

Metropolitan Planning Organization for the Miami Urbanized Area

# Twenty Fourteen Transportation Improvement Program



# TIP

*Citizen's  
Version!*





**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2013/2014 to 2017/2018**

**Citizen's Version**

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

**FINAL July, 2013**

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, Miami-Dade Regulatory and Economic Resources 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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The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



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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 28 miles of interstate freeways, 111 miles of Turnpike and other freeways, 581 miles of major roadways, over 5,900 miles of local streets and roads, and 180 miles of bike paths. In all, that's over 6,500 mile that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 110 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

### ***Public Transportation***

Miami-Dade Transit (MDT) is the largest public transportation system in Florida, operating a fleet of more than 828 buses as well as Metrorail (the 25-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). MDT's buses travel approximately 2.5 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 annual boardings for the year 2012 was 75.7 million for bus; 18.1 million boardings for rail and 9.2 million boardings for our Metromover. Miami-Dade Transit buses travel 28.7 million revenue miles per year.

### ***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 L RTP.
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 2014 to 2018. Fiscal years spanned are 2014, 2015, 2016, 2017 and 2018. Fiscal years, as opposed to calendar years, begin on July 1<sup>st</sup> and end on June 30<sup>th</sup>.

- 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
- Fiscal Year 2018 ----- begins July 1, 2017 and ends June 30, 2018



**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).

**2014 - 2018 TIP Review by Transportation Agencies**





**Fiscal Years 2013/2014 - 2017/2018<sup>1</sup>**

**Transportation Improvement Program (TIP)**

**Primary State Highways and Intermodal Projects**

**Florida Department of Transportation, District Six**

This section of the Transportation Improvement Program (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 cooperation 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.

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<sup>1</sup> The State fiscal year (FY) identified as FY 2013/2014, runs from July 1, 2013 to June 30, 2014, and is referred to as FY 2014 hereafter in this report. Subsequent fiscal years, such as FY 2014/2015, will be referred to as FY 2015 and so on.



## The Work Program Cycle

The Department coordinates development of the Work Program with the MPO TIP Committee process and input is received through public hearings held in the District. In the summer of 2012 FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2014 - 2018. The final tentative program was sent to the Governor and the State Legislature for review in February 2013, and will become effective on July 1, 2013.

## Programs and Funding

### *Program Descriptions*

For budgeting purposes the FDOT’s Work Program is comprised of five departmental programs: Product, Product Support, Operations 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, and 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.

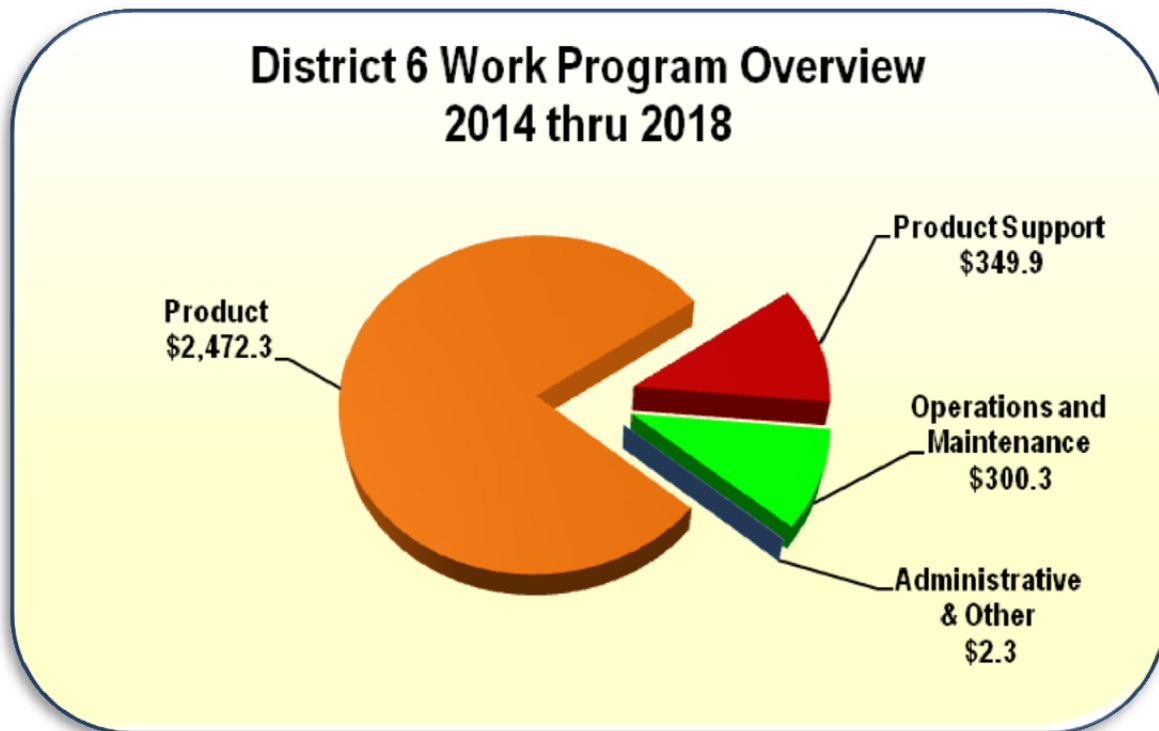
**Funding Overview**

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 \$3.1 billion for transportation product, product support, operations & maintenance, administration and other over the next five years. The following charts provide a visual summary of the FY 2014 - 2018 Tentative Five Year Work Program costs.

As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$3.1 billion budget is applied to the product budget in the amount of \$2.5 billion.

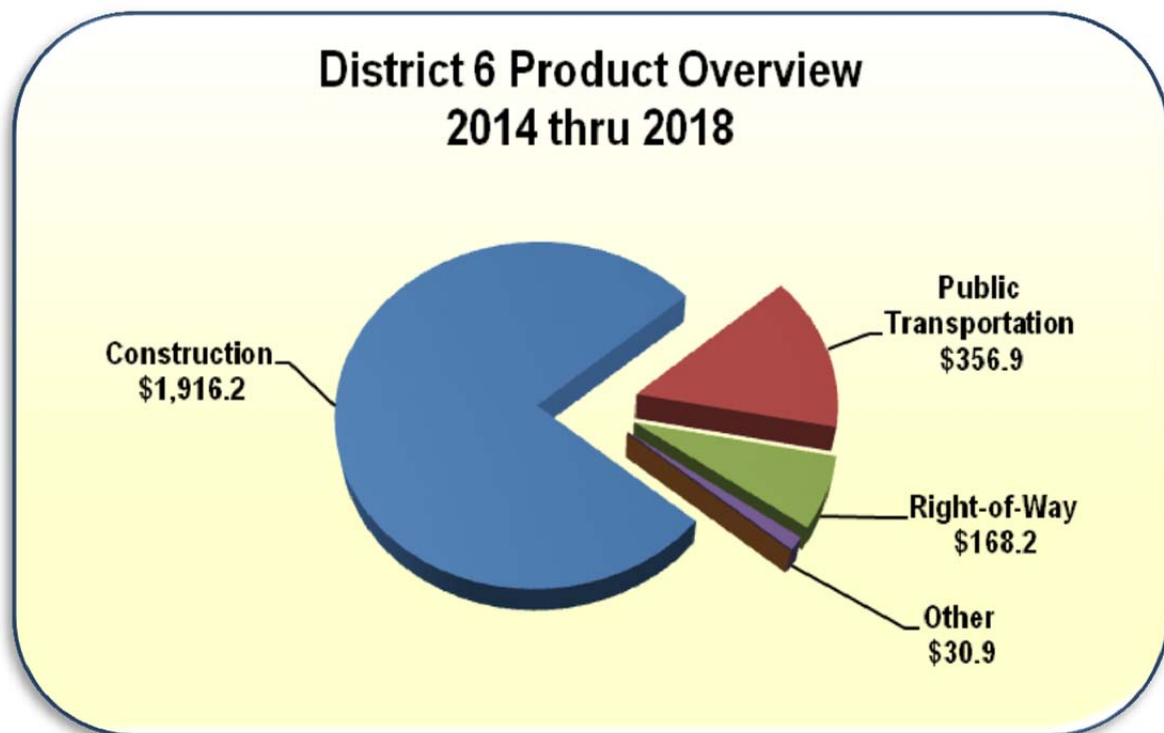
**FDOT District Six, Total Budget Breakdown  
Tentative Five Year Work Program  
Fiscal Years 2014 – 2018<sup>2</sup>**



<sup>2</sup> Dollar amounts are in millions.

The product budget includes money spent on construction, public transportation, right-of-way, and other product. As shown in the Product Budget Breakdown chart below, approximately \$1.9 billion (78%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$356.9 million (14%) will go towards public transportation programs and services; approximately \$168.2 million (7%) will go towards the purchasing of right-of-way; and the remaining \$30.9 million (1%) will be applied to other product, which consists of County Transportation Programs such as the County Incentive Grant Program and the Transportation Alternatives Program.

**FDOT District Six, Product Budget Breakdown  
Tentative Five Year Work Program  
Fiscal Years 2014 – 2018<sup>3</sup>**



<sup>3</sup> Dollar amounts are in millions.

## Major Projects

Several major projects funded in the FY 2014 - 2018 FDOT Work Program are highlighted in the following pages. The projects are organized into the following categories: Major Intermodal Projects; Strategic Intermodal System (SIS) Projects; Intelligent Transportation System (ITS) 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 County projects are listed since Monroe County 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 Miami Intermodal Center (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 facilitates 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. Metrorail Orange Line opened to revenue service on July 28, 2012. The notice to proceed for construction of the MIC Central Station was given on May 18, 2011 and is anticipated to be opened to the public in March 2014.

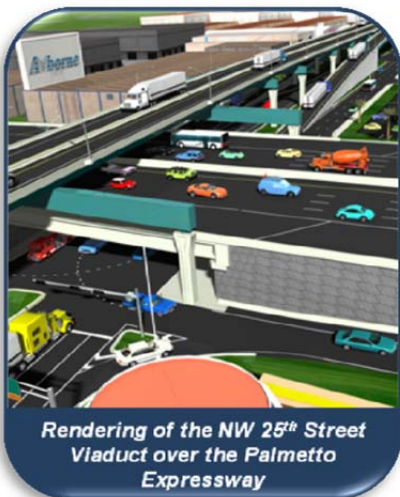
The MIC Central Station is an intermodal facility designed to accommodate and provide connectivity between various transportation modes. Built around the existing Tri-Rail tracks, the MIC Central Station will feature grade level tracks for Tri-Rail, Metrorail, AMTRAK, and future high-speed rail service.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





- **NW 25<sup>th</sup> Street Reconstruction and Viaduct Construction**

The NW 25<sup>th</sup> Street reconstruction and viaduct construction is divided into two separate projects. The first project, from the SR 826/Palmetto Expressway, east to 67<sup>th</sup> Avenue, is complete. The second project, from the SR 826/Palmetto Expressway, west to 89<sup>th</sup> Court, began construction in June 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.



When both projects are completed, the viaduct is expected to alleviate heavy truck volumes, and improve traffic flow, on NW 25 Street. It is also anticipated to improve the movement of cargo to the west-side cargo facilities at MIA, and to 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% of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, more than 68% of all truck traffic and 54% of total traffic on the State Highway System. The following are SIS improvement projects in Miami-Dade County.

- **Port of Miami Tunnel Construction (POMT)**

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 Miami Access Tunnel (MAT) 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. Widening of the MacArthur Causeway Bridge is ongoing as well as the internal roadway system for Dodge Island at PortMiami. The Tunnel Boring Machine (TBM) began cutting into the ground in the eastbound direction on November 11, 2011 and broke out on Dodge Island (PortMiami) on July 31, 2012. Approximately 751 Concrete Tunnel Lining Rings were installed in the 4,186 linear feet (LF) bored Eastbound Tunnel. The TBM was then partially disassembled, turned around and reassembled to begin boring in the westbound direction. The TBM began cutting into the ground in the westbound direction on October 29, 2012 and is expected to breakout in Spring 2013. Once the project is completed, the concessionaire is required to operate and maintain the tunnel for a period of 35 years.

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







- **I-75/SR 826/Palmetto Expressway Express Lanes**

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway from SR 968/Flagler Street to NW 154<sup>th</sup> Street and along I-75 from SR 826/Palmetto Expressway to NW 170<sup>th</sup> Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes project currently under study by FDOT District Four, from NW 170<sup>th</sup> Street in Miami-Dade County to I-595 in Broward County.



The purpose of the project as envisioned in the emerging South Florida Express Lanes network is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, enhance emergency evacuation, and improve system connectivity between key limited access facilities in South Florida: SR 826, I-75, SR 924/Gratigny Parkway, Florida's Turnpike, I-595, and SR 869/Sawgrass Expressway. The preliminary construction cost estimate is approximately \$275 million. The Department will deliver this project as Design-Build, and construction is anticipated to start in January 2014 and end in 2018.





- **SR 826/Palmetto Expressway Corridor and Interchange Improvements**

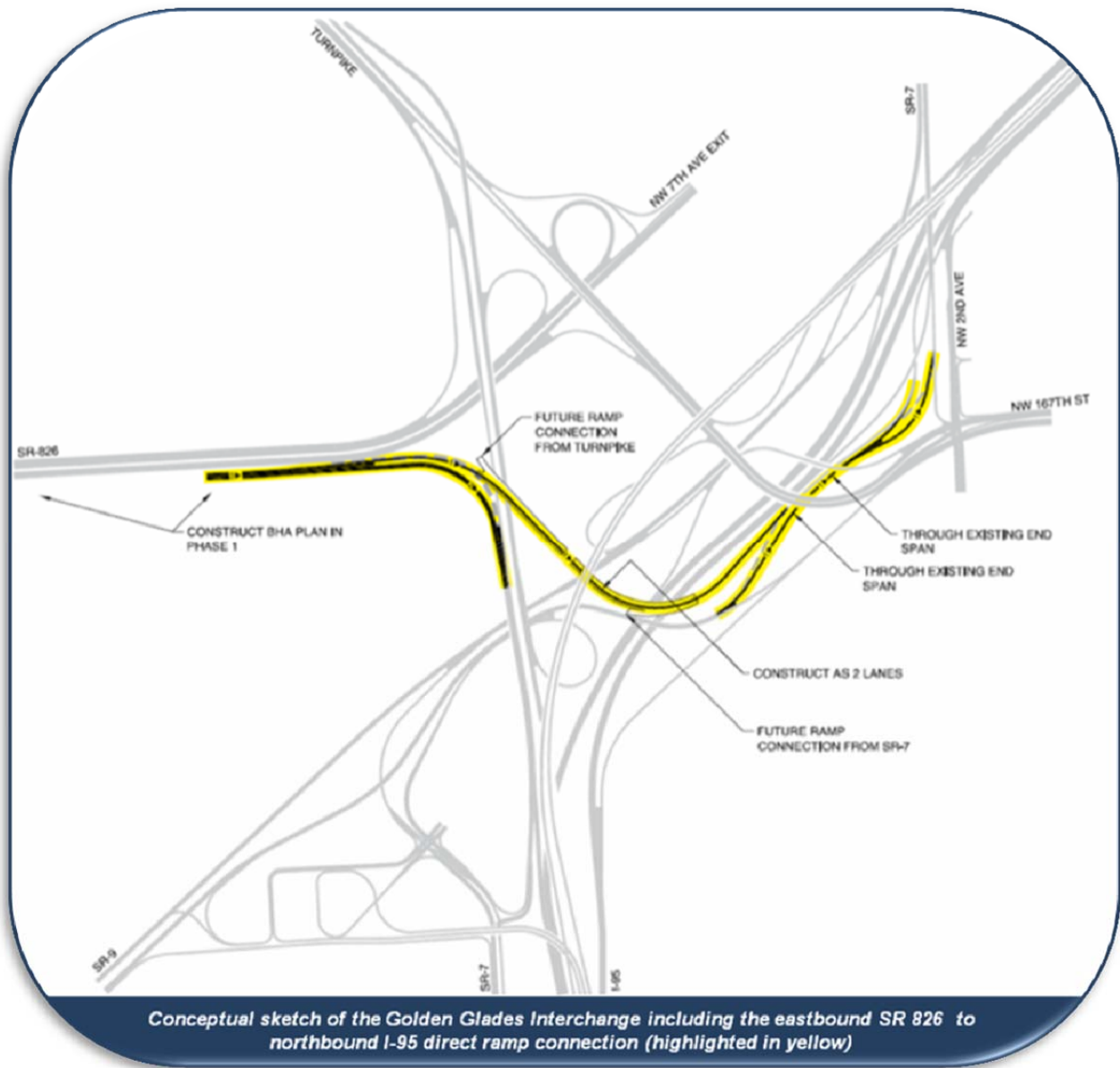
Historically, there is a great deal of traffic congestion along the north/south Palmetto Expressway corridor. In order to minimize impacts to the motoring public, local residents and businesses, FDOT divided the 16-mile corridor into 12 separate segments and developed construction plans for each of these segments.

Eleven of the segments have been completed to date, with the most recent, SR 826 reconstruction from Bird Road to Sunset Drive, completed in 2012. The largest and final segment, the SR 826/836 interchange reconstruction, began construction in November 2009 and has a 5-year construction schedule, with completion in 2015. This project will enhance safety, add capacity and increase the efficiency for motorists using the Interchange.



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

This project is for a direct ramp connection from eastbound SR 826/Palmetto Expressway to northbound I-95. The ramp connection, located within the Golden Glades Interchange, will provide improved operations via a direct expressway-to-expressway connection between SR 826 and I-95, two of Miami-Dade's major expressways. Approximately \$73 million has been programmed for construction and construction support in FY 2017. The project development and environment activities are currently underway.

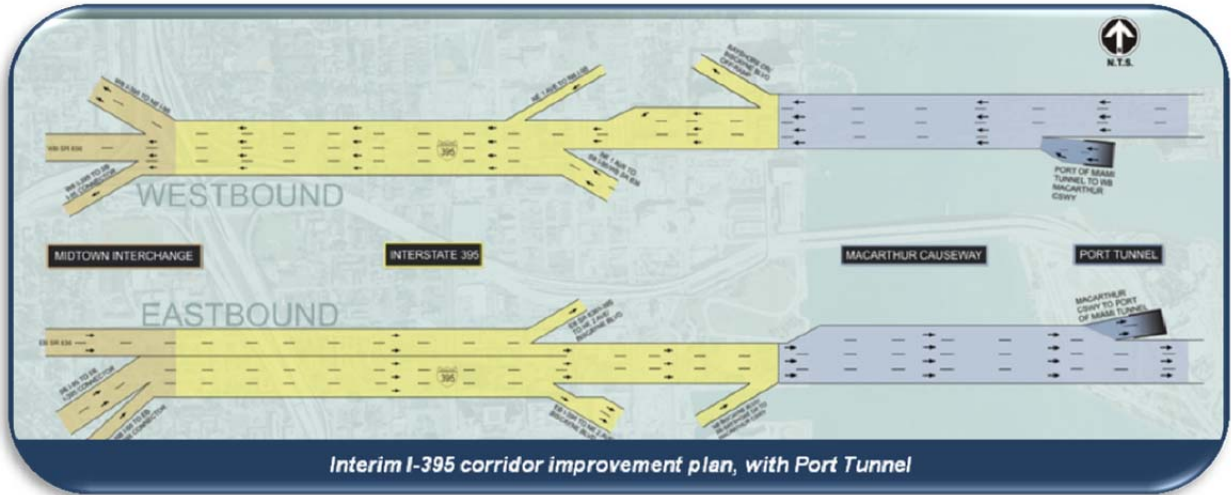


- **SR 997/Krome Avenue Corridor Improvements**

SR 997/Krome Avenue is a major north-south arterial corridor that extends from SR 5/US 1 to SR 25/US 27/Okeechobee Road in Miami-Dade County. The Krome Avenue corridor serves a unique mix of uses ranging from commuter travel, to truck traffic, to farm tractor/equipment within the agricultural area. The purpose of this project is to improve safety and operations for these users along the corridor from SW 296<sup>th</sup> Street to SR 25/US 27. To date, the environmental process has been completed and Location Design Concept Acceptance (LDCA) has been granted for the section extending from SW 136<sup>th</sup> Street to SR 25/US 27. Right-of-way acquisition is expected to occur in FY 2015 for the segments from SW 296<sup>th</sup> Street to SW 232<sup>nd</sup> Street, from SW 232<sup>nd</sup> Street to SW 184<sup>th</sup> Street/Eureka Drive, and from SW 184<sup>th</sup> Street/Eureka Drive to SW 136<sup>th</sup> Street. Construction and widening to 4 lanes is expected to begin in FY 2015 for the segment between Kendall Drive and SR 90/SW 8<sup>th</sup> Street, and FY 2016 for the segment from SW 136<sup>th</sup> Street to Kendall Drive.

- **I-395 Corridor Improvements**

The I-395 interim improvements will improve the transition with the POMT project and include bridge widening, milling and resurfacing. Construction began in January 2013 and is scheduled for completion in the Spring of 2014, prior to the opening of the POMT.

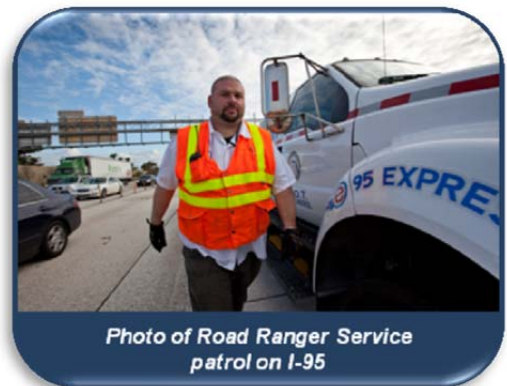


## Intelligent Transportation System (ITS) Program



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 45% since 2005; thus saving drivers approximately \$1.7 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 \$36.12 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 SIS, but are not on the SIS network. The following is a major corridor improvement project 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 SR 25/US 27/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, add capacity, and increase efficiency for motorists using the corridor. All segments of this project are fully funded in the 5-year Work Program.

Below is a selection of other major corridor projects included in the 5-year Work Program.

<b>Roadway</b>	<b>Project Type</b>	<b>Project Area</b>
SR 5/US-1/South Dixie Highway	Resurfacing and reconstruction	Varying segments south of Kendall Drive to SW 80 Street
SR 5/South Dixie Hwy/US 1	Resurfacing and operational improvements	From SW 168 Street to SW 136 Street
SR 959/SW 57 Avenue	Resurfacing	SR 5/US 1/South Dixie Highway to SR 976/SW 40 Street/Bird Road
SR 90/SW 8 Street	Resurfacing and operational improvements	From SW 2 Avenue to SR 5/US-1/Brickell Avenue
SR 934/NW 81/82 Street/NE 82 Street	Resurfacing and operational improvements	From NW 13 Court to SR 5/Biscayne Boulevard
SR 985/SW 107 Avenue	Resurfacing and operational improvements	From north of Killian Parkway to south of SW 88 Street
SR 985/SW 107 Avenue	Add Lanes and Pavement Rehabilitation	From the SW 1100 Block of SW 107 Avenue to SW 4 Street and From SW 5 Street to north of West Flagler Street
SR 9/NW 27 Avenue	Resurfacing and operational improvements	From south of NW 122 Street to south of NW 135 Street
SR 986/Sunset Drive	Resurfacing and operational improvements	From SW 109 Place to SW 87 Avenue
SR 915/NE 6 Avenue	Resurfacing and operational improvements	From NE 145 Street to SR 860/Miami Gardens Drive
SR A1A/Collins Avenue	Resurfacing, various pedestrian improvements and signage	From north of Lincoln Road to 26 Street/Indian Creek Drive
SR 907/Alton Road	Flexible Pavement Reconstruction	From 5 Street to Michigan Avenue

## 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 Alternatives Program.



Below is a snapshot of projects included in the FY 2014 - 2018 Work Program.

Project Segment	Project Type	Project Area
Miami River Greenway	Bike path/trail	From Miami Circle Greenway 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 – Phase I	Bike path/trail	From 47 Street to 53 Street including Beach View Park at 53 Street
City of Miami Gardens	Pedestrian Safety Improvements	Various locations
I-195/Julia Tuttle	Bike path/trail	Eastbound off-Ramp
Overtown Greenway	Bike path/trail	Between NW 3 Avenue and NW 7 Avenue
Safe Routes to School Infrastructure Projects	Pedestrian Safety Improvements	Frederick Douglas and Paul Laurence Schools

## Public Transportation Projects

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



Photo of Downtown Metrobus



Photo of Metrorail



Photo of the MIA People Mover connecting to the Rental Car Center

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 95 Express Urban Corridor Improvements
Enhanced Bus Service along SR 836, NW 27th Avenue and Flagler Street
Rehabilitation of Golden Glades Park and Ride Lot (West Side)
<b>Aviation</b>
MIA Concourse D East Roof Rehabilitation
MIA Park Six Garage (1670 spaces)
MIA Additional Air Cargo Apron
MIA Concourse E Satellite Automatic People Mover
MIA Runway 12/30 Rehabilitation
MIA Central Terminal Rehabilitation
MIA Way Finding Signs
MIA Perimeter Road Widening and Realignment
Opa Locka Airport Runway, Taxiway, Apron and Service Road Rehabilitation



**Project Type and Project Name**

**Rail**

Passenger and Freight Rail Safety Projects

Railroad Crossing Surface Rehabilitation Projects

10-12 Railroad Crossing Surface  
Rehabilitation/Reconstruction Projects

10-12 Railroad Signal Safety Projects

**Seaport**

Cargo Container Yard Improvements

Dredging South Fisherman's Channel

Post Panamax Gantry Cranes at PortMiami

Inbound/outbound Cargo Gates at PortMiami





**Fiscal Years 2014 - 2018**

**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 by the County Commission 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 222 lane-miles of roadway in Miami-Dade County. The five toll facilities include: SR 112/Airport Expressway; SR 836/Dolphin Expressway; SR 874/Don Shula Expressway; SR 878/Snapper Creek Expressway and SR 924/Gratigny Parkway. MDX’s Mission is to ***“Serve as an innovative transportation agency dedicated to the enhancement of mobility in Miami-Dade County committed to bringing more efficient, market driven, user friendly management to its expressways”***.

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 project phases depend on priority and availability of funds. As such, changes to the work program 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 Improvements.

### **The Work Program Cycle**

In the fall of 2012 MDX began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2014 - 2018. In early 2013, prior to finalizing the tentative program, MDX held a series of open house public review meetings to present the Open Road Tolling (ORT) conversion of SR 112/Airport Expressway and SR 836/Dolphin Expressway, to discuss proposed toll rates and the additional improvements to be funded with the revenue generated. At two Public Hearings held on March 19, 2013, and June 18, 2013, the MDX board of directors approved new toll rates for SR 112/Airport Expressway and SR 836/Dolphin Expressway. All other toll rates for other MDX expressway remained the same. A Tentative Work Program, including projects to be funded from the additional toll revenue from SR 112/Airport Expressway and SR 836/Dolphin Expressway, was presented for discussion and ultimately approved at the July 30<sup>th</sup> MDX board meeting.

### **Programs and Funding**

#### ***Program Descriptions***

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

#### ***Funding Overview***

MDX’s TIP is funded primarily from toll revenues collected on the MDX System. MDX does not receive funds from the federal government, from the State Transportation Trust Fund or from Miami-Dade County’s impact fees or transit tax. 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 2014 - 2018 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 Expressways.

### **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 the required ORT toll equipment together with full matrix, full color LED 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 Section from NW 137<sup>th</sup> to NW 62<sup>nd</sup> Avenue. The estimated conversion date for both corridors is early FY 2015.



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 two of 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 2014.



Central Blvd. at Perimeter Road Bridge



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

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 826 / SR 836 Interchange

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

MDX partnered with FDOT via joint participation agreement for the development of a Project Development & Environmental (PD&E) study and an environmental assessment for the SR 836 project from NW 17<sup>th</sup> Avenue to I-95, as part of the ongoing FDOT I-395 PD&E study. Continuing the partnership with FDOT this work program includes a 50% match by MDX for the final design, right-of-way and construction of phase 1 of the project starting in FY 2015.

- **Project 83625 – SR 836 Extension Westbound Access Ramp**

This project entails the construction of an access ramp from west of NW 107<sup>th</sup> Avenue extending 0.3 miles westbound to the SR 836 Extension. It provides for vehicle access to the SR 836 Extension and it's scheduled to be completed in FY 2015.

- **Project 83628 – SR 836 Operational, Capacity and Interchange Improvements**

The current work program funds improvements along SR 836 from NW 57<sup>th</sup> Avenue to NW 17<sup>th</sup> Avenue. These include the design and 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 west of 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 additional capacity and improve safety on the mainline and improve operations at the existing interchanges.

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

The current work program provides funding for the final design and reconstruction of the SR 836 and NW 87<sup>th</sup> Avenue interchange east of the 83608 project limits. The final design is scheduled to be completed in FY 2014. This improvement ties into MDX completed improvements to SR 836 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 and NW 14<sup>th</sup> Street Off-Ramp Widening**

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 2014. 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 provides for additional improvements to Killian Parkway, which will be completed in FY 2014, to enhance traffic operations.



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, which was completed by FDOT in FY 2013. MDX contributed \$60 million towards this FDOT project. The 87409 project also ties in to MDX Project No. 87404 on the South. The design-build phase 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.



Miller Drive to Kendall Drive

### System Expansion Projects

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

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

MDX is evaluating the feasibility for a new four lane extension of SR 836 from NW 137<sup>th</sup> Avenue to SW 136<sup>th</sup> Street. The PD&E study is scheduled to begin in early FY 2014. 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 existing residents living in the south western areas of Miami-Dade County west of the Turnpike.

- **Project 87410 – SR 874 Ramp Connector to SW 128<sup>th</sup> Street**

The PD&E Study, completed in FY 2013, evaluated the need to provide a new 1.2 mile four lane ramp connection from SR 874 to SW 128<sup>th</sup> Street. This work program funds the right-of-way acquisition and the design-build phase of the project. A portion of the project will be built in partnership with the Florida's Turnpike Enterprise (FTE)

as part of their project to widen the Homestead Extension of the Florida's Turnpike (HEFT).

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

The Public Hearing for this PD&E study will take place in the Fall of 2013 substantially completing the evaluation of a new 2.3 mile extension of SR 924 to Florida's Turnpike in the vicinity of Okeechobee Road (US 27). The study is scheduled to be completed in early FY 2014. The alignment of this SR 924 extension will be along NW 138<sup>th</sup> Street. The construction of improvements on NW 138<sup>th</sup> Street has been completed and a portion of the existing right-of-way of NW 138<sup>th</sup> Street has been transferred to MDX. This work program funds the final design and right-of-way phase for the ultimate expressway extension as envisioned in the PD&E study.

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

The PD&E study 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 is scheduled to be completed in FY 2014. The proposed improvements involve an elevated four-lane extension from the terminus of SR 924 to I-95 with a new system-to-system connection at I-95. Modifications on NW 119<sup>th</sup> Street include reduction of one lane in each direction, addition of four foot-bicycle lanes, and widening of pedestrian areas. The project would provide a critical east-west limited access connection, would reduce travel times by separating pass-through and local traffic, alleviate congestion on NW 119<sup>th</sup> Street, and provide an enhanced environment for pedestrians and bicyclists along NW 119<sup>th</sup> Street. No funding for advancement of other phases has been identified as part of this work program.

### 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 924, SR 878, SR 874, SR 112, SR 836 Hardware/Software Development for Full ORT Toll System Conversion**

The SR 924 corridor was converted to ORT in late FY 2010, the SR 874 and SR 878 corridors in early FY 2011. MDX is currently procuring a new system integrator for the implementation of the In-lane & Host System and Account Management and Traffic Enforcement System (AMTES) for the SR 112 and SR 836 corridors expected to be completed by FY 2015.

- **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 836, SR 874, SR 878 and SR 924. 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 full matrix, full color LED Dynamic Message Signs Systemwide that will display real-time traffic information collected by the MDX ITS surveillance system thus improving operations throughout the MDX System; construction events and special notifications such as AMBER, LEO and SILVER alerts. Implementation of this project is anticipated to be completed by FY 2015.



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 use of 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 20001 – Connect 4 Express**

MDX anticipates to start a PD&E study in 2014 to evaluate a new transportation corridor for a controlled access North/South Connector between Central Miami-Dade County/ Miami International Airport (SR 836) and the northern part of the county (SR 826 - Palmetto Expressway). The general alignments to be considered will be along LeJeune Road from SR 836 to SR 112, then from SR112 to SR 924 along the South Florida Rail Corridor (Tri-Rail) and the NW 37<sup>th</sup> Avenue/LeJeune Road connector, with potential connections to SR 826 and ultimately to Florida's Turnpike. This will provide a north-south expressway connection to the northern communities in Miami-Dade County. No funding for advancement of other phases has been identified as part of this work program.

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

The PD&E study is evaluating the concept of express or managed lanes on the South Dade Busway. The study analyzes potential enhancements to the Busway that could

improve existing transit service and safety. It is further evaluating the use of any excess capacity of the Busway by private vehicles paying a toll, which in turn would ease congestion in the parallel US 1 corridor. No funding for advancement of other phases has been identified as part of this work program.

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

This project includes funding for the partial 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. No funding for advancement of other phases has been identified as part of this work program.





**Fiscal Years 2013/2014 - 2017/2018**

**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 SW 72nd Street Canal Bridge (6 – 10 lanes)
  - From SE 72nd Street 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 Campbell Drive (MP 2) 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 57<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)



SW 288th Street – Before All- Electronic



SW 288th Street - After All-Electronic Tolling



**Fiscal Years 2013/2014 - 2017/2018**

**Transportation Improvement Program**

**Secondary Roads Program**

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

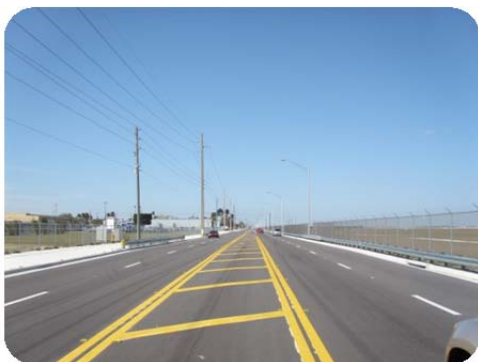
The program is divided into two distinct categories. The first section includes all new road construction or rehabilitation projects and the second section deals with the continuing projects that have fund allocations yearly.

**Road Construction Projects**

- SouthCom Pedestrian Bridge
- SW 147 Avenue from SW 22 Terrace to SW 10 Street
- W 24 Avenue from W 60 Street to W 76 Street
- W 76 Street from W 36 Avenue to W 20 Avenue
- South Miami Avenue from 15 Road to 5 Street

**Continuing Program Projects**

Bridge Repair and Painting	Beautification Improvements
Guardrail Safety Improvement	Pavement Markings Contracts
Railroad Improvements	Maintenance of Roads and Bridges
Safety Lighting	Street 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 2013/2014 - 2017/2018

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.

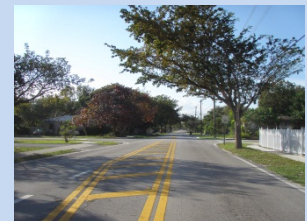
**Road And Bridge Projects**

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 2013/2014 - 2017/2018



## 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 2014 totals over \$82 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:

- 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 200 Street
- Old Cutler Road from SW 97 Avenue to SW 87 Avenue
- NW 87 Avenue from NW 154 Street to NW 186 Street
- NW 74 Street from H.E.F.T to State Road 826
- SW 157 Avenue from SW 184 Street to SW 152 Street



## **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 2013/2014 - 2017/2018

### 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 2013/2014 - 2017/2018**  
**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 – A380 Gates Modifications	\$5.00
MIA - E-Satellite System Automatic People Mover APM System	\$45.00
MIA - MIA - Central Terminal Cc D thru F Remodeling ( Landside)	\$41.50
MIA - Pavement Rehabilitation and Overlay of Runway 12/30 & Taxiways P, Q & R	\$45.00
MIA - Perimeter Road Widening & Realignment	\$24.00
MIA- Park 6 Structural Garage	\$63.30
MIA - Concourse E and E Satellite Life Safety Improvements	\$20.70
MIA - Wayfinding and Signage Master Plan Implementation	\$6.60
MIA - Concourse H Gate H12 and H14 A380 Gates Modifications for International Use	\$17.00
MIA - Additional Air Cargo Apron in the Westside Cargo Area	\$13.50
MIA - Foreign Object Debris (FOD) Detection System	\$5.00
OPF - Rehabilitation Runway/Taxiways/Apron & Airfield Services Road	\$6.30
<b>TOTAL:</b>	<b>\$292.90</b>



**Fiscal Years 2013/2014 - 2016/2018**  
**Transportation Improvement Program (TIP)**  
**Multimodal Seaport Development**  
**The Dante B. Fascell Port Of Miami-Dade**  
**(“PortMiami”)**

**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 \$276 million in funded projects over the next five years. The Seaport Department’s TIP for Fiscal Years 2014-2018 reflect the Port’s in-progress strategy to optimize land use and enhance throughput capacity to meet the demands of the cargo and cruise industries.

As part of the Capital Development Program, the Port is dedicated to continuing the necessary renovations and expansions to accommodate the current and future 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 seek grant funding from local, state and federal sources. This year’s TIP reflects support from the Florida Department of Transportation (FDOT), Department of Transportation (FDOT) continues to support Port infrastructure projects with \$ 59.9 Million joint participation agreements executed last fiscal year for the various projects in support of the capital program at the Port. 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





### ***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.

### ***PortMiami Tunnel***

This project, led by FDOT and supported by the City of Miami and the Port, will directly connect POM to I-395. This project keeps Port Miami the County's second largest economic engine, competitive and makes downtown streets safer by reducing congestion by diverting a significant portion of traffic from downtown streets. Since the Port only current access/egress is through the Port Boulevard Bridge, this project is the ultimate intermodal connection for tenths' thousands of vehicles traveling to/from the Port each day.



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

This project, led by the POM, has three components. 1) The rehabilitation of the rail bascule bridge which connects the Port Miami to the mainland. 2) The construction of additional on-port rail lines and associated gantry system. 3) The construction of an on-port Intermodal apron parallel to the full length of tracks being developed on-port. The overall program includes the off-Port elements the Florida East Coast (FEC) is responsible for.

### ***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 Garage***

Cruise terminal improvements are preparing the Port for larger cruise ships. These projects include upgrading existing terminals and associated parking garages to serve the multi-day cruise operators.



### ***Gantry Cranes***

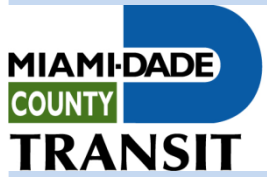
The Port currently has nine rail mounted gantry cranes and intends to increase capacity by purchasing an additional four cranes, for a total of thirteen. To prepare for the additional cranes, the Port must upgrade the crane rails by strengthening the foundation and constructing tie downs, stow pins and 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 2013/2014 - 2017/2018**  
**Transportation Improvement Program**  
**Public Transportation Improvements**  
**Miami-Dade Transit**

**Specific Aspects Of The Program**

The FY 2014 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. The existing vehicles will reach the end of their useful life of 30 years in 2014 before delivery of the new vehicles currently projected to commence in 2015. 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 Board for contract award. A protest was filed by CAF against the Manager's award recommendation in 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 award the Contract to AnsaldoBreda after all FTA issues were addressed. A revised memorandum from the Mayor recommending award to the selected car builder was filed with the Clerk of the Board in September 2012. The award recommendation was approved by the CITT in October 2012 and by the Board in November 2012. Notice to Proceed was issued December 2012 with delivery of the first vehicles to commence in the second quarter of 2015. The Contractor is presently working on the first phase of vehicle design.

**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 12 Phase I replacement vehicles expired in March 2010.



On May 6, 2008, the Board approved the County Manager's recommendation to exercise the optional Phase II purchase of 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 17 Phase II vehicle option was issued effective July 17, 2008. All of the 17 Phase II vehicles ordered have been received by MDT with 15 accepted and commissioned to revenue service. The remaining 2 vehicles have been Safety Certified and are currently undergoing the 1,000 mile burn in test prior to final acceptance. The one-year warranty period for each vehicle commences after that vehicle passes the 1,000 mile test.

**Bus Replacement:** MDT continues its bus replacement program. In FY 11, MDT replaced 43 buses that reduce fuel expenditures and green house gas emissions. An estimated fuel saving of 25% or 2,471 gallons and an 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 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, 25, 60-foot



diesel/electric hybrid buses are currently in service. 16 are being used on the inter-county I-95 Dade-Broward Express bus route and nine on the Kendall Cruiser bus route. These 25 buses were put into service in the summer of 2010. MDT also obtained delivery of five 40-foot diesel/electric hybrids which were put into service in early 2011.

As per the FTA bus retirement criteria (500,000 miles/12 years of 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)
2013	188	0	8	28	196	28
2014	110	0	10	10	120	10
2015	100	0	3	6	103	6
2016	110	0	0	10	110	10
2017	108	0	0	10	108	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.

**Ludlam Limited:** On November 27, 2011, the Ludlam Limited route was implemented to provide frequent weekday rush-hour service on Ludlam Road between Miami Gardens Drive and the Okeechobee Metrorail Station via NW 67th Avenue; with a stop at the new park-and-ride lot located on Miami Gardens Drive at NW 73rd Avenue. The Ludlam Limited route departs every 25 minutes during two and half hours in the morning and three hours in the evening on weekdays only. The cost to the rider is \$2.00 per boarding.



**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. 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.

As it pertains to MDT, this rule implements FTA's State Rail Safety Oversight responsibilities. FTA currently requires states to perform this function over transit properties. The rule itself does not contain much information as it references a manual that can be located at the link below.

MDT must prepare system safety and system security plans that are reviewed by the state. MDT must report accidents and incidents to the state. MDT's internal audit procedures must be reviewed by the state. Every three years the state does an on-site review of MDT's plans and procedures. An internet based system is used to document most of these requirements. Maintaining compliance in this area is crucial for MDT to continue receiving state and federal funds.

<http://www.dot.state.fl.us/transit/Pages/NewTransitFixedGuidewaySafetySecurity.shtm>

***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 project is in final design. The estimated completion date is September 2014.

***Park & Ride Sites:*** MDT continues to plan and construct additional park-and-ride facilities designed to address parking demands from transit patrons throughout Miami-Dade County.

***Parking Space Counters and Real-Time Dynamic Message signs at Metrorail Station Park-and-Ride Facilities:*** MDT continues to plan and construct additional park-and-ride facilities designed to address parking demands from transit patrons throughout Miami-Dade County.

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

#### **SW 344 Street:**

MDT is planning to build parking facility of approximately 260 spaces with bus bays and shelters, located west of the southern end of the South Miami-Dade Busway between NW 2<sup>nd</sup> Avenue and NW 3<sup>rd</sup> Avenue at 344<sup>th</sup> Street (Palm Drive), in Florida City. MDT is currently in the final stages of land acquisition activities. Relocations are complete. Demolition of existing structures are in progress. Design is complete. The project's estimated completion date is in the Spring of 2015.

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 December 2015.

Serving other bus routes:

SW 127 Avenue / Kendall Dr.:

MDT is planning to construct a 160 space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88<sup>th</sup> Street and SW 127<sup>th</sup> Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The County is currently in negotiations with Florida Power and Light to lease the land. This facility has an anticipated opening in late 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. MDT is now pursuing the right-of-way acquisition, design, and construction of a park-and-ride directly adjacent to this location. This project is the first step in the evolution of the Kendall Corridor toward BRT service and it establishes a model for premium transit corridor services. The completion date for this facility is estimated for June 2015.

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. IRP Bond funding was identified to supplement the shortfall in the project budget. Negotiations are on-going with the Consultant to update the drawings to comply with the new Building Code and prepare construction documents to proceed with the procurement of a Contractor, 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 for NETHE – 163<sup>rd</sup> Mall is estimated for July 2015 and for the NETHE – Aventura Mall is estimated for October 2015.

***Pedestrian Overpass at University Metrorail Station:*** This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve 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. The project location is under review due to right-of-way challenges.

## **CURRENT TRANSIT JOINT DEVELOPMENT AND TRANSIT ORIENTED DEVELOPMENT PROJECTS**

***Brownsville Metrorail Station:*** On June 23, 2010, MDT broke ground for the construction of the Brownsville Transit Village, a 5.8-acre, joint-development project next to the Brownsville Metrorail station. The project is being built in five phases, each geared toward providing housing for workforce families, the elderly and the entire Brownsville community. The project will include approximately 445 workforce housing units, with five (5) mid-rise apartment buildings, townhomes and a 250 space parking garage. Ground-floor commercial space and Metrorail station improvements, such as an additional passenger drop-off lane and attractive landscaping are also planned.

Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars. The project is scheduled for completion in April 2013.

***NW 7<sup>th</sup> Avenue Transit Village (NW 7<sup>th</sup> Avenue / NW 62<sup>nd</sup> 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. MDT has completed the right-of-way acquisition and the relocation process is nearly complete. 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 Board approved the commencement date for the project on August 2011. The project is scheduled for completion in the Fall of 2015.

***Brickell Citicentre:*** Brickell Citicentre is a 4.7 million square foot, nine acre, \$750 million commercial mixed-use project being developed by Swire Properties in the Brickell area along South Miami Avenue between SE 6<sup>th</sup> Street and SE 8<sup>th</sup> Street. As a result of the agreements awarded to the developer, a portion of a multi-level condominium parking garage will be constructed on a small vacant parcel of transit property and the development will be totally integrated into the Eighth Street Metromover Station. The developer is planning to provide direct access to the station at the ground level and to construct a third level “sky lobby” over the station which will also provide direct access from the development into the station. The developer will also construct enhanced and additional elevator and escalator access into the

station and provide enhanced landscaping on Metromover property within the development. All of these improvements will also be maintained by the developer.

**Palmer Lake:** On June 2, 2009 the Board passed Resolution 728-09 requesting a charrette area plan study for the area bounded by the Miami River on the north and east, NW 37<sup>th</sup> Avenue on the west and the Tamiami Canal on the south. The area is immediately east of the new MIC and in close proximity to the MIA. As a result of the charrette process a plan containing recommendations for the future development of this area has been developed. The Board adopted these recommendations on May 1, 2012 which will form the basis of future land use policy development for the area.

MDT acquired approximately three acres of property within the study area for the construction of the Airport Link, the extension of Metrorail connecting the Earlington Heights Station to the MIC. Only a small portion of the property was needed for the placement of Metrorail columns. Recommended uses for the remaining MDT property include a water taxi terminal, police station, a cargo shipping facility and/or use as public waterfront access and park area.

**Okeechobee Metrorail Station:** Approximately four acres of MDT property immediately adjacent to the Okeechobee Metrorail Station has been transferred to the Public Housing and Community Development Department (PHCD). They are in the process of negotiating a 99 year ground lease with the City of Hialeah. The City is planning to construct an affordable senior housing development on the property containing approximately 100 units of affordable senior housing with some incidental retail space.

**Northside Metrorail Station:** MDT property adjacent to the Northside Metrorail Station containing approximately 3.3 acres was also transferred to the PHCD. A developer has been selected for a joint development project as a result of an Invitation to Negotiate process. The proposed development is a four phase development with two family and two senior developments consisting of approximately 438 total units of 1, 2, 3 and 4 bedroom units and approximately 20,000 square feet of retail/commercial space with a total estimated development cost of \$88.1 million. The development will contain a total of 598 parking spaces of which 250 will be dedicated for the exclusive use of transit patrons.

**Senator Villas:** The County is in the process of issuing a Request for Proposals (RFP) for the long-term lease and development of the site located on SW 40<sup>th</sup> Street between SW 89<sup>th</sup> Avenue and SW 89<sup>th</sup> Court. The RFP anticipates the development of a 23 unit affordable senior housing apartment building with a small transit park-and-ride lot.

**NW 215 Street Project:** A 14 acre parcel of property located at the southwest quadrant of the intersection of NW 27<sup>th</sup> Avenue and NW 215<sup>th</sup> Street was recently purchased by Miami-Dade County. The County has completed a study to cultivate recommendations for the development of this property. The recommendations include the development of a transit terminal adjacent to NW 27<sup>th</sup> Avenue. Enhanced bus service along the NW 27<sup>th</sup> Avenue corridor is planned to be implemented in conjunction with the construction of the terminal which will include bus bays with passenger shelters and a park and ride lot. The study recommends that the remaining property be designated as a Community Urban Center (CUC) which calls for moderate to high-intensity, mixed use development. Such development may contain institutional, office and retail in an environment that encourages pedestrian activity with a defined, transit oriented center.



***Caribbean Boulevard:*** MDT property located on Caribbean Boulevard and US-1 adjacent to the Busway was transferred to the Public Housing and Community Development Department. As a result of an Invitation to Negotiate process a developer has been selected for this property. The developer has proposed a multi-phase, mixed-use high-rise and mid-rise development of approximately 170 affordable housing units with approximately 12,500 square feet of retail/commercial space. The development will also include a parking garage with 255 parking spaces, with 150 of the spaces dedicated for the Busway patrons. The total estimated development cost is \$46.1 million.

## **RAPID TRANSIT CORRIDOR DEVELOPMENT**

***Airport Link Metrorail Extension Project (f/k/a Miami Intermodal Center (MIC) - Earlington Heights Connector):*** A 2.4-mile extension of Metrorail that extends 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 next to the Miami International Airport (MIA). This 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 provides 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. The new Metrorail Orange Line began revenue service to the new MIA Metrorail Station on July 28, 2012. The contractor is currently completing warranty punch list items and the 180 day systems reliability and maintainability testing.



## **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 MIA 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 was completed in July 2012 with the implementation of the new Route 297 (The 27<sup>th</sup> Avenue Orange MAX) which features 15-minute peak/30-minute mid-day headways using existing fleet buses.

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, clean diesel, compressed nitrogen gas (CNG), or other alternative fuel 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 MIC at MIA. Revenue service is anticipated in 2017 and includes long term service with 10 minute headways using 11 new 60-foot articulated diesel-electric hybrid buses, clean diesel, compressed nitrogen gas (CNG), or other alternative fuel 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 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue.

***East-West Corridor (Flagler Express Enhanced Bus):*** MDT is pursuing incremental improvements along Flagler Street by providing approximately 14.5 miles of enhanced bus service from Downtown Miami to West Miami-Dade County. Revenue service is anticipated to be in 2018 using 10 new 60-foot diesel/electric hybrid, clean diesel, compressed nitrogen gas (CNG), or other alternative fuel buses. Service headways will be 12 minutes during the AM /PM peak-hour and 30 minutes during the mid-day. This route will also serve a proposed park-and-ride/bus terminal station at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue.

***Northeast Corridor (Biscayne Enhanced Bus):*** MDT is pursuing incremental improvements along Biscayne Boulevard and US-1 from Downtown Miami to the Aventura Mall. Revenue service is anticipated to be in 2014 using 18 new 60-foot diesel/electric hybrid, clean diesel, compressed nitrogen gas (CNG), or other alternative fuel buses. Service headways will be 15 minutes during the AM/PM peak-hours and 20 minutes during the mid-day. The bus purchase component is considered Phase I for this corridor.

The MPO, in cooperation with MDT, is performing an Implementation Plan for the Biscayne Boulevard Enhanced Bus Service project. This Enhanced Bus Service route will feature robust stations, Wi-Fi, real-time “Where is the Bus?” arrival times via the internet or on web-enabled mobile devices, real-time “Next Bus” arrival information via electronic signs, transit signal priority and park-and-rides. Phase II for the Biscayne Enhanced Bus Service project is expected to be completed by 2020.

***Douglas Corridor (Douglas Road Enhanced Bus Service):*** This route would provide premium limited-stop transit service along NW/SW 37<sup>th</sup> Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south. The Douglas Road corridor is the only People’s Transportation Plan (PTP) transit corridor that has not been studied for rapid transit improvements and represents an important connection to the high employment centers at MIA and the Coral Gables Central Business District along a densely populated area.

The MPO, in cooperation with MDT, will begin the Douglas Road Transit Corridor Study in 2013 to examine the feasibility of transit alternatives along the Douglas Corridor. Revenue service is anticipated to begin in 2020 using five (5) new standard 40-foot buses. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day.



**Fiscal Years 2013/2014 - 2017/2018**

**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 2014 thru 2018 period.



### **ROLLING STOCK**

As part of its capital improvement program SFRTA has purchased new rolling stock, this includes new locomotives, rail cars 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 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 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, station maintenance, general engineering consultants and transit oriented development.



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

**Completed Projects in 2012  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	M-PATH EXTENSION	41279535201	FROM DADELAND S. STATION TO S.W. 67 AVENUE	BIKE PATH/TRAIL	January-12
2	SW 192ND ST	42545715201	FROM SW 197 AVENUE TO SW 177 AVENUE	WIDEN/RESURFACE EXIST LANES	January-12
3	SR 915/NE 6 AVENUE	42508115201	AT NE 159 STREET	INTERSECTION IMPROVEMENT	January-12
4	SR 922/NE 123 STREET	42508615201	AT US 1/SR5	INTERSECTION IMPROVEMENT	January-12
5	SR 934/NORMANDY DR	41809515201	FROM RUE NOTRE DAME TO BAY DRIVE EAST (W/B)	RESURFACING	February-12
6	SR 934/NORMANDY DR	42261615201	FROM W. OF BAY DRIVE WEST TO RUE NOTRE DAME (W/B)	RESURFACING	February-12
7	SR 934/71ST STREET	42261715201	FROM W. OF BAY DRIVE WEST TO BAY DRIVE EAST (E/B)	RESURFACING	February-12
8	SR 976/SW 40 STREET/ BIRD ROAD	42454415201	FROM SW 73 AVE. TO SW 71 AVE	RESURFACING	February-12
9	SR 976/SW 40 STREET/ BIRD ROAD	42454425201	FROM SW 70 AVENUE TO SW 69 AVENUE	RESURFACING	February-12
10	SR A1A/COLLINS AVE.	24968725201	FROM 23ND STREET TO 24TH STREET	DRAINAGE IMPROVEMENTS	February-12
11	SR 860/MIAMI GARDENS DR	42521815201	AT NE 18 AVENUE	INTERSECTION IMPROVEMENT	February-12
12	SR 817/NW 27 AVENUE	42521315201	AT NW 207 STREET	INTERSECTION IMPROVEMENT	February-12
13	SR 7/NW 2ND AVENUE	41809415201	FROM NW 176TH STREET TO 1200' S OF NW 215 ST	RESURFACING	March-12
14	SR 823/NW 57 AVENUE	24994135201	FROM OKEECHOBEE ROAD TO WEST 19 STREET	ADD LANES & RECONSTRUCT	March-12
15	SR 823/NW 57 AVENUE	24994125201	FROM WEST 19 STREET TO WEST 23 STREET	ADD LANES & RECONSTRUCT	March-12
16	SR 826/PALMETTO EXPY	24903515201	FROM N OF SUNSET DR/SW 72 STREET TO SW 32ND STREET	INTERCHANGE - ADD LANES	March-12

**Completed Projects in 2012 (cont'd)**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 7 OVER I-95	41324215201	AT GOLDEN GLADES BRIDGE # 870243	BRIDGE-REPAIR/REHABILITATION	March-12
18	SR 5/US-1	42515115201	AT SW 192 STREET	INTERSECTION IMPROVEMENT	March-12
19	SR 5/US-1/S. DIXIE	41062525201	FROM 400' S OF SW 284 ST. TO 340' N OF SW 266 ST.	FLEXIBLE PAVEMENT RECONSTRUCTION	March-12
20	SR 948/NW 36 STREET	42420715201	FROM NW 79 AVENUE TO NW 74 AVENUE	SIDEWALK	March-12
21	SR 826/PALMETTO EXPY	24965025201	FROM N.W. 31 STREET TO N.W. 47 STREET	LANDSCAPING	March-12
22	SR 989 /ALLAPATTAH RD	42564715201	FROM SW 240 ST TO SW 227 ST	RESURFACING	April-12
23	SR 989 /ALLAPATTAH RD	42564725201	FROM S OF SW 248 ST TO N OF SW 246 ST	RESURFACING	April-12
24	SR A1A/INDIAN CREEK	24994015201	FROM 63RD STREET TO ABBOTT AVENUE	INTERSECTION IMPROVEMENT	April-12
25	SR 907/63RD STREET	40793515201	BASCULE BRIDGE NO. 870613	BRIDGE-REPAIR/REHABILITATION	April-12
26	SR 934/NW/NE 71ST ST	41982515201	FROM BAY DRIVE TO SR A1A/COLLINS AVE	RESURFACING	April-12
27	SR 7/NW 7 AVENUE	25008145201	FROM N.W. 137TH STREET TO N.W. 159TH STREET	LANDSCAPING AND ADA	May-12
28	SR 7/NW 7 AVENUE	25008155201	FROM N.W. 159 STREET TO N.W. 177 STREET	LANDSCAPING AND ADA	May-12
29	SR 7/NW 7TH AVE	42559825201	FROM NW 6TH STREET TO NW 32ND STREET	INTERSECTION IMPROVEMENT	May-12
30	SR A1A /MCARTHUR CSWY /5TH ST	41463615201	FROM WEST AVENUE TO COLLINS AVENUE	RESURFACING	May-12

**Completed Projects in 2012 (cont'd)  
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
31	SR A1A/COLLINS AVENUE	25023625201	AT 13TH STREET	INTERSECTION IMPROVEMENT / TRAFFIC SIGNALS	July-12
32	SR 9/NW 27 AVENUE	42565915201	FROM N OF NW 103 ST TO N OF NW 116 ST	RESURFACING	August-12
33	SR 9/NW 27 AVENUE	42261215201	FROM 100' S OF NW 11 ST. TO 220' S OF NW 43 TERR.	RESURFACING	August-12
34	SR 826/PALMETTO EXPY	24964825201	FROM S.W. 32 STREET TO S.W. 16 STREET	LANDSCAPING	September-12
35	SR 826/PALMETTO EXPY	24965225201	FROM N.W. 62 STREET TO NW 81 ST. (FEC R/R)	LANDSCAPING	September-12
36	SR 826/PALMETTO EXPY	25008025201	FROM N.W. 22 AVENUE TO N.W. 8 AVENUE	LANDSCAPING	September-12
37	SR 94/SW 88 STREET	42703215201	AT SW 142 AVENUE	INTERSECTION IMPROVEMENT	October-12
38	SR 934/NE 79 STREET	24923925201	BR 870082 WB, 870554 EB OVER INTRACOASTAL WATERWY	BRIDGE - PAINTING	October-12
39	SR 986/SW 72 STREET	42261415201	FROM SW 84 PLACE TO SW 69TH AVE.	RESURFACING	November-12
40	SR 968/W. FLAGLER ST	42424615201	BASCULE BRIDGE FENDER REPLACEMENT	FENDER WORK	December-12



**Completed Projects in 2012  
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 HEFT		MP 16 (Coral Reef Dr.) to MP 20.4 (Kendall Dr.)	Construction	July 2012
3	Resurfacing Mainline Spur	423204-1	MP 0X (Golden Glades) to MP 3.3 (Homestead Extension)	Construction	November 2011

**Completed Projects in 2012  
Miami-Dade Expressway Authority (MDX)**

<b>#</b>	<b>Project Name</b>	<b>Project Number</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Completion Date</b>
1	SR 874 / Killian Parkway Interchange Improvements	87404	Homestead Extension of Florida's Turnpike to Kendall Drive	Mainline Reconstruction	July-12
2	SR 924 Toll System Conversion	10013	SR 826 to NW 27th Ave.	ORT In-Lane Hardware/Software	July-12
3	SR 878 Toll System Conversion	10014	SR 874 to U.S. 1	ORT In-Lane Hardware/Software	July-12
4	SR 874 Toll System Conversion	10015	SR 826 to the Homestead Extension of the Florida's Turnpike	ORT In-Lane Hardware/Software	July-12

List includes projects completed January 1 through December 31, 2012

**Completed Projects in 2012  
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	Construction completed
2	NW 7 Avenue		NW 183 Street to NW 199 Street	Widening, drainage, pavement markings	Construction completed (Joint Participation Agreement with City of Miami Gardens)
3	SW 137 Avenue/ SW 344 Street			Intersection improvement	Construction completed
4	Ponce de Leon Boulevard		Alcazar Avenue to Salamanca Avenue	4 lanes with left turn bays	Construction completed (Joint Participation Agreement with City of Coral Gables)
5	Segovia Street		Bird Road to Biltmore Way	4 to 2 lanes	Construction completed (Joint Participation Agreement with City of Coral Gables)
6	Old Cutler Road		Red Road to SW 72 Street	Resurfacing	Construction completed
7	Venetian Causeway			Signalization	Construction completed
8	NW 138 Street (Bridge)		Over Miami River Canal	Bridge	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	DISTRICTWIDE	41774049201	ITS EQUIPMENT REPLACEMENT	OTHER ITS	January-13
2	SR 5/US-1/S. DIXIE	41062515201	FROM S.W. 304TH STREET TO 400' S OF SW 284 ST.	FLEXIBLE PAVEMENT RECONSTRUCT	January-13
3	SR 916/OPALOCKA BLVD	42559725201	FROM NW 6TH COURT TO EAST OF NW 5TH COURT	INTERSECTION IMPROVEMENT	January-13
4	SR 916/OPALOCKA BLVD	42559715201	FROM NW 7TH AVE. TO NW 5TH AVE.	RESURFACING	January-13
5	SR 112/I-195	40557815201	FROM I-95 (NW 10TH AVE) TO BISCAYNE BAY	WIDENING - BRIDGE-REPAIR/REHABILITATION	January-13
6	SR A1A/COLLINS AVE	41985815201	FROM 75TH STREET TO HARDING AVENUE	RESURFACING	January-13
7	SR A1A/HARDING/ ABBOT AVE.	41986015201	FROM 75TH STREET TO INDIAN CREEK DRIVE	RESURFACING	January-13
8	SR A1A/HARDING AVE.	41982315201	FROM BAL HARBOUR SHOPS' ENTRANCE TO 94TH STREET	RESURFACING	January-13
9	SR 994/QUAIL ROOST	42564415201	FROM E OF SW 113 AVE TO E OF HEFT ON/OFF RAMPS	RESURFACING	January-13
10	SR 90/TAMIAMI TRAIL	42750815201	FROM COLLIER COUNTY LINE TO W OF LOOP ROAD	RESURFACING	January-13
11	SR 997/KROME AVENUE	24961595201	FROM 1 MILE N. OF SW 8 ST TO S. OF OKEECHOBEE RD	RESURFACING	January-13
12	SR 916/NW 138 STREET	42750715201	FROM SR 826/PALMETTO XPWY TO W OF NW 67 AVENUE	RESURFACING	January-13
13	SR A1A/COLLINS AVE	42550415201	FROM N OF LINCOLN ROAD TO INDIAN CREEK DRIVE	RESURFACING	January-13
14	SR A1A/COLLINS AVE	42550425201	FROM N OF LINCOLN ROAD TO INDIAN CREEK DRIVE	INTERSECTION IMPROVEMENT	January-13
15	SR 826/PALMETTO EXPY	41842325201	FROM NW 67 AVENUE TO NW 47 AVENUE	ADD AUXILIARY LANE(S)	January-13
16	SR 112/A GODFREY RD	41982415201	FROM SR 907/ALTON ROAD TO COLLINS AVENUE	RESURFACING	January-13

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 5/BRICKELL AVENUE	41247315201	FROM S OF S.E. 25TH ROAD TO S.E. 4TH STREET	RIGID PAVEMENT REHABILITATION	January-13
18	SR 9A/I-95	42345225201	FROM NW 32ND STREET TO NW 47TH TERRACE	LANDSCAPING	February-13
19	SR 9/NW 27 AVENUE	42527015201	FROM NW 79 STREET TO NW 84 STREET	SAFETY PROJECT	February-13
20	SR 9A/I-95 BRDG 870349	42796415201	RAMP 12A AT SR 91/TURNPIKE	BRIDGE - PAINTING	February-13
21	SR 856 /LEHMAN CSWY	42848625201	FROM WEST COUNTRY CLUB DR TO SR A1A/OCEAN BLVD	BIKE PATH/TRAIL	February-13
22	SR 94 /SW 88 ST	42750215201	FROM HEFT SB OFF RAMP TO HEFT NB OFF RAMP	RESURFACING	February-13
23	SR 973/SW 87 AVENUE	42848115201	FROM SR 5/US-1/S. DIXIE TO S. OF SW 128 ST	RESURFACING	February-13
24	SR 976/SW 40 STREET	42847915201	FROM W. OF SW 38 AVE TO SR 5/US-1	RESURFACING	February-13
25	SR 922/NE 123RD ST.	42976115201	FROM W. OF N. BAYSHORE DR TO E OF N. BAYSHORE DR.	SIDEWALK	February-13
26	SR 5/BRICKELL AVENUE	43233615201	FROM SW 19TH ROAD TO SW 18TH ROAD	PEDESTRIAN SAFETY IMPROVEMENT	February-13
27	SR 826 /PALMETTO EXPY	24964925201	FROM S.W. 16 STREET TO S.W. 2 STREET	LANDSCAPING	March-13
28	I-195/JULIA TUTTLE	43282415201	FROM SR 5/BISCAYNE BLVD. TO SR 907/ALTON ROAD	BIKE PATH/TRAIL	March-13
29	SR 826 /NW/NE/167 ST	41263735201	FROM NORTH MIAMI AVENUE TO NE 10TH AVENUE	TRAFFIC SIGNAL UPDATE	March-13
30	SR 826 /NW/NE/167 ST	41263745201	FROM N.E. 10TH AVENUE TO NE 22ND AVENUE	TRAFFIC SIGNAL UPDATE	March-13
31	SR 25 /OKEECHOBEE RD.	42521115201	AT NW 118 AVENUE	INTERSECTION IMPROVEMENT	March-13

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
32	SR 25 /OKEECHOBEE RD	42521125201	FROM M-DADE/BROWARD CNTY. LINE TO W OF NW 118 AVE	RESURFACING	March-13
33	SR 826 /PALMETTO EXPY	25008035201	FROM N.W. 42 AVENUE TO N.W. 22 AVENUE	LANDSCAPING	April-13
34	SR 5/US-1/S. DIXIE	42848715201	FROM N OF SW 168 STREET TO SW 183 STREET/SB ONLY	RESURFACING	April-13
35	SR 5/US-1/S.DIXIE	42534815201	FROM SW 168 STREET TO 68 FT. N OF SW 136 ST	RESURFACING	April-13
36	SR 5/BRICKELL AVE	41247355201	FROM SE 5 STREET TO SE 8 STREET	INTERSECTION IMPROVEMENT	April-13
37	SR 5/BRICKELL AVE	41247365201	FROM NE OF SE 5TH STREET TO S OF BRICKELL AVE BRDG	DRAINAGE IMPROVEMENTS	April-13
38	SR 5/US-1	42741915201	FROM SR 94/KENDALL DRIVE TO 37' NORTH OF SW 80 ST.	RESURFACING	April-13
39	SR 5/US-1	42558315201	AT SW 67 AVENUE	INTERSECTION IMPROVEMENT	April-13
40	SR 93/I-75	42547815201	EASTBOUND FROM I-75 RAMP & SOUTH BOUND SR 826 TO NW 103 ST	ADD AUXILIARY LANE(S)	April-13
41	SR 94/N KENDALL DR	42848815201	FROM SW 79 AVENUE TO SW 73RD PLACE	RESURFACING	May-13
42	SR 90/SW 8TH STREET	42514515201	FROM SR 821/HEFT TO SR 826/PALMETTO EXPY.	RESURFACING	May-13
43	SR 90/SW 8TH STREET	42514525201	AT SW 92ND AVENUE	INTERSECTION IMPROVEMENT	May-13
44	SR 90/SW 8TH STREET	42514535201	FROM SW 102ND AVENUE TO SW 99TH PLACE	INTERSECTION IMPROVEMENT	May-13
45	SR 90/SW 8TH STREET	42514545201	AT SW 109TH AVE	INTERSECTION IMPROVEMENT	May-13
46	SR 90/SW 8TH STREET	42514555201	AT SW 107 AVE	INTERSECTION IMPROVEMENT	May-13

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
47	SR 90/SW 8TH STREET	42557915201	AT SW 122 AVENUE	INTERSECTION IMPROVEMENT	May-13
48	SR 953/LEJEUNE RD	42742015201	FROM SE 11 PLACE TO S OF SR 934/E 25 ST	RESURFACING	May-13
49	SR 5/US-1/S. DIXIE	42551315201	FROM 68'N OF SW 136 ST. TO 205' S OF SW 102 ST.	RESURFACING	May-13
50	SR 5/US-1/S. DIXIE	42551325201	AT SW 120TH STREET	SAFETY PROJECT	May-13
51	SR 7/SR 826/ SR-9A	42563715201	GOLDEN GLADES INTERCHANGE VARIOUS RAMPS	RESURFACING	May-13
52	SR 9/NW 27 AVENUE	42847625201	FROM S. OF RAMP FROM PARK & RIDE TO GGI INTERCHANGE	RESURFACING	May-13
53	SR 9A/I-95	42345215201	FROM N.W. 8TH STREET TO N.W. 17TH STREET	LANDSCAPING	May-13
54	SR 90/SW 8TH STREET	42848515201	FROM SW 2ND AVENUE TO SR 5/US-1/BRICKELL AVE	RESURFACING - RIDE ONLY	June-13
55	SR 933/NW 12 AVENUE	42848015201	FROM NW 20 STREET TO N. OF NW 29 TH STREET	RESURFACING - RIDE ONLY	June-13
56	SR 860/MIAMI GARDENS	42751815201	FROM NW 57 AVENUE TO W OF NW 28 PLACE	RESURFACING - RIDE ONLY	June-13
57	SR 9A/I-95	43193415201	NB AND SB RAMPS AT NW 62 STREET	RESURFACING	June-13
58	SR 112/AIRPORT EXPY	43190115201	FROM WB EXIT RAMP TO NW 12 AVENUE	RESURFACING	June-13
59	SR 959/SW 57 AVENUE	42272315201	FROM SR 972/SW 24 STREET TO SR 90/SW 8 STREET	RESURFACING	June-13
60	SR 5/US-1	42998215201	FROM MM 108.5 TO MM 116	FENCING	July-13
61	SR 9/NW 27 AVENUE	42847615201	FROM S. OF NW 122 STREET TO S. OF NW 135 STREET	RESURFACING	July-13

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
62	SR 985/SW 107 AVE	42591315201	FROM N OF KILLIAN PARKWAY TO S OF SW 88 STREET	RESURFACING	July-13
63	SR 986/SUNSET DR.	42765115201	FROM SW 109 PLACE TO SW 87 AVENUE	RESURFACING	September-13
64	SR 915/NE 6 AVENUE	42262015201	FROM NE 145 STREET TO SR860/MIAMI GARDENS DR	RESURFACING	November-13
65	SR 934/NW81/82 ST/NE 82 ST	42751715201	FROM NW 13TH COURT TO SR 5/BISCAYNE BLVD.	RESURFACING	January-14
66	SR 836/I-395/INTERIM	25168835201	FROM NE 1ST AVENUE TO MACARTHUR CAUSEWAY	ADD LANES & RECONSTRUCT	April-14
67	PORT OF MIAMI TUNNEL	25115635201	FROM PORT OF MIAMI TO SR 836/I-395	NEW ROAD CONSTRUCTION	May-14
68	SR 823/NW 57 AVENUE	24994115201	FROM W. 46TH STREET TO W. 53RD STREET	ADD LANES & RECONSTRUCT	July-14
69	SR 823/NW 57 AVENUE	24994155201	FROM WEST 23 STREET TO WEST 46 STREET	ADD LANES & RECONSTRUCT	January-15
70	SR 826/SR 836	24958115201	FROM N OF SW 8 ST TO S OF NW 25 ST & FM NW 87 TO 57 AVE'S	INTERCHANGE - ADD LANES	June-15
71	NW 25TH STREET	25118515201	FROM NW 89TH COURT TO SR 826	ADD LANES & RECONSTRUCT	November-15
72	NW 25 STREET VIADUCT	40566515201	FROM NW 82ND AVENUE TO SR 826	NEW ROAD CONSTRUCTION	November-15



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

<b>#</b>	<b>Project Name</b>	<b>Project Number</b>	<b>Limits</b>	<b>Type of Work</b>	<b>Completion Date</b>
1	HEFT All-Electronic Tolling		MP 0X Golden Glades Toll Plaza	Construction	June 2014
2	SW 12 <sup>th</sup> Street Interchange Ramp Improvements		MP 26	Construction	June 2013
3	Widen HEFT from N. of Eureka to S. of Kendall Dr..		MP 13 (Eureka Dr.) – MP 20 (Kendall Dr.)	Construction	June 2014

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	Central Boulevard Reconstruction	11211	Airport Terminals to SR 836 & SR 112	Major Rdwy./Bridge Reconstruction	October-13
2	SR 826/SR 836 Interchange Improvements	83608	SR 826 Interchange to SR 836	Interchange Modification (JPA with FDOT)	November-14
3	SR 836 Infrastructure Modifications for ORT (East Section)	83624	NW 62 <sup>nd</sup> Avenue to I-95/I-395	Roadway Reconstruction	September-14
4	SR 874 / Killian Parkway Interchange Improvements (Killian Parkway 4 <sup>th</sup> Lane Extension)	87404-A	Homestead Extension of Florida's Turnpike to Kendall Drive	Lane Extension	April-14
5	SR 874 Mainline Reconstruction	87409	Kendall Drive to SR 874	Widening and Resurfacing	March-13

List includes all projects let, but not completed from January 2013 to date.

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SW 27 Avenue		Bayshore Drive to US-1	Widen to 3 lanes	Under construction
2	Commodore Trail Bikeway		SW 42 Avenue to Aviation Avenue	Improve existing path and new pedestrian bridge	Under construction
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 144 Street/ SW 92 Avenue			Intersection improvement	Under construction
5	SW 184 Street		SW 147 Avenue to SW 137 Avenue	Widen to 4 lanes	Under construction
6	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)
7	NW 87 Avenue		NW 154 Street to NW 186 Street	Widen to 4 lanes	Under construction
8	SW 147 Avenue		SW 22 Terrace to SW 10 Street	New 2 lanes (from SW 22 Terrace to SW 18 Street); widen to 4 lanes (from SW 18 Street to SW 10 Street)	Under construction

