

# + Exit 34: Evaluation Criteria

## Alternatives for Exit 34

	"34-1B"	"34-3"	"34-7"
<b>Safety Improvements</b>	<ul style="list-style-type: none"> <li>+ Improves interchange and I-90 geometry</li> <li>+ Replaces non-standard guardrail</li> <li>+ Provides local road connection on north and south side of I-90</li> </ul>	<ul style="list-style-type: none"> <li>+ Improves interchange geometry</li> <li>+ Replaces non-standard guardrail</li> <li>+ Provides local road connection on north and south side of I-90</li> </ul>	<ul style="list-style-type: none"> <li>+ Improves interchange geometry</li> <li>+ Replaces non-standard guardrail</li> <li>+ Provides local road connection on north and south side of I-90</li> </ul>
<b>Geometric Needs</b>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on Ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>- Provides at grade RR crossing on south leg of local road close to roundabout</li> <li>- May have snow drifting issues under I-90 bridges</li> </ul>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on Ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>+ Provides grade separation of railroad</li> <li>+ Reduces snow drifting issues under bridges</li> </ul>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on Ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>- Provides at grade RR crossing on south leg of local road close to roundabout</li> <li>- May have snow drifting issues under I-90 bridges</li> </ul>
<b>Environmental Impacts</b>	<ul style="list-style-type: none"> <li>+ Moves away from RV parks and Blucksberg</li> <li>+ Anticip. no effect least tern, red knot, whooping crane</li> <li>- 2 stream crossings - Alkali Ck.</li> <li>- No wetland impacts</li> <li>- Approximately 12 acres of wooded area present (NLEB)</li> <li>- 3 registered/recommended eligible sites within grading limits, 1 directly adjacent</li> <li>- Impacts Centennial Trail</li> <li>- Moves closer to Centennial Trail and Alkali Creek</li> </ul>	<ul style="list-style-type: none"> <li>+ Antic. no effect least tern, red knot, whooping crane</li> <li>+ Moves away from RV parks and Blucksberg</li> <li>- 3 stream crossings - Alkali Ck.</li> <li>- &gt;0.1 acre wetland impacts</li> <li>- Approximately 12 acres of wooded area present (NLEB)</li> <li>- 3 registered/recommended eligible sites within grading limits, 1 directly adjacent</li> <li>- Impacts Centennial Trail</li> <li>- Moves closer to Centennial Trail and Alkali Creek</li> </ul>	<ul style="list-style-type: none"> <li>+ Anticipate no effect to least tern, red knot or whooping crane</li> <li>+ Approximately 3 acres of wooded area present (NLEB)</li> <li>+ 0 registered or recommended eligible sites within grading limits,</li> <li>- 0 stream crossings</li> <li>- 2 acre wetland impacts</li> <li>- Moves closer to RV parks and Blucksberg</li> <li>- Moves away from Centennial Trail and Alkali Creek</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>- Added cost to realign I-90</li> <li>- Interchange cost is high</li> <li>- Structure cost is high</li> <li>- Right of way costs are high</li> </ul>	<ul style="list-style-type: none"> <li>+ No need to realign I-90 mainline</li> <li>- Interchange cost is high</li> <li>- Structure cost is very high</li> <li>- Right of way costs are high with more right of way needed on south side of railroad</li> <li>- Structure over railroad adds substantial cost</li> <li>- EB mainline profile raised</li> </ul>	<ul style="list-style-type: none"> <li>- Added cost to reconstruct I-90 over new local road connection requires I-90 grade raise</li> <li>- Interchange cost is high</li> <li>- Structure cost is high</li> <li>- Right of way costs are moderate</li> </ul>
<b>Traffic and Level of Service (LOS)</b>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>
<b>Constructability Issues</b>	<ul style="list-style-type: none"> <li>+ Can be constructed under I-90 and local traffic</li> <li>+ Room for construction staging</li> <li>+ Existing interchange can be operated while new interchange is constructed</li> <li>+ Minimal impact to railroad during construction</li> <li>+ Moderate risk of issues during construction</li> <li>- Construction requires realignment of I-90</li> <li>- Three new bridges constructed</li> </ul>	<ul style="list-style-type: none"> <li>+ Can be constructed under I-90 and local traffic</li> <li>+ Room for construction staging</li> <li>+ Existing interchange can be operated while new interchange is constructed</li> <li>+ Minimal impact to railroad during construction</li> <li>+ Moderate risk of issues during construction</li> <li>- Impact to railroad while structure is constructed</li> <li>- Two new bridges constructed</li> </ul>	<ul style="list-style-type: none"> <li>+ Can be constructed under I-90 and local traffic</li> <li>+ Room for construction staging</li> <li>+ Existing interchange can be operated while new interchange is constructed</li> <li>+ Minimal impact to railroad during construction</li> <li>+ Moderate risk of issues during construction</li> <li>- Requires reconstruction of I-90 for grade raise</li> <li>- Three new bridges constructed</li> </ul>
<b>Impacts to access for current and future development</b>	<ul style="list-style-type: none"> <li>+ Provides local road connection to new Black Hills National Cemetery expansion</li> <li>+ Minimal impact to railroad</li> <li>+ Improves access to existing Black Hills National Cemetery</li> <li>- Moves I-90 access away from No Name City Luxury Cabins &amp; RV</li> <li>- Requires realignment of Old Stone Road</li> <li>- Emergency services access further away from area residents</li> </ul>	<ul style="list-style-type: none"> <li>+ Provides local road connection to new Black Hills National Cemetery expansion</li> <li>+ Improves access to existing Black Hills National Cemetery</li> <li>- Requires realignment of Old Stone Road</li> <li>- Moves I-90 access away from No Name City Luxury Cabins &amp; RV</li> <li>- Emergency services access further away from area residents</li> <li>- Substantial impact to railroad</li> </ul>	<ul style="list-style-type: none"> <li>+ Provides local road connection to existing Black Hills National Cemetery</li> <li>+ Minimal impact to railroad</li> <li>+ Moves interchange access closer to No Name City Luxury Cabins &amp; RV</li> <li>+ Emergency services access is closer to area residents</li> <li>- Requires realignment of Blucksberg Drive</li> <li>- Does not provide local road connection to new Black Hills National Cemetery expansion</li> </ul>
<b>Right of Way Impacts</b>	<ul style="list-style-type: none"> <li>+ No individual residents impacted</li> <li>- Requires moderate permanent right of way</li> <li>- Requires significant temporary right of way</li> </ul>	<ul style="list-style-type: none"> <li>+ No individual residents impacted</li> <li>- Requires significant permanent right of way</li> <li>- Requires significant temporary right of way</li> </ul>	<ul style="list-style-type: none"> <li>+ Requires minimal permanent right of way</li> <li>+ Requires minimal temporary right of way</li> <li>- Residential impact</li> </ul>
<b>Flexibility with Future Development</b>	<ul style="list-style-type: none"> <li>+ Accommodates the future expansion of the Black Hills National Cemetery</li> <li>+ Provides connection to Old Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates the future expansion of the Black Hills National Cemetery</li> <li>+ Provides connection to Old Stone Road</li> </ul>	<ul style="list-style-type: none"> <li>+ Provides connection to Blucksberg Drive</li> <li>- Does not provide access to the future expansion of the Black Hills National Cemetery</li> </ul>
<b>Bicycle Facility Enhancement</b>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access along Old Stone Road</li> <li>+ Accommodates bicycle access to the south local road connection</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access along Old Stone Road</li> <li>+ Accommodates bicycle access to the south local road connection</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access along Blucksberg Drive</li> <li>+ Accommodates bicycle access to the south local road connection</li> </ul>
<b>Utility Impacts</b>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Moderate private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Moderate private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- High private utility impacts</li> </ul>



# + Exit 34: Local Roads Evaluation Criteria

## Alternatives for Local Road Connections

	“A”	“B”	“C”
<b>Safety Improvements</b>	+ Provides local road connection on south side of I-90	+ Provides local road connection on south side of I-90	+ Provides local road connection on south side of I-90
<b>Geometric Needs</b>	+ New local road connection will meet geometric standards	+ New local road connection will meet geometric standards	+ New local road connection will meet geometric standards
<b>Environmental Impacts</b>	<ul style="list-style-type: none"> <li>+ Anticip. no effect least tern, red knot, whooping crane</li> <li>- 2 stream crossings - Alkali Ck.</li> <li>- No wetland impacts</li> <li>- Approximately 1 acre of wooded area present (NLEB)</li> <li>- Crosses Fort Meade Archeological Site</li> <li>- Impacts Centennial Trail</li> <li>- Parallels BHNC - 130 feet</li> <li>- Level C property - 65 feet</li> <li>- Bisepts view from BHNC</li> </ul>	<ul style="list-style-type: none"> <li>+ Anticip. no effect least tern, red knot, whooping crane.</li> <li>- 2 stream crossings - Alkali Ck.</li> <li>- No wetland impacts</li> <li>+ Anticip. no effect least tern, red knot, whooping crane</li> <li>- Approximately 16 acres of wooded area present (NLEB)</li> <li>- Crosses Fort Meade Archeological Site</li> <li>- 1 BLM site within grading limits, 2 directly adjacent</li> <li>- Impacts Centennial Trail</li> <li>- Parallels BHNC - 650 feet</li> <li>- Level C property - 65 feet</li> <li>- Bisepts view from BHNC</li> </ul>	<ul style="list-style-type: none"> <li>+ Anticip. no effect least tern, red knot, whooping crane</li> <li>- 2 stream crossings - Alkali Ck.</li> <li>- No wetland impacts</li> <li>- Approximately 26 acres of wooded area present (NLEB)</li> <li>- Crosses Fort Meade Archeological Site</li> <li>- 1 listed site in grading limits</li> <li>- 1 BLM site within grading limits, 1 directly adjacent</li> <li>- Impacts Centennial Trail</li> <li>- Parallels BHNC - 650 feet</li> <li>- Level C property - 65 feet</li> <li>- Bisepts view from BHNC</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>+ Shortest and least expensive southern local road alternative</li> <li>- Requires structure across Alkali Creek</li> <li>- Right of way costs are high</li> </ul>	<ul style="list-style-type: none"> <li>- Longer and more expensive southern local road alternative</li> <li>- Requires structure across Alkali Creek</li> <li>- Right of way costs are high</li> </ul>	<ul style="list-style-type: none"> <li>- Longest and most expensive southern local road alternative</li> <li>- Requires structure across Alkali Creek</li> <li>- Right of way costs are high</li> </ul>
<b>Traffic and “Level of Service”</b>	+ LOS A for local road	+ LOS A for local road	+ LOS A for local road
<b>Constructability Issues</b>	<ul style="list-style-type: none"> <li>+ Can be constructed without affecting local traffic</li> <li>+ Avoids steep terrain to the west</li> <li>+ Existing interchange provides local road access while new interchange is constructed</li> <li>+ Moderate risk of issues during construction</li> <li>- One new box culvert for Alkali Creek</li> </ul>	<ul style="list-style-type: none"> <li>+ Can be constructed without affecting local traffic</li> <li>+ Existing interchange provides local road access while new interchange is constructed</li> <li>+ Moderate risk of issues during construction</li> <li>- Construction is in area of steep terrain</li> <li>- One new box culvert for Alkali Creek</li> </ul>	<ul style="list-style-type: none"> <li>+ Can be constructed without affecting local traffic</li> <li>+ Existing interchange provides local road access while new interchange is constructed</li> <li>+ Moderate risk of issues during construction</li> <li>- Construction is in area of steep terrain</li> <li>- One new box culvert for Alkali Creek</li> </ul>
<b>Impacts to access for current and future development</b>	<ul style="list-style-type: none"> <li>+ Provides local road connection to new Black Hills National Cemetery expansion</li> <li>+ Moves access to existing Black Hills National Cemetery further away</li> <li>- Alignment goes through expansion area of Black Hills National Cemetery</li> <li>- Emergency services access further away from area residents</li> </ul>	<ul style="list-style-type: none"> <li>+ Provides local road connection to new Black Hills National Cemetery expansion</li> <li>+ Moves access to existing Black Hills National Cemetery further away</li> <li>- Alignment goes through a minimal amount of the expansion area of the Black Hills National Cemetery</li> <li>- Emergency services access further away from area residents</li> </ul>	<ul style="list-style-type: none"> <li>+ Provides local road connection to new Black Hills National Cemetery expansion</li> <li>+ Alignment avoids the expansion area of the Black Hills National Cemetery</li> <li>+ Moves access to existing Black Hills National Cemetery further away</li> <li>- Emergency services access further away from area residents</li> </ul>
<b>Right of Way Impacts</b>	<ul style="list-style-type: none"> <li>+ No individual residents impacted</li> <li>- Requires moderate temporary right of way</li> <li>- Requires moderate permanent right of way</li> <li>- Significantly impacts the expansion of the Black Hills National Cemetery property</li> </ul>	<ul style="list-style-type: none"> <li>+ No individual residents impacted</li> <li>- Requires significant temporary right of way</li> <li>- Requires moderate permanent right of way</li> </ul>	<ul style="list-style-type: none"> <li>+ No individual residents impacted</li> <li>- Requires significant temporary right of way</li> <li>- Requires moderate permanent right of way</li> </ul>
<b>Flexibility with Future Development</b>	<ul style="list-style-type: none"> <li>+ Accommodates the future expansion of the Black Hills National Cemetery</li> <li>- Provides a longer access route to No Name City Luxury Cabins &amp; RV</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates the future expansion of the Black Hills National Cemetery</li> <li>- Provides a longer access route to No Name City Luxury Cabins &amp; RV</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates the future expansion of the Black Hills National Cemetery</li> <li>- Provides a longer access route to No Name City Luxury Cabins &amp; RV</li> </ul>
<b>Bicycle Facility Enhancement</b>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access to the south local road connection</li> <li>+ Provides Centennial Trail route through box culvert</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access to the south local road connection</li> <li>+ Provides Centennial Trail route through box culvert</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> <li>+ Accommodates bicycle access to the south local road connection</li> <li>+ Provides Centennial Trail route through box culvert</li> </ul>
<b>Utility Impacts</b>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>



# + Exit 37: Evaluation Criteria

## Alternatives for Exit 37

	"37-1"	"37-2"	"37-3"
<b>Safety Improvements</b>	<ul style="list-style-type: none"> <li>+ Improves interchange ramp geometry</li> <li>+ Replaces non-standard guardrail</li> </ul>	<ul style="list-style-type: none"> <li>+ Improves interchange ramp geometry</li> <li>+ Replaces non-standard guardrail</li> <li>+ Removes bridge skew for local road over I-90</li> </ul>	<ul style="list-style-type: none"> <li>+ Improves interchange geometry</li> <li>+ Replaces non-standard guardrail</li> <li>+ Removes bridge skew for local road over I-90</li> </ul>
<b>Geometric Needs</b>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>+ Provides greater separation from at grade RR crossing on south leg of local road</li> <li>- Does not correct bridge skew and drivers sight lines</li> </ul>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>+ Corrects bridge skew and improves drivers sight lines</li> </ul>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issues on ramps</li> <li>+ Corrects vertical stopping sight distance on ramps.</li> <li>+ Provides for standard ramp lengths</li> <li>+ Improves roadway grades</li> <li>+ Corrects bridge skew and improves drivers sight lines</li> <li>+ Provides standard distance between ramp terminals</li> </ul>
<b>Environmental Impacts</b>	<ul style="list-style-type: none"> <li>+ Anticipate no effect to least tern, red knot or whooping crane</li> <li>- 2 stream crossings</li> <li>- Approximately 2 acres wetland impacts (1.85 acres PFO)</li> <li>- Approximately 3.5 acres of wooded area present (NLEB)</li> <li>- 0 registered and recommended eligible sites within grading limits</li> </ul>	<ul style="list-style-type: none"> <li>+ Anticipate no effect to least tern, red knot or whooping crane</li> <li>- 2 stream crossings</li> <li>- Approximately 1 acre PFO</li> <li>- Approximately 2 acres of wooded area present (NLEB)</li> <li>- 0 registered and recommended eligible sites within grading limits</li> </ul>	<ul style="list-style-type: none"> <li>+ Anticipate no effect to least tern, red knot or whooping crane</li> <li>- 2 stream crossings</li> <li>- Approximately 2.5 acres wetland impacts (1 acre PFO)</li> <li>- Approximately 3 acres of wooded area present (NLEB)</li> <li>- 0 registered and recommended eligible sites within grading limits</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>+ Does not require construction of new bridge over I-90</li> <li>- Moderate cost to reconstruct ramps</li> <li>- Requires retaining wall construction</li> <li>- Right of way costs are moderate</li> </ul>	<ul style="list-style-type: none"> <li>- Moderate cost to reconstruct ramps</li> <li>- Requires retaining wall construction</li> <li>- Required construction of new bridge over I-90</li> <li>- Right of way costs are more significant</li> </ul>	<ul style="list-style-type: none"> <li>- Moderate cost to reconstruct ramps</li> <li>- Requires reconstruction of I-90 mainline</li> <li>- Required construction of new bridge over I-90</li> <li>- Right of way costs are high</li> <li>- Requires box culvert extension</li> </ul>
<b>Traffic and "Level of Service"</b>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>
<b>Constructability Issues</b>	<ul style="list-style-type: none"> <li>+ Room for construction staging</li> <li>+ Existing interchange can be operated while new ramps are constructed</li> <li>+ Minimal impact to railroad during construction</li> <li>- Difficulty in constructing a new bridge where existing bridge is located and keeping it open to traffic.</li> </ul>	<ul style="list-style-type: none"> <li>+ Room for construction staging.</li> <li>+ New bridge can be constructed while existing bridge is in use.</li> <li>+ New ramps can be constructed while existing ramps are in use.</li> <li>- Minimal impact to railroad during construction but requires relocation of the railroad crossing.</li> </ul>	<ul style="list-style-type: none"> <li>+ Room for construction staging.</li> <li>+ New bridge can be constructed while existing bridge is in use.</li> <li>- Minimal impact to railroad during construction but requires relocation of the railroad crossing</li> <li>- Requires realignment of I-90.</li> <li>- Higher risk of issues during construction</li> <li>- Construction and traffic staging will be more complex and will affect I-90 and local road access.</li> </ul>
<b>Impacts to access for current and future development</b>	<ul style="list-style-type: none"> <li>+ Minimal impact to railroad</li> <li>+ No change for emergency services access</li> <li>- Impact to adjacent farmland and residence</li> </ul>	<ul style="list-style-type: none"> <li>+ Minimal impact to railroad</li> <li>+ No change for emergency services access</li> <li>- Impact to adjacent farmland and land west of railroad</li> </ul>	<ul style="list-style-type: none"> <li>+ Minimal impact to railroad</li> <li>+ No change for emergency services access</li> <li>- Significant impact to adjacent farmland and land west of railroad</li> </ul>
<b>Right of Way Impacts</b>	<ul style="list-style-type: none"> <li>- Impact to adjacent residence</li> <li>- Requires moderate permanent right of way</li> <li>- Requires moderate temporary right of way</li> </ul>	<ul style="list-style-type: none"> <li>+ Requires minimal permanent right of way</li> <li>- Impact to adjacent farmland</li> <li>- Requires moderate temporary right of way</li> </ul>	<ul style="list-style-type: none"> <li>- Impact to adjacent farmland</li> <li>- Requires significant permanent right of way</li> <li>- Requires moderate temporary right of way</li> </ul>
<b>Flexibility with Future Development</b>	<ul style="list-style-type: none"> <li>+ Does not change access for existing or future land use</li> </ul>	<ul style="list-style-type: none"> <li>+ Does not change access for existing or future land use</li> </ul>	<ul style="list-style-type: none"> <li>+ Does not change access for existing or future land use</li> </ul>
<b>Bicycle Facility Enhancement</b>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> </ul>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> </ul>
<b>Utility Impacts</b>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>



# + Exit 40: Evaluation Criteria

<b>Safety Improvements</b>	<ul style="list-style-type: none"> <li>+ Improves ramp geometry and merge onto I-90</li> </ul>
<b>Geometric Needs</b>	<ul style="list-style-type: none"> <li>+ Corrects superelevation issue on EB Ramp</li> <li>+ Provides for standard EB off and WB on ramp lengths</li> <li>+ Improves ramp grades</li> <li>- May continue to have snow drifting issues on EB off ramp</li> </ul>
<b>Environmental Impacts</b>	<ul style="list-style-type: none"> <li>+ Anticipate no effect to least tern, red knot or whooping crane</li> <li>- 1 NWI stream crossing</li> <li>- 0 wetland impacts</li> <li>- Approximately 0.5 acres of wooded area present (NLEB)</li> <li>- 0 registered and recommended eligible sites within grading limits,</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>- Moderate cost to reconstruct ramps</li> <li>- Right of way costs are minimal</li> </ul>
<b>Traffic and “Level of Service”</b>	<ul style="list-style-type: none"> <li>+ Interchange Provides LOS A</li> <li>+ LOS A or B for opening year and design year</li> </ul>
<b>Constructability Issues</b>	<ul style="list-style-type: none"> <li>+ Can be constructed under I-90 and local traffic</li> <li>+ Room for construction staging</li> <li>+ Existing interchange can be operated while new ramps are constructed</li> <li>+ Moderate risk of issues during construction</li> </ul>
<b>Impacts to access for current and future development</b>	<ul style="list-style-type: none"> <li>+ Does not change existing access to interchange</li> </ul>
<b>Right of Way Impacts</b>	<ul style="list-style-type: none"> <li>+ Minor individual residences impacted</li> <li>+ Requires minimal permanent right of way</li> <li>+ Requires minimal temporary right of way</li> </ul>
<b>Flexibility with Future Development</b>	<ul style="list-style-type: none"> <li>+ Does not affect existing or future land use</li> </ul>
<b>Bicycle Facility Enhancement</b>	<ul style="list-style-type: none"> <li>+ Accommodates bicycle access to I-90</li> </ul>
<b>Utility Impacts</b>	<ul style="list-style-type: none"> <li>+ No public utility impacts</li> <li>- Minimal private utility impacts</li> </ul>