

# Level 1 – Screening Analysis Idaho Falls Strategic Arterial CIS KN 13575

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## APPENDIX B – EVALUATION MATRIX

**LEVEL 1 SCREENING ANALYSIS - IDAHO FALLS STRATEGIC ARTERIAL CIS**

**LEVEL 1 EVALUATION MATRIX**

Organized by Total Score

| Concept | Level 1 Evaluation Criteria   |  |  |   |   |   | Total Score |      |                                   |
|---------|---|--|--|---|---|---|-------------|------|-----------------------------------|
|         | Meets Purpose and Need  |  | Environmental Constraints  |   | Constructability  | Effects to the Local System   |             |      |                                   |
|         | Would project improve access to and from I-15 and/or US-20?   | Would project provide safe and efficient transport of people, goods, and services? | Would project minimize adverse environmental impacts to built environmental sources? | Would project minimize adverse environmental effects to selected natural environmental resources? | Is the cost of the option consistent with the benefits it provides, or can the function be served with a lower cost solution? | Would the project improve access to the local area transportation system? |             |      |                                   |
| 4       | Alternative Interchange (DDI/SPUI) at 118 and 119   | 5.0  | 5.0  | 3.0   | 5.0   | 3.0   | 5.0         | 26.0 | Move forward to Level 2 Screening |
| 2       | Collector-Distributor b/w 118 and 119   | 3.0  | 5.0  | 5.0   | 5.0   | 3.0   | 3.0         | 24.0 |                                   |
| 5a      | Add Capacity - Add Lanes from 118 to Lewisville Interchange   | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |                                   |
| 5b      | Add Capacity - Add Lanes from 118 to Science Center Interchange   | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |                                   |
| 5c      | Add Capacity - Add Lanes from 118 to Fremont Interchange  | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |                                   |
| 16      | Create New Northbound Exit Ramp at 119 with 2-Phase Signal  | 5.0  | 5.0  | 3.0   | 5.0   | 3.0   | 3.0         | 24.0 |                                   |
| 3       | Modified Collector-Distributor b/w 118 and 119  | 3.0  | 3.0  | 5.0   | 5.0   | 3.0   | 3.0         | 22.0 |                                   |
| 6       | Convert Fremont Interchange to At-Grade Continuous Flow Intersection  | 3.0  | 3.0  | 5.0   | 5.0   | 3.0   | 3.0         | 22.0 |                                   |
| 20      | Develop Complete Inner and Outer Belt Routes (From TSA Report)  | 5.0  | 5.0  | 1.5   | 1.5   | 1.5   | 4.5         | 19.0 |                                   |
| 7a      | Convert Exit 119 to a Roundabout Interchange  | 3.0  | 3.0  | 3.0   | 5.0   | 3.0   | 3.0         | 20.0 |                                   |
| 7b      | Convert Exit 119 to a Teardrop Roundabout Interchange   | 3.0  | 3.0  | 3.0   | 5.0   | 3.0   | 3.0         | 20.0 |                                   |
| 11      | Eliminate Lindsay Interchange and Add Lane b/w 118 and 119  | 3.0  | 5.0  | 3.0   | 5.0   | 3.0   | 1.0         | 20.0 |                                   |
| 12      | Close Broadway Interchange and Create Pancheri Interchange  | 3.0  | 5.0  | 3.0   | 3.0   | 3.0   | 3.0         | 20.0 |                                   |
| 14a     | Create Diamond Interchange at 119, Close Select Ramps on US-20, and Develop Skyline Drive as Portion of US-20                                       | 3.0  | 3.0  | 3.0   | 5.0   | 3.5   | 2.5         | 20.0 |                                   |
| 14b     | Create Diamond Interchange at 119, Close Select Ramps on US-20, Limit NB Exit 119 to Right Turn Only, and Develop Skyline Drive as Portion of US-20 | 3.0  | 3.0  | 3.0   | 5.0   | 3.5   | 2.5         | 20.0 |                                   |
| 1       | Eliminate West Fremont Ramps  | 1.0  | 2.5  | 5.0   | 5.0   | 5.0   | 1.0         | 19.5 |                                   |
| 8       | Convert Exit 118 to an Overpass SPUI Interchange  | 3.0  | 5.0  | 3.0   | 3.0   | 1.0   | 4.0         | 19.0 |                                   |
| 10      | Eliminate Lindsay Interchange   | 3.0  | 3.0  | 3.0   | 4.0   | 4.0   | 1.0         | 18.0 |                                   |
| 15      | Designate Alternate Southern Route for US-20 Eastbound Traffic on Existing Surface Roadways   | 3.0  | 3.0  | 3.0   | 3.0   | 5.0   | 1.0         | 18.0 |                                   |
| 17      | Eliminate Lindsay Interchange and Create New Local-System Snake River Crossing  | 3.0  | 3.5  | 3.0   | 2.0   | 3.0   | 3.5         | 18.0 |                                   |
| 18      | High-Speed Flyover Ramp from Northbound I-15 to Eastbound US-20   | 5.0  | 5.0  | 1.0   | 2.0   | 1.0   | 4.0         | 18.0 |                                   |
| 19      | Separate Eastbound and Westbound US-20 Lanes at John's Hole Interchange   | 5.0  | 5.0  | 1.5   | 1.5   | 1.0   | 4.0         | 18.0 |                                   |
| 13      | Southbound Flyover at 119 and Modified Westbound Exit for Lindsay Interchange   | 3.0  | 5.0  | 3.0   | 2.0   | 1.0   | 3.0         | 17.0 |                                   |
| 9       | I-15 Realignment to West (Idaho Falls Bypass)   | 3.0  | 4.0  | 1.0   | 1.0   | 1.0   | 3.0         | 13.0 |                                   |

| Scoring Legend |                                     |
|----------------|-------------------------------------|
| 1              | Little to no positive effect        |
| 3              | Some positives, some negatives      |
| 5              | Positive effects, minimal negatives |

**LEVEL 1 SCREENING ANALYSIS - IDAHO FALLS STRATEGIC ARTERIAL CIS**

**LEVEL 1 EVALUATION MATRIX**

Organized by Concept Number

| Concept | Level 1 Evaluation Criteria   |  |  |   |   |   | Total Score |      |
|---------|---|--|--|---|---|---|-------------|------|
|         | Meets Purpose and Need  |  | Environmental Constraints  |   | Constructability  | Effects to the Local System   |             |      |
|         | Would project improve access to and from I-15 and/or US-20?   | Would project provide safe and efficient transport of people, goods, and services? | Would project minimize adverse environmental impacts to built environmental sources? | Would project minimize adverse environmental effects to selected natural environmental resources? | Is the scal of the option consistent with the benefits it provides, or can the function be served with a lower cost solution? | Would the project improve access to the local area transportation system? |             |      |
| 1       | Eliminate West Fremont Ramps  | 1.0  | 2.5  | 5.0   | 5.0   | 5.0   | 1.0         | 19.5 |
| 2       | Collector-Distributor b/w 118 and 119   | 3.0  | 5.0  | 5.0   | 5.0   | 3.0   | 3.0         | 24.0 |
| 3       | Modified Collector-Distributor b/w 118 and 119  | 3.0  | 3.0  | 5.0   | 5.0   | 3.0   | 3.0         | 22.0 |
| 4       | Alternative Interchange (DDI/SPUI) at 118 and 119   | 5.0  | 5.0  | 3.0   | 5.0   | 3.0   | 5.0         | 26.0 |
| 5a      | Add Capacity - Add Lanes from 118 to Lewisville Interchange   | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |
| 5b      | Add Capacity - Add Lanes from 118 to Science Center Interchange   | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |
| 5c      | Add Capacity - Add Lanes from 118 to Fremont Interchange  | 5.0  | 5.0  | 3.0   | 3.0   | 3.0   | 5.0         | 24.0 |
| 6       | Convert Fremont Interchange to At-Grade Continuous Flow Intersection  | 3.0  | 3.0  | 5.0   | 5.0   | 3.0   | 3.0         | 22.0 |
| 7a      | Convert Exit 119 to a Roundabout Interchange  | 3.0  | 3.0  | 3.0   | 5.0   | 3.0   | 3.0         | 20.0 |
| 7b      | Convert Exit 119 to a Teardrop Roundabout Interchange   | 3.0  | 3.0  | 3.0   | 5.0   | 3.0   | 3.0         | 20.0 |
| 8       | Convert Exit 118 to an Overpass SPUI Interchange  | 3.0  | 5.0  | 3.0   | 3.0   | 1.0   | 4.0         | 19.0 |
| 9       | I-15 Realignment to West (Idaho Falls Bypass)   | 3.0  | 4.0  | 1.0   | 1.0   | 1.0   | 3.0         | 13.0 |
| 10      | Eliminate Lindsay Interchange   | 3.0  | 3.0  | 3.0   | 4.0   | 4.0   | 1.0         | 18.0 |
| 11      | Eliminate Lindsay Interchange and Add Lane b/w 118 and 119  | 3.0  | 5.0  | 3.0   | 5.0   | 3.0   | 1.0         | 20.0 |
| 12      | Close Broadway Interchange and Create Pancheri Interchange  | 3.0  | 5.0  | 3.0   | 3.0   | 3.0   | 3.0         | 20.0 |
| 13      | Southbound Flyover at 119 and Modified Westbound Exit for   | 3.0  | 5.0  | 3.0   | 2.0   | 1.0   | 3.0         | 17.0 |
| 14a     | Create Diamond Interchange at 119, Close Select Ramps on US-20, and Develop Skyline Drive as Portion of US-20                                       | 3.0  | 3.0  | 3.0   | 5.0   | 3.5   | 2.5         | 20.0 |
| 14b     | Create Diamond Interchange at 119, Close Select Ramps on US-20, Limit NB Exit 119 to Right Turn Only, and Develop Skyline Drive as Portion of US-20 | 3.0  | 3.0  | 3.0   | 5.0   | 3.5   | 2.5         | 20.0 |
| 15      | Designate Alternate Southern Route for US-20 Eastbound Traffic on Existing Surface Roadways   | 3.0  | 3.0  | 3.0   | 3.0   | 5.0   | 1.0         | 18.0 |
| 16      | Create New Northbound Exit Ramp at 119 with 2-Phase Signal  | 5.0  | 5.0  | 3.0   | 5.0   | 3.0   | 3.0         | 24.0 |
| 17      | Eliminate Lindsay Interchange and Create New Local-System Snake River Crossing  | 3.0  | 3.5  | 3.0   | 2.0   | 3.0   | 3.5         | 18.0 |
| 18      | High-Speed Flyover Ramp from Northbound I-15 to Eastbound US-20   | 5.0  | 5.0  | 1.0   | 2.0   | 1.0   | 4.0         | 18.0 |
| 19      | Separate Eastbound and Westbound US-20 Lanes at John's Hole Interchange   | 5.0  | 5.0  | 1.5   | 1.5   | 1.0   | 4.0         | 18.0 |
| 20      | Develop Complete Inner and Outer Belt Routes (From TSA Report)  | 5.0  | 5.0  | 1.5   | 1.5   | 1.5   | 4.5         | 19.0 |

| Scoring Legend                        |  |
|---------------------------------------|--|
| 1 Little to no positive effect        | Carried Forward to Level 2 Screening               |
| 3 Some positives, some negatives      | Eliminated - but may be worthy of further analysis |
| 5 Positive effects, minimal negatives |  |