

| EVALUATION FACTORS | No-Build | WEST ALTERNATIVES | | | | | EAST ALTERNATIVES | | | |
|--|----------|-------------------------------|-------------------------------|-------------------------------|-------------------------------------|-------------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| | | Alternative W-E | Alternative W-H | Alternative W-I | Alternative W-J | Alternative W-K | Alternative E-I | Alternative E-K | Alternative E-M | Alternative E-O |
| | | Links: W201, W205, W206, W207 | Links: W202, W203, W206, W207 | Links: W202, W203, W206, W208 | Links: W202, W204, W205, W206, W207 | Links: W202, W204, W205, W206, W208 | Links: E201, E203, E204, E206 | Links: E201, E203, E205, E206 | Links: E202, E203, E204, E206 | Links: E202, E203, E205, E206 |
| Length (mi) | | 10.07 | 12.90 | 13.56 | 11.69 | 12.34 | 29.96 | 30.31 | 27.70 | 28.06 |
| Right-of-Way (ROW) Impacts* | | | | | | | | | | |
| Area of ROW to be Acquired for Roadway (acres) | 0 | 542 | 890 | 975 | 670 | 755 | 1608 | 1637 | 1471 | 1499 |
| Area of ROW to be Acquired for Ponds (acres) | 0 | 125.02 | 185.81 | 191.69 | 224.57 | 230.45 | 306.77 | 299.63 | 297.86 | 290.72 |
| Number of Ponds | 0 | 18 | 27 | 29 | 33 | 38 | 50 | 66 | 67 | 45 |
| Business Impacts* | | | | | | | | | | |
| Number of Businesses Expected to be Relocated | 0 | 3 | 4 | 4 | 6 | 6 | 7 | 7 | 9 | 9 |
| Number of Parcels Impacted | 0 | 10 | 7 | 7 | 10 | 10 | 16 | 16 | 20 | 20 |
| Residential Impacts* | | | | | | | | | | |
| Number of Residences Expected to be Relocated | 0 | 46 | 25 | 25 | 42 | 42 | 123 | 134 | 131 | 142 |
| Number of Parcels Impacted | 0 | 62 | 53 | 54 | 88 | 89 | 51 | 71 | 57 | 77 |
| Engineering Issues* | | | | | | | | | | |
| Number of New Bridges Required | 0 | 27 | 29 | 29 | 38 | 38 | 73 | 71 | 67 | 65 |
| Future Travel Demand - 2035 Annual Average Daily Traffic (AADT) Ranges | 0 | 66,800-91,400 | 60,600-111,600 | 60,600-111,600 | 95,200-97,200 | 84,000-96,400 | 77,000-116,200 | 77,000-116,200 | 77,000-104,200 | 77,000-104,200 |
| Diversion of Traffic from Existing Roads (U.S. 17, U.S. 98 & U.S. 27) | 0 | 51,800 | 52,200 | 52,200 | 52,300 | 52,300 | 52,300 | 52,300 | 51,800 | 51,800 |
| Connectivity to Major Activity Centers (# Sites Within 5 Miles) | 0 | 15 | 15 | 15 | 15 | 15 | 21 | 21 | 19 | 19 |
| Natural Environment* | | | | | | | | | | |
| Area of Wetlands (acres) | 0 | 94 | 98 | 164 | 105 | 170 | 293 | 299 | 271 | 277 |
| Area of Floodplain Encroachment (acres) | 0 | 132 | 241 | 312 | 282 | 353 | 293 | 294 | 270 | 271 |
| Potential Threatened and Endangered Species Impacts (none, low, medium, high) | none | high | medium | medium | high | high | high | high | high | high |
| Potential Contamination Sites* | | | | | | | | | | |
| Number of potential petroleum pollutant and hazardous materials contaminated sites ranked High Risk | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 4 | 4 |
| Medium Risk | 0 | 7 | 8 | 8 | 9 | 9 | 26 | 27 | 24 | 25 |
| Cultural/Historical Resources and Public Parks* | | | | | | | | | | |
| Number of Archaeological/Historic Sites Impacted (NHRP Listed/Eligible) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Number of Public Recreational Facilities Impacted | 0 | 2 | 1 | 1 | 1 | 1 | 4 | 4 | 4 | 4 |
| Number of Officially Designated Conservation Areas Impacted | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| Potential Social Impacts* | | | | | | | | | | |
| Number of Social Resources Impacted | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Estimated Cost (All costs are reported in 2010 dollars)* | | | | | | | | | | |
| Design (15% of Construction) | \$0 | \$32,764,000 | \$34,619,000 | \$36,071,000 | \$33,324,000 | \$34,776,000 | \$77,621,000 | \$78,597,000 | \$69,941,000 | \$70,917,000 |
| Roadway Right-of-Way | \$0 | \$64,377,000 | \$71,214,000 | \$75,439,000 | \$79,652,000 | \$83,877,000 | \$225,171,000 | \$229,631,000 | \$225,063,000 | \$229,523,000 |
| Stormwater Management Facility Right-of-Way | \$0 | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD | TBD |
| Wetland Mitigation | \$0 | \$9,684,000 | \$10,085,000 | \$16,852,000 | \$10,790,000 | \$17,556,000 | \$30,193,000 | \$30,754,000 | \$27,936,000 | \$28,497,000 |
| 6-Lane Roadway Construction | \$0 | \$75,850,000 | \$97,225,000 | \$102,175,000 | \$88,057,000 | \$93,007,000 | \$225,708,000 | \$228,386,000 | \$208,723,000 | \$211,402,000 |
| Mainline Bridge Construction | \$0 | \$61,318,000 | \$18,539,000 | \$14,532,000 | \$32,726,000 | \$28,720,000 | \$77,260,000 | \$80,203,000 | \$60,328,000 | \$63,271,000 |
| Interchange Construction (Inc. Bridges) | \$0 | \$81,258,000 | \$115,029,000 | \$123,762,000 | \$101,377,000 | \$110,111,000 | \$214,505,000 | \$215,390,000 | \$197,220,000 | \$198,105,000 |
| TOTAL CONSTRUCTION | \$0 | \$218,426,000 | \$230,793,000 | \$240,470,000 | \$222,161,000 | \$231,838,000 | \$517,473,000 | \$523,978,000 | \$466,272,000 | \$472,777,000 |
| CEI (15% of Construction) | \$0 | \$32,764,000 | \$34,619,000 | \$36,071,000 | \$33,324,000 | \$34,776,000 | \$77,621,000 | \$78,597,000 | \$69,941,000 | \$70,917,000 |
| TOTAL COST | \$0 | \$358,015,000 | \$381,330,000 | \$404,902,000 | \$379,250,000 | \$402,823,000 | \$928,079,000 | \$941,558,000 | \$859,152,000 | \$872,632,000 |

* Subject To Change As Study Progresses
TBD - To Be Determined