



20-THIRTEEN





**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2012/2013 to 2016/2017**

**Citizen's Version**

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

**April, 2012**

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 and Waste Management Department, Miami-Dade Transit Agency, 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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## Table of Contents

	Page #
Message to the Reader	1
What is the TIP?	1
TIP: Putting the Long Range Transportation Plan into Action	1
Some Basic Facts about Miami-Dade County	2
InteractTIP - How to access the TIP on the web?	3
The TIP's Mechanics	3
Why is there a TIP?	3
Who prepares the TIP?	3
How does the TIP work?	3
TIP Consistency	4
What fiscal years does the TIP include?	4
What does the TIP include?	4
Who participates in putting the TIP together?	4
The TIP's Technicalities	5
Who must approve the TIP locally?	5
Who must approve the TIP at the State level?	5
Who must approve the TIP at the federal level?	5
Where does the MPO get its authority?	5
TIP Program Funding:	5
Where does Highway funding come from?	5
Where does Transit funding come from?	5
<u>2013-2017 TIP Review by Transportation Agency</u>	6
Primary State Highways and Intermodal Projects	7
Miami-Dade Expressway Authority (MDX)	20
Florida's Turnpike Enterprise Improvements	29
Secondary Road Improvements	31
Road Impact Fee Improvements	32
People's Transportation Plan Improvements by Public Works and Waste Management	33
Private Sector Improvements	35
Airport Development Improvements	36
Multimodal Seaport Development	37
Public Transportation Improvements	39

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	<b>Page #</b>
<b>South Florida Regional Transportation Authority</b>	47
<b>APPENDIX A: Completed Projects</b>	50
Florida Department of Transportation District 6	51
Florida's Turnpike Enterprise	54
Miami-Dade Expressway Authority (MDX)	55
Miami-Dade County Public Works and Waste Management Department	56
<b>APPENDIX B: Under Construction Projects</b>	57
Florida Department of Transportation District 6	58
Florida's Turnpike Enterprise	62
Miami-Dade Expressway Authority (MDX)	63
Miami-Dade County Public Works and Waste Management Department	64

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

Photo by Miami-Dade County Photographers



### 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).*

### 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

Photo by Miami-Dade County Photographers



Picturing the projects contained in the 2035 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.

## **Some Basic Facts about Miami-Dade County**

### ***Population***

With a population of more than 2.4 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 2035, the region's population is expected to climb to approximately 3.2 million, while the number of households grows 40.7 percent, from the current 0.83 million to 1.2 million. In addition, the number of jobs in the county will increase from 1.3 million to over 1.9 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 417,451 inhabitants. There are 6 municipalities with populations over 50,000 and they are the City of Hialeah, City of Homestead, City of Miami, City of Miami Beach, City of Miami Gardens, and City of North Miami.

### ***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 miles 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***

Miami-Dade Transit (MDT) is the largest public transportation system in Florida, operating a fleet of more than 817 buses as well as Metrorail (the 22.6-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). MDT's buses travel approximately 3 million miles a month, with service throughout Miami-Dade County and commuter express service extending well into Broward County. Contracted bus service also is provided into Monroe County. The average daily ridership for Fiscal Year 2009-2010 was 224,200 boardings for bus; 58,800 boardings for rail and 26,200 boardings for our Metromover. Miami-Dade Transit buses travel approximately 2 ½ million miles each month.

### ***Vehicles***

In Miami-Dade County, there are 1.4 million passenger vehicles traveling our road network. In total, those vehicles travel 44 million miles daily; by 2035, that will increase to approximately 63 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 392 gallons of fuel in the year 2005 and traveled 18.7 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, 95 percent of the region's commuters travel to work by car, 5 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 By visiting the MPO website at [www.miamidade.gov/mpo](http://www.miamidade.gov/mpo) - select "Downloads" from the menu and get the Transportation Improvement Program documents.



## 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.



Photo by Miami-Dade County Photographers

### How does the TIP work?



1. One year is current (the funded annual element); 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 2035 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 2013 to 2017. Fiscal years spanned are 2013, 2014, 2015, 2016 and 2017. Fiscal years, as opposed to calendar years, begin on July 1<sup>st</sup> and end on June 30<sup>th</sup>.

- Fiscal Year 2013 ----- begins July 1, 2012 and ends June 30, 2013
- Fiscal Year 2014 ----- begins July 1, 2013 and ends June 30, 2014
- Fiscal Year 2015 ----- begins July 1, 2014 and ends June 30, 2015
- Fiscal Year 2016 ----- begins July 1, 2015 and ends June 30, 2016
- Fiscal Year 2017 ----- begins July 1, 2016 and ends June 30, 2017



**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 and Waste Management 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).

**2013 - 2017 TIP Review by Transportation Agencies**



**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program (TIP)**

**Primary State Highways and Intermodal Projects**

**Florida Department of Transportation, District Six**

This section of the TIP focuses on the State Highways and Intermodal Projects located within the Florida Department of Transportation (FDOT) District Six region. The projects listed include improvements to highways, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes over the next five fiscal years.

The FDOT, District Six, *Primary State Highway and Intermodal Projects* section provides an overview of the following topics:

- The FDOT Five Year Work Program
- The Work Program Cycle
- Programs and Funding
- Major Intermodal Projects
- Strategic Intermodal System (SIS) Projects
- Intelligent Transportation System (ITS) Program
- Other Major Corridor Improvements
- Bicycle/Pedestrian Corridor Improvements
- Public Transportation Projects

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

The FDOT District Six Work Program is a major component of the Miami-Dade Metropolitan Planning Organization's (MPO) TIP. The Work Program, which is updated annually, is a project specific list of transportation activities and improvements that the FDOT will undertake during the next five-year period. It is developed by the District in coordination with the Miami-Dade MPO, and is consistent with the MPO long range transportation plan, and MPO priorities. The projects must also meet the objectives of the 2060 Florida Transportation Plan (FTP). The first three years of the Adopted Work Program represent the State's commitment to undertake transportation projects that local governments may rely on for planning purposes, and for the development of capital improvement elements of the local government comprehensive plans.

## The Work Program Cycle

The Department coordinates development of the work program with the MPO and input is received through public hearings held at various locations in the District. In the summer of 2011 FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2012/2013 - 2016/2017. The final tentative program was sent to the Governor and the State Legislature for review in January of 2012, and will become effective on July 1, 2012.

## Programs and Funding

### *Program Descriptions*

For budgeting purposes the FDOT’s Work Program is comprised of five departmental programs: Product, Product Support, Operation and Maintenance, Administration and Other. An overview of each program is summarized below:

- **Product** - The FDOT’s Work Program Product consists of all transportation improvement projects for highways, bridges, transit, aviation, rail, seaport, freight, and bicycle/ pedestrian modes. It also includes the land cost of right of way acquisition, resurfacing improvements for preservation of the transportation system, and safety programs.
- **Product Support** - Product Support includes preparation of planning studies, project development and environmental studies, design plans, right-of-way support costs for managing acquisition activities, environmental mitigation, construction engineering and inspection of projects noted above under the heading – Product. It also includes management and program oversight for public transportation grants.
- **Operations and Maintenance** - Operations and Maintenance includes the activities necessary to maintain and operate the transportation infrastructure once it is constructed. This includes routine roadway and roadside maintenance, bridge inspection, traffic engineering and operations, toll collection, and enforcement of motor carrier compliance laws.
- **Administration** - Administration is comprised of work program development, financial services and budget, information systems, legal, personnel, and contract administration functions. It also includes construction and rehabilitation of department buildings and facilities.
- **Other** - Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT’s mobile equipment, and operation of the FDOT warehouse and supply system.



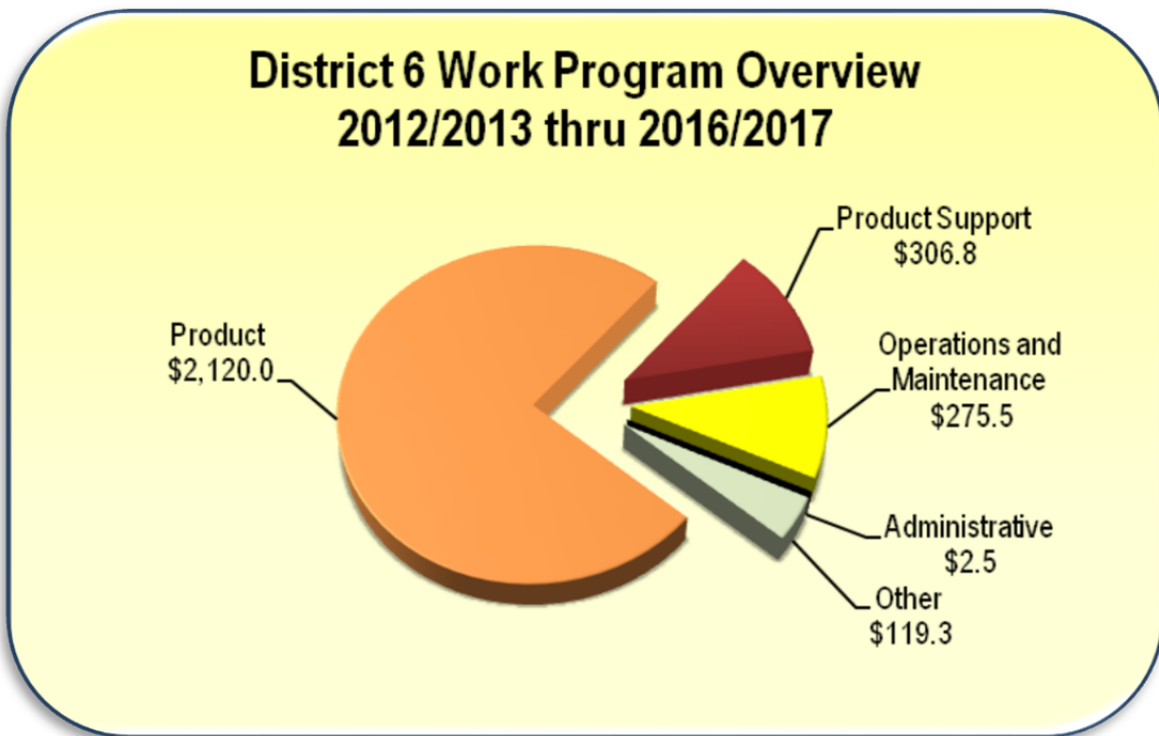
**Funding Overview**

The Department's funds are allocated among seven Districts statewide. In the Miami-Dade urbanized area, the MPO, in consultation with the Department, determines the best use of Miami-Dade's share of funding. 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 for transportation purposes. Additional funding for Work Program projects comes from local and discretionary sources. By statute, the Department must develop a program that is balanced to cash and revenue forecasts.

The Department has programmed approximately \$2.8 billion for transportation product, product support, operations & maintenance, and administration, over the next five years. The following charts provide a visual summary of the FY 2012/2013 - 2016/2017 Tentative Five Year Work Program costs.

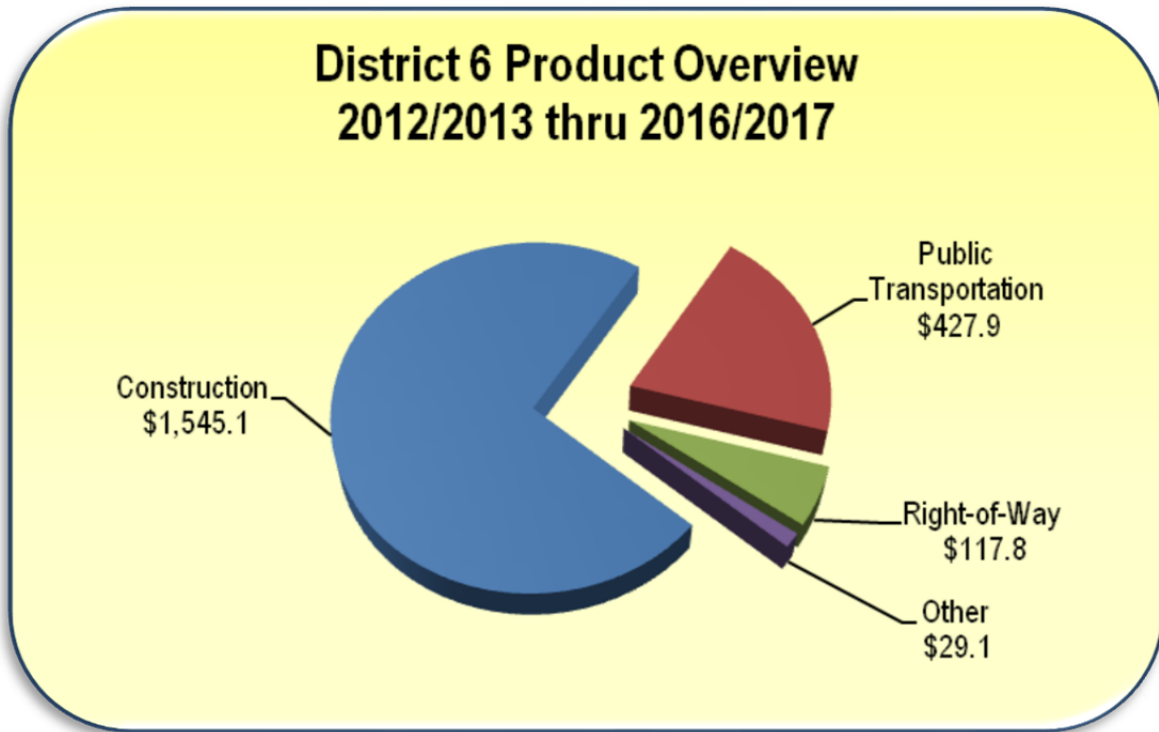
As shown in the Total Budget Breakdown chart below, of the Department's \$2.8 billion budget, the majority is applied to the product budget, in the amount of \$2.12 billion.

**FDOT, District Six, Total Budget Breakdown  
Tentative Five Year Work Program  
Fiscal Years 2012/2013 - 2016/2017**



The product, or production budget includes money spent on construction, public transportation, right-of-way, and other product. As shown in the Product Budget Breakdown chart below, approximately \$1.5 billion (73%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$428 million (20%) will go towards public transportation programs and services; approximately \$118 million (6%) will go towards the purchasing of right-of-way; and the remaining \$29 million (1%) will be applied to other product, which consists of County Transportation Programs such as the County Incentive Grant Program.

**FDOT, District Six, Product Budget Breakdown  
Tentative Five Year Work Program  
Fiscal Years 2012/2013 - 2016/2017**



**Major Projects**

Several major projects funded in the FY 2012/2013 - 2016/2017 FDOT Work Program are highlighted in the following pages. The projects are organized into the following categories: Major Intermodal Projects; Strategic Intermodal System Projects; Intelligent Transportation System Program; Other Major Corridor Improvements; Bicycle/Pedestrian Corridor Improvements; and Public Transportation Improvements. FDOT, District Six, is comprised of Miami-Dade and Monroe Counties, however, only Miami-Dade projects are listed since Monroe is not part of the MPO planning area.

## Major Intermodal Projects

Major Intermodal Projects can be defined as projects that provide linkages between different transportation modes, such as a transportation hub serving auto, transit, and pedestrian/bicycle travelers. The following are two Major Intermodal Project highlights in Miami-Dade County.

- **Miami Intermodal Center (MIC)**

The MIC Program includes a Rental Car Center, the MIC Central Station, the Miami International Airport (MIA) Mover, and various access road and major highway improvements. To date, all roadway improvements have been completed, which assures safe and efficient access for area businesses and the travelling public while the MIC Program is under construction. The Rental Car Center opened and began operations on July 13, 2010, and the MIA Mover, an automated people mover connecting MIA and the MIC, became operational on September 9, 2011. The construction of the MIC Central Station began on September 27, 2011 and is anticipated to be open in 2013.

The MIC Central Station is an intermodal facility designed to accommodate and provide connectivity between various transportation modes. Built around the existing Tri-Rail tracks, the MIC Central Station will feature grade level tracks for Tri-Rail, Metrorail, AMTRAK, and future high-speed rail service. The MIC Central Station will also include service for intercity bus, private vehicle parking, Metrobus, taxis, and shuttle buses currently serving MIA.



*Artist's rendering of the Miami Intermodal Center*

▪ **NW 25th Street Reconstruction and Viaduct Construction**

The NW 25th Street reconstruction and viaduct construction is divided into two separate projects. The first project, from the Palmetto Expressway, east to 67<sup>th</sup> Avenue, is complete. The second project, from the Palmetto Expressway, west to 89<sup>th</sup> Court, has a construction start date of March 2012. The overall project includes: 1) the widening and reconstructing of NW 25<sup>th</sup> Street; and 2) building a viaduct (an elevated bridge) to separate truck traffic bound for the airport, from 25<sup>th</sup> Street.



*Rendering of the NW 25<sup>th</sup> Street Viaduct*

When both projects are completed, the viaduct will alleviate heavy truck volumes, and improve traffic flow, on NW 25 Street. It will also improve the movement of cargo to the west-side cargo facilities at Miami International Airport (MIA). The project will also provide direct access from the Palmetto Expressway to MIA.

**Strategic Intermodal System (SIS) Projects**

The SIS is a statewide network of high-priority transportation facilities, including the State's commercial airports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are the workhorses of Florida's transportation system, carrying more than 99 percent of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, more than 68 percent of all truck traffic and 54 percent of total traffic on the State Highway System. The following are SIS improvement projects in Miami-Dade County.

▪ **Port of Miami Tunnel Construction**

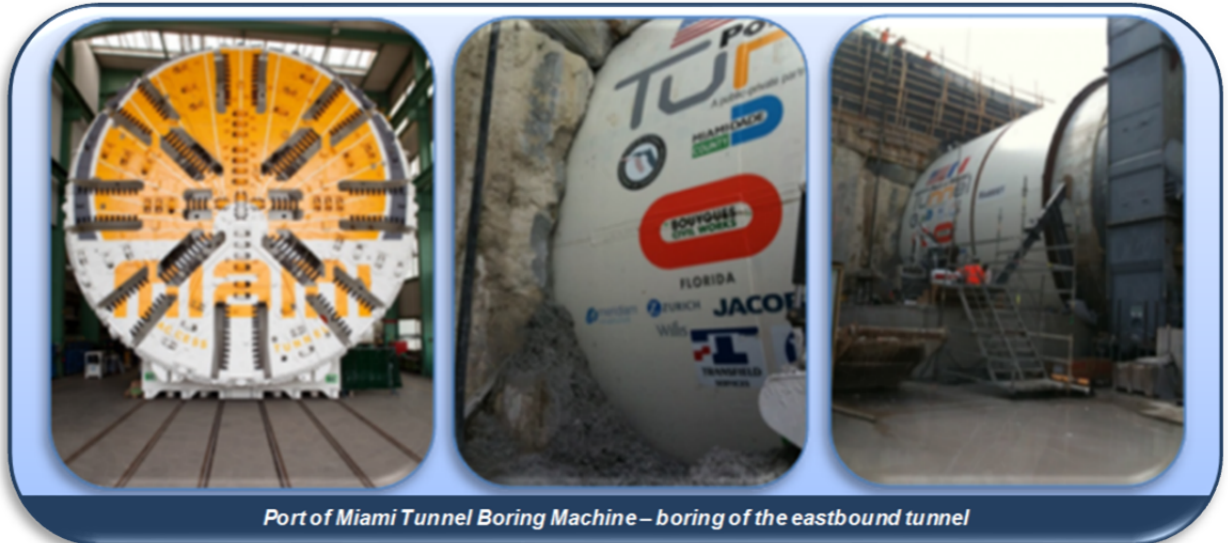
The Port of Miami Tunnel (POMT) project is a public-private partnership where the responsibility to design, build, finance, operate, and maintain the project is transferred to the private sector. The POMT is currently under construction by the MAT (Miami Access Tunnel) Concessionaire, LLC, in partnership with the FDOT, Miami-Dade County and the City of Miami. Construction began May 24, 2010 and the tunnel is expected to be open to the public in May 2014. The concessionaire is required to operate and maintain the tunnel for a period of 35 years.



*Rendering of the Port of Miami Tunnel Entrance*

The POMT will link the Port directly to I-395 and I-95 via the MacArthur Causeway. It will improve

traffic flow and safety in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets. The POMT will also help the Port remain competitive in seeking additional freight generated by the Panama Canal expansion project. The Port is the community's second largest economic generator, providing 176,000 jobs, \$6.4 billion in wages, and \$17 billion in economic output.



Port of Miami Tunnel Boring Machine – boring of the eastbound tunnel

- **SR 826/Palmetto Expressway Improvements**

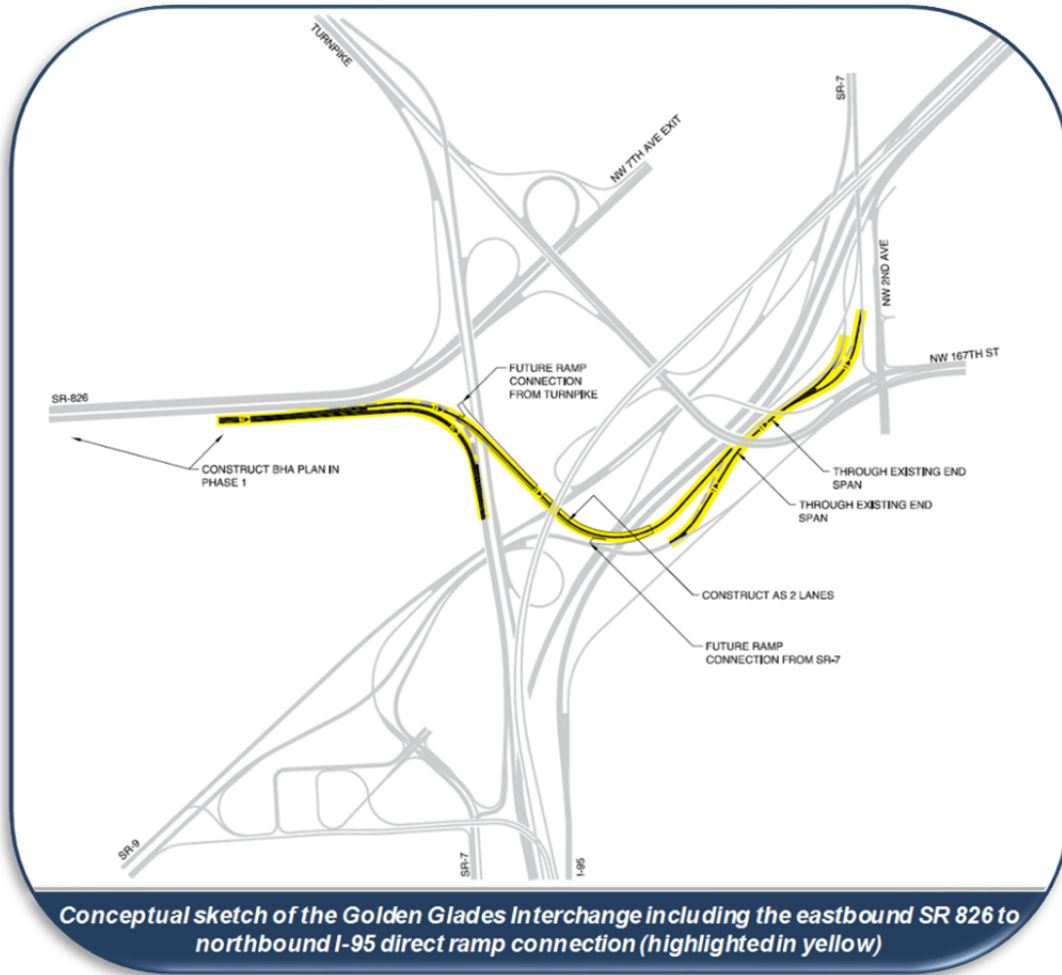
Funding for the Palmetto Expressway improvements is included in the Work Program. Two projects are currently under construction. The largest project is the SR 826/836 interchange reconstruction. This project will enhance safety, increase capacity and increase the efficiency for motorists using the Interchange. The SR 826/836 interchange construction began in November 2009, and has a 5-year construction schedule, with completion in 2015. The second project is SR 826 reconstruction from Bird Road to Sunset, and includes the improved interchange with SR 874, the South Dade Expressway.



SR 836/SR 826 Interchange, looking southeast

▪ **SR 826 Eastbound to SR 9A/I-95 Northbound Ramp Connection**

Approximately \$55 million has been programmed for construction and construction support in FY 2016, for a direct ramp connection from eastbound SR 826 (Palmetto Expressway) to northbound I-95. This ramp connection, located within the Golden Glades Interchange, will provide improved operations via a direct freeway-to-freeway connection between SR 826 and I-95, two of Miami-Dade’s major expressways. Currently, the project development and environment activities are underway.

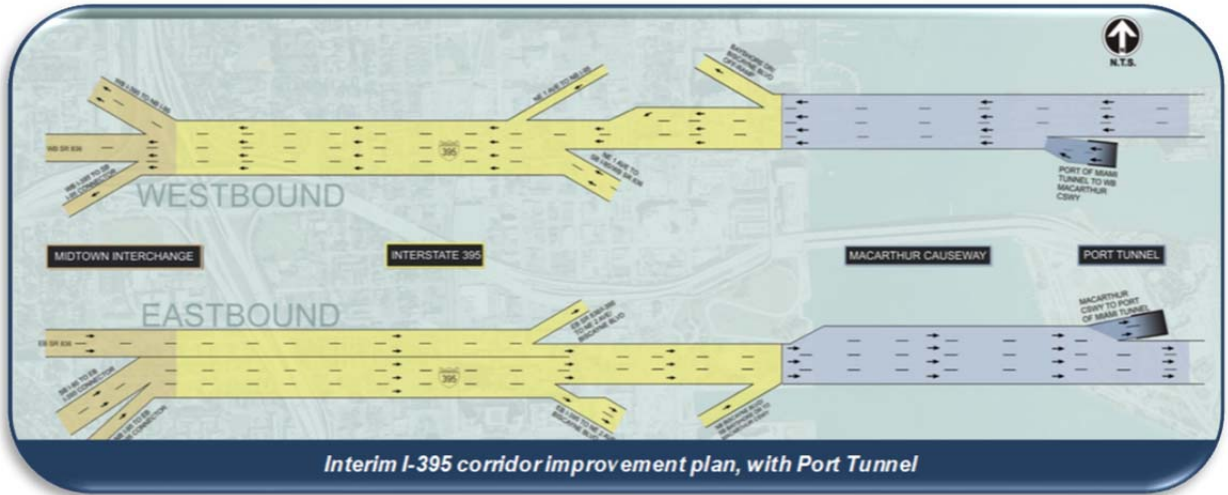


▪ **SR 997/Krome Avenue Corridor Improvements**

The purpose of this project is to improve safety and operations along the Krome Avenue corridor, which serves a unique mix of uses ranging from commuters, to truck traffic, to farm tractors/equipment within the agricultural area. To date, the environmental process has been completed and Federal Location Design Acceptance has been issued for the segment from SW 136<sup>th</sup> Street to US 27. Construction and widening to 4 lanes will begin in FY 2015, for the section from Kendall Drive to SW 8<sup>th</sup> Street. The segment from Kendall to SW 136<sup>th</sup> Street is tentatively funded for construction in FY 2017.

**I-395 Corridor Improvements**

The I-395 interim improvements will improve the transition with the Port of Miami Tunnel improvements and include bridge widening, and milling and resurfacing. The interim improvements are scheduled for construction in FY 2012-2013. The Department’s goal is to have these improvements in place prior to the opening of the Port of Miami Tunnel in 2014.



**Intelligent Transportation System (ITS) Program**



FDOT’s District Six Intelligent Transportation Systems (ITS) Program uses advanced electronic technologies to manage our state highway system in Miami-Dade and Monroe Counties. These technologies serve as the framework that provide the program’s traffic management, incident management and traveler information services 24 hours per day, 7 days per week. Together, these services are helping to increase the efficiency of our highways and are providing drivers with safer and more reliable trips.

The program has proven to be a results-driven and cost-effective alternative to traditional roadway widening projects. It has reduced travel delay by 40% since 2005; thus saving drivers approximately \$1.5 billion dollars in travel delay-related costs. Because of the benefits provided by services such as the 511 Traveler Information Service, 95 Express, Ramp Signaling and Road Ranger Service Patrols among others, the program achieved its highest return on investment to date, with a benefits to cost ratio of \$24.05 for every \$1 invested in ITS.





Photo of Video Surveillance Center

## Other Major Corridor Improvements

Other major corridor improvements includes projects that are on the State Highway System, but are not on the SIS network. The following are two major corridor improvement projects in Miami-Dade County.

- **SR 823/NW 57<sup>th</sup> Avenue/Red Road Corridor Improvements**

This project includes reconstruction of the existing roadway and widening to 6 lanes with a raised median from Okeechobee Road to West 78<sup>th</sup> Street. It also includes milling and resurfacing the existing 6-lane divided facility from West 78<sup>th</sup> Street to West 84<sup>th</sup> Street. The retaining wall along the Red Road canal will be improved. The work also includes improved drainage, new sidewalks along the east side, new signalization, new lighting, and landscaping. The project will enhance safety, increase capacity, and increase efficiency for motorists using the corridor.



Below is a selection of other major corridor improvements included in the 5-year work program.

<b>Roadway</b>	<b>Project Type</b>	<b>Project Area</b>
SR 5/South Dixie Highway	Resurfacing and reconstruction	Varying segments south of Kendall Drive to Cutler Bay
SR 959/SW 57 Avenue	Resurfacing	From US 1 to SW 8 Street
SR 7 / NW 7 Avenue/ NW 2 Avenue	Landscaping, resurfacing, rehabilitation and reconstruction	Varying segments from NW 6 Street to south of NW 215 Street
SR 916/NW 135/138 Street	Resurfacing and operational improvements	Several segments near I-95 and SR 826
SR 985/SW 107 Avenue	Add lane, rehabilitate pavement and resurfacing	From SW 12 Street to SW 4 Street and from SW 5 Street to north of West Flagler Street
SR 90/SW 8 Street	Resurfacing and operational improvements	Between the Palmetto Expressway and the Florida Turnpike

## Bicycle/Pedestrian Corridor Improvements

The bicycle/pedestrian network is a component of the transportation system. The Department generally does not build stand-alone bicycle/pedestrian projects; they are typically incorporated into larger projects. Some of the bicycle/pedestrian projects are implemented by local agencies, which oversee the project construction and management-related tasks. In addition, some bicycle/pedestrian projects are funded through the Federal Transportation Enhancement Discretionary Program.



Below is a snapshot of projects included in the FY 2012/2013 - 2016/2017 work program.

Project Segment	Project Type	Project Area
Downtown Development Authority	Bicycle & Pedestrian Mobility Improvements	Various locations
Beachwalk Greenway	Bike path/trail	From Lummus Park to Washington Avenue
Miami River Greenway	Bike path/trail	From Miami Avenue to South Miami Avenue
Old Cutler Trail	Bike path/trail	From SW 136 Street/SW 62 Avenue to Cartagena Place
Biscayne Trail	Bike path/trail	From Black Point Park to SW 138 Street and SW 137 Avenue; Along L-31 E Canal from SW 300 Street to SW 328 Street
Middle Beach Recreation Corridor	Bike path/trail	Along the Dune from 46 Street to 64 Street
SR 823/NW 57 Avenue	New Sidewalk	From NW 202 street/Honey Hill to Turnpike Exit Northside of HEFT
SR A1A/Collins Avenue	New Sidewalk	From SR 826/NE 163 Street eastbound to SR A1A/southbound Off-ramp

## Public Transportation Projects

Travel options are critical in an area such as Miami-Dade County. The Department works with the MPO, Miami-Dade Transit (MDT), Miami-Dade Aviation Department, the Port of Miami, and the South Florida Regional Transportation Authority to implement multiple projects. A sampling of projects from the work program include:



Project Type and Project Name
<b>Transit</b>
State Transit Block Grant to MDT for operating costs
MDT additional elevators at Dadeland North Metrorail Station
MDT Biscayne Boulevard Bus Enhancement
SR 836 Enhanced Bus Service
27 Avenue Enhanced Bus Service
<b>Aviation</b>
MIA Concourse D East Roof Rehabilitation
MIA Park Six Garage (1670 spaces)
MIA Runway 8R/26L Resurfacing
MIA Concourse J & H A380 Gate Modifications
MIA Runway 12/30 Rehabilitation
MIA People Mover Transit Connector to the MIC
MIA Way Finding Signs
<b>Rail</b>
Passenger and Freight Rail Safety Projects
Railroad Crossing Surface Rehabilitation Projects
SR-823/Red Road widening, including Railroad Crossing Surface widening and RR Signal upgrades
<b>Seaport</b>
Cargo Container Yard Improvements
Dredging South Fisherman's Channel



**Fiscal Years 2013 - 2017**

**Transportation Improvement Program (TIP)**

**“Moving Miami-Dade”**

**Miami-Dade Expressway Authority (MDX)**

This section of the TIP focuses on mobility improvement projects which the Miami-Dade Expressway Authority (MDX) has programmed over the next five years. MDX is an agency of the state of Florida, created in 1994 pursuant to Chapter 348, Part I, Florida Statutes, for the purposes of and having the power to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County. The Authority may also fix, alter, change, establish and collect tolls, rates, fees, rentals, and other charges for the services and facilities of such system and is further authorized to issue bonds. MDX is reported as an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act of 1989) and other applicable Florida Statutes.

MDX currently oversees, operates and maintains five tolled expressways constituting approximately 34 centerline-miles and 221 lane-miles of roadway in Miami-Dade County. The five toll facilities include: Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874), Gratigny Parkway (SR 924) and the Snapper Creek Expressway (SR 878). MDX’s Mission is to ***“Serve as an innovative transportation agency dedicated to the enhancement of mobility in Miami-Dade County”***.

This section provides an overview of the following topics:

- The MDX Five Year Work Program
- The Work Program Cycle
- Programs and Funding
- Existing System Improvement Projects
- System Expansion Projects
- Facility Improvement Projects
- New Toll Expressway Projects

### **The Miami-Dade Expressway Authority’s Five Year Work Program**

The Five-Year Work Program identifies and prioritizes projects that MDX anticipates funding during the next five years. Funding for these projects may be total or partial depending on the phase of the project and the availability of funds. As such, changes are made on an annual basis as priorities are re-evaluated, projects are completed, new projects are identified and the financial capabilities of MDX evolve. The Five-Year Work Program is an important tool used by MDX to effectively manage its program of Safety Improvements, System Preservation, and Capacity Expansion and Improvement.

## **The Work Program Cycle**

In the summer of 2011 MDX began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2013 - 2017. In October 2011 prior to finalizing the tentative program, MDX attended the FDOT Work Program Workshop to provide information on the draft tentative program. In December 2011 the tentative program was finalized and posted on the MDX website and in January 2012 MDX advertised and held a public review meeting to invite the public to review the projects and provide comments. The final program was presented to the Operations Committee for endorsement and to the MDX Board for approval and adoption in January 2012 and once adopted it was submitted to the Miami-Dade County Metropolitan Planning Organization (MPO).

## **Programs and Funding**

### ***Program Descriptions***

MDX’s Transportation Improvement Program includes expansion of, as well as capacity improvements to, the MDX highway system, planning projects geared towards improving mobility in Miami-Dade County and implementation of Intelligent Transportation and Open Road Toll Collection Systems.

### ***Funding Overview***

MDX’s TIP is funded from toll revenues collected on the MDX System. Funding strategies are based on financial analyses performed during the Five-Year Work Program development process, which includes an annual analysis of availability of funds, monthly project schedules, projected cash draw down requirements updated on a quarterly basis, and ultimately, financial feasibility.

Projects included in the MDX FY 2013 - 2017 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, and New Toll Expressway.

## **Existing System Improvement Projects**

The following projects are categorized as Existing System Improvements in the current Five-Year TIP and include widening or reconstruction within an existing roadway segment:

- **Projects 11209, 83624, 83631 – SR 112 and SR 836 Infrastructure Modifications for Open Road Tolling (ORT)**

These projects provide for the removal of the existing toll plazas, installation of gantries, shelters and signage, and reconstruction of the SR 112 and the SR 836 roadway to accommodate highway-speed vehicle traffic through the former toll plaza areas for the implementation of ORT. The conversion of the SR 112 corridor will include hybrid ORT-Dynamic Message Sign (DMS) structures supporting both, the required ORT toll equipment and the high resolution, full matrix, full color, DMS signs. The conversion of SR 836 will take place in two sections, the East Section from NW 62<sup>nd</sup> Avenue to I-95, and the West and Central Sections from NW 137<sup>th</sup> to NW 62<sup>nd</sup> Avenue. The estimated conversion date for both corridors is FY 2014.



SR 112 Hybrid Gantry Structure (Rendering)

- **Project 11211 – Central Boulevard Reconstruction**

Central Boulevard is the primary vehicular access roadway connecting the Miami International Airport to SR 836 and SR 112, which are the most heavily traveled roadways on the MDX system and are part of the Florida Strategic Intermodal System. MDX has partnered with Miami-Dade Aviation Department (MDAD) and Florida Department of Transportation (FDOT) to reconstruct Central Boulevard where MDX will act as a 50% local funding partner and grant recipient from FDOT to administer the project on behalf of MDAD. A contract has been awarded to a Design-Build firm and construction is expected to be completed in FY 2013.



Central Blvd. Looking West

- **Project 83608 – SR 826 / SR 836 Interchange Improvement**

MDX has partnered with FDOT for the right-of-way acquisition, design and construction of the mutually needed SR 826 / SR 836 Interchange Improvement. FDOT let the construction of this project in FY 2010 and completion is expected in FY 2015. MDX has contributed \$11 million towards the final design and will be contributing an additional \$196.5 million towards the construction. This project is of great significance as this interchange is the most congested in Miami-Dade County. This project is another example of MDX working together with its Transportation Partners in the delivery of significant improvements to mobility in Miami-Dade County.



SR 836 EB CD Roads & Bridges over 87<sup>th</sup> Ave.

- **Project 83611 – SR 836 / I-95 / I-395 Interchange**

MDX partnered with FDOT via a Joint Participation Agreement for the development of a PD&E and an Environmental Assessment for the SR 836 project from NW 17<sup>th</sup> Avenue to I-95, in conjunction with the on-going FDOT I-395 Planning Design & Engineering (“PD&E”) study. Continuing the partnership with FDOT this Work Program includes a 50% match by MDX for the Final Design phase totaling \$5 million split between FY 2015 and FY 2016.

- **Project 83625 – SR 836 Emergency Ramp**

This project entails the construction of an emergency access ramp from west of NW 107<sup>th</sup> Avenue extending 0.3 miles westbound to the SR 836 Extension. It provides for emergency vehicle access to the SR 836 Extension and it’s scheduled to be completed in FY 2013.

- **Project 83628 – SR 836 Auxiliary Lanes and Interchange Improvements**

The current Work Program provides funding for the project development and environmental document for the construction of an SR 836 Eastbound Auxiliary lane from NW 57<sup>th</sup> Avenue to Le Jeune Road; SR 836 Eastbound additional lane from Le Jeune Road to NW 27<sup>th</sup> Avenue; SR 836 Westbound additional lane from 17<sup>th</sup> Avenue to 57<sup>th</sup> Avenue as well as improvements to the SR 836 interchanges at NW 57<sup>th</sup> Avenue, Le Jeune Road, NW 27<sup>th</sup> Avenue and NW 17<sup>th</sup> Avenue. This will provide continuity to the auxiliary lanes that currently merge back into mainline traffic and improve operations in the existing interchanges. MDX is funding the construction of

the first phase of the project which includes an additional lane on SR 836 Westbound from NW 57<sup>th</sup> Avenue to Le Jeune Road.

- **Project 83629 – SR 836 Interchange Modifications at 87<sup>th</sup> Avenue**

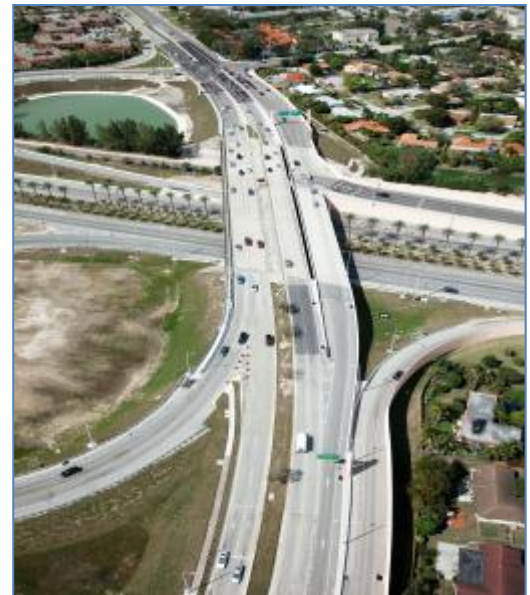
The current Work Program provides funding for the project development and final design for the reconstruction of the SR 836 and NW 87<sup>th</sup> Avenue interchange east to the 83608 project limits. The final design will begin in early 2012 and last for a period of 2 years. This improvement ties into MDX completed Project No. 83614 on the west and FDOT's SR 826 / SR 836 Interchange Improvements on the East and enhances operations on the SR 836 corridor.

- **Project 83630 – SR 836 / NW 14<sup>th</sup> Street Interchange Improvements**

This project provides a dedicated right-turn lane at NW 14<sup>th</sup> Street to northbound 10<sup>th</sup> Avenue. This improvement will allow emergency vehicles a more direct and safer path to the Ryder Trauma Center and other healthcare facilities in the area, as well as the reduction of traffic delays at this intersection, which tend to cause backups onto the SR 836 mainline. This project will be constructed in partnership with the University of Miami (UM). Construction is anticipated to be completed in FY 2013. This project will tie into MDX Project 83611 when completed.

- **Project 87404 – SR 874 / Killian Parkway Interchange**

The modification of the Killian Parkway Interchange, widening of the mainline from 4 to 6 lanes and removal of the existing toll plaza to facilitate ORT on SR 874 has been opened to traffic. This project significantly reduces the congestion and delays at the Killian Parkway intersection with SW 107<sup>th</sup> Avenue by splitting the movements from southbound SR 874 to eastbound Killian Parkway, and southbound SR 874 to westbound 104<sup>th</sup> Street / northbound SW 107<sup>th</sup> Avenue. MDX held a series of public meetings with the affected community to present project alternatives, receive their input and to keep them informed of any changes in construction activities. Through this process, MDX coordinated the provision and location of noise abatement walls within the project limits. This Work Program includes the landscaping and beautification of the project site and additional improvements to Killian Parkway to improve operations which will be completed in FY 2013.



SR 874 / Killian Parkway Interchange



- **Project 87409 – SR 874 Mainline Reconstruction**

Anticipated future traffic increase in the northern section of SR 874 resulted in MDX incorporating this project into its Five-Year Work Program. The project provides for widening from 4 to 6 lanes and resurfacing of the SR 874 mainline from Kendall Drive to SR 826 and will significantly enhance the capacity of the SR 874 corridor to tie into the adjacent FDOT SR 826 / Bird Road Interchange improvement project to the north, scheduled to be completed by FDOT in FY 2013 towards which MDX contributed \$60 million. The 87409 project also ties in to MDX Project No. 87404 on the South. The Design-Build for this project is underway with anticipated completion in FY 2014. This is the last phase of the reconstruction of the entire SR 874 corridor.



SR 874 SB at 87<sup>th</sup> Ave and CXS Railroad

- **Project 87802 – SR 878 / US 1 Interchange Improvements**

This project provides for the concept development of operational improvements at the intersection of SR 878 and US 1 pending results of a feasibility study.

## System Expansion Projects

The following projects are categorized as System Expansions in the current Five-Year TIP and include all construction of new roadway segments on new alignments adjacent to the existing system that will increase the total centerline miles of the system:

- **Project 11205 – Interconnector from MIA to the Airport Expressway (SR 112)**

This project includes the identification of improvements to LeJeune Road (SR953), the Airport Expressway (SR 112) and the Airport Expressway (SR 112) interchange with US Route 27 and NW 36<sup>th</sup> Street (SR 948). The scope includes the development of a master plan for the future direct connection between the East-West Expressway (SR 836) and the Airport Expressway (SR 112) and final design plans completed in FY 2008 for improvements to adjacent collector-distributor roads to be constructed by FDOT. All identified right-of-way has been acquired from willing sellers between NW 25<sup>th</sup> Street and Airport Expressway (SR 112)/NW 27<sup>th</sup> Avenue in coordination with Miami-Dade Transit (MDT). MDX continues to coordinate with MDT and FDOT to ensure that the envelope for the ultimate SR 112 Interconnector is preserved until such time as MDX can fund its construction.

- **Project 83618 – SR 836 Southwest Extension**

MDX is evaluating the feasibility for a new extension of SR 836 from NW 137<sup>th</sup> Avenue to SW 136<sup>th</sup> Street as part of the MDX Master Plan and the Metropolitan Planning

Organization's (MPO) Long-Range Transportation Plan. The PD&E Study is anticipated to begin in FY 2012. The extension of SR 836 is envisioned as a multimodal facility, used also by express transit buses that would address the existing transportation needs of a vast community of thousands of existing residents living in the south western areas of Miami-Dade County west of the Turnpike.

- **Project 87410 – SR 874 Ramp Connector**

The PD&E Study is underway to provide a new 1.2 mile ramp connection from SR 874 to SW 128<sup>th</sup> Street as part of the MDX Master Plan and the Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan. The study is scheduled to be completed in FY 2012. This work program funds the conceptual design and preparation of documents for the procurement of a Design-Build firm in coordination with the Florida's Turnpike project to widen the Homestead Extension of the Florida's Turnpike (HEFT) scheduled to be advertised at the end of FY 2013.

- **Project 92404 -SR 924 Extension West to the Homestead Extension of the Florida's Turnpike**

The PD&E Study is underway for a new 2.3 mile extension of SR 924 to Florida's Turnpike in the vicinity of Okeechobee Road as part of the MDX Master Plan and the Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan. The study is scheduled to be completed in early FY 2013. This project also includes the construction of improvements on NW 138<sup>th</sup> Street as well as transfer of a portion of the existing right-of-way of NW 138<sup>th</sup> Street to MDX.

- **Project 92407 – SR 924 Extension East to I-95**

The PD&E Study is underway for a new 3.1 mile expressway extension of SR 924 east to I-95 as part of the MDX Master Plan and the Metropolitan Planning Organization's (MPO) Long-Range Transportation Plan and is scheduled to be completed in early FY 2013.

### Facility Improvement Projects

The following projects are categorized as Facility Improvements in the current Five-Year TIP and include toll buildings, toll and Intelligent Transportation System (ITS) projects throughout the system:

- **Project 10013, 10014, 10015, 10016, 10017, 10018 – SR 878, SR 874, SR 112, SR 836 Hardware/Software Development for Full ORT Toll System Conversion**

A single contract has been awarded to a System Integrator (ETCC) for the implementation of the In-lane & Host System and Account Management Traffic Enforcement System (AMTES) for the full conversion to ORT system-wide. The SR 924 corridor was converted in late FY 2010, the SR 874 and SR 878 corridors in early

FY 2011, minor coordination will continue until early FY 2013. The SR 112 and SR 836 corridors are anticipated to be converted by the end of FY 2014.

- **Project 10019 – Systemwide Implementation of Dynamic Message Signs (DMS)**

As of FY 2010 MDX has completed its implementation of Intelligent Transportation System (ITS) which includes communications systems, incident management and traffic surveillance equipment for SR 112, SR 924, SR 874 and SR 878. All systems are linked to the SunGuide Transportation Management Center to help traffic operations on the MDX system. This project provides for the installation of Dynamic Message Signs Systemwide that will display live traffic condition information collected by the MDX ITS surveillance system thus improving operations throughout the MDX System. Implementation of this project is anticipated to be completed by FY 2014.



Typical Dynamic Message Sign (DMS)

- **Project 10021 – Systemwide ITS Improvements**

This project provides for concept development for ITS improvements as identified in the updated MDX ITS Master Plan intended to maximize the existing roadway system through the use of technology.

## New Toll Expressways

The following projects are categorized as New Toll Expressways in the Five-Year TIP and include construction of new alignments of designated State Roads that will be added to the system:

- **Project 20003 – U.S. 1 Express Lanes**

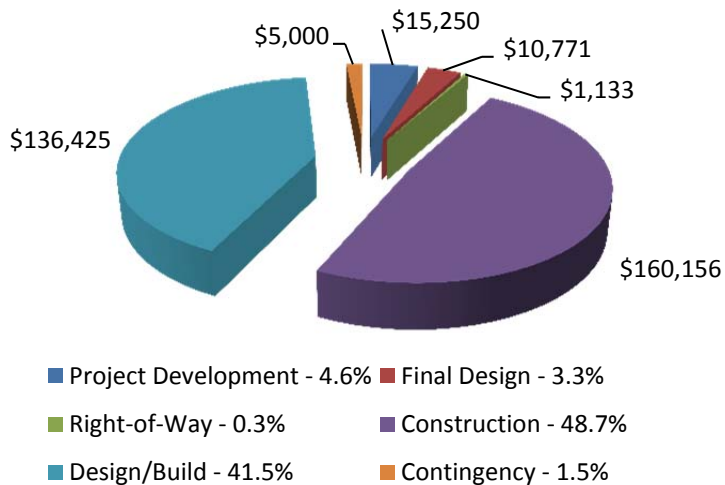
The PD&E Study is underway to evaluate the feasibility of incorporating managed lanes within the South Miami-Dade Busway along U.S. 1. This project is part of the MDX Master Plan and the MPO Long Range Transportation Plan. The PD&E Study is anticipated to be completed in FY 2014 and includes the evaluation of a 20-mile segment from SW 344 Street to SW 88<sup>th</sup> Street.

- **Project 20004 – MIC – Dadeland Busway**

This project includes funding for the project development of a transportation corridor from the Miami Intermodal Center (MIC) to Dadeland along an existing Florida East Coast railway right-of-way pending results of the feasibility study.

### MDX Budget Breakdown by Work Program Phase Five Year Work Program Fiscal Years 2013 – 2017

Total Budget \$328.7 Million





**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**Florida's Turnpike Enterprise**

Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation, overseeing a 460 mile system of limited – access toll highways. The Turnpike Mainline extends from north Miami to a junction with Interstate 75 in north central Florida. It passes through the counties of Miami-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) in Miami-Dade and Broward Counties; 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. The Turnpike does not receive any gas taxes.

### **Miami-Dade County Turnpike Planned Projects**

- Widen 22.5 miles of Homestead Extension (SR 821) in Miami-Dade County
  - From SW 288<sup>th</sup> Street to SW 216<sup>th</sup> Street (4 – 6 lanes)
  - From SW 216<sup>th</sup> Street to North of Eureka Drive (8 - 10 lanes)
  - From N of Eureka Drive to S of Kendall Drive (10-12+ lanes)
  - From S of Kendall Drive to 60<sup>th</sup> Street Canal Bridge (6 – 10 lanes)
  - From 60<sup>th</sup> Street Canal Bridge to Bird Road (6 – 10 lanes)
  - From Bird Road to SR 836/Dolphin Expressway (8 – 10 lanes)
  
- Addition of auxiliary lanes between NW 74<sup>th</sup> Street and NW 106<sup>th</sup> Street Interchanges
  
- Interchange improvements at the following locations:
  - SW 8<sup>th</sup> Street Interchange
  - Bird Road Interchange
  - Kendall Drive Interchange
  - Golden Glades Interchange



- Interchange ramp intersection turn lane improvements at NW 12<sup>th</sup> Street Interchange
- Project Development and Environment Study to widen Homestead Extension from U.S. 1 (MP 0) to U.S. 1 (MP 13)
- Project Development and Environment Study to widen Turnpike Mainline from Golden Glades/I-95 to Homestead Extension (MP 0X – 4X) and Homestead Extension from NW 27<sup>th</sup> Avenue to Turnpike Mainline (MP 47)
- ROW phase for project to Widen Homestead Extension from Eureka Drive to Kendall Drive
- Resurfacing of HEFT from S of NW 106<sup>th</sup> Street to Interstate 75 (MP 33-39)





**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**Secondary Roads Program**

**Miami-Dade County Public Works and Waste Management Department**

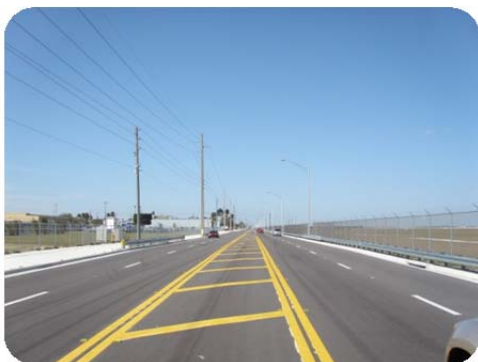
The program is divided into two distinct categories. The first section includes all new road construction or rehabilitation projects and the second section deals with the continuing projects that have fund allocations yearly.

**Road Construction Projects**

- SouthCom Pedestrian Bridge
- SW 147 Avenue from SW 22 Terrace to SW 10 Street
- NE 16 Avenue from NE 123 Street to NE 135 Street
- South Miami Avenue from 15 Road to 5 Street
- NW 138 Street from NW 107 Avenue to I-75

**Continuing Program Projects**

Bridge Repair and Painting	Beautification Improvements
Guardrail Safety Improvement	Pavement Markings Contracts
Railroad Improvements	Maintenance of Roads and Bridges
Safety Lighting	Safety Lighting Maintenance
Traffic Control Devices (Equipment/Materials)	Traffic Signals Loop Repairs
Special Taxing District	Local Grant Match for MPO
Pavement Markings Crew	Mast Arm Upgrades
Traffic Signal Materials	Capitalization of Traffic Signals and Signs Crew
Road and Bridge Emergency Bridge Repairs/Improvements/Painting	ADA Hotline Projects





**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**Road Impact Fee**

**Miami-Dade County Public Works and Waste Management Department**

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 new building construction in Miami-Dade County, including municipalities. The County has been divided into nine road impact fee benefit districts. Fees collected within each district will be expended for roadway capacity improvements within each district.

Each district program includes four improvement categories: Road and Bridge Projects, Resurfacing, Traffic Operations Projects to Increase Capacity and Safety (T.O.P.I.C.S.), and Traffic Control Devices.

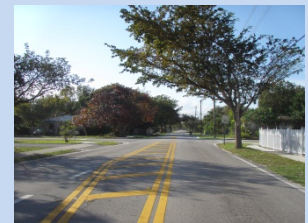
**Road And Bridge Projects**

Capacity improvements along arterials and collectors

**Continuing Program Projects**

***Resurfacing***

Paving, widening, drainage, striping



***T.O.P.I.C.S.*** (Traffic Operations Projects to Increase Capacity and Safety) Intersection Improvements



***Traffic Control Devices***

Signalization







**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**People's Transportation Plan Improvements**

**Miami-Dade County Public Works and Waste Management Department**

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 and Waste Management Department (PWWM) has worked closely with the CITT to provide a wide range of roadway and neighborhood improvements.

The PWWM PTP Work Program for FY 2013 totals over \$80 Million. The plan includes the two categories from the PTP Ordinance that relate to the PWWM; major highway road improvements and neighborhood improvement projects.

### **Major Highway Road Improvement Projects**

Major road and bridge projects under construction or will begin construction include, but are not limited to:

- NW 37 Avenue from North River Drive to NW 79 Street
- SW 27 Avenue from US1 to Bayshore Drive
- SW 137 Avenue from H.E.F.T. to US1
- SW 137 Avenue from US1 to SW 184 Street
- Old Cutler Road from SW 97 Avenue to SW 87 Avenue
- NW 87 Avenue from NW 154 Street to NW 186 Street
- NW 138 Street Bridge over Miami River Canal
- NW 74 Street from H.E.F.T to State Road 826



## **Major Countywide Highway Road Improvement Projects**

ATMS - Advanced Traffic Management System

## **Neighborhood Improvement Projects**

The PWWM, 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
- School Flashing Signals Program

**Fiscal Years 2012/2013 - 2016/2017**  
**Transportation Improvement Program**  
**Private Sector Improvements**

**Miami-Dade County Public Works and Waste Management Department** is 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 other zoning requests reviewed by the Miami-Dade County Development Impact Committee (DIC) 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.

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.

This section addresses road improvement commitments to be made by private developers as part of the land development process.



Private Sector Road Improvements



**Fiscal Years 2012/2013 - 2016/2017**  
**Transportation Improvement Program**  
**Airport Development Improvements**  
**Miami-Dade County Aviation Department**

The Miami-Dade County Transportation Improvement Program includes capital improvements for the Aviation Department for the continued development of Miami International Airport and the General Aviation Administration Airports (GAA - OPF, TMB, X51 & TNT). The funding for this program is primarily from revenue generated by the Aviation Department and from Federal and State grants. Major projects at Miami-Dade County's airports include phases of the following:



	<u><b>Dollars in Millions</b></u> <b>(Funded)</b>
MIA - Construction of Park 6 Structural Garage	\$63.30
MIA - E-Satellite System Automatic People Mover APM System	\$63.00
MIA - Central Terminal Near Terminal Improvements	\$41.00
MIA - Pavement Rehabilitation and Overlay of Runway 12/30 & Taxiways P, Q & R	\$32.00
MIA - Perimeter Road Widening & Realignment	\$24.00
MIA - Concourse E and E Satellite Improvements	\$20.70
MIA - Wayfinding and Signage Master Plan Implementation	\$17.00
MIA - A380 Gates Modifications	\$12.70
MIA - Concourse D East Roof Rehabilitation (Reroofing) Project	\$8.00
MIA - Additional Air Cargo Apron in the Westside Cargo Area	\$7.00
MIA - Foreign Object Debris (FOD) Detection System	\$5.00
OPF - Rehabilitation Runway 9L-27R Taxiways & Aprons	\$6.30
<b>TOTAL:</b>	<b>\$300.00</b>



**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**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 PortMiami (Port), known as the Cruise Capital of the World and the Cargo Gateway of the Americas, is comprised of a total of \$395 million in funded projects over the next five years. The Seaport Department's TIP for Fiscal Years 2013-2017 reflects the Port's in-progress strategy of optimizing land use and enhancing throughput capacity to meet the demands of the cargo and cruise industries.

As part of the Capital Development Program, the Port is dedicated to continue to meet industry demands by supporting the following Capital Improvement Projects:

- Miami Harbor Phase III Dredge
- PortMiami Tunnel
- Intermodal and Rail Reconnections
- Cargo Container Yards
- Cruise Terminals and Parking
- Gantry Cranes
- Seaport Security



The Port continues to aggressively seek grant funding from local, state and federal sources. This year's TIP reflects support from Department of Transportation (DOT), Maritime Administration (MARAD) with \$22.7 million in Tiger II Discretionary grant funds for the support of the Intermodal and Rail Reconnection project. The Florida Department of Transportation (FDOT) continues to support Port infrastructure projects with \$55.8 million

joint participation agreement executed last fiscal year for the Miami Harbor Phase III project. The U.S. Department of Homeland Security provides support for security projects under the Port Security Grant Programs. These agencies and the Port's partners continue to be part of the established goals to support the program to accommodate larger ships.

### ***Miami Harbor Phase III Dredge***

The PortMiami 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 Post Panamax ships being built.

### ***Port Miami Tunnel***

This project, led by FDOT and supported by the City of Miami and the Port, will directly connect POM to I-395. The tunnel will alleviate congestion by diverting a significant portion of traffic from downtown streets, since the Port only current access/egress is through the Port Boulevard Bridge which intersects downtown.

### ***Intermodal and Rail Reconnection***

This project, led by the POM, has three components. 1) The rehabilitation of the Rail Bridge which connects the Port Miami to the mainland. 2) The construction of additional on-port rail lines and gantry system. 3) The construction of an on-port Intermodal Apron.

### ***Cargo Container Yards***

As part of its contracts with the cargo terminal operators, the Port is committed to improving drainage and pavement in the terminals as well as constructing two new seawalls over the next several years.

### ***Cruise Terminals and Parking***

Cruise terminal improvements are preparing the Port for larger cruise ships. These projects include upgrading existing terminals D&E and F&G.

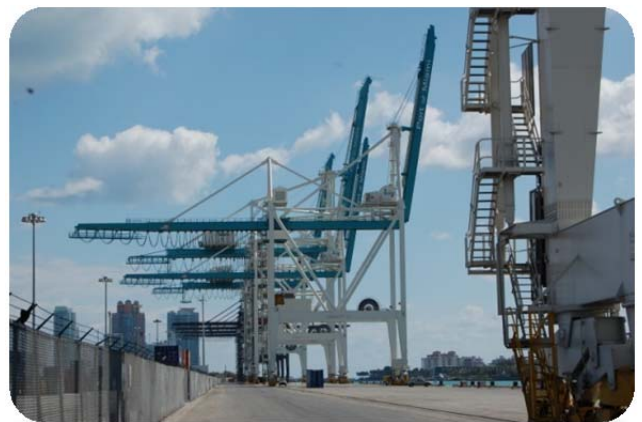
### ***Gantry Cranes***

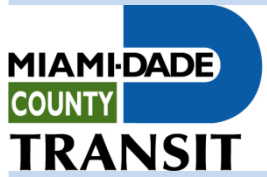
The Port currently has nine rail mounted gantry cranes and intends to increase capacity by purchasing an additional four cranes, for a total of thirteen. To prepare for the additional cranes, the Port must upgrade the

crane rails by strengthening the foundation and constructing tie downs, stow pins and construction of curved rail.

### ***Seaport Security***

Security continues to be an item of national significance; therefore the Port of Miami operates under the Title 33 Code of Federal Regulations (CFR) Part 105 and receives support from the Department of Homeland Security (DHS) to fund security projects eligible under the Port Security Grants Program (PSGP).





**Fiscal Years 2012/2013 - 2016/2017**  
**Transportation Improvement Program**  
**Public Transportation Improvements**  
**Miami-Dade Transit**

**Specific Aspects Of The Program**

The FY 2013 Transportation Improvement Program includes funding over the next five years for the following projects:

***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, the Busway MAX, and the I-95 Dade-Broward Express route.

**Routine Replacement and enhancement**

***Metrorail Replacement:*** The Board of County Commissioners (Board) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$401 million procurement of 136 new vehicles for replacing the existing fleet of vehicles. These vehicles will reach the end of their useful life of 30 years when delivery of the new vehicles commence as projected in 2014. A Request for Proposals (RFP No. 654) was issued March 31, 2009. The new vehicles will feature the latest technologies applicable to rapid transit heavy rail vehicles including electric AC traction motors and inverter drives, roof mounted HVAC, bike racks, Wi-Fi, digital Passenger Information System (PIS) and many other technological advances which will significantly improve passenger comfort, efficient maintenance and operations. Car manufacturers Alstom, AnsaldoBreda, and CAF submitted proposals on September 25, 2009. The Miami-Dade Transit (MDT) Project Team completed evaluation of the proposals and negotiations with the two responsive proposers in August 2010. The Department of Procurement Management (DPM), a division of the Internal Services Department, completed its Responsibility Reviews and the then County Manager recommended AnsaldoBreda to the BCC for contract award. A protest was filed by CAF against the Manager's award recommendation February 2011. The protest was resolved by a hearing examiner in favor of the County in March 2011. CAF then filed an appeal to the FTA against the hearing examiners ruling and the FTA ruled in favor of CAF in November 2011 and issued instructions to the County to review the Best And Final Offer (BAFO) proposals for CAF and AnsaldoBreda and eliminate violations of FTA regulations regarding Geographical Preferences (FTA Circular 4220.1F). The Mayor issued instructions to reconvene the



Negotiating Committee in order to correct the violations of FTA regulations. The committee was reconvened in December 2011 and reviewed the BAFO proposals and upheld their decision to for awarding the Contract to AnsaldoBreda after all FTA issues were addressed. The revised memorandum to recommend award to the selected car builder is currently being finalized by DPM. Notice to Proceed is scheduled for mid 2012 with delivery of the first vehicles to commence in the last quarter of 2014.

**Metromover Replacement:**MDT awarded a contract on January 24, 2006, to Bombardier Transportation for the purchase of 29 Mover vehicles. The first part of the contract was to replace the existing Metromover Phase I vehicles. All 12 Phase I replacement vehicles have been delivered, tested and commissioned to revenue service. The warranty period for the twelve (12) Phase I replacement expired in March 2010.

On May 6, 2008, the Board approved the County Manager's recommendation to purchase the optional Phase II seventeen (17) new Metromover replacement vehicles that were included in the contract with Bombardier. The CITT forwarded a favorable recommendation on this amendment during its March 26, 2008, meeting. Notice to Proceed for the seventeen (17) Phase II vehicle option was issued effective July 17, 2008. Ten of the 17 Phase II vehicles ordered have been received by MDT and delivery of the remaining seven is expected be completed by the end of March 2012.



**Bus Replacement:** MDT continues its bus replacement program. In FY 11, MDT replaced forty-three (43) buses that reduce fuel expenditures and green house gas emissions. Estimated fuel saving of 25% or 2,471 gallons and estimated carbon reduction of 24.3 Metric Tons (53,612 pounds) of CO2 per year, are projected per hybrid bus.

Funding for this program was provided through various sources including the People's Transportation Plan (PTP), Florida Department of Transportation (FDOT) and Federal funding sources. MDT obtained delivery of thirteen (13) 40-foot diesel/electric hybrid buses for fleet replacement in August 2010. These buses were put into service in the fall of 2010. In addition, twenty-five (25) 60-foot diesel/electric hybrid buses are currently in service – sixteen (16) are being used on the inter-county I-95 Dade-Broward Express bus route and nine on the Kendall Cruiser bus route. These twenty-five (25) buses were put into service in the summer of 2010. MDT also obtained delivery of five (5) 40-foot diesel/electric hybrids which were put into service in early 2011.





As per the FTA bus retirement criteria (500,000 miles / 12 service life) the following quantities of buses are required:

Year	Bus Replacement		Bus Enhancement		Total Replacement/Enhancements	
	(40 ft)	(60 ft)	(40 ft)	(60 ft)	(40 ft)	(60 ft)
2012	93	0	6	8	99	8
2013	95	0	2	20	97	20
2014	110	0	12	9	122	9
2015	100	0	3	7	103	7
2016	110	0	1	10	111	10

The procurement of hybrid buses for replacements and enhancements would not only be an improvement to mass transit but would promote the County’s long term outcomes towards state of good repair, economic competitiveness, livability, sustainability, safety, jobs creation and economic stimulus. However, due to budgetary constraints, MDT has not made a decision if it will continue to purchase diesel-electric hybrid buses or clean diesel buses.

**Kendall Enhanced Bus (Kendall Cruiser):** On June 28, 2010, the Kendall Cruiser limited-stop route opened to provide frequent weekday rush-hour service along Kendall Drive between the Dadeland North Metrorail station and SW 162<sup>nd</sup> Avenue. The service features stylized 60-foot diesel/electric hybrid buses with free Wi-Fi service. The cost to the rider is \$2.35 per boarding. MDT is also providing a new Bus Tracker system that allows passengers to check next bus arrival times via the Internet or on web-enabled mobile devices. This route also benefits from Transit Signal Priority (TSP) along the corridor.



**Safety and Security:** Funding is programmed to purchase security equipment to continue upgrades and installations of closed circuit camera television systems (CCTV) and its respective software components, and to continue the replacement of fire detection and reporting systems. MDT’s commitment to the safety and security of the MDT system, patrons, and employees are the highest of priorities. Therefore, 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 aggressively add state-of-the-art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the system. FDOT Rule 14-15.017(2.2.1), however, prevents us from disclosing these improvements/installations in greater detail.

***Dadeland South Intermodal Station:*** The Dadeland South Intermodal Station project includes facility improvements to the parking garage, roadways, signage, fencing, painting, landscaping, canopy, escalators and lighting up-grades. The estimated completion date is September 2013.

### **Park & Ride Sites**

Miami-Dade Transit (MDT) continues to plan and construct additional park-and-ride facilities designed to address parking demand from transit patrons throughout Miami-Dade County.

#### ***Serving the South Miami-Dade Busway:***

SW 344 Street: MDT is planning to build a 266 space parking lot with bus bays and shelters, located west of the southern end of the Busway NW 2<sup>nd</sup> Avenue and NW 3<sup>rd</sup> Avenue at 344<sup>th</sup> Street (Palm Drive), in Florida City. Currently MDT is in the process of purchasing properties and working on relocations. This facility has an anticipated opening in the summer of 2013.

Quail Roost Drive: MDT is pursuing the purchase of approximately 3 acres of vacant property adjacent to the Busway (located between SW 184<sup>th</sup> Street and SW 186<sup>th</sup> Street) on which a park-and-ride lot would be constructed. It is estimated that the lot would have approximately 279 parking spaces and six kiss-and-ride spaces. The facility will include fencing, landscaping, lighting and a canopy for waiting passengers. This facility has an anticipated opening in the summer of 2015.

#### ***Serving other bus routes:***

SW 127 Avenue / Kendall Dr.: MDT is planning to construct a park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88<sup>th</sup> Street (Kendall Drive) and SW 127<sup>th</sup> Avenue with about 160 spaces. This park-and-ride will serve the Kendall Cruiser which began service in June 2010. This facility has an anticipated opening in early 2014.

SW 88<sup>th</sup> St./Kendall Dr. and SW 150<sup>th</sup> Ave.: On June 28, 2010, MDT opened a new 109 space park-and-ride lot to provide free, convenient parking for customers who commute using the Kendall Cruiser bus route. This park-and-ride is currently being leased from the property owner. However, MDT is pursuing the Right-of-Way

Acquisition, Design, and Construction of a park-and-ride directly adjacent to this location.

**Douglas Road Metrorail Station:** MDT is planning to repair and restore the park-and-ride lot under the Metrorail guideway located just south of the Douglas Road Station. Procurement of the construction contractor for this lot, with approximately 50 spaces, started June 2011. MDT is awaiting the 2011 IRP Bond to be issued for the Construction Phase.

**NW 27<sup>th</sup> Ave. and NW 215<sup>th</sup> St.:** A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the NW 27<sup>th</sup> Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new enhanced bus or Bus Rapid Transit (BRT) service in the corridor. This park-and-ride also provides strategic transit-oriented development (TOD) opportunities. This facility is anticipated to open in late 2017.

**SW 8<sup>th</sup> St. and SW 147<sup>th</sup> Ave.:** An 8-acre vacant parcel on the SW corner of the intersection at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the western most station for the new enhanced bus or BRT service in the corridor. This park-and-ride lot also provides strategic transit-oriented development (TOD) opportunities. The estimated completion date is late 2017.



## **Other Transit Facilities**

### ***Northeast Transit Hub Enhancements (NETHE)***

Since determining that the Northeast Passenger Activity Center (NEPAC) project was no longer feasible, MDT identified an alternative project which includes transit hub improvements at two existing transit hubs – the Mall at NE 163<sup>rd</sup> Street and Aventura Mall. Both of these transit hubs serve the northeast portion of the County and are major destinations with important bus connections, but each has multiple deficiencies. The Northeast Transit Hub Enhancements (NETHE) will upgrade both transit hub sites to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities. The completion date is estimated for November 2014.



### ***NW 7th Avenue Transit Village (NW 7th Avenue / NW 62nd Street)***

This proposed Miami-Dade Transit joint development project is expected to provide space for an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. The project includes 25 park-and-ride spaces. This project was advertised in August 2010. Relocation activities are on-going. Developer selection and ground lease went before the Board and was approved in March 2011. The FTA approved the lease for the project in June 2011 and the BCC approved the commencement date for the project on August 2011. The estimated completion date is August 2015.

### ***Pedestrian Overpass at University Metrorail Station***

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway at Mariposa Court, at the University Metrorail Station. This overpass is a low profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/South Dixie Highway. One tower is located at the southwest corner of Mariposa Court, directly across from the University Metrorail Station. The other tower is located to the west of US-1/South Dixie Highway between the Metrorail guideway and US-1/South Dixie Highway. The project is expected to be completed by April 2014.

## **Rapid Transit Corridor Development**

### ***Airport Link Metrorail Extension Project***

#### ***(f/k/a Miami Intermodal Center (MIC) - Earlington Heights Connector)***

Miami-Dade County broke ground on a 2.4-mile extension of Metrorail that will extend from the existing Earlington Heights Station at 2100 NW 41 Street along State Road 112 to the Miami Intermodal Center (MIC), the County's future central transportation hub under construction next to the Miami International Airport (MIA). This Miami-Dade Transit project includes a multilevel station at the MIC featuring landscaping, an entry plaza and other passenger amenities. The MIC will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak, Greyhound, tour buses, taxi cabs, and rental cars. An automated people mover is already in service, connecting the MIC to the MIA. This project will provide residents and visitors with direct Metrorail access to MIA. With this project, Miami-Dade County joins the ranks of major metropolitan areas around the world with rapid transit connections to their airports. Estimated project cost is \$506 million, with scheduled construction completion date of spring 2012 and revenue service is expected to commence in the summer 2012.



## **Incremental Improvements**

### ***North Corridor (NW 27th Avenue Enhanced Bus)***

Miami-Dade Transit is pursuing incremental improvements along the NW 27th Avenue corridor by providing approximately 13 miles of enhanced bus service from the MIC at Miami International Airport to NW 215th Street. The project will feature specially-branded diesel/electric hybrid articulated buses as well as strategic park-and-ride lot locations. This project is in the planning phase. Phase 1 is expected to be complete in June 2012 and consists of short-term service with 15-minute peak/30-minute mid-day headways using five new 40-foot diesel-electric hybrid buses and two existing fleet buses, transit signal priority, Wi-Fi, and real-time "Where is the Bus?" information.

Phase 2 is expected to be complete in 2017 and consists of long-term service with 10-minute peak/20 minute mid-day headways using 11 new 60-foot articulated diesel/electric hybrid buses, transit signal priority, robust stations, Wi-Fi, real-time "Where is the Bus?" information, branding of buses and stations, and an end-of-the-line park-and-ride/bus terminal station at NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street.

### ***East-West Corridor (SR 836 Express Enhanced Bus)***

MDT is pursuing incremental improvements along the SR 836 corridor by providing approximately 13 miles of enhanced bus service from SW 8th Street/SW 147th Avenue to the

## Miami-Dade Transit – Public Transportation Improvements

MIC at Miami International Airport. Phase 1 is expected to begin in late 2012 and features short-term service with 15-minute headways using existing fleet buses.

Revenue service is anticipated in 2017 as part of Phase 2 and includes long term service with 10 minute headways using 11 new 60-foot articulated diesel-electric hybrid buses, transit signal priority, robust stations, Wi-Fi, real-time “Where is the Bus?” information, branding of buses and stations, and an end-of-the-line park-and-ride/bus terminal station at SW 8th Street and SW 147th Avenue.



**Fiscal Years 2012/2013 - 2016/2017**

**Transportation Improvement Program**

**Public Transportation Improvements**

**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 included in SFRTA's Capital Budget and Five Year Plan in the Fiscal Year 2013 thru 2017 period.



### **ROLLING STOCK**

As part of its capital improvement program SFRTA has purchased new rolling stock, this includes new locomotives and passenger cars, in the coming fiscal years. Additional Rolling Stock will allow for increased capacity. Stimulus (ARRA) funds are being used to assist in the purchase of the new locomotives.

### **TRI-RAIL/METRORAIL 79TH STREET STATION IMPROVEMENTS**

As part of the Segment 5 Double Tracking Project, a new northbound station platform was added at the 79th Street Tri-Rail/Metrorail Station. In order to facilitate vertical and horizontal traffic movement between the two major modes of transit (Tri-Rail and Metrorail), SFRTA will construct a new East Connection to accommodate the new East (i.e., northbound) platform. Funds are programmed in current year and next two fiscal years for the construction phase of these improvements.

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

SFRTA's parking and Circulation Study evaluated parking facilities and various other passenger amenities (i.e. bike racks, signage, trash receptacles and benches, etc.) at all

Tri-Rail stations. As a result of the study, recommended parking, access and miscellaneous improvements and upgrades to various Tri-Rail stations are programmed for implementation in the next five years. This also includes Pedestrian Bridge repairs, Station Painting and ADA access evaluations and improvements.

### **MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT**

Just north of the Miami Intermodal Center (MIC), the South Florida Rail Corridor (SFRC) is limited to a single track across the Miami River, resulting in a critical capacity constraint. Funding for this project will complete Phase 2 of the Miami River-Miami Intermodal Center Capacity Improvement project PD&E study. The project's purpose is to add rail capacity across the Miami River and the last mile of the SFRC which will greatly improve access and connectivity to the MIC. This project will improve SFRC capacity for Tri-Rail and freight trains, potentially accommodate new Amtrak intercity and high speed service at the MIC, and improve connections between rail and air travel.

### **OPA LOCKA PARKING IMPROVEMENTS**

The design and construction of the additional parking lot includes improved existing bus waiting and kiss-n-ride areas; increased signage and striping to improve vehicular circulation throughout; and enhanced pedestrian amenities and connection to the station. The existing parking capacity to the station is 72 spaces and 4 bus bays. The improvements will increase parking capacity to meet the year 2020 projection of 115-130 parking spaces for this station.

### **POSITIVE TRAIN CONTROL**

SFRTA plans to install Positive Train Control on all trains by 2015. Positive Train Control (PTC) systems are integrated command, control, communications, and information systems for controlling train movements with safety, security, precision, and efficiency. PTC systems will improve railroad safety by significantly reducing the probability of collisions between trains, casualties to roadway workers and damage to their equipment, and over speed accidents. In addition to providing a greater level of safety and security, PTC systems also enable a railroad to run scheduled operations and provide improved running time, greater running time reliability, higher asset utilization, and greater track capacity. They will assist railroads in measuring and managing costs and in improving energy efficiency.



### **ALTERNATIVE FUEL SHUTTLE BUSES**

SFRTA is seeking new opportunities to lower its operating costs. SFRTA currently uses private operators for its shuttle services. SFRTA is purchasing new alternative fuel vehicles for its shuttle service. In addition to lowering operating costs, the new alternative fuel shuttles will result in less fuel consumption and carbon emissions. The Bus and Bus Livability Grant Program will provide for the procurement of five (5) large and fifteen (15) small alternative fuel shuttle busses to replace the current contractor-owned fleet.



### **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 such as the Transit Development Plan (TDP), the development of a station-area Transit Oriented Development (TOD) plan for Tri-Rail stations, South Florida East Coast Corridor (FEC) Transit Analysis Study and other studies and plans.

### **GENERAL ENGINEERING CONSULTANTS**

This budget item provides funding for the hiring of General Engineering Consultants. All contracts will be work-order based. Design work in support of capital projects such as parking and station improvements.

### **OPERATION DEPARTMENT PROJECTS**

Included as part of SFRTA's budget line item for operational support projects, are miscellaneous improvements at the Hialeah Yard such as rewiring of the mechanical shop, and wrapping of train with the Tri-Rail logo.

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

Rolling stock is one of SFRTA's major capital investments and must be well maintained to maximize its service life. SFRTA's capital budget includes a line item that funds the overhaul and rehabilitation of rail equipment, the purchase of spare components, painting of rail equipment, and other train related maintenance items.

### **PREVENTIVE MAINTENANCE**

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



**Appendix A**  
**Completed Highway Project Listings**

**Completed Projects in 2011  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 976/SW 40ST	41809315201	FROM SW 57TH AVENUE TO WEST OF SW 38 AVENUE	RESURFACING	January-11
2	SR 94/KENDALL DR	42351415201	WEST OF SW 99 COURT TO EAST OF SW 98 COURT	INTERSECTION IMPROVEMENT	January-11
3	SR A1A FLYOVER	25006325201	SUNNY ISLES BOULEVARD BRIDGE NO. 870706	BRIDGE-REPAIR/REHABILITATION	January-11
4	MIAMI INTERMODAL CENTER: GMP 5	40680005201	AUTOMATED PEOPLE MOVER PLATFORM	NEW CONSTRUCTION	January-11
5	SR 90/SW 8 ST	42557815201	SR 90/SW 8 ST @ FLORIDA TURNPIKE - ADD SPECIAL USE LANE	INTERSECTION IMPROVEMENT	February-11
6	SR 5/US-1	24985645201	FROM MM 115.94 TO SW 344 ST. (W/ EXCEP)	FLEXIBLE PAVEMENT RECONSTRUCT.	February-11
7	SR 934/79 ST CSWY	41506025201	PHASE 2 SUBSTRUCT REPAIRS	BRIDGE-REPAIR/REHABILITATION	March-11
8	SR A1A/COLLINS AVE	42457915201	FROM 63RD STREET TO 75TH STREET	RESURFACING	April-11
9	SUNGUIDE CONTROL CTR	25023885201	ITS COMMUNICATION SYSTEM	BUILDING REPAIR (PHASE 2)	April-11
10	N.W. 87TH AVE	40561525201	FROM NW 58TH STREET TO NW 74TH STREET	NEW ROAD CONSTRUCTION	May-11
11	MIAMI INTERMODAL CENTER: GMP 4A	249937-5 249937-6	RENTAL CAR CENTER INCL SUPPORT BUILDING, QTA, RR, CSL AND MTAR	NEW CONSTRUCTION	May-11
12	SR 944/HIALEAH DR	41823915201	FROM EAST 4TH AVENUE TO EAST 10TH AVENUE	RESURFACING	May-11
13	SR 5/US-1/BISCAYNE BLVD	42351215201	AT NE 191 ST INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENT	June-11
14	SR 916/NW 135 ST	42351825201	FROM NW 7 AVENUE - NW 6 AVENUE	INTERSECTION IMPROVEMENT	June-11
15	SR 9A/I-95	42521615201	AT SR 860/MIA GDNS DRIVE (INSTALL RAMP SHOULDER)	INTERSECTION IMPROVEMENT	June-11
16	SR 826/NW 167 ST.	42352015201	AT SR 817/NW 27TH AVE NW 27TH AVE EB OFFRAMP	INTERSECTION IMPROVEMENT	July-11

**Completed Projects in 2011 (cont'd)**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 860/MIAMI GARDENS DR	42521715201	AT NE 15 AVENUE	INTERSECTION IMPROVEMENT	July-11
18	NW 25TH ST	25118525201	FROM SR 826 TO NW 67TH AVE	ADD LANES & RECONSTRUCT	July-11
19	NW 25TH ST	40566535201	VIADUCT FROM SR 826 TO NW 68 AVENUE	NEW ROAD CONSTRUCTION	July-11
20	SR 112 /AIRPORT EXPY	41841415201	RAMP Z TO SR 9A/I-95	BRIDGE - PAINTING	July-11
21	SR 826 /PALMETTO EXPY	24965325201	FROM NW 81 ST (FEC R/R) TO NW 99 ST (WEST 41 ST.)	LANDSCAPING	July-11
22	SR 94/SW 88 STREET	42513915201	AT SW 87 AVENUE	INTERSECTION IMPROVEMENT	August-11
23	SR 5/US-1	42514015201	AT SW 200 ST./CARIBBEAN BLVD	INTERSECTION IMPROVEMENT	September-11
24	SR 5/US-1/BISCAYNE	40557835201	BLVD FROM NE 36TH STREET TO NE 38TH STREET	RESURFACING	September-11
25	SR 5/US-1/BISCAYNE	41462415201	BLVD FROM NE 15TH STREET TO NE 35TH TERRACE	FLEXIBLE PAVEMENT RECONSTRUCT.	September-11
26	SR 973/SW 87TH AVE	41985215201	FROM SW 8TH STREET TO WEST FLAGLER STREET	RESURFACING	September-11
27	SR 5-US1	24985625201	FROM MILE MARKER 121.32 TO MILE MARKER 124.18	FLEXIBLE PAVEMENT RECONSTRUCT.	September-11
28	SR 934/NE 82 STREET	41064635201	FROM SR 5/BISCAYNE BLVD TO NE BAYSHORE COURT	RESURFACING	October-11
29	SR 9A/I-95	41545645201	FROM NB I-95 EXIT TO NB SR 91(INCLUDES AUX. LANE)	WIDEN/RESURFACE EXIST LANES	October-11
30	SR 5/BISCAYNE BLVD	42764415201	AT IVES DAIRY ROAD	INTERSECTION IMPROVEMENT	October-11

**Completed Projects in 2011 (cont'd)  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
31	SR 90/SW 8TH STREET	42313415201	FROM 1,215'E OF KROME (SR 997) TO 600'E OF SW 153 PL	RESURFACING	November-11
32	SR 90/SW 8TH STREET	42529115201	AT SW 142 AVENUE	TRAFFIC SIGNALS	November-11
33	SR 953/LEJEUNE ROAD	40763335201	FROM SR 5/US-1/SO. DIXIE TO SR 90/SW 8TH ST		November-11
34	SR 953/LEJEUNE ROAD	42848215201	FROM 42' N OF VILLBLA AVE TO 58'N. OF SAN LRNZA AVE	RESURFACING	November-11
35	SR 972/CORAL WAY	42090915201	FROM S.W. 12 AVENUE TO S.W. 15 ROAD		December-11
36	SR 907/ALTON ROAD	43110515201	AT WEST 52 STREET	DRAINAGE IMPROVEMENTS	December-11
37	SR A1A/COLLINS AVE	41808915201	SOUTH OF 26TH STREET TO INDIAN CREEK DRIVE	RESURFACING	December-11

**Completed Projects in 2011  
Florida's Turnpike Enterprise**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	HEFT All-Electronic Tolling	417544-1 417547-1	MP 0 (S. Dixie Highway) to MP 47 (Miramar Toll Plaza)	Construction	September 2011
2	Resurfacing Mainline Spur	423204-1	MP 0X (Golden Glades) to MP 3.3 (Homestead Extension)	Construction	November 2011

**Completed Projects in 2011  
Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 836 Eastbound Auxiliary Lane	83622	SR 826/SR 836 Interchange to NW 42nd Ave.	Additional Auxiliary Lane	July-11
2	SR 874 Infrastructure Modifications for Open Road Tolling	87412	Homestead Extension of Florida's Turnpike to SR 826	Rdwy. Reconstruction, Demolition, Gantry, Signs Installation	May-11
3	SR 878 Infrastructure Modifications for Open Road Tolling	87801	SR 874 to U.S. 1	Rdwy. Reconstruction, Gantry, Signs Installation	May-11
4	SR 924 Infrastructure Modifications for Open Road Tolling	92405	57th Avenue to 27th Avenue	Rdwy. Reconstruction, Demolition, Gantry, Signs Installation	May-11

List includes projects completed January 1 through December 31, 2011

**Completed Projects in 2011  
Miami-Dade County Public Works and Waste Management Department**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Dade Boulevard		Purdy Drive to 23 Street	Resurfacing, sidewalk	Construction completed
2	W 68 Street		W 19 Court to W 17 Court	Add lane south side, signalization	Construction completed (Joint Participation Agreement with City of Hialeah)
3	SW 62 Avenue		SW 24 Street to NW 7 Street	Street improvements	Construction completed
4	SW 62 Avenue		SW 70 Street to SW 64 Street	5 to 2 lanes	Construction completed



**Appendix B**  
**Under Construction Highway Project Listings**

**Projects Under Construction  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SW 192 STREET	42545715201	FROM SW 197 AVENUE TO SW 177 AVENUE	WIDEN/RESURF ACE EXIST LANES	January-12
2	SR 934/ NORMANDY DR	41809515201	FROM RUE NOTRE DAME TO BAY DRIVE EAST (W/B)	RESURFACING	January-12
3	SR 934/NW/NE 71ST ST	41982515201	FROM BAY DRIVE TO SR A1A/COLLINS AVE	RESURFACING	January-12
4	SR 934/ NORMANDY DR	42261615201	FROM W. OF BAY DR WEST TO RUE NOTRE DAME (W/B)	RESURFACING	January-12
5	SR 934/71ST STREET	42261715201	FROM W. OF BAY DRIVE WEST TO BAY DRIVE EAST (E/B)	RESURFACING	January-12
6	SR 934/71ST STREET	42261715202	FROM W. OF BAY DRIVE WEST TO BAY DRIVE EAST (E/B)	RESURFACING	January-12
7	SR 976/SW 40 STREET	42454415201	FROM SW 73 AVE. TO SW 71 AVE.	RESURFACING	January-12
8	SR 976/SW 40 STREET	42454425201	FROM SW 70 AVENUE TO SW 69 AVENUE	RESURFACING	January-12
9	SR 5/BISCAYNE BLVD	43058815201	FROM NE 50TH TERRACE TO NE 87 STREET	PEDESTRIAN SAFETY IMPROVEMENT	January-12
10	SR 915/NE 6 AVENUE	42508115201	AT NE 159 STREET	INTERSECTION IMPROVEMENT	January-12
11	SR 922/NE 123 STREET	42508615201	AT US 1/SR5	INTERSECTION IMPROVEMENT	January-12
12	M-PATH EXTENSION	41279535201	FROM DADELAND S. STATION TO S.W. 67 AVENUE	BIKE PATH/TRAIL	January-12
13	SR 7 OVER I-95	41324215201	AT GOLDEN GLADES BRIDGE # 870243	BRIDGE-REPAIR/ REHABILITATION	January-12
14	SR 826/ PALMETTO EXPY	24965025201	FROM N.W. 31 STREET TO N.W. 47 STREET	LANDSCAPING	January-12
15	SR 948/NW 36 STREET	42420715201	FROM NW 79 AVENUE TO NW 74 AVENUE	SIDEWALK	January-12
16	SR 823/NW 57 AVE	24994125201	FROM WEST 19 STREET TO WEST 23 STREET	ADD LANES & RECONSTRUCT	January-12

**Projects Under Construction (cont'd)  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 823/NW 57 AVE	24994135201	FROM OKEECHOBEE ROAD TO WEST 19TH ST.	ADD LANES & RECONSTRUCT	January-12
18	SR A1A/INDIAN CREEK	24994015201	FROM 63RD STREET TO ABBOTT AVENUE	INTERSECTION (MINOR)	January-12
19	SR A1A/INDIAN CREEK	24994015202	FROM 63RD STREET TO ABBOTT AVENUE	INTERSECTION (MINOR)	January-12
20	SR 907/63RD ST	40793515201	BASCULE BRIDGE	BRIDGE-REPAIR/REHABILITATION	January-12
21	SR 817/NW 27 AVENUE	42521315201	AT NW 207 STREET	INTERSECTION IMPROVEMENT	January-12
22	SR 860/MIAMI GARDENS DR	42521815201	AT NE 18 AVENUE	INTERSECTION IMPROVEMENT	January-12
23	SR 5/US-1/S. DIXIE	41062525201	FROM 400' S OF SW 284 ST. TO 340' N OF SW 266 ST.	FLEXIBLE PAVEMENT RECONSTRUCT.	February-12
24	SR A1A/MCARTHUR CSWY /5TH ST	41463615201	FROM WEST AVENUE TO COLLINS AVENUE	RESURFACING	February-12
25	SR A1A/COLLINS AVE	24968725201	FROM 23ND STREET TO 24TH STREET	DRAINAGE IMPROVEMENTS	February-12
26	RESURFACING	41809415201	FROM NW 176TH STREET TO 1200' S OF NW 215 ST.	RESURFACING	February-12
27	SR 826/PALMETTO EXPY	24903515201	FROM N OF SUNSET DR/SW 72 STREET TO SW 32ND STREET	INTERCHANGE (MODIFY)	February-12
28	MIAMI INTERMODAL CENTER: GMP 6A	40680025201	GMP-6A - NW 37 AVENUE. WATER MAIN, NW 25 STREET PUMP STATION, MIC SCREEN WALL	NEW CONSTRUCTION	February-12
29	SR 5/US-1	42515115201	AT SW 192 STREET	INTERSECTION IMPROVEMENT	March-12
30	SR 989/ALLAPATTAH RD	42564715201	FROM SW 240 ST TO SW 227 ST	MAINTENANCE RESURFACING (FLEX)	March-12
31	SR 989/ALLAPATTAH RD	42564725201	FROM S OF SW 248 ST TO N OF SW 246 ST	MAINTENANCE RESURFACING (FLEX)	March-12

**Projects Under Construction (cont'd)  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
32	SR 5/BRICKELL AVENUE	41247315201	FROM S OF S.E. 25TH ROAD TO S.E. 4TH STREET	RIGID PAVEMENT REHABILITATION	March-12
33	SR 7/NW 7 AVENUE	25008145201	FROM N.W. 137TH STREET TO N.W. 159TH STREET	LANDSCAPING	April-12
34	SR 7/NW 7 AVENUE	25008155201	FROM N.W. 159 STREET TO N.W. 177 STREET	LANDSCAPING	April-12
35	SR A1A/ COLLINS AVE	25023625201	AT 13TH STREET	TRAFFIC SIGNALS	May-12
36	SR 826/ PALMETTO EXPY	24964825201	FROM S.W. 32 STREET TO S.W. 16 STREET	LANDSCAPING	June-12
37	SR 9/NW 27 AVENUE	42261215201	FROM 100' S OF NW 11 ST. TO 220' S OF NW 43 TERR.	RESURFACING	June-12
38	SR 986/SW 72 STREET	42261415201	FROM SW 84 PLACE TO SW 69TH AVE	RESURFACING	June-12
39	SR 9/NW 27 AVENUE	42565915201	FROM N OF NW 103 ST TO N OF NW 116 ST	MAINTENANCE RESURFACING (FLEX)	June-12
40	SR 934/NE 79 STREET	24923925201	BR 870082 WB, 870554 EB - OVER INTRACOASTAL WATERWY	BRIDGE - PAINTING	June-12
41	SR 5/US-1/S. DIXIE	41062515201	FROM S.W. 304TH STREET TO 400' S OF SW 284 ST.	FLEXIBLE PAVEMENT RECONSTRUCT	July-12
42	SR 826/ PALMETTO EXPY	41842325201	FROM NW 67 AVENUE TO NW 47 AVENUE	ADD AUXILIARY LANE(S)	July-12
43	SR 826/ PALMETTO EXPY	25008025201	FROM N.W. 22 AVENUE TO N.W. 8 AVENUE	LANDSCAPING	July-12
44	SR 112/I-195	40557815201	FROM I-95 (NW 10TH AVE) TO BISCAYNE BA	BRIDGE-REPAIR/ REHABILITATION	August-12
45	SR 826/ PALMETTO EXPY	24965225201	FROM N.W. 62 ST TO NW 81 ST. (FEC R/R)	LANDSCAPING	August-12
46	SR 916/ OPALOCKA BLVD	42559715201	FROM NW 7TH AVE. TO NW 5TH AVE.	RESURFACING	September-12

**Projects Under Construction (cont'd)  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
47	SR 916/ OPALOCKA BLVD	42559725201	FROM NW 6TH COURT TO EAST OF NW 5TH COURT	INTERSECTION IMPROVEMENT	September- 12
48	SR 968/W. FLAGLER ST	42424615201	FLAGLER ST BASCULE BRIDGE FENDER REPLACEMENT	FENDER WORK	September- 12
49	SR A1A/ HARDING/ ABBOT AVE.	41982315201	FROM 75TH STREET TO INDIAN CREEK DRIVE	RESURFACING	December- 12
50	SR A1A/ COLLINS AVE	41985815201	FROM 75TH STREET TO HARDING AVENUE	RESURFACING	December- 12
51	SR A1A/ HARDING/ ABBOT AVE.	41986015201	FROM 75TH STREET TO INDIAN CREEK DRIVE	RESURFACING	December- 12
52	SR 9A/I-95	42345225201	FROM NW 32ND STREET TO NW 47TH TERRACE	LANDSCAPING	January-13
53	DISTRICTWIDE	41774049201	ITS EQUIPMENT REPLACEMENT	OTHER ITS	January-13
54	SR 93/I-75 EASTBOUND	42547815201	FROM I-75 RAMP & SOUTH BOUND SR 826 TO NW 103 ST	ADD AUXILIARY LANE(S)	February-13
55	SR 826/ NW/NE/167 ST	41263735201	FROM NORTH MIAMI AVENUE TO NE 10TH AVENUE	TRAFFIC SIGNAL UPDATE	April-13
56	SR 826 /NW/NE/167 ST	41263745201	FROM N.E. 10TH AVENUE TO NE 22ND AVENUE	TRAFFIC SIGNAL UPDATE	April-13
57	MIAMI INTERMODAL CENTER: GMP 6C	406800-2 426386-1	GMP 6C: MIC CENTRAL STATION/EAST CONCOURSE	NEW CONSTRUCTION	October-13
58	PORT OF MIAMI TUNNEL	25115635201	PORT OF MIAMI TO SR 836/I-395	NEW CONSTRUCTION	May-14
59	SR 826/SR 836	24958115201	N OF SW 8 ST TO S OF NW 25 ST & FM NW 87 TO 57 AVE'S	INTERCHANGE (MODIFY)	April-15
60	NW 25TH STREET	25118515201	FROM NW 89TH COURT TO SR 826	ADD LANES & RECONSTRUCT	August-15
61	NW 25 STREET VIADUCT	40566515201	FROM NW 82ND AVENUE TO SR 826	NEW ROAD CONSTRUCTION	August-15

**Projects Under Construction  
Florida's Turnpike Enterprise**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Signal Improvement at SW 211 <sup>th</sup> Street	415487-1	MP 12 to Northbound Frontage Road	Construction	May 2012
2	Resurfacing HEFT	426155-1	MP 16 (Coral Reef Drive) to MP 20.4 (Kendall Drive)	Construction	January 2013
3	Auxiliary Lanes on HEFT	406096-4	MP 23 (Bird Road) to MP 26 (SR 836)	Construction	May 2012

**Projects Under Construction  
Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	SR 826/SR 836 Interchange Improvements	83608	SR 826 Interchange to SR 836	Interchange Modification (JPA with FDOT)	November-14
2	SR 874 / Killian Parkway Interchange Improvements	87404	Homestead Extension of Florida's Turnpike to Kendall Drive	Mainline Reconstruction	April-12
3	SR 874 Mainline Reconstruction	87409	Kendall Drive to SR 874	Widening and Resurfacing	March-13
4	SR 924 Toll System Conversion	10013	SR 826 to NW 27th Ave.	ORT In-Lane Hardware/Software	July-12
5	SR 878 Toll System Conversion	10014	SR 874 to U.S. 1	ORT In-Lane Hardware/Software	July-12
6	SR 874 Toll System Conversion	10015	SR 826 to the Homestead Extension of the Florida's Turnpike	ORT In-Lane Hardware/Software	July-12
7	SR 112 Toll System Conversion	10016	Le Jeune Road to I-95	ORT In-Lane Hardware/Software	July-14
8	SR 836 Toll System Conversion	10017	NW 137 <sup>th</sup> Ave. to I-95	ORT In-Lane Hardware/Software	July-14
9	Central Boulevard Reconstruction	11211	Airport Terminals to SR 836 & SR 112	Major Rdwy./Bridge Reconstruction	January-13

**Projects Under Construction  
Miami-Dade County Public Works and Waste Management Department**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	NW 17 Avenue / NW 7 Street			Traffic signal	Under construction
2	NW 7 Avenue		NW 183 Street to NW 199 Street	Widening, drainage, pavement markings	Under construction (Joint Participation Agreement with City of Miami Gardens)
3	NW 97 Avenue		NW 138 Street to NW 154 Street	New 4 lanes	Under construction (Joint Participation Agreement with City of Hialeah)
4	SW 184 Street		SW 147 Avenue to SW 137 Avenue	Widen to 4 lanes	Under construction
5	SW 137 Avenue / SW 344 Street			Intersection improvement	Under construction
6	Ponce de Leon Boulevard		Alcazar Avenue to Salamanca Avenue	4 lanes with left turn bays	Under construction (Joint Participation Agreement with City of Coral Gables)
7	Segovia Street		Bird Road to Biltmore Way	4 to 2 lanes	Under construction (Joint Participation Agreement with City of Coral Gables)
8	Venetian Causeway			Signalization	Under construction
9	SW 27 Avenue		US-1 to Bayshore Drive	Widen to 3 lanes	Under construction
10	Old Cutler Road		SW 97 Avenue to SW 87 Avenue	Curb and gutter, traffic operational improvements	Under construction (Joint Participation Agreement with Town of Cutler Bay)
11	NW 138 Street (Bridge)		Over Miami River Canal	Bridge	Under construction



