

Tier 1 - No Action and Alternative Concepts - Purpose and Need Screening Matrix

											Conce											
	NA	Full and Partial On-Ramp Closure Concepts														Braided Ramps with I-225 Concepts						
	NA .	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Goal Tier 1 Screening Criteria	No Action	Managed Lanes	Transit	ITS/TDM Only	Hard Shoulder Running Only	y Speed Harmonization Onl	lly Queue Warning Only	Third Lane Only	DTC On Ramp to NB I-2! Only	5 Texas U-Turn with DTC C Ramp to NB I-25 only		Reroute DTC Ramp to Yosemite	Braided Ramps between Yosemite and DTC	Combine interchanges with U-Turn Bridge	Texas U-Turn	Two DDI's - Yosemite and DTC	Braid Ramps West of DTG					C Braid Ramps East and West of DTC
Can the concept reduce existing and future (2035) delay and travel time due to traffic congestion along SB I-225 between Yosemite Street and I-25?	no improvements and increased traffic volumes.	a managed lane requires approximately 1000' and an ingress/egress lane merge requires 1000' to 3000' depending on the criteria used. The project length is about 7000 feet, which is inadequate for a actual managed lane to function. In addition, this Concept would not add sufficient capacity as a	corridor and a robust bus transit system; yet congesti still exists. The additional capacity available by adding rail cars and fully using existing routes for transit habeen explored and found the this alone does not reduce delay and travel time. In the future traffic model, maximum transit has been included with FasTracks and other planning efforts to address future ridership.	on substantial measures thar ITS/TDM elements alone to notably improve delay and travel time along the corridor. The amount of at improvement is based on several variables, typically a modest (5-10%) increase in roadway capacity has been accomplished using these methods of traffic management.	constraining) bottleneck would be the merge/weave of the on-ramp traffic from DTC Boulevard to southbound I-225. The amount of improvement is based on several variables and if combined with speed	corridor will require more, substantial measures that speed harmonization alone to notably improve delay and travel time along the corridor. Based on previous studies, typically a modest (5-10% increase in roadway capacity has been accomplished using this method of traffic management.	n substantial measures than speed harmonization alone to notably improve delay and travel time d along the corridor. Based on previous studies, typically a modest (4-5%)	the new (and less constraining) bottleneck would be the merge/weave of the on- ramp traffic from DTC Boulevard to southbound 225. More analysis is s needed to determine the	This concept provides is three lanes and addresse to the weave issue to reduce delay and travel time.			This concept provides three lanes and address the weave issue to reduct delay and travel time.	This concept provides est three lanes and addresses the weave issue to reduce delay and travel time.			This concept provides so three lanes and addresses the weave issue to reduce delay and travel time.	This concept provides three lanes and addresse the weave issue to reduct delay and travel time.				This concept provides est three lanes and addresses the weave issue to reduce delay and travel time.	This concept provides three lanes and addresse the weave issue to reduc delay and travel time.
Summary of Results	Retained: This Concept has been retained for Comparison Purposes	Eliminated: This concept is not responsive to purpose and need because it would only minimally improve congestion or reduce travel tim along southbound I-225. The 2035 traffic conditions would be much worse than existing	e extent required along southbound I-225 with additional transit service alone. The 2035 traffic conditions	purpose and need because it would only minimally improve congestion or reduce travel time along southbound I-225. The 2035 traffic conditions would be	This concept has been retained for further analysis.	responsive to purpose and need because it would only minimially improve congestion or reduce travel time along southbound I-225. The 2035 traffic	responsive to purpose and need because it would only minimally improve congestion or reduce travel time along	Retained: This concept has been retained for further analysis.	been retained for	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.	Retained: This concept has been retained for further analysis.