

SR 408 EASTERN EXTENSION PD&E

Segment 3 - Evaluation Matrix

		PRELIMINARY CONCEPTUAL EXPRESSWAY EXTENSION EVALUATION										SEGMENT 3 (FROM CHULUOTA ROAD TO END OF STUDY)		TOTAL SCORE 100
		ENGINEERING				ENVIRONMENTAL			SOCIO-ECONOMIC			COST		
IMPACTS		ACCESS ISSUES	OPERATIONAL ISSUES	SAFETY	COMPATIBILITY WITH SR 50	WETLAND IMPACTS	CONTAMINATION	NOISE	TOTAL IMPACT (ACRES)	IMPACTS TO SENSITIVE SITES	CONTROVERSY POTENTIAL	CONSTRUCTION	R/W	
OPTIONS		8	8	8	8	7	8	6	10	8	7	11	11	
AT-GRADE (with selective grade separations)	Urban	Some access issues along the north side of SR 50 especially along the western and eastern segmental terminus	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	Potentially impacts contaminated swales	Some noise impacts anticipated to abutting properties	Relatively significant impact (42 Acres)	Generally no impacts	Generally moderate controversy due to significant residential relocations and businesses no longer fronting SR 50	Generally low to moderate construction cost (approximately \$45M)	Would require the relocation of a significant number of businesses	52.4
	Rural	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Less than 10 acres of wetland impacts anticipated	Can potentially impact 5 contaminated sites	Generally similar to previous alternative	Major impact (130 acres)	Generally no impacts	Generally similar to previous alternative	Generally low to moderate construction cost (approximately \$40M)	Generally similar to previous alternative with greater business impacts	46.6
	Urban	Some access issues than along the south side especially for the middle portion of the segment	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	Can potentially impact 7 contaminated sites	Generally no impacts anticipated	Relatively significant impact (42 acres)	Partially impacts Bithlo Community Health Center	Generally minor controversy due to businesses no longer fronting SR 50	Generally low to moderate construction cost (approximately \$45M)	Would require the relocation of a significant number of businesses	50.4
	Rural	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Generally similar to previous alternative	Less than 10 acres of wetland impacts anticipated	Can potentially impact 2 contaminated sites	Generally no impacts anticipated	Major impact (128 acres)	Major impacts to the Bithlo community health center and slightly impacts Speed World	Generally similar to previous alternative	Generally low to moderate construction cost (approximately \$40M)	Generally similar to previous alternative with greater business impacts	46.2
	Urban 4-Lane	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 partial reconstruction of SR 50 and potential MOT disruption along SR 50 during construction	No impacts	Potentially impacts contaminated swales	Generally no impacts anticipated	Relatively minor impact (6 acres)	Generally no impacts	Generally moderate controversy potential due to impacts to newly constructed SR 50 as well as impacts to median access	Generally moderate construction cost (approximately \$70M)	Little or no relocations anticipated	61.2
	Urban	Moderate access impacts along both sides of SR 50	Provides ingress and egress along the left side of the new facility and creates potential weaving issues along SR 50 as well as several closely spaced intersections	Left side ingress/egress locations and potential weaving issues along SR 50 are common concerns	Compatible with SR 50 improvements. Relatively minor MOT disruptions expected along SR 50. More complication during construction due to impacts to properties on north and south sides	Less than 10 acres of wetland impacts anticipated	Can potentially impact 7 contaminated sites	Some noise impacts anticipated to abutting properties	Relatively significant impact (42 acres)	Generally no impacts	Generally high controversy potential due to access impacts along both the north and south sides and businesses no longer fronting SR 50	Generally moderate construction cost (approximately \$60M)	Some business and residential relocations required. Impacts greater number of parcels than previous alternatives	38.2
	Urban 4-Lane	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	No impacts	Can potentially impact 7 contaminated sites	Some noise impacts anticipated to abutting properties to the north	Generally moderate impact (11 acres)	Generally no impacts	Generally moderate controversy due to visual obstructions to businesses and aesthetic requirements	Generally high construction cost (approximately \$345M)	Some business relocations required	50.8
	Urban 4-Lane	No significant local access issues. May require some CD facilities.	No significant operational problems	Generally safe alternative	Generally similar to previous alternative	Less than 10 acres of wetland impacts anticipated	Can potentially impact 7 contaminated sites	Generally no impacts anticipated	Generally moderate impact (13 acres)	Partially impacts Bithlo Community Health Center	Generally moderate controversy due to visual obstructions to businesses and aesthetic impacts	Generally high construction cost (approximately \$345M)	Some business relocations required	50.6
ELEVATED	Urban 4-Lane	No potential access issues	No significant operational problems	Generally safe alternative	Requires some reconstruction of SR 50 at pier locations and MOT disruption along SR 50 during construction	No impacts anticipated	Minor impacts to potentially contaminated sites anticipated	Generally no impacts anticipated	Relatively minor impact	Generally low or minor controversy potential due to visual obstructions to businesses and aesthetic impacts	Generally high construction cost (approximately \$355M)	No relocations anticipated	58.2	
	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	No impacts anticipated	Potentially impacts contaminated swales	Some noise impacts anticipated to abutting properties	Relatively minor impact	Partially impacts Bithlo Community Health Center	Generally moderate controversy due to visual obstructions to businesses and aesthetic impacts along both sides of SR 50	Generally high potential construction cost (approximately \$525M)	Few business relocations and impacts	55.0