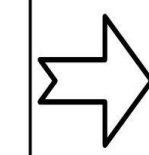
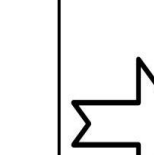


Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation	
Criteria	How could we measure it?
Sustainability	
A. Does this alternative preserve future transportation options?	A. (YES/NO)
Safety	
A. Can this idea improve safety?	A. (YES/NO)



Concept-Level Evaluation	
Criteria	How could we measure it?
Sustainability	
A. What is the maintenance cost of the alternative?	A. ☒ ☐ ☐ (GOOD/FAIR/POOR)
B. What is the capital cost of this alternative?	B. ☒ ☐ ☐ (LOW/MEDIUM/HIGH)
C. How well can the alternative integrate sustainable construction practices?	C. ☒ ☐ ☐ (GOOD/FAIR/POOR)
Safety	
A. How well does the alternative reduce the number of or improve higher than expected crash locations?	A. ☒ ☐ ☐ (GOOD/FAIR/POOR)
B. How well does alternative follow current design standards?	B. ☒ ☐ ☐ (GOOD/FAIR/POOR)
C. How well does the alternative maintain a safe work environment for maintenance employees?	C. ☒ ☐ ☐ (GOOD/FAIR/POOR)
D. How well does the alternative reduce conflict points?	D. ☒ ☐ ☐ (GOOD/FAIR/POOR)



Detailed-Level Evaluation	
Criteria Measures	How could we measure it?
Sustainability	
Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation. The sustainability criteria will help determine how well an alternative creates a solution for today that does not diminish resources for future generations.	A. Capital cost of the alternative (\$) B. Operations and maintenance costs of the alternative (\$) C. How well can the alternative be phased to meet available funding? (GOOD/FAIR/POOR) D. Length of new roadway requiring more lighting and maintenance
Safety	
Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation. The safety criteria will help determine how well an alternative is able to enhance safety in the I-70 Mountain Corridor.	A. Number of improved high-accident locations B. Conflict points between bike/ped and vehicle traffic C. How does the alternative work in inclement weather? (GOOD/FAIR/POOR) D. How many design features does the alternative have that result in more difficult maintenance activities (guardrail, signals, etc.)?

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Healthy Environment		Healthy Environment		Healthy Environment	
A. Can adverse environmental impacts be avoided, minimized, or mitigated?	A. (YES/NO)	A. How well can adverse environmental impacts be avoided, minimized, or mitigated?	A. ● ◐ ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Total acres of new right-of-way
B. Can impacts to irreplaceable natural resources (e.g., wetlands or Gold Medal Fisheries) be avoided?	B. (YES/NO)	B. How well does the alternative minimize right of way requirements?	B. ● ◐ ○ (GOOD/FAIR/POOR)		<u>Biological Resources</u> A. Acres of riparian habitat disturbed
		C. How well does the alternative address water quality?	C. ● ◐ ○ (GOOD/FAIR/POOR)	The healthy environment criteria will help determine how well an alternative is able to preserve, restore, and enhance natural resources and ecosystems.	<u>Air Quality</u> A. Hours of delay at signalized intersections
		D. How well does the alternative avoid, minimize, and mitigate impacts to wetlands?	D. ● ◐ ○ (GOOD/FAIR/POOR)		<u>Noise</u> A. Hours of LOS C per day B. Number of sensitive receptors potentially impacted?
		E. How well does the alternative avoid, minimize, and mitigate impacts to the Gold Medal Fisheries?	E. ● ◐ ○ (GOOD/FAIR/POOR)	The healthy environment criteria are a proxy for the overall goal of avoiding, minimizing, and mitigating impacts. For example, a significant increase in acres of new right-of-way impacted indicates that more biological resources may be impacted. These impacts could be mitigated, however, if a solution provides the same access and mobility with significantly fewer acres of new right-of-way. This may be a solution that minimizes or even avoids impacts to biological resources. Some measures, such as hours of LOS C per day, indicate environmental goals for improved noise levels.	<u>Wildlife</u> A. Number of acres of wildlife habitat and fishery? B. Number of linkage interference zones impacted
		F. How well does the alternative avoid, minimize, and mitigate impacts to recreational resources?	F. ● ◐ ○ (GOOD/FAIR/POOR)		<u>Wetlands</u> A. Number of acres of wetlands impacted (Straight Creek and Blue River).
		G. How effectively can Best Management Practices be accommodated?	G. ● ◐ ○ (GOOD/FAIR/POOR)		<u>Recreation Resources</u> A. Number of recreation resource impacts. Including: a. Number of 4f properties b. Number 6f properties

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Historic Context		Historic Context		Historic Context	
A. Can impacts to paleontological and archaeological resources be avoided, minimized, or mitigated?	A. (YES/NO)	A. How well can impacts to paleontological and archaeological resources be avoided, minimized, or mitigated?	A. ☐ ☐ ☐ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation. The historic context criteria will help determine how well an alternative contributes to and is compatible with the human-made past that creates the corridor's sense of place and is the foundation of the corridor's character.	A. Number of paleontological resources impacted B. Number of archaeological resources impacted
Communities		Communities		Communities	
A. Is the alternative compatible with local land use plans? B. Does the alternative serve as a gateway to the area, providing good identity for local communities? C. Are impacts to community resources irresolvable?	A. (YES/NO) B. (YES/NO) C. (YES/NO)	A. What is the level of community support? B. How compatible is the alternative with local comprehensive plans? C. How well does the alternative limit disproportionate impacts on low-income or minority communities? D. How well does the alternative minimize adverse effects on local businesses?	A. ☐ ☐ ☐ (GOOD/FAIR/POOR) B. ☐ ☐ ☐ (GOOD/FAIR/POOR) C. ☐ ☐ ☐ (GOOD/FAIR/POOR) D. ☐ ☐ ☐ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation. The criteria related to communities will help determine how well an alternative respects the individuality of communities and promotes their viability.	A. How well does this alternative support current and ongoing economic investments in the community? (GOOD/FAIR/POOR) B. How well is this alternative supported by the community? (GOOD/FAIR/POOR) C. Number of businesses directly/indirectly impacted D. Number of homes directly/indirectly impacted E. How well are construction impacts minimized? (GOOD/FAIR/POOR)

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Mobility and Accessibility		Mobility and Accessibility		Mobility and Accessibility	
A. Does the alternative improve mobility?	A. (YES/NO)	A. How well does the alternative improve mobility?	A. ☒ ☒ ☐ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure very specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Projected LOS/ADT for US 6, SH 9 and I-70
B. Is this alternative compatible with the existing and planned transportation system?	B. (YES/NO)	B. How well does the alternative address local access traffic?	B. ☒ ☒ ☐ (GOOD/FAIR/POOR)		B. Projected number of person trips on alternate modes
C. Does this alternative provide access for local trips?	C. (YES/NO)	C. How well does the alternative address cut-through traffic?	C. ☒ ☒ ☐ (GOOD/FAIR/POOR)	The mobility and accessibility criteria will help determine how well an alternative addresses local, regional, and national travel while providing reliable, efficient interconnectivity between systems and communities.	C. Potential for enhanced bike/ped usage?
		D. How well does the alternative promote efficient freight movement?	D. ☒ ☒ ☐ (GOOD/FAIR/POOR)		D. How well are Summit Stage/local transit service and stops accommodated?
		E. How easy is the interchange to use for non-local drivers?	E. ☒ ☒ ☐ (GOOD/FAIR/POOR)		E. How many access points are hindered or eliminated?
		F. How well does the alternative accommodate existing/future transit?	F. ☒ ☒ ☐ (GOOD/FAIR/POOR)		F. How much shorter are ramp backups than existing or no-build conditions?
		G. How well does the alternative accommodate bike/ped (multi-modal) mobility?	G. ☒ ☒ ☐ (GOOD/FAIR/POOR)		
Aesthetics		Aesthetics		Aesthetics	
No specific aesthetics criteria are used to evaluate alternatives at the feasibility level.		A. How consistent is the alternative with the I-70 CSS Aesthetic Guidance?	A. ☒ ☒ ☐ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. How well does this alternative support the goals of the I-70 CSS Aesthetic Guidance? (GOOD/FAIR/POOR)
				The aesthetics criteria will help determine whether an alternative was inspired by the surroundings, protects scenic integrity, and incorporates the context of the I-70 Mountain Corridor.	