

State Road 29 Concept Re-Evaluation

from CR 80A (Cowboy Way) to CR 731 (Whidden Road)

Evaluation Matrix

Segment	No Build*	Typical Sections				Intersections					
		Main Street (S. of SR 80)	Bridge Street (S. of SR 80)	Main Street (N. of SR 80)	Bridge Street (N. of SR 80)	Cowboy Way	SR 80	Park Avenue (Includes Bridge Cost)	Buser Avenue	CR78/Nobles Road	Whidden Road
Description	(Maintenance Only)	Section 1 Two-Way Left Turn Lane	Section 2 Two-Way Left Turn Lane	Section 3 On-Street Parking	Section 4 Two-Way Left Turn Lane	Roundabout	Bow-Tie at Hall Street and Lee Street	Conventional Signalized Intersection	Roundabout	Roundabout	Roundabout
Purpose & Need											
Improves Traffic Operations and Access?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Operational Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Safety Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Property Impacts											
Parcels Impacted	0	1	9	11	10	16	26	26	4	4	4
Residential Relocations	0	0	0	0	0	0	0	0	0	0	0
Business Relocations	0	0	0	0	0	1	1	0	0	0	0
Cultural, Natural, & Physical Impacts											
Potential Species Impacts	None	Low	Low	Low	Moderate	Low	Low	Low	Low	Moderate	Moderate
Potential Contamination Sites (Medium/High)	None	(3/0)	(1/0)	(0/0)	(1/0)	(6/0)	(2/1)	(4/0)	(1/0)	(1/0)	(2/0)
Section 4(f) Resources**	None	0	0	1	2	0	1	1	0	0	0
Wetland/Surface Water Impacts (ac)	None	0	0	0	0	5.76	0	0.51 (SW)	0	0	0.15
Floodplain Impacts (ac)	None	0	0.069	0	0	6.550	0.096	0.507	0	0	0
Potential Impacts to Cultural Resources	None	14	10	3	8	2	3	5	1	3	5
Potential Noise Impacts	None	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Low	Low	Low
Estimated Costs											
Design	No Cost	\$685,000	\$440,000	\$311,000	\$302,000	\$427,000	\$554,000	\$4,577,000	\$206,000	\$404,000	\$603,000
Right of Way	No Cost	\$61,000	\$1,118,000	\$767,000	\$518,000	\$340,000	\$4,281,000	\$1,515,000	\$1,672,000	\$1,312,000	\$2,213,000
Stormwater Management Facility (SMF) Right of Way	No Cost	\$0	\$0	\$0	\$0	\$420,000	\$0	\$0	\$960,000	\$0	\$1,100,000
Wetland Mitigation	No Cost	\$0	\$0	\$0	\$0	\$289,000	\$0	\$77,000	\$0	\$0	\$0
Roadway Construction	No Cost	\$8,586,000	\$6,899,000	\$3,908,000	\$3,786,000	\$6,704,000	\$8,690,000	\$86,097,000	\$1,106,000	\$3,041,000	\$7,560,000
Construction Engineering & Inspection	No Cost	\$859,000	\$690,000	\$391,000	\$379,000	\$670,000	\$869,000	\$8,610,000	\$111,000	\$304,000	\$756,000
Total Cost	No Cost	\$10,191,000	\$9,147,000	\$5,377,000	\$4,985,000	\$8,850,000	\$14,394,000	\$100,876,000	\$4,055,000	\$5,061,000	\$12,232,000

* Due to the condition of the bridge, the No Build would require increasingly costly and disruptive maintenance and major rehabilitation projects to keep them functional.

** Section 4(f) Resources may be listed under multiple Preferred Alternatives.