APPENDIX B
Secondary Screening

Secondary Evaluation Criteria for Remaining Short Term Alternatives					
Category	**Criteria**	**Alternative 1**	**Alternative 5**	**Alternative 6A**	**Alternative 6B**
Access Location/ Alignment 	New access location and alignment avoids or minimizes impact to private landowners	●	◔	◕	◔
	Minimizes the number and nature of private land needed to acquire	●	◔	●	◕
	Minimizes number and nature of land owners impacted	●	◑	◕	◕
	Existing access location can remain open while infrastructure upgrades at current location are being constructed	◖	●	●	●
	Location and alignment minimizes non-standard geometric design features (i.e. avoid steep slopes, areas of limited site distance).	●	○	◕	◔
Operations/ Safety 	New access location does not result in new traffic issues at proposed new intersections	●	◕	◕	◕
	Expanded internal circulation and access approach does not create safety concerns within the Industrial Park and PSB Complex	○	◕	◕	◕

	New access location and alignment accommodates existing primary truck routes	○	○	◔	○
	New access location and alignment does not greatly impact origin/ destination characteristics of existing access location	○	○	◔	○
	New access location and alignment minimize the need for Non-Standard Design Features	●	◔	◕	◔
	Reduces crash potential	◔	○	○	○
	New access location and alignment improves existing geometrics	●	◔	◔	◔
Environmental 	New access location and alignment avoid or minimize impact to significant natural features, including wetlands and other sensitive areas	●	●	◕	●
	New access location and alignment avoid or minimize impact to significant historical or cultural resources	●	●	●	●
	New access location and alignment avoid steep slopes	●	◐	◐	◔

Multi-Modal Opportunities 	Improves multi-modal accommodations	○	○	○	○
Tourism and Economic Development 	New access location and alignment continues to support and promote the growth potential of the Watertown Industrial District	○	◔	◑	◔
	Alternative conforms to larger regional tourism and economic development vision	○	○	◔	○
Cost and Performance 	Meets roadway owner (City, County, or NYSDOT) preference to optimize capital construction, operating, and maintenance costs	●	◑	◑	◑
	Meets roadway owners Operational Needs	◔	◑	◑	◑
	Estimated total project cost is achievable	●	◑	◔	◑

Secondary Evaluation Criteria for Remaining Long Term Alternatives					
Category	**Criteria**	**Alternative 7**	**Alternative 8**	**Alternative 9**	**Alternative 10**
Access Location/ Alignment 	New access location and alignment avoids or minimizes impact to private landowners				
	Minimizes the number and nature of private land needed to acquire				
	Minimizes number and nature of land owners impacted				
	Existing access location can remain open while infrastructure upgrades at current location are being constructed				
	Location and alignment minimizes non-standard geometric design features (i.e. avoid steep slopes, areas of limited site distance).				
Operations/ Safety 	New access location does <u>not</u> result in new traffic issues at proposed new intersections				
	Expanded internal circulation and access approach does not create safety concerns within the Industrial Park and PSB Complex				

	New access location and alignment accommodates existing primary truck routes				
	New access location and alignment does not greatly impact origin/ destination characteristics of existing access location				
	New access location and alignment minimize the need for Non-Standard Design Features				
	Reduces crash potential				
	New access location and alignment improves existing geometrics				
Environmental 	New access location and alignment avoid or minimize impact to significant natural features, including wetlands and other sensitive areas				
	New access location and alignment avoid or minimize impact to significant historical or cultural resources				
	New access location and alignment avoid steep slopes				

Multi-Modal Opportunities 	Improves multi-modal accommodations	○	○	○	○
Tourism and Economic Development 	New access location and alignment continues to support and promote the growth potential of the Watertown Industrial District	◐	◔	◕	◕
	Alternative conforms to larger regional tourism and economic development vision	◐	◔	◐	●
Cost and Performance 	Meets roadway owner (City, County, or NYSDOT) preference to optimize capital construction, operating, and maintenance costs	◐	◔	◔	◐
	Meets roadway owners Operational Needs	◔	◔	◑	●
	Estimated total project cost is achievable	◕	◕	○	◑