



Category		Level 1 Interchange Screening Criteria	Other Suggested Alternative Locations for Supplemental Crossings of I-25										
			Alternative 1a & 1b	Alternative 2a & 2b		Alternative 3	Alternative 4	Alternative 5	Alternative 6a & 6b	Alternative 7	Peakview Crossing	Caley Crossing	
Consistency with Purpose & Need	Capacity/ Operations/ Safety	Does the alternative help address current and future traffic needs of Arapahoe Road between Yosemite and Boston/Clinton?	Yes	Yes (Alt 2a)	No (Alt 2b)	No	No	No	No	No	No	No	
		Does the alternative improve vehicular traffic safety at I-25/Arapahoe?	Yes	Yes (Alt 2a)	No (Alt 2b)	No	No	No	No	No	No	No	
		Can this alternative enhance safe bicycle and pedestrian travel conditions and future transit route opportunities?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Consistency with Objectives	Local/ Community Impacts	Is the alternative sensitive to residential areas and community values?	Yes	No		No	No	No	No	No	No	Yes	
		Is the alternative compatible with established local plans and visions?	Yes	No		No	No	No	No	No	No	No	
	Design	Is the alternative feasible from an engineering and constructability perspective?	Yes	No		No	No	No	No	No	No	Yes	
	Environmental Impacts	Can environmental impacts be reasonably mitigated?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	No	Yes	
	Economic Impacts	Does the alternative maintain reasonable local access?	Yes	No		No	No	No	No	No	No	No	Yes
		Does the alternative address bottleneck issues that impact regional economic vitality?	Yes	Yes (Alt 2a)	No (Alt 2b)	No	No	No	No	No	No	No	No
Cost Feasibility	Can the alternative be constructed in a cost effective manner?	Yes	No		No	No	No	No	No	No	No	No	
Summary of Results		1a. Eliminated: Alt 1b alignment with Costilla east of Clinton provides for better local/regional accessibility.	Eliminated: Although Alt 2a may meet project Purpose and Need, it is inconsistent with community values and vision. Alt 2b does not meet project Purpose and Need. Neither meet minimum design requirements.		Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations. Does not meet minimum design requirements.	Eliminated: Could not be constructed without significant impacts to existing streets and intersections, and impacts adjacent residential development. Does not meet minimum design requirements.	Eliminated: Does not meet project Purpose and Need - insufficient traffic diversion to benefit Arapahoe/I-25 traffic operations.	
		1b. Carried forward: Level 2 Evaluation											