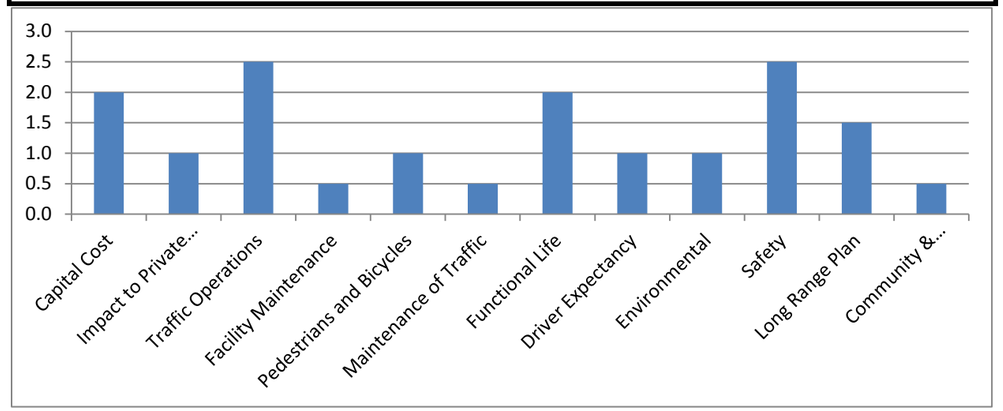
New Seward Highway and 36th Avenue Interchange - Decision Matrix Summary

Criteria and Weight		Capital Cost 2.0	Impact to Private Property 1	Traffic Operations 2.5	Facility Maintenance 0.5	Pedestrians and Bicycles 1	Maintenance of Traffic 0.5	Functional Life 2	Driver Expectancy 1	Environmental 1	Safety 2.5	Long Range Plan 1.5	Community & Government Expectations 0.5
Alternative and Total Score		Total Score = Σ (Criteria Rating X Criteria Weight)											
Hybrid Single Point Urban Interchange (hSPUI)	8.6	-1.50	-1.00	1.75	-0.50	1.00	-1.00	1.75	-0.50	-0.50	1.00	1.50	1.50
Half SPUI w/CD Roads	8.3	-1.50	-1.00	1.75	-0.50	1.50	-1.25	1.50	-0.50	-1.00	1.50	1.00	1.00
Loop Ramp Interchange	5.3	-1.50	-2.00	1.50	-0.50	0.75	-1.00	1.50	0.00	-0.75	1.00	1.00	0.50
Half SPUI w/Braided Ramps	5.0	-2.00	-2.00	2.00	-1.25	1.50	-1.75	1.50	-0.50	-2.00	1.50	1.00	0.50
Conventional Single Point Urban Interchange (SPUI)	4.3	-2.00	-1.00	2.00	-1.00	0.50	-2.00	2.00	0.00	-1.00	1.50	-1.00	0.00
Hybrid Diverging Diamond Interchange (hDDI)	3.8	-2.00	-2.00	2.00	-2.00	0.50	-1.50	1.50	-2.00	-0.50	1.50	1.50	-1.00
Split Diamond Interchange	2.8	-1.25	-1.50	0.00	-0.50	0.50	-1.00	2.00	-0.50	-0.50	1.00	1.00	0.00
Grade-Separation	0.8	-1.00	0.00	-1.00	0.00	1.00	-1.00	-0.50	1.00	-0.25	2.00	0.50	-1.50
Partial Diamond Interchange	-1.8	-2.00	-1.75	-0.50	-0.50	0.75	-1.50	0.50	-0.50	-0.50	1.50	1.00	0.50
Continuous Flow Intersection (CFI)	-6.5	-0.50	-0.50	0.50	-1.00	-2.00	-0.50	0.50	-2.00	0.00	0.50	-2.00	-1.50
Hybrid SPUI w/o On-ramps	-10.0	-1.50	-1.00	-2.00	-0.50	0.50	-1.00	-0.50	-0.50	-0.50	1.00	-1.00	0.50
No-Build Condition	0.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Baseline = Existing Conditions	
Effect on Criteria	Rating
Much More / Much Better	2
More / Better	1
Same	0
Less / Worse	-1
Much Less / Much Worse	-2

Criteria Weights