Highway 199
Expressway Upgrade
Oregon Department of Transportation

EAST CONCEPTS—DECISION MATRIX

As of August 24, 2006

August 2005

Between May and August 2005, the Citizen Advisory Committee (CAC) and Project Development Team (PDT) worked with ODOT technical staff to develop 11 concepts for the east section of the project area. At the August CAC and PDT meetings, committee members reviewed the various components that comprise the 11 east concepts. Four components were recommended for forwarding/dropping by the CAC on August 11, 2005. These recommendations were then voted on by the PDT on August 12, 2005. Results were:

	West Park Connector	Additional Lanes on Hwy 199	Fourth Bridge	Union Slip Ramp
CAC Recommendation	Forward: 4 Drop: 6 Undecided: 1	Forward: 9 Drop: 1 Undecided: 1	Forward: 0 Drop: 11	Forward: 9 Drop: 2
PDT Decision	Forward: 4* Drop: 3 **UPDATE: Drop**	**Forward: 4** Drop: 2 Abstain: 1	Forward: 0 **Drop: 7**	Forward: 0 **Drop: 7**

* PDT voted to forward this component only if a 20% or more reduction in traffic occurs when upgrading the West Park road classification. Further traffic analysis found that traffic is reduced by 13% with the reclassification of West Park. Thus, the West Park Connector was dropped from further study.

Note: **Red** indicates final decision.

October 2005

Between August and October 2005, ODOT technical staff used the results of the August CAC and PDT meetings to remove the dropped components from the 11 east concepts. The result was reconfiguring 5 east concepts with the forwarded August components and dropping 6 east concepts (East 3, East 4, East 6, East CAC1A, East CAC1B, and East PDT1). The 6 dropped concepts had no forwarded components or had no unique components that were not already captured in the 5 reconfigured concepts. The 5 concepts presented to the CAC and PDT committees at the October CAC and PDT meetings were: East 1, East 2, East 5, East CAC 2 and East PDT 2. On October 13, 2005, the results were:

	East 1	East 2	East 5	East CAC 2	East PDT 2
CAC Recommendation	Forward: 5 Drop: 3	Forward: 1 Drop: 7	Forward: 5 Drop: 3	Forward: 6 Drop: 2	Forward: 0 Drop: 8
PDT Decision	**Forward: 8** Drop: 0	Forward: 0 **Drop: 8**	**Forward: 7** Drop: 1	Forward: 0 **Drop: 8**	Forward: 0 **Drop: 8**

November 2005

Three east concepts were reviewed by the CAC and PDT in November 2005: East 1, East 5A (previously the same as East 5), and East 5B. East 5B was created in response to the PDT's request to apply the East 1 treatment at Ringuette Street to East 5. Hence, East 5B was created by melding components of East 1 with East 5. No formal recommendation and decision votes were cast regarding the 3 alternatives. Instead general consensus by both committees was:

	East 1	East 5A	East 5B
CAC Recommendation	Forward	Drop	Forward
PDT Decision	**Forward**	**Drop**	**Forward**

June 2006

Between April and June, 2006, the committees revisited two design components (Union Avenue slip ramp and West Park connector) that had been previously studied and not advanced for further study. This revisit was partly in response to public scrutiny of the project during spring 2006. In addition, ODOT presented a preliminary new concept for consideration in response to community requests to minimize impacts on the fairgrounds. This concept was named Concept C. ODOT asked both committees if further study should occur. In June the CAC made recommendations and the PDT made decisions on whether to forward these components and concept for further study. Results were:

	Union Slip Ramp	West Park Connector	Concept C
CAC Recommendation	Forward: 5 Drop: 3 Abstain: 2	Forward: 6 Drop: 2 Abstain: 2	Forward: 8 Drop: 0 Abstain: 2
PDT Decision	Forward: 0 **Drop: 9**	Forward: 0 **Drop: 9**	**Forward: 9** Drop: 0

July 2006

CAC and PDT members were presented Alternative C (designed to the same level as East 1 and East 5B), which was based Concept C proposed in June 2006. East 1 was renamed as Alternative A; East 5B was renamed as Alternative B. All alternatives (A, B and C) were revised to show construction occurring in two phases. Phase 1 would include all improvements to Hwy 199 as previously assumed as well as an access road extending from Allen Creek Road to the fairgrounds (Alternatives A and C) or a frontage road from Allen Creek Road to Ringuette Street (Alternative B). Phase 2 includes the extension of the access road to Tussey Lane (Alternatives A and C) or the frontage road from Ringuette Street to Tussey Lane (Alternative B). CAC recommendations and PDT decisions were:

	Alternative A (East 1)	Alternative B (East 5B)	Alternative C
CAC Recommendation	Forward: 6 Drop: 3	Forward: 0 Drop: 9	Forward: 8 Drop: 1
PDT Decision	**Forward: 7** Drop: 0	Forward: 0 **Drop: 7**	**Forward: 7** Drop: 0

The following matrix documents the rationale for forwarding some alternatives for further study and dropping others for no further study.

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Dark Shading indicates concepts and options that have been dropped by PDT.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 1 October 2005 Alt A July 2006	**East 1 (Alternative A)** Full Frontage Road Concept Phase 1: All Hwy 199 improvements; access road from Allen Creek Road to fairgrounds. Phase 2: Extend access road as a frontage road from fairgrounds to Tussey Lane.	Based on the August 2005 CAC and PDT meetings, no components of this concept were dropped. Further traffic analysis recommended adding a Redwood Avenue slip ramp and widening Hwy 199 to a 6-lane facility. At the October 2005 meetings, the CAC recommend further study (5 for, 3 against) and the PDT voted to forward this concept for further study (8 for, 0 against). In July 2006, CAC recommended forwarding this alternative for further study in the EA (6 for; 3 against) and the PDT agreed (7 for; 0 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Improve Allen Creek Road between Hwy 199 and Redwood Avenue. • Frontage road between Allen Creek Road and Tussey Lane. • Add one travel lane both WB and EB on Hwy 199. • Reconfigure slip ramp from Hwy 199 WB to Redwood Avenue WB. Reason for forwarding in August 2005: • Forward this concept for further volume/capacity traffic analysis. • Meets all traffic, freight, and multimodal transportation goals. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential displacements, although it has relatively high business displacements. • Concept can be phased and funded. Reason for forwarding in October 2005: • Meets most traffic, freight, and multimodal transportation goals. • Improves safety along Hwy 199 by reducing conflict points. • Enables Hwy 199 to function as an expressway. • Accommodates more access to businesses compared to other concepts. • Provides a safe route for pedestrians to cross Redwood Avenue and access the Rogue River pedestrian bridge. • Provides two access points for fairgrounds traffic, which accommodates emergency vehicle access. • Protects cut-through traffic in residential areas near the BiMart commercial area. • Frontage road may encourage business development and redevelopment. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential displacements, although it has relatively high business displacements. • Concept can be phased and funded. Reason for forwarding in July 2006: • Meets most traffic, freight, and multimodal transportation goals.

Map Ref.	Concept	Decisions and Recommendations	Comments
			• Improves safety along Hwy 199 by reducing conflict points. • Enables Hwy 199 to function as an expressway. • Accommodates more access to businesses compared to Alternative B. • Provides a pedestrian/bicycle connectivity and safety. • Provides access for fairgrounds traffic. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential and business displacements. • Concept can be phased and funded.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 2 August 2005	**East 2** Frontage and West Park Connector Concept	The August 2005 CAC/PDT voted to drop the West Park Connector component. The frontage road component and Tussey cul-de-sac was retained. Further traffic analysis recommended adding a Redwood Avenue slip ramp and widening Hwy 199 to a 6-lane facility. At the October 2005 meetings, the CAC recommend no further study (1 for, 7 against) and the PDT voted to drop this concept from further study (0 for, 8 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Improve Allen Creek Road toward Redwood Avenue. • Close Hwy 199 and Tussey Lane intersection. • Frontage road between Allen Creek Road and Ringuette Street. • Combine driveways between Ringuette Street and Tussey Lane. • Add one travel lane both WB and EB on Hwy 199. • Reconfigure slip ramp from Hwy 199 WB to Redwood Avenue WB. Reason for forwarding in August 2005: • Forward this concept for further volume/capacity traffic analysis. • Meets most traffic, freight, and multimodal transportation goals. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential displacements, although it has moderately high business displacements. • Concept can be phased and funded. Reason for not advancing in October 2005: • Difficult to provide access to businesses near Ringuette Street. • Full connectivity from the frontage road is not realized since it is terminated at Ringuette Street as opposed to continuing it to Tussey Lane in East 1. • Design footprint is large and complex. • Concept is expensive • Encourages cut-through traffic in residential areas near the BiMart commercial area, which adversely affects neighborhoods. • Driveway collector does not accommodate freight deliveries and discourages access. • Discourages business development and redevelopment in the Ringuette Street area.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 3 August 2005	**East 3** West Park Connector Concept	The August 2005 CAC/PDT voted to drop the West Park Connector component. The driveway collector was retained, but reconfigured into other concepts.	Description: • Raised median between Dowell Road and Tussey Lane. • U-turn allowed at Allen Creek Road. • Improve Allen Creek Road toward Redwood Avenue. • Improve/construct Allen Creek Road – West Park Street – Ringuette Street loop (backage road). • Combine driveways between Allen Creek Road and Ringuette Street. Reason for not advancing in August 2005: • The West Park Connector was the main feature of this concept and did not substantially remove traffic from Hwy 199. Thus, congestion was not reduced to meet the purpose and need of the project. • Local access to businesses would not be provided on West Park. • Hwy 199 expressway function would not improve. • Freight access to businesses and commercial properties would incur out-of-direction travel. • Park land applicable to Section 4(f) would be converted to transportation uses. • West Park Connector would create a new road crossing over Allen Creek and have high impacts to wetlands and natural habitat. • Residential displacements would be great. • Concept could not be phased or funded with available resources. • Topography constraints occur near Allen Creek.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 4 August 2005	**East 4** West Park Connector Concept Add capacity to Hwy 199	The August 2005 CAC/PDT voted to drop the West Park Connector component. The driveway collector, added lanes, and Tussey Lane cul-de-sac were retained, but reconfigured into other concepts.	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Improve Allen Creek Road toward Redwood Avenue. • Close Hwy 199 and Tussey Lane intersection. • Improve Ringuette Street West Park Street loop (backage road). • Combine driveways between Ringuette Street and Tussey Lane. • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane. Reason for not advancing in August 2005: • The West Park Connector was the main feature of this concept and did not substantially remove traffic from Hwy 199. Thus, congestion was not reduced to meet the purpose and need of the project. • Local access to businesses would not be provided on West Park. • Hwy 199 expressway function would not improve. • Freight access to businesses and commercial properties would incur out-of-direction travel.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 5A November 2005	**East 5 (also known as East 5A)** Frontage Road Concept with grade separated intersections	Based on the August 2005 CAC and PDT meetings, no components of this concept were dropped. Further traffic analysis recommended widening Hwy 199 to a 6-lane facility. At the October 2005 meetings, the CAC recommend further study (5 for, 3 against) and the PDT voted to forward this concept for further study (7 for, 1 against). In November 2005, CAC recommended dropping this alternative (consensus) and the PDT agreed (consensus). No formal vote was taken.	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Close Hwy 199 and Tussey Lane intersection. • Frontage road between Allen Creek Road and Tussey Lane. • Frontage road crosses over Ringuette Street and Allen Creek Road. • Add one travel lane both WB and EB on Hwy 199. Reason for forwarding in August 2005: • Forward this concept for further volume/capacity traffic analysis. • Meets all traffic, freight, and multimodal transportation goals. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential displacements, although it has high business displacements. • Concept can be phased and funded. Reason for forwarding in October 2005: • Meets all traffic, freight, and multimodal transportation goals. • Promotes connectivity with local road system. • Improves safety along Hwy 199 by reducing conflict points. • Enables Hwy 199 to function as an expressway. • Design is less confusing compared to other concepts, with less complex access points and less out-of-direction travel. • Minimizes impacts to the fairgrounds. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential displacements, although it has high business displacements. • Concept can be phased and funded. Reasons for not advancing in November 2005: • Causes more impacts to businesses than East 5B while achieving the same benefits.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 5B / Alt B July 2006	**East 5B (also known as Alternative B)** Frontage Road Concept with grade separated intersection at Allen Creek Road Phase 1: All Hwy 199 improvements; frontage road from Allen Creek Road to Ringuette Street. Phase 2: Extend frontage road from Ringuette Street to Tussey Lane.	Concept developed in November 2005 when East 5 treatment at Allen Creek Road was blended with the East 1 treatment at Ringuette Street. In July 2006, CAC recommended dropping this alternative for further study in the EA (0 for, 9 against) and the PDT agreed (0 for, 7 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Frontage road between Allen Creek Road and Tussey Lane. • Frontage road crosses over Allen Creek Road. • Add one travel lane both WB and EB on Hwy 199. Reasons for forwarding in November 2005: • Fewer impacts to businesses than East 5B while achieving the same benefits. Reasons for not advancing in July 2006: • Least phaseable when compared to Alternatives A and C. • Least compatible with potential fourth bridge. • Least conducive with pedestrian and bicycle connectivity. • High cost versus benefit when compared to Alternatives A and C. • Least conducive to pedestrian/bicycle users. • Lack of public support. • Difficult to provide access to businesses south of frontage road and south of Redwood Avenue. • Poor redevelopment opportunities. • More out-of-direction travel with the loop at Allen Creek Road. • Forces the frontage road concept rather then waiting for consideration in the South Y planning process. • Least intuitive and safe to navigate from a driver's perspective. • Greater impacts to businesses or fairgrounds compared to Alternatives A and C. • Does not address immediate safety needs. • Higher impacts to aesthetics compared to Alternatives A and C. • High cost delays implementation since it is not as phaseable as Alternatives A and C.

Map Ref.	Concept	Decisions and Recommendations	Comments
East 6 August 2005	**East 6** Fourth bridge over Rogue River: Allen Creek Road to Lincoln Street	The August 2005 CAC/PDT voted to drop the fourth bridge component. The Redwood Avenue slip ramp component was retained, but reconfigured into other concepts.	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • New bridge over the Rogue River extending Allen Creek Road north to connect with Lincoln Street. Reason for not advancing in August 2005: • Concept does not meet purpose and need since traffic congestion on Hwy 199 (east-west movement) is not substantially reduced. • Added north-south traffic over bridge to the Allen Creek/Hwy 199 area increases congestion. • Does not meet multimodal transportation goals. • Park land applicable to Section 4(f) would be converted to transportation uses. • New bridge would create a new road crossing over Rogue River and have high impacts to wetlands and natural habitat. • Concept could not be phased or funded with available resources.

Map Ref.	Concept	Decisions and Recommendations	Comments
East CAC 1A August 2005	**East CAC 1A** West Park Connector Concept Add capacity to Hwy 199	The August 2005 CAC/PDT voted to drop the West Park Connector and Union Avenue slip ramp components. The driveway collectors, added lanes, and Tussey Lane cul-de-sac were retained, but reconfigured into other concepts.	Description: • Raised median between Dowell Road and Tussey Lane. • U-turn allowed at Ringuette Street • Improve Allen Creek Road toward Redwood Avenue. • Close Hwy 199 and Tussey Lane intersection • Improve Ringuette Street West Park Street loop (backage road) • Improve/construct Allen Creek Road – West Park Street – Ringuette Street loop (backage road) • Combine driveways between Ringuette Street and Tussey Lane • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane • One-way slip ramp from EB Hwy 199 to Union Avenue. • Lengthen ramp from EB Hwy 199 to Williams Highway Reason for not advancing in August 2005: • The West Park Connector was the main feature of this concept and did not substantially remove traffic from Hwy 199. Thus, congestion was not reduced to meet the purpose and need of the project. • Local access to businesses would not be provided on West Park. • Hwy 199 expressway function would not improve. • Union slip ramp would cause added traffic congestion and decrease safety at Union Ave/Ringuette Street and Union Ave/Williams Hwy intersections. • Freight access to businesses and commercial properties would incur out-of-direction travel. • Park land applicable to Section 4(f) would be converted to transportation uses. • West Park connector would create a new road crossing over Allen Creek and have high impacts to wetlands and natural habitat. • Residential displacements would be great. • Concept could not be phased or funded with available resources. • Topography constraints occur near Allen Creek.

Map Ref.	Concept	Decisions and Recommendations	Comments
East CAC 1B August 2005	**East CAC 1B** Add capacity to Hwy 199	The August 2005 CAC/PDT voted to drop the Union slip ramp component. The added lanes and Redwood Avenue slip ramp components were retained, but reconfigured into other concepts.	Description: • Raised median between Dowell Road and Tussey Lane. • U-turn allowed at Ringuette Street. • Improve Allen Creek Road toward Redwood Avenue. • Add two lanes WB on Hwy 199 between Allen Creek Road and Tussey Lane. • One-way slip ramp from EB Hwy 199 to Union Avenue. • Lengthen ramp from EB Hwy 199 to Williams Highway. • Slip ramp from WB Hwy 199 to Redwood Avenue. Reason for not advancing in August 2005: • The added lanes component is the main feature of this concept. Further traffic analysis revealed added lanes were necessary on other concepts. So this concept was discontinued since the main feature was integrated into others. • Union slip ramp would cause added traffic congestion and decrease safety at Union Ave/Ringuette Street and Union Ave/Williams Hwy intersections.

Map Ref.	Concept	Decisions and Recommendations	Comments
East CAC 2 October 2005	**East CAC 2** Define and consolidate existing driveways Skewed Redwood Avenue/Allen Creek Road intersection	The August 2005 CAC/PDT voted to drop the Union slip ramp component. The skewed intersection and driveway collector component were retained. Further traffic analysis recommended widening Hwy 199 to a 6-lane facility. At the October 2005 meetings, the CAC recommend further study (6 for, 2 against) and the PDT voted to drop this concept from further study (0 for, 8 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Combine driveways between Ringuette Street and Tussey Lane. • Improve Allen Creek Road toward Redwood Avenue. • One-way slip ramp from EB Hwy 199 to Union Avenue. • Lengthen ramp from EB Hwy 199 to Williams Highway. • Slip ramp from WB Hwy 199 to Redwood Avenue. • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane. Reason for forwarding in August 2005: • Forward this concept for further volume/capacity traffic analysis. • Moderately meets most traffic transportation goals. • Moderate environmental impacts to wetlands, fish and wildlife. • Minimizes residential and business displacements. • Concept can be phased and funded. Reason for not advancing in October 2005: • Driveway collector does not accommodate freight deliveries and discourages access. • Extremely difficult to provide access to businesses east and west of Allen Creek Road. • Least accommodation for safe pedestrian and bicycle movement; blocks pedestrian access to the Rogue River pedestrian bridge. • Discourages Hwy 199 to function as an expressway. • Design is confusing and does not meet driver expectations; concern about drivers inadvertently making wrong turns. • Difficult to accommodate a possible fourth bridge constructed in the vicinity of Allen Creek Road. • Unsafe for NB Allen Creek Road vehicles. • Does not accommodate growth in the Redwood Avenue vicinity. • Substantial out-of-direction travel, particularly for fairgrounds and YMCA traffic that is destined for EB Hwy 199.

Map Ref.	Concept	Decisions and Recommendations	Comments
East PDT 1 August 2005	**East PDT 1** Short Frontage Road Concept Add capacity to Hwy 199	The August 2005 CAC/PDT voted to drop the Union slip ramp component. The added lanes component was retained, but reconfigured into other concepts. Further traffic analysis recommended adding the Redwood slip ramp to other concepts, which precluded carrying forward the short frontage road component between Fairgrounds and Allen Creek Road in this concept.	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Improve Allen Creek Road toward Redwood Avenue. • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane. • One-way slip ramp from EB Hwy 199 to Union Avenue. • Lengthen ramp from EB Hwy 199 to Williams Highway. Reason for not advancing in August 2005: • The added lanes component is a main feature of this concept. Further traffic analysis revealed added lanes were necessary on other concepts. So this concept was discontinued since the main feature was integrated into others. • Did not meet most transportation operation, freight, and multimodal transportation goals. • Union slip ramp would cause added traffic congestion and decrease safety at Union Ave/Ringuette Street and Union Ave/Williams Hwy intersections.

Map Ref.	Concept	Decisions and Recommendations	Comments
East PDT 2 October 2005	**East PDT 2** Frontage Road Concept with grade separated intersections	The August 2005 CAC/PDT voted to drop the Union slip ramp component. The grade separated Redwood Avenue/Union Avenue facility was retained. Further traffic analysis recommended widening Hwy 199 to a 6-lane facility. At the October 2005 meetings, the CAC recommend no further study (0 for, 8 against) and the PDT voted to drop this concept from further study (0 for, 8 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Close Hwy 199 and Tussey Lane intersection. • Frontage road between Allen Creek Road and Tussey Lane. • Frontage Road crosses over Ringuette Street. • One-way slip ramp from EB Hwy 199 to Union Avenue. • Lengthen ramp from EB Hwy 199 to Williams Highway. • Redwood Avenue crosses over Hwy 199. • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane. Reason for forwarding in August 2005: • Forward this concept for further volume/capacity traffic analysis. • Meets all traffic, freight, and multimodal transportation goals. • Minimizes environmental impacts to wetlands, fish and wildlife. • Minimizes residential displacements, although it has high business displacements. Reason for not advancing in October 2005: • Substantial number of business displacements. • Substantial impacts to traffic on Union Ave; increased congestion at the intersections of Union Avenue/Ringuette Street and Union Ave/OR 238. • Adverse visual impacts associated with retaining wall near Ringuette Street and the large structure spanning Hwy 199. • Access to hospital is difficult. • Concept cannot be phased and is expensive.

Map Ref.	Concept	Decisions and Recommendations	Comments
Alt C July 2006	**Alternative C** Frontage Road Concept with Allen Creek Road / Redwood Avenue / access road combined intersection Phase 1: All Hwy 199 improvements; access road from Allen Creek Road to fairgrounds. Phase 2: Extend access road as a frontage road from fairgrounds to Tussey Lane.	This concept was developed in May – July 2006 to minimize impacts to private properties and the fairgrounds. In June 2006, the CAC recommended furthering the conceptual design (8 for, 0 against, 2 abstained) and the PDT agreed (9 for, 0 against). In July 2006, CAC recommended forwarding this alternative for further study in the EA (8 for; 1 against) and the PDT agreed (7 for; 0 against).	Description: • Raised median between Dowell Road and Tussey Lane. • No U-turns allowed. • Realign Allen Creek Road with Redwood Avenue. • Slip ramp WB from Hwy 199 to Redwood Avenue converted to two dedicated right turn lanes at Allen Creek Road. • Realign Redwood Circle to intersect the realigned Redwood Avenue. • Frontage road from Allen Creek Road to Tussey Lane. • Add one lane each direction on Hwy 199 between Allen Creek Road and Tussey Lane. Reason for forwarding in July 2006: • Meets most traffic, freight, and multimodal transportation goals. • Improves safety along Hwy 199 by reducing conflict points. • Enables Hwy 199 to function as an expressway. • Accommodates more access to businesses compared to Alternative B. • Provides good pedestrian/bicycle connectivity and safety. • Provides access to fairgrounds traffic. • Minimizes environmental impacts to wetlands, fish and wildlife, and park land. • Minimizes residential and business displacements. • Concept can be phased and funded.