

Section 7: 2035 Fiscally Constrained Plan

Definition

The Fiscally Constrained Plan portion of the 2035 Transportation Plan was prepared by reducing the anticipated long-term overall plan for Loveland’s transportation system to the highest priority projects that can be accommodated with future expected revenues. Those projects and expenditures retained in the Fiscally Constrained Plan provide the greatest transportation benefit to the City of Loveland and fit within the context of the projects identified regionally.

2035 Capital Improvements

The 2035 Capital Improvements Plan consists of projects identified as necessary to be completed by 2035, based on the anticipated growth within the City of Loveland. The plan includes specific roadway sections and intersections with cost estimates based on 2012 dollars. It also breaks out sections of the CDOT road system within Loveland that will be expanded with outside dollars as well as the area within the Centerra Metro District with projects that are eligible to be constructed if growth and development happens in that area as expected.

The projects identified in the plan are eligible for reimbursement through the City’s Street Oversizing policies, subject to annual appropriation through the City’s Budget Process. Projects not included on the plan are not eligible for reimbursement as they were not included in the calculation of Capital Expansion Fees imposed on new development.

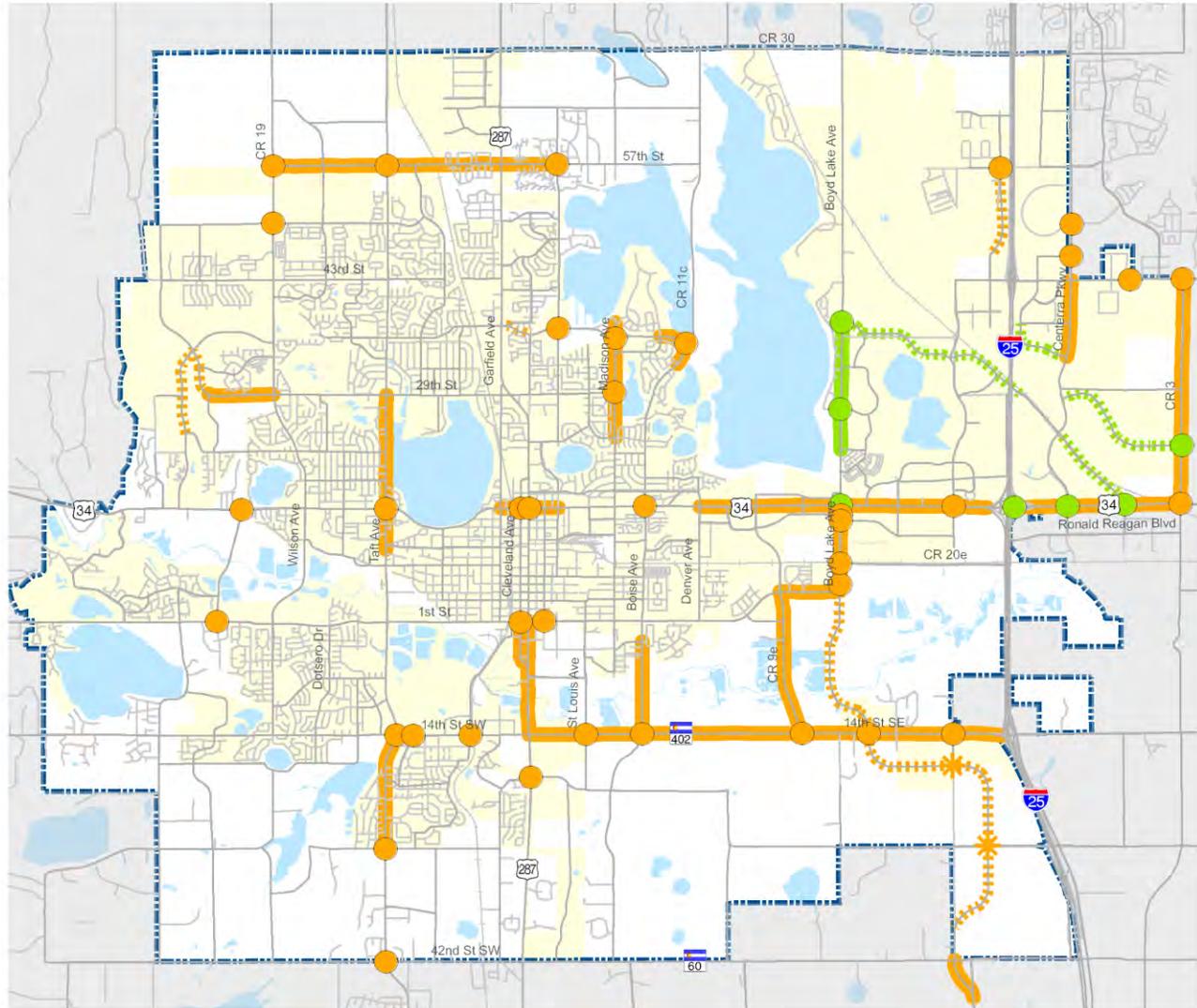
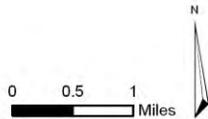
CIP Summary*	
City	\$34,099,009
CEF	\$129,886,011
Col St Equiv	\$44,009,280
CDOT	\$37,784,700
Centerra	\$218,644,630
TOTAL	\$464,423,630

* These costs include roadway, intersection, bike/ped, and bridge improvements.

Legend

- City Limits
- Growth Management Area
- Roadway Project Source**
- 2035 Transportation Plan
- Centerra Metro District
- Alignment to be determined by separate study and public process
- Intersection/Signalization Project Source**
- 2035 Transportation Plan
- Centerra Metro District
- Location To Be Determined
- Railroad
- Big Thompson River
- Lakes

Location of future routes and intersections are conceptual only. Exact locations will be determined later by separate study



2035 CAPITAL IMPROVEMENTS PLAN

COST ALLOCATIONS: CITY STREETS

Street Name	From	To	Length (Ft)	Classification	2035 ADT Volume	2035 Total V/C ADT Ratio	Total Project Cost	% Growth Related	% Local Traffic	Collector Street Equivalent Length (ft)	Reduction for Cost Equivalent of Collector Street	Maximum CEF Cost	City Financing After CEFs & Collector Street Equivalent	Description of Improvement
29th St	Cascade Ave.	Wilson Ave.	4,700	Arterial Minor	2,400	0.15	\$ 3,975,000	100%	100%	7,000	\$ 1,554,000	\$ 2,421,000	\$ -	New 2_ lane arterial
37th St	US 287	Lincoln Ave.	1,400	Arterial Minor	9,600	0.60	\$ 2,384,000	100%	100%	2,100	\$ 466,200	\$ 1,917,800	\$ -	New 2_ lane Arterial / upgrade collector
37th St	Seven Lakes Drive	LCR 11 C	650	Arterial Minor	3,900	0.24	\$ 506,000	100%	92%	-	\$ -	\$ 465,520	\$ 40,480	New 2_ lane arterial
57th St	Wilson Ave.	Taft Ave.	5,280	Arterial Minor	5,400	0.34	\$ 4,098,000	100%	98%	10,560	\$ 2,344,320	\$ 1,718,606	\$ 35,074	Reconstruct 2-lane County Road to 2-lane Arterial
57th St	Taft Ave.	US 287	5,280	Arterial Major	16,300	0.45	\$ 8,215,000	100%	89%	4,300	\$ 954,600	\$ 6,461,756	\$ 798,644	Reconstruct 2_ lane county road to 4_ lane arterial
57th St	US 287	Monroe	2,650	Arterial Major	9,700	0.27	\$ 4,397,000	100%	98%	1,000	\$ 222,000	\$ 4,091,500	\$ 83,500	Reconstruct 2_ lane county road to 4_ lane arterial
Boise Ave.	SH 402	4th St SE	4,280	Arterial Minor	8,800	0.55	\$ 6,849,000	50%	98%	3,800	\$ 843,600	\$ 2,942,646	\$ 3,062,754	Widen 2_ lane county road to 2_ lane arterial
Boise Ave.	Mount Columbia Ave	E 37th St	1,050	Arterial Minor	6,600	0.41	\$ 2,558,000	50%	88%	1,000	\$ 222,000	\$ 1,027,840	\$ 1,308,160	New 2 lane Arterial
Boyd Lake Ave.	Hwy 60	E County Rd 16	6,000	Arterial Minor	9,100	0.57	\$ 2,664,000	100%	74%	12,000	\$ 2,664,000	\$ -	\$ -	Interim 2 lane Collector
Boyd Lake Ave.	E County Rd 16	Big Thompson Bridge	12,000	Arterial Minor	11,300	0.71	\$ 7,157,000	100%	94%	19,000	\$ 4,218,000	\$ 2,762,660	\$ 176,340	New 2 lane Minor Arterial
Boyd Lake Ave.	Big Thompson Bridge	LCR 20C	4,000	Arterial Minor	8,000	0.50	\$ 1,776,000	100%	97%	-	\$ -	\$ 1,722,720	\$ 53,280	Interim 2 lane Collector
Boyd Lake Ave.	LCR 20C	LCR 20E	1,350	Arterial Major	23,400	0.65	\$ 1,452,000	100%	98%	2,700	\$ 599,400	\$ 835,548	\$ 17,052	Widen 2_ lane county road to 4_ lane arterial
Boyd Lake Ave.	LCR 20E	US 34	2,700	Arterial Major	19,000	0.53	\$ 3,474,000	100%	96%	3,550	\$ 788,100	\$ 2,578,464	\$ 107,436	Widen 2_ lane county road to 4_ lane arterial
Byrd Dr.	Crossroads Blvd.	Earhart Rd.	3,650	Arterial Minor	10,700	0.67	\$ 3,553,000	100%	82%	7,300	\$ 1,620,600	\$ 1,584,568	\$ 347,832	Widen to 2-lane arterial
Cascade Ave.	22nd St	W 35th St	5,280	Arterial Minor	3,200	0.27	\$ 3,941,000	100%	81%	10,560	\$ 2,344,320	\$ 1,293,311	\$ 303,369	New 2 lane Arterial
Centerra Pkwy.	Cross Roads Blvd	0.5 miles south	2,600	Arterial Major	13,700	0.76	\$ 2,648,000	75%	72%	4,540	\$ 1,007,880	\$ 885,665	\$ 754,455	Widen 2 to 4 lane Arterial
LCR 20C (5th St)	Callisto Dr.	Boyd Lake Ave.	1,350	Arterial Minor	13,300	0.83	\$ 983,000	50%	98%	2,700	\$ 599,400	\$ 187,964	\$ 195,636	Widen 2_ lane county road to 2_ lane arterial
LCR 3	US 34	Crossroads Blvd.	10,500	Arterial Minor	16,900	1.06	\$ 8,230,000	50%	57%	21,000	\$ 4,662,000	\$ 1,016,880	\$ 2,551,120	Upgrade to 2_ lane arterial
LCR 9E	SH 402	Corvus Dr.	6,800	Arterial Minor	6,400	0.40	\$ 5,997,000	100%	98%	13,450	\$ 2,985,900	\$ 2,950,878	\$ 60,222	Widen 2_ lane county road to 2_ lane arterial
Madison Ave.	Silverleaf Dr.	29th St	2,200	Arterial Major	14,400	0.40	\$ 3,520,000	100%	98%	1,320	\$ 293,040	\$ 3,162,421	\$ 64,539	Widen 3_ lane arterial to 4_ lane arterial
Madison Ave.	29th St	37th St	3,000	Arterial Minor	8,900	0.56	\$ 2,019,000	50%	97%	6,000	\$ 1,332,000	\$ 333,195	\$ 353,805	Widen 2_ lane county road to 2_ lane arterial
Taft Ave.	28th St SW	14th St SW	5,380	Arterial Major	20,100	0.56	\$ 9,053,000	100%	88%	4,400	\$ 976,800	\$ 7,107,056	\$ 969,144	Widen 4-lane road with no center turn lane or bike lanes to 4-lane arterials
Taft Ave.	Arkins Branch	US 34	1,900	Arterial Major	25,700	0.71	\$ 10,104,000	75%	90%	-	\$ -	\$ 6,820,200	\$ 3,283,800	Widen 4_ lane street with no center turn lane or bike lanes to 4_ lane arterial
Taft Ave.	US 34	29th St	4,700	Arterial Major	25,400	0.71	\$ 7,340,000	75%	91%	-	\$ -	\$ 5,009,550	\$ 2,330,450	Widen 4-lane street with no center turn lane or bike lanes to 4-lane arterial
City Projects		Totals:	18.69 miles				\$ 106,893,000			138,280	\$ 30,698,160	\$ 59,297,748	\$ 16,897,092	

COST ALLOCATIONS: STATE HIGHWAYS

Street Name	From	To	Length (Ft)	Classification	2035 ADT Volume	2035 Total V/C ADT Ratio	Total Project Cost	% Growth Related	% Local Traffic	Anticipated CDOT Funding	Local Share	Collector Street Equivalent Length (ft)	Collector Street Equivalent Responsibility	Maximum CEF Share	City Financed Share	Description of Improvement
SH 402	US 287	St Louis Ave.	2,650	Arterial Major	15,900	0.44	\$ 3,363,000	100%	96%	\$ 1,681,500	\$ 1,681,500	3,580	\$ 794,760	\$ 851,270	\$ 35,470	Widen 2-lane County Road to 4-lane arterial
SH 402	St Louis Ave.	Boise Ave.	2,620	Arterial Major	14,500	0.40	\$ 4,603,000	100%	97%	\$ 2,301,500	\$ 2,301,500	5,240	\$ 1,163,280	\$ 1,104,073	\$ 34,147	Widen 2 to 4-lanes
SH 402	Boise Ave.	Boyd Lake Ave.	10,460	Arterial Minor	13,700	0.86	\$ 3,000,000	100%	91%	\$ -	\$ 3,000,000	-	\$ -	\$ 2,730,000	\$ 270,000	Spot Improvements and Bike Lanes
SH 402	Boyd Lake Ave.	I-25 Ramps	6,230	Arterial Major	24,500	0.68	\$ 6,870,000	100%	84%	\$ 3,435,000	\$ 3,435,000	12,460	\$ 2,766,120	\$ 561,859	\$ 107,021	Widen 2-lane County Road to 4-lane arterial
US 287	SH 402	One Way Split	3,300	Arterial Major	37,600	0.70	\$ 7,165,000	100%	89%	\$ 3,582,500	\$ 3,582,500	-	\$ -	\$ 3,188,425	\$ 394,075	Widen 4 to 6 lane Arterial
US 287	One Way Split (NB Lincoln)	1st St	2,100	Arterial Major	18,800	0.70	\$ 2,748,000	100%	88%	\$ 1,374,000	\$ 1,374,000	-	\$ -	\$ 1,209,120	\$ 164,880	Widen 4 to 6 lane Arterial
US 287	One Way Split (SB Cleveland)	2nd St	2,900	Arterial Major	19,700	0.73	\$ 3,522,000	100%	89%	\$ 1,761,000	\$ 1,761,000	-	\$ -	\$ 1,567,290	\$ 193,710	Widen 4 to 6 lane Arterial
US 34	Garfield Ave	Monroe Ave	2,650	Arterial Major	45,300	0.84	\$ 2,020,000	100%	93%	\$ 1,010,000	\$ 1,010,000	-	\$ -	\$ 939,300	\$ 70,700	Widen 4-lane arterial to 6-lane arterial
US 34	Denver Ave.	Boyd Lake Ave.	6,500	Arterial Major	56,800	1.05	\$ 9,480,000	100%	94%	\$ 4,740,000	\$ 4,740,000	10,280	\$ 2,282,160	\$ 2,310,370	\$ 147,470	Widen 4- lane arterial to 6- lane arterial
US 34	Boyd Lake Ave.	Rocky Mountain Ave.	5,300	Arterial Major	50,500	0.94	\$ 7,770,000	100%	93%	\$ 3,885,000	\$ 3,885,000	10,600	\$ 2,353,200	\$ 1,424,574	\$ 107,226	Widen 4- lane arterial to 6- lane arterial
US 34	Rocky Mountain Ave.	I-25 Ramps	1,600	Arterial Major	59,600	1.10	\$ 2,334,000	100%	94%	\$ 1,167,000	\$ 1,167,000	3,200	\$ 710,400	\$ 429,204	\$ 27,396	Widen 4- lane arterial to 6- lane arterial
US 34	I-25 Ramps	Centerra Pkwy.	2,000	Arterial Major	68,400	0.95	\$ 3,114,000	100%	71%	\$ 1,557,000	\$ 1,557,000	4,000	\$ 888,000	\$ 474,990	\$ 194,010	Widen 4- lane arterial to 6- lane arterial
US 34	Centerra Pkwy.	LCR 3	5,300	Arterial Major	54,400	0.76	\$ 7,730,000	100%	66%	\$ 3,865,000	\$ 3,865,000	10,600	\$ 2,353,200	\$ 997,788	\$ 514,012	Widen 4- lane arterial to 6- lane arterial
CDOT Projects		Totals:	10.15	miles			\$ 63,719,000			\$ 30,359,500	\$ 33,359,500	59,960	\$ 13,311,120	\$ 17,788,264	\$ 2,260,116	

COST ALLOCATIONS: OTHER PRIORITIES

Other Projects	Total Project Cost	CEF Split %	CEF	Other (CDOT or Federal)	City	Notes
Pedestrian and Bicycle	\$ 8,700,000	80%	\$ 6,960,000	\$ -	\$ 1,740,000	Pedestrian and Bicycle Plan costs not in Transportation Plan. Took average of high and low cost after subtracting out streets that are in Transportation Plan.
Signal System Connect	\$ 2,000,000	80%	\$ 1,600,000	\$ -	\$ 400,000	\$2.9 million from 2030 Plan Inflated (\$3.5 million minus \$1.5 million built since 2030 Plan)
Intersection & Signal Improvements	\$ 49,925,000	80%	\$ 39,940,000	\$ -	\$ 9,985,000	
Eisenhower @ Lincoln & Cleveland intersection rebuild	\$ 7,000,000	100%	\$ 3,500,000	\$ 3,500,000	\$ -	Intersection or roundabouts (\$7.0 Million = \$5.8 million from 2030 Plan x 1.207 for inflation)
Bridge replacements due to structural deficiency	\$ 6,542,000	0%	\$ -	\$ 3,925,200	\$ 2,616,800	These bridges typically have sufficient width for the future street traffic volumes and are not eligible for Capital Expansion Fee funding. Replacement is necessary due to structural deficiency, NOT a need for additional width to serve additional traffic lanes.
Professional Services for Transportation Planning	\$ 1,000,000	80%	\$ 800,000	\$ -	\$ 200,000	
Total Other Projects	\$ 75,167,000		\$ 52,800,000	\$ 7,425,200	\$ 14,941,800	

COST ALLOCATIONS: CENTERRA METRO DISTRICT PROJECTS

Location	Project Cost	District	CDOT	City	Notes
East of I-25					
Centerra Parkway	US34 to 37th St	\$ 9,478,900	\$ -	\$ -	Done
Clydesdale Parkway	37th St to LCR 3	\$ 7,169,600	\$ 7,169,600	\$ -	
Sky Pond Drive	Centerra Pkwy to W End	\$ 1,354,000	\$ -	\$ -	Done
Cordova Pass Drive	US34 to I-25	\$ 6,435,400	\$ 6,435,400	\$ -	Change Cordova Pass Dr to Kendall Pkwy
US34	I-25 to Cordova Pass Dr	\$ 4,454,400	\$ 4,454,400	\$ -	Change Cordova Pass Dr to Kendall Pkwy
Interior Arterial Streets	Additional Streets	\$ 9,694,100	\$ 9,694,100	\$ -	
6 Major Intersections		\$ 5,306,400	\$ 5,306,400	\$ -	
Centerra Parkway	Railroad Underpass	\$ 3,120,500	\$ -	\$ -	Done
Cordova Pass Drive	Interim I-25 Underpass	\$ 1,584,000	\$ 1,584,000	\$ -	Change Cordova Pass Dr to Kendall Pkwy
Cordova Pass Drive	Ultimate I-25 Underpass	\$ 6,336,000	\$ 6,336,000	\$ -	Change Cordova Pass Dr to Kendall Pkwy
Sky Pond Drive	Bridge over Drainage Way	\$ 3,168,000	\$ 3,168,000	\$ -	
LCR 3E RR Underpass	UPRR Additional Crossing	\$ 3,001,700	\$ 3,001,700	\$ -	
Subtotal		\$ 61,103,000	\$ 47,149,600	\$ -	
West of I-25					
Boyd Lake Avenue	US34 to Canal	\$ 2,185,900	\$ 2,185,900	\$ -	
Boyd Lake Avenue	Plum Ck Dr to 37th St	\$ 6,328,600	\$ 6,328,600	\$ -	
29th Street	Rocky Mtn Ave to I-25	\$ 2,233,900	\$ 2,233,900	\$ -	
37th Street	Boyd Lake Dr to Rky Mtn	\$ 5,119,200	\$ 5,119,200	\$ -	Change 37th St to Kendall Pkwy
Hahn's Peak Drive	US34 to Rocky Mtn Ave	\$ 2,285,400	\$ -	\$ -	Done
US34	Boyd Lake to I-25	\$ 812,600	\$ 812,600	\$ -	
McWhinney Blvd	Misc. Improvements	\$ 2,528,000	\$ -	\$ -	Done
Fall River Drive	US34 to	\$ 1,059,700	\$ -	\$ -	Done
Interior Col. Streets	Additional Streets	\$ 7,606,100	\$ 7,606,100	\$ -	
9 Major Intersections		\$ 6,098,400	\$ 6,098,400	\$ -	
Boyd Lake Ave Culvert	Greelet-Loveland Canal	\$ 2,692,800	\$ 2,692,800	\$ -	
US34 Culvert	Farmer's Ditch	\$ 562,300	\$ 562,300	\$ -	
Fall River Dr Culvert	Rehab at Farmer's Ditch	\$ 237,600	\$ -	\$ -	Done
Subtotal		\$ 39,750,500	\$ 33,639,800	\$ -	
Regional Improvements					
Crossroads and I-25 Interchange		\$ 20,000,000	\$ -	\$ -	Done
US34 and I-25 Interim Interchange		\$ 10,000,000	\$ -	\$ -	Done
US34 and Centerra Parkway Interchange		\$ 15,000,000	\$ 15,000,000	\$ -	
US34 and Cordova Pass Dr (LCR 3E) Interchange		\$ 15,000,000	\$ 15,000,000	\$ -	
US34 and I-25 Ultimate Interchange		\$ 40,000,000	\$ 40,000,000	\$ -	
Subtotal		\$ 100,000,000	\$ 70,000,000	\$ -	
Total - Centerra Metro District Projects (2004 Dollars)		\$ 200,853,500	\$ 150,789,400	\$ -	
2004 CCI	4742.55				
2012 CCI	6889.53				
% Inflation 2012 to 2012	45%	1.45	1.45	1.45	1.45
Total - Centerra Metro District Projects (2012 Dollars)		\$ 291,237,575	\$ 218,644,630	\$ -	
Local (2004 dollars)		\$ 100,853,500	\$ 80,789,400		
Regional (2004 dollars)		\$ 100,000,000	\$ 70,000,000		
Total (2004 dollars)		\$ 200,853,500	\$ 150,789,400		
Regional (2012 dollars)		\$ 146,237,575	\$ 117,144,630		
Local (2012 dollars)		\$ 145,000,000	\$ 101,500,000		
Total (2012 dollars)		\$ 291,237,575	\$ 218,644,630		

COST ALLOCATIONS: INTERSECTIONS

Location	Category	Estimated Signal/Roundabout Cost (x000)	Estimated Aux Lane Cost (x000)	OTHER	TOTAL
Wilson Ave/57th St	Minor intersection rebuild	\$175	\$650	\$0	\$825
Taft Ave/57th St	Major intersection rebuild	\$175	\$1,300	\$0	\$1,475
57th St/Monroe Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
Byrd Dr/Earhart Rd	Minor intersection rebuild	\$175	\$650	\$0	\$825
Wilson Ave/50th St	Upgrade Signal	\$75	\$0	\$0	\$75
Fairgrounds Ave/Arena Cir (S)	Minor intersection rebuild	\$175	\$650	\$0	\$825
Fairgrounds Ave/Rodeo Dr	New Signal	\$175	\$0	\$0	\$175
Crossroads Blvd/Ward Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
Crossroads Blvd/LCR 3 (High Plains Blvd)	Minor intersection rebuild	\$175	\$650	\$0	\$825
37th St/Monroe Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
37th St/Madison Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
37th St/Boise Ave	Major intersection rebuild	\$175	\$1,300	\$0	\$1,475
29th St/Madison Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
US 34/Namaqua Ave	Minor intersection rebuild	\$350	\$650	\$0	\$1,000
US 34/Taft Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
US 34/US 287 SB (Cleveland Ave)	Major intersection rebuild	\$3,500	\$0	\$0	\$3,500
US 34/US 287 NB (Lincoln Ave)	Major intersection rebuild	\$3,500	\$0	\$0	\$3,500
US 34/Boise Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
US 34/Boyd Lake Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
US 34/Rocky Mountain Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
US 34/LCR 3 (High Plains Blvd)	Major intersection rebuild	\$350	\$1,300	\$400	\$2,050
Boyd Lake Ave/Mountain Lion Dr	Major intersection rebuild	\$175	\$1,300	\$0	\$1,475
Boyd Lake Ave/LCR 20E	Major intersection rebuild	\$175	\$1,300	\$300	\$1,775
Boyd Lake Ave/LCR 20C (5th St)	Major intersection rebuild	\$175	\$1,300	\$0	\$1,475
1st St/Namaqua Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
1st St/Railroad Ave	Minor intersection rebuild	\$175	\$650	\$300	\$1,125
1st St/Washington Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
14th St SW/Taft Ave	Reconfigure Signal	\$175	\$0	\$0	\$175
14th St SW/Douglas Ave	Minor intersection rebuild	\$175	\$650	\$0	\$825
14th St SW/Roosevelt Ave	Minor intersection rebuild	\$175	\$650	\$300	\$1,125
SH 402 (14th St SE)/St Louis Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
SH 402 (14th St SE)/Boise Ave	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
SH 402 (14th St SE)/LCR 9E	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
SH 402 (14th St SE)/Boyd Lake Ave ext	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
SH 402 (14th St SE)/LCR 7	Major intersection rebuild	\$350	\$1,300	\$0	\$1,650
US 287/19th St SE	Minor intersection rebuild	\$0	\$650	\$0	\$650
Boyd Lake Ave/LCR 7	Major intersection	\$350	\$1,300	\$0	\$1,650
Taft Ave/28th St SW (LCR 16)	Minor intersection rebuild	\$175	\$650	\$0	\$825
Boyd Lake Ave/LCR LCR 16	Minor intersection	\$175	\$650	\$0	\$825
Taft Ave (LCR 17)/42nd St SW (LCR 14)	Minor intersection rebuild	\$175	\$650	\$0	\$825
Totals		\$15,475	\$33,150	\$1,300	\$49,925

TRANSPORTATION CIP PRIORITIZATION PROCESS

Weight	Factors
20	1. System Continuity / Congestion Mitigation <ul style="list-style-type: none"> • Capacity <ul style="list-style-type: none"> ○ Existing ○ Future • Growth Factor • Development • Constriction • Air Quality
25	2. Safety Enhancements
5	3. Multi-Modal Enhancement <ul style="list-style-type: none"> • Alternate Modes
10	4. Environmental <ul style="list-style-type: none"> • Growth Factor • Development
15	5. Implementability <ul style="list-style-type: none"> • Political Sensitivity • Community Sensitivity • Opportunities for Interim Solutions
20	6. Economic Impact <ul style="list-style-type: none"> • Ability for Outside Funding • Maintenance History • Related Utilities • Indirect Infrastructure Costs • Opportunities for Interim Solutions • Need for Additional Right-of-Way • Arts Contribution
5	7. Regionally Significant Corridor
100	SUBTOTAL

Multipliers

- 4 Major Factor / Minimal Economic or Environmental Impact
- 3 Factor / Minor Economic or Environmental Impact
- 2 Minor Factor / Economic or Environmental Impact
- 1 Not a Factor / Major Economic or Environmental Impact

Equation

For each factor, the score equals the Weight X Multiplier with the Total Score equaling the sum of all these values.
 Minimum Possible Score = 100
 Maximum Possible Score = 400