



PERFORMANCE MEASURES SUMMARY FOR THE REASONABLE ALTERNATIVES
I-270 North Environmental Assessment
Map Areas 1 and 2: I-70 to Hanley Road/Graham Road

AREA 1: I-70 TO MCDONNELL BOULEVARD

ALTERNATIVE	REASONABLE ALTERNATIVE DESCRIPTION	KEY FEATURES	COST* (MILLIONS)	LEVEL OF SERVICE (IN 2040)	TRANSIT IMPACTS	BIKE/PEDESTRIAN IMPACTS	FREIGHT MOVEMENT IMPACTS
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ST. CHARLES ROCK ROAD

Alternative 1	Diverging Diamond Interchange	- Synchronized signals reduce delay - Reduced number of conflict points	\$53	C	Unable to exit interstate and re-enter freeway in same direction	Can be more difficult to navigate	Easier to make turns for over size/over weight trucks
Alternative 2	Diamond Interchange	- Greater driver familiarity - Exiting traffic can re-enter freeway in same direction	\$49	C	--	Easier to navigate	--

ROUTE 370 TO MCDONNELL BOULEVARD

Alternative 1	Diverging Diamond Interchange	- Synchronized signals reduce delay - Reduced number of conflict points	\$97	C	Unable to exit interstate and re-enter freeway in same direction	Can be more difficult to navigate	Easier to make turns for over size/over weight trucks
Alternative 2	Partial Cloverleaf Interchange	- Loop ramp allows free flow NB to WB movements - New one-way connector road between Missouri Bottom and McDonnell improves traffic flow	\$135	C	--	--	Guardrail often damaged on loop ramps by over size/over weight trucks

AREA 2: EAST OF MCDONNELL BOULEVARD TO HANLEY ROAD/GRAHAM ROAD

ALTERNATIVE	REASONABLE ALTERNATIVE DESCRIPTION	KEY FEATURES	COST* (MILLIONS)	LEVEL OF SERVICE (AM/PM IN 2040)	TRANSIT IMPACTS	BIKE/PEDESTRIAN IMPACTS	FREIGHT MOVEMENT IMPACTS
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LINDBERGH BOULEVARD

Alternative 1	Partial Cloverleaf Interchange	- Improved connection between WB 270 and NB Lindbergh - Improved connection for SB Lindbergh and WB I-270 - Eliminating loop ramp reduces conflicts and improves safety - Continuous Dunn Road under Lindbergh	\$72	D	--	Eliminating loop ramp improves navigation	Guardrail often damaged on loop ramps by over size/over weight trucks
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Notes:

* - Includes cost of I-270 mainline improvements

* - Does not include R/W costs