

9.0 ALTERNATIVES COMPARISON

9.1 GENERAL COMPARISON

To facilitate review of this Reconnaissance Report, a summary table highlighting various decision factors was created (Appendix G). The Nelson Road East alternative is the least costly and requires the least right-of-way acquisition. Whereas, the Seward Meridian alternative is the most costly and requires the most right-of-way.

Keeping in mind the project objective is to define a road corridor that extends Trunk Road south from the Parks Highway interchange to Fairview Loop, the comparison of alternatives is generally limited to those with a western terminus because there is only one eastern route. With the exception of the No-Build, each western alternative would satisfy a portion of the project's Purpose and Need – "improved access to the area south of the Parks Highway...". However, the Nelson West and Nelson East alternatives may not provide the needed capacity-related improvements to the area road network as identified within the LRTP.

9.2 COMPATIBILITY WITH EXISTING TRANSPORTATION PLANS

The LRTP indicates a need to extend Trunk Road south of the Parks Highway and west to Fairview Loop by 2025. On the west end, the Nelson Road Extension alternative appears consistent with the improvements anticipated in the LRTP because it provides connectivity with Fairview Loop on the south side of the railroad tracks and improves capacity of the area road network. On the east end, the Trunk Road alternative satisfies the needed improvements proposed within the LRTP.

9.3 CONCLUSION

Based on the reconnaissance-level engineering and examination of issues presented in this Report, the Nelson Road Extension and Trunk Road Extension alternatives should be developed and evaluated further. The Nelson East and Nelson West alternatives do not satisfy the needs identified within the LRTP; the Seward Meridian alternative is expected to be significantly more expensive due to its length and right-of-way requirements..