

**Route 250 Bypass Interchange at McIntire Road  
Peer Review Alternatives Comparison Matrix  
June 4, 2007 (Revised June 7, 2007)**

<b>Alternative</b> (Capital cost, M = millions)**	<b>Park</b> (Land Take, Facilities Access)	<b>Historic Site</b>	<b>Noise</b>	<b>Trail System</b> (Underpasses, Ped. Bridge, E-W Grade Crossings, N-S Grade Crossings)	<b>Environmental Health</b> (Stream Restoration, Sensitive SWM, Grading/Cut of Knolls, Other)	<b>Gateway</b>	<b>Rescue Squad</b>	<b>Vietnam Veterans' Memorial</b>	<b>Neighborhood Integrity</b> (Park St. ramps open/closed, Hillcrest Rd. open/closed, sidewalk connections)	<b>CPTED</b> (number of ramp underpasses, trail user visibility)	<b>Traffic – Function/Safety</b>
<b>Alternative A</b> (\$0)	<ul style="list-style-type: none"> <li>No additional land required from McIntire Park</li> <li>Does not fit park context for parkway style interchange</li> <li>No improvement to park access (vehicle or pedestrian)</li> </ul>	<ul style="list-style-type: none"> <li>No impact to historic sites</li> </ul>	<b>In Progress</b>	<ul style="list-style-type: none"> <li>No underpass or bridge crossing</li> <li>Cross large at-grade intersection</li> <li>Does not connect existing neighborhoods to park</li> </ul>	<ul style="list-style-type: none"> <li>No stream restoration improvements</li> <li>No effects to existing environmental resources</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide opportunities</li> </ul>	<ul style="list-style-type: none"> <li>No Impact to Rescue Squad site</li> <li>Existing access drive would remain at existing intersection</li> </ul>	<ul style="list-style-type: none"> <li>No change to existing condition</li> <li>Visitor access would remain difficult</li> </ul>	<ul style="list-style-type: none"> <li>No change to existing conditions</li> <li>pedestrian access would remain difficult through area</li> </ul>	<ul style="list-style-type: none"> <li>No features cause or introduce new risks</li> </ul>	<ul style="list-style-type: none"> <li>extensive queues and delays on US 250 and on McIntire Road</li> <li>No improvement to poor WB Park Street ramp safety</li> <li>Retains traffic signal on US 250; not as safe as an interchange</li> <li>Potential for diversions into neighborhoods to avoid congestion</li> </ul>
<b>Alternative B</b> (\$34M)**	<ul style="list-style-type: none"> <li>Larger area of roads in park</li> <li>Fits park context for parkway style interchange</li> <li>Does not affect existing park access at East Lot entry</li> </ul>	<ul style="list-style-type: none"> <li>leaves NE knoll in place</li> <li>minimal impacts to historic Rock Hill Academy landscape by trail boardwalk</li> </ul>	<b>In Progress</b>	<ul style="list-style-type: none"> <li>North pedestrian bridge crossing more difficult</li> <li>West pedestrian bridge crossing possible</li> <li>Long, single underpass crossing of eastbound ramps</li> <li>Single roundabout at-grade crossing east to west</li> </ul>	<ul style="list-style-type: none"> <li>Moderate length of Schenk's Branch impacts</li> <li>Forest disturbance in three quadrants</li> <li>Room for sensitive SWM in interchange</li> <li>Least cut of undisturbed knolls</li> </ul>	<ul style="list-style-type: none"> <li>roundabouts announce arrival</li> <li>opportunities for larger gateway experience</li> <li>bridge, walls and landscape can form gateway icons</li> </ul>	<ul style="list-style-type: none"> <li>Squad would be relocated</li> <li>Substantial impacts - most severe of all concepts</li> </ul>	<ul style="list-style-type: none"> <li>grading would directly impact existing location</li> <li>relocation would improve visitor access</li> </ul>	<ul style="list-style-type: none"> <li>Minimal impact on SW hillside</li> <li>Keeps Hillcrest Road open at the Bypass</li> <li>Proposed ramps are closer to Park Hill than other alts</li> </ul>	<ul style="list-style-type: none"> <li>1 long ramp underpass</li> <li>trail low and distant from road for visibility</li> </ul>	<ul style="list-style-type: none"> <li>Potential for southern roundabout to become gridlocked by Harris Street intersection queues</li> <li>Queues likely to extend back onto US 250, an operational and safety concern</li> <li>Potential for diversions into neighborhoods to avoid congestion</li> <li>Creates a moderately short weave on EB US 250</li> </ul>
<b>Alternative C1</b> (\$31M)**	<ul style="list-style-type: none"> <li>Smaller area of roads in park</li> <li>Fits park context for parkway style interchange</li> <li>Minor affect to existing park access at East Lot entry</li> </ul>	<ul style="list-style-type: none"> <li>ramp cuts into NE knoll</li> <li>moderate impacts to historic Rock Hill Academy landscape</li> </ul>	<b>In Progress</b>	<ul style="list-style-type: none"> <li>North pedestrian bridge crossing possible</li> <li>West pedestrian bridge crossing possible</li> <li>Two underpasses of east side ramps or cross ramps at-grade</li> <li>Cross roundabout at-grade east to west</li> </ul>	<ul style="list-style-type: none"> <li>Shorter length of Schenk's Branch impacts</li> <li>Forest disturbance in three quadrants</li> <li>Room for sensitive SWM in interchange</li> <li>Moderate cut of undisturbed knolls</li> </ul>	<ul style="list-style-type: none"> <li>central space creates clear gateway</li> <li>bridge can form gateway icon</li> </ul>	<ul style="list-style-type: none"> <li>Squad could potentially remain</li> <li>Access would need to be realigned</li> <li>Potential improved access to McIntire Road south of interchange</li> </ul>	<ul style="list-style-type: none"> <li>grading may directly impact existing location</li> <li>relocation would improve visitor access</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impact to SW hillside</li> <li>closes Hillcrest Road</li> <li>Limits the close proximity of new ramps to existing homes</li> </ul>	<ul style="list-style-type: none"> <li>2 ramp underpasses</li> <li>trail is somewhat visible from road</li> </ul>	<ul style="list-style-type: none"> <li>operates acceptably and should improve safety on US 250</li> <li>Improves safety and operations of existing WB Park Street ramp</li> <li>Creates a moderately short weave on EB US 250</li> <li>Requires closure of Hillcrest Road</li> </ul>
<b>Alternative E2</b> (\$30M)**	<ul style="list-style-type: none"> <li>Larger area of roads in park</li> <li>Fits park context for parkway style interchange</li> <li>Does not affect existing park access at East Lot entry</li> </ul>	<ul style="list-style-type: none"> <li>leaves NE knoll in place</li> <li>minimal impacts to historic Rock Hill Academy landscape by trail boardwalk</li> </ul>	<b>In Progress</b>	<ul style="list-style-type: none"> <li>North pedestrian bridge crossing more difficult</li> <li>West pedestrian bridge crossing possible</li> <li>No ramp underpasses; allows continuous recreation trail through interchange</li> <li>Single roundabout at-grade crossing east to west</li> </ul>	<ul style="list-style-type: none"> <li>Larger length of Schenk's Branch impacts</li> <li>Forest disturbance in two quadrants</li> <li>Most room for sensitive SWM in interchange</li> <li>Moderate cut of undisturbed knolls</li> </ul>	<ul style="list-style-type: none"> <li>roundabouts announce arrival</li> <li>opportunities for larger gateway experience</li> <li>bridge, walls and landscape can form gateway icons</li> </ul>	<ul style="list-style-type: none"> <li>Squad could potentially remain</li> <li>Access would need to be realigned</li> <li>Potential direct connection to the southern roundabout</li> </ul>	<ul style="list-style-type: none"> <li>grading would directly impact existing location</li> <li>relocation would improve visitor access</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impact on SW hillside</li> <li>Keeps Hillcrest Road open at the Bypass</li> </ul>	<ul style="list-style-type: none"> <li>no ramp underpasses</li> <li>trail closest and most visible from road</li> </ul>	<ul style="list-style-type: none"> <li>Potential for southern roundabout to become gridlocked by Harris Street intersection queues</li> <li>Queues likely to extend back onto US 250, an operational and safety concern</li> <li>Potential for diversions into neighborhoods to avoid congestion</li> <li>Creates a longer length weave on EB US 250</li> </ul>
<b>Alternative G1</b> (\$30M)**	<ul style="list-style-type: none"> <li>Smaller area of roads in park</li> <li>Does not fit park context for parkway style interchange</li> <li>Minor effect to existing park access at East Lot entry</li> </ul>	<ul style="list-style-type: none"> <li>ramp cuts into NE knoll</li> <li>moderate impacts to historic Rock Hill Academy landscape</li> </ul>	<b>In Progress</b>	<ul style="list-style-type: none"> <li>North pedestrian bridge crossing possible</li> <li>West pedestrian bridge crossing possible</li> <li>Two underpasses of east side ramps</li> <li>Cross signalized intersection at-grade east to west</li> </ul>	<ul style="list-style-type: none"> <li>Shorter length of Schenk's Branch impacts</li> <li>Forest disturbance in three quadrants</li> <li>Minimal room for sensitive SWM in interchange</li> <li>Moderate cut of undisturbed knolls</li> </ul>	<ul style="list-style-type: none"> <li>signalized intersection detracts from arrival experience</li> <li>least gateway opportunity</li> </ul>	<ul style="list-style-type: none"> <li>Squad could potentially remain</li> <li>Access would need to be realigned</li> <li>Potential for improved access to McIntire Road south of interchange</li> </ul>	<ul style="list-style-type: none"> <li>grading may directly impact existing location</li> <li>relocation would improve visitor access</li> </ul>	<ul style="list-style-type: none"> <li>Moderate impact to SW hillside</li> <li>closes Hillcrest Road</li> <li>Limits the close proximity of new ramps to existing homes</li> </ul>	<ul style="list-style-type: none"> <li>2 ramp underpasses</li> <li>trail is visible from road</li> </ul>	<ul style="list-style-type: none"> <li>operates acceptably and should improve safety on US 250</li> <li>Improves safety and operations of existing WB Park Street ramp</li> <li>Creates a moderately short weave on EB US 250</li> <li>Requires closure of Hillcrest Road</li> </ul>

\*\* Capital Costs Represent Planning Level Estimates of Total Project Cost (Prelim. Eng., ROW and Construction) in 2007 Dollars