

EVALUATION MATRIX

Summary of Impacts†	I-4 Mainline*	US 27 Alternatives						
		1	2	3	4	5	6	7*
		Partial Cloverleaf w/direct access to/from EL at US 27 bridge	Partial Cloverleaf w/US 27 off-alignment & direct access to/from EL at US 27 bridge	Partial Cloverleaf w/direct access to/from EL at US 27 bridge & U-turns at I-4 WB ramp terminal	Partial Cloverleaf w/access between GUL and CD Roads, direct access to/from EL at US 27 bridge & U-turns at I-4 WB ramp terminal	Partial Cloverleaf w/direct access to/from EL at US 27 ramps	Partial Cloverleaf w/direct access to/from EL at US 27 ramp terminals & Posner Blvd. improvements	Partial Cloverleaf w/ramp modifications & Posner Blvd. improvements
Roadway ROW Area to be acquired (Acres)	1.08	1.32	1.85	1.48	5.61	3.24	9.61	9.56
Pond or Floodplain Compensation ROW Area to be acquired (Acres)	Ponds^: 16.86 FPC: 4.24	0	0	0	0	0	0	0
Floodplain Impacts (Acre-Feet)	18.65	0	0	0	0	0	0	0
Impacted Noise Sensitive Sites	90	15	15	15	15	15	15	15
Wetland Impacts (Acres)	19.01 (13.77 Forested Wetlands & 5.24 Herbaceous Wetlands) 1.82 (Other Surface Waters)	0	0	0	0	0	0	0
Section 4(f)	No Section 4(f) properties impacted	None	None	None	None	None	None	None
Potential Historic Sites	Three historic structures constructed before 1971 within APE‡; none are NRHP eligible. 15 structures constructed between 1971 and 1974	0	0	0	0	0	0	0
Potential Contamination Sites	Sites within 300' study area: 4 low risk, 1 med. risk and 1 high risk Proposed pond sites 1 Low Risk: FPC 506 10 Medium Risk: 500, FPC 500C, FPC 500D, 504, 505A3, 505B2, 506, Regional Pond 1, Regional Pond 2, Pond 100 (Segment 1)	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D	9 low risk 10 med. risk 1 high risk Ponds: 1 Low Risk: 501C 7 Med. Risk: 501A, 501B, 502, 503A, 503B, 503C, 503D
Potential to Improve Traffic Operations	High	Low	Low	-	-	Low	-	High
Area of Bridges (SQ FT)	0	83,848	79,283	82,256	87,833	136,060	365,101	355,114
Parcels Impacted	4	4	7	4	4	4	25	25
Potential Relocations	0	1	3	1	1	1	5	5
Constructability	High	High	High	High	High	High	High	High
Construction Cost**	102,168,705	40,681,102	40,799,770	41,211,824	46,116,646	60,853,020	152,117,115	172,164,444

Notes: This document is a working draft; data provided is a work in progress and may be updated or replaced.
 †This table illustrates impacts from the proposed improvements to I-4 for the build alternative and comparatively shows any additional impacts from the various interchange alternative options.
 *Recommended alternative. ^Recommended pond sites as determined in Pond Siting Report (March 2016). ‡APE – Area of Potential Effect includes 330' from proposed ROW and pond footprints plus 100' buffer. **Construction costs are preliminary. –Traffic operations not evaluated due to District 1 design preferences.