

CORRIDOR SCREENING RESULTS

Category	Alt 1	Alt 2	Alt 2A	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 8A	Alt 9	Alt 10
G - Growth and Community Acceptance	●	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
M – Mobility	◐	◐	◐	○	◐	◐	◐	◐	◐	◐	◐	◐
SL – System Linkages	●	◐	◐	◐	●	◐	◐	●	◐	●	◐	○
EB - Economic Benefits	●	◐	◐	○	●	◐	○	●	●	●	○	○
E – Environmental	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐	◐
IF - Implementation Feasibility	◐	◐	◐	◐	◐	◐	◐	●	●	●	●	◐
Total Corridor Rating	●	◐	◐	○	◐	◐	○	●	◐	●	◐	○

 PERFORMS BEST
  PERFORMS WORST

ANTICIPATED GROWTH – The alternative’s ability to support planned or anticipated local development, which affects travel demand.

MOBILITY – The alternative’s ability to improve passenger and freight travel in the corridor and reduce traffic congestion and improve traffic operations to meet forecasts for 2045.

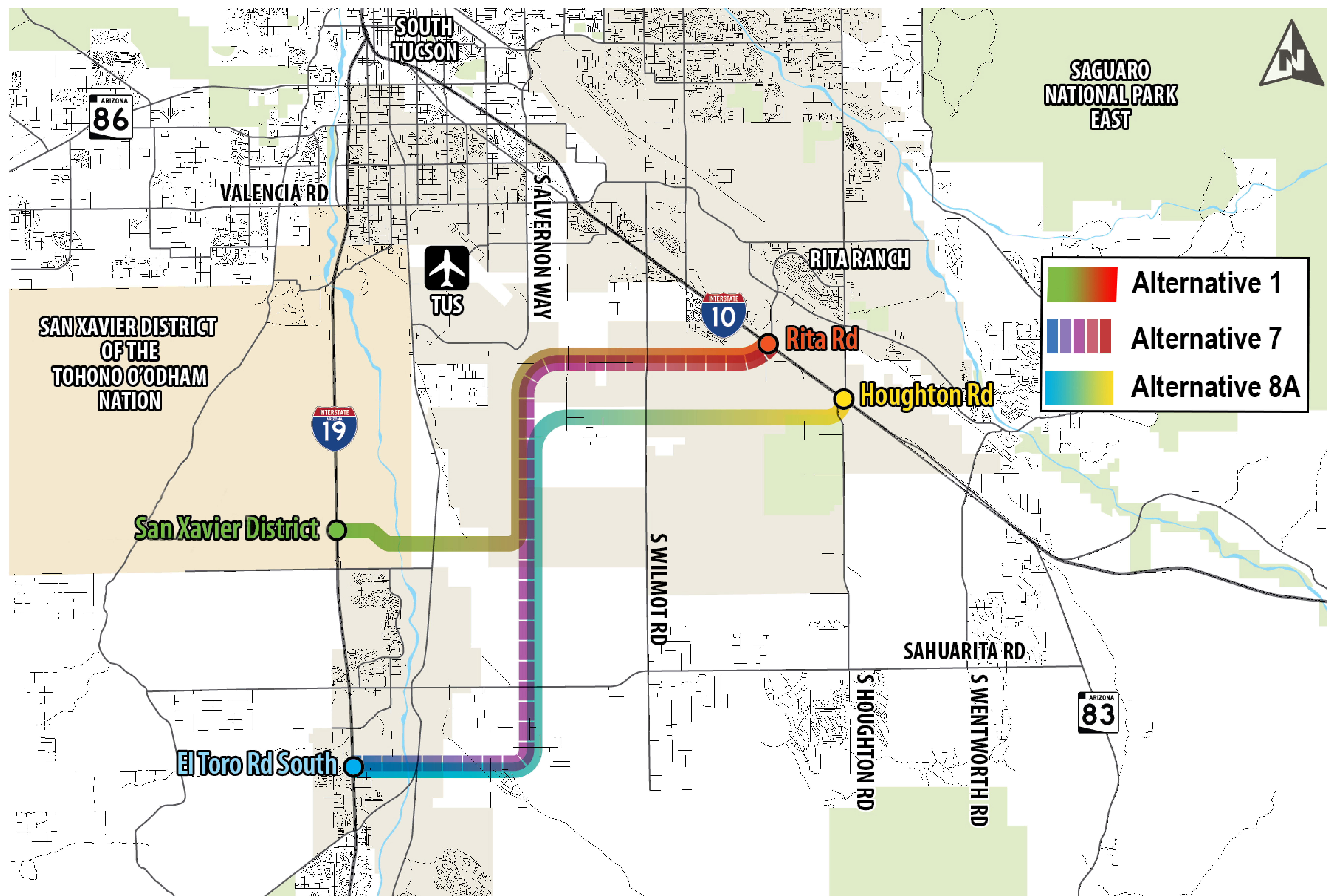
SYSTEM LINKAGES – The alternative’s ability to reduce travel times and cost by connecting with other highways and roadways.

ECONOMIC BENEFIT – The contribution of the alternative to serve activity centers and jobs in the corridor.

ENVIRONMENT – The effect of the alternative on the environment, including sensitive species or habitats, cultural resources, and disadvantaged populations.

IMPLEMENTATION FEASIBILITY – The relative ease of implementation based on property acquisition, construction challenges, and stakeholder support.

RANGE OF REASONABLE ALTERNATIVES



OPTIMIZED CORRIDOR ALTERNATIVES

