



I-65 and US 52 Interchange Improvement (Des. No. 2200176)

DRAFT ALTERNATIVES SCREENING MATRIX

CRITERIA	CONCEPTUAL ALTERNATIVES							
	(1) No-Build	(2) Local Road Improvements	(3) Lafayette Avenue Exit Ramp	(4) Reconstruct Existing I-65/ US 52	(5) I-65 & CR 300 N (5)	(6) I-65 & CR 375 N (6)	(7) I-65 & CR 300 N Offset 0.07 Mi North	(8) I-65 & CR 300 N Offset 0.28 Mi North
PURPOSE AND NEED CONSIDERATIONS								
Does the conceptual alternative improve mobility and direct access to areas east and west of I-65, north of Lebanon?	N	N	N	Y	Y	Y	Y	Y
Does the conceptual alternative increase LOS of the I-65/US 52 interchange to LOS D or better?	N	Y	N	Y	Y	Y	Y	Y
Does the alternative support economic development and future growth of Lebanon and Boone County?	N	N	N	Y	Y	Y	Y	Y
ENVIRONMENTAL CONSIDERATIONS								
Right-of-Way (total acres)	0.0	ND	0.0	38.2	54.3	59.8	55.3	67.1
Relocations (total)	0	ND	0	3	14	0	2	1
Business Relocations	0	ND	0	3	1	0	1	0
Residential Relocations	0	ND	0	0	13	0	1	1
Potential Cultural Resources (Total)	0	ND	0	0	0	0	0	0
National Register of Historic Places Listed Properties	0	ND	0	0	0	0	0	0
Indiana Historic Sites and Structures Inventory Surveyed Properties	0	ND	0	0	0	0	0	0
Cemeteries	0	ND	0	0	0	0	0	0
Recreational Property Use (Including trails)	N	ND	N	N	N	N	N	N
Potential Hazardous Material Sites	0	ND	0	2	0	0	0	0
Farmland Impacted (total acres)	0.0	ND	ND	18.1	26.7	58.9	41.1	61.6
Tree Impacts (net loss in acres)	0	ND	ND	1.9	0.2	1.1	0.2	0.2
Stream Crossings	0	ND	0	1	0	0	0	0
Stream Channel length within Construction Limits (total linear feet)	0	ND	0	258	0	0	0	0
Floodplain Impacts (acres)	0	ND	0	1.8	2.1	0.0	0.0	0.0
Wetland Impacts (total acres) (from National Wetland Inventory layers)	0.00	ND	0.00	1.4	1.1	0.8	1.1	1.7
ENGINEERING CONSIDERATIONS								
Level of Service (LOS)	F	C	F	C	C	C	C	C
Travel Time Benefit (High, Medium or Low)	Low	Low	Low	Medium	High	High	High	High
Interchange Spacing (3 miles desired in rural area)	N/A	N/A	1.19 / 4.54	1.95 / 3.79	2.63 / 3.11	3.21 / 2.53	2.70 / 3.03	2.91 / 2.81
Constructability Risk (High, Medium or Low)	N/A	Medium	Medium	High	Medium	Medium	Medium	Medium
Phased Construction Required	N/A	Y	N	Y	Y	N	N	N
Estimated Total Construction Cost (\$)	N/A	ND	\$6,941,000	\$42,300,000	\$40,600,000	\$41,400,000	\$44,392,000	\$45,700,000
Estimated Total Right of Way Cost (\$)	N/A	ND	\$0	\$5,140,000	\$9,380,000	\$4,490,000	\$6,760,000	\$5,280,000
Estimated Total CN + RW Cost (\$)	N/A	ND	\$6,941,000	\$47,440,000	\$49,980,000	\$45,890,000	\$51,152,000	\$50,980,000
Length (total miles)	N/A	ND	0.61	3.87	4.05	4.26	4.39	4.62
New Construction/Alignment (total miles)	N/A	0	0.36	2.21	1.52	2.9	2.73	3.18
Structure Length (total feet)	0	N/A	230	550	220	220	220	220

ND = Not Determined

N/A = Not Applicable

Low Constructibility : Construction occurs in ideal soil conditions (i.e. no wetlands or stream crossings, or through any other extraordinary conditions)

Medium Constructibility: Construction occurs mainly in ideal soil conditions with the exception of some wetlands and stream crossings but, no extraordinary conditions

High Constructibility: Construction occurs mainly in ideal soil conditions with the exception of some wetlands and stream crossings, and significant floodplain crossings.

