

CURRENT EVALUATION LEVEL

PUBLIC WORKSHOP #2

LEVEL 1 – PLANNING FRAMEWORK

The wide range of potential improvement options will be qualitatively assessed very coarsely at this initial Planning Framework level, using the following criteria:

Operations and Safety

- Ability to provide a balance of regional mobility and local access within the Arapahoe Road area of influence
- Ability to function as a “stand-alone” alternative, or to be packaged with other options to provide a functional alternative

Community, Business and Environmental

- Expected to result in an acceptable level of environmental and community impacts

Feasibility and Cost

- Practicability when considering cost and foreseeable funding for phased improvements

NEXT STEPS

PUBLIC WORKSHOP #3

LEVEL 2 – REFINED OPTION

Options from the Level 1 screening will be refined to add more definition of the improvements and to estimate anticipated operations, impacts and cost.

Operations and Safety

Measure

- | | |
|---|--|
| • Degree of Balance of Regional Mobility and Local Access.... | Percent regional vs. local travel |
| • Improves Travel Reliability and Safety..... | Travel time differential and driver expectations |
| • Provides Capacity for Anticipated Growth..... | V/C and LOS |
| • Provides Multi-modal Travel Accommodation | |

Community, Business and Environmental

- | | |
|--|--|
| • Consist with Local and Regional Plans..... | Degree of consistency |
| • Enhancement of Visual Character..... | Qualitative assessment of visual impacts |
| • Magnitude of Community and Environmental Impact..... | ROW and acquisitions required |

Feasibility and Cost

- | | |
|---|---|
| • Magnitude of Cost for Improvements..... | Conceptual-level probable costs |
| • Constructability and Phasing Opportunities..... | Assessment of phased construction capacity |
| • Meets Design Standards..... | Degree of potential to achieve desirable design standards |

LEVEL 3 – ALTERNATIVES

Options will be packaged as alternatives, where appropriate, or further refined as potential independent project improvements. Proposed improvements will be further refined to minimize costs and impacts and maximize traffic operations. Refined Level 2 screening criteria will be applied at an increased level of detail to assist in identifying a set of preliminary alternatives.