



Level 1 Screening Matrix

	N/A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Level 1 Evaluation Criteria	No Action	US 6 Improved Two Through Lanes	US 6 Three Through Lanes	US 6 Four Through Lanes	Three-Lane with Reversible Lane	US 6/I-70B Interchange	F1/2 Road to 33 Road Connection	F3/4 Road to G Road Connection	Front Street Connection Two-Way, Old 32 Road to 33 Road	Front Street Connection One-Way Eastbound, Old 32 Road to 33 Road	Front Street/US 6 One-Way Couplet, Old 32 Road to 33 Road	Front Street/US 6 One-Way Couplet at Peach Tree Center	US 6/Grand Avenue One-Way Couplet	Peach Tree Loop	1st/2nd Street One-Way Couplet	1st Street Connection, Grand Avenue to Front Street
<b>Traffic Operations</b> Does the alternative improve existing and future traffic operations along US 6C?	<b>NO</b> Does not meet current and future traffic demands with improved operations along US 6C	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b> Does not remove substantial traffic volume from US 6C corridor	<b>NO</b> Does not remove substantial traffic volume from US 6C corridor	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b> Does not provide added capacity between I-70B and 33 Road and does not remove substantial traffic volume from US 6C corridor	<b>NO</b> Does not provide added capacity between I-70B and 33 Road and does not remove substantial traffic volume from US 6C corridor	<b>NO</b> Does not provide added capacity between I-70B and 33 Road and does not remove substantial traffic volume from US 6C corridor
<b>Multimodal Connectivity</b> Does the alternative provide for bicycle, pedestrian, and transit travel through the US 6C corridor?	<b>NO</b> No change to inadequate multimodal infrastructure through the corridor	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>
<b>Safety Concerns</b> Does the alternative provide safety improvements along US 6C?	<b>NO</b> No safety improvements provided along US 6C	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)	<b>NO</b> Does not provide improved safety along US 6C (no access control and no substantial roadside reconstruction)
<b>SUMMARY OF RESULTS</b>	<b>Carried Forward: Baseline Comparison</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Eliminated as a Stand Alone:</b> Does not meet Purpose and Need because it does not address safety issues associated with lack of access control along US 6C and does not provide safety improvements of roadside reconstruction along US 6C.	<b>Eliminated:</b> Does not meet Purpose and Need because it does not address operational and safety issues associated with peak hour congestion and lack of access control along US 6C and does not provide safety improvements along US 6C.	<b>Eliminated:</b> Does not meet Purpose and Need because it does not address operational and safety issues associated with peak hour congestion and lack of access control along US 6C and does not provide safety improvements along US 6C.	<b>Eliminated as a Stand Alone:</b> Does not meet Purpose and Need because it does not address safety issues associated with lack of access control along US 6C and does not provide safety improvements of roadside reconstruction along US 6C.	<b>Eliminated as a Stand Alone:</b> Does not meet Purpose and Need because it does not address safety issues associated with lack of access control along US 6C and does not provide safety improvements of roadside reconstruction along US 6C.	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Carried Forward</b>	<b>Eliminated as a Stand Alone:</b> Does not meet Purpose and Need because it does not address operational and safety issues associated with peak hour congestion and lack of access control along US 6C and does not provide safety improvements along US 6C.	<b>Eliminated:</b> Does not meet Purpose and Need because it does not address operational and safety issues associated with peak hour congestion and lack of access control along US 6C and does not improve safety along US 6C, while introducing operational issues with intersections on US 6C.	<b>Eliminated as a Stand Alone:</b> Does not meet Purpose and Need because it does not address operational and safety issues associated with peak hour congestion and lack of access control along US 6C and does not provide safety improvements along US 6C.
<b>Notes</b>		Addresses operational and safety issues associated with peak hour congestion and lack of access control, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	Addresses operational and safety issues associated with PM peak hour congestion and lack of access control, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	Addresses operational and safety issues associated with peak hour congestion and lack of access control, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	Addresses operational and safety issues associated with peak hour congestion and lack of access control, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts along US 6C.	May be carried forward as an element of another alternative; May address operational and queuing conditions west of 1st Street intersection.			May be carried forward as an element of another alternative; May address operational conditions along US 6C with added capacity between I-70B and 33 Road and reduction in traffic volumes along US 6C.	May be carried forward as an element of another alternative; May address operational conditions along US 6C with added capacity between I-70B and 33 Road and reduction in traffic volumes along US 6C.	Addresses operational and safety issues associated with peak hour congestion by providing added capacity with one-way couplet, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	Addresses operational and safety issues associated with peak hour congestion by providing added capacity with one-way couplet, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	Addresses operational and safety issues associated with peak hour congestion by providing added capacity with one-way couplet, provides connections to enhance multimodal travel and reduce vehicular-pedestrian conflicts, and provides safety improvements with roadway reconstruction along US 6C.	May be carried forward as an element of another alternative; May address operational conditions at 1st Street and 2nd Street intersections and multimodal connection enhancements.		May be carried forward as an element of another alternative; May address operational conditions at 1st Street and 2nd Street intersections and multimodal connection enhancements.