



- Key**
- ◊ - Existing Signal
  - ◆ - Proposed Signal
  - ↔ - Left turn opportunity
  - Existing/Proposed Median

**Note:**  
Under both the Proposed Couplet and Truncated Couplet, Couch Street remains two lanes (westbound) with parking on both sides of the street, 12' sidewalks and additional signals at every intersection.

- ◊ - Existing cross section.
- ◊ - Proposed couplet area (two lanes eastbound on Burnside/two lanes westbound on Couch Street).
- ◊ - Three lane cross section with one lane each direction and a center turn lane.
- ◊ - Three lane cross section with two lanes westbound and one lane eastbound.
- ◊ - Five lane cross section with two lanes eastbound, two lanes westbound and a center turn lane (where appropriate).
- ◊ - Eastbound section has three through travel lanes. Where westbound travel lanes exist (non-couplet alternatives) they are two lanes. Center turn lanes (where appropriate).

**Summary Comparison of Differences Between Alternatives**

	Signals	Left turns	Parking Spaces	Sidewalk Widths	Ped Crossings Dist.
No-Build	18	8	0	0	0
Proposed Couplet	23 (+5)	15 (+7)	176	+ 2 to 10 feet	Reduced: 4 to 56 feet
5-4-3 Alternative	25 (+7)	24 (+16)	96	+ 0 to 5.5 feet	Reduced: 0 to 18 feet
Three-lane 1/1/1 Alternative	23 (+5)	29 (+21)	96	+ 0 to 5.5 feet	Reduced: 0 to 18 feet
Truncated Couplet	23 (+5)	11 (+3)	80	+ 0 to 10 feet	Reduced: 0 to 53 feet
Three-lane 2/1 Alternative	23 (+5)	9 (+1)	96	+ 0 to 5.5 feet	Reduced: 0 to 18 feet
Enhanced Existing	21 (+3)	13 (+5)	96	+ 0 to 2 feet	Reduced: 0 to 20 feet

