

Alternatives Comparison Matrix

This matrix is for comparison purposes only. It is intended that the scale will evolve with each step in the process to include quantification of impacts and improvements. The attached document further clarifies each category and specific evaluation criteria, and should be read in conjunction with this matrix.

Good	Lowest likely impacts, meets most criteria in respective category, addresses elements with good conformance to the Purpose and Need
Average	Mid-range of impacts, meets some criteria in respective category, addresses elements to somewhat conform to the Purpose and Need
Poor	High likely impacts, does not meet criteria in respective category, does not address elements or conform with the Purpose and Need

Geometrics and operational analyses will be used to determine feasibility of alternatives and proposed lane assignments in subsequent phases of development.

Alternative	Description ¹	Segments	Congestion Mitigation	Safety				Engineering ²				Environmental Resource Impacts ³					Access/Accessibility			Construction Cost	Constructability	Aesthetics	Comments	Recommendation													
				Geometric Improvement	Separation of Regional and Local Traffic	Simplification of Roadway Network	Meets Current Design Standards	Sustainability/Flexibility	Hazardous Materials	Ecological	Historical	Archaeological	Community	Environmental Justice	Interstate/US Routes	Local Roads	Overall																				
1	New Queensgate Bridge (2x5 Lanes) for I-75 and Rehab Existing Bridge (2x2 Lanes) for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Average	Average	Good	Average	Good	Good	Good	Poor	Average	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Product of the EFS. Meets intent and criteria of project. Constructive elements from Alternative 6 (Dismissed) were incorporated into this alternative. More study is required.	Develop alternative further										
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average				Average									
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good							
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good							
2	New Queensgate Bridge (2x7 Lanes) for I-71/I-75 and Rehab Existing Bridge (2x2 Lanes) for Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Product of the EFS. Meets intent and criteria of project. Constructive elements from Alternative 15 (Dismissed) were incorporated into this alternative. More study is required.	Develop alternative further								
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good							
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good						
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good						
3	New Double-Deck Bridge (2x5 Lanes) on West Side of the Existing Bridge for I-75 and New/Rehab Double-Deck Bridge (2x2 Lanes) at Existing Bridge for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Average	Average	Good	Good	Good	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Meets intent and criteria of project. Constructive elements from Alternatives 9 and 13 (Dismissed) were incorporated into this alternative. Utilizes existing corridor and bridge. More study is required.	Develop alternative further								
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good						
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good					
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good					
4	New Double-Deck Bridge (2x5 Lanes Each Direction on Top) for I-75 and (2x3 Lanes Each Direction on Bottom) for I-71 and Local on West Side of the Existing Bridge and Remove Existing Bridge	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Average	Average	Good	Good	Good	Average	Poor	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Meets intent and criteria of project. Constructive elements from Alternative 8 (Dismissed) were incorporated into this alternative. Utilizes existing corridor. More study is required.	Develop alternative further							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Average	Good	Average	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good					
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good				
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good				
5	New Single-Deck Bridges (2x5 Lanes) on each side of the Existing Bridge for I-75 and Rehab Existing Bridge (2x2 Lanes) for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Meets intent and criteria of project. Utilizes existing corridor and bridge. More study is required.	Develop alternative further							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Good	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good			
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good			
NB	No Build Alternative. All Alignments Remain As-Is, with Safety Improvements, Pavement and Shoulder Rehab, and Aesthetic Treatments All Within Existing Right Of Way.	1. Kyles Lane to KY 5th Street, Kentucky	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	This column to be completed by Aesthetics Committee at a future date.	A No Build Alternative is required. Baseline for evaluation purposes.	Develop alternative further							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor				Poor	Poor	Poor	Poor			
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor	Poor				Poor	Poor	Poor	Poor	Poor		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average				Average	Average	Average	Average	Average		
The alternatives below this point (6 through 24) are not recommended, and therefore not being carried forward for further development.																																					
6 (Dismissed)	New Queensgate Bridge (2x3 Lanes) for I-75 and Rehab Existing Bridge (2x2 Lanes) for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Good	Good	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project. Constructive elements from this alternative were moved into Alt. 1, which is being further developed.	Not recommended to carry this alternative forward.							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good		
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good		
7 (Dismissed)	New Queensgate Bridge (2x3 Lanes) for I-75 and New Bridge (2x3 Lanes) Just East of Existing Bridge for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	This column to be completed by Aesthetics Committee at a future date.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.						
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	
8 (Dismissed)	New Queensgate Bridge (2x5 Lanes) for I-75 and New Bridge (2x3 Lanes) Just East of Existing Bridge for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	This column to be completed by Aesthetics Committee at a future date.	Alignments east of existing bridge do not meet geometric criteria. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Average	Average	Average	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good		
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	
9 (Dismissed)	New Queensgate Bridge (2x5 Lanes) for All Traffic and Remove Existing Bridge (New Interchange)	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Poor	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	This column to be completed by Aesthetics Committee at a future date.	Number of lanes insufficient for required capacity, and elements exceed purpose and need. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Average	Poor	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	Good
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	Good
10 (Dismissed)	New Queensgate Bridge (2x7 Lanes) for All Traffic and Remove Existing Bridge (New Interchange)	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Poor	Average	Good	Good	Good	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	This column to be completed by Aesthetics Committee at a future date.	This alternative was eliminated during EFS, but was re-evaluated for this step. Elements exceed purpose and need. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Average	Average	Poor	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	Good
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good				Good	Good	Good	Good	Good	Good	Good
11 (Dismissed)	New Bridge (2x5 Lanes) for All Traffic Just East of Existing Bridge and Remove Existing Bridge	1. Kyles Lane to KY 5th Street, Kentucky	Average	Average	Poor	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	This column to be completed by Aesthetics Committee at a future date.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.							
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Poor	Good	Good																													

Alternatives Comparison Matrix

This matrix is for comparison purposes only. It is intended that the scale will evolve with each step in the process to include quantification of impacts and improvements. The attached document further clarifies each category and specific evaluation criteria, and should be read in conjunction with this matrix.

Good	Lowest likely impacts, meets most criteria in respective category, addresses elements with good conformance to the Purpose and Need
Average	Mid-range of impacts, meets some criteria in respective category, addresses elements to somewhat conform to the Purpose and Need
Poor	High likely impacts, does not meet criteria in respective category, does not address elements or conform with the Purpose and Need

Geometrics and operational analyses will be used to determine feasibility of alternatives and proposed lane assignments in subsequent phases of development.

Alternative	Description ¹	Segments	Congestion Mitigation	Safety				Engineering ²			Environmental Resource Impacts ³					Access/Accessibility			Construction Cost	Constructability	Aesthetics	Comments	Recommendation	
				Geometric Improvement	Separation of Regional and Local Traffic	Simplification of Roadway Network	Meets Current Design Standards	Sustainability/Flexibility	Hazardous Materials	Ecological	Historical	Archaeological	Community	Environmental Justice	Interstate/US Routes	Local Roads	Overall							
18 (Dismissed)	New Double-Deck Bridge (2x3 Lanes) on West Side of the Existing Bridge for I-71/I-75 and Rehab Existing Bridge (2x3 Lanes) for Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Good	Good	Good	Good	Good	Good	Poor	Average	Good	Average	Good	Good	Good	Average	Average	Average	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project. Constructive elements from this alternative were moved into Alt. 3, which is being further developed.	Not recommended to carry this alternative forward.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Good	Average	Good	Average	Poor	Good	Average	Good	Average	Good	Good	Average	Average	Average	Poor	Average				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Poor	Average	Poor	Good	Poor	Good	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Good				Good
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average				Good
19 (Dismissed)	New Single-Deck Bridge(s) (2x5 Lanes) on West Side of the Existing Bridge for All Traffic and Remove Existing Bridge	1. Kyles Lane to KY 5th Street, Kentucky	Average	Average	Poor	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	Good	Good	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Average	Poor	Average	Good	Average	Poor	Good	Good	Average	Good	Good	Good	Average	Average	Average	Poor	Average				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Poor	Average	Poor	Good	Poor	Good	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Good				Good
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average				Good
20 (Dismissed)	New Single-Deck Bridges (2x5 Lanes) Just West of Existing Bridge and at Same Location as Existing Bridge for All Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Average	Average	Poor	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	Good	Good	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Average	Good	Poor	Average	Good	Good	Average	Good	Good	Good	Average	Average	Average	Poor	Average				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Poor	Average	Poor	Good	Poor	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Good	Good				
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good				
21 (Dismissed)	New Double-Deck Bridge (2x5 Lanes) at Same Location as Existing Bridge for All Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Average	Average	Poor	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Average	Average	Average	Good	Good	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Poor	Average	Good	Poor	Good	Good	Average	Good	Good	Good	Good	Average	Average	Average	Poor	Average				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Average	Average	Average	Good	Average	Good	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Good				Good
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good				
22 (Dismissed)	New Double-Deck Bridge (2x3 Lanes) on West Side of the Existing Bridge for I-75 and Rehab Existing Bridge (2x3 Lanes) for I-71 and Local Traffic	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Average	Average	Good	Good	Good	Average	Average	Good	Good	Average	Good	Good	Average	Average	Good	Poor	Average	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project. Constructive elements from this alternative were moved into Alt. 3, which is being further developed.	Not recommended to carry this alternative forward.
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Poor	Average	Average	Good	Average	Poor	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Good				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Poor	Average	Average	Poor	Good	Average	Good	Good	Good	Average	Good	Good	Good	Average	Average	Average	Average	Average				
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good				
23 (Dismissed)	New Double-Deck Bridge just west of existing. Remove existing bridge. Separate I-75 traffic in Kentucky and Ohio.	1. Kyles Lane to KY 5th Street, Kentucky	Good	Good	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Poor	Poor	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Number of lanes insufficient for required capacity. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Average	Poor	Good	Good	Poor	Good	Good	Average	Good	Good	Good	Good	Average	Average	Average	Poor	Poor				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Good	Average	Average	Good	Good	Good	Good	Good	Good	Average	Good	Good	Average	Average	Average	Average	Average				
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average				
24 (Dismissed)	Construct tunnels (2x5 Lanes) for I-75 traffic and rehab existing bridge (2x2 Lanes) for I-71/Local Traffic.	1. Kyles Lane to KY 5th Street, Kentucky	Good	Average	Average	Average	Good	Good	Good	Good	Average	Average	Good	Average	Good	Good	Average	Average	Good	Average	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Geometric requirements prohibit construction, access, and sustainability. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.	
		2. KY 5th Street to OH 3rd Street, Kentucky and Ohio	Poor	Average	Average	Average	Good	Poor	Poor	Good	Good	Good	Good	Good	Good	Average	Average	Average	Poor	Poor				
		3. OH 3rd Street to north of Ezzard Charles Drive, Ohio	Average	Poor	Average	Average	Good	Poor	Poor	Good	Good	Good	Good	Good	Good	Average	Average	Average	Poor	Poor				
		4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average				

The alternatives below this point (I-75 NB KY Ramps, I-71/US 50 Interchange, I-71/I-75/US 50 Interchange, I-75 NB/SBWHV Interchange) have been evaluated independently of the main corridor.

I-75 Northbound, Kentucky Ramp Relocation Sub-Alternatives																						
I-75 NB KY Ramp Alt 1	I-75 Northbound exit ramp to W. 12th St. and Pike St. Hewson St. realigned to provide access to area near W 14th St.	South of Brent Spence Bridge in KY, from W 14th Street to Pike St	Good	Good	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Provides access to downtown while maintaining local access to the south as a separate roadway. Meets intent and criteria of project.	Develop alternative further.
I-75 NB KY Ramp Alt 2	I-75 Northbound exit ramp becomes 2-way local access between W 14th St and Pike St.	South of Brent Spence Bridge in KY, from W 14th Street to Pike St	Average	Good	Average	Average	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average		Provides access to downtown while maintaining local access to the south as part of the interstate access. Meets intent and criteria of project.	Develop alternative further.

I-71/US 50 Interchange Sub-Alternatives (for I-75 Queensgate Alignment)																						
I-71/US 50 Alt 1	I-71 on existing bridge. US 50 realigned to be parallel. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Good	Good	Average	Average	Average	Good	Good	Good	Average	Average	Average	Average	Average	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	US 50 proposed as parallel roadway, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.	Develop alternative further.
I-71/US 50 Alt 2	I-71 connected with I-75. US 50 realigned to be parallel. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Good	Good	Good	Average	Average	Average	Good	Good	Average	Poor	Average	Good	Average	Good	Poor	Average		US 50 proposed as parallel roadway, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.	Develop alternative further.

The alternative below this point (I-71/US 50 Alt 2) is not recommended, and therefore no being carried forward for further development.

I-71/US 50 Alt 3 (Dismissed)	I-71 realignment. US 50 remains primarily on existing. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Poor	Poor	Poor	Poor	Good	Good	Good	Average	Good	Good	Poor	Average	Average	Average	Average	Will not be reviewed.	Interstate and US Routes are separated directionally (not parallel roadways). This increases potential for undesirable left hand entrances/exits, and complicates navigation and access of the roadway system.	Not recommended to carry this alternative forward.
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I-71/I-75/US 50 Interchange Sub-Alternatives																						
I-71/I-75/US 50 Alt 1	I-71/I-75/US 50 realignment. I-75 parallel in existing corridor. Option: I-75 above or below other roadways. Option: Additional access ramps-- eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Average	Average	Average	Average	Good	Good	Good	Average	Average	Good	Good	Average	Average	Average	Average	This column to be completed by Aesthetics Committee at a future date.	I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.	Develop alternative further.
I-71/I-75/US 50 Alt 2	I-71/I-75/US 50 realignment. I-75 parallel in existing corridor. Extension of downtown street grid, existing access to/from highways/downtown maintained.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Good	Average	Average	Good	Good	Good	Average	Good	Good	Good	Good	Good	Good	Average	Average		I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.	Develop alternative further.
I-71/I-75/US 50 Alt 3	I-71/I-75/US 50 realignment. I-75 parallel in existing corridor. Extension of downtown street grid, access to/from highways/downtown combined in CD/local roadways.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Good	Good	Good	Good	Good	Good	Good	Good	Average	Good	Good	Good	Average	Good	Average	Average		I-75 and US 50 proposed as parallel roadways, minimizing potential for left hand entrances/exits, and simplifies navigation and access of the roadway system. Meets intent and criteria of project.	Develop alternative further.

Alternatives Comparison Matrix

This matrix is for comparison purposes only. It is intended that the scale will evolve with each step in the process to include quantification of impacts and improvements. The attached document further clarifies each category and specific evaluation criteria, and should be read in conjunction with this matrix.

Good	Lowest likely impacts, meets most criteria in respective category, addresses elements with good conformance to the Purpose and Need
Average	Mid-range of impacts, meets some criteria in respective category, addresses elements to somewhat conform to the Purpose and Need
Poor	High likely impacts, does not meet criteria in respective category, does not address elements or conform with the Purpose and Need

Geometrics and operational analyses will be used to determine feasibility of alternatives and proposed lane assignments in subsequent phases of development.

Alternative	Description ¹	Segments	Congestion Mitigation	Safety			Engineering ²		Environmental Resource Impacts ³					Access/Accessibility			Construction Cost	Constructability	Aesthetics	Comments	Recommendation	
				Geometric Improvement	Separation of Regional and Local Traffic	Simplification of Roadway Network	Meets Current Design Standards	Sustainability/Flexibility	Hazardous Materials	Ecological	Historical	Archaeological	Community	Environmental Justice	Interstate/US Routes	Local Roads						Overall
The alternatives below this point (I-71/I-75/US 50 Alt 5 through 9) are not recommended, and therefore not being carried forward for further development.																						
I-71/I-75/US 50 Alt 4 (Dismissed)	I-75 and I-71 realignment, US 50 access to SB realignment. Access from I-75 to 5th St eliminated to 2nd St realigned. No additional access ramps.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Average	Good	Good	Average	Poor	Good	Good	Good	Average	Average	Good	Average	Poor	Poor	Average	Average	Alternatives not being carried forward will not be reviewed by Aesthetics Committee.	Number of existing access points to local roads is reduced, which is undesirable. Left hand exits exist, which is undesirable.	Not recommended to carry this alternative forward.
I-71/I-75/US 50 Alt 5 (Dismissed)	I-75 and I-71 realignment, US 50 access to SB realignment. Access from I-75 to 5th St eliminated to 2nd St realigned. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 and westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Good	Average	Good	Average	Average	Average	Good	Good	Good	Average	Average	Good	Average	Average	Average	Poor	Average		Number of existing access points to local roads is reduced, which is undesirable. Left hand exits exist, which is undesirable.	Not recommended to carry this alternative forward.
I-71/I-75/US 50 Alt 6 (Dismissed)	I-71/I-75/US 50 realignment. I-75 at grade. 5th St. and 6th St. extended with signals west of Central Ave. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Poor	Poor	Poor	Average	Average	Poor	Good	Good	Good	Average	Poor	Good	Average	Good	Average	Poor	Poor		Left hand exits exist, which is undesirable. Extending street grid and signals in ramp area undesirable.	Not recommended to carry this alternative forward.
I-71/I-75/US 50 Alt 7 (Dismissed)	I-71/I-75/US 50 realignment. I-75 elevated. 5th St. and 6th St. extended with signals west of Central Ave. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Average	Poor	Average	Average	Poor	Good	Good	Good	Average	Poor	Good	Good	Good	Good	Poor	Poor		Left hand exits exist, which is undesirable. Extending street grid and signals in ramp area undesirable.	Not recommended to carry this alternative forward.
I-71/I-75/US 50 Alt 8 (Dismissed)	I-71/I-75/US 50 realignment. I-71/I-75 shown to avoid Longworth Hall. Additional access ramps: eastbound US 50 to northbound I-75 and southbound I-75 to westbound US 50.	North of Brent Spence Bridge to 9th Street ramps (south to north), US 50 to Central Ave (west to east)	Average	Good	Average	Average	Average	Poor	Good	Good	Good	Average	Poor	Good	Good	Average	Average	Poor	Average		Left hand exits exist, which is undesirable. Similar to other alternatives, with exception of Longworth Hall alignment adjustment. Apply the alignment adjustment to all I-71/I-75/US 50 alternatives being carried forward.	Not recommended to carry this alternative forward.

I-75 Northbound and Southbound Corridor Sub-Alternatives																						
I-75 NB/SB Alt 1	Improve existing I-75 NB and SB. Create C-D roads parallel to I-75 from south of I-75 to WHV Interchange. Widen existing bridges over local roadways.	I-75 from south of Ezzard Charles to Western Hills Viaduct	Good	Good	Good	Average	Good	Good	Good	Good	Good	Average	Average	Good	Good	Average	Good	Average	Good	This column to be completed by Aesthetics Committee at a future date.	Improves existing roadway condition. Meets intent and criteria of project.	Develop alternative further.
I-75 NB/SB Alt 2	Improve existing I-75 NB and SB. Improve Winchell and Western Avenue arterials. Replace existing bridges over local roadways. Ezzard Charles/I-75 ramps eliminated.	I-75 from south of Ezzard Charles to Western Hills Viaduct	Average	Average	Average	Good	Good	Average	Good	Good	Good	Average	Good	Good	Average	Poor	Average	Good	Good		Improves existing roadway condition. Meets intent and criteria of project.	Develop alternative further.

Western Hills Viaduct Interchange Sub-Alternatives																						
WHV-1	Offset Roundabout Diamond, east of I-75, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Average	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average	This column to be completed by Aesthetics Committee at a future date.	Meets intent and criteria of project. Offers full interchange movements.	Develop alternative further.
WHV-2	Single Roundabout Diamond, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Good	Average	Average	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average		Meets intent and criteria of project. Offers full interchange movements.	Develop alternative further.
WHV-3	Single Point Urban Interchange, full movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Good	Average	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Average	Average		Meets intent and criteria of project. Offers full interchange movements.	Develop alternative further.
WHV-NB	No Build Alternative. Alignments Remain As-Is. Safety Improvements and Pavement/Shoulder Rehab Within Existing Right Of Way.	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Poor	Average	Average	Poor	Poor	Good	Good	Good	Good	Good	Good	Poor	Average	Poor	Good	Good		A No Build Alternative is required. Baseline for evaluation purposes.	Develop alternative further.

The alternatives below this point (WHV-4 through WHV-1) are not recommended, and therefore not being carried forward for further development.																						
WHV-4 (Dismissed)	Central Parkway Ramp Intersection, exit and entrance to I-75 northbound via intersection at Central Parkway, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Average	Average	Average	Average	Poor	Good	Good	Good	Good	Average	Good	Poor	Poor	Poor	Good	Good	Alternatives not being carried forward will not be reviewed by the Aesthetics Committee.	Does not offer full interchange movements. Therefore does not meet intent and criteria of project. Potential impact to Colerain Ave bridge over Central parkway.	Not recommended to carry this alternative forward.
WHV-5 (Dismissed)	Modified Roundabout Diamond West Side, east of I-75, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Good	Good	Average	Average	Average	Poor	Good	Good	Good	Good	Average	Good	Average	Poor	Average	Average	Average		Does not offer full interchange movements. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
WHV-6 (Dismissed)	Flyover Ramp East Side, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Good	Poor	Good	Good	Good	Good	Good	Good	Poor	Poor	Poor	Poor	Average		Does not offer full interchange movements. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
WHV-7 (Dismissed)	Three-Leg interchange, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Poor	Good	Average	Poor	Good	Good	Good	Good	Good	Good	Poor	Poor	Poor	Poor	Poor		Does not offer full interchange movements. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
WHV-8 (Dismissed)	Two-Phase Signal Ramp Intersection, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Average	Average	Average	Average	Average	Poor	Good	Good	Good	Good	Good	Good	Poor	Poor	Poor	Average	Average		Does not offer full interchange movements. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
WHV-9 (Dismissed)	Central Parkway Ramp Intersection, exit and entrance to I-75 northbound via intersection at Central Parkway, partial movements	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Average	Average	Average	Average	Poor	Good	Good	Good	Good	Good	Good	Average	Poor	Average	Good	Good		Does not offer full interchange movements. Therefore does not meet intent and criteria of project.	Not recommended to carry this alternative forward.
WHV-10 (Dismissed)	Right-hand Exit Loop Off C-D Road	4. Ezzard Charles Drive to Western Hills Viaduct, Ohio	Poor	Poor	Average	Average	Poor	Poor	Good	Good	Good	Good	Good	Good	Poor	Average	Poor	Average	Average		Does not offer full interchange movements. Therefore does not meet intent and criteria of project. Exit loop radius < 160' resulting in design speed < 25 MPH.	Not recommended to carry this alternative forward.

1. For this document, five lanes for I-75 was used as the criteria for evaluation. Alternatives that did not meet this requirement were dismissed and not recommended to be carried forward. Positive elements from some dismissed alternatives were incorporated into the alternatives being carried forward.

2. For this phase of evaluation, only horizontal design components were considered. Vertical design standards will be included for evaluation at a later step in the process.

3. Noise and Air Quality have been identified as Environmental Resources. At the time of this document, they were not yet studied enough to rate the impacts. Future studies will be conducted to identify and quantify these impacts, as well as identify possible mitigation measures.