



# SUMMARY EVALUATION MATRIX

Corridor	Purpose & Need Satisfaction	Evaluation Criteria				
		Relative Environmental Impacts <sup>1</sup>	Relative Engineering Performance <sup>2</sup>	Stakeholder Support	Public Support	Estimated Total Cost <sup>3</sup>
A	Yes	Medium	Medium	Disapproval	TBD	\$ 21,297,812
B	Yes	Lower	Medium	Neutral	TBD	\$ 24,636,262
C	Yes	Lower	Lower	Disapproval	TBD	\$ 26,223,896
D	Yes	Higher	Medium	Neutral	TBD	\$ 18,555,277
E	Yes	Medium	Lower	Neutral	TBD	\$ 24,537,535
F	Yes	Medium	Lower	Approval	TBD	\$ 24,049,815
G	Yes	Medium	Lower	Strong Approval	TBD	\$ 17,555,314
H	Yes	Higher	Lower	Strong Disapproval	TBD	\$ 24,024,504
I	Yes	Medium	Higher	Disapproval	TBD	\$ 26,681,649
J	Yes	Higher	Higher	Strong Approval	TBD	\$ 26,822,166

<sup>1</sup> Corridors assigned a "Higher" environmental impacts are anticipated to have more impacts relative to the other corridors.

<sup>2</sup> Corridors assigned a "Higher" engineering performance offer better mobility benefits relative to the other corridors.

<sup>3</sup> Costs based on FDOT per lane mile cost, estimated wetland mitigation costs, plus estimated right-of-way cost.