



The Wadsworth Boulevard preferred alternative consists of six travel lanes, a raised median, and sidewalks. This preferred alternative was identified during the Level 1 fatal flaw screening as the only concept that met project purpose and need. The alternative was, therefore, not compared against other design concepts in the Level 2 evaluation. The basic cross-section of the preferred alternative is illustrated below.



Left-turn lanes would be provided in the space available for the median. The median would prevent left turns at mid-block locations and would channel left turns to intersections with cross streets. At most intersections, U-turns would be allowed. No additional traffic signals would be added on Wadsworth Boulevard, except those required at the interchange. Traffic signals would remain at 5th, 10th, and 14th Avenues. Other intersections with cross streets would remain unsignalized. Cross street access to Wadsworth Boulevard at Highland Drive, 8th Place, 9th Avenue, and 13th Avenue would be limited to further improve safety and traffic capacity in the corridor.

Elements of the preferred alternative may be varied during design refinement to minimize impacts to properties along Wadsworth Boulevard. Options that vary the width of elements at the side of the road – primarily, the buffer between curb and sidewalk – will be implemented to minimize property impacts in areas of limited right-of-way, and maximize landscaping opportunities in areas with greater right-of-way. Narrower lane widths, a narrower median, and shifted alignment along Wadsworth are other options which may be implemented to further minimize property impacts.