

PRELIMINARY ALTERNATIVES EVALUATION MATRIX

BOYNTON BEACH BOULEVARD

Evaluation Factors	No Build Alternative	TSM&O ¹	Concept Development Alternative	Streamlined Concept Development Alternative	Single Point Urban Interchange (SPUI) Alternative
Engineering					
Meets Geometric Design Criteria	N/A	N/A	Low	Low	Medium
Provides Current FDOT Standards for Bicycle Facilities	Low	Low	High	High	High
Provides Pedestrian Facilities	Low	Medium	Medium	Medium	Medium
Improves Mobility	N/A	Low	Medium	Medium	High
Improves Traffic Operations	N/A	Low	Medium	Medium	High
Improves Safety	N/A	Low	Medium	Medium	High
Meets Purpose & Need	No	No	Yes	Yes	Yes
Physical Resource Impacts					
Residential Properties Impacted – Single Family	0	0	0	0	0
Residential Properties Impacted – Multifamily	0	0	2	2	2
Schools Impacted	0	0	1	1	1
Business Properties Impacted	0	0	23	16	16
Total Properties Impacted	0	0	26	19	19
Contamination Sites Impacted	0	0	1	0	0
Required Right of Way (Acres)	0	0	1.385	0.82	0.82
Cultural and Natural Resource Impacts					
Improves Air Quality	N/A	Low	Medium	Medium	High
Noise Receptors ²	None	None	TBD	TBD	TBD
Wetlands (acres)	0	0	0	0	0
Wildlife and Habitat	None	None	Low	Low	Low
Previously Recorded Archaeological Sites	None	0	0	0	0
Previously Recorded Historic Structures	None	3	3	3	3
Parks / Recreation (Section 4f)	None	None	Medium	Low	Low
Socio-Economic Impacts					
Displacements - Residential	0	0	TBD	TBD	TBD
Displacements - Commercial	0	0	TBD	TBD	TBD
Operational Improvement					
Total Intersection Delay AM Peak Hour (sec/veh)	11.70	9.10	5.70	5.60	5.0
Reduction in Delay from No-Build AM Peak Hour (percent)	-	22%	51%	52%	57%
Total Intersection Delay PM Peak Hour (sec/veh)	9.90	7.90	5.20	5.30	5.0
Reduction in Delay from No-Build PM Peak Hour (percent)	-	17%	40%	39%	42%
Costs (\$-millions)					
Roadway Construction	N/A	Low	Medium	Medium	High
Engineering/Design	N/A	Low	Medium	Medium	High
CEI	N/A	Low	Medium	Medium	High
Right-of-Way Acquisition	N/A	N/A	High	Medium	Medium
Utility Relocation	N/A	N/A	TBD	TBD	TBD
TOTAL COST	N/A	Low	Medium	Medium	High

sec/veh – seconds per vehicle

¹ Transportation Systems Management and Operations

² Noise Impacts will be evaluated following the Alternatives Public Meeting

³ National Register of Historic Places

⁴ All public comments received will be considered during the PD&E Study

PRELIMINARY AND SUBJECT TO CHANGE

GATEWAY BOULEVARD

Evaluation Factors	No Build Alternative	TSM&O ¹	Concept Development Alternative	Streamlined Concept Development Alternative	Single Point Urban Interchange (SPUI) Alternative
Engineering					
Meets Geometric Design Criteria	N/A	N/A	Medium	Medium	Medium
Provides Current FDOT Standards for Bicycle Facilities	Low	Low	High	High	High
Provides Pedestrian Facilities	Low	Medium	Medium	Medium	Medium
Improves Mobility	N/A	Low	Medium	Medium	Medium
Improves Traffic Operations	N/A	Low	Medium	Medium	High
Improves Safety	N/A	Low	Medium	Medium	Medium
Meets Purpose & Need	No	No	Yes	Yes	Yes
Physical Resource Impacts					
Residential Properties Impacted – Single Family	0	0	41	25	25
Residential Properties Impacted – Multifamily	0	0	1	1	1
Schools Impacted	0	0	0	0	0
Business Properties Impacted	0	0	11	7	7
Total Properties Impacted	0	0	53	33	33
Contamination Sites Impacted	0	0	5	3	3
Required Right of Way (Acres)	0	0	2.35	2.28	2.07
Cultural and Natural Resource Impacts					
Improves Air Quality (Yes/No)	N/A	N/A	Low	Low	Low
Noise Receptors ²	None	None	TBD	TBD	TBD
Wetlands (acres)	0	0	0	0	0
Wildlife and Habitat	None	None	Low	Low	Low
Previously Recorded Archaeological Sites	None	0	0	0	0
Previously Recorded Historic Structures	None	17	17	17	17
Parks / Recreation (Section 4f)	None	None	None	None	None
Socio-Economic Impacts					
Displacements - Residential	0	0	19	14	7
Displacements - Commercial	0	0	1	1	1
Operational Improvement					
Total Intersection Delay AM Peak Hour (sec/veh)	11.90	9.20	3.80	4.80	3.50
Reduction in Delay from No-Build AM Peak Hour (percent)	-	23%	68%	63%	71%
Total Intersection Delay PM Peak Hour (sec/veh)	8.90	7.40	4.20	4.40	3.00
Reduction in Delay from No-Build PM Peak Hour (percent)	-	13%	39%	38%	50%
Costs (\$-millions)					
Roadway Construction	N/A	Low	Medium	Medium	High
Engineering/Design	N/A	Low	Medium	Medium	High
CEI	N/A	Low	Medium	Medium	High
Right-of-Way Acquisition	N/A	N/A	High	Medium	Medium
Utility Relocation	N/A	N/A	TBD	TBD	TBD
TOTAL COST	N/A	Low	Medium	Medium	High

sec/veh – seconds per vehicle

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