

Evaluation Matrix: No Build vs. Build



Criteria	No Build Alternative ⁽¹⁾	Depressed Build Alternative ⁽²⁾	At-Grade Alternative ⁽³⁾	
Traffic Operations and Safety				
Safety	Decreases with more congestion ↓	Increases with less congestion ↑		
Emergency Response Times	Increases with more congestion ↑	Improves with less congestion ↓		
Intersection Delay on local SW 10 th Street	↑	↓	Not Currently Considered	
Local SW 10 th Street Congestion: Average Signalized Intersection Delay from Waterways Blvd to FAU Blvd	1,348 sec / veh	697 sec / veh		
Local SW 10 th Street Demand (Vehicle Trips) (west of Powerline / west of Military Trail)	55,900 / 52,500	54,000 / 29,700		
Managed Lanes Demand (Vehicle Trips) (west of Powerline / west of Military Trail)	0	33,600 / 54,200		
Direct Access to Managed Lanes	N/A	✓		
Access from Side Streets & Properties	Same as Existing	All will have access, 0 - 3 will be changed		
Social and Economic				
Commercial Parcels Impacted	0	11 to 19		TBD
Residential Parcels Impacted	0	4 to 6		
Government Parcels Impacted	0	1 to 2		
Acres of Permanent Impacts	0	2.10 to 2.49		
Acres of Temporary Impacts (Construction Easements)	0	3.96 to 7.95		
Potential Number of Commercial Relocations	0	2		
Potential Number of Residential Relocations	0	0		
Consistent with COAT Recommendations (18 main, 15 sub categories = 33 total) 29 apply to SW 10 th Street Connector	No	19 to 22 of 29, 7 are TBD		
Cultural				
Section 4(f) Resources Impacted (Quiet Waters Park)	0	Yes	None	
Permanent Section 4(f) Use (acres)	0	TBD		
Temporary Section 4(f) Use (acres)	0	0.63 to 1.82		
Natural Environment				
Acres of Wetland Impacts	0	Minimal	Similar	
Acres of Surface Water Impacts	0	TBD		
Protected Species and Habitat Impacts	None	Minimal		
Physical Environment				
Noise Walls	No	TBD	No	
Permanent Pumps for Drainage	No	Yes		
Dewatering Ponds Required during Construction?	No	Yes		
Aesthetics / Visual Impacts	No	TBD		
Multimodal				
Pedestrian Facilities	Same as Existing	Improved	Improved	
Bicycle Facilities	Same as Existing	Improved		
Utilities				
City of Deerfield Beach Wells Impacted?	No	TBD	TBD	
Total Number of Utilities Impacted	0	8		
Requires Relocation of Transmission Poles and all Buried Utilities	No	Yes		
FP&L Substation Impacted?	No	Yes		
Utility Relocation Costs	0		Significantly Less	
Constructability				
Construction Duration (does not include utility relocation timeframe)	0	3 to 5 years	Significantly Less	
Project Cost				
Construction	\$ 0		Significantly Less	
Right-of-way	\$ 0	TBD		
Maintenance	\$ 0	TBD		
Total Costs	\$ 0	TBD		

Denotes Highest Ranked Criteria for the Build Alternative

(1) Assumes 2040 conditions with I-95, Sawgrass, and Turnpike managed lanes implemented but no improvements at the interchanges.

(2) Assumes 2040 conditions with I-95, Sawgrass, and Turnpike managed lanes, interchange improvements, and SW 10th Street Connector with 1 entrance / exit ramp in each direction to / from the managed lanes.

(3) An At-Grade Alternative based on the North Alignment requires an elevated westbound exit ramp from the managed lanes and an overpass at Powerline Road. This alternative is currently not being considered and is not being shown. Preliminary criteria rankings shown are based on logic.