

# Screening Criteria Matrix

### Magnitude Legend

Large impact  
or magnitude

Moderate impact  
or magnitude

Small/no impact  
or magnitude

CRITERIA	GROUP 3 63 <sup>rd</sup> St. Elevated				GROUP 4 63 <sup>rd</sup> St. Depressed			GROUP 5 65 <sup>th</sup> St. Elevated			GROUP 6 65 <sup>th</sup> St. Depressed		
	6 Elevated with Jughandle	7 Elevated with Ramp	8 Elevated with Harlem Realign	9 Elevated Intersection	10 Depressed with Jughandle	11 Depressed with Ramp	12 Depressed Intersection	13 Elevated with Ramp	14 Elevated Intersection	31 Elevated Roundabout	15 Depressed with Ramp	16 Depressed Intersection	
<b>Preliminary Residential Displacements Parcels</b> Includes parcels where building is impacted by improvement or access is impacted by retaining wall.	Preliminary Residential Displacements <i>(Properties/Units)</i>	24 / 83	26 / 85	28 / 87	26 / 85	15 / 73	16 / 87	14 / 72	6 / 6	6 / 6	9 / 9	2 / 2	2 / 2
<b>Preliminary Business Displacements Parcels</b> Includes parcels where building is impacted by improvement or access is impacted by retaining wall.	Preliminary Business Displacements <i>(Properties/Units)</i>	13 / 16	25 / 28	25 / 28	25 / 28	12 / 15	25 / 28	25 / 28	14 / 17	14 / 17	15 / 18	11 / 11	11 / 11
<b>Impact to Nottingham Park</b> Section 4(f) Resources	Impacts to Nottingham Park <i>Section 4 (f) Resource)</i>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None
<b>Impacts on Community Cohesion</b> Adverse impact to community cohesion such as fragmenting neighborhoods with a physical disruption.	Impacts to Community Cohesion	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	Disruptive	No Disruption	No Disruption	No Disruption	No Disruption	No Disruption
<b>Multimodal Ease</b> Does not support multimodal transportation.	Multimodal Ease <i>Transit, Bike/Pedestrian</i>	Limited	Limited	Supported	Supported	Limited	Limited	Supported	Limited	Supported	Limited	Limited	Supported
<b>Community Support</b> Feedback from prior community meetings.	Community Support	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Not Supported	Supported	Supported	Supported	Supported	Supported
<b>Level of Service</b> Transportation level of service for each alternative.	Level of Service	Acceptable	Good	Poor	Poor	Acceptable	Good	Poor	Good	Acceptable	Good	Good	Acceptable
<b>Construction Challenges</b> Considers depressed/elevated alternatives, non-standard bridge configuration, and Harlem Avenue realignment.	Construction Challenges	Minimal	Moderate	Moderate	Minimal	Moderate	Large	Moderate	Moderate	Minimal	Large	Large	Moderate
<b>Construction Duration</b> Estimated construction duration.	Construction Duration <i>in years</i>	2.2	2.6	2.3	2.2	2.8	2.9	2.3	1.9	2.2	2.1	2.7	2.3
<b>Long-Term Maintenance</b> Estimated yearly maintenance cost.	Long-Term Maintenance	\$3M	\$4M	\$3M	\$3M	\$5M	\$5M	\$4M	\$4M	\$3M	\$4M	\$5M	\$4M
<b>Preliminary Project Cost</b> Estimated construction cost.	Preliminary Project Costs	\$65M	\$99M	\$83M	\$83M	\$96M	\$120M	\$108M	\$98M	\$81M	\$105M	\$116M	\$101M