PRELIMINARY

Southport Connector Expressway Alternative Corridor Impact 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 | | | | | |

August 2021

| | Engineering | | | | S | ocial Environment | 1 | Natural Environment 15 | | | | |
|-----------------------|--|---|---|-----|--|---|--|---|-----------------------------|--|---|--|
| IMPACTS ALTERNATIVES | Provides adequate Turnpike Interchange Spacing 5 Accommodates Expandability | | Permitting Complexity | 7 | Potential Existing Residential Impacts | Potential Existing Commercial Impacts | Potential Parcel Impacts (other existing) | Wetland Impacts | 100 Year Floodplain 2 | Potential Habitat - Federal & State Listed Species | Potential Impacts to Bald Eagle Nests | |
| 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 mile 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. | | 68 | - 11 | 54 | 45 acres; has the least amount of direct impact. | 57 | 263.5 acres and 1.3 acres of SAV | 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 | ~ 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 | 9 | 7 | 45 | 73.2 acres; within one acre of the worst alternative. | 199.7 acres | 343.4 acres | 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 | ~ 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 | 5 | 7 | 41 | 59.4 acres; inferior to other alternatives. | 228.8 acres | 460.5 acres | 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 | ~ 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 | 5 | 6 | 40 | 74.2 acres; worst of all alternatives considered. | 300.7 acres | - 375.5 acres | 0 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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August 2021

| | Physical Envi | ronment | 4 | Planning Co | nsistency | 15 | 15 Estimated Costs | | | 0 |
|-----------------------|----------------------------------|-------------------|---|---|---|--|---|---|---|----------------|
| IMPACTS ALTERNATIVES | 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 | TOTAL SCORE |
| | 2 | 2 | 4 | 5 | 4 | 2 | 10 | 5 | 15 | |
| Alternative 2000 | 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. | 34.4 |
| | 0.4 | 0.4 | 2.4 | 0 | 1.6 | 0 | 2 0 | 4 - | 3 - | |
| Alternative 3000 | 9 | 3 | Provides direct system linkage. | With adopted land use plans; requires comp plan amendment for SLT. | Provides all systems connections in a direct manor; optimal mobility. | Results in fewer number of potential parcel remnants; co-located along Green Island and Bronson Ranch boundaries. | Impacts comparable to others. | Second highest cost for direct wetland impacts. | Comparable cost to Alt. 7000. | 58 |
| | 0.8 | 0.8 | | 3 | 3.2 | 1.2 | 6 | 2 | 6 | |
| Alternative 4000 | 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 direct manor; optimal mobility. | Results in fewer number of potential parcel remnants; may have uneconomic remainders on north side of Bronson Ranch. | Impacts comparable to others. | Second lowest cost for direct wetland impacts. | 0 Lowest cost of all alternatives considered. | 61.2 |
| | 0.8 | 0.8 | 4 | 3 | 3.2 | 0.8 | 6 | 3 | 9 | |
| Alternative 7000 | 8 | 3 | + + Provides direct system linkage. | + + Most consistent with all adopted plans. | Provides all systems connections in a direct manor; optimal mobility. | Results 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. | Third lowest total construction cost. | 58.4 |
| | 0.8 | 0.8 | 4 | 5 | 3.2 | 0.8 | 6 | 1 | 6 | |