

Evaluation Matrix



Criteria	No Build Alternative ⁽¹⁾	Full Depressed Alternative ⁽²⁾	Partial Depressed Alternatives ⁽²⁾	Non-Depressed No Managed Lane Access Alternative ⁽³⁾
Safety and Traffic Operations				
Crash Occurrence	Increases with more congestion ↑	Decreases with less congestion ↓	Decreases with less congestion ↓	Decreases with less congestion ↓
Emergency Response Times	Increases with more congestion ↑	Decreases with less congestion ↓	Decreases with less congestion ↓	Decreases with less congestion ↓
Anticipated 2040 Travel Time – Turnpike to I-95 (Eastbound - AM ; Minutes / Vehicle)	12 to 14 (Local Lanes)	8 to 9 (Local Lanes) 3 to 4 (Managed Lanes)	8 to 9 (Local Lanes) 3 to 4 (Managed Lanes)	9 to 10 (Local Lanes) 3 to 4 (Managed Lanes)
Anticipated 2040 Travel Time – Turnpike to I-95 (Westbound - PM ; Minutes / Vehicle)	9 to 10 (Local Lanes)	8 to 9 (Local Lanes) 3 to 4 (Managed Lanes)	8 to 9 (Local Lanes) 3 to 4 (Managed Lanes)	11 to 12 (Local Lanes) 3 to 4 (Managed Lanes)
Entrance & Exit Ramps to / from Managed Lanes	N/A	Yes	Yes	No
Promotes Regional Connectivity / System Linkage	None	Highest	Highest	Moderate
Right-of-Way Impacts				
Right-of-way required for Roadway?	No	Yes	Yes	Yes
Parcels Impacted (Permanent / Temporary)	None	21 / 21	25 / 2 to 10	17 / 0
Acres Impacted (Permanent / Temporary)	None	2.6 / 8.0	3.3 to 3.9 / 0.4 to 3.7	1.7 / 0
Potential Companion Parcels Impacted (Permanent / Temporary) ⁽⁴⁾	None	204 / 312	204 / 104 to 312	None
Potential Number of Commercial Relocations	None	2	1	None
Right-of-way required for Pump Stations?	No	Yes	Yes	No
Right-of-Way Costs (\$ million)	None	TBD	TBD	TBD
Cultural				
Section 4(f) Resources Impacted (Quiet Waters Park)	None	Yes (Below Ground)	No	No
Permanent Section 4(f) Use (acres)	0	TBD	0	0
Temporary Section 4(f) Use (acres)	0	1.8	0	0
Physical / Natural Environment				
Noise Receptors Impacted	None	Yes	Yes	Yes
Wetlands / Species Impacted	None	Low	Low	Low
Potential Impacts to City Wellfield	None	TBD	TBD	None
Permanent Pumps for Drainage Required	No	Yes	Yes	No
Landscaping Potential	None	Moderate	Low	High
Aesthetic Potential	None	Moderate	Moderate	High
Multi-Modal				
Potential for Express Bus Routes	None	Yes	Yes	Yes
Pedestrian Facilities	Same as Existing	Improved	Improved	Most Improved
Bicycle Facilities	Same as Existing	Improved	Improved	Most Improved
Utilities				
Requires Relocation of Transmission Poles	No	Yes	Yes	No
Utilities at FP&L Substation at Powerline Road impacted	No	Yes	No	No
Utility Relocation Costs (\$ million) ⁽⁵⁾	0	34	26	17
Construction				
Road Construction Duration (Does not include time for utility relocation)	None	4 to 5 years	3 to 4 years	2 to 3 years
Dewatering Ponds Required During Construction	No	Yes	Yes	No
Construction Impacts (Noise, De-watering, Vibrations)	None	Highest	High	Lowest
Project Cost (\$ millions)				
Construction (\$ million)	0	631	215 to 320	127
Right-of-way (\$ million)	0	37	42 to 44	33
Utility Relocation (\$ million)	0	34	26	17
Maintenance (\$ million / year)	0	0.4	0.2 to 0.3	0
Total Costs (\$ million) [Not Including I-95 / SW 10 St. Improvements ~ \$315 million]	0	702	285 to 389	177

(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.

(4) Companion parcels are defined as properties adjacent to common or shared property within a community (as seen with condominiums).

(5) Utility costs are approximate grand totals and do not account for reimbursable / non-reimbursable costs for utility companies.