

Conceptual Alternatives

 Costs for Interchange Alternatives

	Alternative Description	Cost	Operations (Average Peak Hour Delay)	Pros	Cons
I-49 / Route 58 Interchange					
1	Improved Diamond		76 s	* Traditional interchange type * Minor R/W impacts * Fewer impacts on I-49 than other options	* 4 signals along Route 58 * 8-lane bridge * Storage lengths (triple NBL @ E.O.R followed quickly by option lane for dual WBR to NB I-49) * Taper conditions
2	East Combo		72 s	* 3 signals along Route 58 * E.O.R. traffic going to NB I-49 (very high in morning) never disrupts operation of Route 58	* NB I-49 access point change * Non-traditional interchange type (combines ramp and outer road) * Some out-of-direction travel (EB Route 58 to NB I-49) * May impact R/W of businesses and business access
3	West Parclo		74 s	* Primarily traditional interchange type * Minor R/W impacts * SB ramp signal becomes two-phase	* 4 signals along Route 58 * SB I-49 access point change * Storage lengths (triple NBL @ E.O.R. followed quickly by option lane for dual WBR to NB I-49) * Some out-of-direction travel (WB Route 58 to SB I-49)
4	East Combo + West Parclo		67 s	* 3 signals along Route 58 (SB ramp signal becomes two-phase) * No bridge widening required * E.O.R. traffic going to NB I-49 (very high in morning) never disrupts operation of Route 58)	* I-49 access points change * Non-traditional interchange type (combines ramp and outer road) * Some out-of-direction travel (EB Route 58 to NB I-49, WB Route 58 to SB I-49)
5	Single-Point		Not Computed	* 2 signals along Route 58 * Additional interchange storage	* Longer signal timings * Unique bridge geometry * Additional cost for bridge outer road under Route 58
6	Diverging Diamond		Not Computed	* 3 signals along Route 58	* Significant through traffic. Interchange does not allow for simultaneous through traffic for EB and WB

PREFERRED
ALTERNATIVE