

Level 2 Alternative Evaluation Screening Matrix

		Purpose and Need Screening					Project Objective Screening								
		Description of Alternative	Provide travel redundancy?	Reduce VMT associated with circuitous routing of traffic?	Reduce local trips through the Y intersection?	Improve emergency response?	Provide improved multi-modal connections?	Minimize impacts to natural resources	Minimize impacts to the human environment	Minimize safety concerns	Minimize private property impacts.	Provide more direct and efficient multi-modal routing	Be cost effective	Constructability	Maintenance
Roadway Alignments	No Build	Existing conditions	○	○	○	○	○	●	●	○	○	○	●	●	●
	O-N1	Roadway centered within right-of-way.	●	○	●	●	●	○	○	●	●	●	●	●	●
	O-N2	Roadway with chicanes maintaining a minimum of 20 feet of snow storage on each side of the road.	●	○	●	○	○	○	○	●	●	○	●	●	○
	O-N2b	Roadway with chicanes maintaining a minimum of 12 feet of snow storage on each side of the road.	●	○	●	○	○	○	○	●	●	○	●	●	○
North Intersection Options	I-N2a ¹	Tribal Trail Road, access to Hwy 22, is via an interchange. Coyote Canyon Road and Indian Springs Drive access to Hwy 22 is converted to right on/off. Eastbound traffic from Coyote Canyon Road uses an underpass to access Hwy 22.	●	○	●	●	●	○	○	○	●	●	○	○	○
	I-N4a ¹	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. Coyote Canyon Road traffic uses a frontage road on the north side of Hwy 22 to access the Tribal Trail Road interchange. Indian Springs Drive access is to the south via W. Boyles Hill Road.	●	○	●	●	●	○	○	○	○	●	○	○	○
	I-N4c	Coyote Canyon Road and Tribal Trail Road access Hwy 22 via a roundabout. All other design elements are the same as I-N4a.	●	○	●	○	○	○	○	○	○	○	○	○	○
	I-N6b	Tribal Trail Road accesses Hwy 22 with a two-lane roundabout. Indian Springs Drive access to Hwy 22 is closed. Indian Springs Drive uses an underpass to access the Coyote Canyon Road frontage on the north side of Hwy 22 to the roundabout.	●	○	●	○	○	○	○	○	○	○	○	○	○
	I-N7	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are converted to an interchange. Tribal Trail Road, access to Hwy 22, also would be an interchange.	●	○	●	●	●	○	○	○	●	●	○	○	○
	I-N9a ¹	Coyote Canyon Road and Indian Springs Drive existing accesses to Hwy 22 are closed. An underpass is built to connect Coyote Canyon Road and Indian Springs Drive. Traffic uses a frontage road on the north side of the highway to access the Tribal Trail Road Hwy 22 interchange.	●	○	●	●	●	○	○	○	○	○	○	○	○
	I-N10	Tribal Trail Road has a one-way only underpass for westbound traffic to access Hwy 22. Eastbound traffic has an at grade right on/off at Tribal Trail Road. Westbound Hwy 22 traffic has a left-hand turn lane to access Tribal Trail Road. Coyote Canyon Road and Indian Springs Drive would remain the same.	●	○	●	●	●	○	○	○	○	○	○	○	○
	I-N11	Tribal Trail Road has signal intersection on HWY 22. Coyote Canyon Road and Indian Springs Drive would remain the same.	●	○	●	●	●	○	○	○	○	○	○	○	○
	I-N16	Interim alternative. Tribal Trail Road, access to Hwy 22, is an at-grade right-on, right-off intersection.	●	○	○	●	○	○	○	○	○	○	○	○	○
South Intersection Options	I-S1	Four way stop signs at Boyles Hill Road	●	○	●	●	●	○	○	○	○	○	○	○	○
	I-S2	Roundabout	●	○	●	●	○	○	○	○	○	○	○	○	○
	I-S3	Roadway alignment of Boyles Hill Road is shifted, as a visual cue that a stop sign is ahead.	●	○	●	●	●	○	○	○	○	○	○	○	○
Proposed Typical Cross-sections: Built Section of Tribal Trail Rd.	T-E1	Existing roadway typical from S. Park Loop road to the Shepherd of the Mountains Lutheran Church. Lanes are 12-foot wide with 5-foot shoulders.	●	○	●	●	○	○	○	○	○	○	○	○	○
	T-E2	Existing roadway typical from Church of Christ to Cherokee Lane. Lanes are 12-foot wide with 5-foot shoulders. Pathway is on the east side of Tribal Trail Road.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-A1	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the east side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-A2	Lanes are 11-foot wide with 5-foot shoulders with a median. Pathway on the east side of Tribal Trail. 10 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-A3	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the west side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-A4	Lanes are 11-foot wide with 5-foot shoulders and median. Pathway on the west side of Tribal Trail. 10 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-A5	Transitional area between Shepherd of the Mountains Lutheran Church and Lakota Lane. The existing pathway is on the east side of Tribal Trail, while the new pathway is on the west side.	●	○	●	●	●	○	○	○	○	○	○	○	○
Proposed Typical Cross-sections: Tribal Trail Rd. on New Alignment	T-B1	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the east side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-B2	Lanes are 11-foot wide with 5-foot shoulders. Pathway on the west side of Tribal Trail. 20 feet of snow storage between Tribal Trail and pathway.	●	○	●	●	●	○	○	○	○	○	○	○	○
	T-B3	Lanes are 11-foot wide with 5-foot shoulders. Pathway outside of the ROW. This option can be used for either the straight roadway alignment or chicane alignment.	●	○	●	●	●	○	○	○	○	○	○	○	○

¹Alternatives I-N2b, I-N4b, and I-N9b have been removed; these alternatives have design features only associated with grade-separated interchanges and do not apply to at-grade intersections.

Legend	
Good	●
Fair	○
Poor	○