CENTRAL FLORIDA Southport Connector Expressway Scoring Matrix October 2021

Southport Connector Expressway Alternative Corridor Evaluation Matrix

	LEGENDS	
+ +	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

		Engineering	25	Social Environment			11 Natural Environment				Physical Envi	ronment 4		Es	30	30				
IMPACTS	Provides adequate Turnpike Interchange Spacing 5	Accommodates Expandability 13	Permitting Complexity	Potential Existing Residential Impacts 4	Potential Existing Commercial Impacts 4	Potential Parcel Impacts (other existing) 3	Wetlands 5	100 Year Floodplain 2	Potential Habitat - Federal & State Listed Species 6	Potential Impacts to Bald Eagle Nests 2	Potential Contamination Sites 2	Utility Conflicts 2	System linkage 4	Consistency with Adopted Plans (transportation / land use) 5	Regional Connectivity / Resional Connectivity / Mobility	Minimize Parcel emnants (uneconomic remainders) 2	Right-of-Way Cost	Wetland Mitigation Cost 5	Construction Cost	
Alternative 2000	Less than 2 miles south of Nolte Rd.; within 1 mile of new ramps at Canoe Creek Rd.; less than 2 miles north of Friars Cove Road.	Segment with 3.1 mi bridge over open water creates regulatory and financial challenges.	Impacts 1.3 acres of submerged aquatic vegetation; encroaches into snail kite habitat; requires 3.1 mile bridge in Lake Toho; 44.3 acres of surface water; requires vessel survey and significant federal action with USACOE/USCG/FDEP.	67	8	38	45 acres; has the least amount of direct impact.	+ 57.1 acres	263.5 acres and 1.3 acres of SAV	Direct impact: 1 + 139 ft inside Primary/ Seconda Buffer: 1	14	10	Circuitous, disjointed routing; requires use of ~ 5 miles of TPK (an off-CFX system) as a link.	Not consistent with any adopted long range plans.	Provides least direct connection to East Central Florida region.	Highest number of potential parcel remnants.	Lowest number of total R/W acres; largest number of individual parcels.	Lowest cost for direct wetland impacts	Highest total construction cost.	36
	1	5.2	1.4	0.8	2.4	1.8	3	1.6	3.6	0.4	0.4	0.4	2.4	1	1.6	0.4	2	4	3	
Alternative 3000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	++ Provides R/W width to accommodate system expansion.	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	0	7	45	73.2 acres; within one acre of the worst alternative.	0 199.7 acres	- 343.4 acres	Direct impact: 0 + Primary/ Seconda Buffer Impact: 0	9	3	+ + Provides direct system linkage.	Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	Provides all systems connections in a	esults in fewer number of potential parcel remnants; co-located long Green Island and Bronson Ranch boundaries.	Impacts comparable to others.	Second highest cost for direct wetland impacts.	Second highest cost of all alternatives considered.	ţ
	2	13	4.2	2.4	2.4	1.2	1	1.2	2.4	1.2	0.8	0.8	4	3	3.2	1.2	6	2	6	
Alternative 4000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	+ + Provides R/W width to accommodate system expansion.	Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.	5	7	41	59.4 acres; inferior to other alternatives.	228.8 acres	460.5 acres	Direct impact: 0 + 20 ft inside Prima Secondary Buffer	8	3	Provides direct system linkage.	Generally consistent with adopted land use plans; requires comp plan amendment for SLT.	Provides all systems connections in a	esults in fewer number - of potential parcel remnants; may have neconomic remainders on north side of Bronson Ranch.	Impacts comparable to others.	Second lowest cost for direct wetland impacts.	Lowest cost of all alternatives considered.	6
Alternative 7000	~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.	++ Provides R/W width to accommodate system expansion.	Standard permitting requirements; USCG anticipa non-controversial permitting for Southport Canal crossing.	5	6	40	74.2 acres; worst of all alternatives considered.	300.7 acres	- 375.5 acres	Direct impact: 0 + Primary/ Secondary Buffer Impact: 0	8	3	++ Provides direct system linkage.	H + + Most consistent with all adopted plans.	connections in a	esults in fewer number of potential parcel remnants; maximizes space on north side of Bronson Ranch.	Impacts comparable to others.	Highest cost for direct wetland impacts.	Comparable cost to Alt. 4000.	6
	2	13	4.2	2.4	2.4	1.8	1	0.4	2.4	1.2	0.8	0.8	4	5	3.2	0.8	6	1	9	