

# PRELIMINARY

## Southport Connector Expressway Alternative Corridor Impact Evaluation Matrix

August 2021

| 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 |

| IMPACTS<br>ALTERNATIVES | Engineering 25  |  |   | Social Environment 11                  |                                       |   | Natural Environment 15                                      |                     |  |   |
|-------------------------|---|--|---|--|---------------------------------------|---|---|---------------------|--|---|
|                         | Provides adequate Turnpike Interchange Spacing  | Accommodates Expandability   | Permitting Complexity   | Potential Existing Residential Impacts | Potential Existing Commercial Impacts | Potential Parcel Impacts (other existing) | Wetland Impacts   | 100 Year Floodplain | Potential Habitat - Federal & State Listed Species | Potential Impacts to Bald Eagle Nests                               |
|                         | 5   | 13   | 7   | 4                                      | 4                                     | 3   | 5   | 2                   | 6  | 2   |
| Alternative 2000        | --<br>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. | -<br>Segment with 3.1 mile bridge over open water creates regulatory and financial challenges. | --<br>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. | --<br>68                               | -<br>11                               | --<br>54                                  | 0<br>45 acres; has the least amount of direct impact.       | +<br>57             | 0<br>263.5 acres and 1.3 acres of SAV              | --<br>Direct impact: 1 + 139 ft inside Primary/ Secondary Buffer: 1 |
|                         | 1   | 5.2  | 1.4   | 0.8                                    | 1.6                                   | 0.6                                       | 3   | 1.6                 | 3.6  | 0.4   |
| Alternative 3000        | -<br>~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.                              | ++<br>Provides R/W width to accommodate system expansion.                                      | 0<br>Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.  | 0<br>9                                 | 0<br>7                                | -<br>45                                   | --<br>73.2 acres; within one acre of the worst alternative. | 0<br>199.7 acres    | -<br>343.4 acres                                   | 0<br>Direct impact: 0 + Primary/ Secondary Buffer Impact: 0         |
|                         | 2   | 13   | 4.2   | 2.4                                    | 2.4                                   | 1.2                                       | 1   | 1.2                 | 2.4  | 1.2   |
| Alternative 4000        | -<br>~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.                              | ++<br>Provides R/W width to accommodate system expansion.                                      | 0<br>Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.  | 0<br>5                                 | 0<br>7                                | 0<br>41                                   | -<br>59.4 acres; inferior to other alternatives.            | -<br>228.8 acres    | --<br>460.5 acres                                  | -<br>Direct impact: 0 + 20 ft inside Primary/ Secondary Buffer: 1   |
|                         | 2   | 13   | 4.2   | 2.4                                    | 2.4                                   | 1.8                                       | 2   | 0.8                 | 1.2  | 0.8   |
| Alternative 7000        | -<br>~ 2 miles north of Service Plaza; ~ 3 miles south of Friars Cove Road; ~ 6 miles south of Nolte Road.                              | ++<br>Provides R/W width to accommodate system expansion.                                      | 0<br>Standard permitting requirements; USCG anticipates non-controversial permitting for Southport Canal crossing.  | 0<br>5                                 | 0<br>6                                | 0<br>40                                   | --<br>74.2 acres; worst of all alternatives considered.     | --<br>300.7 acres   | -<br>375.5 acres                                   | 0<br>Direct impact: 0 + Primary/ Secondary Buffer Impact: 0         |
|                         | 2   | 13   | 4.2   | 2.4                                    | 2.4                                   | 1.8                                       | 1   | 0.4                 | 2.4  | 1.2   |

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| IMPACTS<br>ALTERNATIVES | Physical Environment          |                   | Planning Consistency |  |                                  |  | Estimated Costs   |                         |                   | TOTAL SCORE |
|-------------------------|-------------------------------|-------------------|----------------------|--|----------------------------------|--|-------------------|-------------------------|-------------------|-------------|
|                         | Potential Contamination Sites | Utility Conflicts | System linkage       | Consistency with Adopted Plans (transportation / land use) | Regional Connectivity / Mobility | Minimize Parcel Remnants (uneconomic remainders) | Right-of-Way Cost | Wetland Mitigation Cost | Construction Cost |             |
|                         | 2                             | 2                 | 4                    | 5  | 4                                | 2  | 10                | 5                       | 15                |             |
| Alternative 2000        | 14                            | 10                | 0                    | --   | -                                | --   | --                | +                       | --                | 34.4        |
|                         | 0.4                           | 0.4               | 2.4                  | 1  | 1.6                              | 0.4  | 2                 | 4                       | 3                 |             |
| Alternative 3000        | 9                             | 3                 | ++                   | 0  | +                                | 0  | 0                 | -                       | -                 | 58          |
|                         | 0.8                           | 0.8               | 4                    | 3  | 3.2                              | 1.2  | 6                 | 2                       | 6                 |             |
| Alternative 4000        | 8                             | 3                 | ++                   | 0  | +                                | -  | 0                 | 0                       | 0                 | 61.2        |
|                         | 0.8                           | 0.8               | 4                    | 3  | 3.2                              | 0.8  | 6                 | 3                       | 9                 |             |
| Alternative 7000        | 8                             | 3                 | ++                   | ++   | +                                | -  | 0                 | --                      | -                 | 58.4        |
|                         | 0.8                           | 0.8               | 4                    | 5  | 3.2                              | 0.8  | 6                 | 1                       | 6                 |             |