

ALTERNATIVES INITIAL SCREENING MATRIX¹

Alternatives Selected for Additional Evaluation

	1C	1F	2A	2D	6A	6B	6C
Social Environment							
Residential Impacts	46	67	131	97	75	71	71
Commercial Impacts	0	2	0	0	0	2	10
Community Facilities Impact (Parks, Schools, etc)	2	1	1	2	0	0	1
Community Cohesion Impacts ²	low	low	high	high	medium	medium	medium
Natural Environment							
Wetland Habitat Impacts (acres) - "Direct"	0.4	0.3	0.3	0.3	0.3	0.2	0.3
Wetland Habitat Impacts (acres) - "Indirect"	6.7	5.0	5.3	5.3	5.6	3.4	5.6
Number of Habitat Types Impacted	4	4	3	3	4	4	4
Upland Habitat Impacts (acres) - "Direct"	1.8	0.1	2.9	2.9	1.8	0.1	1.8
Upland Habitat Impacts (acres) - "Indirect"	2.7	2.0	2.0	2.0	1.3	1.4	3.5
Number of Habitat Types Impacted	4	4	3	3	2	3	3
T&E Species Potential ³	high	medium	medium	medium	medium	medium	medium
Preservation Lands Impacts (acres)	11.5	6.3	9.9	9.9	0	3.8	0
Traffic Service							
TRAFFIC (YR 2034)							
Annual Average Daily Traffic - YR 2034 ⁴	56400	47400	61100	39900	42300	47350	42300
Costs							
Right of Way (in millions) ⁵	\$65.5	\$12.3	\$16.0	\$13.1	\$17.5	\$13.1	\$36.9
Construction (in millions)	\$93.6	\$45.3	\$32.6	\$50.7	\$43.2	\$30.2	\$46.4
TOTAL COSTS (in millions)	\$60.1	\$57.6	\$68.6	\$63.8	\$60.7	\$52.3	\$82.3

- NOTES:**
- 1 This matrix is used to compare the most prominent issues for initial screening of the alternatives. Additional issues will be evaluated during later phases of the project.
 - 2 Community Cohesion considers the invasive and safety effects to the established neighborhood network.
 - 3 To minimize impacts, most of the natural environment areas will be bridged. "Direct" impacts are from the bridge piling and/or roadway fill material and "Indirect" impacts are the area shaded under the bridge.
 - 4 Preliminary information. Not field verified.
 - 5 The higher the number, the better the service.
 - 6 Cost Estimates are based on average costs excluding business damages.

Alternative 6B

