EVALUATION MATRIX

EVALUATION FACTORS	Alternative	8-Lane US 41 with Traffic Signal	6-Lane US 41 with Partial Displaced Left Turn	No Build
ABILITY TO MEET PURPOSE AND NEED				
Improves Traffic Operations		✓	✓	X
Improve Traffic Mobility and Transportation Network Access		✓	✓	X
Enhances Roadway Safety		X	✓	X
Enhance Mobility Options and Multi-Modal Access		X	✓	X
POTENTIAL RIGHT OF WAY IMPACTS				
Relocations (#Business/#Residential/#Other)		2/0/0	2/0/0	0
Parcels (#Business/#Residential/#Other)		12/2/3	14/2/3	0
Right of Way to be Aqcuired (acres)		4.05	4.73	0
POTENTIAL ENVIRONMENTAL EFFECTS				
Threatened/Endangered Species and Habitat		Low	Low	N/A
Wetlands (acres)		0.55	0.79	0
Floodplains (acres)		4.63	4.65	0
Archaeological/Historic Resources		Low-Mod/0	Low-Mod/0	N/A
Public Recreation Resources (#)		1	1	0
Noise Sensitive Receptors (#)		16	16	0
Contamination Sites (#Low/#Medium/#High Risk)		6/3/0	6/3/0	0/0/0
Utilities Impacted (#)		8	8	0
TRAFFIC OPERATIONS				
US 41/Bonita Beach Road Intersection 2050 Average Vehicle Delay in Seconds (Midday/PM)		71/93	69/98	231/256
Net Present Value[1] (Compared to No-Build)		$263,360,000	$314,380,000	N/A
ESTIMATED PROJECT COSTS (2023 $$)				
Right of Way for Roadway		$15,000,000	$16,050,000	$0
Wetland Mitigation		$50,000	$70,000	$0
Final Design and Construction		$20,610,000	$26,630,000	$0
Construction Engineering and Inspection		$2,470,000	$3,200,000	$0
Preliminary Estimate of Total Project Cost[2]		**$38,130,000**	**$45,950,000**	**$0[3]**

[1] Net Present Value - 20 year life cycle costs for operational and safety enhancements (benefits) less construction and right-of-way costs. The higher the number represents more benefits.

[2] Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs.

[3] No-Build would result in higher maintenance costs.