

Alternative Comparison Matrix

	Alternative 2	Alternative 4
Purpose & Need: Support Travel Demand How well each alternative meets needs for current and future travel.	Meets future travel demand but requires triple left turn lanes at the interchange.	Meets future travel demand at all locations.
Purpose & Need: Congestion & Delay How well each alternative improves congestion and delay in the project area.	SR 32 operates at LOS D or better.	SR 32 operates at LOS D or better.
Purpose & Need: Improve Safety How well each alternative reduces crashes in the project area.	Removes major at-grade intersections along SR 32, reducing conflict points.	Removes major at-grade intersections along SR 32, reducing conflict points.
Environmental Justice Each alternative's impacts to minority and low-income populations.	No impacts to environmental justice populations.	No impacts to environmental justice populations.
Parks & Recreation (Section 4f) Potential impacts to publicly owned park and recreation lands.	No impacts.	No impacts.
Cultural Resources Historic or architectural properties recommended for further examination.	2 properties	1 property
Ecological Resources Potential impacts to aquatic resources, terrestrial habitats, and endangered and threatened species.	4 mapped wetlands 10 mapped streams	6 mapped wetlands 11 mapped streams
Hazardous Materials Number of sites recommended for further examination.	49 parcels	47 parcels
Relocations Number of potential relocations with each alternative.	Residential: 32 units Commercial: 5 businesses	Residential: 10 units Commercial: 9 businesses
Construction Costs Current cost estimates for construction of each alternative.	\$67.8 million	\$68.5 million

