- 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

**Screening Criteria**

<table>
<thead>
<tr>
<th>Description</th>
<th>Traffic</th>
<th>Safety</th>
<th>Geotech</th>
<th>Bridge</th>
<th>Environmental</th>
<th>Right-of-Way</th>
<th>Constructability</th>
<th>Maintenance</th>
<th>Construction Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basecamp Drive Intersection</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comparison Criteria:**
- Geotech Bridge Maintenance
- Construction Cost
- Capacity on KBP
- Traffic Time on KBP
- Capacity at Interchange Intersections
- Vehicle Conflicts on KBP
- Vehicle Conflicts on Side Streets
- Bridge Size (Length & # lanes)
- Bridge Size (Width & # lanes)
- Right of Way Disruption, etc.
- Environmental Impacts
- Construction Area
- Detours, Public Travel Disruption, etc.
- Long-Term Maintenance Needs
- Lane Mileage, Bridge, etc.

- 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 4+ lanes of KBP
- Rebuild 1/3 mile of 4-lane KBP with median, concrete barrier
- Right-in, right-out onto the KBP; Eastbound exit from KBP has short decel lane to low speed curves on ramp
- Stop sign at ramps
- Path crosses eastbound off/on ramp

### Comparison Criteria:
- Geotech Bridge Maintenance
- Construction Cost
- Capacity on KBP
- Travel Time on KBP
- Capacity at Interchange
- Intersections
- Vehicle Conflicts on KBP
- Vehicle Conflicts on Side Streets
- Bicycle and Pedestrian Way
- Entry
- Soft Ground
- Bridge Size (length & # lanes)
- Environmental Impacts
- Right-of-Way
- Constructability
- Maintenance
- Construction Cost

#### Basecamp Drive Intersection

<table>
<thead>
<tr>
<th>Description</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW Extended Quad</td>
<td>●</td>
<td>●</td>
<td>◐</td>
<td>●</td>
<td>◐</td>
<td>◐</td>
<td>●</td>
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<td>●</td>
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<td>●</td>
</tr>
</tbody>
</table>

- 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
**Description**
- No change from existing
- Path crosses Basecamp Drive with Yield sign
- Path crosses KBP with pedestrian-activated crossing

**Comparison Criteria:**
- Geotech
- Bridge
- Environmental
- Right-of-Way
- Constructability
- Maintenance
- Construction Cost

**Screening Criteria:**
- Traffic
- Safety
- Constructability
- Maintenance
- Construction Cost

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**BASECAMP DRIVE 4:**
No-Build, Multi-Lane Roundabout