

Detailed Studies Performance of Retained Alternatives Purpose and Need

Needs Criteria	Retained Alternative				
	1 (No-Build)	4	5C Modified	7C	7D
Existing and Future Traffic Congestion	Worst	Moderate	Best	Moderate	Moderate
Minimizes improvements needed to address peak period intersection levels of service and delay	N/A	Moderate	Best	Moderate	Moderate
Maximizes number of existing intersections with improved levels of service without any intersection improvements	Worst - 0	Best - 3	Best - 3	Moderate - 2	Moderate - 2
Projected Growth	No	Moderate	Best	Moderate	Worst
Captures through traffic	No	Moderate	Best	Moderate	Least
Supports future parcel development	No	Moderate	Best	Moderate	Least
System Linkage and Continuity	No	Moderate	Best	Worst	Worst
Provides direct connection to US 13 for through traffic	No	Moderate	Best	Moderate	Worst
Change in traffic volume on New Burton Road	Increase – Moderate	Decrease - Moderate	Decrease - Best	Increase – High	Increase - High
Change in cut through traffic volumes on lower classification roads	Increase - High	Decrease - Moderate	Decrease - High	Increase – Moderate	Increase – Moderate
Improves circulation across Norfolk-Southern Railroad	No	Best	Moderate	Moderate	Moderate
Performance of US 13 intersection	N/A	Moderate	Best	Best	Moderate
Impacts on Historic District Area	Worst	Moderate	Best	Moderate	Moderate
Reduces through traffic in the North Street Historic Area	No	Best	Best	Moderate	Moderate
Reduces through traffic in the Camden-Wyoming Historic District	No	Moderate	Best	Moderate	Least
Emergency Service Accessibility	No	Moderate	Best	Moderate	Worst
Performance as another travel option across Norfolk-Southern Railroad	No	Best	Moderate	Worst	Worst
Minimizes friction for travelers on mainline connector		Moderate	Best	Moderate	Moderate
Improve Safety	Worst	Best	Best	Moderate	Moderate
Minimizes number of turning movements required to travel on connector route (excluding end points and auxiliary ramps)	N/A	Best – 0	Best – 0	Moderate – 2	Moderate – 2
Minimizes potential for driver confusion	No	Best	Best	Worst	Worst
Minimizes existing intersections and driveways along Connector mainline	No	Worst – 53	Best – 5	Moderate – 28	Worst – 77
Supports bicycle and pedestrian modes	No	Yes	Yes, Best	Yes	Yes
Previously Establish Planning Context	Worst		Best		
Consistent with City and MPO plan	No	Yes	Yes	Yes	Yes