

# TIP

# 2019

TRANSPORTATION IMPROVEMENT PROGRAM



# *Citizen's Version!*



Miami-Dade Transportation  
Planning Organization

**TRANSPORTATION IMPROVEMENT PROGRAM  
FISCAL YEARS 2018/2019 TO 2022/2023**

**TIP Citizen's Version**

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

**2019 – 2023 CITIZENS TIP**

This document was prepared by the Transportation Planning Organization for the Miami Urbanized Area in collaboration with the Florida Department of Transportation; Miami-Dade Expressway Authority; Florida's Turnpike Enterprise; South Florida Regional Transportation Authority; Miami-Dade County Office of Strategic Business Management; Miami-Dade Department of Transportation and Public Works, Miami-Dade County Aviation Department; Miami-Dade Seaport Department; Miami-Dade League of Cities; Miami-Dade County Department of Regulatory and Economic Resources; and the Miami-Dade County Developmental Impact Committee.

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The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

## Strategic Miami Area Rapid Transit (SMART) Plan

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

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

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

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

- *Flagler Corridor* - From Biscayne to SW 14 Avenue, BRT and/or Reversible Lanes
- *South Miami-Dade Express* - From South Miami to Dadeland North Metrorail Station along the Turnpike, SR-874 and SR-878
- *NW Miami-Dade Express* - From I-75 at Miami Gardens to Palmetto Metrorail Station along SR- 826
- *SW Miami-Dade Express* - From Miami Executive Airport to Dadeland North Metrorail Station along SR-874 and SR-878
- *Florida Turnpike Express* - From South Miami Dade to Doral
- *Beach Express North/Central/South* - From Miami Beach to Golden Glades Interchange along Julia Tuttle Causeway and I-95; and From Miami Beach to the MIC along Julia Tuttle Causeway and SR-112

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*Advisor (FDOT District VI)*  
Jim Wolfe, P.E., Secretary

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## TPO Secretariat

Aileen Bouclé, AICP, Executive Director

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



### MESSAGE TO THE READER

*Thank you for your interest and participation in the Miami Urban Area transportation planning process and in particular the Transportation Improvement Program (TIP).*

### What is the TIP?



The Transportation Improvement Program (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 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 2017 estimated population of more than 2.75 million, Miami-Dade County is the most populous county in Florida. By the year 2040, the region's population is expected to climb to approximately 3.3 million. The number of households are expected to grow 33.4 percent, from 0.87 million to 1.16 million and the number of jobs in the county will increase from 1.4 million to over 2 million, between 2010 and 2040.

### ***The region***

Miami-Dade County includes 450 square miles of urban development in more than 2000 square miles of land area. The urban area 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 456,260 inhabitants in 2015. There are 8 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, City of North Miami, City of Doral, and City of Coral Gables.

### ***Transportation network***

Miami-Dade's transportation network includes 43 miles of interstate freeways, 188 miles of Turnpike and other freeways, 580 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 209 bridges, 130 miles of active railroad tracks, one major airport, and one seaport.

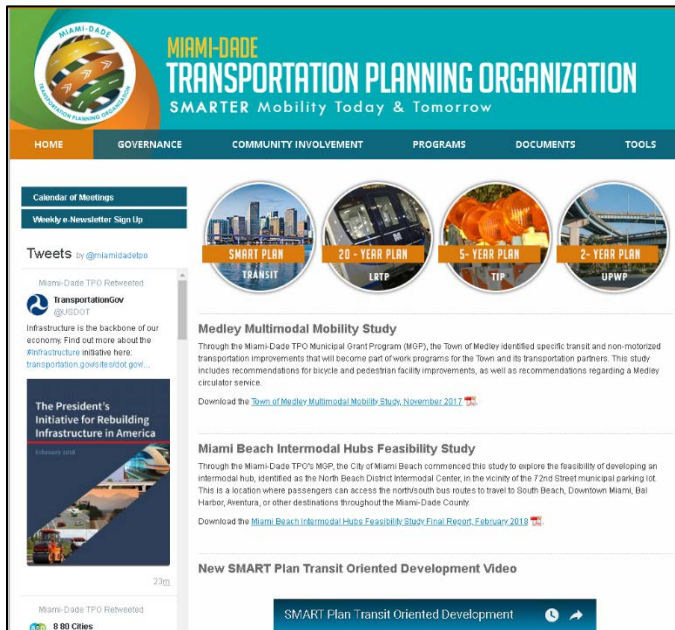
### ***Public Transportation***

Public Transportation services in the County are provided by the Miami-Dade Department of Transportation and Public Works (DTPW), South Florida Regional Transportation

Authority (SFRTA) and by a number of municipalities. Miami-Dade Department of Public Works is the largest public transportation system in Florida, operating a fleet of 781 buses as well as Metrorail (the 24.8-mile elevated rail system) and Metromover (the 4.4-mile downtown people mover). DTPW's buses travel approximately 2.4 million miles a month, with service throughout Miami-Dade County and commuter express service extending well into Broward County. DTPW contracts out 16 routes with 43 buses, with service extending into Monroe County. The annual boardings for fiscal year 2017 were 58 million for Metrobus; 19.9 million boardings for Metrorail and 9.5 million boardings for Metromover. SFRTA operates a 72-mile commuter rail system with 18 stations called Tri-Rail that connects Miami-Dade with Broward and Palm Beach Counties. Tri-Rail had 4.2 million boardings in Fiscal Year 2016.

## How to Access the TIP on the Web?

The Transportation Improvement Program (TIP) document may be accessed through the website by visiting the TPO website at: <http://miamidadetpo.org/home.asp> - select “5 – Year Plan TIP” and click on the final report on the right hand side of the screen.



TPO HOME PAGE



TPO 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 Transportation Planning Organization (TPO) in cooperation with local transportation agencies. The TPO 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 TPO'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 TPO-established priorities from the LRTP.
5. The TIP is consistent with the adopted 2040 Long Range Transportation Plan.

### **TIP Consistency**

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

### **What fiscal years does this TIP include?**



This TIP covers fiscal years 2019 to 2023. Fiscal years spanned are 2019, 2020, 2021, 2022, and 2023. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

Fiscal Year 2019 -----	begins July 1, 2018 and ends June 30, 2019
Fiscal Year 2020 -----	begins July 1, 2019 and ends June 30, 2020
Fiscal Year 2021 -----	begins July 1, 2020 and ends June 30, 2021
Fiscal Year 2022 -----	begins July 1, 2021 and ends June 30, 2022
Fiscal Year 2023 -----	begins July 1, 2022 and ends June 30, 2023

### **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 TPO, with local transportation agencies and other stakeholders as follows (in alphabetical order):

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

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



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

## The TIP's Technicalities

### *Who must approve the TIP locally?*



The Transportation Planning Organization (TPO) 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 TPO 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 that will serve the mobility needs of people and freight..." To accomplish these objectives, MPOs shall develop plans and programs that "must provide for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area."

## 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).

**2019 – 2023 TIP**  
**Review by Transportation Agencies**



**Fiscal Years 2018/2019- 2022/2023  
Transportation Improvement Program**

**STATE TRANSPORTATION SYSTEM  
AND MAJOR PROJECTS**

**Florida Department of Transportation, District Six**

This section of the Transportation Improvement Program (TIP) focuses on the State Transportation System and Major Projects located within Miami-Dade County. The projects listed include improvements to highways, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes over the next five fiscal years.

The FDOT, District Six, section provides an overview of the following topics:

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

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

The FDOT District Six Work Program is a major component of the Miami-Dade Transportation Planning Organization's (TPO) 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 TPO, and is consistent with the 2040 Long Range Transportation Plan (LRTP), and TPO 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.

\*All renderings used in this report are subject to change as they continue through the project phase and may not denote the final product.

## The Work Program Cycle

The Department coordinates development of the Work Program with the TPO TIP Committee process and input is received through public hearings. In the summer of 2017, FDOT began the new cycle to develop the Tentative Work Program for Fiscal Years (FY) 2019 – 2023. The final Tentative Work Program was sent to the Governor's Office, Legislature, Florida Transportation Commission and the Department of Economic Opportunity in January. The Amended Tentative Work Program will be subsequently submitted to the same parties in February for review, and will become effective as the Adopted Work Program on July 1, 2018.

## Programs and Funding

### *Program Descriptions*

For budgeting purposes, the FDOT's Work Program is comprised of six departmental programs including; Product, Product Support, Operations and Maintenance, Administration, Fixed Capital Outlay (FCO), and Other. An overview of each program is summarized below:

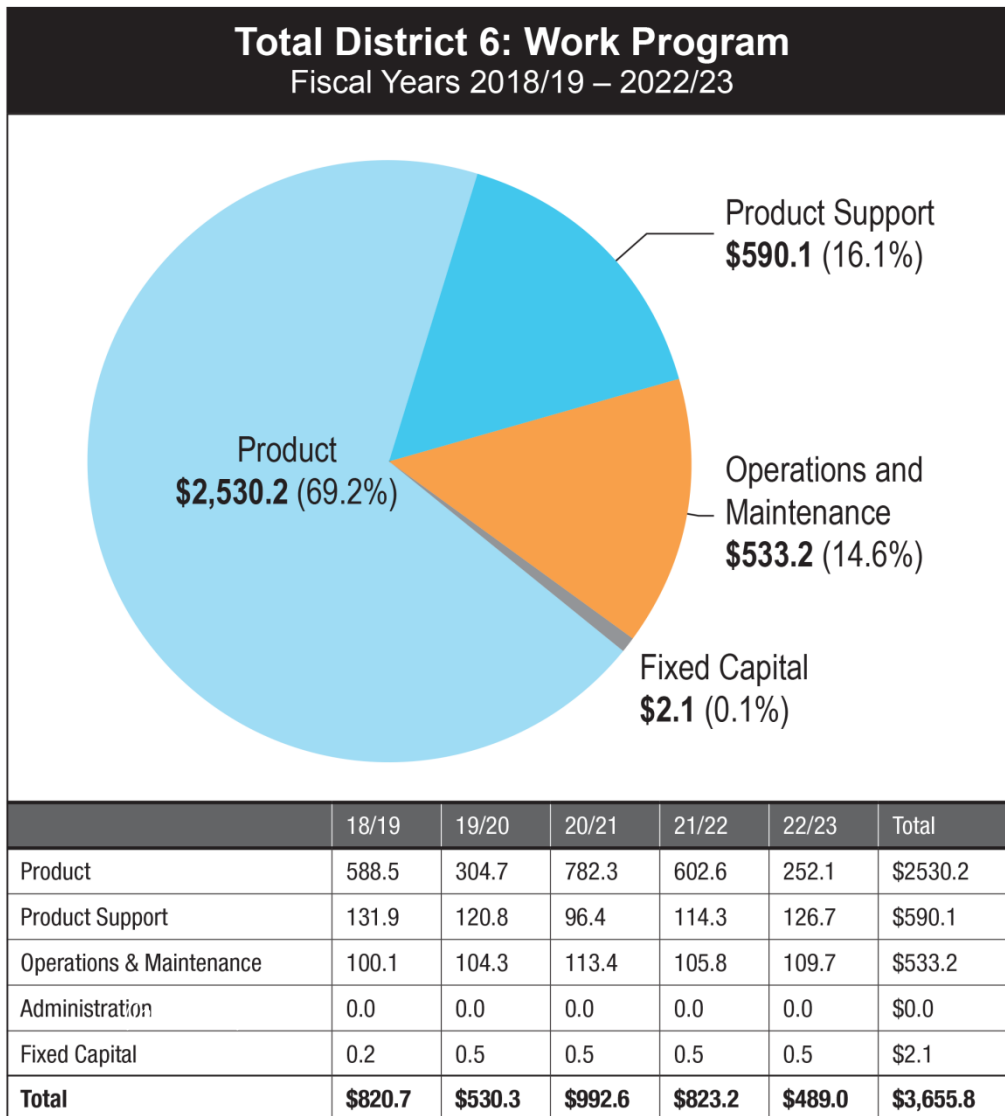
- **Product** - The FDOT's Work Program Product consists of all transportation improvement projects for highways, bridges, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes. It also includes the land cost of right-of-way acquisition, resurfacing improvements for preservation of 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 acquisition activities, environmental mitigation, and construction engineering and inspection of projects noted above under the heading – Product. It also includes management and program oversight for public transportation grants.
- **Operations and Maintenance** - Operations and Maintenance includes the activities necessary to maintain and operate the transportation infrastructure once it is constructed. This includes routine roadway and roadside maintenance, bridge inspection, traffic engineering and operations, toll collection, and enforcement of motor carrier compliance laws.
- **Administration** – Administration includes Work Program development, financial services and budget, information systems, legal, personnel, and contract administration functions.
- **Fixed Capital Outlay** - Fixed capital outlay comprises 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 and the Florida Turnpike Enterprise. In Miami-Dade, the Department in consultation with the TPO, determines the best use of Miami-Dade’s share of funding. The Department’s resources are primarily from federal and state dedicated sources. The State Transportation Trust Fund and the Federal Highway Trust Fund receive revenue from specific tax sources for transportation purposes. Additional funding for Work Program projects comes from local and discretionary sources. By statute, the Department must develop a program that is balanced to cash and revenue forecasts.

**FDOT District Six, Total Budget Breakdown, Tentative Five-Year Work Program Fiscal Years 2019-2023**

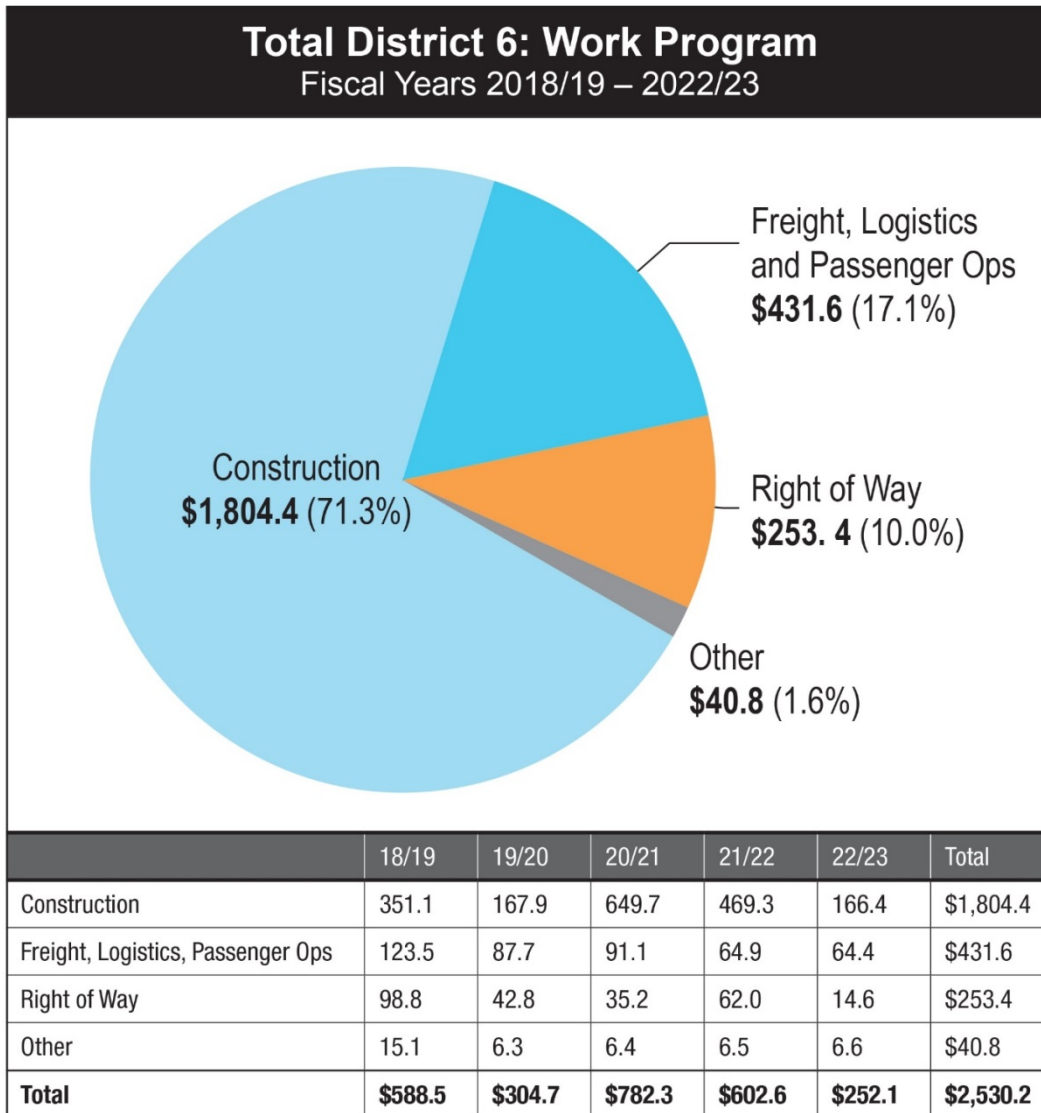
As shown in the Total Budget Breakdown chart below, the majority of the Department’s \$3.656 billion budget is applied to the product budget in the amount of \$2.530 billion.





**FDOT District Six, Product Budget Breakdown Tentative Five-Year Work Program  
Fiscal Years 2019 – 2023**

The product budget includes money spent on construction, freight, logistics & passenger operations (public transportation), right-of-way, and other product. As shown in the Product Budget Breakdown chart below, approximately \$1.804 billion (71.3%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$431.6 million (17.1%) will go towards freight and public transportation programs and services; approximately \$253.4 million (10%) will go towards the purchasing of right-of-way; and the remaining \$40.8 million (1.6%) will be applied to other product, which consists of grants to local governments 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 comprises facilities and services of statewide and regional significance. The SIS includes corridors and connectors that provide for smooth and efficient transfers between modes and major facilities such as ports and airports. The SIS is an intermodal transportation network established to serve the mobility needs of Florida's citizens, businesses, and visitors, and to position Florida as a worldwide economic leader, with enhanced global competitiveness.

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

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



*Rendering of I-75/SR 826 Express Lanes*

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway from SR 968/W 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, which extends to I-595 in Broward County.

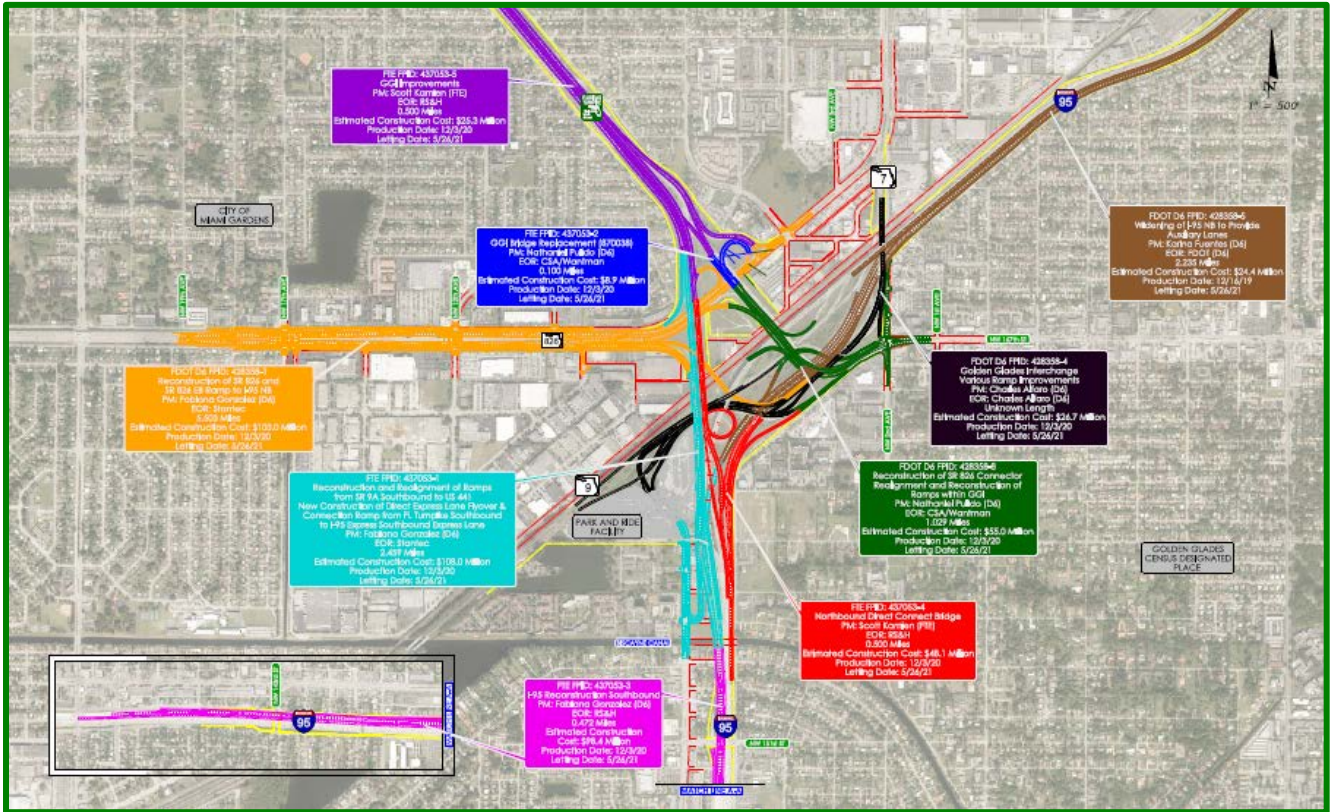
The project is part of the emerging South Florida Express Lanes network. It will improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826/Palmetto Expressway, I-75, SR 924/Gratigny Parkway, Florida's Turnpike, I-595, and the SR 869/Sawgrass Expressway.



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

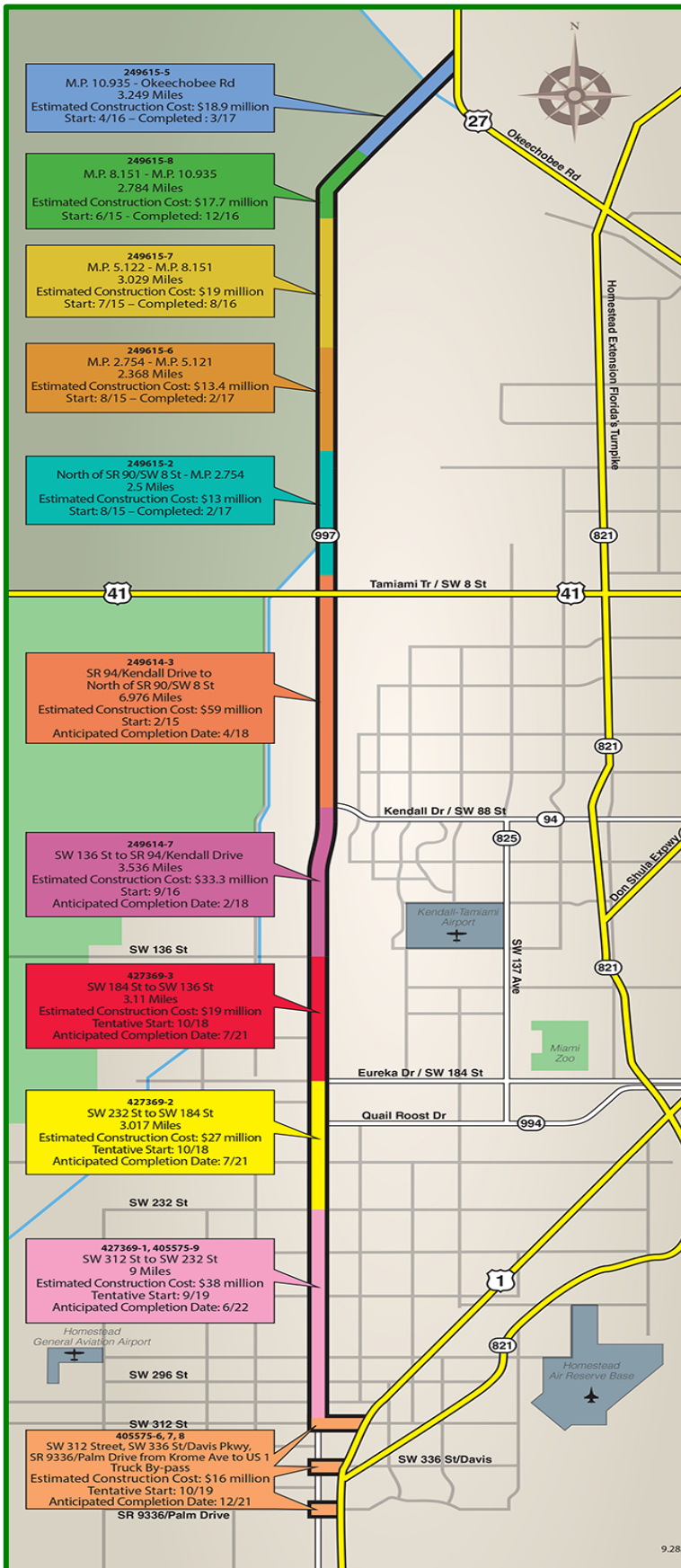
The total construction cost for the Miami-Dade design build project is \$262 million. Construction began in March 2014 and is estimated to be complete by Summer of 2018. For information about the construction schedule or related information visit [www.PalmettoExpressLanes.com](http://www.PalmettoExpressLanes.com).

- Golden Glades Interchange Reconstruction



The Golden Glades Interchange (GGI) reconstruction project includes nine separate construction projects that will result in a \$560 million improvement to the interchange. The GGI is the connecting point of three major State highways: I-95; SR 826 / Palmetto Expressway; and Florida’s Turnpike. The projects are scheduled to begin construction in 2021. The nine projects will greatly improve traffic operations within and through the GGI. Additional improvement detail is provided below.

1. Widening of the southbound Turnpike connector to provide two lanes merging with the SR 826 westbound and I-95 southbound traffic.
2. Relocation of the connector ramp to NW 7th Avenue/SR 7/US 441 to increase distance between signals and improve operations along the Turnpike Connector.
3. Widening of I-95 southbound from the GGI to NW 151st Street to accommodate the additional lane from the Turnpike Connector.
4. Provide a direct ramp connection from eastbound SR 826 / Palmetto Expressway to northbound I-95.
5. The provision of dual northbound left turn lanes at NW 2nd Avenue and NW 167th Street intersection to improve intersection operations.



• SR 997/Krome Avenue Corridor Improvements

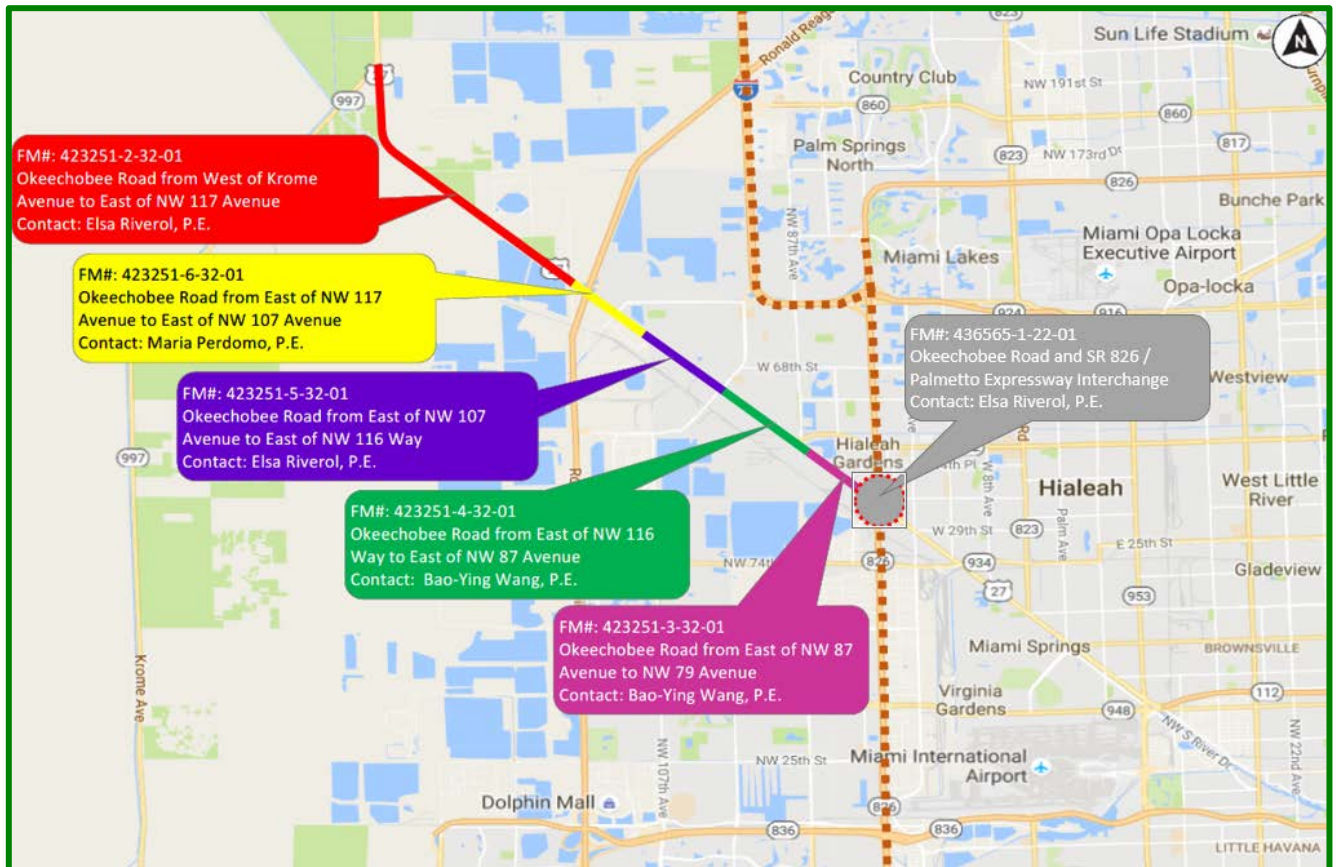
SR 997/Krome Avenue is a major north-south SIS corridor that extends from US 1 in Florida City to US 27/SR 25/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, freight and heavy trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway is being widened to a four-lane divided section with two northbound lanes and two southbound lanes. This corridor is divided into several segments for design and construction as shown in the graphic. The project website is: [www.fdotmiamidade.com/krome](http://www.fdotmiamidade.com/krome).

1. North of SR 90/SW 8th Street (Mile Post 2.754) to south of Okeechobee Road (Mile Post 14.032) which included five segments for construction. Construction was completed in 2017.
2. South of SW 136th Street to north of SR 90/SW 8th Street is under construction and is expected to be completed in April 2018.
3. SW 232nd Street to SW 136th Street – This project is currently in the design phase. Construction is scheduled to begin in October 2018 and is expected to be completed in July 2021.
4. SW 312th Street to south of SW 232nd Street - This project is currently in the design phase. Construction is scheduled to begin in September 2019 and is expected to be completed in June 2022.

6. 5. SW 312th Street/Campbell Drive from SR 997/Krome Avenue to SR 5/US 1 - This project is currently in the design phase. Construction of a roadway widening and reconstruction is scheduled to begin in October 2019 and is expected to be completed in December 2021.
7. 6. SW 336th Street/Davis Parkway from west of SR 997/Krome Avenue to US 1 - This project is currently in the design phase. Construction is scheduled to begin October 2019 and is expected to be completed in December 2021.
8. 7. SR 9/Palm Drive from SR 997/Krome Avenue to SR 5/US 1 - This project is currently in the design phase. Construction is scheduled to begin in October 2019 and is expected to be completed in December 2021.

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

A Project Development and Environment (PD&E) study was completed for SR 25/US 27/Okeechobee Road from SR 997/Krome Avenue to NW 79th Avenue in 2016. Five segments have moved forward into the Design Phase. The following corridor improvements on SR 25/Okeechobee Road include:



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

The US-27/State Road (SR) 25/Okeechobee Road and SR 826/Palmetto Expressway Project Development & Environment (PD&E) Study has developed a Recommended Alternative for the Okeechobee Road and SR 826 Interchange that includes:

- Ramp A: A proposed new one-lane flyover ramp from northbound SR 826 to westbound Okeechobee Road.
- Ramp B: A proposed new one-lane flyover ramp from eastbound Okeechobee Road to southbound SR 826.
- Ramp C: A proposed new one-lane flyover ramp from eastbound Okeechobee Road to northbound SR 826.

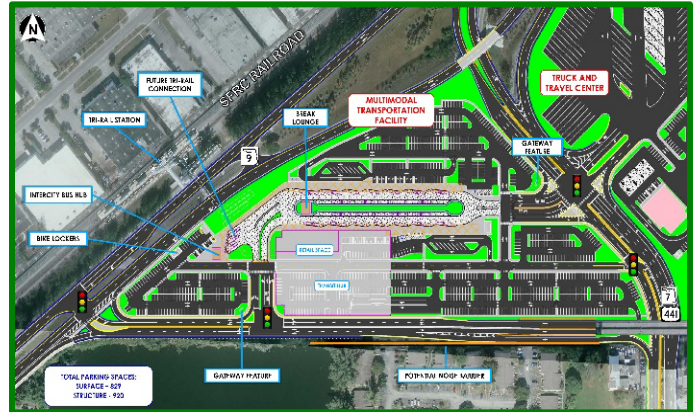


For information visit [www.fdotmiamidade.com/okeechobeeroadstudy](http://www.fdotmiamidade.com/okeechobeeroadstudy).

- **Golden Glades Multi-modal Terminal**

The Golden Glades Multimodal Transportation Facility (GGMTF) project is located in northern Miami-Dade County on two FDOT owned Park-and-Ride lots adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The GGMTF will consolidate the existing bus transit services at the two Golden Glades Park-and-Ride lots into a single facility adjacent to the Tri-Rail Station.

This project will reconstruct the Park-and-Ride into a state-of-the-art transit terminal with a multi-bay bus facility upgraded walkways, platforms, bicycle/pedestrian amenities as well as other improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, wayfinding, and traffic control signage. The GGMTF will feature a multi-story parking garage, kiss-and-ride, and plenty of surface parking lots for all types of motorists, including scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, future governmental use development building, a break lounge for bus drivers, and future governmental use intercity bus terminal. For information about the construction schedule or related information, visit [www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation](http://www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation).

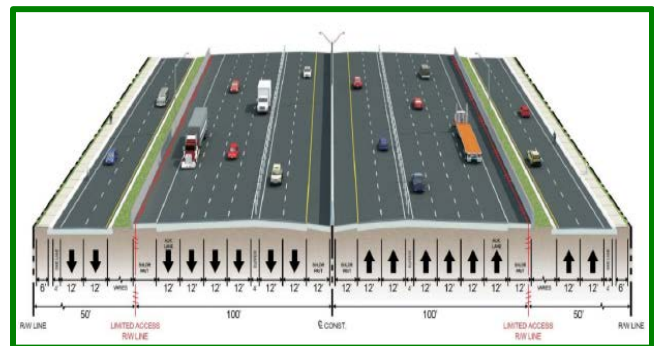


*Proposed Golden Glades Intermodal Center*

- **SR 826/Palmetto Expressway From I-75 to Golden Glades Interchange**

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

- Reconstruction and widening of the SR 826/Palmetto Expressway mainline to include three 12-foot general purpose lanes in each direction. (See Figure).
- A single 12-foot auxiliary lane would be added in each direction between interchanges. This is expected to improve traffic safety and operations.
- Two express lanes in each direction. The express lanes would be separated from the general purpose lanes by a 4-foot buffer. At the western and eastern project limits, the express lanes transition from two lanes to one with a connection to the planned SR 826 North-South Express Lane System and a direct connect ramp to I-95 Express at the Golden Glades Interchange.



*Proposed Typical Section – SR 826/Palmetto Expressway From I-75 to NW 17th Avenue*

- Express lane connections. The recommended alternative for the express lanes access points includes one ingress and two egress points in the NB/EB direction and two ingress and one egress points in the WB/SB direction. Access to and from the express lanes would typically be via slip ramps to/from the general purpose lanes. Direct connect ramps will be provided at the GGI (See Figure).



*Proposed Typical Section – SR 826/Palmetto Expressway  
From NW 17th Avenue to Golden Glades Interchange*

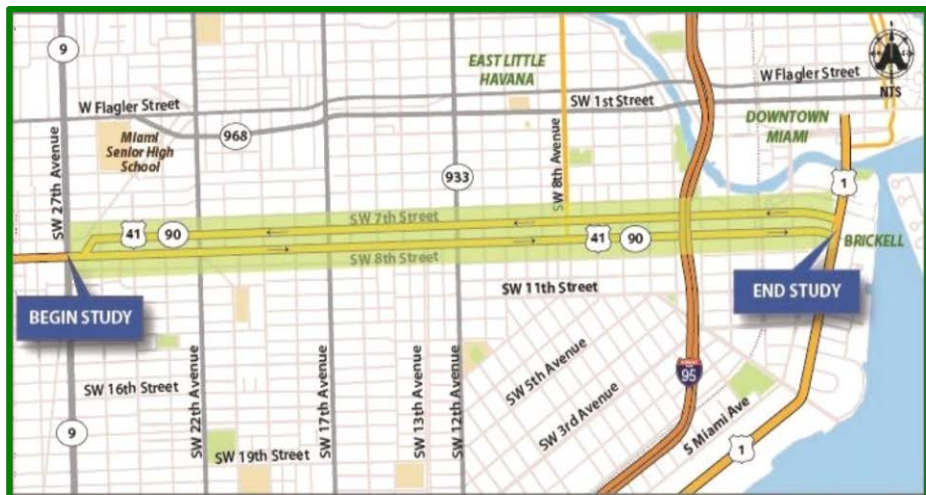
- Several existing interchanges are proposed to be modified including the Golden Glades Interchange. In addition, interchange modifications are proposed for NW 154th Street, NW 67th Avenue, NW 57th Avenue, NW 47th Avenue, NW 37th Avenue, NW 27th Avenue, NW 17th Avenue, and NW 12th Avenue. With the exception of NW 154th Street, all SR 826/Palmetto Expressway overpass bridges will be replaced and the SR 826/Palmetto Expressway mainline will be raised to satisfy current FHWA standards for vertical clearance over cross streets.
- The project is expected to include a new storm water drainage system to satisfy South Florida Water Management District water quantity and quality requirements.

## Project Development and Environmental Studies (PD&E)

The following are major PD&E projects in Miami-Dade County:

- **SR 90/SW 8 Street/SW 7 Street from SW 27 Avenue to SR 5/US-1/Brickell Avenue**

PD&E Study for SR 90/SW 8th Street and SR 90/SW 7th Street in Miami will evaluate potential physical, operational and safety needs of the project corridor, including the interchanges at SW 8th Street and I-95 and SW 7th Street and I-95. Proposed improvements will be developed to enhance traffic



*SW 8th Street/SW 7th Street PD&E study*

operations, promote safety, provide a multimodal and pedestrian friendly corridor, and provide better access to the Brickell area. The study limits are along SR 90/SW 8th Street/SW 7th Street from SW 27th Avenue to SR 5/US 1/Brickell Avenue.



This study will improve the existing and future physical, operational and safety deficiencies along the one-way pair of SR 90/SW 8th Street and SR 90/SW 7th Street, including at the interchanges of these roadways with Interstate 95 (I-95). Estimated project completion date is September 2019. For information related to the project, visit: <http://www.fdotmiamidade.com/CalleOchoStudy.html>.

- **SR 934/NE/NW 79 Street PD&E Study**

SR 934/ NW/NE 79th Street project is to improve capacity deficiencies/traffic operations and multimodal use along SR 934/NW/NE 79th Street and NW/NE 81st/82nd Street from NW 13th Court to N Bayshore Drive to address existing congestion and future travel demand, including safety conditions. A major objective of the project is to achieve a balance between the "Complete Streets/Livability Goals" of the local community and both local and regional "Mobility Goals" as presented below:

**Complete Streets/Livability Goals:**

- Promote a choice in transportation through a balance of travel modes.
- Provide traffic relief in the form of traffic calming along NE/NW 81st/82nd Street.
- Promote a safe, walkable, and easy-to-bike environment.
- Enhance the area's image and aesthetic quality.
- Address on-street parking and loading/delivery issues.
- Improve business access.

**Mobility Goals:**

- Relieve congestion and improve capacity along the corridor.
- Increase transit speed, reliability, and capacity along the corridor.
- Promote a multimodal multi-user transportation corridor.
- Provide congestion management strategies.
- Provide for adequate emergency response service and hurricane evacuation times.



Estimated completion date of the project is June 2019. For information related to the project, visit: <http://www.fdotmiamidade.com/79thstreetpdestudy.html>.

- **SR 826/Palmetto Expressway South Express Lanes PD&E Study**

SR 826/Palmetto Expressway PD&E Study from US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway, approximately seven miles is proposing corridor improvements that will add highway and interchange capacity with the implementation of an express lanes system and interchange improvements to meet future transportation demand, improve travel time reliability and provide long-term mobility options. The project is located in Miami-Dade County and is contained within unincorporated Miami-Dade.

The overall goals and objectives of the PD&E Study are described below:

- Evaluate the implementation of an express lanes system that will improve safety, capacity, operations, regional express lane network connectivity, expressway/interchange access, mobility and emergency evacuation.
- Identify the appropriate express lanes typical section that, combined with strategic located ingress and egress points, will service the users of the area and achieve the Purpose and Need of this project.
- Provide relief from existing and projected traffic congestion.
- Improve the safety of the SR 826 mainline corridor by addressing speed differentials and lane weaving deficiencies between interchanges.
- Support the optimal operations of the existing roadway network.



For information related to the project, visit: <http://www.fdotmiamidade.com/826expresssouth.html>.

## Resurfacing Projects

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

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

The I-95 Pavement Reconstruction project will reconstruct 3.04 miles of I-95 mainline Concrete Pavement from just north of NW 29th Street to just north of NW 79th Street. In addition, the project will include construction of Emergency Stopping Sites (ESS) or “pull-off” areas in the Express Lanes by creating wider median shoulders at 5 locations between NW 62nd St. and NW 131st St. The pavement for ramps connecting I-95 to local streets and other SIS corridors will be improved. The project also includes traffic railing improvements to four bridges, approach slab replacement for 22 bridges, drainage system repairs and ITS improvements. Construction is scheduled to begin by Spring 2017 and be completed in early 2020.

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

<http://www.fdotmiamidade.com/current-projects/expressways/sr-9ai-95-from-nw-29-st-to-nw-131-st>.

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

This project is currently in the Design phase and entails a full roadway reconstruction of Alton Road from 43rd Street to east of Allison Road. The project will improve the on-street parking and will add shared bicycle lane pavement markings. Pedestrian ramps and sidewalks will also be upgraded to current standards. There will be roadway drainage, signalization and lighting improvements, new signage and pavement markings and a new landscape and irrigation design. This project will enhance safety and improve drainage throughout the corridor. The project is anticipated to begin construction in late 2021 and will cost approximately \$40 million dollars.

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

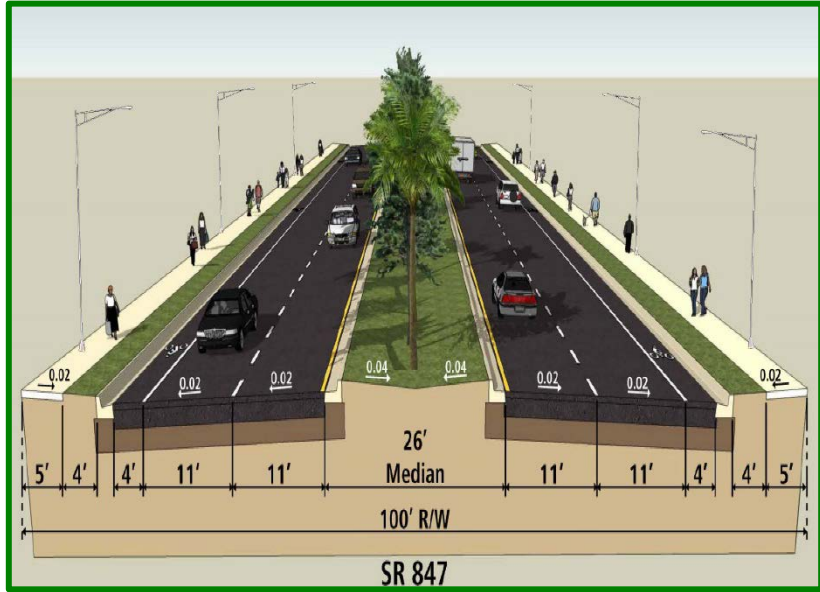
Roadway	Project Area
SR 826 Various Ramps	SR 924 and I-75
SR 9A/I-95 on Ramp	NW 10 Avenue
SR 112/I-95 Ramps	SR 907/Alton Road
SR 93/I-75 Frontage Roads	Hialeah Gardens to 23 <sup>rd</sup> Avenue

## Other Major Corridor Improvements

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

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

The 2.3-mile segment of SR 847/NW 47th Avenue from north of SR 860/NW 183rd Street/Miami Gardens Drive (Miami-Dade County) to Premier Parkway (Broward County). The preferred alternative from the PD&E phase will reconstruct the existing two-lane rural roadway to provide a four-lane divided urban roadway in order to accommodate projected traffic growth in the area. Design phase has begun and is anticipated to be completed in March 2017. Construction is anticipated to begin in January 2018.



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

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



SR 968/SW 1st Street Bridge – Conceptual Rendering

Design Concept Acceptance was granted in December 2013. The project is currently in the Design phase. The construction is anticipated to commence in August 2019. For information about the construction schedule or related information, visit:

[www.fdotmiamidade.com/design-projects/south-miami-dade/sr-968sw-1-st-from-sw-6-ave-to-sw-2-ave](http://www.fdotmiamidade.com/design-projects/south-miami-dade/sr-968sw-1-st-from-sw-6-ave-to-sw-2-ave).

## Intelligent Transportation System (ITS) Program

The Florida Department of Transportation's District Six Transportation Systems Management and Operations (TSM&O) Program actively manages our existing roadways through a combination of advanced operational strategies and technologies that work to improve the safety and mobility of our regional transportation system.

Traffic operators housed at the District's SunGuide® Transportation Management Center (TMC) monitor our roadways to optimize traffic flow, clear incidents and keep drivers informed on roadway conditions. These activities allow the program to provide the motoring public with real-time traffic management, incident management and traveler information services, 24 hours per day, 7 days per week. The program has also expanded in the last few years in response to our region's rising travel demands. It most recently completed phase two of 95 Express on Interstate 95 and implemented adaptive signal control technologies on 29 traffic signals along SW 8 Street in Miami-Dade County.

The combination of these services have allowed the agency to improve mobility within the region and demonstrated that TSM&O strategies are a viable and cost-effective alternative to traditional roadway widening projects. The latest annual report shows the Program reduced incident clearance times by 50%. For more information, visit: [www.sunguide.info](http://www.sunguide.info).



*Road Ranger Service Patrol on I-95*



*Video Traffic Center*



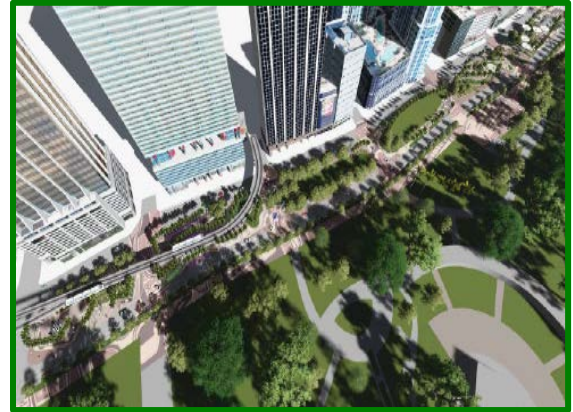
*Variable Message Sign*



*I-95 Express Lane Toll Sign*

## Bicycle/Pedestrian Corridor Improvements

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



*Conceptual Rendering of the Biscayne Green Trail*

The Florida Department of Transportation (FDOT) makes use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP). The Safe Routes to Schools (SRTS) program integrates safety, traffic relief, health, environmental awareness and physical activity and fitness under one program focusing on school zones. The budget for TAP, SRTS projects in the FY 2019 – 2023 Work Program, are \$38 million and \$6.8 million dollars respectively.

Below is a snapshot of bicycle/pedestrian projects included in the FY 2019 - 2023 Work Program.

Project Segment	Project Type	Project Area
Town of Cutler Bay	Sidewalk	Manta Drive Roadway Improvement Project
Town of Miami Lakes	Bike Lane/Sidewalk	Sidewalk Improvements
City of Miami	Bike Lane/Sidewalk	South Miami Avenue from SW 10 Street to SW 9 Street
Safe Routes to School Infrastructure	Pedestrian Safety/Improvements	Florida City Elementary and Robert R. Moton Elementary, Bunche Park Elementary, Miami Gardens Elementary, Myrtle Grove K-8 & Twin Lakes Elem., Carrie Meek/Westview, Flagami Elementary, H.O. Sibley K-8 & Shadowlawn Elementary, Arch Creek Elem., E. M. Hartner Elem., Lakeview Elem, N. Miami Elem., Jose de Diego Middle School
SUN Trail	Bike Lane/Sidewalk	Underline Segment A Phase II from SW 13 Street to SW 19 Avenue
City of Hialeah	Bike Lane/Sidewalk	West 4th Ave Sidewalk & Guardrail Improvements
City of Coral Gables	Bike Lane/Sidewalk	Alhambra Circle Bike Lanes
City of Miami Beach	Bike Lane/Sidewalk	North Beach Corridor- Various Bike Path Links, ADA Access, and Sidewalks

## Public Transportation Projects

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

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

This grant provides operating assistance for MDT's Fixed Route Bus Service. The Metrobus fixed route bus service is run by MDT and operates seven days a week, 24 hours per day. A total of 93 routes comprise MDT's regular bus service structure which are served by a total fleet of 823 buses and two contracted routes with seven buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



*Miami-Dade Transit Bus*

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

The Strategic Miami Area Rapid Transit (SMART) Plan is an infrastructure investment program of projects developed to improve transportation mobility and create a world-class transit system that will support economic growth and competitiveness in the global arena. Miami is a global hub representing not only the Gateway of the Americas but also the nation's southeast capital for international freight and cargo, as well as the number one passenger cruise port in the world. Miami-Dade County is the most populous county in Florida, representing 2.7 million residents, and the Miami Urbanized Area is the 4th most populous in the U.S. with over 5.5 million people.

The SMART Plan will expand transit options in Miami-Dade County along six critical corridors that are linked to local, regional, national, and global economic markets, as highlighted below. Another critical component of the SMART Plan will be a network of Express Buses, known as Bus Express Rapid Transit (BERT), which will expand South Florida's Express Lanes network with the implementation of six identified BERT express lane concepts. This innovative approach effectively expands the reach of transit in Miami-Dade County and beyond.

- Beach Corridor: Highest tourist demand in region with major employment centers.
- East-West Corridor: Heaviest commuter travel for international, state and local businesses.
- Kendall Corridor: One of the most congested arterial roadways with the highest demand.
- North Corridor: Key regional mobility linkage for access to jobs, stadium and educational facilities.
- Northeast Corridor: High transit demand and part of a critical regional corridor stretching to Palm Beach County.
- South Corridor: Experiencing the fastest population growth in Miami-Dade County.

- **NW 27 Avenue Premium Transit Corridor**

A PD&E study is being conducted to evaluate the implementation of a premium transit service (Bus Rapid Transit (BRT), Heavy Rail Transit (Metrorail), and appropriate variation of Heavy Rail Transit – Rail At-Grade) along NW 27th Avenue from NW 215th Street (Countyline Road) to approximately NW 38th Street and from the Miami Intermodal Center (at Miami International Airport) to NW 27th Avenue via SR 112 Expressway. The study focuses on implementation of a premium transit service and infrastructure along SR 9/SR 817/NW 27th Avenue. The study will also include public on-street transit stations/stops as well as public and/or private facilities located adjacent to or off-corridor where potential park-and-ride and/or transit terminals (including the Miami Dade College North Campus) will be considered. The study will consider public and private station/stop facilities, new or upgraded park-and-ride locations, and transit terminals.

Three viable alternatives have been developed and presented to the public. Each of these represents the three modes running within the existing carriageway. BRT would operate in the curb lanes. Heavy rail whether at-grade or elevated would run over the centerline of the roadway.

The study is currently developing the detailed engineering criteria and evaluating the environmental impacts that would result from implementation. Cost estimating, ridership forecasting, and traffic impacts are all being evaluated in anticipation of developing a recommended alternative in the late spring.

- **Flagler Street Premium Transit Corridor**

A PD&E study is being conducted to evaluate the implementation of rapid transit along SR 968/Flagler Street. This study focuses on multimodal street improvements to accommodate rapid transit service along Flagler from SW/NW 107th Avenue to the Government Center with branches along SW 8th Street and NW 12th Street. Rapid Transit modes to be evaluated include Enhanced Bus Service (EBS) Transit in mixed traffic as well as Bus Rapid Transit (BRT) on exclusive or reversible lanes. FDOT met with the community through three Project Corridor Workshops held in November 2016 to discuss and obtain their feedback on the proposed improvements along the corridor. Fifteen alternative concepts were presented and input solicited as to preferences on configuration, service, and amenities.

Based on feedback from the community and analysis from collected data, a set of the three most attractive and potentially viable alternatives have been identified. These alternatives were evaluated in detail and presented at the Alternatives Workshops, leading to selection of the recommended alternative. BRT operating in the curb lanes as Business Access Transit (BAT) Lanes is being developed further as the recommended alternative.

Detailed cost estimating, engineering, environmental analysis, and ridership forecasting is all occurring with the expectation of presenting a recommended alternative in the spring.

- **Kendall Drive Premium Transit Corridor**

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



Metrorail Station, and potentially north along the Homestead Extension Florida’s Turnpike from Kendall Drive to FIU (at the proposed Panther Station) and/or to the proposed Dolphin Station (at SR-836). This study focuses on multimodal street improvements to accommodate rapid transit service, as well as walking and bicycle trips, along Kendall Drive. The study will evaluate various options for transit service - mode, station stop locations, signalization for transit, use of exclusive lanes, etc. Kendall Drive will serve as the primary premium transit running way via exclusive arterial transit lines but will also include other roadways and expressways connecting to Kendall Drive for accommodating branched transit routes. The study will also include public on-street transit stations located along various running ways as well as potential park-and-ride and/or transit terminal locations.

Three alternatives were initially identified as viable alternatives: BRT running in the curb lanes or median lanes, and rail at-grade. At the request of the TPO, a concept that includes BRT in the curb lanes and a reversible auto lane to supplement peak direction traffic was added to the scope of work. In response to public interest, an elevated rail alternative was also added to the scope.

Evaluation and comparison of the alternatives is currently taking place.

**Freight, Logistics and Passenger Operations**

The FDOT-D6 Modal Development Office provides funding and manages freight, rail, transit, seaport and aviation projects. Miami-Dade is an international trade center and offers access to markets around the world. Miami International Airport is the largest U.S. gateway for Latin America and the Caribbean and is one of the busiest international passenger and freight airports in the world. In Miami-Dade County logistics and distribution industry is poised to grow further with the Panama Canal expansion and the Port of Miami is prepared to dock the largest cargo vessels in the world. In addition, Port of Miami welcomed 4.8 million passengers last year making it the busiest cruise port in the world. Rail, freight and passenger operations have also increased in the region. FDOT’s South Florida Rail Corridor operated by Tri-Rail is always undergoing improvements to provide passenger service to South Florida’s growing demand. Below are a sampling of rail, seaport and aviation projects funded in the FDOT Work Program:

<b>Rail</b>	<b>Aviation</b>
Passenger and Freight Rail Safety Projects	MIA Concourse E Satellite Improvements
Railroad Crossing Surface Rehabilitation Projects	MIA A380 Gates D2
Miami Dade County Quiet Zone around Florida East Coast Railroad	MIA Concourse H Internalization
<b>Seaport</b>	MIA Perimeter Road Widening and Realignment
Port of Miami Post Panamax Cranes	MIA Taxiway R realignment and fuel demolition
Port of Miami Cruise Terminal Improvements	Miami Executive Airport Taxiway Rehabilitation
Port of Miami Upland Cargo Improvements	MIA Terminal E thru F Connector
Port of Miami Inland Cargo and Container Distribution Center	MIA South and Central Terminal Baggage Handling System Improvements
	MIA Building 702 Conversion and Hardstand Project
	MIA Fueling Tank



*Miami International Airport Gate*



*Miami International Airport Runway Rehabilitation*



*Port Miami Post-Panamax Cranes*

## Freight Overview

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

With an anticipated doubling in cargo activity handled at PortMiami, Port Everglades, and Miami International Airport (MIA), improving freight mobility within District 6 will be critical for the transportation system. In response, the District identified a strategy to help advance its freight and logistics system focused on partnering with local communities to develop subarea freight plans which will help identify freight mobility strategies at the project level. These planning level studies will assess freight accessibility to and from each sub-area and will develop strategies to enhance access and improve freight mobility. The following table lists all the sub-area freight planning efforts currently programmed by District 6 and display their respective study area. The Miami River Freight Improvement Plan is unique amongst the sub-area freight planning efforts as it does not focus on a specific town or city. Instead, this study will develop viable options to improve intermodal freight movement along the river by studying the river's capacity and assess the potential of short sea shipping from PortMiami. These freight-focused plans aim to determine freight transportation needs and subsequently satisfy these needs by recommending solutions that will either feed District 6's Work Program, be incorporated in the Miami-Dade TPO's Freight Plan Update/LRTP Freight Set-Aside, or will be passed to local municipalities and/or the Miami-Dade County.



Improvement Plan is unique amongst the sub-area freight planning efforts as it does not focus on a specific town or city. Instead, this study will develop viable options to improve intermodal freight movement along the river by studying the river's capacity and assess the potential of short sea shipping from PortMiami. These freight-focused plans aim to determine freight transportation needs and subsequently satisfy these needs by recommending solutions that will either feed District 6's Work Program, be incorporated in the Miami-Dade TPO's Freight Plan Update/LRTP Freight Set-Aside, or will be passed to local municipalities and/or the Miami-Dade County.

**FDOT D6 Sub-Area Freight Planning Efforts**

Name	Financial Management No.	FDOT FY Contract Execution	Contract No.	Consulting Firm	Status
Town of Medley Freight Improvement Plan	435754-2-22-01	2015-2016	C-9076	CTS Engineering, Inc.	COMPLETED
Opa-Locka Freight Improvement Plan	435754-3-22-01	2015-2016	C-9P92	Cambridge Systematics, Inc.	In Progress
Miami River Freight Improvement Plan	437946-1-22-01	2016-2017	C-9R48	Atkins North America, Inc.	In Progress
Doral Freight Improvement Plan	437945-1-22-01	2016-2017	C-9S79	Marlin Engineering, Inc.	In Progress
Miami Gardens Freight Improvement Plan	439483-1-12-01	2017-2018	C-9X11	PE Consulting Engineering, Inc.	In Progress
Hialeah Freight Improvement Plan	437949-1-22-01	2018-2019	-	-	-
Homestead Freight Improvement Plan	437999-1-22-01	2019-2020	-	-	-
Freight Village Analysis Study (Countywide)	437947-1-22-01	2020-2021	-	-	-



**Fiscal Years 2018/2019- 2022/2023  
Transportation Improvement Program**

**MOVING MIAMI-DADE**

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

This section of the TIP focuses on the major mobility improvement projects programmed by the Miami-Dade Expressway Authority (MDX) for the next five years. MDX is an agency of the State enabled by the Florida Legislature and created by Ordinance of the Miami-Dade County Commission in December 1994 which allowed MDX to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County.

### **The MDX System**

The MDX System includes five (5) of the busiest and most important State Roads (SR) in Miami-Dade County: Airport Expressway (SR 112); Dolphin Expressway (SR 836); Don Shula Expressway (SR 874); Snapper Creek Expressway (SR 878); Gratigny Parkway (SR 924) as well as NW 138th Street from US-27 to just east of NW 97th Avenue and the LeJeune Frontage Roads from SR 836 to Central Boulevard.

### **Project Funding**

MDX's primary source of revenue is the tolls collected on its five expressways which are reinvested in Miami-Dade County to improve mobility and offer transportation choices within the county. MDX borrows money to fund its projects by selling bonds and uses the toll revenues as collateral. Like a mortgage loan where collateral is offered to the bank to secure the loan until fully paid, MDX offers the projected revenues as assurance that the bond's principal and interest will be paid. MDX does not receive any gas tax, property tax, sales tax or any other source of revenue.

### **FY 2019-2023 TIP**

Projects included in the MDX FY 2019 - 2023 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion and Others.

## Existing System Improvement Projects

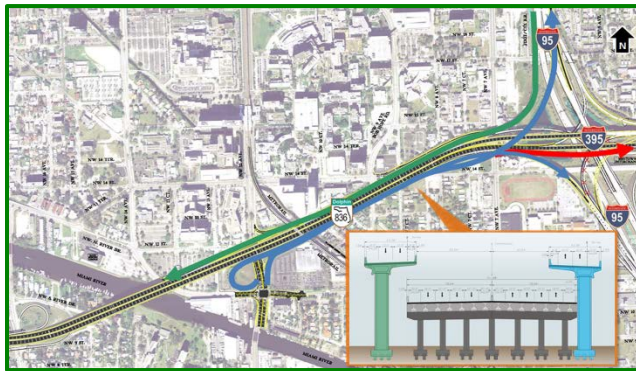
The following projects are categorized as Existing System Improvements in the current Five-Year TIP and include widening or reconstruction within an existing roadway segment:



### Project 11212 – SR 112 Ramp Improvements at NW 37th Avenue

This project will construct a new partial interchange at SR 112 and NW 37th Avenue that provides new movements including an eastbound on-ramp and a westbound off-ramp at NW 37th Avenue. The ramps will provide additional access to an existing industrial hub as well as providing the commercial

area with access to the expressway system and improving access to the Miami Intermodal Center (MIC). The planning and right-of-way phases are underway, the design-build project is anticipated to begin in FY 2020. Total cost is estimated at \$13.7 million.



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

MDX has partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17th Avenue to I-95 in conjunction with the I-95/I-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17th Avenue to the 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. The project will improve safety and mobility and improve access to the Hospital District by providing a new access to North River Drive from I-95 and SR 836. The design-build project is currently on hold due to a bid protest. Total cost for the MDX project is estimated at \$240.9 million.



SR 836 WB AT NW 27TH AVE EB & WB

### Project 83628 – SR 836 Operational, Capacity and Interchange Improvements

This project is constructing an additional eastbound and westbound lane on SR 836 from west of NW 57th Avenue to NW 17th Avenue as well as improving the SR 836 interchanges at NW 57th Avenue, LeJeune Road, NW 27th Avenue and NW 17th Avenue. These improvements 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. This project includes inside shoulder

modifications to facilitate Express transit service along the corridor. The design-build for this project is underway with an anticipated completion in FY 2019. Total cost is estimated at \$195.5 million.

### Project 83629 – SR 836 Interchange Modifications at 87th Avenue

This project reconstructs the SR 836 Mainline and NW 87th Avenue interchange to enhance operations and improve safety on the SR 836 corridor. It includes the extension of a 4th lane westbound on the mainline from the SR 836/SR 826 interchange to the exit to NW 107th Avenue to alleviate congestion caused by the merging traffic. The project also includes, as a contribution to Miami Dade County, the reconstruction of 82nd Avenue to provide alternate north-south connection between Flagler Street and NW 12th Street through NW 82nd Avenue, and alleviate congestion at the intersections of NW 87th Avenue and NW 7th and 8th Street. This project ties into the MDX SR 836 Extension to the west and MDX SR 836/SR 826 Interchange Improvements on the east. Construction is underway with an anticipated completion date of FY 2019. Total cost is estimated at \$98.8 million.



SR 836 WESTBOUND BRIDGES AT 87TH AVENUE

### Project 83634 – SR 836 New Homestead Extension of Florida’s Turnpike (HEFT) Ramp Connections



This project consists of new ramps from eastbound and westbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. It also includes ramps to and from the west on SR 836 to the Dolphin Station Park & Ride Lot to provide direct access for western Miami Dade County as

an alternative to NW 12th Street which is at capacity. It also includes the southbound HEFT to westbound SR 836 Express Lane Ramp Bridge, funded by Florida’s Turnpike Enterprise (FTE), to provide direct access to westbound SR 836 for future FTE southbound Express Lane users. These ramps were originally contemplated to be part of MDX’s SR 836 Southwest Extension (83618) project which is currently in the PD&E phase. In light of the Florida’s Turnpike Enterprise (FTE) advancing the construction of their project to alter the current interchange and HEFT mainline configuration, MDX accelerated the MDX ramps portion of this Project. This allows MDX to work with FTE on a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. Design-build is anticipated to begin in late FY 2018. Total cost is estimated at \$51.2 million.

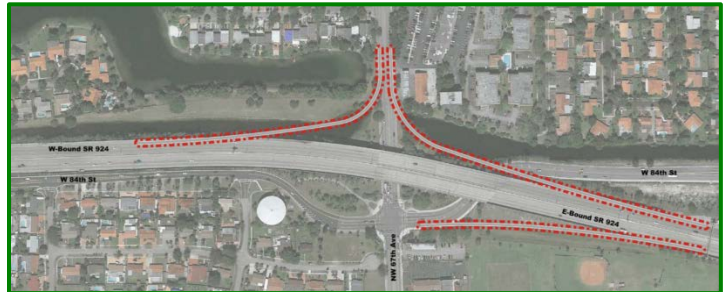
### Project 87413 – SR 874/SW 72 Street Interchange



This project will construct a new partial interchange to and from the North at SR 874 and SW 72nd Street to provide access to SR 874 and the state highway system connected to SR 874 and to reduce congestion at key intersections along SW 72nd Street. Design-build is anticipated to begin in FY 2019. Total cost is estimated at \$11.4 million.

### Project 92408 – SR 924 Partial Interchange at NW 67th Avenue

This project will construct a new westbound on-ramp and off-ramp on SR 924 at NW 67th Avenue and new eastbound on-ramp from NW 67th Avenue. This partial interchange will provide congestion relief to Miami Lakes and Hialeah by providing additional traffic movements at SR 924 and NW 67th Avenue. Design-build is anticipated to begin in FY 2019. Total cost is estimated at \$27.2 million.



## 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

This is a 15-mile extension of SR 836 from NW 137th Avenue to the southwest Kendall area. It is envisioned as a multimodal facility, used also by express transit services 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. A preferred alternative is being selected through the Project Development & Environmental (PD&E) process and funding for the right-of-way acquisition for phase one of the project, from NW 137th Avenue to 157th Avenue, has been advanced. Final design and construction for this project are not yet funded. The planning and right-of-way phases are estimated at \$42.4 million.



### Project 87410 – SR 874 Ramp Connector to SW 128th Street

MDX has started construction of new access ramp connection from the southern terminus of SR 874 to SW 128th Street including improvements to SW 128th Street from SW 122nd Avenue to SW 137th Avenue. This new ramp will provide expressway access to the growing southwest Miami-Dade communities, presently only serviced by access to and from Florida's Turnpike, through the SW 120th Street and the SW 152nd Street ramps. The project will widen SW 128th Street from two to four lanes from SW 122nd Avenue to SW 137th Avenue. A portion of this project is 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 to yield efficiencies and eliminate future throwaway costs. The construction is anticipated to be completed in FY 2019. Total cost is estimated at \$104.3 million.



SW 128TH STREET APPROACHING SR 874 RAMP CONNECTOR

### Project 92404 -SR 924 Extension West to the HEFT

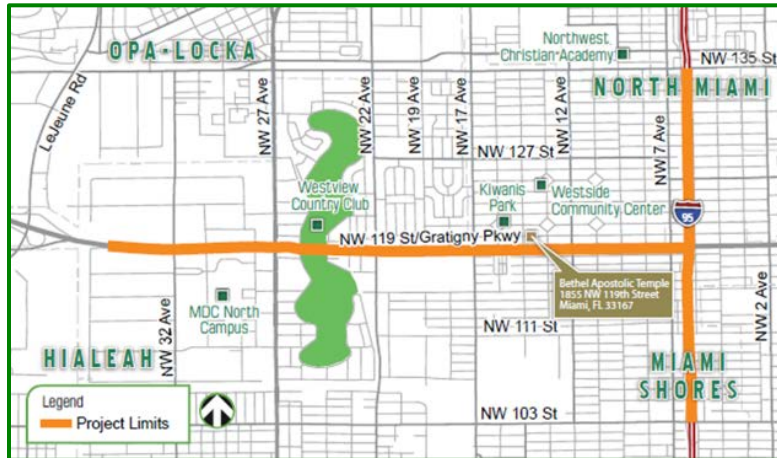
MDX has completed the PD&E study for the 2.3-mile expressway extension and is now advancing construction of the segment from NW 97th Avenue to the HEFT. The segment that is being implemented will provided a 6 lanes configuration from NW 97th Avenue to NW 109th Avenue and 2 lanes for the HEFT on and off-ramps. MDX will also implement the construction of NW 107th Avenue from NW 138th Street to just south of NW 170th Street on behalf of Miami Dade County, the City of Hialeah, and the City of Hialeah Gardens. Miami-Dade County is funding the NW 107th Avenue portion of the project. This expressway extension will provide additional connectivity to the HEFT and I-75 from SR 924 and NW 138th Street; provide access to major activity and employment centers in NW Miami-Dade County and complete the improvements needed for NW 138th Street. It is estimated that travel time will be reduced from 20 minutes to 4 minutes from NW 138th Street to the HEFT. The design-build phase of the project is anticipated to begin in FY 2019. Total cost is estimated at \$171.8 million.





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

The PD&E study is underway for a new 3.1-mile expressway extension of SR 924 east to I-95 and it's scheduled to be completed in FY 2019. The next phase, final design, is funded in this work program and anticipated to begin in FY 2020. Total Project Development and Final Design cost is estimated at \$15.2 million.



### Others

The following project is categorized as Others in the current Five-Year TIP and includes all non-MDX-system improvements done in partnership or as a contribution to other agencies or municipalities.

### Project 50001 – Dolphin Station Park & Ride

MDX is fast-tracking the construction of the Dolphin Station Park & Ride facility/terminal transit facility with partial funding from FDOT and Miami-Dade County. The Dolphin Station Park & Ride facility/terminal transit facility will support the SR 836 Express Bus Service as well as provide a terminus or stop for several local bus routes serving the Dolphin Mall and the cities of Sweetwater and Doral. The design-build phase is underway with anticipated completion in early FY 2019. The total cost of the construction is estimated at \$20.3 million.



NORTH OF 12TH STREET AND WEST OF HEFT – LOOKING WEST



**Fiscal Years 2018/2019 to 2022/2023  
Transportation Improvement Program**

**Florida's Turnpike Enterprise,  
Florida Department of Transportation**

Florida's Turnpike Enterprise continues to make project investments in District Six. In FY 2017 and FY 2018, current Turnpike projects total over \$109 million within Miami-Dade County.

The following summarizes project phase information that is referenced in subsequent project tables:

<b>Phase</b>		<b>Funding Code</b>
ENV	Environmental	C2, C8
PE	Preliminary Engineering	31, 32
ROW	Right of Way	41, 43, 45, 4B
RRU	Railroad and Utilities	56, 57
CST	Construction	52, 53, 54, 58, 61, 62
DSB	Design-Build	52, 53, 54, 58, 61, 62

**Summary of Major Project Funding by Project Type**

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2018/19 through FY 2022/23) that are located in District Six.

Project Type	Fiscal					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Add Lanes & Reconstruction	\$392,346,000	\$0	\$9,001,000	\$4,292,000	\$0	\$405,639,000
Interchange Improvements	\$8,141,000	\$31,275,000	\$259,649,000	\$0	\$0	\$299,065,000
Resurfacing	\$957,000	\$12,710,000	\$0	\$0	\$0	\$13,667,000
<b>Major Projects Total</b>	<b>\$401,444,000</b>	<b>\$43,985,000</b>	<b>\$268,650,000</b>	<b>\$4,292,000</b>	<b>\$0</b>	<b>\$718,371,000</b>

**Summary of Major Projects by County**

**Miami-Dade County Projects**

***Widen the Turnpike / SR 821 between US 1 (MP 0) and Campbell Drive (MP 2)***

***FPN: 439545-1***

The project widens a segment of the Turnpike / SR 821 between south of Palm Drive and Campbell Drive. The widening will increase the number of travel lanes from four to six. The Project Development and Environment (PD&E) Study will develop alternatives for the widening. Interchange and intersection concepts will be analyzed at Palm Drive / US 1 and Florida's Turnpike. Project Length: 3.5 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$0	\$0	\$0	\$4,292,000	\$0	\$4,292,000
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,292,000</b>	<b>\$0</b>	<b>\$4,292,000</b>

***Widen the Turnpike / SR 821 between Dolphin Expressway / SR 836 (MP 26) and NW 106th Street (MP 34)***

***FPN: 435543-1***

This project widens a segment of the Turnpike / SR 821 between Dolphin Expressway / SR 836 and NW 106th Street. The widening will increase the number of travel lanes from six to ten. The new lanes will be express lanes, for a total of two express lanes and three general toll lanes in each direction. Work includes pavement widening, reconstruction, milling and resurfacing, major bridge and stormwater drainage improvements, as well as construction of noise walls in select areas. Project Length: 6.0 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$90,000	\$0	\$0	\$0	\$0	\$90,000
RRU	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
CST	\$215,787,000	\$0	\$9,001,000	\$0	\$0	\$224,788,000
<b>Total</b>	<b>\$218,277,000</b>	<b>\$0</b>	<b>\$9,001,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$227,278,000</b>

***Widen the Turnpike / SR 821 between NW 106th Street (MP 34) and I-75 (MP 39)***

***FPN: 435542-1***

The project widens a segment of the Turnpike / SR 821 between NW 106th Street and I-75. The widening will increase the number of travel lanes from six to ten. The project may include an interchange at NW 170th Street, pending future agreements. The new lanes will be express lanes, for a total of two express lanes and three general toll lanes in each direction. Work includes pavement widening, reconstruction, milling and resurfacing, major bridge and stormwater drainage improvements, as well as construction of noise walls in select areas. Project Length: 6.2 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000
RRU	\$150,000	\$0	\$0	\$0	\$0	\$150,000
CST	\$169,919,000	\$0	\$0	\$0	\$0	\$169,919,000
<b>Total</b>	<b>\$174,069,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$174,069,000</b>

**Interchange Improvements on the Turnpike / SR 821 at Hainlin Mill Drive (MP 11)  
Surface Street Improvements from Hainlin Mill Drive (MP 11) to US 1 (MP 12)**

**FPN: 437211-1**

The project will increase operational capacity, improve safety, address roadway and structural deficiencies, and enhance overall traffic operations on the Turnpike / SR 821 at Hainlin Mill Drive interchange. The project also includes improvements along the Turnpike / SR 821 and surface streets between Hainlin Mill Drive and US 1.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ENV	\$50,000	\$0	\$0	\$0	\$0	\$50,000
RRU	\$0	\$650,000	\$0	\$0	\$0	\$650,000
CST	\$0	\$26,795,000	\$0	\$0	\$0	\$26,795,000
<b>Total</b>	<b>\$50,000</b>	<b>\$27,445,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$27,495,000</b>

**Interchange Improvements on the Turnpike / SR 91 at I-95 / Golden Glades (MP 0X)**

**FPN: 437053-1, 2, 3, 4, 5**

The project implements operational improvements at the Golden Glades interchange for the movement from the Turnpike / SR 91 southbound to I-95 southbound. Improvements include the replacement of the existing bridge over the NW 7th Avenue Extension, an additional southbound lane and southbound express lane direct connect from the Turnpike / SR 91 to I-95, and associated widening of I-95 to accommodate the connections.

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
ROW	\$8,091,000	\$3,830,000	\$1,764,000	\$0	\$0	\$13,685,000
CST	\$0	\$0	\$257,885,000	\$0	\$0	\$257,885,000
<b>Total</b>	<b>\$8,091,000</b>	<b>\$3,830,000</b>	<b>\$259,649,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$271,570,000</b>

**Resurface Turnpike / SR 821 from MP 0 to MP 5.1, and ramps from MP 5.1 to MP 9.2**

**FPN: 440423-1**

The project resurfaces a segment of the Turnpike / SR 821 between US 1 (MP 0) and Biscayne Drive (MP 5), and ramps at Tallahassee Road (MP 6) and Allapattah Road (MP 9). Work includes milling and resurfacing, guardrail installation, and signing and pavement marking improvements. Project Length: 7.4 miles

Phase	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
PE	\$957,000	\$0	\$0	\$0	\$0	\$957,000
CST	\$0	\$12,710,000	\$0	\$0	\$0	\$12,710,000
<b>Total</b>	<b>\$957,000</b>	<b>\$12,710,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,667,000</b>

### Summary of Minor Project Funding by Project Type

Minor projects may include bridge paintings, signing/pavement markings, communications, guardrail/safety improvements, landscaping, canal revetment, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike roadways throughout the District.

Project Type	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Bridge Painting	\$300,000	\$1,985,000	\$773,000	\$0	\$0	\$3,058,000
Miscellaneous	\$0	\$977,000	\$0	\$0	\$0	\$977,000
<b>Minor Projects Total</b>	<b>\$300,000</b>	<b>\$2,962,000</b>	<b>\$773,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,035,000</b>

### Summary of All Project Funding

Projects	Fiscal Year					5 Year Total
	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	
Minor Projects Total	\$300,000	\$2,962,000	\$773,000	\$0	\$0	\$4,035,000
Major Projects Total	\$401,444,000	\$43,985,000	\$268,650,000	\$4,292,000	\$0	\$718,371,000
<b>Total</b>	<b>\$401,744,000</b>	<b>\$46,947,000</b>	<b>\$269,423,000</b>	<b>\$4,292,000</b>	<b>\$0</b>	<b>\$722,406,000</b>



**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

**SECONDARY GAS TAX PROGRAM**

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

The program includes continuing projects that have fund allocations yearly.

**Continuing Program Projects**

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





**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

**ROAD IMPACT FEE**

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

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

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

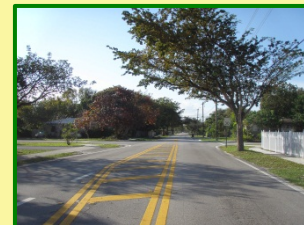
**Road and Bridge Projects**

Capacity improvements along arterials and collectors

**Continuing Program Projects**

***Resurfacing***

Paving, widening, drainage, striping



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



***Traffic Control Devices***

Signalization





**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

**PEOPLE'S TRANSPORTATION PLAN  
IMPROVEMENTS**

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

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

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

The plan includes the two categories from the PTP Ordinance that relate to the DTPW; major highway road improvements and neighborhood improvement projects.

**Major Highway Road Improvement Projects**

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

- NW 37 Avenue from North River Drive to NW 79 Street
- SW 137 Avenue from US-1 to SW 200 Street
- SW 137 Avenue from HEFT to US-1
- Caribbean Boulevard from Coral Sea Road to SW 87 Avenue
- SW 216 Street from SW 127 Avenue to HEFT
- NW 74 Street from HEFT to State Road 826

**Neighborhood Improvement Projects**

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

To address the various non-site specific categories discussed in the PTP Ordinance, the Department created "The Neighborhood Improvement Projects Formula" to allocate funds. The formula takes into account population in the Unincorporated Municipal Service Area for each commission district, the needs as reported to the Department, and the percentage of maintained arterial and collector lane miles. A portion is then evenly distributed to each district. PTP Neighborhood Improvements include modifications of intersections, resurfacing of local and arterial roads, installation / repairs of guardrails, installation of school flashing signals, enhancement of greenways and bikeways, A.D.A. curb cuts / repairs, pavement markings,



roadway lighting, traffic calming, traffic signals, and traffic sign replacement / repair. Such improvements also include replacement / repair of sidewalks, repair / installation of drainage and landscape beautification (including community image enhancements) related to the development, construction, operation or maintenance of roads and bridges in the County or to the expansion, operation or maintenance of bus and fixed guideway system.

The Neighborhood Improvement Projects include:

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



**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

**PRIVATE SECTOR IMPROVEMENTS**

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

The Private Sector Improvements Program 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 2018/2019 – 2022/2023  
 Transportation Improvement Program  
 AVIATION ON-SITE IMPROVEMENTS  
 Miami-Dade County Aviation Department**

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



	<u>Dollars in</u> <u>Million</u> <u>(Funded)</u>
MIA - Perimeter Road Bridge Replacement	\$ 23.70
MIA - Cc H Roof Replacement	\$ 8.90
MIA - MIA Taxiways T, S, R Rehabilitation and M5-Connector	\$ 151.90
MIA - Cc H Gates Internationalization (H15 & H17) Phase 1	\$ 33.80
MIA - Terminal E Thru F Connector	\$ 16.10
MIA - Terminal E thru F Life Safety Upgrades	\$ 6.50
MIA - New Fuel Storage - (4th Tank)	\$ 48.40
MIA - Upgrade Terminal PLBs & 400 Hz Pre-Conditioned Air	\$ 24.60
MIA - South Terminal Apron and Utilities Modification and Expansion	\$ 60.70
MIA - South and Central Terminal BHS Improvements	\$ 324.20
MIA - Central Base Apron and Utilities Modification and Expansion	\$ 108.40
MIA - Taxi Lot Replacement/Land Acquisition	\$ 10.70
MIA - Airport Operations Center (AOC)	\$ 20.80
MIA - Surface Management Tool (Aerobahn System)	\$ 3.40
MIA - Bldg 702 New Apron and Airside Improvements - Phase 1	\$ 47.00
GAA - X51 Security Projects	\$ 1.50
GAA - OPF Rehab Apron Pavement	\$ 1.86
GAA - OPF Internal Perimeter Road System	\$ 2.40
GAA - OPF Engine Run-Up Pad	\$ 2.80
GAA - TNT Power Distribution & Airfield Line Feeder	\$ 0.50
GAA - TMB Internal Perimeter Road System	\$ 2.40
GAA - TMB Taxiway Rehabilitation	\$ 2.80
GAA - TMB Taxiway D Connector Rehabilitation - TMB 04 RIM	\$ 4.20
<b>TOTAL:</b>	<b>\$ 907.56</b>

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



**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program  
MULTIMODAL SEAPORT DEVELOPMENT  
The Dante B. Fascell Port of Miami-Dade  
("PortMiami")**

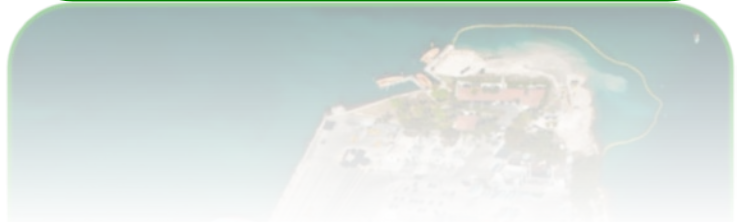
**Transportation Improvement Program Strategy**

PortMiami (Port) is known as the Cruise Capital of the World with more than 5.3 million passengers annually and 19 cruise brands. As a cargo gateway center, the Port handles more than 1.02 million twenty-foot equivalent units (TEU's) annually. The Port's Transportation Improvement Program (TIP) is comprised of a total of \$262 million in funded projects over the next five years; and reflects the Port's aggressive strategy for 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:

- Construction of Terminals
- Roadway project for new Cruise Terminals
- Modernization of Cargo Terminals with rubber tire gantry (RTG) cranes
- Additional Gantry Cranes
- Bulkhead Improvements

The Port continues to assertively seek grant funding from local, state and federal sources. The TIP reflects participation from the Florida Department of Transportation (FDOT) with \$16.2 million in support of cranes, cargo improvements and other infrastructure projects. This agency and the Port's partners continue to be part of the established goals to support the program and accommodate growth.



## PortMiami Accomplishments

### Cruise Terminal F Expansion

The new expansion to Cruise Terminal F, completed in December 2017, marks the beginning of the next generation of terminal buildings. During 2017, PortMiami welcomed *MSC Seaside*, an innovative 5,179 passenger ship that is to be the first of MSC's next generation Seaside-class vessels.



## PortMiami Current Projects

### Gantry Cranes

The Port has six Super Post Panamax Gantry cranes and needs four more to effectively service two Post Panamax cargo vessels simultaneously. Thus the port is buying three to four more cranes. These higher capacity cranes have a loading capacity of up to 20,000 TEUs, thus increasing cargo productivity.

### Cargo Yard Modernization

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



### Bulkheads

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

### Cruise Terminal Expansion

The expansion of cruise terminals is preparing the Port for larger cruise ships and continue to provide the most modern facilities for the convenience of the traveling public. These



## PortMiami - Multimodal Seaport Development

projects include upgrading and expanding existing terminals as well as new terminals. As part of this expansion, Royal Caribbean is building a new cruise terminal A and it has announced that in the fall of 2018 it will bring to PortMiami the biggest cruise ship ever, the *Symphony of the seas* with 6680 passengers. In addition, PortMiami is also embarking on the construction of a new cruise terminal B for Norwegian Cruise Lines 4,250 passenger *Norwegian Bliss*.





**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

**PUBLIC TRANSPORTATION IMPROVEMENTS**

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

**Specific Aspects of the Program**

The FY 2019 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 Transitway routes as well as the Flagler MAX route, the Kendall Cruiser and various 95 Express routes.

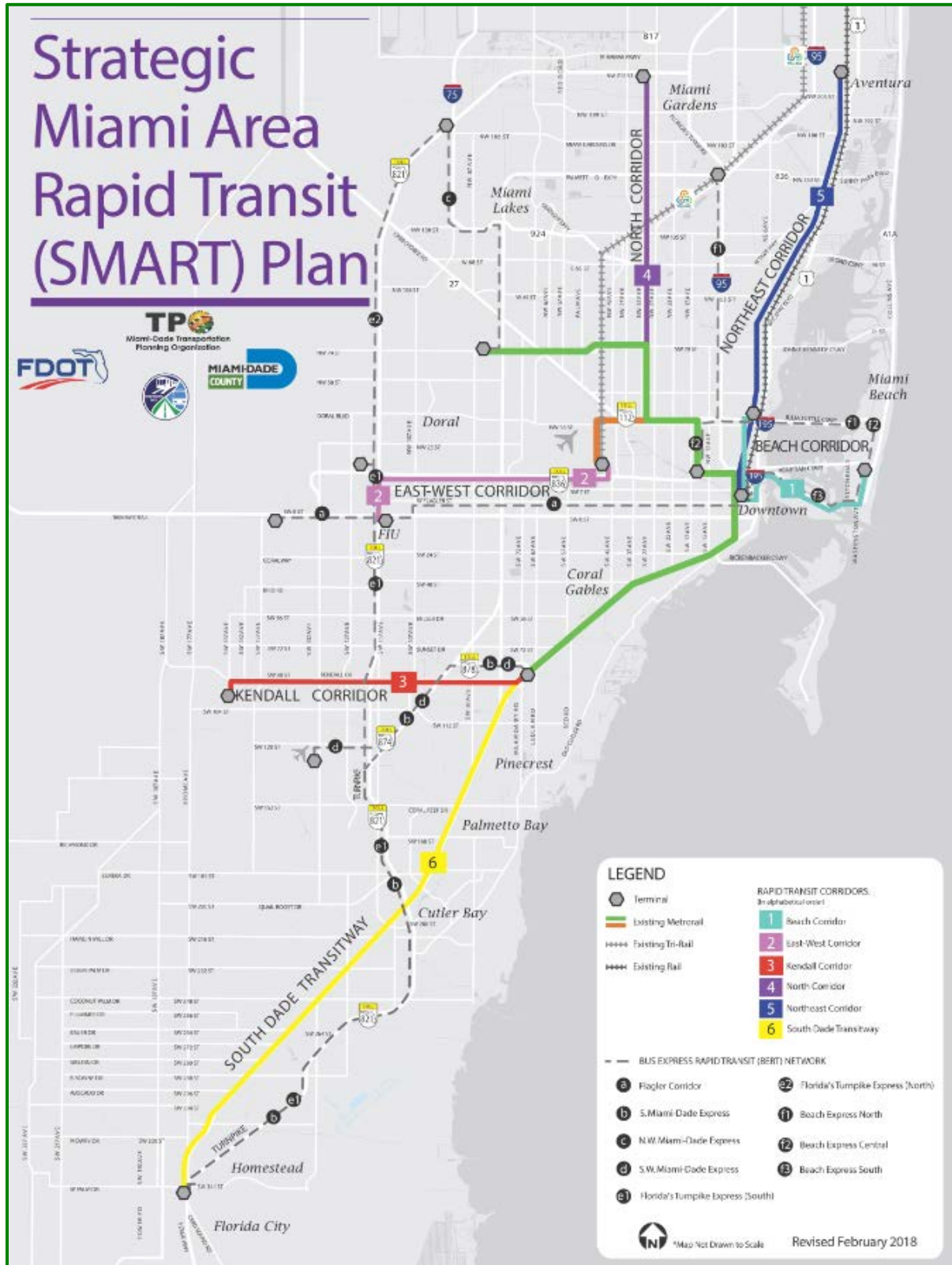
**Ongoing Projects**

**NW 12th Street and the HEFT (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. A groundbreaking ceremony was held in January 2017. The scheduled completion date is 2018.



## Summary Highlights of SMART Plan Corridors





Most of the urban and interregional corridors in Miami-Dade County are already congested. Congestion is expected to worsen even with completion of planned transportation improvement projects. The pace of growth far exceeds the ability to add capacity in order to reduce congested conditions. Significant expansion is required in rail and transit systems to deliver viable options for moving people within Miami-Dade County and the Southeast Florida Region.

In April 2016, Miami-Dade TPO Governing Board adopted the Strategic Miami Area Rapid Transit (SMART) Plan, which includes six (6) rapid transit corridors and a Bus Express Rapid Transit (BERT) network. Since then, implementation of the SMART Plan has become a top priority of the Miami-Dade County Department of Transportation and Public Works (DTPW). Subsequently, the Florida Department of Transportation (FDOT), District Six (D-6) and DTPW staff have begun the following:

### Beach Corridor

The Beach Corridor project will serve the cities of Miami and Miami Beach along a 9.7 mile corridor, crossing Biscayne Bay to link Downtown Miami to Miami Beach. The Beach Corridor area is an epicenter for population and economic growth and a major employment center and tourist destination in the region. As a result, the roadways between Miami and Miami Beach are typically heavily congested. This high bus transit ridership corridor has been identified as a candidate for consideration for premium transit over the past two decades as part of a strategy to address east-west directional travel demands.

In 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions between Downtown Miami and the City of Miami Beach via I-395 and I-195. The Beach corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in March 2017. The study is scheduled for completion in 2019.

### Kendall Corridor

The Kendall Corridor project is 10 miles from the Dadeland North Metrorail Station west along SR 94/Kendall Drive/SW 88th Street to approximately SW 162nd Avenue. This project provides multimodal solutions for severe traffic congestion along Kendall Drive, one of the most congested east-west arterial roadways in Miami-Dade County. The project facilitates the highest demand movement of passengers to and from West Kendall to Downtown Miami.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for Kendall Drive. The Kendall corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by late 2018.

### North Corridor

The North Corridor project is approximately 9.5 miles from the Dr. Martin Luther King Jr. Metrorail Station north along NW 27th Avenue to NW 215th Street. It will connect the cities of Miami, Opa-Locka, and Miami Gardens with major activity centers, including the Miami-Dade College North Campus, North Dade Health Center, St. Thomas University, Florida Memorial College, Miami Jobs Corps Center, Hard Rock Stadium (home of NFL Miami Dolphins and University of Miami),

and Calder Race Course. At the northern end of the project, a new park-and-ride/ transit terminal facility will be constructed to provide a connection to Metrobus and Broward County Transit (BCT) routes. The long-term vision includes transit-oriented development (TOD) at the new Unity Station at NW 215th Street.

In 2016, the Florida Department of Transportation (FDOT), District Six, initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions for SR 9 / SR 817 / NW 27th Avenue. The North corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in late 2016. The study is scheduled for completion by late 2018.

### Northeast Corridor

The Northeast Corridor project is roughly defined as U.S. Route 1 from the Downtown Miami area to the Aventura Mall near the Miami-Dade/Broward County line, and is one of the busiest transit corridors in the region. It extends approximately 14 miles through the historic core of the County developed along the Florida East Coast (FEC) railroad and links Aventura, North Miami, North Miami Beach, and Miami Shores with the County's Central Business District located in Downtown Miami.

### South Corridor

The South Corridor Project will run approximately 20 miles from the Dadeland South Metrorail Station along the existing Transitway (aka Busway) to the SW 344th Street Park-and-Ride/Transit Terminal Facility. It will connect Florida City, City of Homestead, Town of Cutler Bay, Village of Palmetto Bay, and Village of Pinecrest, which represent the fastest population growth in Miami-Dade County. This Metrorail Extension project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

In 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the South Dade Transitway. The South corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in March 2017. The study is scheduled for completion by late 2018.

### East-West Corridor

The East-West Corridor project will run approximately 10 miles from the Miami Intermodal Center (MIC) at the Miami International Airport (MIA) west along the SR-836/Dolphin Expressway, to the Turnpike in the vicinity of Florida International University (FIU). It provides multimodal solutions for severe traffic congestion along SR-836, the only east-west expressway in central Miami-Dade County. This project will also serve major activity centers including FIU, Miami International Airport, the Miami Intermodal Center (MIC), Downtown Miami, and PortMiami, while transporting riders to and from major employment areas (Doral, Health District, Central Business District, Brickell, etc.).

In 2017, DTPW initiated a Project Development & Environment (PD&E) Study to evaluate proposed transportation solutions along the SR-836/Dolphin Expressway. The East-West

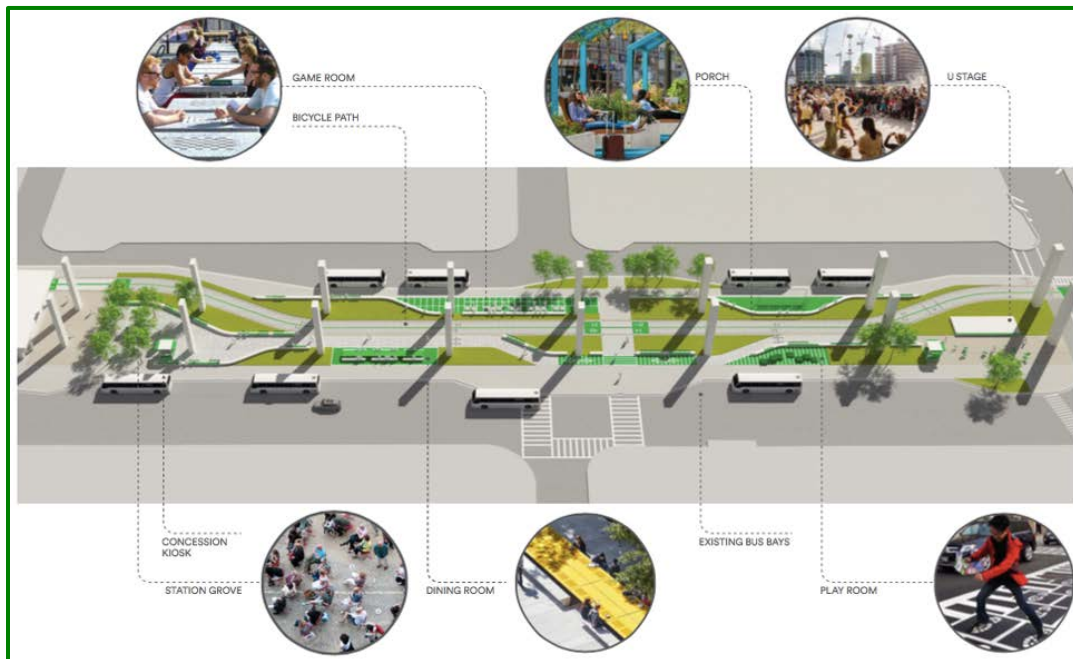
corridor is being studied as part of the Strategic Miami Area Rapid Transit, or SMART Plan, which identifies the development of six rapid transit corridors that directly support the mobility of our future population and employment growth. A project kick-off meeting was held in March 2017. The study is scheduled for completion in 2019.

### East-West Corridor Transit-Oriented Development (TOD) Project

The East-West Corridor is one of six premium transit corridors included in the Strategic Miami Area Rapid Transit (SMART) Plan as endorsed by the Miami-Dade Transportation Planning Organization (TPO) Governing Board. DTPW will conduct a comprehensive planning effort that will inform transit planning in the East-West Corridor, a 12-mile corridor linking the Miami Intermodal Center with Florida International University and the western communities of Miami-Dade County. In June 2016, DTPW submitted a grant application, which was awarded by the Federal Transit Administration (FTA) under the TOD Planning Pilot Program. This study is scheduled to begin by summer 2018.

### The Underline Phase I - Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Metrorail Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. In 2015, Friends of The Underline, selected a design consultant to develop the Vision and Master Plan for this project. Currently the project is structured in nine phases for development as funding becomes available. The Underline Phase I is known as the Brickell Backyard and extends from the Miami River to SW 13th Street, approximately a ½ mile long. The off-road dedicated bicycle path is located along the west side of the Metrorail structure from the Miami River to SW 8th Street and between the Metrorail Station and SW 13th Street. This phase is currently under permitting and it is expected to go out to bid sometime in spring 2018. Construction is expected to begin late 2018 or early 2019.



### The Underline Phase II - Hammock Trail

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear mobility corridor that will enhance connectivity, increase mobility, and improve pedestrian and biking safety for residents and visitors. Phase II is approximately 2.14 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. At this time, the design criteria guidelines are being finalized as well as all cost estimates. DTPW's intent is to procure a Design-Build firm to design and construct this 2.14 mile segment. Procurement is expected to begin in summer 2018.



### 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/transit terminal facility for the North Corridor (NW 27th Avenue) Premium Transit project which is being studied by the Florida Department of Transportation (FDOT). Up to 350 parking spaces are proposed for this facility which would serve the northern most station for new premium transit service in the corridor. This park-and-ride/ transit terminal facility lot also provides strategic transit oriented development (TOD) opportunities. This project is currently being negotiated and is under the cone of silence. This facility is anticipated to open in 2019.



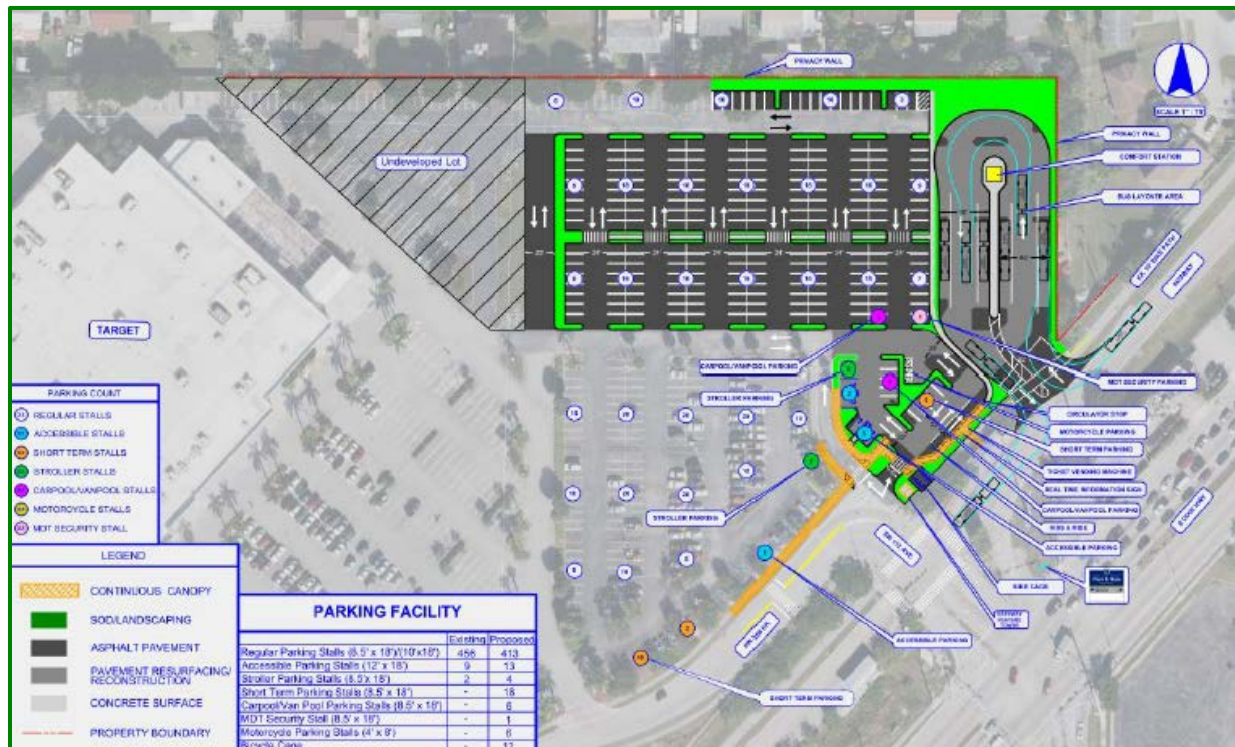
### Palmetto Expressway at NW 74th Street (Palmetto Intermodal Terminal)

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



## Park-and-Ride/Transit Terminal Facility at South Dade Transitway (formerly known as Busway) and SW 112th Avenue

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



Busway Park and Ride at SW 112th Avenue Proposed Improvement Plan

## Bus Express Rapid Transit (BERT) Network

### Flagler Corridor

In 2016, the Florida Department of Transportation (FDOT), District Six, began a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by late-2018.

DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles began in late 2017 and is anticipated to continue into 2018.

## Overall Status Update for SMART Plan BERT Network Implementation

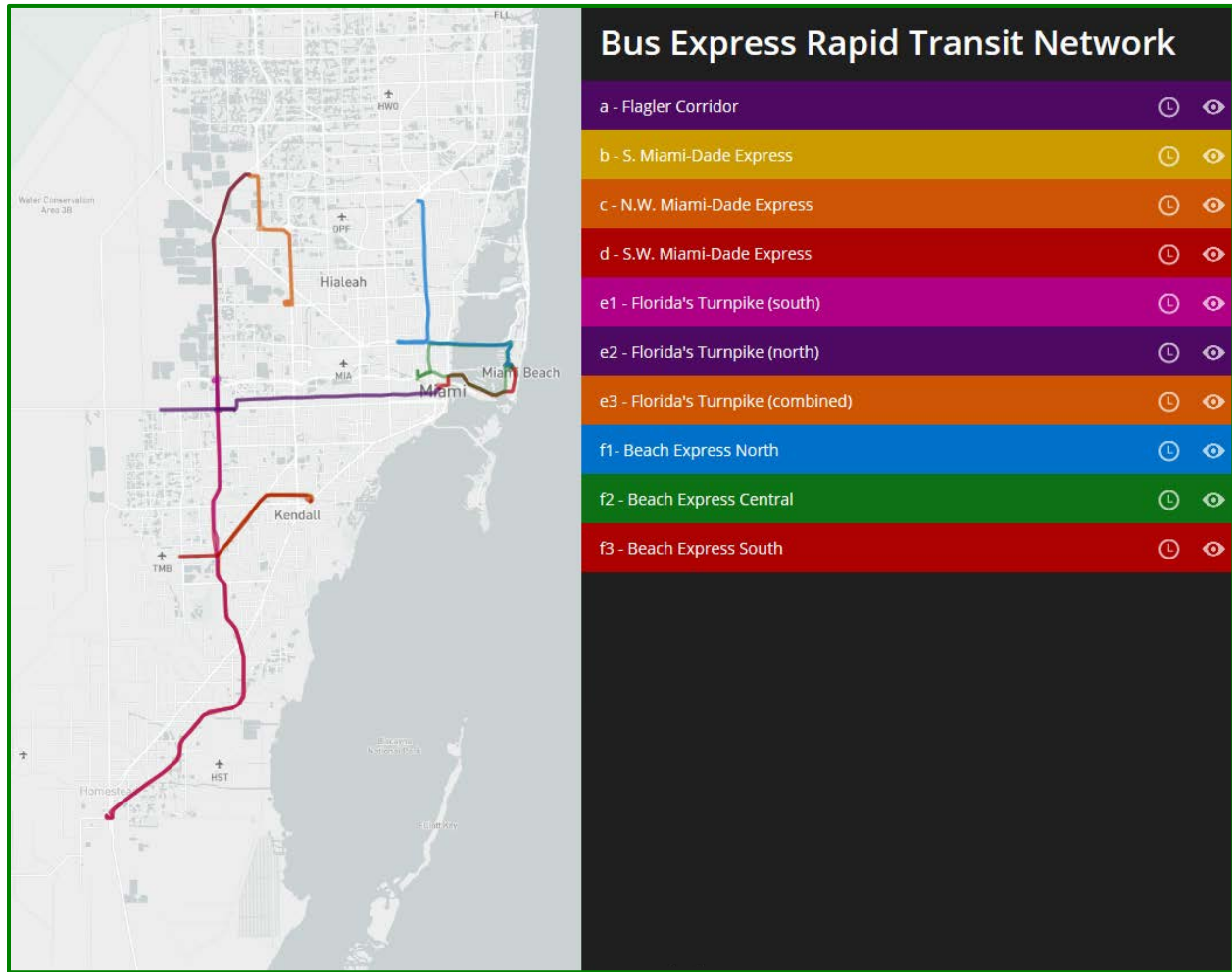
Subsequent to the adoption of the SMART Plan, FDOT and DTPW staff started the planning activities for the implementation of BERT network. DTPW staff has begun assessing the infrastructure needs such as new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW and other transportation agencies such as FDOT, Florida’s Turnpike Enterprise (FTE) and Miami-Dade Expressway Authority (MDX) to ensure transit access to roadways are supported. Table 1 presents the planning work required to complete these infrastructure improvement projects. Figure 1 shows the complete BERT network with supportive transit terminals.

**Table 1 Planning Study Required for Implementation of the BERT Network**

SMART Plan Route #	Project Name	Location	Project Description	Project Length (Miles)	Commission District
a	Flagler Corridor	Tamiami Station/SW 147th Avenue to Downtown Miami, Dolphin Station to Downtown Miami, Panther Station to Downtown Miami	In 2016, FDOT initiated a Project Development and Environment (PD&E) study to examine implementation of Bus Rapid Transit (BRT) service and infrastructure improvements along SR 968/Flagler Street from SR 821/HEFT to SR 5/US-1/Biscayne Blvd. The primary study objective is to evaluate the implementation of a cost-effective, high-ridership BRT system within the SR 968/Flagler Street Corridor that is to be part of an overall interconnected premium transit network. The FDOT project team is currently identifying and refining recommended alternatives. The study is scheduled for completion by mid-2018. DTPW is coordinating the bus purchase component of this project which includes purchase of 10 new 60-foot alternative fuel buses. Acceptance of vehicles is anticipated in late 2017.	15.4	5, 6, 10, 11, 12
b	S Miami-Dade Express	SW 344 St. Transitway Station/Dadeland North Metrorail Station; SW 288 St./HEFT to Dadeland North Metrorail Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to the Dadeland North Metrorail Station as well as from the SW 288 St/HEFT to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	24.7	7, 9
c	NW Miami-Dade Express	I-75/Miami Gardens Dr Station / Palmetto Metrorail Station / American Dream Mall Station	Route will provide express bus service from the American Dream Mall Station to the I-75/Miami Gardens Dr Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12
d	SW Miami-Dade Express	Miami Executive Airport/Dadeland North Metrorail Station	Route will provide express bus service from the Miami Executive Airport to the Dadeland North Metrorail Station. Headways will be 10 minutes during peak hours.	8.5	7, 11
e1	Florida’s Turnpike Express (South)	344 St. Transitway Station/Panther Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride/Transit Terminal Facility along the Turnpike to Panther and Dolphin Stations. Headways will be 10 minutes during peak hours.	28.0	9, 11
e2	Florida’s Turnpike Express (North)	FIU Panther Station/Miami Gardens Station/American Dream Mall Station	Route will provide express bus service from the FIU Panther Station to the I-75/Miami Gardens Dr Station and the American Dream Mall Station. This route will operate all day with 20 minute headways	14.4	12, 13
f1	Beach Express North	Golden Glades Intermodal Terminal/Earlington Heights Metrorail Station/Mt Sinai Transit Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal to the Earlington Heights Metrorail Station, the future Mt Sinai Transit Terminal, and the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 8:00pm.	13.8	2, 5
f2	Beach Express Central	Civic Center Metrorail Station/Miami Beach Convention Center	Route will provide express bus service from Civic Center Metrorail Station to the Miami Beach Convention Center. Headways will be 10 minutes during peak hours and 20 minutes during off-peak hours. Service Span will be from 5:30am to 9:00pm.	8.7	3, 5
f3	Beach Express South	Miami Central Station/Miami Beach Convention Center	Route will provide express bus service from Miami Central Station to the Miami Beach Convention Center. Service will run all day with 10 minute headways. Service Span will be from 5:00am to 2:00am.	6.3	3, 5

Among these BERT routes, some are further advanced than others. Routes b, e1, and f3 are anticipated to be implemented by the end of 2018; Routes c, d, e2, f1 and f2 will be the next in line; Route a, Flagler Corridor, is undergoing a Project Development and Environment (PD&E) Study and is expected to complete the study in 2018. A project schedule will be developed based on the results of the study.

Figure 1 BERT Network



### Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$380 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles, which are being manufactured at the Hitachi Manufacturing Facility in Medley, feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The first vehicles were put into revenue service in November 2017 with the additional vehicles being delivered between 2018 and 2020.





### 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/transit terminal facility for the SR 836 Express Bus Service project. The proposed facility will accommodate 493 parking spaces, which would serve as the western most station for the new premium bus service in the corridor as well as other local bus routes. The estimated completion date is 2020.



## Panther Station at Florida International University

Florida International University (FIU) constructed a parking garage along SW 8th Street with ground floor space reserved for a future transit terminal. 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 terminal would provide 10 bus bays to accommodate the relocation of the existing DTPW 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 Bus Rapid Transit (BRT) and express routes operating on the Homestead Extension of the Florida Turnpike (HEFT). Completion of the transit center should coincide with the beginning of the SR-836 Express Bus in 2020.

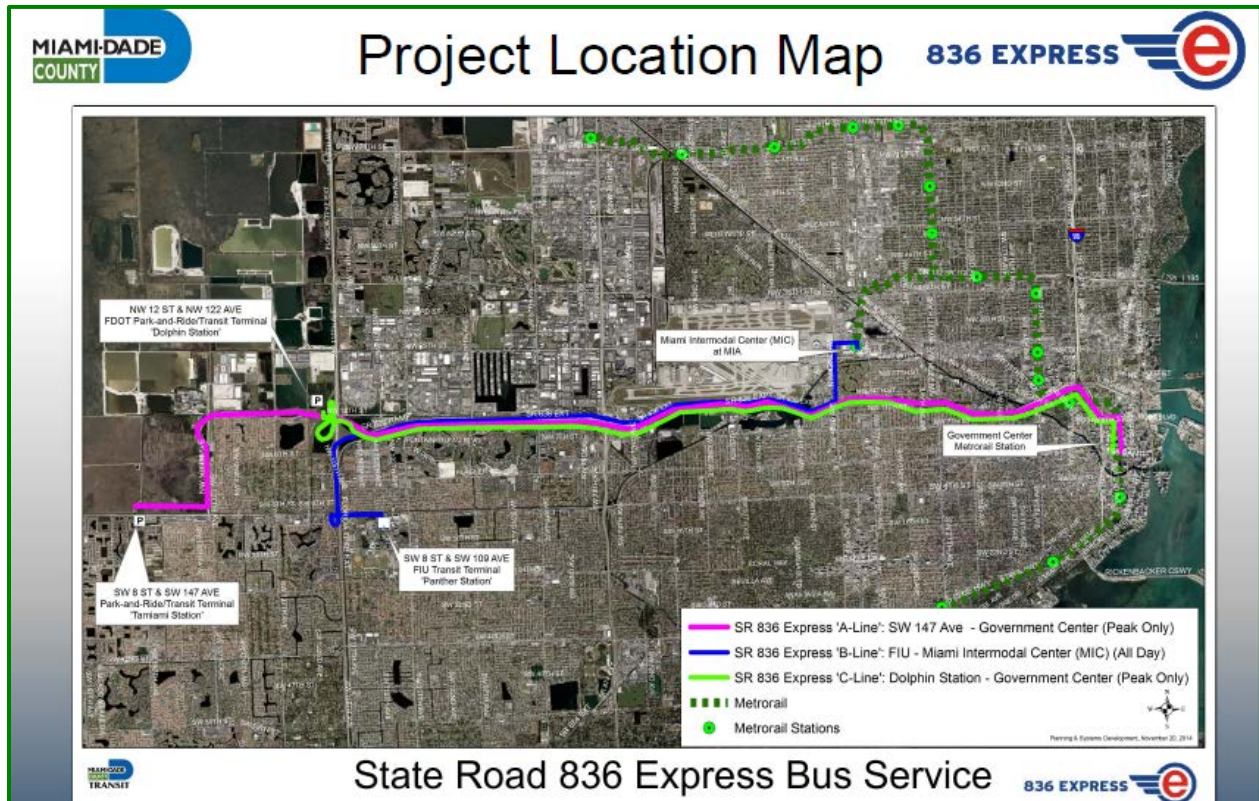


## SR 836 Express Bus Service

This project 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) and Downtown Miami via SW 137th Avenue/SR 836 Extension as well as via the Homestead Extension of the Florida Turnpike (HEFT). This project will feature three routes:

- The first route (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit terminal facility located at SW 8th Street and SW 147th Avenue) to Downtown Miami via SW 8th Street, SW 137th Avenue and SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will be completed by 2020 using 9 new 60-foot alternative fuel buses.
- The second route (Line B) will provide premium express transit service from the proposed Panther Station at Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 8th Street, SR 821/HEFT and SR 836. This route will operate all day with 20 minute headways. The planned long-term improvements for this route will be completed by 2020 using 3 new 60-foot alternative fuel buses.

- The third route (Line C) will provide premium express transit service from the proposed Dolphin Station (NW 12th Street and HEFT) to Downtown Miami via SR 836. Service headways will be 10 minutes during the AM/PM peak-hour. The planned long-term improvements for this route will coincide with the opening of the proposed Dolphin Station in 2018. This route will feature 8 new 60-foot alternative fuel buses.



### DTPW additional elevators at Dadeland North Metrorail Station

Since its completion in 1984, the Dadeland North Metrorail Station’s use has increased dramatically through the years. Because of increasing ridership at the Dadeland North Metrorail Station, the existing bank of elevators (four elevators) does not provide an acceptable level of service during peak hours. Peak passenger flows create congestion and long waiting periods for Metrorail passengers waiting for the elevators, generating complaints from existing customers. DTPW is adding two (2) elevators to the existing parking facility, one elevator at each end of the structure. DTPW is currently in the consultant selection process for design services. The estimated project completion date is October 2021.

### Park-and-Ride Facility Expansion at South Dade Transitway and SW 152nd Street

DTPW is proposing to add 84 parking spaces to the 362 existing parking spaces for the park-and-ride lot located at SW 152nd Street and the Transitway for a total of 446. In addition, DTPW would mill and resurface the entire existing parking lot, upgrade pavement markings, construct additional sidewalks and access points to improve pedestrian access, construct a canopy along the Transitway for passenger cover and comfort, add bicycle parking facilities, provide a kiss-and-ride drop-off area and upgrade parking to include additional disabled parking, stroller parking, vanpool/carpool parking, and electric vehicle parking with associated charging stations. The scheduled completion date is 2022.



## Completed Projects

### Northeast Transit Hub Enhancements (NETHE) – 163rd Street Mall

The project supplements and enhances the existing DTPW bus terminals located at the two nearby malls. The enhanced bus hub connects DTPW circulator, regional, and premium bus routes within the project area. Other design amenities include landscaping, lighting, street furniture, bicycle facility, full ADA accessibility, bus recovery areas and bus staging areas. This project was completed in May 2016.



### Kendall Park-and-Ride Facility at SW 127th Avenue

DTPW constructed a 183-space park-and-ride facility on approximately 2.8 acres located at the southeast corner of SW 88th Street (Kendall Drive) and SW 127th Avenue. On December 2, 2015 the construction contract was advertised. This facility will serve the Kendall Cruiser (Route 288) which began service in June 2010. DTPW leases this site from Florida Power and Light (FPL). This project was opened in June 2017.



### 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 SR 5/US-1/South Dixie Highway. This project was opened in August 2017.



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

This DTPW joint development project will provide an enhanced transit facility within the context of an active, mixed-use development including space for housing, community-serving activities and functions in addition to retail use. This project includes 25 park-and-ride spaces. Phase I consists of 76 units, a Black Box Theater, and a Transit Hub. Phase I was completed in December 2015. Phase II, consisting of 100 units and includes a 1st floor commercial space, was opened in August 2017.



### CAD/AVL System Replacement

DTPW implemented the Bus Tracker System / Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL) technology project by replacing the infrastructure, on-board equipment, back-office and communications hardware and software - the systems currently used to manage and monitor the transit fleet. The project will facilitate delivery of real time bus predictive arrival/departure via the Internet, to mobile devices and electronic signs, using the County's satellite/radio technologies.

Upgrading and replacing this infrastructure will greatly improve managing and dispatching the transit fleet by providing real time bus bunching, service performance, vehicle diagnosis, on demand or subscription alerts; enabling remote video look in and on-board PA announcements; and centralized incident management.

System acceptance certificate was executed in December 2017 with minor fine tuning to be completed in early 2018.

### ADA Pedestrian Improvements along the Transitway

DTPW implemented ADA pedestrian improvements within a quarter (1/4) mile radius of bus stations along the South Miami-Dade Transitway Phase I alignment from Dadeland South Metrorail Station to SW 200th Street Station to provide better accessibility. Infrastructure improvements include the construction of sidewalks, ramps and crosswalks. The ADA Pedestrian Improvement project along the Transitway was completed in December 2017.

### Bus New Vehicle Replacement:

DTPW continues to implement its bus replacement program. Funding for this program is provided through various sources including the PTP, FDOT and Federal funding sources. DTPW’s bus fleet is continuously aging; therefore an aggressive bus replacement plan is in place to ensure compliance with FTA’s bus retirement criteria. Since October 2016, DTPW has acquired the following vehicles, some of which will be used on the Flagler and SR-836 corridors.

YEAR	BUS TYPE	# OF VEHICLES
2015	NABI 15100 DIESEL	15
2016	NEWFL 16500 HYBRID	11
2016	NEWFL 17500 HYBRID	10
2017	Gillig 16100 DIESEL	5
2018	NEWFL 18100 CNG	1

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

After examining various alternative fuels, DTPW decided to migrate its bus fleet to clean-burning, compressed natural gas (CNG). In addition to CNG, DTPW will also acquire its first 33 electric-powered, zero emission buses. These vehicles will be the first of their kind in Miami-Dade County’s Metrobus Fleet, and complement the ongoing modernization of the fleet. DTPW has an option to purchase up to an additional 42 alternative fuel buses. These new vehicles are slated to be in service by early 2018.



### Parking Space Counters at Metrorail Parking Garages

The purpose of this project is to furnish and install real-time parking space counting systems at five (5) parking garages located at Dadeland South, Dadeland North, South Miami, Earlington Heights and Okeechobee Metrorail Stations. The available parking space counting systems will



allow Metrorail customers to check real-time parking availability over the Internet using personal electronic devices including smart phones, personal digital assistants (PDAs), tablets, etc., and by electronic signs located at the entrances to each of the five (5) garages. The system shall display “Lot Full” when all spaces are occupied. Parking space counters were successfully installed at all five (5) parking garages by the end of 2017.



### Safety and Security

DTPW has programmed funding to purchase security equipment to upgrade and install closed circuit camera television (CCTV) systems and its respective software components, and to continue the replacement of fire detection and reporting systems. DTPW’s commitment to the safety and security of the DTPW system, patrons, and employees is of the highest priority. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

### South Florida Vanpool Program

After managing the South Florida Vanpool Program for approximately 20 years, the Miami-Dade Transportation Planning Organization (TPO) transitioned the program to Miami Dade DTPW effective July 1, 2017.



**Fiscal Years 2018/2019 - 2022/2023  
Transportation Improvement Program**

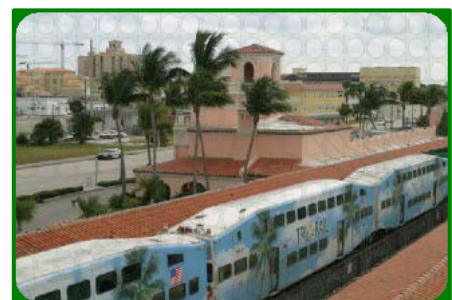
**PUBLIC TRANSPORTATION IMPROVEMENTS**

**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 2019 thru 2023 period.

***THE TRI-RAIL COASTAL LINK***

The TRCL project is planned to introduce new commuter rail service along 85 miles of the FEC rail corridor and provide new regional and intercity mobility, economic development and transportation choice to the traveling public and private sector. TRCL is planned to fully integrate its existing system with the FEC rail corridor and connect with the region's most populous eastern cities between downtown Miami and Jupiter. As a strategic investment for Southeast Florida, it has the potential to transform regional mobility and enhance the long-term competitive position of our region.



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

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

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

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

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

SFRTA has finalized the Project Development and Environment (PD&E) Study and completed 30% design for this project. The project will provide an additional mainline track within the South Florida Rail Corridor from just north of the Tri-Rail Hialeah Market Station to the Tri-Rail Miami Airport Station within the Miami Intermodal Center. The project will increase capacity and improved track connections across the Miami River, including bridge, track, and signal upgrades.

### ***OPA LOCKA PARKING IMPROVEMENTS***

Construction of the Opa Locka Parking Improvements was completed in December 2017. Construction of the additional parking lot included 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. Forty Four (44) new parking spaces were constructed to meet the year 2020 projection for this station.

### ***NEW OPERATION CENTER AND TRI-RAIL POMPANO BEACH GREEN STATION DEMONSTRATION PROJECT***

The Operations Center consists of a new 3-story office building, customer service and dispatch center, loading and receiving areas, and a four-story parking garage. The Operations center is built on the existing east parking lot of the Tri-Rail Pompano Beach Station. The Tri-Rail Pompano Beach Green Station Demonstration Project and Operations Center is designed to Silver LEED standards. The project includes solar power, LED lighting, new bicycle lockers, dedicated alternative fuel-source parking, and carpool parking. It will become SFRTA's green station prototype for future improvements at all tri-Rail stations.

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

The U.S. Department of Transportation awarded \$31.63 million to SFRTA in 2017 for the completion of Positive Train Control on South Florida Rail Corridor (SFRC). 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.

***PROGRAM OF PROJECTS***

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

**Appendix A**  
**Completed Projects in 2018**

**Completed Highway Projects in 2018**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 5/BISCAYNE BLVD	41462435201	FROM NE 196 ST TO NE 209 ST	RESURFACING	January-17
2	SR 823/NW 57 AVENUE	24994165201	FROM W 53 ST TO W 65 ST	ADD LANES/ RECONSTRUCTION	January-17
3	SR 933/SW 12 AVENUE	43349315201	FROM SW 8 ST TO SW 6 ST	INTERSECTION IMPROVEMENT	February-17
4	SR 5/US-1	43349015201	FROM SANTONA ST TO GRANADA BLVD	INTERSECTION IMPROVEMENT	February-17
5	SR 997/KROME AVENUE	24961525201	FROM SW 8 ST TO MP 2.754	RECONSTRUCTION	February-17
6	SR 90/TAMIAMI TRAIL	42916225201	FROM MP 3.926 TO MP 13.131	RESURFACING	February-17
7	PUSHBUTTON (MIA-DADE CO TRAFFIC OPERATION ROAD IMPRVMTS)	41447785201	PUSHBUTTON (MIA-DADE CO TRAFFIC OPERATION ROAD IMPRVMTS)	MIAMI-DADE COUNTY TRAFFIC OPERATION ROAD IMPRVMTS	February-17
8	I-95/ITS EQUIPMENT	41774089201	EXPRESS DMS & TOLL SIGN PANEL REPLACEMENT	I-95/ITS EQUIPMENT	February-17
9	SR 997/KROME AVENUE	24961555201	FROM MP 10.935 TO MP 14.184/ OKEECHOBEE RD	RECONSTRUCTION	March-17
10	SR-826/PALMETTO EXPY	43274325201	FROM NW 57 AVE TO NW 27 AVE	RESURFACING	March-17
11	SR 112/I-195	43119315201	OVER INTRACOASTAL WATERWAY	BRIDGE PAINTING BRIDGE # 870301	March-17
12	SR 94/KENDALL DRIVE	43326415201	FROM 127 AVE TO SW 122 AVE	INTERSECTION IMPROVEMENT	April-17
13	SR 886/PORT BLVD	43325415201	POM BRIDGE OVER INTRACOASTAL WATERWAY	BRIDGE REHABILITATION	April-17
14	SR 936/SW 344 ST	43444315201	FROM SW 187 AVE TO SW 182 AVE	SIDEWALK	April-17
15	SR 916/NE 135 ST	42934625201	AT SR 909/W DIXIE HWY	INTERSECTION IMPROVEMENT	April-17
16	SR 953/LEJEUNE ROAD	43349215201	FROM ALMERIA AVE - MAJORCA AVE	INTERSECTION IMPROVEMENT	May-17
17	SR 90/SW 8 ST	43550619201	SR 90/SW 8 ST	ADAPTIVE SIGNAL CONTROL TECHNOLOGIES (ASCT)-PILOT PROJ	June-17
18	SR 970/DOWNTOWN DISTRIBUTOR	43652815201	FROM I-95 NB TO SR 970 EB	BRIDGE PAINTING BRIDGE # 870472	June-17
19	SR 916/NW 135 ST	42914635201	AT NW 17 AVE	INTERSECTION IMPROVEMENT	June-17

**Completed Highway Projects in 2018**  
**Florida Department of Transportation District 6**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
20	SR 968/FLAGLER ST	43540715201	FROM SW 72 AVE TO SR 9/SW 27 AVE	LANDSCAPE	July-17
21	SR 5/BISCAYNE BLVD	43058825201	FROM NE 76 ST TO NE 87 ST	RESURFACING	July-17
22	LANDSCAPING PUSHBUTTON CONTRACT (DIST-WIDE)	40561055201	LANDSCAPING PUSHBUTTON CONTRACT (DIST-WIDE)	LANDSCAPE	September-17
23	SR 5/BISCAYNE BLVD	43080815201	FROM NE 151 ST TO NE 196 ST	RESURFACING	October-17
24	SR 968/FLAGLER ST	42527135201	FROM 69 AVE TO SR 9/NW 27 AVE	RESURFACING	November-17
25	SR 823/NW 57 AVENUE	43080315201	FROM NW 142 ST TO NW 186 ST	RESURFACING	December-17

**Completed Highway Projects in 2018**  
**Miami-Dade Expressway Authority (MDX)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 112 INFRASTRUCTURE MODIFICATION FOR ORT	11209	NW 22 <sup>ND</sup> STREET TO NW 12TH AVENUE	ROADWAY RECONSTRUCTION	May 2017

**Completed Highway Projects in 2018**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
1	NW 87 AVENUE	NW 36 STREET	NW 58 STREET	RESURFACING	February 2017
2	SW 97 AVENUE/ SW 24 STREET			INTERSECTION IMPROVEMENT	January 2017
3	NW 2 AVENUE	NW 36 STREET	NW 79 STREET	RESURFACING	April 2017
4	NE 10 AVENUE/ NE 79 STREET			INTERSECTION IMPROVEMENT	March 2017
5	BRICKELL AVENUE/ SE 15 ROAD			TRAFFIC SIGNAL	November 2017
6	NW 22 AVENUE/ NW 50 STREET			TRAFFIC SIGNAL	July 2017

**Completed Highway Projects in 2018**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
7	FEC PORT LEAD RECONNECTION PRE-EMPTION CIRCUIT			FEC PORT LEAD RECONNECTION PRE-EMPTION CIRCUIT	October 2016
8	W. DIXIE HIGHWAY/ NE 172 STREET			INTERSECTION IMPROVEMENT	October 2016
9	NW 37 AVENUE/ NW 215 STREET			TRAFFIC SIGNAL	May 2017
10	NW 87 AVENUE/ NW 164 STREET			TRAFFIC SIGNAL	June 2017
11	NW 199 STREET/ FL TURNPIKE			TRAFFIC SIGNAL	October 2016
12	NW 199 STREET/ NW 2200 BLOCK			TRAFFIC SIGNAL	December 2017
13	SW 42 STREET/ SW 149 AVENUE			TRAFFIC SIGNAL	September 2017
14	SW 104 STREET	SW 152 AVENUE	SW 137 AVENUE	RESURFACING	January 2018
15	SW 82 AVENUE/ SW 168 STREET			TRAFFIC CIRCLE	November 2017
16	SW 122 AVENUE/ SW 120 STREET			INTERSECTION IMPROVEMENT	July 2016
17	SW 136 STREET/ SW 144 AVENUE			TRAFFIC SIGNAL	March 2017
18	SW 187 AVENUE	SW 352 STREET	SW 344 STREET	RESURFACING	October 2017
19	W 24 AVENUE	W 60 STREET	W 76 STREET	WIDEN TO 3 LANES	January 2017
20	NW 67 AVENUE	OKEECHOBEE ROAD	GRATIGNY PARKWAY	RESURFACING	June 2017
21	NE 2 AVENUE	NE 42 STREET	NE 51 STREET	STREET/TRAFFIC OPERATIONAL IMPROVEMENTS	January 2017
22	CARIBBEAN BOULEVARD	HEFT	SW 87 AVENUE	WIDEN TO 3 LANES	August 2017
23	SW 264 STREET	US-1	SW 137 AVENUE	CURB AND GUTTER, TRAFFIC OPERATIONAL IMPROVEMENTS	May 2017



**Completed Projects in 2018**  
**Miami-Dade County Aviation Department (MDAD)**

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	MIA CC E6 & E8 GATE MODIFICATIONS	U010A	CC E GATES E6 AND E8	GATES MODIFICATIONS TO COMPLY WITH A380 AIRCRAFT	Jan-16
2	STRATEGIC PLANNING STUDY	M001A	MIA AND GAA	STRATEGIC MASTER PLAN	Dec-16
3	MIA RUNWAY 12/30 PAVEMENT REHABILITATION	H024B3	RUNWAY REHABILITATION AND TAXIWAYS P, Q, & R	PAVEMENT REHABILITATION	Apr-16
4	MIA WEST CARGO APRON	P249A	WEST CARGO AREA	NEW APRON	Apr-16
5	MIA TERMINAL E AND E SATELLITE IMPROVEMENTS	U010A	TERMINAL E AND E SATELLITE BUILDING	IMPROVEMENTS	2016/2017
6	OPF TAXIWAY F, H, N AND S PAVEMENT	RM6-12/15	TAXIWAYS F, H, N AND S	PAVEMENT	Jan-16
7	OPF TAXIWAY C, F, G, J AND N PAVEMENT	RM6-12/15	TAXIWAYS C, F, G, J, AND N	PAVEMENT	Jan-16
8	MIA E SATELLITE PASSENGER LOADING BRIDGES	U010D	E SATELLITE	GATES MODIFICATION TO ACCOMMODATE A380 (9 GATES)	Dec-17
9	OPF TAXIWAYS B & P RAMP	RM6-12/15	TAXIWAYS B & P	PAVEMENT	Oct-16
10	MIA TAXIWAY S, T, R & M-5 CONNECTOR DESIGN	P256A	TAXIWAYS	PAVEMENT AND REALIGNMENTS	Apr-17
11	TBM RUNWAY INCURSION MITIGATION - DESIGN	WO76A	TAXIWAYS A & D	PAVEMENT	Apr-17

**Completed Projects in 2018**  
**The Dante B. Fascell Port of Miami-Dade (“PortMiami”)**

#	Project Name	Project Number	Description	Completion Date
1	NORTH BULKHEAD REPAIRS PHASE 2	2010-037.02	NORTH BULKHEAD REPAIRS PHASE 2	Aug-17
2	CRUISE TERMINAL D & E	2015-020.06	CT D & E CONCOURSE & BLDG. PILING	Jun-17
3	VIDEO WALL	IT2016-024	UPGRADE VIDEO WALL WITH NEW TECHNOLOGY PLATFORM	Dec-16
4	WATERSIDE SURVEILLANCE	IT2015-043	NETWORK HARDWARE SWITCHES, NEMA ENCLOSURES, INSTALLATION AND IMPLEMENTATION	Dec-16
5	ID SYSTEM UPGRADES	IT2016-025	UPGRADE SOFTWARE FOR PORT IDS AND TWICS INTO THE NEW ID BADGE	Dec-16
6	CRUISE TERMINAL J	2008-122.13A	CBP PHASE 1 CONSTRUCTION	Dec-16
7	CRUISE TERMINAL J	2008-122.13	CBP PODIUMS	Dec-16
8	NETWORK VIDEO RECORDERS	IT2016-026	PURCHASING OF NVR'S	Nov-16
9	CRUISE TERMINAL F & G	2014-004.01	GARAGE G STRUCTURAL REPAIRS	Nov-16
10	CRUISE TERMINAL J	2008-122.14R	CT J FIRE ALARM	Nov-16
11	CRUISE TERMINAL J	2014-004.02	GARAGE J STRUCTURAL REPAIRS	Nov-16
12	MOORING BOLLARDS	2009-040.02	PURCHASING AND INSTALLATION OF MOORING BOLLARDS	Sep-16
13	CRUISE TERMINAL D & E	M2012-007	CT D & E SEPARATION WALL ACCORDION	May-16
14	CRUISE TERMINAL C	2014-039.02	CT C RAMPS IMPROVEMENTS	Dec-15
15	CRUISE TERMINAL H	2013-051.07	CT H PORTABLE RESTROOM TRAILERS	Oct-15
16	CAMERAS 148	IT2015-042	PURCHASE, INSTALLATION AND INTEGRATION OF CCTV'S	Oct-15
17	STORM BOLLARD INSTALLATION EAST OF CT B	2014-042	STORM BOLLARD INSTALLATION	Mar-15
18	CRUISE TERMINAL D & E	M2014-009	CT D & E ELEVATOR ROOMS AC UNITS	Jul-14

**Appendix B**  
**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 992/SW 152 ST/CORAL REEF DR	43328625201	SR 821 HEFT NB RAMP TO SW 93 AVE	RESURFACING	February-18
2	SR 5/BISCAYNE BLVD	43305925201	NE 32 ST TO NE 38 ST	INTERSECTION IMPROVEMENT	February-18
3	SR 997/KROME AVE	24961475201	SW 136 ST TO KENDALL DR	ADD LANES & RECONSTRUCT	February-18
4	SR 7/NW 7 AVE	42559815201	NW 8 ST TO NW 36 ST	FLEXIBLE PAVEMENT RECONSTRUCT	February-18
5	SR 953/LEJEUNE RD	43476615201	BIRD RD	INTERSECTION IMPROVEMENT	March-18
6	SR 997/KROME AVE	24961435201	KENDALL DR (SW 88 ST) TO NORTH OF SW 8 ST	ADD LANES & RECONSTRUCT	May-18
7	SR 985/SW 107 AVE	41247935201	SW 1100 BLOCK TO SW 3 ST	PLUS BRIDGE REPLACEMENT - ADD LANES & REHABILITATE PVMNT	May-18
8	SR 915/NE 6 AVE	42262025201	NE 171 ST TO NE183 ST	LANDSCAPING	May-18
9	SR 976/BIRD RD	43477115201	SW 57 AVE TO ALHAMBRA CIRCLE	INTERSECTION IMPROVEMENT	May-18
10	SR 933/SW/NW 12 AVE	43274825201	N OF SW 13 ST TO NW 1500 BLOCK	RESURFACING - RIDE ONLY	May-18
11	SR 916/NE 135 ST	43560115201	ARCH CREEK from MP 10.165 TO MP 10.205	CULVERT - DRAINAGE IMPROVEMENTS	June-18
12	ITS EQUIPMENT REPLACEMENT	43029115201	PHASE 92	ITS COMMUNICATION SYSTEM	June-18
13	SR 5/BISCAYNE BLVD	41247395201	SE 3 AVE TO N OF SE 2 ST	RESURFACING	June-18
14	SR A1A/COLLINS AVE	43094915201	SOUTH OF BAYVIEW DR TO 192 ST	RESURFACING	June-18
15	SR 968/W FLAGLER ST	41809115201	27 AVE TO 14 AVE	FLEXIBLE PAVEMENT RECONSTRUCT	June-18
16	SR 112/I-195/JULIA TUTTLE CSWY	43653315201	BRIDGE # 870302	BRIDGE-REPAIR/REHABILITATION	July-18
17	SR 997/KROME AVE	42736945201	C-102- CONTROL STRUCTURE	DRAINAGE IMPROVEMENTS	July-18
18	SR 5/US-1/S DIXIE HWY	42848725201	NORTH OF SW 184 ST TO SOUTH OF SW 168 ST	RESURFACING	July-18
19	SR 986/SW 72 ST	42765125201	EAST OF SW 87 CT TO WEST OF SW 84 PL	RESURFACING	July-18

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
20	SR 112/I-195/JULIA TUTTLE CSWY	43653315201	BRIDGE # 870302	BRIDGE-REPAIR/REHABILITATION	July-18
21	SR 826/FROM FLAGLER ST TO NW 154 ST & I-75/ FROM SR 826 TO NW 170 ST	43268715201	SR 826/FROM FLAGLER ST TO NW 154 ST & I-75/ FROM SR 826 TO NW 170 ST	ADD SPECIAL USE LANE	July-18
22	SR 93/I-75	42170725201	SR 93/I-75 ML SYSTEM FROM NW 170 STREET TO S OF HEFT INTERCHANGE	ADD SPECIAL USE LANE	December-18
23	DISTRICTWIDE (ADA) PUSHBUTTON	42953625201	DISTRICTWIDE (ADA) PUSHBUTTON	PEDESTRIAN SAFETY IMPROVEMENT	July-18
24	SR 968/SW 1 ST	41831225201	SW 17 AVE TO SW 6 AVE	FLEXIBLE PAVEMENT RECONSTRUCT	July-18
25	SR 968/W FLAGLER ST	41463315201	14 AVE TO 2 AVE	FLEXIBLE PAVEMENT RECONSTRUCT	August-18
26	SR 90/US-41/SW 8 ST	43747515201	SW 27 AVE TO SW 3 AVE	PEDESTRIAN SAFETY IMPROVEMENT	September-18
27	SR 94/SW 88 ST/KENDALL DR	43477615201	SW 107 AVE	INTERSECTION IMPROVEMENT	October-18
28	SR 934/NW/NE 79 ST	42745225201	NW 14 AVE TO N BAYSHORE DRIVE	LANDSCAPING	October-18
29	SR 934/NW 81 ST/NW 82 ST	43693315201	NW 13 CT TO MIAMI AVE	LANDSCAPING	November-18
30	SR 9A/I-95	43392425201	NW 170 ST TO SNAKE CREEK	LANDSCAPING	November-18
31	SR 823/NW 57 AVE	43342515201	NW 183 ST/MIAMI GARDENS DR TO MIAMI-DADE/BROWRD COUNTY LINE	LANDSCAPING	November-18
32	DISTRICTWIDE PUSHBUTTON	40561065201	DISTRICTWIDE PUSHBUTTON	LANDSCAPING	December-18
33	SR 9A/I-95	43392415201	SNAKE CREEK TO DADE/BROWARD CO LINE	LANDSCAPING	January-19
34	SR 90/TAMIAMI TRAIL	43492215201	MP 14.038 TO MP 17.230	NEW BRIDGE	February-19
35	SR A1A/COLLINS AVE	43337815201	BAKER HAULOVER CUT	BRIDGE - PAINTING	February-19
36	SR 5/US-1/SOUTH DIXIE HWY	43643215201	SW 57 AV TO SW 80 ST	LANDSCAPING	March-19
37	NW 87 AVE	40561535201	NW 74 ST TO NW 103 ST	NEW ROAD CONSTRUCTION	July-19

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

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
38	SR 9A/I-95	43854015201	NW 119 ST INTERCHANGE	ADAPTIVE SIGNAL CONTROL TECHNOLOGIES (ASCT)	October-19
39	SR 933/NW 12 AVE	41464325201	SW 22 ST TO NW 8 TR/SOUTH RIVER DR	LANDSCAPING	February-20
40	SR 826/PALMETTO EXPY	24958125201	SW 2 ST TO NW 14 ST	LANDSCAPING	February-20
41	SR 9A/I-95	42930035201	NW 29 ST TO NW 79 ST	RIGID PAVEMENT RECONSTRUCTION	April-20

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

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 836/I-95 INTERCHANGE IMPROVEMENTS	83611	NW 17TH AVENUE TO I-95	INTERCHANGE MODIFICATION (JPA WITH FDOT)	June-23
2	SR 836 OPERATIONAL, CAPACITY AND INTERCHANGE IMPROVEMENTS	83628	NW 57TH AVENUE TO NW 17TH AVENUE	WIDENING AND INTERCHANGE IMPROVEMENTS	October-18
3	SR 836 INTERCHANGE MODIFICATIONS AT 87TH AVENUE	83629	SR 836 WEST OF 82 <sup>ND</sup> AVENUE TO NW 97TH AVENUE	INTERCHANGE IMPROVEMENTS	November-18
4	SR 874 RAMP CONNECTOR	87410	SW 128TH STREET TO SR 874	NEW RAMP	September-18
5	SYSTEMWIDE ITS IMPROVEMENTS	10021	SYSTEMWIDE	INSTALLATION OF ITS TECHNOLOGY	December-18
6	DOLPHIN STATION PARK & RIDE	50001	NORTH OF NW 12TH STREET AND WEST OF HEFT	PARKING FACILITY (PARTNERSHIP WITH MIAMI-DADE COUNTY & FDOT)	May-18

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

#	Project Name	Limits	Type of Work	Completion Date
1	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 5 (SW 288 ST/BISCAYNE DR) – MP 11.8 (SW 216 ST)	CONSTRUCTION	Spring 2019
2	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 13 (SW 184TH ST/EUREKA DR) – MP 19.4 (KILLIAN PKWY)	CONSTRUCTION	Spring 2019
3	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 19.4 (KILLIAN PKWY) – MP 21.87 (SW 72ND ST/SUNSET DR)	CONSTRUCTION	Spring 2019
4	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 21.87 (SW 72ND ST/SUNSET DR) - MP 23.8 (BIRD RD)	CONSTRUCTION	Fall 2019
5	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 23.8 (BIRD RD) – MP 26 (SR 836)	CONSTRUCTION	Spring 2019
6	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	HOMESTEAD EXTENSION	CONSTRUCTION	Underway

**Highway Projects Under Construction**  
**Miami-Dade County Department of Transportation and Public Works**

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
1	NW 89 AVENUE/ NW 93 STREET			WIDEN TO 3 LANES	June 2018
2	NW 104 AVENUE/ NW 33 STREET			TRAFFIC SIGNAL	April 2018
3	TAMIAMI CANAL BRIDGE REPLACEMENT			BRIDGE REPLACEMENT	September 2018
4	NW 28 STREET/ NW 19 AVENUE			TRAFFIC SIGNAL	March 2018
5	NE 16 AVENUE	NE 123 STREET	NE 135 STREET	WIDEN TO 3 LANES	July 2018
6	NW 97 AVENUE	NW 138 STREET	NW 154 STREET	NEW 4 LANES	January 2019
7	SW 142 AVENUE	SW 26 STREET	SW 8 STREET	RE-ALIGNING ROADWAY, INTERSECTION IMPROVEMENTS, MILLING AND RESURFACING	August 2018
8	SW 152 STREET	SW 157 AVENUE	SW 147 AVENUE	WIDEN FROM 2 TO 4 LANES	June 2018
9	SW 147 AVENUE/ SW104 STREET			INTERSECTION IMPROVEMENT	May 2018

**Highway Projects Under Construction**

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

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
10	SW 152 AVENUE/ SW104 STREET			INTERSECTION IMPROVEMENT	June 2018
11	SW 57 AVENUE/ SW 104 STREET			TRAFFIC SIGNAL	April 2018
12	SW 328 STREET	US-1	SW 162 AVENUE	WIDEN FROM 2 TO 4 LANES	January 2019
13	SW 187 AVENUE	SW 320 STREET	SW 299 STREET	RESURFACING	March 2018
14	WEST AVENUE BRIDGE OVER COLLINS CANAL			BRIDGE	January 2019
15	W 76 STREET	W 36 AVENUE	W 20 AVENUE	ROADWAY IMPROVEMENTS	April 2019
16	NE 2 AVENUE	NE 69 STREET	WEST LITTLE RIVER CANAL	STREET/TRAFFIC OPERATIONAL IMPROVEMENTS	June 2018
17	NW 74 STREET	SR-821 (HEFT)	SR-826 (PALMETTO)	NEW 6 LANES	April 2018

**Projects Under Construction**

**Miami-Dade County Aviation Department (MDAD)**

#	Project Name	Project Number	Limits	Type of Work	Status
1	MIA CC H ROOF REPLACEMENT	S071A	CONCOURSE H	ROOF REPLACEMENT	Under Construction
2	MIA WAY FINDING SIGNS	K098A/P267A	TERMINAL WIDE	SIGNAGE	Under Construction
3	MIA CC E THRU F LIFE SAFETY UPGRADES	W064A	CONCOURSE E THRU F	LIFE SAFETY UPGRADES	NTP TBD
4	MIA SOUTH AND CENTRAL TERMINAL BHS	T042A	SOUTH AND CENTRAL TERMINAL	BAGGAGE HANDLING SYSTEM	Under Construction
5	MIA SOUTH AND CENTRAL TERMINAL BHS	T042A	SOUTH AND CENTRAL TERMINAL	BAGGAGE HANDLING SYSTEM	Under Construction
6	MIA TAXIWAY T, S, R AND M-5 CONNECTOR	P256A	AIRSIDE	REHABILITATION	NTP Sept 2017
7	TMB TAXIWAY A & D AND CONNECTOR	W076A	AIRSIDE	REHABILITATION	NTP Sept 2017



**Projects Under Construction**  
**The Dante B. Fascell Port of Miami-Dade (“PortMiami”)**

#	Project Name	Description	Status
1	CRUISE ROAD FOR TERMINAL AA	NEW CRUISE ROAD AND UTILITIES FOR EXPANDED OPERATIONS WITH CARNIVAL CRUISE LIES	Design
2	CT A AND AA ROADWAYS	NEW CRUISE BLVD ROADWAY EXTENSION TO HANDLE ADDITIONAL TRAFFIC ON PORT FOR CRUISE TERMINALS A AND AA.	Planning/Design
3	CRUISE TERMINAL B & C - CONVERSION	NEW CRUISE TERMINAL CONVERSION FOR 5000 CRUISE PASSENGERS AND THE WORK INCLUDES BUT IS NOT LIMITED TO INTERMODAL, PARKING GARAGES AND ANCILLARY WORK.	Design
4	CRUISE TERMINAL F & G UPGRADES	DESIGN-BUILD CONSTRUCTION EXTENDING CT F TO ACCOMMODATE BIGGER CRUISE SHIPS.	Under Construction
5	CRUISE TERMINAL D & E IMPROVEMENTS	IMPROVEMENTS TO CT D & E INCLUDING NEW PASSENGER LOADING BRIDGES (PBB), NEW RUNWAYS, TIE DOWNS AND BOLLARDS.	Under Construction
6	PURCHASING OF CRANES	PURCHASING OF FOUR NEW SUPER POST-PANAMAX CRANES.	In procurement
7	FACILITY MOVES	MOVING CUSTOMER WAREHOUSES TO ANOTHER LOCATION.	Planning
8	FEDERAL INSPECTION FACILITY	BUILD NEW FIS TO ACCOMMODATE ALL FEDERAL INSPECTION OPERATION ON PORT.	Design
9	CRUISE TERMINAL J IMPROVEMENTS	IMPROVEMENTS TO CT J TO ATTRACT LUXURY CRUISES.	Under Construction
10	CARGO GATE MODIFICATIONS	FUTURE CONSOLIDATION OF GATES AND SECURITY SYSTEMS.	Planning
11	TERMINAL BULKHEADS AND FUTURE REPAIRS	BAYS 0-65 SEAWALL REHABILITATION.	Design
12	CONTAINER YARD IMPROVEMENTS	REDEVELOPMENT OF THE CONTAINER YARD AREA, TO INCLUDE DRAINAGE UPGRADES AND BULKHEAD IMPROVEMENTS.	Under Construction
13	INFRASTRUCTURE IMPROVEMENTS	INFRASTRUCTURE IMPROVEMENTS INCLUDE BUT ARE NOT LIMITED TO CRANES, SECURITY IT, RECYCLING EXPORT CENTER, CONTAINER STORAGE, PARKING, PBB'S, MOORING BOLLARDS AND BULKHEAD IMPROVEMENTS.	Under Construction
14	CARGO BULKHEADS REHABILITATION	REPAIR CARGO BULKHEADS BAYS 148-195.	Design
15	SOUTH FLORIDA CONTAINER TERMINAL	SFCT DRAINAGE, ELECTRICAL GANTRY CRANES AND YARD IMPROVEMENTS.	Design
16	SEWER UPGRADES	UPGRADE OF THE SANITARY SEWER LINE AND FORCE MAIN TO LARGER CAPACITY.	Design
17	INLAND PORT	THIS IS AN OFF PORT DEVELOPMENT CONTAINER STORAGE AND TRANSFER STAGING AREAS.	Project is on hold

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