

## EVALUATION MATRIX – OLD MELBOURNE HIGHWAY ALIGNMENTS EVALUATED (CONSTRAINED)

Alignments D&F from US 192 to Bay Lake Estates

April 2026

Evaluation Measure	Unit of Measure	Left (North)	Center	Right (South)
<b>Design</b>				
Corridor Length	Miles	3.5	3.5	3.5
Proposed ROW width <sup>1</sup>	Feet	230'-8"	340'-8"	230'-8"
Proposed ROW total (approximate)	Acres	99	118	98
Proposed bridges (roadway/canal/environmental crossings) <sup>2</sup>	Number of Crossings	8	10	6
Total length of all crossings (roadway/canal/environmental crossings) <sup>2</sup>	Feet	2,404	3,563	6,845
<b>Physical</b>				
Major Utility Conflicts - Existing	Number of Conflicts	2	2	2
Contamination Sites (includes all Low, Medium and High Risk Sites)	Number of Conflicts	2	3	2
<b>Cultural Environment</b>				
Public Recreation Lands	Acres	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0
<b>Natural Environment</b>				
Floodplain Involvement - 100 Year Floodplain <sup>3</sup>	Acres	5	5	5
Canals / Regulated Floodways <sup>4</sup>	Number of Conflicts	0	0	0
Wetlands (non-forested and forested) <sup>5</sup>	Acres	14	13	13
Potential Species Habitat <sup>6</sup>	Acres	56	70	48
Conservation Lands	Acres	0	0	0
Regulatory Conservation Easement	Acres	0	0	0
Florida Wildlife Corridor <sup>7</sup>	Acres	19	20	20
Florida Forever Priority Projects (Planned) <sup>7</sup>	Acres	19	20	20
SFWMD DWMP (Watershed Management Program)	Acres	0	0	0
<b>Social</b>				
<b>Residential Parcels - Existing</b>				
Potential Residential Parcels Affected <sup>7,8,10</sup>	Number of Parcels	56	71	66
Residential Homes	Number of Parcels	54	59	53
Residential Stormwater and Common Areas	Number of Parcels	2	12	13
Potential Residential Parcels Affected <sup>7,8,10</sup>	Acres	42	39	33
Residential Homes	Acres	42	25	11
Residential Stormwater and Common Areas	Acres	0	14	22
<b>Residential Parcels - Planned</b>				
Potential Residential Parcels Affected <sup>7,11</sup>	Number of Parcels	67	91	103
Potential Residential Parcels Affected <sup>7,11</sup>	Acres	9	13	13
<b>Non-Residential Parcels</b>				
Total Potential Non-Residential Parcels Affected <sup>7,9</sup>	Number of Parcels	2	2	2
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	High	High
Community Facilities	Number of Conflicts	0	0	0
Agricultural Lands	Acres	16	20	21
Suburban Estates Impacts (approximate)	Acres	0	0	0
<b>Preliminary Estimated Cost</b>				
Total Construction Cost	Currency (in millions)	\$540	\$595	\$620
Preliminary Right-of-Way Cost	Currency (in millions)	\$140	\$190	\$220
Estimated Total Project Cost	Currency (in millions)	\$680	\$785	\$840

**Notes:**

<sup>1</sup> Width for standard typical section.

<sup>2</sup> Roadway/Canal crossings include ramp bridges. Bridge length is based on longest span per location. Environmental crossings are based on corridor length (not length of multiple spans) and are subject to change.

<sup>3</sup> Floodplain involvement based on GIS data only and doesn't include minimization efforts to reduce direct ROW impacts.

<sup>4</sup> Number of conflicts are identified, however bridges are assumed for all crossings.

<sup>5</sup> Wetland values based on FLUCCS and limited review of permits. No wetland survey was conducted. Wetland impacts do not include minimization efforts to reduce direct ROW impacts.

<sup>6</sup> Limited observation data available due to undeveloped nature of the study area. Species habitat identified based on FLUCCS and typical habitat for gopher tortoise, caracara, snail kite, grasshopper sparrow, scrub jay, red cockaded woodpecker, wood stork, eagle nest, Florida panther, and black bear. Telemetry data indicates the presence of the Florida panther 2,100 feet west of the Florida's Turnpike; however, the panther is absent within all of the corridors. Additionally, the corridors are not within the focus area which includes the primary and secondary zones. Black bear are "occasional" throughout the corridors and not within the primary range of the black bear.

<sup>7</sup> Includes partially impacted parcels.

<sup>8</sup> Includes vacant parcels/common areas within existing residential communities.

<sup>9</sup> Does not include Suburban Estates or agricultural lands.

<sup>10</sup> Includes planned developments under construction.

<sup>11</sup> Includes planned developments with pending and approved Site Development Plan permits. Parcel count is based on subdivided parcels at time of analysis.

- = Relatively High Impacts when Compared to Other Alignments
- = Relatively Medium Impacts when Compared to Other Alignments
- = Relatively Low Impacts when Compared to Other Alignments

STUDY WEBPAGE



COMMENT FORM

