

		Segment 1 - 1.171 Miles McGregor Boulevard to Cleveland Avenue (US41/SR45)						Segment 2 - 1.002 Miles Cleveland Avenue (US41/SR45) to Ten Mile Canal				Segment 3 - 3.113 Miles Ten Mile Canal to Ortiz Avenue				Segment 4 - 1.747 Miles Ortiz Avenue to East of I-75			
		Alternative A Expressway on Retaining Wall	Alternative B Expressway on Structure	Alternative C Tollway on Retaining Wall	Alternative D Tollway on Structure	Alternative E Multi-Level Expressway / Left Hand Exit	Alternative F Segmental / McGregor Intersection	Alternative A Expressway on Retaining Wall	Alternative B Expressway on Structure	Alternative C Tollway on Retaining Wall	Alternative D Tollway on Structure	Alternative A Expressway on Retaining Wall	Alternative B Expressway on Structure	Alternative C Tollway on Retaining Wall	Alternative D Tollway on Structure	Alternative A Expressway on Retaining Wall	Alternative B Expressway on Structure	Alternative C Tollway on Retaining Wall	Alternative D Tollway on Structure
Relocations																			
Residential	0	4	4	4	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0
Businesses	0	44	44	44	44	20	32	13	13	13	13	0	0	0	0	0	0	0	0
Engineering Issues																			
Existing Bridges Used	2	1	1	1	1	0	1	1	1	1	1	0	0	0	0	0	0	0	0
New Bridges Required	0	1	1	1	1	1	1	1	1	1	1	3	3	3	3	1	1	1	1
Existing Pavement Used	Yes	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
Natural, Environmental and Physical Impacts																			
Species/Habitat	None	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	High	High
Potential Contamination Sites - High Risk	0	1	1	1	1	1	1	0	0	0	0	2	2	2	2	0	0	0	0
Medium Risk	0	3	3	3	3	3	3	3	3	3	3	2	2	2	2	0	0	0	0
Low Risk	0	7	7	7	7	7	7	7	7	7	7	9	9	9	9	3	3	3	3
No Risk	0	1	1	1	1	1	1	1	1	1	1	2	2	2	2	0	0	0	0
Wetlands (ac)	0	0	0	0	0	0	0	0	0	0	0	5.12	5.12	5.12	5.12	12.68	12.68	12.68	12.68
Floodplain Encroachment (ac)	0	0	0	0	0	0	0	4.2	4.2	4.2	4.2	34.5	34.5	34.5	34.5	10.1	10.1	10.1	10.1
Social & Neighborhood Impacts	None	High	High	High	High	High	High	Medium	Medium	Medium	Medium	Low	Low	Low	Low	Low	Low	Low	Low
Estimated Cost (October 2007 Dollars)																			
Design (10% of Construction)	No Cost	\$4,909,061	\$5,440,796	\$4,911,460	\$5,400,796	\$36,367,150	\$10,735,569	\$4,196,501	\$5,312,459	\$4,654,375	\$6,011,522	\$13,086,552	\$16,008,416	\$13,567,200	\$16,489,063	\$13,337,291	\$14,554,587	\$13,817,938	\$15,035,234
Roadway Right-of-Way	No Cost	\$81,537,000	\$81,537,000	\$81,537,000	\$81,537,000	\$51,395,000	\$58,495,000	\$31,919,000	\$31,919,000	\$33,774,000	\$33,774,000	\$6,048,000	\$6,048,000	\$6,048,000	\$6,048,000	\$0	\$0	\$0	\$0
Wetland Mitigation	No Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$211,680	\$211,680	\$211,680	\$211,680	\$529,200	\$529,200	\$529,200	\$529,200
Roadway Construction	No Cost	\$49,090,611	\$54,407,956	\$49,114,598	\$54,407,956	\$363,671,498	\$107,357,635	\$41,965,009	\$53,124,587	\$46,543,752	\$60,115,222	\$130,865,522	\$160,084,162	\$135,671,995	\$164,890,635	\$133,372,907	\$145,545,867	\$138,179,380	\$150,352,340
CEI (10% of Construction)	No Cost	\$4,909,061	\$5,440,796	\$4,911,460	\$5,440,796	\$36,367,150	\$10,735,569	\$4,196,501	\$5,312,459	\$4,654,375	\$6,011,522	\$13,086,552	\$16,008,416	\$13,567,200	\$16,489,063	\$13,337,291	\$14,554,587	\$13,817,938	\$15,035,234
Total Cost*	No Cost	\$140,445,734	\$146,826,547	\$140,474,518	\$146,826,547	\$487,800,797	\$187,321,833	\$82,277,001	\$95,668,505	\$89,626,503	\$105,912,266	\$163,298,307	\$198,360,674	\$169,066,074	\$204,128,442	\$160,576,688	\$175,184,240	\$166,344,456	\$180,952,008

* Total Cost does not include pond right-of-way costs