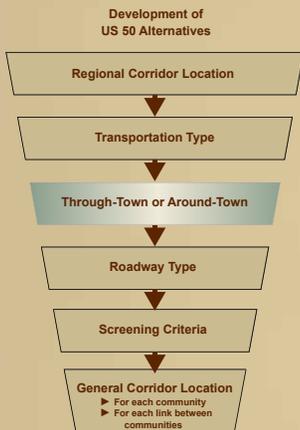


Corridor Comparison - Fowler



SCREENING CRITERIA	THROUGH-TOWN				AROUND-TOWN	
	1 - Hold south right-of-way line; shift north	2 - Hold north right-of-way line; shift south	3 - Hold north railroad right-of-way line; shift north	4 - Hold south railroad right-of-way line; shift south	North Corridor	South Corridor
Addresses US 50 safety problems						
Improves mobility for local users						
Improves mobility for regional users						
Improves mobility for long-distance users						
Balances mobility and access needs for all users						
Provides flexibility to address future traffic needs						
MEETS PROJECT PURPOSE AND NEED	NO (ELIMINATED)	NO (ELIMINATED)	NO (ELIMINATED)	NO (ELIMINATED)	YES (CARRIED FORWARD FOR FURTHER CONSIDERATION)	YES (CARRIED FORWARD FOR FURTHER CONSIDERATION)

ENVIRONMENTAL CONSIDERATIONS – PRELIMINARY DATA*

Number of residential and business relocations	52	49	9	36	20	12
Number of potential historic properties	2	7	3	8	3	2
Parks, recreation facilities and wildlife areas	1	0	1	1	0	0
Wetlands (acres)						
Prime (Types 1 & 2)	7	7	7	7	20	6
Total	28	28	29	29	71	29
Farmland (acres)	70	70	70	70	99	193
Floodplain encroachment	no	no	no	no	yes	no



*Through-town corridors are based on a 200-foot width, so their impacts likely cannot be reduced. Around-town corridors are based on a 1,000-foot width, offering opportunities to avoid many resource impacts.