



**PERFORMANCE MEASURES SUMMARY FOR THE REASONABLE ALTERNATIVES**

**I-270 North Environmental Assessment**

**Map Area 3: Hanley Road/Graham Road to Old Halls Ferry Road**

**AREA 3: HANLEY ROAD/GRAHAM ROAD TO OLD HALLS FERRY ROAD**

ALTERNATIVE	REASONABLE ALTERNATIVE DESCRIPTION	KEY FEATURES	COST* (MILLIONS)	LEVEL OF SERVICE (IN 2040)	RELATIVE TRAVEL TIME DIFFERENCE	TRANSIT IMPACTS	BIKE/PEDESTRIAN IMPACTS	PREDICTED 2040 FREEWAY SAFETY** (VERSUS NO-BUILD)
<b>ONE-WAY OUTER ROAD SYSTEM</b>								
<b>HANLEY ROAD/GRAHAM ROAD</b>					No appreciable travel time or travel distance difference between one-way and two-way outer road systems			
Alternative 1	Diamond Interchange (One-Way Dunn/Pershall)	- Dunn and Pershall operate as one-way outer roads - Access to/from I-270 via slip ramps	\$48	B				
<b>NEW FLORISSANT ROAD TO WASHINGTON STREET/ELIZABETH AVENUE</b>					In general, travel times are slightly shorter in a one-way outer road system	One-way outer road system could potentially add approximately \$800K to Metro's annual operating costs and increase travel time and transfer fares for customers living/working along the one-way road sections	One-way outer roads tend to benefit pedestrians due to fewer conflict points	25% fewer crashes
Alternative 1	Split Diamond Interchange (One-Way Dunn/Pershall)	- Dunn and Pershall operate as one-way outer roads - Access to/from I-270 via slip ramps	\$66	C				
<b>WEST FLORISSANT AVENUE TO OLD HALLS FERRY ROAD</b>							One-way outer roads tend to result in out-of-direction travel for bicyclists creating more conflicts with automobiles	
Alternative 1	Split Diamond Interchange (West Florissant to Old Halls Ferry - One-Way Dunn/Pershall)	- Dunn and Pershall operate as one-way outer roads - Access to/from I-270 via slip ramps - No direct ramps from WB I-270 to New Halls Ferry	\$79	C				
Alternative 1a	Split Diamond Interchange (West Florissant to New Halls Ferry - One-Way Dunn/Pershall)	- Dunn and Pershall operate as one-way outer roads - Access to/from I-270 via slip ramps - No direct ramps from WB I-270 to Old Halls Ferry	\$81	C				
<b>TWO-WAY OUTER ROAD SYSTEM</b>								
<b>HANLEY ROAD/GRAHAM ROAD</b>					No appreciable travel time or travel distance difference between one-way and two-way outer road systems			
Alternative 2	Diamond Interchange (Two-Way Dunn/Pershall)	- Dunn and Pershall operate as two-way outer roads	\$52	B				
<b>NEW FLORISSANT ROAD TO WASHINGTON STREET/ELIZABETH AVENUE</b>					In general, travel distances are slightly shorter in a two-way outer road system	Two-way outer road system is considered to be the same as the No-Build or current routes	Two-way outer roads tend to create more conflicts for pedestrians	Ramp Connections to New Halls Ferry: 30% fewer crashes
Alternative 2	Split Diamond Interchange (Two-Way Dunn/Pershall)	- Dunn and Pershall operate as two-way outer roads - New Florissant and Washington/Elizabeth operate as one interchange	\$80	D				
<b>WEST FLORISSANT AVENUE TO OLD HALLS FERRY ROAD</b>							Two-way outer roads tend to provide more direct travel routes for bicyclists	Ramp Connections to Old Halls Ferry: 32% fewer crashes
Alternative 2	Split Diamond Interchange (West Florissant to Old Halls Ferry - Two-Way Dunn/Pershall)	- Dunn and Pershall operate as two-way outer roads - No direct ramps from WB I-270 to New Halls Ferry	\$88	D				
Alternative 2a	Split Diamond Interchange (West Florissant to New Halls Ferry - Two-Way Dunn/Pershall)	- Dunn and Pershall operate as two-way outer roads - No direct ramps from WB I-270 to Old Halls Ferry	\$88	D				

**Notes:**

\* - Includes cost of I-270 mainline improvements

\* - Does not include R/W costs

\*\* - Predicted safety is reported for the entire length of the one-way and two-way outer road network(s)