

SR 408 EASTERN EXTENSION PD&E

Segment 2 - Evaluation Matrix

		LEGEND										PRELIMINARY CONCEPTUAL EXPRESSWAY EXTENSION EVALUATION SEGMENT 2 (FROM AVALON PARK BOULEVARD TO CHULUOTA ROAD)									
		++ SUBSTANTIALLY POSITIVE EFFECT OR BEST ALTERNATIVE 1.0 + GENERALLY POSITIVE EFFECT OR GOOD ALTERNATIVE 0.8 0 GENERALLY NO EFFECT OR MODERATE ALTERNATIVE 0.6 - GENERALLY NEGATIVE EFFECT OR INFERIOR ALTERNATIVE 0.4 -- GENERALLY NEGATIVE EFFECT OR WORST ALTERNATIVE 0.2																			
OPTIONS	IMPACTS	ENGINEERING				ENVIRONMENTAL			SOCIO-ECONOMIC			COST		TOTAL SCORE 100							
		ACCESS ISSUES	OPERATIONAL ISSUES	SAFETY	COMPATIBILITY WITH SR 50	WETLAND IMPACTS	CONTAMINATION	FARMLANDS	TOTAL IMPACT (ACRES)	IMPACTS TO SENSITIVE SITES	CONTROVERSY POTENTIAL	CONSTRUCTION	R/W								
		9	9	10	7	8	9	6	8	8	8	9	9	9							
AT-GRADE <small>(with selective grade separations)</small>	Urban	Likely requires provision of CD facility along the north side to preserve integrity of local access	May create operational issues at access points to SR 50 due to closely spaced intersections	Generally safe alternative	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 1 contaminated site	Minor impacts to agricultural lands	Relatively significant impact (30 acres)	Impacts a mobile home community, and a large cell tower	Generally moderate controversy due to some residential relocations and businesses no longer fronting SR 50	Generally low to moderate construction cost (approximately \$35M)	Impacts some businesses and some residences	47.8							
	Rural	Similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Greater than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 1 contaminated site	Moderate impacts to agricultural lands	Major impact (82 acres)	Impacts a mobile home community, and a large cell tower	Generally similar to previous alternative	Generally low to moderate construction cost (approximately \$30M)	Impacts more than 15 businesses as well as significant parking impacts and some residential relocations	41.6							
	Urban	Requires provision of CD facility along the south side to preserve integrity of local access	May create operational issues at access points to SR 50 due to closely spaced intersections	Generally safe alternative	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 2 contaminated sites	Minor impacts to undeveloped lands	Relative significant impact (30 acres)	Impacts several mobile home communities and FDOT Park and Ride Lot	Generally minor controversy due to businesses no longer fronting SR 50	Generally low to moderate construction cost (approximately \$35M)	Impacts more than 15 businesses and some residential relocations	47.8							
	Rural	Similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Greater than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 2 contaminated sites	Minor impacts to undeveloped lands	Major Impact (82 acres)	Impacts several mobile home communities and FDOT Park and Ride Lot	Generally similar to previous alternative	Generally low to moderate construction cost (approximately \$30M)	Impacts more than 15 businesses and several residential relocations	42.8							
	Urban	Only minor access issues associated with median access. Access will be provided at downstream grade separations	Median ingress and egress locations could create some minor turbulence along SR 50	Generally safe alternative. Potential additional turbulence along SR 50 in the proximity of the ingress and egress locations is a minor concern	Requires major reconstruction of SR 50 and potential MOT disruption along SR 50 during construction	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	No impacts to potentially contaminated sites anticipated	No impacts anticipated	Relatively minor impacts (5 acres)	Impacts FDOT Park and Ride Lot	Generally moderate controversy potential due to impacts to newly constructed SR 50 as well as impacts to median access	Generally moderate construction cost (approximately \$50M)	Minor parking impacts and few or no relocations	56.8							
	Urban	Could require provision of CD facilities along the north and south sides to facilitate local access	Provides ingress and egress along the left side of the new facility and creates potential weaving issues along SR 50	Left side ingress/egress locations and potential weaving issues along SR 50 are a concern	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50	Less than 10 acres of wetland impacts anticipated	Can potentially impact 2 contaminated sites	Minor impacts to agricultural lands	Relatively significant impact (30 acres)	Impacts FDOT Park and Ride Lot	Generally high controversy potential due to access impacts along both the north and south sides and businesses no longer fronting SR 50	Generally low to moderate construction cost (approximately \$40M)	Moderate parking impacts and some residential relocations	45.8							
	Urban	No significant local access issues. May require some CD facilities.	No significant operational problems	Generally safe alternative	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 2 contaminated sites	Minor impacts to agricultural lands	Generally moderate impact (10 acres)	Minor Impacts to mobile home park	Generally moderate controversy potential due to visual obstructions to businesses and aesthetic impacts	High construction cost (approximately \$240M)	Minor parking impacts and some relocations	52.8							
	Urban	No significant local access issues. May require some CD facilities.	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 2 contaminated sites	Minor impacts to undeveloped lands	Generally moderate impact (10 acres)	Minor Impacts FDOT Park and Ride Lot and mobile home park	Generally moderate controversy potential due to visual obstructions to businesses and aesthetic impacts	High construction cost (approximately \$240M)	Minor parking impacts and some relocations	52.8							
ELEVATED	Urban	No potential access issues	No significant operational problems	Generally safe alternative	Requires reconstruction of most of SR 50 and MOT disruption along SR 50 during construction	Less than 10 acres of wetland impacts anticipated	No impacts to potentially contaminated sites anticipated	No impacts anticipated	Relatively minor impacts along corridor and at interchanges	Generally no impacts	Generally low or minor controversy potential due to visual obstructions to businesses and aesthetic impacts	High construction cost (approximately \$350M)	Moderate parking impacts	57.8							
	Urban	No significant access issues	No significant operational problems. Must be compatible with new SR 408/SR 50 interchange	Generally safe alternative	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50	Less than 10 acres of wetland impacts anticipated and new crossing of the Econ River	Can potentially impact 2 contaminated sites	Minor impacts to agricultural lands	Generally minor impacts	Minor Impacts FDOT Park and Ride Lot and mobile home park	Generally moderate to high controversy due to visual obstructions to businesses and aesthetic along both sides of SR 50	High construction cost (approximately \$520M)	Moderate parking impacts	52.8							