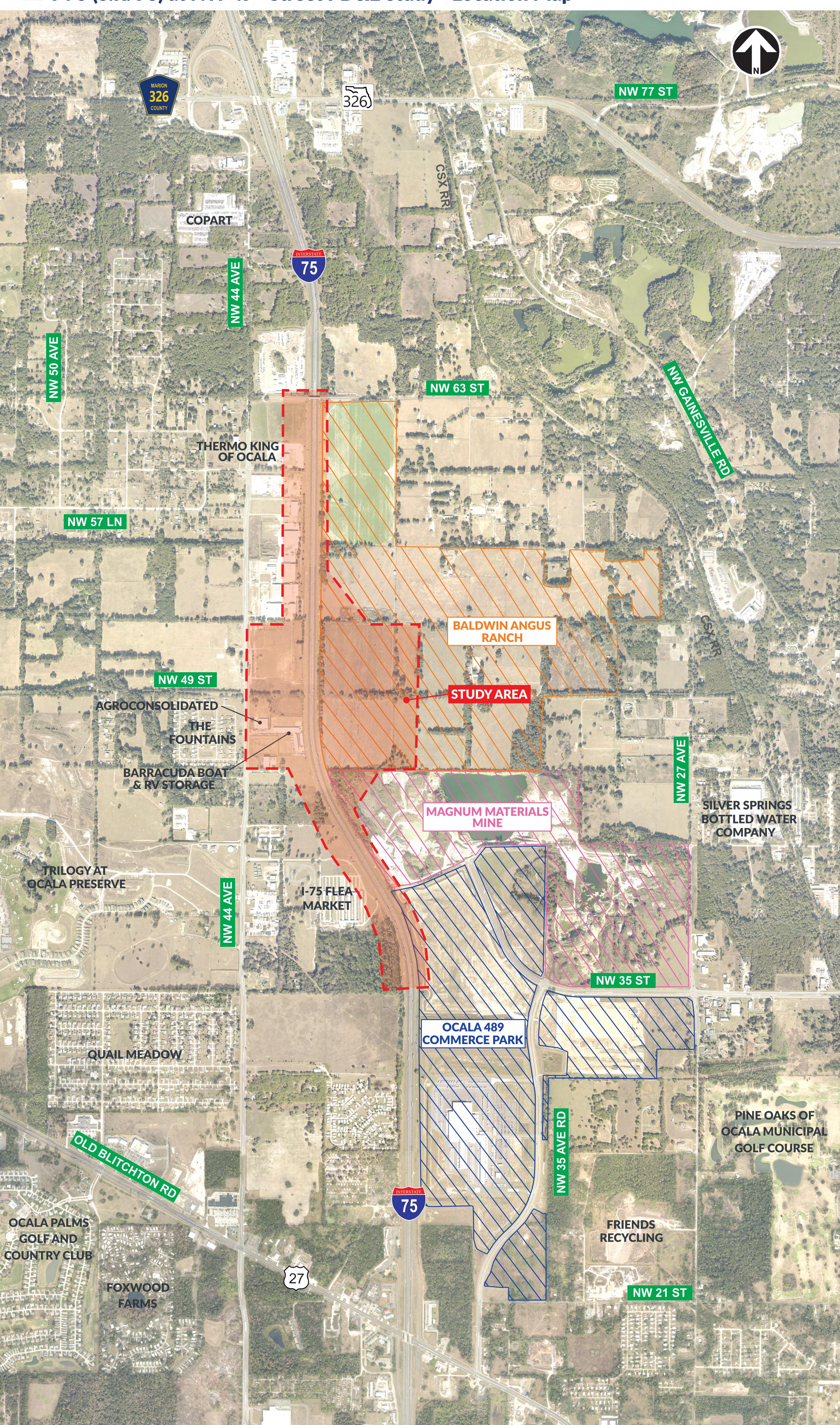
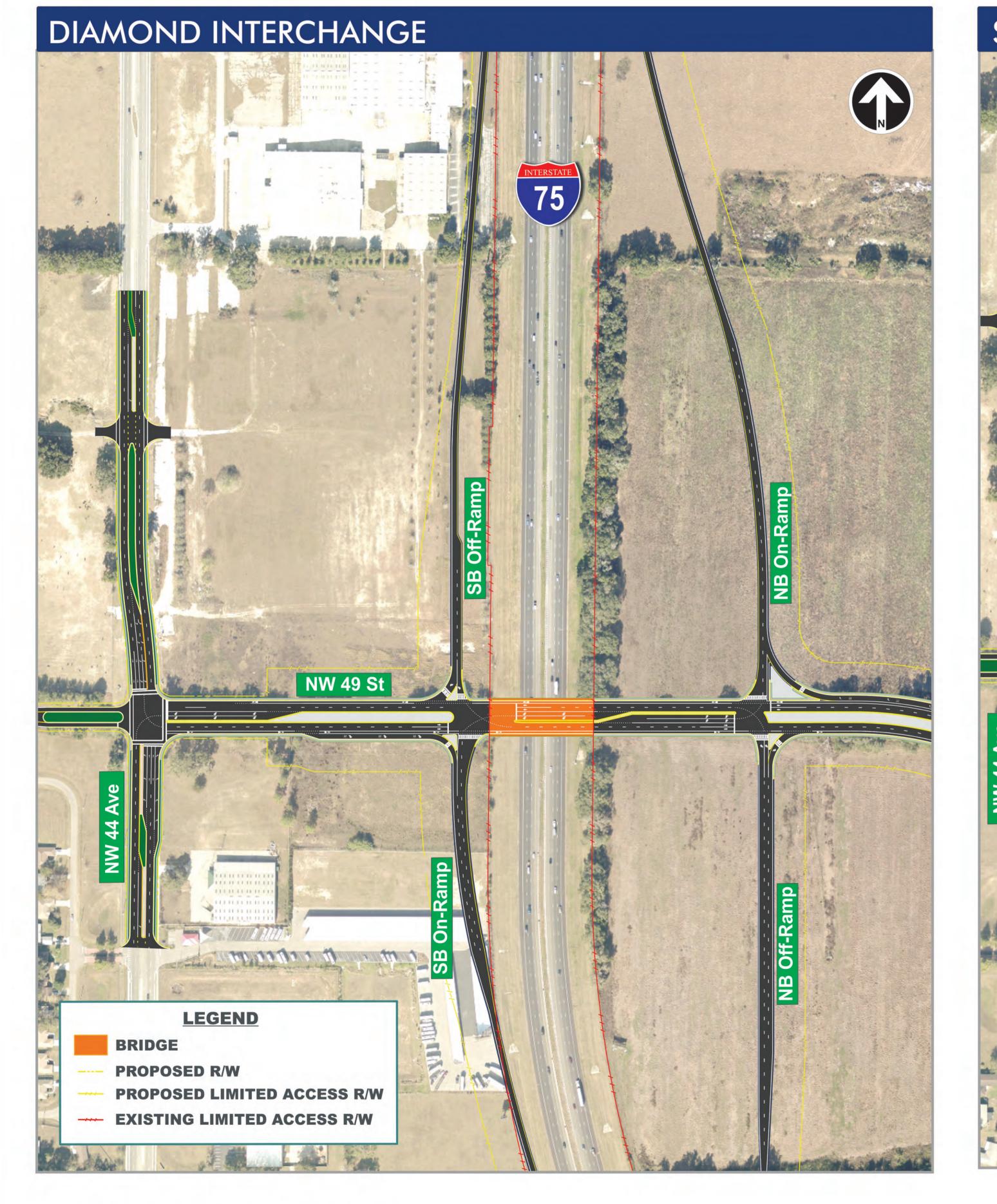
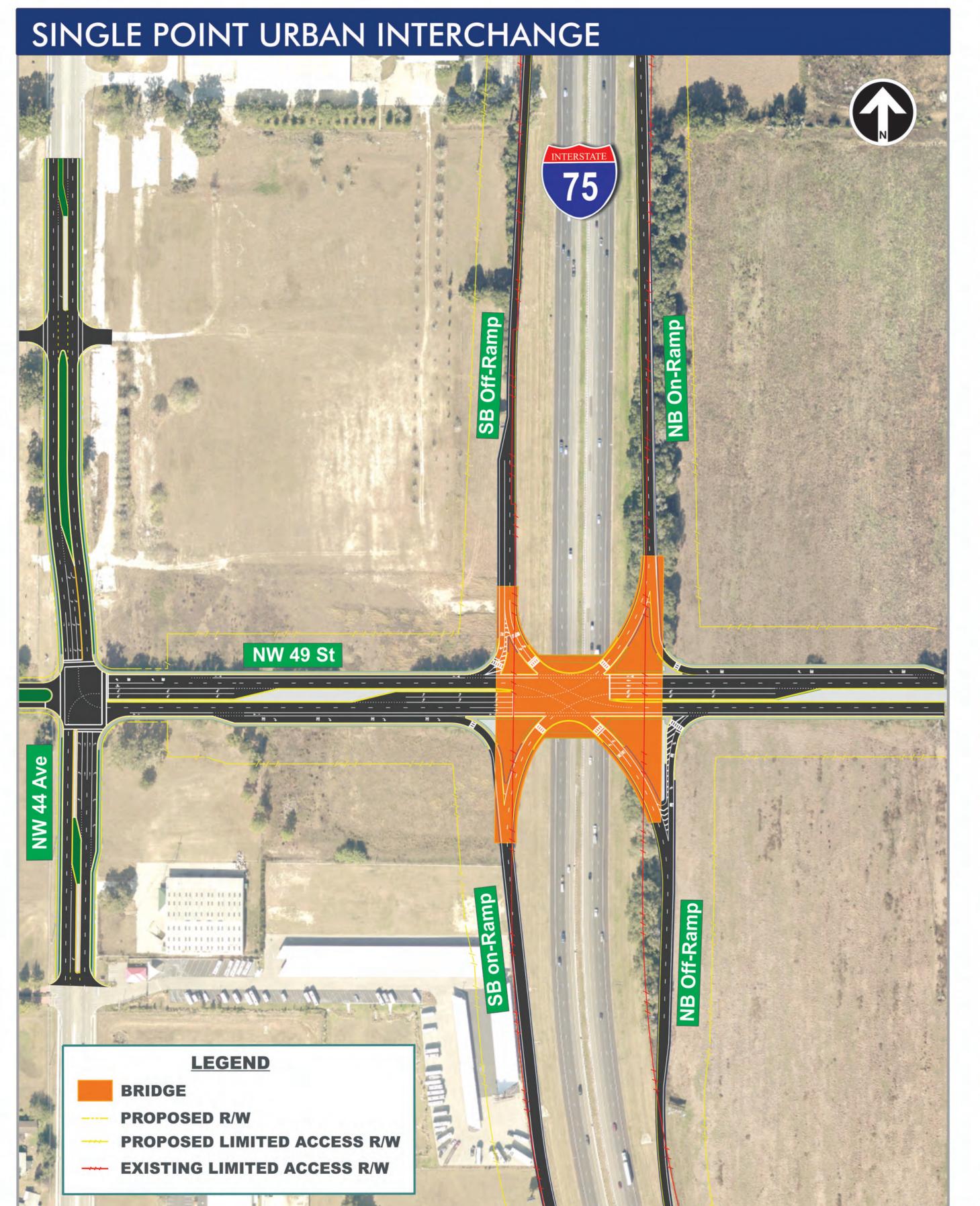
■ I-75 (S.R. 93) at NW 49th Street PD&E Study - Location Map



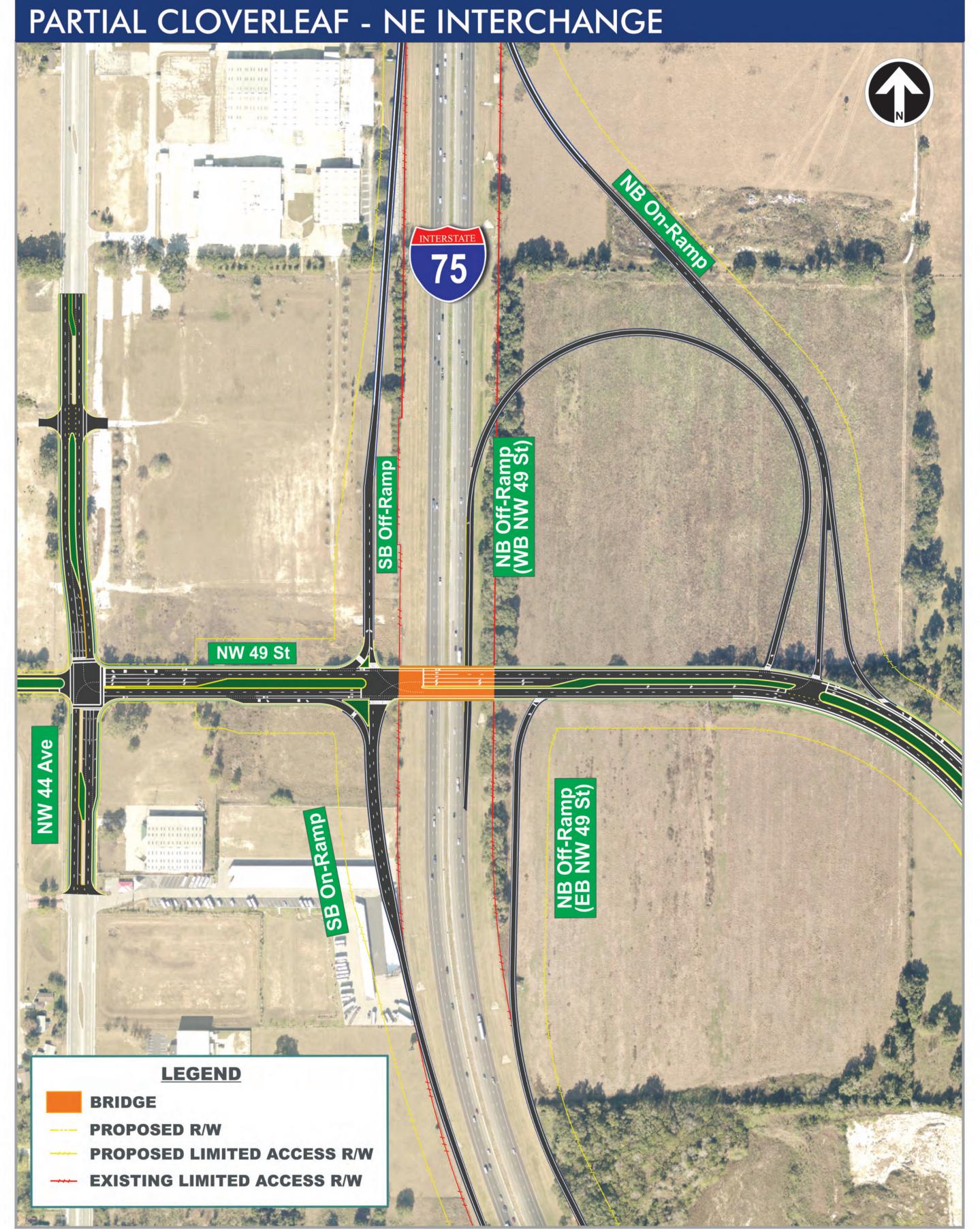
I-75 (S.R. 93) at NW 49th Street PD&E Study - Alternatives Evaluated













■ I-75 (S.R. 93) at NW 49th Street PD&E Study - Alternative Summary

ALTERNATIVES PARCLO SE PARCLO NE NO BUILD DIAMOND SPUI DDI DESCRIPTION No improvements New interchange New interchange New interchange New interchange New interchange PLANNING CONSISTENCY CONSISTENCY WITH LONG RANGE YES NO YES YES YES YES TRANSPORTATION PLAN SOCIAL ENVIRONMENT 26 26 24 26 26 NUMBER OF PARCELS AFFECTED RELOCATION POTENTIAL RIGHT-OF-WAY IMPACTS (WITH PONDS) 89 acres 60 acres 86 acres 95 acres 94 acres PHYSICAL ENVIRONMENT POTENTIALLY CONTAMINATED SITES Better air quality due Better air quality due Better air quality due Better air quality due Worse where there is Better air quality due AIR QUALITY to less congestion to less congestion to less congestion to less congestion increased congestion to less congestion NATURAL ENVIRONMENT Wet prairies -APPROXIMATE WETLAND IMPACTS 0.60 acres FLOODPLAIN IMPACTS 2 acres 2 acres 1.5 acres 7 acres 15 acres IMPACTS TO POTENTIAL SAND SKINK N/A N/A N/A N/A N/A HABITAT* FARMLAND OF LOCAL IMPORTANCE (NRCS) 64 acres 35 acres 53 acres 37 acres 45 acres **ENGINEERING ISSUES** C/B C/C D/D B/B C/A LEVEL OF SERVICE - I-75 SB / NB RAMPS - NW 44 AVE/NW 49 ST Bike lanes and BIKE / PEDESTRIAN / ADA No Improvements Sidewalks proposed Sidewalks proposed Sidewalks proposed Sidewalks proposed Sidewalks proposed Improved with Improved with Improved with Potentially worse due Improved with Improved with **EMERGENCY EVACUATION** additional access additional access additional access to no interchange additional access additional access COST ESTIMATED CONSTRUCTION COST \$36.5 Million \$36.52 Million \$35.7 Million \$35.8 Million \$54.0 Million (EXCLUDES PONDS)

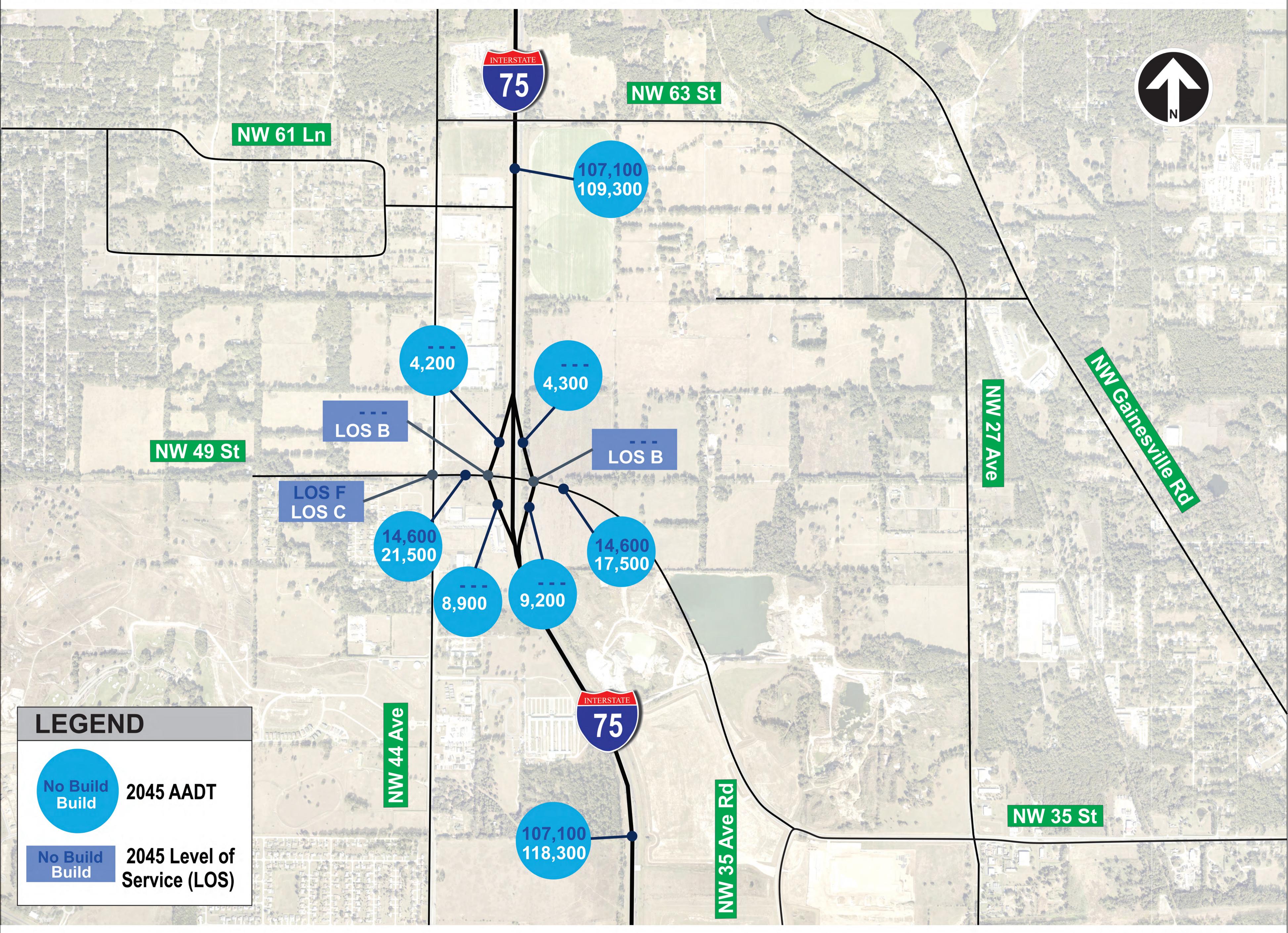
*Note: Potential sand skink habitat was originally determined using three parameters (county, soils, elevations). Field assessments and coordination with USFWS determined that sand skink presence was unlikely, so no impacts are anticipated.



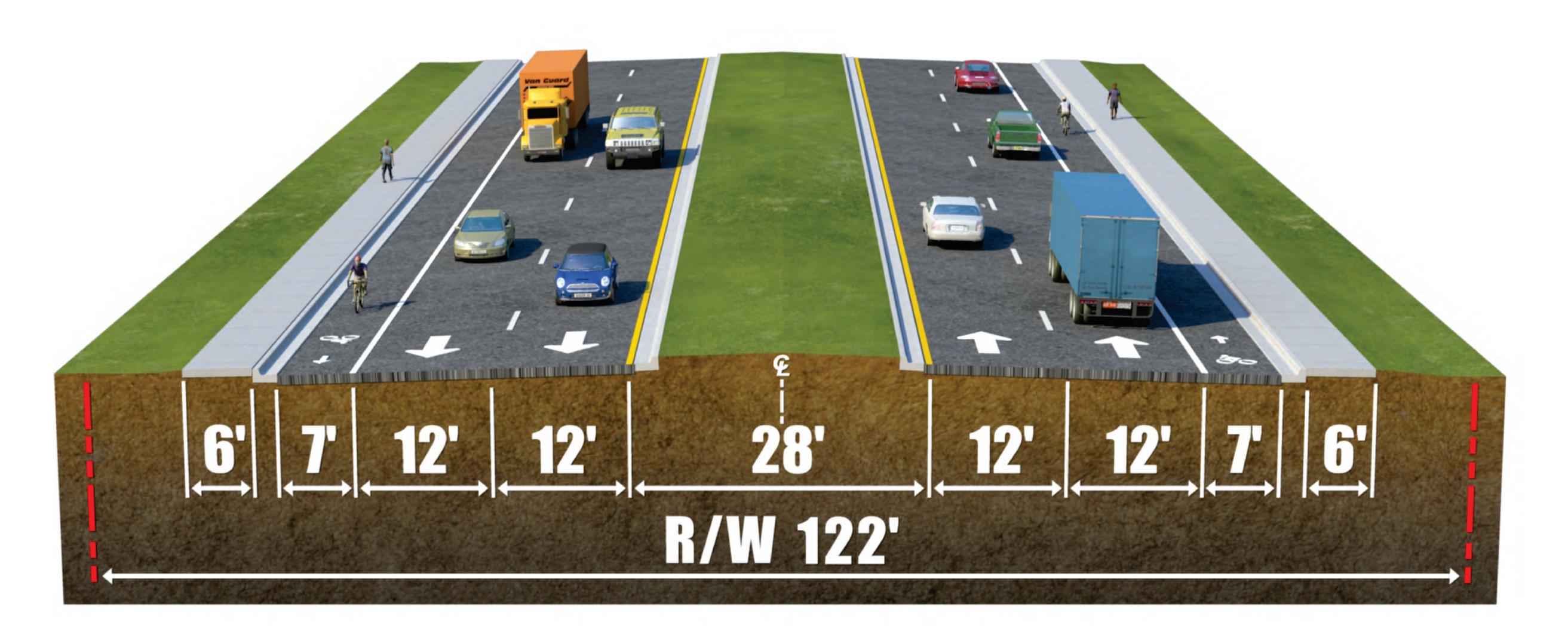
■ I-75 (S.R. 93) at NW 49th Street PD&E Study - Preferred Alternative - Diverging Diamond Interchange



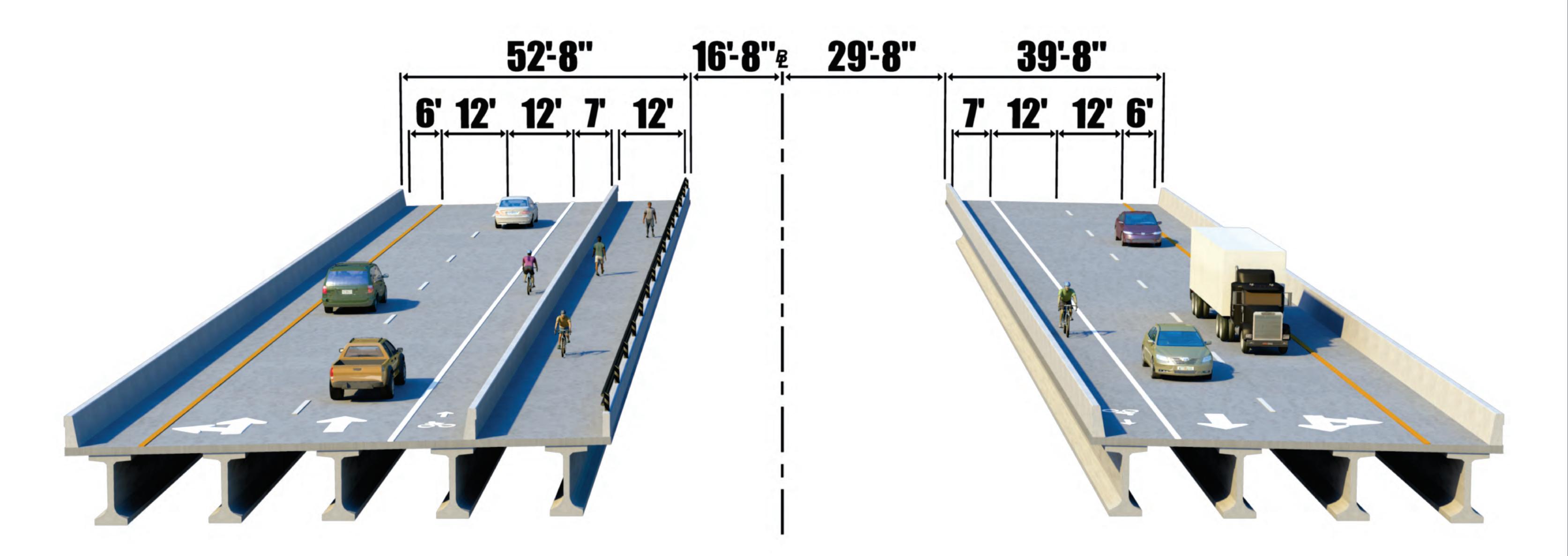
I-75 (S.R. 93) at NW 49th Street PD&E Study - Traffic Analysis Results



■ I-75 (S.R. 93) at NW 49th Street PD&E Study



NW 49th Street Proposed Typical Section Design Speed: 45 mph



NW 49th Street Proposed Bridge over I-75 Typical Section Design Speed: 45 mph



■ I-75 (S.R. 93) at NW 49th Street PD&E Study - Schedule

