

Table 1. Summary of Initial Corridor Alternatives by Segment

| Potential Corridors | Segment A | Segment B | Segment C | Segment D | Segment E |
|---------------------|------------------------------------|-------------------------|---------------------------|----------------------------------|----------------------------------|
| | Collier Blvd (CR 951) to Massey St | Massey St to 13th St NW | 13th St NW to Wilson Blvd | Wilson Blvd to Golden Gate Canal | Golden Gate Canal to DeSoto Blvd |
| 1 | A | B-A | C-1 ⁱⁱ | D-1 | E-1 |
| 2 | A | B-A | C-1.1 ⁱⁱ | D-1 | E-1 |
| 3 | A | B-A | C-2 | D-2 | E-2 |
| 4 | A | B-A | C-3 ⁱⁱⁱ | D-3 | E-3 |
| 5 | A | B-A | C-3.1 ⁱⁱⁱ | D-3 | E-3 |
| 6 | A | B-A | C-4 | D-4 | E-4 |
| 7 | A | B-B | C-5 | D-5 | E-5 |
| 8 | A | B-B | C-5 | D-5 | E-6 |
| 9 | A | B-B | C-5 | D-5 | E-7 |
| 10 | A | B-C ⁱ | C-1 ⁱⁱ | D-1 | E-1 |
| 11 | A | B-C ⁱ | C-1.1 ⁱⁱ | D-1 | E-1 |
| 12 | A | B-C ⁱ | C-2 | D-2 | E-2 |
| 13 | A | B-C ⁱ | C-3 ⁱⁱⁱ | D-3 | E-3 |
| 14 | A | B-C ⁱ | C-3.1 ⁱⁱⁱ | D-3 | E-3 |
| 15 | A | B-C ⁱ | C-4 | D-4 | E-4 |

- Notes:
- i Algn B-C connects to Algn A, then goes south to Algn B-B, then goes back north on the other bridge to Algn B-A.
 - ii Algn C-1 refers to alignment with superelevation, and C-1.1 refers to alignment w/o superelevation.
 - iii Algn C-3 refers to the alignment with superelevation, and C-3.1 refers to the alignment w/o superelevation.

Table 2. Evaluation Criteria & Ranking

| Categories | Evaluation Criteria | Ranking Weight |
|---|--|----------------|
| Human Environment | BUSINESS IMPACTS | |
| | Total number of business properties impacted (parcels) | 5.00% |
| | Total number of business displacements (units) | 5.00% |
| | Number of vacant/unimproved properties impacts | 5.00% |
| | RESIDENTIAL IMPACTS | |
| | Total number of residential properties impacted (parcels) | 10.00% |
| | Total number of residential displacements (units) | 15.00% |
| | COMMUNITY FACILITY IMPACTS | |
| | Total number of facilities impacted (parcels) | 5.00% |
| | Total number of community facility displacements (units) | 5.00% |
| | CULTURAL & HISTORIC IMPACTS | |
| | Number of historic resources | 2.50% |
| | Archaeological site potential (low, medium, high) | 2.50% |
| Number of public lands impacted | 2.50% | |
| RIGHT-OF-WAY IMPACTS | | |
| Total number of parcels impacted | 5.00% | |
| Total area of ROW impacted (acres) | 5.00% | |
| Natural Environment | NATURAL ENVIRONMENT & PHYSICAL IMPACTS | |
| | Total area of wetland impacts (acres) | 5.00% |
| | Potential impacts to threatened & endangered species (low, medium, high) | 2.50% |
| | Base floodplain encroachment (acre-ft) | 2.50% |
| Number of potentially contaminated sites impacted | 2.50% | |
| Project Costs | PROJECT COSTS (in 2005 \$ Millions) | 10.00% |
| Transportation / Travel Service | Safety/Level of Service | 5.00% |
| | Number of Bridges | 5.00% |
| Notes: | | 100.00% |

Estimated Impacts will be assessed for roadway and stormwater ponds.

Table 3. Impact Evaluation Matrix Summary by Segment

| Initial Alternative Segments | | A | B-A | B-B | B-C | C-1 | C-1.1 | C-2 | C-3 | C-3.1 | C-4 | C-5 | D-1 | D-2 | D-3 | D-4 | D-5 | E-1 | E-2 | E-3 | |
|---|--|---|-----|-----|-----|-----|-------|-----|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| Categories | Segment Length (miles) | | | | | | | | | | | | | | | | | | | | |
| Human Environment | Evaluation Criteria | | | | | | | | | | | | | | | | | | | | |
| | BUSINESS IMPACTS | | | | | | | | | | | | | | | | | | | | |
| | Total number of business properties impacted (parcels) | | | | | | | | | | | | | | | | | | | | |
| | Total number of business displacements (units) | | | | | | | | | | | | | | | | | | | | |
| | Number of vacant/unimproved properties impacts | | | | | | | | | | | | | | | | | | | | |
| | RESIDENTIAL IMPACTS | | | | | | | | | | | | | | | | | | | | |
| | Total number of residential properties impacted (parcels) | | | | | | | | | | | | | | | | | | | | |
| | Total number of residential displacements (units) | | | | | | | | | | | | | | | | | | | | |
| | COMMUNITY FACILITY IMPACTS | | | | | | | | | | | | | | | | | | | | |
| | Total number of facilities impacted (parcels) | | | | | | | | | | | | | | | | | | | | |
| | Total number of community facility displacements (units) | | | | | | | | | | | | | | | | | | | | |
| | CULTURAL & HISTORIC IMPACTS | | | | | | | | | | | | | | | | | | | | |
| | Number of historic resources | | | | | | | | | | | | | | | | | | | | |
| Archaeological site potential (low, medium, high) | | | | | | | | | | | | | | | | | | | | | |
| Number of public lands impacted | | | | | | | | | | | | | | | | | | | | | |
| RIGHT-OF-WAY IMPACTS | | | | | | | | | | | | | | | | | | | | | |
| Total number of parcels impacted | | | | | | | | | | | | | | | | | | | | | |
| Total area of ROW impacted (acres) | | | | | | | | | | | | | | | | | | | | | |
| Natural Environment | NATURAL ENVIRONMENT & PHYSICAL IMPACTS | | | | | | | | | | | | | | | | | | | | |
| | Total area of wetland impacts (acres) | | | | | | | | | | | | | | | | | | | | |
| | Potential impacts to threatened & endangered species (low, medium, high) | | | | | | | | | | | | | | | | | | | | |
| | Base floodplain encroachment (acre-ft) | | | | | | | | | | | | | | | | | | | | |
| Number of potentially contaminated sites impacted | | | | | | | | | | | | | | | | | | | | | |
| Project Costs | PROJECT COSTS (in 2005 \$ Millions) | | | | | | | | | | | | | | | | | | | | |
| Transportation / Travel Service | Safety/Level of Service | | | | | | | | | | | | | | | | | | | | |
| | Number of Bridges | | | | | | | | | | | | | | | | | | | | |

Table 4. Impact Evaluation Matrix Summary by Corridor

| Initial Alternative Corridor | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|--|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
| Categories | Alignment Length (miles) | | | | | | | | | | | | | | | |
| Human Environment | Evaluation Criteria | | | | | | | | | | | | | | | |
| | BUSINESS IMPACTS | | | | | | | | | | | | | | | |
| | Total number of business properties impacted (parcels) | | | | | | | | | | | | | | | |
| | Total number of business displacements (units) | | | | | | | | | | | | | | | |
| | Number of vacant/unimproved properties impacts | | | | | | | | | | | | | | | |
| | RESIDENTIAL IMPACTS | | | | | | | | | | | | | | | |
| | Total number of residential properties impacted (parcels) | | | | | | | | | | | | | | | |
| | Total number of residential displacements (units) | | | | | | | | | | | | | | | |
| | COMMUNITY FACILITY IMPACTS | | | | | | | | | | | | | | | |
| | Total number of facilities impacted (parcels) | | | | | | | | | | | | | | | |
| | Total number of community facility displacements (units) | | | | | | | | | | | | | | | |
| | CULTURAL & HISTORIC IMPACTS | | | | | | | | | | | | | | | |
| | Number of historic resources | | | | | | | | | | | | | | | |
| Archaeological site potential (low, medium, high) | | | | | | | | | | | | | | | | |
| Number of public lands impacted | | | | | | | | | | | | | | | | |
| RIGHT-OF-WAY IMPACTS | | | | | | | | | | | | | | | | |
| Total number of parcels impacted | | | | | | | | | | | | | | | | |
| Total area of ROW impacted (acres) | | | | | | | | | | | | | | | | |
| Natural Environment | NATURAL ENVIRONMENT & PHYSICAL IMPACTS | | | | | | | | | | | | | | | |
| | Total area of wetland impacts (acres) | | | | | | | | | | | | | | | |
| | Potential impacts to threatened & endangered species (low, medium, high) | | | | | | | | | | | | | | | |
| | Base floodplain encroachment (acre-ft) | | | | | | | | | | | | | | | |
| Number of potentially contaminated sites impacted | | | | | | | | | | | | | | | | |
| Project Costs | PROJECT COSTS (in 2005 \$ Millions) | | | | | | | | | | | | | | | |
| Transportation / Travel Service | Safety/Level of Service | | | | | | | | | | | | | | | |
| | Number of Bridges | | | | | | | | | | | | | | | |



Evaluation Matrix by Segment and Corridor
 Vanderbilt Beach Road Extension Corridor Study
 Collier Blvd. (CR 951) to DeSoto Boulevard

