



Variations to Blue Alternative Screening Matrix

Study Considerations	Variations			
	Blue	Modified "T" ¹	Roundabout ²	Purple
Percent Through Traffic	55	15	N/A	55
Percent Turning Traffic	45	85	N/A	45
FHWA Intersection Control Rank ³	2	N/A	3	2
Volume-to-Capacity Ratio (AM/PM) ⁴	0.63 / 0.57	0.85 / 0.72	0.75 / 0.98	0.63 / 0.57
Right-of-Way Needed (acres)	3.3	3.1	4.3	5.1
Residential Parcels (Existing + Future = Total)	1 + 1 = 2	0 + 0 = 0	0 + 0 = 0	0 + 0 = 0
Non-Residential Parcels (Existing + Future = Total)	0 + 2 = 2	2 + 2 = 4	3 + 2 = 5	4 + 2 = 6
Potential Relocations of Existing Development (Residential + Non-Residential = Total)	0 + 0 = 0	0 + 0 = 0	0 + 1 = 1	0 + 2 = 2
Potential Relocations of Planned Development (Residential + Non-Residential = Total)	0 + 0 = 0	0 + 0 = 0	0 + 0 = 0	0 + 0 = 0
Conservation in Reunion (acres)	0.9	1.7	1.8	1.6
Wetland Impacts - Including Bridge (acres)	1.6	1.8	1.9	1.7
Davenport Creek Wetlands Filled (acres)	0.3	0.4	0.5	0.0
Surface Water Impacts (acres)	0.0	0.0	0.0	0.0
Floodplains Impacts - Zone A (acres)	0.0	0.0	0.0	0.0
Floodplains Impacts - Zone AE (acres)	1.6	2.0	2.1	1.7
Community Cohesion Impacts	Positive	Positive	Positive	Positive
Parks & Recreation Area Impacts	None	None	Golf Course	Golf Course
Community Facility Impacts	None	None	None	None
Project Segment Length (feet)	1,700	2,530	2,580	2,290
Bridge (square feet)	37,900	44,000	52,800	58,600
MSE Area (square feet)	32,800	63,600	48,400	5,000
Roadway Right-of-Way Needed (acres)	3.2	3.1	4.2	5.1
Right-of-Way Cost Increase over Blue Alternative	\$0	Not Estimated	Not Estimated	\$14,603,000 ⁵

Notes:

1 - The Modified "T" intersection variation is oriented with the through movement as east-west (Tradition Boulevard to Sinclair Road south). The Blue Alternative variation has a "T" intersection with the through movement as north-south (Sinclair Road).

2 - With 2-lanes on Sinclair Road Extension and 1-lane on Tradition Boulevard

3 - The CAP-X ranked a continuous green signalized "T" intersection (the Blue Alternative variation) number 1. It is not preferred due to poor pedestrian and bicycle operations.

4 - Based on the CAP-X analysis

5 - Cost assumes that impacted golf holes can be replaced as well as the design by Jack Nicklaus. If they cannot be replaced, the cost will be higher.