

Alternatives Evaluation Matrix

	2008 BASE YEAR	2037 NO BUILD	BUILD ALTERNATIVES					
			2A	2D	1C	1F	6B	6A
TRAFFIC								
<u>Daily Traffic Crossing the River</u>								
Prima Vista Blvd	38,350	48,400	27,300	27,700	23,000	17,000	17,000	22,300
Crosstown Pkwy	N/A	N/A	59,700	57,100	62,300	64,600	64,600	59,700
Port St. Lucie Blvd	66,330	89,600	68,600	70,200	71,000	73,700	73,700	75,300
Total Daily Volumes (V)	104,680	138,000	155,600	155,000	156,300	155,300	155,300	157,300
Total Capacity (C)	89,200	89,200	142,700	142,700	142,700	142,700	142,700	142,700
Total V/C	1.17	1.55	1.09	1.09	1.10	1.09	1.09	1.10
Traffic Volume Exceeding Capacity	15,480	48,800	12,900	12,300	13,600	12,600	12,600	14,600
<u>Travel Time (min) to St. Lucie Medical Center</u>								
From Prima Vista Blvd and Bayshore Blvd	12.6	17.6	14.2	14.1	14.2	13.8	13.8	14.2
From Crosstown Pkwy and Bayshore Blvd	N/A	19.5	12.9	14.4	12.9	9.9	9.9	12.4
From Port St. Lucie Blvd and Bayshore Blvd	8.3	14.0	9.0	9.0	9.1	9.3	9.3	9.5
<u>Alternatives Operation Analysis Issues</u>								
Crosstown Parkway segments at LOS E or F	N/A	N/A	Yes	Yes	No	No	No	No
U.S. 1 segments at LOS E or F	N/A	Yes	Yes	No	Yes	Yes	Yes	No
U.S. 1 traffic progression negatively impacted	N/A	Yes	Yes	No	No	Yes	Yes	No
Negatively impacted travel time to Medical Center	N/A	Yes	No	No	No	No	No	No
Prima Vista Blvd and U.S. 1 intersection at LOS E or F	N/A	Yes	No	No	No	No	No	No
Crosstown Parkway and U.S. 1 intersection at LOS E or F	N/A	N/A	Yes	Yes	No	No	No	No
Port St. Lucie and U.S. 1 intersection at LOS E or F	N/A	Yes	No	No	No	Yes	Yes	Yes
<u>Alternatives Access Management Issue</u>								
U.S. 1 signal spacing and coordination with vacant properties	N/A	No	No	No	No	Yes	Yes	No
<u>Number of Negative Operational Issues Identified</u>								
	N/A	5	4	2	0	4	4	1
SOCIAL ENVIRONMENT								
<u>Direct Residential Property Impacts</u>								
Residential Relocations	0		141	137	65	89	100	85
Previous Residential Purchases now Vacant	0		4	33	35	35	34	33
Vacant Parcels	0		37	61	40	40	40	40
Total Residential Impacts	0		182	231	140	164	174	158
<u>Commercial Impacts</u>								
Commercial Relocations	0		1	0	0	12	12	10
Vacant Commercial	0		0	0	0	2	2	2
Total Commercial Impacts	0		1	0	0	14	14	12
<u>Community Facilities Impacts</u>								
Community Facilities (non-Section 4(f) resources) Directly Affected	0		0	0	0	0	0	0
Community Facilities Indirectly Affected	0		1	1	0	0	0	0
NATURAL ENVIRONMENT (EXCLUDES RESIDENTIAL LOTS)								
<u>Wetlands (Essential Fish Habitat: acres)</u>								
Direct Impacts			7.70	7.70	10.19	9.08	7.62	7.77
Temporary Impacts			0.44	0.44	0.67	0.43	0.35	0.51
Total Wetland Impacts (acres)			8.14	8.14	10.86	9.51	7.97	8.28
Total Functional Loss (1)			7.49	7.49	11.08	8.72	7.02	7.70
<u>Uplands (acres)</u>								
Direct Impacts			7.55	7.55	6.45	3.01	1.80	0.15
Temporary Impacts			0.27	0.27	0.18	0.11	0.02	0.01
Total Upland Impacts			7.82	7.82	6.63	3.12	1.82	0.16
<u>Section 4(f) Resources (use, acres) (2)</u>								
Savannas Preserve State Park			5.33	5.33	1.95	4.27	2.83	0.00
NFSRL Aquatic Preserve (also SSL)			0.02	0.02	0.01	0.01	0.01	0.00
Kiwanis Park			0.00	1.06	0.00	0.00	0.00	0.00
Total Section 4(f) Resources			5.35	6.41	1.96	4.28	2.84	0.00
<u>Listed Species</u>								
Potential for Listed Species Occurrence (3)			High	High	High	Moderate	Moderate	Moderate
Species with determinations of "May Affect, but Not Likely to Adversely Affect" (3)			6	6	6	6	6	6
Species with determinations of "Likely to Adversely Affect"			0	0	0	0	0	0
NOISE								
<u>Residential Impacts</u>								
Impacted Receivers			33	39	10	51	44	42
Impacted Receivers Benefited with Noise Barrier			29	30	9	42	34	20
CONTAMINATION (Risk level indicators degree to which contamination is likely to affect project design, cost or schedule)								
<u>Number of Sites</u>								
Known Contamination Sites within Footprint			0	0	0	0	0	0
High-risk within or near footprint			1	1	0	0	0	1
Medium-risk within or near footprint			1	1	2	1	1	1
COSTS								
<u>Estimated Costs (millions, 2009 dollars)</u>								
Design (10% of bridge plus roadway construction)			\$9.77	\$9.92	\$10.40	\$7.48	\$6.46	\$6.53
Right of Way			\$23.6	\$28.8	\$18.6	\$21.4	\$24.4	\$30.9
Utility Relocations			\$6.0	\$6.8	\$4.7	\$5.9	\$5.5	\$5.3
Roadway Construction			\$14.8	\$16.2	\$14.7	\$13.2	\$12.6	\$13.3
Bridge Construction			\$83.0	\$83.0	\$89.3	\$61.6	\$52.0	\$52.0
Construction Engineering Inspection (CEI) (15% of bridge plus roadway construction)			\$14.66	\$14.88	\$15.60	\$11.22	\$9.69	\$9.80
Mitigation Cost (4)			\$8.2	\$8.2	\$8.2	\$8.2	\$8.2	\$8.2
Total Estimated Cost			\$160.03	\$167.80	\$161.50	\$129.00	\$118.85	\$126.03
PROJECT LENGTH								
<u>Total Project Length (miles)</u>			2.19	2.64	1.96	1.96	1.92	2.06
<u>Total Bridge Length (miles)</u>			0.71	0.71	0.76	0.52	0.50	0.44
(1) Total wetland functional loss includes direct and indirect (secondary) impacts.								
(2) Impacts are considered differently depending on the regulation or permitting guidance (NEPA, Section 401(b)(1) Guidelines, or Section 4(f)). A "use" defined under Section 4(f) is not necessarily the same as an impact evaluated under NEPA (for example, only lands permanently incorporated into a transportation facility are considered a "use" under Section 4(f)); shading of wetland and/or upland resources is not. This section presents the quantified use (acres) as defined under Section 4(f), which may include placement of fill for the bridge approaches, right of way to be acquired, placement of fill at the locations of the bridge piers, and construction and excavation of stormwater pond sites. Temporary occupancies are not included.								
(3) The FDOT, as the designated non-federal action agency representative of the FHWA to conduct informal Section 7 consultation under the Endangered Species Act, will seek concurrence from USFWS and NMFS on the "effects determinations."								
(4) In accordance with a conceptual environmental resource permit, mitigation costs have been negotiated to be the same for each build alternative.								