

# EVALUATION MATRIX

	Evaluation Criteria	'No-Build' Alternative	I-95 Mainline 'Build' Alternative	Alternatives: I-95 Mainline and Interchanges				
				One of each Alternatives below to be combined with I-95 Mainline 'Build' Alt.				
				Alternative A: Sheridan Street - Diamond Interchange (Modify Existing)	Alternative B: Sheridan Street - NB to WB Flyover	Alternative A: Stirling Road - Diamond Interchange (Modify Existing)	Alternative B: Stirling Road Diverging Diamond Interchange (DDI)	Alternative: Griffin Road - Diamond Interchange (Modify Existing)
<b>R/W IMPACTS</b>	<b>Residential Impacts</b>							
	Number of Parcels Potentially Impacted	0	8	0	7	0	0	0
	Number of Residences Relocated	0	3	0	1	0	0	0
	<b>Business Impacts</b>							
	Number of Parcels Potentially Impacted	0	0	0	2	5	3	4
	Number of Businesses Relocated	0	0	0	0	1	0	0
<b>ENVIRONMENTAL</b>	<b>Unimproved Properties Impacted</b>	0	0	0	0	0	0	1
	<b>Section 4(f) / Public Lands</b>							
	Number of Sites Potentially Impacted	N/A	2	0	1	0	0	0
	<b>Historic/Archeological</b>							
	Number of NRHP-eligible Historic Sites Potentially Impacted	0	0	0	1 NRHP-eligible resource - no adverse effects expected	0	0	0
	Number of Archeological Sites Potentially Impacted	0	3 Sites - None NRHP-listed, no adverse effects expected	0	0	1 Site - not NRHP-listed, no adverse effects expected	0	1 Site - not NRHP-listed, no adverse effects expected
	<b>Wetlands and Surface Waters (acres impacted)</b>	0	3.25	0	0	0	0	0.55
	<b>Aquatic Preserves / Outstanding Florida Waters</b>	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	<b>Wild and Scenic Rivers (Impacted)</b>	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement	No involvement
	<b>Floodplains Encroachment</b>	N/A	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation	Yes, with compensation
	<b>Threatened and Endangered Species</b>	None	Low	Low	Low	Low	Low	Low
	<b>Water Quality</b>	No change	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met	Standards Met
	<b>Farmlands (acres impacted, no ponds)</b>	0	0	0	0	0	0	0
	<b>Noise Impacts</b>	No change	Yes	Yes	Yes	No	No	No
	<b>Potential Contamination Sites</b>							
Number of High Risk Contamination Sites	0	2	0	1	0	0	1	
Number of Medium Risk Contamination Sites	0	8	1	2	1	1	1	
<b>ENGINEERING &amp; SAFETY</b>	<b>Utilities</b>							
	Utilities Poles Impacted (distribution, transmission)	0	Yes	Yes	Yes	Yes	Yes	Yes
	<b>Traffic Operations</b>	Low/Low	Medium	Low	Medium	Medium	Medium	Medium
	<b>Access</b>	No change	No change	No change	No change	No change	No change	No change
	<b>Vehicle Safety</b>	Low	Medium	Medium	Medium	Medium	Medium	Medium
	<b>Bike/Ped. Safety</b>	Medium	N/A	Medium	Medium	Medium	Low	Medium
<b>Constructability (high, moderate, low)</b>	N/A	Medium	High	Low	High	Medium	High	
<b>COST</b>	<b>Costs*</b>							
	Construction	\$0	\$383,399,800	\$24,944,400	\$94,638,100	\$21,705,900	\$23,091,400	\$11,809,900
	Design Cost	\$0	\$49,841,974	\$3,242,772	\$12,302,953	\$2,821,767	\$3,001,882	\$1,535,287
	Right-of-Way Acquisition*	\$0	\$2,385,750	\$0	\$7,392,050	\$2,194,220	\$1,387,850	\$2,014,190
	Construction Engineering and Inspection (CEI)	\$0	\$38,339,980	\$2,494,440	\$9,463,810	\$2,170,590	\$2,309,140	\$1,180,990
	<b>Total Project Costs</b>	\$0	\$473,967,504	\$30,681,612	\$123,796,913	\$28,892,477	\$29,790,272	\$16,540,367

Note: Griffin Road cost estimate includes cost for improvements at Old Griffin Road intersection.

\*Right-of-way cost shown is associated to roadway improvements only and does not include right-of-way acquisition costs for offsite drainage ponds.

