CH 28 @ TH 3 - Alignment Alternative Matrix

	CRITERIA	DESCRIPTION / RATING	A	B-1	B-2	B-3	C	D	BDM Option 5
									Recommended Alignment
Transportation	Roadway System Efficiency	Consistent with arterial design speeds	-	-	+	-	+	+	+
	Roadway Safety: Site Distance	Optimal site dist. for all new intersections	-	-	+	-	+	-	+
	Safety: Approach Grades - TH 3	Considering intersection traffic control	+	-	-	-	-	+	-
	Safety: Approach Grades - CSAH 28	Considering intersection traffic control	+	-	-	+	-	-	-
	Access Spacing	Ability to meet access spacing standards	-	0	+	0	+	+	+
	Roadway Phasing	Minimizes problems due to phasing	+	0	0	0	0	-	0
	Accommodates Future Traffic	Assuming no TH 3 expansion	-	+	+	+	+	0	+
Environment									
	Stormwater Management	Areas to accommodate ponding/Infiltration	0	+	+	+	+	-	+
	Wetland Impacts	Minimizes local wetland impacts	0	0	-	0	-	0	+
	Protects Contiguous Open Space		-	0	0	0	0	0	0
	Minimizes New Roadway		+	+	0	+	0	-	0
	Reduces Grading Requirements	East Side Development Assumptions?	+	-	-	0	-	-	-
	Wildlife Movement								
Land Owners									
	Land Use / Developability	Supports highest/best uses - optimal areas	-	0	+	0	+	-	0
	Timing	Minimizes timing issues between developments	+	0	0	0	-	-	0
	Safe and Convenient Access		0	-	+	0	0	0	+
	Severance	Minimizes severance of existing parcels	-	-	0	+	-	-	0
	Other Issues?								
Financial									
	Right of Way Requirements	Required ROW works with development	+	0	0	0	-	-	0
	Improvement Costs	Total roadway construction costs - general	+	+	0	+	0	-	0
	New Utility Efficiencies	Roadway works with utility needs	-	0	0	0	0	+	0
Policy / Plan									
	City - Comprehensive Plan	West side (east needs ammendment)	-	+	+	+	+	0	+

Rating Legend: + Meets criteria better than most other Scenarios
0 Neutral compared to other Scenarios
- Does not meet criteria as well as other Scenarios

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