



# HANCOCK LONE PALM ROAD RCA STUDY

FROM WATERFORD CHASE PARKWAY TO EAST COLONIAL DRIVE (SR 50)



## EVALUATION MATRIX

Evaluation Criteria	No-Build Alternative	Segment 1 (New Roadway Segment) From Waterford Chase Parkway to the Beginning of Existing Hancock Lone Palm Road				Segment 2 (Existing Roadway Segment) From Beginning of Existing Hancock Lone Palm Road to SR 50		
		Alternative 1A Minimum RW = 66 ft.	Alternative 1B Minimum RW = 60 ft.	Alternative 1C Minimum RW = 73 ft.	Alternative 1D Pedestrian Path Only	Alternative 2A Minimum RW = 66 ft.	Alternative 2B Minimum RW = 60 ft.	Alternative 2C Minimum RW = 73 ft.
	Existing 2-Lane Road	2-Lane Undivided Urban with 6 ft Sidewalks and 7 ft. On-Road Bicycle Lanes	2-Lane Undivided Urban with 6 ft. Sidewalk and 10 ft. Shared Use Path	2-Lane Divided Urban with 15.5 ft. median, 6 ft. Sidewalk and 10 ft. Shared Use Path	10 ft. Pedestrian Path Only	2-Lane Undivided Urban with 6 ft Sidewalks and 7 ft. On-Road Bicycle Lanes	2-Lane Undivided Urban with 6 ft. Sidewalk and 10 ft. Shared Use Path	2-Lane Divided Urban with 15.5 ft. median, 6 ft. Sidewalk and 10 ft. Shared Use Path
<b>Relocations</b>								
<b>Number of Residential Acquisitions</b>	None	0	0	0	0	0	0	0
<b>Number of Business Acquisitions</b>	None	0	0	0	0	0	0	0
<b>Number of Parcels Impacted</b>	None	34	15	34	0	37	29	37
<b>Social, Natural, &amp; Physical Impacts</b>								
<b>Social &amp; Neighborhood</b>	None	Low	Low	Low	Low	Low	Low	Low
<b>Improved Safety</b>	None	Medium	Medium	High	Low	Medium	Medium	High
<b>Archaeological/Historical Sites</b>	None	0/0	0/0	0/0	0/0	0/3	0/3	0/3
<b>Threatened and Endangered Species</b>	None	Medium - tricolored bat	Medium - tricolored bat	Medium - tricolored bat	Medium - tricolored bat	Medium - tricolored bat	Medium - tricolored bat	Medium - tricolored bat
<b>Wetlands (acres)</b>	None	3.0	2.9	2.9	0.3	1.4	1.3	1.3
<b>Floodplains (acres)</b>	None	0.26	0.23	0.25	0.03	0	0	0
<b>Potential High or Medium Ranked Contamination Sites</b>	None	0	0	0	0	7	7	7
<b>Estimated Costs (Present Day Costs)</b>								
<b>Design (15% of Construction)</b>	No cost	\$278,000	\$256,000	\$320,000	\$47,000	\$1,649,000	\$1,597,000	\$1,834,000
<b>Right-of-Way</b>	No cost	\$131,200	\$59,100	\$164,800	\$0	\$1,776,100	\$1,393,700	\$1,923,898
<b>Wetland Mitigation</b>	No cost	\$301,000	\$290,000	\$296,000	\$25,000	\$140,000	\$132,000	\$136,000
<b>Upland RHPZ Mitigation</b>	No cost	\$0	\$0	\$0	\$0	\$0	\$10,000	\$11,000
<b>Roadway Construction</b>	No cost	\$1,850,700	\$1,707,000	\$2,131,900	\$316,000	\$10,994,000	\$10,643,700	\$12,225,000
<b>Reimbursable Utility Relocation</b>	No cost	\$0	\$0	\$0	\$0	\$1,200,000	\$900,000	\$1,200,000
<b>CEI (15% of Construction)</b>	No cost	\$278,000	\$256,000	\$320,000	\$47,000	\$1,649,000	\$1,597,000	\$1,834,000
<b>Total Cost</b>	No cost	\$2,839,000	\$2,568,000	\$3,233,000	\$435,000	\$17,408,000	\$16,273,000	\$19,164,000