

Level 3 Screening Matrix & Traffic Analysis

To compare alternatives and overall regional benefits, the team used data presented in the screening matrix, Level of Service maps and travel time tables. These tools allow the team to review the data in detail and see which options benefit the region overall.

Alternatives were screened for performance by estimating the effects of each alternative and combinations of alternatives on traffic conditions within the study area. Travel times along major corridors and certain travel paths were estimated, focusing on ITD facilities such as Interstate 90, U.S. Highway 95, State Highway 53, and State Highway 41. Congestion at select intersections within the study area is reported as a letter grade from A through F. This is known as the Level of Service, or LOS.



Travel Time Tables

In the travel time tables, each alternative was compared against five major corridors and four travel “paths” within the study area. These were analyzed to understand improvements in time during the morning and evening rush hours (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) in the “forward,” point A to point B direction, and in the “reverse,” point B to point A direction (See map on page 2).

Travel Times Along Major Corridors and Travel Paths (in minutes)		No-Build Alternative		Alternative D	
Corridor	Direction	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.66	37.56
	SB	24.04	24.16	20.72	20.26
SH-41	NB	15.27	29.56	14.25	24.85
	SB	16.26	21.85	14.25	18.98
SH-53	EB	15.04	22.55	14.88	22.77
	WB	15.61	20.63	15.25	19.40
Prairie Ave.	EB	20.34	21.84	19.44	21.04
	WB	16.61	23.90	16.48	22.47
Seltice Way	EB	24.95	33.34	22.21	31.43
	WB	18.50	45.75	17.76	44.91
Path 1	(NB / EB)	24.26	55.12	23.60	47.98
	(SB / WB)	32.82	34.72	29.49	31.50
Path 2	(NB / EB)	24.17	36.77	24.00	32.25
	(SB / WB)	26.46	31.28	24.32	26.73
Path 3	(NB / EB)	-	-	-	-
	(SB / WB)	-	-	-	-
Path 4	(NB / EB)	-	-	21.84	23.14
	(SB / WB)	-	-	23.77	25.13

Major Corridors

US-95: Between I-90 and SH-53

SH-41: Between I-90 and SH-53

SH-53: Between Pleasant View Road and US-95

Prairie Avenue: Between Pleasant View Road and US-95

Seltice Way: Between Pleasant View Road and Northwest Boulevard

Travel Paths

Travel time along different routes between the southwest and northeast corners of the prairie.

Path 1: Existing I-90 and US-95

Path 2: Existing I-90, SH-41 and SH-53

Path 3: Proposed Alternative M or Alternative N alignment

Path 4: Existing I-90 and proposed Alternative D or Alternative H alignment

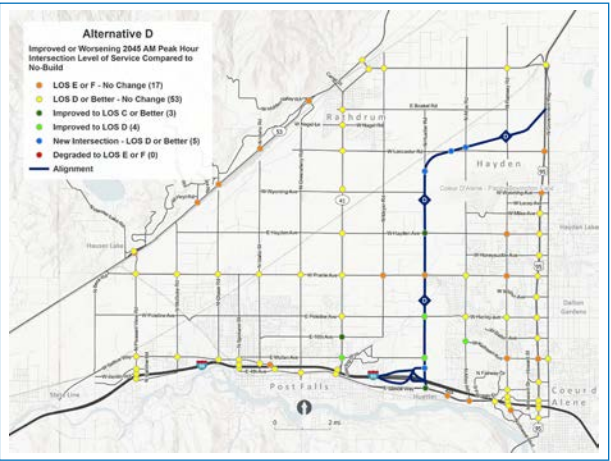
Color Coding

The tables show how each alternative could affect future traffic across the entire region, compared to doing nothing (i.e., No-Build Alternative). Green indicates improvements to travel times and congestion. The darker the green, the greater improvement. Red indicates a worsened condition of travel time and congestion.

Level of Service Maps

The change in Level of Service, or LOS, is determined by comparing the No-Build Alternative to future traffic conditions (in 2045) under each scenario.

- » **Orange:** Intersections that were LOS E or F in the No-Build Alternative that remained LOS E or F with the alternative.
- » **Yellow:** Intersections that were LOS D or better in the No-Build Alternative that remained LOS D or better with the alternative.
- » **Dark green:** LOS improved from LOS D, E or F to LOS C or better with the alternative.
- » **Light green:** LOS improved from LOS E or F to LOS D with the alternative.
- » **Red:** LOS degraded from LOS D or better to LOS E or F with the alternative.
- » **Blue:** Alternative alignment.



Screening Matrix

Think of this as a side-by-side representation of the tradeoffs for each alternative. It compares each alternative using data on safety, travel times, impacts to properties and the environment, and more. This shows how each option would perform if built.

LEVEL 3B COMPARATIVE SCREENING RESULTS				D H M N				Ranking Scale					
									 Worst	 Negative	 Neutral/ Medium	 Better/ Good	 Best
CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	D	H	M	N						
Ability to reduce segment related crashes	Sum of percent change for I-90, SR 53, SR 41, US-95	N/A	N/A	 -60	 -60	 -66	 -53						
Ability to reduce severity of crashes	Sum of percent change for I-90, SR 53, SR 41, US-95	N/A	N/A	 -63	 -71	 -55	 -44						
Ability to address congestion on key corridors	Number of intersections that will improve in Level of Service D or better compared to the No-Build Alternative (77 Intersections analyzed in No-Build Alternative) AM & PM	24AM, 51 PM LOS E or F	N/A	 15 (7 AM, 8 PM)	 19 (7 AM, 12 PM)	 21 (7 AM, 14 PM)	 22 (7 AM, 15 PM)						
Ability to reduce travel time on key corridors	AM/PM vehicle-minutes weighted by traffic	N/A	N/A	 10676	 15566	 13602	 15399						
Ability to increase safety, mobility, and connections for bike/pedestrian users	Number of corridors improved	0	N/A	 1	 1	 3	 3						

7/13/2026 Update



7/13/2026 Update

ITD would like to provide an update to information presented at the July 8, 2026, public meeting regarding the predictive crash analysis for Alternative B.

The original results indicated a substantial increase in crashes on US-95 Alternative B when transitioning from a 4-lane divided arterial to a 6-lane divided arterial. Because the reported increase was higher than expected, the analysis was reviewed again and the shoulder width input for the predictive models was updated. The revised results for crashes on US95 for the Combined Alternatives are as follows:

For Alternative N-D-B:

- » Total crashes on US-95 are predicted to increase by 1%
- » Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

For Alternative N-H-B:

- » Total crashes on US-95 are predicted to increase by 2%
- » Fatal and injury crashes on US-95 are predicted to increase by 46%, going from 14.6 in the No Build to 21.4 in the combined alternative.

The project team is committed to providing accurate information and transparency throughout the study process. We appreciate the opportunity to clarify these results and update the analysis. If you have questions, please contact the project team at info@rathdrumprairiepel.com.

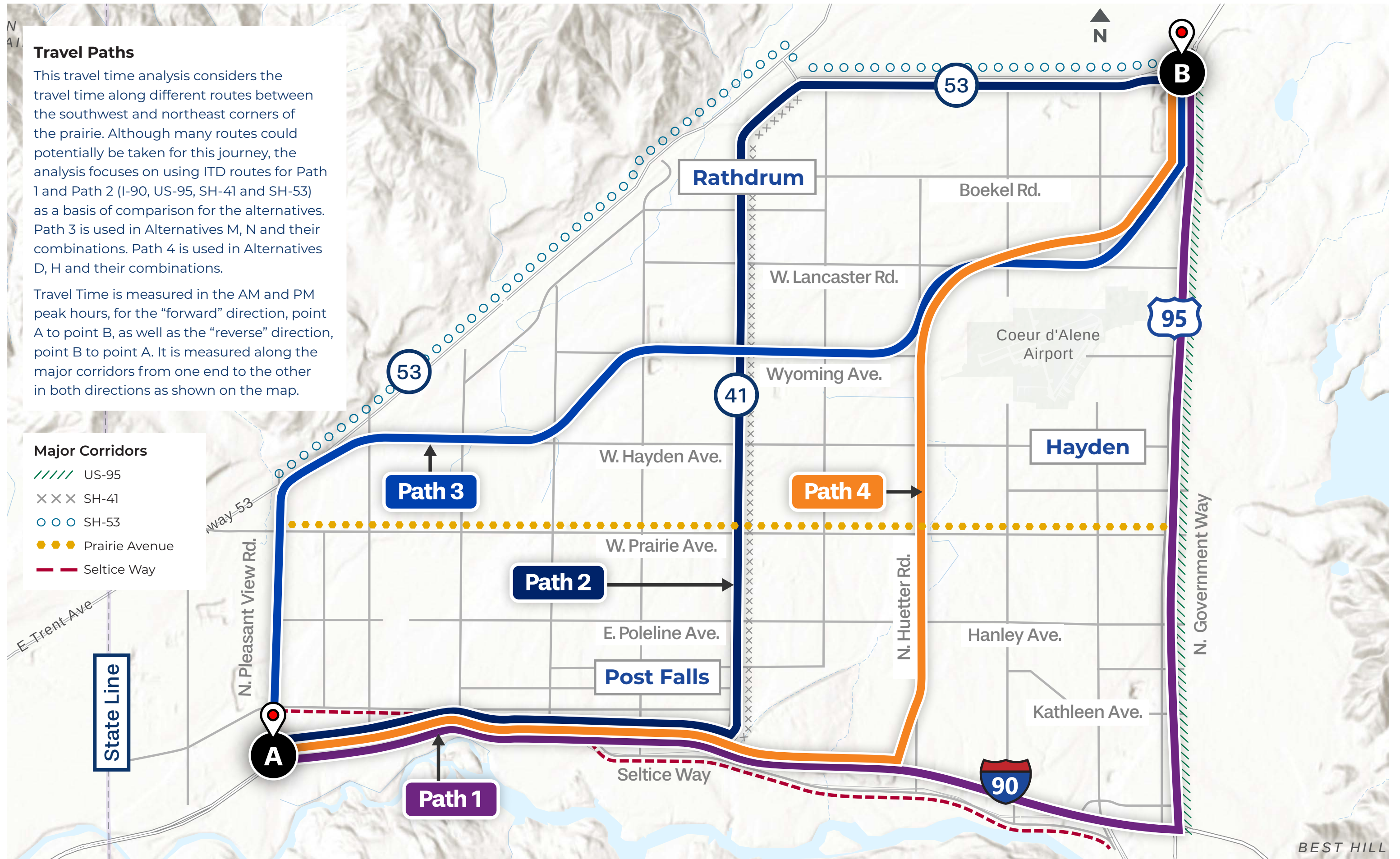
Travel Paths

This travel time analysis considers the travel time along different routes between the southwest and northeast corners of the prairie. Although many routes could potentially be taken for this journey, the analysis focuses on using ITD routes for Path 1 and Path 2 (I-90, US-95, SH-41 and SH-53) as a basis of comparison for the alternatives. Path 3 is used in Alternatives M, N and their combinations. Path 4 is used in Alternatives D, H and their combinations.

Travel Time is measured in the AM and PM peak hours, for the “forward” direction, point A to point B, as well as the “reverse” direction, point B to point A. It is measured along the major corridors from one end to the other in both directions as shown on the map.

Major Corridors

- ////// US-95
- × × × SH-41
- ○ ○ SH-53
- ● ● Prairie Avenue
- — — Seltice Way



Travel Times Along Major Corridors and Travel Paths (in minutes)		NO-BUILD ALTERNATIVE		ALTERNATIVE 		ALTERNATIVE 		ALTERNATIVE 		ALTERNATIVE 	
Corridor	Direction	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.66	37.56	14.24	31.36	14.84	40.53	14.81	34.41
	SB	24.04	24.16	20.72	20.26	20.13	20.97	23.33	22.79	22.90	22.03
SH-41	NB	15.27	29.56	14.25	24.85	14.17	23.60	13.32	17.37	13.53	17.64
	SB	16.26	21.85	14.25	18.98	13.64	18.75	14.22	15.08	14.22	15.30
SH-53	EB	15.04	22.55	14.88	22.77	14.82	22.80	15.02	16.01	14.85	15.90
	WB	15.61	20.63	15.25	19.40	15.14	19.49	15.01	15.74	14.95	15.97
Prairie Ave.	EB	20.34	21.84	19.44	21.04	17.46	19.50	20.30	22.92	20.41	22.18
	WB	16.61	23.90	16.48	22.47	15.91	19.99	16.39	21.41	16.37	22.01
Seltice Way	EB	24.95	33.34	22.21	31.43	23.29	30.74	24.09	21.54	24.17	21.27
	WB	18.50	45.75	17.76	44.91	18.36	45.29	17.42	38.16	17.36	38.11
Path 1	(NB / EB)	24.26	55.12	23.60	47.98	23.16	42.14	23.62	49.90	23.59	43.77
	(SB / WB)	32.82	34.72	29.49	31.50	29.36	32.57	31.87	33.52	31.36	32.68
Path 2	(NB / EB)	24.17	36.77	24.00	32.25	23.81	30.98	22.90	26.34	23.49	27.59
	(SB / WB)	26.46	31.28	24.32	26.73	23.84	26.25	24.19	25.65	24.15	25.99
Path 3	(NB / EB)	-	-	-	-	-	-	14.73	15.17	14.55	15.00
	(SB / WB)	-	-	-	-	-	-	15.01	14.89	14.92	14.85
Path 4	(NB / EB)	-	-	21.84	23.14	15.28	17.11	-	-	-	-
	(SB / WB)	-	-	23.77	25.13	15.40	16.50	-	-	-	-

Travel Times Along Major Corridors
and Travel Paths (in minutes)

		NO-BUILD ALTERNATIVE		ALTERNATIVE 		ALTERNATIVE 		ALTERNATIVE 		ALTERNATIVE 	
Corridor	Direction	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)	Travel Times (AM Peak Hour)	Travel Times (PM Peak Hour)
US-95	NB	14.75	44.37	14.71	32.56	13.91	21.78	14.62	27.21	14.25	20.28
	SB	24.04	24.16	20.14	19.78	15.96	16.94	20.78	17.56	16.26	17.85
SH-41	NB	15.27	29.56	13.19	15.25	13.17	14.92	12.86	14.19	13.46	14.41
	SB	16.26	21.85	13.52	14.53	13.54	14.46	13.53	14.42	13.45	14.58
SH-53	EB	15.04	22.55	14.81	15.83	14.83	15.77	14.90	15.65	14.80	15.47
	WB	15.61	20.63	15.43	16.39	14.97	15.87	14.27	14.78	13.46	14.34
Prairie Ave.	EB	20.34	21.84	18.61	21.16	18.42	22.02	17.97	19.82	17.88	19.05
	WB	16.61	23.90	16.25	20.78	15.54	21.20	16.07	18.60	15.37	17.88
Seltice Way	EB	24.95	33.34	21.59	20.25	20.67	19.19	22.04	19.95	22.39	19.89
	WB	18.50	45.75	17.13	37.75	16.77	35.27	17.12	36.97	17.09	36.32
Path 1	(NB / EB)	24.26	55.12	23.51	41.96	22.68	30.86	23.40	36.73	23.08	29.81
	(SB / WB)	32.82	34.72	28.62	30.76	24.17	27.71	29.26	28.47	24.66	28.76
Path 2	(NB / EB)	24.17	36.77	23.07	25.14	23.03	26.53	22.81	24.28	23.38	24.08
	(SB / WB)	26.46	31.28	23.50	25.16	23.51	25.13	23.34	24.67	23.42	25.15
Path 3	(NB / EB)	-	-	14.61	15.00	14.65	15.10	14.67	15.03	14.71	15.09
	(SB / WB)	-	-	15.06	14.89	15.04	14.91	14.81	14.77	14.83	15.24
Path 4	(NB / EB)	-	-	19.47	19.94	19.37	19.96	15.29	15.82	15.24	15.79
	(SB / WB)	-	-	21.30	22.13	20.54	22.36	15.13	15.35	15.02	15.74

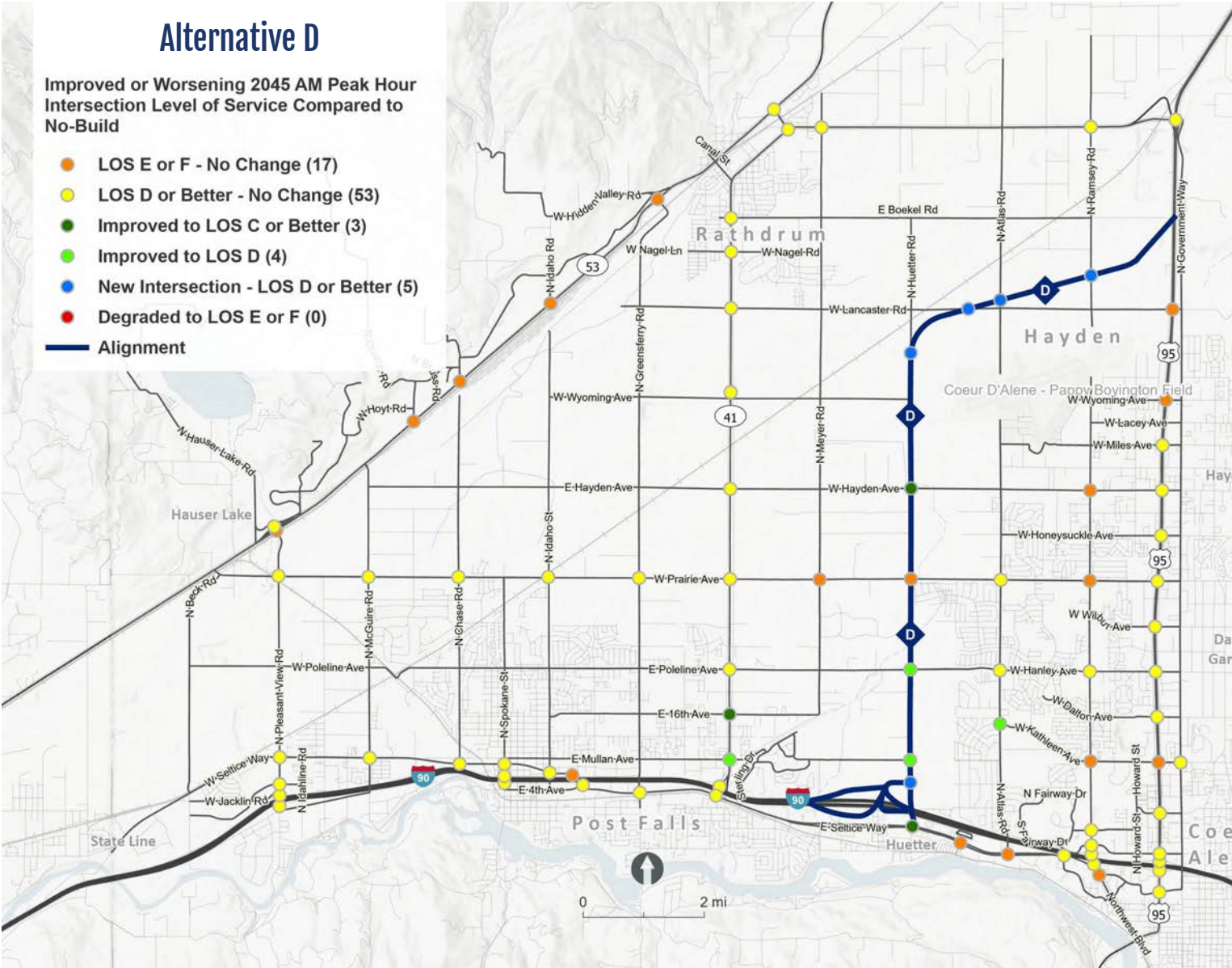
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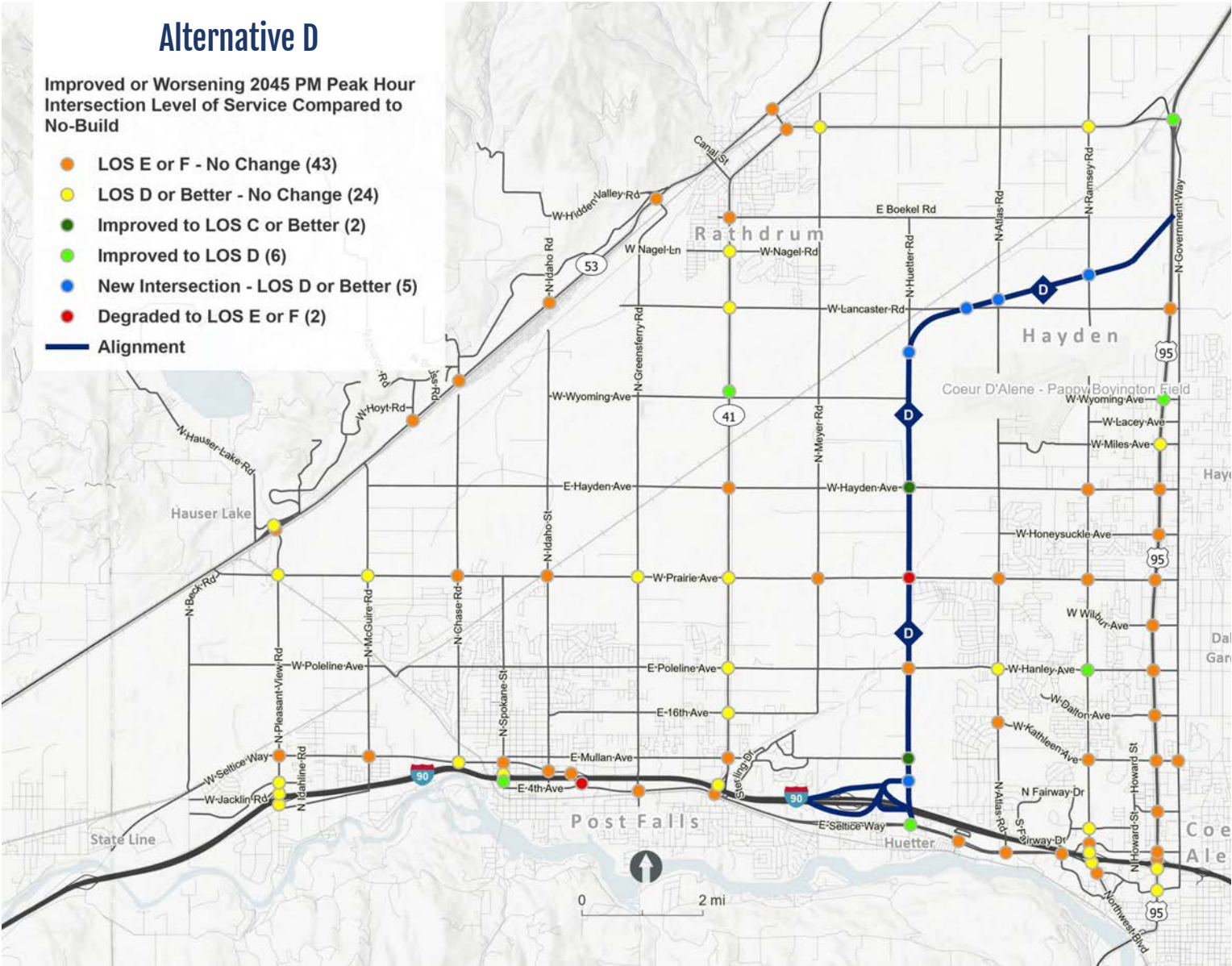
Alternative D Huetter Road widened arterial

North-South Route

7:00 – 9:00 AM



4:00 – 6:00 PM

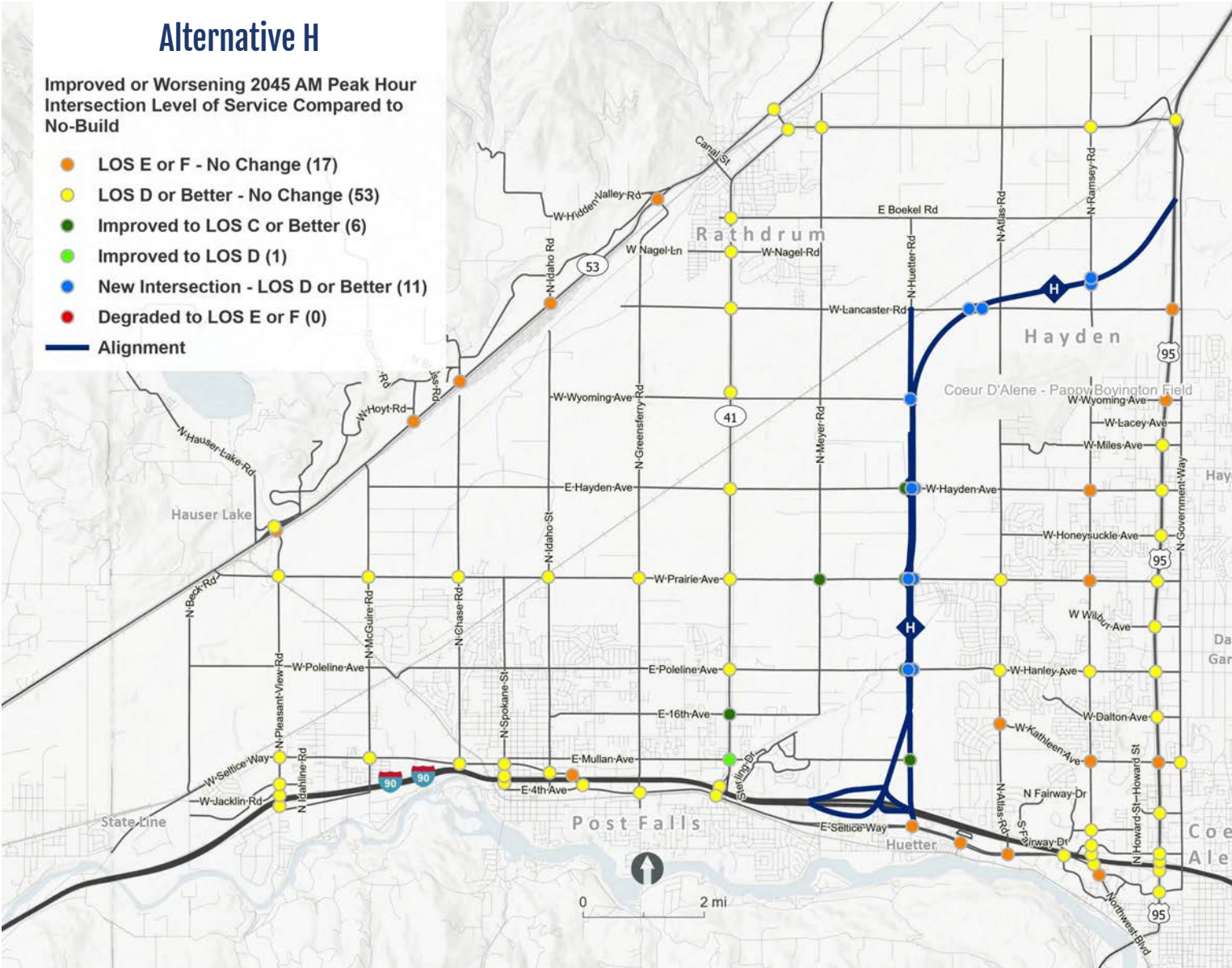


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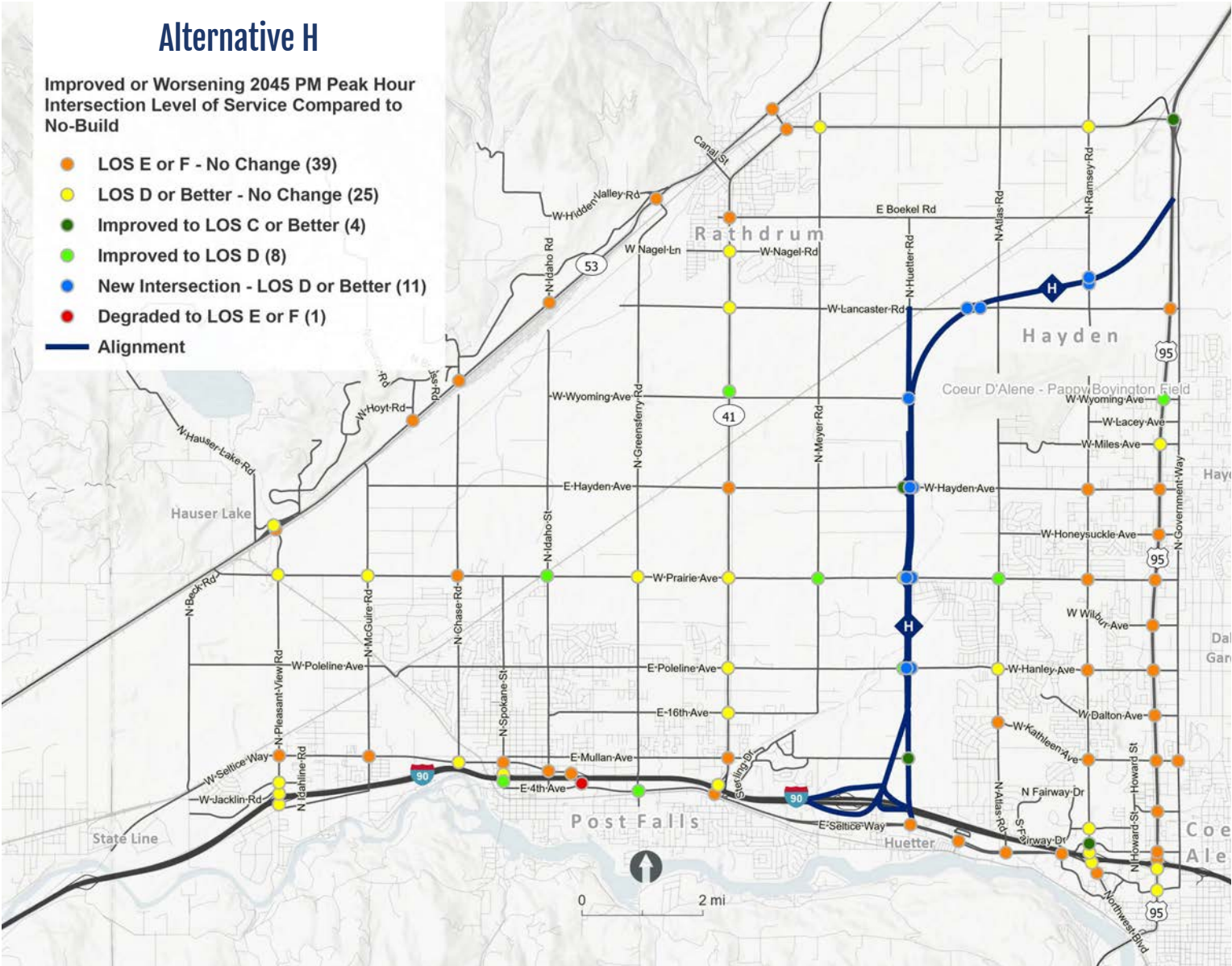


Alternative H Access-controlled highway, Huetter Road North-South Route

7:00 – 9:00 AM



4:00 – 6:00 PM



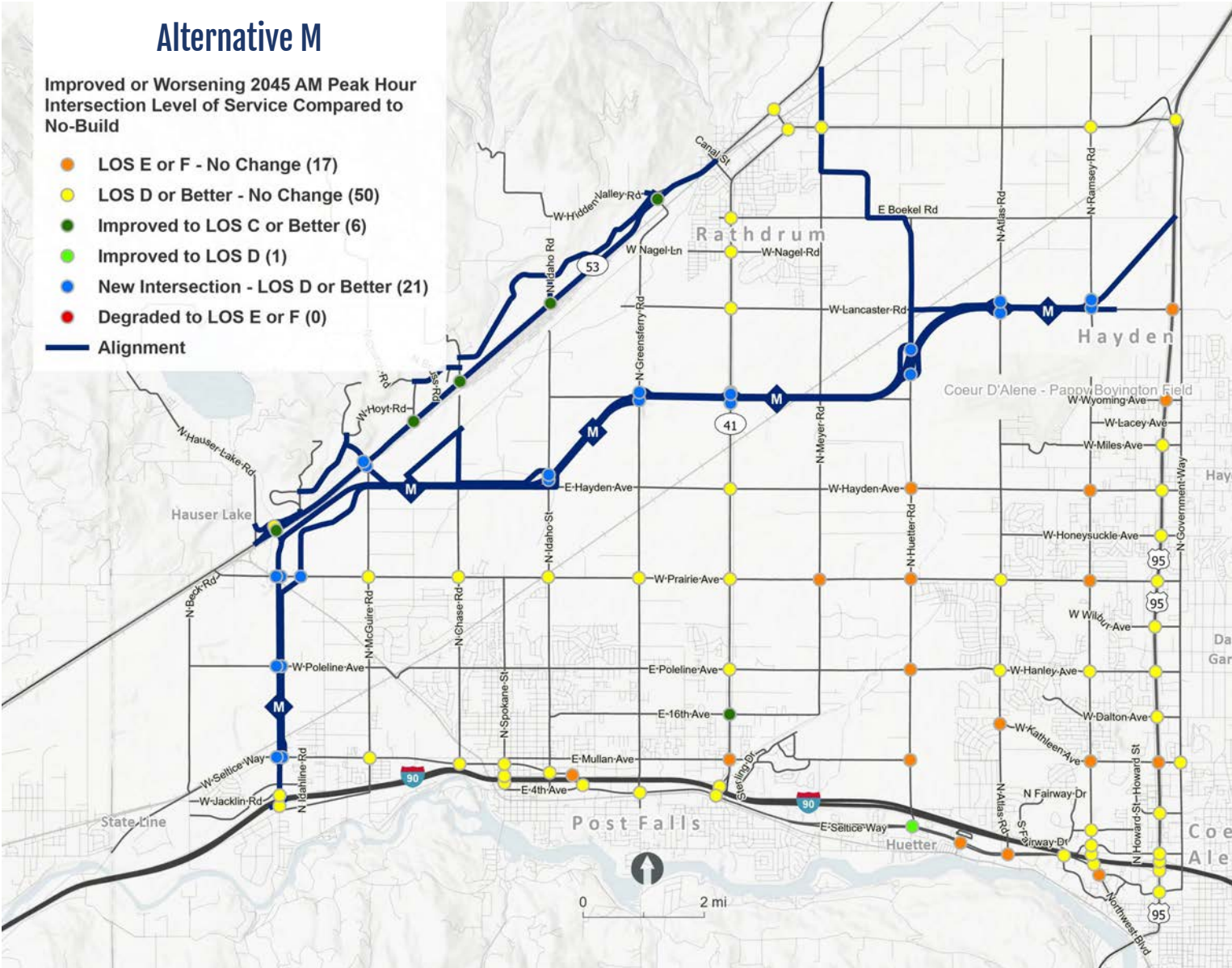
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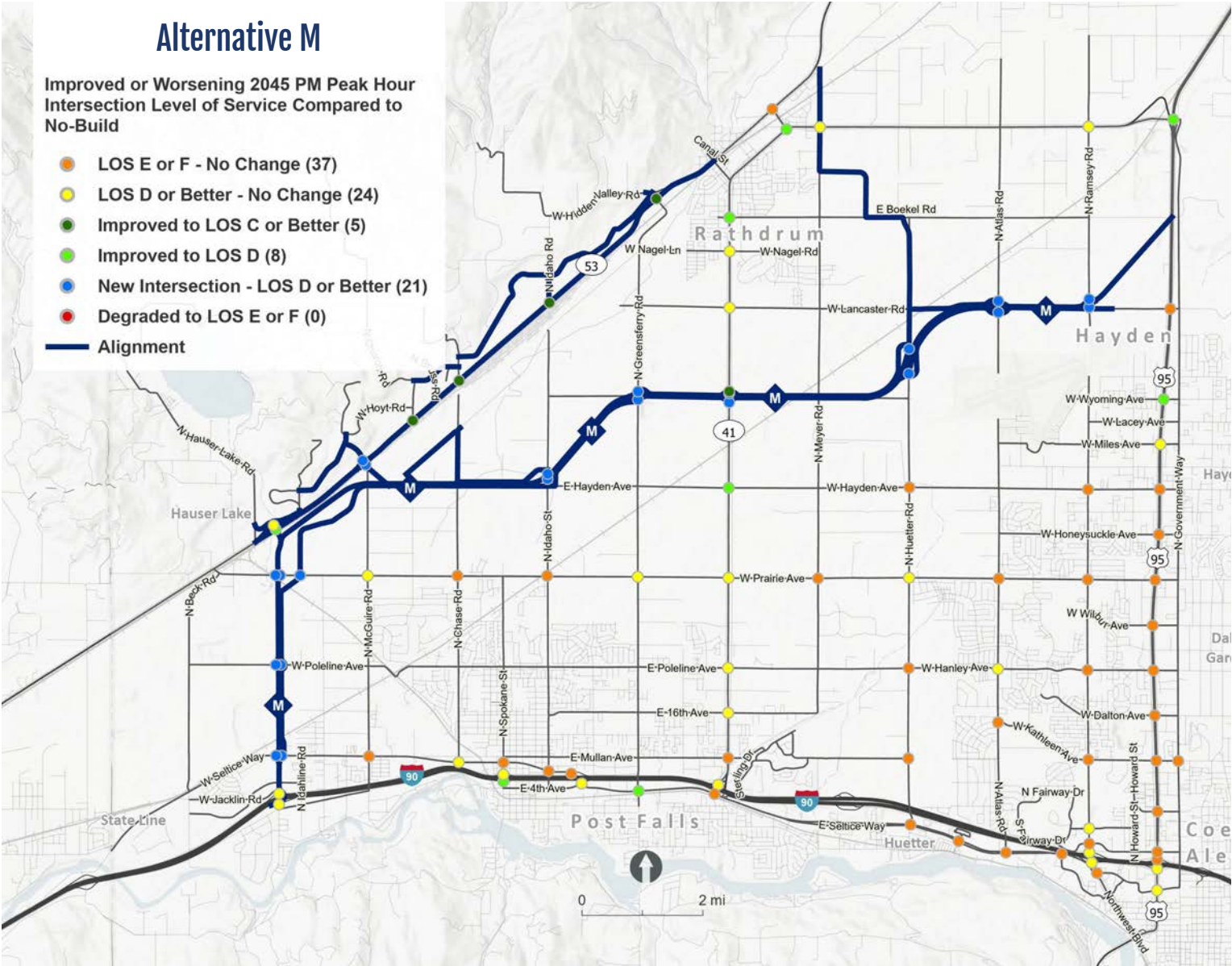
Alternative M
Access-controlled highway, Pleasant View and parallel to Hayden Avenue, Wyoming Avenue and Lancaster Road, expanded SH-53, Meyer Road Bypass

East-West Route

7:00 – 9:00 AM



4:00 – 6:00 PM



LEVEL OF SERVICE

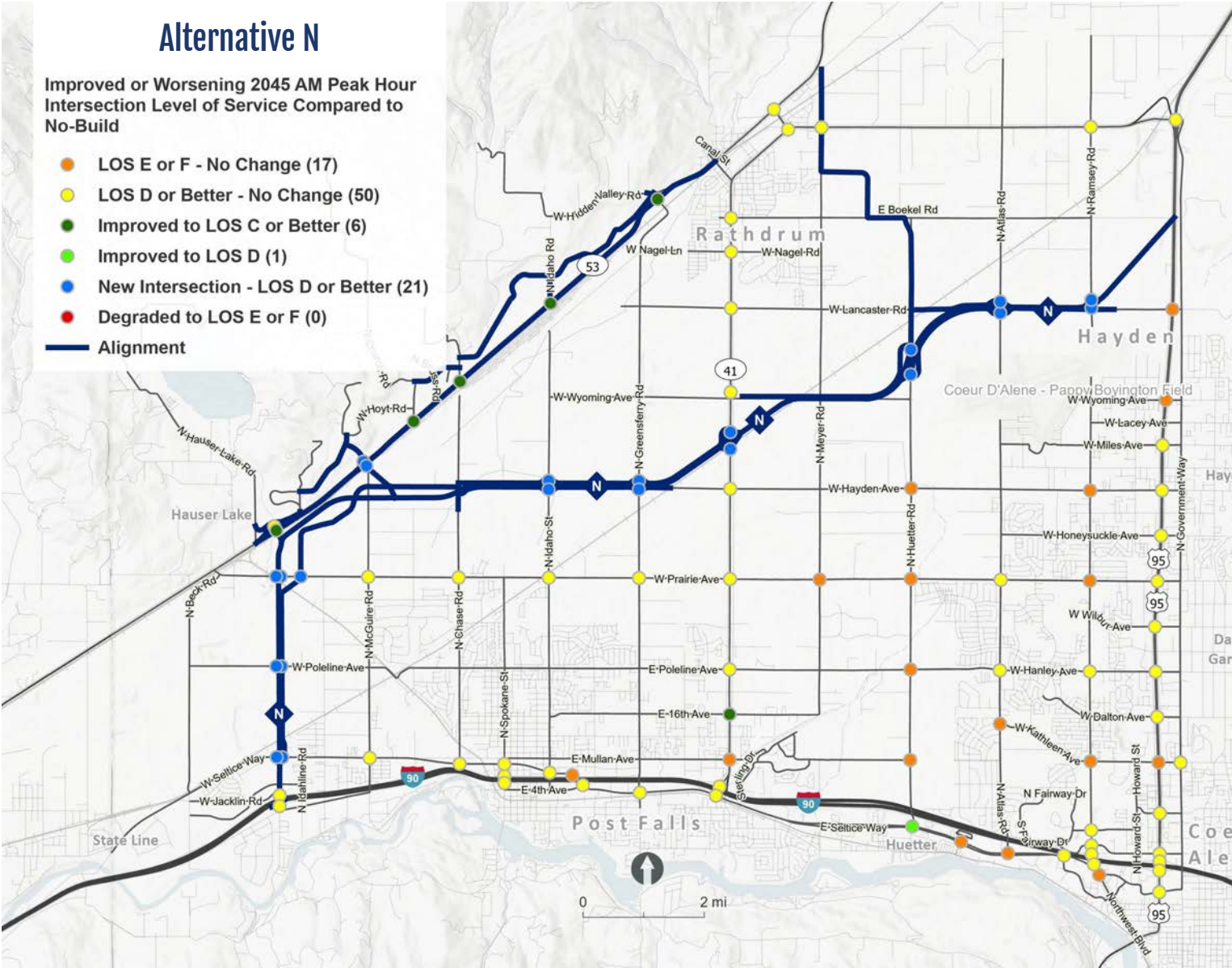


Alternative N

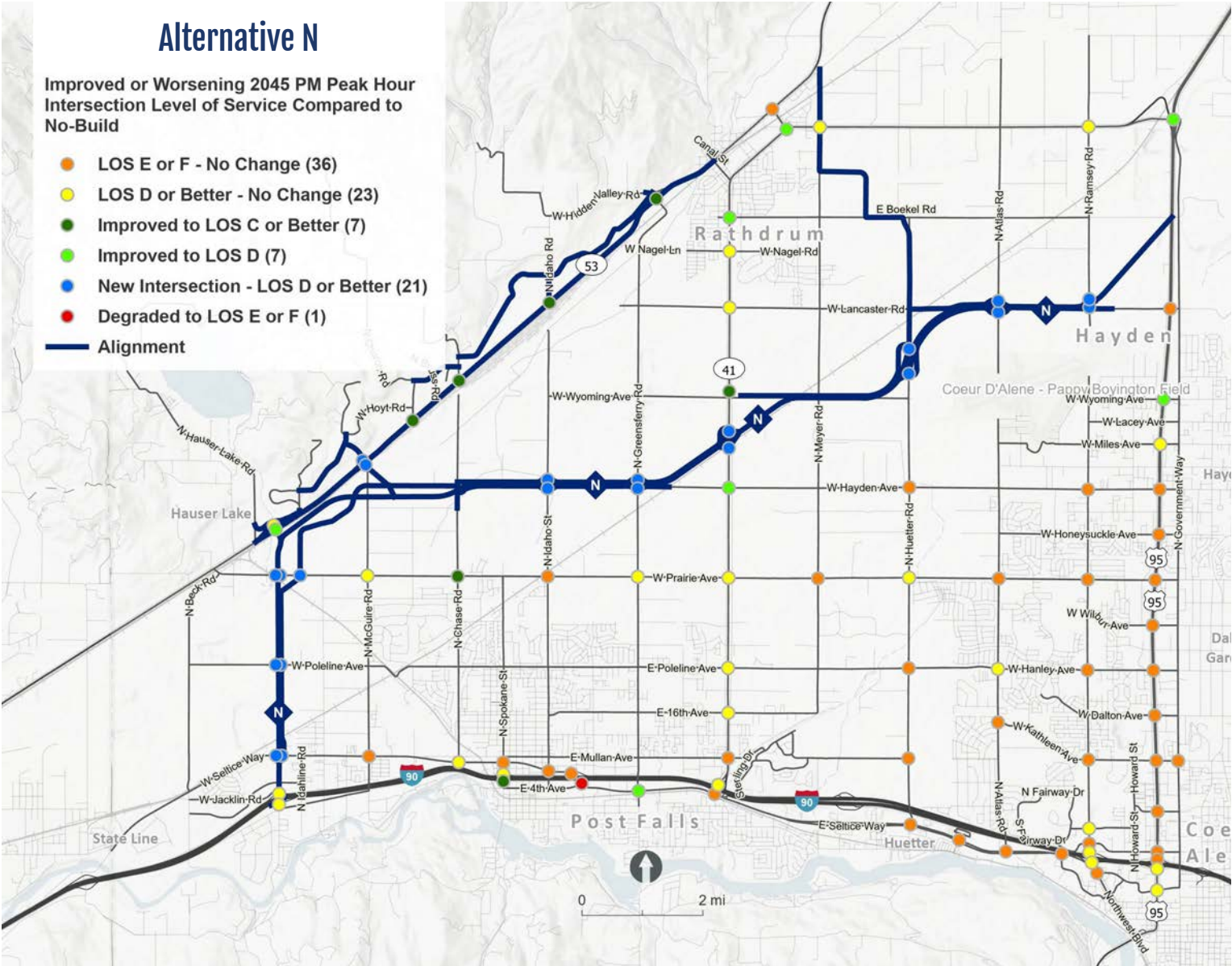
Access-controlled highway, Pleasant View and parallel to Hayden and Lancaster, expanded SH-53, Meyer Road Bypass

East-West Route

 7:00 – 9:00 AM



 4:00 – 6:00 PM

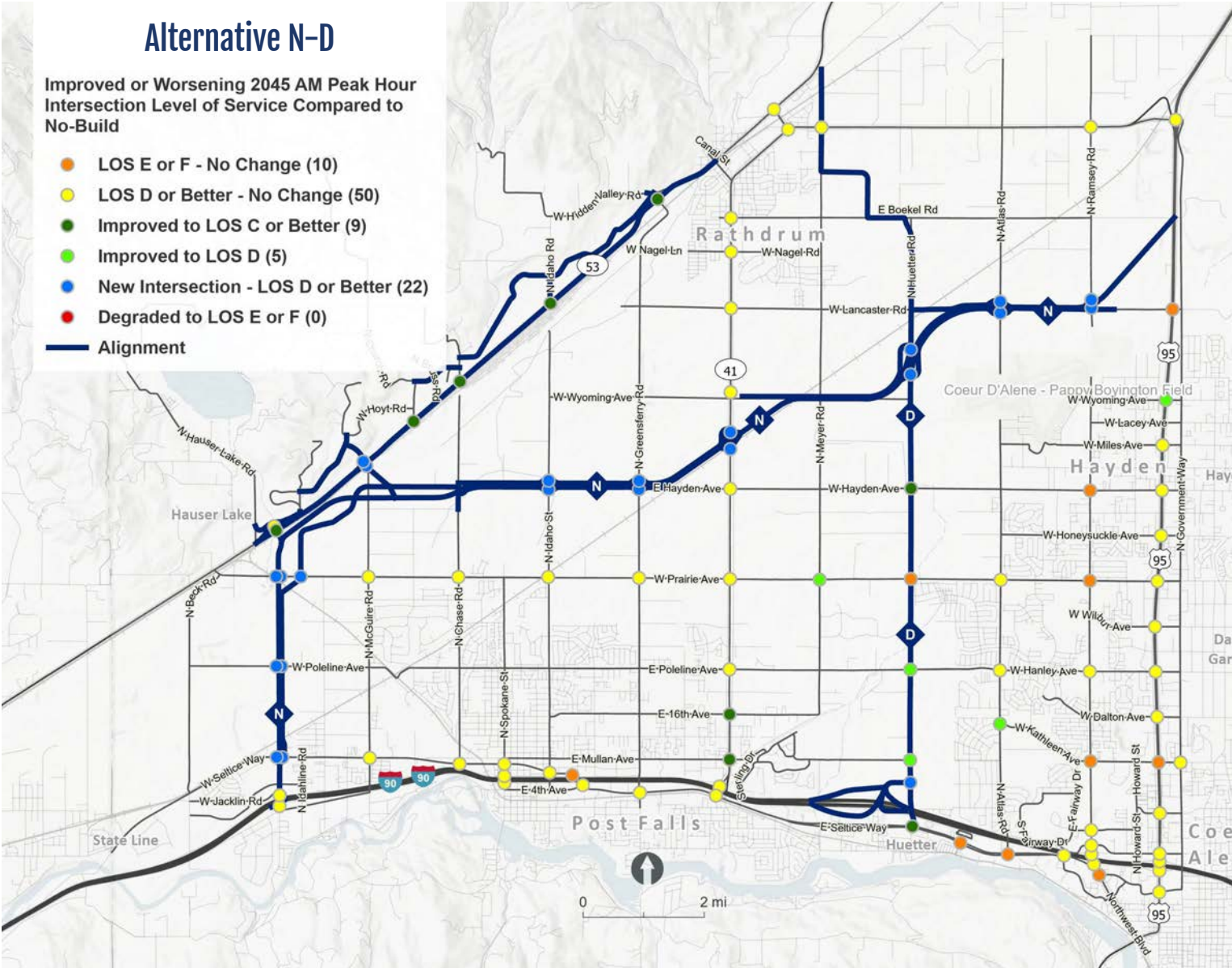


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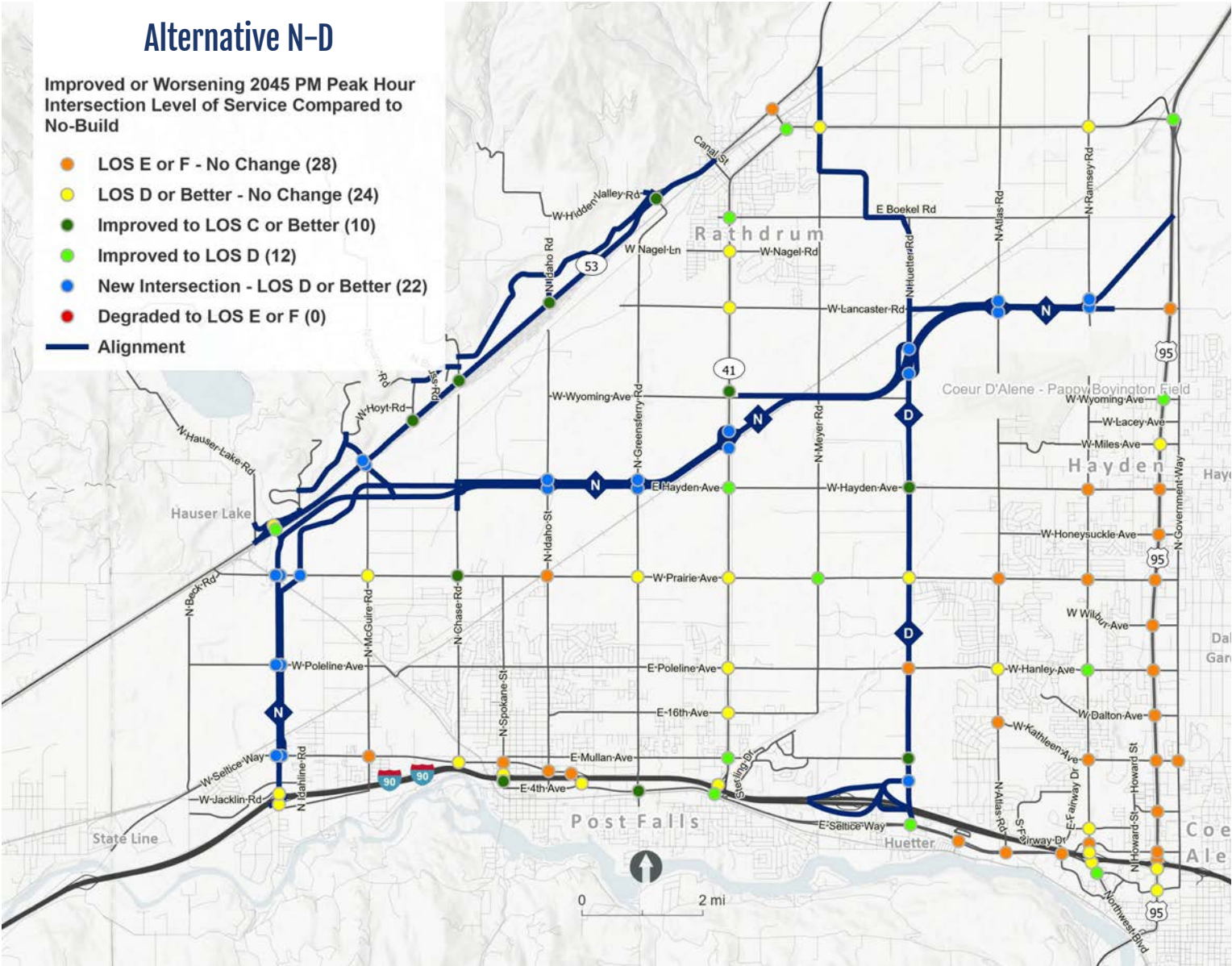


Alternative N-D Alternative N and Alternative D combined

7:00 – 9:00 AM



4:00 – 6:00 PM



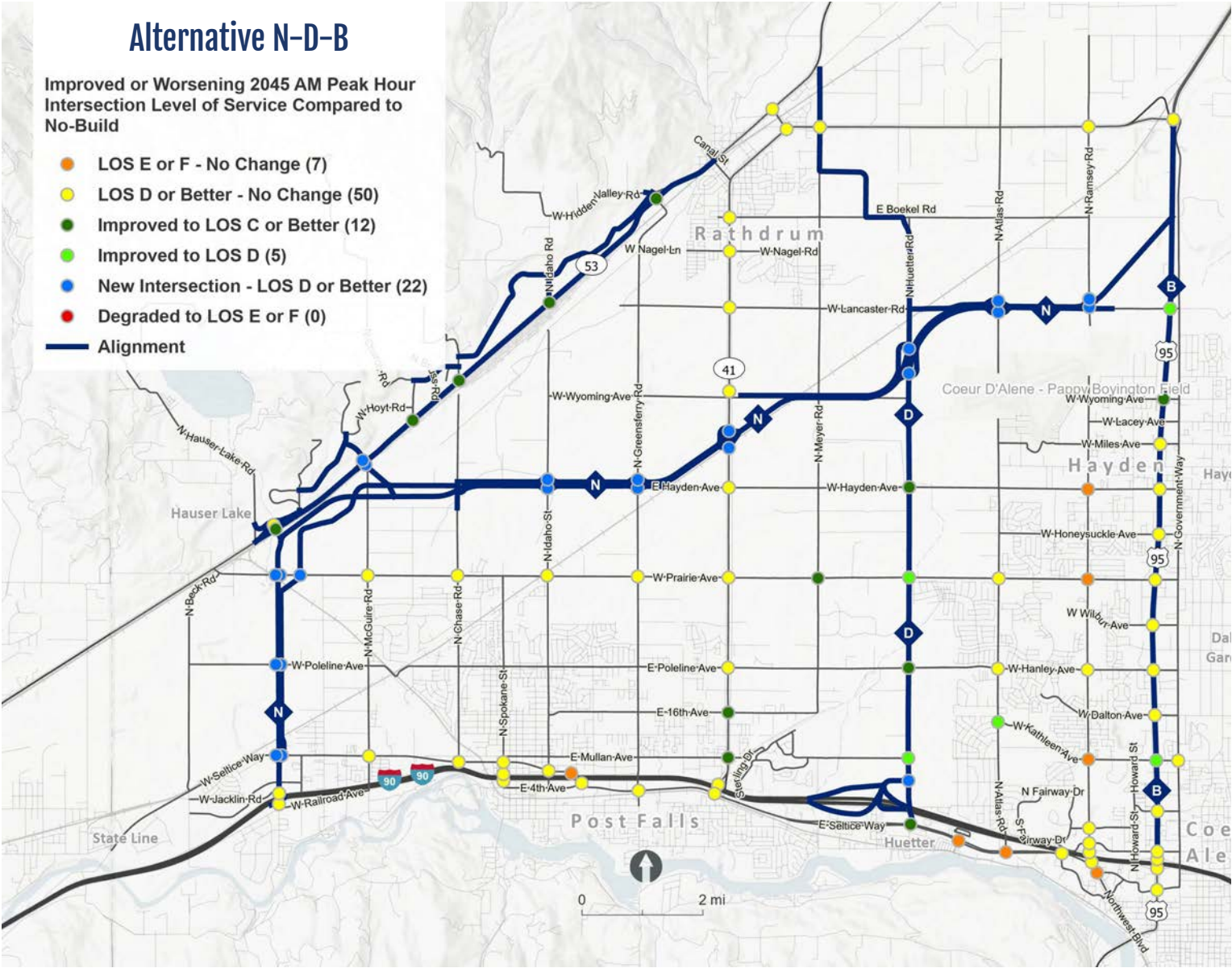
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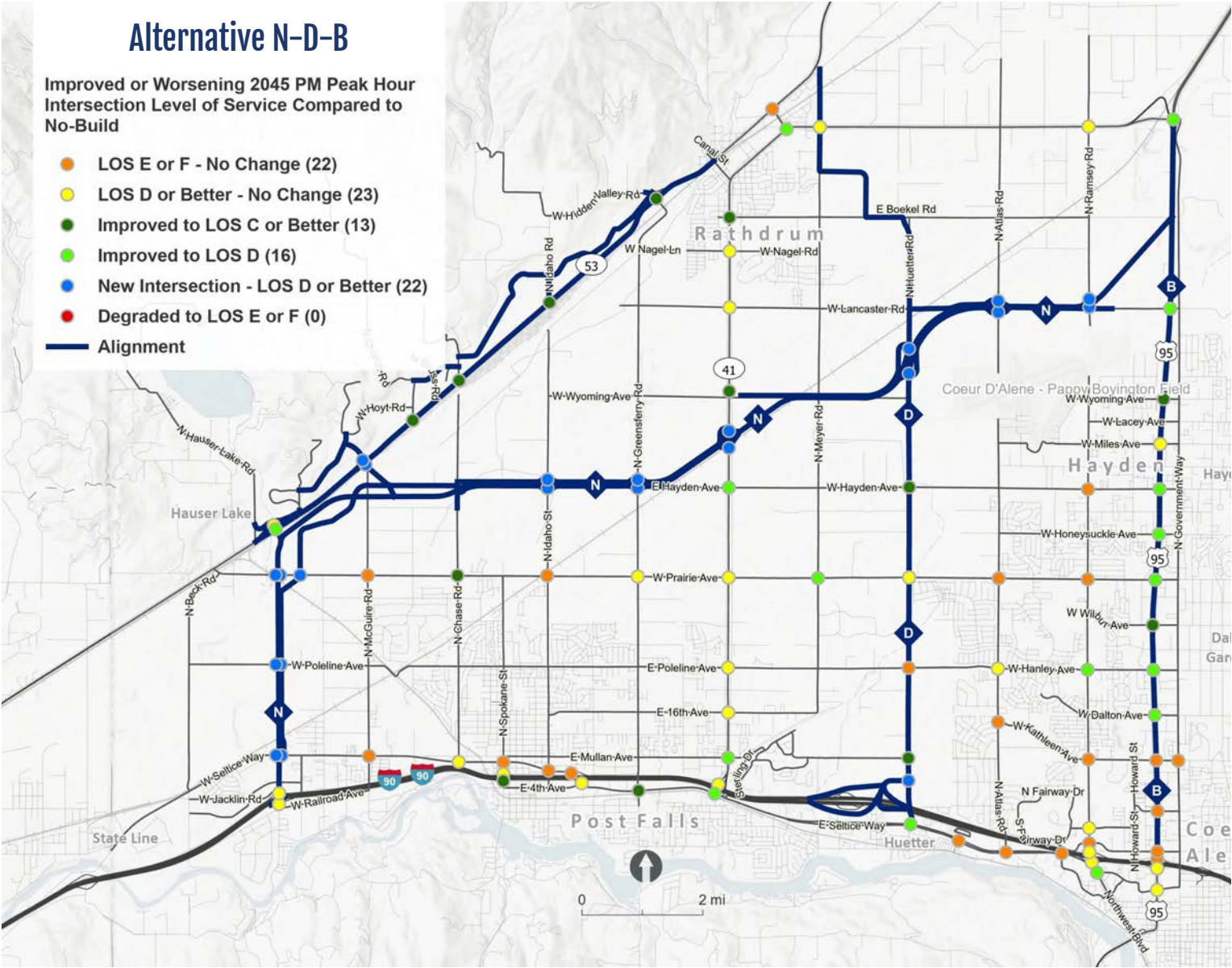
Alternative N-D-B

Alternative N and Alternative D combined with US-95 widening

7:00 – 9:00 AM



4:00 – 6:00 PM

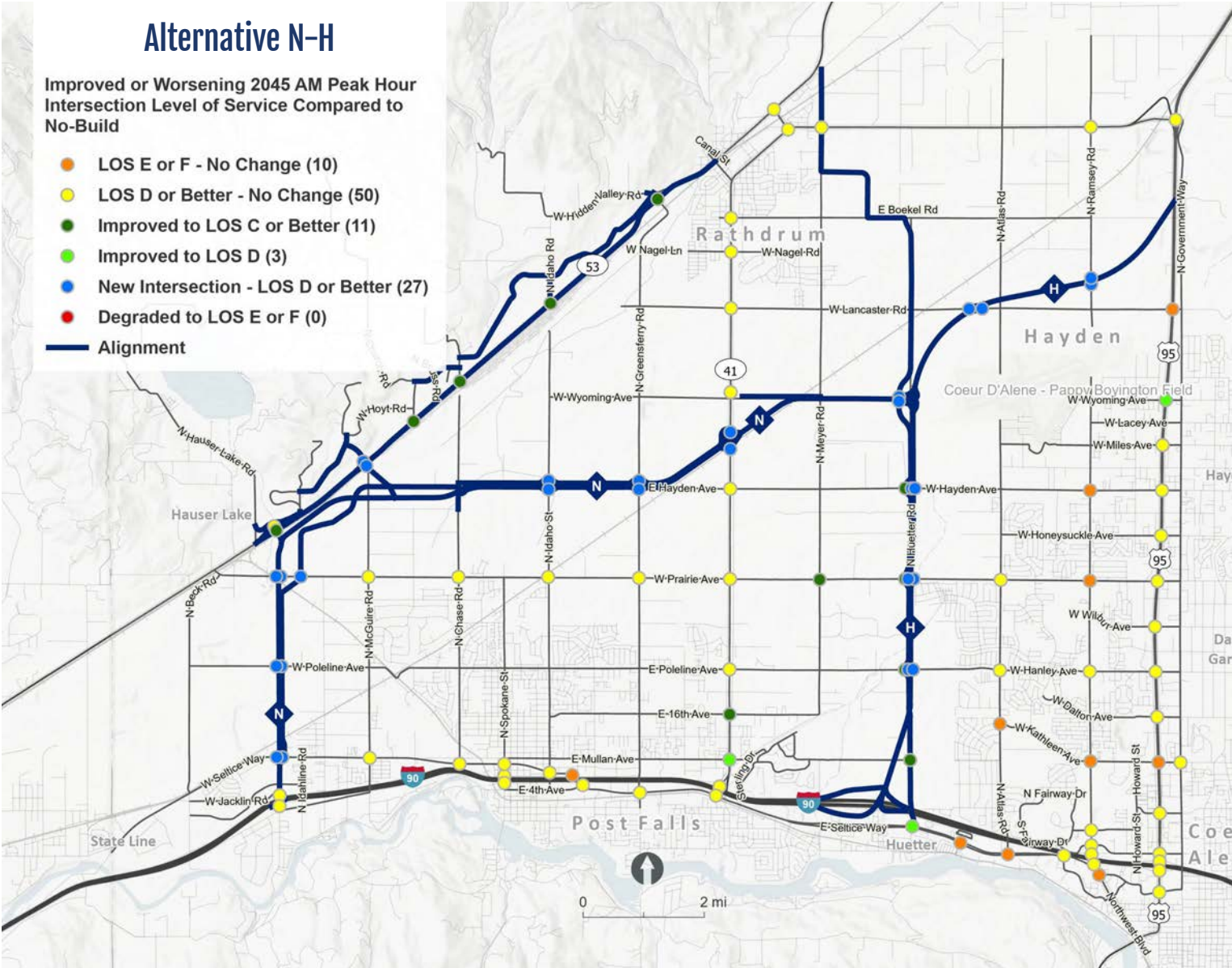


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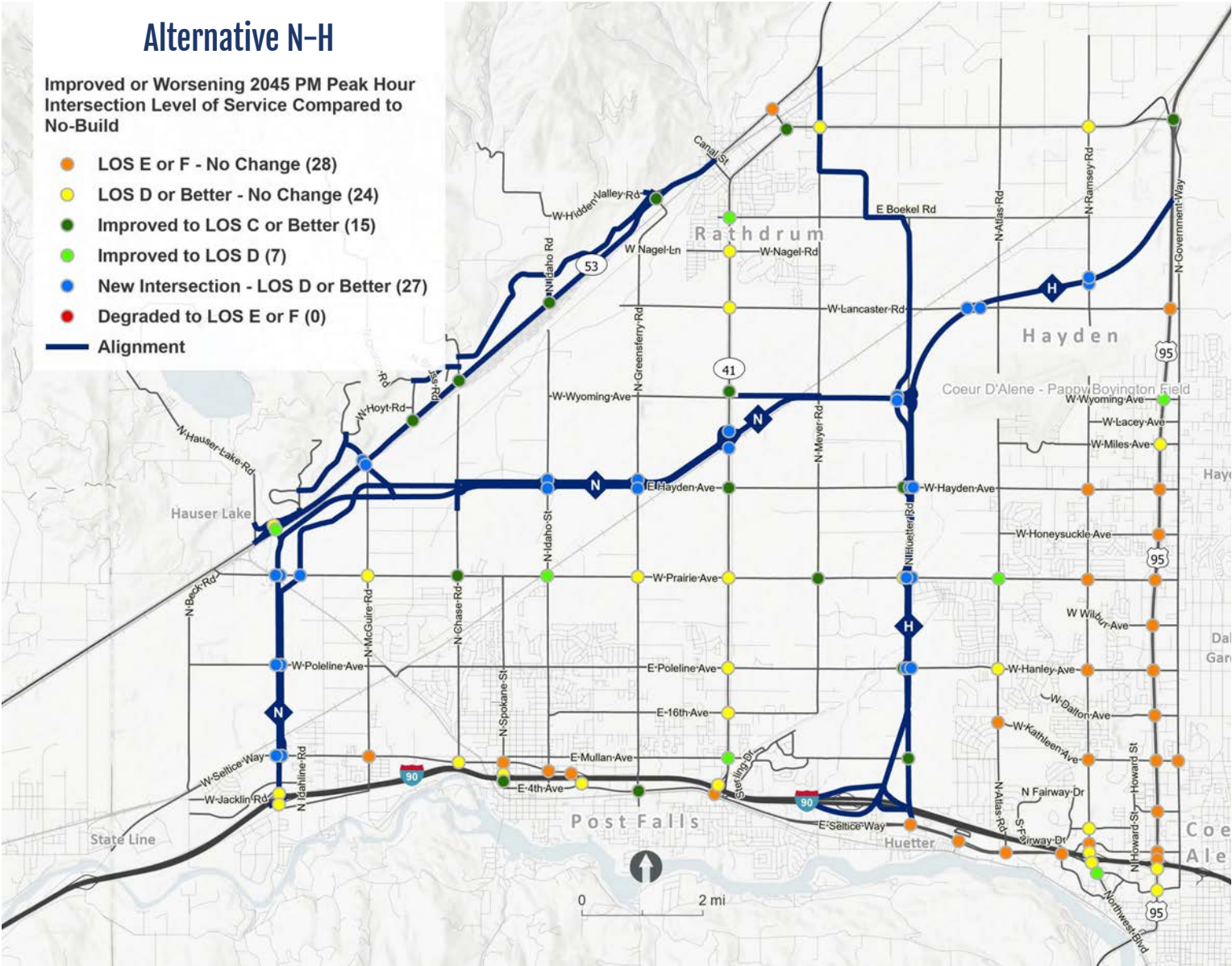


Alternative N-H Alternative N and Alternative H combined

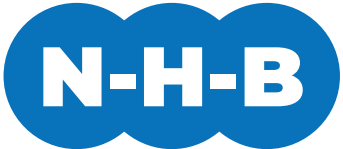
7:00 – 9:00 AM



4:00 – 6:00 PM

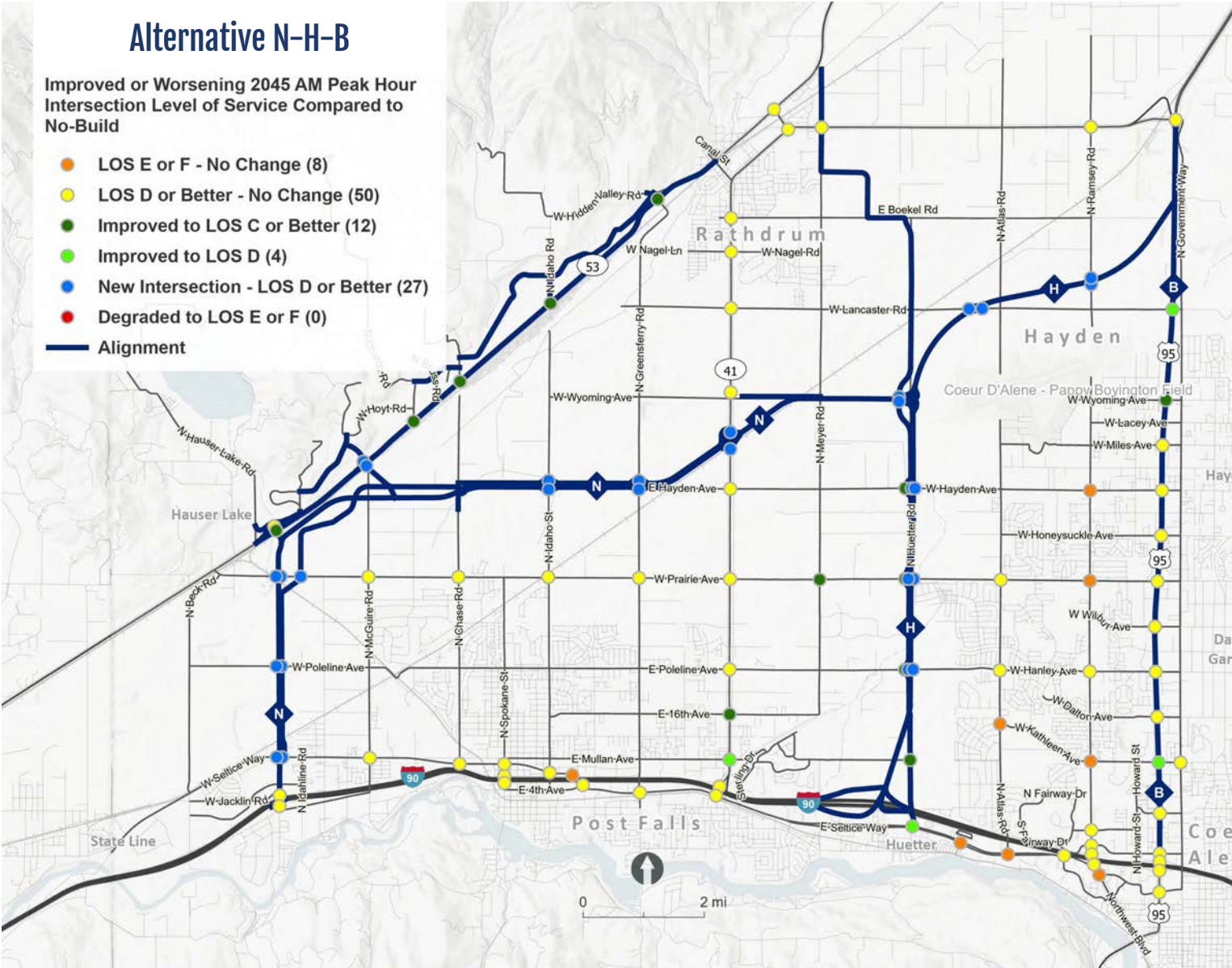


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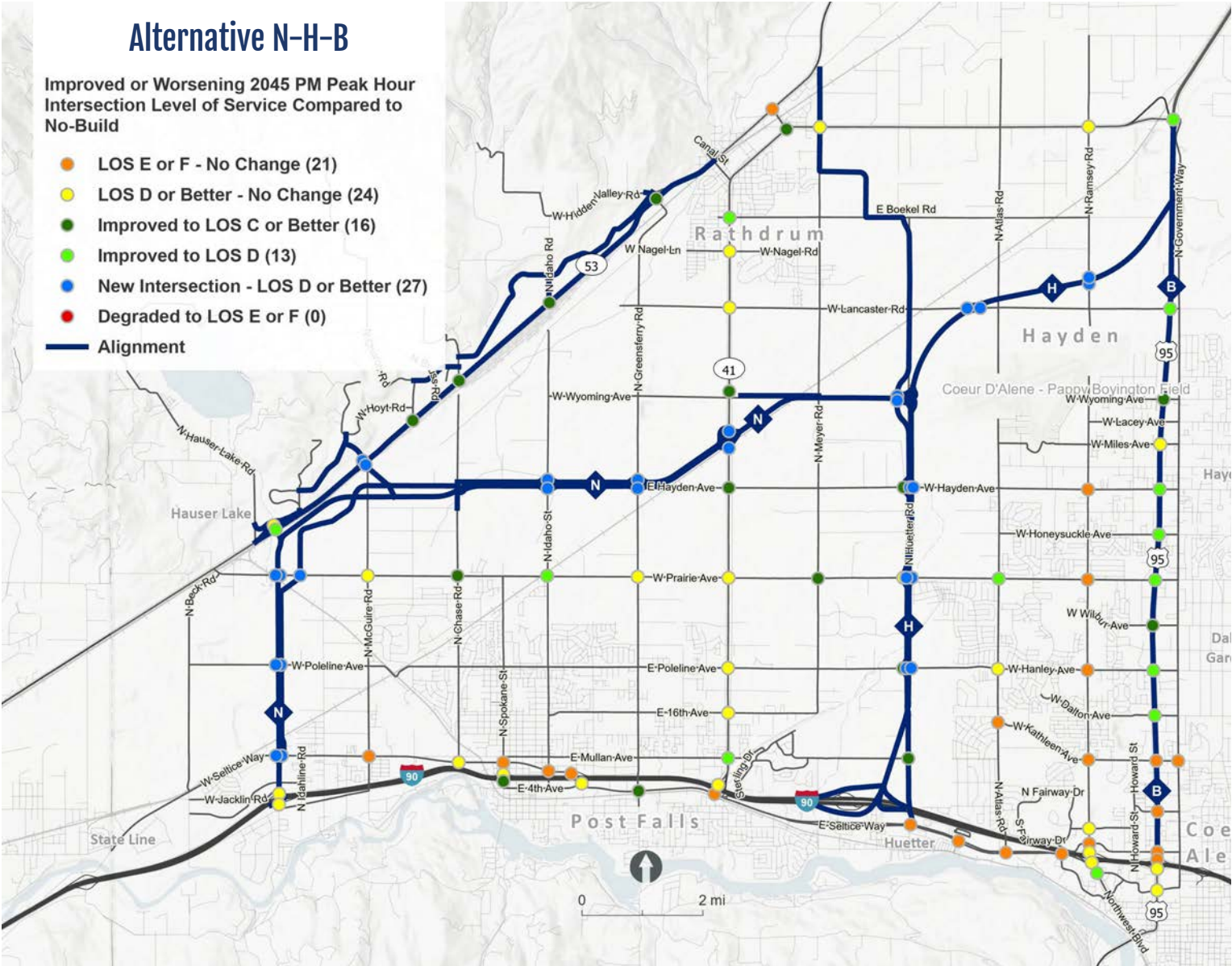


Alternative N-H-B Alternative N and Alternative H combined with US-95 widening

7:00 – 9:00 AM



4:00 – 6:00 PM



LEVEL 3B COMPARATIVE SCREENING RESULTS



CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	D	H	M	N
Ability to reduce segment related crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-60	-69	-66	-53
Ability to reduce severity of crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-63	-71	-55	-44
Ability to address congestion on key corridors	Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative). AM +PM.	24 AM, 51 PM: LOS E or F	N/A	15 (7 AM, 8 PM)	19 (7 AM, 12 PM)	21 (7 AM, 14 PM)	22 (7 AM, 15 PM)
Ability to reduce travel time on key corridors	AM+PM vehicle-minutes weighted by traffic	N/A	N/A	10076	15586	13862	15390
Ability to increase safety, mobility, and connections for bike/pedestrian users	Number of corridors improved	0	N/A	1	1	3	3
Ability to increase safety mobility and connections for transit users	Sum of LOS D or better or improved intersections	24 of 77: LOS E or F	N/A	15 (7 AM, 8 PM)	19 (7 AM, 12 PM)	21 (7 AM, 14 PM)	22 (7 AM, 15 PM)
General access changes that would impact existing properties and land uses	Relative level of increased access	No new access	N/A	New access to I-90, North-south corridor improvements.	New access to I-90, North-south corridor improvements.	Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.
Total ROW Parcels	Total parcels	0	0	78	112	385	380
Total ROW Acres	Total acres	0	0	100	256	565	548
Residential ROW Parcels	Total parcels	0	0	17	48	105	98
Residential ROW Acres	Total acres	0	0	14	36	95	108
Commercial ROW Parcels	Total parcels	0	0	13	15	113	104
Commercial ROW	Total acres	0	0	26	42	153	117
Agricultural ROW Parcels	Total parcels	0	0	48	53	167	178
Agricultural ROW	Total acres	0	0	60	220	317	324

CRITERIA		METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	D	H	M	N
Residential Displacements	Total displacements	0	0	✓ 1	✓ 4	▽ 19	✗ 22	
Commercial Displacements	Total displacements	0	0	✓ 0	✓ 0	✗ 6	✗ 6	
Community/Utility Displacements	Total displacements	0	0	✓ 0	▣ 1	✗ 2	✓ 0	
Impervious Surface	acres	0	23	✓ 81	✓ 91	▽ 246	▽ 246	
Sensitive Aquifer Recharge Areas	Intersect with priority area (Yes/No) and priority level.			◯ Low	◯ Low	✗ Highest	✗ Highest	
Floodplain Impacts	acres	0	0	✓ 0	✓ 0	✗ 3.52	✗ 3.52	
Wetlands and Waters of the U.S.	acres	0	0	✓ 0.20	▣ 1.33	▽ 2.36	▣ 1.68	
Community Resources	Total impacted or displaced	0	0	◯ 2	◯ 2	✗ 5	▽ 4	
Hazardous Materials	Number of sites.	0	0	▣ 1	▣ 1	▣ 12	▣ 11	
Historic Resource Impacts	Listed, Eligible, or may be Eligible Resources	0	1	✓ 4	✓ 5	✗ 26	✗ 27	
Potential Noise Receptors	Residential land use properties within 500 ft of alternative	0	162	✓ 99	✓ 110	▣ 424	▣ 412	
Conceptual construction costs		0	N/A	✓ \$251,871,000	◯ \$564,156,000	▽ \$1,045,149,000	▽ \$1,038,116,000	
Ability to proceed with phased implementation, reducing temporary impacts		0	Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	▣ Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	◯ Mostly offline construction and can be constructed around Huetter Road’s lower volume of traffic with phased intersections and interchanges.	▣ Typical highway widening. Two major maintenance of traffic phases. Can maintain existing 1-lane of traffic in each direction, may have to temporarily close turn lane. Other roadway/highway alignment work and interchanges could disrupt cross street traffic.	▣ Typical highway widening. Two major maintenance of traffic phases. Can maintain existing 1-lane of traffic in each direction, may have to temporarily close turn lane. Other roadway/highway offline alignment work and interchanges could disrupt cross street traffic.	

LEVEL 3B COMPARATIVE SCREENING RESULTS



CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	N+D	N+D+B	N+H	N+H+B
Ability to reduce segment related crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-87	-74	-99	-83
Ability to reduce severity of crashes	Sum of percent change for I-90, SH-53, SH-41, US-95	N/A	N/A	-76	-18	-88	-27
Ability to address congestion on key corridors	Number of intersections that will improve to Level of Service D or better compared to the No-Build Alternative (77 intersections analyzed in No-Build Alternative). AM +PM.	24 AM, 51 PM: LOS E or F	N/A	37 (14 AM, 23 PM)	47 (17 AM, 30 PM)	37 (14 AM, 23 PM)	46 (16 AM, 30PM)
Ability to reduce travel time on key corridors	AM+PM vehicle-minutes weighted by traffic	N/A	N/A	19460	24953	22818	26847
Ability to increase safety, mobility, and connections for bike/pedestrian users	Number of corridors improved	0	1	4	5	4	5
Ability to increase safety mobility and connections for transit users	Sum of LOS D or better or improved intersections	24 of 77: LOS E or F	N/A	37 (14 AM, 23 PM)	47 (17 AM, 30 PM)	37 (14 AM, 23 PM)	46 (16 AM, 30PM)
General access changes that would impact existing properties and land uses	Relative level of increased access	No new access	N/A	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.	New access to I-90, Improved connection between I-90 and SH-53, Consolidated access on SH-53, New east-west corridor.
Total ROW Parcels	Total parcels	0	0	446	446	470	470
Total ROW Acres	Total acres	0	0	598	598	655	655
Residential ROW Parcels	Total parcels	0	0	114	114	143	143
Residential ROW Acres	Total acres	0	0	116	116	125	125
Commercial ROW Parcels	Total parcels	0	0	112	112	112	112
Commercial ROW	Total acres	0	0	118	118	119	119
Agricultural ROW Parcels	Total parcels	0	0	220	220	215	215
Agricultural ROW	Total acres	0	0	364	364	411	411

CRITERIA	METRIC(S)	NO BUILD (REFERENCE)	B (ELEMENT)	N+D	N+D+B	N+H	N+H+B
Residential Displacements	Total displacements	0	0	X 23	X 23	X 26	X 26
Commercial Displacements	Total displacements	0	0	X 6	X 6	X 6	X 6
Community/Utility Displacements	Total displacements	0	0	✓ 0	✓ 0	□ 1	□ 1
Impervious Surface	acres	0	23	X 287	X 310	X 287	X 311
Sensitive Aquifer Recharge Areas	Intersect with priority area (Yes/No) and priority level.			X Highest	X Highest	X Highest	X Highest
Floodplain Impacts	acres	0	0	X 3.52	X 3.52	X 3.52	X 3.52
Wetlands and Waters of the U.S.	acres	0	0	▽ 2.01	▽ 2.01	X 2.97	X 2.97
Community Resources	Total impacted or displaced	0	0	X 6	X 6	X 6	X 6
Hazardous Materials	Number of sites.	0	0	□ 12	□ 12	□ 12	□ 12
Historic Resource Impacts	Listed, Eligible, or may be Eligible Resources	0	1	X 29	X 30	X 29	X 30
Potential Noise Receptors	Residential land use properties within 500 ft of alternative	0	162	▽ 513	X 675	▽ 519	X 681
Conceptual construction costs		0	N/A	▽ \$1,202,082,000	X \$1,321,671,000	X \$1,414,886,000	X \$1,534,474,000
Ability to proceed with phased implementation, reducing temporary impacts		0	Can mostly maintain existing number of through lanes in each direction during construction. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	□ See N and D.	□ See N and D. Can mostly maintain existing number of through lanes in each direction during construction on US-95. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.	□ See N and H.	□ See N and H. Can mostly maintain existing number of through lanes in each direction during construction on US-95. Frequent access work and adjacent traffic not efficient and more disruptive to traveling public.

LEVEL 3A COMPARATIVE SCREENING RESULTS

Ranking Scale



Worst



Negative



Neutral/
Medium



Better/
Good



Best

			NORTH-SOUTH		EAST-WEST		SCENARIOS											
CRITERIA	METRIC(S)	NO BUILD	D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
PERFORMANCE																		
Ability to address congestion throughout the study area (Volume to capacity ratio) (V/C ratio)	Number of segments on key corridors exceeding 0.9 V/C or Level of Service E across both AM and PM peak hours	43	 31	 27	 23	 26	 29	 26	 23	 14	 12	 14	 14	 23	 12	 12	 14	 14
Ability to improve travel times throughout the study area (Total Time Savings)	Average travel time savings compared to No-Build weighted by average corridor traffic volumes	N/A	 2,427	 1,941	 10,325	 10,910	 3,912	 2,927	 11,262	 12,144	 13,126	 11,283	 12,140	 11,954	 12,768	 13,642	 11,767	 12,590
Ability to improve travel efficiency within the study area (Vehicle-miles traveled for the network) (VMT)	Change in VMT from the No-Build across both AM and PM peak hours	1,169,993	 1,169,980	 1,176,564	 1,168,884	 1,168,018	 1,171,943	 1,177,504	 1,169,794	 1,167,794	 1,169,741	 1,175,280	 1,176,212	 1,169,515	 1,169,174	 1,170,299	 1,173,457	 1,174,477
Ability to improve travel efficiency within the study area (Vehicle-hours traveled for the network) (VHT)	Change in VHT from the No-Build across both AM and PM peak hours	50,720	 48,753	 48,517	 44,890	 44,691	 48,303	 48,020	 44,166	 43,326	 43,060	 43,212	 42,821	 44,137	 43,292	 42,836	 43,209	 42,837
How does the alternative effect local access to regional roadways (Based on adding more or improving existing conditions)	Assessment based on no change in access, improved access to existing facilities, or new access.	No improved access.	 New access to I-90 for local areas north of I-90.	 New access to I-90 for local areas north of I-90. Interchanges generally at existing local roadways.	 Improved access between I-90 and SH-53. Improved east-west access near Post Falls, Rathdrum and Hayden.	 Improved access between I-90 and SH-53. Improved east-west access near Post Falls, Rathdrum and Hayden.	 Alternative D provides access improvement. Alternative B doesn't provide access improvements.	 Alternative H provides access improvement. Alternative B doesn't provide access improvements.	 Alternative M provides access improvement. Alternative B doesn't provide access improvements.	 Alternative M provides access improvement. Alternative D provides new access.	 Alternative M provides access improvement. Alternative D provides new access. Alternative B doesn't provide access improvements.	 Alternative M provides access improvement. Alternative H provides new access.	 Alternative M provides access improvement. Alternative B doesn't provide access improvements.	 Alternative N provides access improvement. Alternative B doesn't provide access improvements.	 Alternative N provides access improvement. Alternative D provides new access.	 Alternative N provides access improvement. Alternative D provides new access. Alternative B doesn't provide access improvements.	 Alternative N provides access improvement. Alternative H provides new access.	 Alternative M provides access improvement. Alternative H provides new access. Alternative B doesn't provide access improvements.

LEVEL 3A COMPARATIVE SCREENING RESULTS, CONT.

Ranking Scale

Worst

Negative

Neutral/
Medium

Better/
Good

Best

			NORTH-SOUTH		EAST-WEST		SCENARIOS											
CRITERIA	METRIC(S)	NO BUILD	D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
RIGHT OF WAY IMPACTS																		
Total ROW Parcels	Count	0	✓ 78	✓ 112	▽ 385	▽ 380	✓ 78	✓ 112	▽ 385	✗ 451	✗ 451	✗ 473	✗ 473	▽ 380	✗ 446	✗ 446	✗ 470	✗ 470
Total ROW Acres	Acres	0	✓ 100	○ 256	✗ 565	▽ 548	✓ 100	○ 256	✗ 565	✗ 614	✗ 614	✗ 662	✗ 662	▽ 548	✗ 598	✗ 598	✗ 655	✗ 655
Residential ROW Parcels	Count	0	✓ 17	○ 48	▽ 105	▽ 98	✓ 17	○ 48	▽ 105	▽ 121	▽ 121	✗ 148	✗ 148	▽ 98	▽ 114	▽ 114	✗ 143	✗ 143
Residential ROW Acres	Acres	0	✓ 14	○ 36	▽ 95	✗ 108	✓ 14	○ 36	▽ 95	▽ 102	▽ 102	✗ 112	✗ 112	✗ 108	✗ 116	✗ 116	✗ 125	✗ 125
Commercial ROW Parcels	Count	0	✓ 13	✓ 14	✗ 113	✗ 104	✓ 13	✓ 14	✗ 113	✗ 121	✗ 121	✗ 121	✗ 121	✗ 104	✗ 112	✗ 112	✗ 112	✗ 112
Commercial ROW	Acres	0	✓ 26	✓ 42	✗ 153	▽ 117	✓ 26	✓ 42	✗ 153	✗ 155	✗ 155	✗ 156	✗ 156	▽ 117	▽ 118	▽ 118	▽ 119	▽ 119
Agricultural ROW Parcels	Count	0	✓ 48	✓ 50	▽ 167	▽ 178	✓ 48	✓ 50	▽ 167	✗ 209	✗ 209	✗ 204	✗ 204	▽ 178	✗ 220	✗ 220	✗ 215	✗ 215
Agricultural ROW	Acres	0	✓ 60	○ 179	▽ 317	▽ 324	✓ 60	○ 179	▽ 317	✗ 357	✗ 357	✗ 394	✗ 394	▽ 324	✗ 364	✗ 364	✗ 411	✗ 411
Residential Displacements	Count	0	✓ 1	✓ 4	▽ 19	✗ 22	✓ 1	✓ 4	▽ 19	▽ 20	▽ 20	✗ 23	✗ 23	✗ 22	✗ 23	✗ 23	✗ 26	✗ 26
Commercial Displacements	Count	0	✓ 0	✓ 0	✗ 6	✗ 6	✓ 0	✓ 0	✗ 6	✗ 6	✗ 6	✗ 6	✗ 6	✗ 6	✗ 5	✗ 5	✗ 5	✗ 5
Community/Utility Displacements	Count	0	✓ 0	○ 1	□ 2	○ 1	✓ 0	○ 1	□ 2	□ 2	□ 2	▽ 3	▽ 3	○ 1	✓ 0	✓ 0	○ 1	○ 1
Community Resources (ROW Impact or Proximity)	Count	0	✓ 2	✓ 2	○ 9	○ 8	▽ 15	▽ 15	✗ 22	□ 11	✗ 24	□ 11	✗ 24	✗ 21	○ 7	✗ 20	○ 7	✗ 20
CRITERIA	METRIC(S)	NO BUILD	D	H	M	N	D+B	H+B	M+B	M+D	M+D+B	M+H	M+H+B	N+B	N+D	N+D+B	N+H	N+H+B
IMPLEMENTATION																		
Conceptual Cost estimate	Millions of 2026 Dollars	N/A	✓ \$252	○ \$564	▽ \$1,045	▽ \$1,038	✓ \$371	\$675	▽ \$1,165	▽ \$1,209	✗ \$1,329	✗ \$1,422	✗ \$1,542	▽ \$1,158	▽ \$1,202	✗ \$1,322	✗ \$1,415	✗ \$1,534
High-level BCA (Traffic Performance and Cost (including ROW and displacements))	Ratio	N/A	✓ 0.55	✗ 0.22	□ 0.40	○ 0.43	○ 0.45	✗ 0.22	□ 0.40	○ 0.44	□ 0.41	▽ 0.34	▽ 0.33	□ 0.41	○ 0.45	○ 0.43	▽ 0.35	▽ 0.34