

# EVALUATION MATRIX

Criteria/Category		No Build Alternative	Rehabilitation Alternative	Alternative 1 (Existing)	Alternative 2 (East)	Alternative 3 (West)
<b>BRIDGE</b>	Vertical Navigational Clearance above Mean High Water	39-feet	39-feet	51-feet	51-feet	51-feet
	Horizontal Navigational Clearance Between Fenders	150-feet	150-feet	150-feet	150-feet	150-feet
	Benefit to Marine Traffic	No Change	No Change	Yes	Yes	Yes
	Temporary Bridge Required	N/A	No	Yes	No	No
	Bridge Closure or Detour During Construction	N/A	No	No	No	No
	Life of Alternative (Estimated Years) <sup>1</sup>	5	15	75	75	75
<b>TRAFFIC OPERATIONS</b>	Benefit to Vehicular Traffic	No	No	Yes	Yes	Yes
	Evacuation / Emergency Response (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet State Park North Entrance (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet State Park South Entrance (Improved)	No	No	Yes	Yes	Yes
	Sebastian Inlet District North Access Road (Improved)	No	No	Yes	Yes	Yes
<b>NATURAL RESOURCES</b>	Impacts to Wetlands (Acres)	0	0	3.07	3.18	3.2
	Impacts to Surface Waters (Acres)	No Change	2.73	2.73	2.73	2.73
	Impacts to Essential Fish Habitat - Benthic Resources (Acres)	0	0	0	0	0
<b>SOCIAL &amp; CULTURAL RESOURCES</b>	Impacts to Section 4(f) Resources (Park) (Acres)	No	No	2.98	3.26	3.81
	Potentially Eligible Archaeological Resources (Number)	0	0	1	0	1
	Eligible Historic Resources (Number)	0	1	1	1	1
	Bicycle and Pedestrian Facilities	No	No	Yes	Yes	Yes
<b>PHYSICAL RESOURCES</b>	Noise Receptors Impacted	0	0	0	0	1
	Contamination Sites <sup>2</sup>	0	0	0	0	0
	Aesthetics / Visual Changes	No	Yes	Yes	Yes	Yes
<b>RIGHT-OF-WAY</b>	Additional Right-of-Way Required (Acres)	0	0	4.51 *	3	3.26
	* Includes Temporary Bridge					
<b>COSTS (Dollars)</b>	Design	0	1,479,295	6,656,822	5,917,175	5,917,175
	Bridge and Roadway Construction	0	3,553,560 <sup>3</sup>	47,376,210	47,532,207	47,532,207
	Temporary Bridge Construction	0	0	6,906,605	0	0
	Mitigation	0	TBD	TBD	TBD	TBD
<b>TOTAL COST</b>		<b>0</b>	<b>5,032,855</b>	<b>60,939,637</b>	<b>53,449,382</b>	<b>53,449,382</b>

<sup>1</sup> FDOT policy states a structurally deficient bridge must be replaced within 6 years.

<sup>2</sup> Bridge will be evaluated for asbestos, lead paint during design.

<sup>3</sup> Bridge rehabilitation does not meet the project Purpose and Need. Construction costs include repairs to the superstructure and substructure and stabilization of foundation only.

**PRELIMINARY AND SUBJECT TO CHANGE**