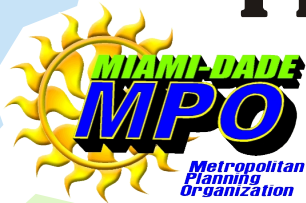




TIP

2015

Transportation Improvement Program



Citizen's Version!

Miami-Dade
Metropolitan
Planning
Organization



**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2014/2015 to 2018/2019**

Citizen's Version

METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

Adopted on June 19, 2014

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 418,000 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 miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 110 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

Public Transportation

Miami-Dade Transit (MDT) is the largest public transportation system in Florida, operating a fleet of more than 823 buses as well as Metrorail (the 24.8-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). MDT's buses travel approximately 2.4 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 2013 was 77.8 million for bus; 18.7 million boardings for rail and 9.1 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, four 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 - select "Downloads" from the menu and get the Transportation Improvement Program documents.



The TIP's Mechanics



Why is there a TIP?

The U.S. Department of Transportation will not approve use of federal funds for an improvement unless the project is identified in the TIP. Inclusion in the TIP does not, however, guarantee federal funding. The TIP is fiscally constrained with reasonable estimates of project costs balanced against anticipated funding. Projects not funded by the federal government

are included in the TIP to provide a more comprehensive picture of the proposed allocation of transportation funds in the region.

Who prepares the TIP?

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



Photo by Miami-Dade County Photographers

How does the TIP work?



1. One year is current (the funded annual element); the remaining four are future.
2. Each year adds a new fifth year and advances a new annual period to current funded status.



3. Identifies funding levels, by source and type, and whether funds are to be used for: road capacity, preservation, bridges, transit capital, safety, non-motorized, right-of-way, study or other.

4. Improvements in the TIP are based on MPO-established priorities from LRTP.
5. TIP is consistent with the adopted 2035 Long Range Transportation Plan.



TIP consistency

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



What fiscal years does this TIP include?

This TIP covers fiscal years 2015 to 2019. Fiscal years spanned are 2015, 2016, 2017, 2018 and 2019. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

- 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
- Fiscal Year 2019 ----- begins July 1, 2018 and ends June 30, 2019



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 Expressway Authority (MDX)
5. Miami-Dade Regulatory and Economic Resources Department (RER)
6. Miami-Dade Public Works and Waste Management Department
7. Miami-Dade Seaport Department
8. Miami-Dade Transit Agency (MDT)
9. Office of Strategic Business Management (OSMB)
10. 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).

2015 - 2019 TIP Review by Transportation Agencies



Fiscal Years 2014/2015 - 2018/2019¹

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 Transportation System and Major Projects located within Miami-Dade County. 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, section provides an overview of the following topics:

- The FDOT Five Year Work Program
- The Work Program Cycle
- Programs and Funding
- Strategic Intermodal System (SIS) Projects
- Other Major Corridor Improvements
- Intelligent Transportation System (ITS) Program
- 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 (LRTP), 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 a commitment that local governments may rely on for planning purposes, and for the development of capital improvement elements of the local government comprehensive plans.

¹ The State fiscal year (FY) identified as FY 2014/2015, runs from July 1, 2014 to June 30, 2015, and is referred to as FY 2015 hereafter in this report. Subsequent fiscal years, such as FY 2015/2016, will be referred to as FY 2016 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. In the summer of 2013, FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2015 - 2019. The final tentative program was sent to the Governor and the State Legislature for review in February 2014, and will become effective on July 1, 2014.

Programs and Funding

Program Descriptions

For budgeting purposes the FDOT’s Work Program comprises five departmental programs including; 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 as well as 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.
- **Fixed Capital** - Fixed capital comprises 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.

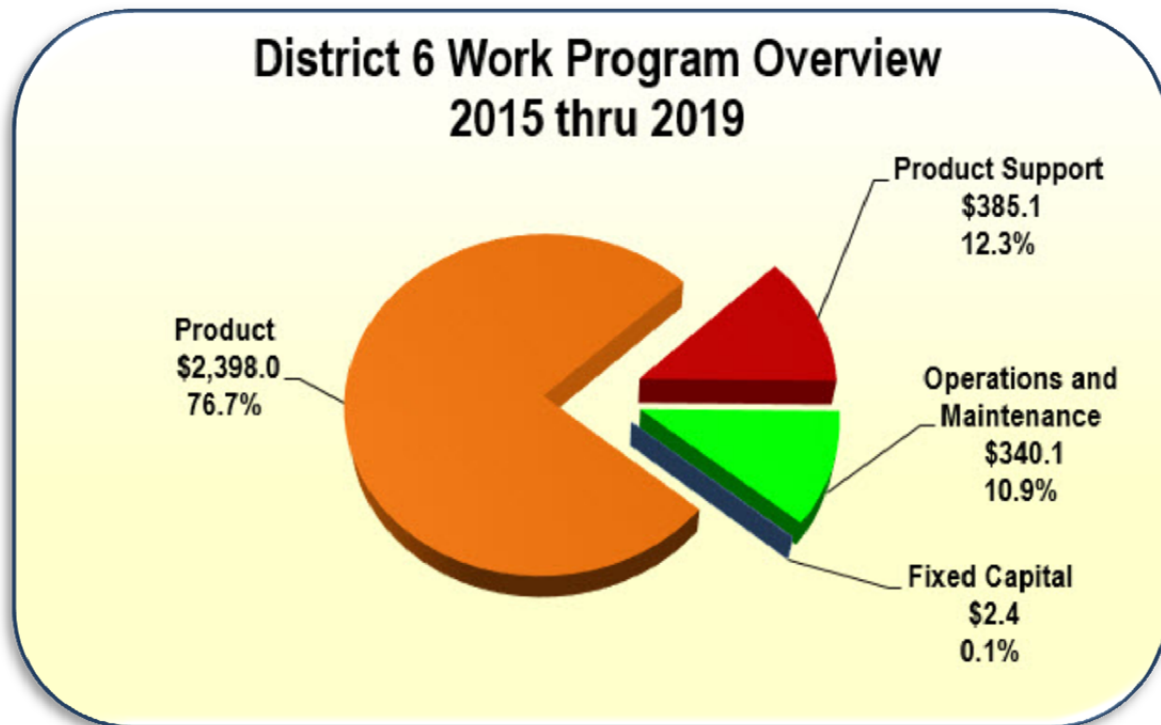
Funding Overview

The Department’s funds are allocated among seven Districts statewide. In Miami-Dade, 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, fixed capital and other over the next five years. The following charts provide a visual summary of the FY 2015 - 2019 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 \$2.4 billion.

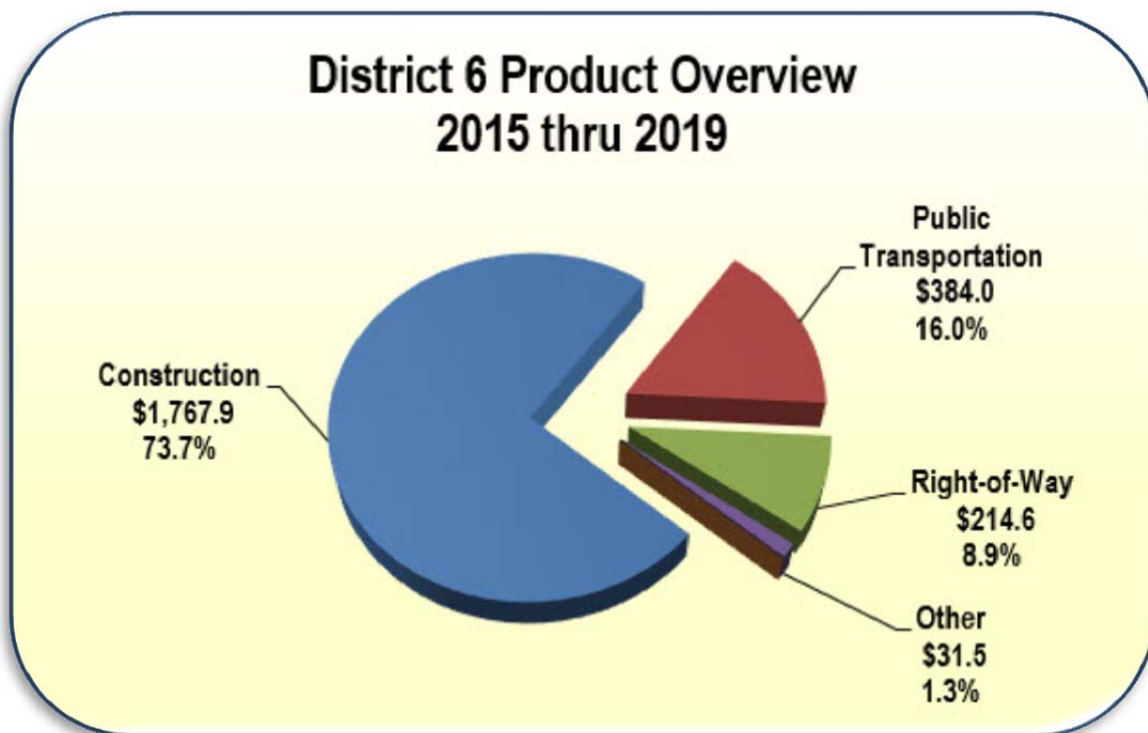
**FDOT District Six, Total Budget Breakdown
Tentative Five Year Work Program
Fiscal Years 2015 – 2019²**



² 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 \$1.8 billion (73.7%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$384 million (16%) will go towards public transportation programs and services; approximately \$214.6 million (8.9%) will go towards the purchasing of right-of-way; and the remaining \$31.5 million (1.3%) 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 2015 – 2019³**



³ Dollar amounts are in millions.

Strategic Intermodal System (SIS) Projects

Florida's Strategic Intermodal System (SIS) is a transportation system that comprises facilities and services of statewide and regional significance. The SIS includes linkages that provide for smooth and efficient transfers between modes and major facilities. The SIS is intended to integrate all modes of transportation into a single intermodal transportation network. The SIS was established to efficiently serve the mobility needs of Florida's citizens and businesses, as well as visitors, and to position Florida as a worldwide economic leader, with enhanced global competitiveness.

The SIS network of high-priority transportation facilities includes commercial airports, spaceports, deepwater seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways and highways. These facilities carry more than 99% of all commercial air passengers, virtually all waterborne freight tonnage, almost all rail freight, 89 % of all interregional rail/bus passengers, more than 70% of all truck traffic and 55% of total traffic on the State Transportation System. The following are major SIS improvement projects in Miami-Dade County:

- **Miami Intermodal Center (MIC)**

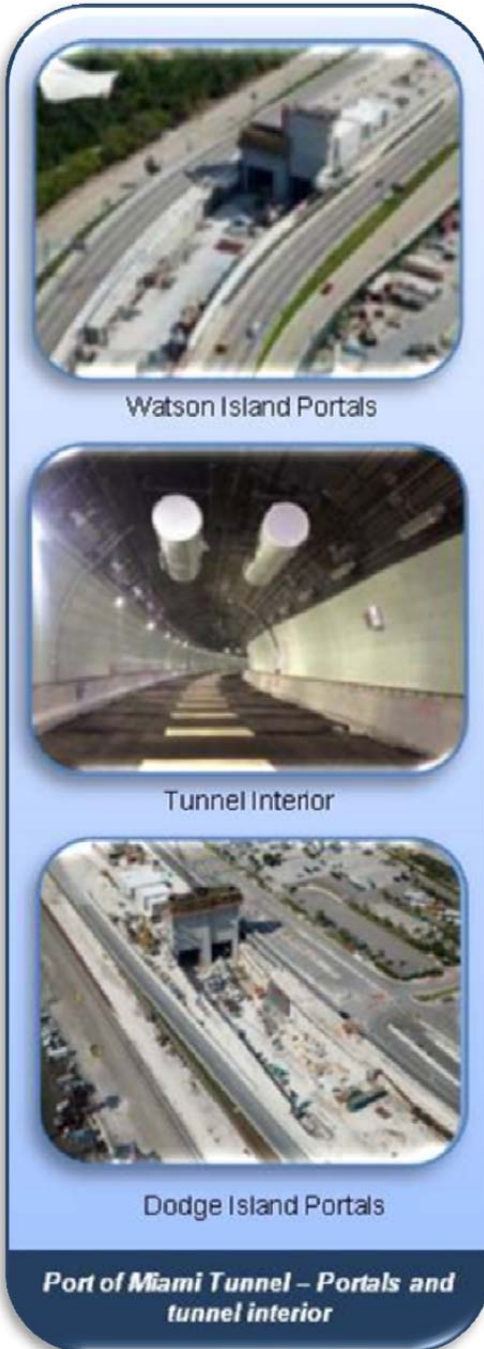
The Miami Intermodal Center (MIC) Program includes a Rental Car Center, the MIC Central Station, the Miami International Airport (MIA) Mover, and various access road and major highway improvements. To date, all roadway improvements have been completed, which facilitates safe and efficient access for 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 June 2014.



Artist's rendering of Miami Intermodal Center

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.

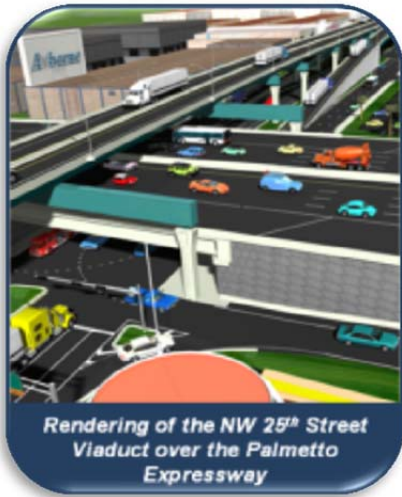
- **Port of Miami Tunnel Construction (POMT)**



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 broke out on Watson Island on May 6, 2013. Approximately 745 concrete tunnel lining rings were installed in the 4,152 LF of bored westbound tunnel. The TBM was then dismantled and shipped back to Germany. Installation of the tunnel interiors, Mechanical, Electrical, Fire Protection and Plumbing (MEFP) is in progress as well as ITS Systems and Control Buildings on each island. Once the project is completed, the concessionaire is required to operate and maintain the tunnel for a period of 30 years.

The POMT will link the Port directly to I-395 and I-95 via the MacArthur Causeway. It will improve traffic flow and safety in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets. The POMT will also help the Port remain competitive in seeking additional freight generated by the Panama Canal expansion project. The Port is the community's second largest economic generator, providing 176,000 jobs, \$6.4 billion in wages, and \$17 billion in economic output.

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



Rendering of the NW 25th Street Viaduct over the Palmetto Expressway

The NW 25th Street reconstruction and viaduct construction is divided into two separate projects. The first project, from the SR 826/Palmetto Expressway, east to 67th Avenue, is complete. The second project, from the SR 826/Palmetto Expressway, west to 89th Court, began construction in June 2012 and is scheduled to be completed in January 2016. The overall project includes: 1) the widening and reconstructing of NW 25th Street; and 2) building a viaduct (an elevated bridge) to separate truck traffic bound for the airport, from 25th Street.

With the completion of the second project, the viaduct is expected to alleviate heavy truck volumes, and improve traffic flow, on NW 25th 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.

- **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 154th Street and along I-75 from SR 826/Palmetto Expressway to NW 170th Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes project in FDOT District Four, which extends to I-595 in Broward County. The design build phase for the first of five Broward County segments commenced in 2013. The remaining four Broward County segments are scheduled to commence in 2014.



Rendering of I-75/SR 826 Express Lanes

The project is part of the emerging South Florida Express Lanes network. It will improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826, I-75, Gratiigny Parkway, Florida's Turnpike, I-595, and the Sawgrass Expressway. The total construction cost for the Miami-Dade design build project is \$244 million. Construction will begin in February 2014 and will last approximately three years. For information about the construction schedule or related information, please call Public Information Specialist Marta Rodriguez at (305) 470-5349 or visit www.PalmettoExpressLanes.com.

- **SR 826/836 Interchange Improvement**



The 16-mile north/south Palmetto Expressway corridor was divided into 12 separate segments for construction. Eleven of the segments have been completed to date, with the last completed project being the Bird Road to Sunset reconstruction, completed in 2012. The largest and final segment, the SR 826/836 Interchange reconstruction, began construction in November 2009. It has a 5-year construction schedule, with planned completion in 2015.

New ramps were opened to traffic in 2013 including; northbound SR 826 to eastbound SR 836, northbound SR 826 to NW 25th Street and southbound SR 826 to westbound SR 836. Twenty-three out of forty-five bridges have been opened to date and traffic on eastbound SR 836 has been shifted onto the permanent eastbound Collector Distributor Road to allow for the reconstruction on mainline eastbound SR 836. 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**

The primary purpose of this project is to provide a direct ramp connection from eastbound SR 826/Palmetto Expressway to northbound I-95 (depicted as feature 1 in the graphic). The ramp connection, located within the Golden Glades Interchange, will lead to improved operations via a direct expressway-to-expressway connection between SR 826 and I-95, two of Miami-Dade’s major expressways.

Other key features of this project include:

2. The relocation of the NW 12th Avenue on-ramp to I-95 northbound and southbound with an increase in ramp curvature to enhance safety.
3. Provision of Texas U-Turns at NW 12th Avenue and NW 17th Avenue interchanges.
4. Widening of the Turnpike connector to provide two lanes from the Turnpike southbound merging with the SR 836 eastbound to I-95 southbound traffic.
5. Replacement of the SR 826 connector bridge and NW 167th Street westbound to I-95 ramp bridge to accommodate direct flyover connection ramp and SR 7/US 441 northbound lanes.
6. Provision of signalized dual left turn lanes from SR 826 to northbound Turnpike.
7. Relocation of Turnpike Connector to SR 7/US 441 Off-Ramp to increase distance between signals in order to improve operations along the Turnpike Connector.
8. Widening of I-95 southbound from the interchange to NW 151st Street in order to accommodate the additional lane from the Turnpike Connector
9. The provision of dual northbound left turn lanes of NW 2nd Avenue and NW 167th Street intersection to improve intersection operations.

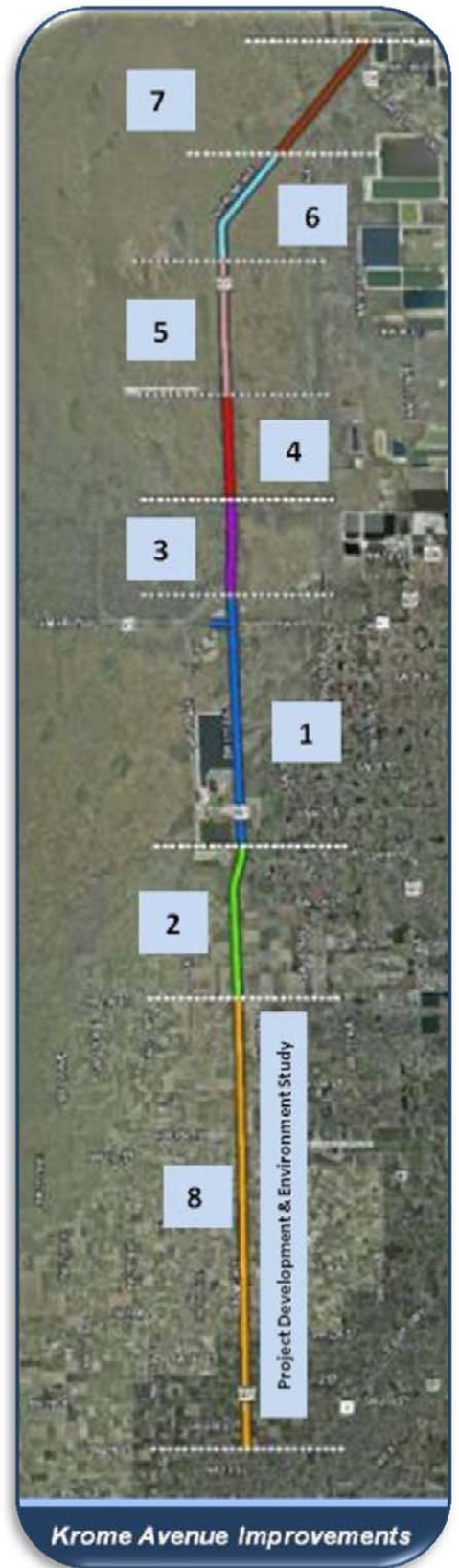


Approximately \$118 million has been programmed for construction and construction support in FY 2017. The project development and environment activities are currently underway.

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

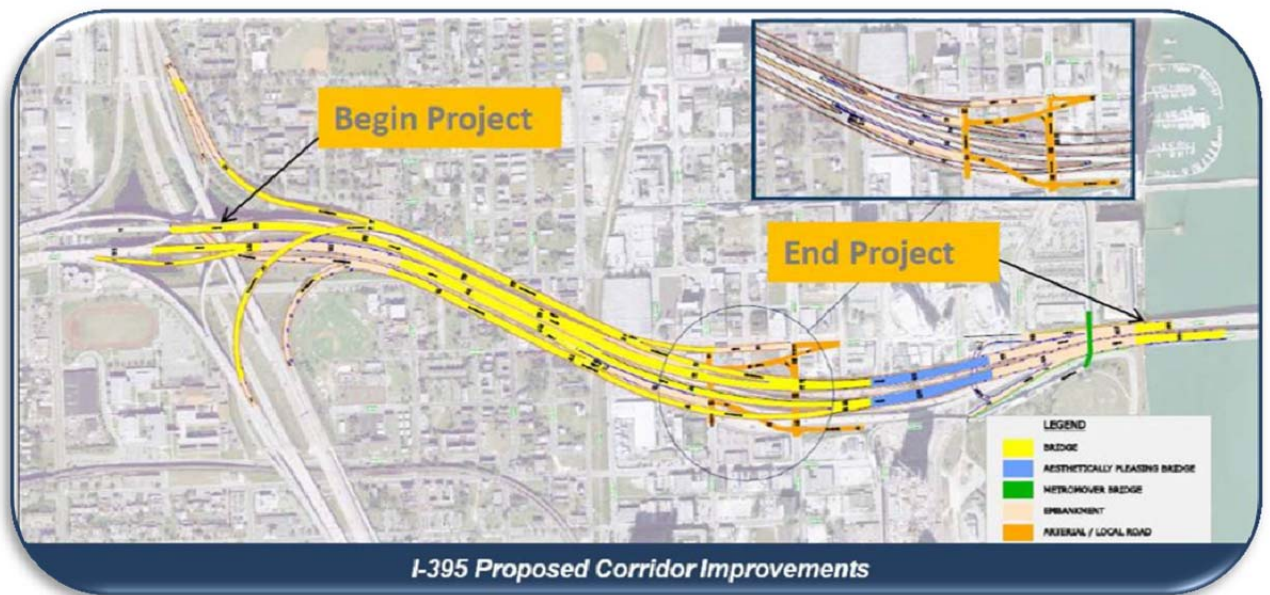
SR 997/Krome Avenue is a major north-south SIS corridor that extends from US-1 in Florida City to US 27/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway will be widened to a four-lane divided section with inside and outside shoulders. Upon completion, there will be two northbound lanes and two southbound lanes. This corridor has been broken down into several segments for design and construction with notable progress as follows:

1. SR 94/Kendall Drive to SR 90/SW 8th Street - Construction and widening to 4 lanes is expected to begin in June 2015.
2. SW 136th Street to SR 94/Kendall Drive. - Construction and widening to 4 lanes is expected to begin in February 2016.
3. SR 90/SW 8th Street to Mile Post 2.754 – Construction and widening to 4 lanes is expected to begin in May 2017.
4. Mile Post 2.754 to Mile Post 5.122 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in February 2018.
5. Mile Post 5.122 to Mile Post 8.151 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in January 2019.
6. Mile Post 8.151 to Mile Post 10.935 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in February 2019.
7. Mile Post 10.935 to Okeechobee Road/Mile Post 14.184 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in December 2019.
8. For the segments from SW 296th Street to SW 232nd Street, from SW 232nd Street to SW 184th Street/Eureka Drive, and from SW 184th Street/Eureka Drive to SW 136th Street, Project Development and Environment (PD&E) activities are expected to be completed by September 2014.



- **I-395 Corridor Improvements**

This project involves the rebuilding of the Interstate 395 (I-395) corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/State Road 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway, approximately 1.4 miles. I-395 is a major east-west connector serving Miami Beach and the port. Proposed improvements include: (1) Building new elevated ramps (one eastbound and one westbound) that will provide direct linkage between I-95 and I-395. (2) Improving roadway design including updating the alignment and upgrading the roadway surface. (3) Creating an aesthetically appealing bridge. (4) Building vertically higher structures that will improve the visual quality of the bridge. The construction cost is estimated between \$500 million and \$600 million.



- **SR 25/US 27/Okeechobee Road Improvements**

A PD&E study is being conducted for SR 25/US-27/Okeechobee Road from SR 997/Krome Avenue to NW 79th Avenue in order to identify feasible improvements along the corridor. Major improvements are needed to address operational, safety and capacity deficiencies along the corridor at the access points. With these improvements, it is envisioned that, corridor operations/level of service will be improved, throughput along the corridor will be increased and efficient transfers between modes will be provided which is critical to Florida's economy and sustained growth. A public hearing on the PD&E study is anticipated for September 2014 and is expected to be completed in February 2015.



SR 25/US 27 Okeechobee Road – Krome Avenue to NW 79 Avenue

Other Major Corridor Improvements

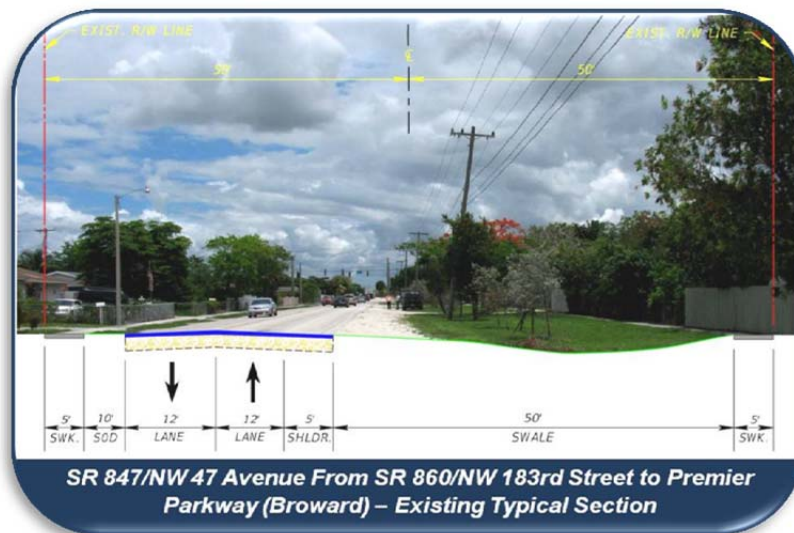
The following are major corridor improvement projects in Miami-Dade County.

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

This project includes reconstruction of the existing roadway and widening to 6 lanes with a raised median. It also includes milling and resurfacing the existing 6-lane divided facility from West 78th Street to West 84th 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. Construction of improvements to the segment from Okeechobee Road to West 23rd Street has been completed. The corridor improvements along remaining segments have been progressing as follows:

- West 23rd Street to West 46th Street and West 46th Street to West 53rd Street – Construction of the improvement to these segments is currently underway with completion scheduled for December 2014 and October 2014 respectively.
- West 53rd Street to West 65th Street, and West 65th Street to West 84th Street – The design of the improvements along these segments will be completed in February 2014 with letting of the construction contract scheduled for October and November, 2014.

- **SR 847/NW 47th Avenue From SR 860/NW 183rd Street to Premier Parkway (Broward)**



A PD&E study is being conducted for a 2.3 mile segment of SR 847/NW 47th Avenue from north of SR 860/NW 183rd Street/Miami Gardens Drive (Miami-Dade County) to Premier Parkway (Broward County) in order to identify feasible improvements along this corridor.

Major improvements are needed to accommodate projected traffic growth in the area throughout the design year

2040. The study goals are to evaluate alternatives to increase roadway capacity, improve safety, improve access to transit, and make Americans with Disabilities Act (ADA) compliant intersection improvements. The PD&E study is expected to be completed in August 2014, final design is anticipated to be completed in May 2017, and construction is anticipated to begin in October 2018.

- **SR 968/SW 1st Street at Miami River Bridge # 870660**

The existing SW 1st Street bascule bridge is a low-level bascule (movable) bridge spanning the Miami River and carrying the eastbound lanes of a one-way pair facility that comprises Flagler Street (westbound lanes) and SW 1st Street. The purpose of the project is to replace the existing bascule bridge. The PD&E Study for this project was completed and LDCA was granted in December 2013. The project is currently in the design phase. The construction is anticipated to commence in August 2018.



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

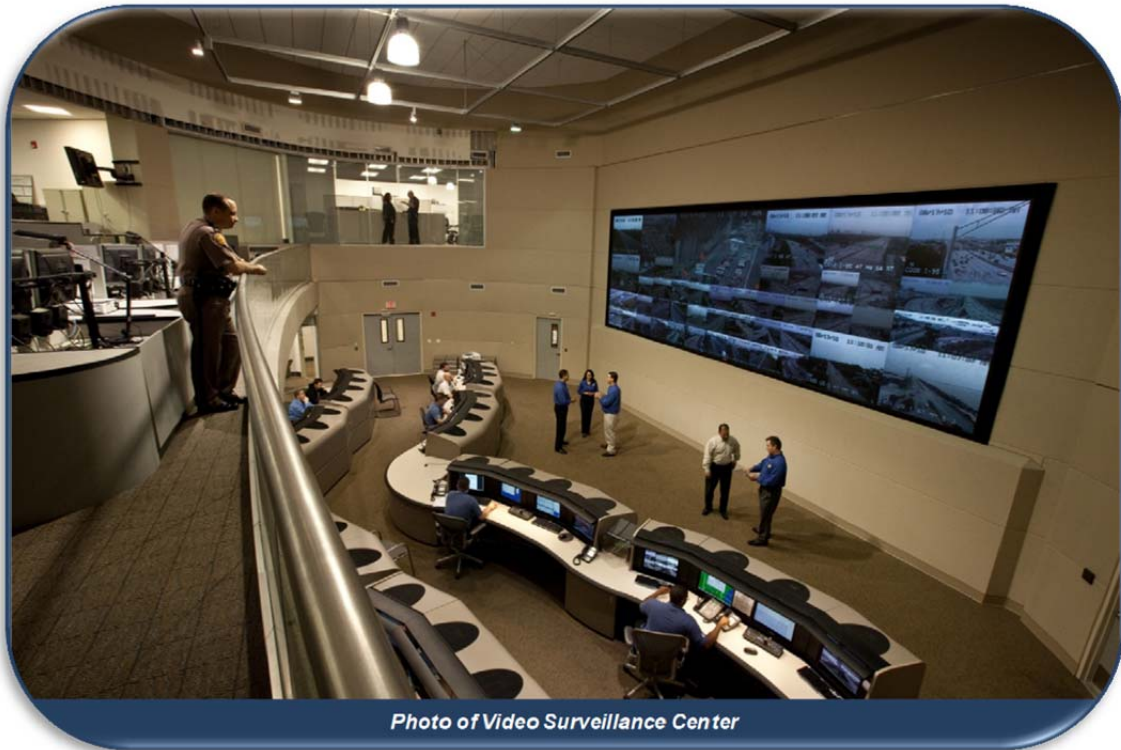
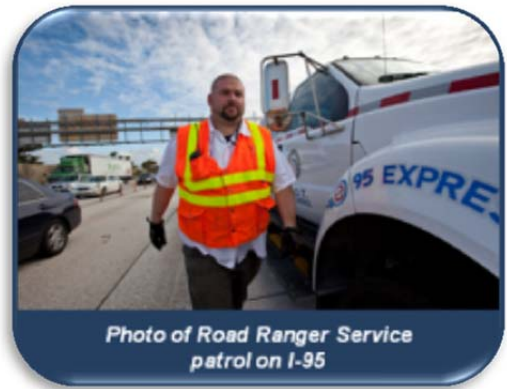
Roadway	Project Type	Project Area
SR 9A/I-95 (Northbound)	Rigid Pavement Rehabilitation	From NW 103 rd Street to Biscayne River Canal
SR 9A/I-95	Rigid Pavement Rehabilitation	From NW 8 th Street to NW 79 th Street
SR 7/NW 7 th Avenue	Flexible Pavement Reconstruction	From NW 8 th Street to NW 36 th Street
SR 968/W Flagler Street	Flexible Pavement Reconstruction	From west of SR 9/27 Avenue to W 14 th Avenue
NW 87 th Avenue	New Road Construction	From NW 74 th Street to NW 103 rd Street

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 41.5% 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 \$36.48 for every \$1 invested in ITS.



Bicycle/Pedestrian Corridor Improvements

The bicycle/pedestrian network is a component of the overall transportation system. The Department evaluates bicycle & pedestrian improvements in conjunction with all capacity and resurfacing projects. Bicycle & pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are funded through the Federally funded Transportation Alternatives Program (TAP).

Safe Routes to School (SRTS) projects are another category of bicycle & pedestrian improvements focused on school zones, and are implemented by Miami-Dade County.

The budgeted costs for TAP and SRTS projects in the FY 2015 – 2019 Work Program, are \$14.4 million and \$5.5 million dollars respectively. Below is a snapshot of bicycle/pedestrian projects included in the FY 2015 - 2019 Work Program.



Project Segment	Project Type	Project Area
Village of Pinecrest	Bike path/trail	Various Citywide Bicycling Improvements
Downtown Development Authority	Bike path/trail	Various downtown locations
City of Miami Springs	Bike path/trail	Providing access to the Curtis Mansion as trailhead
Town of Miami Lakes	Bike path/trail	Various locations citywide
City of Miami Gardens	Pedestrian Safety Improvements	NW 179 th Street Along Canal from NW 42 nd Avenue to NW 39 th Avenue & NW 39 th Avenue Along Canal from NW 179 th Street to NW 191 st Street
Biscayne Trail Segment D	Bike path/trail	From SW 328 th Street/SW 137 th Avenue to Homestead Bayfront Park
Overtown Greenway	Bike path/trail	Along NW 11 th Street between NW 7 th Avenue and NW 12 th Avenue
Safe Routes to School Infrastructure Projects	Pedestrian Safety Improvements	Biscayne, Perrine and Coral Reef Elementary Schools

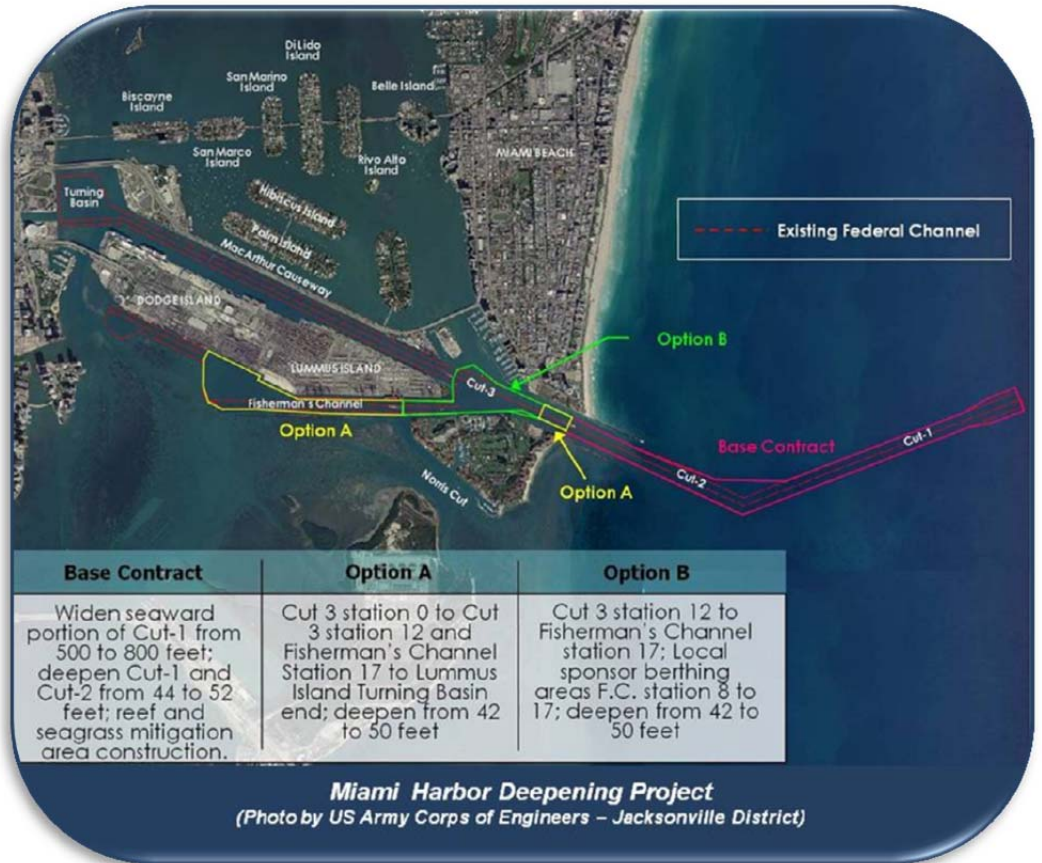
Public Transportation Projects

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. The following are public transportation projects from the Work Program:

- **Dredging of the Miami Harbor**

The U.S. Army Corps of Engineers is managing the project that will be completed in approximately 18 months at the same time the expanded Panama canal is scheduled to open. FDOT is contributing \$112 million to funding the \$220 million project while Miami-Dade County's share is \$108 million.

This project includes required permitting and mitigation, utility relocation and associated work necessary to dredge surrounding channels and the development of permanent dredge disposal site. These improvements include the deepening of the entrance channel (Cuts 1-2) to a depth of 52 feet, widening the outermost portion of Cut-1, and deepening and widening Cut -3 and the South Ship (Fisherman's) Channel to a depth of 50 feet. In addition, the Fisher Island Turning Basin in Cut-3 is deepened and expanded, the Lummus Island Turning Basin would be deepened to a depth of 50 feet and a turn widener will be added to the southern intersection of Cut-3 with the South Ship Channel. The construction also includes the strengthening of the bulkhead along wharves one through seven, environmental mitigation for sea grass restoration and artificial reef development, and all project environmental monitoring.



- **State Transit Block Grant to MDT for operating costs**

This grant provides operating assistance for Miami-Dade Transit's Fixed Route Bus Service. The Metrobus fixed route bus service is run by Miami-Dade Transit and operates seven days a week, twenty-four hours per day. A total of 93 routes comprise MDT's regular bus service structure which are served by a total fleet of 823 buses and two contracted routes with seven buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



Photo of Downtown Metrobus

- **MDT Biscayne Boulevard Bus Enhancement**

The Biscayne Boulevard Corridor (Corridor) generally defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade – Broward County line, is one of the busiest transit corridors in Miami-Dade County (County). The Corridor extends approximately 15 miles through the historic core of the County that was developed along the Florida East Coast (FEC) railroad linking Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in the Downtown Miami area. The MPO has taken the lead to complete studies to develop implementation plans for Enhanced Bus Services (EBS). An EBS along Biscayne Boulevard will replace the existing Route 93. This study was tasked with identifying transit infrastructure improvements, defining service characteristics, capital needs, and fleet requirements. The scope of the implementation plan also included a branding plan, a strategy for developing a visual identity for all MDT enhanced bus services. This study seeks to maintain consistency with previous and ongoing planning efforts while advancing the status of transit planning in the County.

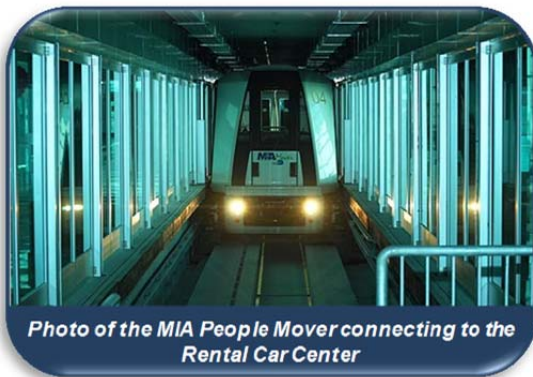
- **SR 836 Enhanced Bus Service (East-West Corridor)**

This Enhanced Bus Service operates with ten minutes headways using 11 new 60 foot Articulated Buses, Robust Stations, Transit Signal Priority, Wi-Fi, Real-Time "Where is the Bus?" information as well as a Park and Ride/Transit Terminal Station at SW 8th Street and SW 147th Avenue.

- **NW 27 Avenue Enhanced Bus Service**

The NW 27th Avenue EBS will be anchored by the MIC on the southern end of the corridor, providing connectivity among Metrorail, Metrobus, MIA, Tri-Rail, Amtrak, and Greyhound. A new transit terminal and park-and-ride facility will be constructed at NW 215th Street near the Broward County Line at the northern end of the corridor. Enhanced transit stations will be spaced at approximately one-mile intervals along the corridor and major destinations. The NW 27th Avenue EBS will provide rapid bus service every ten minutes during peak periods and every 20 minutes during the off-peak. Service will be provided in new 60 foot articulated alternative fuel buses, with low-floors for faster boarding and alighting, larger seating areas with additional leg room for comfort and Wi-Fi.

A sampling of other public transportation projects from the Work Program includes:



Project Type and Project Name
Transit
MDT additional elevators at Dadeland North Metrorail Station
MDT 95 Express Urban Corridor Improvements
Aviation
MIA Concourse D East Roof Rehabilitation – Scheduled to begin Construction in 2015
MIA Park Six Garage (1670 spaces) – Scheduled to begin construction in 2016
MIA Concourse E Satellite Life Safety Improvement – Scheduled to begin construction in 2015
MIA Concourse E Satellite Automatic People Mover – Project underway
MIA Runway 12/30 Rehabilitation – Construction underway
MIA Concourse H Internalization – Scheduled to begin construction in 2015
MIA Way Finding Signs – Procurement of signs underway
MIA Perimeter Road Widening and Realignment – Scheduled to begin construction in 2016

Project Type and Project Name

Rail

Passenger and Freight Rail Safety Projects

Railroad Crossing Surface Rehabilitation Projects

SR 823/Red Road widening, including Railroad Crossing Surface widening and Railroad Signal upgrades

Seaport

Post Panamax Gantry Cranes at PortMiami



Intermodal Freight/Rail (FEC Railway)



Panamax Gantry Cranes – Arriving at PortMiami October 2013



Fiscal Years 2015 - 2019

**Transportation Improvement Program
(TIP)**

“Moving Miami-Dade”

Miami-Dade Expressway Authority (MDX)

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

MDX currently oversees, operates and maintains five tolled expressways constituting approximately 34 centerline-miles and 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”***.

This section provides an overview of the following topics:

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

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

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

The Work Program Cycle

In the summer of 2013 MDX began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2015 - 2019. In December 2013 MDX participated in a public review meeting with FDOT and FTE and provided information for projects to be included in its tentative work program. In February 2014 MDX posted on the website the final Tentative Work Program and advertised (2 times) an online review session to invite the public to review the projects and provide comments. The final program was presented to the Operations Committee for endorsement and to the MDX Board for approval and adoption in February 2014.

Programs and Funding

Program Descriptions

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

Funding Overview

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

Projects included in the MDX FY 2015 - 2019 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, and New Toll Expressway.

Existing System Improvement Projects

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

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

These projects provide for the removal of the existing toll plazas, installation of gantries, shelters and signage, and reconstruction of the SR 112 and the SR 836 roadway to accommodate highway-speed vehicle traffic for the implementation of ORT. The conversion of SR 836 will take place in two phases, the East Section from NW 34th Avenue to I-95 and the West Section from NW 137th to NW 45th Avenue. The estimated conversion date is FY 2015.



SR 836 at former Wing Gantry Location looking west

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

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



SR 836 Looking West

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

MDX partnered with FDOT by entering into a Joint Participation Agreement (JPA) for the development of an Environmental Assessment for the SR 836 project from NW 17th Avenue to I-95, in conjunction with the on-going FDOT I-395 Project Development and Environment (“PD&E”) study which has been completed. MDX will continue to partner with FDOT to advance the Right-Of-Way phase which has been started and the Design-Build phase which is anticipated to begin in FY 2015.

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

This project entails the construction of an access ramp from west of NW 107th Avenue extending 0.3 miles westbound to the SR 836 Extension. The use of the ramp was originally envisioned for emergency vehicle access only, however after evaluation, MDX modified the design so that it can be used as a public use ramp in order to maximize its benefits. The revised schedule reflects a completion date in FY 2016.

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

The current Five-Year Work Program provides funding for the project development, right-of-way and design-build phases of an additional eastbound and westbound lane on SR 836 from west of NW 57th Avenue to NW 17th Avenue as well as improvements to the SR 836/ NW 57th Avenue Interchange, the SR 836 / LeJeune Interchange, the SR 836 / NW 27th Avenue Interchange and the SR 836/ NW 17th Avenue Interchange. This will provide additional capacity on the mainline and improve operations in and around the existing interchanges resulting in an improved level of service and safety.

- Project 83629 – SR 836 Interchange Modifications at 87th Avenue**
 The current Five-Year Work Program provides funding for the reconstruction of the SR 836 Mainline and NW 87th Avenue interchange. The final design has begun and is anticipated to be completed in FY 2014. This improvement ties into MDX completed Project No. 83614 on the west and MDX Project No. 83608 currently under construction on the east. This improvement will enhance operations and improve safety on the SR 836 corridor.
- 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 was placed in service in FY 2012. This project significantly reduced the congestion and delays on the southern half of SR 874 and on the Killian Parkway interchange in the vicinity of SW 107th Avenue. As part of this project MDX has programmed funds for an additional phase to provide operational improvements by adding a fourth lane to Killian Parkway westbound.

System Expansion Projects

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

- Project 83618 – SR 836 Southwest Extension**
 MDX is evaluating the feasibility of a new 15 mile expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area. Project development is the only phase currently funded in the Five-Year Work Program. The extension of SR 836 is envisioned as a multimodal facility, used also by express transit buses that would address the existing transportation needs of a vast community of thousands of existing residents living in the south western areas of Miami-Dade County west of the Turnpike.
- Project 87410 – SR 874 Ramp Connector to SW 128th Street**
 The PD&E Study has been completed for a new 1.2 mile ramp connection from SR 874 to SW 128th Street. A portion of this project is currently being constructed by the Florida's Turnpike Enterprise under an interagency agreement with MDX as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange. MDX will be starting the Design-Build phase for the balance of the project in FY 2015.
- Project 92404 -SR 924 Extension West to the Homestead Extension of the Florida's Turnpike**
 The PD&E Study is substantially complete for a new 2.3 mile expressway extension of SR 924 to Florida's Turnpike in the vicinity of Okeechobee Road. The right-of-way activities will begin as soon as the Study is complete. The final design phase is scheduled to begin in FY 2015. Construction of this project is not yet funded, except for a 1.6 mile section of NW 138th Street, which has been reconstructed to a

predominantly 6 lane section. This section of roadway will be added as an MDX asset at FY 2014 closeout.

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

The PD&E Study is underway for a new 3.1 mile expressway extension of SR 924 east to I-95 and it's scheduled to be completed in FY 2016. No other phases of this project are included in the MDX Five-Year Work Program at this point.

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:

- **Projects 10016 and 10017 – SR 112 and SR 836 Toll System Conversion**

As of early FY 2011, the SR 924, SR 874 and SR 878 corridors had been converted to ORT. These projects provide for the conversion of SR 112 and SR 836 to complete the system-wide conversion to ORT. Both corridors are scheduled to be converted in FY 2015.

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

As of FY 2010 MDX completed its systemwide implementation of an ITS network which included communications systems, incident management and traffic surveillance equipment. This network is linked to the SunGuide Transportation Management Center to help traffic operations on the System. Through this project, by FY 2015, MDX will install DMS system-wide that will display live traffic condition information collected by the MDX ITS surveillance system thus further improving operations and safety throughout the System.

- **Project 10021 – Systemwide ITS Improvements**

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

New Toll Expressways

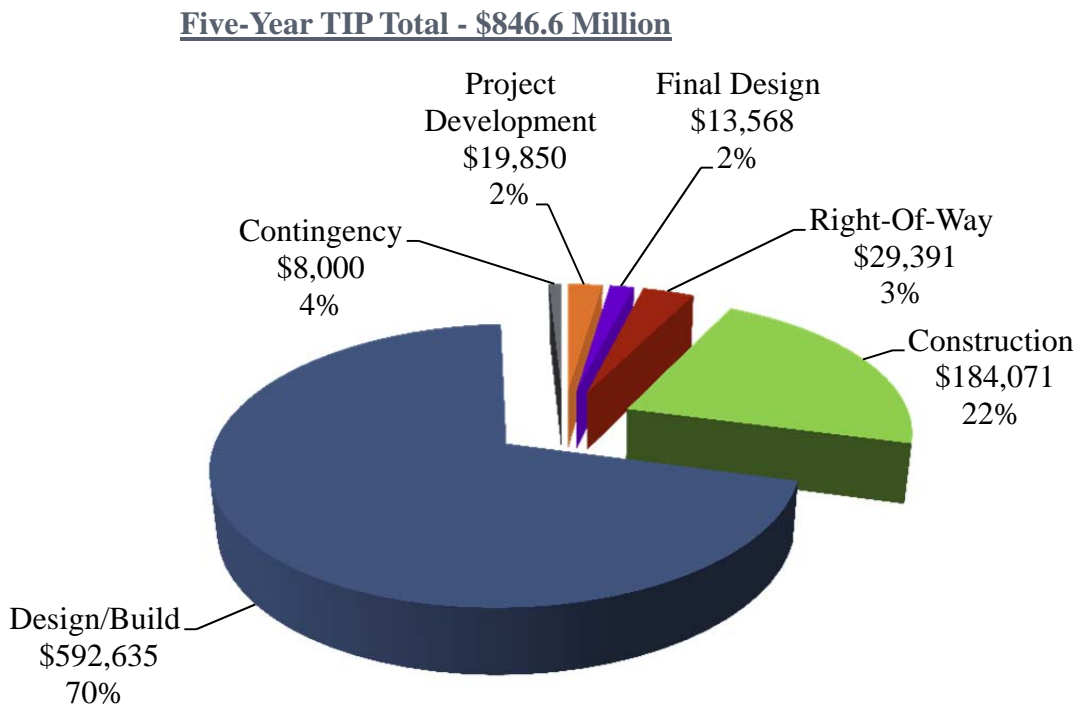
The following projects are categorized as New Toll Expressways in the Five-Year TIP and include construction of new alignments of designated State Roads that will be added to the system:

- **Project 20001 – Connect 4 Xpress**

Project development study of a potential new expressway connecting SR 836, SR 112, SR 924 and SR 826. The PD&E Study will include evaluation of system interchanges with SR 112, SR 924 and SR 826 as well as potential service interchanges with NW 54th Street, NW 79th Street and NW 103rd Street with connectors to NW 37th Avenue. The PD&E Study is scheduled to begin in FY 2016 and is the only phase currently included in the Five-Year Work Program.

- Project 20003 – U.S. 1 Express Lanes**
 MDX is evaluating potential enhancements to the existing Miami-Dade Transit Busway that could improve existing transit service and safety as well as traffic operations at existing intersections. It will also evaluate the use of any excess capacity of the Busway by private vehicles paying a toll, which in turn would ease congestion in the parallel U.S. 1 corridor. The study is underway and is anticipated to be completed in FY 2015.
- Project 20004 – MIC – Dadeland Busway**
 This project provides for the start of the concept development of operational improvements to facilitate bus service from the Miami Intermodal Center (MIC) to Dadeland pending the results of a feasibility study. It was previously scheduled to begin in FY 2013, but is now shifted to FY 2015.

FY 2015-2019 Five-Year TIP Breakdown by Phase





Fiscal Years 2014/2015 - 2018/2019
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 reaches from North Miami to a junction with Interstate 75 in north central Florida. The Mainline extends 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 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 traditional gas tax revenue.

Miami-Dade County Turnpike Planned Projects

- Widen 26 miles of Homestead Extension (SR 821) in Miami-Dade County
 - From SW 288th Street to SW 216th Street (4 to 6 lanes) including Express Lanes construction
 - From Bird Road to SR 836/Dolphin Expressway (6 to 10 lanes) including Express Lanes construction
 - From SR 836/Dolphin Expressway to NW 74th Street (6 to 10 lanes)
 - From NW 106th Street to I-75 (6 to 10 lanes)
- Interchange improvements at the following locations:
 - Campbell Drive Interchange
 - Golden Glades Interchange



- Turnpike resurfacing projects:
 - From NW 74th Street to NW 106th Street
 - From Milepost 33.2 to Milepost 40.15



SW 288th Street – Before All- Electronic



SW 288th Street - After All-Electronic Tolling



Fiscal Years 2014/2015 - 2018/2019

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
- 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 2014/2015 - 2018/2019

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.

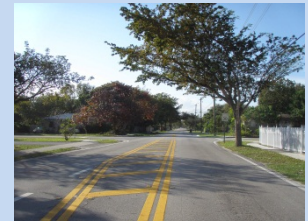
Road And Bridge Projects

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 2014/2015 - 2018/2019

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 2015 totals over \$72 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 scheduled to begin construction include, but are not limited to:

- SW 27 Avenue from US-1 to Bayshore Drive
- SW 137 Avenue from H.E.F.T. to US-1
- SW 137 Avenue from US-1 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
- Caribbean Boulevard from Coral Sea Road to SW 87 Avenue
- SW 176 Street from US-1 to SW 107 Avenue
- NW 37 Avenue from North River Drive to NW 79 Street
- SW 216 Street from SW 127 Avenue to HEFT



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, and the percentage of maintained arterial and collector lane miles. A portion is then 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 2014/2015 - 2018/2019

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 2014/2015 - 2018/2019



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>Dollars in Millions</u> (Funded)
MIA – Perimeter Road PD&E Study	\$1.50
MIA – A380 Gates Modifications (D1&D2)	\$5.00
MIA - Terminal Wide Lighting Protection System	\$24.00
MIA - Cc E & E Satellite Renovations	\$20.70
MIA - Pavement Rehabilitation and Overlay of Runway 12/30 & Taxiways P, Q & R	\$36.10
MIA - Perimeter Road Widening & Realignment	\$24.00
MIA - Terminal H Gates Internationalization (H12, H14 & H15)	\$17.00
MIA- Park 6 Structural Garage	\$63.30
MIA - Foreign Object Debris (FOD) Detection System	\$5.00
MIA - Upgrade Terminal PLBs & 400 Hz Pre-Conditioned Air	\$12.50
MIA - Central Terminal Cc D Thru F Remodeling	\$41.50
MIA - Additional Air Cargo Apron in the Westside Cargo Area	\$10.27
MIA - E Satellite System APM	\$48.40
MIA - Terminal Wide Reroofing, Drains & Scuppers	\$60.00
MIA - Wayfinding and Signage Master Plan Implementation	\$6.60
GAA - X51 Security Projects	\$1.50
GAA - OPF Rehab Apron Pavement	\$1.86
GAA - OPF Rehabilitation Runway/Taxiways/Apron & Airfield Services Road	\$4.74
GAA - TNT Restriping of Pavement Markings	\$0.02
TOTAL:	\$383.99



Fiscal Years 2014/2015 - 2018/2019

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 PortMiami (Port), known as the Cruise Capital of the World and the Cargo Gateway of the Americas, is comprised of a total of \$990 million in funded projects over the next five years. The Seaport Department's TIP for Fiscal Years 2015-2019 reflects the Port's aggressive strategy of optimizing land use and enhancing throughput capacity to meet the demands of the cargo and cruise industries.

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

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

The Port continues to aggressively seek grant funding from local, state and federal sources. This year's TIP reflects support from the Florida Department of Transportation (FDOT) which continues to support port infrastructure with \$36 million of Joint Participation Agreements (JPAs) executed last fiscal year for Cruise Terminals, Miami Harbor

Deepening Phase III, Gantry Cranes and other port projects. 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 and accommodate growth.



Miami Harbor Phase III Dredge

PortMiami obtained Congressional Authorization through the Water Resources Development Act of 2007 for Phase III of the Miami Harbor Dredging project. With the increased dredge depth of -50' feet along with the other improvements, the Port will be able to increase its cargo capacity and accommodate the Super 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 the PortMiami to I-395. The tunnel will alleviate congestion by diverting a significant portion of traffic from downtown streets, since the Port's only current access/egress is through the Port Boulevard Bridge which intersects downtown.

Intermodal and Rail Reconnection

This project, led by the Port, has three components. 1) The rehabilitation of the Rail Bridge which connects PortMiami to the mainland. 2) The construction of the rail intermodal yard, including working tracks, a loading apron, and loading equipment to service the yard, and 3) The upgrade of mainline track approaches and two at grade signalized railroad crossings.



Cargo Container Yards

As part of its contracts with the cargo terminal operators, the Port is committed to improving drainage and pavement in the cargo terminals as well as continue improvements to all existing bulkheads to accommodate larger vessels in cargo industry over the next several years.

Cruise Terminals and Parking

Cruise terminal improvements are preparing the Port for larger cruise ships. These projects include upgrading all existing terminals.

Gantry Cranes

With the receipt of four (4) New Super Post-Panamax Cranes, the Port now has thirteen (13) container cranes and the capacity to handle the new class of megaships with a cargo capacity of over 10,000 TEU's. Thus the Port is well positioned to receive traffic through the new Panama Canal when it opens.



Seaport Security

Security continues to be an item of national significance; therefore PortMiami 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 2014/2015 - 2018/2019
Transportation Improvement Program
Public Transportation Improvements
Miami-Dade Transit

Specific Aspects Of The Program

The FY 2015 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 New Vehicle Replacement: The Miami-Dade 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.



A memorandum from the Mayor recommending award to the selected car builder, AnsaldoBreda, 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 vehicles to commence in the summer of 2015. The Contractor is working on the first phase of vehicle design.

Metromover New Vehicle Replacement: MDT has completed the replacement of its original 12 Metromover cars. This has contributed to improved Metromover reliability and passenger comfort. Since implementation, Metromover cars now travel on average about 17.5 percent further before experiencing any mechanical failures. There has also been a decrease in the percentage of Metromover vehicles that were inoperable at any given time. In addition, another 17 vehicles were ordered for Phase II of procurement for a total of 29 new vehicles. All of the 17 Phase II vehicles ordered have been received by MDT with 17 accepted and commissioned to revenue service.



Bus New Vehicle Replacement: MDT continues to implement its bus replacement program. 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. In August 2010, MDT took delivery of 13 40-foot diesel/electric hybrid buses for fleet replacement, which were put into service in the fall of 2010. In addition, 25 60-foot diesel/electric hybrid buses are currently in service as of the summer 2010 - 16 are being used on the inter-county I-95 Dade-Broward Express bus route and nine on the Kendall Cruiser bus route. MDT also took delivery of five 40-foot diesel/electric hybrids, which were put into service in early 2011. However,



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

Year	Total Replacement/Enhancements	
	(40 ft) ▼	(60 ft) ▼
2015	103	44
2016	110	10
2017	108	10
2018	76	0
2019	0	0

The procurement of alternative fuel buses for replacements and enhancements would not only be an improvement to mass transit but would promote the County’s long term outcomes towards a state of good repair, economic competitiveness, livability, sustainability, safety, job 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.

Safety and Security: MDT has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems 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 is of the highest of priorities. 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 transit system. FDOT Rule 14-15.017(2.2.1), however, prevents MDT 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 February 2015.

Park & Ride facilities:

Parking Space Counters and Real-Time Dynamic Message signs at Metrorail Station Park-and-Ride Facilities: MDT proposes to provide real-time parking space counters and dynamic message signs at all Metrorail Station Park-and-Ride Facilities. MDT will implement this project incrementally starting with the larger and higher demand Metrorail parking facilities. This project will allow Metrorail customers to check real-time parking availability along with the estimated time of arrival of the next train approaching a



particular station via the Internet, Smartphones, Personal Digital Assistants (PDAs), Tablets, and Electronic Signs. The following park-and-ride facilities have been selected for phase I implementation:

- Dadeland South;
- Dadeland North;
- South Miami;
- Earlington Heights; and
- Okeechobee.

The completion date for phase I implementation is December 2017.

Serving the South Miami-Dade Busway:

Busway and SW 344th Street (Florida City): MDT is planning to build a 266 space parking lot with bus bays and shelters, to be located west of the southern end of the Busway between NW 2nd Avenue and NW 3rd Avenue at 344th Street (Palm Drive), in Florida City. MDT is currently in the final stages of land acquisition activities. Design and relocations are complete. Demolition of existing structures is in progress. The project’s estimated completion date is February 2015.

Quail Roost (Busway and SW 184th Street): MDT is pursuing the purchase of approximately three acres of vacant property located adjacent to the Busway (between SW 184th Street and SW 186th Street) on which a park-and-ride facility is planned to be constructed. Up to 279 parking spaces and six (6) kiss-and-ride spaces are proposed for this facility. The facility will also include fencing, landscaping, lighting and a shelter for waiting passengers. It is anticipated that this facility will be completed in May 2017.

Serving other bus routes:

SW 127th Avenue / Kendall Drive: MDT is planning to construct an approximately 180 space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th 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. The completion date for this facility is estimated for February 2017.

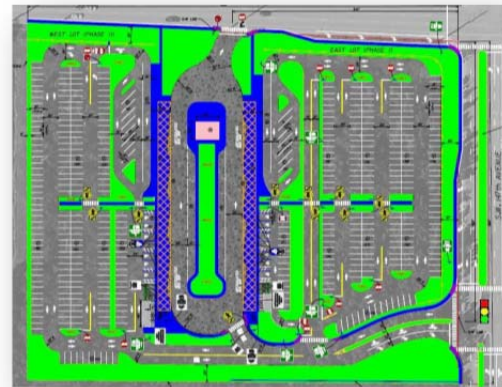
SW 88th Street/Kendall Drive and SW 149th Avenue: On June 28, 2010, MDT opened a new 109 space park-and-ride lot to provide free, convenient parking for customers who commute using the Kendall Cruiser bus route. MDT is now pursuing the right-of-way acquisition, design, and construction of a park-and-ride directly adjacent to this location. The proposed park-and-ride facility will accommodate approximately 100 parking spaces, bus bays, and bicycle racks. This project is the first step in the evolution of the Kendall Corridor toward Bus



Rapid Transit (BRT) service and it establishes a model for premium transit corridor services. The completion date for this facility is estimated for December 2016.

NW 27th Avenue and NW 215th Street: A 14-acre vacant parcel adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT) and NW 27th Avenue has been identified as a strategic park-and-ride location for the NW 27th 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 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 2018.

SW 8th Street and SW 147th Avenue: An 8-acre vacant parcel on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Enhanced Bus Service project. Up to 500 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 TOD opportunities. The estimated completion date is late 2018.



Dolphin Station (HEFT and NW 12th Street): Property owned by the FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a Transit Hub with a park-and-ride facility. This transit hub would support the SR 836 Express Enhanced Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. This site will be further evaluated for its potential to support a Transit Oriented Development (TOD).

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 the 163rd Street Mall. This transit hub serves the northeast portion of the County and is a major destination with important bus connections, but has multiple deficiencies. The Northeast Transit Hub Enhancements (NETHE) will upgrade the transit hub site to improve bus and passenger access as well as upgrade area drainage, lighting, signage, shelters and other station area amenities. The completion date for the NETHE – 163rd Mall is estimated 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. This project is scheduled for completion by May 2016.



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 includes 401 completed workforce housing units, with five (5) mid-rise apartment buildings, townhomes and a 706 space parking garage with 100 spaces reserved for transit patrons and the balance reserved for residents and retail customers. Ground-floor commercial space and Metrorail station improvements, such as an additional passenger drop-off lane and attractive landscaping are also planned.



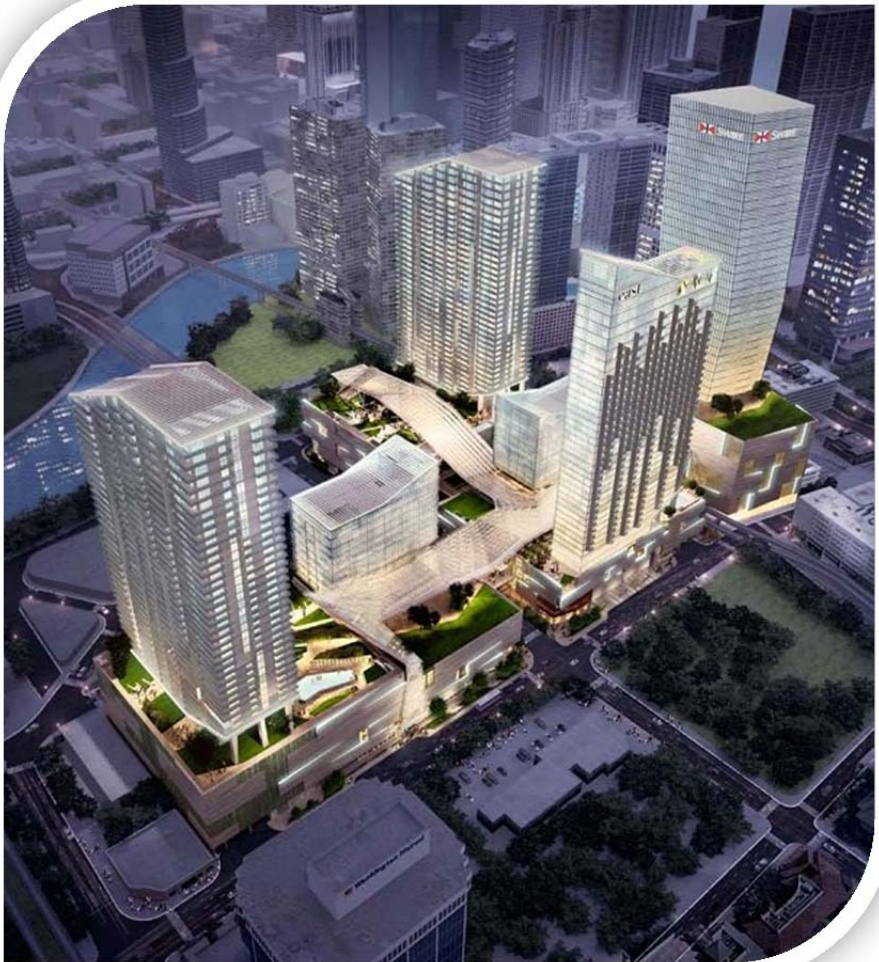
Brownsville Transit Village residents will benefit from immediate access to Metrorail and amenities such as a community center, a computer lab and an exercise room. In addition, onsite community programs will offer literacy training, health and nutrition classes, and first-time homebuyer seminars.

NW 7th Avenue Transit Village (NW 7th Avenue / NW 62nd Street): This proposed MDT joint development project is expected to provide opportunities 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. This project includes 25 park-and-ride spaces. MDT has completed the right-of-way acquisition and the relocation process is nearly complete. The project is scheduled for completion in September 2015.

Brickell Citicentre:

Brickell Citicentre is a 4.7 million square foot, 10-acre, \$1.1 billion commercial mixed-use project being developed by Swire Properties in the Brickell area along South Miami Avenue between SE 6th Street and SE 8th 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 37th 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 (3) 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 (4) acres of MDT property immediately adjacent to the Okeechobee Metrorail Station has been transferred to the Public Housing and Community Development Department (PHCD). That department is 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 40th Street between SW 89th Avenue and SW 89th Court. The RFP anticipates the development of a 23 unit affordable senior housing apartment building with a small park-and-ride lot reserved for transit patrons.

NW 215th Street Project: A 14 acre parcel of property located at the southwest quadrant of the intersection of NW 27th Avenue and NW 215th 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 development of a transit terminal adjacent to NW 27th Avenue. Enhanced bus service along the NW 27th 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 41st 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 multi-level station at the MIC featuring landscaping, an entry plaza and other passenger amenities. The MIC serves 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. Total project cost is \$506 million. The new Metrorail Orange Line began revenue service to the new MIA Metrorail Station on July 28, 2012.

INCREMENTAL IMPROVEMENTS

295 Express Bus: This route would provide express commuter transit service between the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) and Downtown Miami via the Turnpike and I-95. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in late 2018 using six (6) new commuter coach buses.

195-BC – Broward Boulevard to Civic Center: This route would provide express commuter transit service between the Fort Lauderdale Tri-Rail Station located at Broward Boulevard in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2015 using four (4) new commuter coach buses.

195-SC – Sheridan Street to Civic Center: This route would provide express commuter transit service between the Sheridan Street Tri-Rail Station in Broward County and the Civic Center Metrorail Station in Miami-Dade County via I-95. Service headways will be 30 minutes during the AM/PM peak-hour. Revenue service is anticipated to begin in 2015 using three (3) new commuter coach buses.

Palmetto Express Bus (Palmetto Corridor): This route would provide express commuter transit service between the proposed FDOT park-and-ride lot at I-75 (as proposed by the FDOT I-75 Express Bus Service Alternatives Study) and Miami Gardens Drive interchange to the Palmetto Metrorail Station via SR 826. Service headways will be 15 minutes during the AM/PM peak-hour. Revenue

service is anticipated to begin in 2022 using five (5) new commuter coach buses.



North Corridor (NW 27th Avenue Enhanced Bus Service): Miami-Dade Transit is pursuing incremental improvements along the NW 27th Avenue corridor by providing approximately 13 miles of enhanced limited stop arterial bus service from the MIC at MIA to NW 215th Street. This enhanced bus project will feature specially-branded diesel/electric hybrid articulated buses or other alternative fuel buses as well as strategic park-and-ride lot locations. This will be implemented in two phases. Phase I was completed in July 2012 with the implementation of the new Route 297 (the 27th Avenue Orange MAX) which features 15 minute peak/30 minute mid-day headways using existing fleet buses, WiFi, and real-time “Where is the Bus?” information. Phase I is funded.

Phase II is expected to be complete in late 2018. This phase consists of service with 10 minute peak/20 minute mid-day headways using 11 new 60-foot articulated diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses, transit signal priority, robust stations, WiFi, 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 27th Avenue and NW 215th Street. Phase II of this project has a capital cost of approximately \$27 million and is funded.

East-West Corridor (SR 836 Express Enhanced Bus Service): MDT is pursuing incremental improvements along the SR 836 corridor by providing approximately 13 miles of enhanced express bus service from SW 8th Street/SW 147th Avenue to the MIC at MIA. Revenue service is anticipated in early 2019 and includes service with 10 minute headways using 11 new 60-

foot articulated diesel/electric hybrid, clean diesel, compressed natural gas 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 8th Street and SW 147th Avenue.

East-West Corridor (Flagler Express Enhanced Bus Service): 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 2020 using 10 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses. Service headways will be 12 minutes during the AM and 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 8th Street and SW 147th Avenue.

Northeast Corridor (Biscayne Enhanced Bus Service): Miami-Dade Transit is pursuing incremental improvements along Biscayne Boulevard/US-1 from Downtown Miami to the Aventura Mall. Revenue service is anticipated to be in 2015 using 11 new 60-foot diesel/electric hybrid, clean diesel, compressed natural gas, or other alternative fuel buses. Service headways will be 15 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. The bus purchase component is considered Phase I for this corridor. The MPO, in cooperation with MDT, performed 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 is expected to be complete in 2020.



Kendall Corridor (Kendall Enhanced Bus Service): MDT is pursuing incremental improvements along Kendall Drive (SW 88th Street) from the West Kendall Transit Terminal at Kendall Town Center (Kendall Drive and SW 162nd Avenue) to the Dadeland North Metrorail Station. Phase I was completed in 2010 with the implementation of the new Route 288 (Kendall Cruiser) which features 12 minute peak-hour headways using 60-foot diesel/electric hybrid buses, WiFi, and real-time “Where is the Bus?” information.

Phase II is expected to be complete in 2022. This phase consists of robust stations, queue jump lanes, transit signal priority, and real-time “Next Bus” arrival information via electronic signs.

Douglas Corridor (Douglas Road Enhanced Bus Service): This route would provide premium limited-stop transit service along NW/SW 37th Avenue connecting the MIC on the north and the Douglas Road Metrorail Station on the south. The Douglas Road corridor is the only 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.

Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2022 using five (5) new standard 40-foot buses.



Fiscal Years 2014/2015 - 2018/2019



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 2015 thru 2019 period.



THE TRI-RAIL COASTAL LINK

The planned Tri-Rail Coastal Link service on the Florida East Coast (FEC) railway is a strategic investment for Southeast Florida and has the ability to enhance the long-term competitive position of our region. The Coastal Link will generate an extensive range of benefits that go beyond the direct impacts of any individual project, including spurring economic development, creating jobs, improving regional access and mobility, and providing opportunities for transit-oriented development. The South Florida Regional Transportation Authority (SFRTA) and the Florida Department of Transportation (FDOT) along with our partners at the Miami-Dade, Broward and Palm Beach Metropolitan Planning Organizations (MPOs), the Southeast Florida Transportation Council (SEFTC), and the South Florida and Treasure Coast Regional Planning Councils are working diligently to make the Coastal Link service a reality in South Florida.

TRI-RAIL NEW SMART PHONE APPLICATION

The Tri-Rail new smart phone application allows passengers to plan their trip with train arrival and departure times, locate the nearest station, calculate fares, receive notification on service interruptions and access information to get passengers to popular South Florida

destinations. General information is also available about parking, bicycle lockers and customer service.

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.



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 2013
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 5/US-1/S. DIXIE	41062515201	FROM S.W. 304TH STREET TO 400' S OF SW 284 ST.	FLEXIBLE PAVEMENT RECONSTRUCT	January-13
2	SR 90/TAMIAMI TRAIL	42750815201	FROM COLLIER COUNTY LINE TO W OF LOOP ROAD	RESURFACING	January-13
3	SR826/PALMETTO EXPY	41842325201	FROM NW 67 AVENUE TO NW 47 AVENUE	ADD AUXILIARY LANE(S)	January-13
4	SR 997/KROME AVENUE	24961595201	FROM 1 MILE N. OF SW 8 ST TO S. OF OKEECHOBEE RD	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 916/NW 138 STREET	42750715201	FROM SR 826/PALMETTO XPWY TO W OF NW 67 AVENUE	RESURFACING	February-13
7	SR A1A/COLLINS AVE	41985815201	FROM 75TH STREET TO HARDING AVENUE	RESURFACING	February-13
8	SR A1A/HARDING/ABBOT AVE.	41986015201	FROM 75TH STREET TO INDIAN CREEK DRIVE	RESURFACING	February-13
9	SR A1A/HARDING AVE.	41982315201	FROM BAL HARBOUR SHOPS' ENTRANCE TO 94TH STREET	RESURFACING	February-13
10	SR 916/OPALOCKA BLVD	42559725201	FROM NW 6TH COURT TO EAST OF NW 5TH COURT	INTERSECTION IMPROVEMENT	February-13
11	SR 916/OPALOCKA BLVD	42559715201	FROM NW 7TH AVE. TO NW 5TH AVE.	RESURFACING	February-13
12	SR 973/SW 87 AVENUE	42848115201	FROM SR 5/US-1/S. DIXIE TO S. OF SW 128 ST	RESURFACING	February-13
13	SR 976/SW 40 STREET	42847915201	FROM W. OF SW 38 AVE TO SR 5/US-1	RESURFACING	February-13
14	SR 994/QUAIL ROOST	42564415201	FROM E OF SW 113 AVE TO E OF HEFT ON/OFF RAMP	RESURFACING	February-13
15	SR 5/BRICKELL AVENUE	43233615201	FROM SW 19TH ROAD TO SW 18TH ROAD	PEDESTRIAN SAFETY IMPROVEMENT	March-13
16	SR 94/SW 88 ST	42750215201	FROM HEFT SB OFF RAMP TO HEFT NB OFF RAMP	RESURFACING	March-13

Completed Projects in 2013 (cont'd)
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	I-195/JULIA TUTTLE	43282415201	FROM SR 5/BISCAYNE BLVD. TO SR 907/ALTON ROAD	BIKE PATH/TRAIL	March-13
18	SR 856/LEHMAN CSWY	42848625201	FROM WEST COUNTRY CLUB DR TO SR A1A/OCEAN BLVD	BIKE PATH/TRAIL	March-13
19	SR 9A/I-95	42345225201	FROM NW 32ND STREET TO NW 47TH TERRACE	LANDSCAPING	March-13
20	SR 112/A GODFREY RD	41982415201	FROM SR 907/ALTON ROAD TO COLLINS AVENUE	RESURFACING	April-13
21	SR 860/NW 186 STREET	42745115201	FROM SR 93/I-75 TO WEST OF NW 87 AVE	RESURFACING	April-13
22	SR 826/PALMETTO EXPY	24964925201	FROM S.W. 16 STREET TO S.W. 2 STREET	LANDSCAPING	April-13
23	SR 5/BRICKELL AVENUE	41247315201	FROM S OF S.E. 25TH ROAD TO S.E. 4TH STREET	RIGID PAVEMENT REHABILITATION	May-13
24	SR A1A/COLLINS AVE	42550415201	FROM N OF LINCOLN ROAD TO INDIAN CREEK DRIVE	RESURFACING	May-13
25	SR A1A/COLLINS AVE	42550425201	FROM N OF LINCOLN ROAD TO INDIAN CREEK DRIVE	INTERSECTION IMPROVEMENT	May-13
26	SR 9A/I-95 BRDG 870349	42796415201	RAMP 12A AT SR 91/TURNPIKE	BRIDGE - PAINTING	May-13
27	SR 5/US-1/S. DIXIE	42848715201	FROM N OF SW 168 STREET TO SW 183 STREET/SB ONLY	RESURFACING	May-13
28	SR 25/OKEECHOBE E RD.	42521115201	AT NW 118 AVENUE	INTERSECTION IMPROVEMENT	May-13
29	SR 25/OKEECHOBE E RD.	42521125201	DADE/BROWARD CO.LINE TO TURNPIKE	RESURFACING	May-13
30	SR 93/I-75	42547815201	EASTBOUND FROM I-75 RAMP & SOUTH BOUND SR 826 TO NW 103 ST	ADD AUXILIARY LANE(S)	May-13
31	SR 826/PALMETTO EXPY	25008035201	FROM N.W. 42 AVENUE TO N.W. 22 AVENUE	LANDSCAPING	May-13
32	SR 94/N KENDALL DR	42848815201	FROM SW 79 AVENUE TO SW 73RD PLACE	RESURFACING	June-13

Completed Projects in 2013 (cont'd)
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
33	SR 9A/I-95	43193415201	NB AND SB RAMPS AT NW 62 STREET	RESURFACING	June-13
34	SR 112/AIRPORT EXPY	43190115201	FROM WB EXIT RAMP TO NW 12 AVENUE	RESURFACING	June-13
35	SR 90/SW 8TH STREET	42848515201	FROM SW 2ND AVENUE TO SR 5/US-1/BRICKELL AVE	RESURFACING - RIDE ONLY	June-13
36	SR 933/NW 12 AVENUE	42848015201	FROM NW 20 STREET TO N. OF NW 29 TH STREET	RESURFACING - RIDE ONLY	June-13
37	SR 826/NW/NE/167 ST	41263735201	FROM NORTH MIAMI AVENUE TO NE 10TH AVENUE	TRAFFIC SIGNAL UPDATE	July-13
38	SR 826/NW/NE/167 ST	41263745201	FROM N.E. 10TH AVENUE TO NE 22ND AVENUE	TRAFFIC SIGNAL UPDATE	July-13
39	SR 5/US-1/S.DIXIE	42534815201	FROM SW 168 STREET TO 68 FT. N OF SW 136 ST	RESURFACING	July-13
40	SR 5/US-1	42741915201	FROM SR 94/KENDALL DRIVE TO 37' NORTH OF SW 80 ST.	RESURFACING	July-13
41	SR 5/US-1	42558315201	AT SW 67 AVENUE	INTERSECTION IMPROVEMENT	July-13
42	SR 9A/I-95	42345215201	FROM N.W. 8TH STREET TO N.W. 17TH STREET	LANDSCAPING	August-13
43	SR 5/US-1	42998215201	FROM MM 108.5 TO MM 116	FENCING	August-13
44	SR 953/LEJEUNE RD	42742015201	FROM SE 11 PLACE TO S OF SR 934/E 25 ST	RESURFACING	August-13
45	SR 9/NW 27 AVENUE	42527025201	FROM NW 79 STREET TO NW 84 STREET	SAFETY PROJECT	August-13
46	SR 9/NW 27 AVENUE	42527015201	FROM NW 79 STREET TO NW 84 STREET	SAFETY PROJECT	August-13
47	SR 860/MIAMI GARDENS	42751815201	FROM NW 57 AVENUE TO W OF NW 28 PLACE	RESURFACING - RIDE ONLY	August-13
48	SR 5/US-1/S. DIXIE	42551315201	FROM 68'N OF SW 136 ST. TO 205' S OF SW 102 ST.	RESURFACING	August-13

**Completed Projects in 2013 (cont'd)
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
49	SR 5/US-1/S. DIXIE	42551325201	AT SW 120TH STREET	SAFETY PROJECT	August-13
50	SR 985/SW 107 AVE	42591315201	FROM N OF KILLIAN PARKWAY TO S OF SW 88 STREET	RESURFACING	September-13
51	SR 9/NW 27 AVENUE	42847615201	FROM S. OF NW 122 STREET TO S. OF NW 135 STREET	RESURFACING	September-13
52	SR 7/SR 826/ SR-9A	42563715201	GOLDEN GLADES INTERCHANGE VARIOUS RAMPS	RESURFACING	September-13
53	SR 9/NW 27 AVENUE	42847625201	FROM S. OF RAMP FROM PARK & RIDE TO GGI INTERCHANGE	RESURFACING	September-13
54	SR 924/NW 119 STREET	42527325201	AT NW 22 AVE	SAFETY PROJECT	September-13
55	SR 924/GRATIGNY PKWY	42527315201	AT SR 9/NW 27 AVENUE	SAFETY PROJECT	September-13
56	SR 924/NW 119 STREET	42527335201	AT NW 10 AVENUE	SAFETY PROJECT	September-13
57	SR 5/US-1/S. DIXIE	41062535201	FROM S.W. 304 STREET TO S.W. 266 STREET	LANDSCAPING	September-13
58	SR 968/SW 1 STREET	43202315201	BRIDGE 870660 OVER MIAMI RIVER PIER SUPPT REPAIR	BRIDGE REHABILITATION	October-13
59	SR A1A/OCEAN BLVD	42952315201	FROM SR 856/192 STREET TO MIAMI-DADE/BROWARD C/L	RESURFACING	October-13
60	SR 976/SW 40 STREET	42805515201	FROM SW 95 AVENUE TO SW 85 AVENUE	TRAFFIC OPS IMPROVEMENT	October-13
61	SR A1A/COLLINS AVE	43116215201	FROM SR 826/NE 163 ST EB TO SR A1A/SB OFF RAMP	SIDEWALK	October-13
62	SR 997/KROME AVENUE	24961485201	FROM S OF SW 122 STREET TO S OF SR 94/KENDALL DR	RESURFACING	November-13
63	SR 112/JULIA TUTTLE	43190215201	WB EXIT RAMP AND EB ON RAMP AT BISCAYNE BLVD	RESURFACING	November-13
64	SR 112/JULIA TUTTLE	43190225201	FROM EASTBOUND OFF-RAMP	BIKE PATH/TRAIL	November-13

**Completed Projects in 2013 (cont'd)
Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
65	SR 959/SW 57 AVENUE	42272315201	FROM SR 972/SW 24 STREET TO SR 90/SW 8 STREET	RESURFACING	November-13
66	SR 826/PALMETTO EXPY	42878015201	AT NW 29TH AVE.REPAIR AND PAINT PED BRDG 879004	BRIDGE - PAINTING	November-13
67	SR 934/EAST 4 AVENUE	42848315201	FROM EAST 22ND STREET TO N. OF EAST 25TH STREET	RESURFACING	November-13
68	SR 934/EAST 4 AVENUE	42848325201	FROM EAST 21ST STREET TO EAST 22ND STREET	RESURFACING	November-13
69	SW 184 STREET	42805315201	FROM W OF SW 170 AVENUE TO E OF SW 154 PLACE	SIGNING/PAVEMENT MARKINGS	November-13
70	SR 959/SW 57 AVENUE	42272325201	FROM SR 976/SW 40 STREET TO SW 24 STREET	RESURFACING	December-13
71	DISTRICTWIDE	41774049201	ITS EQUIPMENT REPLACEMENT	OTHER ITS	December-13

**Completed Projects in 2013
Florida's Turnpike Enterprise**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Turnpike Signal Improvement at SW 211 th Street		Turnpike/SW 211 th Street Intersection	Construction	Winter 2012

**Completed Projects in 2013
Miami-Dade County Public Works and Waste Management Department**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Commodore Trail Bikeway		SW 42 Avenue to Aviation Avenue	Improve existing path and new pedestrian bridge	Construction completed
2	SW 37 Avenue / SW 17 Street			Traffic signal	Construction completed
3	SW 137 Avenue / SW 72 Street			Intersection improvement	Construction completed
4	SW 144 Street / SW 92 Avenue			Intersection improvement	Construction completed
5	SW 184 Street		SW 147 Avenue to SW 137 Avenue	Widening to 4 lanes	Construction completed
6	Alton Road / 2 Street			Traffic signal	Construction completed
7	Dickens Avenue / 72 Street			Traffic signal	Construction completed
8	NE 2 Avenue		NE 57 Street to NE 69 Street	Street / traffic operational improvements	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	SR 986/SUNSET DR.	42765115201	FROM SW 109 PLACE TO SW 87 AVENUE	RESURFACING	January-14
2	SR 90/SW 8TH STREET	42514515201	FROM SR 821/HEFT TO SR 826/PALMETTO EXPY.	RESURFACING	January-14
3	SR 90/SW 8TH STREET	42514525201	AT SW 92ND AVENUE	INTERSECTION IMPROVEMENT	January-14
4	SR 90/SW 8TH STREET	42514535201	FROM SW 102ND AVENUE TO SW 99TH PLACE	INTERSECTION IMPROVEMENT	January-14
5	SR 90/SW 8TH STREET	42514545201	AT SW 109TH AVE	INTERSECTION IMPROVEMENT	January-14
6	SR 90/SW 8TH STREET	42514555201	AT SW 107 AVE	INTERSECTION IMPROVEMENT	January-14
7	SR 90/SW 8TH STREET	42557915201	AT SW 122 AVENUE	INTERSECTION IMPROVEMENT	January-14
8	SR 5/BRICKELL AVE	41247355201	FROM SE 5 STREET TO SE 8 STREET	INTERSECTION IMPROVEMENT	January-14
9	SR 5/BRICKELL AVE	41247365201	FROM NE OF SE 5TH STREET TO S OF BRICKELL AVE BRDG	DRAINAGE IMPROVEMENTS	January-14
10	SR 934/NW81/82 ST/NE 82 ST	42751715201	FROM NW 13TH COURT TO SR 5/BISCAYNE BLVD.	RESURFACING	January-14
11	SR 968/FLAGLER ST	42527115201	FROM SW 72 AVENUE TO SW 42 AVENUE	SAFETY PROJECT	January-14
12	SR 968/FLAGLER ST	42527125201	FROM SW 42 AVENUE TO SW 27 AVENUE	SAFETY PROJECT	January-14
13	SR 997/KROME AVENUE	40557555201	FROM SR 5/US-1 TO SW 296TH ST W/EXCEPTIONS	RESURFACING	February-14
14	SR 915/NE 6 AVENUE	42262015201	FROM NE 145 STREET TO SR860/MIAMI GARDENS DR	RESURFACING	February-14
15	SR A1A/COLLINS AVENUE	42914415201	FROM 9700 BLOCK TO BEGIN BRDG OVER BAKERS HAULOVER	RESURFACING	March-14
16	SR A1A/COLLINS AVENUE	42914425201	FROM N. OF HARBOUR WAY TO BAKER'S HAULOVER CUT	DRAINAGE IMPROVEMENTS	March-14

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 922/96 ST KANE CONCOURSE	42742115201	FROM E OF E BAY HABR DR. TO HARDING AVENUE	RESURFACING	March-14
18	SR 7/US-441/NW 2 AVENUE	41809425201	FROM NW 183 STREET TO NW 215 ST./CO. LINE RD	LANDSCAPING	March-14
19	SR 953/LEJEUNE ROAD	42827915201	AT SR 5/US-1	INTERSECTION IMPROVEMENT	March-14
20	SR 953/LEJEUNE ROAD	42913815201	FROM PONCE DE LEON TO VILABELLA AVE.	RESURFACING	March-14
21	SR 5/US-1	42558215201	AT SW 17 AVENUE	INTERSECTION IMPROVEMENT	April-14
22	SR 90/TAMIAMI TRAIL	42916235201	FROM E OF SW 127TH AVENUE TO TURNPIKE EXT. ON-RAMP	RESURFACING	April-14
23	SR 836/I-395/INTERIM	25168835201	FROM NE 1ST AVENUE TO MACARTHUR CAUSEWAY	ADD LANES & RECONSTRUCT	May-14
24	PORT OF MIAMI TUNNEL	25115635201	FROM PORT OF MIAMI TO SR 836/I-395	NEW ROAD CONSTRUCTION	May-14
25	SR 959/SW 57 AVENUE	42848415201	FROM SR 5/US-1 TO SR 976/SW 40 STREET	RESURFACING	May-14
26	MIAMI INTERMODAL CTR (MIC)	40680025203	MIC CENTRAL STATION	INTERMODAL HUB CAPACITY	May-14
27	SR 932/NW 103 ST	42877315201	OVER CSX RR REPAIR AND PAINT BRDGS 870657,870722	BRIDGE - PAINTING	June-14
28	SR 825/SW 137 AVE	42934715201	FROM N OF SW 128 STREET TO S OF SW 88 STREET	RESURFACING	June-14
29	SR 933/NW 12 AVENUE	42848025201	FROM NW 20 STREET TO N. OF NW 29 TH STREET	RESURFACING	June-14
30	SR 856/LEHMAN CSWY	42848615201	FROM SR 5/BISCAYNE BLVD. TO COLLINS/OCEAN BLVD	RESURFACING	June-14
31	SR 856/LEHMAN CSWY	42904015201	AT SR 5/US-1	SAFETY PROJECT	June-14

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
32	SR 922/NE 123RD ST.	42976115201	FROM W. OF N. BAYSHORE DR TO E OF N. BAYSHORE DR.	SIDEWALK	July-14
33	SR 7/SR 9	25168455201	GOLDEN GLADES INTERCHANGE PARK & RIDE (WEST LOT)	PARK AND RIDE LOTS	July-14
34	ITS EQUIPMENT	41774069201	REPLACEMENT - CONSULTANTS /GRANTS	ITS COMMUNICATION SYSTEM	July-14
35	SR A1A/COLLINS AVENUE	25023635201	FROM 5TH ST TO LINCOLN RD (MULTIPLE INTERSECTIONS)	INTERSECTION IMPROVEMENT	August-14
36	SR A1A/COLLINS AVENUE	25023615201	FROM 5TH ST/US 41 TO ESPANOLA WAY	RESURFACING	August-14
37	SR 25/NW 36 STREET	42915915201	FROM EAST OF NW 17 AVENUE TO WEST OF NW 7 AVENUE	RESURFACING	August-14
38	SR 25/NW 36 STREET	42827715201	AT SR 7/NW 7 AVENUE	INTERSECTION IMPROVEMENT	August-14
39	SR 944/NW 54 STREET	42827815201	FROM SR 7/NW 7 AVENUE TO NW 6TH COURT	INTERSECTION IMPROVEMENT	August-14
40	SR 916/NW 135 STREET	42914615201	FROM SR 9/NW 27 AVENUE TO NW 8 AVENUE	RESURFACING	September-14
41	SR 916/NW 135 STREET	42914625201	AT NW 17 AVENUE	INTERSECTION IMPROVEMENT	September-14
42	SR 7/NW 7 AVENUE	42805415201	FROM NW 131 STREET TO NW 118 STREET	TRAFFIC OPS IMPROVEMENT	September-14
43	SR 924/NW 119 STREET	42527345201	AT SR 7/NW 7 AVENUE	SAFETY PROJECT	September-14
44	SR 9A/I-95 (SB)	42751515201	FROM S OF BRDG OVER SR 922 TO N OF BRDG OVER BISC.CANAL	RIGID PAVEMENT REHABILITATION	September-14
45	SR 948/NW 36TH ST	41806525201	FROM SR 953/LEJEUNE ROAD TO SR 25/OKEECHOBEE ROAD	BRIDGE-REPLACE AND ADD LANES	October-14
46	SR 948/NW 36TH ST	42597915201	FROM W OF LEE DRIVE TO E OF OKEECHOBEE ROAD	RESURFACING	October-14

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
47	SR 972/CORAL WAY	42751315201	FROM SW 37 AVENUE TO E OF SW 13 AVENUE	RESURFACING	October-14
48	SR 823/NW 57 AVENUE	24994115201	FROM W. 46TH STREET TO W. 53RD STREET	ADD LANES & RECONSTRUCT	October-14
49	SR 9A/I-95	42999515201	AT NW 7 AV & GOLDEN GLADE REPAIR/PAINT BR# 870470	BRIDGE-REPAIR/REHABILITATION	November-14
50	SR 948/NW 36 STREET	42913615201	FROM W OF NW 74TH AVENUE TO WEST OF LEE DRIVE	RESURFACING	November-14
51	SR A1A/COLLINS AVENUE/ INDIAN CREEK DRIVE	42750525201	DRAINAGE ALONG 43 STREET	DRAINAGE IMPROVEMENTS	December-14
52	SR A1A/INDIAN CREEK DRIVE	42750515201	FROM 44TH STREET TO 42ND STREET	RESURFACING	December-14
53	SR 823/NW 57 AVENUE	24994155201	FROM WEST 23 STREET TO WEST 46 STREET	ADD LANES & RECONSTRUCT	December-14
54	SR 907/ALTON ROAD	24991115201	FROM 5TH STREET TO MICHIGAN AVENUE	FLEXIBLE PAVEMENT RECONSTRUCT	June-15
55	SR 907/ALTON ROAD	24991135201	AT 5TH STREET, 10TH STREET AND 14TH STREET	DRAINAGE IMPROVEMENTS	June-15
56	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	September-15
57	NW 25TH STREET	25118515201	FROM NW 89TH COURT TO SR 826	ADD LANES & RECONSTRUCT	January-16
58	NW 25 STREET VIADUCT	40566515201	FROM NW 82ND AVENUE TO SR 826	NEW ROAD CONSTRUCTION	January-16

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Turnpike Auxiliary Lanes		MP 31 (NW 74 th Street) – MP 33 (NW 106 th Street)	Construction	Fall 2014
2	Turnpike Widening (including Express Lanes)		MP 21 (SW 72 nd Street) – MP 23.8 (Bird Road)	Construction	Spring 2018
3	Turnpike Widening (including Express Lanes)		MP 19.4 (Killian Pkwy) – MP 21.87 (SW 72 nd Street)	Construction	Fall 2017
4	Turnpike Widening (including Express Lanes)		MP 14.5 (Eureka Drive) – MP 19.4 (Killian Pkwy)	Construction	Fall 2016
5	Turnpike Widening (including Express Lanes)		MP 11.8 (SW 216 th Street) – MP 14.5 (Eureka Drive)	Construction	Summer 2016

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	SR 112 Infrastructure Modifications for ORT	11209	NW 22 nd Street to NW 12 th Avenue	Roadway Reconstruction	July-15
2	Central Boulevard Reconstruction	11211	Airport Terminals to SR 836 & SR 112	Major Rdwy./Bridge Reconstruction	March-14
3	SR 826/SR 836 Interchange Improvements	83608	SR 826 Interchange to SR 836	Interchange Modification (JPA with FDOT)	June-15
4	SR 836 Infrastructure Modifications for ORT (East Section)	83624	NW 62 nd Avenue to I-95/I-395	Roadway Reconstruction	September-15
5	SR 874 / Killian Parkway Interchange Improvements (Killian Parkway 4 th Lane Extension)	87404-A	Homestead Extension of Florida's Turnpike to Kendall Drive	Lane Extension	June-14
6	SR 874 Mainline Reconstruction	87409	Kendall Drive to SR 874	Widening and Resurfacing	February-14
7	Systemwide Implementation of Dynamic Message Signs (DMS)	10019	Systemwide	Installation of DMS	February-15

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 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
2	NW 97 Avenue		NW 138 Street to NW 154 Street	New 4 lanes	Under construction (Joint Participation Agreement with City of Hialeah)
3	SW 122 Avenue / SW 104 Street			Intersection improvement	Under Construction
4	Alhambra Plaza / Galiano Street			Traffic signal improvement	Under construction
5	SW 27 Avenue		Bayshore Drive to US-1	Widen to 3 lanes	Under construction
6	Caribbean Boulevard		Coral Sea Road to SW 87 Avenue	Widen to 3 lanes	Under construction (Joint Participation Agreement with Town of Cutler Bay)
7	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)
8	NW 87 Avenue		NW 154 Street to NW 186 Street	Widen to 4 lanes	Under construction