

# State Road 29 Concept Re-Evaluation

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

# Alternatives 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			Buser Avenue	CR78/Nobles Road		Whidden Road
Description		Typical Section Alternative 1 Bike Lanes	Typical Section Alternative 2 Wide Shared Use Path	Typical Section Alternative 1 Wide Sidewalks	Typical Section Alternative 1 On Street Parking	Typical Section Alternative 2 Wide Sidewalks	Typical Section Alternative 1 Wide Sidewalks	Typical Section Alternative 2 Chicane Speed Management	Roundabout 1A	Signalized Rotary 1B	Conventional Signalized Intersection 2A	Bow-Tie 2B	Conventional Signalized Intersection 3A	Florida "T" Intersection 3B	Roundabout 3C	Roundabout 4A	Roundabout 5A	Conventional Signalized Intersection 5B	Roundabout 6A
<b>Purpose &amp; Need</b>																			
Improves Traffic Operations and Access?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Operational Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Improves Safety Conditions?	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Property Impacts</b>																			
Parcels Impacted	0	1	1	3	9	9	3	3	8	8	17	22	7	8	12	8	4	0	7
Residential Relocations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Business Relocations	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
<b>Cultural, Natural, &amp; Physical Impacts</b>																			
Potential Species Impacts	None	Low	Low	Low	Low	Low	Moderate	Moderate	Low	Low	Low	Low	Low	Low	Low	Low	Moderate	Moderate	Moderate
Potential Contamination Sites (Medium/High)	None	(0/0)	(0/0)	(0/0)	(1/0)	(1/0)	(1/0)	(1/0)	(2/0)	(2/0)	(1/0)	(2/0)	(2/0)	(2/0)	(2/0)	(1/0)	(0/0)	(0/0)	(0/0)
Section 4(f) Resources	None	1	1	0	0	0	5	5	0	0	1	0	3	3	3	0	0	0	0
Wetland Impacts (ac)	None	0	0	0	0	0	0	0	1.925	1.925	0	0	0.51	0.51	0.51	0	0	0	0
Floodplain Impacts (ac)	None	0	0	0	0	0	0	0	1.12	1.12	0.006	0.001	0.69	0.69	0.69	0	0	0	0
Potential Impacts to Cultural Resources	None	1	1	0	0	0	5	5	0	0	1	0	3	3	3	0	0	0	0
Potential Noise Impacts	None	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Low	Low	Low	Low
<b>Estimated Costs</b>																			
Design	No Cost	\$888,000	\$876,000	\$613,000	\$231,000	\$221,000	\$142,000	\$153,000	\$995,000	\$1,308,000	\$1,201,000	\$1,338,000	\$4,558,000	\$4,138,000	\$4,391,000	\$192,000	\$410,000	\$476,000	\$1,060,000
Right of Way	No Cost	\$55,000	\$55,000	\$155,000	\$450,000	\$450,000	\$155,000	\$155,000	\$4,420,000	\$4,270,000	\$1,170,000	\$1,685,000	\$390,000	\$500,000	\$1,150,000	\$1,120,000	\$160,000	\$0	\$1,275,000
Wetland Mitigation	No Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$289,000	\$289,000	\$0	\$0	\$77,000	\$77,000	\$77,000	\$0	\$0	\$0	\$0
Roadway Construction	No Cost	\$5,918,000	\$5,838,000	\$4,087,000	\$1,540,000	\$1,476,000	\$945,000	\$1,018,000	\$6,632,000	\$8,717,000	\$8,005,000	\$8,920,000	\$30,388,000	\$27,587,000	\$29,271,000	\$1,279,000	\$2,731,000	\$3,176,000	\$7,067,000
Construction Engineering & Inspection	No Cost	\$592,000	\$584,000	\$409,000	\$154,000	\$148,000	\$95,000	\$102,000	\$663,000	\$872,000	\$801,000	\$892,000	\$3,039,000	\$2,759,000	\$2,927,000	\$128,000	\$273,000	\$318,000	\$707,000
<b>Total Cost</b>	<b>No Cost</b>	<b>\$7,453,000</b>	<b>\$7,353,000</b>	<b>\$5,264,000</b>	<b>\$2,375,000</b>	<b>\$2,295,000</b>	<b>\$1,337,000</b>	<b>\$1,428,000</b>	<b>\$12,999,000</b>	<b>\$15,456,000</b>	<b>\$11,177,000</b>	<b>\$12,835,000</b>	<b>\$38,452,000</b>	<b>\$35,061,000</b>	<b>\$37,816,000</b>	<b>\$2,719,000</b>	<b>\$3,574,000</b>	<b>\$3,970,000</b>	<b>\$10,109,000</b>