

Alternatives Evaluation Matrix



| | Alt 1 No Palmer Rd Connection | Alt 2 No Palmer Rd, No Linder Rd Connections | Alt 3 No Woods Gulch Connection, No Overpass | Alt 4 No Woods Gulch Connections | Alt 5 Idaho Dept of Land Stub Rd w/ southern N-S Connection and eastern N-S Overpass Connection | Alt 6 No Overpass with Minor Collectors | Alt 7 All Connections | Alt 8 No Woods Gulch Rd Connection to Northern Interchange | Alt 9 All Connections with Constrained Willow Creek | Alt 10 All Connections with Frontage Road West of SH 55 |
|---|---|---|---|----------------------------------|---|---|------------------------------|--|---|---|
| Evaluation Measures | [Map thumbnails for each alternative] | | | | | | | | | |
| Tier 1 Measures | | | | | | | | | | |
| If alternatives receive a red ranking on Tier 1 Measures they are removed from further analysis. Tier 1 Measures were identified as fatal flaws by regional agencies, service providers, and the public. | | | | | | | | | | |
| Compatibility with City of Eagle Comprehensive Plan | Red | Red | Yellow | Green | Yellow | Yellow | Yellow | Yellow | Yellow | Red |
| Compatibility to the Eagle Comp Plan is ranked according to input provided by City of Eagle staff and provisions identified in the approved Comprehensive Plan. | | | | | | | | | | |
| Emergency Response Times | Yellow | Red | Red | Yellow | Yellow | Yellow | Green | Yellow | Yellow | Green |
| Emergency response times were ranked by emergency service providers (police, fire, EMT). Rationale for emergency response ranking is based on accessibility and anticipated response times, fire containment, ingress and egress for tactical staging, evacuation routes, and expected station locations. | | | | | | | | | | |
| North Eagle Rd Impacts | Yellow | Red | Green | Green | Yellow | Yellow | Yellow | Yellow | Green | Yellow |
| N Eagle Rd impacts are assessed based on traffic distribution to this corridor from traffic model run projections provided by the Community Planning Association (COMPASS). | | | | | | | | | | |
| General Traffic Performance | Yellow | Red | Red | Yellow | Yellow | Yellow | Green | Yellow | Green | Green |
| General traffic performance was measured based on anticipated regional system impacts and performance. Traffic analysis was conducted using Synchro 7 intersection analysis software and traffic model run distribution provided by COMPASS. | | | | | | | | | | |
| Tier 2 Measures | | | | | | | | | | |
| Tier 2 measures were evaluated by assigning a value of 1 for red, 2 for yellow and 3 for green. Values were calculated from both Tier 1 and Tier 2 evaluation measures. The top 3 ranking alternatives are considered for further evaluation. | | | | | | | | | | |
| Average Volume to Capacity Ratio | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Red | Yellow | Yellow | Green | Red | Green | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| Volume to capacity (V/C) ratios for 13 study intersections were analyzed and averaged for each alternative. Some alternatives did not influence all intersections. Impacts are analyzed based on relative impacts/benefits to the other alternatives. | | | | | | | | | | |
| Cultural/Historic Impacts* | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| Analysis of Cultural/Historic impacts are based on graphic information provided by the State Historic Preservation Society (SHPO) and overlaying the proposed network alignment footprints. | | | | | | | | | | |
| Environmental Impacts** | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Yellow | Yellow | Yellow | Yellow | Yellow | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| All alternatives pose the defragmentation of some BLM land in the west project area. Alternatives are also ranked according to impacts to potential threatened and endangered (T&E) species identified by the Idaho Department of Fish & Game. Species and location of impacts vary. | | | | | | | | | | |
| Total Connections to Existing Road Network | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Yellow | Red | Yellow | Yellow | Yellow | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| Total connections to the existing road network are based on proposed network alignments and future traffic distribution benefits from increased connectivity. The lowest number of connections receives the least benefit. | | | | | | | | | | |
| Anticipated Size of Local Road Network | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Red | Green | Yellow | Green | Yellow | Green | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| Analysis of the local road network is based on the size of the proposed collector and arterial road network for each alternative. Increased collector and arterial roads can be anticipated to improve connectivity to the greater transportation system. | | | | | | | | | | |
| General Constructability | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Yellow | Yellow | Red | Yellow | Red | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| Constructability measures are based on roadway engineering analysis of anticipated road segments traversing steep terrain or extreme topography. | | | | | | | | | | |
| City of Eagle Number of Neighborhood Centers | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Red | Red | Red | Yellow | Red | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| This evaluation measure is based on information provided by the City of Eagle for compatibility to their Comprehensive Plan and regional vision for growth. | | | | | | | | | | |
| Impacts to Eagle Rd between Plaza and Old State St | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Green | Yellow | Green | Yellow | Red | Green | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| This evaluation measure is based on information provided by the City of Eagle for compatibility to their Comprehensive Plan and regional vision for growth. | | | | | | | | | | |
| Road/Trail Conflicts | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Green | Yellow | Yellow | Red | Red | Red | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| This evaluation measure is based on information provided by the City of Eagle for compatibility to their Comprehensive Plan and regional vision for growth. | | | | | | | | | | |
| Roads within Visually Sensitive Areas | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals | Yellow | Red | Yellow | Red | Red | Red | Removed from further consideration, due to incompatibility with agency goals, regional safety goals, or community goals |
| This evaluation measure is based on information provided by the City of Eagle for compatibility to their Comprehensive Plan and regional vision for growth. | | | | | | | | | | |
| FINAL Ranking | | | | 30 Carried Forward | 27 | 27 | 28 Carried Forward | 24 | 29 Carried Forward | |

* Potential identified cultural, historic, or even environmental impacts may be avoided by shifting road alignments to bypass sensitive locations
 ** Threatened and endangered species impacts (ie Slickspot Peppergrass) can potentially be mitigated through conservation easements if required by regulatory agency
 Additional measures will be analyzed in the next stages of the project