

Evaluation Table

This evaluation process is one that combines objective data and judgment to determine the relative benefits of the widening and realignment alternatives and the No Build Alternative. In some cases there are standards to be met but in most cases the objective in the PD&E process is to avoid and minimize impacts while meeting the objectives of the improvement project. In general the effects of the Build Alternatives are compared to the No Build Alternative to establish relative ratings. The evaluation discussion below provides the logic behind the assignment of the degree of effect each alternative has relative to the specific criteria. Highlights of the discussion are provided in the evaluation matrix. Once these effects are identified, the Intergovernmental Agency's approved weightings are applied to determine a numeric weighting for each of the two build alternatives and the No Build Alternative. This numeric value will be an aid in determining the preferred alternative. This table is prepared consistent with the PD&E guidelines and the National Environmental Policy Act (NEPA) process. This requires that the impacts be evaluated before mitigation. However, the effect of the project on floodplains will be insignificant due to provision of compensating storage. Further, noise impacts will be reduced by noise walls. Thus the effects of mitigation have been demonstrated at the end of the table.

	IA Approved Weighting	Realignment			Widening			No Build				
		Effect: -3 Impact to +3 Enhancement	IA Approved Weighting	Weighted Effect	Effect: -3 Impact to +3 Enhancement	IA Approved Weighting	Weighted Effect	Effect: -3 Impact to +3 Enhancement	IA Approved Weighting	Weighted Effect		
		Red = Impact			Black = Enhancement							
Environmental												
1. Floodplains												
Floodplains	<u>1</u>	<u>-3</u>	x	<u>1</u>	=	<u>-3</u>	<u>-1</u>	x	<u>1</u>	=	<u>0</u>	
Impact		41 acres					16 acres				0 acres	
Minimization		4 acres					0 acres					
Compensation		37 acres					16 acres					
Net Impact		0 acres					0 acres					
2. Surface Water Protection												
Water Quality (Surface Water Protection)	<u>3</u>	<u>1</u>	x	<u>3</u>	=	<u>3</u>	<u>1</u>	x	<u>3</u>	=	<u>3</u>	
Wild and Scenic Rivers (N/A)		eliminates direct discharge to Bradford Brook and Munson Slough				eliminates direct discharge to Bradford Brook and Munson Slough				continues direct discharge to Bradford Brook and Munson Slough		
Outstanding Florida Waters (N/A)												
Essential Fish Habitat (N/A)												
3. Vegetation and Wildlife												
Wildlife and Habitat	<u>3</u>	<u>-1.5</u>	x	<u>3</u>	=	<u>-4.5</u>	<u>-1</u>	x	<u>3</u>	=	<u>-3</u>	
Contamination		136 acres of upland impact. Possible new edge impacts. Moderate effect on wildlife				114 acres of upland impact. Minimal effect on wildlife				No effect		
Farmlands (N/A)		4 medium/3 high potential sites - minor effect				5 medium/4 high potential sites - minor effect				No effect		
4. Wetlands												
Wetlands	<u>3</u>	<u>-0.5</u>	x	<u>3</u>	=	<u>-1.5</u>	<u>0</u>	x	<u>3</u>	=	<u>0</u>	
Impact		7.1					0.5				0	
Minimization		2					0					
Net Effect		5.1					0.5					
		Small impact compared to total Black Swamp acres (245)-2%. Mitigation included in cost				Insignificant impact				No effect		
5. Stormwater Management												
Stormwater Management	<u>3</u>	<u>2</u>	x	<u>3</u>	=	<u>6</u>	<u>2</u>	x	<u>3</u>	=	<u>6</u>	
Construction		Eliminates direct discharge; treats roadway stormwater runoff				Eliminates direct discharge; treats roadway stormwater runoff				Maintains direct discharge; does not treat roadway stormwater		
Ponds Acreage		63.2				56.1						
Economic												
6. Cost												
Items Included: Floodplain Mitigation Wetland Mitigation Construction Cost Design and CEI Cost Road Right-of-Way Cost Pond Right-of-Way Cost Noise Mitigation Cost	<u>2</u>	<u>-2.5</u>	x	<u>2</u>	=	<u>-5</u>	<u>-2</u>	x	<u>2</u>	=	<u>-4</u>	
See Analysis Summary Table		\$161 million Higher Cost than widening				\$130 million Higher Cost than standard FDOT improvement widening				No cost		

7. Access & Mobility <u>2</u> Access and Mobility Traffic Operations (Level of Service) Safety Emergency Management Evacuation	$\frac{2.5}{2.5} \times \frac{2}{2} = \frac{5}{5}$ <p>Significant enhancement and added access to areas not served by existing alignment Significant enhancement Significant enhancement Evacuation route increased to six lanes Evacuation route increased to six lanes</p>	$\frac{2}{2} \times \frac{2}{2} = \frac{4}{4}$ <p>Significant enhancement Significant enhancement Significant enhancement Evacuation route increased to six lanes Evacuation route increased to six lanes</p>	$\frac{-3}{-3} \times \frac{2}{2} = \frac{-6}{-6}$ <p>Reduced mobility due to congestion Poor operations due to congestion Potential decrease in safety due to congestion Operations limited to 2 lane road Operations limited to 2 lane road</p>
8. Economic Development <u>2</u> Economic Development Access and Mobility Utilities and Railroads (N/A)	$\frac{2.5}{2.5} \times \frac{2}{2} = \frac{5}{5}$ <p>Provides access to approximately 750 acres of development opportunity plus Improved access to Innovation Park, FSU Southwest Campus; Provides opportunity for development plan north of Orange Avenue</p>	$\frac{2}{2} \times \frac{2}{2} = \frac{4}{4}$ <p>Provides access to approximately 650 acres of development opportunity</p>	$\frac{-2}{-2} \times \frac{2}{2} = \frac{-4}{-4}$ <p>Limits economic development opportunity due to congestion and lack of mobility and access</p>
<i>Social</i> 9. Historical and Archaeological Sites <u>1</u> Historical Sites Archaeological Sites	$\frac{0}{0} \times \frac{1}{1} = \frac{0}{0}$ <p>No effect anticipated No effect anticipated</p>	$\frac{0}{0} \times \frac{1}{1} = \frac{0}{0}$ <p>No effect anticipated No effect anticipated</p>	$\frac{0}{0} \times \frac{1}{1} = \frac{0}{0}$ <p>No effect No effect</p>
10. Mixed Housing <u>1</u> Mixed Housing	$\frac{2}{2} \times \frac{1}{1} = \frac{2}{2}$ <p>Mixed housing opportunities throughout most of corridor (426 acres)</p>	$\frac{1}{1} \times \frac{1}{1} = \frac{1}{1}$ <p>Mixed housing opportunity limited to south section of corridor (294 acres)</p>	$\frac{1}{1} \times \frac{1}{1} = \frac{1}{1}$ <p>Mixed housing opportunity limited to south section of corridor</p>
11. Recreation/Open Space/Greenways <u>2</u> Recreation/Open Space/Greenways Pedestrian/Bicycle Facilities Scenic Highways Road Right-of-Way Air 4(f)	$\frac{2.5}{2.5} \times \frac{2}{2} = \frac{5}{5}$ <p>Significant enhancement providing connection between existing and future recreational opportunities. In addition, this alternative provides access to more neighborhoods due to its location Provides excellent pedestrian and bicycle facilities and connects to more potential users of facilities No effect, scenic highway can use either alignment Road right of way will not effect open space No decrease in air quality is anticipated Anticipated de minimis impact</p>	$\frac{2}{2} \times \frac{2}{2} = \frac{4}{4}$ <p>Significant enhancement providing connection between existing and future recreational opportunities Provides excellent pedestrian and Bicycle facilities. No effect Road right of way will not effect open space No decrease in air quality is anticipated Anticipated de minimis impact</p>	$\frac{0}{0} \times \frac{2}{2} = \frac{0}{0}$ <p>No effect No effect No effect No effect Decreases in air quality could be expected due to increased congestion No effect</p>
12. Residential Neighborhoods: <u>3</u> Residential Neighborhoods Number of Household Relocations Road Right-of-Way Noise (prior to mitigation) School (N/A)	$\frac{-3}{-3} \times \frac{3}{3} = \frac{-9}{-9}$ <p>Provides new roadway adjacent to two residential communities; one was already adjacent to industrial development, one was adjacent to open space 28 household (14 units are mobile homes) 13.0 acres - Does not divide any neighborhoods 40 households effected</p>	$\frac{-1.5}{-1.5} \times \frac{3}{3} = \frac{-4.5}{-4.5}$ <p>No effect 14 households 2.1 Acres - Does not divide any neighborhoods 16 households effected</p>	$\frac{-0.5}{-0.5} \times \frac{3}{3} = \frac{-1.5}{-1.5}$ <p>No effect No effect No effect Existing noise levels will continue with no mitigation</p>
13. Business Community <u>1</u> Business Community Number of Business Relocations Road Right-of-Way	$\frac{-1}{-1} \times \frac{1}{1} = \frac{-1}{-1}$ <p>Impacts businesses along south end of corridor; Impacts future expansion of FSU Masterplan (beyond phase 1) 13 8.9 Acres of impact to existing businesses</p>	$\frac{-1}{-1} \times \frac{1}{1} = \frac{-1}{-1}$ <p>Impacts to Tallahassee Airport, Airport Industrial Park and Airport Commerce Center and other businesses at south end of corridor 11 15.3 Acres of impact to existing businesses</p>	$\frac{-1.5}{-1.5} \times \frac{1}{1} = \frac{-1.5}{-1.5}$ <p>Substantial impact due to increased congestion and decreased mobility</p>
<p style="text-align: center;">Evaluation before mitigation</p> <p>Floodplain - Mitigation effects: All floodplain impacts will be mitigated and will yield no net effect</p> <p>Residential Neighborhoods (Noise impacts with mitigation): The widening alternative mitigates impacts to 4 households, which is not a substantial change. The realignment mitigates 60 percent of the noise impacts and eliminates the potential for noise impacts from future growth for 21 homes along Orange Avenue.</p> <p style="text-align: center;">Evaluation after mitigation</p>	<p style="text-align: right;">Total: 2</p> $3 \times 1 = 3$ <p style="text-align: right;">Total: 8</p> $1 \times 3 = 3$	<p style="text-align: right;">Total: 8.5</p> $1 \times 1 = 1$ <p style="text-align: right;">Total: 9.5</p> $0 \times 3 = 0$	<p style="text-align: right;">Total: -18</p> $0 \times 0 = 0$ <p style="text-align: right;">Total: -18</p>