

Pickaway East-West Connector Evaluation Matrix

A large number of Conceptual Alternatives were presented at a public meeting in March of 2009. Based upon public input and potential impacts, these options were reduced to the Alternatives that are presented here today. Each of the three overall Alternatives (A1, A4, and A3a) can be divided into three components: (1) the connection to US 23, (2) the east-west connection, and (3) the improvements to Lockbourne-Eastern Road. The alternatives for each segment are detailed in the matrix below.

Segment	Alternatives	Length of 4-lane Roadway	Length of 2-lane Service Road	Meets Purpose and Need	Residential Relocations	Business Relocations	Cultural Resources	Environmental Justice	Farm Property Impacts	Wetlands	Wooded Area	Endangered Species
Connection to US 23	Diamond Interchange with Service Roads	N/A	1.3 miles	Yes	7	7	archaeology pending	no impacts anticipated	5	2.3 acres	10.3 acres	Indiana bat potential in wooded areas
East-West Connection	Widen Existing Duvall Road (A1 Alignment)	2.7 miles	N/A	Yes	32	1	adjacent to historic properties (no physical impacts); archaeology pending	no impacts anticipated	10	0.2 acres	0.3 acres	Indiana bat potential in wooded areas
	South of Duvall (A4 Alignment)	2.7 miles	N/A	Yes	2	0	archaeology pending	no impacts anticipated	10	0.2 acres	3.3 acres	Indiana bat potential in wooded areas
	Far South of Duvall (A3a Alignment)	3 miles	N/A	Yes	1	0	archaeology pending	no impacts anticipated	10	0.2 acres	5.2 acres	Indiana bat potential in wooded areas
Improvements to Lockbourne-Eastern	Widen Existing Lockbourne-Eastern	1.7 miles	N/A	Yes	3	0	archaeology pending	no impacts anticipated	3	none	1.5 acres	Indiana bat potential in wooded areas
	Widen and Eastern Realignment to meet Rickenbacker Pkwy extension	2 miles	N/A	Yes	1	0	archaeology pending	no impacts anticipated	3	none	1.5 acres	Indiana bat potential in wooded areas

Preliminary Cost Estimates

The components listed above (connection to US 23, east-west connection, and improvements to Lockbourne-Eastern Road) are combined into three overall Alternatives, resulting in the following preliminary costs:

A1 (Widen Duvall) Alternative – \$5.2 million (Real Estate) & \$40.3 million (Construction) = \$45.5 million

A4 (South of Duvall) Alternative – \$2.5 million (Real Estate) & \$43 million (Construction) = \$45.5 million

A3a (Far South) Alternative – \$2.4 million (Real Estate) & \$44 million (Construction) = \$46.4 million