

## Appendix B



# EVALUATION MATRIX

## SIU # 5 I-70 Corridor Study

The following matrix accompanies the alternatives discussion in Chapter II. The matrix was used to evaluate the findings of the First Tier Study regarding placement of the alignment on the north versus south side of the existing right of way. The impact analysis was performed in May 2003 and used quantifications from the First Tier analysis as well as preliminary data gathered during the Second Tier study. Data was gathered from published sources prior to field surveys. A 180-foot corridor from the existing right of way was used for the evaluation.

Evaluation of this preliminary data supports the First Tier recommendations for roadway subsections 1, and 3. The analysis for roadway Subsection 2 supports widening to the south rather than to the north as recommended in the First Tier EIS.

1 <sup>st</sup> Tier Roadway SubSections	Location by Exit Number	Alternative Location	Displacements			Park Lands (No.)	Natural Communities (No.)	Hazardous Waste Sites (No.)	Cultural Resources			Cemeteries (No.)	Water Towers (No.)	Sewage Lagoons (No.)	Utilities (No.)	Other	CRP (acres)	WRP (acres)	Prime Farmland (acres)	Right-of-Way Required (acres)	Threatened & Endangered Species (No.)	Ponds (acres)	Forested Wetland (acres)	Emergent Wetland (acres)	Floodplain (acres)	Floodway (width in feet)	Engineering		1 <sup>st</sup> Tier Recommendation	2 <sup>nd</sup> Tier Recommendation
			Homes (No.)	Businesses (No.)	Other Buildings (No.)				Known Architecture (No.)	Known Archeology (No.)	Geomorphology (Rating)																Construction Cost Rating <sup>6</sup>	Interchange Compatibility		
1	133.5-139	North	19	9	1	0	0	0	0	0	N/A <sup>1</sup>	1 <sup>2</sup>	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	41.65	77.15	2 <sup>3</sup>	0.23	0.14	0	13.2	0	0	0		
		South	13	4	1	0	0	0	0	0	0	N/A <sup>1</sup>	0	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	49.17	77.47	0	1.04	1.50	0.14	8.7	0	0	0	X
2	139-144	North	10	3	2	0	0	0	1	0	N/A <sup>1</sup>	0	0	0	1	0	N/A <sup>2</sup>	N/A <sup>2</sup>	95.81	97.03	0	0	0	0	1.3	0	0	0	X	
		South	1	3	2	0	0	0	0	0	N/A <sup>1</sup>	0	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	95.30	118.64	0	0	0	1.58	2.8	0	0	0		X
		C/O <sup>5</sup>	3	4	2	0	0	0	0	0	N/A <sup>1</sup>	0	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	91.08	99.32	0	0	0	1.58	2.8	0	0	0		X
3	144-147	North	0	0	0	0	0	0	0	0	N/A <sup>1</sup>	0	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	47.27	54.29	0	0.02	0	0	3.2	0	0	0	X	X
		South	1	1	1	0	1	0	0	0	N/A <sup>1</sup>	0	0	0	0	0	N/A <sup>2</sup>	N/A <sup>2</sup>	41.97	52.22	8 <sup>4</sup>	0.05	0.70	0	1.6	0	0	0		
First Tier Results for Subsection 2																														
2	139-144	C/O	10	3	2	0	0	0	0	0	N/A <sup>1</sup>	0	0	0	1	0	N/A <sup>2</sup>	N/A <sup>2</sup>	102.1	119.58	0	0	0	0	1.3	0	0	0	X	

<sup>1</sup> Not Available at this time.

<sup>2</sup> Information obtained from right of entry form – not in Tier 1.

<sup>3</sup> Northern Crawfish frog (*Rana areolata circumlosa*) and Giant Floater (*Pyganodon grandis corpulenta*) are both rare species and have habitats within Cedar Creek. However, there are only documented cases upstream from the project area.

<sup>4</sup> Includes rare species and are all within Tucker Prairie.

<sup>5</sup> Reflects impacts within the proposed revised crossover location. Impacts within the crossover include features from milepost 143 to 144.

<sup>6</sup> Construction Cost Rating – A rating that reflects the ease of construction that generally translates into the construction cost. For example, if widening to the south requires a significant amount of additional earthwork, then the north side alternative would be rated more positively.