

LEGEND		
++	SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE	1.0
+	GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE	0.8
o	GENERALLY NO EFFECT OR MODERATE ALTERNATIVE	0.6
-	GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE	0.4
--	GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE	0.2

FINAL ALTERNATIVE EVALUATION SUMMARY

ALTERNATIVES	ENGINEERING				ENVIRONMENTAL						SOCIO-ECONOMIC				COST		RANK (TOTAL SCORE)
	44				27						19				10		
	TRAFFIC SERVICE	MULTIMODAL IMPLICATIONS	GEOMETRIC CONSIDERATIONS	ACCESS ISSUES	WATER QUALITY	WETLAND IMPACTS	THREATENED & ENDANGERED SPECIES/WILDLIFE IMPACTS	AESTHETICS	SECTION 4(F) IMPACTS	PLANNING CONSISTENCY	REGIONAL CONNECTIVITY / EVACUATION / EMERGENCY RESPONSE	RELOCATION / BUSINESS IMPACTS	CONSTRUCTION	RIGHT-OF-WAY			
13	11	10	10	5	5	8	3	6	6	5	8	5	5				
<p>NO BUILD</p> <p>Varies 40' to 110'</p> <p>Varies 40' to 50'</p> <p>No Build</p>	Alternative would not meet the required capacity for future traffic needs.	Existing facility does not include sidewalks or bike lanes.	Existing facility has substandard cross-section and horizontal curve.	Lack of turn lanes and access control would be detrimental to mobility as traffic volumes increase.	Existing road discharges to the roadside which eventually discharges to canals without water quality treatment.	No impacts	No impacts	Alternative does not provide for aesthetic improvements.	No direct impacts. However, no enhancements are made either.	Existing roadway would not meet the purpose and need of the project and would not be consistent with long range plans.	Existing roadway would not provide the required capacity needed to serve the future population and growth projections which would result in slower emergency response times and a decrease in evacuation capacity.	No impacts	\$0	\$0	46.2		
<p>BUILD 1</p> <p>From CR 512 to 86th Avenue and from 66th Avenue to 58th Avenue</p> <p>From 86th Avenue to 66th Avenue</p> <p>Build 1</p>	4 lane section provides required capacity for future traffic needs.	Section provides 7' bike lanes and 6' sidewalks along both sides of CR 510.	This roadway facility will be designed to current standards.	Alternative would provide the required balance between mobility and access throughout the project corridor.	Provides a closed drainage system and water quality treatment.	Minor impacts (0.92 ac)	Minimal impacts	Implementation of a raised/grassed median, sidewalks and buffer areas provides the opportunity to enhance project corridor aesthetics through landscape features.	Only minor direct impacts to the South Prong Preserve. Provide enhancements in terms of pedestrian and bicycle accessibility as well as wildlife connectivity due to replacement of culvert with a bridge.	Alternative would meet the purpose and need of the project and be consistent with the long range plan as well as IRC vision.	Alternative would provide the required capacity needed to serve as a designated truck route and capacity. Increase would improve emergency response times and evacuation capacity.	Minor impacts (1 relocation)	Construction cost estimated at \$59M.	Some R/W cost due to the right of way impacts.	79.0		
<p>BUILD 2</p> <p>From CR 512 to 86th Avenue and from 66th Avenue to 58th Avenue</p> <p>From 86th Avenue to 66th Avenue</p> <p>Build 2</p>	Same as the previous alternative	Similar to the previous alternative	Similar to the previous alternative	Similar to the previous Alternative	Similar to the previous alternative	Generally similar to previous alternative (1.09 ac)	Minimal impacts	Same as the previous alternative	Greater direct impacts to the South Prong Preserve than previous option. Provide enhancements in terms of pedestrian and bicycle accessibility as well as wildlife connectivity due to replacement of culvert with a bridge.	Same as the previous alternative	Same as the previous alternative	Only slightly worse than previous option (2 relocations)	Construction cost estimated at \$65M.	Similar to previous alternative with slightly more R/W cost due to the larger typical section footprint.	74.2		