

**Krome Avenue Evaluation Matrix
DRAFT (10-02-07)**

EVALUATION MATRIX										
Evaluation Parameters		Alternatives								
		No Build Existing Conditions	TSM	Action Plan (Two-Lane)	Action Plan (Two-Lane - Modified)	Alternative 1 (Two-Lane)	Alternative 2 (Two-Lane with Passing Zone)	Alternative 3 (Four-Lane) (Florida Intrastate Highway System)	Alternatives 4 (Four-Lane)	
FEATURES	Median Width	None	None	2' Painted Buffer	2' Painted Buffer	40' Grass Depressed	40' Grass Depressed	54' Grass Depressed	40' Grass Depressed	
	Lane Width	12'	12'	12'	12'	12'	12'	12'	12'	
	Pedestrian Provisions	None	None	8' Shared Use Path	8' Shared Use Path	12' Shared Use Path	12' Shared Use Path	12' Shared Use Path	12' Shared Use Path	
	Bicycle Provisions	None	None	8' Shared Use Path	8' Shared Use Path	12' Shared Use Path	12' Shared Use Path	12' Shared Use Path	12' Shared Use Path	
	Shoulder Width (Paved Width)	Varies 0' to 5' (0 to 5')	12' (5')	8' (5')	8' (5')	12' (5')	12' (5')	12' (5')	12' (5')	
	Border Width	Not defined due to R-O-W variations	Not defined due to R-O-W variations	Reconstruction criteria requires 8' minimum - not defined	Reconstruction criteria 8' minimum - provided	New construction criteria requires 40' Proposed 30' - requires design variation	New construction criteria requires 40' Proposed 30' - requires design variation	40' provided	New construction criteria requires 40' Proposed 30' - requires design variation	
	Total Right of Way	35'-200' (varies)	35'-200' (varies)	62'	78'	148'	160'	206'	172'	
PURPOSE AND NEED	ENGINEERING	Typical Section & Geometric Issues	Inadequate shoulder width. Insufficient storage lanes. Lack of turning lanes. Non-standard Clear Zone and Border Width. No median separation. No passing lanes.	Non-Standard Clear Zone and Border Width. No median separation. two-foot center painted buffer. No passing lanes.	Sub-standard shoulder width. No median separation. two-foot center painted buffer. No passing lanes.	Sub-standard shoulder width. No median separation. No passing lanes.	No passing lanes. Requires design variation for Border Width.	Limited passing zones. Requires design variation for Border Width.	None.	Requires design variation for border width.
		Safety	No Improvements	Limited improvements (shoulders, turn lanes, storage lanes)	Limited improvements (shoulders, turn lanes, storage lanes, two-foot center painted buffer)	Limited improvements (shoulders, turn lanes, storage lanes, two-foot center painted buffer, provides 8' minimum border width)	Moderate improvements since it does not accommodate passing maneuvers. Meets all other safety standards.	Moderate improvements since it accommodate passing maneuvers only in one area. Meets all other safety standards.	Considerable improvements SIS Standard width open Median. More Capacity. Passing maneuvers accommodated throughout the project corridor.	Considerable improvements PPM Standard width open Median. More Capacity. Passing maneuvers accommodated throughout the project corridor.
	Traffic Operations	No Improvements	Provides adequate turn and storage lanes. Opposing traffic friction remains.	Provides adequate turn and storage lanes. Opposing traffic friction remains.	Provides adequate turn and storage lanes. Opposing traffic friction remains.	Provides adequate turn and storage lanes. Eliminates opposing traffic friction. Precludes passing maneuvers.	Provides adequate turn and storage lanes. Eliminates opposing traffic friction. Provides limited passing opportunities.	Considerable improvements. SIS Standard width open Median. More Capacity. Passing maneuvers accommodated throughout the project corridor.	Considerable improvements PPM Standard width open Median. More Capacity. Passing maneuvers accommodated throughout the project corridor.	
	Capacity	No Improvements	Minimal improvement due to turn lane and shoulder implementation.	Minimal improvement due to turn lane and shoulder implementation.	Minimal improvement due to turn lane and shoulder implementation.	Minimal improvement due to turn lane and shoulder implementation.	Minimal improvement due to turn lane and shoulder implementation.	Considerable improvements due to the additional thru lanes in each direction.	Considerable improvements due to the additional thru lanes in each direction.	
	Level of Service (2030 Overall)	LOS "E"	LOS "E"	LOS "E"	LOS "E"	LOS "E"	LOS "E"	LOS "D"	LOS "D"	
	Access Management	No Improvements	Limited improvements, consolidate driveway connections whenever possible.	Limited improvements, consolidate driveway connections whenever possible.	Limited improvements, consolidate driveway connections whenever possible.	Considerable improvements with implementation of median and consolidation of driveways.	Considerable improvements with implementation of median and consolidation of driveways.	Considerable improvements with implementation of median and consolidation of driveways.	Considerable improvements with implementation of median and consolidation of driveways.	
	Law Enforcement Issues	No Shoulders Traffic Congestion No U-turn Access No Passing Zones	Traffic Congestion No U-turn Access No Passing Zones	Traffic Congestion No U-turn Access No Passing Zones	Traffic Congestion No U-turn Access No Passing Zones	Traffic Congestion No Passing Zones	Traffic Congestion Limited Passing Opportunities	None	None	
	Hurricane Evacuation Issues	No Shoulders Traffic Congestion No Passing Zones	Traffic Congestion No Passing Zones	Traffic Congestion No Passing Zones	Traffic Congestion No Passing Zones	Traffic Congestion No Passing Zones	Traffic Congestion Limited Passing Opportunities	None	None	
OTHER ENGINEERING	Drainage System	None	None	Minimal Improvements Swales (some locations)	Minimal Improvements Swales (some locations)	Considerable Improvements Swales & French Drains	Considerable Improvements Swales & French Drains	Considerable Improvements Swales & French Drains	Considerable Improvements Swales & French Drains	
	Multimodal Accommodations	None	None	Shared Use Path Equestrian Path	Shared Use Path Equestrian Path	Shared Use Path (as required by the Miami-Dade Greenways Plan)	Shared Use Path (as required by the Miami-Dade Greenways Plan)	Shared Use Path (as required by the Miami-Dade Greenways Plan)	Shared Use Path (as required by the Miami-Dade Greenways Plan)	
	Utility Impacts	None	None	Some relocation of power lines required.	Some relocation of power lines required.	Will require relocation of power lines. May provide opportunity for implementation of FPL policy regarding underground placement.	Will require relocation of power lines. May provide opportunity for implementation of FPL policy regarding underground placement.	Will require relocation of power lines. May provide opportunity for implementation of FPL policy regarding underground placement. Potential impact to C-102 Control Structure.	Will require relocation of power lines. May provide opportunity for implementation of FPL policy regarding underground placement. Potential impact to C-102 Control Structure.	
	Maintenance of Traffic During Construction	N/A	Minimal Impacts	Moderate Impacts	Moderate Impacts	Temporary Impacts at Maintenance of Traffic phase changes.	Temporary Impacts at Maintenance of Traffic phase changes.	Temporary Impacts at Maintenance of Traffic phase changes.	Temporary Impacts at Maintenance of Traffic phase changes.	
	Roadway Maintenance	High due to continued deterioration of existing pavement condition	High due to continued deterioration of existing pavement condition	Medium due to unimproved roadway base and subbase	Medium due to unimproved roadway base and subbase	Low due to newly constructed roadway	Low due to newly constructed roadway	Low due to newly constructed roadway	Low due to newly constructed roadway	

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SOCIO-ECONOMICS	Cultural Facilities and Community Services	None	None	Minimal impacts to parcel owned by one church due to R-O-W acquisition. No impacts to buildings or facilities.	Minimal impacts to parcel owned by one church due to R-O-W acquisition. No impacts to buildings or facilities.	Minimal impacts to parcels owned by two churches due to R-O-W acquisition. No impacts to buildings or facilities.	Minimal impacts to parcels owned by two churches due to R-O-W acquisition. No impacts to buildings or facilities.	Minimal impacts to parcels owned by three churches and one school due to R-O-W acquisition. No impacts to buildings or facilities.	Minimal impacts to parcels owned by two churches due to R-O-W acquisition. No impacts to buildings or facilities.
	Compatibility with Agricultural Practices and Rural Character	Yes, rural typical section "as is"	Yes, rural typical section "as is"	Yes, rural typical section proposed	Yes, rural typical section proposed	Yes, rural typical section proposed	Yes, rural typical section proposed	Yes, rural typical section proposed	Yes, rural typical section proposed
	Transportation Plans Compatibility (based of 2002 CDMP amendments, which are currently being challenged)	Not compatible with the Miami-Dade County CDMP	Not compatible with the Miami-Dade County CDMP	Not compatible with the Miami-Dade County CDMP	Not compatible with the Miami-Dade County CDMP	Not compatible with the Miami-Dade County CDMP	Not compatible with the Miami-Dade County CDMP	Compatible with the Miami-Dade County CDMP	Compatible with the Miami-Dade County CDMP
	Indirect Effects	None	None	None, no additional roadway capacity being provided	None, no additional roadway capacity being provided	None, no additional roadway capacity being provided	None, no additional roadway capacity being provided	The 2002 CDMP amendments are designed to limit any increased indirect effects from roadway widening.	The 2002 CDMP amendments are designed to limit any increased indirect effects from roadway widening.
	Landscaping/Aesthetics	None	None	None	None	Increased landscaping opportunities keeping the rural characteristics of the area	Increased landscaping opportunities keeping the rural characteristics of the area	Increased landscaping opportunities keeping the rural characteristics of the area	Increased landscaping opportunities keeping the rural characteristics of the area
	Business and Residential Relocation	None	None	N/A	N/A	Residential - 3 Business - 2 Personal Property - 0	Residential - 3 Business - 2 Personal Property - 0	Residential - 9 Business - 4 Personal Property - 2	Residential - 4 Business - 3 Personal Property - 0
	Farmlands (# of acres)	None	None	N/A	N/A	35 Acres	36 Acres	59 Acres	43 Acres
ENVIRONMENTAL	Wetland Impacts	None	None	None	None	None	None	None	None
	Water Quality	No Treatment	No Treatment	Some Improvements due to limited swales	Some Improvements due to limited swales	Considerable Improvements Area provided for Treatment of All Impacts	Considerable Improvements Area provided for Treatment of All Impacts	Considerable Improvements Area provided for Treatment of All Impacts	Considerable Improvements Area provided for Treatment of All Impacts
	Surface Water Impacts (Canals)	None	None	None	Unknown	0.14 acres of impacts due to bridge widening over canals	0.14 acres of impacts due to bridge widening over canals	0.34 acres of impacts due to bridge widening over canals	0.21 acres of impacts due to bridge widening over canals
	Contamination Issues	None	None	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites	High Risk - 5 sites Medium Risk - 5 sites Low Risk - 1 sites
	Air Quality	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards	Meets attainment area standards
	Noise Issues	None	None	None	None	Decibel level increases (-1.8 to 3.6 dBA)	Decibel level increases (-1.8 to 3.6 dBA)	Decibel level increases (3.9 to 9.5 dBA)	Decibel level increases (3.6 to 10.3 dBA)
	Section 4(f) / 106	None	None	N/A	N/A	Golf Course - 0.12 Acres	Golf Course - 0.12 Acres	Golf Course - 1.1 Acres 2 Residential Property - 0.343 Acres	Golf Course - 0.21 Acres 2 Residential Property - .077 Acres
	Conservation Lands	None	None	N/A	N/A	EEL Property - 0.82 Acres	EEL Property - 0.82 Acres	EEL Property - 1.25 Acres	EEL Property - 1.0 Acres
	Threatened and Endangered Species Impacts	None	None	No direct impacts - temporary impacts to foraging only during construction	No direct impacts to wildlife - temporary impacts to foraging only during construction - direct impacts to State-listed and Federal Candidate plant species in EEL property	No direct impacts to wildlife - temporary impacts to foraging only during construction - direct impacts to State-listed and Federal Candidate plant species in EEL property	No direct impacts to wildlife - temporary impacts to foraging only during construction - direct impacts to State-listed and Federal Candidate plant species in EEL property	No direct impacts to wildlife - temporary impacts to foraging only during construction - direct impacts to State-listed and Federal Candidate plant species in EEL property	No direct impacts to wildlife - temporary impacts to foraging only during construction - direct impacts to State-listed and Federal Candidate plant species in EEL property
COST	Construction	\$0	N/A	N/A	N/A	\$92,490,000	\$99,984,000	\$112,551,700	\$107,375,700
	Right of Way	\$0	N/A	N/A	N/A	\$83,400,000	\$83,800,000	\$135,987,400	\$98,100,000
	Engineering (15%) & CEI (15%)	\$0	N/A	N/A	N/A	\$27,747,000	\$29,995,200	\$33,765,510	\$32,212,710
	Total Cost	\$0	N/A	N/A	N/A	\$203,637,000	\$213,779,200	\$282,304,610	\$237,688,410