## Tier 1 Measures

If alternatives receive a red ranking on Tier 1 Measures they are removed from further analysis. Tier 1 Measures were identified as fatal flaws by regional agencies, service providers, and the public.

#### Compatibility with Eagle Comp Plan

#### Emergency Response Times

#### North Eagle Rd Impacts

### General Traffic Performance

#### Average Intersection Capacity Ratio
- The average number of vehicles entering Eagle Rd from north to south is 1,000.
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#### Environmental Impacts
- All alignments have similar potential impacts to linear cultural resources. Former alignments are anticipated for constrained corridor due to limited functional areas.
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#### Total Connections in Existing Road Network
- The total number of connections in the existing road network is 7.
- The total number of connections in the existing road network is 7.
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- The total number of connections in the existing road network is 7.

#### Anticipated Size of Local Road System
- The anticipated size of the local road system is 6 connections.
- The anticipated size of the local road system is 6 connections.
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#### General Connectivity
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.
- The general connectivity is 7 connections.

### Tier 2 Measures

#### Overview

Two measures were evaluated by assigning a value of 1 for red, 2 for yellow and 3 for green. Values were calculated from both Tier 1 and Tier 2 evaluation measures. The top 3 ranking alternatives are considered for further evaluation.

<table>
<thead>
<tr>
<th>Measure</th>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Final</th>
<th>Notes</th>
</tr>
</thead>
</table>
| Average Intersection Capacity Ratio | 1.33 | 1.33 | 3 | Cost effective for alignment in north.
| Cultural/Military Impact | 1.33 | 1.33 | 3 | Cost effective for alignment in north.
| Environmental Impact | 1.33 | 1.33 | 3 | Cost effective for alignment in north.
| Total Connections in Existing Road Network | 7 | 7 | 3 | Cost effective for alignment in north.
| Anticipated Size of Local Road System | 6 | 6 | 3 | Cost effective for alignment in north.
| General Connectivity | 7 | 7 | 3 | Cost effective for alignment in north.

#### Civilian Housing Impact

- Removing the further consideration of this measure will remove the need for a preliminary analysis.
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#### Performance Goals

- Good relative distribution from north to south in general project area. Used as base case.
- Increased usage of SH 55 and Aerie Lane to access SH 55, the large increase in traffic. Travel time to and from the area would increase significantly.
- Impacts could be potential local road connections. Some N Eagle Rd Impacts due to increased regional connections. N BL: 13,600 / S BL: 8,300
- Removal of one roadway to the overpass. Half of the traffic would be kept on the overpass. N BL: 8,900 / S BL: 11,600
- Anticipated increased regional connectivity. N BL: 8,800 / S BL: 14,900 / S BL: 11,600
- Good access and anticipated response times
- Less N Eagle Rd impacts due to North Eagle Rd
- Good relative distribution from north to south in general project area. Used as base case.
- Impacts could be potential local road connections. Some N Eagle Rd Impacts due to increased regional connections. N BL: 13,600 / S BL: 8,300

#### Road/Trails Conflicts

- Additional measures will be analyzed in the next stages of the project.
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households
- Potential for 3 more than planned households

#### Impacts to Eagle Road

- 1% increase from City model, 23.9% increase from SH 55
- 5.4% decrease from City model, 23.9% decrease from SH 55
- 4% increase from City model, 23.9% increase from SH 55
- 4.8% increase from City model, 23.9% increase from SH 55
- 4.5% increase from City model, 23.9% increase from SH 55
- 6.3% decrease from City model, 23.9% increase from SH 55

#### Inventory of State/County/City Data

- 6 connections
- 6 connections
- 6 connections
- 6 connections
- 6 connections
- 6 connections
- 6 connections
- 6 connections

### Additional Measures

Additional measures will be analyzed in the next stages of the project.