



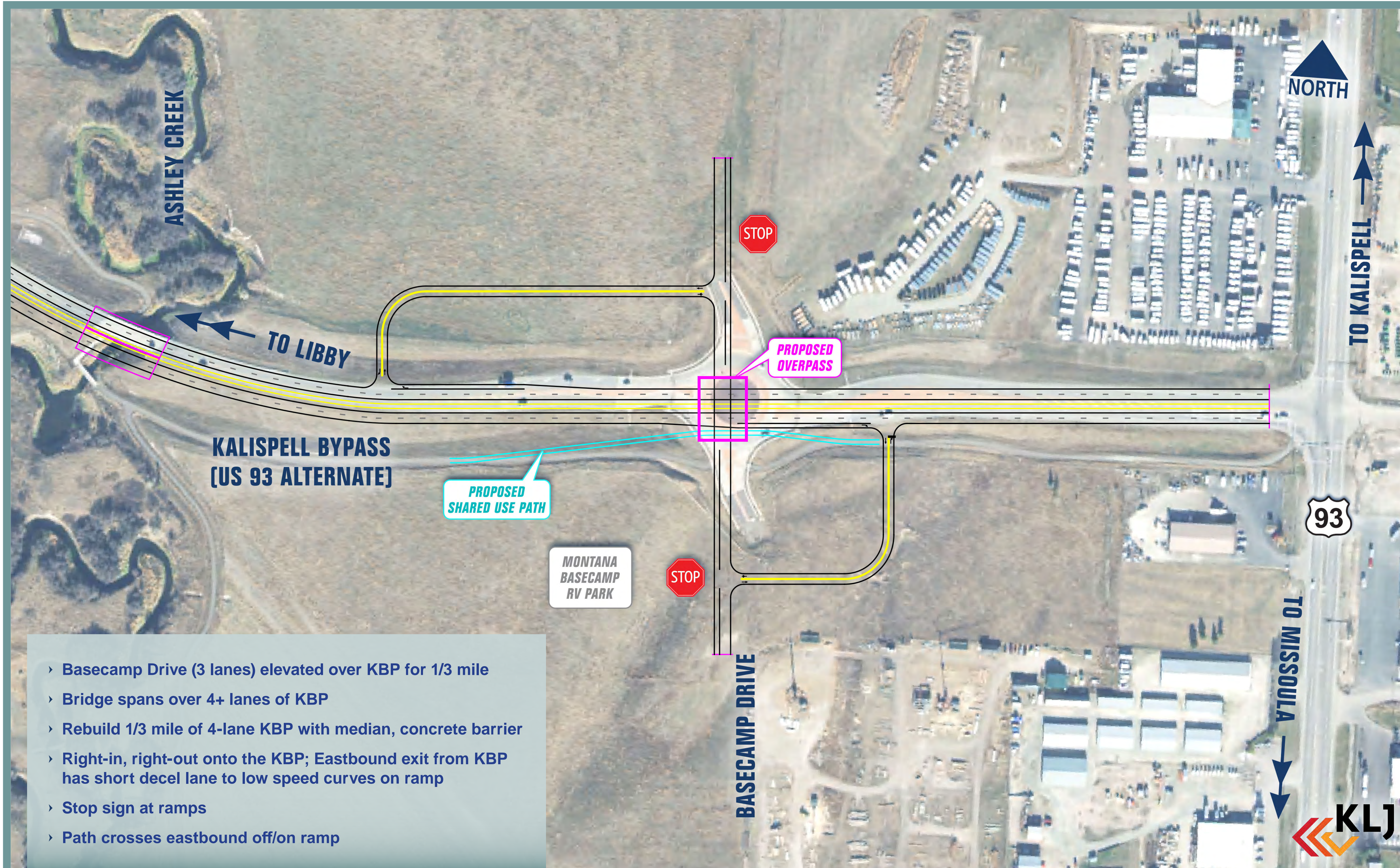
- › Basecamp Drive (3 lanes) elevated over KBP for 1/3 mile
- › Bridge spans over 4++ lanes of KBP
- › Rebuild 1/3 mile of 4-lane KBP with median, concrete barrier
- › Right-in, right-out onto the KBP; Exit from KBP has short decel lane to low speed curves on ramp
- › Stop sign at ramps
- › Path crosses eastbound off/on ramp



BASECAMP DRIVE 1: Compact Quad

| # | Description | Screening Criteria | | | | | | | | | | | | | | | |
|------------------------------------|--------------|----------------------|--------------------|---------------------------------------|--------------------------|-----------------------------------|----------------------------|-------------|--------------------------------|-----------------------|--------------------------|---|-----------------------------|--------------------------|------------------|-------------|-------------------|
| | | Comparison Criteria: | | | Traffic | | | Safety | | | Geotech | Bridge | Environmental | Right-of-Way | Constructability | Maintenance | Construction Cost |
| | | Capacity on KBP | Travel Time on KBP | Capacity at Interchange Intersections | Vehicle Conflicts on KBP | Vehicle Conflicts on Side Streets | Discourage Wrong-Way Entry | Soft Ground | Bridge Size (length & # lanes) | Environmental Impacts | Minimal Acquisition Area | Detours, Public Travel Disruption, etc. | Long-Term Maintenance Needs | Lane Miles, Bridge, etc. | | | |
| Basecamp Drive Intersection | | | | | | | | | | | | | | | | | |
| 1 | Compact Quad | ○ | ○ | ● | ○ | ● | ● | ◐ | ○ | ○ | ◐ | ◐ | ◐ | ◐ | | | |

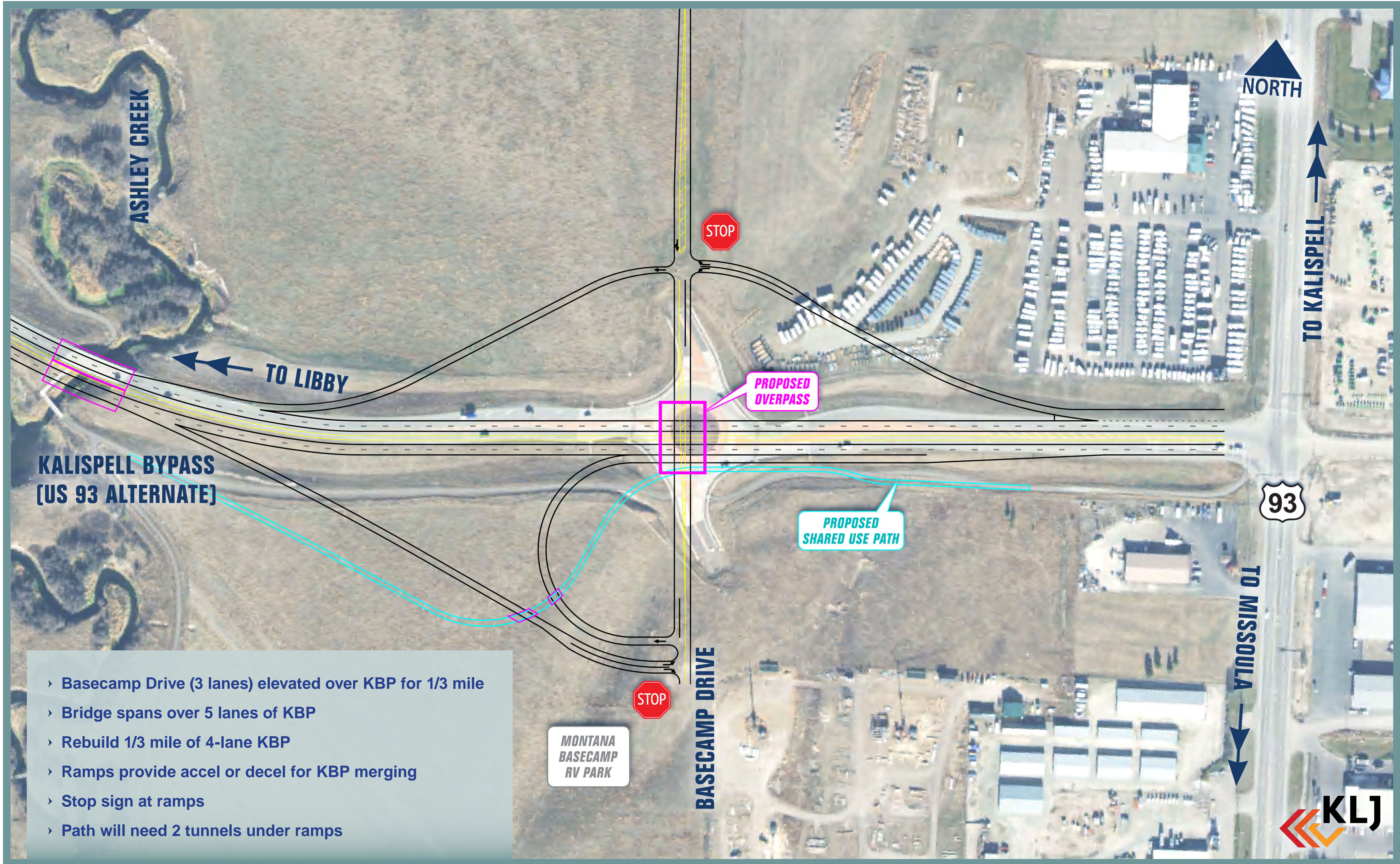
- Beneficial or Optimum Rating
- ◐ Moderate Benefit
- Neutral
- ◑ Moderately Detrimental
- Detrimental or Lowest Rating



BASECAMP DRIVE 2: NW Extended Quad

| # | Description | Screening Criteria | | | | | | | | | | | | | | | |
|------------------------------------|------------------|----------------------|--------------------|---------------------------------------|--------------------------|-----------------------------------|----------------------------|-------------|--------------------------------|-----------------------|--------------------------|---|-----------------------------|--------------------------|------------------|-------------|-------------------|
| | | Comparison Criteria: | | | Traffic | | | Safety | | | Geotech | Bridge | Environmental | Right-of-Way | Constructability | Maintenance | Construction Cost |
| | | Capacity on KBP | Travel Time on KBP | Capacity at Interchange Intersections | Vehicle Conflicts on KBP | Vehicle Conflicts on Side Streets | Discourage Wrong-Way Entry | Soft Ground | Bridge Size (length & # lanes) | Environmental Impacts | Minimal Acquisition Area | Detours, Public Travel Disruption, etc. | Long-Term Maintenance Needs | Lane Miles, Bridge, etc. | | | |
| Basecamp Drive Intersection | | | | | | | | | | | | | | | | | |
| 2 | NW Extended Quad | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | | | |

- Beneficial or Optimum Rating
- ◐ Moderate Benefit
- Neutral
- ◑ Moderately Detrimental
- Detrimental or Lowest Rating



- › Basecamp Drive (3 lanes) elevated over KBP for 1/3 mile
- › Bridge spans over 5 lanes of KBP
- › Rebuild 1/3 mile of 4-lane KBP
- › Ramps provide accel or decel for KBP merging
- › Stop sign at ramps
- › Path will need 2 tunnels under ramps



BASECAMP DRIVE 3: SW Loop

| # | Description | Screening Criteria | | | | | | | | | | | | | | | |
|------------------------------------|-------------|----------------------|--------------------|---------------------------------------|--------------------------|-----------------------------------|----------------------------|-------------|--------------------------------|-----------------------|--------------------------|---|-----------------------------|--------------------------|------------------|-------------|-------------------|
| | | Comparison Criteria: | | | Traffic | | | Safety | | | Geotech | Bridge | Environmental | Right-of-Way | Constructability | Maintenance | Construction Cost |
| | | Capacity on KBP | Travel Time on KBP | Capacity at Interchange Intersections | Vehicle Conflicts on KBP | Vehicle Conflicts on Side Streets | Discourage Wrong-Way Entry | Soft Ground | Bridge Size (length & # lanes) | Environmental Impacts | Minimal Acquisition Area | Detours, Public Travel Disruption, etc. | Long-Term Maintenance Needs | Lane Miles, Bridge, etc. | | | |
| Basecamp Drive Intersection | | | | | | | | | | | | | | | | | |
| 3 | SW Loop | ● | ● | ◐ | ● | ○ | ◐ | ◐ | ● | ● | ● | ● | ○ | ● | | | |

- Beneficial or Optimum Rating
- ◐ Moderate Benefit
- Neutral
- ◑ Moderately Detrimental
- Detrimental or Lowest Rating



BASECAMP DRIVE 4:

No-Build, Multi-Lane Roundabout

| # | Description | Screening Criteria | | | | | | | | | | | | | | | |
|------------------------------------|---------------------------------|----------------------|--------------------|---------------------------------------|--------------------------|-----------------------------------|----------------------------|-------------|--------------------------------|-----------------------|--------------------------|---|-----------------------------|--------------------------|------------------|-------------|-------------------|
| | | Comparison Criteria: | | | Traffic | | | Safety | | | Geotech | Bridge | Environmental | Right-of-Way | Constructability | Maintenance | Construction Cost |
| | | Capacity on KBP | Travel Time on KBP | Capacity at Interchange Intersections | Vehicle Conflicts on KBP | Vehicle Conflicts on Side Streets | Discourage Wrong-Way Entry | Soft Ground | Bridge Size (length & # lanes) | Environmental Impacts | Minimal Acquisition Area | Detours, Public Travel Disruption, etc. | Long-Term Maintenance Needs | Lane Miles, Bridge, etc. | | | |
| Basecamp Drive Intersection | | | | | | | | | | | | | | | | | |
| 4 | No-Build, Multi-Lane Roundabout | ◐ | ● | ○ | ◐ | ○ | ● | ● | ● | ● | ● | ● | ● | ● | ○ | | |

- Beneficial or Optimum Rating
- ◐ Moderate Benefit
- Neutral
- ◑ Moderately Detrimental
- Detrimental or Lowest Rating