



Alternates	Wetlands (ac)	Floodplains (ac)	Waters (ac)	Residential and Business Displacements (Number)	Cost	Traffic and Operations Evaluation Rating
1	12.83	10	0.4	11	Low	Moderate
2	12.88	10	0.4	11	Low	Poor
3	12.83	10	0.4	11	Medium	Good
4	12.83	10	0.4	11	Medium	Moderate
5	12.83	10	0.4	11	High	Poor
6	12.83	10	0.4	11	Highest	Poor
7	12.83	10	0.4	11	Lowest	Good

LEGEND

- Interchange Alternate Area
- Proposed/Improved System Interchange
- Proposed/Improved Local Access Interchange
- New or Widened Corridor
- Highest Cost, Highest Impacts, or Poor Travel Performance
- Average Cost, Average Impacts, or Average Travel Performance
- Low Cost, Low Impacts, or High Travel Performance
- Dismissed Alternate
- Preferred Alternate

Note:
Quantities are based on area within project footprint for comparative purposes only. Impacts may vary following additional avoidance and minimization strategies.

Source:
Aerial photography: Google Earth Pro, 2011



Exhibit 2-4D

Interchange Type Study Alternate Evaluation – Area 3

Alternate 1



Four-level system interchange with westbound to southbound loop ramp and direct access to Park Boulevard from north, south, and west

Alternate 2



Three-level system interchange with westbound to southbound and eastbound to northbound loop ramps and direct access to Park Boulevard from north, south, and west

Alternate 3



Four-level system interchange with westbound to southbound loop ramp and direct access to Park Boulevard from north, south, and west and from Park Boulevard to the west via frontage road

Alternate 4



Four-level system interchange with westbound to southbound loop ramp and direct access to Park Boulevard from north, south, and west and from Park Boulevard to the north, south, and west via frontage road

Alternate 5



Four-level system interchange with direct access to Park Boulevard from north, south, and west and from Park Boulevard to the west

Alternate 6



Four-level system interchange and direct access to Park Boulevard from north, south, and west and from Park Boulevard to the north, south (loop ramp), and west via frontage road

Alternate 7



Three-level system interchange with westbound to southbound and eastbound to northbound loop ramps and direct access to Park Boulevard from south and north and from Park Boulevard south and west

Preferred Alternate

Alternate 7 is a three-level system interchange with a two-loop interchange. It provides acceptable traffic operations at a lower cost.