

SR 408 EASTERN EXTENSION PD&E

Corridor Evaluation Matrix

CORRIDORS \ IMPACTS	ENGINEERING				33	ENVIRONMENTAL				26	SOCIO-ECONOMIC		23	COST		18	TOTAL SCORE						
	TRAFFIC CONGESTION/SAFETY		TRAFFIC ACCOMMODATED		CONNECTIVITY	SJRWMD REGULATORY EASEMENTS		WETLAND IMPACTS		WILDLIFE AND HABITAT		OUTSTANDING FLORIDA WATERWAY IMPACTS	COMMUNITY COHESION		CONTROVERSY POTENTIAL			CONSTRUCTION	R/W AND MITIGATION				
		12		11		10		8		6		6		13		10		8		10			
1	Not an effective corridor in terms of reducing congestion along SR 50 and diminishing congestion safety concerns	o	Low traffic volumes accommodated along the corridor	o	Not as effective in terms of network and systems connectivity as the other corridors due to its lack of directness	--	Generally moderate impacts to SJRWMD Regulatory Easements when compared to the other corridors with 21 acres of impacts	o	Generally high wetland impacts with 130 acres	--	Generally moderate impacts to wildlife and habitat with an average wildlife index ranking of 9.86	o	Generally high impacts to Outstanding Florida Waterways with 35 acres of impacts	-	Lowest impacts to community cohesion when compared to the other corridors with 6 communities split	o	Significant local opposition to this corridor alternative has been previously expressed	-	Highest potential cost of all corridor options (approximately \$325M to \$335M)	--	Generally moderate potential right-of-way impact costs when compared to the other alternative corridors with 200 parcel impacts and generally moderate mitigation impact costs	o	47.2
		7.2		6.6		2.0		4.8		1.2		3.6		2.4		7.8		4.0		1.6		6.0	
4	Generally effective corridor in terms of reducing congestion and diminishing safety concerns along SR 50	+	Generally attracted higher volumes than Corridor 1	+	Supports connections to the local and regional roadway network and its proximity to SR 50 is an advantage	++	Generally higher impacts when compared to Corridor 1 with 34 acres of impacts to the SJRWMD Regulatory Easements	-	Generally moderate wetland impacts when compared to the other corridors with 90 acres	o	High impacts to wildlife and habitats with an Average Wildlife Index Ranking of 11.2	--	Moderate impacts to Outstanding Florida Waterways with 25 acres of impacts	o	Similar to Corridor 1 but slightly higher number of communities split (6 communities)	o	Moderate controversy potential due to some impacts within the first two project segments	o	Generally lower potential cost (approximately \$191M to \$201M)	o	Generally similar costs to previous corridor with 204 parcel impacts but with higher mitigation impact costs	-	62.6
		9.6		8.8		10.0		3.2		3.6		1.2		3.6		7.8		6.0		4.8		4.0	
4-2	Generally similar to Corridor 4 within segment 1 but less effective within segments 2 and 3 and diminishing congestion safety concerns along SR 50	o	Overall generally similar to Corridor 1 but with higher traffic volumes attracted within Segment 1 and lower within segments 2 and 3	o	Generally similar to Corridor 4 but slightly less direct	+	Lowest impacts to SJRWMD Regulatory easements with impacts of 17 acres	o	Lowest impacts to wetlands with 75 acres	+	Generally high impacts with an Average Wildlife Index Ranking of 10.57	-	Moderate impacts to Outstanding Florida Waterways with 15 acres	o	Slightly higher number of communities impacted (7) than previous two alternatives	-	Generally similar to previous corridor alternative	o	Least potential cost of all corridor options (approximately \$160M to \$170M)	+	Generally higher right-of-way impact costs with 313 parcel impacts but lower mitigation impact costs than previous alternatives	-	59.0
		7.2		6.6		8.0		4.8		4.8		2.4		3.6		5.2		6.0		6.4		4.0	
4-3	Generally similar to Corridor 4	+	Similar to Corridor 4	+	Generally similar to the previous two corridors but less direct	o	Generally similar impacts to Corridor 4 with 36 acres of impacts to the SJRWMD Regulatory Easements	-	Generally similar wetland impacts to Corridor 1 with 135 acres	--	Generally similar impacts to Corridor 1 with an Average Wildlife Index Ranking of 9.7	o	Low impacts to Outstanding Florida Waterways with 10 acres of impacts	+	Similar to Corridor 4-2 with 7 community split	-	Generally similar to previous corridor alternative	o	Generally high potential cost (approximately \$288M to \$298M)	-	Generally similar to corridor 1 with lower right-of-way costs (186 parcels) but higher mitigation impact costs	-	55.6
		9.6		8.8		6.0		3.2		1.2		3.6		4.8		5.2		6.0		3.2		4.0	
5	Generally similar to previous corridor	+	Higher traffic attraction than all previous alternatives	++	Generally similar to the previous corridor but only slightly less direct	o	Highest impacts to SJRWMD Regulatory easements with impacts of 48 acres	--	Similar to Corridor 4-3 with impacts of 135 acres	--	High impacts to wildlife and habitat with an Average Wildlife Index Ranking of 14.68	--	Highest impacts to Outstanding Florida Waterways with 55 acres of impacts	--	Similar to previous two alternatives with 7 community splits	-	Significant controversy potential due to major impacts within the first two project segments	-	Generally similar to previous corridor with approximate costs of \$264M to \$274M	-	Generally similar to Corridor 4-2 with higher right-of-way impact costs of 316 parcel impacts and even higher mitigation impact costs	--	46.2
		9.6		11.0		6.0		1.6		1.2		1.2		1.2		5.2		4.0		3.2		2.0	
5-4	Generally the most effective of all corridors in terms of reducing congestion along SR 50 and diminishing congestion safety concerns along SR 50	++	Generally similar to previous corridor	++	Generally similar to previous corrdor with minor difference in terms of directness	o	Generally similar to corridor 1 with impacts of 24 acres	o	Generally similar to Corridor 4-2 with wetland impacts of 80 acres	+	Generally similar to the highest impacts corridor with an Average Wildlife Index Ranking of 12.11	--	Generally high impacts to Outstanding Florida Waterways with 30 acres of impacts	-	Generally the most impacts to community cohesion with 9 communities split	--	Generally similar to previous corridor alternative	-	Generally similar to Corridor 4-2 with slighly higher corridor costs (approximately \$168M to \$178M)	+	Generally highest right-of-way impact costs with 343 parcel impacts with only moderate mitigation impact costs	--	57.2
		12.0		11.0		6.0		4.8		4.8		1.2		2.4		2.6		4.0		6.4		2.0	