

PUBLIC WORKS RELATED PROJECTS

The original PTP Ordinance included 44 major roadway and neighborhood improvement projects to be carried out by the Public Works Department (now known as Public Works and Waste Management Department, or PWWMD) through 2013. The projects are divided into three categories (Major Highway and Road Improvements, Neighborhood Improvements, and Board Requested Public Works Projects). Details of these initiatives are provided below.

The overall percentage completion shown for each project is the portion of funds expended of the total estimated cost, excluding any closeout or pending final payments. The Right of Way Acquisition costs for PWD PTP projects are listed separately in the Capital Budget by Commission District, and included in this Five Year Implementation Plan on page 79.

Major Highway and Road Improvements

The PTP provided for the study and development of a set of eight traffic easing initiatives.

1. Construction of major ingress/egress improvements in Downtown Miami, from SW 8 Street to SW 1 Avenue



The Miami River Tunnel Feasibility Study is completed and the report concluded that the tunnel would not provide significant improvements to ingress/egress from Downtown Miami. The construction of the tunnel was estimated to cost \$500 million. The original budget for the study was \$1 million but actually cost \$504,000. This project was funded with PTP Surtax revenues.



2. Completion of construction of NW 87 Avenue between NW 154 Street and Miami Gardens Drive (NW 186 Street)

This project remains 4% complete and is currently in the ROW acquisition process. To date, \$924,000 expended with \$22.881 million required to complete. The estimated \$23.805 million total cost is increased from \$22.881 shown in FY11 PTP Five Year Plan. Target completion date has slipped from December 2013 to October 2014, primarily due to extended time for Right of Way acquisitions. This 2012 Plan update also recognizes increasing construction costs in the estimates for this project.

From 2011-2012 Adopted Capital Plan

WIDEN NW 87 AVENUE FROM NW 154 STREET TO NW 186 STREET

PROJECT # 605840

Widen road from two lanes to four lanes on two miles of roadway

LOCATION: NW 87 Ave from NW 186 St to NW 154 St, Unincorporated Miami-Dade County

DISTRICT LOCATED: 13

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(s) SERVED: 13

Revenue Schedule	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
PTP Bonds	1,877	7,125	5,000	527	0	0	0	0	14,529
Charter County Transit System Surtax	36	0	0	0	0	0	0	0	36
Total Revenue:	1,913	7,125	5,000	527	0	0	0	0	14,565
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Planning and Design	913	125	0	0	0	0	0	0	1,038
Construction	1,000	7,000	5,000	527	0	0	0	0	13,527
Total Expenditures:	1,913	7,125	5,000	527	0	0	0	0	14,565

3. Grade separations

A total of six intersections were identified by the MPO. The Project Development and Environmental (PD&E) Study is underway for SW 8 Street at 87 Avenue and NW 36 Street at 72 Avenue (JPA w/ FDOT) and is currently 75% complete. To date, \$500,000 has been expended, with an expected completion date of October 2012. Their design and construction is estimated at \$16 million each, for total cost \$32 million. The remaining four locations originally identified are SW 8 Street at SW 107 Avenue estimated at \$18 million, US-1 at SW 27 Avenue estimated at \$20 million, SW 152 Street at SW 117 Avenue estimated at \$22 million, and N Kendall Drive at SW 127 Avenue estimated at \$20 million.

This \$111.5 million overall total required to complete the project is currently an unfunded need in the Transportation Improvement Plan and not currently in County's Approved Capital Plan; it is ranked as Priority #35 among the list of 38 Public Works Transportation Unfunded Projects. Other funding sources are being explored.

In the 2011 Five Year Plan, the Trust recommended prioritizing in the upcoming process of competing for state discretionary funding for PD&E study of the other four selected intersections for Grade Separations (along with the other two feasible thoroughfares for Reversible Flow Lanes as discussed on page 55). All of these potential separations and reverse flow lanes are at or on state roads and thus strong candidates for state funding. Also, the four grade separations are among the six amended in the 2030 LRTP by MPO Governing Board Resolution #33-05 of October 20, 2005. Obtaining state funding for studies is assumed no surtax impact.

4. Create viable reverse flow lanes on major thoroughfares

This project included four thoroughfares. The PD & E Study conducted for NW 7 Avenue project (NW 119 Street to NW 5 Street) found that the project was not feasible. The NW 199 Street (along Sun Life Stadium) project was the refurbishment of the existing signalization system and completed as part of the ATMS project (see page 56). Flagler Street (SW 24 Avenue to SW 74 Avenue estimated at \$15 million) and Bird Road (HEFT to SW 147 Avenue estimated at \$6 million) are currently unfunded needs in the Transportation Improvement Plan and not currently in the County's Approved Capital Plan. Other funding sources are being explored. The total funding expended for this category was \$650,000.

In the 2011 Five Year Plan, the Trust recommended prioritizing in the upcoming process of competing for state discretionary funding for PD&E study of the other two feasible thoroughfares for Reversible Flow Lanes (along with the other four selected intersections for Grade Separations as discussed on page 54). All of these potential separations and flow lanes are at or on state roads and thus strong candidates for state funding. The Trust also agreed with deleting Reversible Flow Lanes from the PTP for the thoroughfare already confirmed as infeasible, NW 7th Avenue. Obtaining state funding for studies is assumed no surtax impact.



5. Supplements funding to upgrade the County's traffic signalization system.

The existing Traffic Control Center was constructed in the 1970's and was the largest in the country at that time. The Advanced Traffic Management System (ATMS) project will modernize the Traffic Control Center, allow engineers to remotely control traffic signals and monitor intersections via video. The project will upgrade signal controllers in roadways and provide reliable broadband connectivity and improved software integration.



The project has three phases, and is 61% complete overall. Phase 1 was a pilot program to test the viability of the new system at 16 intersections in the Doral area. Having completed a successful pilot program (Phase 1); PWD proceeded to commence Phase 2. The initial two phases focused on the upgrade and connection of the traffic signal controllers at all signalized intersections, implementation of the central system components of the new system at the Traffic Control Center (TCC), and the transfer of the control of approximately 2,700 intersections from the old Uniform Traffic Control System (UTCS) over to the new ATMS. PWWM continues upgrading and transferring signals onto the new ATMS system. As of December 13, 2011 out of 2708 Signalized Intersections, 2682 (99%) are running on ATMS software and 2664 (98%) are online (networked) to the Traffic Control Center. Phase 3 is currently under construction. Phase 3 will include: improving the system-wide communications, advanced emergency vehicle preemption and bus prioritization systems, advanced traffic flow detection systems; video surveillance, implementation of a new state-of-the-art Traffic Management Center (TMC), and software upgrades to incorporate critically needed signal system operation functionality. A total of \$30.010 million in PTP funds has been expended to date, with an estimated additional \$18.990 million required to complete (primarily Phase 3). The targeted completion is October 2017. The ATMS project was originally estimated to be \$117 million and to be funded among the PTP \$49 million, local funding \$6 million and FDOT \$62 million. The January 2010 Amendment 1 to the ATMS contract (R-42-10) provided an additional \$2.16 million for communication and system integration services; as well

as for System Operation and Communications for the Kendall BRT Concept, the re-timing of five major north-south and five major east-west corridors (originally envisioned for a later ATMS project phase), and allowed for Public Works staff to grant a contract modification/extension until July 2012. With Amendment 2 to the existing Kimley-Horn contract (additional \$3.9 million to provide necessary services and transition to Phase 3 of the project, plus allow for PWWM Director to grant a contract modification/extension until July 2014) proposed for Trust and Board approval December 2011, the overall project cost increases to \$120 million.

Following is detailed information from 2011-2012 Adopted Capital Plan.

From 2011-2012 Adopted Capital Plan

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)

PROJECT # 608400

Acquire software and hardware system to synchronize the remaining 1,500 traffic signals from the inventory of 2,750 traffic signals Countywide

LOCATION: Countywide

DISTRICT LOCATED: Countywide

ESTIMATED ANNUAL OPERATING IMPACT: Minimal

DISTRICT(s) SERVED: Countywide

Revenue Schedule	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
FDOT Funds	3,000	0	0	0	0	0	0	0	3,000
FDOT-County Incentive Grant Program	6,800	3,699	0	0	0	0	0	0	10,499
Road Impact Fees	933	0	0	0	0	0	0	0	933
PTP Bonds	28,604	9,000	6,687	0	0	0	0	0	44,291
Charter County Transit System Surtax	25	0	0	0	0	0	0	0	25
Total Revenue:	39,362	12,699	6,687	0	0	0	0	0	58,748
Expenditure Schedule:	Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Technology Hardware/Software	39,362	12,699	6,687	0	0	0	0	0	58,748
Total Expenditures:	39,362	12,699	6,687	0	0	0	0	0	58,748

Contracts: (See Appendix for fuller listing of Trust-approved contracts)

20040415

Traffic Control Management Center Building

20060042

People's Transportation Plan (PTP) Reversible Lane Control System Improvement Project

20070587

PTP Advanced Traffic Management System's Reversible Lane Control Signal System Refurbishment Project along NW 199 Street, from NW 2 Avenue to NW 27 Avenue

6. Accelerate approved safety enhancements and lane improvements for Krome Avenue

The approved safety and lane improvements were already fully funded by FDOT by the time the PTP was approved. The project was completed by FDOT

7. Funds the preliminary Engineering and Design study of I-395

The preliminary engineering and design studies for I-395 were completed prior to approval of the PTP and did not require funding through the PTP. FDOT completed this project.

8. Supplement funding to widen NW 62 Avenue, from NW 105 Street to NW 138 Street. (Included in Board Requested Projects).

The project is completed. Total cost funding expended was \$5.553 million including \$2.4 million in Road Impact Fee funds. Project is listed twice in the PTP Ordinance.