



**Citizen's  
Version!**



# **TRANSPORTATION IMPROVEMENT PROGRAM**

Metropolitan Planning Organization for the Miami Urbanized Area





**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2008/2009 to 2012/2013**

**CITIZEN'S VERSION**

**METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI  
URBANIZED AREA**

**Approved by MPO Governing Board on May 22nd, 2008**

This document was prepared by the Metropolitan Planning Organization for the Miami Urbanized Area in collaboration with the Florida Department of Transportation, Miami-Dade Expressway Authority, Florida's Turnpike Enterprise, South Florida Regional Transportation Authority, Miami-Dade County Public Works Department, Miami-Dade Transit, Miami-Dade Planning and Zoning Department, Miami-Dade County Aviation Department, Miami-Dade Seaport Department, Miami-Dade Department of Environmental Resources Management, Miami-Dade County Office of Strategic Business Management, and the Miami-Dade County Developmental Impact Committee.

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# A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Photo by Benjamin Thacker



## **MESSAGE TO THE READER**

Thank you for your interest and participation in the Miami Urban Area transportation planning process and in particular the Transportation Improvement Program (TIP).

## **About this document**

This document is titled the "Transportation Improvement Program" and also known as the "**TIP**".

## **What is the TIP?**



The TIP is a staged multi-year program that prioritizes transportation improvement projects for federal, state and local funding. The TIP is also the capital improvements element of the long range transportation plan (LRTP). The TIP has a role in putting the LRTP into action.

## **TIP: Putting the Long Range Transportation Plan into action**

Picturing the projects contained in the 2030 Long Range Transportation Plan (LRTP) for Miami-Dade County as a warehouse full of transportation projects for the next 20-plus years, the TIP is the vehicle that carries those projects to market. The TIP not only lists specific projects, but also the anticipated schedule and cost for each project. Like the LRTP, the projects in the TIP must be financially constrained, undergo a series of evaluations, and include opportunity for public comment.

Once compiled, review of the TIP begins. During this period of time there is a 30-day public review.

The TIP is a changing document. Frequently, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved. It can be amended in order to add, change or delete projects for a variety of reasons. Amendments to the TIP must undergo the same review and public scrutiny as the original TIP.

Photo by Benjamin Thacker

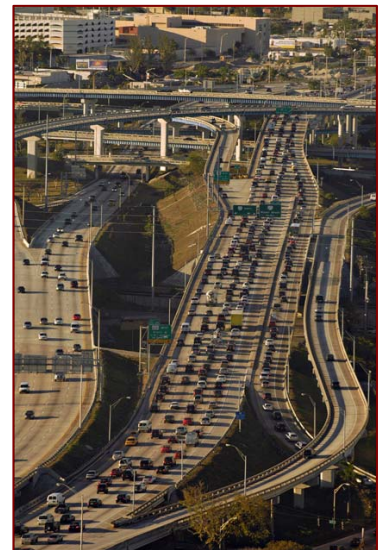




Photo by Ryan Holloway



Photo by Benjamin Thacker

## Some basic facts about Miami-Dade County

### **Population**

With a population of more than 2.2 million, Miami-Dade County is the most populous county in Florida and among the top 20 most populous metropolitan areas in the United States. By the year 2030, the region's population is expected to climb to 3 million, while the number of households grows 40.7 percent, from the current 0.8 million to 1.1 million. In addition, the number of jobs in the county will increase from 1.2 million to over 1.6 million.

### **The region**

Miami-Dade County is almost 2,300 square miles in area and encompasses thirty-one municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 362,000 inhabitants. There are 6 municipalities with populations over 50,000 and they are the City of Hialeah, City of Miami, City of Miami Beach, City of Miami Gardens, City of North Miami, and City of Coral Gables.

### **Transportation network**

Miami-Dade's transportation network includes 40 miles of interstate freeways, 542 miles of major roadways, over 5,600 miles of local streets and roads, and 180 miles of bike paths. In all, that's over 6,000 mile that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 110 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

### **Public Transportation**

A fleet of over 1,000 buses travel an average of 1118,000 miles daily (weekday) serving the county's population on major roads. Total daily ridership averages about 240,000. In addition, daily ridership on Metrorail (the 22.6-mile elevated rail) averages about 60,000 trips; on the Metromover (the 4½ mile downtown mover), average daily ridership is 28,000. Of all workers in the central business district, an estimated 20% take one of these forms of transit to get to work.

### **Vehicles**

In Miami-Dade County, there are 1.8 million passenger vehicles traveling our road network. In total, those vehicles travel 40 million miles daily; by 2025, that will increase to over 50 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 381 gallons of fuel in the year 2000 and traveled 17.7 average miles per day. These figures are expected to increase by at least 35 percent over the next twenty years.

### **The commute**

Work trips account for nearly 20 percent of all travel in Miami-Dade County. On an average workday, 96 percent of the region's commuters travel to work by car, 3 percent by public transit. One percent walks or travels by some other means, such as bicycle, motorcycle, or taxi.



### **How to access the TIP on the web?**

The Transportation Improvement Program (TIP) document may be accessed through the website in two different ways.

- By visiting the MPO website at [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo) - select “Downloads” from menu and get the Transportation Improvement Program documents
- You may also access the Interactive TIP document residing at the Miami-Dade County’s web portal at MY NEIGHBORGOOD site. You may access through the MPO website at [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo) -- select “Resources” and from the drop down menu click on the InteracTIP option. This choice takes you to the Interactive TIP multimedia – the last icon is the My Neighborhood site.

## **The TIP’s Mechanics**



### **Why is there a TIP?**

The U.S. Department of Transportation will not approve use of federal funds for an improvement unless the project is identified in the TIP. Inclusion in the TIP does not, however, guarantee federal funding. The TIP is fiscally constrained with reasonable estimates of project costs balanced against anticipated funding. Projects not funded by the federal government are included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.



### **Who prepares the TIP?**

The TIP is prepared by the Metropolitan Planning Organization (MPO) in cooperation with local transportation agencies. The Metropolitan Planning Organization (MPO) is the agency designated by the Governor of the State of Florida and certified by the federal government to carry out metropolitan transportation planning. The TIP is one of the MPO responsibilities.



### **How does the TIP work?**

1. One year is current (the funded annual element) and the remaining four are future.
2. Each year adds a new fifth year and advances a new annual period to current funded status.
3. Identifies funding levels, by source and type, and whether funds are to be used for: road capacity, preservation, bridges, transit capital, safety, non-motorized, right-of-way, study or other.
4. Improvements in the TIP are based on MPO-established priorities from LRTP.
5. TIP is consistent with the adopted 2030 Long Range Transportation Plan.



### **TIP consistency**

The TIP must be consistent with the Long Range Transportation Plan (LRTP).



### **What fiscal years does this TIP include?**

This TIP covers fiscal years 2008 to 2012. Fiscal years spanned are 2009, 2010, 2011, 2012 and 2013. Fiscal years, as opposed to calendar years, begin on July 1<sup>st</sup> and end on June 30<sup>th</sup>.

Fiscal Year 2009 -----	begins July 1, 2008 and ends June 30, 2009
Fiscal Year 2010 -----	begins July 1, 2009 and ends June 30, 2010
Fiscal Year 2011 -----	begins July 1, 2010 and ends June 30, 2011
Fiscal Year 2012 -----	begins July 1, 2011 and ends June 30, 2012
Fiscal Year 2013 -----	begins July 1, 2012 and ends June 30, 2013



### **What does the TIP include?**

The TIP includes a prioritized listing of transportation improvement projects for the Miami-Dade County region for the next five fiscal years.



### **Who participates in putting the TIP together?**

The MPO, with local transportation agencies and other stakeholders as follows (in alphabetical order):

1. Florida Department of Transportation (FDOT) District 6
2. Florida's Turnpike Enterprise
3. Miami-Dade Aviation Department
4. Miami-Dade Department of Environmental Resources Management
5. Miami-Dade Expressway Authority (MDX)
6. Miami-Dade Planning and Zoning Department
7. Miami-Dade Public Works Department
8. Miami-Dade Seaport Department
9. Miami-Dade Transit Agency (MDT)
10. Office of Strategic Business Management (OSMB)
11. South Florida Regional Transportation Authority (SFRTA)

## **The TIP's Technicalities**



### **Who must approve the TIP locally?**

The Metropolitan Planning Organization (MPO) Governing Board must approve the TIP.



### **Who must approve the TIP at the State level?**

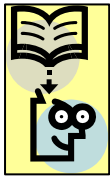
The Governor of the State of Florida must approve the TIP before the document becomes part of the State Transportation Improvement Program.



### **Who must approve the TIP at the federal level?**

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) approve the TIP for funding purposes.

## **Where does the MPO get its authority?**



FEDERAL LAW: From Title 23 U.S. Code -- “To carry out the transportation planning process a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals”. In 1973, the Federal Transportation Act mandated that each urbanized area with 50,000 or more in population establish a Metropolitan Planning Organization (MPO). Federal law required that the Governor of the state designate the agency to serve as the MPO.

STATE LAW: From 339.175 Florida Statutes: “It is the intent of the Legislature to encourage and promote the safe and efficient management, operation, and development of surface transportation systems” “to accomplish these objectives an MPO shall be designated for each urbanized area”. For large urban areas (over 200,000 in population), the Secretary of Transportation certifies these as Transportation Management Areas (TMAs). MPOs that are designated as TMAs have to be certified every three years.

## **TIP Program Funding**



### **Where does Highway Funding come from?**

Gasoline taxes, such as federal gas tax, state motor fuel tax, local option gas tax, voter gas tax, motor vehicle fees and road impact fees and automobile related user fees such as tolls.

### **Where does Transit Funding come from?**

Transit funding comes from a combination of funds from the Federal Transit Administration (FTA), the State of Florida through the Florida Department of Transportation Public Transportation Office, Local Dedicated Source of Funding (half-penny sales tax) and Miami-Dade County's Budget (from local general funds).





## FY 2009-2013 TRANSPORTATION IMPROVEMENT PROGRAM



### Primary State Highways and Intermodal Projects

## Florida Department of Transportation District Six

### The Florida Department of Transportation's Five Year Work Program

The Florida Department of Transportation's (FDOT) District Six<sup>1</sup> Work Program is a major component of the Miami-Dade Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). The Work Program, which is updated annually, is a project specific list of transportation activities and improvements that the Department is to undertake within a projected five-year period. It is developed by the District working with the Miami-Dade MPO and local governments. In accordance with legislation, the first three years of the Adopted Work Program is intended to stand as the commitment by the state to undertake transportation projects that local governments may rely on for planning purposes and the development of capital improvement elements of their local government comprehensive plans. The projects must meet the objectives and priorities of the Florida Transportation Plan (FTP).

### The Work Program Cycle

The Department coordinates with the MPO and local governments to identify and develop projects. Input is also received through public hearings, the legislature and the Governor's office. In the summer of 2007 FDOT began the new cycle to develop the "Tentative" Work Program for fiscal years 2009 through 2013. The final program was sent to the Governor and the State Legislature for review in February of 2008 and it will become effective on July 1, 2008.

### Programs

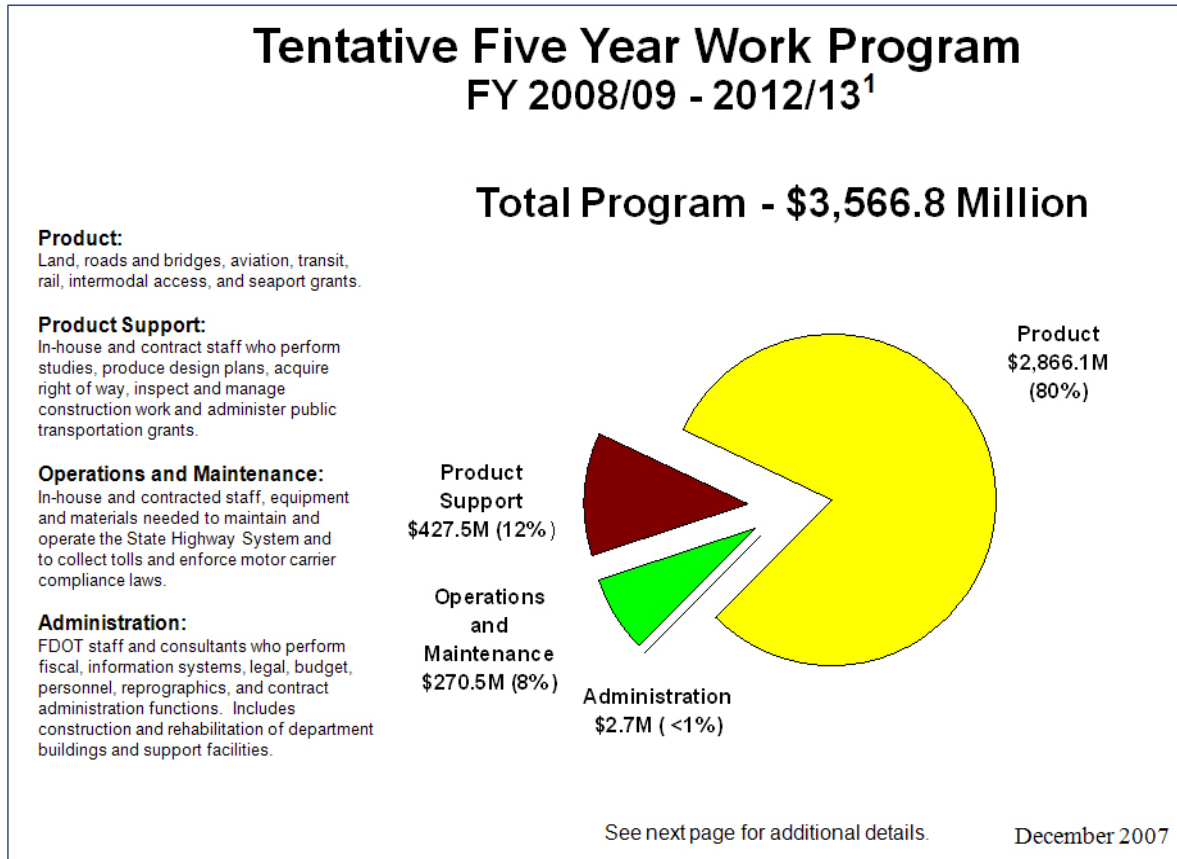
For budgeting purposes the Department's Work Program is comprised of five departmental programs. They are: Product, Product Support, Operation and Maintenance, Administration and Other. The Department's Work Program Product is what appears in the TIP. **The Product** is comprised of all projects such as Highways and Other Arterials, Right of Way, Aviation, Intermodal Access, Transit, Rail, Seaports, Resurfacing and Bridges. **Product Support** includes in-house and contract personnel who perform studies, produce design plans, acquire right of way, inspect and manage construction work and administer public transportation grants. **Operations and Maintenance** includes in-house and contract staff, equipment and materials needed to maintain and operate the State Highway System and to collect tolls and enforce motor carrier compliance laws. **Administration** is comprised of FDOT staff and contract staff that perform Work Program development, fiscal, information systems, legal, budget, personnel, and contract administration functions. It also includes construction and rehabilitation of department buildings and support facilities. **Other** encompasses funds to reimburse local governments for projects previously

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<sup>1</sup> District Six is comprised of Miami-Dade and Monroe Counties

## Primary State Highways and Intermodal Projects (Continued)

advanced in the Adopted Work Program, staff equipment, consultants and materials required to support data processing needs, maintenance of the Department's mobile equipment and the operation and maintenance of the Department's warehouse and supply system.



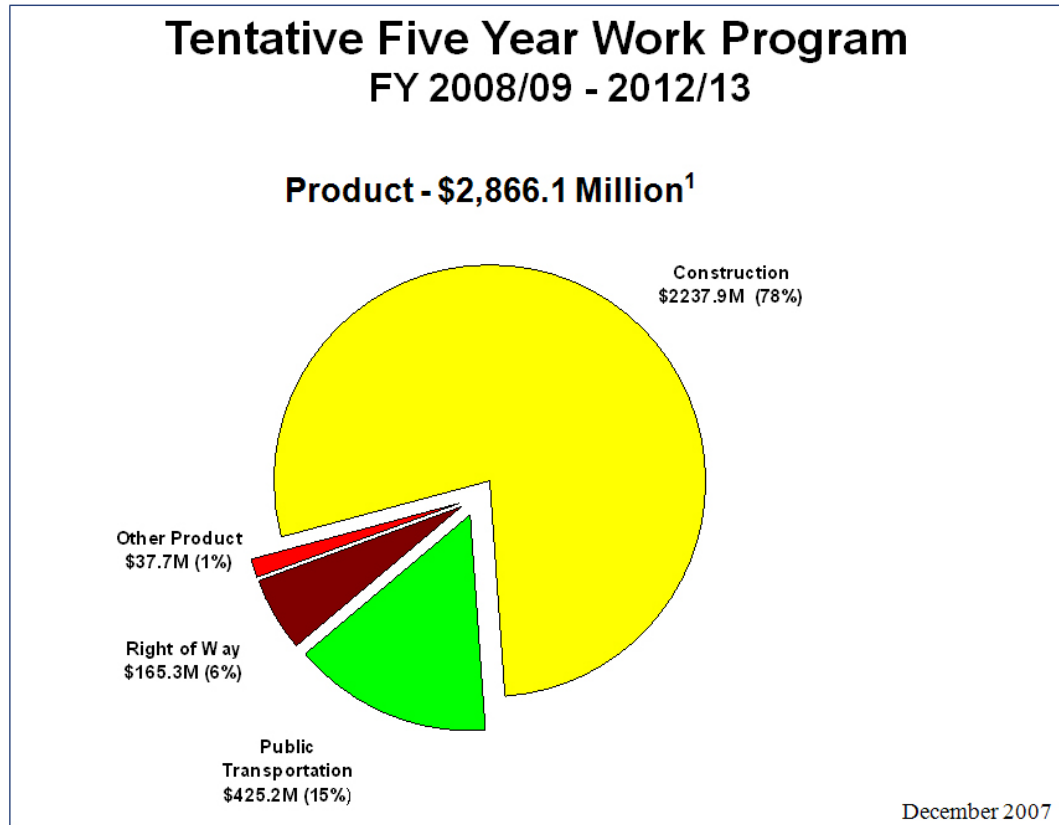
<sup>1</sup> Does not include \$134M for Miami-Dade Transit's North Corridor Project.

### Funding

The Department's funds are allocated among seven districts statewide. In the Miami-Dade urbanized area, District Six and the MPO determine the best use of Miami-Dade's share. The Department's resources are primarily from federal and state dedicated sources. The State Transportation Trust Fund and the Federal Highway Trust Fund receive revenue from specific tax sources earmarked solely for transportation purposes. By statute, the Department must develop a program that is balanced to cash and revenue forecasts. Additional funding for Work Program projects comes from local and discretionary sources.

The Department of Transportation is responsible for the State Highway System and funds several intermodal projects. The Department will spend approximately \$3.6 billion on transportation in District Six over the next five years. The Department's total product budget is \$2.9 billion. A total of 78% of that budget will go toward funding construction projects in District Six. These projects fall under four major construction categories: Capacity Improvement, Safety, Bridge, and Resurfacing. No less than 15% of the budget is dedicated to Public Transportation programs and services. A sampling from the Work Program is highlighted below. They include intermodal, intelligent transportation, corridor and public transportation improvements.

## Primary State Highways and Intermodal Projects (Continued)



<sup>1</sup> Does not include \$134M for Miami-Dade Transit's North Corridor Project.

### Major Intermodal Projects

- **Miami Intermodal Center (MIC)**

The MIC Program includes the Rental Car Center, Miami Central Station, Miami International Airport (MIA) People Mover, Access Roads and Major Highway Improvements, all to be completed by mid-2011. The Department also will be pursuing a private and/or public sector joint development project to enhance the MIC's viability.



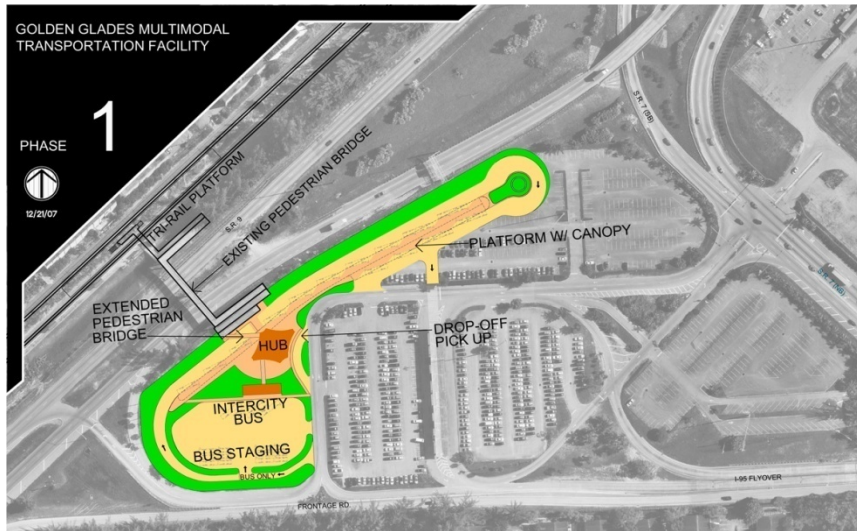
MIC Rental Car Facility under construction



## Primary State Highways and Intermodal Projects (Continued)

- **Golden Glades Intermodal Center**

The Department has programmed \$16.1 million in fiscal year 2008-09 for an initial relocation and construction of additional bus bays close to the Tri-Rail walkway. Also, approximately 500 new parking spaces will be added to the east of the existing park-and-ride lot. The Center provides a regional link connecting Tri-Rail, Miami-Dade County Transit and Broward County Transit.



Site plan of proposed Golden Glades Interchange Multimodal Terminal Improvements, Phase I

### Strategic Intermodal System (SIS) Projects

The SIS includes all Florida Intrastate Highway System (FIHS) roadways (expressways, other major arterials, such as Krome Avenue and a portion of Okeechobee Road), seaports and airports and their connections to the rail network and the FIHS. Examples of SIS projects are as follows.

- **N.W. 25<sup>th</sup> Street Viaduct and Roadway Projects**

These improvements have been split into two projects. The Eastside Project: Roadway & Viaduct from SR 826 to N.W. 67<sup>th</sup> Avenue connecting to MIA's Westside Cargo Area. This was let for construction in October 2006. The Westside Project: Roadway & Viaduct from N.W. 89<sup>th</sup> Court to SR 826. Construction funds are allocated for FY 2012-13.



Rendering of proposed NW 25 Street Viaduct

## **Primary State Highways and Intermodal Projects (Continued)**

- **SR 997/Krome Avenue Corridor**

The Environmental process has been completed with an issuance of Location Design Acceptance for the segment from SW 136<sup>th</sup> Street to US 27. Construction of the 4-lane typical section will begin in fiscal year 2008-09 on the first section, 2.8 miles in the vicinity of SR 90/SW 8<sup>th</sup> Street. Additional construction funds are programmed for 2012-13 for the section from SR 94/Kendall Drive to SW 8<sup>th</sup> Street. Design and right-of-way funds are programmed for the segment from US 1 to Kendall Drive. Projects identified in the Work Program continue the implementation of the Krome Avenue Action Plan.

- **SR 826/Palmetto Expressway**

Funding to continue work on widening the Palmetto Expressway is included in the Work Program. The two remaining large projects on the north-south portion of the expressway are the reconstruction of the Bird Road and SR 836 interchanges. Both of these major projects will be let during calendar year 2008 and are being done in partnership with the Miami-Dade Expressway Authority. In addition, the Work Program includes a project development and environmental phase for the east-west portion of the Palmetto Expressway between I-75 and the Golden Glades Interchange.



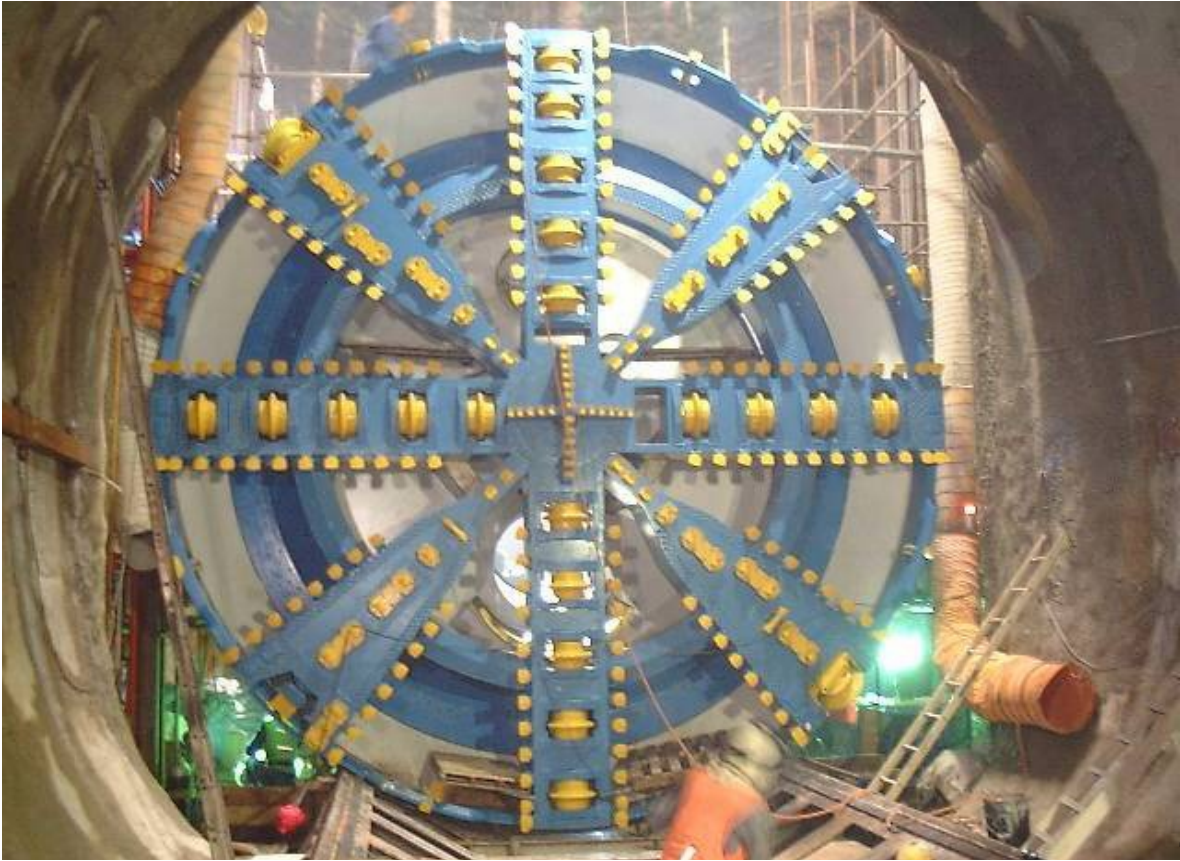
Rendering of proposed SRs 826/836 Interchange

- **Port of Miami**

The Port of Miami Tunnel, which will link the port directly to I-395/SR 836, is being procured as a Public Private Partnership. The environmental process is complete and the general project location and alignment has been identified. The procurement process is well underway. Three teams were shortlisted in March 2007, and the “Best Value Proposal” was named in May 2007. The Miami Access Tunnel Team was identified under a Notice of



## Primary State Highways and Intermodal Projects (Continued)



unnel boring machine similar to one that might be used on the Port Tunnel project

Intent to Award, pending, and subject to, local funding. The Team is required to perform all aspects of the project including design, build, finance, operate, maintenance and concessionaire functions. The next step will be to execute the contract when all local funding is secured. It is anticipated that the project could be operational by 2012.

- **SR 9A/I-95 Corridor**

During the past year, the Department received a \$62.9 million Federal “Urban Partnership



Rendering of proposed 95 Express

Agreement” to be administered by Districts Four and Six. This grant, combined with State monies, will fund the first phase of a joint Miami-Dade/Broward County 21-mile pilot project, branded, “95 Express.” Through relatively minor construction and re-striping, the project will convert the single existing HOV lane in each direction, between SR 112/I-195 and I-595, into two High Occupancy Toll (HOT) lanes, or “Express Lanes,” in each direction. The Express Lane concept, allows busses and registered carpools, of three or more occupants, free access to

## **Primary State Highways and Intermodal Projects (Continued)**

these lanes. Single-occupant and other non-registered vehicles may opt to use the lanes by paying a toll which will vary according to level of congestion. The project's benefits are: an increase in overall corridor capacity, an increase in average speed in the Express Lanes, implementation of Bus Rapid Transit in the corridor, and use of tolls to partially finance the project and increase bus service. The first phase of the project, from SR 112 to the Golden Glades Interchange, will be implemented in the northbound direction by the summer of 2008, and in the southbound direction just over a year later.

- **Miami International Airport Central Boulevard**

A total of \$48.5 million in state matching funds has been allocated for improvements to the primary entrance road to the airport in fiscal year 2009-10. The Miami-Dade Aviation Department is pursuing a partnership with a private developer to assist with the required local matching funds.

## **Intelligent Transportation System (ITS) Program**

The deployment of ITS techniques enables traffic to operate at an improved quality of service with virtually no disruption to adjacent property owners and at a fraction of the cost that it would take to physically widen the roadway. These projects include closed circuit TV, vehicle sensors and



ITS Dynamic Message Sign

dynamic message signs describing real time roadway conditions. The 511 SunGuide Program, providing travel information around the clock, for each ITS roadway, is available by dialing 511. Federal, State and local funds have been programmed for ITS. Examples of projects are service patrols, continued expansion to additional roadways, I-95 ramp metering, promotion of the 511 Program and partnering with the MPO and Miami-Dade Expressway Authority.

## **Other Major Corridor Improvements**

- SR 5/Biscayne Boulevard
- SR 5/South Dixie Highway
- N.W. 87<sup>th</sup> Avenue
- SR 823/N.W. 57<sup>th</sup> Avenue
- SR 959/S.W. 57<sup>th</sup> Avenue
- SR 7/N.W. 7<sup>th</sup> Avenue
- SR 916/N.W. 135<sup>th</sup>/138<sup>th</sup> Street
- SR 985/N.W. 107<sup>th</sup> Avenue
- N.W. 74<sup>th</sup> Street.

## **Bicycle/Pedestrian Corridor Improvements**

- North Beach Recreational Corridor
- South Dade Greenways
- Snake Creek Canal
- Miami River Greenway



## **Primary State Highways and Intermodal Projects (Continued)**



Location for Snake Creek Bicycle Path extension north of Miami Gardens Drive

- MIA's Central Boulevard Improvement (see Strategic Intermodal System, above)
- Perimeter Road Improvements
- Opa-locka Airport Air Traffic Control Tower Replacement
- Tamiami Airport Runway Extension

### **Rail**



Railroad crossing signal inspection

## **Public Transportation Projects**

### **Transit**

- State Transit Block Grant
- MIC-Earlington Heights Metrorail Connector
- North Corridor Metrorail Extension
- Metrorail Pedestrian Overpasses over SR 5/South Dixie Highway

### **Aviation**



Aerial view of Opa-locka Airport

- Miami International Airport (MIA) Expansion Support

### **Seaport**



Port of Miami

- Cargo and Cruise Ship Capacity Projects
- Rehabilitation of the Old Port Boulevard Bascule Bridge

## Miami-Dade Expressway Authority (MDX) Improvements

### INTRODUCTION

The Miami-Dade Expressway Authority (MDX) is an agency of the State created in 1994 by the Florida Legislature and the Miami-Dade County Commission to build, expand, maintain and operate five urban expressways within Miami-Dade County. The MDX system is comprised of the SR 112 Airport Expressway, the SR 836 Dolphin Expressway, the SR 874 Don Shula Expressway, the SR 878 Snapper Creek, and the SR 924 Gratigny Parkway and serves as major east-west arteries to more than one million commuters a day.

All MDX projects are implemented through an active public involvement program to ensure that the community impacted is involved and informed. Improvements are exclusively funded through the use of toll revenue and bonds. MDX ensures that toll revenues collected in Miami-Dade County are re-invested into the County's transportation network to improve mobility, enhance the community's quality of life and promote economic development in Miami-Dade County.

### FY 2008 Accomplishments

On July 1, 2007, MDX inaugurated its new 3-mile "cashless" extension of SR 836 to NW 137<sup>th</sup> Avenue as well as the new 97<sup>th</sup> Avenue Toll Plaza. This project provides expressway access to the growing residential and industrial communities in West Miami-Dade County. The Toll Plaza Section includes the improvements from 107<sup>th</sup> Avenue to 87<sup>th</sup> Avenue and a new toll plaza incorporating high-speed electronic toll collection. The Extension of SR 836 is the first Open Road Tolling segment within the MDX system. The existing roadway geometry was improved and the project has been designed to tie into the proposed improvements to the SR 826 / SR 836 Interchange under design by FDOT and to be constructed in joint participation between FDOT and MDX.

MDX strives to keep a balance between short-term solutions that can be delivered quickly and at relatively low investment and long-term improvements than take several years to complete. An example of this is the conversion of the SR 836 eastbound shoulder in the SR 836 / SR 826 interchange area to allow all day traffic use and reduce congestion. This project was completed in December 2007, six month from planning to completion, and has proven to be a significant operational improvement. Another high-impact project to be completed in FY 2008 is the improvements to the SR 924 and 57<sup>th</sup> Avenue interchange to provide a double left turn to traffic in the eastbound SR 924 to northbound 57<sup>th</sup> Avenue direction.



## MDX Improvements (Continued)

### FY 2009-2013 Work Program Overview

#### Completion of capacity improvement projects:

- Construction of the SR 874 on-ramp from Kendall Drive is well underway with expected completion in November 2008.
- SR 874 / Killian Parkway Interchange Improvement project and provisions for new northbound and southbound electronic toll collection gantries. This project includes removal of the existing northbound and southbound toll plazas; roadway widening and installation of sound barrier walls. Scheduled for completion between 2011 and 2012.
- Construction of an eastbound auxiliary lane on SR 836 to match FDOT's SR 826 / SR 836 project on the west and NW 42<sup>nd</sup> Avenue on the east. Scheduled for completion in 2011.
- Construction of access ramp from 107<sup>th</sup> Avenue to the MDX SR 836 Extension for the exclusive use of emergency vehicles.
- Reconstruction of the SR 874 Mainline from Kendall Drive to SR 826 including the SR 874 / SR 878 Interchange. Commencement of final design in 2009. Construction is pending funding.



*SR 874 NB on-ramp from Kendall Dr.*

#### Toll/Communications Technology:

- Installation of Intelligent Transportation Systems (ITS) throughout the remaining four MDX corridors, SR 112, SR 874, SR 878 and SR 924. Scheduled for completion in 2011.
- Conversion of all existing corridors to Open Road Tolling including roadway modification, signage installation, development of hardware/software and design and installation of gantries at specified tolling locations. The first facility to be converted is SR 924 currently scheduled for completion in July 2009; followed by the conversion of the SR 874 and SR 878 corridors scheduled for July 2010; and the SR 112 and SR 836 corridors by sometime in 2012. MDX has embarked on a multi-year, multi-level community outreach program to inform the public on the benefits of ORT. Safety is improved, operations enhanced and air pollution reduced by removing the stop and go traffic at conventional toll plazas. Moreover, charging users only for the segment of road they drive is more equitable than the current system where 45% of the users pay 100% of the tolls.



*ORT gantry and violation equipment*



## MDX Improvements (Continued)

### **Planning projects:**

- Evaluation and assessment of various projects outside of the existing MDX system for potential inclusion into the MDX Master Transportation Plan. Some of the concepts being studied include the US 1 Managed Lanes and the US 1 reversible lanes among others.
- Assessment of current conditions and needed improvements for potential development of Express Bus Service along the SR 836 outside shoulders in the eastbound and westbound directions; with potential park and ride lots at selected locations in coordination with Miami-Dade Transit

### **Strategic Alliances/Partnerships**

MDX continues its commitment to partner with other agencies and the public sector for the planning and funding of projects of significant benefit to the region. MDX currently has joint participation agreements with FDOT for the construction of the SR 826 / SR 836 Interchange Improvements as well as the right-of-way acquisition and surface road construction for the Miami Intermodal Center and the preparation of an Environmental Impact Statement for the SR 836 / I-95 Interchange. MDX is currently finalizing negotiation of a contribution to FDOT towards the construction of SR 874 / SR 826 Interchange Improvements.





## Florida's Turnpike Enterprise Improvements



The Turnpike Enterprise is an agency of the Florida Department of Transportation, overseeing a 449 mile system of limited – access toll highways. The Turnpike Mainline, or “Main Street”, extends from North Miami to a junction with Interstate 75 in north central Florida. It passes through the counties of Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47 mile Homestead Extension (HEFT) and the 23 mile Sawgrass Expressway/Toll 869 in Broward County; among other facilities statewide.

Florida's Turnpike is a user-financed facility that uses toll revenues, sale of services (Service Plazas), and bonds to pay for new construction and maintenance of the entire system.

### Miami-Dade County Turnpike Planned Projects

- Widen from 6 lanes to 10 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from Kendall Drive to State Road 836/ Dolphin Expressway.
- Widen from 10 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from south of SW 117 Avenue to south of Kendall Drive and improvements to adjacent collector street network.
- Widen from 6 lanes to 12 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from Eureka drive to north of SW 117 Avenue.
- Widen from 4 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from SW 216th to north of Eureka Drive.
- Widen from 4 lanes to 8 lanes the Homestead Extension of the Florida's Turnpike (HEFT) from SR 836 to Turnpike Mainline and improve the interchange with I-75.
- Reconstruct the Homestead Toll Plaza to implement Open Road Tolling (ORT).
- Resurface mainline spur from Milepost 0x -3.3.x
- Resurface the pavement of the Homestead Extension from Milepost 0 to Milepost 9.2 and construct guardrail Milepost 0 to Milepost 12 in both northbound and southbound directions.
- Resurface the pavement of the Homestead Extension from Milepost 11.8 to Milepost 16.4 and from Milepost 20.0 to Milepost 22.



Homestead Proposed ORT Plaza

## Secondary Roads Improvements by Public Works Department

The Secondary Road Program is divided into two distinct categories. The first section includes all new road construction or rehabilitation projects and the second section deals with the continuing projects that have fund allocations yearly.

### MAJOR ROADS CONSTRUCTION PROJECTS

West 24 Avenue from West 52 Street to West 76 Street

NW 62 Street from NW 47 Avenue to NW 37 Avenue

NW 72 Avenue from NW 74 Street to Okeechobee Road



- NW 62 Street Project -

### CONTINUING PROGRAM PROJECTS

Bridge Repair and Painting

Guardrail Safety Improvement

Railroad Improvements

Safety Lighting Maintenance

Special Taxing District

ADA Hotline Projects

Traffic Control Devices (Equipment/Materials)

Safety Tree Removal and Tree Trimming

Capitalization of Traffic Signals and Crew

Road and Bridge Emergency Repairs/Improvement/Painting

Pavement and Marking Crew

Beautification Improvements

Pavement Markings Contracts

Maintenance of Roads and Bridges

Traffic Signals Loop Repairs

Local Grant Match for MPO

Mast Arm Upgrades

Local Grant Match for MPO

Traffic Signal Materials

Illuminated Street Signs

Visual Inventory of Roadway Assets

Street Lighting Maintenance



## Road Impact Fee Improvements by Public Works



NW 97 Avenue Bridge over SR-836

On December 6, 1988, the Board of County Commissioners adopted Dade County Road Impact Fee Ordinance No. 88-112, which provides for the fair share assessment of road impact fees on all new building construction in Dade County, including all municipalities.

The County has been divided into nine road impact fee benefit districts. All fees collected within each district will be expended for roadway capacity improvements within each district.

Each district program includes four distinct improvement categories, i.e., Road and Bridge Projects, Resurfacing, Traffic Operations Projects to Increase Capacity and Safety (TOPICS), and Traffic Control Devices.

### ROAD AND BRIDGE CONSTRUCTION PROJECTS

Road and bridge projects include, but are not limited to:

NW 97 Avenue – NW 25 Street to NW 41 Street  
NE 2 Avenue -- NE 91 Street to NE 105 Street  
NE 7 Avenue -- NW 183 Street to NW 199 Street  
NE 15 Avenue -- NE 159 Street to Miami Gardens Drive  
NW 17 Avenue -- NW 119 Street to Opa Locka Boulevard  
SW 97 Avenue -- NW 138 Street to NW 154 Street  
SW 117 Avenue -- SW 184 Street to SW 152 Street  
SW 137 Avenue -- SW 88 Street to SW 84 Street  
SW 184 Street -- SW 137 Avenue to SW 127 Avenue  
SW 184 Street -- SW 147 Avenue to SW 137 Avenue  
SW 328 Street -- US-1 to SW 162 Avenue  
SW 328 Street -- SW 162 Avenue to SW 152 Avenue  
SW 328 Street -- SW 152 Avenue to SW 137 Avenue



NE 12 Avenue Project



NW 97 Avenue Project

## Road Impact Fee Improvements (Continued)

### CONTINUING PROGRAM PROJECTS

The Road Impact Fee Program contains three project categories which are supportive of the transportation system management effort to improve traffic flow countywide. The continuing projects for FY 2008 include:

TOPICS (Traffic Operations To Increase Capacity and Safety) :



Intersection Improvements

### RESURFACING:



Paving, widening, drainage, striping

### TRAFFIC CONTROL DEVICES



Signalization

## Capital Improvement Local Option Gas Tax by Public Works

The Capital Improvement Local Option Gas Tax, authorized by Section 336.025, Florida Statute (1993) became effective on January 1, 1994. It was reduced from five cents to three cents on September 1, 1996. In accordance with state statute, proceeds of this tax have been programmed for transportation expenses associated with the requirements of the capital improvement element of the adopted comprehensive plan.

### County Local Option Gas Tax Transportation Projects:

The projected Miami-Dade County FY 2008-2009 Capital Improvement Local Option Gas Tax Program (over \$21 million) is divided into three categories. The first category includes all Public Works related projects which address the traffic safety and roadway improvement related needs (2.3 million). The second category deals with transit improvements for Miami-Dade County's urban transportation systems. The third category includes debt service for Public Improvement Bonds funding roadway resurfacing and related transportation improvements including sidewalks and drainage on local roads.

#### Countywide Service

#### Transit Projects

#### Unincorporated Area Services

#### ADA Hotline Projects

#### Local Road Resurfacing





## People's Transportation Plan Improvements by Public Works

On the November 5, 2002 ballot, voters approved the People's Transportation Plan (PTP), which provides for a half percent sales surtax to fund major transportation improvements.

The Citizens' Independent Transportation Trust (CITT), a group of citizens who function as an independent decision-making body, was created to oversee the construction and management of the PTP's 25-year, \$17 billion transportation plan. The Public Works Department (PWD) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The PWD Plan Work Program for FY 2009 totals over \$175 Million. The plan includes the two categories from the PTP Ordinance that relate to the PWD; major highway road improvements and neighborhood improvement projects.

### MAJOR HIGHWAY ROAD IMPROVEMENT PROJECTS

NW 37 Avenue from North River Drive to NW 79 Street  
NE 2 Avenue from NE 43 Street to NE 62 Street  
NE 2 Avenue from West Little River to NW 79 Street  
NW 62 Avenue from SW 24 Street to NW 7 Street  
SW 27 Avenue from US-1 to Bayshore Drive  
SW 97 Avenue from SW 72 Street to SW 56 Street  
SW 137 Avenue from HEFT to US-1  
SW 137 Avenue from US-1 to SW 184 Street  
Old Cutler Road from SW 97 Avenue to SW 87 Avenue  
NW 138 Street Bridge over Miami River Canal  
SW 136 Street from SW 152 Avenue to SW 139 Court  
SW 160 Street from SW 147 Avenue to SW 137 Avenue  
SW 127 Avenue from SW 120 Street to SW 88 Street  
SW 97 Avenue from SW 56 Street to SW 40 Street  
SW 157 Avenue from SW 112 Street to SW 136 Street  
NW 74 Street from HEFT to SR-826



- Road reconstruction -



- South Miami Avenue Project -

## People's Transportation Plan Improvements (Continued)

### MAJOR COUNTYWIDE HIGHWAY ROAD IMPROVEMENT PROJECTS

ATMS - Advanced Traffic Management System

Grade Separations Study

Reverse Flow Lanes Study

### NEIGHBORHOOD IMPROVEMENT PROJECTS

The PWD, as part of the PTP, has been tasked with coordinating and constructing various categories of Neighborhood Improvement Projects.

To address the various non-site specific categories discussed in the PTP Ordinance the Department created "The Neighborhood Improvement Projects Formula" to allocate funds. The formula takes into account population in the Unincorporated Municipal Service Area for each commission district, the needs as reported to the Department, the percentage of maintained arterial and collector lane miles, and a portion is evenly distributed to each district. PTP Neighborhood Improvements include modifications of intersections; resurfacing of local and arterial roads; installation/repairs of guardrails; installation of school flashing signals, enhancement of greenways and bikeways, A.D.A. curb cuts/repairs, pavement markings, roadway lighting, traffic calming, traffic signals, and traffic sign replacement/repair. Such improvements also include replacement/repair of sidewalks, repair/installation of drainage and landscape beautification (including community image enhancements) related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway system.

The Neighborhood Improvement Projects include:

- Site Specific Neighborhood Improvement Sites
- Non-Site Specific Neighborhood Improvement Sites
- Countywide Neighborhood Improvements



- Road reconstruction work -



- SW 143 Terrace Project -

## PRIVATE SECTOR IMPROVEMENTS

### FINANCED BY CONTRIBUTIONS IN LIEU OF PAYMENTS OF ROAD IMPACT FEES

**Miami-Dade Public Works Department** in charge of the Private Sector Improvements Program which addresses road improvement commitments to be made by private developers during the regional and local development approval process.

The improvements listed are necessary to help mitigate traffic impacts of specific large development projects such as Developments of Regional Impact (DRI) and approved by the Community Zoning Appeals Board (CZAB) or the Board of County Commissioners (BCC). These road improvement commitments are contained in County Commission zoning resolutions and/or documents proffered by development interests to the Commission. In some cases, especially DRI development orders, sketch drawings of the improvements are attached to these legal documents. The last column of the table in this section contains either the Commission Resolution Number or the official record book/page number associated with each improvement, which is necessary to obtain copies of the associated legal document from official County records or the Miami-Dade county Department of Planning and Zoning.

Unlike other parts of the TIP, the construction of improvements in this section are normally not linked to specific dates, but instead, are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions.



- Private Sector Road improvements -



- Private Sector Road improvements -

NW 107 Avenue from NW 122 Street to S. River Drive.

NW 90 Street from NW 114 Avenue to NW 112 Avenue

NW 97 Ave. from NW 25 Street to NW 41 Street.

NW 127 Ave. from NW 12 Street to SW 8 Street.

Kendall Drive from SW 162 Avenue to SW 150 Avenue

SW 137 Ave. from Sunset Drive to Kendall Drive



## AIRPORT DEVELOPMENT IMPROVEMENTS

**Miami-Dade County Aviation Department** operates a system of Airports through the Miami-Dade Aviation Department (MDAD) which consist of Miami International Airport (MIA), three General Aviation Airports; Opa-locka Executive Airport (OPF), Kendall Tamiami Executive Airport (TMB), Homestead General Aviation Airport (X-51), and one training airport, the Dade-Collier Training and Transition Airport (TNT).

The funding for this program is primarily from revenue generated by the Aviation Department and Federal and State grants.



- Rendering of Widening of Central Blvd -



- MIA Concourse "J" Terminal -

Major projects at Miami-Dade County's airports includes phases of the following projects:

	<b><u>Dollars in Millions</u></b>
	<b><u>(Funded)</u></b>
MIA – Front Terminal “D”-“H” Sprinklers & Alarm Upgrades	\$ 21.2
MIA – New Northside Runway	\$ 18.7
MIA – Central Boulevard	\$ 97.0
MIA – Runway 8R/26L Runway Rehabilitation	\$ 36.7
MIA – Way Finding Signage Program	\$ 25.0
MIA – 67 <sup>th</sup> Avenue ROW and Improvement	\$ 10.0
MIA – Concorse “J” Airbus A380 Gate Modifications	\$ 10.0
MIA - Strategic Planning Study	\$ 4.0
MIA - NW 25 <sup>th</sup> Street Viaduct	\$ 68.6
MIA - A-360 Airfield and Gate Modifications	\$ 73.1
MIA - Park Six Garage	\$ 76.2
MIA - Automatic Foreign Object Debris (FOD) Detection System	\$ 5.0
MIA - Terminal Building Reroofing – Phase 1	\$ 19.7
GAA - Air Traffic Control Tower (OPF)	\$ 6.0
GAA - Runway 9R/27L Extension (TDM)	\$ 22.3

TOTAL:

**\$ 493.5**



## MULTIMODAL SEAPORT DEVELOPMENT

### THE DANTE B. FASCELL PORT OF MIAMI-DADE ("Port of Miami")

#### TRANSPORTATION IMPROVEMENT PROGRAM STRATEGY

The Transportation Improvement Program (TIP) for the Port of Miami, the cruise capital of the world and one of the top 5 cargo ports servicing Latin America and the Caribbean, totals \$255 million over the next five years. The Seaport Department's TIP for Fiscal Years 2009-2013 reflects the Port's in-progress strategy of optimizing land use and enhancing throughput capability to meet the demands of the cargo and cruise industries. We are please to report that the Seaport began operations of our two new passenger terminals (Terminals D & E) in October

2007. These new state-of-the-art facilities house all security and inspections in a one-stop shop environment making them among the world's most efficient cruise terminal.

Also the Port opened our new Cargo Gate Complex in November of 2007. This new 16-lane cargo gate complex includes 10 inbound lanes and 6 outbound lanes for the efficient and secure flow of trucks in and out of the cargo terminal facilities. Benefits include; automated features such as interactive consoles; pre-paid Scale Program which speeds the movements of truck traffic through the gate complex; and Radiation Portal Monitors – state-of-the-art inspection technology

provide heightened security without impeding cargo flow.

Future improvements include various container yard improvements; security enhancements, passenger facilities, and a host of projects to enhance the infrastructure and economic viability of the Port.

The Port's continuous to aggressively seek grant funding from local, state and federal sources. This year's TIP reflects over \$30 million of grant funds (exclusive of U.S. Army Corps of Engineers dredging grant funds) awarded to the Port, or approximately 13% of the five year program. Grant applications continue as part of the Port's established goals.



**Phase III Dredging - 50ft**

#### **SPECIFIC ASPECTS OF THE PROGRAM**

##### Seaport Security

Seaport security continues to be an item of national significance. Port security enhancement projects nearing completion include the CCTV, access controls, waterside surveillance cameras, a cruise provisioning inspection facility and a new centralized command and control center. I Security funding in the new TIP exceeds \$16 million. Improvements include construction of a new command control center, cruise provisioning inspection facility, and other technological security advances necessary to assist in meeting the new security standards.

## MULTIMODAL SEAPORT DEVELOPMENT (Continued)

### **Harbor Deepening/ Port Tunnel**

In order to be competitive, the Port of Miami must have sufficient harbor depth to berth the mega cargo ships being built today. I am pleased to announce that this year the Port of Miami obtained Congressional Authorization through the Water Resources Development Act of 2007 for Phase III of the Miami Harbor Dredging project. At 50 feet, the port will be able to double its cargo capacity and accommodate the super-post Panamax ships being built. Total cost for this project over the next several years is expected to nearly \$200 million.

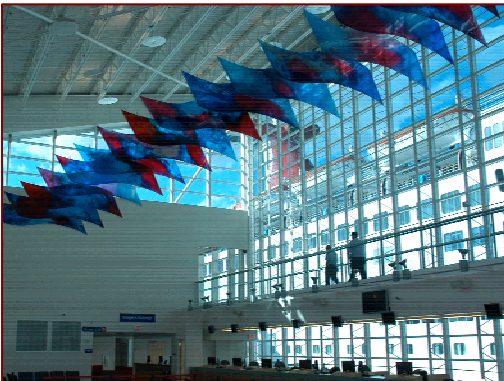
In conjunction with the private sector, the Florida Department of Transportation, Miami-Dade County, and the City of Miami are moving forward the Port of Miami Tunnel Project. The Tunnel will directly connect the Port of Miami to Interstate 395 – which will alleviate congestion on Downtown Miami by shifting a significant portion of truck and other vehicular traffic from the six-lane port bridge, that is currently the only link between the seaport and the mainland.

### **Cargo Enhancements**

As part of ongoing negotiations with the Port's cargo operators renewal and replacement program, this year's TIP includes over \$77.7 million in enhancements to container yards, wharves, rip rap, an extension of Wharf 7 and acquisition and erection of additional super post-Panamax container gantry cranes. These improvements are critical to maintaining the throughput capacity of the Port and its operational efficiency. While these improvements will take several years to complete, the process must begin now to ensure timely completion.

### **Cruise Terminal Enhancements**

Cruise terminal improvements include upgrading existing terminals B and C, and adding a new terminal A to meet the ever larger cruise ships calling at the Port and completion of a new 750 space parking garage along with related intermodal additions.



-Port of Miami Cruise Terminal Facility-



- Port of Miami Cargo Terminal Facilities -



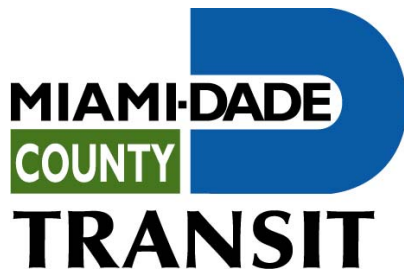
## PUBLIC TRANSPORTATION IMPROVEMENTS

### SPECIFIC ASPECTS OF THE PROGRAM

The FY 2009 Transportation Improvement Program includes funding over the next five years for the following projects:

**South Miami-Dade Busway Extension:** The South Miami-Dade Busway extension which adds an additional 11.5 miles of exclusive, bus-only transit corridor lanes to the original 8.5 - mile Busway adjacent to U.S.-1 will be completed in FY 2007. The first five-mile segment of the extension was placed into service in April 2005. The construction of this project is enabled using Federal Discretionary and State funds.

**Urban Corridor Development:** State Transit Corridor Program funds will be used for the continuation of several successful South Miami-Dade Busway routes as well as the Flagler MAX route.



### ROUTINE REPLACEMENT AND ENHANCEMENT

**Metrorail Rehabilitation/ Metromover Replacement:** Based on the final negotiated price to rehabilitate the existing 136 rail car fleet, current operating and market conditions, and the results of life cycle cost analyses of new versus rehab, the County has determined that the procurement of new rail cars in lieu of rehabilitation would present a best value procurement option for the County at this time. That recommendation was approved by the Transportation Committee and will be forwarded with a favorable recommendation to the full Board.

The contract with Bombardier for the procurement of 29 new Metromover vehicles was approved in January 2006. The first new mover car is scheduled to be delivered at the end of April 2008 with delivery of the first 12 cars to be completed by August 2008. The memorandum to request approval of funding for the remaining 17 vehicles is being finalized by MDT..

**Automated Fare Collection:** MDT is pursuing state-of-the art fare collection equipment that will support a future region-wide Smart Card-based system for seamless fare integration between MDT, Tri-Rail, Broward County Transit and Palm Tran. The Request for Proposal was issued in 2007. The contract was recommended for award to Cubic by the County Manager on February 28, 2008. Installation of all the MDT equipment is expected to be completed in 312 days after Notice to Proceed.



## PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

**Buses:** MDT continues its bus replacement program. Funding is provided through the People's Transportation Plan (PTP) and through Congestion Mitigation and Air Quality (CM) Federal funding made available through the State. In 2007, MDT will received 75 Optima Opus 30-foot buses. Nine articulated hybrid Bus Rapid Transit (BRT) buses are expected in 2009 and forty-four in 2010. Between 2009 and 2010, MDT will begin replacing the diesel bus fleet with diesel-electric hybrid buses.

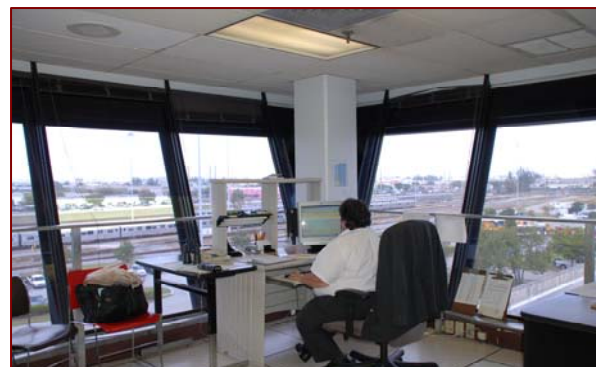
**Safety:** Funding is programmed to purchase security equipment, to continue upgrades and installations of closed circuit camera television systems (CCTV) and to continue the replacement of fire detection and reporting systems. The fire panels at Metrorail stations will be replaced during 2007-2008. In keeping with MDT's commitment to the safety and security of its system, staff has completed the installation of digital monitoring equipment at several key locations throughout MDT. In an effort to further complement its existing security infrastructure, MDT continues to add state-of-the art technology to reduce crime and aid law enforcement in apprehending subjects. Florida Department of Transportation (FDOT), Rule 14-15.017(2.2.1), however, prevents us from disclosing these improvements in greater detail.

**Facilities:** Ongoing facility projects are funded, which include replacement of piston lifts at the garages, replacement of bus washers, and improvement of safety conditions.

- The first eight sets of mobile column bus lifts are expected to arrive near April 2007, with another eight set delivered each week thereafter, for a total of thirty sets of four.
- Parallelogram lifts were scheduled for a pre-bid meeting near the end of March 2007.
- New Mover bus washers were installed at Central, Metromover, and Northeast facilities.
- Specifications for replacements of bus vacuum systems at Central, Northeast and Coral Way were completed and the project is awaiting funding.



Metrorail and Metromover



Metromover train with Miami's downtown -

**Passenger Facilities:** Additional Park and ride facilities, designed to address parking demand on the southern end of the existing Metrorail line and along the Busway continue to be planned and developed. New sites funded with state and local moneys to be developed include sites Serving the South Miami-Dade Busway:

## PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)

SW 200th Street	Temporary 362-space park and ride lot. MDT acquired 3.4 acre site at N.W. corner of SW 200th Street (Caribbean Boulevard) and the Busway to be used as a park and ride lot. Necessary public hearings were held and zoning issues resolved. Design and construction plans for a permanent facility are underway. The property has been transferred to OCED that has plans to build affordable housing. However, the park and ride lot will remain.
SW 244th Street	92-space park and ride lot on 0.96 acre site, leased to MDT.
SW 296th Street	Temporary 2.2 acre site at N.E. corner at N.E. corner of S.W. 296 <sup>th</sup> Street and US 1 adjacent to the Busway. Construction for a permanent park and ride lot underway. Construction expected to be completed by March 2008.

### Serving other bus routes:

SW 152 <sup>nd</sup> St at	SW 117 <sup>th</sup> Av. 125-space 2.5 acre parking lot leased from FDOT.
Kendall Hammocks	50-space park and ride lot located at SW 104 <sup>th</sup> Street and Town Centre S.W. 142 <sup>nd</sup> Avenue. Privately owned, the site is leased to MDT for a nominal fee.
Golden Glades	1,400-space park and ride lot, owned by FDOT and leased to MDT. Golden Glades Park and Ride is the oldest and most heavily used park and ride facility in Miami-Dade County. State is undertaking a project to use the east lot to expand capacity and is designing a multi-model facility at the west lot.
Miami-Dade Kendall	50-space park and ride lot located at approximately S.W. College 104 <sup>th</sup> Street and S.W. 113 <sup>th</sup> Avenue on the Miami-Dade College campus and leased to the County.



## **PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)**

### **FUTURE PARK & RIDE SITES**

#### **Dadeland North Metrorail Parking Garage:**

MDT has contacted Florida East Coast Railway, LLC regarding the acquisition of property located between the Metrorail right-of-way located South of S.W. 85th Street and west of S.W. 70th Avenue. This property would be acquired in order to develop additional parking for the Dadeland North Metrorail Station. Florida East Coast Railway, LLC is currently reviewing our request.

The Dadeland North Metrorail Garage, in its original configuration contained approximately 1,970 parking spaces. The garage reached 100 % occupancy prior to the Fall of 2000. During this time, MDT received many complaints from riders who were unable to find parking at this station. In October 2000, the garage was reconfigured to provide an additional 89 spaces to 2,059. These additional spaces were immediately absorbed by the demand for parking at this station. On workdays, the garage fills up to capacity by approximately 9:00 am. Since parking at the Dadeland South Station is also 100% full by this time, Metrorail riders arriving after 9:00 am are forced to either drive to the South Miami Garage or to their destination.

#### **Dadeland South:**

Additional surface parking is being added to the existing surface parking lot located between Dadeland Boulevard and Kendall Drive facing US. Currently under consultant selection. Design expected to begin on July 2008. Expected construction completion date March 2010.

#### **SW 186 St./Busway – Quail Roost Transit Village Project**

MDT is negotiating to lease 500 parking spaces at a transit oriented development adjacent to the Busway between SW 184 St and SW 186 St.

#### **SW Bird Road/89<sup>th</sup> Court**

Future Park and Ride on a 29,000 sq. ft. on the north side of Bird Road between SW 89<sup>th</sup> Ct. and 89<sup>th</sup> Court.

#### **SW 8<sup>th</sup> St. and 127<sup>th</sup> Ave.**

Future Park and Ride on a 2.23 acres on the southwest corner of SW 8<sup>th</sup> St. and 127<sup>th</sup> Ave.

#### **SW 127 Ave./ Kendall Dr.**

Future Park and Ride on a 2.5 acres on the southwest corner of Kendall Dr. and 127<sup>th</sup> Ave.

#### **SW 97 Ave./ Kendall Dr.**

Future Park and Ride on a 2.5 acres on the northwest corner of Kendall Dr. and 127<sup>th</sup> Ave

#### **NW 186 St./73 Ave.**

Future Park and Ride on a 2 acre site under design at .NW 186 St./73 Ave

## **PUBLIC TRANSPORTATION IMPROVEMENTS (Continued)**

Additional sites have been identified and will be implemented subject to availability of funding at the following intersections: Douglas Road / U.S.-1, Dadeland North / U.S.-1, S.W. 200 Street / U.S.-1, Quail Roost Drive / U.S.-1, and S.W. 344 Street / Busway terminus; funding continues for the installation of protective canopies at Metrorail stations, bus stops and over outdoor escalators. In addition, escalators and elevators will be replaced.

### **RAPID TRANSIT CORRIDOR DEVELOPMENT (ORANGE LINE)**



**MIC Extension to Earlington Heights:** The MIC/Earlington Heights extension is a 2.4-mile heavy rail extension that will extend from the Miami Intermodal Center (MIC) to the existing Earlington Heights Metrorail Station. The project includes a station at the MIC. The MIC will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak and charter services; it will also consolidate rental car agencies into one facility. Funding will enable further advancement of this project to coordinate with the completion of the MIC-Miami International Airport (MIA) Connector-People Mover Project. The MIC-MIA Connector-People Mover will allow MIA to link with the MDT's

Metrorail system. Estimated project cost is \$526 million, with estimated completion in last quarter of CY 2011.

**North Corridor:** The North Corridor is a 9.5-mile, seven (7) station, heavy rail project with its northernmost terminus located at NW 215 Street (County Line Road) and NW 27<sup>th</sup> Avenue. Its southernmost terminus will be located at the current Dr. Martin Luther King, Jr. Metrorail Station. The seven (7) proposed Metrorail stations are expected to be located at the Northside Shopping Center, City of Opa-Locka, Miami-Dade Community College/North Campus, Palmetto Expressway (SR 826), Carol City Shopping Center (N.W. 183 St.), Pro Player Stadium (N.W. 199 St.), and the Homestead Extension of Florida's Turnpike (HEFT). There is provision for a future station at the intersection of NW 103rd Street and NW 27<sup>th</sup> Avenue. Estimated project cost is \$1.334 billion, with estimated completion in 2016

**East-West Corridor:** A 10 to 13-mile Metrorail extension from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) to Florida International University (FIU) and points west to SW 137 Avenue. The project includes a maximum of 10 stations to be completed in the last Quarter of 2016. Estimated project cost is \$1.4 to \$2.3 Billion in Year-of-Expenditure (YOE).

### **OTHER CORRIDOR DEVELOPMENT**

**Kendall Corridor:** The Kendall Corridor is approximately 15-miles long, with both east-west and north-south segments. The Kendall segment, from SW 157th Avenue to the southern terminus of Phase I Metrorail (Dadeland area) is centered along North Kendall Drive (SW 88 Street). The proposed north-south rail line connects Dadeland to the East-West Corridor. This project needs to complete the federal, state and local funding process.



## SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY



The South Florida Regional Transportation Authority's (SFRTA) mission is to provide greater mobility in South Florida, thus improving the economic viability and the quality of the Community, Region and State. SFRTA operates the Tri-Rail Commuter Rail System. SFRTA, per its legislation, is

charged with the responsibility of having the overall authority to coordinate, develop and operate a regional transportation system within the area served. The following projects are funded in the Fiscal Year 2009 thru 2013 period.



- Southbound Tri-Rail Train along I-95 -



- Tri-Rail Ticket Vending Machine -

### **TICKET VENDING MACHINES WITH SMART CARD TECHNOLOGY**

Provide seamless transportation among the transit agencies by procuring and implementing Ticket Vending Machines with Smart Card Technology.

### **ROLLING STOCK**

Purchase of additional trains will allow SFRTA to run twenty-minute service headways during rush hour, which is a requirement of the Full Funding Grant Agreement (FFGA) between SFRTA and the Federal Transit Administration (FTA). Two cars are on order as part of the Segment 5 Double Track Corridor Improvement Program and are funded by the Federal Transit Administration Full Funding Grant Agreement. An additional eight cab cars and four trailer cars are under contract and were funded using FTA, Florida Department of Transportation (FDOT) Transportation Regional Incentive Program (TRIP) funds and SFRTA County Capital Funds. Anticipated delivery of two cars is by September, 2009 and the additional eight cab cars and four trailer cars are expected to be delivered by October, 2010.

### **ROLLING STOCK OVERHAUL / SPARE PARTS**

This line item in SFRTA's budget includes the overhaul and rehabilitation of rail equipment and the purchase of spare components.

## **SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (Continued)**

### **TRI-RAIL STATION AND PARKING LOT IMPROVEMENTS**

SFRTA's Planning Department completed a Tri-Rail Parking and Circulation Study in April, 2007. The study evaluated parking facilities and various other passenger amenities at all Tri-Rail stations. As a result of the study, recommended parking, access and miscellaneous improvements and upgrades to Tri-Rail stations are programmed for implementation.

### **GENERAL ENGINEERING CONSULTANTS**

This budget item provides funding for the hiring of General Engineering Consultants. All contracts will be work-order based. Anticipate design work in support of parking and station improvements.



NW 79 St. Tri-Rail/Metrorail East Platform Rendering



- Tri-Rail train at Station -

### **PLANNING AND CAPITAL DEVELOPMENT**

SFRTA's short and long term planning efforts and activities conducted by the Planning Department are included in this line item. This item facilitates the performance of planning and capital development studies and projects and others.

### **OPERATION DEPARTMENT PROJECTS**

SFRTA's program of projects includes funds for operational support projects. Operational support projects consist of on-going miscellaneous station improvement projects, rolling stock overhaul projects and improvements at the Hialeah Yard.

### **CAPITAL IMPROVEMENT PROJECTS**

Capital improvement projects typically include funds for projects such as the purchase of office and telecommunication equipment for SFRTA's Customer Service Center, leasehold improvements and the purchase of new and replacement vehicle for SFRTA's fleet.

### **PREVENTIVE MAINTENANCE**

The projects under this line item include preventive maintenance expenses incurred by SFRTA which are allowable expenditure of capital funds under FTA guidelines. Capitalized preventive maintenance costs include such items as rolling stock maintenance, station maintenance and ticket vending machine maintenance.

## **APPENDIX A**

### **Completed Highway Project Listings**

## FY 2008 TIP Completed Projects

### Florida Department of Transportation District 6

	Project Name	Project No.	Limits	Type of Work	Completion
1	I-95	4106795	NW 85 Street to NW 110 Street	Landscaping	January-07
2	I-95	4106798	SR 112 to NW 17 Street	Landscaping	January-07
3	I-95	2516821	US 1 to Broward County Line	Advance Traveler Information System	January-07
4	Hialeah Expressway	2499852	NW 74 Avenue to NW 57 Avenue	Landscaping	January-07
5	NE 79 Street Causeway	2498692	79 Street Causeway Bridge Nos. 870085 and 870551	Rehabilitations	February-07
6	NE 79 Street Causeway	4150601	79 Street Causeway Bridge Nos. 870083, 870084, 870549 and 870550	Rehabilitation	February-07
7	NW/NE 167 Street	4126371	NW 1 Avenue to NE 10 Avenue	Resurfacing	February-07
8	SR 826	4147641	at NW 154 Street	Reconstruction	March-07
9	SW 112 Avenue	4146212	at SW 224 Street	Intersection Improvements	March-07
10	NW 27 Avenue	4146882	SW 28 Lane to SW 8 Street	Landscaping	March-07
11	SW 177 Avenue/ Krome Avenue	2496146	at Kendall Drive	Intersection Improvements	April-07
12	NW 7 Avenue	2501722	NW 8 St Bridge to NW 36 Street	Landscaping	April-07
13	Okeechobee Road	2501051	W 12 Avenue to W 19 Street	Reconstruction	April-07
14	Quail Roost Drive	4164722	at SW 137 Avenue	Intersection Improvements	April-07
15	Brickell Avenue	4164721	SE 13 Street to SE 15 Road	Intersection Improvements	May-07
16	NW/NE 36 Street	2495281	NW 7 Avenue to NE 7 Avenue	Reconstruction	May-07
17	Biscayne Boulevard	2502241	NE 37 Street to NE 67 Street	Reconstruction	May-07
18	Miami Gardens Drive	4077364	West Oakmont Drive to NW 75 Place	Traffic Signals	May-07
19	Krome Avenue	4106431	SW 296 Street to SW 292 Street	Resurfacing	May-07

FY 2008 TIP Completed Projects *(Cont'd)*  
**Florida Department of Transportation District 6**

	<b>Project Name</b>	<b>Project No.</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Completion</b>
20	NW 27 Avenue	4124711	NW 203 Street to NW 215 Street	Resurfacing	June-07
21	Sunny Isles Boulevard	4076302	US 1 to NE 35 Avenue	Resurfacing	June-07
22	NW 5 Street	4128082	NW 5 Street Bascule Bridge	Bridge Demolition	June-07
23	Alton Road / 63 Street	4167721	63 Street over Indian Creek Canal	Rehabilitation	June-07
24	Okeechobee Road	4164234	at NW 105 Way	Add Turn Lanes	July-07
25	SR 826	2496531	FEC RR to NW 103 Street	Reconstruction	July-07
26	SR 826	2496521	at NW 62nd Street	Reconstruction	July-07
27	SE-SW 7 Street	4124811	SW 27 Avenue to Brickell Avenue	Resurfacing	July-07
28	Okeechobee Road	4164232	at Krome Avenue	Intersection Improvements	July-07
29	W. Dixie Hwy	4127542	NE 119 Street to NE 151 Street	Resurfacing	August-07
30	NE 135 Street	4127541	at NE 10 Avenue	Traffic Signals	August-07
31	LeJuene Road	4076331	US-1 to SW 16 Street	Resurfacing	September-07
32	Sunset Drive	4124761	SW 117 Avenue to SW 107 Avenue	Resurfacing	October-07
33	Miami Intermodal Center	4217541	Tri-Rail Temporary Parking Lot	Parking Facility	November-07
34	NW 27 Avenue	4182361	SW 8 Street to NW 16 Street	Pedestrian Safety Improvement	November-07
35	SW 8 Street	4182362	SW 87 Avenue to SW 57 Avenue	Pedestrian Safety Improvement	November-07
36	SW 12 Avenue	4182364	NW 7 St to NW 16 Street	Pedestrian Safety Improvement	November-07
37	Kendall Drive	4182363	SW 117 Avenue to SW 77 Avenue	Pedestrian Safety Improvement	November-07
38	SW 40 Street	4182365	SW 117 Avenue to SW 57 Avenue	Pedestrian Safety Improvement	November-07

**FY 2007 TIP Completed Projects (Cont'd)**  
**Florida Department of Transportation District 6**

	<b>Project Name</b>	<b>Project No.</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Completion</b>
39	Krome Avenue	2496145	at SW 288, 200, 184, 216 Streets	Add Turn Lanes	November-07
40	NW 27 Avenue	4124701	SR 9 to NW 187 Street	Resurfacing	November-07
41	Biscayne Boulevard	2498352	NE 5 Street to NE 13 Street	Reconstruction	December-07
42	I-95	2516623	US 1 to SR 836	Reconstruction	December-07

*List includes projects completed January 1 through December 31, 2007.*

**FY 2008 TIP Completed Projects**  
**Florida Department of Transportation**  
**Turnpike Enterprise**

	<b>Project Name</b>	<b>Limits</b>	<b>Phase</b>	<b>Completion</b>
1	Additional ramp from southbound HEFT to westbound SW 8 <sup>th</sup> St.	HEFT/SW 8 <sup>th</sup> Street Interchange	Construction	2006
2	Relocation of Golden Glades Truck Staging Area	Relocate From Golden Glades Toll Plaza to Golden Glades Park and Ride Lot	Construction	2007
3	Convert NW 106 <sup>th</sup> St. Ram Plaza to SunPass	NW 106 <sup>th</sup> Street and HEFT	Construction	2007
4	Open Road Tolling Lanes at Bird Rd. and Homestead Mainline Plazas	Bird Road and Homestead Mainline Plazas	Construction	2007

# FY 2008 TIP Completed Projects

## Miami-Dade Public Works Department

	<b>Project Name</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Status</b>
NW 97 Avenue Bridge over SR 836			Construction of a 4 lane bridge and approaches	Construction completed
NW 97 Avenue	NW 25 Street	NW 41 Street	Widen road to 4 lanes	Construction completed
NE 12 Avenue	NE 151 Street	NE 167 Street	Widen road to 3 lanes, intersection improvements	Construction completed
Miami Gardens Drive Connector	US-1	William Lehman Causeway	New 4 lanes	Construction completed
SW 147 Avenue	SW 8 Street	600ft south	Widen road to 4 lanes	Construction completed
SW 42 Street	SW 162 Avenue	SW 157 Avenue	New 2 lane road	Construction completed
SW 56 Street	SW 158 Avenue	SW 152 Avenue	Widen road to 4 lanes	Construction completed
SW 97 Avenue Bridge over Black Creek Canal			Bridge renovation	Construction completed
SW 107 Avenue Bridge over C- 102 Canal			Bridge renovation	Construction completed
Pinetree Drive Bridge over the Flamingo Waterway			Bridge repairs	Construction completed
NW 62 Street	NW 37 Avenue	I-95	Resurfacing and traffic operational improvements	Construction completed
South Miami Avenue	SW 25 Road	SW 15 Road	Traffic calming, curbs, sidewalks	Construction completed
SW 143 Terrace	SW 145 Place	SW 144 Avenue	New 2 lane road	Construction completed
NW 97 Avenue Bridge over SR 836			Construction of a 4 lane bridge and approaches	Construction completed



# FY 2008 TIP Completed Projects

## Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Type of Work	Status
1	SR 836 Extension	83605	NW 137th Ave. to NW 107th Ave.	Construction of a new 4 lane expressway extension on SR 836. Reconstruction of West 137th Avenue from SW 8th Street to NW 12th Street.
2	SR 836 Extension - Toll Plaza Section	83614	NW 107th Ave. to NW 87th Ave.	Providing improvements from NW 107th Avenue to 87th Avenue, including a new bi-directional mainline toll plaza.
3	SR 836 Southwest Extension Concept Report	83618	SW 136th St. to NW 137th Ave.	Project development and preparation of concept report for new expressway extension of SR 836 from NW 137th Avenue to SW 136th Street, as part of MDX Long Range Plan.
4	SR 836 Eastbound Shoulder Improvements	83623	SR 826/SR 836 Interchange to NW 72nd Ave.	Enhancements to the SR 836 eastbound shoulder in the SR 836 / SR 826 interchange area to allow use of the shoulder as a travel lane.
5	MDX Remote Command Center	10006	FDOT SunGuide Center	Procurement and installation of hardware and software for collocating the operations of the MDX Remote Command Center with FDOT's SunGuide including provisions for general oversight and reporting at MDX Headquarters.

## **APPENDIX B**

### **Under Construction Highway Project Listings**

# FY 2008 TIP Under Construction Projects

## Florida Department of Transportation District 6

	Project Name	Project No.	Limits	Type of Work	Estimated Completion
1	Okeechobee Road	2501054	W 12 Avenue to W 19 Street	Landscaping	January-08
2	W 49 Street	4179141	W 2 Avenue to E 10 Avenue	Resurfacing	January-08
3	I-95	4106793	NW 132 Street to Biscayne Canal at NW 154 Street	Landscaping	January-08
4	SR-826	2496481	SW 16 Street to SW 32 Street	Reconstruction	January-08
5	SR-826	2496491	SW 2 Street to SW 16 Street	Reconstruction	January-08
6	Biscayne Boulevard	4056411	NE 67 Street to NE 78 Street	Reconstruction	January-08
7	NW 7 Avenue	4182381	NW 101 Street to NW 113 Street	Pedestrian Safety Improvement	January-08
8	NW 27 Avenue	4182382	NW 79 Street to NW 103 Street	Pedestrian Safety Improvement	January-08
9	NW 119 Street	4182383	NW 17 Avenue to NW 7 Avenue	Pedestrian Safety Improvement	January-08
10	SR 112	4130901 4130902	Julia Tuttle Causeway over Intercoastal Waterway & Biscayne Bay	Bridge Rehabilitation	February-08
11	Miami Intermodal Center/MIA Airport Interchange	4088341	at LeJeune Road/NW 42 Avenue and 21 Street	Miami Intermodal Center/MIA Airport Interchange	March-08
12	Miami Intermodal Center/MIA Airport Connector	4083201	between Miami Intermodal Center and MIA Airport	People Mover	March-08
13	Miami Intermodal Center/MIA Airport Access	2499372	at Miami Intermodal Center Terminal	Miami Intermodal Center Terminal Access Roadways	March-08
14	Miami Intermodal Center Access	2502342 2502344	at LeJeune Road	Collector-Distributor Roads	March-08
15	LeJeune Road/ NW 42 Avenue	2502345	NW 11 St to NW 25 Street	Intermodal Hub Capacity	March-08
16	NW 7 Avenue	2501732	NW 36 St to 79 Street	Landscaping	April-08
17	Florida Turnpike	4146471	Golden Glades Plaza to SR-826 Ramp (S/B Only)	Resurfacing	April-08
18	W. Flagler Street	4146291	Tamiami Canal Drive to NW 69 Avenue	Resurfacing	April-08

*Note: Includes all projects with let contracts as of February 28, 2006.*

**FY 2008 TIP Under Construction Projects (Cont'd)**  
**Florida Department of Transportation District 6**

	<b>Project Name</b>	<b>Project No.</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Estimated Completion</b>
19	US-1	4147541	SW 17 Avenue to SW 112 Avenue	Intelligent Transportation System	April-08
20	Biscayne Boulevard	2498355	NE 5 Street to NE 13 Street	Landscaping	April-08
21	Biscayne Boulevard	4056413	NE 78 Street to NE 87 Street	Reconstruction	May-08
22	W. Dixie Hwy	4127543	NW 119 Street to NE 151 Street	Landscaping	June-08
23	I-95	2516693	NW 125 Street to NW 135 Street	Add Auxiliary Lanes	June-08
24	SW 107 Avenue	4146421	SW 56 Street to SW 40 Street	Resurfacing	June-08
25	US-1	2493561	SR-5/US-1: N of County Line to MM 4.150	Reconstruction	June-08
26	SW 112 Avenue	4146211	US-1 to SW 222 Street	Resurfacing	July-08
27	Opa Locka Boulevard	4146181	NW 7 Avenue to NW 27 Avenue	Resurfacing	July-08
28	Coral Way	4164212	SW 25 Avenue to SW 3 Avenue	Americans with Disabilities Act Sidewalk	July-08
29	W 49 Street	4182384	W 24 Avenue to E 4 Avenue	Pedestrian Safety Improvement	July-08
30	NW 103 Street	4075772	NW 87 Ave to 2d Ave	Americans with Disabilities Act Ramps	July-08
31	W 21 Street	4180661	W 4 Avenue to E 4 Avenue	Resurfacing	August-08
32	63rd Street	2499401	63 Street to Abbott Avenue	Reconstruction	August-08
33	63rd Street	4079351	63 Street Bascule Bridge	Rehabilitation	August-08
34	NW 87 Avenue	4146271	SW 41 Street to SW 96 Street	Resurfacing	October-08
35	Collins Avenue	4182385	Sunny Isles Causeway to Lehman Causeway	Pedestrian Safety Improvement	November-08
36	SR 112 / 41st Street	4182386	Alton Road to Pine Tree Drive	Pedestrian Safety Improvement	November-08

*Note: Includes all projects with let contracts as of February 28, 2006.*

**FY 2008 TIP Under Construction Projects (Cont'd)**  
**Florida Department of Transportation District 6**

	<b>Project Name</b>	<b>Project No.</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Estimated Completion</b>
37	Alton Road	4182387	5 St to 17 Street	Pedestrian Safety Improvement	November-08
38	Milam Dairy Road	4146221	Flagler Street to NW 25 Street	Resurfacing	December-08
39	SW 8 Street	4146461	Beacon Boulevard to SW 4 Avenue	Resurfacing	January-09
40	NW 21 Street	2499377	NW 42 Avenue to NW 37 Avenue	Resurfacing	March-09
41	NW 27 Street	2502346	NW 42 Avenue to NW 25 Street	Resurfacing	March-09
42	NW 12 Avenue	2496401	NW 12 Avenue over Miami River	Replace Bascule Bridge	April-09
43	SW/NW 12 Avenue	4146431	SW 13 Street to NW 7 Street	Resurfacing	April-09
44	Biscayne Boulevard	4146231	SE 2 Street to NE 5 Street	Resurfacing	April-09
45	I-395/SR A1A	2516861	NW 7 Avenue to Alton Road	Advance Traveler Information System	May-09
46	SR-826	4147602	NW 25 Street to I-75	Intelligent Transportation System	May-09
47	Biscayne Boulevard	2502242	NE 37 Street to NE 67 Street	Landscaping	June-09
48	LeJeune Road/ NW 42 Avenue	4152401	SR 836 to NW 28 Street	Landscaping	September-09
49	NW 5 Street	4128081	NW 5 Street Bridge	Replace Movable Bridge Span	June-10
50	US-1	2498564	Mile Marker 115.94 to SW 344 Street	Reconstruction	December-10
51	NW 25 Street	2511852	SR-826 to NW 67 Avenue	Reconstruction	July-11
52	NW 25 St Viaduct	4056653	SR-826 to NW 68 Avenue	Reconstruction	July-11

*Note: Includes all projects with let contracts as of February 28, 2006.*



## FY 2008 Under Construction Highway Projects

### Turnpike Enterprise

	Project Name	Limits	Phase	Completion
1	Homestead Extension of Florida's Turnpike	New Interchange at NW 74 <sup>th</sup> Street	Construction	Construction during 20007

## FY 2008 TIP Under Construction Projects

### Miami-Dade Expressway Authority (MDX)

	Project Name	Limits	Phase	For Information
1	SR 836 Landscaping	83617	NW 137th Ave. to NW 87th Ave.	Installation of landscaping along the new SR 836 Extension projects.
2	SR 836 Eastbound Auxiliary Lane	83622	SR 826/SR 836 Interchange to NW 42nd Ave.	Construction of an additional auxiliary lane on SR 836 to match FDOT's SR 826 / SR 836 Interchange on the west and NW 42nd Avenue on the east.
3	SR 874 / Killian Parkway Interchange Improvements	87404	Homestead Extension of Florida's Turnpike to Kendall Drive	Modification of Killian Parkway Interchange and provision for new northbound and southbound electronic toll collection gantries. Includes removal of existing northbound and southbound toll plazas; roadway widening and installation of sound barrier walls.
4	SR 874 Northbound On-Ramp from Kendall Drive	87407	Kendall Drive to SW 72nd Street	Construction of a northbound on-ramp from Kendall Drive to SR 874 northbound.
5	SR 874/SR 826 Interchange Improvements	87411	North of SR 874/SR 826 Interchange to South of SR 874/SR 826 Interchange	Contribution of monies to FDOT via Joint Participation Agreement towards the reconstruction of the SR 874 / SR 826 Interchange to facilitate the construction of an MDX future project.
6	SR 112 Communications and Incident Mgmt. /Surveillance	10007	Miami International Airport to I-95	Installation of communications system integrating FDOT and Miami-Dade County systems with MDX system. Installation of incident management and traffic surveillance equipment to SR 112.
7	SR 924 Communications and Incident Mgmt. /Surveillance	10009	SR 826 to NW 27th Ave.	Installation of communications system integrating FDOT system with MDX system. Installation of incident management and traffic surveillance equipment to SR 924.
8	SR 874 / SR 878 Communications and Incident Mgmt. /Surveillance	10010	SR 874 to U.S. 1	Installation of communications system integrating SR 874 / SR 878 to Miami-Dade County system along U.S. 1. Installation of incident management and traffic surveillance equipment to SR 874 / SR 878.
9	SR 924 Toll System Conversion	10013	SR 826 to NW 27th Ave.	Conversion of SR 924 toll facility from the existing toll collection system to an Open Road Tolling (ORT) system.

# FY 2008 TIP Under Construction Projects

## Miami-Dade Public Works Department

Facility	From	To	Description	Status
NE 2 Avenue	NE 91 Street	NE 105 Street	Roadway improvements	Under construction
NW 17 Avenue Bridge over the Miami River			Bridge Enhancement/Renovations	Under construction
NW 17 Avenue	NW 119 Street	Opa-locka Boulevard	Widen road to 5 lanes	Under construction
NW 97 Avenue	NW 138 Street	NW 154 Street	New 4 lane road	Under construction
SW 42 Street	SW 150 Avenue	SW 149 Avenue	Widen road to 4 lanes	Under construction
SW 117 Avenue	SW 184 Street	SW 152 Street	Widen road to 4 lanes	Under construction
SW 137 Avenue	SW 88 Street	SW 84 Street	Widen road to 6 lanes	Under construction
SW 184 Street	SW 137 Avenue	SW 127 Avenue	Widen road to 4 lanes	Under construction
SW 328 Street	SW 162 Avenue	SW 152 Avenue	Widen road to 4 lanes	Under construction
NW 62 Street	NW 47 Avenue	NW 37 Avenue	Road reconstruction	Under construction
SW 97 Avenue	SW 72 Street	SW 40 Street	Widen road to 3 lanes	Under construction
NE 2 Avenue	NE 91 Street	NE 105 Street	Roadway improvements	Under construction
NW 17 Avenue Bridge over the Miami River			Bridge Enhancement/Renovations	Under construction
NW 17 Avenue	NW 119 Street	Opa-locka Boulevard	Widen road to 5 lanes	Under construction

\*\*\*\*\*End of Project Listings\*\*\*\*\*



