## Screening Criteria ("Many to Some")

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<th>Code</th>
<th>Engineering</th>
<th>Fundamental</th>
<th>a1 Initial Cost</th>
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<td></td>
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<td>a2 Cost Escalation Risk</td>
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<td>b Constructability/Schedule Risk</td>
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<td>c Lifecycle Cost/Maintenance</td>
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</tbody>
</table>

## Flexibility Considerations

| Code | Engineering | h Deflection (OCS and Pedestrian Comfort) | 4 | 4 | 5 | 3 | 2 | 2 | 2 | 2 | 1 | 4 | 4 | 5 | 5 | 4 | 4 |
|------|-------------|-----------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|      |             | i Transit Duct Bank Integrity | 1 | 4 | 5 | 3 | 2 | 4 | 3 | 3 | 4 | 1 | 9 | 5 | 3 | 1 | 1 | 1 |
|      |             | j OCS Integration Complexity | 4 | 5 | 5 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 |
|      |             | k Deck Program Efficiency | 5 | 5 | 5 | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 5 | 5 | 3 | 3 | 3 | 3 |
|      |             | l Navigation Clearance- Vertical (more than minimum) | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 3 | 3 | 3 | 3 | 1 | 1 | 1 |
|      |             | m Navigation Clearance- Horizontal (more than minimum) | 1 | 5 | 5 | 2 | 5 | 5 | 5 | 5 | 4 | 3 | 4 | 3 | 4 | 1 | 1 | 1 |
|      |             | n Flexibility to Accommodate Profile Changes | 1 | 1 | 5 | 2 | 5 | 5 | 5 | 5 | 4 | 3 | 4 | 3 | 4 | 1 | 1 | 1 |
|      |             | o Accommodation of Curved Side Spans | 2 | 5 | 5 | 1 | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 5 | 5 | 5 | 5 | 1 | 1 |
|      |             | p Accommodates more than 24' of path (more than 12'/side) | 5 | 5 | 5 | 1 | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 3 | 3 |
|      |             | q Could Accommodate Asymmetric Loading | 4 | 5 | 5 | 3 | 1 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 |
|      |             | m Not Used | |
|      |             | e Not Used | |
|      |             | Flexibility average- (compute averages of codes h-w) | 9.0 | 11.5 | 13.9 | 7.6 | 7.4 | 9.5 | 9.3 | 6.3 | 6.8 | 9.0 | 9.3 | 8.2 | 8.5 | 5.2 | 4.9 |
|      |             | Flexibility Rank | 6 | 2 | 1 | 10 | 11 | 3 | 4 | 13 | 12 | 6 | 4 | 9 | 8 | 14 | 15 |