

**Mt. Murphy Road Screening Criteria**

	Criteria	Performance Measures	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9
<b>Historic and Cultural</b>													
H1	Minimize physical impacts to cultural/historic landmarks within the Mt. Murphy Corridor. <sup>1</sup>	Number of physical encroachments altering cultural/historic integrity of Mt. Murphy Corridor. 5=no cultural/historic impacts, 3=fewer than 3 cultural/historic impacts, 1=more that 3 cultural/historic impacts	3	1	1	2	2	5	3	5	2	5	5
H2	Minimize physical impacts to American River recreation use (Baby Beaches) in Mt. Murphy Corridor.	Number of physical encroachments altering recreation use along the Mt. Murphy Corridor. 5=improvements/no impact to recreation use, 3=less than 2 rafting or beach access points disturbed, 1=less than 4 rafting access points disturbed,	2	4	4	4	4	1	3	4	4	5	5
H3	Minimize physical impacts to Marshall Gold Discovery Park. <sup>7</sup>	Number of physical encroachments altering the park/recreation use of the park. 5=no impact to park/recreation use, 3=less than 1/2 acre of the park disturbed, 1=more than 1 acre of the park disturbed.	2	1	1	3	3	5	1	4	2	5	5
<b>Average Rating for Category</b>			<b>7.0</b>	<b>6.0</b>	<b>6.0</b>	<b>9.0</b>	<b>9.0</b>	<b>11.0</b>	<b>7.0</b>	<b>13.0</b>	<b>8.0</b>	<b>15.0</b>	<b>15.0</b>
<b>Community Character</b>													
CC1	Maximize blending of bridge into existing setting.	Location blends into existing setting. 5=enhances setting, 3=no change to existing setting, 1=negative impact to existing setting.	2	4	4	4	4	2	2	1	4	1	2
CC2	Minimize disturbance to local vehicular circulation/mobility.	Maintain the existing circulation for vehicular travel. 5=enhances circulation, 3=no change to existing travel, 1=negative impact to existing circulation.	4	5	5	5	5	3	3	3	5	2	1
CC3	Maximize connectivity to walkways and trails for non-motorized travel.	Improves the ability of non-motorized travel to circulate in the corridor. 5=improves existing circulation, 3=no change to existing circulation, 1=negative impact to circulation.	5	5	4	5	5	3	3	3	5	2	1
<b>Average Rating for Category</b>			<b>11.0</b>	<b>14.0</b>	<b>13.0</b>	<b>14.0</b>	<b>14.0</b>	<b>8.0</b>	<b>8.0</b>	<b>7.0</b>	<b>14.0</b>	<b>5.0</b>	<b>4.0</b>
<b>Access and Operations</b>													
A1	Minimize impacts to peak season congestion along Hwy 49 through the Park.	Alternative minimizes queuing and back up on bridge and approaches. 5=Yes, 1=No	1	1	1	1	1	5	1	4	1	5	5
A2	Minimize impacts to existing driveways.	Number of driveways affected. 5=no impacts and improvements to existing driveways, 3= driveway modification, 1=relocation of driveway access	1	3	5	5	5	1	5	3	3	3	1
<b>Average Rating for Category</b>			<b>2.0</b>	<b>4.0</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>	<b>7.0</b>	<b>4.0</b>	<b>8.0</b>	<b>6.0</b>
<b>Construction</b>													
C1	Minimize distance of detour route.	Number of miles of detour. 5=No detour required, 1=Greater than 5 mile detour required.	5	5	5	5	5	5	5	5	5	5	5
C2	Minimize noise/vibrations during construction to protect historic buildings.(Need to define which ones).	Proximity of construction to historic building. 5=>1000 FT, 3=100 FT to 1000 FT, 1=0 FT to 100 FT.	1	1	1	1	1	5	3	5	1	5	5
C3	Minimize construction activity close to residents and businesses.	Proximity of construction to residential/business areas. 5=>1000 FT, 3=100 FT to 1000 FT, 1=0 FT to 100 FT.	4	2	2	3	3	1	5	2	2	2	1
C4	Minimize construction duration.	Location of bridge determines phasing and construction time. 5=location requires no phasing minimizes construction duration, 3=minimal phasing/construction duration, 1=significant phasing and increase to construction duration.	4	2	2	4	4	1	3	3	1	2	1
<b>Average Rating for Category</b>			<b>14.0</b>	<b>10.0</b>	<b>10.0</b>	<b>13.0</b>	<b>13.0</b>	<b>12.0</b>	<b>16.0</b>	<b>15.0</b>	<b>9.0</b>	<b>14.0</b>	<b>12.0</b>

Criteria	Performance Measures	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9
<b>Safety</b>												
S1	Improve safety for motorized transportation crossing the river (bridge and approaches).	Safety characteristics defined as speed, sight distance, turning radius, lane width, barrier protection. 5=significantly improves safety for all design characteristics, 3=moderately improves safety, 1=does not address safety characteristics										
		5	4	3	4	3	4	5	5	4	5	3
S2	Maximize safety for non-motorized transportation crossing the river (bridge and approaches).	Separation from motorized travel, connectivity to existing pedestrian facilities. 5=full separation from motorized travel with direct connection to existing bike/ped facilities, 3=partial/minimal separation from motorized travel, 1=no change from existing condition										
		5	5	3	5	3	4	4	4	5	3	1
S3	Improve opportunities for emergency response access.	Directness to and from Mt. Murphy Road and Hwy 49, minimal risk of waiting at bridge to cross. 5=emergency access significantly improved, 3=emergency access minimally improved, 1=no improvement for emergency access										
		3	3	3	3	3	3	3	5	3	5	1
S4	Minimize safety hazards for river users.	Clearance from structures/foundations for those using river and beach areas and location in river related to current and depth. 5=improves safety for users, 3=no change from current condition for users, 1=increases hazards for users.										
		2	3	3	3	3	1	3	3	3	1	3
<b>Average Rating for Category</b>		<b>15.0</b>	<b>15.0</b>	<b>12.0</b>	<b>15.0</b>	<b>12.0</b>	<b>12.0</b>	<b>15.0</b>	<b>17.0</b>	<b>15.0</b>	<b>14.0</b>	<b>8.0</b>
<b>Environmental Resources</b>												
E1	Minimize impacts to viewshed from the bridge (focus on location and not bridge type). <sup>2</sup>	Number of impacts to viewshed: 5= no major change in current viewshed, 3=impacts in one or two viewshed areas that can be addressed, 1=major impacts that significantly alter the existing viewshed..										
		4	5	5	5	5	2	3	2	5	1	1
E2	Minimize impacts to viewshed of the bridge (focus on location and not bridge type). <sup>2</sup>	Number of impacts to viewshed: 5= no major change in current viewshed, 3=impacts in one or two viewshed areas that can be addressed, 1=major impacts that significantly alter the existing viewshed..										
		4	5	5	5	5	2	3	2	5	1	1
E3	Minimize impacts to wildlife habitat (turtle, eagle, river corridor wildlife). <sup>3</sup>	Number of impacts to wildlife habitats: 5= no major impacts/improves habitat, 3=impacts in one or two habitats that can be addressed, 1=major impacts that cannot be or are difficult to address.										
		3	5	5	5	5	1	3	2	5	1	1
<b>Average Rating for Category</b>		<b>11.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>5.0</b>	<b>9.0</b>	<b>6.0</b>	<b>15.0</b>	<b>3.0</b>	<b>3.0</b>
<b>Right-Of-Way</b>												
R1	Minimize impacts to private land owners. <sup>4</sup>	Number of parcels required for R/W (partial takes included). 5=less than 3, 3=3-5, 1= more than 5										
		5	5	5	4	4	1	5	1	5	1	1
R2	Minimize impacts to land owned by Marshall Gold Discovery State Park. <sup>4</sup>	Number of acres required for R/W. 5=less than 1, 3=1 to 2, 1= more than 2										
		2	4	4	3	3	5	2	3	4	5	5
<b>Average Rating for Category</b>		<b>7.0</b>	<b>9.0</b>	<b>9.0</b>	<b>7.0</b>	<b>7.0</b>	<b>6.0</b>	<b>7.0</b>	<b>4.0</b>	<b>9.0</b>	<b>6.0</b>	<b>6.0</b>
<b>Project Alternative Estimate</b>												
M1	Minimize cost of project to ensure full funding through the HBP program. <sup>6</sup>	Planning level estimate (order of magnitude) 5= less than \$8M, 3=between \$8-\$20 M, 1=More than \$20 M.										
		3	3	3	3	3	1	3	3	3	3	1
<b>Average Rating for Category</b>		<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>1.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>1.0</b>
<b>Overall Corridor Rating (Perfect score = 110)</b>		<b>70.0</b>	<b>76.0</b>	<b>74.0</b>	<b>82.0</b>	<b>79.0</b>	<b>61.0</b>	<b>71.0</b>	<b>72.0</b>	<b>77.0</b>	<b>68.0</b>	<b>55.0</b>

**Notes:**

- 1) Mt. Murphy Corridor is defined as the area on both sides of the river from Lotus Rd intersection to the bend in Hwy 49 upstream of Mt. Murphy Rd Bridge
- 2) Viewshed is defined as the aesthetic view or appearance of the corridor
- 3) Wildlife habitats are defined for turtles, eagles, and other aquatic species
- 4) Number of parcels required for R/W includes right of entry (ROE), temporary construction easements (TCE), as well as permanent R/W takes.
- 5) Aesthetics related to appearance of the river crossing (existing or new bridge).
- 6) Estimate must be less than \$20 million dollars to qualify for full funding from the HBP. Project estimates in excess of \$20 M are considered special category and required Caltrans approval to receive full funding from HBP.
- 7) The park includes property within the park boundaries as well as park facilities such as trails
- 8) The south end of Alternative 6 will be tied into the bike and pedestrian facilities in the Park. Signs will be required to direct bike/ped traffic off the bridge and on to the trails that lead into the Park.

**Mt. Murphy Road Screening Criteria - Scores by Category**

Criteria	Alt 1	Alt 2A	Alt 2B	Alt 3A	Alt 3B	Alt 4	Alt 5	Alt 6	Alt 7	Alt 8	Alt 9
Historic and Cultural	7.0	6.0	6.0	9.0	9.0	11.0	7.0	13.0	8.0	15.0	15.0
Community Character	11.0	14.0	13.0	14.0	14.0	8.0	8.0	7.0	14.0	5.0	4.0
Access and Operations	2.0	4.0	6.0	6.0	6.0	6.0	6.0	7.0	4.0	8.0	6.0
Construction	14.0	10.0	10.0	13.0	13.0	12.0	16.0	15.0	9.0	14.0	12.0
Safety	15.0	15.0	12.0	15.0	12.0	12.0	15.0	17.0	15.0	14.0	8.0
Environmental Resources	11.0	15.0	15.0	15.0	15.0	5.0	9.0	6.0	15.0	3.0	3.0
Right-Of-Way	7.0	9.0	9.0	7.0	7.0	6.0	7.0	4.0	9.0	6.0	6.0
Project Alternative Estimate	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	1.0
<b>TOTAL SCORE (Perfect Score = 110)</b>	<b>70.0</b>	<b>76.0</b>	<b>74.0</b>	<b>82.0</b>	<b>79.0</b>	<b>61.0</b>	<b>71.0</b>	<b>72.0</b>	<b>77.0</b>	<b>68.0</b>	<b>55.0</b>

