



EVALUATION MATRIX



Summary of Impacts ¹	No-Build	I-4 Mainline	Lake Mary Boulevard				CR 46A			SR 46			US 17-92										
			Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7	Alt. 8						
			Base	SPUI	GS – DDI	DDI w/Lake Emma Road Connector	Base Geometry	CFI	DDI	Base w/ Left Turn	Ramp Spur from I-4 EB to Roundabout	Base	Diamond	SPUI	Diamond Loop	SPUI - T	Partial Cloverleaf	GS - DDI	Elevated TUDI				
Roadway ROW Area to be acquired (Acres)	0	2	0	0	0	4.2	0	2	4.2	0	0	0	9.8	9.8	9.8	4.7	13.4	8.4	7.8				
Pond ROW Area to be acquired (Acres) ²	0	17.27	N/A	N/A	N/A	0	N/A	N/A	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.84				
Wetland Impacts (Acres)	0	0.07 - Wetlands	0	0	0	0	0	0	0	0	0	0	4.47	6.17	6.28	6.25	4.05	3.59	4.60	6.60 Wetlands			
		6.75 –Surface Waters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.46 - Stormwater Pond			
Floodplain Impacts	0	6.43 ac-ft.	N/A	N/A	N/A	0	N/A	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0				
Impacted Noise Sensitive Sites	0	140 Noise Sensitive Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Section 4(f) Properties	0	One park, two trails and 4 historic resources (3 NRHP eligible)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Potential Historic Sites	0	30 historic structures constructed before 1971 within APE ³ , of which 3 are NRHP eligible	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Number of Potential Contamination Sites & Risk Rating	0	19 - Low	2 – Low	2 – Low	2 – Low	4 – Low	2 – Low	2 – Low	2 – Low	4 – Low	4 – Low	1 – Low	1 – Low	1 – Low	1 – Low	2 – Low	6 – Low	4 – Low	3 – Low				
		2 - Med	3 – Med	3 – Med	3 – Med	3 – Med				7 – Med	7 – Med									1 – Med	2 – Med	2 – Med	1 – Med
		1 - High								1 – High	1 – High												
		Pond 300 ⁴ , FPC 300-A ⁴ , FPC 300-B ⁴ & Swale 313A - Med																					
Pond 307 ⁵ , 308 ⁵ - High																							

Notes:
 Data provided is a work in progress and may be updated or replaced.
 Abbreviations: CFI - Continuous Flow Intersection, DDI - Diverging Diamond Interchange, GS DDI - Grade Separated Diverging Diamond Interchange, SPUI - Single Point Urban Interchange, TUDI- Tight Urban Diamond Interchange, APE – Area of Potential Effect, NRHP - National Register of Historic Places.
 Shaded alternative columns designates the recommended alternative for each interchange.
¹Table 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.
²Recommended pond sites as determined in the Pond Siting Report, August 2016.
³APE includes area within existing ROW along I-4, within 330' from proposed ROW and proposed pond footprints plus 100' buffer.
⁴Within or near Ground Water Contamination Plume.
⁵Proximity to known Contamination Site #155 which involves heavy metals.
⁶Traffic operational analyses were not completed for alternatives that were dismissed from further consideration due to geometric/design constraints, operational deficiencies, inter-agency coordination indicating other preferences and/or being cost-prohibitive.
⁷Existing conditions provide paved shoulders/unmarked bicycle lanes in some locations.
⁸Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix C of the Preliminary Engineering Report; shown in millions of dollars.