

# 2017 TIP



**TRANSPORTATION IMPROVEMENT PROGRAM**



# **TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2016/2017 TO 2020/2021**

## **TIP Citizen's Version**

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

#### **2017 – 2021 CITIZENS TIP**

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 Office of Strategic Business Management; Miami-Dade Department of Transportation and Public Works, Miami-Dade County Aviation Department; Miami-Dade Seaport Department; Miami-Dade League of Cities; Miami-Dade County Department of Regulatory and Economic Resources; and the Miami-Dade County Developmental Impact Committee.

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### **Strategic Miami Area Rapid Transit (SMART) Plan**

On February 18, 2016, the MPO Governing Board approved Resolution #06-16, establishing a policy to set as highest priority the advancement of rapid transit projects in Miami-Dade County. As a result, the Miami-Dade MPO Governing Board approved on April 21, 2016, Resolution #26-16 endorsing the Strategic Miami Area Rapid Transit (SMART) Plan and directing the MPO Executive Director to work with the MPO's Fiscal Priorities Committee to determine the costs and potential sources of funding for project development and environmental study for said projects.

The MPO Executive Director was further directed to take all necessary steps to implement the Strategic Miami Area Rapid Transit (SMART) Plan, which consists of:

- North Corridor (NW 27<sup>th</sup> Avenue)
- Beach Corridor
- East-West Corridor (SR 836)
- South Dade Transitway
- Tri-Rail Coastal Link (Northeast/FEC Corridor)
- Kendall Corridor

In addition to the six (6) rapid transit corridors, the SMART Plan includes the implementation of the following express bus network along:

- South Miami-Dade Express  
From South Miami to Dadeland North Metrorail Station along the Turnpike, SR-874 and SR-878
- NW Miami-Dade Express  
From I-75 at Miami Gardens to Palmetto Metrorail Station along SR-826
- SW Miami-Dade Express  
From Miami Executive Airport to Dadeland North Metrorail Station along SR-874 and SR-878
- Florida Turnpike Express  
From South Miami Dade to Doral
- Beach Express North/Central/South  
From Miami Beach to Golden Glades Interchange along Julia Tuttle Causeway and I-95  
From Miami Beach to the MIC along Julia Tuttle Causeway and SR-112

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City of Miami Gardens  
Water and Sewer Department  
City of North Miami  
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## **MPO**

Aileen Bouclé, AICP, Executive Director

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



### 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

Picturing the projects contained in the 2040 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 2.5 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 2040, the region's population is expected to climb to approximately 3.3 million, while the number of households grows 33.4 percent, from the current 0.87 million to 1.16 million. In addition, the number of jobs in the county will increase from 1.4 million to over 2 million.

### ***The region***

Miami-Dade County is almost 2,300 square miles in area and encompasses thirty-four municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 417,451 inhabitants. There are 6 municipalities with populations over 50,000 and they are the City of Hialeah, City of Homestead, City of Miami, City of Miami Beach, City of Miami Gardens, and City of North Miami.

### ***Transportation network***

Miami-Dade's transportation network includes 40 miles of interstate freeways, 111 miles of Turnpike and other freeways, 542 miles of major roadways, over 5,600 miles of local streets and roads, and 180 miles of bike paths. In all, that is over 6,000 miles that must be maintained, policed, cleaned and frequently repaved or rebuilt. In addition, there are 110 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

### ***Public Transportation***

Public Transportation services in the County are provided by Miami-Dade Transit (MDT), South Florida Regional Transportation Authority (SFRTA) and by a number of municipalities. Miami-Dade Transit (MDT) is the largest public transportation system in Florida, operating a fleet of 822 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 fiscal year 2015 were 72.7 million for Metrobus; 22 million boardings for Metrorail and 10 million boardings for Metromover. Miami-Dade Transit buses travel 28.8 million revenue miles per year. SFRTA operates a 72-mile commuter rail system called Tri-Rail that connects Miami-Dade County with Broward and Palm Beach Counties. Tri-Rail had 4.4 million boardings in 2014.

### ***Vehicles***

In Miami-Dade County, there are 1.4 million passenger vehicles traveling our road network. In total, those vehicles travel 42 million miles daily; by 2040, that will increase to approximately 67 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 376 gallons of fuel in the year 2012 and traveled 19.7 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 and 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 <http://miamidadempo.org/> - select "Final Report" from the Category menu and get the Transportation Improvement Program documents for the desired year.



MPO HOME PAGE

MPO TIP PAGE

## 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's responsibilities.



Photo by Miami-Dade County Photographers

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



1. The first 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 the LRTP.
5. The TIP is consistent with the adopted 2040 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 2017 to 2021. Fiscal years spanned are 2017, 2018, 2019, 2020 and 2021. Fiscal years, as opposed to calendar years, begin on July 1<sup>st</sup> and end on June 30<sup>th</sup>.

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
Fiscal Year 2020 -----	begins July 1, 2019 and ends June 30, 2020
Fiscal Year 2021 -----	begins July 1, 2020 and ends June 30, 2021

### ***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 Department of Transportation and Public Works
7. Miami-Dade Seaport Department
8. Office of Strategic Business Management (OSMB)
9. South Florida Regional Transportation Authority (SFRTA)

### ***What major projects or projects of countywide significance are in the TIP?***



Major projects and projects of countywide significance are referenced in the Citizen's TIP in each agency's section.



## 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).

**2017 – 2021 TIP**  
**Review by Transportation Agencies**



**Fiscal Years 2016/2017- 2020/2021  
Transportation Improvement Program**

**STATE TRANSPORTATION SYSTEM  
AND MAJOR 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 2040 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.

## 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 2015, FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2017 - 2021. The final tentative program is sent to the Governor and the State Legislature for review in January 2016, and will become effective on July 1, 2016.

## 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.

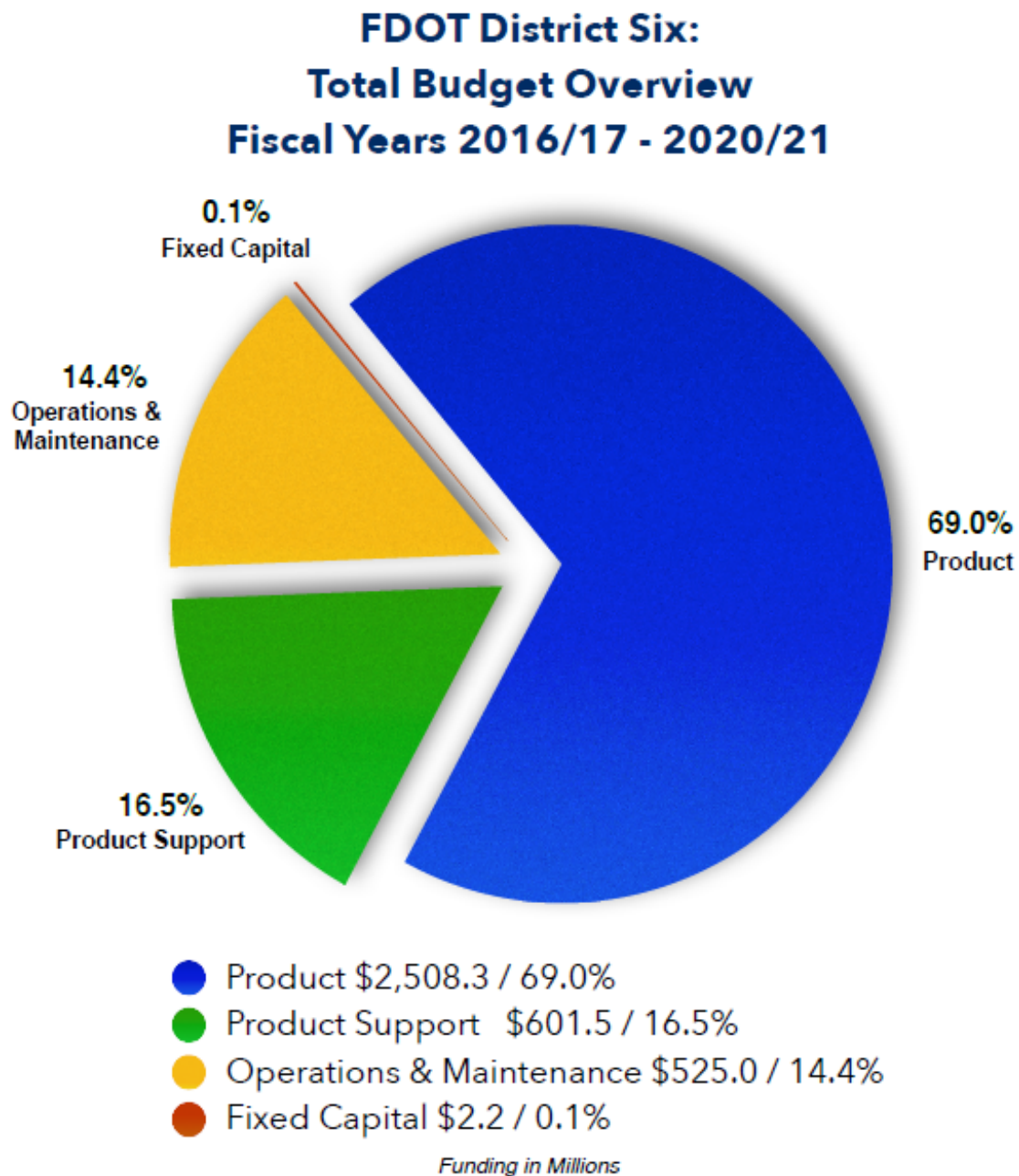
### *Funding Overview*

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.



***FDOT District Six, Total Budget Breakdown Tentative Five Year Work Program  
Fiscal Years 2017-2021***

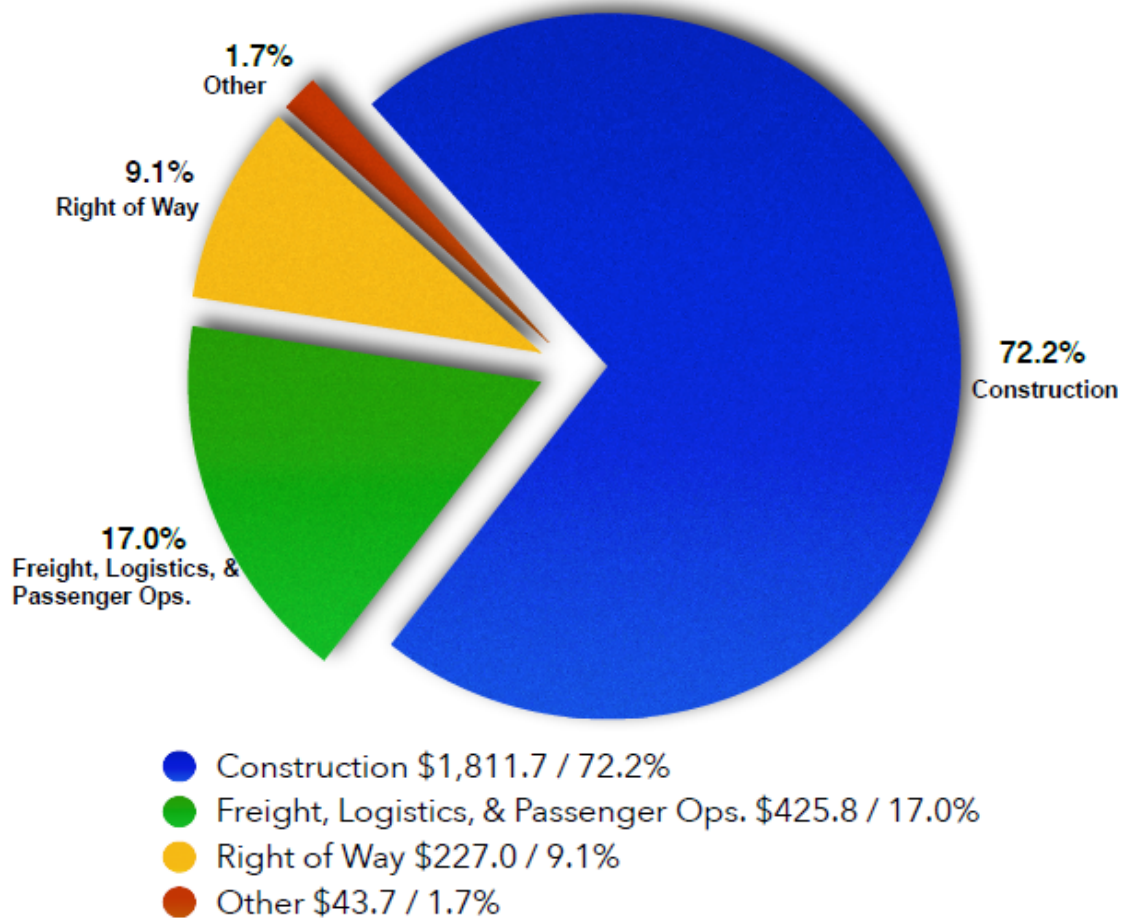
As shown in the Total Budget Breakdown chart below, the majority of the Department's \$3.64 billion budget is applied to the product budget in the amount of \$2.5 billion.



***FDOT District Six, Product Budget Breakdown Tentative Five Year Work Program  
Fiscal Years 2017 – 2021***

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 (72.2%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$425.8 million (17%) will go towards public transportation programs and services; approximately \$227 million (9.1%) will go towards the purchasing of right-of-way; and the remaining \$43.7 million (1.7%) 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:  
Total Product Budget Overview  
Fiscal Years 2016/17 - 2020/21**



*Funding 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, deep water 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:

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



**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/Palmetto Expressway, I-75, SR 924/Gratigny Parkway, Florida's Turnpike, I-595, and the SR 869/Sawgrass Expressway.

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



**I-75/SR 826 Express Lanes  
Location Aerials**

The total construction cost for the Miami-Dade design build project is \$246 million. Construction began in February 2014 and is estimated to be complete by the Fall of 2017. 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](http://www.PalmettoExpressLanes.com).



### ***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.

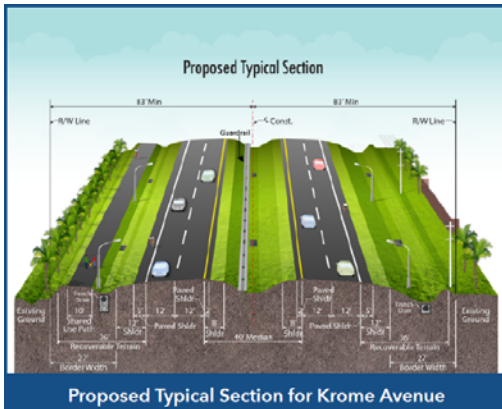
#### **Other key features of this project include:**

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



Approximately \$118 million has been programmed for construction and construction support in FY 2019.

## 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/SR 25/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. Mile Post 10.935 to South of Okeechobee Road/Mile Post 14.032 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin March 2016.
2. Mile Post 8.151 to Mile Post 10.935 - This project is currently in the design phase. Construction and widening to 4 lanes began on June 2015.
3. Mile Post 5.122 to Mile Post 8.151 - This project is currently in the design phase. Construction and widening to 4 lanes began on July 2015.
4. Mile Post 2.754 to Mile Post 5.122 - This project is currently in the design phase. Construction and widening to 4 lanes began on August 2015.
5. North of SR 90/SW 8<sup>th</sup> Street to Mile Post 2.754 – Construction and widening to 4 lanes began on August 2015.
6. SR 94/Kendall Drive to SR 90/SW 8<sup>th</sup> Street - Construction and widening to 4 lanes began on February 2015.
7. SW 136<sup>th</sup> Street to SR 94/Kendall Drive. - Construction and widening to 4 lanes is expected to begin August 2016.
8. SW 184 St to SW 136 St - This project is currently in the design phase. Construction and widening to 4 lanes is scheduled to begin September 2018.
9. SW 232 St to SW 184 St - This project is currently in the design phase. Construction and widening to 4 lanes is scheduled to begin October 2018.
10. SW 296 St to South of SW 232 St - This project is currently in the design phase. Construction and widening to 4 lanes is scheduled to begin August 2019.
11. SW 312 St to SW 296 St - This project is currently in the design phase. Construction is scheduled to begin September 2019.





### ***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 and is expected to be completed in June 2016. All 45 bridges, including the four segmental bridges have been constructed and opened to traffic. This project is expected to enhance safety, add capacity and increase the efficiency for motorists using the Interchange.



View of Section 5 - SR 826/836 Interchange

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

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

With the completion of the second project, the viaduct is expected to alleviate heavy truck volumes, and improve traffic flow on NW 25<sup>th</sup> Street; and improve the movement of cargo to and from the west-side cargo facilities at Miami International Airport (MIA).



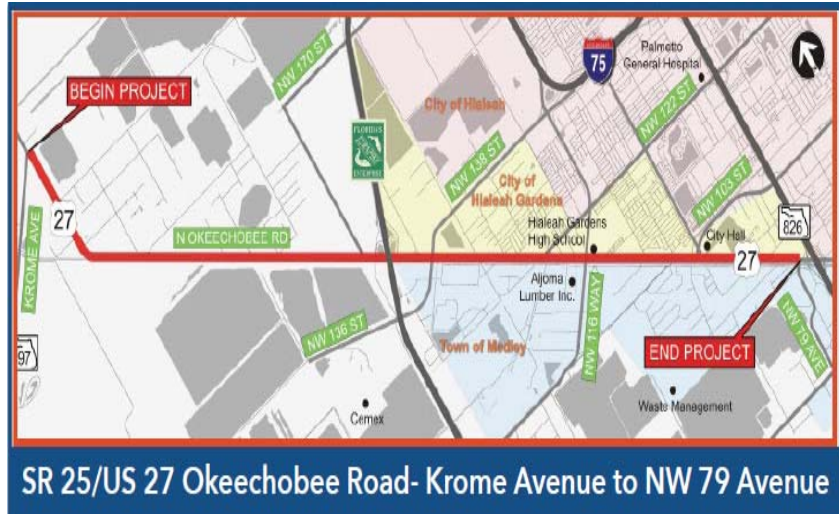
NW 25th Street Viaduct



NW 25th Street Viaduct - Location Aerials

### SR 25/US 27/Okeechobee Road Improvements

A Project Development and Environment (PD&E) study is being conducted for SR 25/US 27/Okeechobee Road from SR 997/Krome Avenue to NW 79<sup>th</sup> 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 and 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 scheduled for March 2016. The PD&E project is expected to be completed in July 2016.



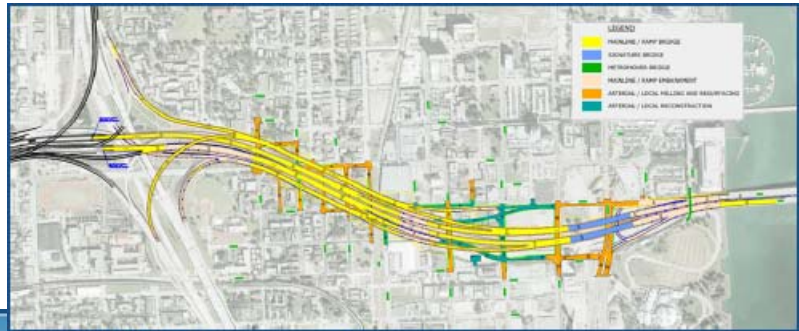
Based on findings from the PD&E, five segments have moved forward into the Design Phase. The following corridor improvements on SR 25/Okeechobee Road include:

- West of Krome Avenue to East of NW 117<sup>th</sup> Avenue- Widening, capacity improvements, milling and resurfacing, as well as including a frontage road on the north side of the said limits.
- East of NW 117<sup>th</sup> Avenue to East of NW 107<sup>th</sup> Avenue- Full reconstruction to provide concrete pavement, correct geometric and operational deficiencies, and widening of the existing roadway and bridges for added capacity.
- East of NW 107<sup>th</sup> Avenue to East of NW 116<sup>th</sup> Way- - Full reconstruction to provide concrete and rigid pavement, widening of bridges at NW 121<sup>st</sup> Avenue and NW 116<sup>th</sup> Way over Miami (C-6) Canal, design of two braided ramps under SR 25/Okeechobee Road to connect with NW South River Drive and Frontage Road.
- East of NW 116<sup>th</sup> Way to East of NW 87<sup>th</sup> Avenue- Full reconstruction to provide rigid pavement, grade separation of bridges over 87<sup>th</sup> Avenue, design of left turn lanes flyover bridges from Southbound NW 87<sup>th</sup> Avenue to Eastbound Okeechobee Road and from Northbound NW 87<sup>th</sup> Avenue to Westbound Okeechobee Road, a construction of a new bridge at NW 106 Street over the Miami (C-6) Canal, and the realignment of NW 103<sup>rd</sup> Street and the frontage road within the project limits.
- East of NW 87<sup>th</sup> Avenue to NW 79<sup>th</sup> Avenue- - Full reconstruction to provide road using rigid pavement, widening of SR 25/Okeechobee Road to four lanes on both approaches, modify the intersection of NW 95<sup>th</sup> Street and Frontage Road, widen NW 79<sup>th</sup> Avenue bridge of Miami (C-6) Canal, and provide new access from Frontage Road to Westbound Okeechobee Road.



### 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



I-395 Proposed Corridor Improvements

major east-west connector serving Miami Beach and the Port of Miami. 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 aesthetic signature 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.



I-395 Signature Bridge Examples

### Golden Glades Intermodal Center

Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage with 920 spaces and surface parking lots with 768 spaces, equaling to a total of 1,688 parking spaces. Additionally, the center will provide 27 spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a 4,500 square feet (sf) transit hub, 10,450 sf of retail space, and a 945 sf break lounge for bus drivers.



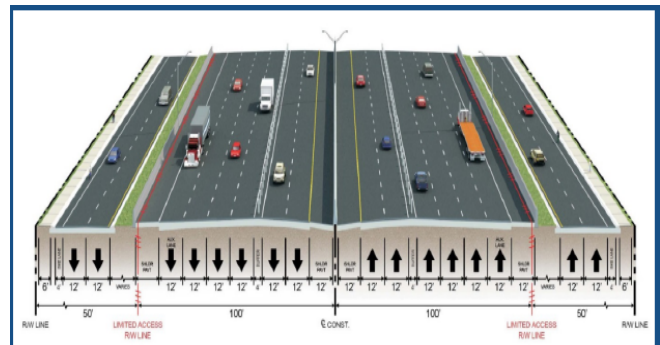
Proposed Golden Glades Intermodal Center



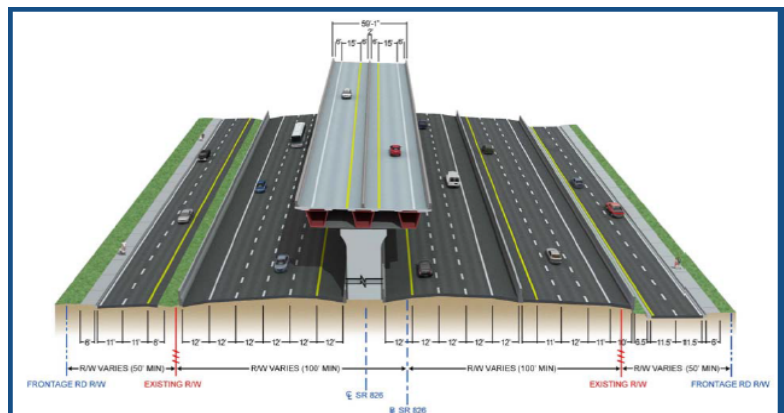
## SR 826/Palmetto Expressway From I-75 to NW 17<sup>th</sup> Avenue

Based on the results of the alternatives analysis as well as input received from the public for the SR 826/Palmetto Expressway from I-75 to NW 17<sup>th</sup> Avenue project, FDOT identified a Recommended Alternative for the mainline of the east-west corridor of the Palmetto Expressway and for each interchange along the corridor including the Golden Glades Interchange (GGI). The Recommended Alternative improvements includes:

- Reconstruction and widening of the SR 826/Palmetto Expressway mainline to include three 12-foot general purpose lanes in each direction. (See Figure 1-1).
- A one 12-foot auxiliary lane would be added in each direction between interchanges. This is expected to improve traffic safety and operations.
- Two express lanes in each direction. The express lanes would be separated from the general purpose lanes by a 4-foot buffer. At the western and eastern project limits, the express lanes transition from two lanes to one with a connection to the planned SR 826 North-South Express Lane System and a direct connect ramp to I-95 Express at the Golden Glades Interchange.
- Express lane connections. The recommended alternative for the express lanes access points includes one ingress and two egress points in the NB/EB direction and two ingress and one egress points in the WB/SB direction. Access to and from the express lanes would typically be via slip ramps to/from the general purpose lanes. Direct connect ramps will be provided at the GGI (See Figure 1-2).
- Several existing interchanges are proposed to be modified including the Golden Glades Interchange. In addition, interchange modifications are proposed for NW 154<sup>th</sup> Street, NW 67<sup>th</sup> Avenue, NW 57<sup>th</sup> Avenue, NW 47<sup>th</sup> Avenue, NW 37<sup>th</sup> Avenue, NW 27<sup>th</sup> Avenue, NW 17<sup>th</sup> Avenue, and NW 12<sup>th</sup> Avenue. With the exception of NW 154<sup>th</sup> Street, all SR 826/Palmetto Expressway overpass bridges will be replaced and the SR 826/Palmetto Expressway mainline will be raised to satisfy current FHWA standards for vertical clearance over cross streets.
- The project is expected to include a new storm water drainage system to satisfy South Florida Water Management District water quantity and quality requirements.



**Figure 1-1**  
Proposed Typical Section - SR 826/Palmetto Expressway  
From I-75 to NW 17<sup>th</sup> Avenue



**Figure 1-2**  
Proposed Typical Section- SR 826/Palmetto Expressway  
From NW 17<sup>th</sup> Avenue to Golden Glades Interchange

## Resurfacing Projects

The following are major resurfacing projects in Miami-Dade County:

### ***SR 9A/I-95 Pavement Reconstruction***

The I-95 Pavement Reconstruction project will reconstruct 3.04 miles of I-95 mainline Concrete Pavement from just north of NW 29<sup>th</sup> Street to just north of NW 79<sup>th</sup> Street. The pavement for ramps connecting I-95 to local streets and other SIS corridors will be improved. The project also includes traffic railing improvements to four bridges, approach slab replacement for 22 bridges, drainage system repairs and ITS improvements. Construction is scheduled to begin by Summer 2017 and be completed in late 2019.

This I-95 Pavement Reconstruction project will renovate and modernize the pavement structure in the vital I-95 SIS corridor and help capitalize on the opportunities afforded by the opening of the Port of Miami Tunnel to increase the safety and efficiency of freight utilization of the corridor while also improving the service life of the impacted roadway infrastructure.

**Below is a sampling of resurfacing projects included in the 5-year Work Program.**

Roadway	Project Area
SR 925/NW 3 <sup>rd</sup> Court & NW 3 <sup>rd</sup> Avenue	From NW 1 <sup>st</sup> Street to NW 8 <sup>th</sup> Street
SR 976/SW 40 <sup>th</sup> Street	From East of SW 117 <sup>th</sup> Avenue to East of SW 87 <sup>th</sup> Avenue/Galloway Road
SR 5/US-1/South Dixie Highway	From Riviera Drive to SR 9A/I-95
SR 826/Palmetto Expressway	From West of NW 67 <sup>th</sup> Avenue to West of NW 57 <sup>th</sup> Avenue

## Other Major Corridor Improvements

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

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

This project includes reconstruction of the existing roadway and widening to six lanes with a raised median. It also includes milling and resurfacing the existing six lane divided facility from West 53<sup>rd</sup> Street to West 84<sup>th</sup> Street. The retaining wall along the Red Road canal will be improved. The work also includes improved drainage, new sidewalks along the east side, new signalization, new lighting, and landscaping. The project is expected to 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 following segments have been completed:

- Okeechobee Road to West 23<sup>rd</sup> Street
- West 23<sup>rd</sup> Street to West 46<sup>th</sup> Street
- West 46<sup>th</sup> Street to West 53<sup>rd</sup> Street

The corridor improvements along the segments of West 53<sup>rd</sup> Street to West 46<sup>th</sup> Street and West 65<sup>th</sup> Street to West 84<sup>th</sup> Street have been progressing with an anticipated completion date of June 2017.

### ***SR 847/NW 47<sup>th</sup> Avenue From SR 860/NW 183<sup>rd</sup> Street to Premier Parkway (Broward)***

The 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). The preferred

alternative from the PD&E phase will reconstruct the existing two-lane rural roadway to provide a four-lane divided urban roadway in order to accommodate projected traffic growth in the area. Design phase has begun and is anticipated to be completed in March 2017. Construction is anticipated to begin in December 2017.



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



The existing SW 1<sup>st</sup> 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 1<sup>st</sup> Street. The purpose of the project is to replace the existing bascule bridge. The PD&E Study for this project was completed and Location Design Concept Acceptance 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 major corridor improvements included in the 5-year Work Program:**

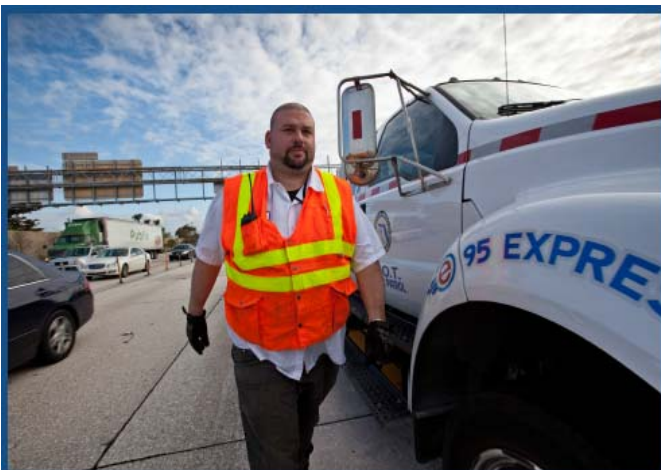
Roadway	Project Type	Project Area
SW 312 <sup>th</sup> Street/Campbell Drive	Flexible Pavement Reconstruction	From SR 997/Krome Avenue to SR 5/US-1
SW 320 <sup>th</sup> Street	Add Turn Lanes	From SW 187 <sup>th</sup> Avenue to Flagler Avenue
NW 87 <sup>th</sup> Avenue	New Road Construction	From NW 74 <sup>th</sup> Street to NW 103 <sup>rd</sup> Street
SR 94/Kendall Drive	Intersection Improvement	From SW 77 <sup>th</sup> Avenue to SR 5/US-1
SR 953/LeJeune Road	Intersection Improvement	From SW 2 <sup>nd</sup> Street to NW 11 <sup>th</sup> Street



## Intelligent Transportation System (ITS) Program

FDOT's District Six Intelligent Transportation Systems (ITS) Program uses advanced technologies and operational strategies to manage the state's highway system along Miami-Dade and Monroe Counties. The Program works to enhance the efficiency of our existing highway system by managing interoperable traffic services that are helping reduce traffic congestion and promote safety.

Traffic operators housed at the District Six SunGuide® Transportation Management Center (TMC) monitor the highways to manage traffic flow, clear incidents and keep drivers informed of roadway conditions. These activities allow the Program to provide the traffic management, incident management and traveler information services to the motoring public drivers 24 hours a day, seven days a week. The combination of these initiatives have proven ITS is a viable and cost-effective alternative to traditional widening projects. The latest annual report shows the Program reduced travel delays by 45% since 2005 and saved drivers approximately \$2.6 billion dollars in travel delay-related costs. It also achieved its highest return on investment to date, with a benefits to cost ratio of \$53.15 for every \$1 invested in ITS. As a result, FDOT District Six remains committed to advancing ITS strategies in our community to benefits all drivers.



Road Ranger Service Patrol on I-95



Video Traffic Center



Variable Message Sign



I-95 Express Lane Toll Sign

## **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 2017 – 2021 Work Program, are \$22.9 million and \$7.9 million dollars respectively.



**Conceptual Rendering of the  
Biscayne Green Trail**

**Below is a snapshot of bicycle/pedestrian projects included in the FY 2017 - 2021 Work Program.**

<b>Project Segment</b>	<b>Project Type</b>	<b>Project Area</b>
City of Miami	Bike Path/Trail	Biscayne Green Trail along Biscayne Boulevard in Downtown Miami
City of Hialeah	Bike Lane/Sidewalk	West 4 <sup>th</sup> Avenue Frontage Sidewalk and Guardrail Improvements
City of Aventura	Pedestrian/Safety Improvements	Country Club Drive Pedestrian Safety Improvements
Safe Routes to School Infrastructure	Pedestrian Safety/Improvements	Lakeview, Arch creek & North Miami Middle, Eneida Massas Hartner & Jose de Diego Middle, Edison Park K-8 Center, Comstock, Lorah Park, Gratigny Elementary, Hibiscus, Sweetwater Elementary, Crestview, Key Biscayne K-8 Center, Howard Drive, Coral Reef, Dr. Henry E. Perrine Academy of the Arts, Linda Lentin K-8 Center
Town of Miami Lakes	Bike Lane/Sidewalk	Multi-Purpose Greenway/Sidewalk Network Improvements
City of North Miami Beach	Bike Path/Trail	NE 183 <sup>rd</sup> Street from NE 11 <sup>th</sup> Avenue to NE 19 <sup>th</sup> Avenue
City of Miami Springs	Bike Lane/Sidewalk	Providing Access to the Curtiss Mansion as Trail Head
City of Miami Beach	Bike Path/Trail	North Beach Corridor- Various Bike Path Links, ADA Access, and Sidewalks

## Complete Streets Projects

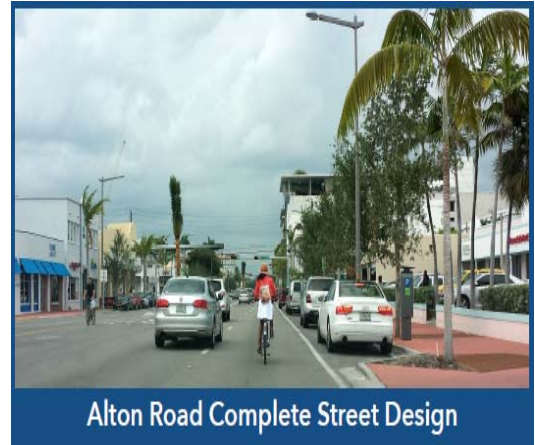
The Florida Department of Transportation's (FDOT) Complete Streets Policy, adopted in September 2014, promotes safety, quality of life, and economic development in Florida. It states that FDOT will routinely plan, design, construct, reconstruct and operate a context-sensitive transportation network that works for all modes of travel.

FDOT developed this Complete Streets Implementation Plan in partnership with the national not-for-profit organization Smart Growth America to guide the Department's efforts to implement the Complete Streets Policy moving forward. The recommendations in this plan, summarized below, address the findings from a series of interactive workshops conducted for FDOT's Complete Streets Implementation Team in the spring and summer of 2015. This plan outlines a five-part implementation framework and process for integrating a Complete Streets approach into FDOT's practices to ensure that future transportation decisions and investments address the needs of all users of the transportation network and respond to community goals and context. This plan also proposes a two-year schedule and process for Complete Streets Implementation, concluding in December 2017. The implementation framework in this plan includes: (1) Revising guidance, standards, manuals, policies, and other documents; (2) updating decision-making processes; (3) modifying approaches for measuring performance; (4) managing internal and external communication and collaboration during implementation; (5) providing ongoing education and training.

The following are complete street projects from the Work Program:

### ***SR 907/Alton Road from 43 Street to east of Allison Road***

This project is currently in the Design phase and entails a full roadway reconstruction of Alton Road from 43<sup>rd</sup> Street to east of Allison Road. The project will improve the on-street parking and will add shared bicycle lane pavement markings. Pedestrian ramps and sidewalks will also be upgraded to current standards. There will be roadway drainage, signalization and lighting improvements, signing and pavement markings and a new landscape and irrigation design. This project will enhance safety and drainage throughout the corridor. The project is anticipated to begin construction in April 2020 and will cost approximately \$24 million dollars.



Alton Road Complete Street Design

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

Project Segment	Project Type	Project Area
SR 968/W. Flagler Street	Flexible Pavement Reconstruction	From West of SR 9/27 <sup>th</sup> Avenue to West of 2 <sup>nd</sup> Avenue
SR 968/SW 1 <sup>st</sup> Street	Flexible Pavement Reconstruction	From West Flagler Street to East of 17 <sup>th</sup> Avenue
SR 5/Biscayne Boulevard	Resurfacing	From NE 151 <sup>st</sup> Street to NE 196 <sup>th</sup> Street
SR 7/US-441/NW 7 <sup>th</sup> Avenue	Resurfacing	From North of NW 79 <sup>th</sup> Street to South of Biscayne River Canal



## **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:

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

This grant provides operating assistance for MDT's Fixed Route Bus Service. The Metrobus fixed route bus service is run by MDT and operates seven days a week, 24 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.



### ***NW 27 Avenue Premium Transit Corridor***

A PD&E study is being conducted to evaluate the implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) along NW 27<sup>th</sup> Avenue from NW 215<sup>th</sup> Street (Countyline Road) to approximately NW 38<sup>th</sup> Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27<sup>th</sup> Avenue via SR 112 Expressway. The study will focus on NW 27<sup>th</sup> Avenue for providing the primary premium transit running way via exclusive transit lanes but will also include other roadways and expressways for accommodating potential branched transit routes. The study will consider public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

### ***Flagler Street Premium Transit Corridor***

A PD&E study is being conducted to assess the implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) along Flagler Street between Biscayne Boulevard near the proposed Downtown Miami Intermodal Terminal (at Government Center), along SW 8 Street from the proposed Tamiami Station park-and-ride at NW 147<sup>th</sup> Avenue to NW 107<sup>th</sup> Avenue by Florida International University (FIU), and along NW 107<sup>th</sup> Avenue between SW 8<sup>th</sup> Street and Flagler Street. The study will focus on the Flagler Street as well as SW 8<sup>th</sup> Street and SW 107<sup>th</sup> Avenue for providing the primary premium transit running way via exclusive arterial transit lanes but will also include other roadways and expressways for accommodating potential branched transit routes. The study will consider public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

### ***Kendall Drive Premium Transit Corridor***

A PD&E study is being conducted to evaluate implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) primarily along SR 94/SW 88<sup>th</sup> Street/Kendall Drive between Dadeland North Metrorail Station and SR 997/Krome Avenue, along SR 874 and SR 878 from Kendall Drive to the Dadeland North Metrorail Station, and potentially north along the Homestead Extension Florida's Turnpike from Kendall Drive to FIU



(at the proposed Panther Station) and/or to the proposed Dolphin Station (at SR-836). Kendall Drive will serve as the primary premium transit running way via exclusive arterial transit lines but will also include other roadways and expressways connecting to Kendall Drive for accommodating branched transit routes. The study will also include public on-street transit stations located along various running ways as well as potential park-and-ride and/or transit terminal locations.

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

Rail	Aviation
Passenger and Freight Rail Safety Projects	MIA Concourse E Satellite Improvements
Railroad Crossing Surface Rehabilitation Projects	MIA Concourse E Satellite APM
Miami Dade County Quiet Zone around Florida East Coast Railroad	MIA A380 Gates D1 and D2
Seaport	MIA Runway Rehabilitation 12-30/TWY P-Q-R
Improvements to Cruise Terminals B,C,D,E,F,G,H, and J	Opa-Locka Airport (OPF) Rehabilitation of Flexible Pavement



## **Freight Overview**

FDOT District Six is home to many diverse communities with unique transportation needs, highlighted with some of the state's leading freight facilities and international trade gateways, including Miami International Airport and PortMiami. Significant investments have been made to compete for new cargo opportunities stemming from the expansion of the Panama Canal, increased use of the Suez Canal, and growing North/South trade. These investments in freight mobility both internationally and in Miami will generate demand for new capacity of regional warehouses, distribution centers, cold treatment facilities, and foreign trade zones, and truck parking facilities.

In response, it is critical that District Six and industrial based communities identify and invest in infrastructure improvements to position themselves for economic development and growth in cargo. Key developments and tools should be incorporated such as ITS/technologies, truck parking needs, economic impact analyses, innovative funding programs, and land use and redevelopment opportunities – helping market these industrial based communities as competitive global logistics service centers.

### ***SR-969/NW 72nd Avenue from NW 25th Street to NW 74th Street***

NW 72nd Avenue is a critical truck route that includes several important nodes that connect to other truck routes. The segment is located on the West perimeter of Miami International Airport (MIA) and in close proximity to MIA's Air Cargo Facility and other freight assets, such as the NW 25th Street Viaduct, SR 836, SR 826, SR 934, US 27, a robust warehousing district, and the South Florida Logistics Center.

Several freight need improvements identified in the 2014 Miami-Dade Freight Plan Update and included in the Miami-Dade 2040 Long Range Transportation Plan were successfully incorporated into the Resurfacing, Restoration and Rehabilitation (RRR) for the NW 72<sup>nd</sup> Avenue corridor. These freight needs incorporated into the production cycle included improvements to turning radii, left-turn/right-turn storage, signal timing, and the reduction of the high number of access points on side streets. Incorporating the freight improvements was accomplished through close coordination and collaboration with the Miami-Dade Metropolitan Planning Organization (MPO) and Consulting Design Firms as well as several divisions within FDOT District Six, including Intermodal Systems Development, Project Development/Scoping, Consultant Management and Work Program. Incorporating these improvements had no impact on the production schedule and required only an additional \$100,000 in construction costs to achieve.

These incorporated improvements are directly tied to the following core Florida Freight Policy Objectives outlined in the Freight Mobility and Trade Plan (FMTP):

- No. 2 – Increase Operational Efficiency of Goods Movement
- No. 3 – Minimize Costs in the Supply Chain
- No. 5 – Raise Awareness and Support for Freight Movement Investments
- No. 7 – Transform the FDOT's Organizational Culture to Include Consideration of Supply Chain and Freight Movement Issues



Fiscal Years 2017 - 2021

Transportation Improvement Program

**“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 224 lane-miles of roadway in Miami-Dade County, Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874); Gratigny Parkway (SR 924) and the Snapper Creek Expressway (SR 878) and has jurisdiction over NW 138<sup>th</sup> Street. 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
- Other 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 of 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 System preservation, expansion and improvements.

## **The Work Program Cycle**

In the summer of 2015 MDX began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2017 - 2021. In November 2015 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 March 2016 MDX posted in the MDX website and held 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 in accordance with the MDX Budget Policy.

## **Program 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 2017 - 2021 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, New Toll Expressways and Other Projects.

## **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:

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

MDX 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 2016. 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.

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

MDX partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17<sup>th</sup> Avenue to I-95 in conjunction with the I-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17<sup>th</sup> Avenue to I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center. Design build is anticipated to start early FY 2017.

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

An additional eastbound and westbound lane on SR 836 from west of NW 57<sup>th</sup> Avenue to NW 17<sup>th</sup> Avenue as well as improvements to the SR 836/ NW 57<sup>th</sup> Avenue Interchange, the SR 836 / LeJeune Interchange, the SR 836 / NW 27<sup>th</sup> Avenue Interchange and the SR 836/ NW 17<sup>th</sup> Avenue Interchange 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. The design build for this project is ongoing and scheduled to be completed at the end of FY 2018.



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

The current Five-Year Work Program provides funding for the reconstruction of the SR 836 Mainline and NW 87<sup>th</sup> Avenue interchange to enhance operations and improve safety on the SR 836 corridor. This project ties into MDX completed Project No. 83614 to the west and MDX Project No. 83608 completed on the east. The final design was completed and construction is scheduled to start in at the end of FY 2016.



- **Project 87413 – SR 874/SW 72<sup>nd</sup> Street Interchange**

The project includes a southbound exit ramp to SW 72<sup>nd</sup> Street and a northbound entrance ramp to SR 874. As part of the project, sidewalks will be constructed in the southeast area of the interchange on SW 72<sup>nd</sup> Street. The new partial interchange at SR

874 and SW 72nd Street will provide connectivity to the expressway network while maintaining or improving traffic flow along SR 874 and the local roadway network. The ramps will provide access from SW 72nd Street to SR 874 northbound and from SR 874 southbound to SW 72nd Street. The project will result in easier access to SR 874 and the highway system connected to SR 874 as well as reduced congestion at key intersections along SW 72nd Street. The design build phase will begin in FY 2017.

## **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. 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. The Project Development & Environmental (PD&E) study is ongoing to determine feasibility and select a preferred alternative. Final design and construction for this project are not yet funded.

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

This project will construct 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 has begun the design build phase



for the balance of the project which is scheduled for completion in FY 2019.

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

This project funds the PD&E study and final design for a new expressway extension from SR 924 west to the Homestead Extension of the Florida's Turnpike (HEFT); acquisition of improvements to the NW 138th Street from Okeechobee Rd. to west of I-75 via agreement with City of Hialeah and right-of-way of the ultimate improvements along 138th Street from 97th Avenue west to Okeechobee Road as a Phase I. Final design will begin at the end of FY 2017.

## **Facility Improvement Projects**

The following projects are categorized as Facility Improvements in the current Five-Year TIP and designate all non-routine maintenance and minor roadway and toll plaza, toll and Intelligent Transportation System (ITS) projects throughout the system:

- **Project 10017 – SR 836 Toll System Conversion**  
In early FY 2011 the SR 924, SR 874 and SR 878 corridors were converted to ORT and SR 112 will be ORT as of FY 2015. This project provides for the ORT conversion of most of the SR 836 corridors with last tolling points installed by early FY 2018.
- **Project 10018 – Systemwide ORT Hardware/Software Development**  
This project provides funding for the development of hardware and software enhancements to the account management toll enforcement system to accommodate requirements for ORT. This project is substantially complete with final payment in early FY 2017.
- **Project 10021 – Systemwide ITS Improvements**  
This project provides funding for implementation 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**  
The PD&E study of a potential new expressway connecting SR 836, SR 112, SR 924 and SR 826 is anticipated to begin in FY 2017. The 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 the only phase currently included in the Five-Year Work Program.

## **Other Projects**

- **Project 50001 – Dolphin Station Park & Ride (MDT/FDOT Funded)**  
Miami-Dade County asked MDX to fast track the construction of the Dolphin Station. FDOT will share the construction cost with Miami Dade Transit (MDT). The facility will be operated and maintained by MDT. The Dolphin Station park and ride facility/terminal transit facility will support MDT's SR 836/Dolphin Expressway Express Bus Service, provide a terminus or stop for several local bus routes serving the Dolphin Mall and the cities of Sweetwater and Doral, as well as serving a potential future east-west commuter rail service on the CSX line. The Design Build phase is anticipated to begin in FY 2017





## **Fiscal Years 2016/2017 to 2020/2021 Transportation Improvement Program**

### **Florida Department of Transportation, 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.

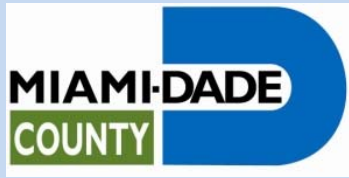
Florida's Turnpike is a user-financed system that uses toll revenues, service plaza sales revenue, and bonds to pay for new construction and maintenance of the entire system. The Turnpike does not receive traditional gas tax revenue.

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

- Widen 13 miles of Homestead Extension (SR 821) in Miami-Dade County
  - From SR 836 to NW 106<sup>th</sup> Street (6 to 10 lanes including express lanes)
  - From NW 106<sup>th</sup> Street to I-75 (6 to 10 lanes including express lanes)
- Interchange improvements at the following locations:
  - HEFT/Hainlin Mill Drive Interchange
  - Golden Glades Interchange
- Turnpike maintenance and enhancement projects:
  - Bridge Painting of Flyovers at NW 199<sup>th</sup> Street/Stadium Interchange







## Fiscal Years 2016/2017 - 2020/2021 Transportation Improvement Program

### SECONDARY GAS TAX PROGRAM

**Miami-Dade County  
Department of Transportation and Public Works**

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.

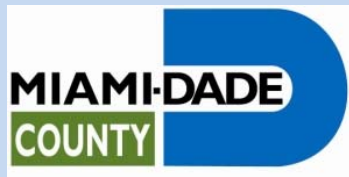
### Road Construction Projects

- SouthCom Pedestrian Bridge
- South Miami Avenue from SE/SW 15 Road to SE/SW 5 Street

### Continuing Program Projects

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





**Fiscal Years 2016/2017 - 2020/2021  
Transportation Improvement Program**

**ROAD IMPACT FEE**

**Miami-Dade County  
Department of Transportation and Public Works**

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 2016/2017 - 2020/2021**

**Transportation Improvement Program**

**PEOPLE'S TRANSPORTATION PLAN IMPROVEMENTS**

**Miami-Dade County**

**Department of Transportation and Public Works**

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

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

The DTPW PTP Work Program for FY 2017 totals approximately \$50 Million. The plan includes the two categories from the PTP Ordinance that relate to the DTPW; 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 DTPW, as part of the PTP, has been tasked with coordinating and constructing various categories of Neighborhood Improvement Projects.

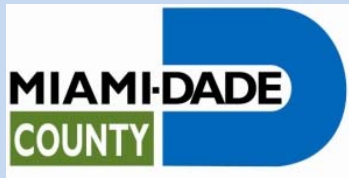
To address the various non-site specific categories discussed in the PTP Ordinance, the Department created “The Neighborhood Improvement Projects Formula” to allocate funds. The formula takes into account population in the Unincorporated Municipal Service Area for each commission district, the needs 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 2016/2017 - 2020/2021  
Transportation Improvement Program**

**PRIVATE SECTOR IMPROVEMENTS**

**Miami-Dade County  
Department of Transportation and Public Works**

**Miami-Dade County Department of Transportation and Public Works** 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.







**Fiscal Years 2017 - 2021**  
**Transportation Improvement Program**  
**AVIATION ON-SITE 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:



	<b><u>Dollars in Millions</u></b>
	<b>(Funded)</b>
MIA - Terminal Wide Lighting Protection System	\$ 24.00
MIA - Cc E & E Satellite Improvement	\$ 385.00
MIA - Terminal D-F Façade Improvements	\$ 25.00
MIA - Perimeter Road Bridge Replacement	\$ 22.00
MIA - MIA Cc E - H Ticket Counter Improvements	\$ 10.00
MIA - Cc H Gates Internationalization (H15 & H17) Phase 1	\$ 33.80
MIA - New Central Terminal H through F Planning Phase	\$ 12.00
MIA - Upgrade Terminal PLBs & 400 Hz Pre-Conditioned Air	\$ 24.60
MIA - South Terminal Apron and Utilities Modification and Expansion	\$ 48.00
MIA - Cc F Apron & Utilities	\$ 15.00
MIA - Cc H Apron & Utilities	\$ 15.00
MIA - Cc G Apron & Utilities	\$ 15.00
MIA - Taxiway T & S Rehabilitation	\$ 36.00
MIA - Terminal E through F Connector	\$ 10.00
MIA - Terminal Wide Reroofing, Drains & Scuppers	\$ 60.00
MIA - Central Base Apron and Utilities Modification and Expansion	\$ 40.00
MIA - Taxi Lot Replacement	\$ 7.70
GAA - X51 Security Projects	\$ 1.50
GAA - X51 Runway 18/36 Connectors Rehabilitation	\$ 1.70
GAA - X51 Runway 18/36 Rehabilitation	\$ 0.75
GAA - OPF Rehab Apron Pavement	\$ 1.86
GAA - OPF Internal Perimeter Road System	\$ 4.00
GAA - OPF Engine Run-Up Pad	\$ 2.80
GAA - TNT Power Distribution & Airfield Line Feeder	\$ 0.50
GAA - TMB Internal Perimeter Road System	\$ 4.00
GAA - TMB Taxiway D Rehabilitation	\$ 2.00
GAA - TMB Taxiway D Connector Rehabilitation	\$ 3.70
<b>TOTAL:</b>	<b>\$ 805.91</b>

NOTE: Planning Studies, Refurbishment, Environmental Clean Up, Water & Sewer, Roofing, Communications and Telecommunications Equipment, Fire Alarm and Life Safety Upgrades thought not Transportation Improvements, are however Capital Improvements.



## Fiscal Years 2016/2017 - 2020/2021 Transportation Improvement Program

### MULTIMODAL SEAPORT DEVELOPMENT

#### The Dante B. Fascell Port of Miami-Dade ("PortMiami")

### Transportation Improvement Program Strategy

PortMiami (Port) is known as the Cruise Capital of the World with more than 4.9 million passengers annually. As a cargo gateway center, the Port handles more than 1,000,000 TEU's annually. The Port's Transportation Improvement Program (TIP) is comprised of a total of \$258 million in funded projects over the next five years and 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 meet and exceed industry demands by supporting the following Capital Improvement Projects:

- Cargo Container Yards Modernization
- Cruise Terminals Expansions
- Federal Inspection Station
- Additional Gantry Cranes

The Port continues to assertively seek grant funding from local, state and federal sources. This fiscal year's (FY16/17) TIP reflects support from the Florida Department of Transportation (FDOT) with \$3.7 million for the procurement of cranes, cruise terminal expansion and other infrastructure projects. This agency and the Port's partners continue to be part of the established goals to support the program and accommodate growth.



## **PortMiami Accomplishments**

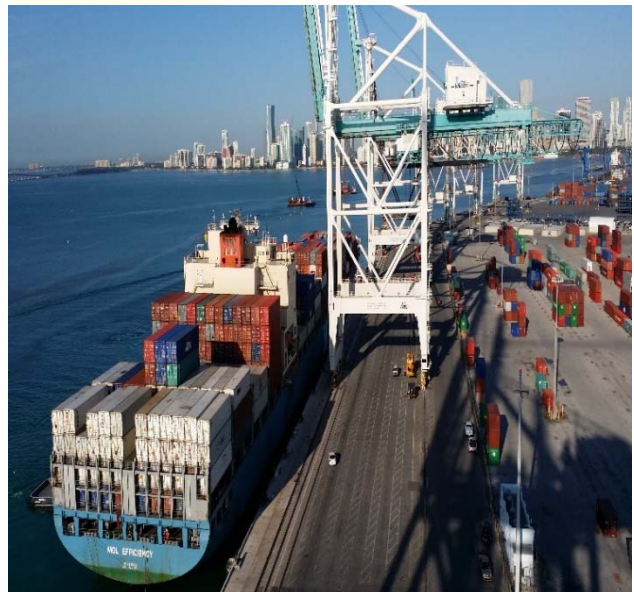
### ***Intermodal and Rail Reconnection***

The Port recently completed its Intermodal and Rail Reconnection project. It included the rehabilitation of the rail bridge which connects PortMiami to the mainland, the construction of a rail intermodal yard, including working tracks, loading apron, and loading equipment to service the yard.



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

PortMiami recently completed its Deep Dredge program increasing the channel depth to minus 50'/52' feet along with the wharves strengthening in this area. The Port can handle larger ships thus is ready to accommodate the new generation of containerized cargo. We are Big Ship Ready!





### ***Gantry Cranes***

The Port now has six (6) Super Post Panamax Gantry cranes and needs four (4) more to effectively service simultaneously two (2) Post Panamax cargo vessels thus the port is buying four (4) more cranes.

### ***Cargo Yard Modernization***

PortMiami has invested tremendously to receive larger cargo vessels, by dredging the channel, purchasing new cranes and constructing a tunnel with direct access to the national highway system. In order to handle the increased volume of containers, the port must concentrate on the modernization of its cargo yards through the investment in rubber tired gantry (RTG). Electrification infrastructure and subsurface strengthening program.



### ***Cargo Gates Modernization***

The Port will participate with terminal operators to construct modern gate systems to alleviate trucker turn times and labor costs.



### ***Cruise Terminal Expansion***

Cruise terminal improvements are preparing the Port for larger cruise ships and continue to provide the most modern facilities for the convenience of the traveling public. These projects include upgrading and expanding existing terminals as well as new terminals.

### ***Bulkheads***

The Port is investing in construction technologies to extend the life of its bulkheads. To improve the cruise berths, the Port will implement corrosion protection and seafloor stabilization, while construction methods for the bulkheads along the cargo berths are still being analyzed. Additionally, the Port will be constructing new cruise berths for the next generation of cruise vessels.

### ***Federal Inspection Station***

The port, in its effort to modernize its cargo yards, will be relocating various security functions to one centralized Federal Inspection Station (FIS), thus freeing up land for additional cargo laydown space and providing for state of the art security on port.





**Fiscal Years 2016/2017 - 2020/2021  
Transportation Improvement Program**

**PUBLIC TRANSPORTATION IMPROVEMENTS**

**Miami-Dade County  
Department of Transportation and Public Works  
(Formerly known as Miami-Dade Transit)**



**Specific Aspects of the Program**

The FY 2017 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 Kendall Cruiser, the Busway MAX, and various 95 Express routes.

**Routine Replacement and Enhancement**

The Miami-Dade Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$401 million procurement of 136 new rail vehicles for replacing the existing fleet.

The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. Delivery of the new vehicles is currently projected to commence in late 2016.



### ***Bus New Vehicle Replacement***

The Department of Transportation and Public Works (DTPW) continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW's bus fleet is continuously aging; therefore an aggressive bus replacement plan is in place to ensure compliance with FTA's bus retirement criteria.



The procurement of alternative fuel buses for replacements and enhancements would not only be an improvement to transit but also promote the county's long-term initiative towards a state of good repair, economic competitiveness, livability, sustainability, safety, job creation, and economic stimulus.

After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). In addition to CNG, DTPW will also acquire zero emissions electric buses.



### ***Safety and Security***

DTPW 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. DTPW's commitment to the safety and security of the DTPW system, patrons, and employees is of the highest of priorities. In an effort to further complement its existing security infrastructure, DTPW 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 DTPW from disclosing these improvements/installations in greater detail.

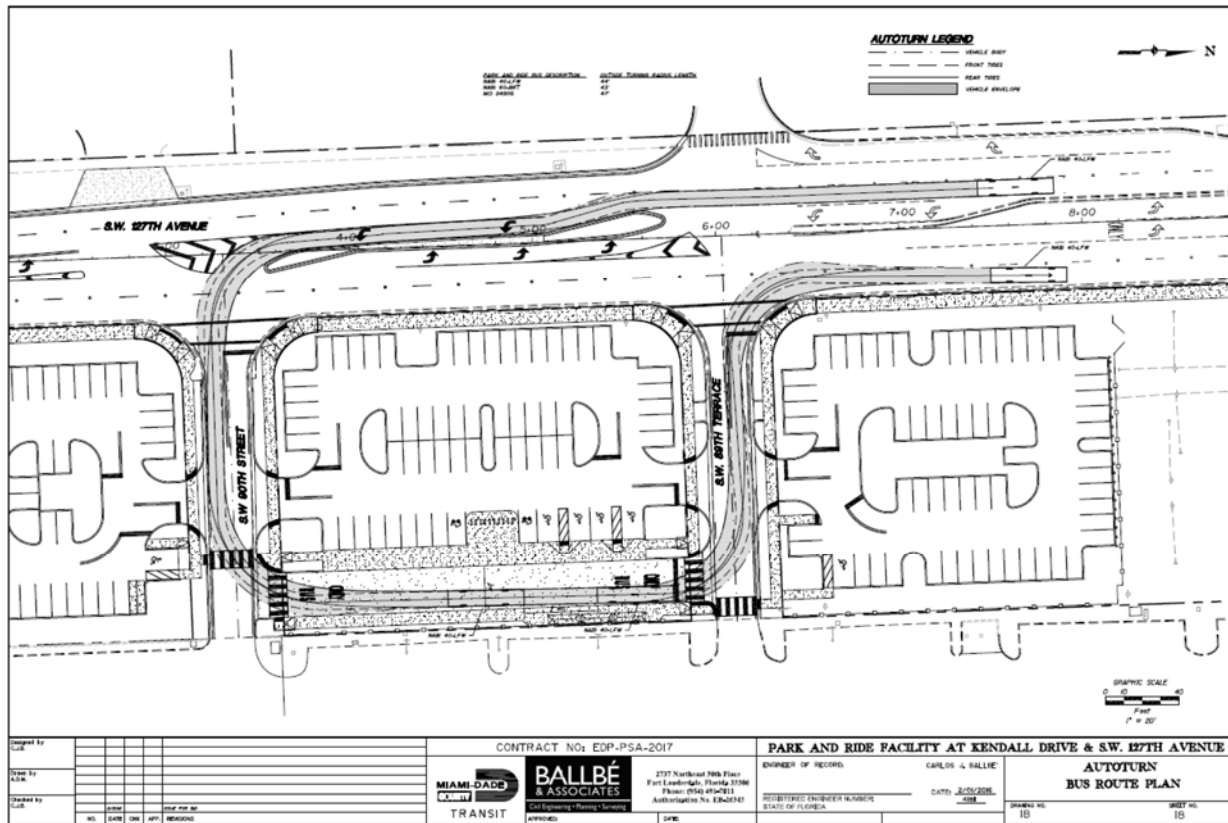
### ***MDT Additional Elevators at Dadeland North Metrorail Station***

Since its completion in 1984, the Dadeland North Metrorail Station's use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is December 2019.

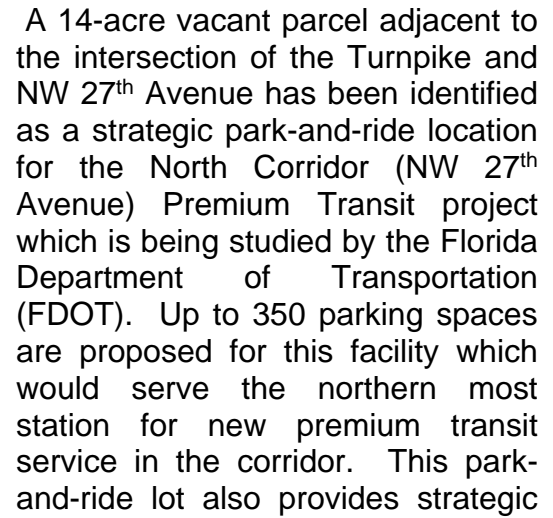
## Transit Centers with Park & Ride Facilities

### *Kendall Park-and-Ride Facility at SW 127<sup>th</sup> Avenue*

DTPW is constructing a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88<sup>th</sup> Street (Kendall Drive) and SW 127<sup>th</sup> Avenue. This facility will serve the Kendall Cruiser (Route 288) which began service in June 2010. This site is owned by Florida Power and Light (FPL). On December 2, 2015 the construction contract was advertised. The project is scheduled for completion in April 2017.







transit oriented development (TOD) opportunities. This facility is anticipated to open in 2019.

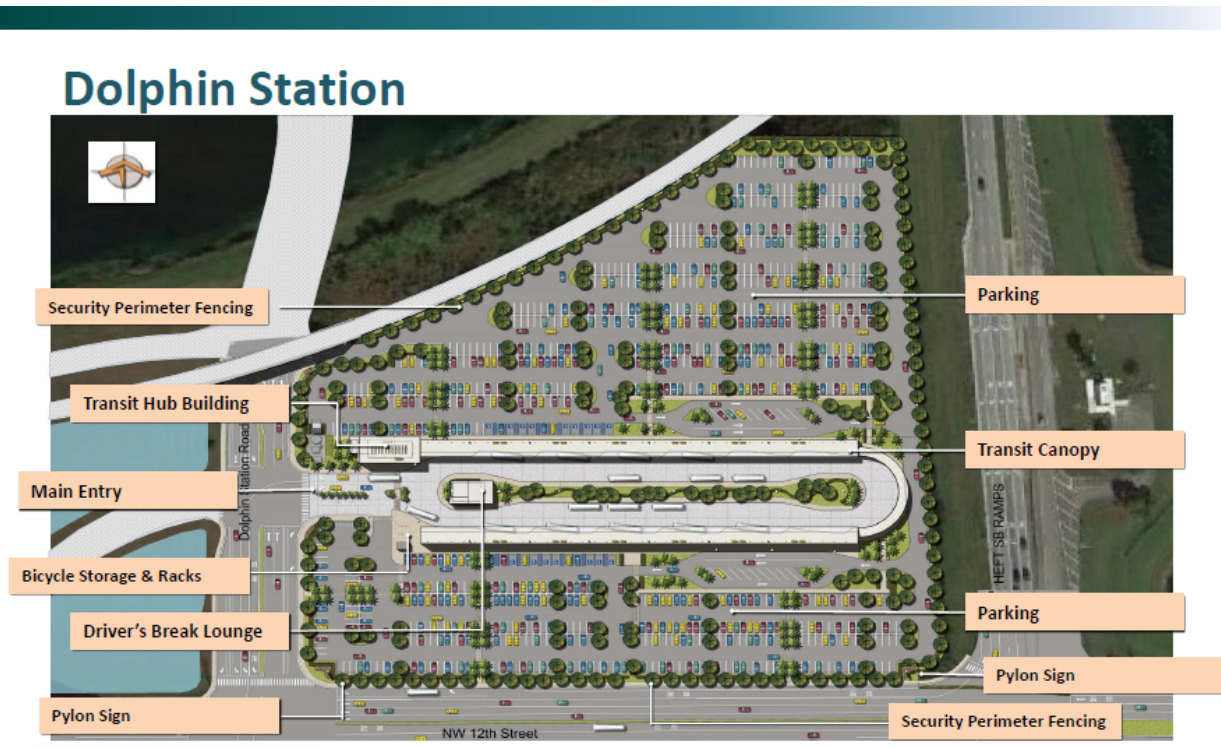
### SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue (Tamiami Station)

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate approximately 500 parking spaces, which would serve as the western most station for the new premium bus service in the corridor. The estimated completion date is 2019.



### ***HEFT and NW 12<sup>th</sup> Street (Dolphin Station)***

Property owned by FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12<sup>th</sup> Street has been identified as a strategic location for a transit center with a park-and-ride facility. This transit center would support the SR 836 Express 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. The scheduled completion date is late 2017.





### ***Palmetto Expressway at NW 74<sup>th</sup> Street (Palmetto Intermodal Terminal)***

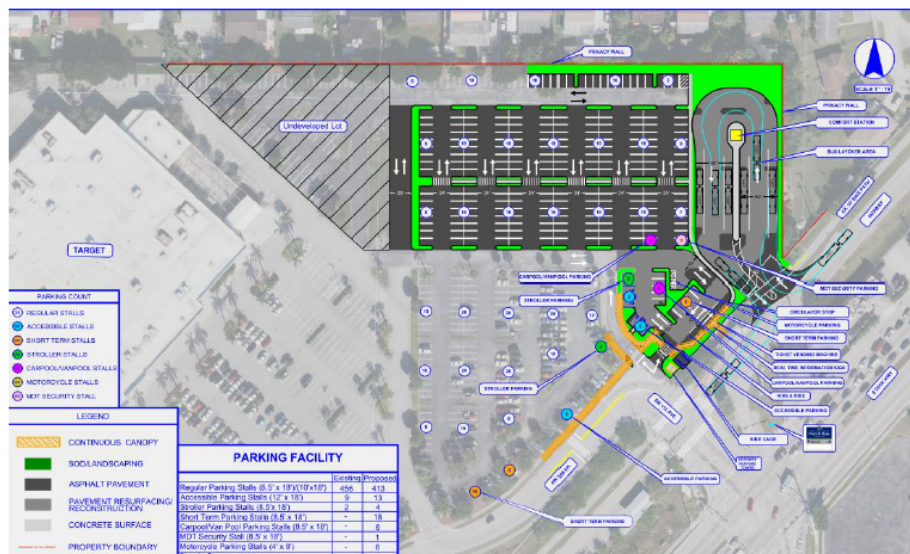
DTPW recommends that the FDOT SR 826/Palmetto Expressway Express Lanes PD&E Study address the feasibility of acquiring an 11.88-acre semi-vacant parcel of land located immediately south of the Palmetto Metrorail Station for the purpose of constructing the Palmetto Station Intermodal Terminal that will include but not be limited to: long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 6 bus bays and 2 layover bays.



### ***Park-and-Ride Lot at South Miami-Dade Busway and SW 112<sup>th</sup> Avenue***

DTPW is currently leasing approximately 454 parking spaces on an existing surface lot located at approximately SW 112<sup>th</sup> Avenue and the South Miami-Dade Busway and is in the process of examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the busway.

Busway Park-and-Ride at SW 112<sup>th</sup> Avenue Proposed Improvement Plan



## Transit Centers without Park-and-Ride

### *Panther Station at Florida International University*

Florida International University (FIU) constructed a parking garage along SW 8<sup>th</sup> Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112<sup>th</sup> Avenue and SW 109<sup>th</sup> Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide 10 bus bays to accommodate the relocation of the existing DTPW routes from the current bus terminal located near SW 107<sup>th</sup> Avenue/SW 17<sup>th</sup> Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center should coincide with the beginning of the SR-836 Express Bus in 2019.



## Panther Station



NEWLY CONSTRUCTED  
PARKING GARAGE 6 (PG-6) AT FIU



## **Premium Transit Corridors: Incremental Improvements**

### ***195-BC – Broward Boulevard to Civic Center***

This route provides 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 are 30 minutes during the AM/PM peak-hour. Revenue service began on November 23, 2015.



### ***195-SC – Sheridan Street to Civic Center***

This route provides 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 are 30 minutes during the AM/PM peak-hour. Revenue service began on November 23, 2015.

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

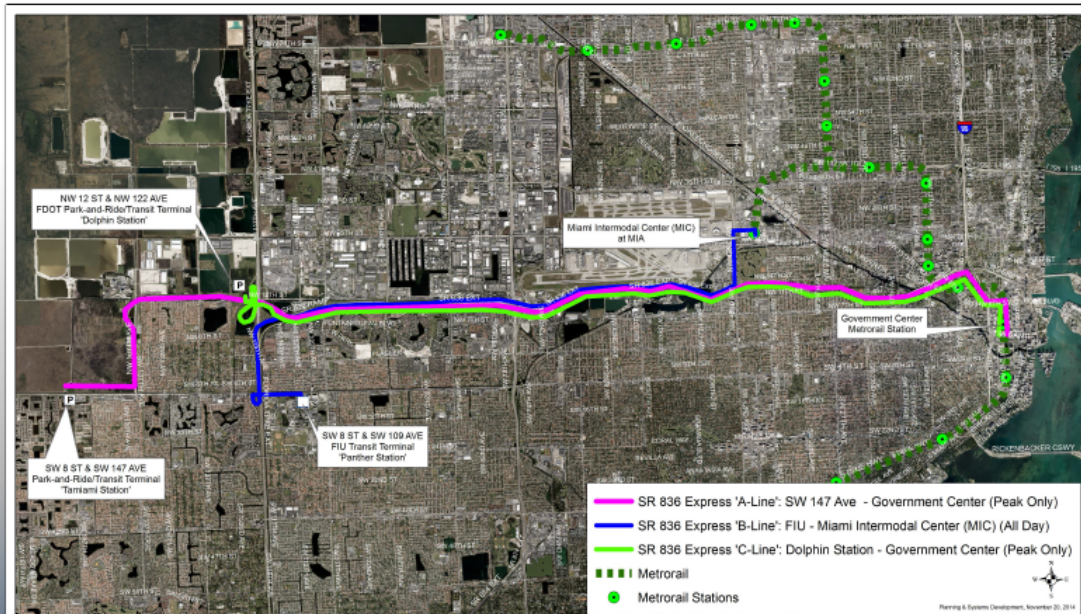
This route would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to the Miami Intermodal Center (MIC) and Downtown Miami via SW 137<sup>th</sup> Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This route will feature three legs.

- The first leg (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 8<sup>th</sup> Street and SW 147<sup>th</sup> Avenue) to Downtown Miami via SW 8<sup>th</sup> Street, SW 137<sup>th</sup> Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2019 using 9 new 60-foot alternative fuel buses.
- The second leg (Line B) will provide premium express transit service from the proposed Panther Station (Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8<sup>th</sup> Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. The planned long-term improvements for this route will be completed by 2019 using 3 new 60-foot alternative fuel buses.
- The third leg (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12<sup>th</sup> Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the proposed Dolphin Station in late 2017. This route will feature 8 new 60-foot alternative fuel buses.





## Project Location Map



State Road 836 Express Bus Service



### ***East-West Corridor (Flagler Bus Rapid Transit - BRT)***

The East-West Corridor in 2002 was identified as one of eight Rapid Transit Corridors in the People's Transportation Plan (PTP). On February, 19, 2015, the Miami-Dade MPO Governing Board directed that the East-West Corridor (inclusive of SR 112) be implemented in an expedited manner assuming full Bus Rapid Transit (BRT) as the transit modal technology, pursuant to MPO Resolution No. 01-15. The Florida Department of Transportation (FDOT) is currently in the process of selecting a consultant to study the implementation of Bus Rapid Transit (BRT) service and infrastructure along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. It is anticipated that FDOT will select a qualified consultant by the second quarter of 2016.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses.

### ***Beach Connection (Baylink)***

The Beach Corridor Transit Connection Study was completed by DTPW, the Metropolitan Planning Organization (MPO), the Florida Department of Transportation (FDOT) and the cities of Miami and Miami Beach in June 2015. The study updated the 2004 BayLink Study and culminated with the selection of a preferred alternative for modal technology and alignment.

Recent momentum for implementing a rapid transit solution to connect Miami Beach with the mainland is demonstrated in the commitments by the County and the Cities of Miami and Miami Beach. Currently, the County and the Cities are in the process of approving a Memorandum of Understanding with FDOT that will pave the way for initiating the study phase of this project. While the City of Miami Beach may independently move forward with funding the Miami Beach Connector loop in their jurisdiction with local and state dollars, the County proposes to pursue Federal New Starts funding for the Miami Connector loop. In the future, this loop can be completed by running an extension of the system through the Julia Tuttle Causeway.







## **Fiscal Years 2017 - 2021 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 2017 thru 2021 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.

#### ***FEDERAL TRANSIT ADMINISTRATION (FTA) GRANT, PILOT PROGRAM FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)***

SFRTA received a \$1.25 million FTA grant in September 2015, for TOD planning along the proposed Tri-Rail Coastal Link (TRCL) commuter rail line. SFRTA will partner with the South Florida Regional Planning Council and Treasure Coast Regional Planning Council to complete the study. The work will include comprehensive station area planning, an infrastructure assessment, station-area bicycle and pedestrian planning, an affordable housing analysis, and will explore creation of a regional TOD Fund. Earlier market and economic analysis of the potential development TRCL could generate identified station-area residential and commercial development in the billions of dollars. The TOD work will provide the region with suggestions on how to realize that economic potential and increase livability and quality of life in South Florida.



### ***TRI-RAIL REAL-TIME PASSENGER INFORMATION SYSTEM (RTPIS), INCLUDING SMART PHONE APPLICATION***

SFRTA 's RTPIS will provide train locations and predicted arrival times at each station via the internet, smartphone app, telephone, text message, and LCD displays location on the station platforms. The system will include onboard signage and an audio system on train cars to display and announce next station arrival and destination information. The train-tracking component is expected to be available via internet and smartphone app in 2016.

### ***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. Construction is anticipated Fall 2016.



### ***POSITIVE TRAIN CONTROL***

SFRTA plans to install Positive Train Control on all trains. 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 are 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. By the end of the year, the Tri-rail system plans to have 10 bike cars. One designated bike car will be added to a train.

### ***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.

### ***PROGRAM OF PROJECTS***

SFRTA receives annual Federal Appropriations Sections 5307 and 5337 funding from the Federal Transit Administration (FTA). This funding is programmed in SFRTA's Capital and Operating Budget to include preventive maintenance costs, such items as rolling stock maintenance, station maintenance, wayfinding, transit enhancements, general engineering consultants, and transit oriented development, which are allowable expenditures of funds under FTA guidelines.

**Appendix A**  
**Completed Highway Projects in 2015**

**Completed Highway Projects in 2015**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 916/NW 135 STREET	43117115201	FROM NW 57 AVENUE TO NW 47 AVENUE	MAINTENANCE RESURFACING (FLEX)	January-15
2	SR 9/NW 27 AVENUE	42918415201	FROM N OF NW 141 STREET TO ON RAMP FM: PARK & RIDE	RESURFACING	January-15
3	SR 9A/I-95 (SB)	42751515201	FROM S OF BRDG OVER SR 922 TO N OF BRDG OVER BISC. CANAL	RIGID PAVEMENT REHABILITATION	February-15
4	SR 924/NW 119 STREET	42527345201	AT SR 7/NW 7 AVENUE	INTERSECTION IMPROVEMNT	February-15
5	SR 7/NW 7 AVENUE	42805415201	FROM NW 131 STREET TO NW 118 STREET	TRAFFIC OPS IMPROVEMENT	February-15
6	SR 5/US-1/S. DIXIE	41062545201	AT SW 304TH STREET	INTERSECTION IMPROVEMENT	February-15
7	SR 922/NE 123RD STREET	42976115201	FROM W. OF N BAYSHORE DR TO E OF N BAYSHORE DRIVE	SIDEWALK	March-15
8	SR 9/NW 27 AVENUE	42261225201	AT NORTH RIVER DRIVE	INTERSECTION IMPROVEMNT	March-15
9	SR 913/SE 26TH ROAD	42914915201	FROM SW 1 AVENUE TO S MIAMI AVENUE	RESURFACING – RIDE ONLY	March-15
10	SR 9A/I-95	43119115201	AT NW 17 ST. REPAIR/REHAB BRIDGE #870455	BRIDGE - PAINTING	March-15
11	SR 948/NW 36 STREET	42913615201	FROM W OF NW 74TH AVENUE TO WEST OF LEE DRIVE	RESURFACING	April-15
12	SR 969/NW 72 AVE	42934525201	AT SR 934/NW 74 STREET	INTERSECTION IMPROVEMENT	April-15
13	CITY OF CORAL GABLES ALHAMBRA CIRCLE	42611115201	AT CORAL GABLES CANAL - N OF SW 40 STREET	BRIDGE-REPAIR/REHABILITATION	April-15
14	SR 994/QUAIL ROOST	42934115201	FROM E OF TURNPIKE TO SR 5/US-1	RESURFACING - RIDE ONLY	April-15
15	SR 933/NW 12 AVENUE	43081615201	FROM N OF NW 29 STREET TO NW 40 STREET	RESURFACING	April-15
16	SR 817/NW 27 AVENUE	42918625201	AT MIAMI GARDENS DRIVE	INTERSECTION IMPROVEMENT	April-15



**Completed Highway Projects in 2015**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 817/NW 27 AVENUE	42918615201	FROM S OF NW 187 STREET TO N OF NW 202 TERRACE	RESURFACING	April-15
18	SR 90/TAMIAMI TRAIL	42916215201	FROM L-N41 CANAL BRIDGE TO 1/2 MI W OF KROME AVENUE	RESURFACING	May-15
19	SR A1A/COLLINS AVE.	42904325201	AT 77 STREET	TRAFFIC SIGNALS	May-15
20	SR A1A/COLLINS AVE.	42904315201	FROM 67 STREET TO 69 STREET	INTERSECTION IMPROVEMENT	May-15
21	SR 972/CORAL WAY	42751315201	FROM SW 37 AVENUE TO E OF SW 13 AVENUE	RESURFACING	May-15
22	ITS EQUIPMENT REPLACEMENT	41774079201	REPLACEMENT - CONSULTANTS/GRANTS	ITS COMMUNICATION SYSTEM	May-15
23	SR 9A/I-95 NB OFF RAMP	43082145201	TO SR 91/FLORIDA TURNPIKE ON-RAMP	RESURFACING	May-15
24	SR 826/PALMETTO EXPY	43082135201	FRONTAGE ROADS (VARIOUS LOCATIONS)	RESURFACING	May-15
25	SR 997/KROME AVENUE	43635715201	FROM SW 297 STREET TO SR 90/US 41/SW 8 STREET	TRAFFIC OPS IMPROVEMENT	May-15
26	SR 5/US-1	42902115201	AT SR 9/SW 27 AVENUE	INTERSECTION IMPROVEMNT	June-15
27	SR 860/MIAMI GARDENS DRIVE	43209815201	AT NW 62 AVENUE	TRAFFIC SIGNALS	June-15
28	SR 970/DOWNTOWN DISTRIBUTOR ON RAMP	43119015201	TO SR 9A/I-95 OVER SW 2ND STREET	BRIDGE - PAINTING	July-15
29	SR 823/NW 57 AVENUE	24994115201	FROM W 46TH STREET TO W 53RD STREET	ADD LANES & RECONSTRUCT	July-15
30	SR 934/WEST 21 STREET	43081415201	FROM E OF W 4TH AVENUE TO PALM AVENUE	RESURFACING - RIDE ONLY	July-15
31	SR 823/NW 57 AVENUE-N/B	24994175201	FROM NW 202 ST/HONEY HILL TO TPK EXIT INSIDE OF HEFT	SIDEWALK	July-15
32	SR A1A/INDIAN CREEK DRIVE	42750515201	FROM 44TH STREET TO 42ND STREET	RESURFACING	July-15
33	SR A1A/COLLINS AVE./ INDIAN CREEK	42750525201	DRAINAGE ALONG 43 STREET	DRAINAGE IMPROVEMENTS	July-15

**Completed Highway Projects in 2015**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
34	SR 915/NE 6 AVENUE	42934415201	FROM BISCAYNE BOULEVARD TO NE 110 TERRACE	MAINTENANCE RESURFACING	July-15
35	SR 915/NE 6 AVENUE	43117515201	FROM NE 110TH TERRACE TO S OF NE 123RD STREET	RESURFACING	July-15
36	LUGO AVENUE	43003115201	1/2 MI EAST OF OLD CUTLER RD REP/REHAB BRDG #875308	BRIDGE-REPAIR/REHABILITATION	July-15
37	SR 860/MIAMI GARDENS DRIVE	42902015201	FROM NE 20TH PLACE TO NE 22ND AVENUE	INTERSECTION IMPROVEMENT	August-15
38	SR 860/MIAMI GARDENS DRIVE	42918915201	FROM NE 15TH AVENUE TO NE 20TH PLACE	RESURFACING	August-15
39	SR 860/MIAMI GARDENS DRIVE	43080525201	FROM E OF NE 22ND AVENUE TO W OF SR 5/ BISCAYNE BOULEVARD	RESURFACING	August-15
40	SR 860/MIAMI GARDENS DRIVE	43080515201	FROM NE 5TH AVENUE TO NE 15TH AVENUE	RESURFACING	August-15
41	SR 9A/I-95 SB	43119215201	AT SR 970 EB DOWNTOWNREPAIR & PAINTING BRDG #870474	BRIDGE-REPAIR/REHABILITATION	August-15
42	SR 112/I-195 EB	43119415201	TO I-95 NB REPAIR/REHAB & PAINTING BRDG #870305	BRIDGE - PAINTING	August-15
43	SR 9A/I-95 NORTHBOUND	42999915201	AT SW 1ST AVENUE	BRIDGE-REPAIR/REHABILITATION	August-15
44	SR 826/PALMETTO EXPY	42913525201	AT NW 57TH AVENUE	INTERSECTION IMPROVEMENT	August-15
45	SR 826/PALMETTO EXPRESSWAY	42913535201	VARIOUS RAMP LOCATIONS	RESURFACING	August-15
46	SR 826/PALMETTO EXPRESSWAY	42913515201	FROM NW 154TH STREET TO EAST OF NW 57TH AVENUE	RESURFACING	August-15
47	SR 909/W DIXIE HIGHWAY	43081915201	FROM N OF NE 151ST STREET TO NE 163RD STREET	RESURFACING	September-15
48	SR 922/NE 125 STREET	42913715201	FROM E OF NE 7TH AVENUE TO W OF BISCAYNE BOULEVARD	RESURFACING	September-15
49	SR 5/US-1 BISCAYNE BOULEVARD	43590015201	AT NE 38TH STREET	INTERSECTION IMPROVEMENT	September-15

**Completed Highway Projects in 2015**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
50	SR 9A/I-95	43717615201	AT SR 836/I-395	INTERCHANGE ITS STAGING AREA	October-15
51	SR 922/96 STREET	42913725201	FROM W OF W BROADVIEW DRIVE TO INDIAN CREEK BRIDGE	RESURFACING	October-15
52	SR 997/KROME AVENUE	43584215201	VARIOUS LOCATIONS	SIGNING/PAVEMENT MARKINGS	November-15
53	SR 985/SW 107 AVENUE	43117715201	FROM SW 24TH STREET/ CORAL WAY TO SW 1100 BLOCK	RESURFACING	December-15
54	SR 997/KROME AVENUE	43493015201	FROM N OF SW 168TH STREET TO S OF SW 136TH STREET	MAINTENANCE RESURFACING	December-15
55	SR 997/KROME AVENUE	43493025201	FROM S OF SW 268TH STREET TO S OF SW 256TH STREET	RESURFACING	December-15
56	SR 997/KROME AVENUE	43493035201	FROM N OF SW 184TH STREET TO S OF SW 168TH STREET	MAINTENANCE RESURFACING	December-15
57	SR 997/KROME AVENUE	43493045201	FROM N OF SW 216TH STREET TO S OF SW 192ND STREET	MAINTENANCE RESURFACING	December-15
58	SR 997/KROME AVENUE	43493055201	FROM N OF SW 288TH STREET TO S OF SW 272ND STREET	MAINTENANCE RESURFACING	December-15
59	SR 934/NW 79 STREET	42914715201	FROM E OF 2800 BLOCK TO NW 14TH AVENUE	RESURFACING	December-15
60	SR 9/NW 27 AVENUE	42918515201	FROM S OF SR 934/NW 79TH STREET TO N OF SR 932/NW 103RD STREET	RESURFACING	December-15
61	SR 9A/I-95 SOUTHBOUND	42751525201	FROM BISCAYNE RIVER CANAL TO NW 125TH STREET	RESURFACING	December-15
62	SR 9A/I-95	42930015201	FROM NW 79TH STREET TO NW 103RD STREET	RIGID PAVEMENT REHABILITATION	December-15
63	SR 9A/I-95	42930115201	FROM BISCAYNE RIVER CANAL TO N OF RAMP #87170353	RIGID PAVEMENT REHABILITATION	December-15

**Completed Highway Projects in 2015**  
**Florida's Turnpike Enterprise**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	NONE				

**Completed Highway Projects in 2015**  
**Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 112 INFRASTRUCTURE MODIFICATIONS FOR ORT	11209	NW 22 <sup>ND</sup> STREET TO NW 12 <sup>TH</sup> AVENUE	ROADWAY RECONSTRUCTION	June-16
2	SR 826/SR 836 INTERCHANGE IMPROVEMENTS	83608	SR 826 INTERCHANGE TO SR 836	INTERCHANGE MODIFICATION (JPA WITH FDOT)	March-16 (last JPA Payment in Nov-17)
3	SR 836 INFRASTRUCTURE MODIFICATIONS FOR ORT (EAST SECTION)	83624	NW 62 <sup>ND</sup> AVENUE TO I-95/I-395	ROADWAY RECONSTRUCTION	June-16
4	SR 836 EXTENSION WESTBOUND ACCESS RAMP	83625	NW 107 <sup>TH</sup> AVENUE TO SR 836 WESTBOUND	NEW ACCESS RAMP	June-16
5	SR 836 INFRASTRUCTURE MODIFICATIONS FOR ORT (WEST SECTION)	83631	NW 62 <sup>ND</sup> AVENUE TO NW 137 <sup>TH</sup> AVENUE	ROADWAY RECONSTRUCTION	June-16
6	SR 874 / KILLIAN PARKWAY INTERCHANGE IMPROVEMENTS (KILLIAN PARKWAY 4 <sup>TH</sup> LANE EXTENSION)	87404-A	HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE TO KENDALL DRIVE	LANE EXTENSION	January-16
7	SYSTEMWIDE IMPLEMENTATION OF DYNAMIC MESSAGE SIGNS (DMS)	10019	SYSTEMWIDE	INSTALLATION OF DMS	June-16



**Completed Highway Projects in 2015****Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	NW 97TH AVENUE		NW 70TH STREET TO NW 74TH STREET	NEW 4 LANES	
2	NW 36TH STREET/ NW 87TH AVENUE			RESURFACING	
3	NW BLUE LAGOON DRIVE		NW 57TH AVENUE TO DEAD END (EAST)	RESURFACING	
4	SW 48TH STREET		SW 107TH AVENUE TO SW 87TH AVENUE	RESURFACING	
5	SW 72ND AVENUE		SW 72ND STREET TO SW 56TH STREET	RESURFACING	
6	NW 40TH STREET/ NW 57TH AVENUE			INTERSECTION IMPROVEMENT	
7	NW 117TH AVENUE/ NW 25TH STREET			TRAFFIC SIGNAL	
8	MIAMI AVENUE		87TH STREET TO 105TH STREET	ROADWAY IMPROVEMENTS	
9	W 17TH AVENUE		FLAGLER STREET TO NW 3RD STREET	RESURFACING	
10	NW 22ND AVENUE		NW 20TH STREET TO NW 36TH STREET	RESURFACING	
11	MEMORIAL HIGHWAY		NE 131ST STREET TO NE 135TH STREET	RESURFACING	
12	NW 37TH AVENUE		NW 199TH STREET TO NW 213TH TERRACE	RESURFACING	
13	NW 32ND AVENUE/ NW 157TH STREET			INTERSECTION IMPROVEMENT	
14	SW 112TH AVENUE		SW 184TH STREET TO SW 152ND STREET	RESURFACING	
15	SW 137TH AVENUE		KENDALE LAKES BOULEVARD TO SW 72ND STREET	RESURFACING	
16	SW 162ND AVENUE		SW 72ND STREET TO SW 56TH STREET	RESURFACING	
17	SW 168TH STREET		US-1 TO SW 87TH COURT	RESURFACING	
18	SW 127TH AVENUE/ SW 72ND STREET			INTERSECTION IMPROVEMENT	
19	SW 147TH AVENUE/ SW 168TH STREET			TRAFFIC CIRCLE	

## Completed Highway Projects in 2015

### Miami-Dade County Department of Transportation and Public Works

#	Project Name	Project Number	Limits	Type of Work	Completion Date
20	SW 147TH AVENUE/ SW 72ND STREET			INTERSECTION IMPROVEMENT	
21	SW 157TH AVENUE/ SW 42ND STREET			INTERSECTION IMPROVEMENT	
22	SW 157TH AVENUE/ SW 88 STREET (SOUTH)			INTERSECTION IMPROVEMENT	
23	SW 157 AVENUE/ SW 88TH STREET (NORTH)			INTERSECTION IMPROVEMENT	
24	SW 162ND AVENUE/ SW 47TH STREET			TRAFFIC SIGNAL	
25	SW 152ND AVENUE/ PACIFIC BOULEVARD			TRAFFIC SIGNAL	
26	OLD CUTLER ROAD		SW 97TH AVENUE TO SW 87TH AVENUE	CURB AND GUTTER, TRAFFIC OPERATIONAL IMPROVEMENTS	

**Appendix B**  
**Highway Projects Under Construction**

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	SR 5/BISCAYNE BOULEVARD	43305915201	FROM NE 13TH STREET TO NE 78TH STREET	PEDESTRIAN SAFETY IMPROVEMENT	January-16
2	SR 5/BISCAYNE BOULEVARD	42919025201	AT SR 916/NE 135TH STREET	INTERSECTION IMPROVEMENT	January-16
3	SR 5/BISCAYNE BOULEVARD	42919015201	FROM N OF NE 121ST STREET TO NE 151ST STREET	RESURFACING	January-16
4	SR 823/NW 57TH AVENUE	24994155201	FROM WEST 23RD STREET TO WEST 46TH STREET	ADD LANES & RECONSTRUCT	January-16
5	SR 907/ALTON ROAD	24991135201	AT 5TH STREET, 10TH STREET AND 14TH STREET	DRAINAGE IMPROVEMENTS	January-16
6	SR 907/ALTON ROAD	24991115201	FROM 5TH STREET TO MICHIGAN AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	January-16
7	SR 948/NW 36TH STREET	42597915201	FROM W OF LEE DRIVE TO E OF OKEECHOBEE ROAD	RESURFACING	January-16
8	SR 948/NW 36TH STREET	41806525201	FROM SR 953/LEJEUNE ROAD TO SR 25/OKEECHOBEE ROAD	BRIDGE-REPLACE AND ADD LANES	January-16
9	SR 25/NW 36TH STREET	42934315201	FROM OKEECHOBEE ROAD TO NW 23RD AVENUE	RESURFACING	February-16
10	SR 25/NW 36 STREET	42934325201	AT NW 27TH AVENUE	INTERSECTION IMPROVEMENT	February-16
11	SR 7/SW/NW 8TH AVENUE	43274215201	FROM SR 90/US 41/SW 8TH STREET TO NW 3RD STREET	RESURFACING	February-16
12	SR 989/ALLAPATTAH ROAD	43093115201	AT SW 248TH STREET	INTERSECTION IMPROVEMENT	February-16
13	SR 989/SW 112TH AVENUE	43117315201	FROM SR 821/HEFT TO SW 248TH STREET	RESURFACING	February-16
14	SR 934/NW 79TH STREET	43117815201	FROM W OF E 5TH AVENUE TO 2800 BLOCK	RESURFACING	February-16
15	SR 9A/I-95 (S/B)	43079015201	FROM NW 103RD STREET TO NORTH OF NW 119TH STREET	RIGID PAVEMENT REHABILITATION	February-16
16	SR 9A/I-95 (N/B)	43079025201	FROM NW 103RD STREET TO BISCAYNE RIVER CANAL	RIGID PAVEMENT REHABILITATION	February-16
17	SR 944/HIALEAH DRIVE	43081515201	FROM SR 25/OKEECHOBEE ROAD TO E OF 4TH AVENUE	RESURFACING	March-16



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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
18	SR 944/HIALEAH DRIVE	43117915201	FROM E 10TH AVENUE TO SR 7/NW 7TH AVENUE	RESURFACING	March-16
19	SR 944/HIALEAH DRIVE	43117925201	AT NW 21ST AVENUE TRAFFIC SIGNAL INSTALL'N	TRAFFIC SIGNALS	March-16
20	SR 924/NW 119TH STREET	43080915201	FROM SR 7/NW 7TH AVENUE TO SR 909/W DIXIE HIGHWAY	RESURFACING	March-16
21	SR 932/NW 103RD STREET	43076515201	FROM SR 7/NW 7TH AVENUE TO NW 6TH AVENUE	INTERSECTION IMPROVEMENT	March-16
22	SR 932/NW 103RD STREET/E 49TH STREET	43117615201	FROM E 10TH AVENUE TO SR 7/NW 7 AVENUE	RESURFACING	March-16
23	SR 934/79TH STREET CAUSEWAY	43118015201	FROM E OF N BAYSHORE DRIVE TO BAY DRIVE WEST	RESURFACING	March-16
24	SR 934/NE 79TH STREET	43118025201	BRIDGES 870550 & 870084 OVER BISCAYNE BAY	BRIDGE REHABILITATION	March-16
25	SR 112/I-195	43119315201	OVER INTRACOASTAL WATERWAY REP & PAINTING BRDG # 870301	BRIDGE - PAINTING	April-16
26	SR 826/SR 836	24958115201	FROM N OF SW 8TH STREET TO S OF NW 25TH STREET & FROM NW 87TH TO 57TH AVENUE	INTERCHANGE - ADD LANES	April-16
27	SR 7/NW 7TH AVENUE	43081715201	FROM NW 36TH STREET TO N OF NW 78TH STREET	RESURFACING	May-16
28	SR 826/PALMETTO EXPRESSWAY	25014025201	FROM N OF SUNSET DRIVE TO SR 5/US-1	LANDSCAPING	May-16
29	SR 25/OKEECHOBEE ROAD	43381815201	AT W 18TH AVENUE	INTERSECTION IMPROVEMENT	May-16
30	NW 25TH STREET VIADUCT	40566515201	FROM NW 82ND AVENUE TO SR 826	NEW ROAD CONSTRUCTION	June-16
31	NW 25TH STREET	25118515201	FROM NW 89TH COURT TO SR 826	ADD LANES & RECONSTRUCT	June-16
32	SR 934/NW/NE 79TH STREET	42745215201	FROM NW 14TH AVENUE TO N BAYSHORE DRIVE	RESURFACING	June-16
33	SR 826/GGI INTERCHG	42913415201	FROM SR 91/SE END OF BRDG TO E OF NW 1ST AVENUE	RESURFACING	June-16

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
34	MIAMI INTERMODAL CTR (MIC)	25023475201	CONNECTION TO NW 37TH AVENUE	NEW ROAD CONSTRUCTION	June-16
35	SR 826/PALMETTO EXPRESSWAY	43082125201	FROM SR 878/SNAPPER CREEK TO N OF SUNSET DRIVE	RESURFACING	July-16
36	SR 826/PALMETTO EXPRESSWAY	43274315201	FROM SR 5/US-1 TO N OF SR 878/SNAPPER CREEK EXPRESSWAY	RESURFACING	July-16
37	SR 997/KROME AVENUE	24961575201	ADD LANES & RECONSTRUCT	FROM MP 5.122 TO MP 8.151	August-16
38	SR 5/BISCAYNE BOULEVARD	41462435201	FROM N. OF NE 196TH STREET TO N. OF NE 213TH STREET	RESURFACING	September-16
39	SR 5/BISCAYNE BOULEVARD	43076815201	INTERSECTION IMPROVEMENT	AT NE 199, 203, 205, 209 & 213 STREETS	September-16
40	SR 997/KROME AVENUE	24961585201	ADD LANES & RECONSTRUCT	FROM MP 8.151 TO MP 10.935	December-16
41	ITS EQUIPMENT REPLACEMENT	41774089201	ITS COMMUNICATION SYSTEM	ITS EQUIPMENT REPLACEMENT	December-16
42	ITS EQUIPMENT REPLACEMENT	41774099201	ITS COMMUNICATION SYSTEM	ITS EQUIPMENT REPLACEMENT	December-16
43	SR 823/NW 57 AVENUE	24994165201	FROM W 53RD STREET TO W 65TH STREET	ADD LANES & RECONSTRUCT	January-17
44	SR 997/KROME AVENUE	24961525201	FROM N OF SW 8TH STREET TO MP 2.754	ADD LANES & RECONSTRUCT	January-17
45	SR 997/KROME AVENUE	24961565201	FROM MP 2.754 TO MP 5.122	ADD LANES & RECONSTRUCT	January-17
46	SR 826/PALMETTO EXPRESSWAY	43274325201	FROM E OF NW 57TH AVENUE TO W OF NW 27TH AVENUE	RESURFACING	February-17
47	SR 826/PALMETTO EXPRESSWAY	43274335201	FROM W OF NW 27TH AVENUE TO W OF NW 17TH AVENUE	RESURFACING	February-17
48	SR 817/NW 27TH AVENUE	43274355201	FROM NW 165TH STREET TO NW 171ST STREET	INTERSECTION IMPROVEMENT	February-17
49	SR 823/NW 57TH AVENUE	42901415201	AT NW 138TH STREET	INTERSECTION IMPROVEMENT	April-17
50	SR 823/NW 57TH AVENUE	24994145201	FROM W 65TH STREET TO W 84TH STREET	ADD LANES & RECONSTRUCT	April-17
51	SR 93/I-75	43079515201	AT SR 826/PALMETTO EXPRESWAY RAMPS	RESURFACING	August-17

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
52	SR 826/PALMETTO EXPRESSWAY	43268725201	FROM SR 93/I-75 TO NW 154TH STREET	RESURFACING	August-17
53	SR 826 AND SR 93/I-75	43268715201	FROM FLAGLER ST TO NW 154TH STREET & I-75 FROM SR 826 TO NW 170TH STREET	ADD SPECIAL USE LANE	August-17
54	SR 968/W FLAGLER STREET	41809115201	FROM W OF SR 9/27TH AVENUE TO W 14TH AVENUE	FLEXIBLE PAVEMENT RECONSTRUCT	September-17
55	SR 9/NW/SW/27TH AVENUE	43328315201	FROM SW 10TH STREET TO NW 1ST STREET	INTERSECTION IMPROVEMENT	September-17
56	SR 9/NW 27TH AVENUE	43349115201	AT NW 7TH STREET	INTERSECTION IMPROVEMENT	September-17
57	SR 7/NW 7TH AVENUE	42559815201	FROM NW 8TH STREET TO NW 36TH STREET	FLEXIBLE PAVEMENT RECONSTRUCT	November-17
58	SR 826/PALMETTO EXPY	25007125201	FROM NW 62ND AVENUE TO SR 953/LEJUENE ROAD	LANDSCAPING	November-17
59	SR 997/KROME AVENUE	24961435201	FROM SR 94/KENDALL DRIVE TO 1 MI N OF SW 8TH STREET	ADD LANES & RECONSTRUCT	February-18
60	SR 9A/I-95	43392415201	FROM SNAKE CREEK CANAL TO DADE/ BROWARD COUNTY LINE	LANDSCAPING	May-18

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 23.8 (BIRD ROAD) – MP 26 (SR 836)	CONSTRUCTION	Spring 2019
2	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 21 (SW 72ND STREET) – MP 23.8 (BIRD ROAD)	CONSTRUCTION	Spring 2018
3	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 19.4 (KILLIAN PARKWAY) – MP 21.87 (SW 72ND STREET)	CONSTRUCTION	Spring 2018

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
4	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 14.5 (EUREKA DRIVE) – MP 19.4 (KILLIAN PARKWAY)	CONSTRUCTION	Summer 2017
5	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 11.8 (SW 216TH STREET) – MP 14.5 (EUREKA DRIVE)	CONSTRUCTION	Summer 2016
6	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)		MP 5 ( SW 288TH STREET/BISCAYNE DRIVE) – MP 11.8 (SW 216TH STREET)	CONSTRUCTION	Spring 2018

### **Highway Projects Under Construction** **Miami-Dade Expressway Authority**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 836/I-95 INTERCHANGE IMPROVEMENTS	83611	NW 17TH AVENUE TO I-95	INTERCHANGE IMPROVEMENTS	March-22
2	SR 836 OPERATIONAL, CAPACITY AND INTERCHANGE IMPROVEMENTS	83628	NW 57TH AVENUE TO NW 17TH AVENUE	WIDENING AND INTERCHANGE IMPROVEMENTS	April-18
3	SR 836 INTERCHANGE MODIFICATIONS AT 87TH AVENUE	83629	SR 836 WEST OF 82ND AVENUE TO NW 97TH AVENUE	INTERCHANGE IMPROVEMENTS	October-18
4	SR 836 NEW HEFT RAMP CONNECTIONS	83634	SR 836 TO HEFT	NEW RAMP	October-19
5	SR 874 RAMP CONNECTOR TO SW 128TH STREET	87410	SW 128TH STREET TO SR 874	NEW RAMP	September-18
6	SYSTEMWIDE ITS IMPROVEMENTS	10021	SYSTEMWIDE	INSTALLATION OF ITS TECHNOLOGY	July-17
7	DOLPHIN STATION PARK & RIDE	50001	NORTH OF NW 12 STREET AND WEST OF HEFT	PARK & RIDE FACILITY	January-18



## Highway Projects Under Construction

### Miami-Dade County Department of Transportation and Public Works

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SW 27TH AVENUE		BAYSHORE DRIVE TO US-1	WIDEN TO 3 LANES	
2	MIAMI AVENUE BRIDGE OVER THE MIAMI RIVER			BRIDGE IMPROVEMENT	
3	NW 97TH AVENUE		NW 138TH STREET TO NW 154TH STREET	NEW 4 LANES	
4	MEMORIAL HIGHWAY		NE 121ST STREET TO NE 131ST STREET	RESURFACING	
5	NW 191ST STREET		NW 57TH AVENUE TO NW 52ND AVENUE	RESURFACING	
6	SW 137TH AVENUE		SW 152ND STREET TO SW 128TH STREET	RESURFACING	
7	W 24TH AVENUE		W 60TH STREET TO W 76TH STREET	WIDEN TO 3 LANES	
8	W 76TH STREET		W 36TH AVENUE TO W 20TH AVENUE	ROADWAY IMPROVEMENT	
9	NW 119TH STREET		NW 60TH AVENUE TO NW 42ND AVENUE	RESURFACING	
10	CARIBBEAN BOULEVARD		CORAL SEA ROAD TO SW 87TH AVENUE	WIDEN TO 3 LANES	
11	SW 157TH AVENUE		SW 184TH STREET TO SW 152ND STREET	NEW 4 LANES	
12	SW 176TH STREET		US-1 TO SW 107TH AVENUE	CURB AND GUTTER, TRAFFIC OPERATIONAL IMPROVEMENTS	
13	NW 74TH STREET		NW 114TH AVENUE TO NW 87TH AVENUE	NEW 6 LANES	
14	NW 87TH AVENUE		NW 154TH STREET TO NW 186TH STREET	WIDEN TO 4 LANES	





MIAMI-DADE METROPOLITAN  
PLANNING ORGANIZATION