



## I-70 CORRIDOR PROJECT EVALUATION FORM

This form to be filled out by project sponsors to aid the Missouri Department of Transportation in evaluating project consistency with the corridor Vision established in the 2018 Planning and Environmental Linkages (PEL) Study for I-70, between Wentzville and the City of St.Louis.

### Project Information

Project Name	<input type="text"/>	Project Sponsor	<input type="text"/>	County	<input type="text"/>
Project Route	<input type="text"/>	Beginning Milepost	<input type="text"/>	Ending Milepost	<input type="text"/>

### Project Description

### Evaluation Criteria

For each evaluation question below, check the box for the answer that most closely aligns with the project. For each question scoring more than zero, provide an explanation to support the selected answer. Attach additional sheets if necessary.

1. **Does the proposed action address one of the recommended strategies for the segment? [Check One]**

- 0  The proposed action does not address a recommended strategy for this segment.
- 1  The proposed action addresses one of the long-term strategies for this segment.
- 2  The proposed action addresses one of the other recommended strategies for this segment.
- 3  The proposed action addresses one of the high-priority strategies for this segment.

**Provide information below to support selected answer**

2. **How do the design elements of the proposed action meet the needs of buses and large commercial vehicles (i.e. WB-67 vehicles)? [Check One]**

- 0  The proposed action will not fully meet the needs of a WB-67 vehicle, but there is no current or planned freight use or bus routes through the project area.
- 1  The proposed action is located on a freight and/or transit route but will not meet the needs of a WB-67 vehicle.
- 2  The proposed action will be designed for a WB-67 vehicle.
- 3  Facilitating better freight and/or bus movement is a part of the project purpose and need or is included as a goal of the proposed action and is expected to be a primary outcome of the project. All project components will be designed for a WB-67 vehicle.

**Provide information below to support selected answer**

3. **How does the proposed action allow for existing and planned transit infrastructure and operations in the project area? [Check One]**
- 0  The proposed action does not allow for planned transit infrastructure/operations and/or adversely impacts existing transit infrastructure/operations.
  - 1  The proposed action can accommodate existing/planned infrastructure/operations with minor modifications that are acceptable to the transit agency.
  - 2  The proposed action allows for existing/planned transit infrastructure/operations.
  - 3  The proposed action includes specific design elements to improve existing/planned transit infrastructure/operations.

**Provide information below to support selected answer**

4. **How does the proposed action encourage active transportation and facilitate planned bicycle and pedestrian facilities in the project area? [Check One]**
- 0  The proposed action does not include pedestrian or bicycle infrastructure and may preclude bicycle or pedestrian improvements from adopted plans.
  - 1  The proposed action does not include pedestrian or bicycle infrastructure, but will not preclude bicycle or pedestrian improvements from adopted plans.
  - 2  The proposed action includes some bicycle and pedestrian improvements, but is not completely consistent with adopted plans.
  - 3  The proposed action incorporates all bicycle and pedestrian improvements in the project area proposed in adopted plans.

**Provide information below to support selected answer**

5. **How does the proposed action incorporate design measures and ITS elements to meet the needs of Connected Vehicles (CV) and Autonomous Vehicles (AV) outlined in this Study? [Check One]**
- 0  The proposed action does not incorporate design measures or ITS elements to meet the needs of CVs and AVs and includes elements that may impede CV and AV use.
  - 1  The proposed action, with respect to the needs of CVs and AVs, maintains current design measures and ITS elements in the project area.
  - 2  The proposed action incorporates design measures and/or ITS elements consistent with the CV and AV recommendations of this Study.
  - 3  Advancing ITS and/or implementing design measures to facilitate CV and AV use is a part of the project purpose and need or is included as a goal of the proposed action and is expected to be a primary outcome of the project.

**Provide information below to support selected answer**

The following evaluation criteria are specific to elements of the long-term vision that are relevant to specific segments of the Study Corridor or specific types of projects, and are thus scored as to how well they enhance or detract from those elements of the vision. Projects not applicable to these criteria and projects with only a marginal benefit are given a neutral score of zero.

**6. For actions involving capacity expansion on mainline I-70, how does the proposed action address recommended TDM measures outlined in this Study? [Check One]**

- 1  The proposed action does not include TDM measures and may preclude future implementation of TDM measures such as HOV lanes or HOT lanes.
- 0  The proposed action does not preclude future implementation of TDM measures such as HOV or HOT lanes and indirectly addresses TDM by incorporating bike/ped facilities and/or facilitating existing and planned transit infrastructure/ operations.
- 0  The proposed action does not involve capacity expansion on mainline I-70.
- 1  TDM is a part of the project purpose and need or is included as a goal of the proposed action and is expected to be a primary outcome of the project.

**Provide information below to support selected answer**

**7. For actions involving interstate interchanges, accesses, or connecting/parallel routes, how does the proposed action provide efficient access to existing and planned businesses, employment centers, and freight hubs in the project vicinity? (Excludes short-term construction-related impacts) [Check One]**

- 1  The proposed action would result in access changes that would substantially impact the viability of businesses, employment centers, or freight hubs in the project vicinity
- 0  The proposed action is not anticipated to adversely affect commercial access or may have minor adverse impacts to access for some commercial properties, but those impacts can be mitigated and the overall effect on businesses, employment centers, and freight hubs in the project vicinity would be positive.
- 0  The proposed action does not involve interstate interchanges, accesses, or connecting/parallel routes.
- 1  Providing efficient access to businesses, employment centers, or freight hubs in the project vicinity is a part of the project purpose and need or is included as a goal of the proposed action.

**Provide information below to support selected answer**

8. **For actions in or adjacent to neighborhoods that pre-date the interstate, how does the proposed action lessen the highway's impact on adjacent neighborhoods? [Check One]**

- 1  The proposed action would not address existing impacts of the highway on neighborhoods that pre-date the interstate, and may have substantial adverse impacts on these neighborhoods.
- 0  The proposed action may have minor adverse impacts on surrounding neighborhoods but those impacts can be mitigated and the overall effect on surrounding neighborhoods is anticipated to be positive.
- 0  The proposed action is not adjacent to neighborhoods that pre-date the interstate.
- 1  Lessening the highway's impact is a goal of the proposed action, which includes specific measures expected to have substantially positive impacts on surrounding neighborhoods. The proposed action is not anticipated to have any adverse impacts on surrounding neighborhoods.

**Provide information below to support selected answer**

9. **For actions in the vicinity of Lambert Airport, how does the proposed action improve access to the airport for passengers, employees, and freight/cargo? [Check One]**

- 1  The proposed action would not improve access to the airport and/or may adversely impact access to the airport.
- 0  The proposed action may have minor adverse impacts to airport access, but those impacts could be mitigated and the overall effect on airport access would be positive.
- 0  The proposed action would not address existing impacts of the highway on neighborhoods that pre-date the interstate, and may have substantial adverse impacts on these neighborhoods.
- 1  Improving airport access is either part of the project purpose and need or is included as a goal of the proposed action, which includes specific measures expected to have substantially positive impacts on airport access. The proposed action is not anticipated to have any adverse impacts to airport access.

**Provide information below to support selected answer**