



EVALUATION MATRIX



Summary of Impacts ¹	No-Build	I-4 Mainline	CR 532		SR 429 (Base 3-leg directional with direct connect ramps)*	World Drive (Base Parclo modified)*	SR 417 (Base Partial Y modified)*	US 192/ SR 530 (Base Parclo modified)*	Osceola Parkway			SR 536 (Base Parclo modified)*	SR 535				Daryl Carter Parkway			Central Florida Parkway (Diamond w/Flyover ramp from CFP WB to I-4 WB C-D Road)*
			Alt. 1 (Base Diamond modified)	Alt. 2 (DDI)*					Alt. 1 (Base Parclo w/I-4 EB to Osc. Pkwy EB off ramp)	Alt. 2 Base Parclo w/I-4 EB to Osc. Pkwy EB off ramps for GUL & EL)	Alt. 3 (Parclo w/Bonnet Creek realigned)*		Alt. 1 (Base Parclo w/modified ramps)	Alt. 2 (Base Parclo w/I-4 WB elevated C-D Road)	Alt. 3 (Modified Diamond w/Hotel Plaza Blvd. Connector Roads)	Alt. 4 (Modified Diamond)*	Alt. 1 (TUDI)	Alt. 2 (TUDI w/I-4 WB elevated C-D Road)	Alt. 3 (DDI)*	
Roadway ROW Area (Acres)	0	2.64	0	0.31	0	0	0	0	0.83	2.56	8.35 ²	0	5.64	3.57	7.73	20.42	29.88	26.45	20.56	3.32
Pond or Floodplain Compensation ROW Area (Acres) ³	0	Pond: 13.76 FPC: 33.44	N/A	FPC: 4.56	Pond: 0.10 FPC: 16.10	7.4	0	0	N/A	N/A	12.82	9.11	N/A	N/A	N/A	Pond: 29.64 FPC: 2.87	N/A	N/A	4.69	10.03
Floodplain Impacts (Ac-Ft.)	0	43.15	N/A	2.3	29.42	0	0	0	N/A	N/A	0	8.89	N/A	N/A	N/A	2.75	N/A	N/A	0	0
Wetland Impacts (Acres) ⁴	0	112.94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Impacted Noise Sensitive Sites	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Section 4(f) Properties Impacted	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Historic Sites ^{5,6}	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Contamination ⁷		48 Low, 3 Med. 1 High																		
Sites	0	1 High	4 Low	4 Low	2 Low	4 Low	3 Low	5 Low 1 Med.	0	0	0	5 Low	4 Low 1 Med.	4 Low 1 Med.	4 Low 1 Med.	4 Low 1 Med.	1 Low 1 Med.	1 Low 1 Med.	1 Low 1 Med.	2 Low 1 Med.
Ponds	0	13 Low 4 Med.	7 Low 1 Med.	7 Low 1 Med.	6 Low 3 Med.	14 Low	9 Low	9 Low	6 Low	6 Low	6 Low	8 Low	4 Low 3 Med.	4 Low 3 Med.	4 Low 3 Med.	4 Low 3 Med.	3 Low	3 Low	3 Low	1 Med.
Potential to Improve Traffic Operations	Low	High	Low	High	High	High	High	High	High	High	High	High	Low	Low	Medium	High	Medium	Medium	High	High
Area of Bridges (SF)	0	2,718,141	0	0	179,632	52,846	76,538	87,831	92,342	126,828	451,075	181,529	0	292,033	49,027	75,256	37,775	37,775	20,405	76,142
Pedestrian Accommodations	Some Areas ⁸	No	Yes	Yes	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bicycle Accommodations	No ⁹	No	No	Yes	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No	No	Yes	Yes ¹⁰
Parcels Impacted	0	47	0	3	2	3	0	0	6	6	9	1	11	10	16	64	14	11	12	8
Relocations	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	12	0	0	0	0
Constructability	N/A	Medium	High	High	Medium	High	Medium	High	Medium	Medium	Medium	Medium	High	Low	Low	Medium	Medium	High	High	Medium
Construction Cost ¹¹	0	\$1.1B	\$853K	\$5M	\$64M	\$28M	\$26M	\$33M	\$34M	\$48M	\$142M	\$82M	\$12M	\$103M	\$39M	\$63M	\$19M	\$20M	\$15M	\$30M

Notes: This document is a working draft; data provided is a work in progress and may be updated or replaced. *Recommended Alternative
 Abbreviations: DDI - Diverging Diamond Interchange, Parclo - Partial Cloverleaf Interchange, TUDI- Tight Urban Diamond Interchange, C-D - Collector-Distributor, APE - Area of Potential Effect, NRHP - National Register of Historic Places.
 Shaded Alternative columns designates the recommended alternative for each interchange.
¹This 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.
²Includes ROW area for realignment of Bonnet Creek. ³ Area to be acquired Based on the recommended pond sites as determined in the Pond Siting Report (September 2016). ⁴Impact acreage assumes impacts to entire wetland within the limits of the ROW and to communities within pond/FPC sites located outside of the existing ROW, therefore impacts are assumed to be equal for all interchange alternatives. ⁵Constructed before 1971 within APE; APE - Area of Potential Effect includes 330' from proposed ROW and pond footprints plus 100' buffer. ⁶None of the historic resources are NRHP eligible. ⁷Potential contamination sites within the roadway right-of-way; pond sites may be outside of the right-of-way. ⁸Pedestrian accommodations are currently present along CR 532, SR 535, Daryl Carter Parkway and Central Florida Parkway. ⁹No designated bicycle lanes on the cross streets within the study limits. ¹⁰Multi-use trail/path. ¹¹Construction costs are based on the Engineer's estimate and are preliminary.