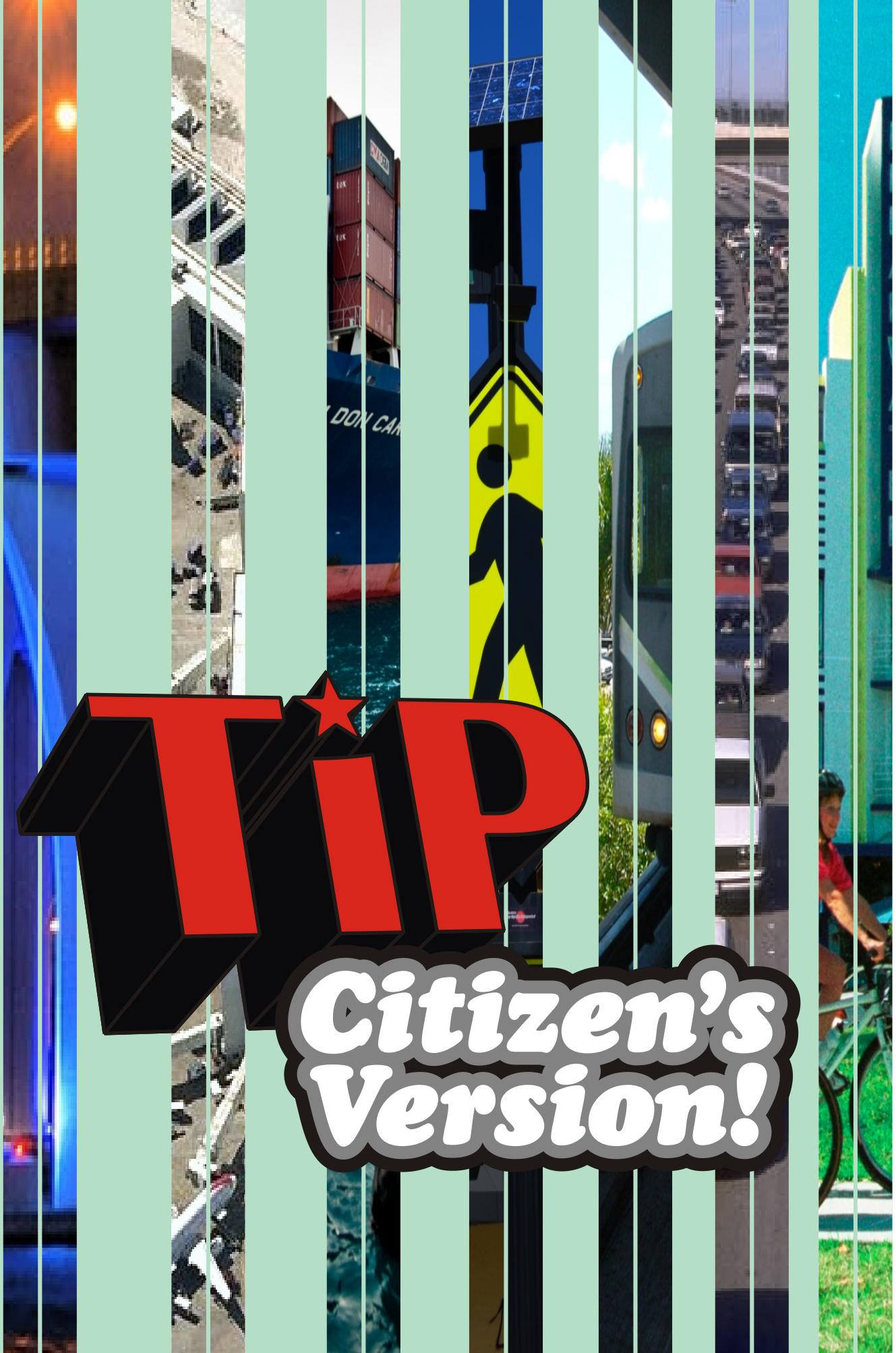


MIAMI-DADE
METROPOLITAN
PLANNING
ORGANIZATION



2016 Transportation Improvement Program



TIP
*Citizen's
Version!*

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2015/2016 to 2019/2020**

TIP Citizen's Version

METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA

2016 – 2020 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 Public Works and Waste Management Department; Miami-Dade County Office of Strategic Business Management; Miami-Dade Transit Agency; 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.

The Miami-Dade MPO complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. It is also the policy of the Miami-Dade MPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

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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. MDT is the largest public transportation system in Florida. MDT operates four major services: (1) Metrobus with an operating fleet of more than 823 buses that carries over 76.9 million boardings per year; (2) Metrorail a 24.8 - mile elevated heavy rail system with 21.8 million annual boardings; and (3) Metromover, a 4.4-mile downtown people mover that had 9.9 million boardings in 2014; and, (4) Special Transportation Service (STS), MDT's complementary paratransit service which has over 30,000 eligible clients. SFRTA operates a 72-mile commuter rail system called Tri-Rail that connects the County with Broward and Palm Beach Counties and 4.3 million boarding in 2013.

Vehicles

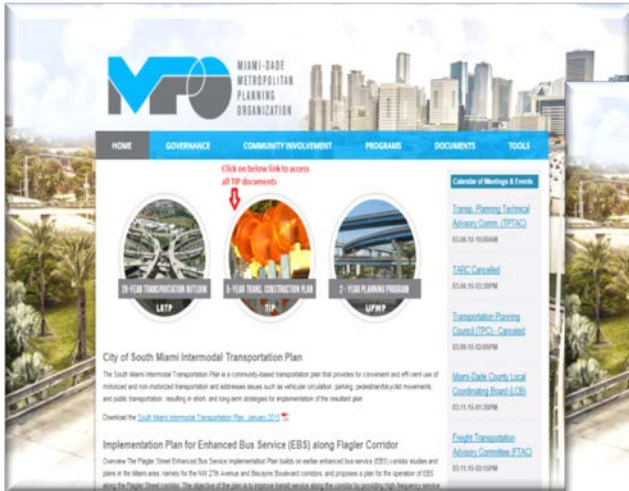
In Miami-Dade County, there are 1.4 million passenger vehicles traveling our road network. In total, those vehicles travel 42 million miles daily; by 2040, that will increase to approximately 67 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 392 gallons of fuel in the year 2005 and traveled 16.7 average miles per day. These figures are expected to increase by at least 35 percent over the next twenty years.

The commute

Work trips account for nearly 20 percent of all travel in Miami-Dade County. On an average workday, 95 percent of the region's commuters travel to work by car, four percent by public transit. One percent walks or travels by some other means, such as bicycle, motorcycle, or taxi.

How to Access the TIP on the Web?

The Transportation Improvement Program (TIP) document may be accessed through the website by visiting the MPO website at <http://miamidademppo.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. 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 2016 to 2020. Fiscal years spanned are 2016, 2017, 2018, 2019 and 2020. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

Fiscal Year 2016 -----	begins July 1, 2015 and ends June 30, 2016
Fiscal Year 2017 -----	begins July 1, 2016 and ends June 30, 2017
Fiscal Year 2018 -----	begins July 1, 2017 and ends June 30, 2018
Fiscal Year 2019 -----	begins July 1, 2018 and ends June 30, 2019
Fiscal Year 2020 -----	begins July 1, 2019 and ends June 30, 2020

What does the TIP include?



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

Who participates in putting the TIP together?



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

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

The TIP's Technicalities



Who must approve the TIP locally?

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



Who must approve the TIP at the State level?

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



Who must approve the TIP at the Federal level?

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

Where Does the MPO Get its Authority?



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

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

TIP Program Funding



Where does Highway Funding come from?

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

Where does Transit Funding come from?

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



MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION

**2016 – 2020 TIP
Review by Transportation Agencies**



Fiscal Years 2015/2016 - 2019/2020

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 Florida Department of Transportation (FDOT), District Six, section provides an overview of the following topics:

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

The Florida Department of Transportation's Five Year Work Program

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

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 2014, FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2016 - 2020. The final tentative program was sent to the Governor and the State Legislature for review in February 2015, and will become effective on July 1, 2015.

Programs and Funding

Program Descriptions

For budgeting purposes the FDOT’s Work Program is comprised of five departmental programs including; Product, Product Support, Operations and Maintenance, Administration/Fixed Capital 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.
- **Administration/Fixed Capital** - Fixed capital comprises Work Program development, financial services and budget, information systems, legal, personnel, and contract administration functions. It also includes construction and rehabilitation of department buildings and facilities.
- **Other** - Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT’s mobile equipment and operation of the FDOT warehouse and supply system.

Funding Overview

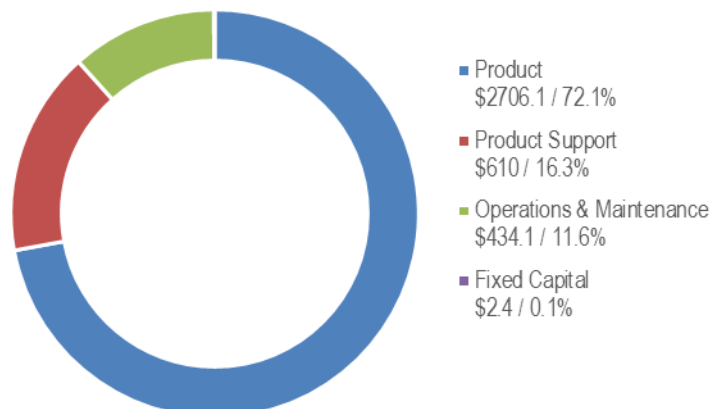
The Department’s funds are allocated among seven Districts statewide. In Miami-Dade, the MPO in consultation with the Department determines the best use of Miami-Dade’s share of funding. The Department’s resources are primarily from federal and state dedicated sources. The State Transportation Trust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

The Department has programmed approximately \$3.75 billion for transportation product, product support, operations & maintenance, fixed capital and other over the next five years. The following charts provide a visual summary of the FY 2016 - 2020 Tentative Five Year Work Program costs.

FDOT District Six, Total Budget Breakdown Tentative Five Year Work Program Fiscal Years 2016 – 2020

As shown in the Total Budget Breakdown chart to the right, the majority of the Department’s \$3.75 billion budget is applied to the product budget in the amount of \$2.7 billion.

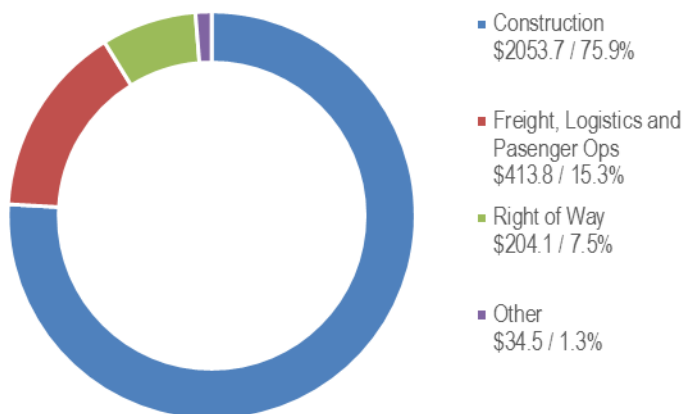
District 6: Total Budget Overview 2016-2020 (Millions)



FDOT District Six, Product Budget Breakdown Tentative Five Year Work Program Fiscal Years 2016 – 2020

The product budget includes money spent on construction, public transportation, right-of-way, and other product. As shown in the Product Budget Breakdown chart to the right, approximately \$2.1 billion (75.9%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$413.8 million (15.3%) will go towards public transportation programs and services; approximately

District 6: Product Overview 2016-2020 (Millions)



\$204.1 million (7.5%) will go towards the purchasing of right-of-way; and the remaining \$34.5 million (1.3%) will be applied to other product, which consists of County Transportation Programs such as the County Incentive Grant Program and the Transportation Alternatives Program.

Strategic Intermodal System (SIS) Projects

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

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

- Miami Intermodal Center (MIC)

The Miami Intermodal Center (MIC) Program includes a Rental Car Center, the MIC Central Station, the Miami International Airport (MIA) Mover, and various access road and major highway improvements. To date, all roadway improvements have been completed, which facilitates safe and efficient access for area businesses and the travelling public while the MIC Program is under construction. The Rental Car Center opened and began operations on July 13, 2010, and the MIA Mover, an automated people mover connecting MIA and the MIC, became operational on September 9, 2011. Metrorail Orange Line opened to revenue service on July 28, 2012. The notice to proceed for construction of the MIC Central Station was given on May 18, 2011 and is anticipated to be opened to the public in April 2015.





MIA People Mover connecting to the Rental Car Center

The MIC Central Station is an intermodal facility designed to accommodate and provide connectivity between various transportation modes. Built around the existing Tri-Rail tracks, the MIC Central Station will feature grade level tracks for Tri-Rail, Metrorail, AMTRAK, and can accommodate a 3rd rail platform for additional intercity rail or future high-speed rail service. The MIC Central Station will also include service for intercity bus, private vehicle parking, Metrobus, taxis, and shuttle buses currently serving MIA.

- Port of Miami Tunnel Construction (POMT)



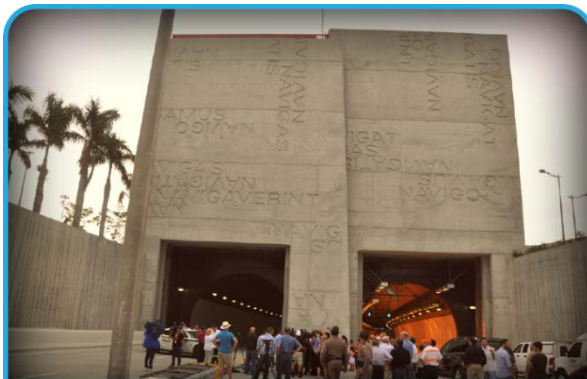
Port of Miami Tunnel Landmark

The Port of Miami Tunnel (POMT) project is a public-private partnership where the responsibility to design, build, finance, operate, and maintain the project is transferred to the private sector. The POMT was completed by the MAT (Miami Access Tunnel) Concessionaire, LLC, in partnership with the FDOT, Miami-Dade County and the City of Miami. Construction began May 24, 2010 and was opened to the public on August 3, 2014. The Tunnel Boring Machine (TBM) began cutting into the ground in the Eastbound direction on November 11, 2011 and broke out on Dodge Island (PortMiami) on July 31, 2012.

Approximately 751 Concrete Tunnel Lining Rings were installed in the 4,186 lineal feet (LF) bored Eastbound Tunnel. The TBM was then partially disassembled, turned around



Trucks Exiting Port of Miami Tunnel



Port of Miami Tunnel Opening

and reassembled to begin boring in the Westbound direction. The TBM began cutting into the ground in the Westbound direction on October 29, 2012 and broke out on Watson Island on May 6, 2013. Approximately 745 Concrete Tunnel Lining Rings were installed in the 4,152 LF bored Westbound Tunnel. The TBM was

then dismantled and shipped back to Germany. The Concessionaire is operating and maintaining the tunnel for a period of 30 years.

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

- NW 25th Street Reconstruction and Viaduct Construction



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

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

With the completion of the second project, the viaduct is expected to alleviate heavy truck volumes, and improve traffic flow on NW 25th Street; and improve the movement of cargo to and from the west-side cargo facilities at MIA.

- SR 826/836 Interchange Improvement

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



SR 836/826 Interchange Looking Southeast

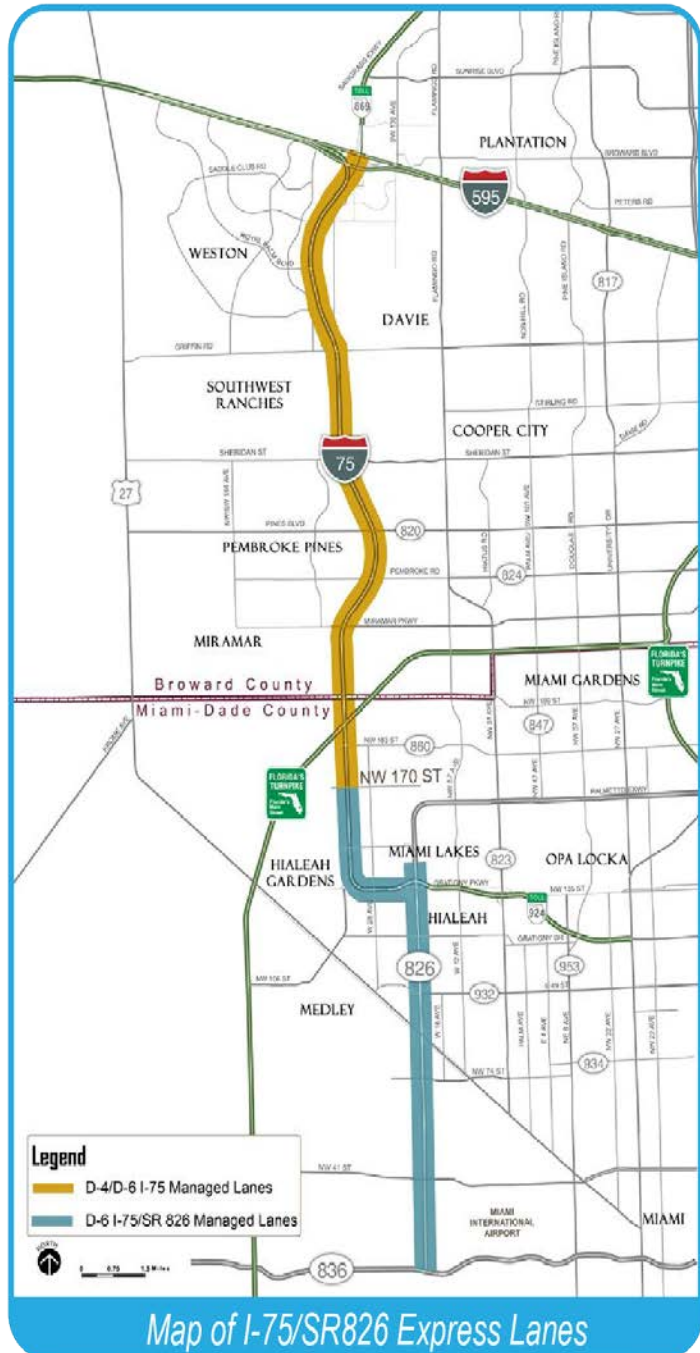
year construction schedule, with planned completion in early 2016.

New ramps were opened to traffic in 2013 including; northbound SR 826 to eastbound SR 836, northbound SR 826 to NW 25th Street and southbound SR 826 to westbound SR 836. Twenty-three out of forty-five bridges have been opened to date and traffic on eastbound SR 836 has been shifted onto the permanent eastbound Collector Distributor Road to allow for the reconstruction on mainline eastbound SR 836. This project will enhance safety, add capacity and increase the efficiency for motorists using the Interchange.

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

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway from SR 968/Flagler Street to NW 154th Street and along I-75 from SR 826/Palmetto Expressway to NW 170th Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes project in FDOT District Four, which extends to I-595 in Broward County. The design build phase for the first of five Broward County segments commenced in 2013. The remaining four Broward County segments are scheduled to commence in 2014.

The project is part of the emerging South Florida Express Lanes network. It will improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826, I-75, Gratigny Parkway, Florida's Turnpike, I-595, and the Sawgrass Expressway.



The total construction cost for the Miami-Dade design build project is \$244 million. Construction began in February 2014 and will last approximately three years. For information about the construction schedule or related information, please call Public Information Specialist Marta Rodriguez at (305) 470-5349 or visit www.PalmettoExpressLanes.com.



Rendering of I-75 /SR826 Express Lanes

- 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.

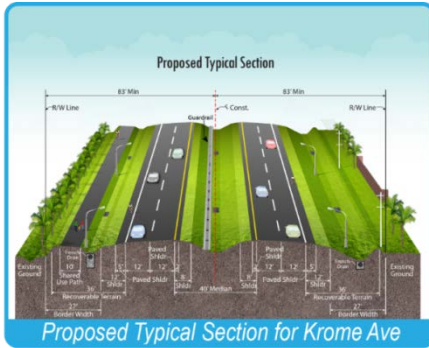
Other key features of this project include:

1. The relocation of the NW 12th 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 12th Avenue and NW 17th 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 167th 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 151st Street in order to accommodate the additional lane from the Turnpike Connector
8. The provision of dual northbound left turn lanes of NW 2nd Avenue and NW 167th Street intersection to improve intersection operations.



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

- SR 997/Krome Avenue Corridor Improvements



SR 997/Krome Avenue is a major north-south SIS corridor that extends from US 1 in Florida City to US 27/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway will be widened to a four-lane divided section with inside and outside shoulders. Upon completion, there will be two

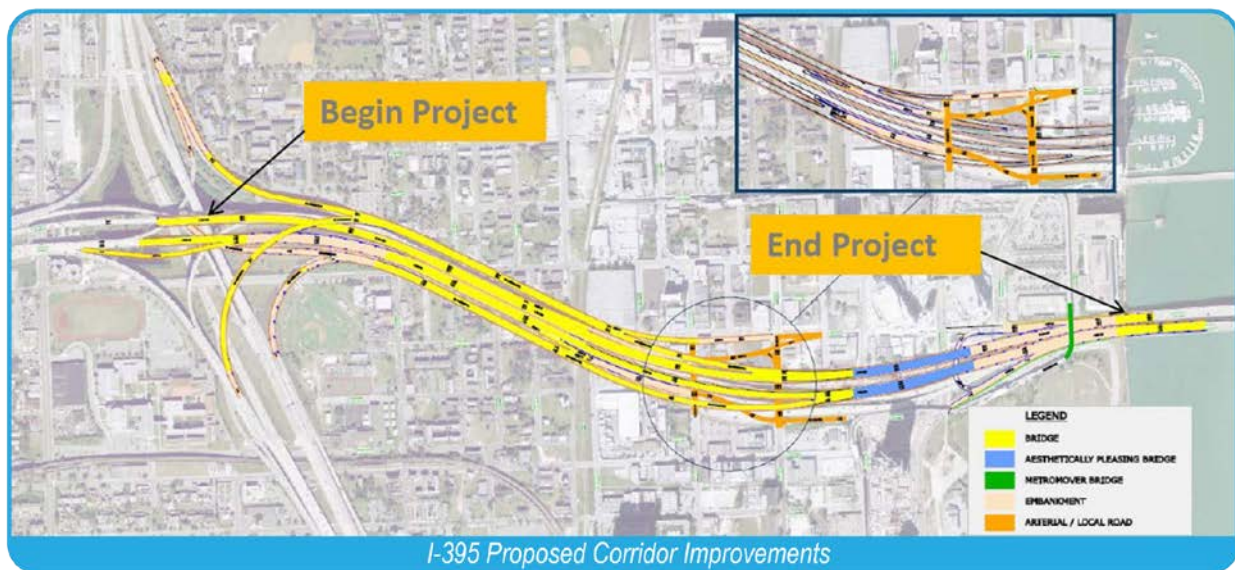
northbound lanes and two southbound lanes. This corridor has been broken down into several segments for design and construction with notable progress as follows:

1. SR 94/Kendall Drive to SR 90/SW 8 Street - Construction and widening to 4 lanes is expected to begin in March 2015.
2. SW 136 Street to SR 94/Kendall Drive - Construction and widening to 4 lanes is expected to begin in May 2016.
3. North of SR 90/SW 8 Street to Mile Post 2.754 – Construction and widening to 4 lanes is expected to begin in 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 is expected to begin in July 2015.
5. Mile Post 5.122 to Mile Post 8.151 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in June 2015.
6. Mile Post 8.151 to Mile Post 10.935 - This project is currently in the design phase. Construction and widening to 4 lanes is expected to begin in April 2015.
7. 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 in March 2016.
8. SW 312 St to SW 296 St - This project is currently in the design phase. Construction is scheduled to begin in August 2019.
9. SW 296 St to South of SW 232 St - This project is currently in the design phase. Construction is scheduled to begin in July 2019.
10. SW 232 St to SW 184 St - This project is currently in the design phase. Construction is scheduled to begin in September 2018.
11. SW 184 St to SW 136 St - This project is currently in the design phase. Construction is scheduled to begin in August 2018.



- I-395 Corridor Improvements

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



I-395 Proposed Corridor Improvements

- Golden Glades Intermodal Center

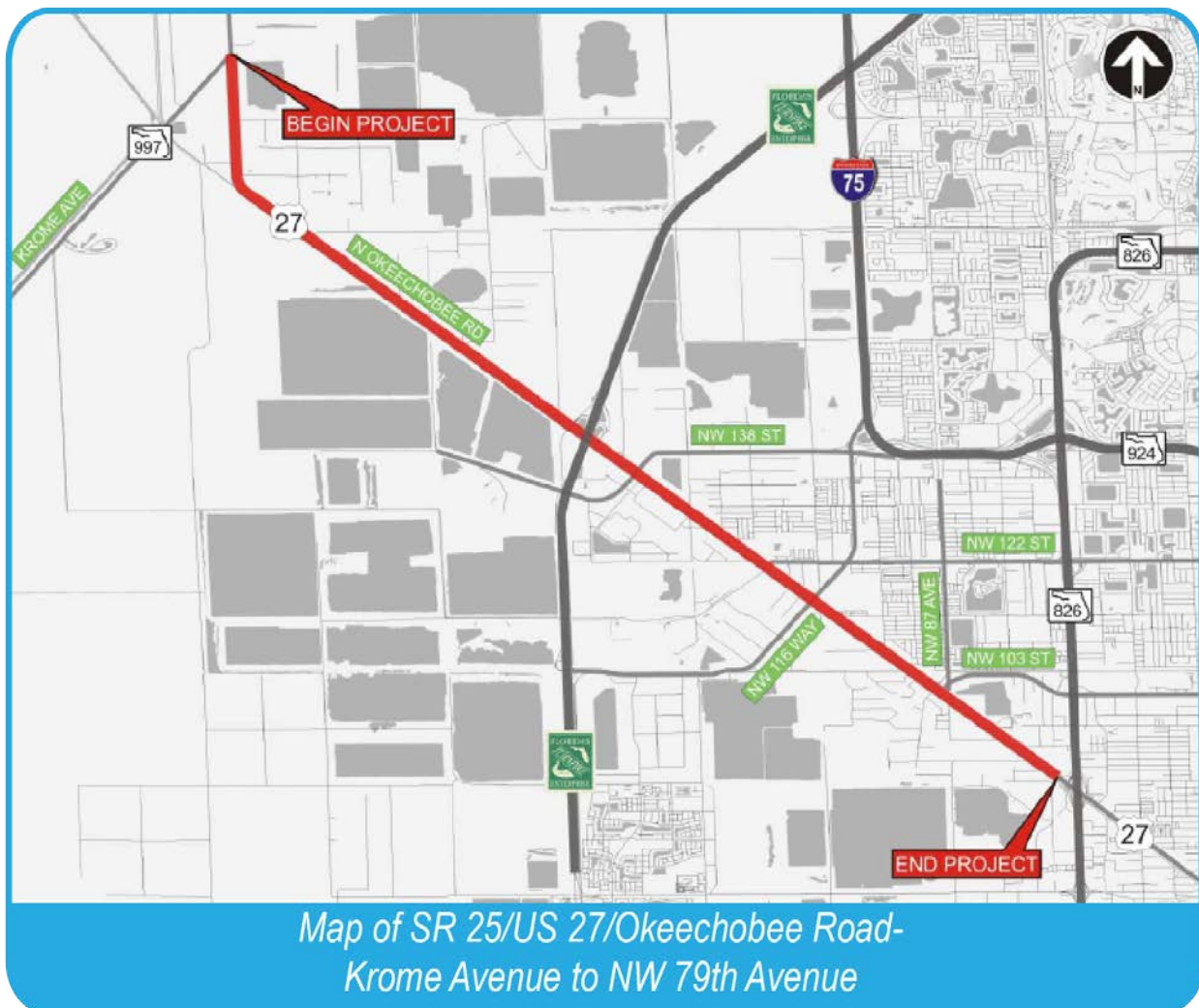
Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community, the center will feature a multi-story parking garage with 920 spaces, a surface parking north lot with 223 spaces, and a surface parking south lot with 545 spaces, equaling to a total of 1,688 parking spaces. The complex will also feature a 4,500 square foot (sf) transit hub, 10,450 sf retail space, and a 945 sf break lounge for transit use. Additional amenities will include bicycle parking and lockers and an upgraded multi-bay bus terminal facility with 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.



Miami-Dade Transit Bus

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



Other Major Corridor Improvements

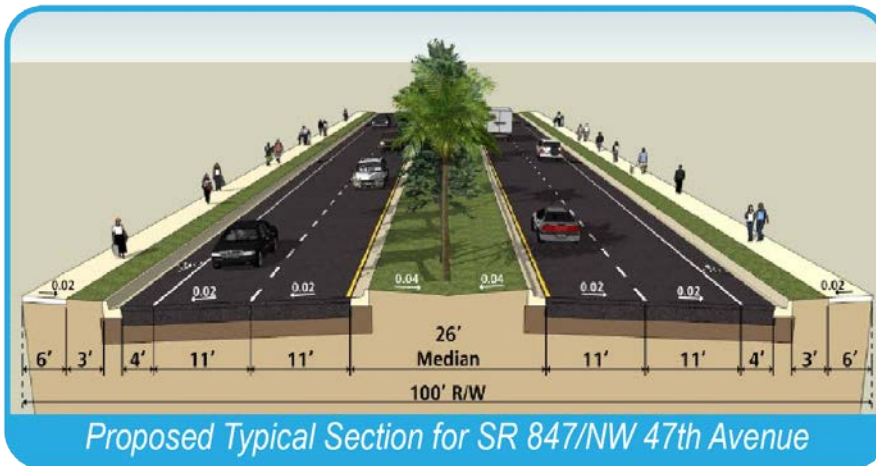
The following are major corridor improvement projects in Miami-Dade County.

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

This project includes reconstruction of the existing roadway and widening to six lanes with a raised median. It also includes milling and resurfacing the existing six lane divided facility from West 78th Street to West 84th Street. The retaining wall along the Red Road canal will be improved. The work also includes improved drainage, new sidewalks along the east side, new signalization, new lighting, and landscaping. The project will enhance safety, add capacity, and increase efficiency for motorists using the corridor. All segments of this project are fully funded in the 5-year Work Program. Construction of improvements to the segment from Okeechobee Road to West 23rd Street has been completed. The corridor improvements along remaining segments have been progressing as follows:

- West 23rd Street to West 46th Street and West 46th Street to West 53rd Street – Construction of the improvement to these segments is currently underway with completion scheduled for April 2015 and March 2015 respectively.
- West 53rd Street to West 65th Street, and West 65th Street to West 84th Street – Project was let June 2014 and is currently under construction with an anticipated completion date of April 2017.

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



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 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 has begun and is anticipated to be completed in May 2017. Construction is anticipated to begin in October 2018.

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

The existing SW 1st Street bascule bridge is a low-level bascule (movable) bridge spanning the Miami River and carrying the eastbound lanes of a one-way pair facility that comprises Flagler Street (westbound lanes) and SW 1st Street. The purpose of the project is to replace the existing bascule bridge. The PD&E



SR 968 SW 1st Street at Miami River Bridge - Conceptual Rendering depicting height and scale of replacement removable bridge

Study for this project was completed and LDCA (Location Design Concept Approval) was granted in December 2013. The project is currently in the design phase. The construction is anticipated to commence in August 2018.

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

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

Intelligent Transportation System (ITS) Program

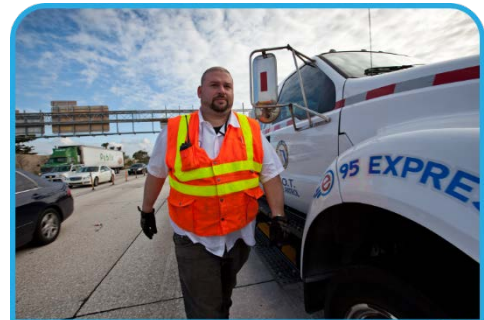


I-95 Express Lane Toll Sign

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

Traffic operators housed at the District's Transportation Management Center monitor the

highways in real-time to manage traffic, clear incidents and keep drivers informed of roadway conditions 24 hours a day, 7 days per week. The combination of these initiatives have proved to increase highway mobility and made it a cost-effective alternative to traditional widening projects. Its latest annual report shows the Program has worked to reduce travel delays by 41.5% since 2005 and saved drivers approximately \$1.7 billion dollars in travel delay-related costs. It also achieved its



Road Ranger Service Patrol on I-95

highest return on investment to date, with a benefits to cost ratio of \$36.48 for every \$1 invested in ITS. As a result, FDOT remains committed to advancing the principles of the ITS Program and enhance upon its benefits for the betterment of our community.



Video Traffic Center

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.



Biscayne Trail - Artist's rendering of segment along Biscayne Everglades Greenway

The budgeted costs for TAP and SRTS projects in the FY 2016 – 2020 Work Program, are \$14.4 million and \$5.5 million dollars respectively.

Below is a snapshot of bicycle/pedestrian projects included in the FY 2016 - 2020 Work Program.

Project Segment	Project Type	Project Area
Village of Pinecrest	Bike Path/Trail	Various Citywide Bicycling Improvements
Safe Routes to School Infrastructure Projects	Pedestrian Safety Improvements	Biscayne, Perrine, N. Hialeah, Oak Grove, Natural Bridge, Linda Lentin J. McCrary, T. L. Ouverture, Kensington Park, Santa Clara, Phyllis Wheatley, Miami Lakes, Feinberg-Fisher, Cutler Bay Academy, Hialeah Gardens, Kinloch Park and Coral Reef Elementary and Middle Schools
City of Miami Springs	Bike Path/Trail	Providing access to the Curtis Mansion as trailhead
Town of Miami Lakes	Bike Path/Trail	Various locations citywide
City of Miami Gardens	Pedestrian Safety Improvements	NW 179 th Street Along Canal from NW 42 nd Avenue to NW 39 th Avenue & NW 39 th Avenue Along Canal from NW 179 th Street to NW 191 st Street
Biscayne Trail Segment D	Bike Path/Trail	From SW 328 th Street/SW 137 th Avenue to Homestead Bayfront Park
City of Aventura	Pedestrian Safety Improvements	Country Club Drive
Village of Virginia Gardens	Sidewalk & ADA Improvements	40 th Street
City of Hialeah	Sidewalk & Guardrail Improvements	West 4 th Avenue

Public Transportation Projects

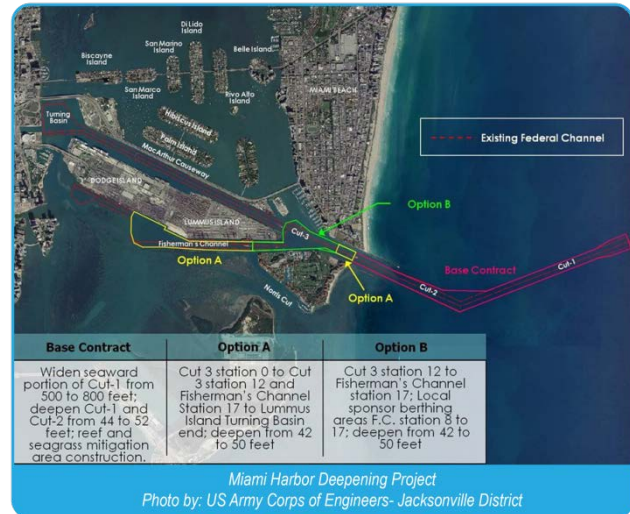
Travel options are critical in an area such as Miami-Dade County. The Department works with the Miami-Dade MPO, Miami-Dade Transit (MDT), Miami-Dade Aviation, Port of Miami, and the South Florida Regional Transportation Authority (SFRTA) to implement multiple projects. The following are public transportation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

- Dredging of the Miami Harbor

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

This project includes required permitting and mitigation, utility relocation and associated work necessary to dredge surrounding channels and the development of permanent dredge disposal site. These improvements include the deepening of the entrance channel (Cuts 1-2) to a depth of 52 feet, widening the outermost portion of Cut-1, and deepening and widening Cut -3 and the South Ship (Fisherman's) Channel to a depth of 50 feet.

In addition, the Fisher Island Turning Basin in Cut-3 is deepened and expanded, the Lummus Island Turning Basin would be deepened to a depth of 50 feet and a turn widener will be added to the southern intersection of Cut-3 with the South Ship Channel. The construction also includes the strengthening of the bulkhead along wharves one through seven, environmental mitigation for sea grass restoration and artificial reef development, and all project environmental monitoring.



- State Transit Block Grant to MDT for operating costs

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



Downtown Metrobus

- MDT Biscayne Boulevard Bus Enhancement

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

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

This Enhanced Bus Service is programmed for future operation. This will include headways of ten minutes in peak periods. Improvements include eleven new 60 foot Articulated Buses, Robust Stations, Transit Signal Priority, Wi-Fi, Real-Time "Where is the Bus?" information and a Park and Ride/Transit Terminal Station, located at SW 8th Street and SW 147th Avenue.

- NW 27 Avenue Enhanced Bus Service

The NW 27th Avenue EBS will be anchored by the MIC on the southern end of the corridor, providing connectivity among Metrorail, Metrobus, MIA, Tri-Rail, Amtrak, and Greyhound. A new transit terminal and park-and-ride facility will be constructed at NW 215th Street near the Broward County Line at the northern end of the corridor. Enhanced transit stations will be spaced at approximately one-mile intervals along the corridor and major destinations. The NW 27th Avenue EBS will provide rapid bus service every ten minutes during peak periods and every 20 minutes during the off-peak. Service will be provided in new 60 foot

articulated alternative fuel buses, with low-floors for faster boarding and alighting, larger seating areas with additional leg room for comfort and Wi-Fi. A sampling of other public transportation projects from the Work Program includes:

Project Type and Project Name	
Rail	Aviation
Passenger and Freight Rail Safety Projects	MIA Concourse H Internalization – Design underway
Railroad Crossing Surface Rehabilitation Projects	MIA Concourse E Satellite Automatic People Mover – Project underway
Miami Dade County Quiet Zone around Florida East Coast Railroad	MIA Concourse E Satellite Improvements – Design to begin in 2016
Seaport	MIA Terminal D A380 Gate Improvement (D1 and D2)
Improvements to Cruise Terminals D, E & J	MIA Terminal F Gates Improvements – Design to begin in 2016
Transit	MIA Runway 12/30 Rehabilitation – Construction underway
MDT additional elevators at Dadeland North Metrorail Station	Opa Locka Airport Apron Rehab
MDT 95 Express Urban Corridor Improvements	Opa Locka Airport Taxiway Repairs





Fiscal Years 2016 - 2020

Transportation Improvement Program (TIP)

“Moving Miami-Dade”

Miami-Dade Expressway Authority (MDX)

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

MDX currently oversees, operates and maintains five tolled expressways constituting approximately 34 centerline-miles and 222 lane-miles of roadway in Miami-Dade County. The five toll facilities include: SR 112/Airport Expressway; SR 836/Dolphin Expressway; SR 874/Don Shula Expressway; SR 878/Snapper Creek Expressway and SR 924/Gratigny Parkway and has jurisdiction over NW 138th 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

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

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

The Work Program Cycle

In the summer of 2014 MDX began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2016 - 2020. In December 2014 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 2015 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.

Programs and Funding

Program Descriptions

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

Funding Overview

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

Projects included in the MDX FY 2016 - 2020 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, and New Toll Expressway.

Existing System Improvement Projects

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

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

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



2015. The last portion of the projects, the modification of the emergency ramp from NW 39th Street to eastbound SR 112, will be completed in FY 2016.

- **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 will partner with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17 Avenue to I-95 in conjunction with the I-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17 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 83625 – SR 836 Extension Westbound Access Ramp**

This project entails the construction of an access ramp from west of NW 107th Avenue extending 0.3 miles westbound to the SR 836 Extension. The ramp was originally envisioned for emergency vehicle access only, however after evaluation it was modified for public use in order to maximize its benefits. Construction is ongoing and scheduled to be completed in FY 2016.

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

Additional eastbound and westbound lane on SR 836 from west of NW 57th Avenue to NW 17th Avenue as well as improvements to the SR 836/ NW 57th Avenue Interchange, the SR 836 / LeJeune Interchange, the SR 836 / NW 27th Avenue Interchange and the SR 836/ NW 17th Avenue Interchange 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 scheduled to start at the end of FY 2015.

- **Project 83629 – SR 836 Interchange Modifications at 87th Avenue**
The current Five-Year Work Program provides funding for the reconstruction of the SR 836 Mainline and NW 87th Avenue interchange 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 currently under construction on the east. The final design was completed and construction is scheduled to start in early FY 2016.
- **Project 87404 – SR 874 / Killian Parkway Interchange**
The modification of the Killian Parkway Interchange, widening of the mainline from 4 to 6 lanes and removal of the existing toll plaza to facilitate ORT on SR 874 was completed in FY 2012. This project significantly reduced the congestion and delays on the southern half of SR 874 and on the Killian Parkway interchange in the vicinity of SW 107th Avenue. As part of this project MDX has completed the design and will start construction of an additional fourth lane to Killian Parkway westbound in FY 2016.

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 128th Street**
The PD&E Study has been completed for a new 1.2 mile ramp connection from SR 874 to SW 128th Street. A portion of this project is currently being constructed by the Florida's Turnpike Enterprise under an interagency agreement with MDX as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange. MDX will be starting the design build phase for the balance of the project at the end of FY 2015.
- **Project 92404 – SR 924 Extension West to the Homestead Extension of the Florida's Turnpike**
MDX has substantially completed the PD&E study for a new 2.3 mile expressway extension of SR 924 to Florida's Turnpike in the vicinity of Okeechobee Road and the right-of-way activities have begun. Final design is scheduled to start in FY 2016. Construction is not yet funded, except for a 1.6 mile section of NW 138th Street,

which has been reconstructed to a predominantly 6 lane section. This section of roadway has been transferred and is now in the jurisdiction of MDX.

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

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

Facility Improvement Projects

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

- **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 conversion of SR 836 to complete the system-wide conversion to ORT by early FY 2016.

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

As of FY 2010 MDX completed its systemwide implementation of the ITS network which included communications systems, incident management and traffic surveillance equipment. This network is linked to the SunGuide Transportation Management Center to help traffic operations on the System. Through this project, by FY 2016, MDX will install DMS system-wide that will display live traffic condition information collected by the MDX ITS surveillance system thus further improving operations and safety throughout the System.

- **Project 10021 – Systemwide ITS Improvements**

This project provides 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

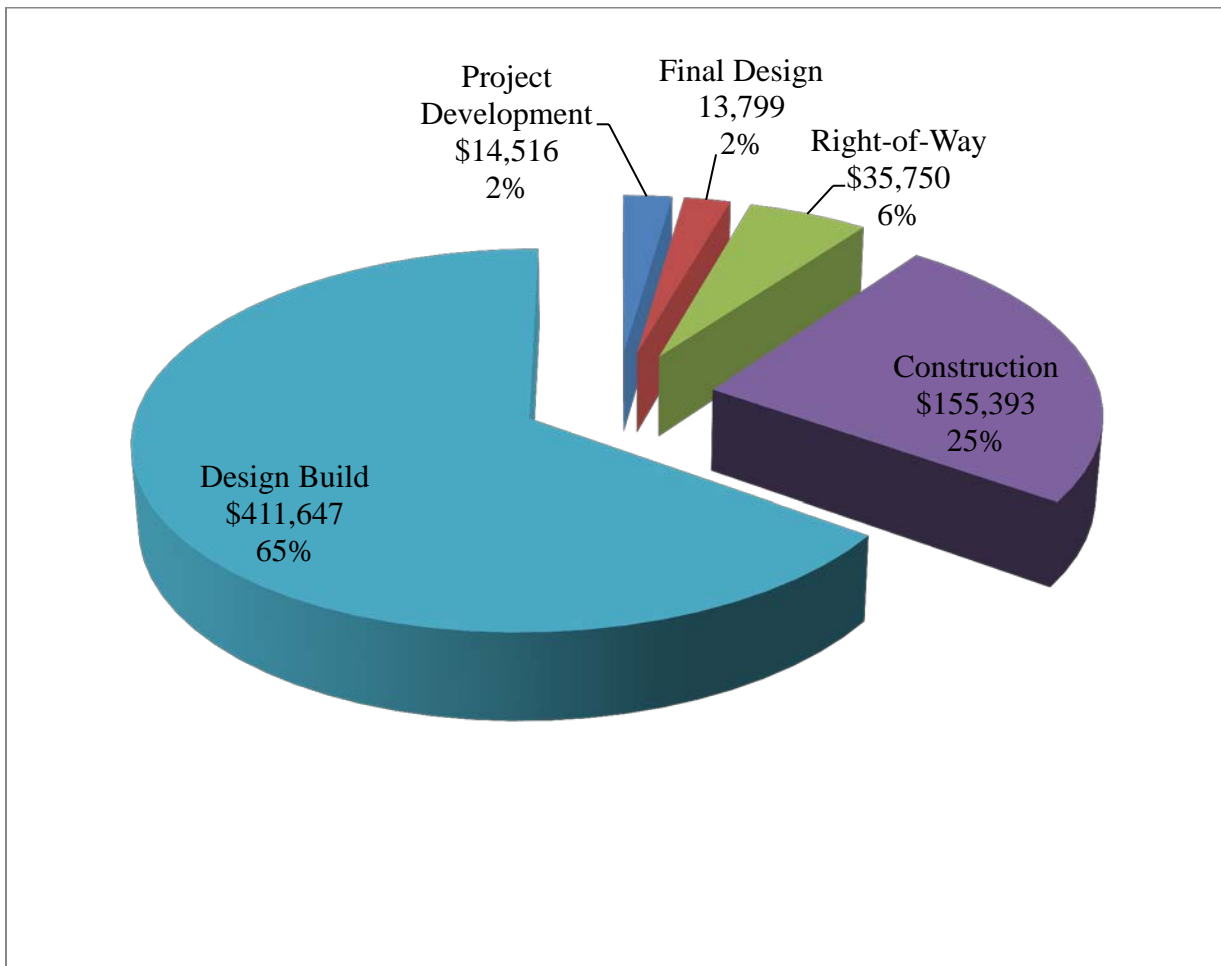
The following projects are categorized as New Toll Expressways in the Five-Year TIP and include construction of new alignments of designated State Roads that will be added to the system:

- **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 late 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.

FY 2016-2020 Five-Year TIP Breakdown By Phase (Amounts in \$000's)

Five-Year TIP Total - \$631.1 Million





Fiscal Years 2015/2016 - 2019/2020
Transportation Improvement Program
Florida's Turnpike Enterprise



Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation, overseeing a 460 mile system of limited access toll highways. The Turnpike Mainline reaches from North Miami to a junction with Interstate 75 in north central Florida. The Mainline extends through the counties of Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47 mile Homestead Extension in Miami-Dade and Broward Counties; among other facilities statewide.

Florida's Turnpike is a user-financed 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 106th Street (6 to 10 lanes including express lanes)
 - From NW 106th Street to I-75 (6 to 10 lanes including express lanes)
- Interchange improvements at the following locations:
 - Campbell Drive Interchange
 - Golden Glades Interchange
- Turnpike resurfacing projects:
 - From Milepost 33.2 to Milepost 40.15





Fiscal Years 2015/2016 - 2019/2020

Transportation Improvement Program

Secondary Road Program

Miami-Dade County Public Works and Waste Management Department

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

Road Construction Projects

- SouthCom Pedestrian Bridge
- SW 147 Avenue from SW 22 Terrace to SW 10 Street
- South Miami Avenue from 15 Road to 5 Street

Continuing Program Projects

Bridge Repair and Painting	Beautification Improvements
Guardrail Safety 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 2015/2016 - 2019/2020

Transportation Improvement Program

Road Impact Fee

Miami-Dade County Public Works and Waste Management Department

On December 6, 1988, the Board of County Commissioners adopted Dade County Road Impact Fee Ordinance No. 88-112, which provides for the fair share assessment of road impact fees on new building construction in Miami-Dade County, including municipalities. The County has been divided into nine road impact fee benefit districts. Fees collected within each district will be expended for roadway capacity improvements within each district.

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

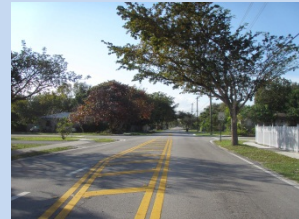
Road And Bridge Projects

Capacity improvements along arterials and collectors.

Continuing Program Projects

Resurfacing

Paving, widening, drainage, striping



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



Traffic Control Devices

Signalization





Fiscal Years 2015/2016 - 2019/2020

Transportation Improvement Program

People's Transportation Plan Improvements

Miami-Dade County Public Works and Waste Management Department

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

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

The PWWM PTP Work Program for FY 2016 totals over \$77 Million. The plan includes the two categories from the PTP Ordinance that relate to the PWWM; major highway road improvements and neighborhood improvement projects.

Major Highway Road Improvement Projects

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

- SW 27 Avenue from US-1 to Bayshore Drive
- SW 137 Avenue from H.E.F.T. to US-1
- SW 137 Avenue from US-1 to SW 200 Street
- Old Cutler Road from SW 97 Avenue to SW 87 Avenue
- NW 87 Avenue from NW 154 Street to NW 186 Street
- NW 74 Street from H.E.F.T to State Road 826
- SW 157 Avenue from SW 184 Street to SW 152 Street
- Caribbean Boulevard from Coral Sea Road to SW 87 Avenue
- SW 176 Street from US-1 to SW 107 Avenue
- NW 37 Avenue from North River Drive to NW 79 Street
- SW 216 Street from SW 127 Avenue to HEFT



Major Countywide Highway Road Improvement Projects

ATMS - Advanced Traffic Management System

Neighborhood Improvement Projects

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

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

The Neighborhood Improvement Projects include:

- Site Specific Neighborhood Improvement Sites
- Non-Site Specific Neighborhood Improvement Sites
- Countywide Neighborhood Improvements
- School Flashing Signals Program



Fiscal Years 2015/2016 - 2019/2020

Transportation Improvement Program

Private Sector Improvements

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

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

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

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



Fiscal Years 2015/2016 - 2019/2020



Transportation Improvement Program

Airport Development Improvements

Miami-Dade County Aviation Department

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



	<u>Dollars in Millions</u> (Funded)
MIA - Terminal Wide Lighting Protection System	24.00
MIA - Cc E & E Satellite Renovations	310.00
MIA - Cc F Improvements	4.00
MIA - Perimeter Road Bridge Replacement	22.00
MIA - Cc H Gates Internationalization (H15 & H17) Phase 1	33.80
MIA - Foreign Object Debris (FOD) Detection System	5.00
MIA - Upgrade Terminal PLBs & 400 Hz Pre-Conditioned Air	24.60
MIA - South Terminal Apron and Utilities Modification and Expansion	48.00
MIA - South Terminal Checkpoint Consolidation	6.00
MIA - E Satellite System APM	48.40
MIA - Terminal E through F Connector	9.60
MIA - Terminal Wide Reroofing, Drains & Scuppers	60.00
MIA - Airport Operation and Communications Center (AOCC)	8.70
MIA - Central Base Apron and Utilities Modification and Expansion	207.00
MIA - Taxi Lot Replacement	7.70
MIA - Fuel Tanker Parking Facility	6.00
GAA - X51 Security Projects	1.50
GAA - OPF Rehab Apron Pavement	1.86
GAA - OPF Rehabilitation Runway/Taxiways/Apron & Airfield Services Road	4.74
GAA - TNT Restriping of Pavement Markings and Apron Rehabilitation	1.00
GAA - TMB Taxiway D Connector Rehabilitation	2.40
TOTAL:	836.30



Fiscal Years 2015/2016 - 2019/2020

Transportation Improvement Program (TIP)

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 4.8 million passengers annually and as the Cargo Gateway of the Americas with more than 876,708 TEU's (twenty-foot equivalent unit) annually. The Port's Transportation Improvement Program (TIP) is comprised of a total of \$177 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:

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

The Port continues to assertively seek grant funding from local, state and federal sources. This year's TIP reflects support from the Florida Department of Transportation (FDOT) and the U.S. Department of Homeland Security (DHS). Last fiscal year, FDOT awarded a \$2.7 million Joint Participation Agreement (JPA) for the Miami Harbor Deepening Phase III project and DHS provided support for security projects under the Port Security Grant Programs through a \$661,000 grant to support security operations at the Port. These agencies and the Port's partners continue to be part of the established goals to support the program and accommodate growth.



PortMiami accomplishments

PortMiami Tunnel

This project, led by FDOT and supported by the City of Miami and the Port, directly connects PortMiami to I-395. The tunnel alleviates congestion by diverting a significant portion of traffic from downtown streets.



Gantry Cranes

With the receipt of four (4) New Super Post-Panamax Cranes, the Port now has thirteen (13) container cranes and the capacity to handle the new class of megaships with a cargo capacity of over 10,000 TEU's. PortMiami was number two in the U.S. in Port Productivity designation, as a result of averaging 75 container moves per hour

between ship arrival and departure. Thus the Port is well positioned to receive traffic through the new Panama Canal when it opens.

Seaport Security

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

Cargo Container Yards

As part of its contracts with the cargo terminal operators, the Port is committed to improving drainage and pavement in the cargo terminals as well as continuing improvements to bulkheads.

Miami Harbor Phase III Dredge

PortMiami obtained Congressional Authorization through the Water Resources Development Act of 2007 for Phase III of the Miami Harbor Dredging project. With the increased dredge depth of minus 50'/52' feet along with the other improvements, the Port will be able to increase its cargo capacity and accommodate the super-size container vessels arriving via the Panama Canal.

Intermodal and Rail Reconnection

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



Cruise Terminals and Parking

Cruise terminal improvements are preparing the Port for larger cruise ships. These projects include upgrading all existing and new terminals to keep up with the growing industry, thus exceeding passenger demand. In fact, 2014 welcomed MSC Divina and the Norwegian Getaway to PortMiami.





Fiscal Years 2015/2016 - 2019/2020
Transportation Improvement Program
Public Transportation Improvements
Miami-Dade Transit

Specific Aspects Of The Program

The FY 2016 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 2016.

Bus New Vehicle Replacement: Miami-Dade Transit continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources.

MDT'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 table below provides the Bus Replacement/Enhancement Schedule in accordance with the FTA bus retirement criteria (500,000 miles/12 years of service life).



Bus Replacement/Bus Enhancement Schedule

Year	Total Replacement/Enhancements	
	40 ft	60 ft
2016	542	63
2017	108	10
2018	76	0
2019	0	0
2020	0	0

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, Miami Dade Transit decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). A Request for Proposal for a Public Private Partnership (P3) was released. MDT expects to select an experienced CNG



developer to enter into a Master Developer Agreement which will be dedicated to the conversion of Miami-Dade Transit heavy fleet vehicles to CNG. Specifically, through the Master Developer Agreements, MDT intends to form a public partnership with the selected Proposer(s) that allows MDT to take advantage of the savings associated with the use of CNG for its fleet. The Program objectives to be achieved by the selected Proposer(s) include the following:

1. Design, build, finance, operate and maintain CNG fuel service stations;
2. Upgrade existing County infrastructure including upgrading and/or converting MDT maintenance facilities and existing fuel stations to provide CNG;
3. Purchase and/or lease CNG powered buses;
4. Supply CNG ; and
5. Generate revenues for the County through the sale of CNG to third parties

Safety and Security: MDT has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. MDT’s commitment to the safety and security of the MDT system, patrons, and employees is of the highest of priorities. In an effort to further complement its existing security infrastructure, MDT continues to aggressively add state-of-the art

technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents MDT from disclosing these improvements/installations in greater detail.

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. MDT is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. MDT is currently in the consultant selection process for design services. The estimated project completion date is May 2019.

Transit Centers with Park & Ride facilities:

SW 127th Avenue / Kendall Drive: MDT is planning to construct a 180-space park-and-ride lot on approximately 2.8 acres at the southeast corner of SW 88th Street and SW 127th Avenue. This park-and-ride facility will serve the Kendall Cruiser which began service in June 2010. The site is owned by Florida Power and Light (FPL). On May 6, 2014 the BCC approved MDT’s lease agreement with FPL. The completion date for this facility is estimated for September 2017.

NW 27th Avenue and NW 215th Street (Unity Station): A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the NW 27th Avenue Enhanced Bus Service project. Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new enhanced bus or BRT service in the corridor. This park-and-ride lot also provides strategic transit oriented development (TOD) opportunities. This facility is anticipated to open in 2019.





Tamiami Station



SW 8th Street and SW 147th Avenue (Tamiami Station): An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express 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 12th 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 12th 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.



Dolphin Station



Palmetto Expressway at NW 74th Street (Palmetto Intermodal Terminal): MDT 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.



3-D CONCEPTUAL VISUALIZATION
Proposed Palmetto Station Intermodal Terminal—All Phases

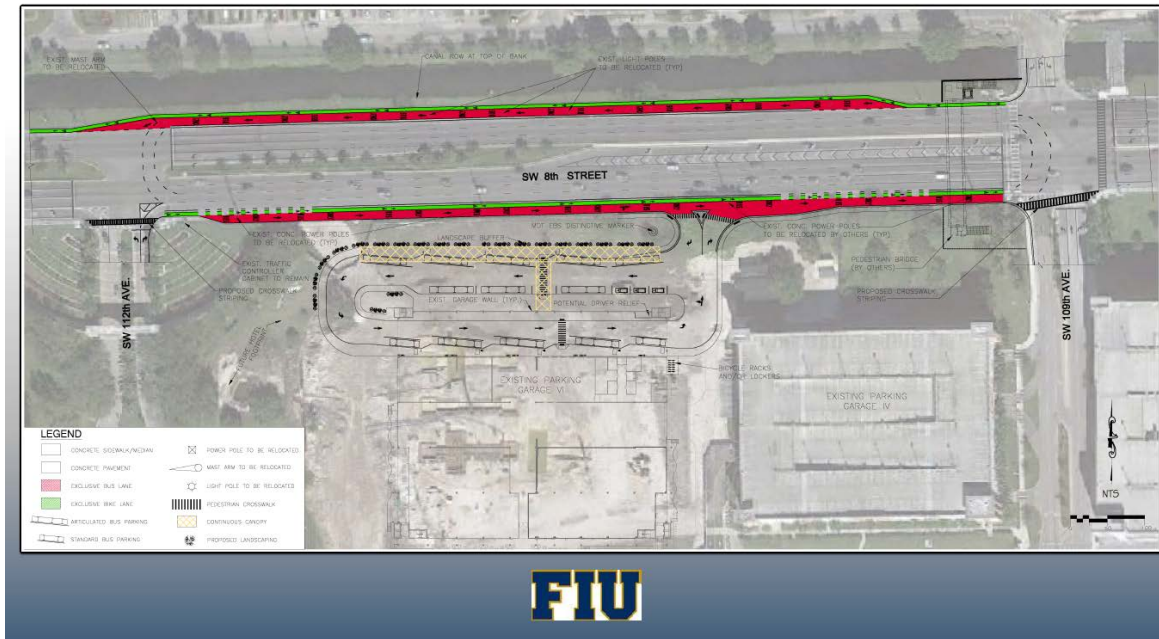
JACOBS
AN INTEGRATED PRACTICE

Transit Centers without Park-and-Ride

Panther Station at Florida International University: Florida International University (FIU) is constructing a parking garage along SW 8th Street with ground floor space reserved for a future transit center. The location of the new parking garage, between SW 112th Avenue and SW 109th 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 MDT routes from the current bus terminal located near SW 107th Avenue/SW 17th Street and provide capacity for future routes such as the SR-836 Express Bus, the Flagler Street Enhanced Bus Service (EBS) 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



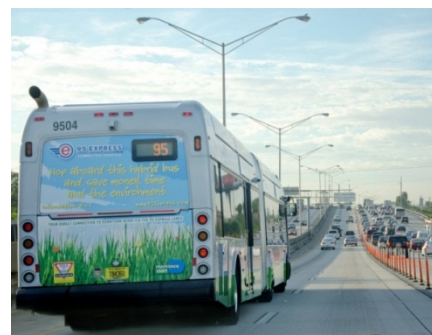
Pedestrian Overpass at University Metrorail Station:

This project encompasses the construction of a Pedestrian Overpass over US-1/South Dixie Highway to serve the University Metrorail Station. This overpass is a low-profile pedestrian bridge structure comprised of two vertical circulation towers providing access/egress to the pedestrian bridge that spans across US-1/South Dixie Highway. The project is located at the intersection of Mariposa Court and US-1/South Dixie Highway. This project is scheduled for completion in 2016.



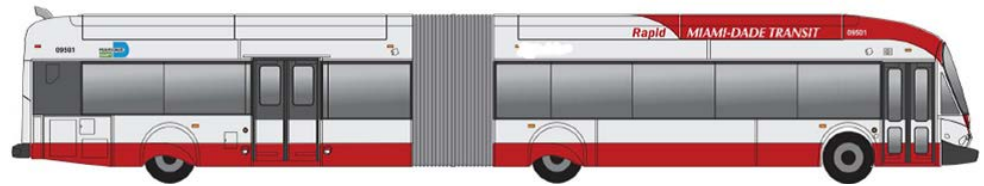
Premium Transit Corridors: Incremental Improvements

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



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

North Corridor (NW 27th Avenue Enhanced Bus Service): This route would provide premium limited-stop transit service along the NW 27th Avenue corridor from the Miami-Dade/Broward County Line (NW 215th Street and NW 27th Avenue) to the MIC. A park-and-ride/transit center station is proposed at the northern terminus of the route at NW 215th Street. Service headways will be 10 minutes during the AM/PM peak-hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2019 using 11 new 60-foot alternative fuel buses.

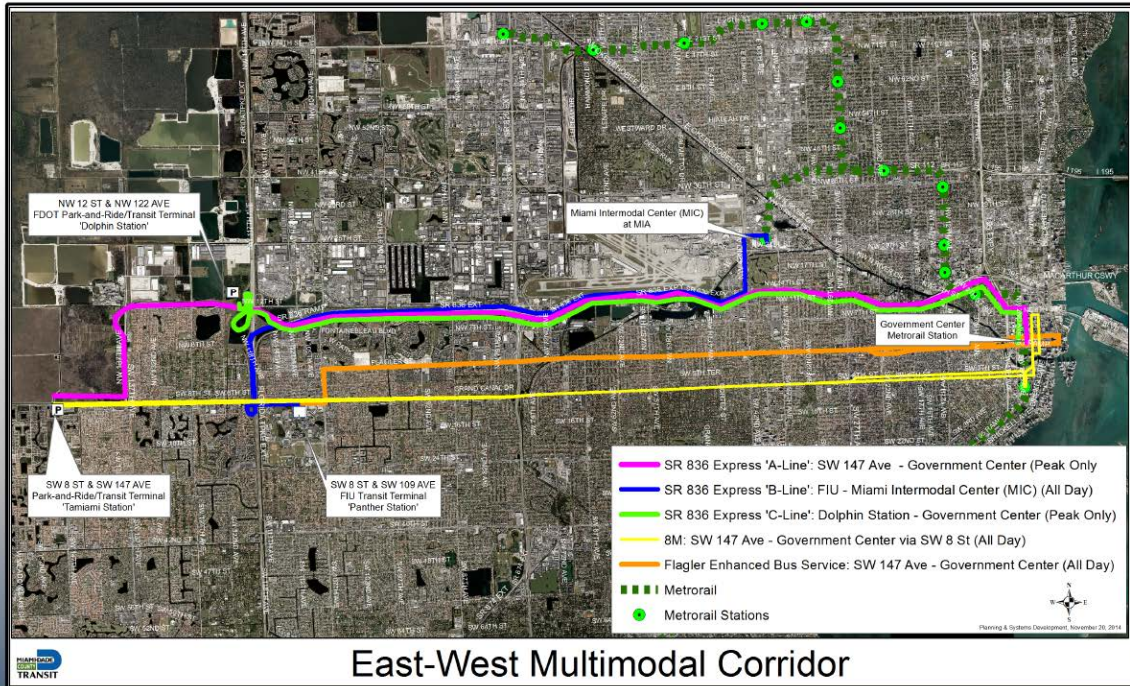


East-West Corridor (SR 836 Express Bus Service): This route would provide premium express transit service along SR 836 from west Miami-Dade County Tamiami Station (SW 8th Street and SW 147th Avenue) to the Miami Intermodal Center (MIC) via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This route will feature two legs. The first leg will serve the proposed Tamiami Station (park-and-ride/transit center station located at SW 8th Street and SW 147th Avenue), the proposed Dolphin Station (NW 12th Street and HEFT) and the MIC via the SW 137th Avenue/SR 836 Extension. The second leg will serve the proposed Tamiami Station, the proposed Panther Station (Florida International University's Modesto A. Maidique Campus (MMC), the proposed Dolphin Station, and the MIC via the HEFT. 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 11 new 60-foot alternative fuel buses.

East-West Corridor (Flagler Enhanced Bus Service): This route will provide premium limited-stop transit service along Flagler Street from Downtown Miami to the proposed Panther Station (Florida International University's Modesto A. Maidique Campus – MMC). This service will connect the new Marlins Ballpark along NW 7th Street as well as serve the Government Center Metrorail Station, Miami-Dade College Wolfson Campus, American Airlines Arena, the Metropolitan Hospital, the Magic City Casino and Mall of the Americas. In addition, this route will serve Florida International University's Engineering Campus (EC). Service headways will be 10 minutes during the AM/PM peak hour and 20 minutes during the mid-day. Revenue service is anticipated to begin in 2021 using 10 new 60-foot alternative fuel buses.



East-West Corridor



East-West Multimodal Corridor

Northeast Corridor (Biscayne Enhanced Bus Service): This route will provide premium limited-stop transit service along Biscayne Boulevard/US-1 from Downtown Miami to Aventura Mall. This route provides service to the Adrienne Arsht Performing Arts Center, and a direct connection to Little Haiti, Miami Shores, North Miami and North Miami Beach. Service headways will be 15 minutes during the AM/PM peak-hour and 30 minutes during the mid-day. Revenue service is anticipated to begin in 2016 using 10 new 60-foot alternative fuel buses. The bus purchase component is considered Phase I for this corridor.

The Miami-Dade MPO in cooperation with MDT developed a detailed plan for the staged implementation of Bus Rapid Transit (BRT) along Biscayne Boulevard. This EBS route will feature robust stations, Wi-Fi, real-time “Where is the Bus?” arrival times via the internet or on web-enabled mobile devices, real-time “Next Bus” arrival information via electronic signs, Transit Signal Priority (TSP), and Park-and-Rides. Phase II for the Biscayne Enhanced Bus Service project will feature 10 minute service headways during the AM/PM peak-hour and 20 minutes during the mid-day using an additional five (5) new 60-foot alternative fuel buses. Phase II is expected to be completed by 2021.



Fiscal Years 2015/2016 - 2019/2020



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 2016 thru 2020 period.



THE TRI-RAIL COASTAL LINK

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

TRI-RAIL NEW SMART PHONE APPLICATION

The Tri-Rail new smart phone application allows passengers to plan their trip with train arrival and departure times, locate the nearest station, calculate fares, receive notification on service interruptions and access information to get passengers to popular South Florida destinations. General information is also available about parking, bicycle lockers and customer service.

TRI-RAIL STATION AND PARKING LOT IMPROVEMENTS

SFRTA's parking and Circulation Study evaluated parking facilities and various other passenger amenities (i.e. bike racks, signage, trash receptacles and benches, etc.) at all Tri-Rail stations. As a result of the study, recommended parking, access and miscellaneous improvements and upgrades to various Tri-Rail stations are programmed for implementation in the next five years. This also includes Pedestrian Bridge repairs, Station Painting and ADA access evaluations and improvements.

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT

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

OPA LOCKA PARKING IMPROVEMENTS

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

POSITIVE TRAIN CONTROL

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



PLANNING AND CAPITAL DEVELOPMENT

SFRTA's short and long term planning efforts and activities conducted by the Planning Department are included in this line item. This item facilitates the performance of planning and capital development studies and projects such as the Transit Development Plan (TDP), the development of a station-area Transit Oriented Development (TOD) plan Tri-Rail stations, South Florida East Coast Corridor (FEC) Transit Analysis Study and other studies and plans.

GENERAL ENGINEERING CONSULTANTS

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



OPERATION DEPARTMENT PROJECTS

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

PREVENTIVE MAINTENANCE

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

Appendix A
Completed Highway Projects in 2014

Completed Highway Projects in 2014
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 986/SUNSET DR.	42765115201	FROM SW 109 PLACE TO SW 87 AVENUE	RESURFACING	Jan-14
2	SR 90/SW 8TH STREET	42514515201	FROM SR 821/HEFT TO SR 826/PALMETTO EXPY.	RESURFACING	Jan-14
3	SR 90/SW 8TH STREET	42514525201	AT SW 92ND AVENUE	INTERSECTION IMPROVEMENT	Jan-14
4	SR 90/SW 8TH STREET	42514535201	FROM SW 102ND AVENUE TO SW 99TH PLACE	INTERSECTION IMPROVEMENT	Jan-14
5	SR 90/SW 8TH STREET	42514545201	AT SW 109TH AVE	INTERSECTION IMPROVEMENT	Jan-14
6	SR 90/SW 8TH STREET	42514555201	AT SW 107 AVE	INTERSECTION IMPROVEMENT	Jan-14
7	SR 90/SW 8TH STREET	42557915201	AT SW 122 AVENUE	INTERSECTION IMPROVEMENT	Jan-14
8	SR 5/BRICKELL AVE	41247355201	FROM SE 5 STREET TO SE 8 STREET	INTERSECTION IMPROVEMENT	Jan-14
9	SR 5/BRICKELL AVE	41247365201	FROM NE OF SE 5TH STREET TO S OF BRICKELL AVE BRDG	DRAINAGE IMPROVEMENTS	Jan-14
10	SR 915/NE 6 AVENUE	42262015201	FROM NE 145 STREET TO SR860/MIAMI GARDENS DR	RESURFACING	Feb-14
11	SR 968/FLAGLER ST.	42527115201	FROM SW 72 AVENUE TO SW 42 AVENUE	SAFETY PROJECT	Feb-14
12	SR 968/FLAGLER ST.	42527125201	FROM SW 42 AVENUE TO SW 27 AVENUE	SAFETY PROJECT	Feb-14
13	SR A1A/COLLINS AVE	42914415201	FROM 9700 BLOCK TO BEGIN BRDG OVER BAKERS HAULOVER	RESURFACING	Mar-14
14	SR A1A/COLLINS AVE	42914425201	FROM N. OF HARBOUR WAY TO BAKER'S HAULOVER CUT	DRAINAGE IMPROVEMENTS	Mar-14
15	SR 922/96 ST KANE CONCOURSE	42742115201	FROM E OF E BAY HABR DR. TO HARDING AVENUE	RESURFACING	Mar-14
16	SR 953/LEJEUNE RD	42827915201	AT SR 5/US-1	INTERSECTION IMPROVEMENT	Apr-14

Completed Highway Projects in 2014 (cont'd)
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 953/LEJEUNE RD	42913815201	FROM PONCE DE LEON TO VILABELLA AVE.	RESURFACING	Apr-14
18	SR 997/KROME AVENUE	40557555201	FROM SR 5/US-1 TO SW 296TH ST W/EXCEPTIONS	RESURFACING	Apr-14
19	SR 5/US-1	42558215201	SW 17 AVENUE	INTERSECTION IMPROVEMENT	May-14
20	SR 90/TAMIAMI TRAIL	42916235201	FROM E OF SW 127TH AVENUE TO TURNPIKE EXT. ON-RAMP	RESURFACING	May-14
21	SR 7/US-441/NW 2 AVE	41809425201	FROM NW 183 STREET TO NW 215 ST./CO. LINE RD	LANDSCAPING	May-14
22	SR 934/NW81/82 ST/NE 82 ST	42751715201	FROM NW 13TH COURT TO SR 5/BISCAYNE BLVD.	RESURFACING	May-14
23	SR 836/I-395/INTERIM	25168835201	FROM NE 1ST AVENUE TO MACARTHUR CAUSEWAY	ADD LANES & RECONSTRUCT	Jun-14
24	SR 959/SW 57 AVENUE	42848415201	FROM SR 5/US-1 TO SR 976/SW 40 STREET	RESURFACING	Jul-14
25	SR 7/SR 9 GOLDEN GLADES	25168455201	GOLDEN GLADES INTERCHANGE PARK & RIDE (WEST LOT)	PARK AND RIDE LOTS	Jul-14
26	ITS EQUIPMENT REPLACEMENT	41774069201	REPLACEMENT - CONSULTANTS /GRANTS	ITS COMMUNICATION SYSTEM	Jul-14
27	SR 825/SW 137 AVE	42934715201	FROM N OF SW 128 STREET TO S OF SW 88 STREET	MAINTENANCE RESURFACING (FLEX)	Aug-14
28	SR 933/NW 12 AVENUE	42848025201	FROM SR 836 WB OFF-RAMP TO NW 14 ST & AT NW 20 ST	INTERSECTION IMPROVEMENT	Aug-14
29	SR 933/SW 12 AVENUE	42914515201	FROM CORAL WAY/SW 22 ST. TO SW 13TH STREET	RESURFACING	Sep-14
30	SR 856/LEHMAN CSWY	42848615201	FROM SR 5/BISCAYNE BLVD. TO COLLINS/OCEAN BLVD	RESURFACING	Sep-14
31	SR 856/LEHMAN CSWY	42904015201	AT SR 5/US-1	INTERSECTION IMPROVEMNT	Sep-14
32	SR 5/US-1/S. DIXIE	42918815201	FROM SOUTH OF SW 112 AVE TO N OF SW 184 ST/EUREKA	RESURFACING	Nov-14

Completed Highway Projects in 2014 (cont'd)
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
33	PORT OF MIAMI TUNNEL	25115635201	FROM PORT OF MIAMI TO SR 836/I-395	NEW ROAD CONSTRUCTION	Nov-14
34	SR 916/NW 135 STREET	42914615201	FROM SR 9/NW 27 AVENUE TO NW 8 AVENUE	RESURFACING	Nov-14
35	SR 916/NW 135 STREET	42914625201	AT NW 17 AVENUE	INTERSECTION IMPROVEMENT	Nov-14
36	SR 826/PALMETTO EXPY	43195115201	SOUTHBOUND ON RAMP IMPR'S AT NW SOUTH RIVER DRIVE	INTERSECTION IMPROVEMENT	Nov-14
37	SR 9A/I-95	42999515201	AT NW 7 AV & GOLDEN GLADE REPAIR/PAINT BR# 870470	BRIDGE-REPAIR/REHABILITATION	Dec-14
38	SR 25/NW 36 STREET	42915915201	FROM EAST OF NW 17 AVENUE TO WEST OF NW 7 AVENUE	RESURFACING	Dec-14
39	SR 25/NW 36 STREET	42827715201	AT SR 7/NW 7 AVENUE	INTERSECTION IMPROVEMENT	Dec-14
40	SR 944/NW 54 STREET	42827815201	FROM SR 7/NW 7 AVENUE TO NW 6TH COURT	INTERSECTION IMPROVEMENT	Dec-14
41	SR A1A/COLLINS AVE.	25023635201	FROM 5TH ST TO LINCOLN RD	INTERSECTION IMPROVEMENT	Dec-14
42	SR A1A/COLLINS AVE.	25023615201	FROM 5TH ST/US 41 TO ESPANOLA WAY	DRAINAGE/RESURFACING	Dec-14
43	SR 5/US-1/S. DIXIE	43076115201	SW 211 ST./SW 117 AVE.	INTERSECTION IMPROVEMENT	Dec-14

Completed Highway Projects in 2014
Florida's Turnpike Enterprise

#	Project Name	Limits	Phase	Completion
1	Turnpike Auxiliary Lanes	MP 31 (NW 74th Street) to MP 33 (NW 106th Street)	Construction	Fall 2014

Completed Highway Projects in 2014
Miami-Dade Expressway Authority (MDX)

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	Central Boulevard Reconstruction	11211	Airport Terminals to SR 836 & SR 112	Major Rdwy./Bridge Reconstruction	Mar-15
2	SR 874 Mainline Reconstruction	87409	Kendall Drive to SR 874	Widening and Resurfacing	July-14

Completed Highway Projects in 2014
Miami-Dade County Public Works and Waste Management
Department

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	NW 58 Street/ NW 114 Avenue			Resurfacing	Construction completed
2	NW 41 Street/ NW 114 Avenue			Resurfacing	Construction completed
3	NW 20 Street		NW 12 Avenue to NW 7 Avenue	Resurfacing	Construction completed
4	NW 20 Street		NW 22 Avenue to NW 17 Avenue	Resurfacing	Construction completed
5	NW 173 Street		NW 52 Avenue to NW 47 Avenue	Resurfacing	Construction completed
6	NW 173 Drive		NW 57 Avenue to NW 52 Avenue	Resurfacing	Construction completed
7	NW 199 Street		NW 2 Avenue to NE 2 Avenue	Resurfacing	Construction completed
8	NE 167 Street		NE 10 Avenue to NE 15 Avenue	Resurfacing	Construction completed
9	SW 77 Avenue		SW 152 Street to SW 136 Street	Resurfacing	Construction completed
10	SW 112 Avenue		SW 136 Street to SW 128 Street	Resurfacing	Construction completed
11	SW 152 Street		SW 89 Court to SW 67 Avenue	Resurfacing	Construction completed
12	SW 88 Street/ SW 68 Court			Traffic signal	Construction completed
13	SW 122 Avenue/ SW 104 Street			Intersection improvement	Construction completed
14	SW 72 Street		SW 127 Avenue to SW 117 Avenue	Resurfacing	Construction completed
15	SW 112 Avenue/ SW 236 Street			Traffic signal	Construction completed
16	SW 328 Street/ SW 137 Avenue			Traffic signal	Construction completed
17	Marlin Road		SW 186 Street to US-1	Resurfacing	Construction completed
18	Alhambra Plaza/ Galiano Street			Traffic signal	Construction completed
19	NW 71 Street		NW 32 Avenue to NW 27 Avenue	Resurfacing	Construction completed

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 916/NW 135 STREET	43117115201	FROM NW 57 AVENUE TO NW 47 AVENUE	MAINTENANCE RESURFACING (FLEX)	Jan-15
2	SR 9/NW 27 AVENUE	42918415201	FROM N. OF NW 141 STREET TO ON RAMP FM:PARK & RIDE	RESURFACING	Jan-15
3	SR 7/NW 7 AVENUE	42805415201	FROM NW 131 STREET TO NW 118 STREET	TRAFFIC OPS IMPROVEMENT	Jan-15
4	SR 924/NW 119 STREET	42527345201	AT SR 7/NW 7 AVENUE	INTERSECTION IMPROVEMNT	Jan-15
5	SR 9/NW 27 AVENUE	42261225201	AT NORTH RIVER DRIVE	INTERSECTION IMPROVEMNT	Feb-15
6	SR 9A/I-95	43119115201	AT NW 17 ST. REPAIR/REHAB BRIDGE # 870455	BRIDGE - PAINTING	Feb-15
7	SR 5/US-1/S. DIXIE	41062545201	AT SW 304TH STREET	INTERSECTION IMPROVEMENT	Feb-15
8	SR 972/CORAL WAY	42751315201	FROM SW 37 AVENUE TO E OF SW 13 AVENUE	RESURFACING	Feb-15
9	SR 9A/I-95 (SB)	42751515201	FROM S OF BRDG OVER SR 922 TO N OF BRDG OVER BISC.CANAL	RIGID PAVEMENT REHABILITATION	Feb-15
10	SR 922/NE 123RD ST.	42976115201	FROM W. OF N. BAYSHORE DR TO E OF N. BAYSHORE DR.	SIDEWALK	Feb-15
11	SR 948/NW 36 STREET	42913615201	FROM W OF NW 74TH AVENUE TO WEST OF LEE DRIVE	RESURFACING	Feb-15
12	SR 823/NW 57 AVENUE	24994115201	FROM W. 46TH STREET TO W. 53RD STREET	ADD LANES & RECONSTRUCT	Feb-15
13	SR A1A/COLLINS AVE./ INDIAN CREEK	42750525201	DRAINAGE ALONG 43 STREET	DRAINAGE IMPROVEMENTS	Mar-15
14	SR A1A/INDIAN CRK DR	42750515201	FROM 44TH STREET TO 42ND STREET	RESURFACING	Mar-15
15	SR 913/SE 26TH RD	42914915201	FROM SW 1 AVENUE TO S. MIAMI AVE	RESURFACING - RIDE ONLY	Mar-15
16	SR A1A/COLLINS AVE.	42904315201	FROM 67 STREET TO 69 STREET	INTERSECTION IMPROVEMENT	Mar-15
17	SR A1A/COLLINS AVE.	42904325201	AT 77 STREET	TRAFFIC SIGNALS	Mar-15
18	SR 860/MIAMI GARDENS DRIVE	43209815201	AT NW 62 AVENUE	TRAFFIC SIGNALS	Mar-15

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
19	SR 823/NW 57 AVENUE	24994155201	FROM WEST 23 STREET TO WEST 46 STREET	ADD LANES & RECONSTRUCT	Mar-15
20	SR 817/NW 27 AVENUE	42918615201	FROM SOUTH OF NW 187 ST TO NORTH OF NW 202 TERR	RESURFACING	Mar-15
21	SR 817/NW 27 AVENUE	42918625201	AT MIAMI GARDENS DRIVE	INTERSECTION IMPROVEMENT	Mar-15
22	SR 969/NW 72 AVE	42934525201	AT SR 934/NW 74 STREET	INTERSECTION IMPROVEMENT	Mar-15
23	SR 933/NW 12 AVENUE	43081615201	FROM N OF NW 29 STREET TO NW 40 STREET	RESURFACING	Mar-15
24	CITY OF CORAL GABLES ALHAMBRA CIRCLE	42611115201	AT CORAL GABLES CANAL-N.OF SW 40 S	BRIDGE-REPAIR/REHABILITATION	Apr-15
25	SR 994/QUAIL ROOST	42934115201	FROM E OF TURNPIKE TO SR 5/US-1	RESURFACING - RIDE ONLY	Apr-15
26	ITS EQUIPMENT REPLACEMENT	41774079201	REPLACEMENT - CONSULTANTS /GRANTS	ITS COMMUNICATION SYSTEM	Apr-15
27	SR 826/PALMETTO EXPY	42913515201	FROM N.W. 154 STREET TO EAST OF N.W. 57TH AVE	RESURFACING	Apr-15
28	SR 826/PALMETTO EXPY	42913525201	AT NW 57 AVENUE	INTERSECTION IMPROVEMENT	Apr-15
29	SR 826/PALMETTO EXPY	42913535201	VARIOUS RAMP LOCATIONS	RESURFACING	Apr-15
30	SR 826/PALMETTO EXPY	43082135201	FRONTAGE ROADS (VARIOUS LOCATIONS)	RESURFACING	Apr-15
31	SR 9A/I-95 NB OFF RAMP	43082145201	TO SR 91/FLORIDA TURNPIKE ON-RAMP	RESURFACING	Apr-15
32	SR 970/DOWNTOWN DISTRIBUTOR ON RAMP	43119015201	TO SR 9A/I-95 OVER SW 2ND STREET	BRIDGE - PAINTING	Apr-15
33	SR 90/TAMIAMI TRAIL	42916215201	FROM L-N41 CANAL BRIDGE TO 1/2 MI W OF KROME AVE.	RESURFACING	May-15
34	SR 860/MIAMI GARDENS DRIVE	43080515201	FROM NE 5 AVENUE TO NE 15 AVENUE	RESURFACING	May-15
35	SR 860/MIAMI GARDENS DRIVE	43080525201	FROM E OF NE 22 AVE TO W OF SR 5/BISCAYNE BLVD	RESURFACING	May-15

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
36	SR 860/MIAMI GARDENS DRIVE	42902015201	FROM NE 20 PLACE TO NE 22 AVENUE	INTERSECTION IMPROVEMENT	May-15
37	SR 860/MIAMI GARDENS DRIVE	42918915201	FROM NE 15 AVENUE TO NE 20 PLACE	RESURFACING	May-15
38	SR 909/W DIXIE HWY	43081915201	FROM N OF NE 151 STREET TO NE 163 STREET	RESURFACING	May-15
39	SR 5/US-1	42902115201	AT SR 9/SW 27 AVENUE	INTERSECTION IMPROVEMNT	May-15
40	LUGO AVENUE	43003115201	1/2 MI EAST OF OLD CUTLER RD REP/REHAB BRDG # 875308	BRIDGE-REPAIR/REHABILITATION	May-15
41	SR 112/I-195 EB	43119415201	TO I-95 NB REPAIR/REHAB & PAINTING BRDG # 870305	BRIDGE - PAINTING	Jun-15
42	SR 823/NW 57 AVE-N/B	24994175201	FROM NW 202 ST/HONEY HILL TO TPK EXIT INSIDE OF HEFT	SIDEWALK	Jun-15
43	SR 948/NW 36TH ST	41806525201	FROM SR 953/LEJEUNE ROAD TO SR 25/OKEECHOBEE ROAD	BRIDGE-REPLACE AND ADD LANES	Jun-15
44	SR 948/NW 36TH ST	42597915201	FROM W OF LEE DRIVE TO E OF OKEECHOBEE ROAD	RESURFACING	Jun-15
45	SR 922/NE 125 STREET	42913715201	FROM E OF NE 7TH AVENUE TO W OF BISCAYNE BLVD	RESURFACING	Jun-15
46	SR 9A/I-95 SB	43119215201	AT SR 970 EB DOWNTOWN/REPAIR & PAINTING BRDG # 870474	BRIDGE-REPAIR/REHABILITATION	Jul-15
47	SR 922/96 STREET	42913725201	FROM W OF W BROADVIEW DR. TO INDIAN CREEK BRIDGE	RESURFACING	Jul-15
48	SR 907/ALTON ROAD	24991115201	FROM 5TH STREET TO MICHIGAN AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	Aug-15
49	SR 907/ALTON ROAD	24991135201	AT 5TH STREET, 10TH STREET AND 14TH STREET	DRAINAGE IMPROVEMENTS	Aug-15
50	SR 9A/I-95 NORTHBOUND	42999915201	AT SW 1 AVENUE	BRIDGE-REPAIR/REHABILITATION	Aug-15
51	SR 5/BISCAYNE BLVD	42919015201	FROM N OF NE 121 STREET TO NE 151 STREET	RESURFACING	Sep-15

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
52	SR 5/BISCAYNE BLVD	42919025201	AT SR 916/NE 135 STREET	INTERSECTION IMPROVEMENT	Sep-15
53	SR 9A/I-95	42930115201	FROM BISCAYNE RIVER CANAL TO NORTH OF RAMP 87170353	RIGID PAVEMENT REHABILITATION	Nov-15
54	SR 9A/I-95	42930015201	FROM NW 79TH STREET TO NW 103RD STREET	RIGID PAVEMENT REHABILITATION	Nov-15
55	SR 9A/I-95 SOUTHBOUND	42751525201	FROM BISCAYNE RIVER CANAL TO N.W. 125 STREET	RESURFACING	Nov-15
56	SR 9/NW 27 AVENUE	42918515201	FROM S OF SR 934/NW 79 ST TO N OF SR 932/NW 103 ST	RESURFACING	Dec-15
57	SR 934/NW 79 STREET	42914715201	FROM E OF 2800 BLOCK TO NW 14TH AVENUE	RESURFACING	Dec-15
58	SR 934/NW 79 STREET	43117815201	FROM W OF E 5 AVENUE TO 2800 BLOCK	RESURFACING	Dec-15
59	SR 826/SR 836	24958115201	FROM N OF SW 8 ST TO S OF NW 25 ST & FM NW 87 TO 57 AVE	INTERCHANGE - ADD LANES	Jan-16
60	SR 932/NW103ST/E49ST	43117615201	FROM EAST 10TH AVENUE TO SR 7/NW 7 AVENUE	RESURFACING	Feb-16
61	SR 932/NW 103 STREET	43076515201	FROM SR 7/NW 7 AVENUE TO NW 6 AVENUE	INTERSECTION IMPROVEMENT	Feb-16
62	NW 25TH STREET	25118515201	FROM NW 89TH COURT TO SR 826	ADD LANES & RECONSTRUCT	Apr-16
63	NW 25 STREET VIADUCT	40566515201	FROM NW 82ND AVENUE TO SR 826	NEW ROAD CONSTRUCTION	Apr-16
64	SR 934/NW/NE 79 ST	42745215201	FROM NW 14 AVENUE TO NORTH BAYSHORE DRIVE	RESURFACING	Jun-16
65	SR 823/NW 57 AVENUE	24994165201	FROM W 53 STREET TO W 65 STREET	ADD LANES & RECONSTRUCT	Dec-16
66	SR 823/NW 57 AVENUE	24994145201	FROM W 65 STREET TO W 84TH STREET	ADD LANES & RECONSTRUCT	Feb-17
67	SR 823/NW 57 AVENUE	42901415201	AT NW 138 STREET	INTERSECTION IMPROVEMENT	Feb-17
68	SR 826 AND SR 93/I-75	43268715201	FROM FLAGLER ST TO NW 154 ST. & I-75 FROM SR 826 TO NW 170 ST.	ADD SPECIAL USE LANE	Jul-17

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
69	SR 826/PALMETTO EXPY	43268725201	FROM SR 93/I-75 TO NW 154 STREET	RESURFACING	Jul-17
70	SR 93/I-75	43079515201	AT SR 826/PALMETTO EXPY RAMPS	RESURFACING	Jul-17
71	SR 826/PALMETTO EXPY	25007125201	FROM N.W. 62 AVENUE TO SR 953/LEJUENE ROAD	LANDSCAPING	Nov-17
72	SR 826/PALMETTO EXPY	25014025201	FROM N OF SUNSET DRIVE TO SR 5/US-1	LANDSCAPING	Nov-17
73	SR 997/KROME AVENUE	24961435201	FROM SR 94/KENDALL DR TO 1 MI N OF SW 8TH ST	ADD LANES & RECONSTRUCT	Nov-17

Highway Projects Under Construction Florida's Turnpike Enterprise

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	Turnpike Widening (including Express Lanes)		MP 23.8 (Bird Road) – MP 26 (SR 836)	Construction	Spring 2022
2	Turnpike Widening (including Express Lanes)		MP 21 (SW 72 nd Street) – MP 23.8 (Bird Road)	Construction	Fall 2017
3	Turnpike Widening (including Express Lanes)		MP 19.4 (Killian Pkwy) – MP 21.87 (SW 72 nd Street)	Construction	Fall 2017
4	Turnpike Widening (including Express Lanes)		MP 14.5 (Eureka Drive) – MP 19.4 (Killian Pkwy)	Construction	Fall 2016
5	Turnpike Widening (including Express Lanes)		MP 11.8 (SW 216 th Street) – MP 14.5 (Eureka Drive)	Construction	Summer 2016
6	Turnpike Widening (including Express Lanes)		MP 5 (SW 288 th Street/Biscayne Drive) – MP 11.8 (SW 216 th Street)	Construction	Summer 2018

Highway Projects Under Construction 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 nd Street to NW 12 th Avenue	Roadway Reconstruction	August-15
2	SR 826/SR 836 Interchange Improvements	83608	SR 826 Interchange to SR 836	Interchange Modification (JPA with FDOT)	March-16
3	SR 836 Infrastructure Modifications for ORT (East Section)	83624	NW 62 nd Avenue to I-95/I-395	Roadway Reconstruction	July-15
4	SR 836 Extension Westbound Access Ramp	83625	NW 107 th Avenue to SR 836 Westbound	New Access Ramp	January-16
5	SR 836 Operational, Capacity and Interchange Improvements	83628	NW 57 th Avenue to NW 17 th Avenue	Widening and Interchange improvements	April-18
6	SR 836 Interchange Modifications at 87 th Avenue	83629	SR 836 West of 82 nd Avenue to NW 97 th Avenue	Interchange Improvements	November-19
7	SR 836 Infrastructure Modifications for ORT (West Section)	83631	NW 62 nd Avenue to NW 137 th Avenue	Roadway Reconstruction	January-16
8	SR 874 / Killian Parkway Interchange Improvements (Killian Parkway 4 th Lane Extension)	87404-A	Homestead Extension of Florida's Turnpike to Kendall Drive	Lane Extension	March-16
9	SR 874 Ramp Connector	87410	SW 128 th Street to SR 874	New Ramp	May-18
10	Systemwide Implementation of Dynamic Message Signs (DMS)	10019	Systemwide	Installation of DMS	September-15
11	Systemwide ITS Improvements	10021	Systemwide	Installation of ITS technology	September-15

List includes projects to be in construction during FY 2015-2016.

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	NW 36 Street/NW 87 Avenue			Resurfacing	Under construction
2	SW 48 Street		SW 107 Avenue to SW 87 Avenue	Resurfacing	Under construction
3	Miami Avenue Bridge over the Miami River			Bridge improvement	Under construction
4	SW 27 Avenue		Bayshore Drive to US-1	Widen to 3 lanes	Under construction
5	NW Blue Lagoon Drive		NW 57 Avenue to Dead end (East)	Resurfacing	Under construction
6	NW 22 Avenue		NW 20 Street to NW 36 Street	Resurfacing	Under construction
7	NW 97 Avenue		NW 138 Street to NW 154 Street	New 4 lanes	Under construction (Joint Participation Agreement with City of Hialeah)
8	NW 37 Avenue		NW 199 Street to NW 213 Terrace	Resurfacing	Under construction
9	SW 127 Avenue/SW 72 Street			Intersection improvement	Under construction
10	SW 147 Avenue/SW 72 Street			Intersection improvement	Under construction
11	SW 157 Avenue/SW 88 Street (South)			Intersection improvement	Under construction
12	SW 157 Avenue/SW 88 Street (North)			Intersection improvement	Under construction
13	SW 168 Street		US-1 to SW 87 Court	Resurfacing	Under construction
14	SW 112 Avenue		SW 184 Street to SW 152 Street	Resurfacing	Under construction
15	SW 147 Avenue/SW 168 Street			Traffic circle	Under construction

Highway Projects Under Construction (cont.)
Miami-Dade County Public Works and Waste Management
Department

#	Project Name	Project Number	Limits	Type of Work	Completion Date
16	SW 162 Avenue/SW 47 Street			Traffic signal	Under construction
17	SW 152 Avenue/Pacific Boulevard			Traffic signal	Under construction
18	W 24 Avenue		W 60 Street to W 76 Street	Widen to 3 lanes	Under construction
19	W 76 Street		W 36 Avenue to W 20 Avenue	Roadway improvement	Under construction
21	Caribbean Boulevard		Coral Sea Road to SW 87 Avenue	Widen to 3 lanes	Under construction (Joint Participation Agreement with Town of Cutler Bay)
22	Old Cutler Road		SW 97 Avenue to SW 87 Avenue	Curb and gutter, traffic operational improvements	Under construction (Joint Participation Agreement with Town of Cutler Bay)
23	SW 157 Avenue		SW 184 Street to SW 152 Street	New 4 lanes	Under construction
24	SW 176 Street		US-1 to SW 107 Avenue	Curb and gutter, traffic operational improvements	Under construction
25	NW 87 Avenue		NW 154 Street to NW 186 Street	Widen to 4 lanes	Under construction

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MIAMI-DADE METROPOLITAN
PLANNING ORGANIZATION