

**Malletts Bay Transportation Scoping Study Project  
Evaluation Matrix: Lakeshore Drive / Blakely Road Intersection Improvements**

		Alt. 1 No Build Alternative	Alt. 2A Operational Modifications @ Blakely & Lakeshore	Alt. 2B Operational & Geometric Modifications @ Blakely & Lakeshore	Alt. 3 Roundabout @ Blakely & Lakeshore	Alt. 4A Dead End E Lakeshore and New Connector Road	Alt. 4B Dead End E Lakeshore with No Connector Road
<b>Costs</b>	Engineering Design*	\$0	\$40,000	\$50,000	\$280,000	\$240,000	\$80,000
	Roadway / Signal Construction	\$0	\$65,000	\$130,000	\$2,500,000	\$1,900,000	\$280,000
	Stormwater Improvements (Meets Standards)	\$0	\$300,000	\$300,000	\$300,000	\$500,000	\$500,000
	Stormwater Improvements (Exceeds Standards)	\$0	\$700,000	\$700,000	\$700,000	\$1,100,000	\$1,000,000
	Resident (Construction) Engineering	\$0	\$15,000	\$20,000	\$230,000	\$200,000	\$70,000
	Total (Meets Standards, Not Including ROW)	\$0	\$420,000	\$500,000	\$3,310,000	\$2,840,000	\$930,000
	Total (Exceeds Standards, Not Including ROW)	\$0	\$820,000	\$900,000	\$3,710,000	\$3,440,000	\$1,430,000
<b>Engineering</b>	Alignment / Traffic Signal Changes	-	New pedestrian signals, video detection, and controller	Convert Blakely Road left turn lane to left/through lane; Addition of 250' northbound travel lane; Changes to existing signal at Blakely & Lakeshore Drive	Single lane roundabout at E/W Lakeshore Drive	Dead end E Lakeshore Drive; Construct new road segment; Signalize Laker Lane intersection	Dead end E Lakeshore Drive; Construct left turn lanes on NB Blakely Road and WB Williams Road
	<b>Traffic - 2037 PM Peak Levels of Service</b>						
	Blakely Road & Lakeshore Drive						
	Overall	LOS F	LOS C	LOS C	LOS B	LOS A	LOS A
	Blakely Rd NB through	LOS F	LOS D	LOS C	LOS B	LOS A	LOS A
	W Lakeshore Dr SB left	LOS D	LOS E	LOS E	LOS A	No left turn	No left turn
	Blakely Road & Laker Lane						
	Laker Lane left/right	LOS F	LOS F	LOS F	LOS F	Signalized: LOS B	LOS F
	Blakely Road & Williams Road						
	Williams Road left/right	LOS D	LOS D	LOS D	LOS D	Additional lanes: LOS D	LOS D
	Blakely Road & US 2/7 & Severance Road						
	Overall	LOS D	LOS D	LOS D	LOS D	LOS D	LOS E
	<b>Traffic - 2037 PM Peak Volume to Capacity Ratio</b>						
	Blakely Road & E/W Lakeshore Drive						
	Overall	0.97	0.95	0.78	0.55	0.81	0.81
	Blakely Rd NB through	1.30	0.94	0.73	0.84	0.78	0.78
	W Lakeshore Dr SB left	0.81	0.86	0.88	0.44	No left turn	No left turn
	Blakely Road & Laker Lane						
	Laker Lane left/right (AM peak)	1.27	1.27	1.27	1.27	0.86	1.27
	Blakely Road & Williams Road						
Williams Road left/right	0.44	0.44	0.44	0.44	0.44	0.46	
Bicycle Safety	-	No change	No change	Slight Improvement <i>(High visibility crossing at major approach)</i>	Slight Improvement <i>(Possible facilities on new connector road)</i>	Slight Improvement <i>(Eliminate approach from intersection)</i>	
Pedestrian Safety	-	Decreased <i>(Flashing Don't Walk Phase is concurrent with moving vehicles)</i>	Decreased <i>(Flashing Don't Walk Phase is concurrent with moving vehicles)</i>	Improved <i>(High visibility crossing at major approach)</i>	Improved <i>(Removal of intersection approach at E Lakeshore Dr, proposed 5' sidewalk on new connector road)</i>	Improved <i>(Fewer intersection approaches, Expanded Bayside park and trails)</i>	
Vehicle Safety	-	No change	No change	Improved <i>(Fewer conflict points, slower vehicle speeds)</i>	Improved <i>(Fewer intersection approaches)</i>	Improved <i>(Fewer intersection approaches)</i>	
Utility Impacts	-	No impacts	No impacts	Yes	Yes	Yes	
ROW Impacts	-	No impacts	Minimal	Yes	Yes	Yes	
<b>Impacts</b>	Agricultural Lands	-	No	Potential	Potential	Yes	Yes
	Archaeological	-	No	No	No	No	No
	Historic	-	No	No	No	No	No
	Hazardous Materials	-	No	No	No	No	No
	Floodplains	-	No	No	No	No	No
	Fish & Wildlife	-	No	No	No	No	No
	Rare, Threatened & Endangered Species	-	No	No	No	Potential	Potential
	Public Lands - Sect. 4(f)	-	No	Potential	Potential	No	No
	LWCP - Sect. 6(f)	-	No	Potential	Potential	No	No
	Managed Lands	-	No	No	No	No	No
	Noise	-	No	No	No	No	No
	Wetlands	-	No	No	No	No	No
New Impervious Surfaces	-	No	Yes - 20% New	Yes - 16% New	Yes - 33% New	No - 5% Less Impervious	
Stormwater Accommodations	None	Minimal <i>(No new areas to use for stormwater infiltration)</i>	Minimal <i>(No new areas to use for stormwater infiltration)</i>	Moderate <i>(Center and splitter islands can be used for stormwater treatment)</i>	High <i>(Opportunities for treatment along new connector road on sandy soils)</i>	High <i>(Removed impervious area and opportunities for treatment in expanded park)</i>	
<b>Local &amp; Regional</b>	Aesthetics	-	No Change	No Change	Improved	Improved	Improved
	Community Character	-	No Change	No Change	Improved	Slight Improvement	Decrease (Cut-thru Traffic)
	Economic Impacts	-	No Change	No Change	Slight Improvement	Slight Improvement	Slight Improvement
	Conformance to Reg. Transp. Plan	-	Yes	Yes	Yes	Yes	Yes
	Satisfies Purpose & Need	No	Yes	Yes	Yes	Yes	Yes
<b>Permits</b>	Act 250	-	No	No	No	No	No
	Section 404 - Wetlands (USACOE)	-	No	No	No	No	No
	Section 401 Water Quality Certification	-	No	No	No	No	No
	State Wetlands Permit	-	No	No	No	No	No
	Stream Alteration Permit	-	No	No	No	No	No
	Construction Phase Storm Water Discharge Permit (General Permit 3-9020)	-	No	No	Yes	Yes	Yes
	Operational Phase Storm Water Discharge Permit (General Permit 3-9015)	-	No	No	Yes	Yes	No
	Lakes & Ponds	-	No	No	No	No	No
	Rare, Threatened, and Endangered Species Section 1111 Permit	-	No	No	No	No	No

\* - Engineering Design costs include those costs associated engineering and design for both intersection and stormwater (Meets Standards) improvements