

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	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

**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	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	Meets basic provisions in Eagle Comp Plan with limited functional and regional connectivity	Does Not Meet Provisions set forth in Eagle Comp Plan for land use along SH 55 corridor
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	Less access and anticipated response times	Best access and anticipated response times	Less access and anticipated response times	Reasonable access and anticipated response times	Good access and anticipated response times
Rank	3	9	10	8	5	7	1	6	4	2
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	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,300 / S BL: 8,900	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,600 / S BL: 8,800	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,600 / S BL: 8,900	Less N Eagle Rd impacts due to increased regional connections. N BL: 13,600 / S BL: 8,300	Some N Eagle Rd Impacts due to less connectivity. N BL: 13,600 / S BL: 8,300
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 Eagle Road. These impacts may be minimal.	Almost no change to the traffic flow patterns in the area. Increase in travel time for local residents in that immediate area	The shift of traffic is about 50/50 with out the overpass. Half of the traffic uses Aerie lane to access SH 55, the other uses the collector road to go south to Brookside Lane. This shift in traffic is less than 100 vehicles per interchange, so it should have only minor impacts	Good relative distribution from north to south in general project area. Used as base case.	Good relative distribution from north to south in general project area. Increased usage of SH 55 and Aerie Lane. Connections potentially provide shorter travel time to local residents, but no other significant impacts are expected.	Does not represent true demand for future volumes on the network. Constraining traffic from Willow Creek Road lowers the ADT to third for that segment. Traffic is routed to Brookside Ln, which then uses the SH 55 interchange. Could have impacts to the operations or the required design of the interchange.	Traffic shifts from the east side of the Brookside Interchange to the West. This creates tightly spaced intersections close to the Brookside / SH 55 Ramps. Impacts could be significant, depending on design of intersections and interchange.

**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	Highest intersection V/C Ratio of 1.23	Average intersection V/C Ratio of 1.16	Average intersection V/C Ratio of 1.19	Average intersection V/C Ratio of 1.15	High intersection V/C Ratio of 1.2	Average intersection V/C Ratio of 1.15	Removed from further consideration due to incompatibility with agency goals, regional safety goals, or community goals
Cultural/Historic Impacts				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	7 connections	6 connections	7 connections	7 connections	7 connections	
Anticipated Size of Local Road System				Anticipated greater local road system to serve east-west traveling traffic in project area. High impacts	Limited potential local road connections between Woods Gulch and Aerie Lane between fragmented IDL section. Generally less local roads can be anticipated. Low impacts	Anticipated greater local road system in east project area to accommodate lack of overpass. Greatest connectivity in north project area. Medium impacts	Least anticipated local roads due to greatest collector and arterial network. Low impacts	Additional local road connections between Woods Gulch & Aerie Lane in east project area. Medium impacts	Least anticipated local roads due to greatest collector and arterial network. Low impacts	
General Constructability				Medium: Collector cutting through very steep terrain, crossing SH-55 with an overpass. Collector running North/South through steep terrain connecting Idaho State lands through Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55	Medium: Collector cutting through very steep terrain, crossing SH-55 with an overpass. Collector running North/South through steep terrain connecting Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55. Collector running East/West through steep terrain in Connolly & Suncor property to eastern interchange on SH-55	Medium: Collector running North/South through steep terrain connecting Idaho State lands through Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55. Collector running East/West through steep terrain in Connolly & Suncor property to eastern interchange on SH-55	Low: Collector cutting through very steep terrain, crossing SH-55 with an overpass. Collector running North/South through steep terrain connecting Idaho State lands through Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55. Collector running East/West through steep terrain in Connolly & Suncor property to eastern interchange on SH-55	Medium: Collector cutting through very steep terrain, crossing SH-55 with an overpass. Collector running North/South through steep terrain connecting Idaho State lands through Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55	Low: Collector cutting through very steep terrain, crossing SH-55 with an overpass. Collector running North/South through steep terrain connecting Idaho State lands through Connolly property to future alignment study area. Arterial running East/West through steep terrain in Suncor property to eastern interchange on SH-55. Collector running East/West through steep terrain in Connolly & Suncor property to eastern interchange on SH-55	
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	Potential for 6 more than planned equaling 2,000-4,000 more households	Potential for 3 more than planned equaling 1,000-2,000 more households	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	1% increase from City model, 23.9% increase from CIM	2.6% increase from City model, 24.4% increase from CIM	7.2% increase from City model, 28% increase from CIM	5.4% decrease from City model, 22.2% increase from CIM	
Road/Trails Conflicts (6 identified in Plan)				5	6	6	8	7	8	
Roads within Visually sensitive areas (6 identified in Plan)				6	7	6	7	7	7	
FINAL Ranking				30	27 Removed	27 Removed	28	24 Removed	29	

\* 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