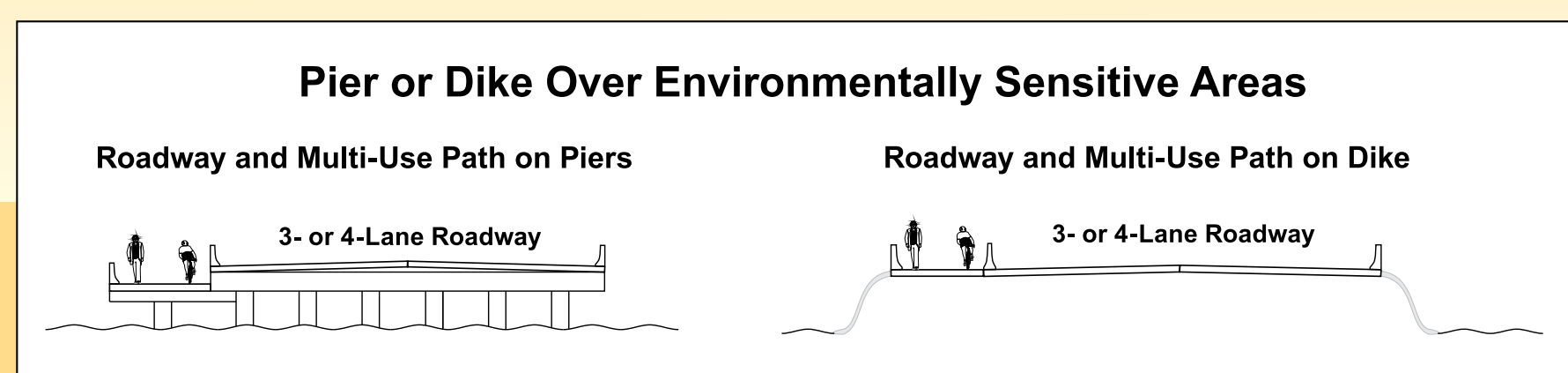
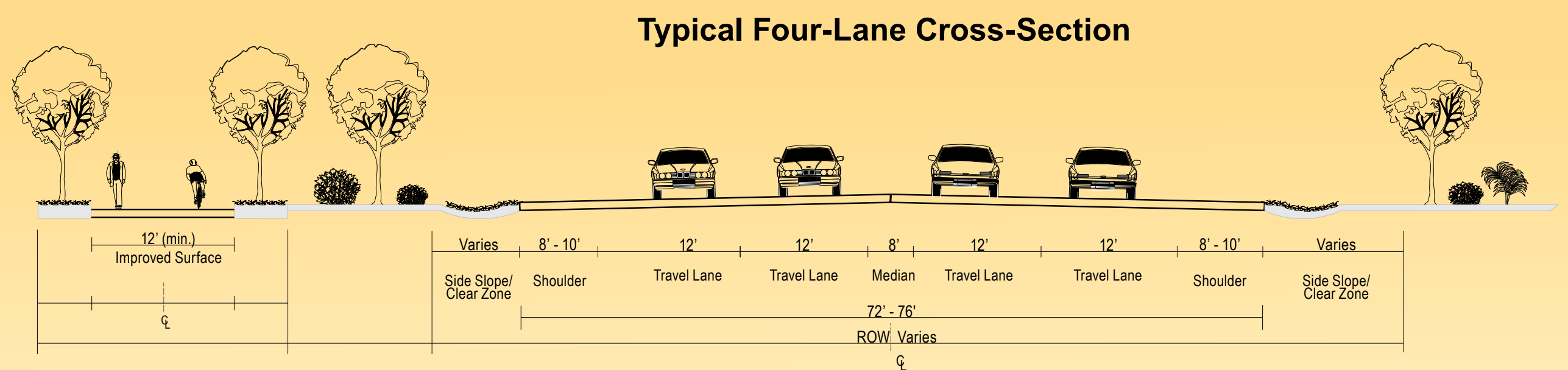


Evaluate the Options

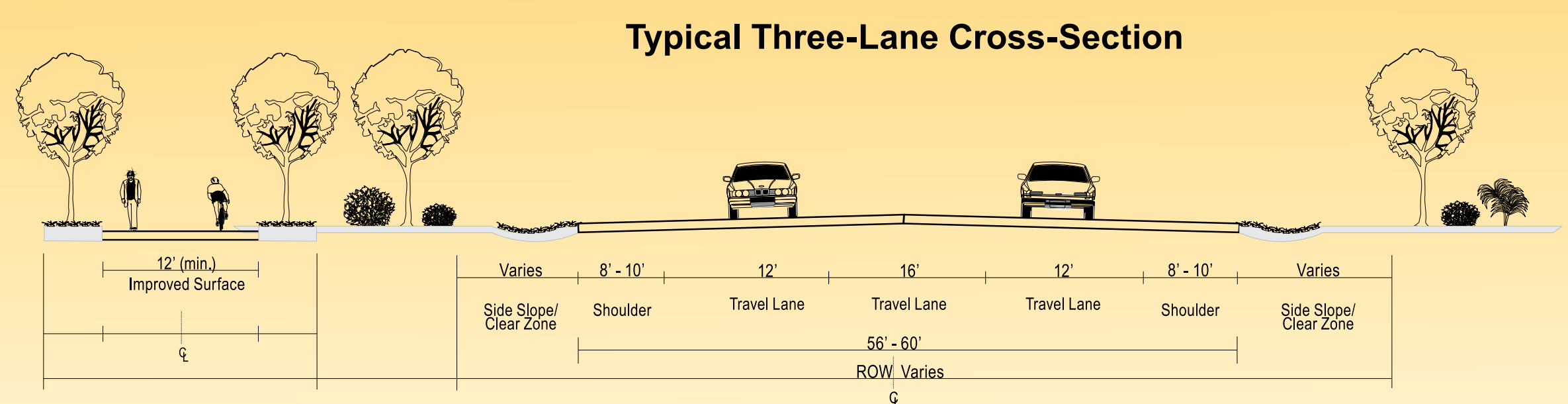
1. Four Lanes

The highway would be widened to four travel lanes, plus a center left-turn lane at certain intersections. A multi-use path would also be provided with as much separation from the highway as possible. Over environmentally sensitive areas, the roadway could be built on piers or a dike and the multi-use path may need to be adjacent to the highway, with separation consisting of a median barrier or other design feature.



2. Three Lanes

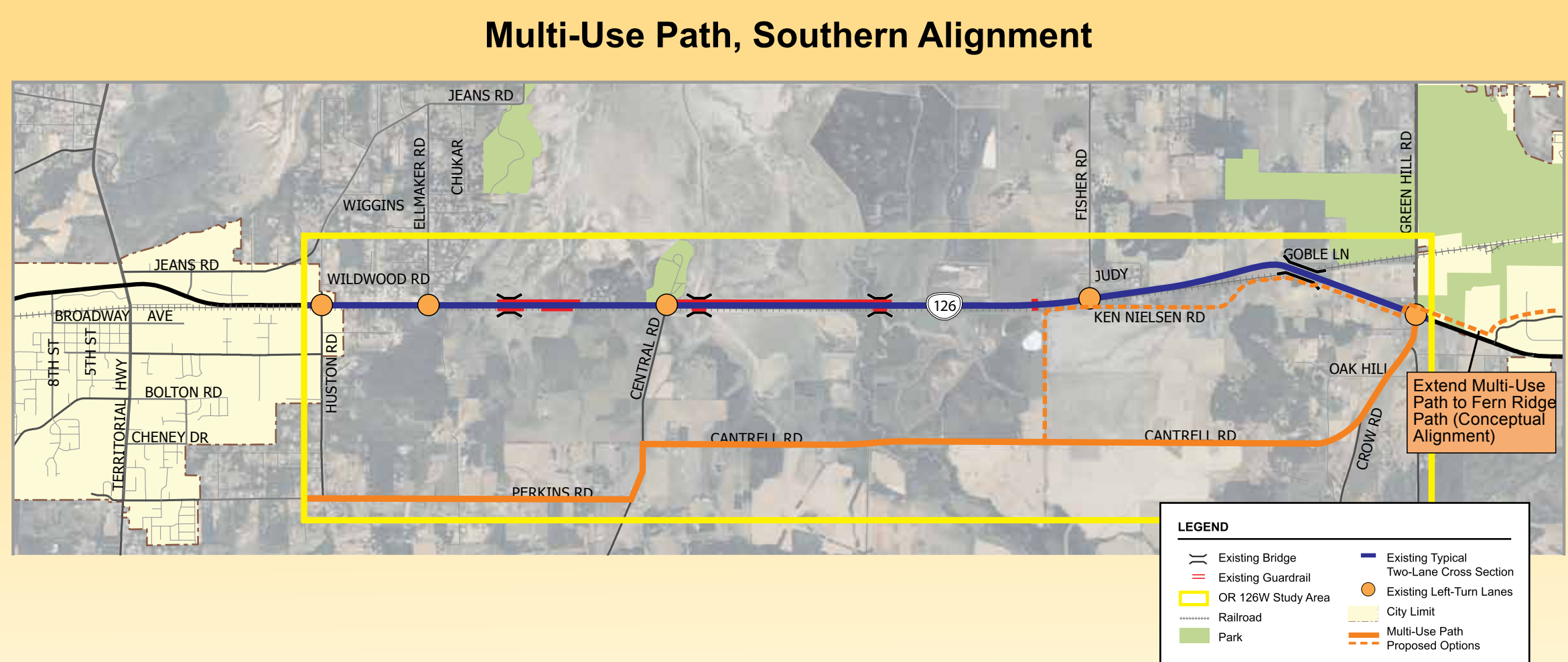
The highway would be widened to three travel lanes, which provides one lane in each direction and either a center turn lane, a passing lane, or a reversible travel lane to accommodate rush hour traffic. The same multi-use path, pier, and dike considerations exist as identified above in the Four Lanes option.



3. Spot Improvements

with Multi-Use Path

Spot improvements could be funded for construction more quickly than Options 1 and 2, and could be either stand-alone improvements or components of an early phase of the other options. Examples include turn lanes, wider shoulders, traffic signals, and improved transit facilities. A multi-use path could be built along sections of Lane County roads to the south, including Perkins, Cantrell, and Ken Nielsen Roads.



4. No Build

No improvements to the facility.

