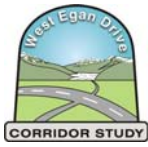


**Section 8**

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Final Report Chapter 5 Appendix





## **Section 8: Final Report Chapter 5 Appendix**

Appendix A - Summary of Previous Studies

Appendix B - Group #1: Multiple Initial Concepts

Appendix C - Rating Assignments for Evaluation Criteria

Appendix D - Twelve Concepts: Evaluation Criteria Notes

Appendix E - Construction Cost Estimates

Appendix F - Most Viable Alternatives Evaluation Criteria Notes

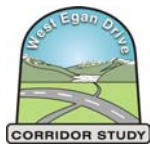
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## Section 8 Final Report Chapter 5 Appendix

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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.

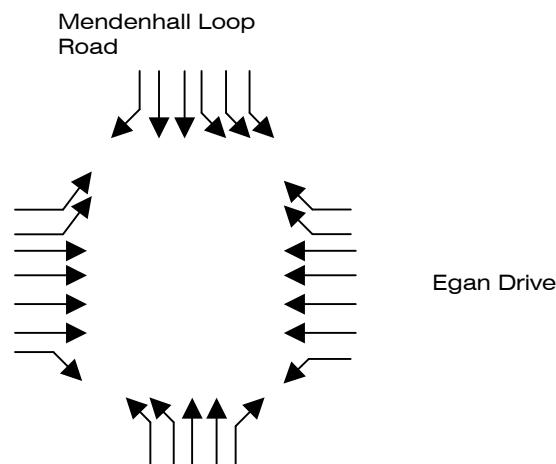
### **CAPACITY IMPROVEMENTS AT THE EGAN/RIVERSIDE INTERSECTION**

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**

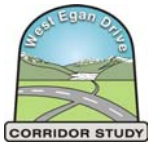
To accommodate traffic growth of 4% (maximum), the study recommended providing lane configurations as shown below.



#### **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.

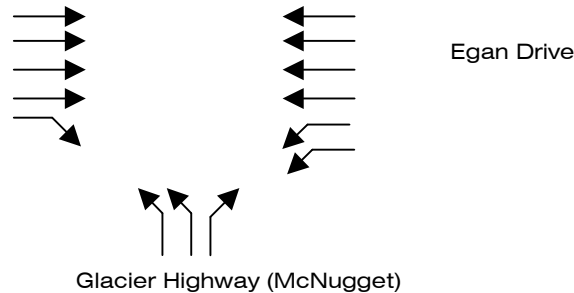
### **Simultaneous Grade Separation at Mendenhall Loop and Riverside**

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:



### 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**.

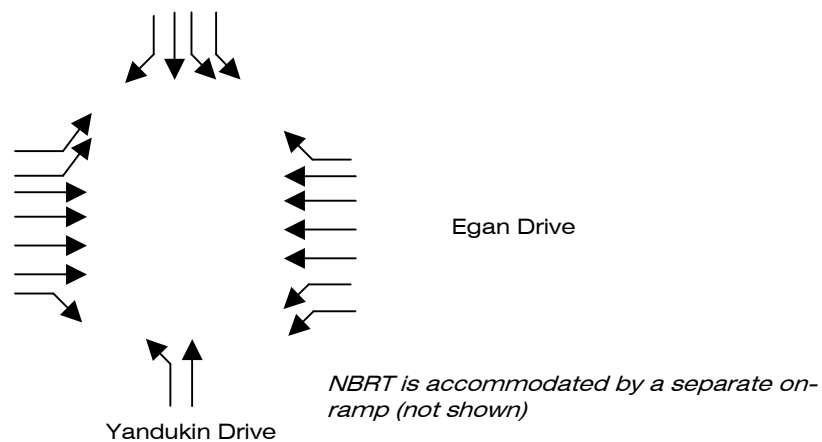
**CAPACITY IMPROVEMENTS AT YANDUKIN/EGAN INTERSECTION**

**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.

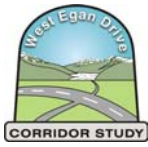
**At-Grade Improvements at a Signalized Yandukin Intersection**

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**

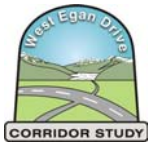
This alternative provided an eastbound loop on-ramp from Yandukin Drive to Egan Drive. However, it was also found to be less desirable for the same reasons mentioned for the southeast quadrant ramp.

## Section 8 Final Report Chapter 5 Appendix

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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*

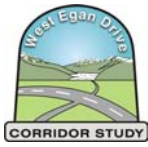
- Provide a second bridge crossing over Mendenhall River between Eagle Street and Crazy Horse Drive.
- Convert Vintage Boulevard to full access
- Realign Yandukin Drive to the east and provide full access.
- Access at the rest of the intersections will stay unchanged.
- All intersections will probably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

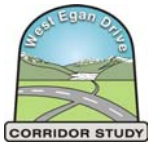
These concepts integrate various grade-separated concepts and form a uniform system that improves mobility along the corridor.

*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

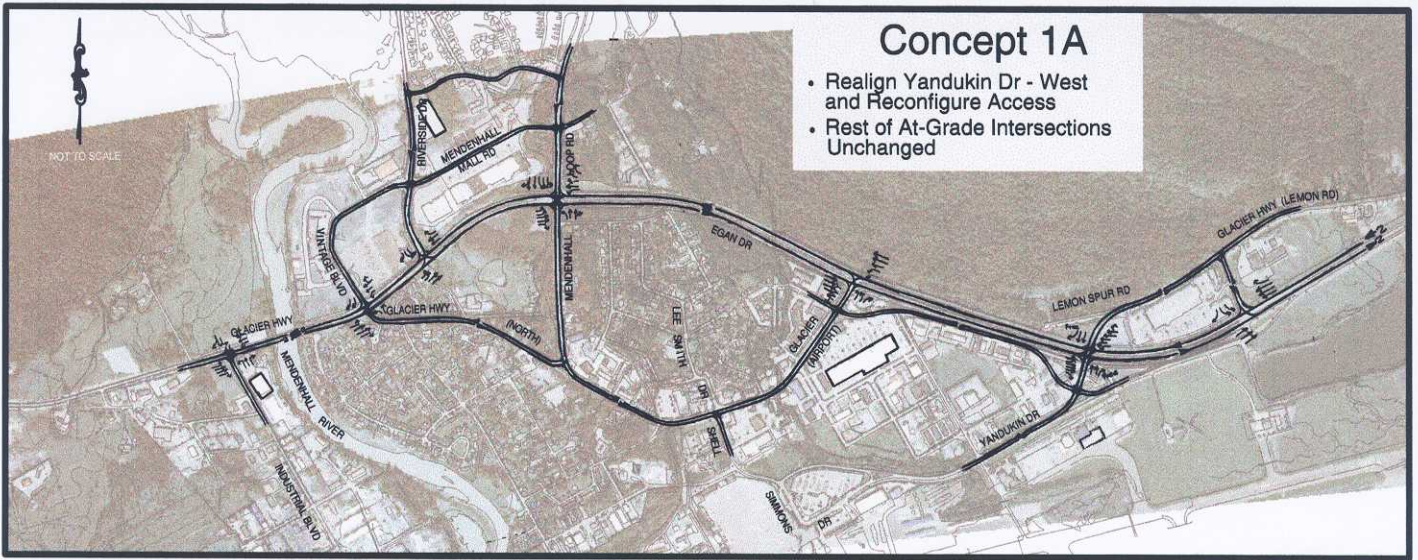


### *Concept 3C*

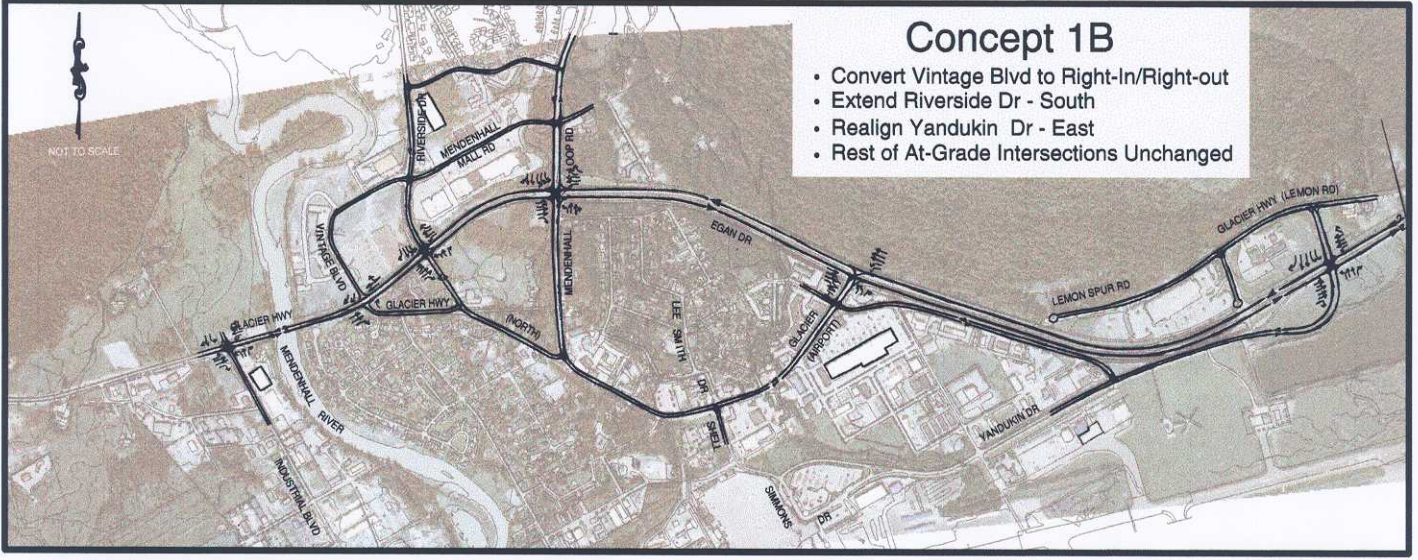
- Introduce partial cloverleaf at Industrial Boulevard.
- Extend Riverside Drive south following Sunset Drive and Glacier Highway (North) to the existing junction with Glacier Highway (Airport); and grade-separate it with Egan Drive.
- Provide single-point urban interchange at Mendenhall Loop Road.
-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

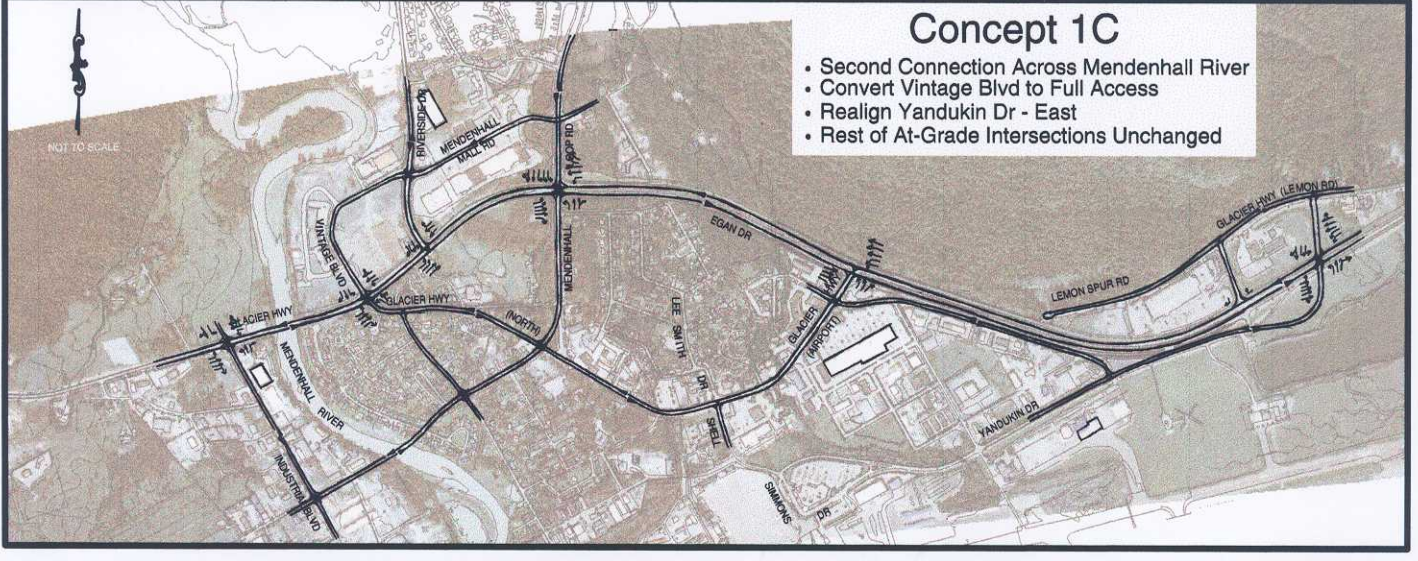
# At-Grade Intersection Concepts



- Concept 1A**
- Realign Yandukin Dr - West and Reconfigure Access
  - Rest of At-Grade Intersections Unchanged



- Concept 1B**
- Convert Vintage Blvd to Right-In/Right-out
  - Extend Riverside Dr - South
  - Realign Yandukin Dr - East
  - Rest of At-Grade Intersections Unchanged



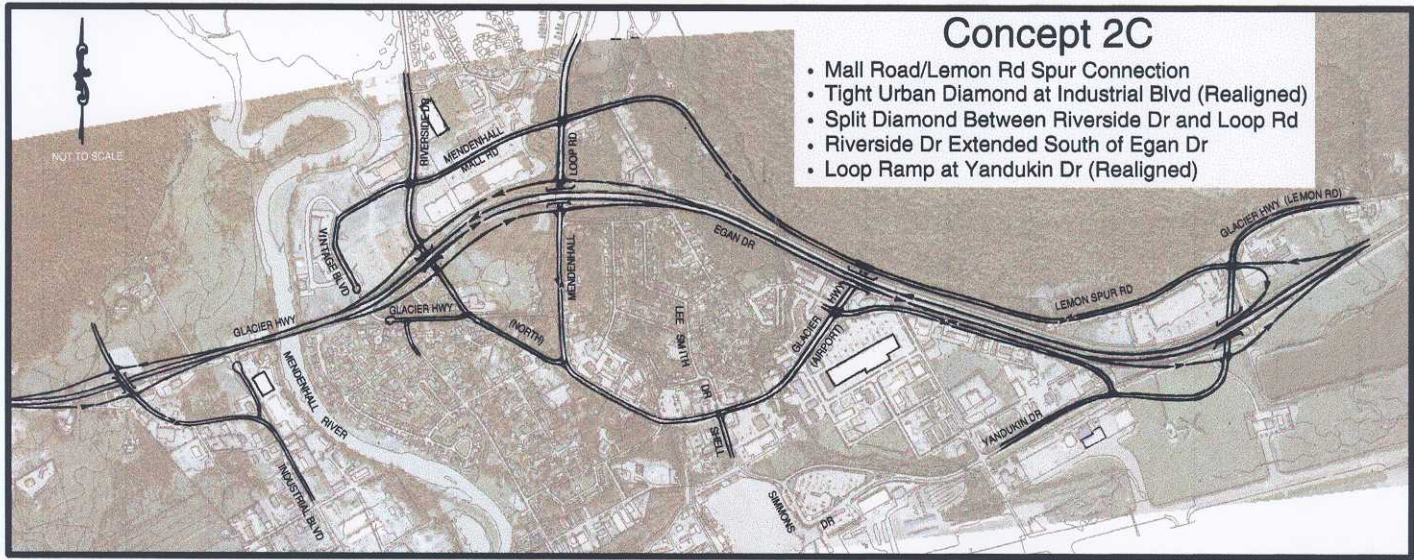
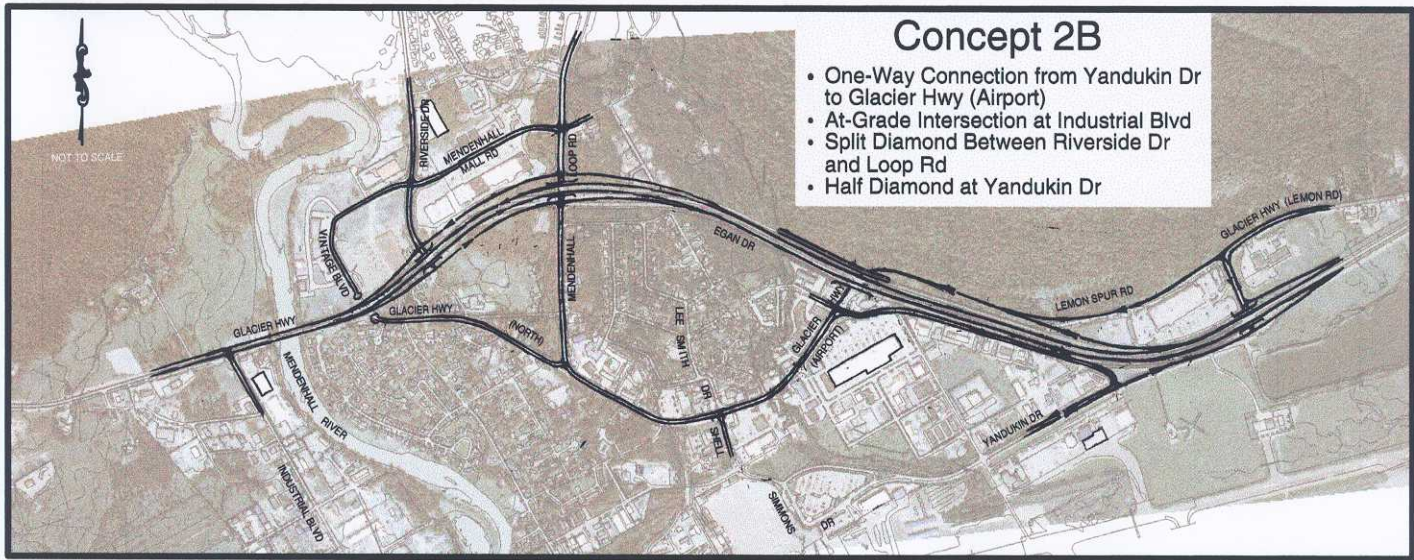
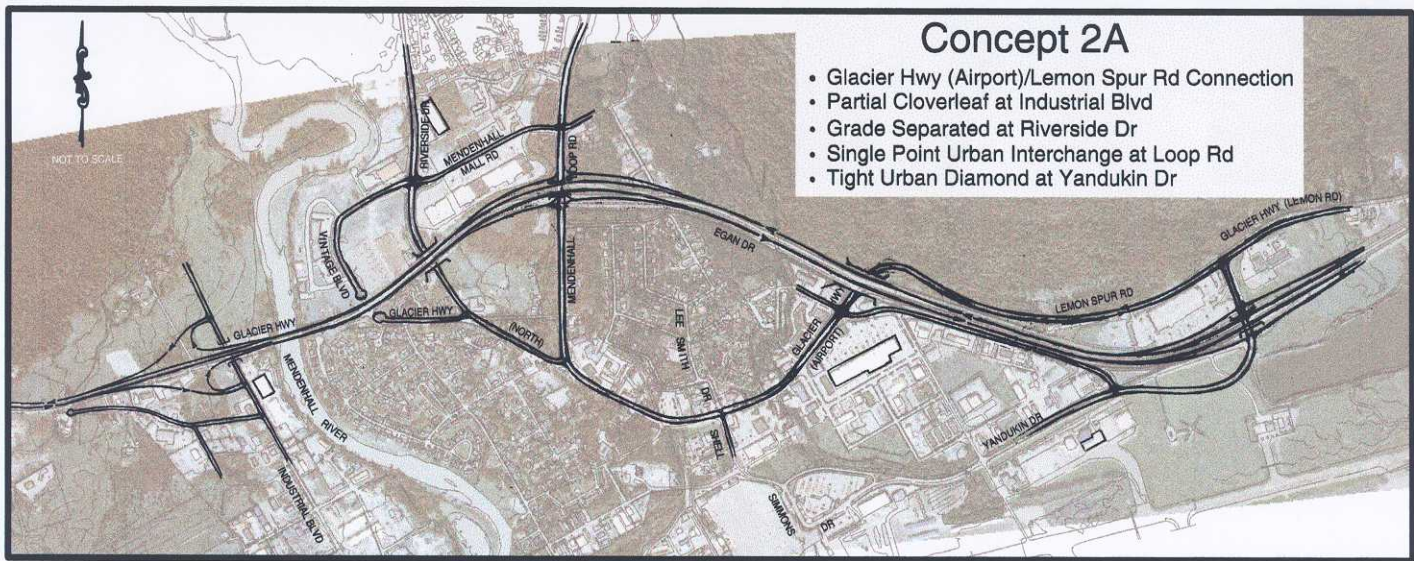
- Concept 1C**
- Second Connection Across Mendenhall River
  - Convert Vintage Blvd to Full Access
  - Realign Yandukin Dr - East
  - Rest of At-Grade Intersections Unchanged



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# Interchange/Grade Separation Concepts

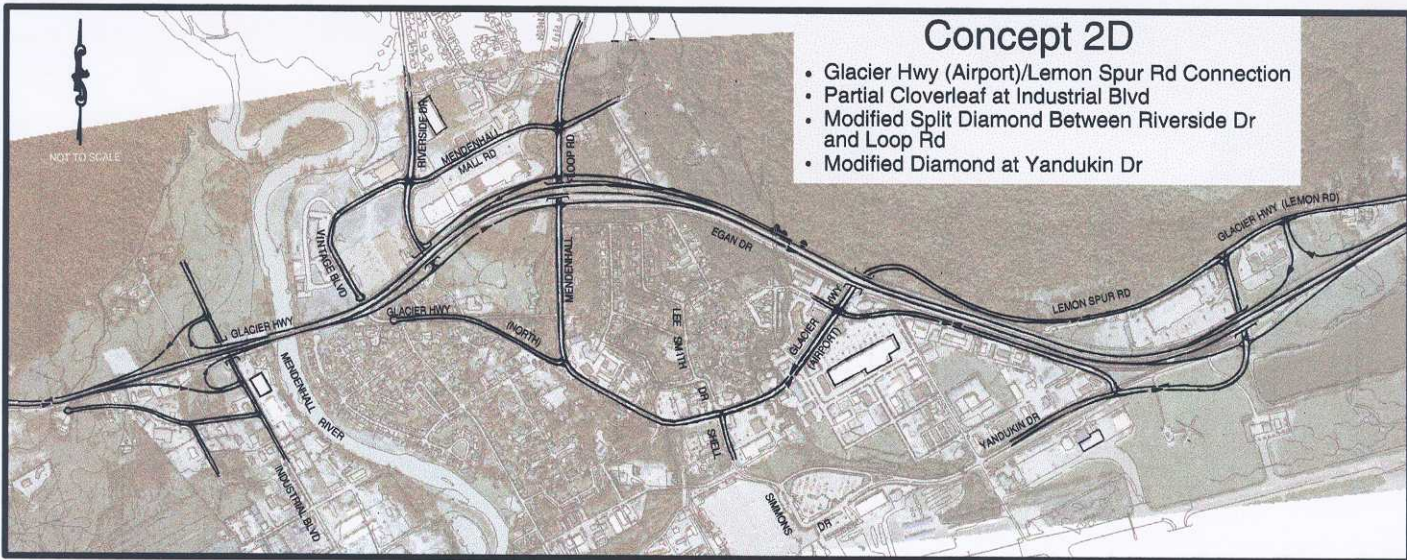


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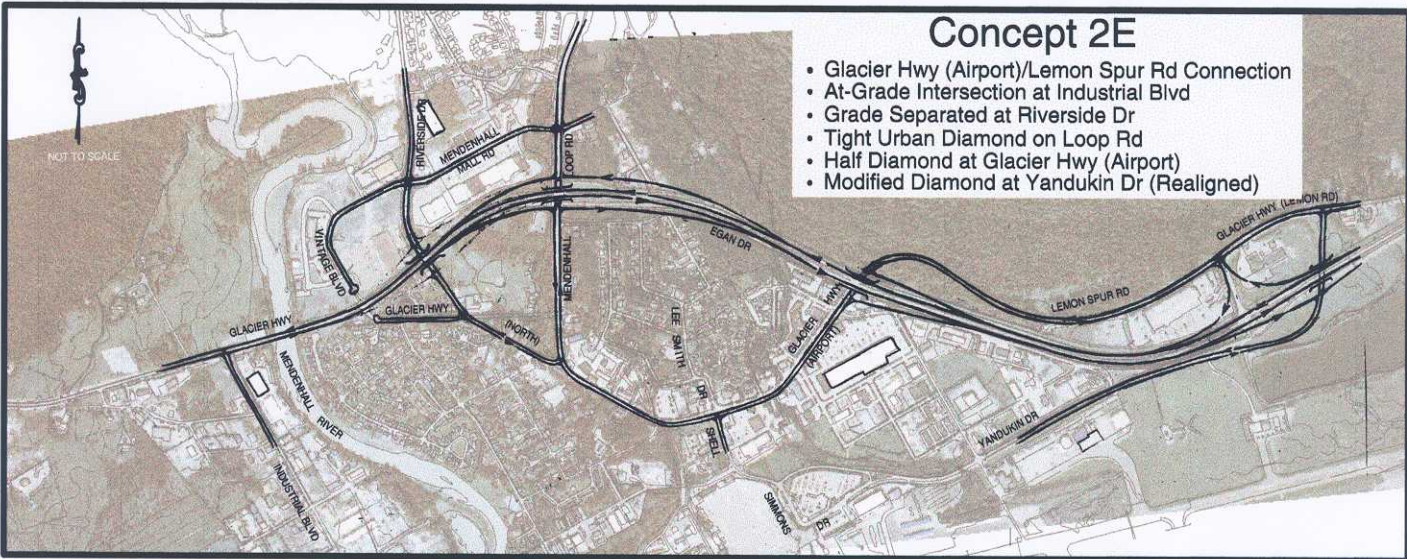


# Interchange/Grade Separation Concepts



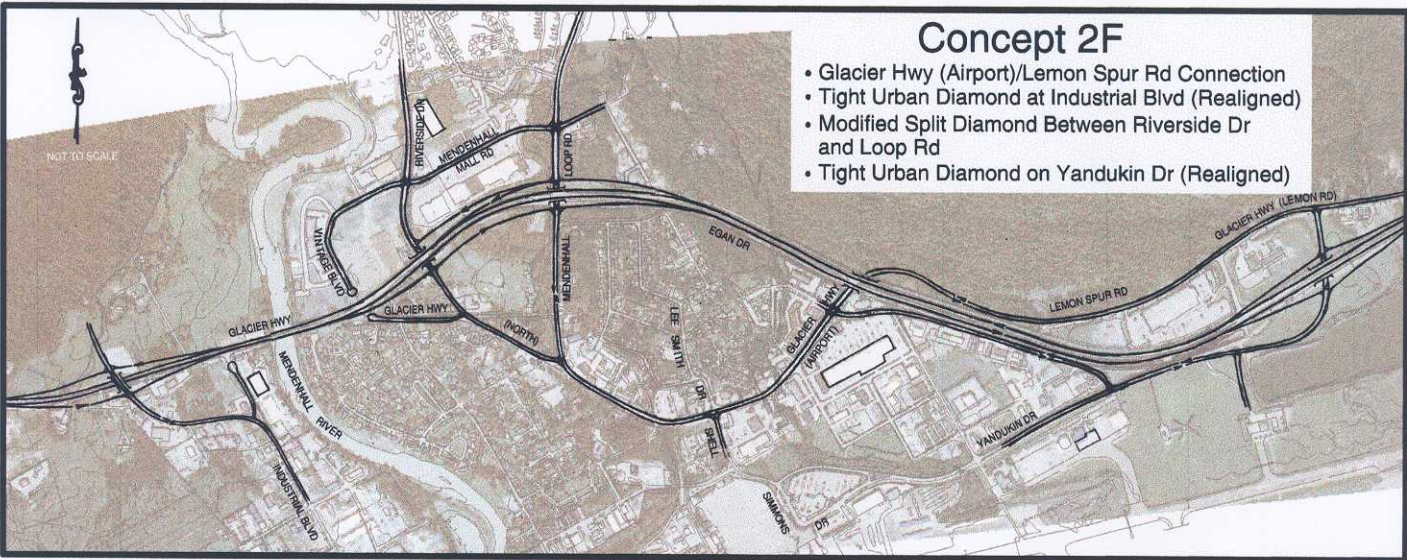
## Concept 2D

- Glacier Hwy (Airport)/Lemon Spur Rd Connection
- Partial Cloverleaf at Industrial Blvd
- Modified Split Diamond Between Riverside Dr and Loop Rd
- Modified Diamond at Yandukin Dr



## Concept 2E

- Glacier Hwy (Airport)/Lemon Spur Rd Connection
- At-Grade Intersection at Industrial Blvd
- Grade Separated at Riverside Dr
- Tight Urban Diamond on Loop Rd
- Half Diamond at Glacier Hwy (Airport)
- Modified Diamond at Yandukin Dr (Realigned)



## Concept 2F

- Glacier Hwy (Airport)/Lemon Spur Rd Connection
- Tight Urban Diamond at Industrial Blvd (Realigned)
- Modified Split Diamond Between Riverside Dr and Loop Rd
- Tight Urban Diamond on Yandukin Dr (Realigned)



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# Full Interchange Concepts

## Concept 3A

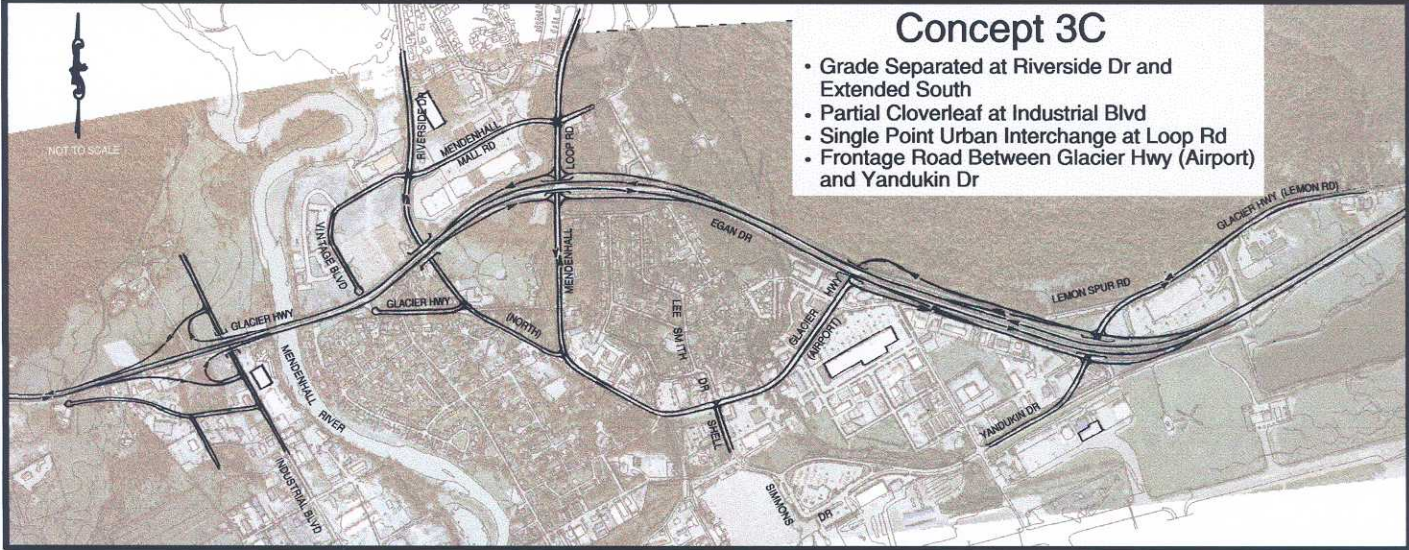
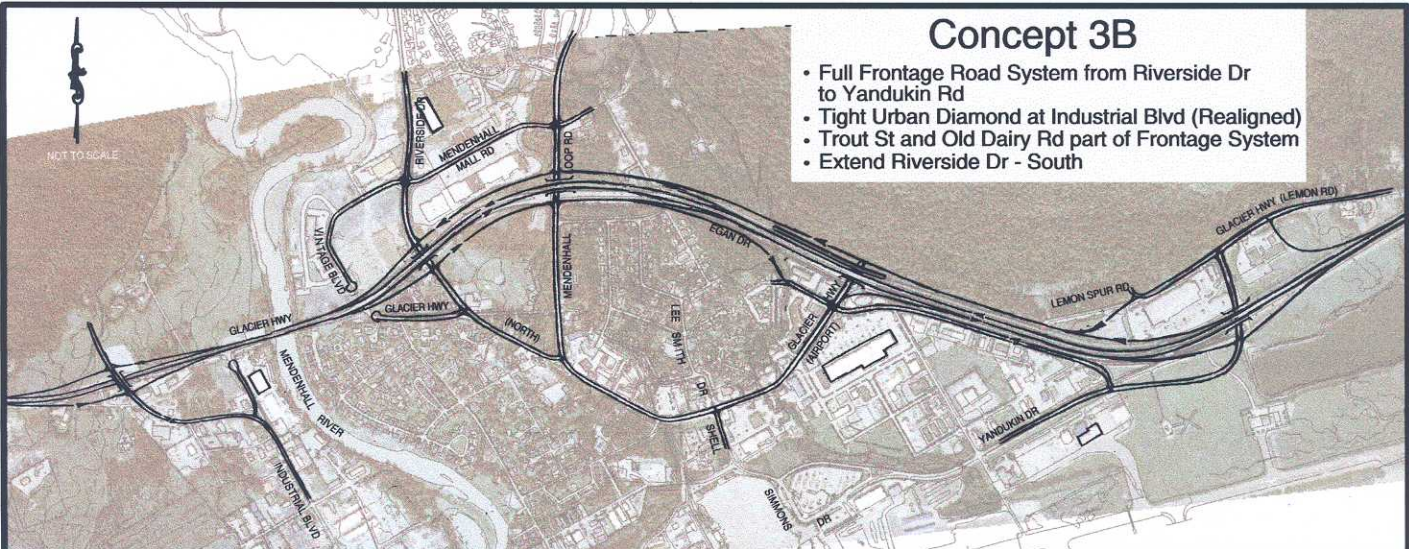
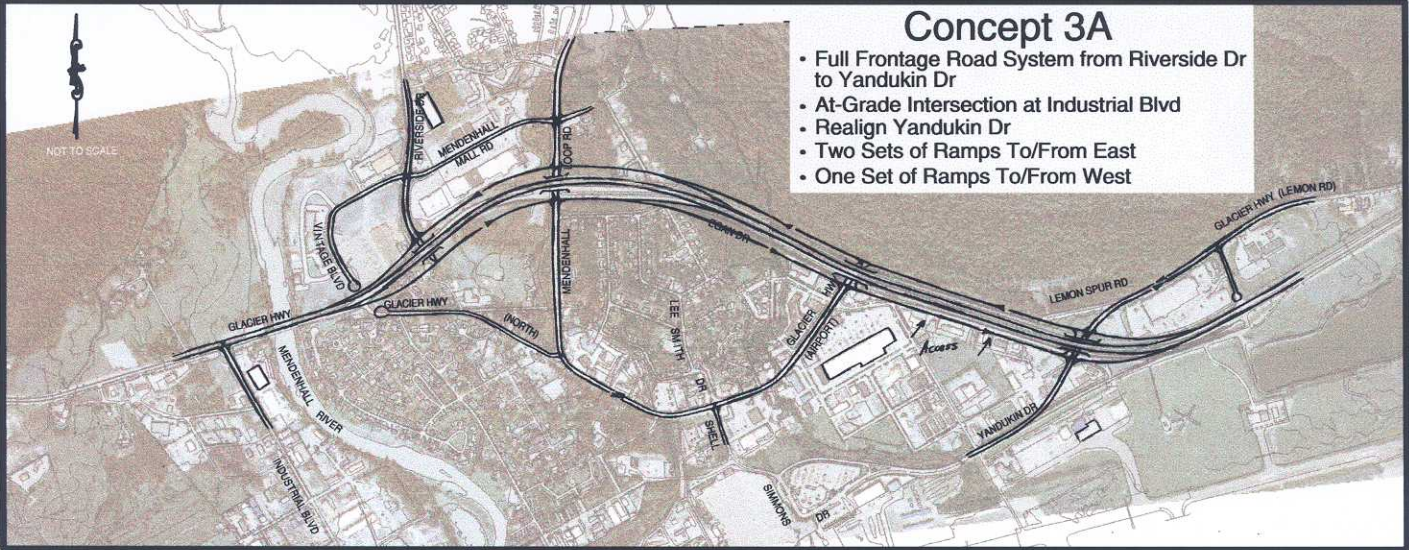
- Full Frontage Road System from Riverside Dr to Yandukin Dr
- At-Grade Intersection at Industrial Blvd
- Realign Yandukin Dr
- Two Sets of Ramps To/From East
- One Set of Ramps To/From West

## Concept 3B

- Full Frontage Road System from Riverside Dr to Yandukin Rd
- Tight Urban Diamond at Industrial Blvd (Realigned)
- Trout St and Old Dairy Rd part of Frontage System
- Extend Riverside Dr - South

## Concept 3C

- Grade Separated at Riverside Dr and Extended South
- Partial Cloverleaf at Industrial Blvd
- Single Point Urban Interchange at Loop Rd
- Frontage Road Between Glacier Hwy (Airport) and Yandukin Dr



# West Egan Drive Corridor Study

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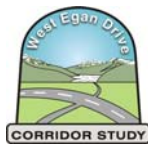
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## Section 8 Final Report Chapter 5 Appendix

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### Appendix C: Rating Assignments for Evaluation Criteria





## Appendix C

### RATING ASSIGNMENTS FOR THE EVALUATION CRITERIA

<p><b>1 Safety</b></p> <hr/> <p>+2 Eliminate safety concerns +1 Improve safety 0 No change -1 Decrease safety -2 Unacceptable safety</p>	<p><b>10 Consistency with Other Planning Efforts</b></p> <hr/> <p>+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</p>
<p><b>2 Emergency Vehicle Access and Circulation</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>11 Compatibility with Built Environment</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>
<p><b>3 Traffic Operations</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>12 Constructability</b></p> <hr/> <p>+2 Limited impact on traffic flow +1 Moderate impact on traffic flow 0 Moderate impact on traffic flow -1 Moderate impact on traffic flow -2 Major impact on traffic flow</p>
<p><b>4 Airport Access</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>13 Funding Feasibility</b></p> <hr/> <p>+2 Accelerated funding may be available +1 Reasonable funding feasibility 0 Reasonable funding feasibility -1 Unreasonable funding feasibility -2 Unreasonable funding feasibility</p>
<p><b>5 Local Circulation</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>14 Phased Implementation &amp; Expandability</b></p> <hr/> <p>+2 Easily phased into future improvements +1 Phasing into future improvements limited 0 Phasing into future improvements limited -1 Phasing of future improvements require excessive abortive work -2 Phasing of future improvements require excessive abortive work</p>
<p><b>6 Compatibility with Public Transportation</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>15 Construction Costs</b></p> <hr/> <p>+2 Relatively inexpensive +1 Moderately expensive 0 Moderately expensive -1 Very expensive -2 Very expensive</p>
<p><b>7 Compatibility with Pedestrians</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>16 Maintenance Requirements</b></p> <hr/> <p>+2 No change +1 Small increase in maintenance 0 Moderate increase in maintenance -1 Large increase in maintenance -2 Very large increase in maintenance</p>
<p><b>8 Compatibility with Bicyclists</b></p> <hr/> <p>+2 Large improvement over existing +1 Small improvement over existing 0 No change -1 Small reduction over existing -2 Large reduction over existing</p>	<p><b>17 Satisfies Design Requirements</b></p> <hr/> <p>+2 Meets desirable standards +1 Meets minimum standards 0 Meets minimum standards -1 Does not meet standards -2 Does not meet standards</p>
<p><b>9 Environmental Impacts</b></p> <hr/> <p>+2 Large positive impact +1 Small positive impact 0 No change -1 Small negative impact -2 Large negative impact</p>	<p><b>18 Right-of-way Requirements</b></p> <hr/> <p>+2 No affected properties +1 Limited affected properties 0 Limited affected properties -1 Numerous affected properties -2 Numerous affected properties</p>

## Section 8 Final Report Chapter 5 Appendix

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Appendix D: Twelve Concepts – Evaluation Criteria Notes



**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 1 Safety**

Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>-1.5</b>	<b>-1.2</b>	<b>-1.3</b>	<b>1.5</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1</b>	<b>1.3</b>	<b>1</b>	<b>1.2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Ranking	Poor	Poor	Poor	Good	Fair	Good	Good	Fair	Good	Fair	Fair	Fair	Good	Fair	Fair	Fair	Fair
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1 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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New additional signal decreases safety - angle crashes will become rear end crashes -Modifications will have little affect on the existing safety at this intersection -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation Two new additional signals decrease safety - angle crashes will become rear end crashes - first signals from Downtown (driver expectation?) -Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Only Right-In/Right-Out (fewer conflicts) -Adding an additional leg to the intersection would decrease the safety at this intersection -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation New additional signal decreases safety - angle crashes will become rear end crashes - first signal from Downtown (driver expectation?) -Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New additional signal decreases safety - angle crashes will become rear end crashes -Modifications will have little affect on the existing safety at this intersection -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation -Modifications marginally meet the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation New additional signal decreases safety - angle crashes will become rear end crashes - first signal from Downtown (driver expectation?) -Concept marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - best safety -Grade separated - no conflict points -Through traffic on Egan Drive is separated and operation at single point intersection should improve (fewer conflicts) -Grade separated - no conflict points -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Grade separated - only one-way system - could result in driver confusion -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Grade separated - no conflict points -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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																	
Evaluation Criterion:		1 Safety															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>-1.5</b>	<b>-1.2</b>	<b>-1.3</b>	<b>1.5</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1</b>	<b>1.3</b>	<b>1</b>	<b>1.2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Evaluation Notes		
System 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full access is allowed and the Egan through traffic is taken out, which should improve safety substantially -Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Grade separated - no conflict points -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full access is allowed and the Egan through traffic is taken out, which should improve safety substantially -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Limited access is allowed and the Egan through traffic is taken out, which should improve safety substantially -Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Grade separated - no conflict points -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure), but frontage roads add more movements (conflicts) & location beyond curve -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - best safety -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure) -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) - (Full access at Vintage) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Through traffic on Egan Drive is separated and operation at ramp intersections should improve (fewer conflicts) -Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure), but frontage roads add more movements (conflicts) & location beyond curve -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 -	Interchange - turning movements separated from Egan through traffic
System 4B:	Industrial Boulevard -	Location of intersection improved
System 4C:	Industrial Boulevard -	No significant improvement
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Will be built to safe standards
System 4E:	Berners Ave - Areas off Egan Drive -	Will be built to safe standards

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		2 Emergency Vehicle Access and Circulation															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.4</b>	<b>0.6</b>	<b>1.6</b>	<b>1</b>	<b>1.6</b>	<b>1.2</b>	<b>-0.2</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Ranking	Poor	Fair	Fair	Good	Poor	Good	Fair	Good	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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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 1A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - East and west access to/from emergency services unchanged, but Yandukin connection provides direct access with Glacier Hwy (Lemon Rd) 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 - East and west access to/from emergency services unchanged, but Yandukin and Riverside connections provide some improvement Small improvement over existing
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - East and west access to/from emergency services unchanged, but Yandukin and Vintage connections provide some improvement Small improvement over existing
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - No access reduces available routes Full access at Loop and Full access at Yandukin; north-south link at Riverside and east-west link at Glacier/Lemon Spur Large improvement over existing
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - No access reduces available routes Full access at Riverside & Loop and access at Yandukin to/from Downtown; one-way east-west link at Glacier/Lemon Spur Small improvement over existing
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - No access reduces available routes Full access at Riverside/Loop and Full access at Yandukin; north-south link at Riverside and east-west link at James/Glacier/Lemon Spur Large improvement over existing, due to more access into Valley with multiple linkages



WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		2 Emergency Vehicle Access and Circulation															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.4</b>	<b>0.6</b>	<b>1.6</b>	<b>1</b>	<b>1.6</b>	<b>1.2</b>	<b>-0.2</b>	<b>0</b>	<b>0.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Ranking	Poor	Fair	Fair	Good	Poor	Good	Fair	Good	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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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 - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No direct Riverside connection     Full access at Vintage/Loop and limited access at Yandukin; north-south link at Vintage and east-west link at Glacier/Lemon Spur Large improvement over existing
System 2E: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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) Large improvement over existing
System 2F: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No direct Riverside connection     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 Large improvement over existing
System 3A: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access reduces available routes     To get to Mendenhall Valley North, need to travel along frontage roads, while Yandukin connection provides linkage and full access Traveling along frontage roads will result in a small reduction over the existing
System 3B: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access reduces available routes     Need to travel along frontage roads (Riverside provides additional north-south link), while Yandukin connection provides linkage and full access 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 - 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 -	No change
System 4B: Industrial Boulevard -	No change
System 4C: Industrial Boulevard -	No change
System 4D: Crazy Horse Dr/Eagle St - Areas off Egan Drive -	New connection provides alternative
System 4E: Berners Ave - Areas off Egan Drive -	New connection provides alternative

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		3 Traffic Operations															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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														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
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1	1	1	1	2	1	2	2	2					0
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					
<b>System Average</b>	<b>-0.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.6</b>	<b>1.3</b>	<b>1</b>	<b>1.2</b>	<b>0.7</b>	<b>0.5</b>	<b>0.6</b>	<b>0.9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1.5</b>	<b>0.5</b>

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

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		3 Traffic Operations															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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														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
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					
<b>System Average</b>	<b>-0.2</b>	<b>0.4</b>	<b>0.2</b>	<b>0.2</b>	<b>0.6</b>	<b>1.3</b>	<b>1</b>	<b>1.2</b>	<b>0.7</b>	<b>0.5</b>	<b>0.6</b>	<b>0.9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>-1.5</b>	<b>0.5</b>

Ranking	Poor	Fair	Poor	Poor	Fair	Good	Good	Good	Fair	Fair	Fair	Fair	Good	Fair	Fair	Poor	Fair
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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 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Diamond interchange can provide acceptable operations - Intersection has been eliminated. Traffic operations very good - Diamond interchange is efficient; however potential for congested operations if Riverside volumes redirect to this location. - Intersection has been eliminated. Traffic operations very good - Operations slightly improved relative to 2B; because of two route choices for high volume p.m. peak hour left turn from Egan Drive to Glacier Highway - Eliminating Riverside connection to Egan may increase volumes on James. More emphasis on Mall Road, congestion between Mall Road and Egan on Mendenhall - System has some benefits, eliminating Riverside Drive connection to Egan decreases overall advantages of this system
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Diamond interchange can provide acceptable operations - Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity - Traffic operations improved at this location due to multiple north south connections west of Jordan Creek - Half diamond interchange; unsignalized ramp terminal intersections; fewer conflicting turning movement volumes than full diamond interchange - Diamond interchange is an efficient interchange form, options for access to Glacier Highway will balance intersection operations - Increased local connections benefits minor street traffic operations; congestion likely on Mendenhall Loop Road between Mall and Egan Drive - Increased local connections benefits minor street traffic operations
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	With re-routing of traffic from Riverside Drive; ramp terminal intersections will likely need to be signalized - Intersection has been eliminated. Traffic operations very good - Single point interchange will operate better in this concept than 2A because of the ramps to and from the west in the vicinity of Vintage - Intersection has been eliminated. Traffic operations very good - Diamond interchange is an efficient interchange form, options for access to Glacier Highway will balance intersection operations - Eliminating Riverside connection to Egan may increase volumes on James. More emphasis on Mall Road, congestion between Mall Road and Egan on Mendenhall - System has some benefits, eliminating Riverside Drive connection to Egan decreases overall advantages of this system
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access allowed on Egan Dr - LOS A along Egan Dr - Through traffic on Egan Drive is separated and operation at ramp intersections will be better than existing conditions - Through traffic on Egan Drive is separated and operation at ramp intersections will be better than existing conditions - Left-turns from Glacier Hwy (Airport) will need to travel along frontage road beyond Riverside Dr before getting onto Egan Dr, but operation along Egan Dr will improve - Full access is allowed and the Egan through traffic is taken out, which will improve operation at this location - No significant changes to the rest of road network, except provision Yandukin connection, but operation should improve due to elimination of through traffic conflict - Large improvement over existing
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Intersection has been eliminated. Traffic operations very good - Full frontage road separates Egan Drive traffic, however, re-directing turning movements as through movements to this intersection may decrease traffic operations - Full frontage road separates Egan Drive traffic, however, re-directing turning movements as through movements to this intersection may decrease traffic operations - Left-turns from Glacier Hwy (Airport) will need to travel along frontage road beyond Riverside Dr before getting onto Egan Dr, but operation along Egan Dr will improve - Unsignalized ramp terminal intersections; fewer conflicting turning movement volumes than full diamond interchange - Two-way flow and access on Old Dairy decrease traffic operations on Old Dairy (relative to 3A) - Multiple local connections spreads volumes and allows for more consistent traffic operations through the system
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Diamond interchange improves traffic operations at this intersection relative to 2C - Comparable to traffic operations in scenario 2B; however adding the fourth leg to the south ramp terminal intersection decreases intersection capacity - Traffic operations improved at this location due to multiple north south connections west of Jordan Creek - Minimal conflicting turning movements at this location - One way circulation between Glacier and Yandukin allows efficient operations - One way circulation between Glacier and Yandukin allows efficient operations - 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 - Areas off Egan Drive -	Intersection with Mendenhall Loop/Glacier Highway will be congested - Does not readily integrate with other concepts west of Mendenhall River
System 4E:	Berners Ave - Areas off Egan Drive -	Connection with Glacier Highway will have better operations than 4D - Concept more readily integrates with other concepts west of Mendenhall River, will add traffic to neighborhood streets

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		4 Airport Access															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.4</b>	<b>0.6</b>	<b>1.6</b>	<b>1.2</b>	<b>1.6</b>	<b>1.4</b>	<b>1.2</b>	<b>1</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0.5</b>

Ranking	Poor	Fair	Fair	Fair	Poor	Good	Fair	Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair
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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 - System Holistic Perspective - Airport access unchanged, except for Yandukin connection (direct access with Glacier Hwy (Lemon Rd)) 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 - Airport access improved: additional link at Riverside, and Yandukin connection provides direct access with Glacier Hwy (Lemon Rd) Small improvement over existing
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - Airport access improved: additional link at Vintage, and Yandukin connection provides direct access with Glacier Hwy (Lemon Rd) Small improvement over existing
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - Full access at Loop and Full access at Yandukin (defined locations); north-south link at Riverside and east-west link at Glacier/Lemon Spur Large improvement over existing due to defined accesses
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - Full access at Riverside & Loop and access at Yandukin to/from Downtown; one-way westbound link Lemon Spur to Glacier (McNugget) Small improvement over existing due to limited access from west
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - Full access at Riverside/Loop and Yandukin; north-south link at Riverside and east-west link from James to Glacier (McNugget) to Lemon Spur Large improvement over existing due to defined accesses

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		4 Airport Access															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>1.4</b>	<b>0.6</b>	<b>1.6</b>	<b>1.2</b>	<b>1.6</b>	<b>1.4</b>	<b>1.2</b>	<b>1</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.5</b>	<b>0.5</b>

Ranking	Poor	Fair	Fair	Fair	Poor	Good	Fair	Good	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair
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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 - System Holistic Perspective -	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 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 - System Holistic Perspective -	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) 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 - System Holistic Perspective -	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 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 - System Holistic Perspective -	Full access via frontage roads & Yandukin/Lemon Spur connection 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 - System Holistic Perspective -	Full access via frontage roads (additional north-south link from Mendenhall Valley - Riverside) & Yandukin through movements 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 - System Holistic Perspective -	Full access via frontage roads (additional north-south link from Mendenhall Valley - Riverside) & Yandukin/Lemon Spur connection 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 - Areas off Egan Drive -	No change Provide additional access
System 4E: Berners Ave - Areas off Egan Drive -	No change Provide additional access

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		5 Local Circulation															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)															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					
<b>System Average</b>	<b>0.6</b>	<b>1</b>	<b>1</b>	<b>0.4</b>	<b>-0.2</b>	<b>1.4</b>	<b>0.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.9</b>	<b>0.6</b>	<b>-1</b>	<b>-1</b>	<b>0</b>	<b>0.5</b>	<b>0.5</b>

Ranking	Fair	Good	Good	Poor	Poor	Good	Fair	Good	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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5 Local 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 1A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change in access and traffic patterns -No change in access and traffic patterns -No change in access and traffic patterns -No change in access and traffic patterns -Full access at Fred Meyer, except northbound left-turns bound for "Out the Road" (two intersections) -Yandukin connection improvement -Small improvement due to Yandukin connection
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Prohibit left-turns -Access to the south -No change in access and traffic patterns -No change in access and traffic patterns -Full access allowed at realigned Yandukin connection -Yandukin connection and Riverside south extension improvements -Improvements due to Yandukin connection & Riverside extension
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full Access at Vintage -No change in access and traffic patterns -No change in access and traffic patterns -No change in access and traffic patterns -Full access allowed at realigned Yandukin connection -Left-turns in and out of Vintage & Yandukin connection improvements -Improvements due to Yandukin connection & Full access at Vintage extension
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited -Grade separation provides north-south link - ideal for "local traffic" -Access to Mendenhall Valley is concentrated into one access point -Glacier Hwy (Airport)/Lemon Spur Rd connection very important, but no access to Egan Dr -Full access allowed at realigned Yandukin connection -Riverside important "local" connection, but impact traffic patterns and limited access off Egan; Glacier/Lemon Spur connection & Yandukin full access major connections -Small improvement due to Riverside, Glacier/Lemon Spur & Yandukin connections - taking "study area" trips off Egan Dr
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited -No change in access and traffic patterns -No change in access and traffic patterns -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 -Only access to/from Downtown is allowed at Fred Meyer -No major improvements to existing traffic patterns, except for westbound (one-way) Glacier/Lemon Spur connection & through movements at realigned Yandukin -Improvement omissible over existing system
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited -Extend Riverside south and full access -No change in access and traffic patterns -New James Blvd/Lemon Spur Rd connection and linked with Glacier Hwy (Airport) major improvement for local trips -Full access allowed at realigned Yandukin connection -Riverside, James/Lemon Spur connections major improvements - Some road network modification north of Egan (Mendenhall Mall) seen as positive contributions -Large improvements due to numerous connections and taking "study area" trips off Egan Dr

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 5 Local Circulation**

Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)															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					
<b>System Average</b>	<b>0.6</b>	<b>1</b>	<b>1</b>	<b>0.4</b>	<b>-0.2</b>	<b>1.4</b>	<b>0.7</b>	<b>1.6</b>	<b>0.5</b>	<b>0.2</b>	<b>0.9</b>	<b>0.6</b>	<b>-1</b>	<b>-1</b>	<b>0</b>	<b>0.5</b>	<b>0.5</b>

Ranking	Fair	Good	Good	Poor	Poor	Good	Fair	Good	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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5 Local 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 - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Realign Vintage/Riverside and provide full access at Vintage - Riverside will not connect to Egan Dr, but be realigned with Vintage where it will have full access with Egan Dr - No change in access and traffic patterns - 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 - Full access is allowed at Fred Meyer, except southbound right-turns bound for "Out the Road" - Yandukin through connection - Vintage/Riverside important "local" connection with access on Egan; Glacier/Lemon Spur connection & Yandukin full access major connections - improvements due to Vintage/Riverside, Glacier/Lemon Spur & Yandukin connections - taking "study area" trips off Egan Dr
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Vintage/Glacier Hwy (North) connection and full access - Extend Riverside south and full access - No change in access and traffic patterns - Glacier Hwy (Airport)/Lemon Spur Rd connection very important, and access to/from Downtown - Full access allowed at realigned Yandukin connection - Vintage/Glacier, Riverside, Glacier/Lemon Spur connections major improvements - Impact on Old Dairy Rd (realignment) - Large improvements due to numerous connections and taking "study area" trips off Egan Dr
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Realign Vintage/Riverside and provide access to/from "Out the Road" - Riverside will not connect to Egan Dr, but be realigned with Vintage where it will have access to/from "Out the Road" - Access to Mendenhall Valley is concentrated into one access point - Glacier Hwy (Airport)/Lemon Spur Rd connection very important, but no access to Egan Dr; additional ramp makes provision for high left-turns at Glacier - Full access allowed at realigned Yandukin connection - Riverside/Vintage realignment impact traffic patterns; but Glacier/Lemon Spur connection & Yandukin full access major connections - Small improvement due to Vintage/Riverside, Glacier/Lemon Spur & Yandukin connections - taking "study area" trips off Egan Dr
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - No change in access and traffic patterns - No change in access and traffic patterns - No change in access and traffic patterns - Full access allowed at realigned Yandukin connection - Yandukin connection major improvement - Old Dairy Rd will become one-way - Small improvement due to Yandukin connection and taking "study area" trips off Egan Dr
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - Extend Riverside south & full access - No change in access and traffic patterns - No change in access and traffic patterns - Full access allowed at realigned Yandukin connection - Yandukin & Riverside connections major improvements - Old Dairy Rd will become part of frontage system (two-way) - Large improvement due to Yandukin and Riverside connections and taking "study area" trips off Egan Dr
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full Access - No change in access and traffic patterns - No change in access and traffic patterns - Easy access from east, but access from west will be via Vintage ramps or Yandukin ramps - Full access allowed at realigned Yandukin connection - Yandukin & Vintage connections major improvements - Old Dairy Rd will loose access - Small improvement due to Yandukin and Vintage connections, but major impact on accesses to businesses along Old Dairy
System 4A:	Industrial Boulevard -	Change existing circulation
System 4B:	Industrial Boulevard -	Change existing circulation
System 4C:	Industrial Boulevard -	Circulation unchanged
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Additional east-west connection - Can negatively impact neighborhood circulation
System 4E:	Berners Ave - Areas off Egan Drive -	Additional east-west connection - Can negatively impact neighborhood circulation

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		6 Compatibility with Public Transportation															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.6</b>	<b>-0.6</b>	<b>1.4</b>	<b>1.4</b>	<b>2</b>	<b>1.4</b>	<b>-0.6</b>	<b>1</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Ranking	Fair	Fair	Fair	Fair	Poor	Good	Good	Good	Good	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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6 Compatibility with Public Transportation	
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 -	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
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
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	Proposed Road System - East of Mendenhall River												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													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					
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					
<b>System Average</b>	<b>0.6</b>	<b>0.8</b>	<b>0.8</b>	<b>0.6</b>	<b>-0.6</b>	<b>1.4</b>	<b>1.4</b>	<b>2</b>	<b>1.4</b>	<b>-0.6</b>	<b>1</b>	<b>1.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

Ranking	Fair	Fair	Fair	Fair	Poor	Good	Good	Good	Good	Poor	Fair	Fair	Fair	Fair	Fair	Good	Good
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6 Compatibility with Public Transportation	
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 - System Holistic Perspective -	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 (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 - 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 will have an improvement in service over existing
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change in regular and express routes, and commuter can be re-routed via Riverside - Commuter route can now cross Egan at Riverside Dr - Unchanged (except through two signals) - 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) - Riverside, Glacier/Lemon Spur & Yandukin connections provide new linkages - System will have a small improvement in service over existing
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - 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 will have an improvement in service over existing
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Access prohibited - regular, commuter and express routes need to change their routes via Loop Rd - Commuter route needs to change - from Radcliffe Rd to Glacier Hwy (North) to Loop Rd, to frontage roads to Riverside Dr - 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) - Elimination of access at Egan/Vintage results in changing transit routes significantly, while Yandukin connection provides new linkage - System will have a small reduction in service over existing
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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) - Full access is allowed at Fred Meyer - no change in transit patterns (possibility not to use Egan Dr) - Riverside and Yandukin connections provide new linkage - System will have a small improvement in service over existing
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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) - 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) - Vintage and Yandukin connections provide new linkage - 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 - Areas off Egan Drive -	New shuttle possibilities
System 4E:	Berners Ave - Areas off Egan Drive -	New shuttle possibilities

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		7 Compatibility with Pedestrians															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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														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	1	0	0	2	2
<b>System Average</b>	<b>-0.5</b>	<b>-0.7</b>	<b>-0.5</b>	<b>0.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.7</b>	<b>1.3</b>	<b>0.7</b>	<b>1.2</b>	<b>1</b>	<b>1.5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

Ranking	Poor	Poor	Poor	Fair	Good	Good	Fair	Good	Fair	Good	Fair	Good	Good	Fair	Fair	Good	Good
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7 Compatibility with Pedestrians	
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 - System Holistic Perspective -	New signal will provide ped crossing - Ped crossing distance increased to accommodate more lanes - Ped crossing distance increased to accommodate more lanes (substantially) - Ped crossing distance increased to accommodate more lanes - New signals will provide needed ped crossing, but will have to cross many lanes - Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - Realignment and new signal will provide needed ped crossing, but will have to cross many lanes, and too far to the east - Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New signal will provide ped crossing and another north-south link - Ped crossing distance increased to accommodate more lanes - 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 - Missing ped facilities will be provided, but linkage across Egan Drive is not improved because impact on signal operation
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - peds are not allowed to cross under existing - Riverside extended south and separated from Egan through traffic - Single point interchanges are in general pedestrian unfriendly - New Glacier/Lemon Spur connection 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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - peds are not allowed to cross under existing - Short crossing distance and separated from Egan through traffic - Short crossing distance and separated from Egan through traffic - New Glacier/Lemon Spur connection and separated from Egan through traffic - New connection will provide needed ped crossing and separated from Egan through traffic - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - peds are not allowed to cross under existing - Riverside extended south, short crossing distance and separated from Egan through traffic - Short crossing distance and separated from Egan through traffic - New James/Glacier/Lemon Spur connection and separated from Egan through traffic (best local connectivity) - New connection will provide needed ped crossing and separated from Egan through traffic, but too far to the east - 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																	
Evaluation Criterion:		7 Compatibility with Pedestrians															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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														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	1	0	0	2	2
<b>System Average</b>	<b>-0.5</b>	<b>-0.7</b>	<b>-0.5</b>	<b>0.7</b>	<b>1.2</b>	<b>1.2</b>	<b>0.7</b>	<b>1.3</b>	<b>0.7</b>	<b>1.2</b>	<b>1</b>	<b>1.5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

Ranking	Poor	Poor	Poor	Fair	Good	Good	Fair	Good	Fair	Good	Fair	Good	Good	Fair	Fair	Good	Good
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7 Compatibility with Pedestrians	
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 - System Holistic Perspective -	New connection will provide ped crossing and separated from Egan through traffic - Ped crossing taken away - Short crossing distance and separated from Egan through traffic - New Glacier/Lemon Spur connection 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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - 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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New connection will provide ped crossing and separated from Egan through traffic - Ped crossing taken away - Single point interchanges are in general pedestrian unfriendly - New Glacier/Lemon Spur connection 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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - peds are not allowed to cross under existing - Short crossing distance and separated from Egan through traffic - 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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - Missing ped facilities will be provided, and linkage across Egan will be safer due to separation of through traffic
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ped crossing 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 - Short crossing distance and separated from Egan through traffic - New connection will provide needed ped crossing and separated from Egan through traffic - 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 Egan through traffic
System 4B:	Industrial Boulevard -	No change
System 4C:	Industrial Boulevard -	No change
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Additional east-west connection
System 4E:	Berners Ave - Areas off Egan Drive -	Additional east-west connection

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)			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
Area off Egan: North of Egan & East of Jordan Creek																	2
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					
<b>System Average</b>	<b>-0.2</b>	<b>-0.3</b>	<b>-0.3</b>	<b>0.7</b>	<b>0.8</b>	<b>1.3</b>	<b>0.8</b>	<b>1.3</b>	<b>0.5</b>	<b>1</b>	<b>1.2</b>	<b>1.2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

Ranking	Poor	Poor	Poor	Fair	Fair	Good	Fair	Good	Fair	Fair	Good	Good	Good	Fair	Fair	Good	Good
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8 Compatibility with Bicyclists	
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 - System Holistic Perspective -	New signal will allow bikes to cross with peds (lane arrangement unchanged) - Bike crossing distance increased to accommodate more lanes (no better bike facilities) - Bike crossing distance increased to accommodate more lanes (substantially) - Bike crossing distance increased to accommodate more lanes - New signals will provide needed bike crossing - Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No bike crossing - unchanged - Bike crossing distance increased to accommodate more lanes - southern leg will provide another north-south link - 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 - Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New signal will allow through movements including bikes - another north/south link - Bike crossing distance increased to accommodate more lanes (no better bike facilities) - 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 - Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - bikes are not allowed to cross anyway - Riverside extended south and separated from Egan through traffic - 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 - Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - New connection will provide bike crossing and separated from Egan through traffic - only one-way - Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - bikes are not allowed to cross anyway - Riverside extended south and separated from Egan through traffic - 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 - 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																	
Evaluation Criterion:		8 Compatibility with Bicyclists															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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														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					
<b>System Average</b>	<b>-0.2</b>	<b>-0.3</b>	<b>-0.3</b>	<b>0.7</b>	<b>0.8</b>	<b>1.3</b>	<b>0.8</b>	<b>1.3</b>	<b>0.5</b>	<b>1</b>	<b>1.2</b>	<b>1.2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>

Ranking	Poor	Poor	Poor	Fair	Fair	Good	Fair	Good	Fair	Fair	Good	Good	Good	Fair	Fair	Good	Good
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8 Compatibility with Bicyclists	
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 - System Holistic Perspective -	New connection will provide bike crossing and separated from Egan through traffic -Bike crossing taken away -Separated from Egan through traffic -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 -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New connection will provide bike crossing and separated from Egan through traffic -Riverside extended south and separated from Egan through traffic -Separated from Egan through traffic -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 -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New connection will provide bike crossing and separated from Egan through traffic -Bike crossing taken away -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 -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - bikes were not allowed to cross anyway -No change to existing, except for separation -Separated from Egan through traffic -Separated from Egan through traffic -New connection will provide much needed bike crossing and separated from Egan through traffic -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic & frontage road connections
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No change - bikes were not allowed to cross anyway -Separated from Egan through traffic - another north-south link -Separated from Egan through traffic -Separated from Egan through traffic -New connection will provide bike crossing and separated from Egan through traffic, but too far to the east -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic & frontage road connections
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New bike connection (another north-south) and separated from Egan through traffic -No change to existing, except for separation -Separated from Egan through traffic -Separated from Egan through traffic -New connection will provide much needed bike crossing and separated from Egan through traffic -Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
System 4A:	Industrial Boulevard -	Separated from Egan through traffic
System 4B:	Industrial Boulevard -	No change
System 4C:	Industrial Boulevard -	No change
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Additional east-west connection
System 4E:	Berners Ave - Areas off Egan Drive -	Additional east-west connection

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		9 Environmental Impacts															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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					
<b>System Average</b>	<b>-0.3</b>	<b>-0.8</b>	<b>-0.7</b>	<b>-1.3</b>	<b>-0.8</b>	<b>-1.5</b>	<b>-1.2</b>	<b>-1.2</b>	<b>-1</b>	<b>-1.1</b>	<b>-1.4</b>	<b>-0.9</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-1.5</b>	<b>-1</b>

Ranking	Good	Good	Good	Poor	Good	Poor	Fair	Fair	Fair	Fair	Poor	Fair	Poor	Fair	Poor	Poor	Poor
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9 Environmental Impacts	
Description 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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Widening with no significant change Widening with no significant change Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek) Widening with no significant change 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 No real impact
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Widening with no significant change Existing road straightened through low value wetland, minimal impact Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek) Widening with no significant change 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. small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop overall loss of habitat
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Widening with no significant change Widening with no significant change Substantial widening is required, which will have a small environmental impact on the surroundings (Duck Creek) Widening with no significant change 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. small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop overall loss of habitat
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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. Could impact high value wetlands along connecting road with Lemon Spur Rd 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. small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop overall loss of habitat
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No significant impact No significant impact Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan. Could impact high value wetlands along connecting road with Lemon Spur Rd No significant impact small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop moderate loss of habitat
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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. Could impact high value wetlands along connecting road with Lemon Spur Rd 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. 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 overall loss of habitat

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		9 Environmental Impacts															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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	0	-1	-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	0	-1	0				
System Holistic Perspective	0	-2	-2	-2	-1	-2	-2	-2	-2	-2	-2	-1					
<b>System Average</b>	<b>-0.3</b>	<b>-0.8</b>	<b>-0.7</b>	<b>-1.3</b>	<b>-0.8</b>	<b>-1.5</b>	<b>-1.2</b>	<b>-1.2</b>	<b>-1</b>	<b>-1.1</b>	<b>-1.4</b>	<b>-0.9</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-1.5</b>	<b>-1</b>

Ranking	Good	Good	Good	Poor	Good	Poor	Fair	Fair	Fair	Fair	Poor	Fair	Poor	Fair	Poor	Poor	Poor
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9 Environmental Impacts	
Description 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 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No significant impact -no impact -Would impact Duck Creek but also could facilitate other planned Duck Creek projects including relocation of that creek south of Egan. -Could impact high value wetlands along connecting road with Lemon Spur Rd -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. -small impact on sensitive areas primarily along north side of Egan as road is widened and in the vicinity of Egan/Loop -overall loss of habitat
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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. -Could impact high value wetlands along connecting road with Lemon Spur Rd. New connecting road goes into the hillside and would change the habitat in this area. -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. -some 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 -overall loss of habitat
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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. -Small impact to high value wetlands. New connecting road goes into the hillside and would change the habitat in this area. -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. -some 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 -overall loss of habitat
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No significant impact -Frontage roads impacting lower value wetlands -Frontage roads impacting higher value wetlands and Duck Creek -Frontage roads impacting higher value wetlands -Realignment does not influence any sensitive environmental areas -Frontage roads will impact all existing sensitive area adjacent to Egan Dr -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 - Areas off Egan Drive -	Major environmental impact from a new river crossing. -Potential for impact to Duck Creek from new roadway and truck use of roadway
System 4E:	Berners Ave - Areas off Egan Drive -	Major environmental impact from a new river crossing. -No real impact

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																						
Evaluation Criterion: <b>10 Consistency with Other Planning Efforts</b>																						
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)																						
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	0	0	0							
Riverside Drive	1	1	1	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	1	1	1							
Glacier Highway (Airport)	1	1	1	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	0	0	0							
Area off Egan: North of Egan & West of Jordan Creek	1	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	1							
Area off Egan: South of Egan & East of Jordan Creek	1	1	1									1	1	1	1							
System Holistic Perspective	1	1	1									1	1	1	1							
<b>System Average</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>1</b>	<b>1</b>	<b>-1</b>	<b>1</b>	<b>0</b>					

Ranking	Good	Good	Good	Fair	Fair	Poor	Poor	Fair	Poor	Good	Good	Good	Fair	Fair	Poor	Fair	Fair
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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 1A:	Vintage Boulevard - Riverside Drive - does not conflict 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 1B:	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 1C:	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 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 - Riverside Drive - 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 - System Holistic Perspective -



WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		10 Consistency with Other Planning Efforts															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)																	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			
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			
<b>System Average</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.6</b>	<b>0.6</b>	<b>0.2</b>	<b>0.2</b>	<b>0.6</b>	<b>0.2</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>1</b>	<b>1</b>	<b>-1</b>	<b>1</b>	<b>0</b>

Ranking	Good	Good	Good	Fair	Fair	Poor	Poor	Fair	Poor	Good	Good	Good	Fair	Fair	Poor	Fair	Fair
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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 - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	eliminating the mall vintage riverside drive intersection was not considered in the riverside drive corridor plan
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 - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	eliminating the mall vintage riverside drive intersection was not considered in the riverside drive corridor plan
System 3A: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc. Consistent with all other plans
System 3B: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc. Consistent with all other plans
System 3C: Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc. 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 - Areas off Egan Drive -	Address in conceptual planning Address in conceptual planning
System 4E: Berners Ave - Areas off Egan Drive -	Not addressed in any plan Not addressed in any plan

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: <b>11 Compatibility with Built Environment</b>																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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					
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					
<b>System Average</b>	<b>0.6</b>	<b>0.6</b>	<b>1</b>	<b>0.8</b>	<b>-0.6</b>	<b>1.4</b>	<b>1</b>	<b>1.8</b>	<b>1.6</b>	<b>-0.8</b>	<b>-0.4</b>	<b>0.6</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>0</b>	<b>1</b>

Ranking	Fair	Fair	Fair	Fair	Poor	Good	Fair	Good	Good	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Good
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11 Compatibility with Built Environment	
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 - System Holistic Perspective -	No change. -No change. -No change. -Better access to area businesses. -No change. -Better access to businesses off of Egan by Yandukin connection. -Yandukin connection would have a 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 -	Diminished access to Vintage Park businesses and future development. -More traffic on Riverside and in Riverside neighborhoods. Glacier Highway North neighborhoods will received heavier traffic. -Commuter access improved as some traffic moves to Riverside Drive. -Better access to area businesses. - -Better access to businesses off of Egan by Yandukin and Riverside connections. -Riverside and Yandukin connections improve business access in some areas. Slight improvement over existing.
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Improved access to Vintage Park businesses and future development. Heavier traffic on Glacier Highway North. - -Access across Egan at Vintage will pull traffic from Loop, and make commute more efficient. -Better access to area businesses. - -Better access to businesses off of Egan by Yandukin and Vintage connections. -Vintage and Yandukin connections improve access to businesses off of Egan. Vintage improvement good for future development.
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Only one access point to businesses in Vintage Park. Also possible barrier to future development. -Better access to businesses across Egan but worse access from Egan, compounding diminished access to Vintage Park. -Commuter access more efficient. -Better access to area businesses. - -Greatly improved access to businesses across Egan without using Egan Diminished access to Vintage Park and future development. -System is improvement for access across Egan. Lack of Vintage access bad for future development.
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Only one access point to businesses in Vintage Park. Also possible barrier to future development. - -Commuter access more efficient. -Better access to area businesses. - -Improved access across Egan, but one-way on Old Dairy and dead end at Vintage will hurt some drop-in businesses. -Access to some business areas is hindered, outweighing improved access across Egan. Reduced business access overall.
System 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Only one access point to businesses in Vintage Park. Also possible barrier to future development. -Improved access from and across Egan. -Commuter access more efficient. Especially with removing the light at Mendenhall Mall Road. -Better access to area businesses. - -Greatly improved access to businesses off Egan except for Vintage Park. Possible barrier to future development near Vintage. -Greatly improved access to businesses off Egan except for Vintage Park. Possible barrier to future development near Vintage.



**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 12 Constructability**

Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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																		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	1	2	2	2									
Riverside Drive	0	1	1	-2	0	0	1	0	1	0	0	0	0									
Mendenhall Loop Road	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1									
Glacier Highway (Airport)	0	0	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1									
Yandukin Drive	1	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	2	2	0									
Area off Egan: South of Egan & West of Jordan Creek	2	1	2	-2	-2	-2	-2	-2	-2	0	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										
<b>System Average</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>-0.8</b>	<b>-0.3</b>	<b>-0.1</b>	<b>-0.7</b>	<b>-0.5</b>	<b>-0.4</b>	<b>-0.2</b>	<b>0.3</b>	<b>-0.2</b>					<b>-1</b>	<b>0</b>	<b>1</b>	<b>-1.5</b>	<b>-2</b>	

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

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																		
Evaluation Criterion: 12 Constructability		Proposed Road System - East of Mendenhall River												West of Mendenhall River (Industrial Blvd)			Second River Crossing	
Nodes / Areas / System	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						
<b>System Average</b>	<b>0.8</b>	<b>0.6</b>	<b>0.1</b>	<b>-0.8</b>	<b>-0.3</b>	<b>-0.1</b>	<b>-0.7</b>	<b>-0.5</b>	<b>-0.4</b>	<b>-0.2</b>	<b>0.3</b>	<b>-0.2</b>	<b>-1</b>	<b>0</b>	<b>1</b>	<b>-1.5</b>	<b>-2</b>	

Ranking	Good	Good	Fair	Poor	Fair	Fair	Poor	Poor	Fair	Fair	Fair	Fair	Poor	Fair	Good	Fair	Poor
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12 Constructability	
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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Ramps can be built first and traffic moved over to lessen impact Intersection will close or be reduced to RI/RO  More impact on off Egan due to missing leg on diamond West end most severe New roads and connectors present opportunity fro detours
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Diamond ramps can provide detours 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 - System Holistic Perspective -	Essentially the same as 2E except little impact at Riverside
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Vintage Blvd can be closed any time Construction may require re-routing of trips, especially in the vicinity of Egan/Loop 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 - System Holistic Perspective -	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 - System Holistic Perspective -	Similar to 3A but lack of frontage between Loop and Glacier will cause more impact to traffic
System 4A:	Industrial Boulevard -	Diamond ramps can provide detours
System 4B:	Industrial Boulevard -	
System 4C:	Industrial Boulevard -	
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Little or no disruption to Egan & additional bridge across Mendenhall River Major disruption to neighborhood traffic
System 4E:	Berners Ave - Areas off Egan Drive -	Little or no disruption to Egan & additional bridge (much longer) across Mendenhall River Major disruption to neighborhood traffic

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 13 Funding Feasibility																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)																	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																	
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	Fair	Fair	Fair	Fair
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13 Funding 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 - System Holistic Perspective - 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 - Accelerated funding should be available for smaller projects
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective - Accelerated funding should be available for smaller projects
System 2A:	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 2B:	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 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

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 13 Funding Feasibility																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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)																	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																	
Area off Egan: North of Egan & East of Jordan Creek																	1
Area off Egan: South of Egan & East of Jordan Creek																	1
System Holistic Perspective	2	2	2	-2	-1	-1	-1	-2	-2	-1	-2	-2	-1	1	1	0.5	0
<b>System Average</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>	<b>1</b>	<b>1</b>	<b>0.5</b>	<b>0</b>

Ranking	Good	Good	Good	Poor	Fair	Fair	Fair	Poor	Poor	Fair	Poor	Poor	Poor	Fair	Fair	Fair	Fair
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13 Funding 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 Holistic Perspective -	Substantial additional funding should be made available
System 3A: 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 3B: 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 3C: 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 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 - Areas off Egan Drive -	Reasonable funding should be available Accelerated funding should be available for smaller projects
System 4E: Berners Ave - Areas off Egan Drive -	Reasonable funding should be available Accelerated funding should be available for smaller projects

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 14 Phased Implementation & Expandability**

Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1.2</b>	<b>0.7</b>	<b>1.3</b>	<b>-0.2</b>	<b>0.3</b>	<b>-0.2</b>	<b>0.3</b>	<b>0.7</b>	<b>0.3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>

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



WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: <b>14 Phased Implementation &amp; Expandability</b>																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													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					
<b>System Average</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1.2</b>	<b>0.7</b>	<b>1.3</b>	<b>-0.2</b>	<b>0.3</b>	<b>-0.2</b>	<b>0.3</b>	<b>0.7</b>	<b>0.3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>

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

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		15 Construction Costs															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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	-2	1	1	-1	-1
<b>System Average</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>1</b>	<b>1</b>	<b>-1</b>	<b>-1</b>

Ranking	Good	Good	Good	Poor	Fair	Fair	Fair	Poor	Poor	Fair	Poor	Poor	Poor	Fair	Fair	Fair	Fair
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15 Construction Costs	
Description of Evaluation Assignment	
+2	Relatively inexpensive
+1	0
0	Moderately inexpensive
-1	0
-2	Very expensive

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

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion:		15 Construction Costs															
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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	-2	1	1	-1	-1
<b>System Average</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>1</b>	<b>1</b>	<b>-1</b>	<b>-1</b>

Ranking	Good	Good	Good	Poor	Fair	Fair	Fair	Poor	Poor	Fair	Poor	Poor	Poor	Fair	Fair	Fair	Fair
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15 Construction Costs	
Description of Evaluation Assignment	
+2	Relatively inexpensive
+1	0
0	Moderately inexpensive
-1	0
-2	Very expensive

Evaluation Notes		
System 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Realign Riverside/Vintage - Remove connection Riverside/Egan - Split Diamond Vintage/Loop - Grade Separation - Modified Diamond - Lemon Spur/Glacier Hwy connection - Estimate = \$44 million
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Extend South, Grade Separate at Egan - Split Diamond, Vintage/Loop - Half Diamond - Tight Diamond at Realigned Yandukin East - Estimate = \$53 million
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Half Diamond - Single Point Interchange - Grade Separation - Tight Urban Diamond at Realigned Yandukin East - Lemon Spur/Glacier Hwy connection - Estimate = \$62 million
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Grade Separation, Begin Full Frontage Road System - Grade Separation - Grade Separation - Grade Separation, End Full Frontage Road System, Provide Ramps - Estimate = \$48 million
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Extend Riverside South, Grade Separation - Grade Separation at Loop - Glacier Grade Separation - Modified Tight Urban Diamond, realigned Yandukin (East) - Trout St and Old Dairy Incorporated into frontage road system - Estimate = \$55 million
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Grade Separation, New Lanes crossing Mendenhall River - Grade Separation - Grade Separation at Loop - Grade Separation at Glacier, Frontage Roads to Yandukin - Grade Separation and ramps at realigned Yandukin West - Estimate = \$64 million
System 4A:	Industrial Boulevard -	Tight Diamond at Realigned Industrial (West): Estimate = \$16 million
System 4B:	Industrial Boulevard -	At Grade at Realigned Industrial: Estimate = \$1.2 million
System 4C:	Industrial Boulevard -	At Grade at Existing Industrial: Estimate = \$1.7 million
System 4D:	Crazy Horse Dr/Eagle St - Areas off Egan Drive -	Estimate = \$9 million
System 4E:	Berners Ave - Areas off Egan Drive -	Estimate = \$10 million

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: 16 Maintenance Requirements																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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																	-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	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					
<b>System Average</b>	<b>1</b>	<b>0.8</b>	<b>0.7</b>	<b>-0.3</b>	<b>-0.3</b>	<b>-0.9</b>	<b>-0.6</b>	<b>-0.6</b>	<b>-0.6</b>	<b>-0.2</b>	<b>-0.5</b>	<b>-0.8</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>

Ranking	Good	Good	Good	Fair	Fair	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Poor	Poor	Fair	Fair	Fair	Fair
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16 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 - New Road 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) - New road, structure 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 System Holistic Perspective -

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 16 Maintenance Requirements**

Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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					
<b>System Average</b>	<b>1</b>	<b>0.8</b>	<b>0.7</b>	<b>-0.3</b>	<b>-0.3</b>	<b>-0.9</b>	<b>-0.6</b>	<b>-0.6</b>	<b>-0.6</b>	<b>-0.2</b>	<b>-0.5</b>	<b>-0.8</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>	<b>-1</b>

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

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												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													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	1	2	1						
Yandukin Drive	1	1	1	2	1	2	2	2	2	2	2	1						
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						
<b>System Average</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>1.7</b>	<b>1.5</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.8</b>	<b>1.5</b>	<b>1.8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

Ranking	Poor	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Fair	Good	Good	Fair	Fair	Fair	Fair
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17 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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Rebuild intersection when installing signal (remove undesirable geometric deficiency) -No change to existing intersection geometry -Triple left-turns are acceptable, but not user-friendly (i.e. snow, light, familiarity), especially in Alaska -No change to existing intersection geometry -Yandukin realignment will be designed according to desirable standards -All improvements off Egan Dr will be done according to minimum standards or better -System will meet minimum standards
System 1B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Left-turns prohibited at intersection - eliminate geometric deficiency -No change to existing intersection geometry - only adding a south leg to the intersection -Triple left-turns are acceptable, but not user-friendly (i.e. snow, light, familiarity), especially in Alaska -No change to existing intersection geometry -Yandukin realignment will be designed according to desirable standards -All improvements off Egan Dr will be done according to minimum standards or better -System will meet minimum standards
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Rebuild intersection when installing signal (remove undesirable geometric deficiency) -No change to existing intersection geometry -Triple left-turns are acceptable, but not user-friendly (i.e. snow, light, familiarity), especially in Alaska -No change to existing intersection geometry -Yandukin realignment will be designed according to desirable standards -All improvements off Egan Dr will be done according to minimum standards or better -System will meet minimum standards
System 2A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access - desirable standards along Egan -Grade separation - desirable standards -Interchange will be designed according to desirable standards with possible exceptions -New connection - minimum standards to minimize impact -Interchange will be designed according to desirable standards with possible exceptions -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 - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access - desirable standards along Egan -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 -New connection - minimum standards to minimize impact -Interchange will be designed according to desirable standards with possible exceptions (unusual mixing of traffic) -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 2C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	No access - desirable standards along Egan -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 -New connections - minimum standards to minimize impact -Interchange will be designed according to desirable standards with possible exceptions -All improvements off Egan Dr will be done according to minimum standards or better -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												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													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	1	1	1						
Yandukin Drive	1	1	1	2	1	2	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						
<b>System Average</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>1.7</b>	<b>1.5</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.8</b>	<b>1.5</b>	<b>1.8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

Ranking	Poor	Poor	Poor	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Good	Fair	Good	Good	Fair	Fair	Fair	Fair
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17 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 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - Frontage roads and ramps will be designed according to desirable standards with possible exceptions - New connection and overpass ramp minimum standards to minimize impact - Interchange will be designed according to desirable standards with possible exceptions - 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 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - Frontage roads and ramps will be designed according to desirable standards with possible exceptions - New connection minimum standards (minimize impact) and interchange desirable standards with possible exceptions - Interchange will be designed according to desirable standards with possible exceptions - 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 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Interchange will be designed according to desirable standards with possible exceptions - No access - desirable standards along Egan - Interchange will be designed according to desirable standards with possible exceptions - New connection and ramp minimum standards to minimize impact - Interchange will be designed according to desirable standards with possible exceptions - 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 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - 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 - 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 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - Frontage roads and ramps will be designed according to desirable standards with possible exceptions - 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") - 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") - 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 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	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 - 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 - 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 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 - Areas off Egan Drive -	According to minimum standards or better
System 4E:	Berners Ave - Areas off Egan Drive -	According to minimum standards or better

WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion																	
Evaluation Criterion: <b>18 Right-of-Way Requirements</b>																	
Nodes / Areas / System	Proposed Road System - East of Mendenhall River												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													-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					
<b>System Average</b>	<b>0.1</b>	<b>-0.1</b>	<b>-0.1</b>	<b>-0.9</b>	<b>-0.9</b>	<b>-1.3</b>	<b>-1.2</b>	<b>-1.6</b>	<b>-1.2</b>	<b>-1.6</b>	<b>-1.5</b>	<b>-1.8</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>

Ranking	Good	Good	Good	Fair	Fair	Fair	Fair	Poor	Fair	Poor	Fair	Poor	Poor	Fair	Fair	Poor	Poor
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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 - Riverside Drive - New ROW required Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - New ROW required Areas off Egan Drive - System Holistic Perspective - Row requirements are minimal.
System 1C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - New ROW required Areas off Egan Drive - System Holistic Perspective - Row requirements are minimal.
System 2A:	Vintage Boulevard - Riverside Drive - New ROW required Mendenhall Loop Road - New ROW required Glacier Highway (Airport) - New ROW required Yandukin Drive - New ROW required Areas off Egan Drive - Glacier/Lemon Spur System Holistic Perspective - Moderately extensive ROW involvement.
System 2B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - New ROW required Glacier Highway (Airport) - New ROW required Yandukin Drive - New ROW required Areas off Egan Drive - Glacier/Lemon Spur System Holistic Perspective - Roughly equivalent to 2A
System 2C:	Vintage Boulevard - Riverside Drive - New ROW required Mendenhall Loop Road - New ROW required Glacier Highway (Airport) - New ROW required Yandukin Drive - New ROW required Areas off Egan Drive - James/Lemon Spur/Glacier 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												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																		-2						
Realigned Industrial Blvd (at-grade) - West																								
Industrial Boulevard (at-grade)																								
Second River crossing (Crazy Horse Dr/Eagle St)																								
Second River crossing (Berners Ave)																								
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	0	-2	-2	-2										
Mendenhall Loop Road	0	0	0	-1	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2										
Glacier Highway (Airport)	1	1	1	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2										
Yandukin Drive	-1	-1	-1	-2	-1	-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												
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	-1	-2	-2												
System Holistic Perspective	0	0	0	-1	-1	-2	-2	-2	-2	-2	-2	-2												
<b>System Average</b>	<b>0.1</b>	<b>-0.1</b>	<b>-0.1</b>	<b>-0.9</b>	<b>-0.9</b>	<b>-1.3</b>	<b>-1.2</b>	<b>-1.6</b>	<b>-1.2</b>	<b>-1.6</b>	<b>-1.5</b>	<b>-1.8</b>	<b>-2</b>	<b>-1</b>	<b>-1</b>	<b>-2</b>	<b>-2</b>							

Ranking	Good	Good	Good	Fair	Fair	Fair	Fair	Poor	Fair	Poor	Fair	Poor	Poor	Fair	Fair	Poor	Poor
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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 2D:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ROW required -ROW responsibilities may remain New ROW required New ROW required New ROW required Glacier/Lemon Spur Roughly equivalent to 2C, 2F
System 2E:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ROW required New ROW required New ROW required New ROW required New ROW required Glacier/Lemon Spur Most extensive of the series 2 systems.
System 2F:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ROW required -ROW responsibilities may remain New ROW required New ROW required New ROW required Glacier/Lemon Spur Roughly equivalent to 2C, 2D
System 3A:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ROW required New ROW required New ROW required New ROW required New ROW required Yandukin west Fairly extensive, roughly equivalent to 2E.
System 3B:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Some ROW likely. New ROW required New ROW required New ROW required New ROW required Lemon Spur, Trout and Old Dairy Roughly equivalent to 3A.
System 3C:	Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	New ROW required New ROW required New ROW required New ROW required New ROW required Yandukin west Most extensive ROW requirements of all systems. maximum build out everywhere except around Jordan Creek area.
System 4A:	Industrial Boulevard -	Most extensive of the Industrial series 4 systems 4(f) property involved.
System 4B:	Industrial Boulevard -	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.
System 4E:	Berners Ave - Areas off Egan Drive -	Extensive and roughly equivalent to 4D.

## Section 8 Final Report Chapter 5 Appendix

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### Appendix E: Construction Cost Estimates



System/Improvement Type Listing by Link

Proposed Improvement Type

Proposed Improvement by General Category

Alt. No. Sys. No. Description

				Proposed Improvement by General Category						
Alt. No.	Sys. No.	Description	Proposed Improvement Type	At Grade	Grade Separ.	Inter-Change	Re-Align	New Road	Remove Link	Frontage Road
<b>VINTAGE BOULEVARD</b>										
1	1B	Convert Vintage to RI/RO	AG-RIRO	AG-RIRO						
2	1C	Convert Vinatge to Full Access	AG-FA	AG-FA						
3	2B 2C	Split Diamond between Riverside/Loop	IC-SD			IC-SD				
4	2D 2F	Realign Riverside Dr./Vintage Blvd.	RA				RA			
5	2F	Half Diamond Vintage	IC-HD			IC-HD				
<b>RIVERSIDE DRIVE</b>										
1	1B 2A 2E	Extend Riverside Dr. (South)	NR					NR		
2	2A	Grade Separation at Riverside	GS		GS					
3	2D	Remove Connection Riverside/Egan	RL						RL	
<b>MENDENHALL LOOP ROAD</b>										
1	2A 2F	Single Point IC at Loop Rd.	IC-SP			IC-SP				
2	2D 2E	Split Diamond Vintage Loop	IC-SD			IC-SD				
<b>GLACIER HWY. (AIRPORT) / LEMON SPUR</b>										
1	2A 2B 2D 2E 2F	Glacier Hwy/Lemon Spur Rd. Connection One way Lemon Rd./Glacier Hwy. Connection variant; Overpass Egan/New Connect Access Ramp variant; Access Ramp, Egan/New Connect	NR					NR		
2	2E	Half Diamond Glacier Highway	IC-HD			IC-HD				
3	2C	James Blvd./Lemon Spur Rd. Connect	NR					NR		

Category/ Type Listing

**At Grade**  
Convert to RIRO  
Convert to Full Access  
Add Lanes as needed

**Grade Separated**

**Interchange**  
Split Diamond  
Half Diamond  
Single Point  
Tight Urban Diamond  
Modified Diamond  
Tight Diamond

**Re-Alignment**

**New Road**

**Remove Link**

**Frontage Road**

System/Improvement Type Listing by Link

Proposed Improvement Type

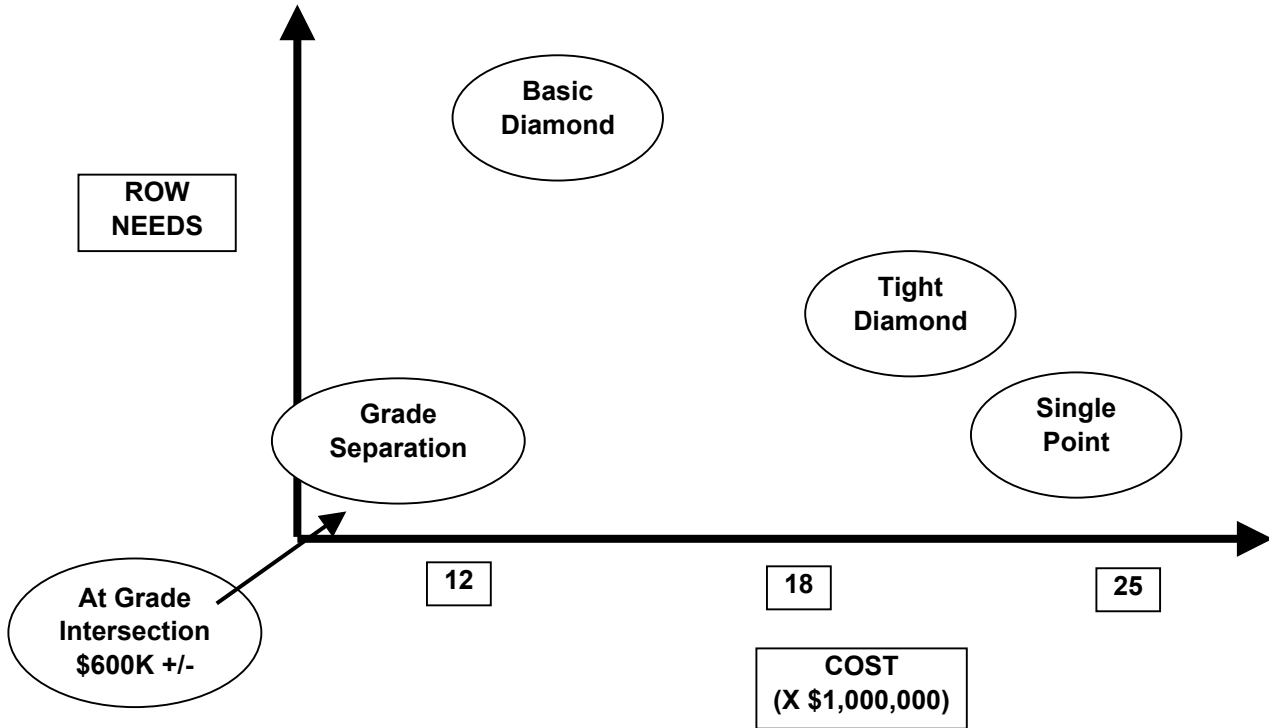
Proposed Improvement by General Category

Alt. No. Sys. No. Description

				At Grade	Grade Separ.	Inter-Change	Re-Align	New Road	Remove Link	Frontage Road
<b>YANDUKIN DRIVE</b>										
1	1A	Realign Yandukin Dr. (West)	RA							
	3A									
2	1B	Realign Yandukin (East)	RA				RA			
	1C									
3	2A	Tight Urban Diamond at Realigned Yandukin (East)	IC-TUD			IC-TUD				
	2C									
	2E									
	2F									
4	2B	Half Diamond at Yandukin	IC-HD			IC-HD				
5	2D	Modified Diamond at Realigned Yandukin (East)	IC-MD			IC-MD				
<b>MULTIPLE</b>										
1	1A	At grade intersection (design year)	AG	AG						
	1B									
	1C									
2	3A	Full Frontage System Riverside-Yandukin	FR							FR
3	3B	Use Trout St/Old Dairy as Frontage Roads Extend Riverside South Modified Tight Urban IC at Yandukin (East)	FR							FR
4	3C	Full Frontage System Vintage to Loop Frontage System Glacier to Yandukin	FR							FR
<b>INDUSTRIAL</b>										
1	4A	Tight Diamond at Realigned Industrial (West)	IC-TD			IC-TD				
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.	NR					NR		

## Estimated Unit Cost Factors For Preliminary Planning Cost Estimates

### INTERCHANGE COSTS



### 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 Boulevard, 2 lane, TWLTL, Utilities/Ped/Bike/Landscape etc.

**Signalized Intersection:** \$400,000 for signals plus lane additions (approx. \$50,000 each lane)

**PLANNING LEVEL ESTIMATED COSTS**  
\$ X 1000

Sys. No.	Description	IC	ISCT	RDWY	Rdwy Constr Length Feet	NEW BRIDGE Length Feet	General Remarks
1	1A	Vintage at Grade		\$450	\$100	3000	
2	1A	Riverside at Grade		\$450	\$100		
3	1A	Loop Rd. at Grade		\$600	\$150		
4	1A	Glacier at Grade		\$450			
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		
3	2A	Single Point IC at Loop Rd.	\$23,000				
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				
			\$54,000	\$0	\$2,400		
					\$56,400		
2	2B	Split Diamond between Riverside/Loop	\$18,000				interference with Mall service entrances
4	2B	One way Lemon Rd./Glacier Hwy. Connection	\$8,000		\$1,400	6000	topography could raise costs
5	2B	Half Diamond at Yandukin	\$12,000				
			\$38,000	\$0	\$1,400		
					\$39,400		

**PLANNING LEVEL ESTIMATED COSTS**  
**\$ X 1000**

Sys. No.	Description	IC	ISCT	RDWY	Rdwy Constr Length Feet	NEW BRIDGE Length Feet	General Remarks
2	2C	Split Diamond between Riverside/Loop	\$18,000				
4	2C	James Blvd./Lemon Spur Rd. Connect			\$5,500	8800	topography could raise costs
5	2C	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000				
			\$33,000	\$0	\$5,500		
					\$38,500		
1	2D	Realign Riverside Dr./Vintage Blvd.			\$400		
2	2D	Remove Connection Riverside/Egan			\$200		access to property will need to remain
3	2D	Split Diamond Vintage to Loop	\$18,000				Opportunity to improve Duck Creek
4	2D	Lemon Spur/Glacier Hwy. Connection	\$8,000		\$800	3200	
4	2D	variant; Overpass Egan/New Connect Access Ramp	\$3,000		\$1,000		
5	2D	Modified Diamond at Realigned Yandukin (East)	\$12,500			3000	
			\$41,500	\$0	\$2,400		
					\$43,900		
2	2E	Extend Riverside Dr. (South)/Grade Separate Riverside	\$8,000		\$400		
3	2E	Split Diamond Vintage to Loop	\$18,000				
4	2E	Half Diamond Glacier Highway	\$12,000				takes out businesses on frontage
5	2E	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000				
			\$53,000	\$0	\$400		
					\$53,400		
1	2F	Half Diamond Vintage	\$15,000				2 new O'pass bridges and 2 elevated lanes over Mendenhall R.
3	2F	Single Point IC at Loop Rd.	\$23,000				
4	2F	Lemon Spur/Glacier Hwy. Connection	\$8,000		\$800	3200	
4	2F	variant; Access Ramp, Egan/New Connect			\$500		
5	2F	Tight Urban Diamond at Realigned Yandukin (East)	\$15,000				
			\$61,000	\$0	\$1,300		
					\$62,300		
2	3A	Grade Separation at Riverside	\$12,000				
3	3A	Grade Separatoin at Loop	\$12,000				
4	3A	Glacier Grade Separation	\$12,000				
5	3A	Half Diamond, Yandukin (West)	\$12,000				
6	3A	Full Frontage System Riverside-Yandukin				11000	
			\$48,000	\$0	\$0		
					\$48,000		
2	3B	Extend Riverside South, Grade Separation	\$12,000		\$400		
3	3B	Grade Separatoin at Loop	\$12,000				
4	3B	Glacier Grade Separation	\$12,000				
5	3B	Modified Tight Urban Diamond, realigned Yandukin (Ea	\$18,000				
6	3B	Use Trout St/Old Dairy as Frontage Roads			\$1,000		
			\$54,000	\$0	\$1,400		
					\$55,400		

**PLANNING LEVEL ESTIMATED COSTS**  
**\$ X 1000**

Sys. No.	Description	IC	ISCT	RDWY	Rdwy Constr Length Feet	NEW BRIDGE Length Feet	General Remarks	
1	3C	Grade Spearation, New Lanes crossing Mendenhall Riv	\$16,000					
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	\$12,000					
			\$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				
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				
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

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### Appendix F: Most Viable Alternatives Evaluation Criteria Notes



**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 1 Safety**

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
Glacier Highway (Airport)	2	1	1	-2
Yandukin Drive	2	2	1	-1
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	-1
<b>System Average</b>	<b>1.3</b>	<b>1.1</b>	<b>1</b>	<b>-0.9</b>

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

Ranking	Good	Fair	Fair	Poor
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	Location of intersection improved
	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) -	Grade separated - no conflict points
	Yandukin Drive -	Egan through traffic separated - lower volumes at ramp terminal intersections (less exposure)
	Areas off Egan Drive -	New James Blvd/Lemon Spur Rd connection should relieve traffic along Egan Dr & therefore improve safety
	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
	Alternative #2:	Industrial Boulevard -
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 -		New Glacier Hwy (Airport)/Lemon Spur Rd connection should relieve traffic along Egan Dr & therefore improve safety
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
Alternative #3:		Industrial Boulevard -
	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) -	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), but frontage roads add more movements (conflicts) & location beyond curve
	Areas off Egan Drive -	New Yandukin Dr/Lemon Spur Rd connection should relieve traffic along Egan Dr & therefore improve safety
	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
	Alternative #4:	Industrial Boulevard -
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; more movements allowed ; first signal from Downtown (driver expectation?)
Areas off Egan Drive -		New James Blvd/Lemon Spur Rd connection should relieve traffic along Egan Dr & therefore improve safety
System Holistic Perspective -		Alternative marginally meets the Purpose & Need Statement, but will require additional investigation if carried forward for further evaluation

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 2 Emergency 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				
Glacier Highway (Airport)				
Yandukin Drive				
Area off Egan: North of Egan & West of Jordan Creek	1	1	0	0
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	2	2	1	1
Area off Egan: South of Egan & East of Jordan Creek	2	2	1	1
System Holistic Perspective	2	2	1	1
<b>System Average</b>	<b>1.6</b>	<b>1.6</b>	<b>0.8</b>	<b>0.8</b>

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

Ranking	Good	Good	Fair	Fair
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Fewer accesses reduce available routes      Full access at Vintage/Riverside/Loop and Full access at Yandukin; Four crossings of Egan Dr Large improvement over existing, due to more access into Valley with multiple linkages
Alternative #2:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Fewer accesses reduce available routes      Full access at Vintage/Riverside/Loop, Partial access at Glacier Hwy (Airport) and Full access at Yandukin; Four crossings of Egan Dr Large improvement over existing, due to more access into Valley with multiple linkages
Alternative #3:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Available routes unchanged      To get to Mendenhall Valley North, can use two interchanges, and Yandukin connection provides linkage and full access; Three crossings of Egan Dr Two interchange systems will result in a small improvement over the existing (fewer linkages)
Alternative #4:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Available routes unchanged      East and west access to/from emergency services unchanged, but Yandukin and Riverside connections provide some improvement Three crossings of Egan Dr, but through more congestion

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 3 Traffic Operations**

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
Glacier Highway (Airport)	2	1	2	1
Yandukin Drive	1	1	1	-1
Area off Egan: North of Egan & West of Jordan Creek	2	1	1	2
Area off Egan: South of Egan & West of Jordan Creek	2	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	2
Area off Egan: South of Egan & East of Jordan Creek	2	2	-1	1
System Holistic Perspective	2	1	1	-1
<b>System Average</b>	<b>1.5</b>	<b>1.1</b>	<b>1</b>	<b>0.5</b>

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

Ranking	Good	Fair	Fair	Poor
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**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
	System Holistic Perspective -	Providing more north south connections and the northern local connection spreads traffic volumes to improve traffic operations at any one intersection
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
	System Holistic Perspective -	Increased local connections benefits minor street traffic operations; congestion likely on Mendenhall Loop Road between Mall and Egan Drive
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
	System Holistic Perspective -	Operations west of Jordan Creek would improve while the Yandukin connection would marginally improve operations east of Jordan Creek
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
	System Holistic Perspective -	Additional signals and full movement access points improves minor street traffic operations as well as James/Lemon Spur connection

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 4 Airport Access**

Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives			
	#1	#2	#3	#4
Industrial Blvd				
Vintage Boulevard				
Riverside Drive				
Mendenhall Loop Road				
Glacier Highway (Airport)				
Yandukin Drive				
Area off Egan: North of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	1
Area off Egan: South of Egan & East of Jordan Creek	2	2	2	1
System Holistic Perspective	2	2	2	1
<b>System Average</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1</b>

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

Ranking	Good	Good	Good	Fair
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full access at Vintage/Riverside/Loop and Yandukin; north-south link at Riverside and east-west link from James to Glacier (McNugget) to Lemon Spur Large improvement over existing due to defined accesses
Alternative #2:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full access at Vintage/Riverside/Loop and at Yandukin; north-south link at Riverside and east-west link at Glacier/Lemon Spur (ramps - east) Large improvement over existing due to defined accesses
Alternative #3:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Full access via frontage roads (additional north-south link from Mendenhall Valley - Riverside) & Yandukin/Lemon Spur connection Large improvement over existing due to defined accesses
Alternative #4:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	Airport access improved: additional link at Riverside, and Yandukin connection provides direct access with Glacier Hwy (Fred Meyer) Small improvement over existing

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 5 Local Circulation**

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	0	0
Glacier Highway (Airport)	1	2	1	0
Yandukin Drive	2	2	2	1
Area off Egan: North of Egan & West of Jordan Creek	2	2	1	2
Area off Egan: South of Egan & West of Jordan Creek	2	2	1	2
Area off Egan: North of Egan & East of Jordan Creek	2	2	1	2
Area off Egan: South of Egan & East of Jordan Creek	2	2	1	1
System Holistic Perspective	2	2	1	1
<b>System Average</b>	<b>1.4</b>	<b>1.5</b>	<b>0.7</b>	<b>0.8</b>

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

Ranking	Good	Good	Fair	Fair
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard	-	Change existing circulation
	Vintage Boulevard	-	Full Access
	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
Alternative #2:	Industrial Boulevard	-	Change existing circulation
	Vintage Boulevard	-	Full Access
	Riverside Drive	-	Extend Riverside south and full access (direct access)
	Mendenhall Loop Road	-	No change in access (except remove westbound ramp) and traffic patterns
	Glacier Highway (Airport)	-	Glacier Hwy (Airport)/Lemon Spur Rd connection very important, and access to/from Downtown
	Yandukin Drive	-	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
Alternative #3:	Industrial Boulevard	-	Circulation unchanged
	Vintage Boulevard	-	Access prohibited
	Riverside Drive	-	Extend Riverside south and full access (direct access)
	Mendenhall Loop Road	-	No change in access and traffic patterns
	Glacier Highway (Airport)	-	Easy access from east, but access from west will be via Riverside ramps or Yandukin ramps
	Yandukin Drive	-	Full access allowed at realigned Yandukin connection
	Areas off Egan Drive	-	Yandukin & Riverside connections major improvements
	System Holistic Perspective	-	Small improvement due to Yandukin and Riverside connections
Alternative #4:	Industrial Boulevard	-	Circulation unchanged
	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 Yandukin connection
	Areas off Egan Drive	-	James/Lemon Spur & Yandukin connections and Riverside south extension improvements
	System Holistic Perspective	-	Improvements due to James/Lemon Spur & Yandukin connections & Riverside extension

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 6 Compatibility with Public Transportation**

Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives			
	#1	#2	#3	#4
Industrial Blvd				
Vintage Boulevard				
Riverside Drive				
Mendenhall Loop Road				
Glacier Highway (Airport)				
Yandukin Drive				
Area off Egan: North of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	2	2	2	1
Area off Egan: South of Egan & East of Jordan Creek	2	2	2	1
System Holistic Perspective	2	2	2	1
<b>System Average</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1</b>

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

Ranking	Good	Good	Good	Fair
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**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
	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 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

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 7 Compatibility 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
Glacier Highway (Airport)	2	1	2	-1
Yandukin Drive	0	0	2	1
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	2	2	2	-1
<b>System Average</b>	<b>1.3</b>	<b>1.1</b>	<b>1.3</b>	<b>-0.3</b>

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

Ranking	Good	Fair	Good	Poor
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	No change
	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 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 -	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:	Industrial Boulevard -	No change
	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 -	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 #3:	Industrial Boulevard -	No change - peds are not allowed to cross under existing
	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) -	Separated from Egan through traffic
	Yandukin Drive -	New connection will provide needed ped crossing and separated from Egan through traffic
	Areas off Egan Drive -	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 #4:	Industrial Boulevard -	No change - peds are not allowed to cross under existing
	Vintage Boulevard -	No ped crossing - unchanged
	Riverside Drive -	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)
	Glacier Highway (Airport) -	Ped crossing distance increased to accommodate more lanes
	Yandukin Drive -	New signal will provide needed ped crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive -	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 DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 8 Compatibility with Bicyclists**

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	-1
Glacier Highway (Airport)	2	1	1	-1
Yandukin Drive	1	1	2	1
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	2	1	1	-1
<b>System Average</b>	<b>1.4</b>	<b>1.1</b>	<b>1</b>	<b>-0.1</b>

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

Ranking	Good	Fair	Fair	Poor
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	No change
	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 -	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 bike crossing and separated from Egan through traffic, but too far to the east
	Areas off Egan Drive -	Good local network
	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
Alternative #2:	Industrial Boulevard -	No change
	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 -	Good local network
	System Holistic Perspective -	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
Alternative #3:	Industrial Boulevard -	No change
	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 -	Separated from Egan through traffic
	Glacier Highway (Airport) -	Separated from Egan through traffic
	Yandukin Drive -	New connection will provide much needed bike crossing and separated from Egan through traffic
	Areas off Egan Drive -	Good local network
	System Holistic Perspective -	Missing bike facilities will be provided, and linkage across Egan improved due to separation of through traffic
Alternative #4:	Industrial Boulevard -	No change
	Vintage Boulevard -	No bike crossing - unchanged
	Riverside Drive -	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)
	Glacier Highway (Airport) -	Bike crossing distance increased to accommodate more lanes
	Yandukin Drive -	New signal will provide needed bike crossing, but will have to cross many lanes, and too far to the east
	Areas off Egan Drive -	Local network improves due to James/Lemon Spur connection
	System Holistic Perspective -	Missing bike facilities will be provided, but linkage across Egan Drive is not improved because of crossing width

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 9 Environmental 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
Glacier Highway (Airport)	0	0	0	0
Yandukin Drive	-2	-2	0	0
Area off Egan: North of Egan & West of Jordan Creek	-2	0	0	-2
Area off Egan: South of Egan & West of Jordan Creek	-1	-1	-1	0
Area off Egan: North of Egan & East of Jordan Creek	-2	-1	-2	-2
Area off Egan: South of Egan & East of Jordan Creek	0	0	0	0
System Holistic Perspective	-2	-1.5	-1	-1.5
<b>System Average</b>	<b>-1.2</b>	<b>-0.9</b>	<b>-0.6</b>	<b>-0.7</b>

Description of Evaluation Assignment	
+2	Large positive impact
+1	Small positive impact
0	No change
-1	Small negative impact
-2	Large negative impact

Ranking	Poor	Fair	Good	Fair
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		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 wetland--Dased 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 -	
	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 -	
	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	

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 10 Consistency 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
Glacier Highway (Airport)	1	1	1	1
Yandukin Drive	0	0	0	0
Area off Egan: North of Egan & West of Jordan Creek	-2	0	0	-2
Area off Egan: South of Egan & West of Jordan Creek	0	0	0	0
Area off Egan: North of Egan & East of Jordan Creek	1	1	1	1
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	1
System Holistic Perspective	1	1.5	1.5	1
<b>System Average</b>	<b>0.3</b>	<b>0.5</b>	<b>0.3</b>	<b>0.2</b>

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

Ranking	Fair	Good	Fair	Poor
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	Address in conceptual planning
	Vintage Boulevard -	No current plans
	Riverside Drive -	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 -	New road from Lemon Spur to James not in any plan
	System Holistic Perspective -	Moderate consistency with other plans
Alternative #2:	Industrial Boulevard -	Address in conceptual planning
	Vintage Boulevard -	No current plans
	Riverside Drive -	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 -	
	System Holistic Perspective -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
Alternative #3:	Industrial Boulevard -	Location probably to close to Mendenhall River - impact on bridge design and design of possible interchanges east of interchanges
	Vintage Boulevard -	No current plans
	Riverside Drive -	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 -	Consistent with other plans, i.e. Riverside Corridor, AWTP, 2nd Channel crossing, etc.
	System Holistic Perspective -	Consistent with all other plans
Alternative #4:	Industrial Boulevard -	Location probably to close to Mendenhall River - impact on bridge design and design of possible interchanges east of interchanges
	Vintage Boulevard -	No current plans
	Riverside Drive -	No change
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	New road from Lemon Spur to James not in any plan
	System Holistic Perspective -	Moderate consistency with other plans

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 11 Compatibility 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
Glacier Highway (Airport)	1	2	1	0.5
Yandukin Drive	1	1	1	2
Area off Egan: North of Egan & West of Jordan Creek	2	1	1	1.5
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	2	1	1	1.5
Area off Egan: South of Egan & East of Jordan Creek	1	1	1	0.5
System Holistic Perspective	2	1.5	1	2
<b>System Average</b>	<b>1.4</b>	<b>1.1</b>	<b>0.8</b>	<b>1.3</b>

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

Ranking	Good	Fair	Poor	Good
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**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.
	System Holistic Perspective -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop and Riverside, and James/Lemon Spur connection.
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.
	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.
	System Holistic Perspective -	Greatly improved access to businesses off Egan because of additional and improved connections across at Yandukin, Loop, Riverside, and McNugget intersection.
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
	Yandukin Drive -	Improved access with full access intersection.
	System Holistic Perspective -	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

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 12 Constructability**

Nodes / Areas / System	Proposed Road System - Four Most Viable 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
Glacier Highway (Airport)	-1	-1	-2	0
Yandukin Drive	-1	-1	-1	1
Area off Egan: North of Egan & West of Jordan Creek	-2	-1	-1	-1
Area off Egan: South of Egan & West of Jordan Creek	-2	-2	-2	1
Area off Egan: North of Egan & East of Jordan Creek	0	0	0	0
Area off Egan: South of Egan & East of Jordan Creek	1	1	-1	1
System Holistic Perspective	0	0	0	0
<b>System Average</b>	<b>-0.5</b>	<b>-0.4</b>	<b>-0.8</b>	<b>0</b>

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

Ranking	Fair	Fair	Poor	Good
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	
	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
Alternative #2:	Industrial Boulevard -	
	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	Diamond ramps can provide detours
	Areas off Egan Drive -	
	System Holistic Perspective -	Essentially the same as Alt. 1 less James to Glacier extension.
Alternative #3:	Industrial Boulevard -	
	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Various ramps and frontage roads may facilitate traffic during construction.
Alternative #4:	Industrial Boulevard -	
	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) -	
	Yandukin Drive -	Limited impact on traffic flow
	Areas off Egan Drive -	Re-routing of trips can be facilitated by James Lemon Spur extension.
	System Holistic Perspective -	An order of magnitude less in construction 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				
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	-2	-2	-1	2
<b>System Average</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>	<b>2</b>

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

Ranking	Poor	Poor	Fair	Good
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**Evaluation 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 additional funding should be made available
Alternative #2:	Industrial Boulevard -	
	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
Alternative #3:	Industrial Boulevard -	
	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
Alternative #4:	Industrial Boulevard -	
	Vintage Boulevard -	
	Riverside Drive -	
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	
	Areas off Egan Drive -	
	System Holistic Perspective -	Accelerated funding should be available for smaller projects

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 14 Phased Implementation & Expandability**

Nodes / Areas / System	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
Glacier Highway (Airport)	2	2	0	2
Yandukin Drive	2	2	0	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	1	1	0	2
<b>System Average</b>	<b>1</b>	<b>1</b>	<b>0.6</b>	<b>2</b>

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

Ranking	Fair	Fair	Poor	Good
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**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 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) - approximately four phases
Alternative #3:	Industrial Boulevard -	Modifications along Glacier Hwy in the vicinity of Industrial Blvd can be built as one project
	Vintage Boulevard -	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 Highway (Airport) -	Glacier Hwy (Airport) & Yandukin realignment and interchanges will need to be built as one project
	Yandukin Drive -	Glacier Hwy (Airport) & Yandukin realignment and interchanges will need to be built as one project
	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) - approximately three phases
Alternative #4:	Industrial Boulevard -	Modification can be done as needed - separate project
	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

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 15 Construction Costs**

Nodes / Areas / System	Proposed Road System - Four Most Viable Alternatives			
	#1	#2	#3	#4
Industrial Blvd				
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	-2	-2	-2	-1
<b>System Average</b>	<b>-2</b>	<b>-2</b>	<b>-2</b>	<b>-1</b>

Description of Evaluation Assignment	
+2	Relatively inexpensive
+1	0
0	Moderately inexpensive
-1	0
-2	Very expensive

Ranking	Poor	Poor	Fair	Good
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	At Grade at Realigned Industrial: Estimate = \$1.5 million Split Diamond between Vintage/Loop Extend Riverside South, Grade Separation Grade Separation Glacier-Egan Tight Urban Diamond at realigned Yandukin East James Blvd./Lemon Spur Connect      Change eastern Mall access      Relocate Hurlock Ave Access Estimate = \$70 million
Alternative #2:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	At Grade at Realigned Industrial: Estimate = \$1.5 million Split Diamond Vintage to Riverside      Extend Riverside south of Egan Partial Diamond at Loop Half Diamond at Glacier Tight Diamond at Realigned Yandukin East Glacier Hwy/Lemon Spur Rd. Connection      Relocate Hurlock Ave Access Estimate = \$75 million
Alternative #3:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	At Grade at Existing Industrial: Estimate = \$1.6 million Split Diamond Riverside to Loop      Extend Riverside South Grade Separate Glacier and Egan Diamond at realigned Yandukin west Glacier Hwy/Lemon Spur Rd. Connection      Frontage Road, Glacier to Yandukin      Change eastern Mall access      Relocate Hurlock Ave Access Estimate = \$55 million
Alternative #4:	Industrial Boulevard - Vintage Boulevard - Riverside Drive - Mendenhall Loop Road - Glacier Highway (Airport) - Yandukin Drive - Areas off Egan Drive - System Holistic Perspective -	At Grade at Existing Industrial: Estimate = \$1.6 million Vintage at Grade, RIRO Riverside at Grade      Extend Riverside South Loop Rd. at Grade Glacier at Grade Full signalized at Yandukin Dr.      }      2 additional lanes, Fred Meyers to Loop James Blvd./Lemon Spur Rd. Connect Estimate = \$15 million



**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 16 Maintenance 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
Glacier Highway (Airport)	-1	-1	-2	2
Yandukin Drive	-2	-2	-2	-1
Area off Egan: North of Egan & West of Jordan Creek	-2	1	1	1
Area off Egan: South of Egan & West of Jordan Creek	1	1	1	1
Area off Egan: North of Egan & East of Jordan Creek	-2	-2	-2	1
Area off Egan: South of Egan & East of Jordan Creek	1	1	-1	1
System Holistic Perspective	-2	-2	-2	1
<b>System Average</b>	<b>-0.9</b>	<b>-0.6</b>	<b>-1</b>	<b>0.6</b>

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

Ranking	Fair	Fair	Poor	Good
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	New Roads
	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
	System Holistic Perspective -	Less snow storage, more lane miles, new roads, and more complex interchange configuration will increase maintenance.
Alternative #2:	Industrial Boulevard -	New Roads
	Vintage Boulevard -	Cul-de-sac slightly increases snow plowing effort
	Riverside Drive -	New road, structure
	Mendenhall Loop Road -	Interchange
	Glacier Highway (Airport) -	Interchange
	Yandukin Drive -	Interchange
	Areas off Egan Drive -	Lemon Spur Road extension and Egan Ramp
	System Holistic Perspective -	Less snow storage, more lane miles, new roads, and more complex interchange configuration will increase maintenance.
Alternative #3:	Industrial Boulevard -	New Roads
	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 -	Less snow storage, more lane miles, new roads, and more complex interchange configuration will increase maintenance.
Alternative #4:	Industrial Boulevard -	
	Vintage Boulevard -	
	Riverside Drive -	New Road
	Mendenhall Loop Road -	Added Intersection Lanes
	Glacier Highway (Airport) -	
	Yandukin Drive -	New Road/Intersection
	Areas off Egan Drive -	James to Lemon Spur extension.
	System Holistic Perspective -	Numerous lane additions will require greater maintenance, especially snow removal.

**WEST EGAN DRIVE CORRIDOR STUDY: Evaluation according to each criterion**

**Evaluation Criterion: 17 Satisfies 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
Glacier Highway (Airport)	1	1	2	0
Yandukin Drive	2	2	2	0
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	0
<b>System Average</b>	<b>1.6</b>	<b>1.3</b>	<b>1.4</b>	<b>0.1</b>

Description of Evaluation Assignment	
+2	Meets desirable standards
+1	0
0	Meets minimum standards
-1	0
-2	Does not meet standards

Ranking	Good	Fair	Fair	Poor
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	According to minimum standards or better
	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 connections - minimum standards to minimize impact
	Yandukin Drive -	Interchange will be designed according to desirable standards with possible exceptions
	System Holistic Perspective -	All improvements off Egan Dr will be done according to minimum standards or better
Alternative #2:	Industrial Boulevard -	According to minimum standards or better
	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 (location of westbound off-ramp could be problematic)
	Mendenhall Loop Road -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions
	Glacier Highway (Airport) -	New connection minimum standards (minimize impact) and interchange desirable standards with possible exceptions
	Yandukin Drive -	Interchange will be designed according to desirable standards with possible exceptions
	System Holistic Perspective -	All improvements off Egan Dr will be done according to minimum standards or better
Alternative #3:	Industrial Boulevard -	According to minimum standards or better
	Vintage Boulevard -	No access - desirable standards along Egan
	Riverside Drive -	Frontage roads and ramps will be designed according to desirable standards with possible exceptions (location of westbound off-ramp could be problematic)
	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
	System Holistic Perspective -	All improvements off Egan Dr will be done according to minimum standards or better
Alternative #4:	Industrial Boulevard -	According to minimum standards or better
	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) -	No change to existing intersection geometry
	Yandukin Drive -	Yandukin will be designed according to minimum standards
	System Holistic Perspective -	All improvements off Egan Dr will be done according to minimum standards or better

**WEST EGAN DRIVE CORRIDOR STUDY: 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
Industrial Blvd	-1	-1	-1	-1
Vintage Boulevard	1	1	-2	2
Riverside Drive	-2	-2	-2	-1
Mendenhall Loop Road	-2	-2	-2	0
Glacier Highway (Airport)	-2	-2	-2	1
Yandukin Drive	-1	-1	-2	-1
Area off Egan: North of Egan & West of Jordan Creek	-2	-1	-1	-2
Area off Egan: South of Egan & West of Jordan Creek	0	-2	-1	0
Area off Egan: North of Egan & East of Jordan Creek	-2	-2	-2	-2
Area off Egan: South of Egan & East of Jordan Creek	-1	-1	-2	-1
System Holistic Perspective	-1	-1	-2	0
<b>System Average</b>	<b>-1.2</b>	<b>-1.3</b>	<b>-1.7</b>	<b>-0.5</b>

Description of Evaluation Assignment	
+2	No affected properties
+1	0
0	Limited affected properties
-1	0
-2	Numerous affected properties

Ranking	Fair	Fair	Poor	Good
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**Evaluation Notes**

Alternative #1:	Industrial Boulevard -	Minimizes involvement along and south of Egan, some 4(f) involvement.
	Vintage Boulevard -	
	Riverside Drive -	New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport) -	New ROW required
	Yandukin Drive -	New ROW required
	Areas off Egan Drive -	New James/Lemon Spur/Glacier Extension
	System Holistic Perspective -	Equivalent to Concept 2C, More extensive than Concepts 2A,2B. Roughly equivalent to Concepts 2D, 2F.
Alternative #2:	Industrial Boulevard -	Minimizes involvement along and south of Egan, some 4(f) involvement.
	Vintage Boulevard -	
	Riverside Drive -	New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport) -	New ROW required
	Yandukin Drive -	New ROW required
	Areas off Egan Drive -	New Glacier/Lemon Spur
	System Holistic Perspective -	Similar to Concept 2E, with more ROW required at Hurlock.
Alternative #3:	Industrial Boulevard -	Minimizes involvement along and south of Egan, some 4(f) involvement.
	Vintage Boulevard -	New ROW required
	Riverside Drive -	New ROW required
	Mendenhall Loop Road -	New ROW required
	Glacier Highway (Airport) -	New ROW required
	Yandukin Drive -	New ROW required
	Areas off Egan Drive -	Yandukin west
	System Holistic Perspective -	Similar to Concept 3C, Most extensive ROW requirements of all systems, maximum build out everywhere except around Jordan Creek area.
Alternative #4:	Industrial Boulevard -	Minimizes involvement along and south of Egan, some 4(f) involvement.
	Vintage Boulevard -	
	Riverside Drive -	New ROW required
	Mendenhall Loop Road -	
	Glacier Highway (Airport) -	
	Yandukin Drive -	Some new ROW required
	Areas off Egan Drive -	
	System Holistic Perspective -	Row requirements are minimal along Egan. James to Lemon Spur Extension will require new ROW.