

DRAFT

EVALUATION MATRIX



QUALITATIVE COMPARISON					
Variables/Parameters	No-Build Alternative	Build Alternative 1	Build Alternative 2	Build Alternative 2a	Build Alternative 3
ENGINEERING					
Multimodal Facilities	No change	Provides additional capacity. Improves bicycle and pedestrian facilities (at selected interchanges).	Provides additional capacity. Improves bicycle and pedestrian facilities (at selected interchanges). Provides the ability to add Bus Rapid Transit continuously along the corridor. Provides the ability to enhance local bus service operations.	Provides additional capacity. Improves bicycle and pedestrian facilities (at selected interchanges).	Provides additional capacity. Improves bicycle and pedestrian facilities (at selected interchanges). Provides the ability to add Bus Rapid Transit continuously along the corridor. Provides the ability to enhance local bus service operations.
Mobility	Increased congestion	Provides additional capacity. Improves the traffic operations of the area. Direct connection with the US 1 Busway.	Provides additional capacity. Improves the traffic operations of the area. Direct connection with the US 1 Busway. HOV/Bus dedicated lane from US 1 to SR 836. Direct connection with a dedicated lane with the SR 826 express lanes north of SR 836. Direct NB to EB connection with SR 836.	Provides additional capacity. Improves the traffic operations of the area. Direct connection with the US 1 Busway. HOV dedicated lane from SR 874 to SR 836. Direct connection with a dedicated lane with the SR 826 express lanes north of SR 836. Direct NB to EB connection with SR 836.	Provides additional capacity. Improves the traffic operations of the area. Direct connection with the US 1 Busway. Managed dedicated lane from US 1 to SR 836. Direct connection with a dedicated lane with the SR 826 express lanes north of SR 836. Direct NB to EB connection with SR 836. Separates short trips from long trips.
Safety Improvements	Includes planned/programmed improvements	Reduces long-term crashes related to heavy congestion and interchange access.	Reduces long-term crashes related to heavy congestion and interchange access. Separates transit busses from the rest of the vehicles.	Reduces long-term crashes related to heavy congestion and interchange access.	Reduces long-term crashes related to heavy congestion, mainline weaving maneuvers, mainline and ramp speed differentials, and interchange access. Separates transit busses from the rest of the vehicles. Separates short trips from long trips.
Drainage Analysis	No impact	Low impact. Less impervious area. Less encroachment to waterways. Proposed drainage improvements are less than Alternatives 2 and 3.	Medium/High impact. More impervious area. More encroachment to waterways than Alternative 1. Proposed drainage improvements are more than Alternative 1, but less than Alternative 3.	Medium impact. Less impervious area than Alternative 2. More encroachment to waterways than Alternative 1. Proposed drainage improvements are more than Alternative 1, but less than Alternatives 2a and 3.	High impact. More impervious area. More encroachment to waterways than Alternatives 1 and 2. Proposed drainage improvements are more than Alternatives 1 and 2.
Structures Analysis	No change	New bridges = 3 Bridge widenings = 16 Bridge Replacements = 6 Less new bridges than Alternatives 2 and 3. Less bridge replacements than Alternatives 2 and 3.	New bridges = 13 Bridge widenings = 15 Bridge Replacements = 8 More new bridges than Alternatives 1 and 2a. More bridge replacements than Alternatives 1 and 2a.	New bridges = 3 Bridge widenings = 16 Bridge Replacements = 6 Less new bridges than Alternatives 2 and 3. Less bridge replacements than Alternatives 2 and 3.	New bridges = 13 Bridge widenings = 15 Bridge Replacements = 8 More new bridges than Alternatives 1 and 2a. More bridge replacements than Alternatives 1 and 2a.
Utility Impacts	No impact	Analysis Underway	Analysis Underway	Analysis Underway	Analysis Underway
Maintenance of Traffic	No impact	Moderate impacts during construction. Less impacts than Alternatives 2 and 3.	Moderate/High impacts during construction. More impacts than Alternatives 1 and 2a, but less than Alternatives 3.	Moderate impacts during construction. Less impacts than Alternatives 2 and 3. More than Alternative 1.	Significant impacts during construction. More impacts than Alternatives 1, 2 and 2a.
Purpose and Need	Does not meet	Meets except for a dedicated transit continuous bus lane.	Meets	Meets except for a dedicated transit continuous bus lane.	Meets
2045 Traffic Analysis	Most of the corridor is over LOS D. Traffic Operation efforts are underway.	Average throughput traffic increases by 6% when compared to the No-Build Alternative. Traffic Operation efforts are underway.	Average throughput traffic increases by 5% when compared to the No-Build Alternative. Traffic Operation efforts are underway. Separates HOV and Buses from other vehicles between US 1 and SR 836.	Average throughput traffic increases between 5 and 6% when compared to the No-Build Alternative. Traffic Operation efforts are underway. Separates HOV from other vehicles between SR 874 and SR 836.	Average throughput traffic increases by 7% when compared to the No-Build Alternative. Traffic Operation efforts are underway. Separates Buses from other vehicles between US 1 and SR 836. Separates short trip from long trips.
SOCIO-ECONOMIC					
Right of Way Impacts	None	37 properties impacted. Alternative 1 has less right of way impacts than Alternatives 2 and 3, but more than Alternative 2a.	45 properties impacted. Alternative 2 has less right of way impacts than Alternative 3, but more than Alternatives 1 and 2a.	36 properties impacted. Alternative 1 has less right of way impacts than Alternatives 1, 2 and 3.	52 properties impacted. Alternative 1 has less right of way impacts than Alternatives 2 and 3.
Social and Neighborhood Impacts	None/No change	No anticipated impacts to existing access ways or routes.	No anticipated impacts to existing access ways or routes. Provides the ability to enhance/improve bus service, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups. Further enhances mobility with the addition of a HOV/Bus Lane between the US 1 Busway and SR 836.	No anticipated impacts to existing access ways or routes. Further enhances mobility with the addition of a HOV Lane between SR 874 and SR 836.	No anticipated impacts to existing access ways or routes. Provides the ability to enhance/improve bus service, which offers an alternative to auto travel and addresses needs of low-income users and disadvantaged groups. Further enhances mobility with the addition of a Managed /Bus Lane between the US 1 Busway and SR 836.
Economic, Mobility and Employment Impacts	No change	Improves mobility, throughput, travel speeds and travel time. Supports economic development and reduces congestion. Adds Bus Rapid Transit connecting US 1 and SR 826 with the HOV/Bus Lane improving movement of people.	Improves mobility, throughput, travel speeds and travel time. Supports economic development and reduces congestion. Adds Bus Rapid Transit connecting US 1 and SR 826 with the HOV/Bus Lane improving movement of people.	Improves mobility, throughput, travel speeds and travel time. Supports economic development and reduces congestion.	Improves mobility, throughput, travel speeds and travel time. Supports economic development and reduces congestion. Adds Bus Rapid Transit connecting US 1 and SR 826 with the Managed Lane improving movement of people.
Community Services/Features	No change	No impacts to community services are anticipated.	No impacts to community services are anticipated.	No impacts to community services are anticipated.	No impacts to community services are anticipated.
ENVIRONMENT					
Noise Impacts	No effect Does not have the ability to add noise abatement.	Analysis Underway	Analysis Underway	Analysis Underway	Analysis Underway
Air Quality	Minimal potential impacts may occur from increased congestion	No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.	No significant air quality impacts are anticipated. Project is anticipated to decrease congestion.
Contamination	No change	39 sites identified 22 - High Risk Sites 8 - Medium Risk Sites 8 - Low Risk Sites	39 sites identified 22 - High Risk Sites 8 - Medium Risk Sites 8 - Low Risk Sites	39 sites identified 22 - High Risk Sites 8 - Medium Risk Sites 8 - Low Risk Sites	39 sites identified 22 - High Risk Sites 8 - Medium Risk Sites 8 - Low Risk Sites
Listed Species	No impact	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat.	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat.	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat.	Low-Moderate impacts anticipated to Florida Bonneted Bat habitat, West Indian Manatee habitat, and Wood Stork foraging habitat.
Wetland Impacts	No impact	Impacts more natural/water features when compared to Alternative 2A and less natural/water features when compared to Alternatives 2 and 3.	Impacts more natural/water features when compared to Alternative 1 and 2A and less natural/water features when compared to Alternative 3.	Impacts less natural/water features when compared to Alternatives 1, 2, and 3.	Impacts more natural/water features when compared to Alternatives 1, 2 and 2A.
Cultural/Historic/Archaeological Impacts	No impact	Analysis Underway	Analysis Underway	Analysis Underway	Analysis Underway
COST					
Construction Cost	No construction, No cost involved = \$0	\$320 million	\$520 million	\$335 million	\$530 million
Right of Way/Business Damages	None = \$0	Analysis Underway	Analysis Underway	Analysis Underway	Analysis Underway

PERFORMANCE EVALUATION CRITERIA	
ENGINEERING	
Multimodal Facilities:	Measures the availability of multi-modal facilities and their amenities and how each alternative enhances the ability to promote other transportation modes.
Mobility:	Measures the ability of an alternative to provide adequate capacity and minimize travel time delay through the corridor.
Safety Improvements:	Provides consideration for an alternative's physical, geometric and operational features identifying to what extent they would minimize actual or potential safety hazards.
Drainage Analysis:	Evaluates storm water treatment and attenuation within the project limits. Determines and estimates the storm water management facility requirements to serve the drainage needs of the proposed improvements.
Structures Analysis:	Evaluates the needed structural improvements of all the bridges within the project limits. This analysis also determines if new bridges are required to accommodate the proposed improvements.
Utility Impacts:	Measures the utility impacts of the alternatives. This includes potential conflicts and relocation of the utility lines that are located within the FDOT right of way.
Maintenance of Traffic:	Measures the effectiveness of the proposed traffic control schemes during construction to minimize effects on the local residents, business, and traveling public and emergency management services.
Purpose and Need:	Measures the ability of an alternative to comply with the purpose and need of the project.
Traffic:	Measures the level of service along the corridor.
SOCIO-ECONOMIC	
Right of Way Impacts:	Identifies the level and type of any residential and/or business disruptions associated with an alternative.
Social and Neighborhood Impacts:	Identifies whether an alternative has impacts on social and neighborhood issues, including visual and aesthetic concerns.
Economic and Employment Impacts:	Identifies whether an alternative impacts economic issues along the corridor.
Community Services/Features:	Measures the effect and/or compatibility of an alternative to meet the surrounding visual environment needs from both the roadway user and the supporting community. Also provides a degree of impact to the community's services (Fire, Police, Parks, etc.)
ENVIRONMENTAL	
Noise Impacts:	Measures the ability of an alternative to meet pre-established noise standards.
Air Quality:	Measures the ability of an alternative to meet pre-established air quality standards.
Contamination:	Measures the potential impact on existing or potential hazardous material sites and/or generators.
Listed Species:	Identifies the degree of potential effect of threatened and endangered species.
Wetland Impacts:	Identifies the degree of potential impacts to wetland habitat.
Cultural/Historic/Archaeological Impacts:	Measures the degree of impact associated with historic structures or archaeological sites that may be caused by the development of a specific corridor or concept.
PROJECT COST	
Construction Cost:	Compares each alternative based on construction costs only.
Right of Way/Business Damages:	Addresses variations in right of way impact costs between alternatives.



SR 826/PALMETTO EXPRESSWAY PD&E STUDY

From US 1/SR 5/Dixie Highway to NW 25th Street
FPID No.: 432639-1-22-02 • ETOM No.: 14308

