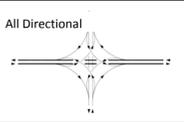
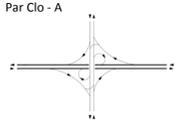
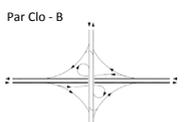
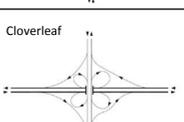
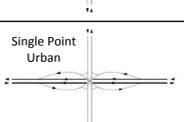
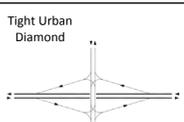
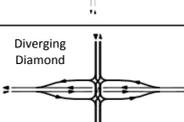
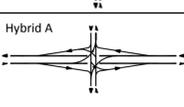
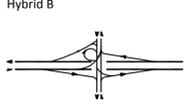
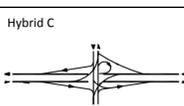
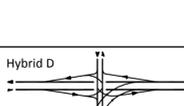
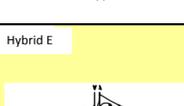
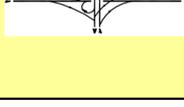
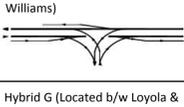
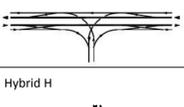
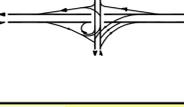
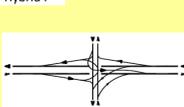
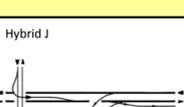
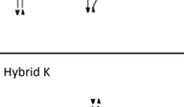


Tier I Matrix

Initial Comparison of Alternatives

I-10/Loyola Interchange Improvement

S.P. # H.011670

Alternatives Selected for Further Evaluation in Tier II							
INTERCHANGE FORM	Description	TRAFFIC OPERATIONS	RIGHT-OF-WAY	ENVIRONMENTAL/ SOCIAL IMPACTS	COSTS	REMARKS	CONSIDERATION TIER 2
	New Directional ramps for all eight movements	Very High Capacity	Significant	Moderate	Very High	Applicable for Freeway to Freeway Only	No
	New SB to EB Clover EB to NB and SB At Grade Ramp NB to WB Clover WB to NB and SB At Grade Ramp Existing SB to WB At grade Ramp NB to EB At grade Ramp	Low Capacity	Significant	High	Low	Heavy volume conflict between SB and WBL (am and pm) and EBL (pm) and between NB and both EBL/WBL (pm)	No
	New NB and SB to WB At Grade Ramp NB and SB to EB At Grade Ramp EB to NB Clover WB to SB Clover Existing EB to NB At grade Ramp WB to NB At grade Ramp	Moderate Capacity	Significant	Moderate	Low	Heavy volume conflict between SBL and NB and NBL with SBT (pm)	No
	New SB to EB Clover SB to WB At Grade Ramp EB to NB Clover EB to SB At Grade Ramp NB to EB At Grade Ramp NB to WB Clover WB to NB At Grade Ramp WB to SB Clover	Moderate Capacity	Significant	High	Moderate	Weaving sections are undesirable for heavy conflict, WB to SB with SB to EB (both peaks), and NB to WB with EB to NB (pm)	No
	New Single Point Urban Intersection for all eight movements Existing Diamond Ramps in all 4 quadrants	Moderate Capacity	Minimal	Low	Moderate	Volumes well suited for SPUI in the PM. Requires replacement of I-10 bridges.	No
	New TSM improvements TBD Services all eight movements Existing Diamond Ramps in all 4 quadrants	Low Capacity	Minimal	Low	Low	Inadequate storage between ramps. Heavy volume conflicts with all left turning movements	No-Build Scenario/ TSM
	New Realigned Loyola Drive and modified ramp terminal intersections Services all eight movements Existing Diamond Ramps in all 4 quadrants	Moderate Capacity	Minimal	Low	Low	Potentially inadequate storage between ramps.	No
	New EB to NB Directional Ramp WB to SB Directional Ramp elevated over Veterans Existing Diamond Ramps servicing all eight movements	Moderate Capacity	Moderate	Low	High	Heavy volume conflict NBL with SBT and SBL with NBT (pm)	No
	New EB to NB Directional Ramp NB and SB to WB At grade Ramp WB to SB Clover Existing SB and NB to EB Diamond Ramp EB to NB and SB Diamond Ramp WB to NB Diamond Ramp	Moderate Capacity	Moderate	Moderate	Moderate	Heavy volume conflict NBL with SBT and SBL with NBT (pm)	No
	New EB to NB Directional Ramp NB to WB Clover WB to SB Directional Ramp elevated over Veterans WB to NB and SB At grade Ramp Existing SB to WB Diamond Ramp SB and NB to EB Diamond Ramp EB to NB and SB Diamond Ramp	High Capacity	Moderate	Moderate	High	Heavy volume conflict SBL with NBT (pm)	No
	New NB to EB Directional Ramp elevated over Veterans WB to SB Directional Ramp elevated over Veterans Existing Diamond Ramps servicing all eight movements	Low Capacity	Moderate	Low	Moderate	Heavy volume conflict SBL with NBT (pm), NBL/SBT and EBL with both SBT and NBT	No
	New SB to EB Clover EB to NB Directional Ramp EB to NB and SB At grade Ramp NB to WB Clover NB to EB Directional Ramp elevated over Veterans WB to SB Directional Ramp elevated over Veterans WB to NB and SB At grade Ramp Existing SB to WB Diamond Ramp NB to EB Diamond Ramp	High Capacity	Significant	High	High	Eliminates Left Turns	Yes
	New Full Directional 3 Stack with Braided Ramps servicing all eight movements between the existing Loyola and Williams interchanges. Includes elevated ramps over Veterans and 27th	High Capacity	Moderate	Low	High	Does not add capacity at existing interchange. May be needed past design year. Would require separate IJR.	No
	New Elevated I-10 with SPUI underneath between the existing Loyola and Williams interchanges. Includes Braided Ramps on I-10 EB and an elevated road crossings Veterans and 27th	Very High Capacity	Moderate	Low	Very High	Does not add capacity at existing interchange. May be needed past design year. Would require separate IJR.	No
	New SB to EB Clover EB to NB and SB At grade Ramp WB to SB Directional Ramp elevated over Veterans NB to EB Directional Ramp elevated over Veterans Existing SB and NB to WB Diamond Ramp NB to EB Diamond Ramp WB to NB and SB Diamond Ramp	High Capacity	Moderate	Moderate	High	Heavy volume conflict EBL with both NBT and SBT and NBL/SBT (pm). Potentially two phase signalization.	No
	New NB to EB Directional Ramp elevated over Veterans WB to SB Directional Ramp elevated over Veterans SB to EB Directional Ramp Existing Diamond Ramps servicing all eight movements	High Capacity	Moderate	Low	High	Heavy volume conflict EBL with both NBT and SBT and NBL/SBT (pm).	Yes
	New SB to EB Directional Ramp at Loyola NB to EB Directional Ramp elevated over Veterans near Bainbridge WB to SB Directional Ramp elevated over Veterans near Bainbridge Existing Diamond Ramps servicing all eight movements at Loyola		Not Screened			May be needed past design year. Would require separate IJR.	No
	New NB to WB Clover WB to NB and SB At grade Ramp NB to EB Directional Ramp elevated over Veterans WB to SB Directional Ramp elevated over Veterans EB to NB Directional Ramp Existing SB and NB to WB Diamond Ramp SB and NB to EB Diamond Ramp EB to NB and SB Diamond Ramp	High Capacity	Moderate	Moderate	High	Improvement to Hybrid C, one clover less than Hybrid E. Will be a backup for Hybrid E	No
	New NB to EB Directional Ramp elevated over Veterans WB to SB Directional Ramp elevated over Veterans Existing Diamond Ramps servicing all eight movements	Very High Capacity	Moderate	Low	Moderate	Hybrid D ramps with DDI	Yes