

Evaluation Measures	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 IDL Stub Rd w/ southern N-S Connection and eastern N-S Overpass Connection
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 Eagle Comp Plan	Does Not Meet Provisions set forth in Eagle Comp Plan for functional and regional connectivity	Does Not Meet Provisions set forth in Eagle Comp Plan for functional and regional connectivity	Meets basic provisions in Eagle Comp Plan with limited functional and regional connectivity	Meets provisions in Eagle Comp Plan for functional and regional connectivity	Meets provisions in Eagle Comp Plan for functional and regional connectivity
Emergency Response Times (1 is best 10 is worst)	Reasonable access and anticipated response times	Bad access and anticipated response times	Worst access and emergency response times	Less access and anticipated response times	Less access and anticipated response times
Rank	3	9	10	8	5
North Eagle Rd Impacts	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,600 / S BL: 8,300	Greatest N Eagle Rd Impacts due to less regional connectivity. N BL: 14,900 / S BL: 11,600	Less N Eagle Rd impacts due to increased regional connections. N BL: 10,700 / S BL: 8,700	Less N Eagle Rd impacts due to increased regional connections. N BL: 10,800 / S BL: 8,900	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,700 / S BL: 8,900
General Traffic Performance	Significant amount of traffic shifting to Linder Road. The Linder Road / Beacon Light Road intersection would be of concern.	Significant amount of traffic to both Eagle Road and SH 16. The M3 - SH 16 Interchange would have a large increase in traffic. Travel time to and from the area would increase significantly.	Significant amount of traffic to a lower-capacity collector road, and to SH 55. Brookside / SH 55 Interchange would likely be over-capacity. Travel time to and from the area would increase significantly.	Limited east to west traffic distribution. Traffic shifts to the Aerie lane interchange and to the overpass. Slightly more traffic on the Brookside Lane intersections and interchange with SH 55. Traffic reduction on the west side of Brookside lane and on	Almost no change to the traffic flow patterns in the area. Increase in travel time for local residents in that immediate area
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				Highest intersection V/C Ratio of 1.23	Average intersection V/C Ratio of 1.16
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	All alternatives have potential Canal Wood Headgate Impacts near Linder Rd; Potential Palmer Rd home displacement on Beacon Light	
Environmental Impacts*				All alignments have similar potential impacts to linear cultural resources. Similar impacts are anticipated for Goodales Cutoff near Palmer Road and M3 arterial alignment, the Farmer's Union Canal in south project area, and SH 16.	
Total Connections to Existing Road Network				7 connections	
Anticipated Size of Local Road System				Anticipated greater local road system to serve east-west traveling traffic in project area. High impacts	
General Constructability				Limited potential local road connections between Woods Gulch and Aerie Lane between fragmented IDL section. Generally less local roads can be anticipated. Low impacts	
City of Eagle Number of Neighborhood Centers				Creates and equal number to the plan	Potential for 3 more than planned equaling 1,000-2,000 more households
Impacts to Eagle Road between Plaza & Old State Street				1.7% increase from City model, 23.8% increase from CIM	4% increase from City model, 25% increase from CIM
Road/Trails Conflicts (6 identified in Plan)				5	6
Roads within Visually sensitive areas (6 identified in Plan)				6	7
FINAL Ranking				30	27 Removed

* 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