

Level 2 Screening of Potential US 25 Improvement Concepts
Relative Comparison Matrix

Purpose and Need Statement: The purpose of this project is to improve safety, correct geometric deficiencies, improve connectivity and provide for efficient traffic operations along US 25 between Dry Ridge and Crittenden.

Concept	Description	Length (miles)	Evaluation Measures														Approximate Total Cost of Improvement (in current/2008 Dollars)	
			Safety			Connectivity	Year 2030 Traffic Operations				Potential Environmental Impacts				Potential Geotechnical	Economic Development		Cost
			Addresses Crash Locations, High Crash Spots, and High Crash Segments	School Bus Safety	RR Crossings Eliminated	Subjective / Relative	Approximate Volume on Existing US 25 with Proposed Improvement	Approximate Diversion from Existing US 25	Emergency Response Time	I-75 Detours	Potential Impacts to Social and Natural Environment Resources	Potential Impacts to Archaeological and Cultural Historic Resources	Potential Environmental Justice Impacts	Noise	Potential to encounter complex Geotechnical Issues	Subjective / Relative		
Eliminate At-Grade Crossings	A1	2.39	Average	Good	3-4	Good	10850	650	Good	Average	4-11	Least Desirable	Yes	Average	Average	Average	\$20,930,000	
	A2		Average	Good	3-4	Good	10400	1100	Good	Average			Yes	Average	Average	Average	\$18,580,000	
	A3		Average	Good	3-4	Good	10900	600	Good	Average			Yes	Average	Average	Average	\$8,920,000	
	A4		Average	Good	3-4	Good	11000	500	Good	Average			Yes	Average	Average	Average	\$10,120,000	
	A5		Average	Good	3-4	Average	11000-11300	350	Good	Poor			Yes	Average	Average	Least Desirable	\$9,110,000	
	B1	2.72	Average	Good	7	Good	2200-1200	9800	Good	Average			Yes	Average	Average	Average	\$28,860,000	
	B2		Average	Good	7	Good	4000-3200	7900	Good	Average			Yes	Average	Average	Average	\$23,920,000	
	C1	2.77	Average	Good	2	Good	15500	1600	Good	Average			No	Average	Average	Average	\$14,350,000	
	C2		Average	Good	2	Good	15500	1600	Good	Average			No	Average	Average	Average	\$12,580,000	
C3	Average		Good	2	Average	17600	0	Good	Poor	No	Average	Average	Least Desirable	\$8,470,000				
Improve Existing US 25	Upgrade to current standards to improve safety and congestion.	7.88	Good	Average	0	Poor	11500-18500	NA	Average	Average	6	Least Desirable	Yes	Average	Average	Least Desirable	\$40,700,000	\$5.2 Million/Mile
New Eastern Corridor	New route east of US 25. Northern tie-down.	7.93	Poor	Average	0	Average	6800-14000	4500-4700	Average	Average	7	Least Desirable	No	Least Desirable	Least Desirable	Average	\$60,000,000	\$7.6 Million/Mile
	New route east of US 25. Southern tie-down at KY 491.	7.95	Poor	Average	0	Average	6800-14000	4500-4700	Average	Average		Least Desirable	No	Least Desirable	Least Desirable	Average	\$59,300,000	\$7.5 Million/Mile
No Build	Southern Portion (Area A)	2.39	Poor	Poor	0	Poor	11500	NA	Poor	Poor	0	Most Desirable	No	Most Desirable	Most Desirable	Least Desirable	\$0	
	Middle Portion (Area B)	2.72					11500											
	Northern Portion (Area C)	2.77					15700-18500											

Range: \$41,300,000 - \$64,100,000

Interchange Options	Description	Length (miles)	Evaluation Measures													
			Safety	Interchange Spacing	Connectivity	Year 2030 Traffic Operations				Potential Environmental Impacts				Potential Geotechnical	Economic Development	Cost
			Addresses Crash Locations, High Crash Spots, and High Crash Segments; School Bus Safety; and RR Crossings Eliminated	Rural Spacing Criteria (3 miles)	Subjective / Relative	Approximate Volume on Existing US 25 with Proposed Improvement	Approximate Diversion from Existing US 25	Emergency Response Time	I-75 Detours	Potential Impacts to Social and Natural Environment Resources	Potential Impacts to Archaeological and Cultural Historic Resources	Potential Environmental Justice Impacts	Noise	Potential to encounter complex Geotechnical Issues	Subjective / Relative	Approximate Total Cost of Improvement
	New interchange with I-75 at Sherman-Mt. Zion Road (KY 1994)	NA	NA	Meets (3.43 miles)	Good	4100-10500	7400-8000	Good	Good	0	Average	No	Least Desirable	Most Desirable	Most Desirable	\$13,200,000
	New interchange with I-75 at Bannister Pike	NA	NA	Does not Meet (1.86 miles)	Average	4100-10500	7400-8000	Average	Average	1	Average	No	Least Desirable	Most Desirable	Most Desirable	\$12,600,000

KEY:

Good / Most Desirable Concept(s) for this Measure	Lowest likely impacts / Meets most criteria for this Measure / Addresses Purpose and Need
Average	Mid-range of impacts / Meets some criteria for this Measure / Somewhat addresses Purpose and Need
Poor / Least Desirable Concept(s) for this Measure	High likely impacts / Does not meet criteria for this Measure / Does not address Purpose and Need