

Study will evaluate potential physical, operational and safety needs of the project corridor.

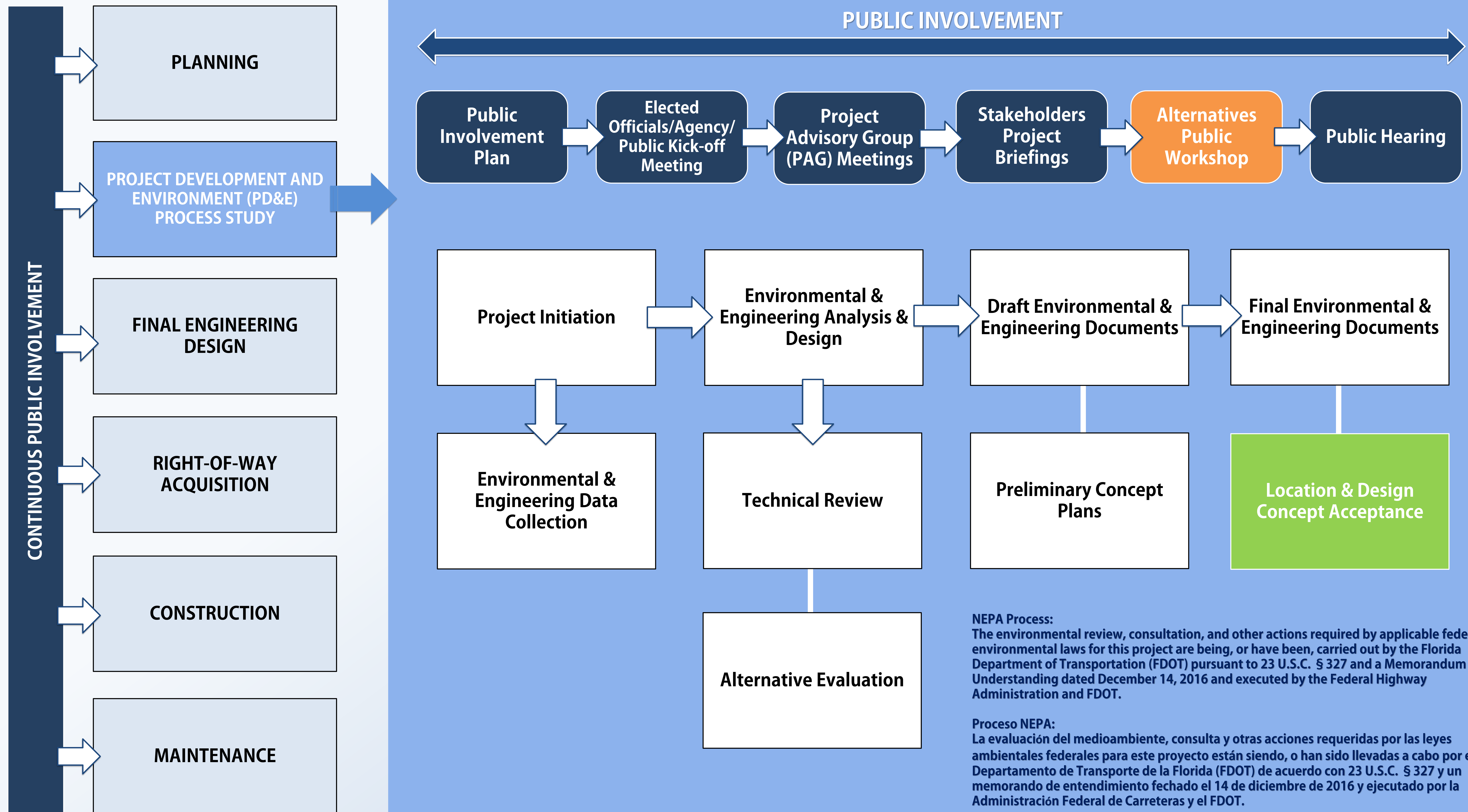
Improvements are being developed to:

- Improve Safety
- Improve Traffic Operations and Level of Service
- Improve Access to Urban Central Business Districts
- Improve Multimodal Connectivity

El estudio evaluará el potencial físico, operacional y necesidades de seguridad a lo largo del corredor.

Las mejoras son desarrolladas para:

- Mejoras de Seguridad Vial
- Mejorar la Operación de Tráfico y el Nivel de Servicio
- Mejorar Acceso a los Distritos Financieros
- Mejoras Multimodales



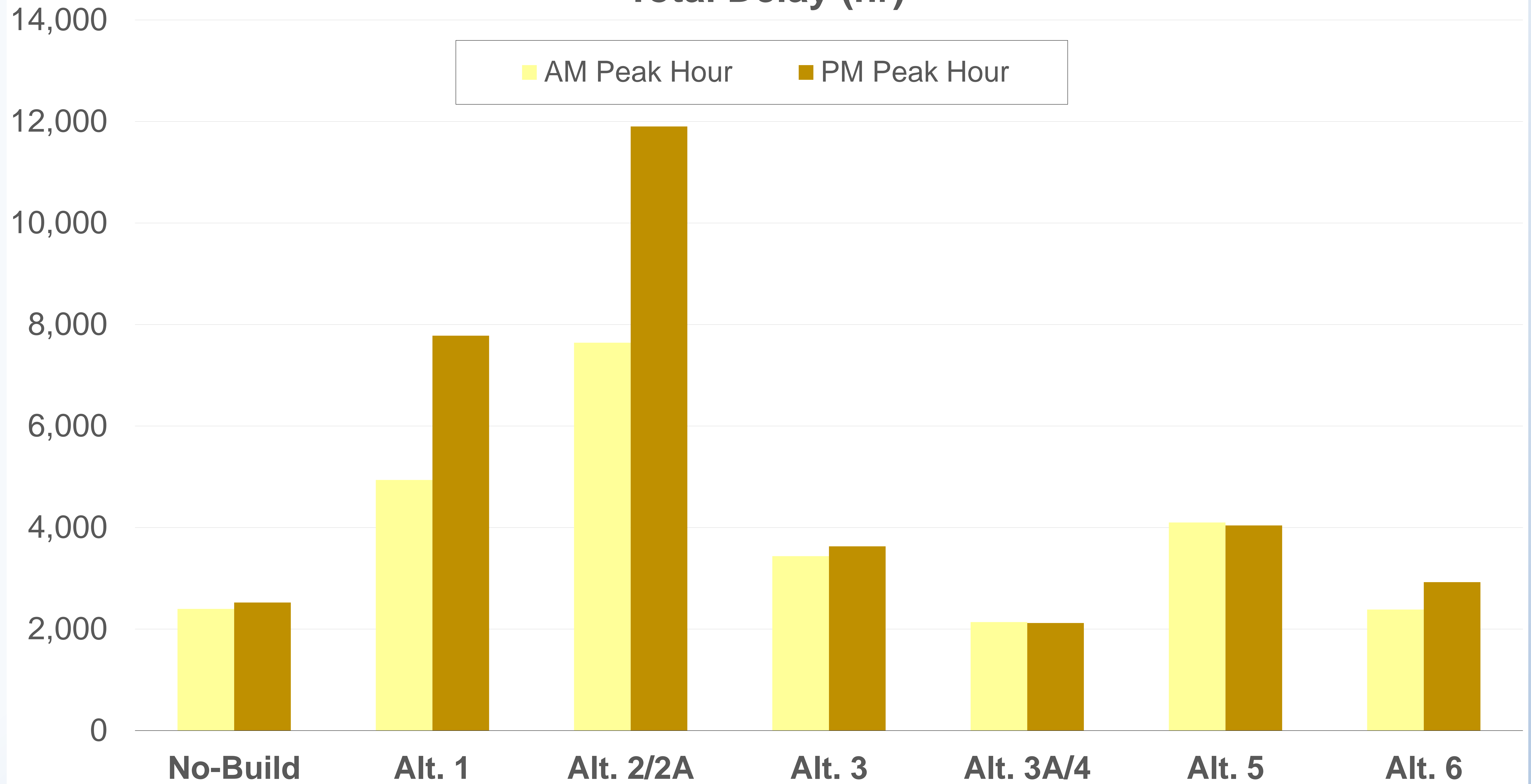
Comparative Alternative Evaluation										
LEGEND: (++) Substantial Improvement = + 2 points (+) Some Improvement = + 1 point (o) No Improvement and/or No Impacts = 0 points (-) Negative Impact = - 1 point (- -) High Negative Impact = - 2 points										
Evaluation Criteria	No-Action Alternative	TSM&O	Build Alternative 1	Build Alternative 2	Build Alternative 2A	Build Alternative 3	Build Alternative 3A	Build Alternative 4	Build Alternative 5	Build Alternative 6
Safety	No improvements.	Minor Improvements.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	Most prevalent types of crashes on the corridor are typical of congested conditions. Increased congestion would most likely increase number of crashes. Bike lane improves safety for bikes.	Shared parking/travel lane reduces conflict with parked cars during peak periods and improves safety. Bike lane improves safety for bikes.	Operational improvements enhance safety for automobiles.	Operational improvements enhance safety for automobiles.	Shared parking/travel lane reduces conflict with parked cars during peak periods and improves safety. Bike lane improves safety for bikes. Increased congestion on SW 7th Street would most likely increase number of crashes.
Multimodal Level of Service (LOS)	Ped	No improvements.	No improvements.	No improvements.	Wider sidewalks on one side of the road improves pedestrian LOS.	Wider sidewalks on one side of the road improves pedestrian LOS.	No improvements.	No improvements.	No improvements.	No improvements.
	Bike	No improvements.	No improvements.	No improvements.	Provides bike only lane on both SW 8th and SW 7th Street.	Provides bike only lane on both SW 8th and SW 7th Street.	Provides bike only lane on SW 8th Street.	No improvements.	No improvements.	Provides bike only lane on both SW 8th and SW 7th Street.
	Vehicle	No improvements.	Potential operational improvements.	Delays due to increased congestion.	Delays due to increased congestion.	Delays due to increased congestion.	Delays due to increased congestion.	Operational Improvements.	Operational Improvements.	Operational Improvements on SW 8th Street. Delays on SW 7th Street due to congestion.
	Transit	No improvements.	Potential operational improvements.	Delays due to increased congestion.	Provides transit only lane.	Delays due to increased congestion.	Delays due to increased congestion.	Operational Improvements.	Operational Improvements.	Operational Improvements on SW 8th Street. Delays on SW 7th Street.
Access (Driveway)	No impacts.	No impacts.	Improved access during off peak periods. Access impacts during peak periods.	Improved access during off peak periods. Access impacts during peak periods.	Improved access during off peak periods. Access impacts during peak periods.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
Access (I-95)	No improvements.	No improvements.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.	Improved access to I-95.

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PROJECT COST	Design Phase	No cost.	Very low cost.	Requires roadway and signalization design costs.	Requires roadway and signalization design costs.	Requires roadway, signalization and drainage design costs.	Requires roadway, signalization and drainage design costs.	May require reconstruction.	Only minor roadway design required.	Requires roadway and signalization design costs.	May require reconstruction.
	Construction	No cost.	Very low cost.	New mast arms required. \$49M	New mast arms required. \$49M	Requires sidewalk widening, relocation of drainage structures and new mast arms. \$63M	Requires sidewalk widening and relocation of drainage structures. Maintains existing traffic flow. Does not require new mast arms. \$32M	Maintains existing traffic flow. Does not require new mast arms. May require reconstruction. \$104M	Maintains existing traffic flow. Does not require new mast arms. Simple MOT. \$47M	New mast arms required. \$68M	Maintains existing traffic flow. Does not require new mast arms. May require reconstruction. \$104M
	Right of Way Acquisition	No impacts.	No impacts.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.	Potential right of way required for new mast arms. Business impacts at SW 8th Street. Minor right of way acquisition at I-95.	Minor right of way acquisition at I-95.
	Utility Relocation Cost	No utility relocations.	No utility relocations.	Potential utility relocations due to new mast arms required and improvements at I-95.	Potential utility relocations due to new mast arms required and improvements at I-95.	Potential utility relocations due to new mast arms required, relocation of drainage structures to accommodate wider sidewalks, and improvements at I-95.	Potential utility relocations due to relocation of drainage structures to accommodate wider sidewalks and improvements at I-95.	Potential utility relocations due to improvements at I-95.	Potential utility relocations due to improvements at I-95.	Potential utility relocations due to new mast arms required and improvements at I-95.	Potential utility relocations due to improvements at I-95.
SOCIAL AND ECONOMIC ENVIRONMENT	Religious Centers	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Social Service Facilities / Schools / Group Care Facilities	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Section 4(f)	No use.	No use.	No use.	No use.	No use.	No use.	No use.	No use.	No use.	No use.
CULTURAL ENVIRONMENT	Historic Sites and Districts	No impacts.	No impacts.	No impacts.	Impacts to parking may be considered adverse.	Impacts to parking may be considered adverse.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.

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CULTURAL ENVIRONMENT	Archaeological Sites	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Recreational Areas	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
NATURAL ENVIRONMENT	Wetlands	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
PHYSICAL ENVIRONMENT	Protected Species and Habitat	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Parking	No impacts.	No impacts.	No impacts.	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections.	Reduced by 60% without right of way acquisition to provide turn lanes at signalized intersections.	No impacts.	Reduced by 50% during peak periods but provides wider parking lane during off peak.	No impacts.	Reduced by 50% during peak periods but provides wider parking lane during off peak.
PHYSICAL ENVIRONMENT	Pedestrians	No impacts.	No impacts.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility.	New mast arms require larger poles and foundations which impact sidewalk and ADA accessibility. Additional minor impacts during construction due to widening of sidewalk.	Minor impacts during construction due to widening of the sidewalk.	May impact medians on the north side.	No impacts.	May impact medians on the north side.
	Air Quality	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Contamination	No impacts.	No impacts.	Potential impacts due to mast arms and I-95 improvements.	Potential impacts due to mast arms and I-95 improvements.	Potential impacts due to mast arms, widening of sidewalk, and I-95 improvements.	Potential impacts due to widening of sidewalk and I-95 improvements.	Potential impacts due to I-95 improvements.	Potential impacts due to I-95 improvements.	Potential impacts due to I-95 improvements.

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PHYSICAL ENVIRONMENT	Water Quality	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.	No impacts.
	Utilities	No impacts.	No impacts.	Potential utility relocations due to replacement of mast arms and I-95 improvements.	Potential utility relocations due to replacement of mast arms and I-95 improvements.	Potential utility relocations due to replacement of mast arms, sidewalk widening, and I-95 improvements.	Potential utility relocations due to replacement of mast arms, sidewalk widening, and I-95 improvements.	Potential utility relocations due to I-95 improvements.	Potential utility relocations due to I-95 improvements.	Potential utility relocations due to I-95 improvements.
Ranking										

Total Delay (hr)



LAWS OF FLORIDA - July 1986 - CHAPTER 86-308

Brickell Avenue to SW 74th Avenue

An act relating to preservation; designating Calle Ocho as a state historic highway; providing definitions; prohibiting the use of state funds for certain physical changes on or near Calle Ocho; requiring approval of the Division of Archives, History, and Records Management of the Department of State.

Be It Enacted by the Legislature of the State of Florida:

No state funds shall be expended by any public body or agency for any of the following:

- To alter the physical dimensions or location of Calle Ocho, except for the addition of primary or secondary roads intersecting the limits of Calle Ocho.
- To erect, demolish, or significantly alter the appearance of any structure, including but not limited to, walls, fences, sidewalks, and curbing, within 100 feet of either side of the paved surface of Calle Ocho.
- Nothing in this section shall be construed to prevent the ordinary maintenance and repair of Calle Ocho or structures adjacent thereto, provide the physical dimensions and location of Calle Ocho and the appearance of any such structure are preserved, nor to prevent any work that is necessary for the public health or safety as determined by the agency and local government having jurisdiction over the portion of Calle Ocho Involved.

LEYES DE LA FLORIDA - Julio 1986 - CAPÍTULO 86-308

Avenida Brickell a SW 74th Avenida

Un acto relacionado con la preservación; designando a la Calle Ocho como una carretera histórica del estado; proporcionando definiciones; que prohíbe el uso de fondos estatales para ciertos cambios físicos en o cerca de la Calle Ocho; requiriendo la aprobación de la División de Archivos, Historia y Administración de Registros del Departamento de Estado.

Sea promulgado por la Legislatura del Estado de Florida:

Ningún organismo o agencia pública gastará fondos estatales por ninguno de los siguientes motivos:

- Para alterar las dimensiones físicas o la ubicación de la Calle Ocho, a excepción de la adición de caminos primarios o secundarios que cruzan los límites de la Calle Ocho.
- Para levantar, demoler o alterar significativamente la apariencia de cualquier estructura, incluyendo, entre otras, paredes, vallas, aceras y bordillos, a una distancia de 100 pies de cada lado de la superficie pavimentada de la Calle Ocho.
- Nada en esta sección será construido para prevenir el mantenimiento y la reparación ordinaria de la Calle Ocho o las estructuras adyacentes a la misma, proporcionar que las dimensiones físicas y la ubicación de la Calle Ocho y la apariencia de dicha estructura sean preservadas, así como evitar cualquier trabajo que sea necesario para la salud o seguridad pública según lo determinado por la agencia y el gobierno local con jurisdicción sobre la parte de Calle Ocho involucrada.

LAWS OF FLORIDA - 2007 - CHAPTER 2007-259
SE 25th Street to the South shoreline of the
Miami River

Legislation signed on June 2007, declaring **Brickell Avenue** a State historic road and prohibiting the Brickell Avenue name to be extended beyond its Miami River north boundary.

The State historic designation of the roadway recognizes that Brickell Avenue, stretching from Miami River south to 25th Road, has distinct cultural, historic, architectural, recreational, natural and/or scenic resources value.

No state funds shall be spent by a government agency to alter Brickell Avenue's boundaries or extend its name.

LEYES DE LA FLORIDA - 2007- CAPÍTULO 2007-259
SE 25th Calle a la costa sur del río Miami

La legislación se firmó en Junio de 2007, declarando a **Brickell Avenue** una carretera histórica del estado y prohibiendo que el nombre de Brickell Avenue se extienda más allá de su límite norte de Miami River.

La designación histórica del estado de la carretera reconoce que Brickell Avenue, que se extiende desde el sur del río Miami hasta la calle 25, tiene un valor distintivo cultural, histórico, arquitectónico, recreativo, natural y/o paisajístico.

La agencia gubernamental no gastará fondos estatales para alterar los límites de Brickell Avenue o extender su nombre.