

# SR 408 EASTERN EXTENSION PD&E

## Corridor Evaluation Matrix

CORRIDORS	ENGINEERING			ENVIRONMENTAL			SOCIO-ECONOMIC		COST		TOTAL SCORE	
	TRAFFIC CONGESTION/SAFETY	TRAFFIC ACCOMMODATED	CONNECTIVITY	SJRWMD REGULATORY EASEMENTS	WETLAND IMPACTS	WILDLIFE AND HABITAT	COMMUNITY COHESION	CONTROVERSY POTENTIAL	CONSTRUCTION	R/W AND MITIGATION		
IMPACTS	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	47.2
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	o 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
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
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
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
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 corridor 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 slightly 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