

TRANSPORTATION IMPROVEMENT PROGRAM

TIP



2018

**Citizen's
Version!**

**TRANSPORTATION IMPROVEMENT PROGRAM
FISCAL YEARS 2017/2018 TO 2021/2022**

TIP Citizen's Version

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

2018 – 2022 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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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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A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



MESSAGE TO THE READER

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

What is the TIP?



The TIP is a staged multi-year program that prioritizes transportation improvement projects for federal, state and local funding. The TIP is also the capital improvements element of the long range transportation plan (LRTP). The TIP has a role in putting the LRTP into action.

TIP: Putting the Long Range Transportation Plan into Action

Picturing the projects contained in the 2040 Long Range Transportation Plan (LRTP) for Miami-Dade County as a warehouse full of transportation projects for the next 20-plus years, the TIP is the vehicle that carries those projects to market. The TIP not only lists specific projects, but also the anticipated schedule and cost for each project. Like the LRTP, the projects in the TIP must be financially constrained, undergo a series of evaluations, and include opportunity for public comment. Once compiled, review of the TIP begins. During this period of time there is a 30-day public review.



The TIP is a changing document. Frequently, projects may be added to meet changing priorities or to take advantage of a special opportunity. For this reason, the TIP may be changed after it is approved. It can be amended in order to add, change or delete projects for a variety of reasons. Amendments to the TIP must undergo the same review and public scrutiny as the original TIP.

Some Basic Facts about Miami-Dade County

Population

With a population of more than 2.5 million, Miami-Dade County is the most populous county in Florida and among the top 20 most populous metropolitan areas in the United States. By the year 2040, the region's population is expected to climb to approximately 3.3 million, while the number of households grows 33.4 percent, from the current 0.87 million to 1.16 million. In addition, the number of jobs in the county will increase from 1.4 million to over 2 million.

The region

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

Transportation network

Miami-Dade's transportation network includes 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 847 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. Contracted bus service also is provided into Monroe County. The annual boardings for fiscal year 2016 were 65.5 million for Metrobus; 21.5 million boardings for Metrorail and 10 million boardings for Metromover. DTPW buses travel 29 million revenue miles per year. 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.

Vehicles

In Miami-Dade County, there are 1.4 million passenger vehicles traveling our road network. In total, those vehicles travel 42 million miles daily; by 2040, that will increase to approximately 67 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 376 gallons of fuel in the year 2012 and traveled 19.7 average miles per day. These figures are expected to increase by at least 35 percent over the next twenty years.

The commute

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

How to Access the TIP on the Web?

The Transportation Improvement Program (TIP) document may be accessed through the website by visiting the 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 2018 to 2022. Fiscal years spanned are 2018, 2019, 2020, 2021 and 2022. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th.

Fiscal Year 2018 -----	begins July 1, 2017 and ends June 30, 2018
Fiscal Year 2019 -----	begins July 1, 2018 and ends June 30, 2019
Fiscal Year 2020 -----	begins July 1, 2019 and ends June 30, 2020
Fiscal Year 2021 -----	begins July 1, 2020 and ends June 30, 2021
Fiscal Year 2022 -----	begins July 1, 2021 and ends June 30, 2022

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" "to accomplish these objectives an MPO shall be designated for each urbanized area". For large urban areas (over 200,000 in population), the Secretary of Transportation certifies these as Transportation Management Areas (TMAs). MPOs that are designated as TMAs have to be certified every three years.

TIP Program Funding

Where does Highway Funding come from?



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

Where does Transit Funding come from?

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

2018 – 2022 TIP
Review by Transportation Agencies



**Fiscal Years 2017/2018- 2021/2022
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 2016, FDOT began the new cycle to develop the “Tentative” Work Program for Fiscal Years (FY) 2018 - 2022. The final tentative program is sent to the Governor in February and the State Legislature in March for review, and will become effective on July 1, 2017.

Programs and Funding

Program Descriptions

For budgeting purposes the FDOT’s Work Program comprises five departmental programs including; Product, Product Support, Operations and Maintenance, Administration and Other. An overview of each program is summarized below:

- **Product** - The FDOT’s Work Program Product consists of all transportation improvement projects for highways, bridges, transit, aviation, rail, seaport, freight, and bicycle/pedestrian modes. It also includes the land cost of right-of-way acquisition, resurfacing improvements for preservation of the transportation system, and safety programs.
- **Product Support** - Product Support includes preparation of planning studies, project development and environmental studies, design plans, right-of-way support costs for managing acquisition activities, environmental mitigation as well as construction engineering and inspection of projects noted above under the heading – Product. It also includes management and program oversight for public transportation grants.
- **Operations and Maintenance** - Operations and Maintenance includes the activities necessary to maintain and operate the transportation infrastructure once it is constructed. This includes routine roadway and roadside maintenance, bridge inspection, traffic engineering and operations, toll collection, and enforcement of motor carrier compliance laws.
- **Fixed Capital** - Fixed capital comprises Work Program development, financial services and budget, information systems, legal, personnel, and contract administration functions. It also includes construction and rehabilitation of department buildings and facilities.
- **Other** - Other activities include debt service, State Infrastructure Bank (SIB) loan payback, maintenance of the FDOT’s mobile equipment and operation of the FDOT warehouse and supply system.

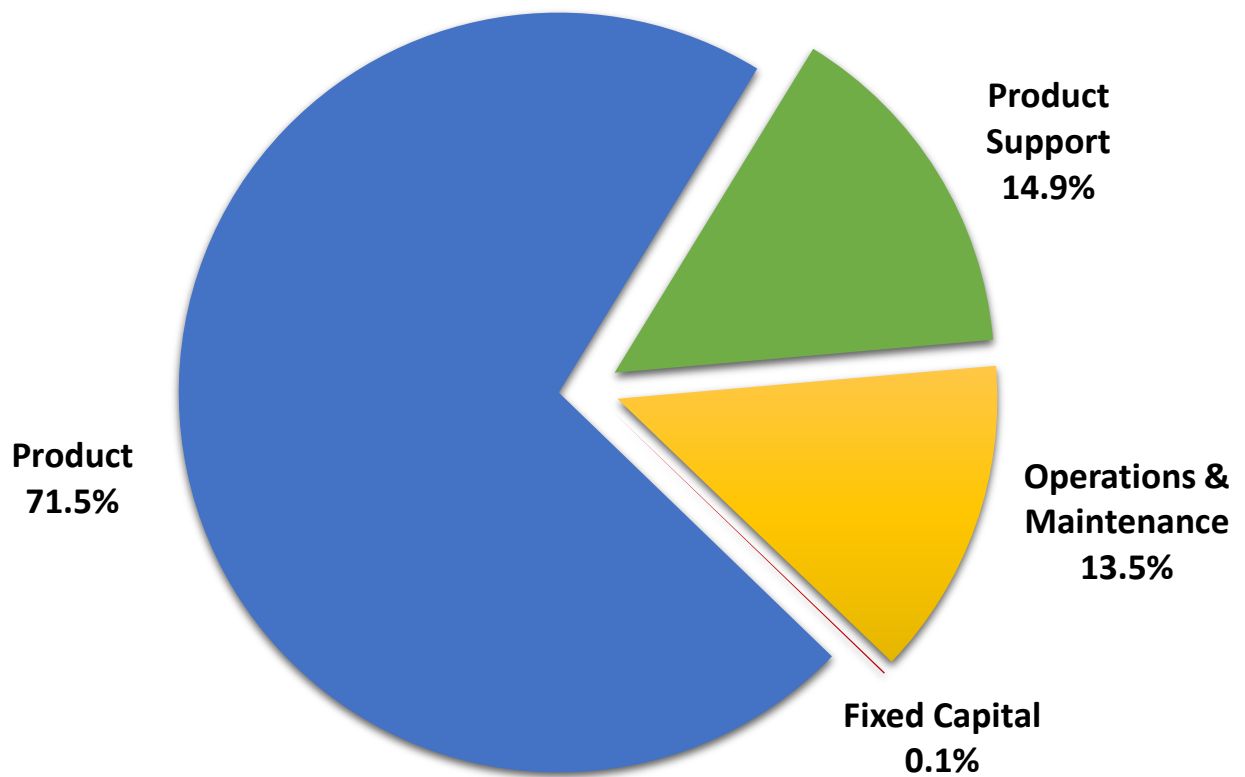
Funding Overview

The Department’s funds are allocated among seven Districts statewide 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 2018-2022**

As shown in the Total Budget Breakdown chart below, the majority of the Department's \$3.98 billion budget is applied to the product budget in the amount of \$2.8 billion.

FDOT District Six: Total Budget Overview Fiscal Year 2017/18 - 2021/22



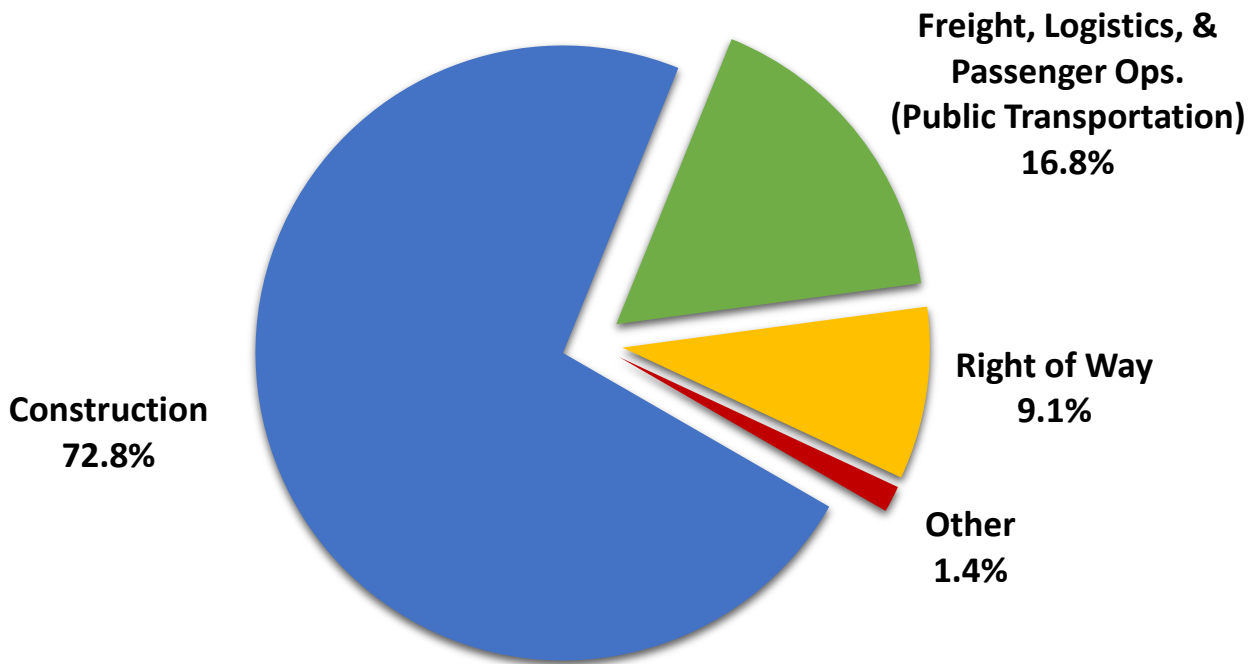
- Product \$2,851.3 / 71.5%
- Product Support \$592.5 / 14.9%
- Operations and Maintenance \$540.1 / 13.5%
- Fixed Capital \$2.2 / 0.1%

Funding in Millions

**FDOT District Six, Product Budget Breakdown Tentative Five Year Work Program
Fiscal Years 2018-2022**

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 \$2.07 billion (72.8%) of the budget will go towards funding construction projects, which fall under four major construction categories: capacity improvement, safety, bridge, and resurfacing; approximately \$477.6 million (16.8%) will go towards public transportation programs and services; approximately \$258.7 million (9.1%) will go towards the purchasing of right-of-way; and the remaining \$39.6 million (1.4%) will be applied to other product, which consists of County Transportation Programs such as the County Incentive Grant Program and the Transportation Alternatives Program.

**FDOT District Six:
Total Product Budget Overview
Fiscal Year 2017/18 - 2021/22**



- Construction \$2,075.4 / 72.8%
- Freight, Logistics, & Passenger Ops. \$477.6 / 16.8%
- Right of Way \$258.7 / 9.1%
- Other \$39.6 / 1.4%

Funding in Millions

Strategic Intermodal System (SIS) Projects

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

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

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

I-75/SR 826/Palmetto Expressway Express Lanes



Rendering of I-75/SR 826 Express Lanes

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

Overall improvements include: 1) One to two variable tolled express lanes in each direction within the limits of the project along SR 826/Palmetto Expressway, and one variable tolled express lane in each direction along I-75 from the SR 826/Palmetto Expressway interchange to NW 170 Street; 2) Construction of a new flyover connecting SR 826/Palmetto Express lanes to the I-75 Express lanes; 3) Access points to/from the express lanes system; 4) Ramp metering at all entrance ramps along the Palmetto Expressway; 5) installation of noise barrier walls at specific locations along the east side of I-75; 6) New lighting along I-75 Express.



New flyover at SR 826/I-75 Interchange

The total construction cost for the Miami-Dade design-build project is \$248 million. Construction began on March 31, 2014 and is estimated to be complete in early 2018. 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.

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

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

Other key features of this project include:

1. The relocation of the NW 12th Avenue on-ramp to I-95 northbound and southbound with an increase in ramp curvature to enhance safety.
2. Provision of Texas U-Turns at NW 12th Avenue and NW 17th Avenue interchanges.
3. Widening of the Turnpike connector to provide two lanes from the Turnpike southbound merging with the SR 836 eastbound to I-95 southbound traffic.
4. Replacement of the SR 826 Connector Bridge and NW 167th Street westbound to I-95 Ramp Bridge to accommodate direct flyover connection ramp and SR 7/US 441 northbound lanes.
5. Provision of signalized dual left turn lanes from SR 826 to northbound Turnpike.
6. Relocation of Turnpike Connector to SR 7/US 441 Off-Ramp to increase distance between signals in order to improve operations along the Turnpike Connector.
7. Widening of I-95 southbound from the interchange to NW 151st Street in order to accommodate the additional lane from the Turnpike Connector.
8. The provision of dual northbound left turn lanes 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, trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway will be widened to a four-lane divided section with inside and outside shoulders. Upon completion, there will be two northbound lanes and two southbound lanes.

This corridor has been broken down into several segments for design and construction with notable progress as follows: www.fdotmiamidade.com/krome.

1. Mile Post 10.935 to south of Okeechobee Road/Mile Post 14.032 - Construction and widening to 4 lanes began on April 2016 and is expected to be completed in March 2017.
2. Mile Post 8.151 to Mile Post 10.935 - Construction and widening to 4 lanes began on June 2015 and was completed in December 2016.
3. Mile Post 5.122 to Mile Post 8.151 – Construction and widening to 4 lanes began on June 2015 and was completed in August 2016.
4. Mile Post 2.754 to Mile Post 5.122 - Construction and widening to 4 lanes began on August 2015 and is expected to be completed in March 2017.
5. North of SR 90/SW 8th Street to Mile Post 2.754 –Construction and widening to 4 lanes began on August 2015 and is expected to be completed in March 2017.
6. SR 94/Kendall Drive to SR 90/SW 8th Street - Construction and widening to 4 lanes began on February 2015 and is expected to be completed in November 2017.
7. SW 136th Street to SR 94/Kendall Drive. - Construction and widening to 4 lanes began in September 2016 and is expected to be finished in December 2017.
8. SW 184 St to SW 136 St - This project is currently in the design phase. Construction is scheduled to begin in October 2018.
9. SW 232 St to SW 184 St - This project is currently in the design phase. Construction is scheduled to begin October 2018.
10. SW 296 St to South of SW 232 St - This project is currently in the design phase. Construction is scheduled to begin in August 2019.



11. SW 312 St to South of SW 296 St - This project is currently in the design phase. Construction is scheduled to begin in August 2019.
12. SW 312 St/Campbell Dr from SR 997/Krome Ave 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 September 2019.
13. SW 336 St/Davis Pkwy from SR 997/Krome Avenue to US 1 - This project is currently in the design phase. Construction is scheduled to begin September 2019.
14. SR 9/Palm Drive from SR 997/Krome Ave to SR 5/US 1 - This project is currently in the design phase. Construction is scheduled to begin in September 2019.

SR 25/US 27/Okeechobee Road Improvements



A Project Development and Environment (PD&E) study is being conducted for SR 25/US 27/Okeechobee Road from SR 997/Krome Avenue to NW 79th Avenue in order to identify feasible improvements along the corridor. Major improvements are needed to address operational, safety and capacity deficiencies along the corridor at the access points. With

these improvements, it is envisioned that, corridor operations and level of service will be improved, throughput along the corridor will be increased and efficient transfers between modes will be provided which is critical to Florida’s economy and sustained growth.

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

- West of Krome Avenue to East of NW 117th Avenue - Widening, capacity improvements, milling and resurfacing, as well as including a frontage road on the north side of the said limits.
- East of NW 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.
- 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.

- 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 106 Street over the Miami (C-6) Canal, and the realignment of NW 103rd Street and the frontage road within the project limits.
- 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.

For information visit: www.fdotmiamidade.com/okeechobeeroadstudy.

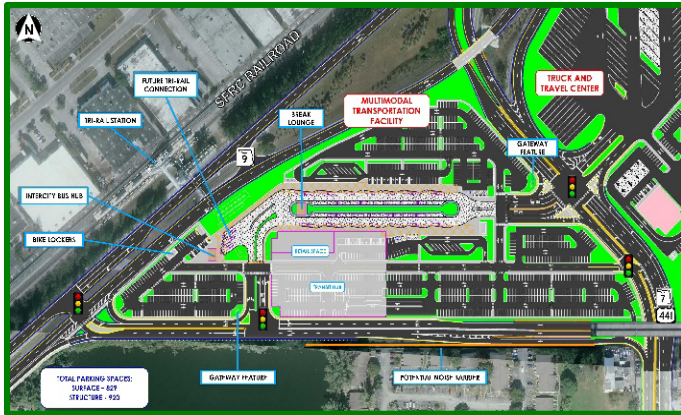
I-395 Corridor Improvements

This project involves the rebuilding of the Interstate 395 (I-395) corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/State Road 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway, approximately 1.4 miles. I-395 is a major east-west connector serving Miami Beach and the Port of Miami. Proposed improvements include: (1) Building new elevated ramps (one eastbound and one westbound) that will provide direct linkage between I-95 and I-395. (2) Increasing capacity and improving safety by alleviating existing operation and geometric deficiencies. (3) Creating a signature bridge over Biscayne Blvd. (4) Building vertically higher structures that will improve the visual quality of the bridge and streetscape. (5) Improving the area underneath the expressway by providing pathways and common activity areas. For information about the construction schedule or related information, visit: www.fdotmiamidade.com/design-projects/expressways/sr-836i-395-from-west-of-i-95-to-the-macarthur-cswy-bridge.



Golden Glades Multi-Modal Terminal

Located in northern Miami-Dade County, adjacent to city of Miami Gardens, North Miami Beach, North Miami and the Golden Glades Community. The center will consolidate the existing bus transit services at Golden Glades into a single facility adjacent to the Tri-Rail Station. The new multi-bay bus terminal facility will include upgraded sidewalks, walkways, platforms, bus bays and all improvements related to transit operations, including internal roads, drainage, lighting systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers. For information about the construction schedule or related information, visit: www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation.

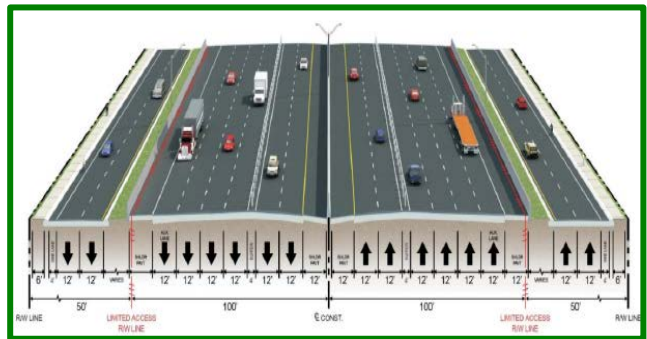


systems, fencing, internal directional and traffic control signage. The center will feature a multi-story parking garage surface parking lots. Additionally, the center will provide spaces for scooters and motorcycles. Other amenities will include bicycle parking and lockers. The complex will also feature a transit hub, retail space, and a break lounge for bus drivers. For information about the construction schedule or related information, visit: www.fdotmiamidade.com/golden-glades-multimodal-transportation-facility-and-truce-reevaluation.

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 includes:

- Reconstruction and widening of the SR 826/Palmetto Expressway mainline to include three 12-foot general purpose lanes in each direction. (See Figure 1-1).
- A 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.



- 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).
- 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.



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>.

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

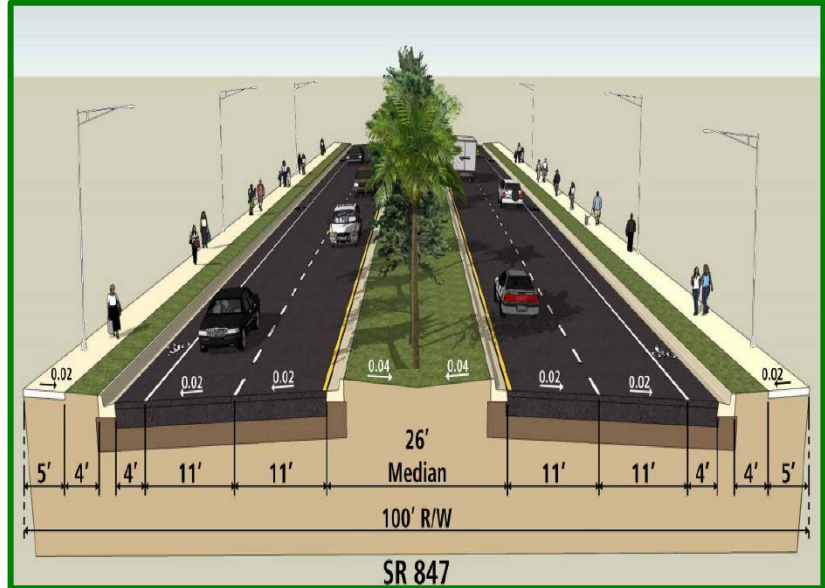
Roadway	Project Area
SR 5/US-1/ South Dixie Hwy	From north of SW 184 Street to south of SW 168 Street
SR 25/Okeechobee Road	From west of SE 7 Avenue to north of NW 36 Street
SR 94/Kendall Drive	From SW 102 Avenue to east of SW 97 Avenue
SR 7/US 441/NW 7 Avenue	From NW 119 Street to south of Biscayne Canal
SR 94/Kendall Drive	From SW 7500 Block/SW 73 Place to US 1/South Dixie Hwy
SR 925/NW 3rd Court & NW 3rd Avenue	From NW 1st Street to NW 8th Street
SR 5/US-1/South Dixie Hwy	From east of SR 9/SW 27 Avenue to SR 9A/I-95

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 Design Concept Acceptance was granted in December 2013. The project is currently in the Design phase. The construction is anticipated to commence in August 2018. 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.

Intelligent Transportation System (ITS) Program



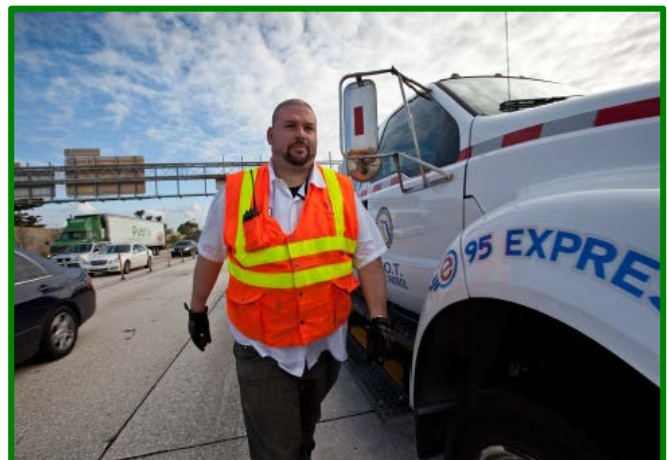
The Florida Department of Transportation's District Six Transportation Systems Management and Operations (TSM&O) Program uses innovative and advanced technologies to manage the state's roadway systems in Miami-Dade and Monroe Counties.

Traffic operators at the District's SunGuide® Transportation Management Center (TMC) monitor traffic flow in real-time, deploy emergency personnel to clear incidents and post traveler information to keep drivers informed.



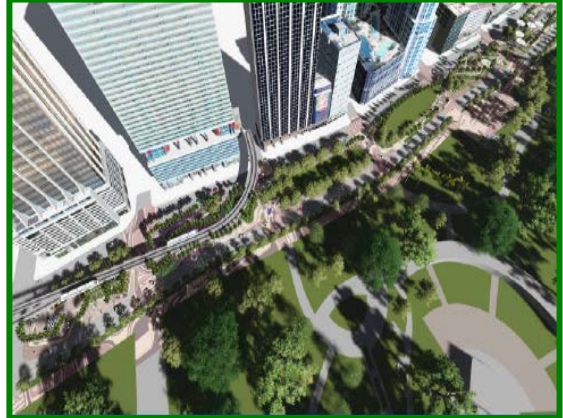
These activities form the Program's traffic management, incident management and traveler information services that work to enhance the efficiency of our existing systems to reduce congestion and promote safety 24 hours per day, 7 days per week.

The latest annual report shows the Program reduced travel delays by 44% since 2005 and saved drivers approximately \$3.2 billion dollars in travel delay-related costs. It also achieved its highest return on investment to date, with a benefits to cost ratio of \$57.96 for every \$1 invested in the Program. As a result, FDOT District Six remains committed to advancing TSM&O strategies in our community to benefit all drivers.



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.



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 2018 – 2022 Work Program, are \$36.3 million and \$6.3 million dollars respectively.

Below is a snapshot of bicycle/pedestrian projects included in the FY 2018 - 2022 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

Complete Streets Projects

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



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

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

This project is currently in the Design phase and entails a full roadway reconstruction of Alton Road from 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, signing and pavement markings and a new landscape and irrigation design. This project will enhance safety and drainage throughout the corridor. The project is anticipated to begin construction in April 2020 and will cost approximately \$24 million dollars.

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

Project Segment	Project Type	Project Area
SR 7/NW 7 Avenue	Resurfacing	From N of NW 79 Street to Little River Drive
SR 924/NW 119 Street	Bike Lane/Sidewalk	From I-95 to West Dixie Highway
SR 7/US 441/NW 7 Avenue	Resurfacing	From NW 119 Street to south of Biscayne Canal
SR 7/US 441/NW 7 Avenue	Resurfacing	From Little River Drive to south of NW 117 St

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 847 buses and two contracted routes with seven buses. Metrobus includes local, feeder, circulator, limited-stop, express, and Bus Rapid Transit (BRT) Arterial Busway services. The FDOT provides 50% State Participation Rate for this program.



NW 27 Avenue Premium Transit Corridor

A PD&E study is being conducted to evaluate the implementation of a premium transit service (BRT, Light Rail Transit, and other appropriate transit technologies) along NW 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.

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 are being evaluated in details for presentation at the Alternatives Workshops, leading to selection of the recommended alternative. Funding options, including Federal Transit Administration (FTA) will be evaluated.

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.

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

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



Freight Overview

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



With an anticipated doubling in cargo activity handled at PortMiami, Port Everglades, and Miami International Airport (MIA), these investments will be critical. In response, it is critical that District 6 and industrial based communities identify and invest in infrastructure improvements to position themselves for economic development and growth in cargo. Key developments and tools should be incorporated such as ITS/technologies, truck parking needs, economic impact analyses, innovative funding programs, and land use and redevelopment opportunities – helping market these industrial based communities as competitive global logistics service center.

District 6 has identified a strategy to help advance its freight and logistics system focused on partnering with local communities to develop subarea freight plans; these freight focused plans will help identify freight mobility strategies at the project level. The Town of Medley, one of the



leading freight hubs in Miami-Dade County and South Florida, was selected to be the first community to go through this process. Medley has long been a leader as an industrial center providing service to PortMiami, Port Everglades, MIA, Florida East Coast (FEC) Railway, and the South Florida business community. With access to SR 826, I-75, Florida’s Turnpike, and U.S. 27, and connections with the region’s major freight activity centers, Medley is accessible to local, regional, and state markets.

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 table below lists all the sub-area freight planning efforts currently underway in District 6. 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 and assess the potential of short sea shipping along the Miami River.

FREIGHT PLANNING EFFORTS	
TOWN OF MEDLEY FREIGHT PLAN	MIAMI RIVER FREIGHT IMPROVEMENT PLAN
OPA-LOCKA FREIGHT IMPLEMENTATION PLAN	DORAL FREIGHT IMPROVEMENT PLAN



**Fiscal Years 2017/2018- 2021/2022
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: Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874); Gratigny Parkway (SR 924) and the Snapper Creek Expressway (SR 878) and NW 138th Street from US-27 to just east of NW 97th Avenue.

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 2018-2022 TIP

Projects included in the MDX FY 2018 - 2022 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, New Toll Expressway and Other.

Existing System Improvement Projects

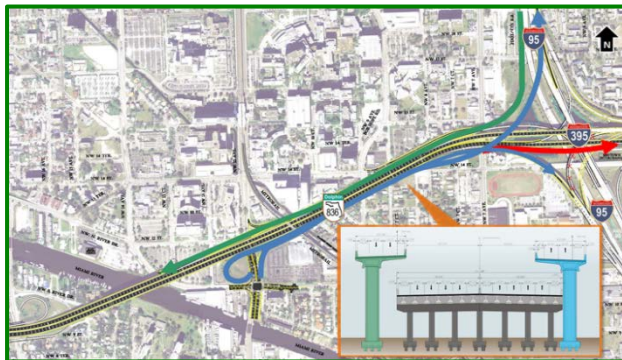
The following projects are categorized as Existing System Improvements in the current Five-Year TIP and include widening or reconstruction within an existing roadway segment:



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 industrial hub as well as opening the commercial area to the expressway system and improving access to the Miami Intermodal Center (MIC). The Planning phase is anticipated to be in FY 2018 followed by the design and construction from the end of FY 2019 to FY 2021. Total cost is estimated at \$12.9 million.

hub as well as opening the commercial area to the expressway system and improving access to the Miami Intermodal Center (MIC). The Planning phase is anticipated to be in FY 2018 followed by the design and construction from the end of FY 2019 to FY 2021. Total cost is estimated at \$12.9 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-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17th Avenue to I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center. The project will improve safety and mobility and improve access to Hospital District by providing a new access to North River Drive from I-95 and SR 836. Design-build is anticipated to start late FY 2017. Total cost is estimated for MDX project is \$243.2 million.

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-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17th Avenue to I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center. The project will improve safety and mobility and improve access to Hospital District by providing a new access to North River Drive from I-95 and SR 836. Design-build is anticipated to start late FY 2017. Total cost is estimated for MDX project is \$243.2 million.



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 Bus service by Miami-Dade County as part of the SMART Plan. The design build for this project is underway with an anticipated completion date of early 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 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 early FY 2019. Total cost is estimated at \$90.4 million.



SR 836 AT 87TH AVENUE – LOOKING EAST

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

This project consists of new ramps from eastbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. 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 is accelerating the MDX ramps through this project. This allows MDX to work with FTE on a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. The ramps will provide missing traffic movements within the SR 836/HEFT interchange and facilitate access to future transit facilities. Design-build is anticipated to begin in FY 2018. Total cost is estimated at \$31.3 million.

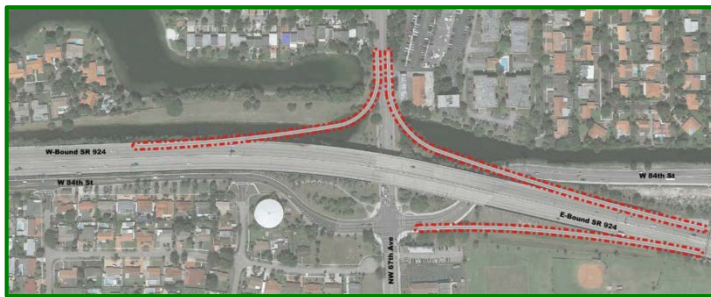
Project 87413 – SR 874/SW 72 Street Interchange

This project will construct a new partial interchange at SR 874 and SW 72nd Street to provide access to SR 874 and the 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 2020. Total cost is estimated at \$10.9 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 \$26.2 million.

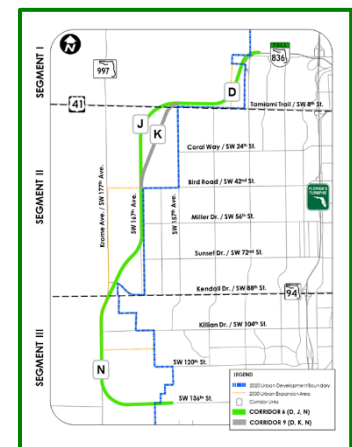


System Expansion Projects

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

MDX is evaluating the feasibility of a new 15-mile expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area. The extension of SR 836 is envisioned as a multimodal facility, used also by express transit buses that would address the existing transportation needs of a vast community of thousands of existing residents living in the south western areas of Miami-Dade County west of the Turnpike. The Project Development & Environmental (PD&E) study is ongoing to determine feasibility and select a preferred alternative. Final design and construction for this project are not yet funded. The Project Development phase is estimated at \$12.4 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,



SW 120th STREET AT 122nd AVENUE – LOOKING EAST

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 \$100.1 million.

Project 92404 -SR 924 Extension West to the HEFT

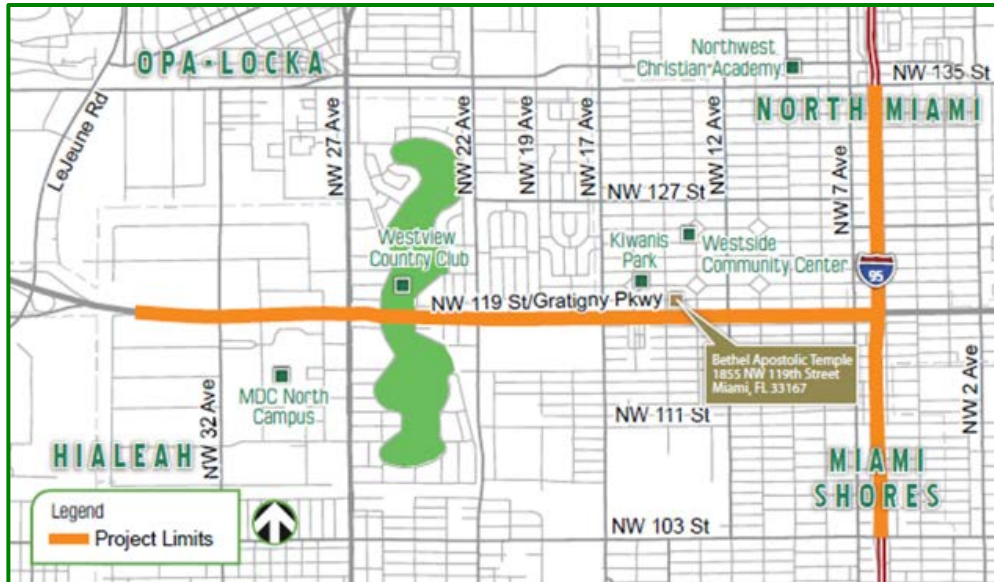
MDX has completed the PD&E study for the 2.3-mile expressway extension and is now advancing the design-build of a segment from 107th Avenue to HEFT in the westbound direction and a segment from 97th Avenue to 107th Avenue in the eastbound and westbound directions, as well as the final design for the



segment from the HEFT to 107th Avenue eastbound direction and 97th Avenue to SR 826 eastbound direction. This project also includes a 1.6-mile section of NW 138th Street which has been reconstructed to a predominantly 6 lane section and is now in the jurisdiction of MDX. It also includes the construction of 107th Avenue from NW 138th Street to NW 170th Street to be funded 100% by Miami Dade County. This expressway extension will provide additional connectivity to the HEFT and I-75 from SR 924 and NW 138 Street; provide access to major activity and employment centers in NW Miami-Dade and complete the initial improvements to NW 138th Street. It is estimated that travel time will be reduced from 20 minutes to 4 minutes from NW 138th Street to HEFT. The design build phase is anticipated to begin in FY 2020. Total cost is estimated at \$100.1 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 2017. 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 \$14.6 million.



Facility Improvement Projects

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

Project 10021 – Systemwide ITS Improvements

This project provides funding for implementation of ITS improvements identified in the MDX ITS Master Plan intended to maximize the existing roadway system through the use of technology. MDX will be installing within the next year several technologies enabled projects for safety improvements which include Speed Feedback Signs on SR 924, Internally Illuminated Raised Pavement Markers (IIRPMs) and LED Illuminated Chevrons on SR 836 Extension for curve warning. Solar powered RPMS for improved nighttime lane delineation have already been installed on SR 874. MDX will also be implementing connected vehicle (CV) technology as part of the SR 836 Smart Road initiative to demonstrate CV applications to improve mobility, safety and improved travel time information. The current funding for this project is \$778 Thousand.



New Toll Expressways

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

Project 20001 – Connect 4 Xpress

The PD&E study of a potential new expressway connecting SR 836, SR 112, SR 924 and SR 826 is anticipated to begin in FY 2019. The study will include evaluation of system interchanges with SR 112, SR 924 and SR 826 as well as potential service interchanges with NW 54th Street, NW 79th Street and NW 103rd Street with connectors to NW 37th Avenue. The PD&E study is the only phase currently included in the Five-Year Work Program with an estimated cost of \$6.9 million.

Other

Project 50001 – Dolphin Station Park & Ride

MDX is fast-tracking the construction of the Dolphin Station Park & Ride facility/terminal transit facility. FDOT together with Miami Dade Transit (MDT) are funding 100% of the project cost, except for the cost of the project management fees and material testing which is MDX's contribution. The facility will be operated and maintained by the Miami-Dade Department of Transportation and Public Works (DTPW). The Dolphin Station Park & Ride facility/terminal transit facility will support DTPW's SR 836 Express Bus Service, 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 FY 2018. The total cost of the construction is estimated at \$18.9 million.



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



Fiscal Years 2017/2018 to 2021/2022 Transportation Improvement Program

Florida's Turnpike Enterprise, Florida Department of Transportation

Florida's Turnpike Enterprise is an agency of the Florida Department of Transportation, overseeing a 483 mile system of limited access toll highways. The Turnpike Mainline reaches from North Miami to a junction with Interstate 75 in north central Florida. The Mainline extends through the counties of Miami-Dade, Broward, Palm Beach, Martin, St. Lucie, Indian River, Okeechobee, Osceola, Orange, Lake and Sumter. The Turnpike System includes the 47 mile Homestead Extension in Miami-Dade and Broward Counties; among other facilities statewide.

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

Miami-Dade County Turnpike Planned Projects

- Widen 17 miles of Homestead Extension (SR 821) in Miami-Dade County
 - From SR 836 to NW 106th Street (6 to 10 lanes including express lanes)
 - From NW 106th Street to I-75 (6 to 10 lanes including express lanes)
 - From I-75 to NW 57th Street (6 to 10 lanes including express lanes)

- Interchange improvements at the following locations:
 - Golden Glades Interchange
 - Campbell Drive Interchange
 - HEFT/Hainlin Mill Drive

- Turnpike resurfacing projects:
 - From Milepost 0.0 to Milepost 5.1
 - Ramps from Milepost 5.1 to Milepost 9.2



**Fiscal Years 2017/2018 - 2021/2022
Transportation Improvement Program**

SECONDARY GAS TAX PROGRAM

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

The program is divided into two distinct categories:

- the first section includes all new road construction or rehabilitation projects; and,
- the second section deals with the continuing projects that have fund allocations yearly.

Road Construction Projects

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

Continuing Program Projects

Bridge Repair and Painting	Beautification Improvements
Guardrail Safety Improvements	Pavement Markings Contracts
Railroad Improvements	Maintenance of Roads and Bridges
Safety Lighting	Street Lighting Maintenance
Traffic Control Devices (Equipment/Materials)	Traffic Signal Loop Repairs
Special Taxing District	Local Grant Match for 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	





**Fiscal Years 2017/2018 - 2021/2022
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 2017/2018 - 2021/2022
Transportation Improvement Program**

**PEOPLE'S TRANSPORTATION PLAN
IMPROVEMENTS**

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

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

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

The DTPW PTP Work Program for FY 2018 totals approximately \$37 Million. The plan includes the two categories from the PTP Ordinance that relate to the DTPW; major highway road improvements and neighborhood improvement projects.

Major Highway Road Improvement Projects

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

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





**Fiscal Years 2017/2018 - 2021/2022
Transportation Improvement Program**

PRIVATE SECTOR IMPROVEMENTS

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

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

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

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

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





**Fiscal Years 2017/2018 – 2021/2022
 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 Million</u> (Funded)
MIA - Cc E & E Satellite Improvement	\$ 385.00
MIA – E Satellite Passenger Loading Bridges (PLB)	\$ 13.00
MIA - Perimeter Road Bridge Replacement	\$ 22.00
MIA - MIA Taxiways T, S, R Rehabilitation and M5-Connector	\$ 58.00
MIA - Cc H Gates Internationalization (H15 & H17) Phase 1	\$ 33.80
MIA - Terminal E through F Connector	\$ 12.90
MIA - Terminal E through F Life Safety Upgrades	\$ 6.50
MIA - New Fuel Tank – 4 th Tank	\$ 48.40
MIA - Upgrade Terminal PLBs & 400 HZ Pre-Conditioned Air	\$ 24.60
MIA - South Terminal Apron and Utilities Modification and Expansion	\$ 61.00
MIA - South and Central Terminal BHS Improvements	\$ 203.00
MIA - Central Base Apron and Utilities Modification and Expansion	\$ 86.00
MIA - Taxi Lot Replacement/Land Acquisition	\$ 7.70
MIA - Airport Operations Center (AOC)	\$ 12.00
GAA - X51 Security Projects	\$ 1.50
GAA - X51 Runway 18/36 Connectors Rehabilitation	\$ 1.70
GAA - X51 Runway 18/36 Rehabilitation	\$ 0.75
GAA - OPF Rehab Apron Pavement	\$ 1.86
GAA - OPF Internal Perimeter Road System	\$ 2.00
GAA - OPF Engine Run-Up Pad	\$ 2.80
GAA - TNT Power Distribution & Airfield Line Feeder	\$ 0.50
GAA - TMB Internal Perimeter Road System	\$ 4.00
GAA - TMB Taxiway D Connector Rehabilitation	\$ 0.47
GAA – TMB Taxiways A & D Rehabilitation – TMB 04 RIM	\$ 4.00
TOTAL:	\$ 993.48

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



Fiscal Years 2017/2018 - 2021/2022
Transportation Improvement Program
MULTIMODAL SEAPORT DEVELOPMENT
The Dante B. Fascell Port of Miami-Dade
("PortMiami")

Transportation Improvement Program Strategy

PortMiami (Port) is known as the Cruise Capital of the World with more than 4.9 million passengers annually. As a cargo gateway center, the Port handles more than 1,000,000 TEU's annually. The Port's Transportation Improvement Program (TIP) is comprised of a total of \$152 million in funded projects over the next five years and reflects the Port's aggressive strategy of optimizing land use and enhancing throughput capacity to meet the demands of the cargo and cruise industries.

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

- Site Preparation for Cruise Terminal A
- New Modern Cargo Gate System
- Cargo Container Yards Modernization for rubber tired gantry (RTG)
- Cruise Terminals Expansions
- Federal Inspection Station
- Additional Gantry Cranes

The Port continues to assertively seek grant funding from local, state and federal sources. In fiscal year 2017/2018; the TIP reflects support from the Florida Department of Transportation (FDOT) with \$19.3 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



Intermodal and Rail Reconnection

The Port and the Florida East Coast Railway (FECR) reintroduced the on-dock rail Sunshine Gateway service, connecting the Port to the Hialeah Rail Yard with links to the national rail system, which allows shippers to reach 70 percent of the U.S. population in less than four day.

Miami Harbor Phase III Dredge

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



Gantry Cranes

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

Cargo Yard Modernization

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

Cargo Gates Modernization

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

Bulkheads

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



Federal Inspection Station

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

Cruise Terminal Expansion

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





**Fiscal Years 2017/2018 - 2021/2022
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 2018 Transportation Improvement Program includes funding over the next five years for the following projects:

Urban Corridor Development

State Transit Corridor Program funds will be used for the continuation of several successful South Miami-Dade Busway routes as well as the Flagler MAX route, the Kendall Cruiser, the Busway MAX, and various 95 Express routes.

Routine Replacement and Enhancement

Metrorail New Vehicle Replacement

The Miami-Dade Board of County Commissioners (BCC) and the Citizens' Independent Transportation Trust (CITT) in March 2008 approved the \$376 million procurement of 136 new rail vehicles for replacing the existing fleet. The new vehicles will feature the latest technological advances which will significantly improve passenger comfort, efficient maintenance and operations. The pilot vehicles are in the Hitachi Manufacturing Facility in Medley and are due to commence testing at the Lehman Center in the second quarter of 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.



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 buses. These new vehicles are slated to be in service by late 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 of priorities. In an effort to further complement its existing security infrastructure, DTPW continues to aggressively add state-of-the art technology to both reduce crime and to aid law enforcement in proactively securing and safeguarding the transit system. FDOT Rule 14-15.017(2.2.1), however, prevents DTPW from disclosing these improvements/installations in greater detail.

MDT Additional Elevators at Dadeland North Metrorail Station

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

Parking Space Counters at Metrorail Parking Garages

The purpose of this project is to furnish and install real-time parking space counting systems at seven (7) parking garages located at Dadeland South, Dadeland North, South Miami, Earlington Heights and Okeechobee, Dr. Martin Luther King Jr., and Santa Clara 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 seven (7) garages. The system shall provide "Lot Full" notification when all spaces are occupied. The estimated project completion date is January 2018.

The Underline - MPATH/Brickell Backyard Project

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear park that will enhance connectivity, mobility, 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. At the Brickell Backyard, 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. In response to the large pedestrian volume along both sidewalks between SW 8th Street and SW 10th Street, the bicycle path is realigned to be centered between the Metrorail Columns, creating a dedicated cycletrack that minimizes conflicts between bus and trolley waiting areas and cyclists.

The pedestrian path in this area varies in its location. Between the Miami River and SW 7th Street, the design preserves the existing curved path connecting to the Miami River Walk as the pedestrian path. Between SW 7th Street and the Brickell Metrorail Station, the path is integrated with an expanded sidewalk along the west side of SW 1st Avenue, offering a significant width in order to accommodate perpendicular pedestrian flow from adjacent bus and trolley stops along SW 1st Avenue. Between the Brickell Metrorail and Metromover Stations, the path is reoriented, running parallel to the bicycle path from SW 11th Street south to SW 13th Street. DTPW is currently drafting a project schedule.

The Underline - Segment A Phase II from 13th Street to SW 19th Avenue

The future 10-mile Underline Corridor, running below the Metrorail from the Miami River to Dadeland South Station, will create a linear park that will enhance connectivity, mobility, and biking safety for residents and visitors. Phase II is approximately 2.3 miles in length and will extend the pedestrian and bicycle paths further south from SW 13th Street to SW 19th Avenue. DTPW is currently drafting a project schedule.

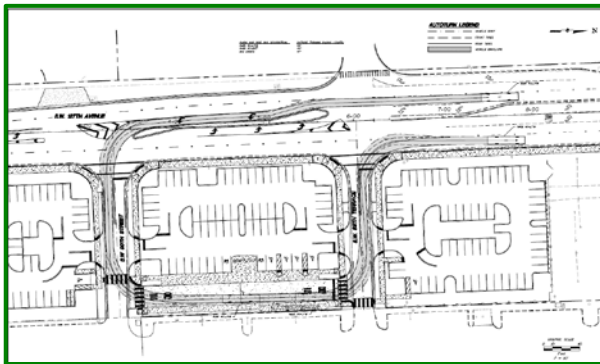
East-West Corridor Transit-Oriented Development (TOD) Project

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 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 to FTA under the TOD Planning Pilot Program. In October 2016, FTA awarded \$960,000 to DTPW for this project. The total cost for this project is estimated at \$1,200,000 (includes \$960,000 FTA TOD Grant Award + \$240,000 in local matching funds from the ½ cent PTP Surtax Funds via CITT). DTPW is currently finalizing a draft scope of services for this project.

Transit Centers with Park & Ride Facilities

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

DTPW is constructing 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. 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). On December 2, 2015 the construction contract was advertised. The project is scheduled for completion in September 2017.



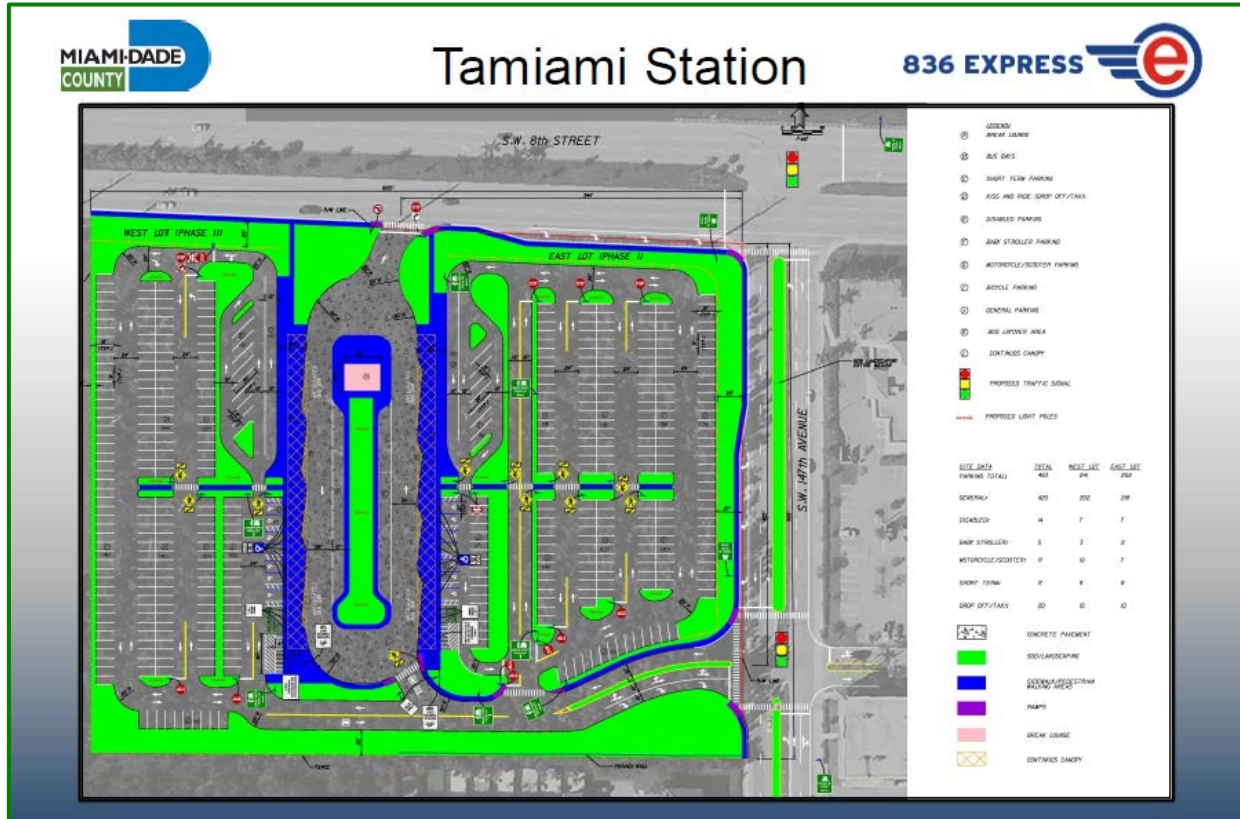
NW 27th Avenue and NW 215th Street (Unity Station)

A 14-acre vacant parcel adjacent to the intersection of the Turnpike and NW 27th Avenue has been identified as a strategic park-and-ride location for the 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 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.



SW 8th Street and SW 147th Avenue (Tamiami Station)

An 8-acre vacant parcel of land on the SW corner of the intersection at SW 8th Street and SW 147th Avenue has been identified as a strategic park-and-ride location for the SR 836 Express Bus Service project. The proposed park-and-ride facility will accommodate 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.



HEFT and NW 12th Street (Dolphin Station)

Property owned by FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit center with a park-and-ride facility. This transit center would support the SR 836 Express Bus Service project and provide a potential terminus or stop for several local bus routes serving the Dolphin Mall and nearby cities of Sweetwater and Doral. A groundbreaking ceremony was held in January 2017. The scheduled completion date is late 2017.



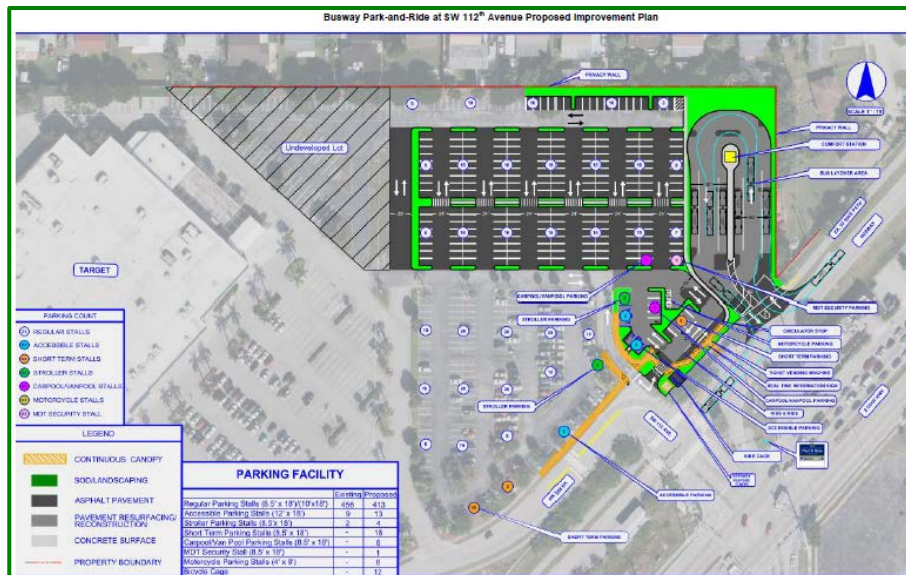
Palmetto Expressway at NW 74th Street (Palmetto Intermodal Terminal)

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 Station Intermodal Terminal that will include but not be limited to: long-term parking, short-term parking, kiss-and-ride, pool-and-ride and a minimum of 6 bus bays and 2 layover bays.



Park-and-Ride Lot at South Miami-Dade 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 examining the feasibility of acquiring the site and improving the existing surface parking to better serve transit patrons and improve access to the Transitway.



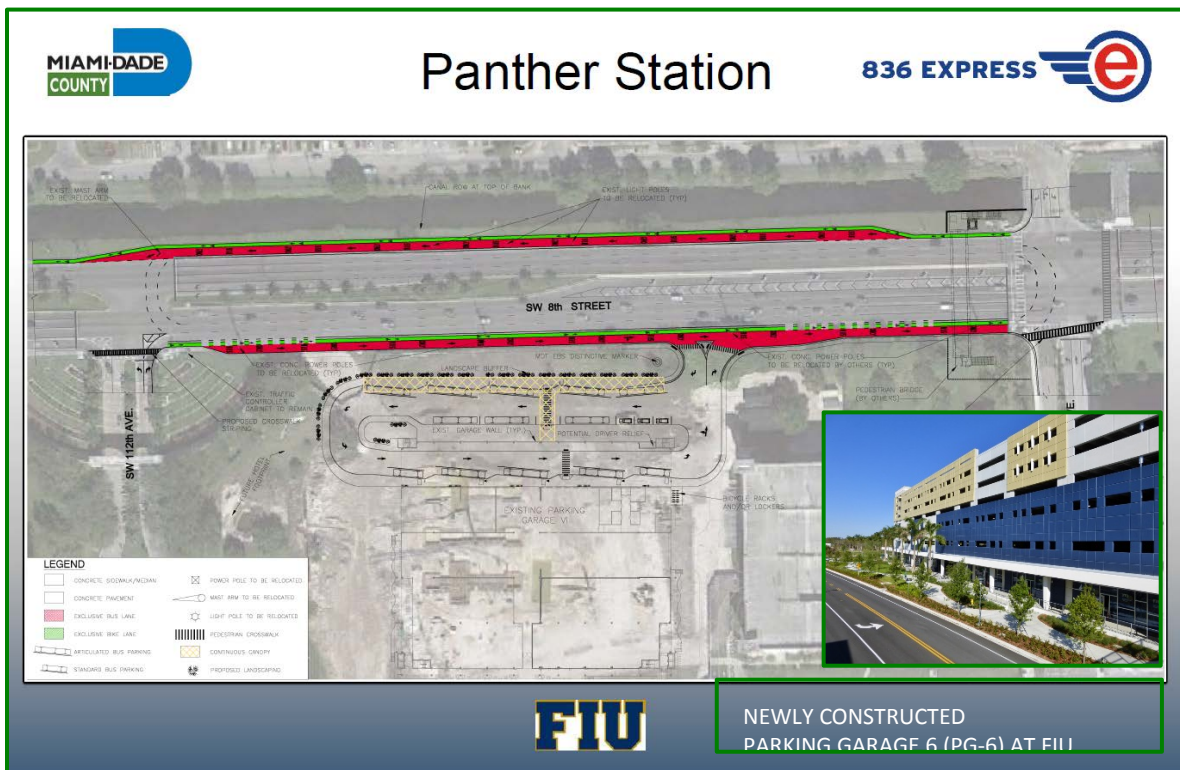
Park-and-Ride Lot Expansion at South Miami-Dade Transitway and SW 152nd Street

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 2021.

Transit Centers without Park-and-Ride

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 center. The location of the new parking garage, between SW 112th Avenue and SW 109th Avenue, presents an access challenge that requires roadway widening to construct bus only lanes and traffic signal improvements to provide bus signal priority at the two intersections along this roadway segment. The new transit center would provide 10 bus bays to accommodate the relocation of the existing 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.



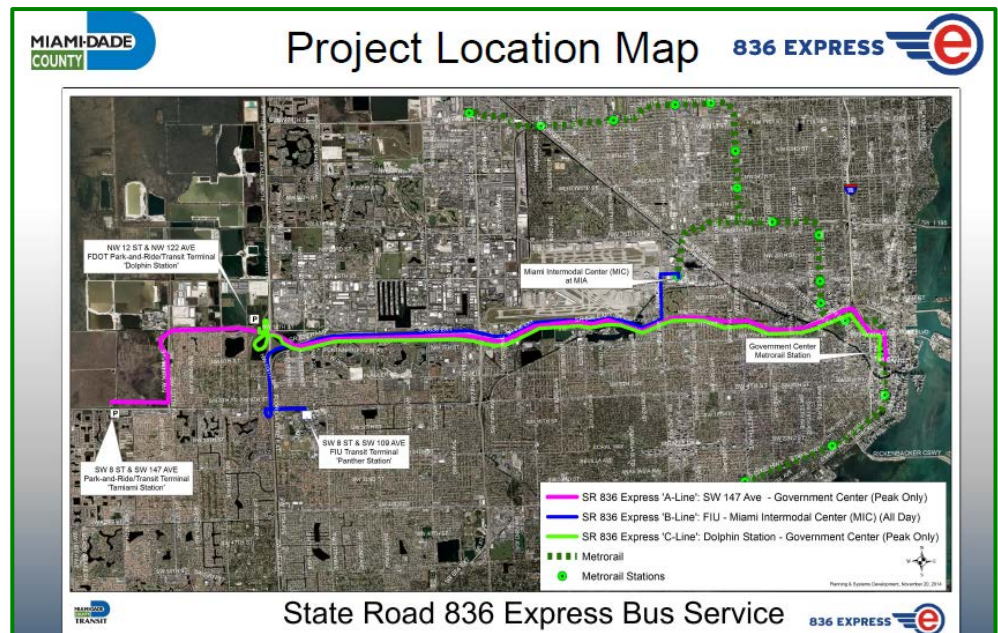
Premium Transit Corridors: Incremental Improvements

East-West Corridor (SR 836 Express Bus Service)

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

This route will feature three legs.

- The first leg (Line A) will provide premium express transit service from the proposed Tamiami Station (park-and-ride/transit facility located at SW 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 leg (Line B) will provide premium express transit service from the proposed Panther Station (Florida International University's Modesto A. Maidique Campus (MMC) to the MIC via SW 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 leg (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 late 2017. This route will feature 8 new 60-foot alternative fuel buses.



Summary Highlights of SMART Plan Corridors

Beach Corridor

The Beach Corridor Premium Transit 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.

East-West Corridor

This project will run approximately 10 miles from Miami International Airport 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).

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 mid-2018.

North Corridor

This 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 Ga 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 transit terminal and park-and-ride 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 NW 215th Street transit terminal.

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 mid-2018.

Northeast Corridor

This corridor 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 15 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

This 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 Premium Transit Extension project facilitates the highest demand movement of passengers to and from southern Miami-Dade to Downtown Miami.

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 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.

Overall Status Update for SMART Plan BERT Network Implementation

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 Transportation Planning Organization (TPO) Governing Board adopted the Strategic Miami Area Rapid Transit Plan (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 started the planning activities for implementation of the BERT network.

Implementation of BERT Network

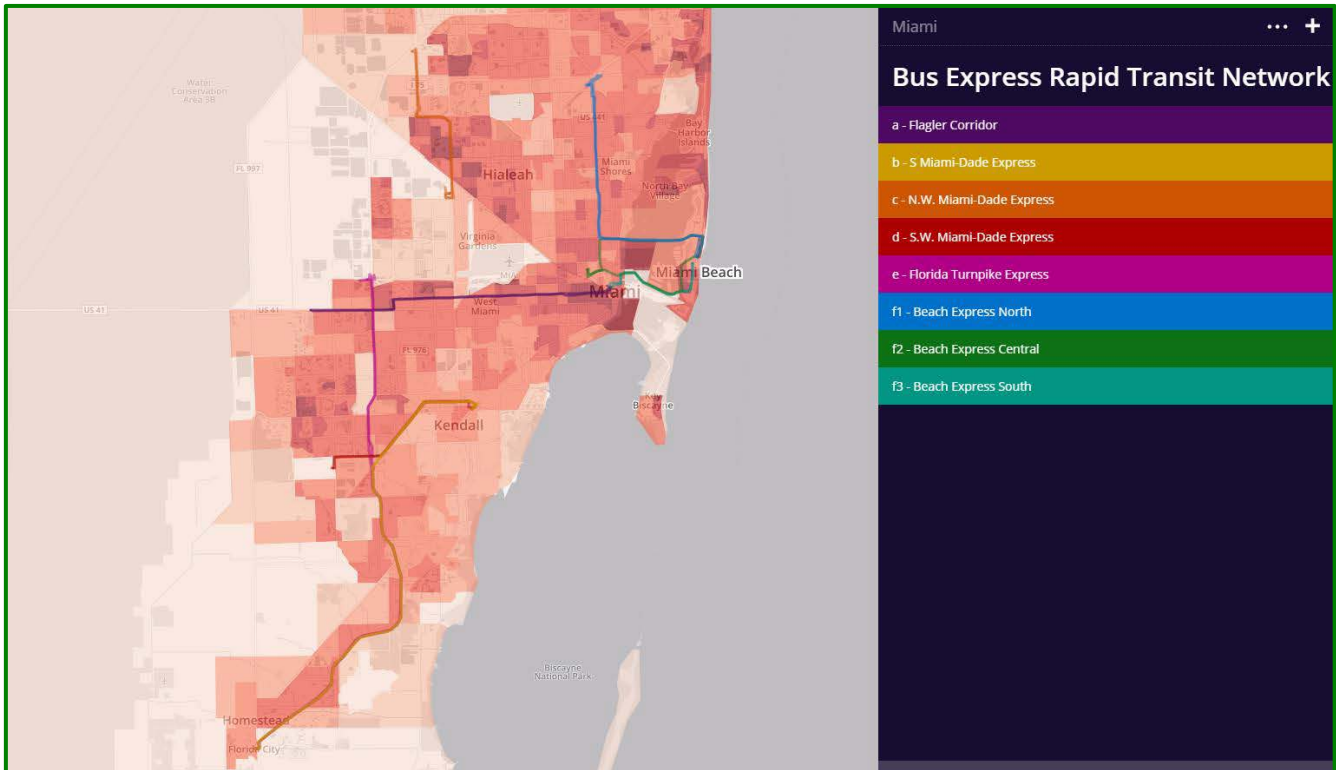
DTPW staff assessed the infrastructure needs for the BERT network. To implement the BERT network, necessary infrastructure projects include new transit terminals, improvement to or expansion of existing terminals, and new direct roadway/ramp connections, etc. Coordination is also required between DTPW 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 BUS EXPRESS RAPID TRANSIT (BERT) NETWORK			 	
Project Name	SMART PLAN Route #	Location	Project Description	Distance (miles)	Commission District	
Flagler Corridor	a	Flagler from SR-821/HEFT/SW 147th Avenue to Miami Central Station	Route will provide Bus Rapid Transit (BRT) service along Flagler Street from SR-821/HEFT to Miami Central Station. Headways will vary depending on the operating plan, which includes local bus service and limited stop service.	15.4	5, 6, 10, 11, 12	
S Miami-Dade Express	b	SW 344 St. Transitway Station/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. Headways will be 10 minutes during peak hours.	24.7	7, 9	
NW Miami-Dade Express	c	Miami Gardens Station / Palmetto Metrorail Station	Route will provide express bus service from the Miami Gardens Station to the Palmetto Metrorail Station. Headways will be 10 minutes during peak hours	8.9	12	
SW Miami-Dade Express	d	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	
Florida Turnpike Express (South)	e	344 St. Transitway Station/Dolphin Station	Route will provide express bus service from the SW 344th Street Park-and-Ride along the Transitway to Dolphin Station. Headways will be 10 minutes during peak hours.	28.0	9, 11	
Beach Express North	f.1	Golden Glades Intermodal Terminal/Miami Beach Convention Center	Route will provide express bus service from Golden Glades Intermodal Terminal 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 8:00pm.	13.8	2, 5	
Beach Express Central	f.2	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	
Beach Express South	f.3	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	
TOTAL DISTANCE (miles)				114.3		
*Florida Turnpike Express (North)	TBD	FIU Panther Station/Miami Gardens Station	Route will provide express bus service from the FIU Panther Station to the Miami Gardens Station. This route will operate all day with 20 minute headways.	14.4	12,13	
<small>*Candidate BERT Route, SMART Plan Amendment Required. If SMART Plan is amended to include this route, Total Distance of BERT Network increases from 114.3 miles to 128.7 miles</small>						

Among these BERT routes, some are further advanced than others. Routes b, e, f1, f2, f3 are anticipated to be implemented by the end of 2017; Routes c and d 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 Summer 2018. Based on the results of the study, project schedule will be planned.

Figure 1 BERT Network and Transit Terminals



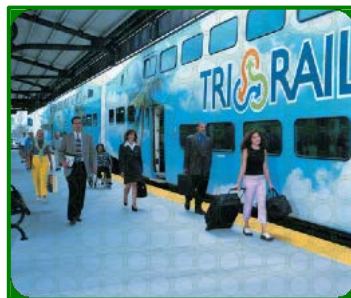


Fiscal Years 2017/2018 - 2021/2022 Transportation Improvement Program

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 2018 thru 2022 period.



THE TRI-RAIL COASTAL LINK

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

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

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

MIAMI RIVER-MIAMI INTERMODAL CENTER CAPACITY IMPROVEMENT

SFRTA is finalizing a Project Development and Environment (PD&E) Study for this project which will provide 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 evaluate improved track connections across the Miami River, including bridge, track, and signal upgrades.

OPA LOCKA PARKING IMPROVEMENTS

The design and construction of the additional parking lot includes improved existing bus waiting and kiss-n-ride areas; increased signage and striping to improve vehicular circulation throughout; and enhanced pedestrian amenities and connection to the station. The existing parking capacity to the station is 72 spaces and 4 bus bays. The improvements will increase parking capacity to meet the year 2020 projection of an additional 45 parking spaces for this station.

POSITIVE TRAIN CONTROL

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



PLANNING AND CAPITAL DEVELOPMENT

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



PROGRAM OF PROJECTS

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

Appendix A
Completed Highway Projects in 2016

Completed Highway Projects in 2016
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 5/BISCAYNE BLVD	42919015201	FROM N OF NE 121 STREET TO NE 151 STREET	RESURFACING	January-16
2	SR 5/BISCAYNE BLVD	42919025201	AT SR 916/NE 135 STREET	INTERSECTION IMPROVEMENT	January-16
3	SR 823/NW 57 AVENUE	24994155201	FROM W 46TH STREET TO W 53RD STREET	ADD LANES & RECONSTRUCT	January-16
4	SR 9A/I-95 (N/B)	43079025201	FROM NW 103 STREET TO BISCAYNE RIVER CANAL	RIGID PAVEMENT REHABILITATION	February-16
5	SR 9A/I-95 (S/B)	43079015201	FROM NW 103 STREET TO NORTH OF NW 119 STREET	RIGID PAVEMENT REHABILITATION	February-16
6	SR 907/ALTON ROAD	24991115201	FROM 5TH STREET TO MICHIGAN AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	March-16
7	SR 907/ALTON ROAD	24991135201	AT 5TH STREET, 10TH STREET AND 14TH STREET	DRAINAGE IMPROVEMENTS	March-16
8	SR 989/SW 112 AVENUE	43117315201	FROM SR 821/HEFT TO SW 248 STREET	RESURFACING	March-16
9	SR 989/ALLAPATTAH RD	43093115201	AT SW 248 STREET	INTERSECTION IMPROVEMENT	March-16
10	SR 25/NW 36 STREET	42934315201	FROM OKEECHOBEE ROAD TO NW 23 AVENUE	RESURFACING	March-16
11	SR 25/NW 36 STREET	42934325201	AT NW 27 AVENUE	INTERSECTION IMPROVEMENT	March-16
12	SR 932/NW103ST/E49ST	43117615201	FROM EAST 10TH AVENUE TO SR 7/NW 7 AVENUE	RESURFACING	April-16
13	SR 932/NW 103 STREET	43076515201	FROM SR 7/NW 7 AVENUE TO NW 6 AVENUE	INTERSECTION IMPROVEMENT	April-16
14	S.W. 168TH STREET	43345415201	AT SW 197 AVENUE	INTERSECTION IMPROVEMENT	April-16
15	SR 7/NW 7 AVENUE	43081715201	FROM NW 36 STREET TO N OF NW 78 STREET	RESURFACING	May-16
16	SR 924/NW 119 STREET	43080915201	FROM SR 7/NW 7 AVE TO SR 909/W DIXIE HWY	RESURFACING	May-16

Completed Highway Projects in 2016
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
17	SR 934/79TH ST CSWY	43118015201	FROM EAST OF N BAYSHORE DR TO BAY DR WEST	RESURFACING	July-16
18	SR 934/NE 79TH ST	43118025201	BRIDGES 870550 & 870084 OVER BISCAYNE BAY	BRIDGE REHABILITATION	July-16
19	SR 826/PALMETTO EXPY	43274315201	FROM SR 5/US-1 TO N OF SR 878/SNAPPER CREEK EXPY	RESURFACING	August-16
20	SR 826/PALMETTO EXPY	43082125201	FROM SR 878/SNAPPER CREEK TO N OF SUNSET DR	RESURFACING	August-16
21	SR 934/NW/NE 79 ST	42745215201	FROM NW 14 AVE TO NORTH BAYSHORE DR	RESURFACING	August-16
22	SR 997/KROME AVENUE	24961575201	FROM MP 5.122 TO MP 8.151	ADD LANES & RECONSTRUCT	August-16
23	SR 826/GGI INTERCHG	42913415201	FROM SR 91/SE END OF BRDG TO E OF NW 1 AVE	RESURFACING	August-16
24	NW 25TH STREET	25118515201	FROM NW 89 CT TO SR 826	ADD LANES & RECONSTRUCT	August-16
25	NW 25 STREET VIADUCT	40566515201	FROM NW 82 AVE TO SR 826	NEW ROAD CONSTRUCTION	August-16
26	SR 25/OKEECHOBEE RD	43481015201	AT WEST 12 AVENUE	INTERSECTION IMPROVEMENT	October-16
27	SR 5/BISCAYNE BLVD	43305915201	FROM NE 13 ST TO NE 78 ST	PEDESTRIAN SAFETY IMPROVEMENT	February-16
28	SR 948/NW 36TH ST	41806525201	FROM SR 953/LEJEUNE RD TO SR 25/OKEECHOBEE RD	BRIDGE-REPLACE AND ADD LANES	February-16
29	SR 948/NW 36TH ST	42597915201	FROM W OF LEE DR TO E OF OKEECHOBEE RD	RESURFACING	February-16
30	SR 944/HIALEAH DRIVE	43117915201	FROM E 10 AVE TO SR 7/ NW 7 AVE	RESURFACING	April-16
31	SR 944/HIALEAH DRIVE	43117925201	AT NW 21 AVE TRAFFIC SIGNAL INSTALLATION	TRAFFIC SIGNALS	April-16

Completed Highway Projects in 2016
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Completion Date
32	SR 944/HIALEAH DRIVE	43081515201	FROM SR 25/OKEECHOBEE RD TO E OF 4 AVE	RESURFACING	April-16
33	SR 7/SW/NW 8 AVENUE	43274215201	FROM SR 90/US 41/SW 8 ST TO NW 3RD ST	RESURFACING	April-16
34	SR 934/NW 79 STREET	43117815201	FROM W OF E 5 AVE TO 2800 BLOCK	RESURFACING	May-16
35	SR 25/OKEECHOBEE RD	43381815201	AT W 18TH AVENUE	INTERSECTION IMPROVEMENT	June-16
36	MIAMI INTERMODAL CTR	25023475201	(MIC) CONNECTION TO NW 37 AVE	NEW ROAD CONSTRUCTION	August-16
37	SR 826/SR 836	24958115201	FROM N OF SW 8 ST TO S OF NW 25 ST & FM NW 87 TO 57 AVE	INTERCHANGE - ADD LANES	September-16
38	SR 997/KROME AVENUE	43493065201	FROM N OF SW 256 ST TO S OF SW 216 ST	RESURFACING	October-16
39	SR 90/US-41/SR 5/US-1/BRICKELL	41247385201	FROM N OF SE 5 ST TO SE 3 AVE	RESURFACING	October-16
40	SR 90/SW 8 STREET	43345115201	FROM SW 39 AVE TO W OF SW 33RD AVE	INTERSECTION IMPROVEMENT	November-16
41	SR 90/SW 8 STREET	43326615201	AT SR 953/LEJEUNE RD	INTERSECTION IMPROVEMENT	November-16
42	SR 25/OKEECHOBEE RD	43631315201	FROM N OF NW 186 ST TO S OF NW 170 ST	INTERSECTION IMPROVEMENT	November-16
43	SR 969/NW 72 AVE	42934515201	FROM NW 25 ST TO NW 74 ST	RESURFACING	December-16
44	SR 997/KROME AVENUE	24961585201	FROM MP 8.151 TO MP 10.935	ADD LANES & RECONSTRUCT	December-16
45	SR 5/BISCAYNE BLVD	41462435201	FROM N OF NE 196 ST TO N OF NE 213 ST	RESURFACING	December-16
46	SR 5/BISCAYNE BLVD	43076815201	AT NE 199, 203, 205, 209 & 213 STREETS	INTERSECTION IMPROVEMENT	December-16

Completed Highway Projects in 2016
Miami-Dade Expressway Authority (MDX)

#	Project Name	Project Number	Limits	Type of Work	Completion Date
1	SR 112 INFRASTRUCTURE MODIFICATIONS FOR ORT	11209	NW 22 ND STREET TO NW 12 TH AVENUE	ROADWAY RECONSTRUCTION	June-16
2	SR 826/SR 836 INTERCHANGE IMPROVEMENTS	83608	NW 82 ND AVENUE TO SR 826/SR 836 INTERCHANGE	INTERCHANGE MODIFICATION (JPA WITH FDOT)	September-16
3	SR 836 INFRASTRUCTURE MODIFICATIONS FOR ORT (EAST SECTION)	83624	NW 62 ND AVENUE TO I-95/I-395	ROADWAY RECONSTRUCTION	June-16
4	SR 836 EXTENSION WESTBOUND ACCESS RAMP	83625	SR 836 EXTENSION WESTBOUND TO NW 107 TH AVENUE	NEW ACCESS RAMP	August-16
5	SR 836 INFRASTRUCTURE MODIFICATIONS FOR ORT (WEST SECTION)	83631	NW 137 TH AVENUE TO NW 62 ND AVENUE	ROADWAY RECONSTRUCTION	August-16
6	SR 874 / KILLIAN PARKWAY INTERCHANGE IMPROVEMENTS (KILLIAN PARKWAY 4 TH LANE EXTENSION)	87404-A	HOMESTEAD EXTENSION OF FLORIDA'S TURNPIKE TO KENDALL DRIVE	LANE EXTENSION	March-16
7	SYSTEMWIDE IMPLEMENTATION OF DYNAMIC MESSAGE SIGNS (DMS)	10019	SYSTEMWIDE	INSTALLATION OF DMS	August-16

Completed Highway Projects in 2016
Florida's Turnpike Enterprise

#	Project Name	Limits	Type of Work	Completion Date
1	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 14.5 (EUREKA DR) – MP 19.4 (KILLIAN PKWY)	CONSTRUCTION	Fall 2016
2	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 11.8 (SW 216 ST) – MP 14.5 (EUREKA DR)	CONSTRUCTION	Summer 2016
3	TURNPIKE RESURFACING	SOUTHBOUND MP 33.2– MP 35.4 NORTHBOUND MP 35.4 – MP 38	CONSTRUCTION	Summer 2016

Completed Highway Projects in 2016

Miami-Dade County Department of Transportation and Public Works

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
1	W FLAGLER STREET	W 117 STREET	W 107 AVENUE	RESURFACING	August 2016
2	W FLAGLER STREET	W 107 AVENUE	W 102 AVENUE	RESURFACING	August 2016
3	W FLAGLER STREET	W 102 AVENUE	W 92 AVENUE	RESURFACING	July 2016
4	NW 41 STREET	NW 107 AVENUE	NW 97 AVENUE	RESURFACING	November 2016
5	NW 41 STREET	NW 97 AVENUE	NW 87 AVENUE	RESURFACING	January 2017
6	NW 58 STREET	NW 107 AVENUE	NW 97 AVENUE	RESURFACING	November 2016
7	SW 82 AVENUE	SW 40 STREET	SW 8 STREET	RESURFACING	December 2015
8	NW 87 AVENUE	NW 25 STREET	NW 36 STREET	RESURFACING	September 2016
9	NW 107 AVENUE	NW 25 STREET	NW 41 STREET	RESURFACING	June 2016
10	SW 27 AVENUE	BAYSHORE DRIVE	US-1	WIDEN TO 3 LANES	August 2015
11	N MIAMI AVENUE	N 105 STREET	N 119 STREET	RESURFACING	July 2016
12	NW 17 AVENUE	NW 87 STREET	NW 103 STREET	RESURFACING	July 2016
13	N 20 STREET	NW 7 AVENUE	NE 2 AVENUE	RESURFACING	January 2017
14	NW 22 AVENUE	W FLAGLER STREET	NW 7 STREET	RESURFACING	November 2016
15	NW 22 AVENUE	NW 7 STREET	NW 20 STREET	RESURFACING	November 2016
16	NW 111 STREET	NW 22 AVENUE	NW 7 AVENUE	RESURFACING	August 2016
17	NE 107 STREET/ NE 9 AVENUE (R/R)			RESURFACING	September 2016
18	MEMORIAL HIGHWAY	NE 121 STREET	NE 131 STREET	RESURFACING	April 2016
19	NW 2 AVENUE	N BISCAYNE RIVER DRIVE	NW 163 STREET	RESURFACING	December 2016

Completed Highway Projects in 2016

Miami-Dade County Department of Transportation and Public Works

#	Project Name	Limits		Type of Work	Completion Date
		From	To		
20	NW 191 STREET	NW 57 AVENUE	NW 52 AVENUE	RESURFACING	March 2016
21	NW 199 STREET	NW 27 AVENUE	NW 14 COURT	RESURFACING	October 2016
22	NE 2 AVENUE/ NE 159 STREET			TRAFFIC SIGNAL	May 2016
23	NW 199 STREET/ FL TURNPIKE			TRAFFIC SIGNAL	September 2016
24	SW 147 AVENUE/ SW 10 STREET			TRAFFIC SIGNAL	August 2016
25	SW 56 STREET	SW 147 AVENUE	SW 132 AVENUE	RESURFACING	September 2016
26	SW 104 STREET	SW 134 AVENUE	SW 117 AVENUE	RESURFACING	August 2016
27	SW 122 AVENUE	SW 120 STREET	SW 104 STREET	RESURFACING	March 2016
28	SW 136 STREET	SW 102 AVENUE	SW 97 AVENUE	RESURFACING	April 2016
29	SW 137 AVENUE	SW 152 STREET	SW 128 STREET	RESURFACING	February 2016
30	SW 216 STREET/ SW 92 AVENUE			TRAFFIC SIGNAL	August 2016
31	W 24 AVENUE	W 60 STREET	W 76 STREET	WIDEN TO 3 LANES	January 2017
32	NW 119 STREET	NW 60 AVENUE	NW 42 AVENUE	RESURFACING	June 2016
33	SW 157 AVENUE	SW 184 STREET	SW 152 STREET	NEW 4 LANES	March 2016
34	SW 176 STREET	US-1	SW 107 AVENUE	CURB AND GUTTER, TRAFFIC OPERATIONAL IMPROVEMENTS	January 2016
35	NW 87 AVENUE	NW 154 STREET	NW 186 STREET	WIDEN TO 4 LANES	July 2015

Completed Highway Projects in 2016
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 LAN CHILE CARGO APRON	P249A	WEST CARGO AREA	NEW APRON	Mar-15
6	MIA CC E AND E SATELLITE IMPROVEMENTS	U010A	CC E AND E SATELLITE BUILDING	IMPROVEMENTS	2016/2017
7	OPF TAXIWAY F, H, N AND S PAVEMENT	RM6-12/15	TAXIWAYS F, H, N AND S	PAVEMENT	Jan-16
8	OPF TAXIWAY C, F, G, J AND N PAVEMENT	RM6-12/15	TAXIWAYS C, F, G, J, AND N	PAVEMENT	Jan-16
9	OPF INTERIOR SERVICE ROAD	S019A	NEW SERVICE ROAD	NEW PAVEMENT	Jul-16
10	MIA E SATELLITE PASSENGER LOADING BRIDGES	U010D	E SATELLITE	GATES MODIFICATION TO ACCOMMODATE A380 (9 GATES)	On Going
11	OPF TAXIWAYS B & P RAMP	RM6-12/15	TAXIWAYS B & P	PAVEMENT	Oct-16

Completed Highway Projects in 2016

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

#	Project Name	Project Number	Description	Completion Date
1	CAMERAS 148	IT2015-042	PURCHASE, INSTALLATION AND INTEGRATION OF CCTV'S	Oct-15
2	VIDEO WALL	IT2016-024	UPGRADE VIDEO WALL WITH NEW TECHNOLOGY PLATFORM	Dec-16
3	WATERSIDE SURVEILLANCE	IT2015-043	NETWORK HARDWARE SWITCHES, NEMA ENCLOSURES, INSTALLATION AND IMPLEMENTATION	Dec-16

Completed Highway Projects in 2016
The Dante B. Fascell Port of Miami-Dade (“PortMiami”)

#	Project Name	Project Number	Description	Completion Date
4	NETWORK VIDEO RECORDERS	IT2016-026	PURCHASING OF NVR'S	Nov-16
5	ID SYSTEM UPGRADES	IT2016-025	UPGRADE SOFTWARE FOR PORT IDS AND TWICS INTO THE NEW ID BADGE	Dec-16
6	MOORING BOLLARDS	2009-040.02	PURCHASING AND INSTALLATION OF MOORING BOLLARDS	Sep-16
7	CRUISE TERMINAL F & G	2014-004.01	GARAGE G STRUCTURAL REPAIRS	Nov-16
8	CRUISE TERMINAL J	2008-122.14R	CT J FIRE ALARM	Nov-16
9	CRUISE TERMINAL J	2014-004.02	GARAGE J STRUCTURAL REPAIRS	Nov-16
10	CRUISE TERMINAL J	2008-122.13A	CBP PH. 1 CONSTRUCTION	Dec-16
11	CRUISE TERMINAL J	2008-122.13	CBP PODIUMS	Dec-16

Appendix B
Highway Projects Under Construction

Highway Projects Under Construction
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
1	SR 112/I-195	43119315201	OVER INTRACOASTAL WATERWAY REP & PAINTING BRDG # 870301	BRIDGE - PAINTING	January-17
2	SR 997/KROME AVENUE	24961525201	FROM NORTH OF SW 8 ST TO MP 2.754	ADD LANES & RECONSTRUCT	January-17
3	SR 997/KROME AVENUE	24961565201	FROM MP 2.754 TO MP 5.122	ADD LANES & RECONSTRUCT	January-17
4	SR 823/NW 57 AVENUE	24994165201	FROM W 53 STREET TO W 65 STREET	ADD LANES & RECONSTRUCT	January-17
5	SR 826/PALMETTO EXPY	43274325201	FROM EAST OF NW 57 AVE TO WEST OF NW 27 AVE	RESURFACING	January-17
6	SR 826/PALMETTO EXPY	43274335201	FROM WEST OF NW 27 AVE TO WEST OF NW 17 AVE	RESURFACING	January-17
7	SR 817/NW 27 AVENUE	43274355201	FROM NW 165 STREET TO NW 171 STREET	INTERSECTION IMPROVEMENT	January-17
8	SR 5/US-1	43349015201	FROM SANTONA STREET TO EAST OF GRANADA BLVD	INTERSECTION IMPROVEMENT	January-17
9	SR 5/US-1	43348515201	AT GRAND AVENUE	INTERSECTION IMPROVEMENT	January-17
10	SR 933/SW 12 AVENUE	43349315201	FROM SW 6TH STREET TO SW 8TH STREET	INTERSECTION IMPROVEMENT	January-17
11	SR 94/KENDALL DRIVE	43326415201	FROM W OF SW 127 AVENUE TO W OF SW 122 AVENUE	INTERSECTION IMPROVEMENT	February-17
12	SR 886/PORT BLVD	43325415201	PORT OF MIAMI BRIDGE OVER INTRACOASTAL WATERWAY	BRIDGE-REPAIR/REHABILITATION	February-17
13	SR 997/KROME AVENUE	24961555201	FROM MP 10.935 TO 14.032/SOUTH OF OKEECHOBEE ROAD	ADD LANES & RECONSTRUCT	February-17
14	SR 90/TAMIAMI TRAIL	42916225201	FROM W OF LOOP ROAD TO W OF EVERGLADES PRESV	RESURFACING	March-17
15	SR 90/TAMIAMI TRAIL	40563625201	FROM 13.1 MI E OF COLLIER CL TO 11.8 MI W OF KROME AVE	RESURFACING	March-17
16	SR 916/NE 135 STREET	42934625201	AT SR 915/NE 6 AVENUE AND AT SR 909/W DIXIE HWY	INTERSECTION IMPROVEMENT	March-17

Highway Projects Under Construction
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
17	SR 916/OPALOCKA BLVD	43117215201	FROM NW 5 AVENUE TO NW 2 AVENUE	RESURFACING	March-17
18	SR 823/NW 57 AVENUE	24994145201	FROM W 65 STREET TO W 84TH STREET	ADD LANES & RECONSTRUCT	March-17
19	SR 823/NW 57 AVENUE	42901415201	AT NW 138 STREET	INTERSECTION IMPROVEMENT	March-17
20	SR 9A/I-95	43652915201	NW 65 STREET PEDESTRIAN BRIDGE BRIDGE #879007	BRIDGE - PAINTING	April-17
21	SR 953/LEJEUNE ROAD	43349215201	FROM ALMERIA AVENUE TO MAJORCA AVENUE	INTERSECTION IMPROVEMENT	April-17
22	SR 916/NW 135 ST	42914635201	AT NW 17 AVENUE	INTERSECTION IMPROVEMENT	May-17
23	SR 90/SW 8 STREET	43550619201	TRAFFIC SIGNAL UPDATE PILOT PROJECT	TRAFFIC SIGNAL UPDATE	May-17
24	SR 916/NE 135TH STREET	42934635201	FROM E. OF NE 2ND CT TO W OF NE 4TH AVENUE	ROAD/SLOPE PROTECTION	June-17
25	SR 5/BISCAYNE BLVD	43058825201	FROM S OF NE 76 STREET TO S OF NE 87 STREET	RESURFACING - RIDE ONLY	June-17
26	SR 5/US-1/BISCAYNE BLVD	43058835201	FROM NE 61 ST TO NE 78 ST	PEDESTRIAN SAFETY IMPROVEMENT	June-17
27	SR 823/NW 57 AVENUE	43080315201	FROM S OF NW 142 ST TO S OF NW 186 STREET	RESURFACING	June-17
28	SR 970/DOWNTOWN DISTRIBUTOR	43652815201	AT I-95 NB TO SR 970 EB BRIDGE #870472	BRIDGE - PAINTING	August-17
29	SR 5/BISCAYNE BLVD.	43305925201	FROM NE 32ND STREET TO NE 38TH STREET	INTERSECTION IMPROVEMENT	August-17
30	SR 25/US-27/NE 36 ST	42915925201	FROM N MIAMI AVENUE TO E OF NE 5 AVENUE	RESURFACING - RIDE ONLY	August-17
31	SR 826 & I-75	43268715201	SR 826 FROM FLAGLER ST TO NW 154 ST & I-75 FROM SR 826 TO NW 170 ST	ADD SPECIAL USE LANE	October-17
32	SR 826/PALMETTO EXPY	43268725201	FROM SR 93/I-75 TO NW 154 STREET	RESURFACING	October-17
33	SR 93/I-75	43079515201	AT SR 826/PALMETTO EXPY RAMPS	RESURFACING	October-17
34	SR 9A/I-95	42521625201	AT SR 860 MIAMI GARDENS DRIVE	RESURFACING	October-17
35	SR 997/KROME AVENUE	24961435201	FROM SR 94/KENDALL DR TO 1 MI N OF SW 8TH ST	ADD LANES & RECONSTRUCT	October-17

Highway Projects Under Construction
Florida Department of Transportation District 6

#	Project Name	Project Number	Limits	Type of Work	Estimated Completion Date
36	SR 7/NW 7 AVENUE	42559815201	FROM NW 8 STREET TO NW 36 STREET	FLEXIBLE PAVEMENT RECONSTRUCTION	November-17
37	SR 968/FLAGLER ST	42527135201	FROM W OF 69 AVENUE TO W OF SR 9/NW 27TH AVE	RESURFACING	December-17
38	SR 968/W FLAGLER ST	42919415201	FROM WEST 75 AVENUE TO E OF TAMIAMI CANAL RD	RESURFACING	December-17
39	SR 968/W FLAGLER ST	41809115201	FROM W OF SR 9/27 AVE TO W 14 AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	December-17
40	SR 9/NW/SW/27 AVENUE	43328315201	FROM SW 10TH STREET TO NW 1ST STREET	INTERSECTION IMPROVEMENT	December-17
41	SR 9/NW 27 AVENUE	43349115201	AT NW 7 STREET	INTERSECTION IMPROVEMENT	December-17
42	SR 997/KROME AVENUE	24961475201	FROM S OF SW 136TH ST TO S OF SR 94/KENDALL DR	ADD LANES & RECONSTRUCT	January-18
43	SR 968/W FLAGLER ST	41463315201	FROM WEST 14TH AVENUE TO WEST 2ND AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	January-18
44	SR 5/BISCAYNE BLVD	43080815201	FROM NE 151 STREET TO NE 196 STREET	RESURFACING	January-18
45	SR 860/MIAMI GARDENS DRIVE	43080825201	AT BISCAYNE BLVD AND AT WEST DIXIE HIGHWAY	INTERSECTION IMPROVEMENT	January-18
46	SR 968/SW 1ST STREET	41463325201	FROM W FLAGLER STREET TO EAST OF 17TH AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	February-18
47	ITS EQUIPMENT REPLACEMENT	43029119201	ITS EQUIPMENT REPLACEMENT	ITS COMMUNICATION SYSTEM	April-18
48	SR 9A/I-95	43771119201	EXPRESS LANES SAFETY GATE CLOSURE SYSTEM PILOT PROJECT	TOLL COLLECTION	April-18
49	SR 985/SW 107 AVENUE	41247935201	THE SW 1100 BLOCK TO SW 3 STREET	ADD LANES & REHABILITATE PVMNT	June-18
50	SR 985/SW 107 AVENUE	41247925201	FROM SW 3 STREET TO N OF WEST FLAGLER ST	ADD LANES & REHABILITATE PVMNT	June-18
51	SR 968/SW 1ST STREET	41831225201	FROM SW 17TH AVENUE TO E. OF SW 6TH AVENUE	FLEXIBLE PAVEMENT RECONSTRUCTION	July-18
52	SR 90/TAMIAMI TRAIL	43492215201	FROM MP 14.038 TO MP 17.230	NEW BRIDGE - NO ADDED CAPACITY	December-18
53	SR A1A/COLLINS AVE	43337815201	AT BAKER HAULOVER CUT CHANNEL-BAKER HAULOVER BR	BRIDGE - PAINTING	December-18

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 17 TH AVENUE TO I-95	INTERCHANGE MODIFICATION (JPA WITH FDOT)	July-22
2	SR 836 OPERATIONAL, CAPACITY AND INTERCHANGE IMPROVEMENTS	83628	NW 57 TH AVENUE TO NW 17 TH AVENUE	WIDENING AND INTERCHANGE IMPROVEMENTS	November-18
3	SR 836 INTERCHANGE MODIFICATIONS AT 87 TH AVENUE	83629	SR 836 WEST OF 82 ND AVENUE TO NW 97 TH AVENUE	INTERCHANGE IMPROVEMENTS	October-18
4	SR 874 RAMP CONNECTOR	87410	SW 128 TH STREET TO SR 874	NEW RAMP	September-18
5	SYSTEMWIDE ITS IMPROVEMENTS	10021	SYSTEMWIDE	INSTALLATION OF ITS TECHNOLOGY	June-18
6	DOLPHIN STATION PARK & RIDE	50001	NORTH OF NW 12 TH STREET AND WEST OF HEFT	PARKING FACILITY (PARTNERSHIP WITH MIAMI-DADE COUNTY & FDOT)	January-18

Highway Projects Under Construction
Florida's Turnpike Enterprise

#	Project Name	Limits	Type of Work	Completion Date
1	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 23.8 (BIRD RD) – MP 26 (SR 836)	CONSTRUCTION	Spring 2019
2	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 21 (SW 72 ST) – MP 23.8 (BIRD RD)	CONSTRUCTION	Fall 2017
3	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 19.4 (KILLIAN PKWY) – MP 21.87 (SW 72 ST)	CONSTRUCTION	Fall 2017
4	TURNPIKE WIDENING (INCLUDING EXPRESS LANES)	MP 5 (SW 288 ST/BISCAYNE DR) – MP 11.8 (SW 216 ST)	CONSTRUCTION	Summer 2018

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 87 AVENUE	NW 36 STREET	NW 58 STREET	RESURFACING	March 2017
2	TAMIAMI CANAL BRIDGE REPLACEMENT			BRIDGE REPLACEMENT	February 2018
3	NW 2 AVENUE	NW 36 STREET	NW 79 STREET	RESURFACING	March 2017
4	NW 97 AVENUE	NW 138 STREET	NW 154 STREET	NEW 4 LANES	October 2017
5	NW 37 AVE/NW 215 ST			TRAFFIC SIGNAL	May 2017
6	NW 87 AVE/NW 164 ST			TRAFFIC SIGNAL	May 2017
7	SW 136 ST/SW 144 AVE			TRAFFIC SIGNAL	May 2017
8	WEST AVENUE BRIDGE OVER COLLINS CANAL			BRIDGE	December 2017
9	W 76 STREET	W 36 AVENUE	W 20 AVENUE	ROADWAY IMPROVEMENT	June 2018
10	NW 67 AVENUE	OKEECHOBEE ROAD	GRATIGNY PARKWAY	RESURFACING	April 2017
11	CARIBBEAN BLVD	HEFT	SW 87 AVENUE	WIDEN TO 3 LANES	July 2017
12	SW 264 STREET	US-1	SW 137 AVENUE	CURB AND GUTTER, TRAFFIC OPERATIONAL IMPROVEMENTS	May 2017
13	NW 74 STREET	NW 114 AVENUE	NW 87 AVENUE	NEW 6 LANES	August 2017

Highway Projects Under Construction

Miami-Dade County Aviation Department (MDAD)

#	Project Name	Project Number	Limits	Type of Work	Status
1	MIA E SATELLITE PASSENGER LOADING BRIDGES	U010D	E SATELLITE	GATES MODIFICATIONS TO COMPLY WITH A380 AIRCRAFT	Under Construction
2	MIA CC H ROOF REPLACEMENT	S071A	CONCOURSE H	ROOF REPLACEMENT	Under Construction
3	MIA WAY FINDING SINGS	K098A/P267A	TERMINAL WIDE	SIGNAGE	Under Construction
4	MIA CC E THRU F LIFE SAFETY UPGRADES	W064A	CONCOURSE E THRU F	LIFE SAFETY UPGRADES	NTP TBD
5	MIA SOUTH AND CENTRAL TERMINAL BHS	T042A	SOUTH AND CENTRAL TERMINAL	BAGGAGE HANDLING SYSTEM	Under Construction

Highway Projects Under Construction
Miami-Dade County Aviation Department (MDAD)

#	Project Name	Project Number	Limits	Type of Work	Status
6	MIA TERMINAL WIDE RE-ROOFING, DRAINS AND SCUPPER	VARIOUS	MIA LOWER CC E AND E SATELLITE REROOFING PROJECT	RE-ROOFING	Under Construction
7	MIA TAXIWAY T, S, R AND M-5 CONNECTOR	P256A	AIRSIDE	REHABILITATION	NTP Sept 2017
8	TMB TAXIWAY A & D AND CONNECTOR	W076A	AIRSIDE	REHABILITATION	NTP Sept 2017

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

#	Project Name	Description	Status
1	CRUISE TERMINAL H IMPROVEMENTS	UPGRADE TERMINAL H FOR BIMINI SERVICES AND OTHER IMPROVEMENTS	Under Construction
2	CRUISE TERMINAL H MECHANICAL	FIRE EQUIPMENT AND CHILLER REPLACEMENT	Under Construction
3	CRUISE TERMINAL F & G UPGRADES	DESIGN-BUILD CONSTRUCTION EXTENDING CT F TO ACCOMMODATE BIGGER CRUISE SHIPS.	Under Construction
4	CRUISE TERMINAL D & E IMPROVEMENTS	IMPROVEMENTS TO CT D & E INCLUDING NEW PASSENGER LOADING BRIDGES (PBB), NEW RUNWAYS, TIE DOWNS AND BOLLARDS.	Under Construction
5	PURCHASING OF CRANES	PURCHASING OF FOUR NEW SUPER POST-PANAMAX CRANES.	In procurement
6	FACILITY MOVES	MOVING CUSTOMER WAREHOUSES TO ANOTHER LOCATION.	Planning
7	FEDERAL INSPECTION FACILITY	BUILD NEW FIS TO ACCOMMODATE ALL FEDERAL INSPECTION OPERATION ON PORT.	Design
8	CRUISE TERMINAL J IMPROVEMENTS	IMPROVEMENTS TO CT J TO ATTRACT LUXURY CRUISES.	Under Construction
9	CARGO GATE MODIFICATIONS	FUTURE CONSOLIDATION OF GATES AND SECURITY SYSTEMS.	Planning
10	TERMINAL BULKHEADS AND FUTURE REPAIRS	BAYS 0-65 SEAWALL REHABILITATION.	Design
11	CONTAINER YARD IMPROVEMENTS	REDEVELOPMENT OF THE CONTAINER YARD AREA, TO INCLUDE DRAINAGE UPGRADES AND BULKHEAD IMPROVEMENTS.	Design
12	NEW CRUISE TERMINAL A	NEW CT A ROAD FOR NEW SERVICE.	Design

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

#	Project Name	Description	Status
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

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**Miami-Dade Transportation
Planning Organization**