

EVALUATION MATRIX

Summary of Impacts [†]	No Build	I-4 Mainline	SR 482 (Sand Lake Road) Interchange Alternative				SR 528 (Beachline Expressway) Interchange Alternative						
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	Alt 6	Alt 7
Roadway ROW Acquisition (Acres)	0.00	0	0	0	0	1.82	4.51	4.09	4.04	3.44	7.17	7.34	7.98
Pond ROW Acquisition (Acres) ¹	0.0	16.0	N/A	N/A	N/A	0.0	N/A	N/A	N/A	N/A	N/A	0.0	N/A
Impacted Noise Sensitive Sites	0	77	0	0	0	0	0	0	0	0	0	0	0
Wetland (WL & Surface Water (SW) Impacts ² (acres)	0.00	WL- 0.00 SW- 1.8 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL - 0.00 SW- 2.01 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)	WL- 4.43 (low quality) SW- 5.51 (low quality)
Floodplain Impacts (ac-ft.)	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Properties	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Historic Sites ³	0	Two historic structures (NRHP ineligible)	0	0	0	0	0	0	0	0	0	0	0
Potential Contamination (Sites)	0	10 Low Risk 3 Med. Risk ⁴	8 Low 4 Med.	8 Low 4 Med.	8 Low 4 Med.	8 Low 4 Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.	4 Low 1 Low/Med.
Potential Contamination (Ponds) ^{5,6}	0	3 Low (200A, 200B, 208) 4 Med. (205A, 205B, 205C, 205D)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	4 Low (206, 206A, 206B, 207)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	9 Low (201, 202A, 202B, 202C, 202D, 203A, 203B, 204A, 204B)	
Potential to Improve Traffic Operations	Low	High	Low	Low	Low	High	N/A ⁷	N/A ⁷	N/A ⁷	N/A ⁷	Low	High	Medium
Pedestrian Accommodations	Yes	n/a	Yes	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bicycle Accommodations	No	n/a	Yes	Yes	Yes	Yes	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Parcels Impacted	0	12	0	0	0	11	9	9	8	6	7	7	12
Relocations	0	1	0	0	0	0	1	1	1	1	1	1	1
Constructability	N/A	High	High	High	High	High	High	High	High	High	High	High	High
Bridges (Area, SF)	0	123,083	38,368	51,919	78,280	60,417	233,398	224,750	390,332	346,893	183,627	246,829	245,957
Construction Cost ⁸	\$0	\$127.2M	\$14.9M	\$29.7M	\$31.0M	\$32.4M	\$110.4M	\$106.7M	\$160.9M	\$141.6M	\$100.1M	\$123.3M	\$139.5M

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 for the I-4 Mainline build alternative and comparatively shows any additional impacts from the various interchange alternative options.

Shaded alternative columns designates the recommended alternative.

Abbreviations: Parclo-Partial Cloverleaf DDI- Diverging Diamond Interchange, SPUI- Single-Point Urban Interchange, ROW- Right-of-Way, ac-ft- acre-feet, SSV- Stormwater Storage Vault, SF- square feet.

¹Based on preferred pond sites as determined in the *Pond Siting Report (August 2016)*.

²Low Quality, UMAM score between 0 and 0.49.

³Historic sites constructed before 1971 within APE (Area of Potential Effect), which includes existing ROW along I-4 and within 330' from proposed ROW and proposed pond footprints plus 100' buffer.

⁴One of these sites is a Ground Water Contamination Plume which contains numerous other sites in addition to ponds 205A, 205B, 205C & 205D.

⁵All pond sites listed are recommended, except Ponds 200A, 205A & 205B which are pond alternatives.

⁶Based on Level 2 CIAR, asbestos debris will require special handling, characterization and disposal provisions at Pond sites 205B & 205C; Pond sites 206, 206A & 206B considered high risk based on potential groundwater impacts at the historical 7-Eleven facility located near pond site 206.

⁷Some alternatives were removed from further consideration due to roadway geometric design constraints, operational deficiencies, inter-agency coordination indicating other preferences and/or being cost-prohibitive, and no further traffic analysis was completed.

⁸Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix C; shown in millions of dollars.