



LIC-CR128-0.97 Alternatives Comparison Matrix

	P&N	GOALS & OBJECTIVES										Additional Information	Conceptual Level Project Cost Estimate (2015 Dollars)																					
	Meets Purpose & Need	Preserve Existing Bridge	Optimize Traffic Safety	Support Long-Term Thoroughfare Plan	Promote Long-Term Economic Development Along Thornwood Drive	Optimize Traffic Flow	Improve Hydraulics	Minimize Impacts to Section 4(f) Resources	Minimize Right-of-Way Acquisition	Minimize Impacts to Environmental Resources	Minimize Impacts to Utilities																							
														Replace Bridge	Roadway Alignment	Intersection Layout	Provide Direct Connection from Thornwood Drive to SR-16	Realign River Road	Intersection Level of Service	Traffic Flow Continuity	Optimize Floodway	Minimize Impacts to Floodplain	T.J. Evans Bikeway Facilities	Institutional Properties	Commercial Properties	Residential Properties	Ecological Resources	Raccoon Creek	Wetland	Noise	Power	Telecommunications	Gas	Water & Sewer
														●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
No-Build Alternative (Do Nothing)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●								
Alternative 1 Downstream Offset Alternative 	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	<ol style="list-style-type: none"> Alignment consists of reverse curves with curved alignment across bridge. Signalized intersection at Reddington Road with tangent approach roadways. Cherry Valley Road and Thornwood Drive respectively are projected to carry 72% and 28% of the north-south traffic volume between Reddington Road and Main Street in the opening year and design year. The reconfigured and signalized Cherry Valley Road/Reddington Road intersection is projected to have Level of Service C during the AM and PM peak hours, in the design year. Requires the realignment of 360' of T.J. Evans Cherry Valley Trail, removal of the existing trail tunnel under Cherry Valley Road, and long-term closure of the Cherry Valley Trail during construction. 4.78 acres of right-of-way, including 1 structure, will be acquired from 10 parcels (0 residential, 6 institutional, and 4 commercial). Many utility relocations will be necessary along Cherry Valley Road and Reddington Road. 	\$9,400,000							
Alternative 2 Upstream Offset Alternative 	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	<ol style="list-style-type: none"> Alignment consists of reverse curves with tangent alignment across bridge. Signalized intersection at Reddington Road with curved approach roadways. Cherry Valley Road and Thornwood Drive respectively are projected to carry 72% and 28% of the north-south traffic volume between Reddington Road and Main Street in the opening year and design year. The reconfigured and signalized Cherry Valley Road/Reddington Road intersection is projected to have Level of Service C during the AM and PM peak hours, in the design year. Requires the realignment of 560' of T.J. Evans Cherry Valley Trail, removal of the existing trail tunnel under Cherry Valley Road, replacement of the Cherry Valley Trail tunnel under Reddington Road, and long-term closure of the Cherry Valley Trail during construction. 2.80 acres of right-of-way will be acquired from 11 parcels (1 residential, 7 institutional, and 3 commercial). Many utility relocations will be necessary along Cherry Valley Road and Reddington Road. 	\$8,300,000							
Alternative 3 Direct Connection (Traffic Signal) 	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	<ol style="list-style-type: none"> Alignment consists of a simple curve and tangent that extends across bridge. Signalized intersection at Reddington Road at the bottom of a steep grade, with a combination of tangent and curved approach roadways. Cherry Valley Road and Thornwood Drive respectively are projected to carry 43% and 57% of the north-south traffic volume between Reddington Road and Main Street in the opening year and design year. The reconfigured and signalized Cherry Valley Road/Reddington Road/Thornwood Drive/River Road intersection is projected to have Levels of Service C and D during the AM and PM peak hours respectively, in the design year. Requires no modifications to the T.J. Evans trails. Short-term closure of the Raccoon Creek Trail will be necessary during construction. 8.92 acres of right-of-way, including 1 total take and 3 structures, will be acquired from 14 parcels (11 residential, 3 institutional, and 0 commercial). Relocation of the Marathon Oil pipeline, raising of the AEP transmission lines, and utility modifications along Reddington Road and Thornwood Drive, will be required. 	\$10,800,000							
Alternative 4 Direct Connection (Roundabout) 	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	<ol style="list-style-type: none"> Alignment consists of a simple curve and tangent that extends across bridge. Roundabout at Reddington Road at the bottom of a steep grade, with curved approach roadways to control roundabout entry speeds. Cherry Valley Road and Thornwood Drive respectively are projected to carry 43% and 57% of the north-south traffic volume between Reddington Road and Main Street in the opening year and design year. The roundabout at the Cherry Valley Road/Reddington Road/Thornwood Drive/River Road intersection is projected to have Levels of Service B and C during the AM and PM peak hours respectively, in the design year. Requires no modifications to the T.J. Evans trails. Short-term closure of the Raccoon Creek Trail will be necessary during construction. 9.09 acres of right-of-way, including 1 total take and 3 structures, will be acquired from 14 parcels (11 residential, 3 institutional, and 0 commercial). Relocation of the Marathon Oil pipeline, raising of the AEP transmission lines, and utility modifications along Reddington Road and Thornwood Drive, will be required. 	\$10,800,000							