



CR 532 Evaluation Matrix

Study Considerations	Alternatives			
	No-Build	1	2	3
Median Width (feet)	None	30	30	40
Design Speed (MPH)	55/65 1	50	45	50
Can be expanded to 6-lanes by widening into the median	No	No	No	Yes
Bicycle Lane Width (feet)	0	7	5	7
Multi-Use Path Width (feet)	0	10	10	10
Safety	No change	Improved	Improved ²	Improved
Weighted Volume/Capacity Ratio	2.14	0.95		
Residential Parcels (Existing + Future = Total)	0	0 + 5 = 5		
Non-Residential Parcels (Existing + Future = Total)	0	0 + 2 = 2		
Potential Relocations (Residential + Non-Residential = Total)	0	0 + 0 = 0		
Potential Contamination Parcels (Low + Medium + High Risk = Total)	0	9 low + 0 medium + 0 High = 8		
Potential Historic Resources	N/A	8 (none significant)		
Potential Historic Linear Resources	N/A	2		
Potential Known Archaeological Resources	N/A	5 (none significant)		
Wildlife & Habitat	None	High, but no adverse effects anticipated		
Bald Eagle Nest	None	None		
Wetland (WL) & Surface Water (SW) Impacts	None	12.1 ac. WL, 2.3 ac. SW		
Floodplains	None	(Zone AE - 1.5 ac., Zone A - 9.9 ac.)		
Parks, Recreation Areas	None	None		
Community Facilities	None	None		
Construction Cost	\$0	\$43,700,000	\$38,900,000	\$40,100,000
ROW Cost (ponds)	\$0	\$1,600,000	\$1,600,000	\$1,600,000
Mitigation Costs ⁵	\$0	\$1,600,000	\$1,600,000	\$1,600,000
Total Project Costs	\$0	\$46,900,000	\$42,100,000	\$43,300,000

Notes:

- 1 - 55 MPH from S. Old Lake Wilson Road/Lake Wilson Road to 1,000 feet east. 65 MPH for remaining segment to US 17/92.
- 2 - Alternative 2 is marginally safer for bicyclists.
- 3 - The South Florida Railroad is eligible for NRHP but the proposed improvement poses no adverse effect.
- 4 - Old Tampa Highway may be eligible. Additional evaluation is required to develop recommendations.
- 5 - Includes direct and secondary impacts for roadway and ponds.