Section 8

Final Report Chapter 5 Appendix





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- Appendix C Rating Assignments for Evaluation Criteria
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Appendix A: Summary of Previous Studies





Appendix A

SIGNALIZATION OF GLACIER/INDUSTRIAL INTERSECTION

The study noted that signal warrants were met at the Glacier Highway/Industrial Boulevard intersection and that the northbound left-turn movement experienced long delays. However, signalization of the intersection was not recommended since the warrants were met due to northbound right-turn volumes, which did not experience long delays. Furthermore, the northbound left-turn volume was low.

CONSTRUCTION OF FIVE LANES ON GLACIER HIGHWAY WEST OF BROTHERHOOD BRIDGE

The current two and three lane segment of Glacier Highway west of Brotherhood Bridge was anticipated to operate adequately in the future. The study concluded that only when Glacier Highway/Industrial Boulevard intersection is signalized, would the road segment west of the bridge be analyzed in more detail.

WIDENING OF BROTHERHOOD BRIDGE

The study noted that when the bridge is reconstructed, it should be built to accommodate the improvements listed below, and those not included at that time, could be added later without extensive modification of the new structure.

- Lengthening the substandard westbound left-turn pocket into Industrial Boulevard.
- Allowing an eastbound left-turn lane from Egan Drive at Vintage Boulevard.
- Accommodating pedestrian/bicycle facilities at the bridge.
- Providing five lanes (four through lanes and one left-turn lane) across the bridge.
- Constructing an interchange at Riverside Drive with the ramps towards the west may require widening the bridge.

SIGNALIZATION/RECONFIGURATION OF THE EGAN/VINTAGE INTERSECTION

The study looked at various reconfigurations at the intersection. After analyzing the advantages and disadvantages of all the configurations, the study did not recommend reconfiguring the intersection at that stage due to the reasons listed below.

- It was likely that the signal will increase accidents.
- Signalization of the intersection will increase delays along Egan Drive, but decrease delay on the side streets.
- Signal coordination with the existing signals at Riverside Drive and Mendenhall Loop Road will become more difficult due to inadequate distance between the intersections.



- Inadequate merge distance going "Out the road" between the Brotherhood Bridge and Vintage Boulevard (west of intersection) will result in inefficient use of two westbound through lanes at the intersection.
- Geometric deficiency at the intersection will be aggravated by the signal.

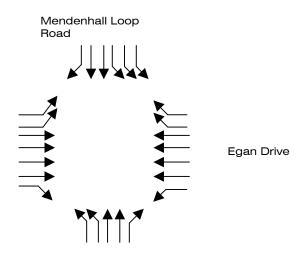
CAPACITY IMPROVEMENTS AT THE EGAN/RIVERSIDE INTERSECTION

The study recommended increasing the capacity of the intersection by means of providing dual eastbound left-turns and dual westbound right-turns. It also stated that grade separation of the intersection was lower in priority than other intersections on Egan Drive.

CAPACITY IMPROVEMENTS AT THE MENDENHALL LOOP/EGAN INTERSECTION

At-Grade Improvements

To accommodate traffic growth of 4% (maximum), the study recommended providing lane configurations as shown below.



At-Grade Lane Configuration for Mendenhall Loop Road/Egan Drive Intersection

Grade Separation

Acknowledging that Mendenhall Loop/Egan intersection probably had the most to gain from grade separation, the study looked at various impacts and problems with the same solution. It noted the close proximity of Riverside Drive to the grade separation at Mendenhall Loop/Egan, but concluded that weaving can be accommodated. With regard to the McNugget/Egan intersection, the study concluded that there was enough separation between intersections to provide acceptable operation, if the intersection was left at-grade. However, if both intersections were grade separated, the on- and off-ramps would be too closely spaced for safe operation and therefore frontage road system will be required.



Southbound Left-Turn Flyover

The southbound left-turn flyover will accommodate the highest traffic demand movement. However, the study did not recommend this alternative because the flyover would not solve weekday p.m. peak hour operational problems and would preclude other desirable grade separation alternatives in future.

Partial Cloverleaf Interchange, Mendenhall Loop in Northeast Quadrant (Atlin Connection)

This alternative would use the Mendenhall Loop/Atlin intersection as the ramp terminus for the loop ramp for westbound traffic and the off-ramp for northbound Mendenhall Loop traffic. However, due to the impact on private property southeast of the Mendenhall Loop/Atlin intersection, this alternative was not recommended by the study.

Partial Cloverleaf Interchange, Mendenhall Loop in Southwest Quadrant

This alternative included a loop ramp for southbound to eastbound traffic. However, the study concluded against this alternative since the single lane loop ramp did not meet the capacity and a two-lane loop ramp was found to be uneconomical and ineffective due to icy winter conditions.

Diamond Interchange

This alternative consisted of straight ramps in all four quadrants with signals at both ramp intersections (200 feet apart). This was the **preferred alternative** for the Mendenhall Loop/Egan intersection due to its ability to provide operation through the highest growth scenario with frontage road.

Urban Single-Point Interchange

This alternative was similar to a diamond interchange except that its ramps terminated at a single signalized intersection. It was not recommended since it is incompatible with future frontage roads. Further, it did not operate acceptably with the highest growth scenario and it did not accommodate pedestrians properly.

Simultaneous Grade Separation at Mendenhall Loop and Riverside

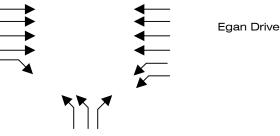
This alternative proposed a split diamond interchange between Mendenhall Loop Road and Riverside Drive. The study listed this as a desirable improvement, but with low priority due to relatively low traffic volumes on Riverside Drive, smaller benefits compared to grade separating other intersections, impacts on private properties and the potential to revise the vertical alignment of Brotherhood Bridge.



CAPACITY IMPROVEMENTS AT THE MCNUGGET/EGAN INTERSECTION

At-Grade Improvements

To accommodate the maximum growth (4%), the study recommended providing lane configurations as shown below:



Glacier Highway (McNugget)

At-Grade Lane Configuration for Glacier Highway (McNugget) Road/Egan Drive Intersection

Grade Separation

The study recommended a grade separation at this intersection. Various alternatives that were addressed by the study, are briefly described below.

Grade Separation without Connecting Ramps

This alternative recommended a bridge, routing Egan Drive traffic over Glacier Highway traffic with no provision for accessing Egan Drive to/from Glacier Highway. It would be constructed in conjunction with the Fred Meyer (Lemon Spur Road) to McNugget (Glacier Highway) link. This alternative was not recommended due to restriction of access to airport and the commercial area along Glacier Highway, longer travel distances, and the additional load this access restriction would place on adjacent intersections on Egan Drive.

Diamond Interchange

This alternative consisted of straight ramps in all four quadrants, which would terminate in two intersections on Glacier Highway. The study did not recommend this alternative due to inadequate spacing between the Mendenhall Loop and McNugget intersections, which would result in poor weaving operation.

Partial Diamond Interchange

This alternative proposed straight ramps in the two eastern quadrants, which would terminate in two intersections on Glacier Highway. The restriction of access to the airport and the commercial area resulted in longer travel distances, and placed additional load on the Mendenhall Loop Road and Glacier Highway/Vintage Boulevard intersections. Therefore, this alternative was not recommended.



Urban Single-point Interchange

This alternative was similar to a diamond interchange except that its ramps terminated in a single signalized intersection. It was not recommended by the study due to poor weaving distance and inadequacy to handle frontage roads in future.

Partial Diamond with Frontage Roads to Loop

This alternative consisted of a partial diamond interchange with one-way frontage roads to Mendenhall Loop/Egan interchange. The study concluded, due to its ability to provide full access to the airport commercial area without weaving or capacity problems, that this was **the most desirable grade separated alternative**.

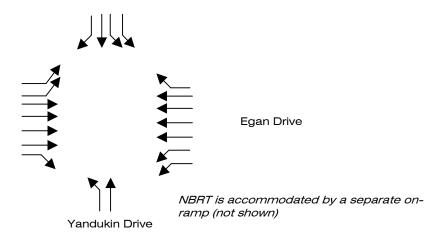
CAPACITY IMPROVEMENTS AT YANDUKIN/EGAN INTERSECTION

Yandukin Signalization versus Fred Meyer (Lemon Spur) to McNugget Glacier Link

The study noted that the December 1991, *Fred Meyer to McNugget Traffic Study* recommended providing the Fred Meyer to McNugget Glacier Link. However, the ADOT&PF study concluded that the link was not justified and recommended the Yandukin signal instead for various reasons, some of which were: increasing accidents, backtracking required for SBLT traffic, new developments north of Fred Meyer which would increase demand for direct access to Egan, etc.

At-Grade Improvements at a Signalized Yandukin Intersection

The study noted that no number of lanes would provide acceptable operation under four percent right-of-way, if north-south pedestrian WALK time was required. The following lane configurations showed the lanes required for pedestrian restricted scenario.



At-Grade Lane Configuration for Yandukin Drive/Egan Drive Intersection



Grade Separation

The study concluded that the sub-standard weaving distance between McNugget and Yandukin interchanges would operate acceptably through the four percent growth scenario. The urban single-point interchange was not recommended due to design inconsistency and inability to meet signal warrant.

Diamond Interchange

This alternative was acceptable through the four percent growth scenario, initially with unsignalized ramp terminal, later with signals. The **study recommended this alternative** because it was consistent with the proposed interchanges to the west, smaller footprint and had no loop ramps, which could be difficult to drive in icy conditions. This alternative was also found to accommodate the possible second channel crossing recommended by the "Second Gastineau Channel Crossing Feasibility Study, 1984".

Partial Cloverleaf Interchange, Southeast Quadrant Ramp

This alternative suggested an eastbound loop off-ramp from Egan Drive to Yandukin Drive. However, it was found to be less desirable due to larger footprint, less optimal loop ramp location, difficulty in driving the loop ramp in icy conditions and lack of consistency with the configurations of proposed adjacent interchanges.

Partial Cloverleaf Interchange, Southwest Quadrant Ramp

This alternative provided an eastbound loop on-ramp from Yandukin Drive to Egan Drive. However, it was also found to be less desirable for the same reasons mentioned for the southeast quadrant ramp.

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Appendix B: Group #1: Multiple Initial Concepts





Appendix B

GROUP #1 - MULTIPLE INITIAL CONCEPTS

System #1: At-Grade Intersection Concepts

This group of concepts is based on mitigating the system without any grade separation of the roadway network. Hence, it provides the lane configuration required to accommodate projected future traffic demand in the study area.

Concept 1A

- Realign Yandukin Drive to the west and connect with Lemon Spur Road. This intersection will prohibit north- and southbound left-turns.
- Provide limited access at existing Yandukin intersection.
- Access at the rest of the intersections will stay unchanged.
- All intersections will probably be signalized.

Concept 1B

- Convert Vintage Boulevard/Glacier Highway (North) to right-in/right-out only
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport).
- Realign Yandukin Drive to the east and provide full access.
- Access at the rest of the intersections will stay unchanged.
- Most intersections will probably be signalized.

Concept 1C

- Provide a second bridge crossing over Mendenhall River between Eagle Street and Crazy Horse Drive.
- Convert Vintage Boulevard to full access
- Realign Yandukin Drive to the east and provide full access.
- Access at the rest of the intersections will stay unchanged.
- All intersections will probably be signalized.

System #2: Grade-Separation/Interchange Concepts

The main purpose of this system is to provide the "missing links" in the local road network.

Concept 2A

• Provide the new Glacier Highway (Airport)/Lemon Spur Road connection (local connection).



- Introduce partial cloverleaf at Industrial Boulevard.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport); and grade-separate it with Egan Drive (local connection).
- Provide single-point urban interchange at Mendenhall Loop Road.
- Propose a tight urban diamond at Yandukin Drive.

Concept 2B

- Introduce one-way connection from Yandukin Drive (extension of Lemon Spur Road) to Glacier Highway (Airport) (local connection).
- Upgrade at-grade intersection at Industrial Boulevard.
- Introduce split diamond between Riverside Drive and Mendenhall Loop Road.
- One-way system limit access at Yandukin Drive to a half diamond towards downtown.

Concept 2C

- Provide the new Mendenhall Mall Road/Lemon Spur Road connection (local connection).
- Realign Industrial Boulevard and provide a tight urban diamond.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport) (local connection).
- Introduce a split diamond between Riverside Drive and Mendenhall Loop Road.
- Realign Yandukin Drive and propose a loop ramp interchange.

Concept 2D

- Provide the new Glacier Highway (Airport)/Lemon Spur Road connection (local connection).
- Introduce partial cloverleaf at Industrial Boulevard.
- Propose a modified split diamond between Riverside Drive and Mendenhall Loop Road.
- Provide a modified diamond at Yandukin Drive.

Concept 2E

- Provide the new Glacier Highway (Airport)/Lemon Spur Road connection (local connection).
- Upgrade at-grade intersection at Industrial Boulevard.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport); and grade-separate it with Egan Drive (local connection).



- Introduce tight urban diamond on Mendenhall Loop Road.
- Propose half diamond at Glacier Highway (Airport).
- Realign Yandukin Drive to the east and provide modified diamond.

Concept 2F

- Provide the new Glacier Highway (Airport)/Lemon Spur Road connection (local connection).
- Realign Industrial Boulevard and provide tight urban diamond.
- Introduce modified split diamond between Riverside Drive and Mendenhall Loop Road.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport).
- Realign Yandukin Drive to the east and provide tight urban diamond.

System #3: Interchanges and Frontage Roads Concepts

These concepts integrate various grade-separated concepts and form a uniform system that improves mobility along the corridor.

Concept 3A

- Introduce full frontage road system from Riverside Drive to Yandukin Drive.
- Upgrade at-grade intersection at Industrial Boulevard.
- Realign Yandukin Drive to the west and connect with Lemon Spur Road.
- Provide two sets of ramps to/from east.
- Provide one set of ramps to/from west.

Concept 3B

- Introduce full frontage road system from Riverside Drive to Yandukin Drive.
- Realign Industrial Boulevard and provide tight urban diamond.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport).
- Incorporate Trout Street and Old Dairy Road as part of frontage road system

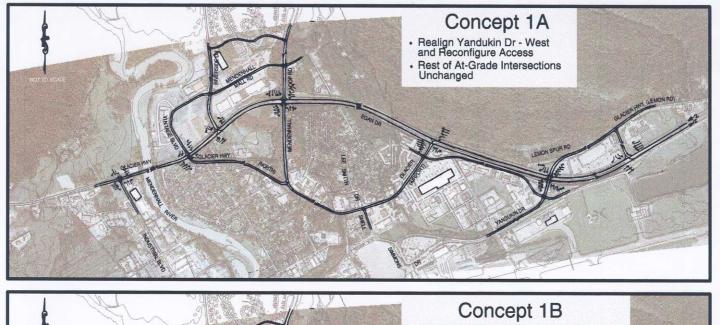


Concept 3C

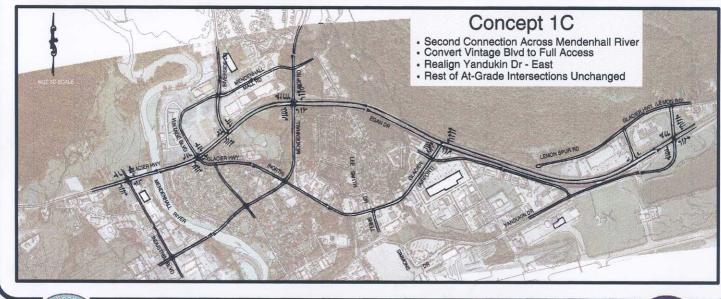
- Introduce partial cloverleaf at Industrial Boulevard.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport); and grade-separate it with Egan Drive.
- Provide single-point urban interchange at Mendenhall Loop Road.
- Introduce frontage roads between Glacier Highway (Airport) and Yandukin Drive.

The above concepts were presented at the CAC Meeting #2 and also at the Public Event #1. Upon receiving comments from the public, the concepts were modified and categorized. The following section describes the development and finalization of the twelve most promising concepts for further qualitative evaluation.

At-Grade Intersection Concepts





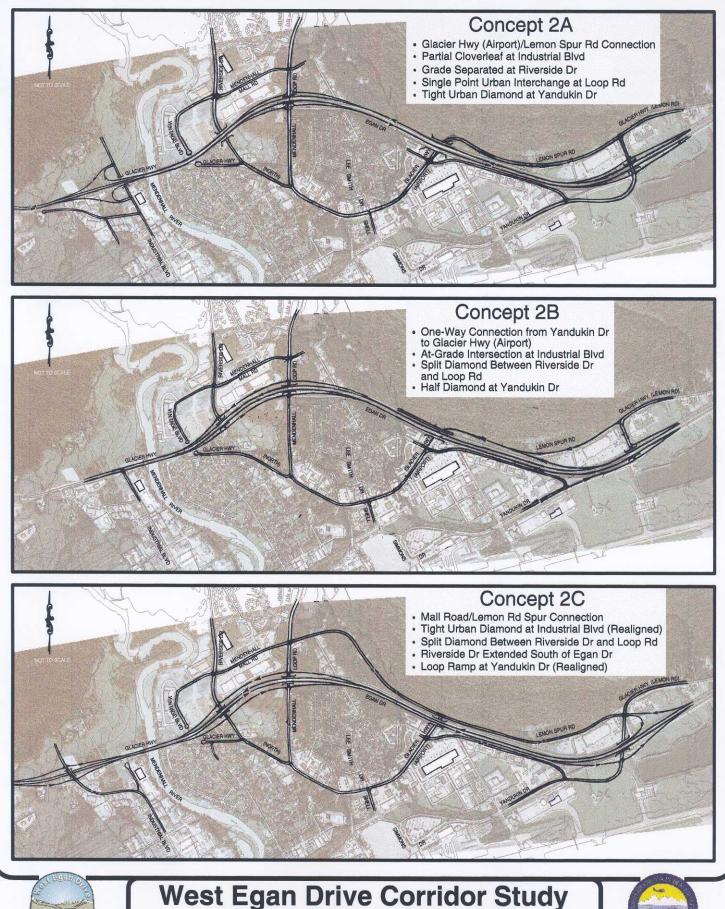




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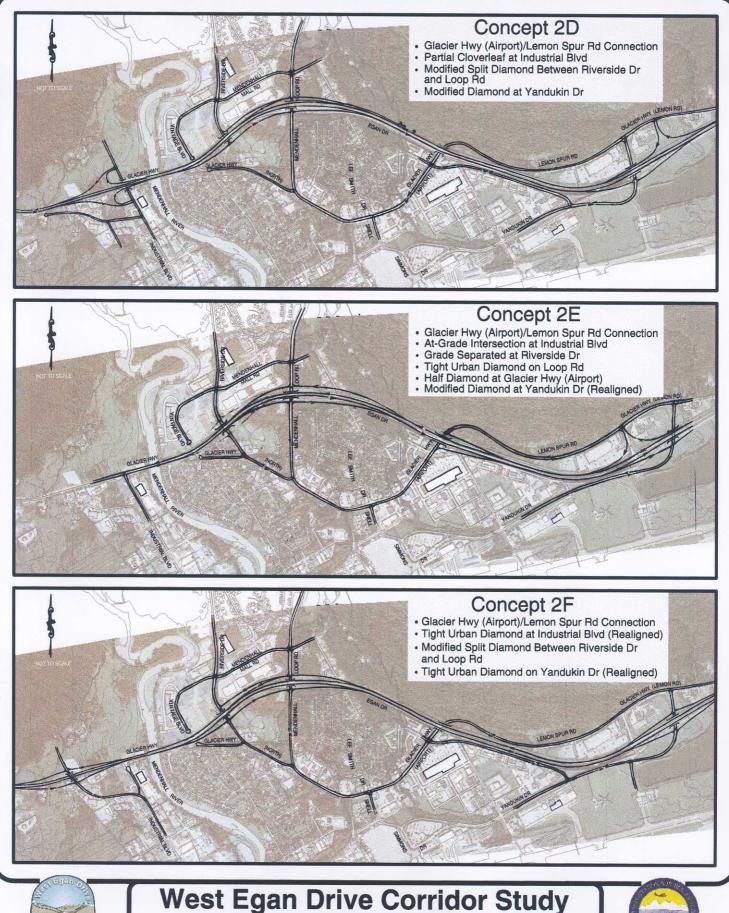
Interchange/Grade Separation Concepts



Alaska Department of Transportation & Public Facilities



Interchange/Grade Separation Concepts

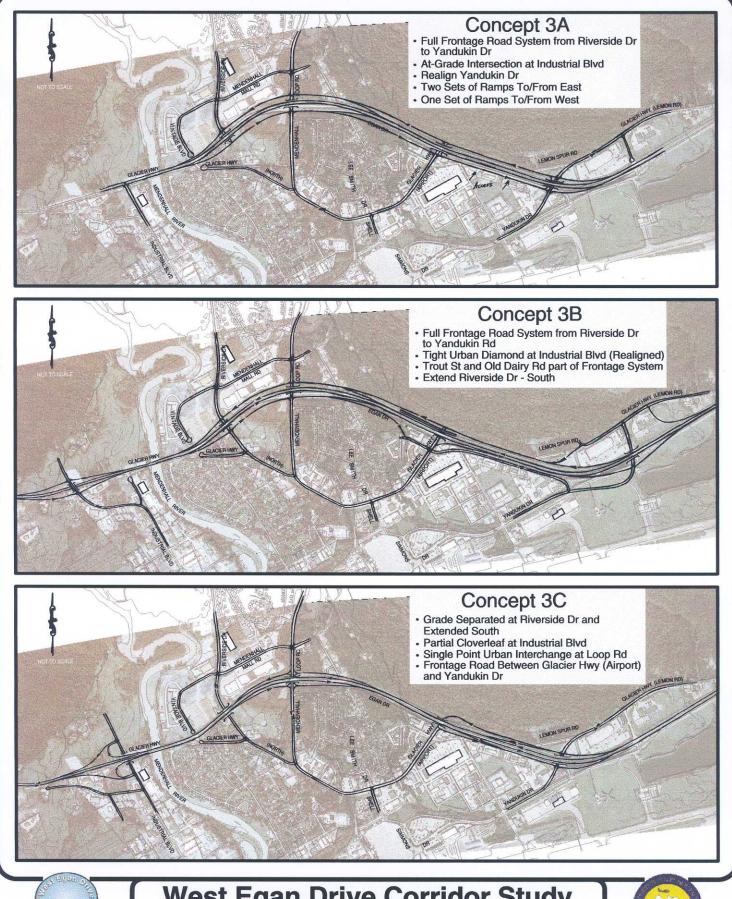


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Full Interchange Concepts



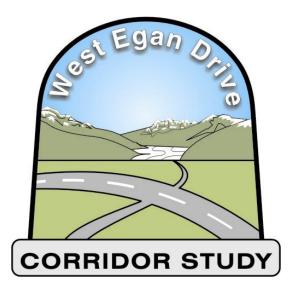


West Egan Drive Corridor Study Alaska Department of Transportation & Public Facilities



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Appendix C: Rating Assignments for Evaluation Criteria





Final Memo #5

Appendix C

RATING ASSIGNMENTS FOR THE EVALUATION CRITERIA

1 Safety

- Eliminate safety concerns +2
- +1 Improve safety
- 0 No change
- -1 Decrease safety
- Unacceptable safety -2

Emergency Vehicle Access and Circulation 2

- +2 Large improvement over existing
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- -2 Large reduction over existing

Traffic Operations 3

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- -2 Large reduction over existing

4 **Airport Access**

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- Large reduction over existing -2

Local Circulation 5

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- -1 Small reduction over existing
- -2 Large reduction over existing

6 Compatibility with Public Transportation

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- Large reduction over existing -2

Compatibility with Pedestrians 7

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- Large reduction over existing -2

Compatibility with Bicyclists 8

- Large improvement over existing +2
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- -2 Large reduction over existing

Environmental Impacts 9

- Large positive impact +2
- +1 Small positive impact
- 0 No change
- -1 Small negative impact
- Large negative impact -2

10	Consi	stency with Other Planning Efforts
	+2	Consistent with all other plans

- +1 Consistent with some other plans
- 0 Not addressed in any plan
- -1 Conflicts with some other plans
- Conflicts with all other plans -2

11 **Compatibility with Built Environment**

- +2 Large improvement over existing
- Small improvement over existing +1
- 0 No change
- Small reduction over existing -1
- -2 Large reduction over existing

12 Constructability

- Limited impact on traffic flow +2
- +1 Moderate impact on traffic flow
- 0 -1
- -2 Major impact on traffic flow

Funding Feasibility 13

+2	Accelerated funding may be available
+1	
0	Reasonable funding feasibility
-1	
-2	Unreasonable funding feasibility

Unreasonable funding feasibility

Phased Implementation & Expandability 14

+2	Easily phased into future improvements
+1	
0	Phasing into future improvements limited

- -1
- Phasing of future improvements require -2 excessive abortive work

15 **Construction Costs**

- Relatively inexpensive +2
- +1 0
- Moderately expensive -1
- -2 Very expensive

16 **Maintenance Requirements**

- No change +2
- +1 Small increase in maintenance
- 0 Moderate increase in maintenance
- -1 Large increase in maintenance
- Very large increase in maintenance -2

17 **Satisfies Design Requirements**

- +2 Meets desirable standards
- +1
- 0 Meets minimum standards -1
- -2 Does not meet standards

No affected properties

Limited affected properties

Numerous affected properties

6

18 **Right-of-way Requirements**

+2

+1

0

-1

-2

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Appendix D: Twelve Concepts - Evaluation Criteria Notes



	W	EST EGA	AN DRIV	E CORF	RIDOR S	TUDY: I	Evaluatio	on accor	rding to	each cr	iterion							
Evalua	ation Cr	iterion:	1	Safety														
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													2					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																0		
Second River crossing (Berners Ave)																	0	
Vintage Boulevard	-1	1	-1	2	2	2	1	1	1	2	2	2						
Riverside Drive	0	-1	0	2	1	1	2	1	2	1	1	1						
Mendenhall Loop Road	-2	-2	-2	1	1	1	1	1	1	1	1	1						
Glacier Highway (Airport)	-2	-2	-2	2	1	2	2	1	2	1	1	1						
Yandukin Drive	-2	-1	-1	2	2	2	2	2	2	1	2	1						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																0	0	
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	-2	-2	-2	0	0	0	0	0	0	0	0	0						
System Average	-1.5	-1.2	-1.3	1.5	1.2	1.3	1.3	1	1.3	1	1.2	1	2	0	0	0	0	

Ranking Poor Poor Poor Good Fair Good Good Fair Good Fair Good Fair Fair Good Fair Fair Fair Fair Fair Fair

Safety Description of Evaluation Assignment +2 Eliminate safety concerns +1 Improve safety 0 No change -1 Decrease safety -2 Unacceptable safety

		Evaluation Notes
System 1A:	Vintage Boulevard -	New additional signal decreases safety - angle crashes will become rear end crashes
	Riverside Drive	Modifications will have little affect on the existing safety at this intersection
	Mendenhall Loop Road -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Glacier Highway (Airport) -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Yandukin Drive -	Two new additional signals decrease safety - angle crashes will become rear end crashes - first signals from Downtown (driver expectation?)
	Areas off Egan Drive -	
	System Holistic Perspective -	Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 1B:	Vintage Boulevard -	Only Right-In/Right-Out (fewer conflicts)
	Riverside Drive -	Adding an additional leg to the intersection would decrease the safety at this intersection
	Mendenhall Loop Road -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Glacier Highway (Airport) -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Yandukin Drive -	New additional signal decreases safety - angle crashes will become rear end crashes - first signal from Downtown (driver expectation?)
	Areas off Egan Drive -	
	System Holistic Perspective -	Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 1C:	Vintage Boulevard -	New additional signal decreases safety - angle crashes will become rear end crashes
	Riverside Drive -	Modifications will have little affect on the existing safety at this intersection
	Mendenhall Loop Road -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Glacier Highway (Airport) -	Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
	Yandukin Drive -	New additional signal decreases safety - angle crashes will become rear end crashes - first signal from Downtown (driver expectation?)
	Areas off Egan Drive -	
	System Holistic Perspective -	Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 2A:	Vintage Boulevard -	Access prohibited - best safety
	Riverside Drive -	Grade separated - no conflict points
	Mendenhall Loop Road -	Through traffic on Egan Drive is separated and operation at single point intersection should improve (fewer conflicts)
	Glacier Highway (Airport) -	Grade separated - no conflict points
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 2B:	Vintage Boulevard -	Access prohibited - best safety
	Riverside Drive -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Grade separated - only one-way system - could result in driver confusion
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 2C:	Vintage Boulevard -	Access prohibited - best safety
	Riverside Drive -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Grade separated - no conflict points
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evalua	ation Cr	iterion:	1	Safety														
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													2					
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Glacier Highway (Airport)	-2	-2	-2	2	1	2	2	1	2	1	1	1						
Yandukin Drive	-2	-1	-1	2	2	2	2	2	2	1	2	1						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																0	0	
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	-2	-2	-2	0	0	0	0	0	0	0	0	0						
System Average	-1.5	-1.2	-1.3	1.5	1.2	1.3	1.3	1	1.3	1	1.2	1	2	0	0	0	0	

Ranking Poor Poor Poor Good Fair Good Good Fair Good Fair Good Fair Fair Good Fair Fair Fair Fair Fair Fair

Safety Description of Evaluation Assignment +2 Eliminate safety concerns +1 Improve safety 0 No change -1 Decrease safety -2 Unacceptable safety

System 2D:	Vintage Boulevard -	Full access is allowed and the Egan through traffic is taken out, which should improve safety substantially
2	0	
	Riverside Drive -	Access prohibited - best safety
	Mendenhall Loop Road -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
		Grade separated - no conflict points
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
		Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 2E:	Vintage Boulevard -	Full access is allowed and the Egan through traffic is taken out, which should improve safety substantially
- ,	Riverside Drive -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
		Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 2F:	Vintage Boulevard -	Denetative reserves and the Egan through traffic is taken out, which should improve safety substantially
0,0001121.	Riverside Drive -	Access prohibited - best safety
		Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Grade separated - no conflict points
	Yandukin Drive -	Graut through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 3A:	Vintage Boulevard -	Denemices relations in any approximation of the second sec
oystem or t.	Riverside Drive -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through range on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts) Through range on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Through ream on Egen Drive is separated and operation at rain metasections should improve (fewer conflicts)
	Yandukin Drive -	Through traffic separated - lower volumes at map temperature line sections (less exposure), but frontage roads add more movements (conflicts) & location beyond curv
	Areas off Egan Drive -	
		Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 3B:	Vintage Boulevard -	Access prohibited - best safety
Gystern SD.	Riverside Drive -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through range on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts) Through range on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Through realise on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Yandukin Drive -	Through raffic separated - lower volumes and operation at ramp intersections (less exposure)
	Areas off Egan Drive -	Egan unough traine separated - tower volumes at ramp terminar intersections (iess exposure)
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 3C:	Vintage Boulevard -	Detected as a second se
Gystern 50.	Riverside Drive -	Through reafficience on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts) - (in access at vinage) Through reaffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Mendenhall Loop Road -	Through realise on Egen Drive is separated and operation at ramp intersections should improve (fewer conflicts)
	Glacier Highway (Airport) -	Through reals of the separated and operation at ramp intersections should improve (fewer conflicts)
		Through rank on Lgan brive is separated and operation at range mitisections should improve (where connects) Egan through raffic separated - lower volumes at range terminal intersections (less exposure), but frontage roads add more movements (conflicts) & location beyond curv
	Areas off Egan Drive -	
	System Holistic Perspective -	Deficiencies identified in the Purpose & Need will be improved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts
System 4A:	Industrial Boulevard -	Dencences ceruning in the rungoes a vector win semiproved (r.e. geometry, traine control, signal anning, etc.) and Egan brinas no unexpected connects Interchange - turning movements separated from Egan through traffic
System 4B:	Industrial Boulevard -	Interchange - coming invertients separated non Egan through tranc
System 4C:	Industrial Boulevard -	Location or mersection improved
System 4D:	Crazy Horse Dr/Eagle St -	NV signmean miprovement
System 4D.	Areas off Egan Drive -	YYm De Duir to Sale standards
System 4E:	Berners Ave -	Will be built to safe standards
System 4E:	Areas off Egan Drive -	Villi De Dulit to sale stationalos
	Aleas off Egan Drive -	<u> </u>

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Criterion #1

	W	EST EGA	N DRIV	E CORR	RIDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	terion						
Evalua	ation Cr	iterion:	2	Emerge	ency Vel	hicle Ac	cess an	d Circul	ation								
Nodes / Areas / System				Propo		⁻ Mendenl dustrial E	Second River Crossing										
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													0				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																1	
Second River crossing (Berners Ave)																	1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	1	-1	1	-1	-2	-1	0					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	1	1	1	0	0	1				1	1
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	1	2	2	1	1	1					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1					
System Holistic Perspective	1	1	1	2	1	2	2	2	2	-1	-1	1					
System Average	0.6	0.8	0.8	1.4	0.6	1.6	1	1.6	1.2	-0.2	0	0.8	0	0	0	1	1

Ranking Poor Fair Fair Good Poor Good Fair Good Fair Poor Fair Fair Fair Fair Fair Fair Fair Good Good

2	Emerge	ency Vehicle Access and Circulation
	Desc	cription of Evaluation Assignment
	+2	Large improvement over existing
	+1	Small improvement over existing
	0	No change
	-1	Small reduction over existing
	-2	Large reduction over existing

		Evaluation Notes
System 1A:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	System Holistic Perspective -	Small improvement over existing
System 1B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	East and west access to/from emergency services unchanged, but Yandukin and Riverside connections provide some improvement
	System Holistic Perspective -	Small improvement over existing
System 1C:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	East and west access to/from emergency services unchanged, but Yandukin and Vintage connections provide some improvement
	System Holistic Perspective -	Small improvement over existing
System 2A:	Vintage Boulevard -	No access reduces available routes
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
		Full access at Loop and Full access at Yandukin; north-south link at Riverside and east-west link at Glacier/Lemon Spur
0 1 00	System Holistic Perspective -	Large improvement over existing
System 2B:	- Vintage Boulevard Riverside Drive	No access reduces available routes
	Mendenhall Loop Road -	
	- Glacier Highway (Airport) - Yandukin Drive	
	- Areas off Egan Drive	Full access at Riverside & Loop and access at Yandukin to/from Downtown; one-way east-west link at Glacier/Lemon Spur
	System Holistic Perspective -	Full access at Riverside & Loop and access at Fandukin forrorin bowintowin, one-way east-west link at Glacien/Lemon Spul
System 2C:	Vintage Boulevard -	Smail improvement over existing No access reduces available routes
System 20:	Riverside Drive -	No access reduces available routes
	- Mendenhall Loop Road	
	Glacier Highway (Airport) -	
	- Yandukin Drive	
		Full access at Riverside/Loop and Full access at Yandukin; north-south link at Riverside and east-west link at James/Glacier/Lemon Spur
		Full access at Riverside/Loop and Full access at Yandukin, norm-south link at Riverside and east-west link at James/Glaciet/Lemon Spur Large improvement over existing, due to more access into Valley with multiple linkages
l	System nuistic Perspective -	Large improvement over existing, due to more access into valley with multiple images

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																		
Evaluation Criterion: 2 Emergency Vehicle Access and Circulation West of Mendenhall River Second River																		
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													0					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																1		
Second River crossing (Berners Ave)																	1	
Vintage Boulevard																		
Riverside Drive																		
Mendenhall Loop Road																		
Glacier Highway (Airport)																		
Yandukin Drive																		
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	1	-1	1	-1	-2	-1	0						
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	1	1	1	0	0	1				1	1	
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	1	2	2	1	1	1						
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1						
System Holistic Perspective	1	1	1	2	1	2	2	2	2	-1	-1	1						
System Average	0.6	0.8	0.8	1.4	0.6	1.6	1	1.6	1.2	-0.2	0	0.8	0	0	0	1	1	

Ranking Poor Fair Fair Good Poor Good Fair Good Fair Poor Fair Fair Fair Fair Fair Fair Good Good

2	Emergency Vehicle Access and Circulation										
	Description of Evaluation Assignment										
	+2	Large improvement over existing									
	+1	Small improvement over existing									
	0	No change									
	-1	Small reduction over existing									
	-2	Large reduction over existing									

		Evaluation Notes
System 2D:	Vintage Boulevard -	
	Riverside Drive -	No direct Riverside connection
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access at Vintage/Loop and limited access at Yandukin; north-south link at Vintage and east-west link at Glacier/Lemon Spur
	System Holistic Perspective -	Large improvement over existing
System 2E:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access at Vintage/Riverside/Loop and Full access at Yandukin; north-south link at Vintage & Riverside and east-west link at Glacier/Lemon Spur (ramps - east)
	System Holistic Perspective -	Large improvement over existing
System 2F:	Vintage Boulevard -	
	Riverside Drive -	No direct Riverside connection
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Limited access at Vintage (ramps - west); Full access at Loop and Full access at Yandukin; north-south link at Vintage and east-west link at Glacier/Lemon Spur
	System Holistic Perspective -	Large improvement over existing
System 3A:	Vintage Boulevard -	No access reduces available routes
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	To get to Mendenhall Valley North, need to travel along frontage roads, while Yandukin connection provides linkage and full access
	System Holistic Perspective -	Traveling along frontage roads will result in a small reduction over the existing
System 3B:	Vintage Boulevard -	No access reduces available routes
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Need to travel along frontage roads (Riverside provides additional north-south link), while Yandukin connection provides linkage and full access
Questions 200	System Holistic Perspective -	Traveling along frontage roads will result in a small reduction over the existing
System 3C:	 Vintage Boulevard - Riverside Drive - 	
	Mendenhall Loop Road -	
	- Glacier Highway (Airport) - Yandukin Drive	
		To get to Mandanhall Vallav North, ann van two interstandanden and Vandukin connection provides linkage and full geneen
	Areas off Egan Drive - System Holistic Perspective -	To get to Mendenhall Valley North, can use two interchanges, and Yandukin connection provides linkage and full access Two interchange systems will result in a small improvement over the existing
System 4A:	Industrial Boulevard -	Two interchange systems will result in a small improvement over the existing
System 4A: System 4B:	Industrial Boulevard -	No change
System 4B: System 4C:	Industrial Boulevard -	Ivo change
System 4C: System 4D:	Crazy Horse Dr/Eagle St -	No change New connection provides alternative
System 4D:	Areas off Egan Drive -	Incer connection provides alternative
System 4E:	Berners Ave -	Now connection provides alternative
System 4E:	- Berners Ave - Areas off Egan Drive	New connection provides alternative
L	Areas on Egan Drive -	

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Criterion #2

	WE	EST EGA	N DRIV	E CORF	IDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	3	Traffic	Operatio	ons											
Nodes / Areas / System				Propo		⁻ Mendenl dustrial E			d River ssing								
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													1				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	1
Vintage Boulevard	-1	1	-2	2	2	2	1	1	1	2	2	1					
Riverside Drive	0	-1	0	2	1	1	2	1	2	0	0	1					
Mendenhall Loop Road	-1	-1	-1	-2	0	1	0	1	-1	0	0	1					
Glacier Highway (Airport)	1	1	1	2	2	2	2	1	2	1	1	2					
Yandukin Drive	-2	1	1	1	1	1	2	1	1	1	1	1					
Area off Egan: North of Egan & West of Jordan Creek	0	1	1	-2	-1	1	-1	1	-2	-1	-1	1					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	-2	-2	1	1	1	1	-2	1	1				-1	0
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	1	1	1	2	1	2	2	2					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1	1	1	1	2	1	1	-1	-1					
System Holistic Perspective	-1	-1	-1	-1	1	2	1	1	1	1	1	0					
System Average	-0.2	0.4	0.2	0.2	0.6	1.3	1	1.2	0.7	0.5	0.6	0.9	1	0	0	-1.5	0.5

Ranking Poor Fair Poor Poor Fair Good Good Good Fair Fair Fair Fair Good Fair Fair Good Fair Fair Poor Fair

3	3 Traffic Operations									
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	 -2 Large reduction over existing 									

		Evaluation Notes
System 1A:	Vintage Boulevard -	Need to be signalized to accommodate left-turns from Glacier Hwy - result in decrease in capacity along Egan Dr
	Riverside Drive	Improved lane configuration should help, but not substantially improve operation at signal
	Mendenhall Loop Road	Triple left-turns and improved lane configuration should assist intersection operation, but critical movements would result in longer delays (decrease in capacity)
	Glacier Highway (Airport)	
	Yandukin Drive	Full access (except left-turns bound for "Out the Road") at the two intersections, but the signalized intersections will result in decrease in capacity along Egan Dr
	Areas off Egan Drive	No significant changes to the rest of road network, except provision Yandukin connection
	System Holistic Perspective	More signals on Egan Dr - more delay along Egan Dr
System 1B:	Vintage Boulevard -	No northbound left turn movement improves traffic operations at this location
	Riverside Drive	
	Mendenhall Loop Road	Triple left-turns and improved lane configuration should assist intersection operation, but critical movements would result in longer delays (decrease in capacity)
	Glacier Highway (Airport)	Improved lane configuration (3 through lanes per direction) should improve operation at signal
	Yandukin Drive	Better operations than 1A because fewer traffic signals
	Areas off Egan Drive	Additional signals and full movement access points improves minor street traffic operations
	System Holistic Perspective	More signals on Egan Dr - more delay along Egan Dr
System 1C:	Vintage Boulevard -	Signalizing this intersection will be acceptable but will increase delay to motorists on Egan Drive
	Riverside Drive	Improved lane configuration should help, but not substantially improve operation at signal
	Mendenhall Loop Road	Triple left-turns and improved lane configuration should assist intersection operation, but critical movements would result in longer delays (decrease in capacity)
	Glacier Highway (Airport)	Improved lane configuration (3 through lanes per direction) should improve operation at signal
	Yandukin Drive	Better operations than 1A because fewer traffic signals
	Areas off Egan Drive	Additional signals and full movement access points improves minor street traffic operations
	System Holistic Perspective	- More signals on Egan Dr - more delay along Egan Dr
System 2A:	Vintage Boulevard -	Intersection has been eliminated. Traffic operations very good
	Riverside Drive	Intersection has been eliminated. Traffic operations very good
	Mendenhall Loop Road	
	Glacier Highway (Airport)	Intersection has been eliminated. Traffic operations very good
	Yandukin Drive	Better operations than 1A because fewer traffic signals
	Areas off Egan Drive	Traffic operations on Mendenhall Loop between Egan and Mall likely congested due to concentrating turning movements at Mendenhall Loop/Egan intersection
	System Holistic Perspective	Operations at west end too focused on one intersection. Will be congested
System 2B:	Vintage Boulevard -	Intersection has been eliminated. Traffic operations very good
	Riverside Drive	- Separating into two 3-phase intersections can coordinate signal cycles
	Mendenhall Loop Road	Operations slightly improved compared to 2A because of the diamond interchange; however still focusing Riverside Drive turning movements at one locations
	Glacier Highway (Airport)	Intersection has been eliminated. Traffic operations very good
	Yandukin Drive	- Unsignalized ramp terminal intersections; fewer conflicting turning movement volumes than full diamond interchange
	Areas off Egan Drive	Access from south of Egan Drive still concentrated at Mendenhall Loop Road, interaction between Mall and Egan traffic on Mendenhall Loop road may be congested
	System Holistic Perspective	Improved relative to the System 1 concepts; however Mendenhall Loop/Egan intersection as a focus may constrain traffic operations
System 2C:	Vintage Boulevard -	Intersection has been eliminated. Traffic operations very good
	Riverside Drive	- Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity
	Mendenhall Loop Road	Connecting Riverside Drive to Glacier Highway decreases traffic volumes at Mendenhall Loop Road/Egan Drive; improving traffic operations at this location
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive	Providing more north south connections and the northern local connection spreads traffic volumes to improve traffic operations at any one intersection
	System Holistic Perspective	Multiple local connections spreads volumes and allows for more consistent traffic operations through the system

	W	EST EGA	N DRIV	E CORF	RIDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	3	Traffic	Operatio	ons											
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													nall River Ilvd)		nd River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													1				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	1
Vintage Boulevard	-1	1	-2	2	2	2	1	1	1	2	2	1					
Riverside Drive	0	-1	0	2	1	1	2	1	2	0	0	1					
Mendenhall Loop Road	-1	-1	-1	-2	0	1	0	1	-1	0	0	1					
Glacier Highway (Airport)	1	1	1	2	2	2	2	1	2	1	1	2					
Yandukin Drive	-2	1	1	1	1	1	2	1	1	1	1	1					
Area off Egan: North of Egan & West of Jordan Creek	0	1	1	-2	-1	1	-1	1	-2	-1	-1	1					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	-2	-2	1	1	1	1	-2	1	1				-1	0
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	1	1	1	2	1	2	2	2					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1	1	1	1	2	1	1	-1	-1					
System Holistic Perspective	-1	-1	-1	-1	1	2	1	1	1	1	1	0					
System Average	-0.2	0.4	0.2	0.2	0.6	1.3	1	1.2	0.7	0.5	0.6	0.9	1	0	0	-1.5	0.5

Ranking Poor Fair Poor Poor Fair Good Good Good Fair Fair Fair Fair Good Fair Fair Good Fair Fair Poor Fair

3	3 Traffic Operations									
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

System 2D: Untage Boleward Diamond miteriating can provide acceptable operations Revealed Dive Revealed Dive Diamond miteriating can provide acceptable operations very good Classer Highyre (Aprot) Terminate Charting is efficient. Thoseward potential for congested operations very good System 2E: Viriage Boleward Diamond miteriation. Taffic operations very good System 2E: Viriage Boleward Diamond miteriation. Taffic operations very good Revealed Dive Diamond miteriation. Taffic operations very good System 2E: Viriage Boleward Diamond miteriation. Taffic operations in scansol. 28. however adding the fourth leg to the south ramp terminal interaction decreases intersection capacity. Taffic operations instruction. Taffic operations instruction. Silve over adding the fourth leg to the south ramp terminal interaction. System 2E: Viriage Boleward Diamond miteriating is an efficient interchange form, options for access to Calificating timing movement volumes than full diamond interchange. System 2F: Viriage Boleward Wiriage Boleward Wiring of Taffic from Riverside Dive, ramp terminal interactions, rev good. System 2F: Viriage Boleward Wiring of Taffic from Riverside Dive, ramp terminal interactions, rev good. System 3A: Viriage Boleward Binnor			Evaluation Notes
Bysense Drive Intersection has been eliminated. Traffic operations yery good Glacer Highway (Almo) Finance intervalues is efficient. Neuroit expensions yery good Yes Virtuge is efficient. Neuroit expensions yery good System 2E: Writes Boolward System 2E: Writes Boolward System 2E: Writes Boolward Glacer Highway (Almo) Comparable to furfic operations gifty writeword this to 2D. Specific operations System 2E: Writes Boolward Glacer Highway (Almo) Comparable to furfic operations in cenaro 2B: however adding the furth specific writeword writeword this localization cape of 10 dords Creek Glacer Highway (Almo) Helf diamond interchange unsignatized ramp terminal intersections specific operations System 2E: Writeg Boolward System 2E: Writeg Boolward System 2F: Writeg Boolward	System 2D:	Vintage Boulevard -	Diamond interchange can provide acceptable operations
Mendenhal Loop Read Demond Interchange is efficient. Nowwer joterfall for congested operations registed Televisite volumes redirect to this location. Glacer Highway (Janpon) Operations signify improved relative to 28, because of two route choices for high volume p.m. pask Nour effit tum from Egan Drive. Operations signify improved relative to 28, because of two route choices for high volume p.m. pask Nour effit tum from Egan Drive. System 28: Reversed Drive Operations signify improved relative to 28, because of adverses overall adversage of the system. System 28: Reversed Drive Operations improved in this location due to multiple north south concellos wead of Jordan Creek. Glacer Highway (Janpon) Head adversage is an efficient interchange family improved relative to 28 (prevent conflicts) tuming movement volumes than full diamond interchange. System 28: Windex Adversage is an efficient interchange fam, agtors far access to clacer Highway will balance intersection operations. System 28: Windex Adversage is an efficient interchange fam, agtors far access to clacer Highway will balance intersection aperations. System 28: Windex Adversage is an efficient interchange fam, agtors far access to clacer Highway will balance intersection perations. System 38: Windex Adversage is an efficient interchange fam, agtors far access to clacer Highway will balance intersection perations. System 48: Windex Adversage is an efficient interchange fam, agtors			
Glacier Highway (Apport) Intersection has been eliminated. Traffic operations yety good Yatem Sidie Perspective Operations signify improver failet to ZB, because of two route choices for high volume p.m. paak hour left tum from Egan Drive to Glacer Highway (Apport) System 7E Wintage Boulewert - Damond interchange can provide acceptable operations. More emphasis on Mail Road, congestion between Mail Road and Egan on Mendenhall Coop Road Glacier Highway (Apport) Taffic operations insignized ramo terminal intersections fees overall advantages overall adv		Mendenhall Loop Road	
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Mendenhall Loop Road - Glacier Highway (Airpot) - Left-turns from Glacier Hwy (Airpot) - Left-turns from Glacier Hwy (Airpot) - Left-turns from Glacier Hwy (Airpot) - Areas off Egan Drive - Areas off Egan Drive - System Holistic Perspective - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 3C: Vintage Boulevard - Comparable to traffic operations in scenario 2B; however ading the fourth leg to the south ramp terminal intersection capacity Mendenhall Loop Road - Riverside Drive - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system Diamond interchange improves traffic operations in scenario 2B; however ading the fourth leg to the south ramp terminal intersection capacity Mendenhall Loop Road - Reverside Drive - Mendenhall Loop Road - Glacier Highway (Airpot) - Minimal conflicting turning movements at this location - Yandukin Drive - Areas off Egan Drive - A	System 3B:		
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Yandukin Drive Unsignalized ramp terminal intersections; fewer conflicting furning movement volumes than full diamond interchange Areas off Egan Drive To-way flow and access on Old Dairy decrease traffic operations on Old Dairy (relative to 3A) System 3C: Vintage Boulevard - Riverside Drive Diamond interchange improves traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity Multiple local connections spreads Diamond interchange improves traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity Mendenhall Loop Road Traffic operations in proved at this location due to multiple north south connections west of Jordan Creek Glacier Highway (Airport) Traffic operations improved at this location Yandukin Drive One way circulation between Glacier and Yandukin allows efficient operations System 4A: Industrial Boulevard Improvement over existing System 4B: Industrial Boulevard Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive Intersection with Mendenhall Loop/Gacier Highway will be congested System 4E: Berners Ave - Connection with Glacier Highway will have better operations </td <td></td> <td></td> <td></td>			
Areas off Egan Drive - Two-way flow and access on Old Dairy decrease traffic operations on Old Dairy (relative to 3A) System Holistic Perspective - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 3C: Vintage Boulevard Diamond interchange improves traffic operations at this intersection relative to 2C Riverside Drive - Diamond interchange improves traffic operations at this intersection relative to 2C Glacier Highway (Airport) Traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity Yandukin Drive - Areas off Egan Drive - Minima confliciting turning movements at this location Yandukin Drive - Areas off Egan Drive - One way circulation between Glacier and Yandukin allows efficient operations System 4A: Industrial Boulevard - Improvement over existing System 4B: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested System 4E: Berners Ave - Connections with other concepts west of Mendenhall River System 4E: Berners Ave - Conceicri Highway will have better operations than 4D			
System Holistic Perspective Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 3C: Vintage Boulevard Diamond interchange improves traffic operations at this intersection relative to 2C Mendenhall Loop Road Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity Glacier Highway (Airport) Traffic operations improved at this location Yandukin Drive One way circulation between Glacier and Yandukin allows efficient operations Areas off Egan Drive One way circulation between Glacier and Yandukin allows efficient operations System 4A: Industrial Boulevard Improvement over existing System 4C: Industrial Boulevard Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Boers ot readily integrate with other concepts west of Mendenhall River System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Boernection with Glacier Highway will have better operations than 4D		Yandukin Drive	
System 3C: Vintage Boulevard - Riverside Drive Diamond interchange improves traffic operations at this intersection relative to 2C Riverside Drive Comparable to traffic operations in proved at this location due to multiple north south connections west of Jordan Creek Mendenhall Loop Road Traffic operations improved at this location due to multiple north south connections west of Jordan Creek Glacier Highway (Airport) Traffic operations improved at this location due to multiple north south connections west of Jordan Creek Mendenhall Loop Road One way circulation between Glacier and Yandukin allows efficient operations Yandukin Drive One way circulation between Glacier and Yandukin allows efficient operations System 4A: Industrial Boulevard - Improvement over existing Improvement over existing System 4B: Industrial Boulevard - Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D		Areas off Egan Drive	Two-way flow and access on Old Dairy decrease traffic operations on Old Dairy (relative to 3A)
Riverside Drive Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity Mendenhall Loop Road - Glacier Highway (Airport) - Minimal conflicting turning movements at this location - Yandukin Drive - Vandukin Drive - Areas off Egan Drive - System Holistic Perspective - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 4A: Industrial Boulevard - Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Des not readily integrate with other concepts west of Mendenhall Lover Areas off Egan Drive - Des more readily integrate with aver of Mendenhall Lover			
Mendenhall Loop Road - Glacier Highway (Airport) - Minimal conflicting turning movements at this location - Yandukin Drive - Areas off Egan Drive - System 4A: Industrial Boulevard - Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing - System 4C: Industrial Boulevard - Improvement over existing - System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - - Berners Ave - Concection with Glacier Highway will have better operations than 4D	System 3C:	Vintage Boulevard -	
Glacier Highway (Airport) - Minimal conflicting turning movements at this location Yandukin Drive - One way circulation between Glacier and Yandukin allows efficient operations Areas of Egan Drive - One way circulation between Glacier and Yandukin allows for more consistent traffic operations System 4A: Industrial Boulevard - Improvement over existing System 4B: Industrial Boulevard Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested System 4E: Berners Ave Consection with Glacier Highway will have better operations than 4D		Riverside Drive	Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity
Yandukin Drive One way circulation between Glacier and Yandukin allows efficient operations Areas off Egan Drive One way circulation between Glacier and Yandukin allows efficient operations System Holistic Perspective Industrial Boulevard - Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive - Dees not readily integrate with other concepts west of Menchahal River System 4E: Berrers Ave - Conce way in the end on the end o		Mendenhall Loop Road	Traffic operations improved at this location due to multiple north south connections west of Jordan Creek
Areas off Egan Drive - One way circulation between Glacier and Yandukin allows efficient operations System Holistic Perspective - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 4A: Industrial Boulevard - Improvement over existing System 4B: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loo/Glacier Highway will be congested Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D		Glacier Highway (Airport)	Minimal conflicting turning movements at this location
System Holistic Perspective Multiple local connections spreads volumes and allows for more consistent traffic operations through the system System 4A: Industrial Boulevard Improvement over existing System 4B: Industrial Boulevard Improvement over existing System 4C: Industrial Boulevard Improvement over existing System 4D: Crazy Horse Dr/Eagle St Intersection with Mendenhall Loop/Glacier Highway will be congested System 4D: Crazy Horse Dr/Eagle St Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D		Yandukin Drive	One way circulation between Glacier and Yandukin allows efficient operations
System 4A: Industrial Boulevard - Improvement over existing System 4B: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D		Areas off Egan Drive	One way circulation between Glacier and Yandukin allows efficient operations
System 4B: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested Areas off Egan Drive - Dees not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D		System Holistic Perspective	Multiple local connections spreads volumes and allows for more consistent traffic operations through the system
System 4B: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4C: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested Areas off Egan Drive - Dees not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D	System 4A:		
System 4C: Industrial Boulevard - Improvement over existing System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D			
System 4D: Crazy Horse Dr/Eagle St - Intersection with Mendenhall Loop/Glacier Highway will be congested Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D	System 4C:	Industrial Boulevard -	
Areas off Egan Drive - Does not readily integrate with other concepts west of Mendenhall River System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D			
System 4E: Berners Ave - Connection with Glacier Highway will have better operations than 4D	-,		
	System 4F		
Areas off Egan Drive - IConcept more readily integrates with other concepts west of Mendenhall River, will add traffic to neighborhood streets	0,00011 4E.	Areas off Egan Drive	Concept more readily integrates with other concepts west of Mendenhall River, will add traffic to neighborhood streets

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				E CORF	RIDOR S	TUDY: E	Evaluati	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	4	Airport	Access												
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													nall River Ilvd)		id River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													0				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																0	
Second River crossing (Berners Ave)																	0
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	1	0	1	0	0	0	0					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	1	1	1	0	1	1				1	1
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	1	2	2	2	1	2					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	2	1	2					
System Holistic Perspective	1	1	1	2	1	2	2	2	2	2	2	2					
System Average	0.6	0.8	0.8	1.4	0.6	1.6	1.2	1.6	1.4	1.2	1	1.4	0	0	0	0.5	0.5

4	Airport	Access								
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
+1 Small improvement over existing										
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 1A:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Airport access unchanged, except for Yandukin connection (direct access with Glacier Hwy (Lemon Rd))
	System Holistic Perspective -	Small improvement over existing
System 1B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Small improvement over existing
System 1C:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive	
	Areas off Egan Drive -	Airport access improved: additional link at Vintage, and Yandukin connection provides direct access with Glacier Hwy (Lemon Rd)
0 1 01	System Holistic Perspective -	Small improvement over existing
System 2A:	Vintage Boulevard - Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	- Yandukin Drive	
	Areas off Egan Drive -	Full access at Loop and Full access at Yandukin (defined locations); north-south link at Riverside and east-west link at Glacier/Lemon Spur
	System Holistic Perspective -	Fuir access at Loop and Fuir access at Fandukin (demine to catoris), notifies out mink at Riverside and east-west mink at Grader/Lethon Sput Large improvement over existing due to defined accesses
System 2B:	Vintage Boulevard -	Large improvement over existing due to defined accesses
Gystern 2D.	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive	
	Areas off Egan Drive	Full access at Riverside & Loop and access at Yandukin to/from Downtown; one-way westbound link Lemon Spur to Glacier (McNugget)
	System Holistic Perspective -	Small improvement over existing due to limited access from west
System 2C:	Vintage Boulevard -	
eyetein ze.	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive	
	Areas off Egan Drive -	Full access at Riverside/Loop and Yandukin; north-south link at Riverside and east-west link from James to Glacier (McNugget) to Lemon Spur
	System Holistic Perspective -	Large improvement over existing due to defined accesses

	W	EST EGA	AN DRIV	E CORF	RIDOR S	TUDY: I	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	Evaluation Criterion: 4 Airport Access																
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													nall River Ilvd)		nd River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													0				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																0	
Second River crossing (Berners Ave)																	0
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	1	0	1	0	0	0	0					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	1	1	1	0	1	1				1	1
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	1	2	2	2	1	2					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	2	1	2					
System Holistic Perspective	1	1	1	2	1	2	2	2	2	2	2	2					
System Average	0.6	0.8	0.8	1.4	0.6	1.6	1.2	1.6	1.4	1.2	1	1.4	0	0	0	0.5	0.5

4	Airport	Access									
	Description of Evaluation Assignment										
	+2	Large improvement over existing									
	+1	Small improvement over existing									
	0	No change									
	-1	Small reduction over existing									
	-2	Large reduction over existing									

		Evaluation Notes
System 2D:	Vintage Boulevard -	
-	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access at Vintage/Loop and limited access at Yandukin; north-south link at Vintage and east-west link from Glacier (McNugget) to Lemon Spur
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 2E:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access at Vintage/Riverside/Loop and at Yandukin; north-south link at Vintage & Riverside and east-west link at Glacier/Lemon Spur (ramps - east)
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 2F:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Limited access at Vintage (ramps - west); Full access at Loop and Full access at Yandukin; north-south link at Vintage and east-west link at Glacier/Lemon Spur
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 3A:	Vintage Boulevard -	
-	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access via frontage roads & Yandukin/Lemon Spur connection
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 3B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access via frontage roads (additional north-south link from Mendenhall Valley - Riverside) & Yandukin through movements
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 3C:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	Full access via frontage roads (additional north-south link from Mendenhall Valley - Riverside) & Yandukin/Lemon Spur connection
	System Holistic Perspective -	Large improvement over existing due to defined accesses
System 4A:	Industrial Boulevard -	No change
System 4B:	Industrial Boulevard -	No change
System 4C:	Industrial Boulevard -	No change
System 4D:	Crazy Horse Dr/Eagle St -	No change
		Provide additional access
System 4E:	Berners Ave -	No change
	Areas off Egan Drive -	Provide additional access

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Criterion #4

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evalua	ation Cr	iterion:	5	Local C	irculatio	on												
Nodes / Areas / System	Proposed Road System - East of Mendenhall River														West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													-1					
Realigned Industrial Blvd (at-grade) - West														-1				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																2		
Second River crossing (Berners Ave)																	2	
Vintage Boulevard	0	-1	2	-2	-2	-2	2	2	1	-2	-2	2						
Riverside Drive	0	2	0	2	0	2	-2	2	-2	0	2	0						
Mendenhall Loop Road	0	0	0	-1	0	0	0	0	-2	0	0	0						
Glacier Highway (Airport)	0	0	0	2	1	2	1	2	1	0	0	-1						
Yandukin Drive	1	2	2	2	-2	2	1	2	2	2	2	2						
Area off Egan: North of Egan & West of Jordan Creek	0	0	1	-2	0	2	-1	1	-1	0	1	1						
Area off Egan: South of Egan & West of Jordan Creek	0	2	0	-2	0	2	1	1	1	0	1	1				-1	-1	
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	2	1	2	2	2	2	2	2	2						
Area off Egan: South of Egan & East of Jordan Creek	2	2	2	2	0	2	2	2	2	-1	1	-2						
System Holistic Perspective	1	1	1	1	0	2	1	2	1	1	2	1						
System Average	0.6	1	1	0.4	-0.2	1.4	0.7	1.6	0.5	0.2	0.9	0.6	-1	-1	0	0.5	0.5	

Ranking Fair Good Good Poor Poor Good Fair Good Fair Poor Fair Fair Fair Fair Fair Fair Good Good

5										
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 1A:	Vintage Boulevard -	No change in access and traffic patterns
-	Riverside Drive	No change in access and traffic patterns
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport)	No change in access and traffic patterns
	Yandukin Drive	Full access at Fred Meyer, except northbound left-turns bound for "Out the Road" (two intersections)
	Areas off Egan Drive -	Yandukin connection improvement
	System Holistic Perspective	Small improvement due to Yandukin connection
System 1B:	Vintage Boulevard -	Prohibit left-turns
	Riverside Drive	Access to the south
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport)	No change in access and traffic patterns
	Yandukin Drive	Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	Yandukin connection and Riverside south extension improvements
	System Holistic Perspective	Improvements due to Yandukin connection & Riverside extension
System 1C:	Vintage Boulevard -	Full Access at Vintage
	Riverside Drive	No change in access and traffic patterns
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport)	No change in access and traffic patterns
	Yandukin Drive	Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	Left-turns in and out of Vintage & Yandukin connection improvements
	System Holistic Perspective -	Improvements due to Yandukin connection & Full access at Vintage extension
System 2A:	Vintage Boulevard -	Access prohibited
	Riverside Drive	Grade separation provides north-south link - ideal for "local traffic"
	Mendenhall Loop Road -	Access to Mendenhall Valley is concentrated into one access point
	Glacier Highway (Airport)	Glacier Hwy (Airport)/Lemon Spur Rd connection very important, but no access to Egan Dr
	Yandukin Drive	Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	Riverside important "local" connection, but impact traffic patterns and limited access off Egan; Glacier/Lemon Spur connection & Yandukin full access major connections
	System Holistic Perspective	Small improvement due to Riverside, Glacier/Lemon Spur & Yandukin connections - taking "study area" trips off Egan Dr
System 2B:	Vintage Boulevard -	Access prohibited
	Riverside Drive	No change in access and traffic patterns
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport)	Westbound (one-way) Glacier Hwy (Airport)/Lemon Spur Rd connection allows westbound traffic not to access Egan (eliminate right & left), but no access to Egan Dr
	Yandukin Drive	Only access to/from Downtown is allowed at Fred Meyer
	Areas off Egan Drive -	No major improvements to existing traffic patterns, except for westbound (one-way) Glacier/Lemon Spur connection & through movements at realigned Yandukin
	System Holistic Perspective	Improvement omissible over existing system
System 2C:	Vintage Boulevard -	Access prohibited
	Riverside Drive	Extend Riverside south and full access
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport)	New James Blvd/Lemon Spur Rd connection and linked with Glacier Hwy (Airport) major improvement for local trips
	Yandukin Drive	Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	Riverside, James/Lemon Spur connections major improvements - Some road network modification north of Egan (Mendenhall Mall) seen as positive contributions
	System Holistic Perspective	Large improvements due to numerous connections and taking "study area" trips off Egan Dr

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evalua	ation Cr	iterion:	5	Local C	irculatio	on											
Nodes / Areas / System	Proposed Road System - East of Mendenhall River													f Mendeni dustrial E	Second River Crossing		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-1				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																2	
Second River crossing (Berners Ave)																	2
Vintage Boulevard	0	-1	2	-2	-2	-2	2	2	1	-2	-2	2					
Riverside Drive	0	2	0	2	0	2	-2	2	-2	0	2	0					
Mendenhall Loop Road	0	0	0	-1	0	0	0	0	-2	0	0	0					
Glacier Highway (Airport)	0	0	0	2	1	2	1	2	1	0	0	-1					
Yandukin Drive	1	2	2	2	-2	2	1	2	2	2	2	2					
Area off Egan: North of Egan & West of Jordan Creek	0	0	1	-2	0	2	-1	1	-1	0	1	1					
Area off Egan: South of Egan & West of Jordan Creek	0	2	0	-2	0	2	1	1	1	0	1	1				-1	-1
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	2	1	2	2	2	2	2	2	2					
Area off Egan: South of Egan & East of Jordan Creek	2	2	2	2	0	2	2	2	2	-1	1	-2					
System Holistic Perspective	1	1	1	1	0	2	1	2	1	1	2	1					
System Average	0.6	1	1	0.4	-0.2	1.4	0.7	1.6	0.5	0.2	0.9	0.6	-1	-1	0	0.5	0.5

Ranking Fair Good Good Poor Poor Good Fair Good Fair Poor Fair Fair Fair Fair Fair Fair Good Good

5										
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 2D:	Vintage Boulevard -	Realign Vintage/Riverside and provide full access at Vintage
	Riverside Drive -	Riverside will not connect to Egan Dr, but be realigned with Vintage where it will have full access with Egan Dr
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport) -	Glacier Hwy (Airport)/Lemon Spur Rd connection very important, but no access to Egan Dr; Overpass ramp makes provision for exist. high left-turns at Glacier
	Yandukin Drive -	Full access is allowed at Fred Meyer, except southbound right-turns bound for "Out the Road" - Yandukin through connection
	Areas off Egan Drive -	Vintage/Riverside important "local" connection with access on Egan; Glacier/Lemon Spur connection & Yandukin full access major connections
	System Holistic Perspective -	improvements due to Vintage/Riverside, Glacier/Lemon Spur & Yandukin connections - taking "study area" trips off Egan Dr
System 2E:	Vintage Boulevard -	Vintage/Glacier Hwy (North) connection and full access
	Riverside Drive -	Extend Riverside south and full access
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport) -	Glacier Hwy (Airport)/Lemon Spur Rd connection very important, and access to/from Downtown
		Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	Vintage/Glacier, Riverside, Glacier/Lemon Spur connections major improvements - Impact on Old Dairy Rd (realignment)
	System Holistic Perspective -	Large improvements due to numerous connections and taking "study area" trips off Egan Dr
System 2F:	Vintage Boulevard -	Realign Vintage/Riverside and provide access to/from "Out the Road"
-,	Riverside Drive -	Riverside will not connect to Egan Dr, but be realigned with Vintage where it will have access to/from "Out the Road"
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
		Full access allowed at realigned Yandukin connection
	System Holistic Perspective -	
System 3A:	Vintage Boulevard -	Access prohibited
o yotoni or ti	Riverside Drive -	No change in access and traffic patterns
	Mendenhall Loop Road -	No change in access and traffic patterns
	Glacier Highway (Airport) -	
		Full access allowed at realigned Yandukin connection
	Areas off Egan Drive -	
	System Holistic Perspective -	Small improvement due to Yandukin connection and taking "study area" trips off Egan Dr
System 3B:	Vintage Boulevard -	Access prohibited
Cystem ob.	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Large improvement due to Yandukin and Riverside connections and taking "study area" trips off Egan Dr
System 3C:	Vintage Boulevard -	Early and a second and the random and revenue connection and taking alloy allow alloy allow all
oystem oo.	Riverside Drive -	
	Mendenhall Loop Road -	No change in access and traffic patterns
		Test access form east, but access form west will be via Vintage ramps or Yandukin ramps
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Tandown a vinage contections major improvements - Old Dany rul win lose accesses to businesses along Old Dairy
System 4A:	Industrial Boulevard -	Change existing circulation
System 4A:	Industrial Boulevard -	Change existing circulation
System 4D:	Industrial Boulevard -	Circulation unchanged
System 4D:		
System 4D.	Areas off Egan Drive -	Auditional east-west connection Can negatively impact neighborhood circulation
System 4E:	Berners Ave -	
System 4E:		
	Areas off Egan Drive -	Can negatively impact neighborhood circulation

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Criterion #5

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 6 Compatibility with Public Transportation West of Mendenhall River Second																		
Nodes / Areas / System	Proposed Road System - East of Mendenhall River														West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													0					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																1		
Second River crossing (Berners Ave)																	1	
Vintage Boulevard																		
Riverside Drive																		
Mendenhall Loop Road																		
Glacier Highway (Airport)																		
Yandukin Drive																		
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	-1	-2	1	1	2	1	-2	1	2						
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	-1	-2	1	1	2	1	-2	1	1				1	1	
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1						
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1						
System Holistic Perspective	1	1	1	1	-1	1	1	2	1	-1	1	1						
System Average	0.6	0.8	0.8	0.6	-0.6	1.4	1.4	2	1.4	-0.6	1	1.2	0	0	0	1	1	

Ranking Fair Fair Fair Fair Poor Good Good Good Good Poor Fair Fair Fair Fair Fair Good Good

6	Compa	tibility with Public Transportation								
	Description of Evaluation Assignment									
		Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 1A:	Vintage Boulevard -	
,	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	No significant changes in transit routes, except Yandukin connection will provide the possibility to take transit off Egan Dr
	System Holistic Perspective -	No significant changes in transit routes, except Yandukin connection will provide the possibility to take transit off Egan Dr
System 1B:	Vintage Boulevard -	Left-turns prohibited, but south leg at Riverside requires no significant changes in transit routes
,	Riverside Drive -	Commuter route can now cross Egan at Riverside Dr (does not need to Egan)
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	No significant changes in transit routes, except Yandukin and Riverside connections will provide the possibility to take transit off Egan Dr
	System Holistic Perspective -	No significant changes in transit routes, except Yandukin and Riverside connections will provide the possibility to take transit off Egan Dr
System 1C:	Vintage Boulevard -	Full access at Vintage - no significant changes in transit routes & Commuter route can now cross Egan at Vintage (does not need to use Egan)
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	No significant changes in transit routes, except Yandukin and Vintage connections will provide the possibility to take transit off Egan Dr
	System Holistic Perspective -	No significant changes in transit routes, except Yandukin and Vintage connections will provide the possibility to take transit off Egan Dr
System 2A:	Vintage Boulevard -	Access prohibited - regular, commuter and express routes need to change their routes via Loop Rd
2	Riverside Drive -	Commuter route needs to change - from Radcliffe Rd to Glacier Hwy (North) to Riverside Dr - minimum change
	Mendenhall Loop Road -	Regular and Express transit routes are directed through the Loop interchange
	Glacier Highway (Airport) -	Regular route follow new connection, but commuter route needs to be re-directed to Yandukin (turning movements separated from Egan through traffic)
	Yandukin Drive -	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Elimination of access at Egan/Vintage results in changing transit routes, while Riverside, Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective -	System will have a small improvement in service over existing
System 2B:	Vintage Boulevard -	Access prohibited - regular, commuter and express routes need to change their routes via Loop Rd
2	Riverside Drive -	Commuter route needs to change - from Radcliffe Rd to Glacier Hwy (North) to Loop Rd, to east-west routes to Riverside Dr
	Mendenhall Loop Road -	More transit routes are directed through the Loop interchange
	Glacier Highway (Airport) -	Regular route follow new connection (one-way), and commuter route along new ramp (turning movements separated from Egan through traffic)
	Yandukin Drive -	Limited access is allowed at Fred Meyer/Glacier - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Elimination of access at Egan/Vintage results in changing transit routes significantly, while Glacier/Lemon Spur Yandukin connections provide new linkages
	System Holistic Perspective -	System will have a small reduction in service over existing
System 2C:	Vintage Boulevard -	Access prohibited, but regular, commuter and express routes can be re-routed via Riverside south extension
	Riverside Drive -	Commuter route can now cross Egan at Riverside Dr & Express route can access Egan Dr
	Mendenhall Loop Road -	Unchanged (except through two signals)
	Glacier Highway (Airport) -	Regular route follow new connection, but commuter route needs to be re-directed to Yandukin (turning movements separated from Egan through traffic)
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Elimination of access at Egan/Vintage results in minimum changes, while Riverside, Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective -	System will have an improvement in service over existing

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 6 Compatibility with Public Transportation																	
Nodes / Areas / System				Propo		⁻ Mendenl dustrial E	Second River Crossing										
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													0				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																1	
Second River crossing (Berners Ave)																	1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	-1	-2	1	1	2	1	-2	1	2					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	-1	-2	1	1	2	1	-2	1	1				1	1
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	1	1					
System Holistic Perspective	1	1	1	1	-1	1	1	2	1	-1	1	1					
System Average	0.6	0.8	0.8	0.6	-0.6	1.4	1.4	2	1.4	-0.6	1	1.2	0	0	0	1	1

Ranking Fair | Fair | Fair | Poor | Good | Good | Good | Good | Poor | Fair | Fair | Fair | Fair | Fair | Good | Good

6										
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
+1 Small improvement over existing										
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 2D:	Vintage Boulevard -	No change in regular and express routes, and commuter can be re-routed via Vintage north of Egan
	Riverside Drive	Commuter route can now cross Egan at Vintage, and back on Riverside north of Mall Road
	Mendenhall Loop Road	Unchanged (except through two signals)
		Regular route follow new connection, and commuter route along new ramp (turning movements separated from Egan through traffic) back to Downtown via Yandukin
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Minimum changes (except Riverside) and Vintage, Glacier/Lemon Spur & Yandukin connections provide new linkages
		System will have an improvement in service over existing
System 2E:	Vintage Boulevard -	No change in regular and express routes, and commuter can be re-routed via Riverside
	Riverside Drive	Commuter route can now cross Egan at Riverside Dr
	Mendenhall Loop Road -	Unchanged (except through two signals)
		Regular route follows new connection, and commuter route unchanged due to ramps
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Riverside, Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective	System will have a small improvement in service over existing
System 2F:	Vintage Boulevard -	No change in regular and express routes, and commuter can be re-routed via Vintage north of Egan
		Commuter route can now cross Egan at Vintage, and back on Riverside north of Mall Road
		Unchanged
	Glacier Highway (Airport)	Regular route follow new connection, and commuter route along new ramp (turning movements separated from Egan through traffic) back to Downtown via Yandukin
		- Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
		Minimum changes (except Riverside) and Vintage, Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective	System will have an improvement in service over existing
System 3A:	Vintage Boulevard -	Access prohibited - regular, commuter and express routes need to change their routes via Loop Rd
	Riverside Drive	Commuter route needs to change - from Radcliffe Rd to Glacier Hwy (North) to Loop Rd, to frontage roads to Riverside Dr
	Mendenhall Loop Road -	More transit routes are directed through the Loop interchange
		No change in access and transit along frontage road (turning movements separated from Egan through traffic)
		Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Elimination of access at Egan/Vintage results in changing transit routes significantly, while Yandukin connection provides new linkage
	System Holistic Perspective	System will have a small reduction in service over existing
System 3B:	Vintage Boulevard -	Access prohibited, but regular, commuter and express routes can be re-routed via Riverside south extension
		Commuter route can now cross Egan at Riverside Dr (does not need to Egan)
		Unchanged
		No change in access and transit along frontage road (turning movements separated from Egan through traffic)
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Riverside and Yandukin connections provide new linkage
	System Holistic Perspective	System will have a small improvement in service over existing
System 3C:	Vintage Boulevard -	No change in access and transit along frontage road (turning movements separated from Egan through traffic)
		No change in access and transit along frontage road (turning movements separated from Egan through traffic)
	Mendenhall Loop Road -	·
		No change in access and transit along frontage road (turning movements separated from Egan through traffic)
		Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Vintage and Yandukin connections provide new linkage
	System Holistic Perspective -	System will have a small improvement in service over existing
System 4A:	Industrial Boulevard -	No change
System 4B:	Industrial Boulevard -	No change
System 4C:	Industrial Boulevard -	No change
System 4D:	Crazy Horse Dr/Eagle St -	New shuttle possibilities
	Areas off Egan Drive -	
System 4E:	Berners Ave -	New shuttle possibilities
	Areas off Egan Drive -	

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	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 7 Compatibility with Pedestrians West of Mendenhall River Second Rive																		
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													1					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																2		
Second River crossing (Berners Ave)																	2	
Vintage Boulevard	1	0	1	0	0	0	2	2	2	0	0	2						
Riverside Drive	-1	0	-1	2	1	2	-2	2	-2	1	2	1						
Mendenhall Loop Road	-2	-2	-2	-1	1	1	1	1	0	1	1	1						
Glacier Highway (Airport)	-1	-1	-1	1	1	2	1	1	1	1	1	1						
Yandukin Drive	1	0	1	0	2	0	0	0	1	2	0	2						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																2	2	
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	-1	-1	-1	2	2	2	2	2	2	2	2	2						
System Average	-0.5	-0.7	-0.5	0.7	1.2	1.2	0.7	1.3	0.7	1.2	1	1.5	1	0	0	2	2	

Ranking Poor Poor Poor Fair Good Good Fair Good Fair Good Fair Good Fair Good Fair Fair Fair Good Good

7	Compa	tibility with Pedestrians
	Desc	cription of Evaluation Assignment
	+2	Large improvement over existing
	+1	Small improvement over existing
	0	No change
	-1	Small reduction over existing
	-2	Large reduction over existing

		Evaluation Notes
System 1A:	Vintage Boulevard -	New signal will provide ped crossing
-	Riverside Drive	Ped crossing distance increased to accommodate more lanes
	Mendenhall Loop Road	Ped crossing distance increased to accommodate more lanes (substantially)
	Glacier Highway (Airport)	Ped crossing distance increased to accommodate more lanes
	Yandukin Drive	New signals will provide needed ped crossing, but will have to cross many lanes
	Areas off Egan Drive	
		Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 1B:	Vintage Boulevard -	No ped crossing - unchanged
		Ped crossing distance increased to accommodate more lanes - southern leg will provide another north-south link
	Mendenhall Loop Road	Ped crossing distance increased to accommodate more lanes (substantially)
		Ped crossing distance increased to accommodate more lanes
		Realignment and new signal will provide needed ped crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive -	
		Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 1C:	Vintage Boulevard -	New signal will provide ped crossing and another north-south link
		Ped crossing distance increased to accommodate more lanes
	Mendenhall Loop Road	Ped crossing distance increased to accommodate more lanes (substantially)
		Ped crossing distance increased to accommodate more lanes
	Yandukin Drive	Realignment and new signal will provide needed ped crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive	
		Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 2A:	Vintage Boulevard -	No change - peds are not allowed to cross under existing
	Riverside Drive	Riverside extended south and separated from Egan through traffic
	Mendenhall Loop Road	Single point interchanges are in general pedestrian unfriendly
		New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2B:	Vintage Boulevard -	No change - peds are not allowed to cross under existing
	Riverside Drive	Short crossing distance and separated from Egan through traffic
	Mendenhall Loop Road	Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic
	Areas off Egan Drive	
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2C:	Vintage Boulevard -	No change - peds are not allowed to cross under existing
	Riverside Drive	Riverside extended south, short crossing distance and separated from Egan through traffic
	Mendenhall Loop Road	Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New James/Glacier/Lemon Spur connection and separated from Egan through traffic (best local connectivity)
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evalua	ation Cr	iterion:	7	Compa	tibility w	vith Ped	estrians											
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													1					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																2		
Second River crossing (Berners Ave)																	2	
Vintage Boulevard	1	0	1	0	0	0	2	2	2	0	0	2						
Riverside Drive	-1	0	-1	2	1	2	-2	2	-2	1	2	1						
Mendenhall Loop Road	-2	-2	-2	-1	1	1	1	1	0	1	1	1						
Glacier Highway (Airport)	-1	-1	-1	1	1	2	1	1	1	1	1	1						
Yandukin Drive	1	0	1	0	2	0	0	0	1	2	0	2						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																2	2	
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	-1	-1	-1	2	2	2	2	2	2	2	2	2						
System Average	-0.5	-0.7	-0.5	0.7	1.2	1.2	0.7	1.3	0.7	1.2	1	1.5	1	0	0	2	2	

Ranking Poor Poor Poor Fair Good Good Fair Good Fair Good Fair Good Fair Good Fair Fair Fair Good Good

7	7 Compatibility with Pedestrians										
	Desc	cription of Evaluation Assignment									
	+2	Large improvement over existing									
	+1	Small improvement over existing									
	0	No change									
	-1	Small reduction over existing									
	-2	Large reduction over existing									

		Evaluation Notes
System 2D:	Vintage Boulevard -	New connection will provide ped crossing and separated from Egan through traffic
	Riverside Drive	- Ped crossing taken away
	Mendenhall Loop Road	Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2E:	Vintage Boulevard -	New connection will provide ped crossing and separated from Egan through traffic
	Riverside Drive	- Riverside extended south, short crossing distance and separated from Egan through traffic
	Mendenhall Loop Road	- Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection, short crossing distance and separated from Egan through traffic
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2F:	Vintage Boulevard -	New connection will provide ped crossing and separated from Egan through traffic
,	Riverside Drive	- Ped crossing taken away
	Mendenhall Loop Road	Single point interchanges are in general pedestrian unfriendly
	Glacier Highway (Airport)	- New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	- New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3A:	Vintage Boulevard -	No change - peds are not allowed to cross under existing
-,	Riverside Drive	- Short crossing distance and separated from Egan through traffic
	Mendenhall Loop Road	- Short crossing distance and separated from Egan through traffic
		- Short crossing distance and separated from Egan through traffic
	Yandukin Drive	- New connection will provide needed ped crossing and separated from Egan through traffic
	Areas off Egan Drive	
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3B:	Vintage Boulevard -	No change - peds are not allowed to cross under existing
-,		- Short crossing distance and separated from Egan through traffic - another north-south link
		Short crossing distance and separated from Egan through traffic
		- Short crossing distance and separated from Egan through traffic
		- New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3C:	Vintage Boulevard -	New ped crossing and separated from Egan through traffic (another north-south link)
-)	Riverside Drive	- Short crossing distance and separated from Egan through traffic
	Mendenhall Loop Road	- Short crossing distance and separated from Eqan through traffic
	Glacier Highway (Airport)	- Short crossing distance and separated from Eqan through traffic
		New connection will provide needed ped crossing and separated from Egan through tarffic
	Areas off Egan Drive	· · · · · · · · · · · · · · · · · · ·
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 4A:	Industrial Boulevard -	Separated from Eqan through traffic
System 4B:	Industrial Boulevard -	No change
System 4C:	Industrial Boulevard -	No change
System 4D:	Crazy Horse Dr/Eagle St -	Additional east-west connection
0,000	Areas off Egan Drive	
System 4E:	Berners Ave -	Additional east-west connection
0,010iii 4E.	Areas off Egan Drive	
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Criterion #7

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 8 Compatibility with Bicyclists																		
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													1					
Realigned Industrial Blvd (at-grade) - West														0				
Industrial Boulevard (at-grade)															0			
Second River crossing (Crazy Horse Dr/Eagle St)																2		
Second River crossing (Berners Ave)																	2	
Vintage Boulevard	1	0	1	0	0	0	2	2	2	0	0	2						
Riverside Drive	0	1	0	2	0	2	-1	2	-1	0	2	0						
Mendenhall Loop Road	-1	-1	-1	-1	1	1	1	1	-1	1	1	1						
Glacier Highway (Airport)	-1	-1	-1	1	1	2	1	1	1	1	1	1						
Yandukin Drive	1	0	0	1	2	1	1	1	1	2	1	2						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																2	2	
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	-1	-1	-1	1	1	2	1	1	1	2	2	1						
System Average	-0.2	-0.3	-0.3	0.7	0.8	1.3	0.8	1.3	0.5	1	1.2	1.2	1	0	0	2	2	

Ranking Poor Poor Poor Fair Fair Good Fair Good Fair Good Fair Good Good Good Fair Fair Good Good

8										
	Description of Evaluation Assignment									
	+2	Large improvement over existing								
	+1	Small improvement over existing								
	0	No change								
	-1	Small reduction over existing								
	-2	Large reduction over existing								

		Evaluation Notes
System 1A:	Vintage Boulevard -	New signal will allow bikes to cross with peds (lane arrangement unchanged)
	Riverside Drive	Bike crossing distance increased to accommodate more lanes (no better bike facilities)
	Mendenhall Loop Road	Bike crossing distance increased to accommodate more lanes (substantially)
	Glacier Highway (Airport)	Bike crossing distance increased to accommodate more lanes
	Yandukin Drive	New signals will provide needed bike crossing
	Areas off Egan Drive	
		Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 1B:	Vintage Boulevard -	No bike crossing - unchanged
		Bike crossing distance increased to accommodate more lanes - southern leg will provide another north-south link
	Mendenhall Loop Road	Bike crossing distance increased to accommodate more lanes (substantially)
		Bike crossing distance increased to accommodate more lanes
		Realignment and new signal will provide needed bike crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive	-
		Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 1C:	Vintage Boulevard -	New signal will allow through movements including bikes - another north/south link
		Bike crossing distance increased to accommodate more lanes (no better bike facilities)
	Mendenhall Loop Road	Bike crossing distance increased to accommodate more lanes (substantially)
		Bike crossing distance increased to accommodate more lanes
		Realignment and new signal will provide needed bike crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive	
		Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 2A:	Vintage Boulevard -	No change - bikes are not allowed to cross anyway
	Riverside Drive	Riverside extended south and separated from Egan through traffic
	Mendenhall Loop Road	Only one phase for bikes and peds - more delays
		New Glacier/Lemon Spur connection and separated from Egan through traffic
		New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
		Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2B:	Vintage Boulevard -	No change - bikes are not allowed to cross anyway
		- No change to existing, except for separation
		Separated from Egan through traffic
		New Glacier/Lemon Spur connection and separated from Egan through traffic - only one-way
	Yandukin Drive	New connection will provide bike crossing and separated from Egan through traffic - only one-way
	Areas off Egan Drive	
		Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2C:	Vintage Boulevard -	No change - bikes are not allowed to cross anyway
		Riverside extended south and separated from Egan through traffic
	Mendenhall Loop Road	Separated from Egan through traffic
		New James/Glacier/Lemon Spur connection and separated from Egan through traffic (best local connectivity)
		New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic & east-west, north-south connections

	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																
Evalua	ation Cr	iterion:	8	Compa	tibility w	vith Bicy	clists										
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												f Mendenl dustrial E	Second River Crossing		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													1				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															0		
Second River crossing (Crazy Horse Dr/Eagle St)																2	
Second River crossing (Berners Ave)																	2
Vintage Boulevard	1	0	1	0	0	0	2	2	2	0	0	2					
Riverside Drive	0	1	0	2	0	2	-1	2	-1	0	2	0					
Mendenhall Loop Road	-1	-1	-1	-1	1	1	1	1	-1	1	1	1					
Glacier Highway (Airport)	-1	-1	-1	1	1	2	1	1	1	1	1	1					
Yandukin Drive	1	0	0	1	2	1	1	1	1	2	1	2					
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																2	2
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	-1	-1	-1	1	1	2	1	1	1	2	2	1					
System Average	-0.2	-0.3	-0.3	0.7	0.8	1.3	0.8	1.3	0.5	1	1.2	1.2	1	0	0	2	2

Ranking Poor Poor Poor Fair Fair Good Fair Good Fair Good Fair Good Good Good Fair Fair Good Good Good Good Good

8									
	Description of Evaluation Assignment								
		Large improvement over existing							
	+1	Small improvement over existing							
	0	No change							
	-1	Small reduction over existing							
	-2	Large reduction over existing							

		Evaluation Notes
System 2D:	Vintage Boulevard -	New connection will provide bike crossing and separated from Egan through traffic
	Riverside Drive	Bike crossing taken away
	Mendenhall Loop Road -	Separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive -	
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2E:	Vintage Boulevard -	New connection will provide bike crossing and separated from Egan through traffic
-	Riverside Drive	Riverside extended south and separated from Egan through traffic
	Mendenhall Loop Road -	Separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive -	
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2F:	Vintage Boulevard -	New connection will provide bike crossing and separated from Egan through traffic
- 5	Riverside Drive	Bike crossing taken away
	Mendenhall Loop Road	Only one phase for bikes and peds - more delays
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection and separated from Egan through traffic
	Yandukin Drive	New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 3A:	Vintage Boulevard -	No change - bikes were not allowed to cross anyway
oystem or t.	Riverside Drive	No change to existing, except for separation
	Mendenhall Loop Road	Separated from Egan through tradific
	Glacier Highway (Airport)	Separated from Egan through traffic
	Yandukin Drive	Deparation of the second
	Areas off Egan Drive	New connection will provide maan needed blie drobbing and opparated from Egan anough rating
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic & frontage road connections
System 3B:	Vintage Boulevard -	moong whe balance where provide, and intrage does Egan improved due to oppration or anong radius a nonage road connections. No change - bikes were not allowed to cross anyway
oystem ob.	Riverside Drive	Separated from Egan through traffic - another north-south link
	Mendenhall Loop Road	Separated from Egan through traffic
	Glacier Highway (Airport)	Separated from Egan through traffic
	Yandukin Drive	New connection will provide bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive	Now connection will provide blike drobbing and departated from Egan anodgin atmosphere, but too fair to the east
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic & frontage road connections
System 3C:	Vintage Boulevard -	New bike connection (another north-south) and separated from Equa through traffic
oystem so.	Riverside Drive	No change to existing, except for separation
	Mendenhall Loop Road	Separate from Egan through traffic
	Glacier Highway (Airport)	Separated from Egan through traffic
	Yandukin Drive	New connection will provide mache New connection will provide mache
	Areas off Egan Drive	The connection will provide integree of the processing and oppirated non-Egan allowing training
	System Holistic Perspective	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 4A:	Industrial Boulevard -	missing like reactions will be provided, and minage across Egan improved due to separation of anodgin ranke. Separated from Egan through traffic
System 4B:	Industrial Boulevard -	Separated non-Egan anough danc
System 4C:	Industrial Boulevard -	No change
System 40:	Crazy Horse Dr/Eagle St -	No criange Additional east-west connection
System 4D.	Areas off Egan Drive -	
System 4E:	Berners Ave -	Additional east-west connection
System 4E.	Areas off Egan Drive -	AUditional east-west connection
L	Aleas oli Eyall DIIVe -	1

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	WE	EST EGA	N DRIV	E CORF	IDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	9	Enviror	nmental	Impacts	;										
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												f Mendenl dustrial E	Second River Crossing		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-2		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	0	0	0	0	0	0	0	0	0	0	0	0					
Riverside Drive	0	-1	0	-1	0	-1	0	-1	0	-1	-1	-1					
Mendenhall Loop Road	-1	-1	-1	-2	-2	-2	-2	0	-2	-2	-2	-2					
Glacier Highway (Airport)	0	0	0	-2	-2	-2	-2	-1	-1	-1	-1	-1					
Yandukin Drive	0	-2	-2	-2	0	-2	-2	-2	-2	0	-2	0					
Area off Egan: North of Egan & West of Jordan Creek	-1	-1	-1	-1	-1	-2	-1	-1	-1	-2	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	0	0	0	-1	-1	-1	-1	-2	-1	-1	-2	-2				-1	0
Area off Egan: North of Egan & East of Jordan Creek	-1	-1	-1	-1	-1	-2	-1	-2	-1	-2	-2	-1					
Area off Egan: South of Egan & East of Jordan Creek	0	0	0	-1	0	-1	-1	-1	0	0	-1	0					
System Holistic Perspective	0	-2	-2	-2	-1	-2	-2	-2	-2	-2	-2	-1					
System Average	-0.3	-0.8	-0.7	-1.3	-0.8	-1.5	-1.2	-1.2	-1	-1.1	-1.4	-0.9	-2	-1	-2	-1.5	-1

Ranking Good Good Good Poor Good Poor Fair Fair Fair Fair Poor Fair Poor Fair Poor Fair Poor Poor Poor Poor

9	Environmental Impacts								
	Des	cription of Evaluation Assignment							
	+2	Large positive impact							
	+1	Small positive impact							
	0	No change							
	-1	Small negative impact							
	-2	Large negative impact							

		Evaluation Notes
System 1A:	Vintage Boulevard -	Widening with no significant change
-	Riverside Drive	Widening with no significant change
	Mendenhall Loop Road -	Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek)
	Glacier Highway (Airport)	Widening with no significant change
	Yandukin Drive	Realignment does not influence any sensitive environmental areas
		small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop
	System Holistic Perspective -	No real impact
System 1B:	Vintage Boulevard -	Widening with no significant change
	Riverside Drive	Existing road straightened through low value wetland, minimal impact
	Mendenhall Loop Road -	Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek)
	Glacier Highway (Airport)	Widening with no significant change
	Yandukin Drive	
		value wetland and stream area which is used for anadromous fish rearing.
	Areas off Egan Drive -	small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop
	System Holistic Perspective -	
System 1C:	Vintage Boulevard -	Widening with no significant change
	Riverside Drive	Widening with no significant change
	Mendenhall Loop Road -	
		Widening with no significant change
	Yandukin Drive	Realignment influences category C wetland south of Egan but also cuts off existing habitat from wildlife refuge. North of Egan, new road goes through higher
		value wetland and stream area which is used for anadromous fish rearing.
	Areas off Egan Drive -	small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop
	System Holistic Perspective -	
System 2A:	Vintage Boulevard -	No significant impact
		- Would impact low value wetland
		Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan.
	Glacier Highway (Airport)	
	Yandukin Drive	
		value wetland and stream area which is used for anadromous fish rearing.
		small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop
0 1 00	System Holistic Perspective -	
System 2B:	Vintage Boulevard -	No significant impact
	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
		- No significant impact
	Areas off Egan Drive -	
Ourters 00	System Holistic Perspective -	moderate loss of habitat No significant impact
System 2C:	Vintage Boulevard -	
		Would impact low value wetland
		Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan.
	Glacier Highway (Airport)	Could impact high value wetlands along connecting road with Lemon Spur Rd
	Yandukin Drive	
	A	value wetland and stream area which is used for anadromous fish rearing.
		large impact on sensitive areas primarily along north side of Egan as a new road cuts through forested areas and in the vicinity of Egan/Loop
U	System Holistic Perspective -	

				E CORF	RIDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	9	Enviror	nmental	Impacts	5										
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												⁻ Mendenl dustrial E	Second River Crossing		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-2		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	0	0	0	0	0	0	0	0	0	0	0	0					
Riverside Drive	0	-1	0	-1	0	-1	0	-1	0	-1	-1	-1					
Mendenhall Loop Road	-1	-1	-1	-2	-2	-2	-2	0	-2	-2	-2	-2					
Glacier Highway (Airport)	0	0	0	-2	-2	-2	-2	-1	-1	-1	-1	-1					
Yandukin Drive	0	-2	-2	-2	0	-2	-2	-2	-2	0	-2	0					
Area off Egan: North of Egan & West of Jordan Creek	-1	-1	-1	-1	-1	-2	-1	-1	-1	-2	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	0	0	0	-1	-1	-1	-1	-2	-1	-1	-2	-2				-1	0
Area off Egan: North of Egan & East of Jordan Creek	-1	-1	-1	-1	-1	-2	-1	-2	-1	-2	-2	-1					
Area off Egan: South of Egan & East of Jordan Creek	0	0	0	-1	0	-1	-1	-1	0	0	-1	0					
System Holistic Perspective	0	-2	-2	-2	-1	-2	-2	-2	-2	-2	-2	-1					
System Average	-0.3	-0.8	-0.7	-1.3	-0.8	-1.5	-1.2	-1.2	-1	-1.1	-1.4	-0.9	-2	-1	-2	-1.5	-1

Ranking Good Good Good Poor Good Poor Fair Fair Fair Fair Poor Fair Poor Fair Poor Fair Poor Poor Poor Poor

9	9 Environmental Impacts								
	Des	cription of Evaluation Assignment							
	+2	Large positive impact							
	+1	Small positive impact							
	0	No change							
	-1	Small negative impact							
	-2	Large negative impact							

System 2D: Vintage Boulevard - No significant impact Riverside Drive - no impact	
Riverside Drive - no impact	
Mendenhall Loop Road - Would impact Duck Creek but also could facilitate other planned Duck Creek projects including re	relocation of that creek south of Egan.
Glacier Highway (Airport) - Could impact high value wetlands along connecting road with Lemon Spur Rd	
Yandukin Drive - Realignment influences category C wetland south of Egan but also cuts off existing habitat from v	wildlife refuge. North of Egan, new road goes through higher
value wetland and stream area which is used for anadromous fish rearing.	
Areas off Egan Drive - small impact on sensitive areas primarily along north side of Egan as road is widened and in the	vicinity of Egan/Loop
System Holistic Perspective - overall loss of habitat	
System 2E: Vintage Boulevard - No significant impact	
Riverside Drive - Would impact low value wetland	
Mendenhall Loop Road - Would impact Duck Creek but also could facilitate other planned Duck Creek projects including re	relocation of that creek south of Egan.
Glacier Highway (Airport) - Could impact high value wetlands along connecting road with Lemon Spur Rd. New connecting ro	road goes into the hillside and would change the habitat in this area.
Yandukin Drive - Realignment influences category C wetland south of Egan but also cuts off existing habitat from v	wildlife refuge. North of Egan, new road goes through higher
value wetland and stream area which is used for anadromous fish rearing.	
Areas off Egan Drive - some impact on sensitive areas primarily along north side of Egan as a new road cuts through for	orested areas and in the vicinity of Egan/Loop
System Holistic Perspective - overall loss of habitat	
System 2F: Vintage Boulevard - No significant impact	
Riverside Drive - Would impact low value wetland	
Mendenhall Loop Road - Would impact Duck Creek but also could facilitate other planned Duck Creek projects including re	relocation of that creek south of Egan.
Glacier Highway (Airport) - Small impact to high value wetlands. New connecting road goes into the hillside and would change	
Yandukin Drive - Realignment influences category C wetland south of Egan but also cuts off existing habitat from v	
value wetland and stream area which is used for anadromous fish rearing.	
Areas off Egan Drive - some impact on sensitive areas primarily along north side of Egan as a new road cuts through for	prested areas and in the vicinity of Egan/Loop
System Holistic Perspective - overall loss of habitat	
System 3A: Vintage Boulevard - No significant impact	
Riverside Drive - Frontage roads impacting lower value wetlands	
Mendenhall Loop Road - Frontage roads impacting higher value wetlands and Duck Creek	
Glacier Highway (Airport) - Frontage roads impacting higher value wetlands	
Yandukin Drive - Realignment does not influence any sensitive environmental areas	
Areas off Egan Drive - Frontage roads will impact all existing sensitive area adjacent to Egan Dr	
System Holistic Perspective - System will have a large impact	
System 3B: Vintage Boulevard -	
Riverside Drive -	
Mendenhall Loop Road -	
Glacier Highway (Airport) -	
Yandukin Drive -	
Areas off Egan Drive -	
System Holistic Perspective -	
System 3C: Vintage Boulevard -	
Riverside Drive -	
Mendenhall Loop Road -	
Glacier Highway (Airport) -	
Yandukin Drive -	
Areas off Egan Drive -	
System Holistic Perspective -	
System 4A: Industrial Boulevard - significant impact to high value wetland	
System 4B: Industrial Boulevard - may have some minor impact to high value wetland	
System 4C: Industrial Boulevard - significant impact to high value wetland	
System 4D: Crazy Horse Dr/Eagle St - Major environmental impact from a new river crossing.	
Areas off Egan Drive - Potential for impact to Duck Creek from new roadway and truck use of roadway	
System 4E: Berners Ave - Major environmental impact from a new river crossing.	
Areas off Egan Drive - No real impact	

CH2M Hill

							Evaluatio		<u> </u>	each cr	iterion							
Evalua	ation Cr	iterion:	10	Consistency with Other Planning Efforts														
Nodes / Areas / System			Proposed Road System - East of Mendenhall River												West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													1					
Realigned Industrial Blvd (at-grade) - West														1				
Industrial Boulevard (at-grade)															-1			
Second River crossing (Crazy Horse Dr/Eagle St)																1		
Second River crossing (Berners Ave)																	0	
Vintage Boulevard	0	0	0	0	0	0	0	0	0	0	0	0						
Riverside Drive	1	1	1	1	1	-1	-1	1	-1	1	1	1						
Mendenhall Loop Road	1	1	1	1	1	1	1	1	1	1	1	1						
Glacier Highway (Airport)	1	1	1	1	1	1	1	1	1	1	1	1						
Yandukin Drive	0	0	0	0	0	0	0	0	0	0	0	0						
Area off Egan: North of Egan & West of Jordan Creek	1	1	1							1	1	1						
Area off Egan: South of Egan & West of Jordan Creek	1	1	1							1	1	1				1	0	
Area off Egan: North of Egan & East of Jordan Creek	1	1	1							1	1	1						
Area off Egan: South of Egan & East of Jordan Creek	1	1	1							1	1	1						
System Holistic Perspective	1	1	1							1	1	1						
System Average	0.8	0.8	0.8	0.6	0.6	0.2	0.2	0.6	0.2	0.8	0.8	0.8	1	1	-1	1	0	

Ranking Good Good Good Fair Fair Poor Poor Fair Poor Good Good Good Fair Fair Poor Fair Fair

10	Consist	tency with Other Planning Efforts
	Desc	cription of Evaluation Assignment
	+2	Consistent with all other plans
	+1	Consistent with some other plans
	0	Not addressed in any plan
	-1	Conflicts with some other plans
	-2	Conflicts with all other plans

Need to discuss with CBJ to see if any local planning efforts are in the works.

		Evaluation Notes
System 1A:	Vintage Boulevard -	
		does not conflict
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
		Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
		Consistent with all other plans
System 1B:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
		Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
System 1C:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
		Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
System 2A:	Vintage Boulevard -	
	Riverside Drive	-
	Mendenhall Loop Road -	•
	Glacier Highway (Airport)	-
	Yandukin Drive	-
	Areas off Egan Drive -	•
	System Holistic Perspective	
System 2B:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	•
	Glacier Highway (Airport)	
	Yandukin Drive	-
	Areas off Egan Drive -	·
	System Holistic Perspective	
System 2C:	Vintage Boulevard -	
		bringing extra traffic onto Riverside drive through James may alter long-term planning outcome.
	Mendenhall Loop Road -	•
	Glacier Highway (Airport)	· · · · · · · · · · · · · · · · · · ·
	Yandukin Drive	-
	Areas off Egan Drive -	· · · · · · · · · · · · · · · · · · ·
I	System Holistic Perspective	·]

	W	EST EGA	AN DRIV	E CORF	IDOR S	TUDY: E	Evaluatio	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion														
Evalua	ation Cr	iterion:	10	Consis	tency w	ith Othe	r Planni	ng Effor	ts													
Nodes / Areas / System		Proposed Road System - East of Mendenhall River														Second River Crossing						
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E					
Realigned Industrial Blvd (interchange) - West													1									
Realigned Industrial Blvd (at-grade) - West														1								
Industrial Boulevard (at-grade)															-1							
Second River crossing (Crazy Horse Dr/Eagle St)																1						
Second River crossing (Berners Ave)																	0					
Vintage Boulevard	0	0	0	0	0	0	0	0	0	0	0	0										
Riverside Drive	1	1	1	1	1	-1	-1	1	-1	1	1	1										
Mendenhall Loop Road	1	1	1	1	1	1	1	1	1	1	1	1										
Glacier Highway (Airport)	1	1	1	1	1	1	1	1	1	1	1	1										
Yandukin Drive	0	0	0	0	0	0	0	0	0	0	0	0										
Area off Egan: North of Egan & West of Jordan Creek	1	1	1							1	1	1										
Area off Egan: South of Egan & West of Jordan Creek	1	1	1							1	1	1				1	0					
Area off Egan: North of Egan & East of Jordan Creek	1	1	1							1	1	1										
Area off Egan: South of Egan & East of Jordan Creek	1	1	1							1	1	1										
System Holistic Perspective	1	1	1							1	1	1										
System Average	0.8	0.8	0.8	0.6	0.6	0.2	0.2	0.6	0.2	0.8	0.8	0.8	1	1	-1	1	0					

Ranking Good Good Fair Fair Poor Poor Fair Poor Good Good Fair Pair Poor Fair Poor Fair Poor Fair Poor Fair Poor

10 Consistency with Other Planning Efforts Description of Evaluation Assignment +2 Consistent with all other plans +1 Consistent with some other plans 0 Not addressed in any plan -1 Conflicts with some other plans -2 Conflicts with all other plans

Need to discuss with CBJ to see if any local planning efforts are in the works.

		Evaluation Notes
System 2D:	Vintage Boulevard -	
-	Riverside Drive	eliminating the mall vintage riverside drive intersection was not considered in the riverside drive corridor plan
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 2E:	Vintage Boulevard -	
,	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 2F:	Vintage Boulevard -	
,	Riverside Drive	eliminating the mall vintage riverside drive intersection was not considered in the riverside drive corridor plan
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 3A:	Vintage Boulevard -	
-,	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
System 3B:	Vintage Boulevard -	
-	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
System 3C:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
System 4A:	Industrial Boulevard -	Address in conceptual planning
System 4B:	Industrial Boulevard -	Address in conceptual planning
System 4C:	Industrial Boulevard -	Location probably to close to Mendenhall River - impact on bridge design and design of possible interchanges east of interchanges
System 4D:	Crazy Horse Dr/Eagle St -	Address in conceptual planning
		Address in conceptual planning
System 4E:	Berners Ave -	Not addressed in any plan
	Areas off Egan Drive -	Not addressed in any plan

CH2M Hill

									rding to	each cr	iterion						
Evalua	ation Cr	iterion:	11	Compa	tibility v	ith Buil	t Enviro	nment									
Nodes / Areas / System				Propo	West of Mendenhall River (Industrial Blvd)			Second River Crossing									
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-1				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek	0	-1	1	-2	-2	0	1	1	1	-2	-2	2					
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	0	2	1	-1	0	0				1	1
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	2	1					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	-1	2	1	2	2	-1	-1	-1					
System Holistic Perspective	1	1	1	1	-1	2	1	2	2	-1	-1	1					
System Average	0.6	0.6	1	0.8	-0.6	1.4	1	1.8	1.6	-0.8	-0.4	0.6	-1	-1	-1	0	1

Ranking Fair | Fair | Fair | Poor | Good | Fair | Good | Good | Poor | Poor | Fair | Fair | Fair | Fair | Fair

11	Compa	tibility with Built Environment
	Desc	cription of Evaluation Assignment
		Large improvement over existing
	+1	Small improvement over existing
	0	No change
	-1	Small reduction over existing
	-2	Large reduction over existing

		Evaluation Notes
System 1A:	Vintage Boulevard -	No change.
	Riverside Drive -	No change.
	Mendenhall Loop Road -	No change.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	No change.
	Areas off Egan Drive -	Better access to businesses off of Egan by Yandukin connection.
System 1B:	Vintage Boulevard -	Diminished access to Vintage Park businesses and future development.
	Riverside Drive -	More traffic on Riverside and in Riverside neighborhoods. Glacier Highway North neighborhoods will received heavier traffic.
	Mendenhall Loop Road -	Commuter access improved as some traffic moves to Riverside Drive.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	
	Areas off Egan Drive -	Better access to businesses off of Egan by Yandukin and Riverside connections.
	System Holistic Perspective -	Riverside and Yandukin connections improve business access in some areas. Slight improvement over existing.
System 1C:	Vintage Boulevard -	Improved access to Vintage Park businesses and future development. Heavier traffic on Glacier Highway North.
	Riverside Drive -	
	Mendenhall Loop Road -	Access across Egan at Vintage will pull traffic from Loop, and make commute more efficient.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	
	Areas off Egan Drive -	Better access to businesses off of Egan by Yandukin and Vintage connections.
	System Holistic Perspective -	Vintage and Yandukin connections improve access to businesses off of Egan. Vintage improvement good for future development.
System 2A:	Vintage Boulevard -	Only one access point to businesses in Vintage Park. Also possible barrier to future development.
	Riverside Drive -	Better access to businesses across Egan but worse access from Egan, compounding diminished access to Vintage Park.
	Mendenhall Loop Road -	Commuter access more efficient.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	
	Areas off Egan Drive -	Greatly improved access to businesses across Egan without using Egan Diminished access to Vintage Park and future development.
	System Holistic Perspective -	System is improvement for access across Egan. Lack of Vintage access bad for future development.
System 2B:	Vintage Boulevard -	Only one access point to businesses in Vintage Park. Also possible barrier to future development.
	Riverside Drive -	
	Mendenhall Loop Road -	Commuter access more efficient.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	
	Areas off Egan Drive -	Improved access across Egan, but one-way on Old Dairy and dead end at Vintage will hurt some drop-in businesses.
0 1 00	System Holistic Perspective -	Access to some business areas is hindered, outweighing improved access across Egan. Reduced business access overall.
System 2C:	Vintage Boulevard -	Only one access point to businesses in Vintage Park. Also possible barrier to future development.
	Riverside Drive -	Improved access from and across Egan.
	Mendenhall Loop Road -	Commuter access more efficient. Especially with removing the light at Mendenhall Mall Road.
	Glacier Highway (Airport) -	Better access to area businesses.
	Yandukin Drive -	Darahlu imamund annan ta buulannan off Eann annan tan Vintana Dadu. Daraiki a banina ta fakun dara kanan tanan Vintana
	Areas off Egan Drive -	Greatly improved access to businesses off Egan except for Vintage Park. Possible barrier to future development near Vintage.
	System Holistic Perspective -	Greatly improved access to businesses off Egan except for Vintage Park. Possible barrier to future development near Vintage.

	W	EST EGA	AN DRIV	E CORF	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion Evaluation Criterion: 11 Compatibility with Built Environment														
Evalua	ation Cr	iterion:	11	Compa	tibility w	rith Buil	t Enviro	nment											
Nodes / Areas / System				Propo	sed Road	System -			Mendeni dustrial E		d River ssing								
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E		
Realigned Industrial Blvd (interchange) - West													-1						
Realigned Industrial Blvd (at-grade) - West														-1					
Industrial Boulevard (at-grade)															-1				
Second River crossing (Crazy Horse Dr/Eagle St)																-1			
Second River crossing (Berners Ave)																	1		
Vintage Boulevard																			
Riverside Drive																			
Mendenhall Loop Road																			
Glacier Highway (Airport)																			
Yandukin Drive																			
Area off Egan: North of Egan & West of Jordan Creek	0	-1	1	-2	-2	0	1	1	1	-2	-2	2							
Area off Egan: South of Egan & West of Jordan Creek	0	1	1	1	0	1	0	2	1	-1	0	0				1	1		
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	2	1	2	2	2	2	1	2	1							
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	2	-1	2	1	2	2	-1	-1	-1							
System Holistic Perspective	1	1	1	1	-1	2	1	2	2	-1	-1	1							
System Average	0.6	0.6	1	0.8	-0.6	1.4	1	1.8	1.6	-0.8	-0.4	0.6	-1	-1	-1	0	1		

Ranking Fair Fair Fair Fair Poor Good Fair Good Good Poor Poor Fair Fair Fair Fair Fair Fair Good

11	Compa	tibility with Built Environment
	Desc	cription of Evaluation Assignment
	+2	Large improvement over existing
	+1	Small improvement over existing
	0	No change
	-1	Small reduction over existing
	-2	Large reduction over existing

		Evaluation Notes
System 2D:	Vintage Boulevard -	More traffic routed by Vintage Park Businesses. Advantages for future development
- ,	Riverside Drive	- Less traffic in Riverside neighborhoods.
	Mendenhall Loop Road	Better access to Egan, but heavier traffic flow with no Riverside connection. Impact on commuters is neutral.
		Glacier North will have heavy traffic through neighborhoods.
	Yandukin Drive	
		Better access to businesses across Egan and good access to Vintage Park More congestion and delays on Loop.
	System Holistic Perspective	
System 2E:	Vintage Boulevard -	Good circular access to Vintage Park and potential development.
-,	Riverside Drive	- More traffic on Riverside and in Riverside neighborhoods.
	Mendenhall Loop Road	- Commuter access improved.
		- Greatly improved access to area businesses.
	Yandukin Drive	
		Greatly improved access between Fred Mayer and other commercial areas across Egan. Good access to Vintage Park.
	System Holistic Perspective	- Greatly improved access between Fred Mayer and other commercial areas across Egan. Good access to Vintage Park.
System 2F:	Vintage Boulevard -	More traffic routed by Vintage Park Businesses. Advantages for future development. Glacier Hwy North will get heavier traffic.
-,	Riverside Drive	- Less traffic in Riverside neighborhoods.
	Mendenhall Loop Road	Better access to Egan, but heavier traffic flow with no Riverside connection. Impact on commuters is neutral.
	Glacier Highway (Airport)	- Greatly improved access to area businesses
	Yandukin Drive	
		Better access to businesses across Egan and good access to Vintage Park More congestion and delays on Loop.
		Better access to businesses across Egan and good access to Vintage Park More congestion and delays on Loop.
System 3A:	Vintage Boulevard -	Only one access point to businesses in Vintage Park. Also possible arrier to future development.
o yotoini or ti		Access from Egan to Riverside less direct. Compounds diminished access to Vintage Park and future development.
		Commuter access improved.
		Access better, but some traffic rerouted to frontage roads. Businesses dependent on drop-in traffic may suffer.
	Yandukin Drive	
		Better access to businesses off of Eqan by Yandukin connection.
	System Holistic Perspective	
System 3B:	Vintage Boulevard -	Only one access point to businesses in Vintage Park. Also possible barrier to future development.
-,		- Improved access from and across Egan.
		- Commuter access improved.
		- Access improved, but some traffic rerouted to frontage roads. Businesses dependent on drop-in traffic may suffer.
	Yandukin Drive	
	Areas off Egan Drive	Better access through Yandukin and Riverside connections. Frontage road will bypass many businesses.
	System Holistic Perspective	- Slight reduction of access to businesses. Especially at Vintage Park with implications for future development.
System 3C:	Vintage Boulevard -	Better access from Vintage to Egan and elsewhere.
-,	Riverside Drive	- Traffic rerouted to Vintage, Loop and frontage roads.
	Mendenhall Loop Road	Commuter access more efficient.
	Glacier Highway (Airport)	- Some traffic rerouted from Glacier to frontage roads. May hurt businesses dependent on drop-in traffic
	Yandukin Drive	
	Areas off Egan Drive	Improved access across Egan, but frontage roads may route traffic away from existing businesses.
	System Holistic Perspective	- Good connectivity to business areas across Egan. Slight improvement.
System 4A:	Industrial Boulevard -	Improved access to Industrial, but sending busses through neighborhoods to Brotherhood Bridge.
System 4B:	Industrial Boulevard -	Improved access to Industrial, but sending busses through neighborhoods to Brotherhood Bridge.
System 4C:	Industrial Boulevard -	Improved access to Industrial and Brotherhood Bridge, but eliminating Jensine access to Glacier (City maintenance shop).
System 4D:	Crazy Horse Dr/Eagle St -	Increased traffic in a quiet residential area.
	Areas off Egan Drive	Improved access to Industrial without using Egan.
System 4E:	Berners Ave -	Increased traffic, but not really much or a residential area.
·	Areas off Egan Drive	Improved access to Industrial without using Egan.
		· ·

Southeast Strategies

	W	EST EGA	N DRIV	E CORF	RIDOR S	TUDY: E	Evaluatio	on accol	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	12	Constru	uctabilit	y											
Nodes / Areas / System				Propo		System -	East of N	lendenha	ll River					[•] Mendenl dustrial E	lvd)	Cros	d River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-1				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	2	2	-2	-2	1	1	1	1	1	2	2	2					
Riverside Drive	0	1	1	-2	0	0	1	0	1	0	0	0					
Mendenhall Loop Road	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1					
Glacier Highway (Airport)	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1					
Yandukin Drive	1	1	1	1	1	1	-1	-1	-1	-1	1	-1					
Area off Egan: North of Egan & West of Jordan Creek	0	0	-1	-2	-2	-1	-2	-2	-2	-1	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	2	1	2	-2	-2	-2	-2	-2	-2	0	0	-1				-2	-2
Area off Egan: North of Egan & East of Jordan Creek	2	1	1	1	1	1	-2	1	1	2	2	0					
Area off Egan: South of Egan & East of Jordan Creek	2	1	1	1	1	1	1	1	1	-2	1	1					
System Holistic Perspective	1	1	0	-1	-1	0	-1	-1	-1	0	0	0					
System Average	0.8	0.6	0.1	-0.8	-0.3	-0.1	-0.7	-0.5	-0.4	-0.2	0.3	-0.2	-1	0	1	-1.5	-2

Ranking Good Good Fair Poor Fair Fair Poor Poor Fair Fair Fair Fair Poor Fair Good Fair Poor

12	Constr	uctability									
	Description of Evaluation Assignment										
	+2	Limited impact on traffic flow									
	+1	0									
	0	Moderate impact on traffic flow									
	-1	0									
	-2	Major impact on traffic flow									

		Evaluation Notes
System 1A:	Vintage Boulevard -	
-	Riverside Drive	Very short duration disruption
	Mendenhall Loop Road -	Duration of major disruption can be limited to a weekend
	Glacier Highway (Airport)	
	Yandukin Drive	Most construction ca occur without impacting traffic
	Areas off Egan Drive -	Construction may require some re-routing of trips, especially when Egan/Loop is upgraded
	System Holistic Perspective -	
System 1B:	Vintage Boulevard -	
	Riverside Drive	Most construction ca occur without impacting traffic
	Mendenhall Loop Road -	Duration of major disruption can be limited to a weekend
	Glacier Highway (Airport)	
		Limited impact on traffic flow
	Areas off Egan Drive -	Construction may require some re-routing of trips, especially when Egan/Loop is upgraded
	System Holistic Perspective -	
System 1C:	Vintage Boulevard -	Short duration disruption, can close intersection
	Riverside Drive	Most construction ca occur without impacting traffic
	Mendenhall Loop Road -	Duration of major disruption can be limited to a weekend
	Glacier Highway (Airport) -	
		Limited impact on traffic flow
	Areas off Egan Drive -	Construction may require some re-routing of trips, especially when Egan/Loop is upgraded
	System Holistic Perspective -	
System 2A:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	Ramps can be built first and traffic moved over to lessen impact
	Glacier Highway (Airport)	Lemon Spur can be used as detour to moderate impact due to mainline work
		Stage to minimize impacts
	Areas off Egan Drive -	Major impact especially west end streets
	System Holistic Perspective -	Grade raises and mainline bridges will cause long duration detour delays
System 2B:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	Ramps can be built first and traffic moved over to lessen impact
	Glacier Highway (Airport) -	Lemon Spur can be used as detour to moderate impact due to mainline work
		Stage to minimize impacts
	Areas off Egan Drive -	Major impact especially west end streets
	System Holistic Perspective -	Grade raises and mainline bridges will cause long duration detour delays
System 2C:	Vintage Boulevard -	
	Riverside Drive	-
	Mendenhall Loop Road -	·
	Glacier Highway (Airport) -	•
	Yandukin Drive	-
	Areas off Egan Drive -	·
	System Holistic Perspective -	New roads present opportunities to handle traffic

	WE	EST EGA	N DRIV	E CORR	IDOR S	TUDY: E	Evaluatio	on acco	rding to	each cri	iterion						
Evalua	ation Cr	iterion:	12	Constru	ıctabilit	y											
Nodes / Areas / System				Propo	sed Road	System -	East of N	lendenha	ll River					[:] Mendenh dustrial B			d River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-1				
Realigned Industrial Blvd (at-grade) - West														0			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	2	2	-2	-2	1	1	1	1	1	2	2	2					
Riverside Drive	0	1	1	-2	0	0	1	0	1	0	0	0					
Mendenhall Loop Road	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1					
Glacier Highway (Airport)	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1					
Yandukin Drive	1	1	1	1	1	1	-1	-1	-1	-1	1	-1					
Area off Egan: North of Egan & West of Jordan Creek	0	0	-1	-2	-2	-1	-2	-2	-2	-1	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	2	1	2	-2	-2	-2	-2	-2	-2	0	0	-1				-2	-2
Area off Egan: North of Egan & East of Jordan Creek	2	1	1	1	1	1	-2	1	1	2	2	0					
Area off Egan: South of Egan & East of Jordan Creek	2	1	1	1	1	1	1	1	1	-2	1	1					
System Holistic Perspective	1	1	0	-1	-1	0	-1	-1	-1	0	0	0					
System Average	0.8	0.6	0.1	-0.8	-0.3	-0.1	-0.7	-0.5	-0.4	-0.2	0.3	-0.2	-1	0	1	-1.5	-2

Ranking Good Good Fair Poor Fair Fair Poor Poor Fair Fair Fair Fair Poor Fair Good Fair Poor

12												
	Description of Evaluation Assignment											
	+2	Limited impact on traffic flow										
	+1	0										
	0	Moderate impact on traffic flow										
	-1	0										
	-2	Major impact on traffic flow										

		Evaluation Notes
System 2D:	Vintage Boulevard -	Ramps can be built first and traffic moved over to lessen impact
	Riverside Drive	Intersection will close or be reduced to RI/RO
	Mendenhall Loop Road	
	Glacier Highway (Airport)	
	Yandukin Drive	More impact on off Egan due to missing leg on diamond
	Areas off Egan Drive	West end most severe
		New roads and connectors present opportunity fro detours
System 2E:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road	
	Glacier Highway (Airport)	
		Diamond ramps can provide detours
	Areas off Egan Drive	
		Essentially the same as 2D except Yandukin
System 2F:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road	
	Glacier Highway (Airport)	-
	Yandukin Drive	-
	Areas off Egan Drive	
		Essentially the same as 2E except little impact at Riverside
System 3A:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive	-
	Mendenhall Loop Road	· · · · · · · · · · · · · · · · · · ·
	Glacier Highway (Airport)	
	Yandukin Drive	
		Construction may require re-routing of trips, especially in the vicinity of Egan/Loop
	System Holistic Perspective	Frontage roads will be built first, divert traffic to frontage roads, construct Egan Dr & bridges, and then open for traffic
System 3B:	Vintage Boulevard -	
	Riverside Drive	-
	Mendenhall Loop Road	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive	
0 1 00		Essentially the same as 3A but Yandukin is better
System 3C:	Vintage Boulevard - Riverside Drive	
	Mendenhall Loop Road	
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive -	Cimilar to 24 but look of feantage between Lean and Clasics will as use more impact to traffic
Sustam 44:		Similar to 3A but lack of frontage between Loop and Glacier will cause more impact to traffic Diamond ramps can provide detours
System 4A: System 4B:	Industrial Boulevard - Industrial Boulevard -	Diantonu rannys can provide detours
System 4B: System 4C:	Industrial Boulevard -	
		Little or no disruption to Egan & additional bridge across Mendenhall River
System 4D:	 Crazy Horse Dr/Eagle St - Areas off Egan Drive - 	Little or no disruption to Egan & additional bridge across Mendennali River Major disruption to neighborhood traffic file
Sustam 4E:	Berners Ave -	Major disruption to heignbornood trainic Little or no disruption to Egan & additional bridge (much longer) across Mendenhall River
System 4E:		Little of no disruption to Egan & additional bridge (much longer) across wendennan kiver
<u> </u>	Aleas oil Egali Dilve	wajor disruption to neighborhood trainc

CH2M Hill

	W	EST EGA	N DRIV	E CORF	RIDOR S	TUDY: E	Evaluatio	on accor	ding to	each cr	iterion						
Evaluation Criterion: 13 Funding Feasibility																	
Nodes / Areas / System		Proposed Road System - East of Mendenhall River (Industrial Blvd)															d River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-1				
Realigned Industrial Blvd (at-grade) - West														1			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																0	
Second River crossing (Berners Ave)																	-1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																1	1
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	2	2	2	-2	-1	-1	-1	-2	-2	-1	-2	-2					
System Average	2	2	2	-2	-1	-1	-1	-2	-2	-1	-2	-2	-1	1	1	0.5	0

Ranking Good Good Good Poor Fair Fair Fair Poor Poor Fair Poor Poor Poor Poor Fair Fair Fair Fair Fair

13	Fundin	ig Feasibility									
Description of Evaluation Assignment											
	+2	Accelerated funding may be available									
	+1	0									
	0	Reasonable funding feasibility									
	-1	0									
	-2	Unreasonable funding feasibility									

		Evaluation Notes
System 1A:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	·
	Yandukin Drive -	•
	Areas off Egan Drive -	
		Accelerated funding should be available for smaller projects
System 1B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive - System Holistic Perspective -	
System 1C:	Vintage Boulevard -	Accelerated funding should be available for smaller projects
System 10:	- Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
		Accelerated funding should be available for smaller projects
System 2A:	Vintage Boulevard -	
Gyötern Zrt.	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
		Substantial additional funding should be made available
System 2B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
		Substantial additional funding should be made available
System 2C:	Vintage Boulevard -	
	Riverside Drive -	•
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	·
	Yandukin Drive -	•
	Areas off Egan Drive -	
	System Holistic Perspective -	Additional funding should be made available

	W	EST EGA	N DRIV	/E CORF	RIDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion Evaluation Criterion: 13 Funding Feasibility														
Evalua	ation Cr	iterion:	13	Fundin	g Feasil	oility																			
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												West of Mendenhall River (Industrial Blvd)			id River ssing								
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E								
Realigned Industrial Blvd (interchange) - West													-1												
Realigned Industrial Blvd (at-grade) - West														1											
Industrial Boulevard (at-grade)															1										
Second River crossing (Crazy Horse Dr/Eagle St)																0									
Second River crossing (Berners Ave)																	-1								
Vintage Boulevard																									
Riverside Drive																									
Mendenhall Loop Road																									
Glacier Highway (Airport)																									
Yandukin Drive																									
Area off Egan: North of Egan & West of Jordan Creek																									
Area off Egan: South of Egan & West of Jordan Creek																1	1								
Area off Egan: North of Egan & East of Jordan Creek																									
Area off Egan: South of Egan & East of Jordan Creek																									
System Holistic Perspective	2	2	2	-2	-1	-1	-1	-2	-2	-1	-2	-2													
System Average	2	2	2	-2	-1	-1	-1	-2	-2	-1	-2	-2	-1	1	1	0.5	0								

Ranking Good Good Good Poor Fair Fair Fair Poor Poor Fair Poor Poor Poor Poor Fair Fair Fair Fair Fair

13	Fundin	g Feasibility										
Description of Evaluation Assignment												
	+2	Accelerated funding may be available										
	+1	0										
	0	Reasonable funding feasibility										
	-1	0										
	-2	Unreasonable funding feasibility										

		Evaluation Notes
System 2D:	Vintage Boulevard -	
-	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Additional funding should be made available
System 2E:	Vintage Boulevard -	
	Riverside Drive -	•
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	· · · · · · · · · · · · · · · · · · ·
	Yandukin Drive -	· · · · · · · · · · · · · · · · · · ·
	Areas off Egan Drive -	
	System Holistic Perspective -	Substantial additional funding should be made available
System 2F:	Vintage Boulevard -	
	Riverside Drive -	· · · · · · · · · · · · · · · · · · ·
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	· · · · · · · · · · · · · · · · · · ·
	Yandukin Drive -	
	Areas off Egan Drive -	
System 3A:	System Holistic Perspective - Vintage Boulevard -	Substantial additional funding should be made available
System 3A:	- Riverside Drive	
	- Mendenhall Loop Road	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Substantial additional funding should be made available
System 3B:	Vintage Boulevard -	
eyetein ez.	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive	
	Areas off Egan Drive -	
	System Holistic Perspective -	Substantial additional funding should be made available
System 3C:	Vintage Boulevard -	
-	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
		Substantial additional funding should be made available
System 4A:	Industrial Boulevard -	Additional funding should be made available
System 4B:	Industrial Boulevard -	Accelerated funding should be available for smaller projects
System 4C:	Industrial Boulevard -	Accelerated funding should be available for smaller projects
System 4D:	Crazy Horse Dr/Eagle St -	Reasonable funding should be available
	Areas off Egan Drive -	Accelerated funding should be available for smaller projects
System 4E:	Berners Ave -	Reasonable funding should be available
	Areas off Egan Drive -	Accelerated funding should be available for smaller projects

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	W	EST EGA	N DRIV	E CORF	RIDOR S	TUDY: E	Evaluatio	on accor	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	14	Phaseo	l Implen	entatio	n & Expa	andabili	ty								
Nodes / Areas / System		Proposed Road System - East of Mendenhall River (Industrial Blvd)															nd River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													2				
Realigned Industrial Blvd (at-grade) - West														2			
Industrial Boulevard (at-grade)															2		
Second River crossing (Crazy Horse Dr/Eagle St)																2	
Second River crossing (Berners Ave)																	2
Vintage Boulevard	2	2	2	2	2	2	-1	-1	-1	2	2	1					
Riverside Drive	2	2	2	1	1	1	-1	-1	-1	1	1	1					
Mendenhall Loop Road	2	2	2	1	1	1	-1	-1	-1	1	1	1					
Glacier Highway (Airport)	2	2	2	0	0	1	0	2	0	-2	-2	-2					
Yandukin Drive	2	2	2	2	0	2	2	2	2	0	2	1					
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																0	0
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	2	2	2	1	0	1	0	1	0	0	0	0					
System Average	2	2	2	1.2	0.7	1.3	-0.2	0.3	-0.2	0.3	0.7	0.3	2	2	2	1	1

Ranking Good | Good | Good | Fair | Fair | Poor | Fair | Poor | Fair | Fair | Fair | Good | Good | Good | Fair | Fair

14	Phased	Implementation & Expandability										
	Description of Evaluation Assignment											
	+2	Easily phased into future improvements										
	+1	0										
	0	Phasing into future improvements limited										
	-1	0										
	-2	Future improvements - excessive abortive work										

		Evaluation Notes
System 1A:	Vintage Boulevard -	Modification can be done as needed - separate project
	Riverside Drive	Modification can be done as needed - separate project
	Mendenhall Loop Road -	Modification can be done as needed - separate project
	Glacier Highway (Airport)	Modification can be done as needed - separate project
	Yandukin Drive	Modification can be done as needed - separate project
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can easily be divided into different projects (phased implementation), as traffic growth requires
System 1B:	Vintage Boulevard -	Modification can be done as needed - separate project
	Riverside Drive	Modification can be done as needed - separate project
	Mendenhall Loop Road -	Modification can be done as needed - separate project
	Glacier Highway (Airport)	Modification can be done as needed - separate project
		Modification can be done as needed - separate project
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can easily be divided into different projects (phased implementation), as traffic growth requires
System 1C:	Vintage Boulevard -	Modification can be done as needed - separate project
	Riverside Drive	Modification can be done as needed - separate project
	Mendenhall Loop Road -	Modification can be done as needed - separate project
	Glacier Highway (Airport) -	
		Modification can be done as needed - separate project
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can easily be divided into different projects (phased implementation), as traffic growth requires
System 2A:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive	Grade separation and south extension probably need to be constructed together with Loop interchange
	Mendenhall Loop Road -	Riverside grade separation probably needs to be constructed together with Loop interchange
	Glacier Highway (Airport)	
	Yandukin Drive	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	
System 2B:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive	Riverside Dr & Loop Rd split diamond can be built as one project
	Mendenhall Loop Road -	Riverside Dr & Loop Rd split diamond can be built as one project
	Glacier Highway (Airport)	One-way system between Glacier Hwy (Airport) and Yandukin needs to be constructed as one project
	Yandukin Drive	One-way system between Glacier Hwy (Airport) and Yandukin needs to be constructed as one project
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	Separated projects are limited (as traffic growth require)
System 2C:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive	South extension any time - Riverside Dr & Loop Rd split diamond can be built as one project
	Mendenhall Loop Road -	Riverside Dr & Loop Rd split diamond can be built as one project
	Glacier Highway (Airport) -	James/Lemon Spur connection can be done any time, then link to Glacier and grade separated at Egan
	Yandukin Drive	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can be divided into a few separated projects (as traffic growth require)

	W	EST EGA	N DRIV	E CORR	IDOR S	TUDY: E	Evaluatio	on acco	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	14	Phased	Implem	nentatio	n & Expa	andabili	ty								
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													2				
Realigned Industrial Blvd (at-grade) - West														2			
Industrial Boulevard (at-grade)															2		
Second River crossing (Crazy Horse Dr/Eagle St)																2	
Second River crossing (Berners Ave)																	2
Vintage Boulevard	2	2	2	2	2	2	-1	-1	-1	2	2	1					
Riverside Drive	2	2	2	1	1	1	-1	-1	-1	1	1	1					
Mendenhall Loop Road	2	2	2	1	1	1	-1	-1	-1	1	1	1					
Glacier Highway (Airport)	2	2	2	0	0	1	0	2	0	-2	-2	-2					
Yandukin Drive	2	2	2	2	0	2	2	2	2	0	2	1					
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																0	0
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	2	2	2	1	0	1	0	1	0	0	0	0					
System Average	2	2	2	1.2	0.7	1.3	-0.2	0.3	-0.2	0.3	0.7	0.3	2	2	2	1	1

Ranking Good | Good | Good | Fair | Fair | Poor | Fair | Poor | Fair | Fair | Fair | Good | Good | Good | Fair | Fair

14	Phase	d Implementation & Expandability								
	Description of Evaluation Assignment									
	+2	Easily phased into future improvements								
	+1	0								
	0	Phasing into future improvements limited								
	-1	0								
	-2	Future improvements - excessive abortive work								

		Evaluation Notes
System 2D:	Vintage Boulevard -	Vintage Blvd & Loop Rd split diamond and road network modifications will need to be built as one project
	Riverside Drive -	Vintage Blvd & Loop Rd split diamond and road network modifications will need to be built as one project
	Mendenhall Loop Road -	Vintage Blvd & Loop Rd split diamond and road network modifications will need to be built as one project
	Glacier Highway (Airport) -	Connection can be done any time, signalized, and then converted to grade separation when Yandukin is in place
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	Separated projects are limited (as traffic growth require)
System 2E:	Vintage Boulevard -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Riverside Drive -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Mendenhall Loop Road -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Glacier Highway (Airport) -	Connection and interchange can be done any time
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can be divided into a few separated projects (as traffic growth require)
System 2F:	Vintage Boulevard -	Vintage interchange & Loop interchange and road network modifications will need to be built as one project
	Riverside Drive -	Vintage interchange & Loop interchange and road network modifications will need to be built as one project
	Mendenhall Loop Road -	Vintage interchange & Loop interchange and road network modifications will need to be built as one project
	Glacier Highway (Airport) -	Connection can be done any time, signalized, and then converted to grade separation when Yandukin is in place
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	Separated projects are limited (as traffic growth require)
System 3A:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive -	Riverside Dr & Loop Rd split diamond can be built as one project - entire frontage road not necessary
	Mendenhall Loop Road -	Riverside Dr & Loop Rd split diamond can be built as one project - entire frontage road not necessary
	Glacier Highway (Airport) -	Glacier Hwy (Airport) no independent project - entire frontage road system needs to be in place
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary, but frontage roads need to be built
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System has limited options for phase implementation (as traffic growth require)
System 3B:	Vintage Boulevard -	Vintage Blvd can be closed any time
	Riverside Drive -	Riverside Dr & Loop Rd split diamond can be built as one project - entire frontage road not necessary
	Mendenhall Loop Road -	Riverside Dr & Loop Rd split diamond can be built as one project - entire frontage road not necessary
	Glacier Highway (Airport) -	Glacier Hwy (Airport) no independent project - entire frontage road system needs to be in place
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary (not access to west)
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System has limited options for phased implementation (as traffic growth require)
System 3C:	Vintage Boulevard -	Vintage Blvd & Riverside Dr & Loop Rd split diamond can be built as one project
	Riverside Drive -	Vintage Blvd & Riverside Dr & Loop Rd split diamond can be built as one project
	Mendenhall Loop Road -	Vintage Blvd & Riverside Dr & Loop Rd split diamond can be built as one project
	Glacier Highway (Airport) -	Glacier Hwy (Airport) no independent project - entire frontage road system needs to be in place
	Yandukin Drive -	Yandukin realignment and interchange can be done any time
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System has limited options for phased implementation (as traffic growth require)
System 4A:	Industrial Boulevard -	Single project
System 4B:	Industrial Boulevard -	Single project
System 4C:	Industrial Boulevard -	Single project
System 4D:	Crazy Horse Dr/Eagle St -	Single project
	Areas off Egan Drive -	Property acquisition will take some time
System 4E:	Berners Ave -	Single project
	Areas off Egan Drive -	Property acquisition will take some time

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	W	EST EGA	N DRIV	E CORF	RIDOR S	TUDY: E	Evaluatio	on accol	rding to	each cr	iterion						
Evalua	ation Cr	iterion:	15	Constru	uction C	osts											
Nodes / Areas / System				Propo	sed Road	System -	East of M	lendenha	ll River					f Mendeni dustrial E		Second River Crossing	
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														1			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	-1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																	
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	1	1	1	-2	-1	-1	-1	-2	-2	-1	-2	-2					
System Average	1	1	1	-2	-1	-1	-1	-2	-2	-1	-2	-2	-2	1	1	-1	-1

Ranking Good Good Good Poor Fair Fair Fair Poor Poor Fair Poor Poor Poor Poor Fair Fair Fair Fair Fair

15	15 Construction Costs							
	Des	scription of Evaluation Assignment						
	+2	Relatively inexpensive						
	+1	0						
	0	Moderately inexpensive						
	-1	0						
	-2	Very expensive						

		Evaluation Notes
System 1A:	Vintage Boulevard -	At grade
	Riverside Drive -	At grade
	Mendenhall Loop Road -	Large at grade
	Glacier Highway (Airport) -	Moderately Large at grade
	Yandukin Drive -	Realign Yandukin and add through lanes & more turn lanes
	Areas off Egan Drive -	Not identified at this level
	System Holistic Perspective -	Estimate = \$5.9 million
System 1B:	Vintage Boulevard -	RI/RO
	Riverside Drive -	Extend South
	Mendenhall Loop Road -	At grade
	Glacier Highway (Airport) -	At grade
	Yandukin Drive -	Realign East
	Areas off Egan Drive -	·
	System Holistic Perspective -	Estimate = @6.5 million
System 1C:	Vintage Boulevard -	Full access at grade
	Riverside Drive -	At grade
	Mendenhall Loop Road -	At grade
	Glacier Highway (Airport) -	At grade
	Yandukin Drive	Realign East
	Areas off Egan Drive -	
0 1 01	System Holistic Perspective -	Estimate = @6.5 million
System 2A:	- Vintage Boulevard Riverside Drive	Extend South and Grade Separation on Egan
	Mendenhall Loop Road -	Externo sourn and Grade Separation on Egan Single Point Interchange
		Single Point Interchange Glacier/Lemon Spur connection
	- Glacier Highway (Airport) - Yandukin Drive	Tight Urban Diamond
	Areas off Egan Drive -	
	System Holistic Perspective -	Estimate = \$56 million
System 2B:	Vintage Boulevard -	
System 2D.	Riverside Drive	Split Diamond Riverside/Loop
	Mendenhall Loop Road -	
		One way Lemon Spur/Glacier
	Yandukin Drive -	Half Diamond
	Areas off Egan Drive -	
	System Holistic Perspective -	Estimate = \$39 million
System 2C:	Vintage Boulevard -	
0,000.1120.	Riverside Drive	Split Diamond Riverside/Loop
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	Tight Urban Diamond at realigned Yandukin East
	Areas off Egan Drive -	James Blvd./Lemon Spur Connect
	System Holistic Perspective -	Estimate = \$38 million

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 15 Construction Costs																	
Nodes / Areas / System				Propo	sed Road	System -	- East of M	lendenha	ll River					nall River Ilvd)	Second River Crossing		
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														1			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	-1
Vintage Boulevard																	
Riverside Drive																	
Mendenhall Loop Road																	
Glacier Highway (Airport)																	
Yandukin Drive																	
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																	
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	1	1	1	-2	-1	-1	-1	-2	-2	-1	-2	-2					
System Average	1	1	1	-2	-1	-1	-1	-2	-2	-1	-2	-2	-2	1	1	-1	-1

Ranking Good Good Good Poor Fair Fair Fair Poor Poor Fair Poor Poor Poor Poor Fair Fair Fair Fair Fair

15	Construction Costs								
	Des	cription of Evaluation Assignment							
	+2	Relatively inexpensive							
	+1	0							
	0	Moderately inexpensive							
	-1	0							
	-2	Very expensive							

		Evaluation Notes
System 2D:	Vintage Boulevard -	Realign Riverside/Vintage
	Riverside Drive	Remove connection Riverside/Egan
	Mendenhall Loop Road -	Split Diamond Vintage/Loop
	Glacier Highway (Airport)	Grade Separation
	Yandukin Drive	Modified Diamond
	Areas off Egan Drive -	Lemon Spur/Glacier Hwy connection
	System Holistic Perspective -	Estimate = \$44 million
System 2E:	Vintage Boulevard -	
		Extend South, Grade Separate at Egan
	Mendenhall Loop Road -	Split Diamond, Vintage/Loop
	Glacier Highway (Airport)	
		Tight Diamond at Realigned Yandukin East
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 2F:	Vintage Boulevard -	Half Diamond
	Riverside Drive	-
		Single Point Interchange
	Glacier Highway (Airport)	
		Tight Urban Diamond at Realigned Yandukin East
	Areas off Egan Drive -	Lemon Spur/Glacier Hwy connection
	System Holistic Perspective -	Estimate = \$62 million
System 3A:	Vintage Boulevard -	
		Grade Separation, Begin Full Frontage Road System
	Mendenhall Loop Road -	Grade Separation
	Glacier Highway (Airport) -	Grade Separation
	Yandukin Drive	- Grade Separation, End Full Frontage Road System, Provide Ramps
	Areas off Egan Drive -	
	System Holistic Perspective -	Estimate = \$48 million
System 3B:	Vintage Boulevard -	
		Extend Riverside South, Grade Separation
		Grade Separation at Loop
	Glacier Highway (Airport)	
		Modified Tight Urban Diamond, realigned Yandukin (East)
	Areas off Egan Drive -	Trout St and Old Dairy Incorporated into frontage road system Estimate = \$55 million
Sustam 20:	System Holistic Perspective -	Estimate = \$55 million Grade Separation, New Lanes crossing Mendenhall River
System 3C:	 Vintage Boulevard - Riverside Drive - 	Grade Separation, New Lanes crossing Mendennali River
	Mendenhall Loop Road -	Grade Separation at Loop
		Grade Separation at Coop Grade Separation at Glacier, Frontage Roads to Yandukin
	Glacier Highway (Airport) - Yandukin Drive -	Grade Separation at Grader, Frontage Roads to Yandukin Grade Separation and ramps at realigned Yandukin West
	Areas off Egan Drive -	
	System Holistic Perspective -	Estimate = \$64 million
System 4A:	Industrial Boulevard -	Estimate - 304 minion Tight Diamond at Realigned Industrial (West): Estimate = \$16 million
System 4B:	Industrial Boulevard -	At Grade Realigned Industrial Estimate \$1.2 million
System 4C:	Industrial Boulevard -	At Grade at Resigned Industrial: Estimate = \$1.2 million At Grade at Existing Industrial: Estimate = \$1.7 million
System 40:	Crazy Horse Dr/Eagle St -	At Grade at Existing Industrial: Estimate - \$1.7 minion Estimate = \$9 million Estimate = \$9 million Estimate = \$9 million Estimate = \$1.7 minion Estimate = \$1.7
Gystein 4D.	Areas off Egan Drive -	
System 4E:	Berners Ave -	Estimate = \$10 million
Gystein 4E.	Areas off Egan Drive -	
Ļ	/ acus on Egan Drive -	1

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		EST EGA						on acco	rding to	each cr	iterion							
Evalua	ation Cr	iterion:	16	Mainter	nance R	equirem	ients											
Nodes / Areas / System				Propo	sed Road	System -	East of N	lendenha	ll River					Mendenl dustrial E	nall River Ilvd)		Second River Crossing	
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													-2					
Realigned Industrial Blvd (at-grade) - West														-1				
Industrial Boulevard (at-grade)															-1			
Second River crossing (Crazy Horse Dr/Eagle St)																-1		
Second River crossing (Berners Ave)																	-1	
Vintage Boulevard	2	2	-1	1	1	1	1	1	-2	1	1	-2						
Riverside Drive	2	0	2	-1	-1	-1	-1	-1	2	-1	-2	-2						
Mendenhall Loop Road	0	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2						
Glacier Highway (Airport)	2	2	2	-2	-2	-1	-1	-1	-1	-2	-2	-2						
Yandukin Drive	-1	-1	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2						
Area off Egan: North of Egan & West of Jordan Creek	1	1	1	1	1	-2	1	1	1	1	1	1						
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1	1	1	1	1	1	1	1	1						
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	1	-2	-2	-2	-2	2	1	1						
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1	1	1	1	1	1	2	1	1						
System Holistic Perspective	1	1	1	-1	-1	-2	-2	-2	-2	-2	-2	-2						
System Average	1	0.8	0.7	-0.3	-0.3	-0.9	-0.6	-0.6	-0.6	-0.2	-0.5	-0.8	-2	-1	-1	-1	-1	

Ranking Good | Good | Good | Fair | Fair | Poor | Fair | Fair | Fair | Fair | Fair | Poor | Poor | Fair | Fair | Fair | Fair | Fair

Maintenance Requirements Description of Evaluation Assignment +2 No Change +1 Small increase in maintenance 0 Moderate increase in maintenance -1 Large increase in maintenance -2 Very Large increase in maintenance

Guardrail, Loss of Snow Storage Added Intersection lanes New Lane Miles, Structures Extensive Structures, Roads, Tight Urban

		Evaluation Notes
System 1A:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	Added Intersection Lanes
	Glacier Highway (Airport) -	
	Yandukin Drive -	New Road/Intersection
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 1B:	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	Added Intersection Lanes
	Glacier Highway (Airport) -	
	Yandukin Drive -	New Road/Intersection
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 1C:	Vintage Boulevard -	New Full Intersection
	Riverside Drive -	
	Mendenhall Loop Road -	Added Intersection Lanes
	Glacier Highway (Airport) -	
	Yandukin Drive -	New Road/Intersection
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 2A:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive -	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport) -	New road, structure
	Yandukin Drive -	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension
	System Holistic Perspective -	
System 2B:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive -	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport) -	
	Yandukin Drive -	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension
	System Holistic Perspective -	
System 2C:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive -	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport) -	New road, structure
	Yandukin Drive -	Interchange
	Areas off Egan Drive -	Lemon Spur Road to James extension
I	System Holistic Perspective -	

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 16 Maintenance Requirements																	
Nodes / Areas / System				Propo	sed Road	System	- East of M	lendenha	ll River				West of (In	nd River ssing			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-1		
Second River crossing (Crazy Horse Dr/Eagle St)																-1	
Second River crossing (Berners Ave)																	-1
Vintage Boulevard	2	2	-1	1	1	1	1	1	-2	1	1	-2					
Riverside Drive	2	0	2	-1	-1	-1	-1	-1	2	-1	-2	-2					
Mendenhall Loop Road	0	0	0	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Glacier Highway (Airport)	2	2	2	-2	-2	-1	-1	-1	-1	-2	-2	-2					
Yandukin Drive	-1	-1	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Area off Egan: North of Egan & West of Jordan Creek	1	1	1	1	1	-2	1	1	1	1	1	1					
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1	1	1	1	1	1	1	1	1					
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	1	-2	-2	-2	-2	2	1	1					
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1	1	1	1	1	1	2	1	1					
System Holistic Perspective	1	1	1	-1	-1	-2	-2	-2	-2	-2	-2	-2					
System Average	1	0.8	0.7	-0.3	-0.3	-0.9	-0.6	-0.6	-0.6	-0.2	-0.5	-0.8	-2	-1	-1	-1	-1

Ranking Good Good Fair Fair Poor Fair Fair Fair Fair Fair Fair Poor Poor Fair Fair Fair Fair Fair

Maintenance Requirements Description of Evaluation Assignment +2 No Change +1 Small increase in maintenance 0 Moderate increase in maintenance -1 Large increase in maintenance -2 Very Large increase in maintenance

Guardrail, Loss of Snow Storage Added Intersection lanes New Lane Miles, Structures Extensive Structures, Roads, Tight Urban

		Evaluation Notes
System 2D:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport)	New road, structure
	Yandukin Drive	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension and Egan Ramp/Overpass
	System Holistic Perspective -	
System 2E:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport)	New road, structure
	Yandukin Drive	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension and Egan Ramp
	System Holistic Perspective -	
System 2F:	Vintage Boulevard -	Half Diamond, new lanes across Mendenhall River, more structures
	Riverside Drive	
	Mendenhall Loop Road -	Tight Urban Structures, small amount of additional lane miles
	Glacier Highway (Airport)	New road, structure
	Yandukin Drive	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension and Egan Ramp
	System Holistic Perspective -	
System 3A:	Vintage Boulevard -	
		Grade Separation
	Mendenhall Loop Road -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Glacier Highway (Airport) -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
		Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Areas off Egan Drive -	Little change over existing, through road at Yandukin may be an improvement
	System Holistic Perspective -	
System 3B:	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Mendenhall Loop Road -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Glacier Highway (Airport) -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Yandukin Drive	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Areas off Egan Drive -	Slight increase East end due to new roads, West side very slight increase
	System Holistic Perspective -	
System 3C:	Vintage Boulevard -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
		Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Mendenhall Loop Road -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Glacier Highway (Airport) -	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Yandukin Drive	Extensive structures, lane miles, guardrail, lighting, drainage, etc.
	Areas off Egan Drive -	Slight increase East end due to new roads, West side very slight increase
	System Holistic Perspective -	
System 4A:	Industrial Boulevard -	New Roads, Structures
System 4B:	Industrial Boulevard -	New Roads
System 4C:	Industrial Boulevard -	New Roads
System 4D:	Crazy Horse Dr/Eagle St -	New Roads, Structures
	Areas off Egan Drive -	
System 4E:	Berners Ave -	New Roads, Structures
	Areas off Egan Drive -	1

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	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evalua	ation Cr	iterion:	17	Satisfie	s Desig	n Requi	irements	;										
Nodes / Areas / System		Proposed Road System - East of Mendenhall River													West of Mendenhall River (Industrial Blvd)			
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E	
Realigned Industrial Blvd (interchange) - West													2					
Realigned Industrial Blvd (at-grade) - West														1				
Industrial Boulevard (at-grade)															1			
Second River crossing (Crazy Horse Dr/Eagle St)																1		
Second River crossing (Berners Ave)																	1	
Vintage Boulevard	1	1	1	2	2	2	2	2	2	2	2	2						
Riverside Drive	0	0	0	2	2	2	2	2	2	2	2	2						
Mendenhall Loop Road	-1	-1	-1	2	2	2	2	2	2	2	2	2						
Glacier Highway (Airport)	0	0	0	1	1	1	1	1	1	2	1	2						
Yandukin Drive	1	1	1	2	1	2	2	2	2	2	1	2						
Area off Egan: North of Egan & West of Jordan Creek																		
Area off Egan: South of Egan & West of Jordan Creek																		
Area off Egan: North of Egan & East of Jordan Creek																		
Area off Egan: South of Egan & East of Jordan Creek																		
System Holistic Perspective	0	0	0	1	1	1	1	1	1	1	1	1						
System Average	0.2	0.2	0.2	1.7	1.5	1.7	1.7	1.7	1.7	1.8	1.5	1.8	2	1	1	1	1	

Ranking Poor Poor Poor Fair Fair Fair Fair Fair Fair Good Fair Good Fair Good Fair Fair Fair Fair Fair Fair

17	7 Satisfies Design Requirements								
	Description of Evaluation Assignment								
	+2	Meets desirable standards							
	+1	0							
	0	Meets minimum standards							
	-1	0							
	-2	Does not meet standards							

		Evaluation Notes
System 1A:	Vintage Boulevard -	Rebuild intersection when installing signal (remove undesirable geometric deficiency)
	Riverside Drive	- No change to existing intersection geometry
	Mendenhall Loop Road	Triple left-turns are acceptable, but not user-friendly (I.e. snow, light, familiarity), especially in Alaska
	Glacier Highway (Airport)	- No change to existing intersection geometry
	Yandukin Drive	- Yandukin realignment will be designed according to desirable standards
	Areas off Egan Drive	All improvements off Egan Dr will be done according to minimum standards or better
	System Holistic Perspective	- System will meet minimum standards
System 1B:	Vintage Boulevard -	Left-turns prohibited at intersection - eliminate geometric deficiency
	Riverside Drive	- No change to existing intersection geometry - only adding a south leg to the intersection
	Mendenhall Loop Road	- Triple left-turns are acceptable, but not user-friendly (I.e. snow, light, familiarity), especially in Alaska
	Glacier Highway (Airport)	
	Yandukin Drive	
	Areas off Egan Drive	All improvements off Egan Dr will be done according to minimum standards or better
		- System will meet minimum standards
System 1C:	Vintage Boulevard -	Rebuild intersection when installing signal (remove undesirable geometric deficiency)
	Riverside Drive	- No change to existing intersection geometry
	Mendenhall Loop Road	- Triple left-turns are acceptable, but not user-friendly (I.e. snow, light, familiarity), especially in Alaska
		- No change to existing intersection geometry
	Yandukin Drive	
	Areas off Egan Drive -	All improvements off Egan Dr will be done according to minimum standards or better
		- System will meet minimum standards
System 2A:	Vintage Boulevard -	No access - desirable standards along Egan
	Riverside Drive	- Grade separation - desirable standards
	Mendenhall Loop Road	Interchange will be designed according to desirable standards with possible exceptions
		New connection - minimum standards to minimize impact
	Yandukin Drive	Interchange will be designed according to desirable standards with possible exceptions
	Areas off Egan Drive	All improvements off Egan Dr will be done according to minimum standards or better
		System will have standards range from minimum to desirable standards
System 2B:	Vintage Boulevard -	No access - desirable standards along Egan
	Riverside Drive	- Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
		New connection - minimum standards to minimize impact
	Yandukin Drive	Interchange will be designed according to desirable standards with possible exceptions (unusual mixing of traffic)
	Areas off Egan Drive	
		System will have standards range from minimum to desirable standards
System 2C:	Vintage Boulevard -	No access - desirable standards along Egan
	Riverside Drive	- Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
		New connections - minimum standards to minimize impact
	Yandukin Drive	
		All improvements off Egan Dr will be done according to minimum standards or better
	System Holistic Perspective	- System will have standards range from minimum to desirable standards

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 17 Satisfies Design Requirements																	
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												Mendeni dustrial E	nall River Ilvd)	Second River Crossing	
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													2				
Realigned Industrial Blvd (at-grade) - West														1			
Industrial Boulevard (at-grade)															1		
Second River crossing (Crazy Horse Dr/Eagle St)																1	
Second River crossing (Berners Ave)																	1
Vintage Boulevard	1	1	1	2	2	2	2	2	2	2	2	2					
Riverside Drive	0	0	0	2	2	2	2	2	2	2	2	2					
Mendenhall Loop Road	-1	-1	-1	2	2	2	2	2	2	2	2	2					
Glacier Highway (Airport)	0	0	0	1	1	1	1	1	1	2	1	2					
Yandukin Drive	1	1	1	2	1	2	2	2	2	2	1	2					
Area off Egan: North of Egan & West of Jordan Creek																	
Area off Egan: South of Egan & West of Jordan Creek																	
Area off Egan: North of Egan & East of Jordan Creek																	
Area off Egan: South of Egan & East of Jordan Creek																	
System Holistic Perspective	0	0	0	1	1	1	1	1	1	1	1	1					
System Average	0.2	0.2	0.2	1.7	1.5	1.7	1.7	1.7	1.7	1.8	1.5	1.8	2	1	1	1	1

Ranking Poor Poor Poor Fair Fair Fair Fair Fair Fair Good Fair Good Fair Good Fair Fair Fair Fair Fair

17	Satisfies Design Requirements								
	Des	cription of Evaluation Assignment							
	+2	Meets desirable standards							
	+1	0							
	0	Meets minimum standards							
	-1	0							
	-2	Does not meet standards							

		Evaluation Notes
System 2D:	Vintage Boulevard -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
-)	Riverside Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport)	New connection and overpass ramp minimum standards to minimize impact
	Yandukin Drive	Interchange will be designed according to desirable standards with possible exceptions
	Areas off Egan Drive	All improvements off Egan Dr will be done according to minimum standards with so ro better
	System Holistic Perspective -	System will have standards range from minimum to desirable standards
System 2E:	Vintage Boulevard -	Frontage reads and ramps will be designed according to desirable standards with possible exceptions
Oystern ZE.	Riverside Drive	Fontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road -	Fondage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport)	New connection minimum standards (minimize to decorrange) to estimate standards with possible exceptions
	Yandukin Drive	New connection minimum standards (imminize impact) and interchange deshable standards with possible exceptions Interchange will be designed according to desirable standards with possible exceptions Interchange will be designed according to desirable standards with possible exceptions
	Areas off Egan Drive -	All improvements off Equa Dr will be done according to minimum standards with possible exceptions
	System Holistic Perspective -	An improvements on Egal of win be done according to minimum standards of better System will have standards range from minimum to desirable standards
System 2F:	Vintage Boulevard -	System will have standards range non minimum to desirable standards
System 2F.	Riverside Drive	Interchange win be designed according to destable standards with possible exceptions
	Mendenhall Loop Road -	No access - desirable statutates and g cgain Interchange will be designed according to desirable standards with possible exceptions
		Interchange will be designed according to desirable standards with possible exceptions New connection and ramp minimum standards to minimize impact
	Glacier Highway (Airport) - Yandukin Drive -	
		3
	Areas off Egan Drive -	
0	System Holistic Perspective - Vintage Boulevard -	System will have standards range from minimum to desirable standards
System 3A:	- Riverside Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
		Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport)	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Yandukin Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Areas off Egan Drive -	All improvements off Egan Dr will be done according to minimum standards or better
	System Holistic Perspective -	System will have standards range from minimum to desirable standards
System 3B:	Vintage Boulevard -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Riverside Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport)	Frontage roads part of local road system, but will be designed according to desirable standards with possible exceptions (unusual mixing of traffic - local vs. "freeway")
	Yandukin Drive	5 1 5
	Areas off Egan Drive -	All improvements off Egan Dr will be done according to minimum standards or better
	System Holistic Perspective -	System will have standards range from minimum to desirable standards
System 3C:	Vintage Boulevard -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Riverside Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Mendenhall Loop Road -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport)	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Yandukin Drive	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Areas off Egan Drive -	All improvements off Egan Dr will be done according to minimum standards or better
	System Holistic Perspective -	System will have standards range from minimum to desirable standards
System 4A:	Industrial Boulevard -	According to desirable standards
System 4B:	Industrial Boulevard -	According to minimum standards or better
System 4C:	Industrial Boulevard -	According to minimum standards or better
System 4D:	Crazy Horse Dr/Eagle St -	According to minimum standards or better
	Areas off Egan Drive -	
System 4E:	Berners Ave -	According to minimum standards or better
	Areas off Egan Drive -	

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	WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																
Evaluation Criterion: 18 Right-of-Way Requirements																	
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												West of Mendenhall River (Industrial Blvd)			d River ssing
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-1		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	2	2	0	1	1	1	-2	-2	-2	0	0	-2					
Riverside Drive	1	-1	1	-1	-1	-2	0	-2	0	-2	-2	-2					
Mendenhall Loop Road	0	0	0	-1	-2	-2	-2	-2	-2	-2	-2	-2					
Glacier Highway (Airport)	1	1	1	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Yandukin Drive	-1	-1	-1	-2	-1	-1	-1	-1	-1	-2	-1	-2					
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	-2	0	-1	0	-1	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	0	0	0	0	0	0	0	-1	0	-1	-1	-1				-2	-2
Area off Egan: North of Egan & East of Jordan Creek	-1	-1	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Area off Egan: South of Egan & East of Jordan Creek	-1	-1	-1	-1	-1	-1	-1	-1	-1	-2	-2	-2					
System Holistic Perspective	0	0	0	-1	-1	-2	-2	-2	-2	-2	-2	-2					
System Average	0.1	-0.1	-0.1	-0.9	-0.9	-1.3	-1.2	-1.6	-1.2	-1.6	-1.5	-1.8	-2	-1	-1	-2	-2

Ranking Good Good Fair Fair Fair Fair Poor Fair Poor Fair Poor Fair Poor Fair Poor Fair Fair Fair Poor Poor

18	Right-of-Way Requirements									
	Description of Evaluation Assignment									
	+2	No affected properties								
	+1	0								
	0	Limited affected properties								
	-1	0								
	-2	Numerous affected properties								

		Evaluation Notes
System 1A:	Vintage Boulevard -	
	Riverside Drive	
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
	Yandukin Drive	New ROW required
	Areas off Egan Drive -	
	System Holistic Perspective -	
System 1B:	Vintage Boulevard -	
		New ROW required
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	•
		New ROW required
	Areas off Egan Drive -	
		Row requirements are minimal.
System 1C:	Vintage Boulevard -	
	Riverside Drive	· · · · · · · · · · · · · · · · · · ·
	Mendenhall Loop Road -	
	Glacier Highway (Airport)	
		New ROW required
	Areas off Egan Drive -	
		Row requirements are minimal.
System 2A:	Vintage Boulevard -	
		New ROW required
	Mendenhall Loop Road -	New ROW required
		New ROW required
		New ROW required
		Glacier/Lemon Spur Moderately extensive ROW involvement.
System 2B:	Vintage Boulevard -	Woderately extensive ROW Involvement.
System 2B:	- Riverside Drive	
		New ROW required
	Glacier Highway (Airport)	New ROW required
		New ROW required
		Rew Kow required
	System Holistic Perspective -	
System 2C:	Vintage Boulevard -	
Gystein 20.		New ROW required
	Mendenhall Loop Road -	New ROW required
		New ROW required
		New ROW required
		James/Lenon Spur/Glacier
1	System Holistic Perspective -	More extensive than 2A,2B. Roughly equivalent to 2D, 2F.

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 18 Right-of-Way Requirements																	
Nodes / Areas / System		Proposed Road System - East of Mendenhall River												⁻ Mendenl dustrial E		Second River Crossing	
	1A	1B	1C	2A	2B	2C	2D	2E	2F	3A	3B	3C	4A	4B	4C	4D	4E
Realigned Industrial Blvd (interchange) - West													-2				
Realigned Industrial Blvd (at-grade) - West														-1			
Industrial Boulevard (at-grade)															-1		
Second River crossing (Crazy Horse Dr/Eagle St)																-2	
Second River crossing (Berners Ave)																	-2
Vintage Boulevard	2	2	0	1	1	1	-2	-2	-2	0	0	-2					
Riverside Drive	1	-1	1	-1	-1	-2	0	-2	0	-2	-2	-2					
Mendenhall Loop Road	0	0	0	-1	-2	-2	-2	-2	-2	-2	-2	-2					
Glacier Highway (Airport)	1	1	1	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Yandukin Drive	-1	-1	-1	-2	-1	-1	-1	-1	-1	-2	-1	-2					
Area off Egan: North of Egan & West of Jordan Creek	0	0	0	0	0	-2	0	-1	0	-1	-1	-1					
Area off Egan: South of Egan & West of Jordan Creek	0	0	0	0	0	0	0	-1	0	-1	-1	-1				-2	-2
Area off Egan: North of Egan & East of Jordan Creek	-1	-1	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2					
Area off Egan: South of Egan & East of Jordan Creek	-1	-1	-1	-1	-1	-1	-1	-1	-1	-2	-2	-2					
System Holistic Perspective	0	0	0	-1	-1	-2	-2	-2	-2	-2	-2	-2					
System Average	0.1	-0.1	-0.1	-0.9	-0.9	-1.3	-1.2	-1.6	-1.2	-1.6	-1.5	-1.8	-2	-1	-1	-2	-2

Ranking Good Good Fair Fair Fair Fair Poor Fair Poor Fair Poor Fair Poor Fair Poor Fair Fair Poor Poor

18	Right-	Right-of-Way Requirements									
	Description of Evaluation Assignment										
	+2	No affected properties									
	+1	0									
	0	Limited affected properties									
	-1	0									
	-2	Numerous affected properties									

		Evaluation Notes
System 2D:	Vintage Boulevard -	New ROW required
,	Riverside Drive	ROW responsibilities may remain
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport)	New ROW required
		New ROW required
	Areas off Egan Drive -	Glacier/Lemon Spur
	System Holistic Perspective -	Roughly equivalent to 2C, 2F
System 2E:	Vintage Boulevard -	New ROW required
	Riverside Drive	New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport)	
		New ROW required
	Areas off Egan Drive -	Glacier/Lemon Spur
	System Holistic Perspective -	Most extensive of the series 2 systems.
System 2F:	Vintage Boulevard -	New ROW required
		ROW responsibilities may remain
		New ROW required
	Glacier Highway (Airport)	
		New ROW required
	Areas off Egan Drive -	Glacier/Lemon Spur
		Roughly equivalent to 2C, 2D
System 3A:	Vintage Boulevard -	New ROW required
		New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport) -	New ROW required
		New ROW required
	Areas off Egan Drive -	Yandukin west
	System Holistic Perspective -	Fairly extensive, roughly equivalent to 2E.
System 3B:	Vintage Boulevard -	Some ROW likely.
		New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport)	
		New ROW required
	Areas off Egan Drive -	Lemon Spur, Trout and Old Dairy
0.1.62	System Holistic Perspective -	Rouphly equivalent to 3A.
System 3C:	Vintage Boulevard -	New ROW required
		New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport)	
		New ROW required
	Areas off Egan Drive -	Yandukin west Most extensive ROW requirements of all systems, maximum build out everywhere except around Jordan Creek area.
Ountern 44	System Holistic Perspective -	
System 4A: System 4B:	Industrial Boulevard - Industrial Boulevard -	Most extensive of the Industrial series 4 systems.4(f) property involved. Less extensive than 4A, off Egan 4(f) involvement equal.
System 4C:	Industrial Boulevard -	Least involvement along and south of Egan, most 4(f) involvement.
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	ROW take required from numerous properties including subdivision.
Sustem 45	Areas off Egan Drive - Berners Ave -	Extension and muchly equivalent to 4D
System 4E:		Extensive and roughly equivalent to 4D.
	Areas off Egan Drive -	1

CH2M Hill

Section 8 Final Report Chapter 5 Appendix

Appendix E: Construction Cost Estimates

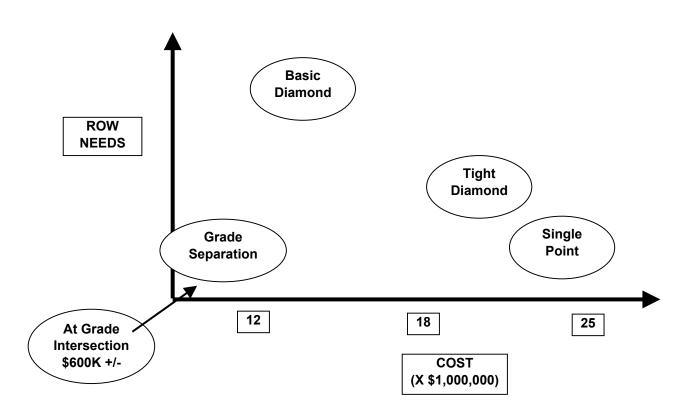


	-	mrovement Type Listing by Link	Proposed Improvement Type		Proposed						
Alt. No	Sys. No.	Description		At Grade	Grade Separ.	Inter- Change	Re- Align	New Road	Remove Link	۲ Frontage Road	
		VINTAGE BOULEVARD									
1	1B	Convert Vintage to RI/RO	AG-RIRO	AG-RIRO							Category/
2	1C	Convert Vinatge to Full Access	AG-FA	AG-FA							Type Listing
3	2B	Split Diamond between Riverside/Loop	IC-SD			IC-SD					At Grade
	2C										Convert to RIRO
											Convert to Full Access
4	2D	Realign Riverside Dr./Vintage Blvd.	RA				RA				Add Lanes as needed
	2F										
	05	Lieff Diemend Mintere									Grade Separated
5	2F	Half Diamond Vintage	IC-HD			IC-HD					Interchange
		RIVERSIDE DRIVE									Split Diamond
1	1B	Extend Riverside Dr. (South)	NR					NR			Half Diamond
	2A										Single Point
	2E										Tight Urban Diamond
	•	÷									Modified Diamond
2	2A	Grade Separation at Riverside	GS		GS						Tight Diamond
3	2D	Remove Connection Riverside/Egan	RL						RL		Re-Alignment
		MENDENHALL LOOP ROAD	-								New Road
1	2A	Single Point IC at Loop Rd.	IC-SP			IC-SP					New Roau
	2F		10 01			10 01					Remove Link
2	2D	Split Diamond Vintage Loop	IC-SD			IC-SD					Frontage Road
	2E										
		GLACIER HWY. (AIRPORT) / LEMON SPUR									
1	2A	Glacier Hwy/Lemon Spur Rd. Connection	NR					NR			
	2B	One way Lemon Rd./Glacier Hwy. Connection	_								
	2D 2E	variant; Overpass Egan/New Connect Access Ramp									
	2E 2F	variant; Access Ramp, Egan/New Connect	-								
	21										
2	2E	Half Diamond Glacier Highway	IC-HD			IC-HD					
			-								
3	2C	James Blvd./Lemon Spur Rd. Connect	NR					NR			

	System/Ir	nrovement Type Listing by Link	Proposed Improvement Type	Proposed Improvement by General Category							
lt. No.	Sys. No.	Description		At Grade	Grade Separ.	Inter- Change	Re- Align	New Road	Remove Link	Frontage Road - <	
		YANDUKIN DRIVE									
1	1A	Realign Yandukin Dr. (West)	RA								
	3A										
	40	Dealine Vandukin (Faat)									
2	1B 1C	Realign Yandukin (East)	RA				RA				
	10										
Alt. No.	2A	Tight Urban Diamond at Realigned Yandukin (East)	IC-TUD			IC-TUD					
	2C										
	2E										
	2F										
	0.0										
4	2B	Half Diamond at Yandukin	IC-HD			IC-HD					
5	2D	Modified Diamond at Realigned Yandukin (East)	IC-MD			IC-MD				Road	
0	20										
		MULTIPLE									
1	1A	At grade intersection (design year)	AG	AG							
	1B										
	1C										
0	0.4	Full Frankting Overlage Diverside Mandality	55								
2	3A	Full Frontage System Riverside-Yandukin	FR							FR	
3	3B	Use Trout St/Old Dairy as Frontage Roads	FR							FR	
0	00	Extend Riverside South								110	
		Modified Tight Urban IC at Yandukin (East)									
4	3C	Full Frontage System Vintage to Loop	FR							FR	
		Frontage System Glacier to Yandukin									
			_								
1	4A	INDUSTRIAL Tight Diamond at Realigned Industrial (West)	IC-TD			IC-TD					
1	4/1		10-10								
2	4B	At Grade at Realigned Industrial	AG	AG							
	-!		RA	-							
3	4C	At Grade at Existing Industrial	AG	AG							
4	4D	Connection Crazy Horse-Eagle St.	NR					NR			
5	4E	Connection to Berners Ave.	ND					NR			
5	40	Connection to berners ave.	NR					NIK.			

Estimated Unit Cost Factors For Preliminary Planning Cost Estimates





COST OF NEW ROADWAY;

Cost Per Mile	Description						
	•						
\$90,000	Multiuse Pathway, Starting Price						
\$700,000 Additional Single Lane, Flat, Non Complex							
\$1,000,000	New Single Lane Road, Flat, Rural						
\$2,000,000	New Single Lane Road, Flat, Suburban						
\$6,000,000	Urban Boulevad, 2 lane, TWLTL, Utilities/Ped/Bike/Landscape etc.						
Signalized Intersection	: \$400,000 for signals plus lane additions (approx. \$50,000 each lane)						

	0		\$ X 1000		ATED COSTS	Rdwy Constr Length	NEW BRIDGE Length	
	Sys. No.	Description	IC	ISCT	RDWY	Feet	Feet	General Remarks
1	1A	Vintage at Grade		\$450	\$100	3000		Т
2	1A	Riverside at Grade		\$450	\$100	3000		-
3	1A	Loop Rd. at Grade		\$600	\$150			-
4	1A	Glacier at Grade		\$450	<i><i><i>ϕ</i>100</i></i>			-
5	1A	Realign Yandukin Dr. (West)		\$1,000	\$600	3200		-
6	1A	2 addnl lanes, Fred Meyers to Loop			\$2,000	7120		-
	-+		\$0	\$2,950	\$2,950 \$5,900			-
								_
1	1B	Convert Vintage to RI/RO			\$550	3000		
2	1B	Extend Riverside Dr. (South)		\$200	\$500			
3	1B	Loop Rd. at Grade		\$600	\$150			
4	1B	Glacier at Grade		\$450				
5	1B	Realign Yandukin (East)		\$1,000	\$1,000	3300		
6	1A	2 addnl lanes, Fred Meyers to Loop			\$2,000	7120		
			\$0	\$2,250	\$4,200			
					\$6,450			
1	1C	Convert Vinatge to Full Access		\$450	\$300			
2	1C	Riverside at Grade		\$450	\$100			
3	1C	Loop Rd. at Grade		\$600	\$150			
4	1C	Glacier at Grade		\$450				
5	1C	Realign Yandukin (East)		\$1,000	\$1,000	3300		
6	1A	2 addnl lanes, Fred Meyers to Loop			\$2,000	7120		
			\$0	\$2,950	\$3,550			_
					\$6,500			
2	2A	Extend Riverside Dr. (South)/Grade Separate Riverside	\$8,000		\$400			Т
3	2A	Single Point IC at Loop Rd.	\$23,000					1
4	2A	Glacier Hwy/Lemon Spur Rd. Connection	\$8,000		\$2,000	6000		topography could raise costs
5	2A	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000					
		······································	¢E4.000	¢0	¢0.400			→

\$0	\$2,400
	\$56,400

topography could raise costs

Split Diamond between Riverside/Loop One way Lemon Rd./Glacier Hwy. Connection Half Diamond at Yandukin \$18,000 interference with Mall service entrances 2 2B \$8,000 \$1,400 topography could raise costs 4 2B 6000 2B 5 \$12,000 \$0 \$1,400 \$38,000 \$39,400

\$54,000

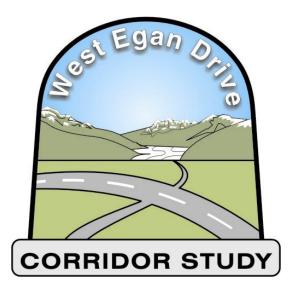
			PLANNING L \$ X 1000	EVEL ESTIM	ATED COSTS	Rdwy Constr Length	NEW BRIDGE Length				
	Sys. N	o. Description	IC	ISCT	RDWY	Feet	Feet	General Remarks			
2	2 20	Split Diamond between Riverside/Loop	\$18,000					Т			
	4 2C	James Blvd./Lemon Spur Rd. Connect			\$5,500	8800		topography could raise costs			
Ę	5 20	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000								
			\$33,000	\$0	\$5,500						
					\$38,500						
	4 05	De l'an Disserie de De Alinterre Dive			¢ 400			7			
					\$400 \$200	_					
			¢10.000		\$200	_		access to property will need to remain			
	3 2D 4 2D		\$18,000		\$800	3200		Opportunity to improve Duck Creek			
			\$8,000			3200		_			
		· · · · · · · · · · · · · · · · · · ·	\$3,000 \$12,500		\$1,000	2000		_			
;	5 20	Modified Diamond at Realigned Yandukin (East)		\$0	¢2.400	3000					
			\$41,500	\$ 0	\$2,400 \$43,900						
					\$43,900						
2	2 2E	Extend Riverside Dr. (South)/Grade Separate Riverside	\$8,000		\$400			Т			
3	3 2E		\$18,000								
	4 2E	Half Diamond Glacier Highway	\$12,000					takes out businesses on frontage			
Ę	5 2E	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000								
	-		\$53,000	\$0	\$400			_			
					\$53,400						
	··		\$15,000					2 new O'pass bridges and 2 elevated lanes over Mendenhall R.			
3	3 2F		\$23,000								
	4 2F		\$8,000		\$800	3200					
	4 2F				\$500						
Ę	5 2F	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000								
			\$61,000	\$0	\$1,300						
					\$62,300						
	<u>2</u> 3A	Grade Separation at Riverside	\$12,000					7			
	2 <u>3</u> 4 334		\$12,000					-			
	4 3A		\$12,000					-			
	+ 3A 5 3A		\$12,000					-			
	5 3A		\$12,000			11000		-			
	5 3A	Fuil Flohlage System Riverside-Fandukin	\$48,000	\$0	\$0	11000					
			φ + 0,000	φΟ	ەن \$48,000						
					ψ-0,000						
	2 3B		\$12,000		\$400			7			
	3 3E	Grade Separatoin at Loop	\$12,000					7			
4	4 3E	Glacier Grade Separation	\$12,000								
Ę	5 3B		a \$18,000								
6	6 3B	Use Trout St/Old Dairy as Frontage Roads			\$1,000						
			\$54,000	\$0	\$1,400			—			
					\$55,400						

\$55,400

				PLANNING LI \$ X 1000	EVEL ESTIM	ATED COSTS	Rdwy Constr Length	NEW BRIDGE Length			
		Sys. No.	Description	IC	ISCT	RDWY	Feet	Feet	General Remarks		
	1	3C	Grade Spearation, New Lanes crossing Mendenhall Riv	\$16,000					Т		
	2	3C	Grade Separation	\$12,000							
	3	3C	Grade Separatoin at Loop	\$12,000							
	6	3C	Grade Separation at Glacier, Frontage to Yandukin	\$12,000			4700				
	6	3C	Grade Separation and ramps at realigned Yandukin We								
			· · · · ·	\$64,000	\$0	\$0	· · ·				
						\$64,000					
	7	4A	Tight Diamond at Realigned Industrial (West)	\$15,000		\$1,000	6300		4(f) involvement		
				\$15,000	\$0	\$1,000			_		
						\$16,000					
	7	4B	At Grade at Realigned Industrial		\$200	\$1,000	6300		4(f) involvement		
				\$0	\$200	\$1,000					
						\$1,200					
									_		
	7	4C	At Grade at Existing Industrial		\$200	\$1,500	7800		4(f) involvement		
				\$0	\$200	\$1,500					
						\$1,700					
									3		
	7	4D	Connection Crazy Horse-Eagle St.	\$3,700	\$300	\$5,000	2700	300	segments neighborhood, puts truck traffic into commercial area		
				\$3,700	\$300	\$5,000					
						\$9,000					
									T		
	7	4E	Connection to Berners Ave.	\$6,000	\$300	\$4,000	3400	700	long bridge crossing in tidal area could be a FATAL FLAW		
						\$10,300					

Section 8 Final Report Chapter 5 Appendix

Appendix F: Most Viable Alternatives Evaluation Criteria Notes



	WES				DY: Evaluation according to each criterion						
		on Criterion:	1	Safety							
		in onterion.	1	Ourcey							
Nodes / Areas / System					Proposed Road System - Four Most Viable Alternatives						
	#1	#2	#3	#4							
Industrial Blvd	1	1	0	0							
Vintage Boulevard	1	1	2	1							
Riverside Drive	1	1	1	-1							
Mendenhall Loop Road	1	1	1	-2	Description of Evaluation Assignment						
Glacier Highway (Airport)	2	1	1	-2	+2 Eliminate safety concerns						
Yandukin Drive	2	2	1	-1	+1 Improve safety						
Area off Egan: North of Egan & West of Jordan Creek				_	0 No change						
Area off Egan: South of Egan & West of Jordan Creek					-1 Decrease safety						
Area off Egan: North of Egan & East of Jordan Creek					-2 Unacceptable safety						
Area off Egan: South of Egan & East of Jordan Creek	4	4			_						
System Holistic Perspective System Average	1 1.3	1.1	1	- <u>1</u> -0.9							
System Average	1.3	1.1		-0.9							
Dealing	Quad	E - in	E - i -	Deer							
Ranking	Good	Fair	Fair	Poor							
					- 41						
				Evalua	ation Notes						
Alternative #1: Industrial Boulevard -		intersection impr									
Vintage Boulevard -					aken out, which should improve safety substantially						
Riverside Drive -					on at ramp intersections should improve (fewer conflicts)						
Mendenhall Loop Road -				ed and operati	on at ramp intersections should improve (fewer conflicts)						
Glacier Highway (Airport) -		rated - no conflic									
Yandukin Drive -					o terminal intersections (less exposure)						
Areas off Egan Drive -					slieve traffic along Egan Dr & therefore improve safety						
System Holistic Perspective -				Need will be in	nproved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts						
Alternative #2: Industrial Boulevard -		intersection impr									
Vintage Boulevard -					aken out, which should improve safety substantially						
Riverside Drive -					on at ramp intersections should improve (fewer conflicts)						
Mendenhall Loop Road					on at ramp intersections should improve (fewer conflicts)						
Glacier Highway (Airport) -	- Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts)										
Yandukin Drive -	 Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) New Glacier Hwy (Airport)/Lemon Spur Rd connection should relieve traffic along Egan Dr & therefore improve safety 										
Areas off Egan Drive - System Holistic Perspective -					should relieve traffic along Egan Dr & therefore improve safety approved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts						
Alternative #3: Industrial Boulevard -		nt improvement	Fulpose & I		iproved (i.e. geometry, tranc control, signal timing, etc.) and Egan of has no unexpected connects						
Vintage Boulevard -	, in the second s	nibited - best safe	otv								
Riverside Drive -				od and oporati	on at ramp intersections should improve (fewer conflicts)						
Mendenhall Loop Road -	0	0			on at ramp intersections should improve (rewer conflicts)						
Glacier Highway (Airport)	, in the second s	l l			on at ramp intersections should improve (rewer conflicts)						
Yandukin Drive -					of a ramp intersections should improve (lewer connects)						
Areas off Egan Drive -					elieve traffic along Egan Dr & therefore improve safety						
System Holistic Perspective -					nproved (i.e. geometry, traffic control, signal timing, etc.) and Egan Dr has no unexpected conflicts						
Alternative #4: Industrial Boulevard -		nt improvement			aprovou (no. goomoury, aunio control, signar anning, cic.) and Egan Drintos no unexpected connects						
Vintage Boulevard -	, in the second s	n/Right-Out (few	er conflicts)								
Riverside Drive -				on would deen	ease the safety at this intersection						
Mendenhall Loop Road -	Ū	v			tement, but will require additional investigation if carried forward for further evaluation						
Glacier Highway (Airport)					atement, but will require additional investigation if carried forward for further evaluation						
Yandukin Drive -					s will become rear end crashes; more movements allowed ; first signal from Downtown (driver expectation?)						
					lieve traffic along Egan Dr & therefore improve safety						
					ement, but will require additional investigation if carried forward for further evaluation						

		WES	FEGAN DR	IVE CORR	IDOR STU	Y: Evaluation according to each criterion						
			Criterion:	2		cy Vehicle Access and Circulation						
Nodes	/ Areas / System					- Proposed Road System - Four Most Viable Alternatives						
	···· · · · · · · · · · · · · · · · · ·	#1	#2	#3	#4							
Industrial Blvd												
Vintage Boulevard												
Riverside Drive												
Mendenhall Loop Road	d					Description of Evaluation Assignment						
Glacier Highway (Airpo	ort)					+2 Large improvement over existing						
Yandukin Drive						+1 Small improvement over existing						
	f Egan & West of Jordan Creek	1	1	0	0	0 No change						
	of Egan & West of Jordan Creek	1	1	1	1	-1 Small reduction over existing						
	f Egan & East of Jordan Creek	2	2	1	1	-2 Large reduction over existing						
Area off Egan: South c	of Egan & East of Jordan Creek	2	2	1	1							
System Holistic Perspe	ective	2	2 1.6	1 0.8	0.8	_						
System Average		1.6	1.6	0.8	0.8							
i	Dealtie	Quad	Quad	E dia	E - in							
	Ranking	Good	Good	Fair	Fair							
					E	den Neder						
		-			Evalu	tion Notes						
Alternative #1:	Industrial Boulevard -	Fewer access	ses reduce ava	ailable routes								
	Vintage Boulevard -											
	Riverside Drive -											
	Mendenhall Loop Road -											
	- Glacier Highway (Airport) - Yandukin Drive											
	Areas off Egan Drive -	Full access a	t Vintage/Pive	reide/Loop an	d Full access	at Yandukin; Four crossings of Egan Dr						
	System Holistic Perspective -					nto Valley with multiple linkages						
Alternative #2:	Industrial Boulevard -		ses reduce ava			to validy with malaple initiages						
	Vintage Boulevard -											
	Riverside Drive -											
	Mendenhall Loop Road -											
	Glacier Highway (Airport) -											
	Yandukin Drive -											
	Areas off Egan Drive -	Full access at Vintage/Riverside/Loop, Partial access at Glacier Hwy (Airport) and Full access at Yandukin; Four crossings of Egan Dr										
	System Holistic Perspective -				more access	nto Valley with multiple linkages						
Alternative #3:	Industrial Boulevard -	Available rout	tes unchanged	ł								
	Vintage Boulevard -											
	Riverside Drive -											
	Mendenhall Loop Road -											
	Glacier Highway (Airport) -											
	Yandukin Drive -	To not to Man	dese hall \/allas			none and Vandukin connection was idea links and full access. These excessions of Face Dr						
	Areas off Egan Drive -					anges, and Yandukin connection provides linkage and full access; Three crossings of Egan Dr						
Alternative #4:	System Holistic Perspective - Industrial Boulevard -		tes unchanged			nent over the existing (fewer linkages)						
Alternative #4.	Vintage Boulevard -		es unchanget	4								
	Riverside Drive -	1										
	Mendenhall Loop Road -											
	Glacier Highway (Airport) -											
	Yandukin Drive -											
	Areas off Egan Drive -	East and wes	t access to/fro	m emergency	/ services un	nanged, but Yandukin and Riverside connections provide some improvement						
	System Holistic Perspective -	Three crossin	gs of Egan Dr	, but through	more conges	on i i i i i i i i i i i i i i i i i i i						

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion												
	Evaluation	Criterion:	3	Traffic Op	erations							
Nodes / Areas / System		Proposed Road System - Four Most Viable Alternatives										
-	#1	#2	#3	#4								
Industrial Blvd	0	0	0	0								
Vintage Boulevard	1	1	2	1								
Riverside Drive	1	1	1	0								
Mendenhall Loop Road	1	1	1	-1	Description of Evaluation Assignment							
Glacier Highway (Airport)	2	1	2	1	+2 Large improvement over existing							
Yandukin Drive	1	1	1	-1	+1 Small improvement over existing							
Area off Egan: North of Egan & West of Jordan Creek	2	1	1	2	0 No change							
Area off Egan: South of Egan & West of Jordan Creek	2	1	1	1	-1 Small reduction over existing							
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	2	-2 Large reduction over existing							
Area off Egan: South of Egan & East of Jordan Creek	2	2	-1	1								
System Holistic Perspective	2	1	1	-1								
System Average	1.5	1.1	1	0.5								
Ranking	Good	Fair	Fair	Poor								

		Evaluation Notes
Alternative #1:	Industrial Boulevard -	Improvement over existing
	Vintage Boulevard -	Interchange would provide acceptable operations
	Riverside Drive -	Adding the fourth leg to the south ramp terminal intersection would decrease intersection capacity, but operations at this location should improve
	Mendenhall Loop Road -	Multiple connections would decrease traffic volumes at Loop Rd/Egan Dr; improving traffic operations at this location
	Glacier Highway (Airport)	Intersection has been eliminated. Traffic operations very good
	Yandukin Drive	Diamond interchange is an efficient interchange form, and local connection to Mendenhall Loop Road should make traffic operations better
	Areas off Egan Drive -	Providing more north south connections and the northern local connection spreads traffic volumes to improve traffic operations at any one intersection
	System Holistic Perspective -	Multiple local connections (4 crossing Egan Dr) spreads volumes and allows for more consistent traffic operations through the system
Alternative #2:	Industrial Boulevard -	Improvement over existing
	Vintage Boulevard -	Interchange would provide acceptable operations
	Riverside Drive -	Adding the fourth leg to the south ramp terminal intersection & ramps to/from east would decrease intersection capacity, but operations at this location should improve
	Mendenhall Loop Road -	Multiple connections & ramps to/from east at Riverside would decrease traffic volumes at Loop Rd/Egan Dr; improving traffic operations at this location
	Glacier Highway (Airport)	Half diamond interchange; unsignalized ramp terminal intersections; fewer conflicting turning movement volumes than full diamond interchange
	Yandukin Drive -	Diamond interchange is an efficient interchange form, options for access to Glacier Highway will balance intersection operations
	Areas off Egan Drive -	Increased local connections benefits minor street traffic operations; congestion likely on Mendenhall Loop Road between Mall and Egan Drive
	System Holistic Perspective -	Increased local connections (4 crossing Egan Dr) benefits minor street traffic operations
Alternative #3:	Industrial Boulevard -	Improvement over existing
	Vintage Boulevard -	Intersection has been eliminated. Traffic operations very good
	Riverside Drive -	Adding the fourth leg to the south ramp terminal intersection & ramps to/from east would decrease intersection capacity, but operations at this location should improve
	Mendenhall Loop Road -	Multiple connections & ramps to/from east at Riverside would decrease traffic volumes at Loop Rd/Egan Dr; improving traffic operations at this location
	Glacier Highway (Airport)	Minimal conflicting turning movements at this location
	Yandukin Drive -	One way circulation between Glacier and Yandukin allows efficient operations
	Areas off Egan Drive -	Operations west of Jordan Creek would improve while the Yandukin connection would marginally improve operations east of Jordan Creek
	System Holistic Perspective -	Multiple local connections (3 crossing Egan Dr) spreads volumes and allows for more consistent traffic operations through the system
Alternative #4:	Industrial Boulevard -	Improvement over existing
	Vintage Boulevard -	No left-turn movements improve traffic operations at this location
	Riverside Drive -	Adding an additional phase to the intersection results in a small reduction in capacity
	Mendenhall Loop Road -	Triple left-turns and improved lane configuration should assist intersection operation, but critical movements would result in longer delays (decrease in capacity)
	Glacier Highway (Airport)	Improved lane configuration (3 through lanes per direction) should improve operation at signal
	Yandukin Drive -	Adding a signal to the system and accommodating all movements would result in longer delays and less capacity
	Areas off Egan Drive -	Additional signals and full movement access points improves minor street traffic operations as well as James/Lemon Spur connection
	System Holistic Perspective -	More signals on Egan Dr - more delay along Egan Dr

		WES	T EGAN DR	IVE CORRI	DOR STU	Y: Evaluation accordin	g to each	criterion	
-			Criterion:	4	Airport A		•		
Nodes	/ Areas / System			-	-	Proposed Road System - Fo	our Most Vi	able Alternatives	
		#1	#2	#3	#4				
Industrial Blvd									
Vintage Boulevard									
Riverside Drive									
Mendenhall Loop Road								Description of Evaluation Assignment	
Glacier Highway (Airpo	ort)						+2	Large improvement over existing	
Yandukin Drive							+1	Small improvement over existing	
	of Egan & West of Jordan Creek	1	1	1	1	-	0	No change	
	of Egan & West of Jordan Creek	1 2	2	1 2	1		-1 -2	Small reduction over existing	
	of Egan & East of Jordan Creek			2	1		-2	Large reduction over existing	
System Holistic Persp		2	2	2	1	4			
System Average	ective	1.6	1.6	1.6	1	-			
Oystelli Average		1.0	1.0	1.0	•				
	Ranking	Good	Good	Good	Fair	ה			
	Railkillg	Good	Guu	Guu	Fall	<u>l</u>			
					Evalue	ion Notes			
Alternative #1:	Industrial Boulevard -				Lvalue	ion notes			
Alternative #1.	Vintage Boulevard -								
	Riverside Drive -	-							
	Mendenhall Loop Road -								
	Glacier Highway (Airport) -								
	Yandukin Drive -								
	Areas off Egan Drive	Full access a	t Vintage/Rive	rside/Loop and	d Yandukin: r	rth-south link at Riverside an	d east-west	link from James to Glacier (McNugget) to Lemon Spur	
	System Holistic Perspective -			isting due to d					
Alternative #2:	Industrial Boulevard -								
	Vintage Boulevard -								
	Riverside Drive -								
	Mendenhall Loop Road -								
	Glacier Highway (Airport) -								
	Yandukin Drive -								
	Areas off Egan Drive -						and east-we	st link at Glacier/Lemon Spur (ramps - east)	
Alterrative #2:	System Holistic Perspective -	Large improv	ement over ex	tisting due to d	efined acces	es			
Alternative #3:	Industrial Boulevard -	-							
	- Vintage Boulevard - Riverside Drive								
	Mendenhall Loop Road -								
	Glacier Highway (Airport) -								
	Yandukin Drive								
	Areas off Egan Drive -	Full access v	ia frontage roa	ds (additional	north-south	k from Mendenhall Valley - R	iverside) & `	Yandukin/Lemon Spur connection	
	System Holistic Perspective -			isting due to d			,		
Alternative #4:	Industrial Boulevard -			0					
	Vintage Boulevard -								
	Riverside Drive -								
	Mendenhall Loop Road -								
	Glacier Highway (Airport) -								
	Yandukin Drive -								
					Riverside, a	d Yandukin connection provid	es direct ac	cess with Glacier Hwy (Fred Meyer)	
	System Holistic Perspective -	Small improv	ement over ex	isting					

	WES	FEGAN DR	IVE CORRI	DOR STU	DY: Evaluation according to each criterion
		Criterion:	5	Local Cir	
Nodes / Areas / System					Proposed Road System - Four Most Viable Alternatives
	#1	#2	#3	#4	
Industrial Blvd	-1	-1	0	0	
Vintage Boulevard	2	2	-2	-1	
Riverside Drive	1	2	2	1	
Mendenhall Loop Road	0	-1 2	0	0	Description of Evaluation Assignment
Glacier Highway (Airport) Yandukin Drive	2		2	0	+2 Large improvement over existing +1 Small improvement over existing
Area off Egan: North of Egan & West of Jordan Cree		2	1	2	+1 Small improvement over existing 0 No change
Area off Egan: South of Egan & West of Jordan Cree		2	1	2	-1 Small reduction over existing
Area off Egan: North of Egan & East of Jordan Creek		2	1	2	-2 Large reduction over existing
Area off Egan: South of Egan & East of Jordan Creek	2	2	1	1	
System Holistic Perspective	2	2	1	1	
System Average	1.4	1.5	0.7	0.8	—
Rankir	g Good	Good	Fair	Fair	
				Evalua	ation Notes
Alternative #1: Industrial Boulevard -	Change exist	ing circulation			
Vintage Boulevard	- Full Access	-			
Riverside Drive	- Extend River	side south and	full access		
Mendenhall Loop Road		access and tr			
Glacier Highway (Airport)					d with Glacier Hwy (Airport) major improvement for local trips
Yandukin Drive		llowed at realig			
Areas off Egan Drive					ovements - Some road network modification north of Egan (Mendenhall Mall) seen as positive contributions
System Holistic Perspective			numerous co	nnections and	d taking "study area" trips off Egan Dr
Alternative #2: Industrial Boulevard -		ing circulation			
Vintage Boulevard Riverside Drive	- Full Access	side south and	full accord (d	iroot accoss)	
Mendenhall Loop Road				,) and traffic patterns
Glacier Highway (Airport)					important, and access to/from Downtown
Yandukin Drive		lowed at realig			
Areas off Egan Drive					ctions major improvements - Impact on Old Dairy Rd (realignment)
System Holistic Perspective					d taking "study area" trips off Egan Dr
Alternative #3: Industrial Boulevard -	Circulation ur	changed			
Vintage Boulevard	- Access prohi	bited			
Riverside Drive		side south and		irect access)	
Mendenhall Loop Road		access and tr			
Glacier Highway (Airport)					a Riverside ramps or Yandukin ramps
Yandukin Drive		llowed at realig			
Areas off Egan Drive		liverside conne			
System Holistic Perspective Alternative #4: Industrial Boulevard -		ement due to Y	andukin and	Riverside cor	inections
		0			
Vintage Boulevard Riverside Drive	 Prohibit left-tu Access to the 				
Mendenhall Loop Road		access and tr	affic natterns		
Glacier Highway (Airport)		access and th			
Yandukin Drive		llowed at Yand		on	
Areas off Egan Drive					rside south extension improvements
System Holistic Perspective					connections & Riverside extension

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion										
	Evaluation	Criterion:	6	Compatibi	ility with Public Transportation					
Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives									
	#1	#2	#3	#4						
Industrial Blvd					1					
Vintage Boulevard										
Riverside Drive										
Mendenhall Loop Road					Description of Evaluation Assignment					
Glacier Highway (Airport)					+2 Large improvement over existing					
Yandukin Drive					+1 Small improvement over existing					
Area off Egan: North of Egan & West of Jordan Creek		1	1	1	0 No change					
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1	-1 Small reduction over existing					
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	1	-2 Large reduction over existing					
Area off Egan: South of Egan & East of Jordan Creek	2	2	2	1						
System Holistic Perspective	2	2	2	1						
System Average	1.6	1.6	1.6	1						
Ranking	Good	Good	Good	Fair	1					

Ranking Good Good

		Evaluation Notes
Alternative #1:	Industrial Boulevard -	No change
	Vintage Boulevard -	Access prohibited, but regular, commuter and express routes can be re-routed via Riverside south extension
	Riverside Drive -	Commuter route can now cross Egan at Riverside Dr & Express route can access Egan Dr
	Mendenhall Loop Road -	Unchanged (except through two signals)
	Glacier Highway (Airport)	Regular route follow new connection, but commuter route needs to be re-directed to Yandukin (turning movements separated from Egan through traffic)
	Yandukin Drive -	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Riverside, James/Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective -	System would improve due to better direct routes
Alternative #2:	Industrial Boulevard -	No change
	Vintage Boulevard -	Access prohibited, but regular, commuter and express routes can be re-routed via Riverside south extension
	Riverside Drive -	Commuter route can now cross Egan at Riverside Dr
	Mendenhall Loop Road -	Unchanged (except through two signals)
	Glacier Highway (Airport)	Regular route follows new connection, and commuter route unchanged due to ramps
		Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Riverside, Glacier/Lemon Spur & Yandukin connections provide new linkages
	System Holistic Perspective -	System would improve due to better direct routes
Alternative #3:	Industrial Boulevard -	No change
	Vintage Boulevard -	Access prohibited, but regular, commuter and express routes can be re-routed via Riverside south extension
	Riverside Drive -	No change in access and transit along frontage road (turning movements separated from Egan through traffic)
	Mendenhall Loop Road -	Unchanged (except through two signals)
	Glacier Highway (Airport)	No change in access and transit along frontage road (turning movements separated from Egan through traffic)
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr)
	Areas off Egan Drive -	Vintage and Yandukin connections provide new linkage
	System Holistic Perspective -	System would improve due to better direct routes
Alternative #4:	Industrial Boulevard -	No change
	Vintage Boulevard -	Left-turns prohibited, but south leg at Riverside requires no significant changes in transit routes
	Riverside Drive	Commuter route can now cross Egan at Riverside Dr (does not need to Egan)
	Mendenhall Loop Road	Unchanged
	Glacier Highway (Airport)	Unchanged
	Yandukin Drive	Full access is allowed at Fred Meyer - no change in transit patterns
	Areas off Egan Drive -	No significant changes in transit routes, except Yandukin and Riverside connections will provide the possibility to take transit off Egan Dr
	System Holistic Perspective -	No significant changes in transit routes, except Yandukin and Riverside connections will provide the possibility to take transit off Egan Dr

	WES	T EGAN DRI	VE CORR	IDOR STUD	Y: Evaluation accordi	ng to each	n criterion				
	Evaluation	Criterion:	7	Compatib	ility with Pedestrians						
Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives										
	#1	#2	#3	#4							
Industrial Blvd	0	0	0	0							
Vintage Boulevard	2	2	0	0							
Riverside Drive	2	2	2	1							
Mendenhall Loop Road	1	1	1	-2			Description of Evaluation Assignment				
Glacier Highway (Airport)	2	1	2	-1		+2	Large improvement over existing				
Yandukin Drive	0	0	2	1		+1	Small improvement over existing				
Area off Egan: North of Egan & West of Jordan Creek						0	No change				
Area off Egan: South of Egan & West of Jordan Creek						-1	Small reduction over existing				
Area off Egan: North of Egan & East of Jordan Creek						-2	Large reduction over existing				
Area off Egan: South of Egan & East of Jordan Creek											
System Holistic Perspective	2	2	2	-1							
System Average	1.3	1.1	1.3	-0.3							
Ranking	Good	Fair	Good	Poor							

		Evaluation Notes
Alternative #1:	Industrial Boulevard -	No change
	Vintage Boulevard	New connection will provide ped crossing and separated from Egan through traffic
		Riverside extended south, short crossing distance and separated from Egan through traffic
		Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New James/Glacier/Lemon Spur connection and separated from Egan through traffic (best local connectivity)
	Yandukin Drive	New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
		Good local network
	System Holistic Perspective -	Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
Alternative #2:		No change
		New connection will provide ped crossing and separated from Egan through traffic
		Riverside extended south, short crossing distance and separated from Egan through traffic
		Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	New Glacier/Lemon Spur connection, short crossing distance and separated from Egan through traffic
		New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive -	
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
Alternative #3:	Industrial Boulevard -	No change - peds are not allowed to cross under existing
		No change - peds are not allowed to cross under existing
	Riverside Drive -	Riverside extended south, short crossing distance and separated from Egan through traffic
		Short crossing distance and separated from Egan through traffic
	Glacier Highway (Airport)	Separated from Egan through traffic
		New connection will provide needed ped crossing and separated from Egan through traffic
		Good local network
		Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
Alternative #4:	Industrial Boulevard -	No change - peds are not allowed to cross under existing
		No ped crossing - unchanged
		Ped crossing distance increased to accommodate more lanes - southern leg will provide another north-south link
		Ped crossing distance increased to accommodate more lanes (substantially)
		Ped crossing distance increased to accommodate more lanes
		New signal will provide needed ped crossing, but will have to cross many lanes, and too far to the east
		Local network improves due to James/Lemon Spur connection
	System Holistic Perspective -	Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation

		WEST	EGAN DR	VE CORR	DOR STUD	Y: Evaluation according to each criterion
		Evaluation		8		ility with Bicyclists
Nodes / A	Areas / System				•	Proposed Road System - Four Most Viable Alternatives
	#1	#2	#3	#4		
Industrial Blvd		0	0	0	0	
Vintage Boulevard		2	2	0	0	
Riverside Drive		2	2	2	1	
Mendenhall Loop Road		1	1	1	-1	Description of Evaluation Assignment
Glacier Highway (Airport)	2	1	1	-1	+2 Large improvement over existing
Yandukin Drive		1	1	2	1	+1 Small improvement over existing
	Egan & West of Jordan Creek					0 No change
	Egan & West of Jordan Creek					-1 Small reduction over existing
	Egan & East of Jordan Creek					-2 Large reduction over existing
	Egan & East of Jordan Creek	0	4		4	_
System Holistic Perspect	tive	2 1.4	1.1	1	- <u>1</u> -0.1	-
System Average		1.4	1.1	1	-0.1	
	Ranking	Good	Fair	Fair	Poor	
	Ranking	Good	Fall	Fall	P001	
					Evalua	tion Notes
Alternative #1:	Industrial Boulevard -	No change			Lvalaa	
Alternative #1.	Vintage Boulevard -		oikes are not a	lowed to cros		
	- Riverside Drive	•	ended south ar		, ,	ough traffic
	Mendenhall Loop Road -		m Egan throug		II OIII Lyan uii	
	Glacier Highway (Airport) -				ion and senar	ated from Egan through traffic (best local connectivity)
	Yandukin Drive -					ed from Egan through traffic, but too far to the east
	Areas off Egan Drive -	Good local ne			g und oopulate	
	System Holistic Perspective -	Missing bike f	acilities will be	provided, an	d linkage acro	ss Egan improved due to separation of through traffic & east-west, north-south connections
Alternative #2:	Industrial Boulevard -	No change		•	Ŭ	
	Vintage Boulevard -	New connecti	on will provide	bike crossing	g and separate	ed from Egan through traffic
	Riverside Drive -	Riverside exte	ended south ar	nd separated	from Egan thr	ough traffic
	Mendenhall Loop Road -	Separated fro	m Egan throug	h traffic		
	Glacier Highway (Airport) -					m Egan through traffic
	Yandukin Drive -			bike crossing	g and separate	d from Egan through traffic, but too far to the east
	Areas off Egan Drive -	Good local ne				
	System Holistic Perspective -	, i i i i i i i i i i i i i i i i i i i	acilities will be	provided, an	d linkage acro	ss Egan improved due to separation of through traffic
Alternative #3:	Industrial Boulevard -	No change				
	 Vintage Boulevard - Riverside Drive - 		oikes are not a			ouch troffio
	- Mendenhall Loop Road		ended south ar m Egan throug		ITOITI Egan un	
	Glacier Highway (Airport) -		m Egan throug			
	Yandukin Drive -				d hike crossin	g and separated from Egan through traffic
	Areas off Egan Drive -	Good local ne				
	System Holistic Perspective -			provided, an	d linkage acro	ss Egan improved due to separation of through traffic
Alternative #4:	Industrial Boulevard -	No change		p		
	Vintage Boulevard -		ing - unchange	ed		
	Riverside Drive -				mmodate mor	e lanes - southern leg will provide another north-south link
	Mendenhall Loop Road -					e lanes (substantially)
	Glacier Highway (Airport) -		distance incre			
	Yandukin Drive -	New signal wi	Il provide need	led bike cross	sing, but will h	ave to cross many lanes, and too far to the east
	Areas off Egan Drive -		improves due			
	System Holistic Perspective -	Missing bike f	acilities will be	provided, bu	t linkage acros	ss Egan Drive is not improved because of crossing width

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion											
	Evaluation	Criterion:	9	Environm	ental Impacts						
Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives										
_	#1	#2	#3	#4							
Industrial Blvd	-1	-1	0	0							
Vintage Boulevard	0	0	0	0							
Riverside Drive	-1	-1	-1	-1							
Mendenhall Loop Road	-2	-2	-2	-1	Description of Evaluation Assignment						
Glacier Highway (Airport)	0	0	0	0	+2 Large positive impact						
Yandukin Drive	-2	-2	0	0	+1 Small positive impact						
Area off Egan: North of Egan & West of Jordan Creek	-2	0	0	-2	0 No change						
Area off Egan: South of Egan & West of Jordan Creek	-1	-1	-1	0	-1 Small negative impact						
Area off Egan: North of Egan & East of Jordan Creek	-2	-1	-2	-2	-2 Large negative impact						
Area off Egan: South of Egan & East of Jordan Creek	0	0	0	0							
System Holistic Perspective	-2	-1.5	-1	-1.5							
System Average	-1.2	-0.9	-0.6	-0.7							

Ranking Poor Fair Good Fair

		Evaluation Notes
Alternative #1:	Industrial Boulevard -	May have some minor impact to high value wetland on north side of Glacier Highway
	Vintage Boulevard	- No significant impact
	Riverside Drive	- Would impact low value wetland
	Mendenhall Loop Road	- Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan.
	Glacier Highway (Airport)	-
	Yandukin Drive	- Realignment influences category C wetland south of Egan but also cuts off existing habitat from wildlife refuge. North of Egan, new road goes through higher
		value wetland and stream area which is used for anadromous fish rearing.
	Areas off Egan Drive	Large impact on sensitive areas primarily along north side of Egan as a new road cuts through forested areas and in the vicinity of Egan/Loop.
		Could impact high value wetlands along connecting road with Lemon Spur Rd
	System Holistic Perspective	Overall loss of habitat
Alternative #2:	Industrial Boulevard -	May have some minor impact to high value wetlandDased area south of new connection is thru high value wetland.
	Vintage Boulevard	- No significant impact
	Riverside Drive	- Would impact low value wetland
	Mendenhall Loop Road	Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan.
	Glacier Highway (Airport)	-
	Yandukin Drive	- Realignment influences category C wetland south of Egan but also cuts off existing habitat from wildlife refuge. North of Egan, new road goes through higher
		value wetland and stream area which is used for anadromous fish rearing.
	Areas off Egan Drive	Some impact on sensitive areas primarily along north side of Egan with off ramp to Glacier Hwy. Airport. Suggest off ramp link to Lemon Spur
		then only need to cross wetland rather than fill it.
	System Holistic Perspective	Overall loss of habitat but less than with Alternative #1
Alternative #3:	Industrial Boulevard -	none
	Vintage Boulevard	- none
	Riverside Drive	- Would impact low value wetland
	Mendenhall Loop Road	- Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan.
	Glacier Highway (Airport)	-
	Yandukin Drive	- none
	Areas off Egan Drive	- Could impact high value wetlands along connecting road with Lemon Spur Rd
	System Holistic Perspective	- Overall loss of habitat but less than with Alternatives #1 & #2. Because Spur road and off-ramp are directly adjacent to Egan, wetlands would be filled.
Alternative #4:	Industrial Boulevard -	
		Widening with no significant change
	Riverside Drive	- Existing road straightened through low value wetland, minimal impact
	Mendenhall Loop Road	- Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek)
	Glacier Highway (Airport)	- Widening with no significant change
	Yandukin Drive	
	Areas off Egan Drive	- Large impact on sensitive areas primarily along north side of Egan as a new road cuts through forested areas and in the vicinity of Egan/Loop.
		Could impact high value wetlands along connecting road with Lemon Spur Rd. Again suggest linking Lemon Spur with Glacier Airport and not road through to James.
	System Holistic Perspective	Overall loss of habitat

	WES	T EGAN DR	IVE CORR	DOR STUD	Y: Evaluation according to each criterion
		Criterion:	10		ncy with Other Planning Efforts
Nodes / Areas / System		Proposed Road System - Four Most Viable Alternatives			
	#1	#2	#3	#4	
Industrial Blvd	1	1	-1	-1	
Vintage Boulevard	0	0	0	0	
Riverside Drive	-1	-1	-1	0	
Mendenhall Loop Road	1	1	1	1	Description of Evaluation Assignment
Glacier Highway (Airport)	1	1	1	1	+2 Consistent with all other plans
Yandukin Drive	0	0	0	0	+1 Consistent with some other plans
Area off Egan: North of Egan & West of Jordan Creek		0	0	-2	0 Not addressed in any plan
Area off Egan: South of Egan & West of Jordan Creek		0	0	0	-1 Conflicts with some other plans
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	-2 Conflicts with all other plans
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1	_
System Holistic Perspective	1 0.3	1.5 0.5	1.5 0.3	0.2	
System Average	0.3	0.5	0.3	0.2	
Deckies	E - in	Quart	E - in	Deer	7
Ranking	Fair	Good	Fair	Poor	
				Evalua	tion Notes
Alternative #1: Industrial Boulevard -	Address in co	nceptual plan	nina		
Vintage Boulevard	No current pla		ling		
Riverside Drive			iverside Drive	through Jame	es may alter long-term planning outcome.
Mendenhall Loop Road					
Glacier Highway (Airport)	-				
Yandukin Drive	-				
Areas off Egan Drive	New road from	m Lemon Spu	r to James not	in any plan	
System Holistic Perspective	Moderate cor	sistency with	other plans		
Alternative #2: Industrial Boulevard -	Address in co	nceptual plan	ning		
Vintage Boulevard	No current pla				
Riverside Drive	 Bringing extra 	a traffic onto R	liverside Drive	through Jame	es may alter long-term planning outcome.
Mendenhall Loop Road					
Glacier Highway (Airport)	-				
Yandukin Drive	-				
Areas off Egan Drive					
System Holistic Perspective					TP, 2nd Channel crossing, etc.
Alternative #3: Industrial Boulevard -			to Mendenhall	River - impac	t on bridge design and design of possible interchanges east of interchanges
Vintage Boulevard	No current pla		liverside Drive	through long	na may alter long form planning autoomo
Riverside Drive - Mendenhall Loop Road -	Bringing extra		liverside Drive	through Jame	es may alter long-term planning outcome.
Glacier Highway (Airport)	·				
Yandukin Drive	-				
Areas off Egan Drive	Consistent wi	th other plans	i o Riverside	Corridor AM	TP, 2nd Channel crossing, etc.
System Holistic Perspective		th all other plans			T, zhi Ghanner Gossing, etc.
Alternative #4: Industrial Boulevard -				River - impac	t on bridge design and design of possible interchanges east of interchanges
Vintage Boulevard	No current pla				
Riverside Drive	No change				
Mendenhall Loop Road					
Glacier Highway (Airport)					
Yandukin Drive					
Areas off Egan Drive	New road from	m Lemon Spu	r to James not	in any plan	
System Holistic Perspective	Moderate cor				

	WES	T EGAN DRI	VE CORR	IDOR STUD	DY: Evaluation according to each criterion						
	Evaluation	n Criterion:	11	Compatibi	bility with Built Environment						
Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives										
	#1	#2	#3	#4							
Industrial Blvd	0	0	1	1							
Vintage Boulevard	1	1	-2	0							
Riverside Drive	2	2	2	2							
Mendenhall Loop Road	2	1	1	2	Description of Evaluation Assignment						
Glacier Highway (Airport)	1	2	1	0.5	+2 Large improvement over existing						
Yandukin Drive	1	1	1	2	+1 Small improvement over existing						
Area off Egan: North of Egan & West of Jordan Creek	2	1	1	1.5	0 No change						
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1	-1 Small reduction over existing						
Area off Egan: North of Egan & East of Jordan Creek	2	1	1	1.5	-2 Large reduction over existing						
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	0.5							
System Holistic Perspective	2	1.5	1	2							
System Average	1.4	1.1	0.8	1.3							
Banking	Good	Fair	Poor	Good							

Ranking Good Fair Poor Good

		Evaluation Notes
Alternative #1:	Industrial Boulevard -	Improved access to Industrial Area, but less direct access for businesses on Industrial. Mostly a problem for businesses visible from Glacier.
	Vintage Boulevard -	Improved access to Vintage Park and future development.
	Riverside Drive -	Improved access from and across Egan.
	Mendenhall Loop Road -	Commuter access more efficient. Some of the traffic will use Riverside with new connection across Egan. Direct access to commercial areas.
	Glacier Highway (Airport) -	Access to area from Valley and Glacier Highway East without having to use Egan. Lack of access to Egan at McNugget could hurt businesses there.
	Yandukin Drive -	Improved access with full access intersection. Change Glacier Hwy (Fred Meyer) into cul-de-sac bad for gas station.
	Areas off Egan Drive -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop and Riverside, and James/Lemon Spur connections
	System Holistic Perspective -	Greatly improved access to businesses and more efficient commutes.
Alternative #2:	Industrial Boulevard -	Improved access to Industrial Area, but less direct access for businesses on Industrial. Mostly a problem for businesses visible from Glacier.
	Vintage Boulevard -	Improved access to Vintage Park and future development.
	Riverside Drive -	Improved access from and across Egan.
	Mendenhall Loop Road -	Commuter access more efficient. Some of the traffic will use Riverside with new connection across Egan. Better access to commercial areas.
	Glacier Highway (Airport) -	Access to area from Valley and Glacier Highway East without having to use Egan. Will get pass through traffic going from Valley to Fred Meyer area
	Yandukin Drive -	Improved access with full access intersection. Change Glacier Hwy (Fred Meyer) into cul-de-sac bad for gas station.
	Areas off Egan Drive -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop and Riverside, and at McNugget to Lemon Spu
	System Holistic Perspective -	Greatly improved access to businesses and more efficient commutes.
Alternative #3:	Industrial Boulevard -	Improved access to Industrial and Brotherhood Bridge trailhead.
	Vintage Boulevard -	Diminished access to Vintage Park businesses and future development.
	Riverside Drive -	Improved access from and across Egan.
	Mendenhall Loop Road -	Commuter access more efficient. Some of the traffic will use Riverside with new connection across Egan. Better access to commercial areas.
	Glacier Highway (Airport) -	Some traffic rerouted from Glacier to frontage roads. May hurt businesses dependent on drop-in traffic
	Yandukin Drive -	Improved access to businesses across Egan, but seems a bit complex. Change Glacier Hwy (Fred Meyer) into cul-de-sac bad for gas station.
	Areas off Egan Drive -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop, Riverside, and McNugget intersection.
	System Holistic Perspective -	Improved access to businesses and more efficient commute.
Alternative #4:	Industrial Boulevard -	Improved access to Industrial and Brotherhood Bridge trailhead.
	Vintage Boulevard -	No Change at Vintage.
	Riverside Drive -	Improved access from and across Egan.
	Mendenhall Loop Road -	Commuter access more efficient. Some of the traffic will use Riverside with new connection across Egan. Direct access to commercial areas.
	Glacier Highway (Airport) -	Access to area from Valley and Glacier Highway East without having to use Egan. Lack of access to Egan at McNugget could hurt businesses there. RIRO at Trout/Old Da
		Improved access with full access intersection.
	Areas off Egan Drive -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop and Riverside, and connection from James to I
	System Holistic Perspective -	Greatly improved access to businesses and more efficient commutes.

		WEST	EGAN DR	IVE CORRI	DOR STUD	Y: Evaluation according	to each	criterion	
		Evaluation	Criterion:	12	Construct	tability			
Nodes / Areas / Syste	m					Proposed Road System - Fou	ır Most Via	ble Alternatives	
		#1	#2	#3	#4				
Industrial Blvd		0	0	0	0				
Vintage Boulevard		1	1	0	0				
Riverside Drive		0	0	0	0				
Mendenhall Loop Road		-1	-1	-2	-2			Description of Evaluation Assignment	
Glacier Highway (Airport)		-1	-1	-2	0	<u> </u>	+2	Limited impact on traffic flow	
Yandukin Drive		-1	-1	-1	1	<u> </u>	+1	0	
Area off Egan: North of Egan & West		-2	-1	-1	-1 1	<mark>-</mark>	0	Moderate impact on traffic flow	
Area off Egan: South of Egan & West Area off Egan: North of Egan & East of		-2 0	<u>-2</u> 0	-2 0	0	-	-1 -2	U Major impost on troffic flow	
Area off Egan: South of Egan & East of Area off Egan: South of Egan & East of	of Jordan Creek	0	1	-1	0	<mark>_</mark> L	-2	Major impact on traffic flow	
System Holistic Perspective	JI JUIUAII CIEEK	0	0	-1	0	-			
System Average		-0.5	-0.4	-0,8	0				
oystelli Average		-0.0	-0.4	-0.0	Ŭ				
	Ranking	Fair	Fair	Poor	Good				
	Ranking	Fall	Fall	FUUI	Guu				
					Evaluat	tion Notes			
Alternative #1: Industr	ial Boulevard -								
	age Boulevard -								
	Riverside Drive -								
	nall Loop Road -								
	hway (Airport) -								
	andukin Drive -								
Areas	off Egan Drive -								
		New roads pre	esent opportur	nities to handle	e traffic				
	ial Boulevard -								
	age Boulevard -								
	Riverside Drive -								
	nall Loop Road -								
	hway (Airport)								
		Diamond ram	os can provide	e detours					
	off Egan Drive -			4 1	ta Ola - i - a - a -				
	tic Perspective - E	Essentially the	e same as Alt.	i less James	to Glacier ext				
	age Boulevard -								
	Riverside Drive -								
	nall Loop Road -								
	ghway (Airport)								
	andukin Drive -								
	off Egan Drive -								
	-	Various ramps	and frontage	roads may fa	cilitate traffic o	during construction.			
	ial Boulevard -								
Vint	age Boulevard -								
		Most construc	tion ca occur	without impact	ting traffic				
Mendent					d to a weekend	d			
Glacier Hig	hway (Airport) -		· .						
	andukin Drive - L	Limited impac	t on traffic flov	v					
						Spur extension.			
System Holis	tic Perspective - A	An order of m	agnitude less	in constructior	n traffic delay,	compared to interchanges.			

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion										
	Evaluation	Criterion:	13	Funding	Feasibility	•				
Nodes / Areas / System		Proposed Road System - Four Most Viable Alternatives								
	-	#1	#2	#3	#4					
Industrial Blvd										
Vintage Boulevard										
Riverside Drive										
Mendenhall Loop Road								Description of Evaluation Assignment		
Glacier Highway (Airpo	ort)						+2	Accelerated funding may be available		
Yandukin Drive							+1	0		
	f Egan & West of Jordan Creek						0	Reasonable funding feasibility		
	of Egan & West of Jordan Creek						-1	0		
	f Egan & East of Jordan Creek						-2	Unreasonable funding feasibility		
	f Egan & East of Jordan Creek									
System Holistic Perspe	ective	-2	-2	-1	2					
System Average		-2	-2	-1	2					
						-				
	Ranking	Poor	Poor	Fair	Good					
					Evalua	tion Notes				
Alternative #1:	Industrial Boulevard -									
	Vintage Boulevard -									
	Riverside Drive -									
	Mendenhall Loop Road -									
	Glacier Highway (Airport) -									
	Yandukin Drive -									
	Areas off Egan Drive -									
	System Holistic Perspective -	Substantial a	dditional fundii	ng should be i	made availabl	9				
Alternative #2:	Industrial Boulevard -									
	Vintage Boulevard -									
	Riverside Drive -									
	Mendenhall Loop Road -									
	Glacier Highway (Airport) -									
	Yandukin Drive -									
	Areas off Egan Drive -	0								
Alternative #3:	System Holistic Perspective -	Substantial a	dditional fundi	ng should be	made availabl	3				
Alternative #3:	- Industrial Boulevard - Vintage Boulevard -									
	- Riverside Drive									
	Mendenhall Loop Road -									
	Glacier Highway (Airport) -									
	Yandukin Drive -									
	Areas off Egan Drive -									
	System Holistic Perspective -	Additional fun	ding should b	e made availa	hle					
Alternative #4:	Industrial Boulevard -									
	Vintage Boulevard -									
	Riverside Drive -									
	Mendenhall Loop Road -									
	Glacier Highway (Airport) -									
	Yandukin Drive									
	Areas off Egan Drive -									
	System Holistic Perspective -	Accelerated f	unding should	be available	for smaller pro	jects				

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion									
Evaluation Criterion:				Phased Implementation & Expandability					
Nodes / Areas / System				I	Proposed Road System - Four Most Viable Alternatives				
	#1	#2	#3	#4					
Industrial Blvd	2	2	2	2					
Vintage Boulevard	0	0	2	2					
Riverside Drive	0	0	0	2					
Mendenhall Loop Road	0	0	0	2	Description of Evaluation Assignment				
Glacier Highway (Airport)	2	2	0	2	+2 Easily phased into future improvements				
Yandukin Drive	2	2	0	2	+1 0				
Area off Egan: North of Egan & West of Jordan Creek					0 Phasing into future improvements limited				
Area off Egan: South of Egan & West of Jordan Creek					-1 0				
Area off Egan: North of Egan & East of Jordan Creek					-2 Future improvements - excessive abortive work				
Area off Egan: South of Egan & East of Jordan Creek									
System Holistic Perspective	1	1	0	2					
System Average 1		1	0.6	2					
Ranking	Fair	Fair	Poor	Good					

		
		Evaluation Notes
Alternative #1:	Industrial Boulevard -	Modifications along Glacier Hwy in the vicinity of Industrial Blvd can be built as one project
	Vintage Boulevard -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Riverside Drive -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Mendenhall Loop Road -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Glacier Highway (Airport) -	James/Lemon Spur connection can be done any time, then link to Glacier and grade separated at Egan
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	Areas off Egan Drive -	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can be divided into a few separated projects (as traffic growth require) - approximately five phases
Alternative #2:	Industrial Boulevard -	Modifications along Glacier Hwy in the vicinity of Industrial Blvd can be built as one project
		Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Riverside Drive -	Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
		Vintage Blvd, Riverside & Loop Rd split diamond and south extension will need to be built as one project
	Glacier Highway (Airport) -	Connection and interchange can be done any time
	Yandukin Drive -	Yandukin realignment can be done any time, signalized, and then converted to an interchange when necessary
	0	Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can be divided into a few separated projects (as traffic growth require) - approximately four phases
Alternative #3:		Modifications along Glacier Hwy in the vicinity of Industrial Blvd can be built as one project
		Vintage Blvd can be closed any time
	Riverside Drive -	Vintage Blvd & Riverside Dr & Loop Rd split diamond can be built as one project
	Mendenhall Loop Road -	Vintage Blvd & Riverside Dr & Loop Rd split diamond can be built as one project
		Glacier Hwy (Airport) & Yandukin realignment and interchanges will need to be built as one project
		Glacier Hwy (Airport) & Yandukin realignment and interchanges will need to be built as one project
		Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System has limited options for phased implementation (as traffic growth require) - approximately three phases
Alternative #4:		Modification can be done as needed - separate project
		Modification can be done as needed - separate project
	Riverside Drive -	Modification can be done as needed - separate project
		Modification can be done as needed - separate project
		Modification can be done as needed - separate project
		Modification can be done as needed - separate project
		Off Egan Dr modifications will be implemented as needed
	System Holistic Perspective -	System can easily be divided into different projects (phased implementation), as traffic growth requires

		WEST	EGAN DR	IVE CORR	IDOR STUD	Y: Evalu	ation accord	ling to each	criterion		
		Evaluation	Criterion:	15	Construct	tion Cost	s				
Nodes / Areas / System				-		Proposed	Road System ·	- Four Most Via	able Alternatives		
		#1	#2	#3	#4						
Industrial Blvd											
Vintage Boulevard											
Riverside Drive											1
Mendenhall Loop Road						_		10	Description of Evalu		
Glacier Highway (Airport) Yandukin Drive						_		+2 +1	Relatively inexpensive		-
Area off Egan: North of Egan & West of Jo	ordan Creek					-		0	Moderately inexpensiv	20	-
Area off Egan: South of Egan & West of Jo								-1		e	1
Area off Egan: North of Egan & East of Jo						-		-2	Very expensive		-
Area off Egan: South of Egan & East of Jo						-			very experience		J
System Holistic Perspective		-2	-2	-2	-1						
System Average		-2	-2	-2	-1						
	Ranking	Poor	Poor	Fair	Good	7					
<u> </u>						-1					
					Evalua	tion Note	S				
Alternative #1: Industrial B	Soulevard -	At Grade at R	ealigned Indu	strial [.] Estimat			-				
	Boulevard -	Split Diamond			0						
5	side Drive -	Extend Rivers			on						
Mendenhall L											
Glacier Highway (Airport)		Grade Separa	ation Glacier-E	gan							
Yandukin Drive -		Tight Urban D	iamond at rea	ligned Yandu	kin East						
Areas off E		James Blvd./L		onnect	Change east	tern Mall ac	cess	Relocate Hu	Irlock Ave Access		
System Holistic P		Estimate = \$7									
Alternative #2: Industrial B		At Grade at R	ealigned Indu	strial: Estimat	e = \$1.5 millio	n					
Ũ	Boulevard -	0.00									
		Split Diamond		verside	Extend Rive	rside south	of Egan				
Mendenhall L		Partial Diamo									
Glacier Highwa	, , ,	Half Diamond Tight Diamon		Vondukin Fa	at .						
		Glacier Hwy/L				Polooato	Hurlock Ave Ac	0000			
System Holistic P	0	Estimate = \$7				Relocate		6635			
Alternative #3: Industrial B		At Grade at E		ial [.] Estimate :	= \$1.6 million						
	Boulevard -	,			,						
Ũ	side Drive -	Split Diamond	Riverside to	Loop	Extend Rive	rside South					
Mendenhall L	oop Road -	•		•							
Glacier Highwa	ay (Airport) -	Grade Separa	ate Glacier and	d Egan							
		Diamond at re									
		Glacier Hwy/L		d. Connectior	Frontage Ro	ad, Glacier	to Yandukin	Change eas	tern Mall access	Relocate Hurlock Ave Acce	SS
System Holistic P		Estimate = \$5									
		At Grade at E		ial: Estimate	= \$1.6 million						
		Vintage at Gra					ļ				
		Riverside at C		Extend Rive	rside South		0	Lines Frederic	to 1		
Mendenhall L		Loop Rd. at G					2 additiona	l lanes, Fred Me	eyers to Loop		
Glacier Highwa		Glacier at Gra Full signalized		Dr			l				
	Egan Drive -	James Blvd./L					/				
System Holistic P				u. Connect							
	ciapeolive -	φI									

	WEST	FEGAN DR	IVE CORRI	DOR STUD	Y: Evaluation according to each criterion						
	Evaluation	Criterion:	16	Maintena	nce Requirements						
Nodes / Areas / System					Proposed Road System - Four Most Viable Alternatives						
	#1	#2	#3	#4							
Industrial Blvd	-1	-1	-1	-1							
Vintage Boulevard	1	1	0	2							
Riverside Drive	-1	-1	-1	0							
Mendenhall Loop Road	-2	-2	-2	0	Description of Evaluation Assignment						
Glacier Highway (Airport)	-1	-1	-2	2	+2 No Change						
Yandukin Drive	-2	-2	-2	-1	+1 Small increase in maintenance						
Area off Egan: North of Egan & West of Jordan Creek	-2	1	1	1	0 Moderate increase in maintenance						
Area off Egan: South of Egan & West of Jordan Creek		1	1	1	-1 Large increase in maintenance						
Area off Egan: North of Egan & East of Jordan Creek	-2	-2	-2	1	-2 Very Large increase in maintenance						
Area off Egan: South of Egan & East of Jordan Creek	1	1	-1	1	_						
System Holistic Perspective	-2	-2	-2	1							
System Average	-0.9	-0.6	-1	0.6							
					7						
Ranking	Fair	Fair	Poor	Good							
				Evalua	tion Notes						
Alternative #1: Industrial Boulevard -	New Roads										
Vintage Boulevard -		ghtly increase	s snow plowin	ig effort							
Riverside Drive	New road, structure										
Mendenhall Loop Road	Interchange										
Glacier Highway (Airport)	New road, structure										
Yandukin Drive	- Interchange										
Areas off Egan Drive	Lemon Spur F	Road to James	extension								
System Holistic Perspective	Less snow sto	orage, more la	ne miles, new	roads, and m	ore complex interchange configuration will increase maintenance.						
Alternative #2: Industrial Boulevard -	New Roads										
Vintage Boulevard		ghtly increase	s snow plowin	ig effort							
Riverside Drive	New road, str	ucture									
Mendenhall Loop Road	Interchange										
Glacier Highway (Airport)	Interchange										
Yandukin Drive	Interchange										
Areas off Egan Drive	Lemon Spur F	Road extension	n and Egan R	amp							
System Holistic Perspective		orage, more la	ne miles, new	roads, and m	ore complex interchange configuration will increase maintenance.						
Alternative #3: Industrial Boulevard -	New Roads										
Vintage Boulevard		ghtly increase									
Riverside Drive		uctures, lane m									
Mendenhall Loop Road		uctures, lane m									
Glacier Highway (Airport)		uctures, lane m									
Yandukin Drive		uctures, lane m									
Areas off Egan Drive	Slight increas	e East end due	e to new road	s, West side v	ery slight increase						
System Holistic Perspective	Less snow sto	orage, more la	ne miles, new	roads, and m	ore complex interchange configuration will increase maintenance.						
Alternative #4: Industrial Boulevard -											
Vintage Boulevard -											
Riverside Drive	New Road										
Mendenhall Loop Road	Added Interse	ection Lanes									
Glacier Highway (Airport)											
Yandukin Drive	New Road/Int	ersection									
Areas off Egan Drive		non Spur exter									
System Holistic Perspective	Numerous lar	e additions wi	ll require grea	ter maintenar	ce, especially snow removal.						

	WEST	FGAN DR		DOR STUD	Y: Evaluation according to each criterion
	Evaluation		17		Design Requirements
Nodes / Areas / System					Proposed Road System - Four Most Viable Alternatives
	#1	#2	#3	#4	
Industrial Blvd	1	1	1	1	
Vintage Boulevard	2	0	0	1	
Riverside Drive	2	2	2	0	
Mendenhall Loop Road	2	2	2	-1	Description of Evaluation Assignment
Glacier Highway (Airport)	2	2	2	0	+2 Meets desirable standards +1 0
Yandukin Drive Area off Egan: North of Egan & West of Jordan Creek		2	2	0	0 Meets minimum standards
Area off Egan: South of Egan & West of Jordan Creek					
Area off Egan: North of Egan & East of Jordan Creek	·				-2 Does not meet standards
Area off Egan: South of Egan & East of Jordan Creek					
System Holistic Perspective	1	1	1	0	
System Average	1.6	1.3	1.4	0.1	1
		•		•	·
Ranking	Good	Fair	Fair	Poor	
·		•		•	
				Evalua	tion Notes
Alternative #1: Industrial Boulevard -	According to	minimum stand	dards or bette	r	
Vintage Boulevard					o desirable standards with possible exceptions
Riverside Drive					o desirable standards with possible exceptions
Mendenhall Loop Road					o desirable standards with possible exceptions
Glacier Highway (Airport)		ons - minimum			
Yandukin Drive	- Interchange v	vill be designed	d according to	desirable star	ndards with possible exceptions
Areas off Egan Drive					minimum standards or better
System Holistic Perspective					esirable standards
Alternative #2: Industrial Boulevard -		minimum stand			
Vintage Boulevard					b desirable standards with possible exceptions
Riverside Drive			Ű.	Ŭ	o desirable standards with possible exceptions (location of westbound off-ramp could be problematic)
Mendenhall Loop Road					o desirable standards with possible exceptions
Glacier Highway (Airport) Yandukin Drive					and interchange desirable standards with possible exceptions ndards with possible exceptions
Areas off Egan Drive					minimum standards or better
System Holistic Perspective					esirable standards
Alternative #3: Industrial Boulevard -		minimum stand			
Vintage Boulevard	- V	lesirable stand			
Riverside Drive			U		o desirable standards with possible exceptions (location of westbound off-ramp could be problematic)
Mendenhall Loop Road	- Frontage road	ds and ramps v	vill be designed	ed according to	o desirable standards with possible exceptions
Glacier Highway (Airport)	- Frontage road	ds and ramps v	vill be designed	ed according to	o desirable standards with possible exceptions
Yandukin Drive	- Frontage road	ds and ramps v	vill be designe	ed according to	o desirable standards with possible exceptions
Areas off Egan Drive	- All improveme	ents off Egan D	Dr will be done	e according to	minimum standards or better
System Holistic Perspective					esirable standards
Alternative #4: Industrial Boulevard -		minimum stand			
Vintage Boulevard		hibited at inter			
Riverside Drive	•	v	v	, ,	ng a south leg to the intersection
Mendenhall Loop Road					. snow, light, familiarity), especially in Alaska
Glacier Highway (Airport)		existing inters			
Yandukin Drive		be designed a	v		
System Holistic Perspective				according to	minimum standards or better
System Holistic Perspective -	System will fi		sianuarus		

						DY: Evaluation according to each criterion							
		Evaluation	Criterion:	18	Right-of-	Way Requirements							
Nodes / Areas / System		Proposed Road System - Four Most Viable Alternatives											
		#1	#2	#3	#4								
ndustrial Blvd		-1	-1	-1	-1								
Vintage Boulevard		1	1	-2	2								
Riverside Drive		-2	-2	-2	-1								
Mendenhall Loop Roa		-2	-2	-2	0	Description of Evaluation Assignment							
Glacier Highway (Airport)		-2	-2	-2	1	+2 No affected properties							
Yandukin Drive		-1	-1	-2	-1	+1 0							
	f Egan & West of Jordan Creek	-2	-1	-1	-2	0 Limited affected properties							
Area off Egan: South o	of Egan & West of Jordan Creek	0	-2	-1	0	-1 0							
	f Egan & East of Jordan Creek	-2	-2	-2	-2	-2 Numerous affected properties							
	of Egan & East of Jordan Creek	-1	-1	-2	-1								
System Holistic Persp	ective	- <u>1</u> -1.2	-1 -1.3	<mark>-2</mark> -1.7	<u> </u>								
System Average		-1.2	-1.3	-1.7	-0.5								
			·										
	Ranking	Fair	Fair	Poor	Good								
					Evalua	tion Notes							
Alternative #1:	Industrial Boulevard -	Minimizes inv	olvement along	g and south of	f Egan, some	4(f) involvement.							
	Vintage Boulevard -												
	Riverside Drive -	New ROW re	quired										
		New ROW re											
	Glacier Highway (Airport) -	New ROW re	quired										
	Yandukin Drive -		New ROW required										
Areas off Egan Drive -		New James/Lemon Spur/Glacier Extension											
	System Holistic Perspective -	Equivalent to	Concept 2C, N	lore extensive	e than Conce	pts 2A,2B. Roughly equivalent to Concepts 2D, 2F.							
Alternative #2:	Industrial Boulevard -	Minimizes inv	olvement along	g and south of	f Egan, some	4(f) involvement.							
	Vintage Boulevard -												
	Riverside Drive -	New ROW re	quired										
	Mendenhall Loop Road -	New ROW re	quired										
	Glacier Highway (Airport) -	New ROW re	quired										
	Yandukin Drive -	New ROW re	quired										
	Areas off Egan Drive -	New Glacier/I	emon Spur										
	System Holistic Perspective -												
Alternative #3:	Industrial Boulevard -			g and south of	f Egan, some	4(f) involvement.							
	Vintage Boulevard -												
	Riverside Drive -	New ROW re	quired										
		New ROW re											
	Glacier Highway (Airport) -												
	Yandukin Drive -												
	Areas off Egan Drive -												
	System Holistic Perspective -	Similar to Cor	ncept 3C, Most	extensive RC	OW requireme	ents of all systems, maximum build out everywhere except around Jordan Creek area.							
Alternative #4:	Industrial Boulevard -	Minimizes inv	olvement along	g and south of	f Egan, some	4(f) involvement.							
	Vintage Boulevard -				-								
	Riverside Drive -	New ROW re	quired										
	Mendenhall Loop Road -												
	Glacier Highway (Airport) -												
	Yandukin Drive -	Some new R	OW required										
	Areas off Egan Drive -												
	System Holistic Perspective -	Row requiren	ents are minin	nal along Ega	n. James to L	emon Spur Extension will require new ROW.							