

# Evaluation Matrix: No Build vs. Build



Criteria	No Build Alternative <sup>(1)</sup>	Depressed Build Alternative <sup>(2)</sup>	At-Grade Alternative <sup>(3)</sup>	
<b>Traffic Operations and Safety</b>				
Safety	Decreases with more congestion ↓	Increases with less congestion ↑		
Emergency Response Times	Increases with more congestion ↑	Improves with less congestion ↓		
Intersection Delay on local SW 10 <sup>th</sup> Street	↑	↓	Not Currently Considered	
Local SW 10 <sup>th</sup> Street Congestion: Average Signalized Intersection Delay from Waterways Blvd to FAU Blvd	1,348 sec / veh 🚗🚗	697 sec / veh 🚗		
Local SW 10 <sup>th</sup> Street Demand (Vehicle Trips) (west of Powerline / west of Military Trail)	55,900 / 52,500	54,000 / 29,700		
Managed Lanes Demand (Vehicle Trips) (west of Powerline / west of Military Trail)	0	33,600 / 54,200		
Direct Access to Managed Lanes	N/A	✓		
Access from Side Streets & Properties	Same as Existing	All will have access, 0 - 3 will be changed		
<b>Social and Economic</b>				
Commercial Parcels Impacted	0	11 to 19		TBD
Residential Parcels Impacted	0	4 to 6		
Government Parcels Impacted	0	1 to 2		
Acres of Permanent Impacts	0	2.10 to 2.49		
Acres of Temporary Impacts (Construction Easements)	0	3.96 to 7.95		
Potential Number of Commercial Relocations	0	2		
Potential Number of Residential Relocations	0	0		
Consistent with COAT Recommendations (18 main, 15 sub categories = 33 total) 29 apply to SW 10 <sup>th</sup> Street Connector	No	19 to 22 of 29, 7 are TBD		
<b>Cultural</b>				
Section 4(f) Resources Impacted (Quiet Waters Park)	0	Yes	None	
Permanent Section 4(f) Use (acres)	0	TBD		
Temporary Section 4(f) Use (acres)	0	0.63 to 1.82		
<b>Natural Environment</b>				
Acres of Wetland Impacts	0	Minimal	Similar	
Acres of Surface Water Impacts	0	TBD		
Protected Species and Habitat Impacts	None	Minimal		
<b>Physical Environment</b>				
Noise Walls	No	TBD	No	
Permanent Pumps for Drainage	No	Yes		
Dewatering Ponds Required during Construction?	No	Yes		
Aesthetics / Visual Impacts	No	TBD		
<b>Multimodal</b>				
Pedestrian Facilities	Same as Existing	Improved	Improved	
Bicycle Facilities	Same as Existing	Improved		
<b>Utilities</b>				
City of Deerfield Beach Wells Impacted?	No	TBD	TBD	
Total Number of Utilities Impacted	0	8		
Requires Relocation of Transmission Poles and all Buried Utilities	No	Yes		
FP&L Substation Impacted?	No	Yes		
Utility Relocation Costs	0		Significantly Less	
<b>Constructability</b>				
Construction Duration (does not include utility relocation timeframe)	0	3 to 5 years	Significantly Less	
<b>Project Cost</b>				
Construction	\$ 0	💰💰💰💰💰	Significantly Less	
Right-of-way	\$ 0	TBD		
Maintenance	\$ 0	TBD		
<b>Total Costs</b>	<b>\$ 0</b>	<b>TBD</b>		

Denotes Highest Ranked Criteria for the Build Alternative

(1) Assumes 2040 conditions with I-95, Sawgrass, and Turnpike managed lanes implemented but no improvements at the interchanges.  
 (2) Assumes 2040 conditions with I-95, Sawgrass, and Turnpike managed lanes, interchange improvements, and SW 10th Street Connector with 1 entrance / exit ramp in each direction to / from the managed lanes.  
 (3) An At-Grade Alternative based on the North Alignment requires an elevated westbound exit ramp from the managed lanes and an overpass at Powerline Road. This alternative is currently not being considered and is not being shown. Preliminary criteria rankings shown are based on logic.