

Table 7.5.1 - Evaluation Matrix

CR 2209 ALTERNATIVES EVALUATION MATRIX												
Criteria	Alternative 1			Alternative 2			Alternative 3			Alternative 4		
	Orange			Green			Blue			Black		
GENERAL¹												
Length of route (miles)	Central	South	Total	Central	South	Total	Central	South	Total	Central	South	Total
	7.78	4.10	11.89	7.63	3.92	11.55	7.81	4.01	11.68	7.67	4.01	11.68
ENVIRONMENT												
Wetlands (acres)	47.0	21.5	68.5	60.1	24.4	84.5	58.7	29.8	88.5	45.6	22.4	67.5
Conservation Easements (acres)	4.4	0.0	4.4	3.7	0.0	3.7	9.8	0.0	9.8	4.3	0.0	4.3
Floodplains (acres)	38.0	38.5	76.5	45.5	41.4	86.9	50.1	26.3	76.4	37.4	49.1	86.5
Archeological Sites	none			none			none			none		
Protected Species	none			none			none			none		
Contamination Sites	none			none			none			none		
COMMUNITY												
Severance to Property	Most Disruption			Moderate Disruption			Minimal Disruption			Least Disruption		
Compatibility with Existing & Future Land Use	Less Compatible			Least Compatible			Less Compatible			Most Compatible		
Residential Relocations	none			none			none			none		
Business Disruptions	none			none			none			none		
Utility Involvement	minimal			minimal			minimal			minimal		
Community Services ²	none			none			none			none		
ESTIMATED COST³												
Construction	\$60,433,099			\$59,881,238			\$61,427,047			\$60,267,125		
Engineering 10%	\$6,043,310			\$5,988,124			\$6,142,705			\$6,026,712		
Right-of-way Acquisition	\$11,661,896			\$10,618,418			\$10,617,930			\$11,451,730		
Wetland Mitigation ⁴	\$6,165,300			\$7,608,822			\$7,965,895			\$6,074,940		
TOTAL	\$84,303,604			\$84,096,602			\$86,153,576			\$83,820,507		

¹Central Segment = CR 210 to SR 16; South Segment = SR 16 to CR 208;

²Schools, Libraries, Fire Stations, Parks

³Costs are based on 2037 lane configuration; 2004 FDOT unit prices used to compute costs;

⁴Costs are based on an average price of \$90,000 per acre for wetland mitigation (land and vegetation)

7.6 Preferred Alternative

The preferred alternative for CR 2209 is Alternative 4. This alignment utilizes the County's preferred alignment location across the Rayland Tract and minimizes wetlands north of SR 16. The intersections of Alternative 4 with International Golf Parkway and SR 16 occur on tangent sections at optimal angles of 75 and 80 degrees, respectively. Alternative 4 minimizes property severances and impacts to the existing FPL easement north of International Golf Parkway. South of SR 16, Alternative 4 follows the County's preferred alignment location on the Turnbull Tract with respect to future mitigation plans. Alternative 4 minimizes wetland impacts and property severances to parcels north of CR 208, terminating along the existing property line to