



EVALUATION MATRIX



Summary of Impacts ¹	No-Build	I-4 Mainline	Dirksen Drive		Saxon Boulevard						Rhode Island Avenue	SR 472					
			Alt. 1 Base Interchange	Alt. 2 EB Free-flow Right Turn Lane	Alt. 1 Base Interchange	Alt. 2 SPDI	Alt. 3 6-lane Widening (Left alignment)	Alt. 4 6-lane Widening (Center alignment)	Alt. 5 6-lane Widening (Right alignment)	Alt. 6 6-lane Widening (Right alignment w/14 EB off-ramps to Saxon Blvd. aligned)	Alt. 1 Base Interchange	Alt. 1 Loop Ramp	Alt. 2 SPDI	Alt. 3 WB Double Left Turn Lanes	Alt. 4 SPDI with U-Turns	Alt. 5 Diverging Diamond Interchange (DDI)	
Roadway ROW Area to be acquired (Acres)	0	3.82	0.00	2.23	0.07	0.55	1.76	1.75	2.07	9.73	11.70	27.85	2.92	0.35	2.92	3.78	
Pond ROW Area to be acquired (Acres) ²	0	18.37	N/A	3.12	N/A	N/A	11.64	11.64	11.64	0.91	6.25	N/A	N/A	N/A	N/A	11.0	
Impacted Noise Sensitive Sites	0	399	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wetland Impacts (Acres)	0	54.51 (low and moderate quality wetlands)	12.80	12.80	0	0	0	0	0	0	1.30	0	0	0	0	0	
Floodplain Impacts (ac-ft)	0	58.16	0	0	0	0	0	0	0	6.85	5.99		0	0	0	0	
Potential Contamination Sites ⁴	0	Sites: 6-No Risk 17-Low risk 5-Medium risk Ponds: 36-Low risk 6-Medium risk: 408, 408 (Alt), 408B, SSV, 408D1 and 417	Sites: 3-Low	Sites: 3-Low	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 5-Low 2-Medium	Sites: 1-Low 1-Medium Ponds: 6-Low: A, B, B1, C, D and 409B1	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low	Sites: 3-Low
Section 4(f)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Potential Historic Sites ³	0	23; None are NRHP eligible	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Potential to Improve Traffic Operations	Low	High	Low	High	Low	Medium	High	High	High	High	High ⁵	Low	Medium	Low	Medium	High	
Pedestrian Accommodations	Yes	n/a	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Bicycle Accommodations	No	n/a	Yes	Yes	No	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	
Parcels Impacted	0	49	1	7	3	7	63	63	50	34	8	9	11	8	11	21	
Potential Relocations	0	12	0	1	0	1	37	37	45	28	0	0	0	0	0	0	
Constructability	n/a	High	High	High	High	Medium	High	High	High	High	High	High	Medium	High	Medium	Medium	
Bridges (Area, SF)	0	285,558	0	1,088	44,998	47,398	45,227	45,227	44,565	44,565	39,860	31,182	61,392	38,231	61,392	39,732	
Construction Cost ⁶	None	\$275.0M	\$0.35M	\$2.9M	\$23.9M	\$25.5M	\$24.1M	\$24.3M	\$25.7M	\$26.3M	\$72.5M	\$12.9M	\$28.1M	\$14.9M	\$34.0M	\$28.8M	

Notes: This document is a working draft; data provided is a work in progress and may be updated or replaced.
 Abbreviations: Alt.- Alternative, EB- eastbound, SPDI- Single-Point Diamond Interchange, DDI- Diverging Diamond Interchange, ROW- Right-of-Way, ac-ft- acre-feet, SSV- Stormwater Storage Vault, SF- square feet.
 Shaded alternative columns designates the recommended alternative for each interchange.
¹Table illustrates impacts from the proposed improvements to I-4 mainline for the build alternative and comparatively shows any additional impacts from the various interchange alternative options.
²Based on recommended pond sites as determined in the *Pond Siting Report, Segment 4 (August 2016)*.
³Historic resources constructed during or before 1970 within the APE (Area of Potential Effect) which includes areas 330' from proposed ROW and pond footprints plus 100' buffer.
⁴Within 1/2 mile of Roadway ROW
⁵New proposed interchange will provide greater connectivity within the local region.
⁶Construction costs are preliminary as determined by the Engineer's Estimate included in Appendix D; shown in millions of dollars.