 1A	Alt 2	Alt 3	Alt 4	Alt 5	Alt 5A	Alt 5B
Beltline Just south of University Ave. Existing Volume = 44,300	Scenario 1 Scenario 1+ Scenario 5 Scenario 5+	83,200	82,200	80,600	82,000	79,200		79,000	
University Ave. between Allen Blvd. and Capital Ave. Existing Volume = 36,500	1 1+ 5 5+	45,600	43,100	41,400	44,400	42,700		41,700	
Beltline just east of Gammon Rd. Existing Volume =61,700	1 1+ 5 5+	83,400	81,200	81,900	80,700	80,600		78,300	
Downtown Isthmus (E. Johnson, Washington, Williamson) Existing Volume = 107,100	E. 1 1+ 5 5+	112,000	110,700	108,300	106,300	109,000		106,200	
Beltline just west of Monona Dr. Existing Volume = 94,400	1 1+ 5 5+	109,500	108,600	103,900	108,300	103,900		105,100	
I-90 just north of I-90/USH 12 Interchange Existing Volume = 68,200	1 1+ 5 5+	96,100	95,000	91,000	94,600	90,300		89,000	

