

## Alternatives Matrix

[Insert Project Name]

[Note: Individual items (e.g., Railroad Crossing Impacts) may be added or deleted on a project-by-project basis.]

	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>
<b>Description of Alternative</b>	Additional 12' lane in northbound and southbound direction. Increase both shoulders from 3' to 10'.	Additional 12' lane only in the northbound and two additional 12' lanes in the southbound direction. Increase both shoulders from 3' to 10'.	Additional 11' lane in northbound and southbound direction. Increase both shoulders from 3' to 8'.
<b>Major Risks (Threats or Opportunities)</b>	1. ROW acquisition may greatly affect the project schedule. 2. May not be supported by the Township due to impacts to businesses and therefore the project will be stopped. 3. The detour to construct would not be approved by Township.	1. ROW acquisition may greatly affect the project schedule. 2. May not be supported by the Township due to impacts to businesses and therefore the project will be stopped.	1. ROW acquisition may greatly affect the project schedule. 2. May not be supported by the Township due to impacts to businesses and therefore the project will be stopped. 3. The detour to construct would not be approved by Township.
<b>Access Impacts and Waivers</b>	Three driveways require alterations, and one driveway will need to be revoked.	Six driveways require alterations, and two driveways will need to be revoked.	1 driveway requires alterations, and one driveway will need to be revoked.
<b>Complete Streets Policy Compliance</b>	Roadway will be made compliant.	Roadway will be made compliant.	Roadway will be made compliant.
<b>Constructability</b>	Staged construction and will require an extended detour during construction.	Staged construction and can be built without a detour.	Staged construction and will require an extended detour during construction.
<b>Design Exceptions</b>	No design exceptions are anticipated.	No design exceptions are anticipated.	No design exceptions are anticipated.
<b>Anticipated Environmental Document</b>	CED	CED	CED
<b>Community Impacts (Environmental Justice)</b>	Several businesses will have parking areas reduced. No EJ issues.	Several businesses will have parking areas reduced. No EJ issues.	A few businesses will have parking areas reduced. No EJ issues.
<b>Design Criteria</b>	Urban Principal Arterial; 45 MPH Design Speed; 47,000 AADT	Urban Principal Arterial; 45 MPH Design Speed; 47,000 AADT	Urban Principal Arterial; 45 MPH Design Speed; 47,000 AADT
<b>Railroad Crossing Impacts</b>	NA	NA	NA
<b>Safety Improvement</b>	Horizontal curvature will be brought to standard.	Horizontal curvature will be brought to standard.	Horizontal curvature will be brought to standard.
<b>Structures</b>	NA	NA	NA
<b>Typical Sections</b>	10' Shoulders; Two 12' Northbound Lanes; Two 12' Southbound Lanes	10' Shoulders; Two 12' Northbound Lanes; Three 12' Southbound Lanes	8' Shoulders; 12' Inside lanes on both Northbound and Southbound Lanes; 11' Outside lanes on both Northbound and Southbound Lanes
<b>Additional Traffic Analysis (if needed)</b>	NA	NA	NA
<b>Existing &amp; Design Year Level of Service Analysis, Year of Level of Service F if before the Design Year</b>	Existing LOS = F Design Year 2038 = C	Existing LOS = F Design Year 2038 = B	Existing LOS = F Design Year 2038 = C
<b>Estimated Construction Cost</b>	\$13,000,000	\$18,000,000	\$11,000,000
<b>Limits of Disturbance</b>	19' from the existing edge of pavement along the northbound and southbound side.	19' from the existing edge of pavement along the northbound and 31' from the existing edge of pavement along the southbound side.	16' from the existing edge of pavement along the northbound and southbound side.
<b>Environmental Constraints and Mitigation Costs</b>	No wetlands are within the project vicinity.	No wetlands are within the project vicinity.	No wetlands are within the project vicinity.
<b>Estimated ROW (# of acquisitions, total acres)</b>	6 partial acquisitions, 1 total take; 1.6 acres	8 partial acquisitions, 2 total take; 2.5 acres	4 partial acquisitions, 1 total take; 1.6 acres
<b>Design Standards (NJDOT Standard Specifications, AASHTO)</b>	NJDOT Roadway Design Manual	NJDOT Roadway Design Manual	NJDOT Roadway Design Manual
<b>ROW Impacts (areas, easements, land use &amp; impacts, lot and block)</b>	Impacts are along the southbound side, which includes a strip mall. Utility and construction easements will be necessary. Partial acquisitions: Block 153, Lots 3, 4, 5, 6, 7, 8; Total take: Block 154, Lot 2	Impacts are along the southbound side, which includes a strip mall. Utility and construction easements will be necessary. Partial acquisitions: Block 153, Lots 3, 4, 5, 6, 7, 8, 9, 10; Total take: Block 154, Lots 2, 3	Impacts are along the southbound side, which includes a strip mall. Utility and construction easements will be necessary. Partial acquisitions: Block 153, Lots 5, 6, 7, 8; Total take: Block 154, Lot 2
<b>Signal Warrants for all Proposed Signals</b>	NA	NA	NA
<b>Traffic Management Alternatives</b>	If a detour is not permitted, the scope will have to change to facilitate staged construction.	Project can be constructed using staged construction with minimal impact to existing traffic.	If a detour is not permitted, the scope will have to change to facilitate staged construction.
<b>Utilities Relocation and Associated Costs</b>	12 poles required to be moved. \$600,000	15 poles required to be moved. \$750,000	10 poles required to be moved. \$500,000