



ROUTE 250 BYPASS INTERCHANGE at MCINTIRE ROAD
June 4, 2007
Preliminary Assessment of Effects (Revised)
Interchange Alternatives

ALTERNATIVES

Assessment Categories	Units	A (Baseline)	B (Roadway)	B (Trail)	C1 (Roadway)	C1 (Trail)	C1 Skew (Roadway)	C1 Skew (Trail)	E2 (Roadway)	E2 (Trail)	G1 (Roadway)	G1 (Trail)
Section 4(f)												
Publicly Owned Public Parks	Number	0	3	N/A**	3	N/A**	3	N/A**	3	N/A**	3	N/A**
Preliminary Park Impacts*	Acres	0	9.5	2.0	8.5	2.3	8.7	2.3	9.6	1.8	8.5	2.3
Known Significant Historic Properties	Number	0	1	N/A**	1	N/A**	1	N/A**	1	N/A**	1	N/A**
Preliminary Historic Property Impacts	Acres	0	0.7	0.5	0.9	0.5	0.9	0.5	0.7	0.5	0.9	0.5
Natural Environment Detailed Environmental Study Categories - values shown are approximate; requires detailed engineering												
100 yr. FEMA Floodplain	Acres	0	0	0	0	0	0	0	0	0	0	0
Streams / Waters of the US	Number of Crossings	0	4	3	5	3	5	3	3	2	5	3
Length of Stream Impact	Linear Feet	0	920	130	720	150	620	150	1150	60	690	150
Forested areas	Acres	0	3.1	1.6	4.5	1.5	3.5	1.8	3.9	1.6	4.0	1.7
Threatened and Endangered Species	Number	0	0	0	0	0	0	0	0	0	0	0
Cultural Environment Detailed Environmental Study Categories - values shown are approximate; requires detailed engineering												
Known Significant Historic Properties	Number	0	2	N/A**	2	N/A**	2	N/A**	2	N/A**	2	N/A**
Preliminary Historic Property Impacts (Physical)	Acres	0	0.7	0.5	0.9	0.5	0.9	0.5	0.7	0.5	1.9	1.0
Significant Archeological Sites	Number	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Social/Community Environment												
Number of Impacted Noise Sensitive Receptors	Number	TBD	TBD	N/A	TBD	N/A	TBD	N/A	TBD	N/A	TBD	N/A
Residential Displacements	Number	0	0	0	0	0	0	0	0	0	0	0
Business Displacements	Number	0	0	0	0	0	0	0	0	0	0	0
Community Facility Displacements	Number	0	1	0	0	0	0	0	0	0	0	0
Affected Properties	Number	0	6-10	N/A**	5-9	N/A**	5-9	N/A**	5-9	N/A**	5-9	N/A**
Right of Way Required	Acres	0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

All impacts assumed from preliminary limit of disturbance established 50 feet from potential edge of pavement for roadways and 10 feet from potential edge of pavement for trails;

thus, acreage and linear feet impacts are approximate and will continue to be refined with alternatives development

Trail impacts do not include disturbance within potential roadway impact area

* Includes impacts to all parks (McIntire Park, McIntire Skate Park, and Bailey Park)

** Impact included in roadway impact value