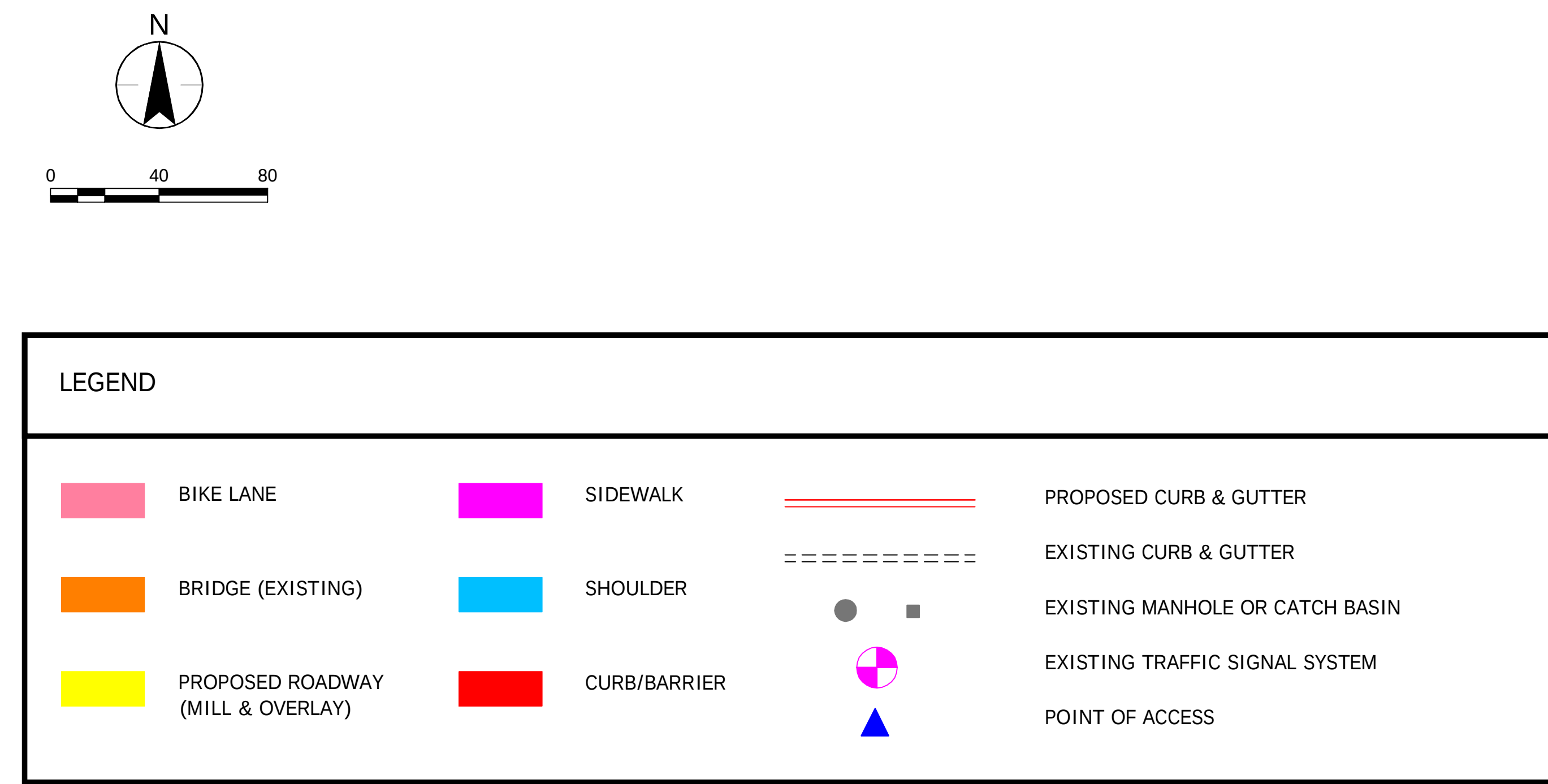
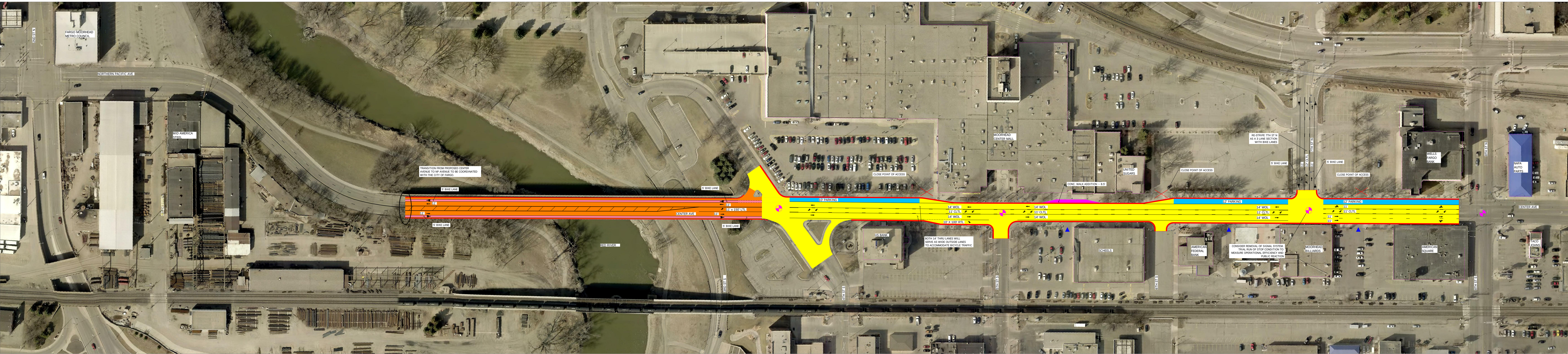




ALTERNATIVE DEVELOPMENT B - CONSTRUCTION NOTES:

RE-STRIPING CENTER AVENUE ACROSS THE RED RIVER BRIDGE THEN MILL AND OVERLAY AND RE-STRIPING FROM 4TH STREET TO 8TH STREET AS A 3-LANE FACILITY WITH WIDE OUTSIDE LANES TO ACCOMMODATE BICYCLE TRAFFIC AND ON-STREET PARKING ALONG THE NORTH SIDE OF CENTER AVE. THE 2-LANE SECTION ACROSS THE BRIDGE WILL BE ONE EASTBOUND THROUGH LANE AND ONE WESTBOUND THROUGH LANE WITH DEDICATED BIKE LANES AND A STRIPED MEDIAN. THE STRIPED MEDIAN WILL BECOME AN EASTBOUND LEFT TURN LANE AT 4TH STREET. EAST OF 4TH STREET, THE EXISTING SECTION WILL BE RE-STRIPED TO A 3-LANE SECTION WITH ONE LANE IN EACH DIRECTION, A CENTER LEFT TURN LANE, AND ON-STREET PARKING ON THE NORTH SIDE WHERE SUFFICIENT ROADWAY WIDTH ALLOWS. THE ROADWAY WILL ACCOMMODATE WIDE OUTSIDE LANES TO ACCOMMODATE BICYCLISTS UNTIL 7TH STREET. THE WIDE OUTSIDE LANES TO ACCOMMODATE BICYCLISTS WILL BE PENDING APPROVAL OF A VARIANCE IF STATE AID FUNDS ARE USED TO CONSTRUCT THE PROJECT.

AT 7TH STREET, SIGNAGE WILL DIRECT BICYCLISTS TO TRAVEL NORTH. 7TH STREET WILL BE RE-STRIPED TO A 3-LANE SECTION WITH DESIGNATED BIKE LANES TRAVELING IN EACH DIRECTION. NOTE: A BICYCLE RIDING IN THE ROADWAY - EVEN IN A BIKE LANE - WISHING TO TAKE A LEFT TURN SHOULD DO SO IN THE CENTER LEFT TURN LANE TO TURN NORTH, EVEN WITHOUT A SIGNAL THEY WOULD NEED TO FOLLOW THE SAME RULES OF THE ROADWAY AND TURN LEFT IN THE CENTER LEFT TURN LANE AND YIELD TO ON-COMING TRAFFIC.

MODIFY RAILING ON SOUTH SIDE OF BRIDGE TO MEET MINIMUM HEIGHT REQUIREMENTS

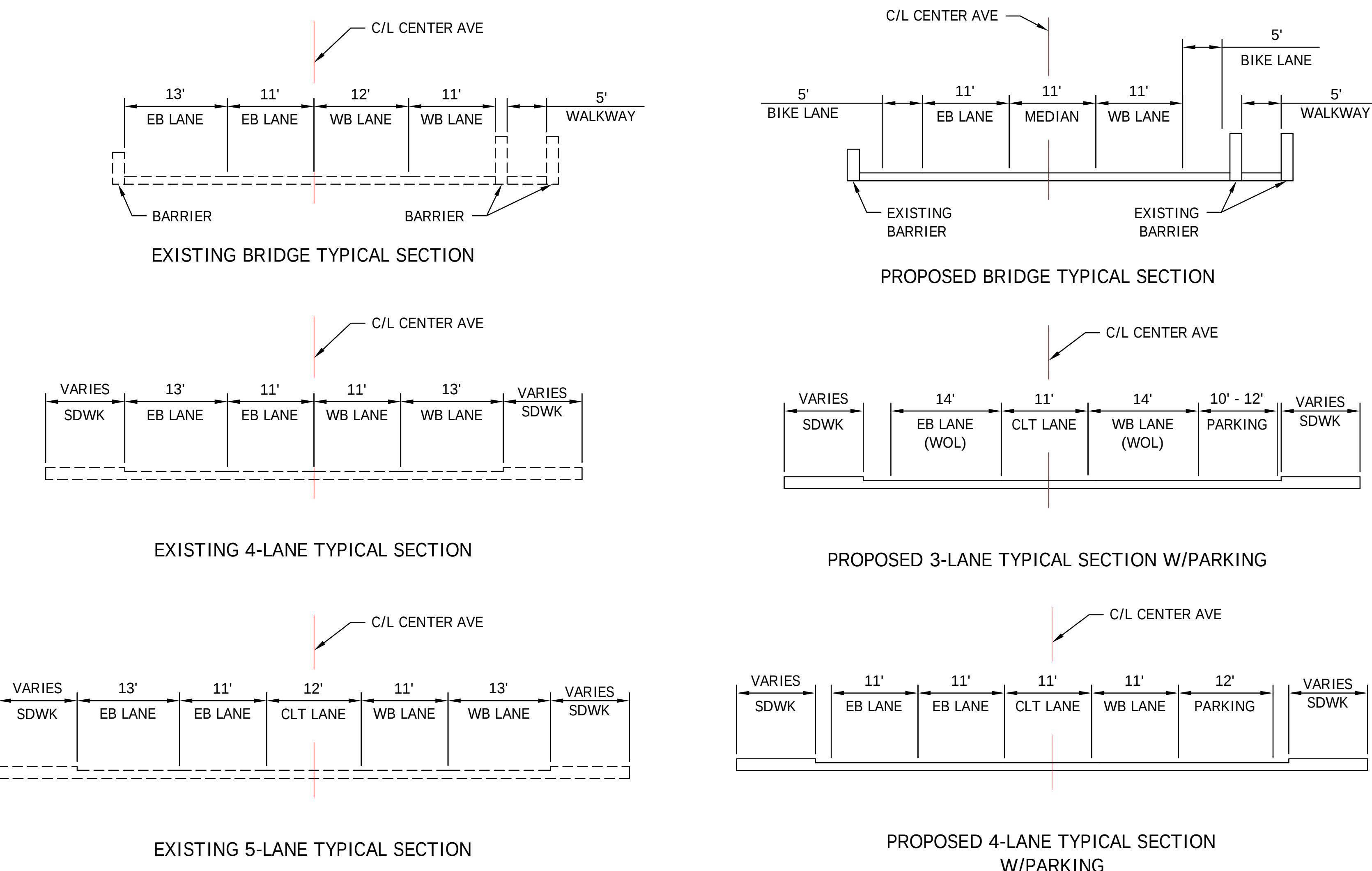
DURING THE REVIEW PERIOD, NO EASTBOUND TO SOUTHBOUND TRAFFIC QUEUING AT THE INTERSECTION OF CENTER AVENUE AND 5TH STREET WAS OBSERVED DURING AM AND PM PEAK HOURS WHEN A TRAIN WAS PRESENT. THE ADDITION OF A RIGHT TURN LANE AND/OR ITS LENGTH IS BEING DETERMINED.

BETWEEN 7TH AND 8TH STREET, CENTER LEFT TURN LANE, ONE THROUGH LANE IN THE WESTBOUND DIRECTION, ONE THROUGH LANE AND ONE SHARED RIGHT TURN/THROUGH LANE IN THE EASTBOUND DIRECTION. EAST OF THE 8TH STREET INTERSECTION, THE OUTSIDE WESTBOUND THROUGH LANE WOULD BECOME A DROP RIGHT TURN LANE TO GO NORTH AT 8TH STREET. ADD ON-STREET PARALLEL PARKING ALONG THE NORTH SIDE OF CENTER AVENUE.

LOOK TO IDENTIFY ANY LOCATIONS WHERE ON-STREET PARKING IS FEASIBLE. DIAGONAL PARKING CANNOT BE CONSIDERED ALONG THE CENTER AVENUE CORRIDOR AS IT DOES NOT MEET STATE-AID STANDARDS.

FIX THE TWO JOGS IN THE CENTER AVENUE ALIGNMENT EAST OF THE 4TH STREET INTERSECTION AND AT 6TH STREET. THIS ALIGNMENT SHIFT CAN EASILY BE CORRECTED BECAUSE OF THE TRANSITION FROM A 4-LANE TO 3-LANE SECTION.

REMOVE THE BUS PULL OUT ALONG THE NORTH SIDE OF CENTER AVENUE AS IT IS NOT DESIRED BY TRANSIT. THIS WOULD PULL THE SIDEWALK AND CURB LINE TO THE SOUTH AT THIS LOCATION.



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