



# SR 515 NORTHEAST CONNECTOR EXPRESSWAY

## PHASE 2 PD&E STUDY



# EVALUATION MATRIX

Evaluation Measure	Unit of Measure	Corridor B	Corridor D	Corridor F	Corridor G
Design					
Corridor Length	Miles	17	19	18	21
Proposed ROW width (varies at interchanges)	Feet	330	330	330	330
Proposed ROW total (approximate)	Acres	1,018	1,136	1,065	1,132
Proposed bridges (roadway/canal crossings)	Number of Structures	50	42	44	32
Total length of all structures (roadway/canal crossings)	Feet	13,063	12,977	13,038	11,865
Proposed interchanges	Number	4	4	4	4
Projected 2050 AADT Volume <sup>1</sup>	Number of Vehicles per Day	48,200	49,300	46,400	43,500
Physical					
Major Utility Conflicts - Existing	Number of Conflicts	4	4	4	3
Major Utility Conflicts - Planned	Number of Conflicts	0	0	0	0
Contamination Sites (Medium and High Risk Sites)	Number of Conflicts	11	8	9	3
Cultural Environment					
Public Recreation Lands	Acres	0	0	0	0
Potential Historic Resources	Number of Conflicts	0	0	0	0
Potential Historic Linear Resources (Canals/Highways/Railroads)	Number of Resources	1	1	1	1
Potential Archaeological Resources	Number of Resources	0	0	0	0
Natural Environment					
Floodplain Involvement - 100 Year Floodplain <sup>2</sup>	Acres	354	547	445	696
Canals / Regulated Floodways	Number of Conflicts	2	1	2	1
Wetlands (non-forested and forested) <sup>3</sup>	Acres	202	384	238	423
Potential Habitat <sup>4</sup>	Acres	953	1115	996	1,125
Conservation Lands <sup>5</sup>	Acres	89	89	89	130
Regulatory Conservation Easement	Acres	0	0	0	0
Florida Wildlife Corridor <sup>6</sup>	Acres	488	805	659	1,119
Florida Forever Priority Projects <sup>6</sup>	Acres	0	302	156	399
SFWMD DWMP (Watershed Management Program)	Acres	0	109	49	49
Social					
Residential Parcels					
Potential Residential Parcels Affected (Existing) <sup>7,8,10</sup>	Number of Parcels	91	71	72	3
Potential Residential Parcels Affected (Planned) <sup>7,11</sup>	Number of Parcels	112	36	37	0
Non-Residential Parcels					
Total Potential Non-Residential Parcels Affected <sup>7,9</sup>	Number of Parcels	72	58	59	44
Community Cohesion Effects - Existing/Planned Neighborhoods Affected	Low/Medium/High	High	Medium	Medium	Low
Community Facilities	Number of Conflicts	0	0	0	1
Agricultural Lands	Acres	745	876	870	809
Suburban Estates Impacts (approximate)	Acres	0	73	0	27
Estimated Cost					
Preliminary Construction Cost Estimate	Currency (in millions)	\$1,663	\$1,784	\$1,649	\$1,702

Notes:

- <sup>1</sup> AADT values represented north of Nova Road interchange within study area.
- <sup>2</sup> Floodplain involvement based on GIS data only and doesn't include minimization efforts to reduce direct ROW impacts.
- <sup>3</sup> Wetland values based on FLUCCS and limited review of permits. No wetland survey was conducted during Tier 2. Wetland impacts do not include minimization efforts to reduce direct ROW impacts.
- <sup>4</sup> Limited observation data available due to undeveloped nature of the study area. Species habitat identified based on FLUCCS and typical habitat for gopher tortoise, caracara, snail kite, grasshopper sparrow, scrub jay, red cockaded woodpecker, wood stork, eagle nest, Florida panther, and black bear. Telemetry data indicates the presence of the Florida panther 2,100 feet west of the Florida's Turnpike; however, the panther is absent within all of the corridors. Additionally, the corridors are not within the focus area which includes the primary and secondary zones. Black bear are "occasional" throughout the corridors and not within the primary range of the black bear.
- <sup>5</sup> Lake X Conservation Area, which is also within a mitigation bank.
- <sup>6</sup> Values do not include overlap areas designated as mitigation bank.
- <sup>7</sup> Includes partially impacted parcels
- <sup>8</sup> Includes vacant parcels within existing residential communities.
- <sup>9</sup> Does not include Suburban Estates.
- <sup>10</sup> Includes planned developments under construction.
- <sup>11</sup> Includes planned developments with pending and approved Site Development Plan permits. Parcel count is based on subdivided parcels at time of analysis.

- = Relatively High Impacts when Compared to Other Corridors
- = Relatively Medium Impacts when Compared to Other Corridors
- = Relatively Low Impacts when Compared to Other Corridors

STUDY WEBPAGE



COMMENT FORM

