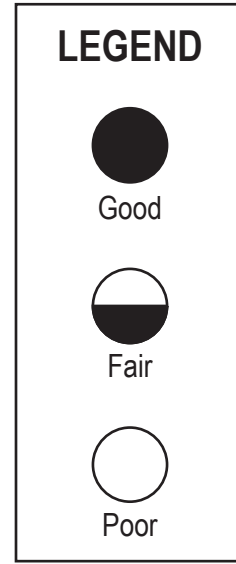
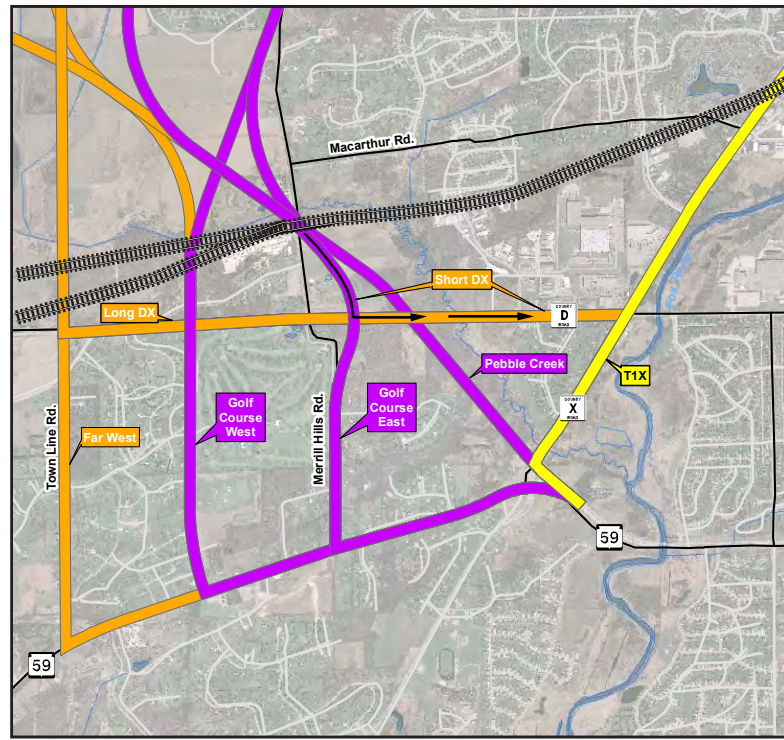


	Northern Alternatives							
	SS1	SS2	SS3	SS4	TT1	TT2	TT3	T1
Length	4.2 miles	5.1 miles	4.4 miles	4.4 miles	4.2 miles	3.8 miles	3.9 miles	3.5 miles
Total Cost (millions)	\$43	\$54	\$45	\$47	\$50	\$36	\$35	\$45
New right of way (acres)	95	120	100	100	50	25	30	2
Displacements Residential (Other)	2 (1)	2 (1)	2 (1)	2 (1)	20 (1)	7	6	68 (1)
Wetlands (acres)	20	10	10	10	10	5	2	1
Environmental Corridors (acres)	25	20	12	13	15	7	6	3
100-year floodplain (acres)	17	14	7	14	15	3	2	0
Streams Crossed	5	5	5	5	6	4	4	0
Parkland (acres)	20	8	13	12	10	2	2	1
Farmlands (acres)	70	90	85	80	35	16	20	0

Evaluation Criteria		Standard							
Purpose & Need Elements									
Traffic Demand	Does the alternative accommodate future traffic volumes?	An alternative should adequately accommodate projected traffic volumes by providing an appropriate Level of Service (LOS)	○	○	○	○	○	○	○
Safety	Are identified high crash locations addressed?	An alternative should include improvements that address high crash locations	○	○	○	○	○	○	○
Roadway Deficiencies	Are steep hills, sharp curves, narrow lanes and lack of shoulders addressed?	An alternative should address the horizontal (curve) and vertical (grade) deficiencies, as well as provide adequate lane widths and shoulder areas	○	○	○	○	○	○	○
CSS Advisory Group Goals & Objectives									
Protect the natural environment (20)	Has the alternative been developed in a manner that is sensitive to the natural environment?	An alternative should avoid or minimize impacts to the natural environment	○	○	○	○	○	○	○
Address sharp curves and steep hills/safety/intersections (17)	Are safety concerns addressed?	An alternative should address identified crash and safety issues through design improvements	○	○	○	○	○	○	○
Improve access & mobility (16)	Does the alternative adequately improve access & mobility in western Waukesha?	An alternative should be a considerable improvement over the conditions predicted for the no-build alternative	○	○	○	○	○	○	○
Protect the human environment (14)	Is the alternative sensitive to the noise, air quality and right of way impacts to existing residents and businesses?	An alternative should be designed and/or incorporate elements that reduce impacts to surrounding property owners	○	○	○	○	○	○	○
Accommodate bikes and pedestrians (8)	Can the alternative accommodate adequate bicycle/pedestrian facilities?	An alternative should have no obvious hinderance to providing for safe bicycle and/or pedestrian use, especially as a connection to the Glacial Drumlin Trail	○	○	○	○	○	○	○



	Southern Alternatives						
	Far West	Short D-X	Long D-X	Golf Course West	Golf Course East	Pebble Creek	T1X
Length	3.2 miles	2.1 miles	3.0 miles	2.9 miles	2.9 miles	2.3 miles	1.9 miles
Total Cost (millions)	\$40	\$22	\$32	\$36	\$25	\$10	\$15
New right of way required (acres)	30	25	35	35	30	30	10
Displacements Residential (Other)	20	13	14	18	11	4	0
Wetlands (acres)	5	8	10	5	1	20	2
Environmental Corridors (acres)	7	15	20	6	3	22	5
100-year floodplain (acres)	0	15	10	0	0	3	2
Streams Crossed	0	2	2	0	0	0	1
Parkland (acres)	1	4	5	1	1	1	0
Farmlands (acres)	5	9	6	7	8	8	0

CSS Advisory Group Goals & Objectives									
Protect the natural environment (20)	Has the alternative been developed in a manner that is sensitive to the natural environment?	An alternative should avoid or minimize impacts to the natural environment							
Address sharp curves and steep hills/safety/intersections (17)	Are safety concerns addressed?	An alternative should address identified crash and safety issues through design improvements							
Improve access & mobility (16)	Does the alternative adequately improve access & mobility in western Waukesha?	An alternative should be a considerable improvement over the conditions predicted for the no-build alternative							
Protect the human environment (14)	Is the alternative sensitive to the noise, air quality and right of way impacts to existing residents and businesses?	An alternative should be designed and/or incorporate elements that reduce impacts to surrounding property owners							
Accommodate bikes and pedestrians (8)	Can the alternative accommodate adequate bicycle/pedestrian facilities?	An alternative should have no obvious hinderance to providing for safe bicycle and/or pedestrian use, especially as a connection to the Glacial Drumlin Trail							