QUALITATIVE SCREENING ANALYSIS

LEGEND

		Mainline Highway Alternatives		
		Most Desirable →		Least Desirable
		○	◒	●
Congestion / Delay				
1	Minimize congestion on C-470 from Kipling to I-25.	Uncongested (LOS D or better) for two or more sections within limits.	Uncongested (LOS E) for two or more sections within limits.	Congested (LOS F) for two or more sections within limits.
Reliability				
1	Provide predictable travel times.	Either high LOS and high active management; or high LOS and some active management; or moderate LOS and high active management.	Either moderate LOS and some active management; or high LOS and no active management; or poor LOS and high active management.	Either poor LOS and no active management; or poor LOS and some active management; or moderate LOS and no active management.
2	Provide choices to most users.	Provides most choices to most users.	Provides moderate amount of choices to moderate amount of users.	Provides limited choices to limited users.
Implementation				
1	Implement in a timely fashion.	Presently can be funded.	----	Can be funded indefinately, must find funding sources.
2	Address affordability. (millions of dollars per mile) (costs include mainline and interchange extensions only - no ROW costs are included)	$0 - 10 million/mile	$10 - 30 million/mile	$30 million/mile or greater
	Address affordability. (millions of dollars per mile) (costs include access and/or interchange improvements only - no ROW costs are included)	TBD	TBD	TBD
Environment				
Note: *Values listed are for mainline and interchange extensions only. Values do not include attempts at avoiding or minimizing impacts to the resources. They are conservative estimates based on conceptual level design and preliminary environmental impact estimation. More detailed design and environmental evaluation will be completed at the next level of screening, which will provide more accurate impact calculations. These numbers may increase or decrease slightly with more accurate analysis.*				
1	Minimize impacts to adjacent bicycle and pedestrian trail system.	0-1 miles	1-2 miles	greater than 2 miles
2	Minimize acquisition of additional right-of-way.	0-5 partial parcels; 0-1 total takes	6-20 partial parcels; 2-5 total takes	greater than 20 partial parcels; greater than 5 total takes
3	Minimize impacts to wetlands and waters of the U.S.	0-5 % of RSA* (0-2.3 acres)	6-15% of RSA* (2.4-6.8 acres)	16-100% of RSA* (6.9-45.2 acres)
4	Minimize impact to potential Threatened or Endangered habitat.	0-5 % of RSA* (0-4.1 acres)	6-15% of RSA* (4.2-12.4 acres)	16-100% of RSA* (12.5-82.8 acres)
5	Minimize encroachment on hazardous material sites. (value dependent on site type; assumes reasonable mitigation is possible)	0-2 sites	3-5 sites	greater than 5 sites
6	Minimize impacts to cultural resources.	no impacts, or diminish integrity by indirect effects such as visual or noise impacts	alter resource or change character by a direct physical impact	obliteration of part of resource or relocation of resource to alternative site
7	Minimize impacts to 4(f) parkland resources. (Values do not reflect interchange reconstruction acreage impacted. Impacts to significant parklands near the Santa Fe interchange will be included in the Santa Fe Screening Matrix.)	0-0.9 acres	1.0-3.0 acres	greater than 3 acres
8	Minimize impacts to Riparian babitat.	0-5% of RSA* (0-5.5 acres)	6-15% of RSA* (5.6 to 16.4 acres)	16-100% of RSA* (16.5-109.3 acres)
Ease of Movement				
1	Provide optimal opportunity for multi-modal solutions.	Convenient connections to much more efficient transit services.	Connections to some level of new transit service.	No new transit service.
2	Provide transportation choices to most users.	New transit choice within the C470 corridor.	Some level of new choice within the C470 corridor.	No new transit service.
3	Provide a transportation system that is consistent with regional transportation plans.	Consistent with intent of regional plans; may include new services.	May include transit service changes outside of regional plans.	Includes services inconsistent with the intent of regional plans.
Safety				
1	Address existing mainline safety problems.	Will meet all project design criteria.	Won't meet all project design criteria.	---
2	Address pavement condition deficiencies.	Will reconstruct deficient pavement areas.	Won't reconstruct deficient pavement areas.	---

*Definition of RSA: Resource Study Area, as defines as a 500' buffer of mainline that relates to natural resoures only.

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