

PROJECT MATRIX

(Cherry Valley Road / State Route 16) PID: 80704



	NO - BUILD ALTERNATIVE	SUPERSTREET	(Alternative 1) DIAMOND ODOT - Right of Way	(Alternative 2) FOLDED DIAMOND ODOT - Right of Way	(Alternative 3) DIAMOND EXISTING	(Alternative 4) FOLDED DIAMOND EXISTING	(Alternative 5) DIAMOND With PARTIAL CLOVERLEAF ODOT - Right of Way
PURPOSE AND NEED ELEMENTS	Does not meet all elements	Does not meet all elements	Meets all elements	Meets all elements	Meets all elements	Meets all elements	Meets all elements
LOCAL CONNECTIVITY/COMPATIBILITY	No - Intersection Fails by 2035	No - Intersection Fails by 2035	YES	YES	YES	YES	YES
MAINTENANCE OF TRAFFIC	N/A - Maintenance may result in temporary lane closures.	Temporary lane closures required.	Cherry Valley Road/SR16 can remain open during construction. Temporary lane closures required.	Cherry Valley Road/SR16 can remain open during construction. Temporary lane closures required.	Existing traffic flow impacted, Cherry Valley Road/SR16 intersection closed during construction; detour route or temporary roadways needed.	Existing traffic flow impacted, Cherry Valley Road/SR16 intersection closed during construction; detour route or temporary roadways needed.	Cherry Valley Road/SR16 can remain open during construction. Temporary lane closures required.
DESIGN CONSIDERATIONS				191' radius on EB on-ramp Concern about high speeds on the westbound loop off-ramp.		174' radius on EB on-ramp Concern about high speeds on the westbound loop off-ramp.	191' radius on SB to EB on-ramp
SOCIAL IMPACTS							
RESIDENTIAL STRUCTURE TAKES	N/A	N/A	3	3	9	9	3
COMMERCIAL STRUCTURE TAKES	N/A	N/A	5	2	15	7	2
ENVIRONMENTAL IMPACTS (Red Flags)							
ARCHAEOLOGICAL	N/A	N/A	2	2	1	1	2
HISTORY / ARCHITECTURAL	N/A	N/A	0	0	1	1	0
WETLANDS (Acres)	N/A	N/A	0.23 ac CAT2	0	0	0	0
STREAM IMPACTS (Linear Feet)	N/A	N/A	0	0	0	0	0
DIRECT IMPACTS TO RACCOON CREEK	N/A	N/A	0	0	350 ft This stream has high sinuosity and is prone to scour.	330 ft This stream has high sinuosity and is prone to scour.	0
BAT TREES WITH SUITABLE INDIANA BAT HABITAT	N/A	N/A	153	77	18	12	108
POTENTIAL ESA (Number of Sites)	N/A	N/A	3 - Phase 1 1 - Phase 2	3 - Phase 1 1 - Phase 2	15 - Phase 1 10 - Phase 2	6 - Phase 1 3 - Phase 2	3 - Phase 1 1 - Phase 2
FLOODWAY / FLOODPLAIN							
FLOODWAY (Acres)	N/A	N/A	Floodway - 0.60 ac	Floodway - 0.60 ac	Floodway - 0.10 ac	Floodway - 0.10 ac	Floodway - 0.60 ac
FLOODPLAIN (Acres)			Floodplain - 4.10 ac	Floodplain - 4.10 ac	Floodplain - 2.14 ac	Floodplain - 2.86 ac	Floodplain - 4.10 ac
SECTION 4(f)-MULTI-USE PATH (Linear Feet)	N/A	N/A	1,750 ft	510 ft	1,060 ft	1,060 ft	510 ft
NOISE (500') (# of Noise Receptors within Area of Consideration)	N/A	N/A	14 properties	9 properties	28 properties and 76 condos	30 properties and 76 condos	19 properties
PUBLIC INVOLVEMENT	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting	Nov. 22, 2010 Meeting
GEOTECH	N/A	N/A	Red Flag does not show any issues that cannot be mitigated through routine soils work.	Red Flag does not show any issues that cannot be mitigated through routine soils work.	Red Flag does not show any issues that cannot be mitigated through routine soils work.	Red Flag does not show any issues that cannot be mitigated through routine soils work.	Red Flag does not show any issues that cannot be mitigated through routine soils work.
COST (2014 Midpoint Construction) ESTIMATED			\$26.9 - \$29.6 mil	\$24.1 - \$26.5 mil	\$31.2 - \$34.3 mil	\$27.2 - \$29.9 mil	\$25.9 - \$28.5 mil
RIGHT OF WAY COST ESTIMATED			\$9.5 - \$11.7 mil	\$7.4 - \$9.6 mil	\$25.6 - \$33.7 mil	\$21.8 - \$29.2 mil	\$7.6 - \$9.7 mil
TOTAL CONSTRUCTION AND RIGHT OF WAY ESTIMATED			\$36.3 - \$41.3 mil	\$31.5 - \$36.1 mil	\$56.8 - \$68 mil	\$49 - \$59.1 mil	\$33.5 - \$38.2 mil
RECOMMENDATIONS	This alternative dismissed from further consideration as the intersection currently operates at a Level of Service of E in the evening peak travel period.	This alternative dismissed from further consideration as the intersection would operate at a Level of Service of E in design year 2035.	This alternative dismissed from further consideration due to wetland impacts and because it offers no clear advantage over the other interchange alternative designs.	This alternative dismissed from further consideration due to concerns regarding high speeds on the westbound loop off-ramp and because it offers no clear advantage as compared to Alternative 5.	This alternative dismissed from further consideration due to right-of-way cost/impacts and potential future maintenance costs associated with impacting Raccoon Creek (unstable banks).	This alternative dismissed from further consideration due to right-of-way cost/impacts and potential future maintenance costs associated with impacting Raccoon Creek (unstable banks).	This alternative was chosen as "ODOT's recommended" alternative because the design does not have a high speed loop off-ramp and eliminates the environmental impacts in the southeast quadrant including impacts to the multi-use trail, wetland, floodplain, and floodway.