Miami-Dade County
Metropolitan Planning Organization

Citizen's Guide to the Transportation Improvement Program

TIP 2003

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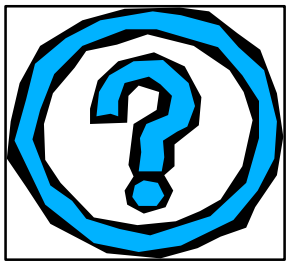
A CITIZENS' GUIDE TO THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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).

About this document

This document is titled the "Transportation Improvement Program" and also known as the "**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 2025 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. Projects receive air quality and environmental justice analyses. 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 2.2 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 2025, the region's population is expected to climb to 3 million, while the number of households grows 37 percent, from the current 0.8 million to 1.1 million. In addition, the number of jobs in the county will increase from 1.19 million to over 1.55 million.

The region

Miami-Dade County is almost 2,300 square miles in area and encompasses thirty-one municipalities and the unincorporated area. The City of Miami is the County's most populous municipality, with a population of more than 362,000 inhabitants. There are 5 municipalities with populations over 50,000 and they are the City of Hialeah, City of Miami, City of Miami Beach, City of North Miami, and City of Coral Gables.

Transportation network

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

Mass transit

Miami-Dade Transit (MDT), the transit operator, owns 580 large buses, which travel an average of 67,000 miles daily on major roads in our county. Total daily ridership averages about 180,000. In addition, daily ridership on Metrorail (the 21-mile elevated rail) averages about 39,000 trips; on the Metromover (the 4½ mile downtown mover), average daily ridership is 12,000. Of all workers in the central business district, an estimated 20% take one of these forms of transit to get to work.

Vehicles

In Miami-Dade County, there are 1.8 million passenger vehicles traveling our road network. In total, those vehicles travel 40 million miles daily; by 2025, that will increase to over 50 million miles daily. The typical household makes eight trips a day. The average resident of Miami-Dade County consumed 381 gallons of fuel in the year 2000 and traveled 17.7 average miles per day. These figures are expected to increase by at least 35 percent over the next twenty years.

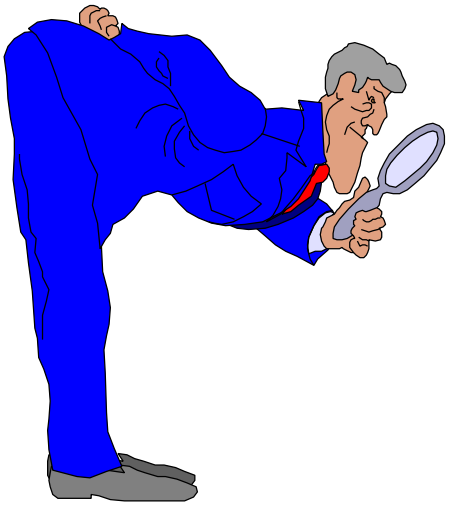
The commute

Work trips account for nearly 20 percent of all travel in Miami-Dade County. On an average workday, 96 percent of the region's commuters travel to work by car, 3 percent by public transit. One percent walk or travel by some other means, such as bicycle, motorcycle, or taxi.

Transportation and Air Quality go hand in hand

The Clean Air Act Amendment of 1990 requires that all approved transportation improvements demonstrate conformity with national air quality standards, and that emissions from those transportation improvements meet local and regional emission budgets for ozone and carbon monoxide. Miami-Dade County meets all federal air quality standards.

Metrorail in Downtown Miami



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.

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.

How does the TIP work?

1. One year is current (the funded annual element) and the remaining four are future.
2. Each year adds a new fifth year and advances a new annual period to current funded status.
3. Identifies funding levels, by source and type, and whether funds are to be used for: road capacity, preservation, bridges, transit capital, safety, non-motorized, right-of-way, study or other.
4. Improvements in the TIP are based on MPO-established priorities from LRTP.

5. TIP is consistent with the adopted 2025 Long Range Transportation Plan.

What fiscal years does this TIP include?

This TIP covers fiscal years 2003 to 2007. Fiscal years spanned are 2003, 2004, 2005, 2006 and 2007. Fiscal years, as opposed to calendar years, begin on July 1st and end on June 30th .

Fiscal Year 2003 ----- begins July 1, 2002 and ends June 30, 2003
Fiscal Year 2004 ----- begins July 1, 2003 and ends June 30, 2004
Fiscal Year 2005 ----- begins July 1, 2004 and ends June 30, 2005
Fiscal Year 2006 ----- begins July 1, 2005 and ends June 30, 2006
Fiscal Year 2007 ----- begins July 1, 2006 and ends June 30, 2007

TIP consistency

The TIP must be consistent with the Long Range transportation plan and meet clean air standards (1990 Clean Air Act Amendments).

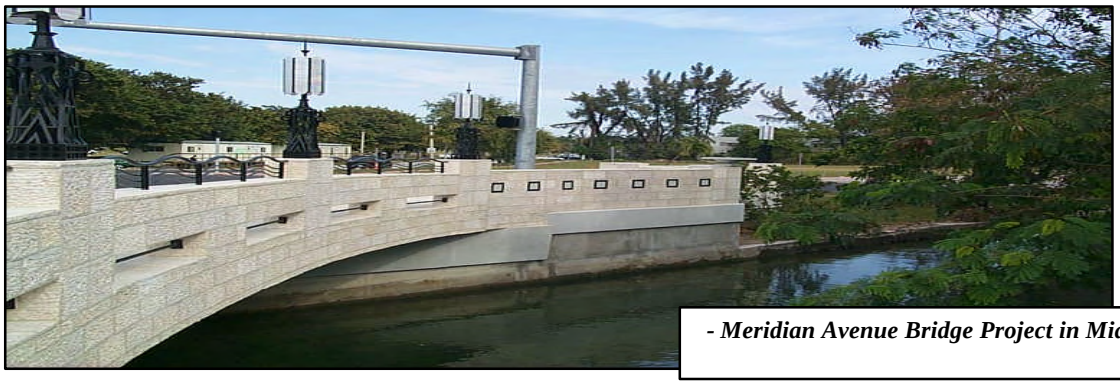
Who prepares the TIP?

The TIP is prepared by the Metropolitan Planning Organization (MPO) in cooperation with local transportation agencies. The Metropolitan Planning Organization (MPO) is the agency designated by the Governor of the State of Florida and certified by the federal government to carry out metropolitan transportation planning. The TIP is one of the MPO responsibilities.

Who participates in putting the TIP together?

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

1. Florida Department of Transportation District 6
2. Florida's Turnpike District
3. Miami-Dade Aviation Department
4. Miami-Dade Department of Environmental Resources Management
5. Miami-Dade Expressway Authority (MDX)
6. Miami-Dade Planning and Zoning Department
7. Miami-Dade Public Works Department
8. Miami-Dade Seaport Department
9. Miami-Dade Transit Department
10. Tri-County Commuter Rail Authority (Tri-Rail)



- Meridian Avenue Bridge Project in Miami Beach -

The TIP's Technicalities

Who must approve the TIP locally?
The Metropolitan Planning Organization (MPO) Governing Board must approved the TIP.

Who must approve the TIP at the State level?
The Governor of the State of Florida must approved 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.
The U.S. Environmental Protection Agency (USEPA) approves the TIP for air quality purposes. TIP must demonstrate it meets air quality standards. Air quality conformity is documented in a conformity determination report (CDR).

Where does the MPO gets 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 Statues: "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.
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 and Miami-Dade County's Budget (from local general funds).

Primary State Highways and Intermodal Projects

The Florida Department of Transportation's Five Work Program

What is the Work Program?

The Florida Department of Transportation's (FDOT) District Vl Work Program[1]is a major component of the Miami-Dade Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP). The Work Program, which is updated annually, is a list of transportation activities and improvements that the Department is to undertake within a projected five-year period. The projects must be consistent with the goals and objectives found in the Florida Transportation Plan (FTP).

The Department coordinates with the MPO and local governments to identify and develop projects. Input is also received through public hearings, the legislature and the Governor's office. In the summer of 2001 FDOT began the new cycle to develop the "Tentative" Work Program for Fiscal Years 2003 through 2007. The final program was sent to the Governor and the State Legislature for review in February of 2002. The FDOT Secretary will adopt this Work Program in July 1, 2002.

Programs :

For budgeting purposes the Department's Work Program is comprised of five departmental programs. They are: Product, Product Support, Operation and Maintenance, Administration and Other. The Department's Work Program Product is what appears in the TIP. The Product is comprised of all projects such as Highways and Other Arterials, Right of Way, Aviation, Intermodal Access, Transit, Rail, Seaports, and Bridges.

-Biscayne Boulevard interchange at NE 203 Street -

Funding

The Department's funds are allocated among eight districts statewide. In the Miami-Dade urbanized area, District Vl and the MPO determine the best use of Miami-Dade's share. 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 earmarked solely for transportation purposes. By statute, the Department must develop a program that is balanced to cash and revenue forecasts. Additional funding for Work Program projects comes from local and discretionary sources. In accordance with legislation, the first three years of the Adopted Work Program stands as the commitment by the state to undertake transportation projects that local governments may rely on for planning purposes.

[1] District Vl is also comprised of Monroe County

Primary State Highways and Intermodal Projects (Continued)

It is important to note that the primary state highway and intermodal projects component of the TIP comes from the Department of Transportation's Work Program. The Department of Transportation is responsible for the State Primary Highway System and funds several intermodal projects. The Department will spend over $2.7 billion[1] on transportation in Miami-Dade County over the next five years. Over 67% of the total Work Program will go toward funding primary state highways and intermodal projects in the County. These projects fall under six major construction categories: Intermodal Projects; Highway Projects, Bridges; Safety/Operational Improvements; Resurfacing; Railroad Crossing and Signal Improvements.

A major project that has been added to this year's TIP is the Miami-Dade portion of the SR 5/US 1 South 18 mile reconstruction project that extends from Florida City to Key Largo. The project is scheduled to begin in May of 2004. Many of the large-scale projects included span several years, and have therefore been represented in previous TIPs. Below are some of the major new and on-going projects**.**

***Cost shown in Millions of Dollars**

TYPE OF PROJECT	***PROJECT***	COST*	YEARS FUNDED
INTERMODAL CENTER	THE MIAMI INTERMODAL CENTER (MIC)	567[2]	2003-2007
MAJOR HIGHWAY	SR 826/PALMETTO EXPRESSWAY	369	2003-2007
MAJOR HIGHWAY	SR-25 OKEECHOBEE ROAD	79	2003-2007
MAJOR HIGHWAY	***US 1/Biscayne Boulevard***	33	2003-2007
MAJOR HIGHWAY	SR-823/NW 57 AVENUE	38	2003-2007
MAJOR HIGHWAY	SR 934/ HIALEAH EXPWY	18	2003-2007
MAJOR HIGHWAY	US 1 SOUTH DIXIE HIGHWAY	89[3]	2003-2007
MAJOR HIGHWAY	SR 860 MIAMI GARDENS DRIVE	18	2003-2007
MAJOR HIGHWAY	SR 90/SW 8 STREET	7	2003-2007
MAJOR HIGHWAY	SR A1A/ COLLINS AVENUE	5	2003-2006
MAJOR HIGHWAY	SR 7/NW 7 AVENUE	2	2003-2005
INTERMODAL CENTER	GOLDEN GLADES	40[4]	2003-2005

[1] Does not include District-Wide project figures
[2] Funds are listed under Highways section of Work Program not Intermodal
[3] Only includes Miami-Dade portion of project.
[4] Includes local and private funds (to be identified)

Miami-Dade Expressway Authority (MDX) Improvements

INTRODUCTION

The MDX Five Year Transportation Improvement Program consists of *29 projects for a total of $124.44 million for Fiscal Year 2003* and approximately $872 million for the entire Five-Year Work Program (FY03-FY07). MDX's plan has programmed to the MIC and associated projects a total of *$48.9 million or 39% for Fiscal Year 2003* in our transportation program.

Fiscal Year 2002 was primarily focused on implementation of dual dedicated SunPass™ lanes at the toll plazas as MDX continues its commitment to the marketing and promotion of the statewide electronic toll collection. In addition, MDX completed minor operational improvements, and continue with right-of-way acquisition and design of the projects. During Fiscal Year 2003, MDX will continue its right-of-way acquisition in anticipation of the construction of its major projects, in addition to proceeding with design and construction of its projects, primarily the extension of SR 836 and improvements to the SR 836 and SR 874 corridors.

The SR 836 Extension project comprises construction of a new four-lane extension of SR 836 to the west, with provisions for six lanes in the future. Improvements include new bridge construction, widenings and replacement of existing bridges. Aesthetic enhancement features, including landscaping, accent finishes and textures and lighting as prescribed by the MDX Enhancements Manual, will be incorporated into the project. The project is subdivided into three contracts: 836-005, 836-012 and 836-014. Final design of the projects will commence in the summer of 2002. Construction is planned to commence in 2003 with a planned completion date of 2006. The projected construction cost of the three Extension projects is $126M.

The 836 WB to SB HEFT Connection contract (836-012) includes replacement of the ramp bridge connecting westbound SR 836 to southbound HEFT, new bridges over the proposed SR 836 Extension and NW 107 Avenue and widening of the existing bridge over Flagler Street. The SR 836 Extension from NW 137 Avenue to NW 107 Avenue (836-005) will include construction of a new extension of SR 836 to NW 137th Avenue, including ten new bridge structures. The SR 836 Extension - Toll Plaza Section contract (836-014) will include improvements to existing SR 836 from NW 107th Avenue to NW 87th Avenue, including a new bi-directional mainline toll plaza utilizing state-of-the-art electronic toll collection technology. The existing roadway geometry will be improved and bridges will be replaced or upgraded to current AASHTO safety standards. In the future, state-of-the-art ITS technology will be implemented throughout the Extension to provide real-time communication with motorists and reduce traffic delays.

In summary, the MDX Five Year Transportation Improvement Program is broken down into the three major phases: project development, right-of-way acquisition and construction.

PROJECT DEVELOPMENT

This phase consists of defining a project, proceeding with environmental clearance or PD&E, project development and preliminary design of construction plans. MDX has programmed ***$17.0***

MDX Improvements (Continued)

million dollars or 14% to 14 projects for Fiscal Year 2003 for the project development and preliminary design phase of the program. MDX intends to continue the implementation of design-build projects, where a contractor finalizes the plans. This process saves time and minimizes claims.

RIGHT-OF-WAY ACQUISITION

One of the goals of MDX is to provide mobility in Miami-Dade without disrupting the community. This means that the MDX program tries to avoid impacts to private and adjacent properties. MDX has programmed ***$45.1 million dollars or 36% to 4 projects for this phase in Fiscal Year 2003*** for the Right-of-way phase of the program. The Interconnector accounts for 84% of the allocation for this phase. MDX is acquiring right-of-way as a joint effort with the Florida Department of Transportation for the implementation of the Miami Intermodal Center. The MIC financing program and access relies on the success of the MDX program, as well as the MDX program relies heavily in the success of the MIC program.

- Aerial photograph depicting SR-836 Dolphin Expressway proposed expansion plan -

CONSTRUCTION

Delivery of the projects to the community minimizing disruption to traffic and in the most expedient manner is another goal of the agency. MDX is currently under construction of its first major construction project on SR 836. The SR 836 toll plaza reconstruction project started construction in July 2000 and is anticipated to be completed in the Spring of 2003.

MDX has programmed ***$62.4 million dollars or 50% to 16 projects in Fiscal Year 2002*** for the final design and construction phase of the program.

The projects are implemented through an active public involvement program, coordination with public agencies and are consistent with the regional plans. The projects include widening or improving existing facilities, opening or extending new facilities and implementing technologies to our facilities. As far as improvements to existing facilities, the SR 112, SR 836 and SR 874 corridors are programmed for improvements. The goal for the toll plaza improvements is for our customers to have the ability to pay without having to stop or even slow down. MDX anticipates completion of the express SunPass lanes for SR 112, SR 874 and SR 836 toll plazas during this five-year work program.

The expansion or new projects consist of the:

- SR 836 Extension to NW 137th Avenue, anticipated for completion by 2005;
- SR 836/SR 112 Interconnector, started during this five-year work program to provide access to the MIC and the MIA from SR 836 and SR 112; and Central Parkway, anticipated to obtain environmental clearance during the five-year work program.

Florida's Turnpike District Improvements

Widen HEFT Turnpike between State Road 874 and US 1 at the Government Center (MP 12-18) and Interchange reconfiguration with State Road 874

- Southbound on-ramp Toll at Campbell

At a minimum this project will provide one additional lane in each direction on the Turnpike between US 1 and State Road 874. The planned interchange reconfiguration will provide additional access to the Turnpike for southbound traffic from State Road 874. Planning and Design of this project is underway. There is no construction funding in the Tentative Five Year Work Program scheduled for this project. Construction is currently planned for 2008 with a completion date of 2010.

8th Street Interchange Modification

This access modification will provide a new ramp for southbound traffic exiting the southbound HEFT to westbound Tamiami Trail. The planned ramp will be braided from the existing on-ramp from westbound 836 to southbound HEFT. PD&E for this project is scheduled to begin in FY 03 with construction planned to begin in 2006 with a target completion date of 2009.

NW 74th Street Interchange (MP 31)

This project will provide access to the Turnpike for the planned extension of NW 74th Street. It is anticipated the construction of the interchange will occur at approximately the same time as the completion of the NW 74th Street extension project. PD&E is programmed to begin in FY 2004.

Countywide Regional Traveler Information

The Turnpike has allocated $2 million for the design of a countywide traveler information system.

Intelligent Transportation System Improvements

The Turnpike has programmed almost $32 million for Intelligent Transportation System (ITS) initiatives. Of this amount, $21.2 million is programmed for the Traffic Monitoring System, and $10.6 million for Incident Detection. Preliminary engineering for both projects is scheduled for FY 2005. Construction for both projects is scheduled for FY2007.

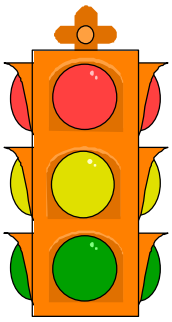
SUNPASS Improvements

The Turnpike will continue to provide enhanced SUNPASS service throughout the Miami-Dade County area. In addition to the work currently underway, the Turnpike has planned a two-phase improvement to the SUNPASS System. Phase I preliminary engineering begins in FY 2003, with construction funded for $19.1 million in FY 2005. Phase II preliminary engineering is scheduled to being FY 2005, with construction funding of 18.1 million scheduled for FY 2007.

Secondary Roads Improvements

Miami-Dade Public Works Department is in charge of the Secondary Road Program. For Fiscal Year 2003 total investment totals 23 million and 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.

MAJOR ROADS CONSTRUCTION PROJECTS: Some of the major projects listed for FY 2003 include:



Project	Millions of Dollars
NW 17 Ave. Bridge Refurbishing	$ 2,800,000
SW 24 Street	$ 3,000,000
South Dade Greenway Network	$ 300,000
ATMS Computer System (New Traffic Light Control System)	$ 600,000

CONTINUING PROGRAM PROJECTS

The Continuing improvement projects listed below have generally the same funding allocations each year for the entire five-year program. They include:

Project	Millions of Dollars
Bridge Repair and Painting	$ 600,000
Road and Bridge Supervision	$ 2,500,000
Dade County Design & Construction Supervisory Cost	$ 1,700,000
Roadway Drainage	$ 600,000
Safety Lighting	$ 2,000,000
Guardrail	$ 900,000
Railroad Crossing Improvements	$ 500,000
New and Restored Sidewalks & Pedestrian Paths	$ 1,000,000
Reimbursement to General Fund for Road & Bridge Maintenance	$ 500,000

Road Impact Fee Improvements

Roadway capacity improvement

Miami-Dade Public Works Department in charge of the Road Impact Fee Program. 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 all new building construction in Dade County, including all municipalities.

The County has been divided into nine road impact fee benefit districts. All fees collected within each district will be expended for roadway capacity improvements within each district. As required by the ordinance, joint County/Municipal Committees were established for each of the nine districts. Each individual district committee met on three different occasions during the development of this program. As a result of those meetings, nine district project lists were prepared.

Each district program includes four distinct improvement categories, i.e., Road and Bridge projects, Traffic Control Devices, Traffic Operations Projects to Increase Capacity and Safety (TOPICS), and Resurfacing.

ROAD AND BRIDGE CONSTRUCTION PROJECTS: The Road Impact Fee Program for FY 2002 totals over $69 Million. Major road and bridge projects listed in FY 2002 include:

NE 2 Avenue	--	NE 91 Street to NE 115 Street
NE 8 Street/Bayshore Dr.	--	Biscayne Blvd. to Port Blvd.
NE 12 Avenue	--	NE 151 Street to NE 167 Street
NE 15 Avenue	--	NE 159 Street to Miami Gardens Drive
NW 17 Avenue	--	NW 119 Street to Opa Locka Boulevard
NW 58 Street	--	NW 107 Avenue to NW 102 Avenue
NW 87 Avenue	--	NW 138 Street to NW 154 Street
NW 87 Avenue	--	NW 154 Street to NW 186 Street
NW 97 Avenue	--	Bridge over SR-836
NW 110 Avenue	--	NW 14 Street to NW 25 Street
SW 117 Avenue	--	SW 184 Street to SW 152 Street
SW 137 Avenue	--	SW 88 Street to SW 56 Street
W 137 Avenue	--	SW 8 Street to NW 12 Street
SW 184 Street	--	SW 147 Avenue to SW 127 Avenue
SW 320 Street	--	SW 187 Avenue to US-1
Flagler Street	--	NW 2 Avenue to Biscayne Blvd.
W 60 Street	--	W 28 Avenue to SR-826
Barbara Goleman High School Access Road		
Dade Blvd./23 Str. Bridge Replacement over Collins Canal		

CONTINUING PROGRAM PROJECTS: The Road Impact Fee Program contains three project categories which are supportive of the transportation system management effort to improve traffic flow countywide. The continuing projects for FY 2003 include:

- TOPICS (Traffic Operations To Increase Capacity and Safety) - Intersection Improvements
- Resurfacing - Paving, widening, drainage, striping
- Traffic Control Devices - Signalization

Local Option Gas Tax (LOGT) Improvements

The Capital Improvement Local Option Gas Tax, authorized by Section 336.025, Florida Statute (1993) became effective on January 1, 1994. It was reduced from five cents to three cents on September 1, 1996. In accordance with state statute, proceeds of this tax have been programmed for transportation expenses associated with the requirements of the capital improvement element of the adopted comprehensive plan.

FY 2001-2002 Projected Municipal Distribution:

The municipal distribution schedule is valid unless modified by passage by the voters of the transportation component of general obligation bond issue. The actual distribution to the municipalities is based on a weighted formula based on the percentage of population (from the "Florida Estimates of Population, April 1, 2000" - Bureau of Economic and Business Research, University of Florida) and the center line mileage of municipal roadways in each city (from the "2001 City/County Mileage Report" - Florida Department of Transportation). The FY 2001-02 preliminary distribution is shown on the following table:

Aventura	$128,693	Miami Beach	$524,878
Bal Harbor Village	$ 16,006	Miami Lakes	$141,160
Bal Harbor Islands	$ 30,408	Miami Shores	$ 75,912
Biscayne Park	$ 26,845	Miami Springs	$124,407
Coral Gables	$361,152	North Bay Village	$ 36,065
El Portal	$ 19,886	North Miami-Dade MPO	$374,022
Florida City	$ 65,216	North Miami Beach	$266,139
Golden Beach	$ 5,292	Opa-Locka	$ 94,986
Hialeah	$1,400,911	Pinecrest	$159,086
Hialeah Gardens	$114,861	South Miami-Dade MPO	$ 82,628
Homestead	$236,454	Sunny Isles Beach	$ 77,896
Indian Creek Village	$ 1,624	Surfside	$ 31,286
Key Biscayne	$ 63,503	Sweetwater	$ 81,206
Medley	$ 20,019	Virginia Gardens	$ 15,405
Miami	$2,151,773	West Miami	$ 36,143

FY 2001-2002 and FY 2002-2003 County Distribution:

In 2001-02, the estimated net revenue for the local option gas tax, was projected at $26.015 million with $6.764 million to be distributed to the municipalities and $19.251 million to the County (26% to the municipalities and 74% to the County according to the current interlocal agreement). Based on historical data, the County has programmed ninety-five percent (95%) of the anticipated proceeds. The State imposes a 7.3% administrative fee.

The Miami-Dade County FY 2002-2003 Capital Improvement Local Option Gas Tax Program ($20.7 million), budgeted at 95 % and which includes $19.3 million in new funding and $1.4 million in carryover, is divided into two categories. The first category includes all Public Works related projects which address the traffic safety and roadway improvement related needs. The

LOGT Improvements (Continued)

second category deals with transit improvements for Dade County's urban transportation systems. These projects are summarized below.
The County reviews the Local Option Gas Tax distribution between Miami-Dade Public Works Department and Metro-Dade Transit Agency on an annual basis for most effective use of this limited funding source.

Public Works Projects

Countywide Services	
Engineering and Construction Supervision	$150,000
Consultant Traffic Counts	$ 65,000
Pavement Markings	$250,000
Pavement Marking Crew	$435,000
Traffic Controller Replacement	$500,000
Traffic Loop Repairs	$250,000
Traffic Signal Maintenance	$600,000
Traffic Maintenance Materials	$1,050,000
Traffic Signs Program	$150,000
Unincorporated Services	
Engineering and Construction Supervisor	$200,000
New and Restored Sidewalks	$200,000
New and Restored Pedestrian Paths	$300,000
Road Resurfacing	$1,700,000

Transit Projects

Replacement of Buses and Equipment	$2,382,000
Mass Transit Infrastructure and Operating	$12,468,000

PRIVATE SECTOR IMPROVEMENTS

This section 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 major zoning requests reviewed by the Miami-Dade County Development Impact Committee (DIC). 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, which is necessary to obtain copies of the associated legal document from official County records or the Planning, Development and Regulations Department.

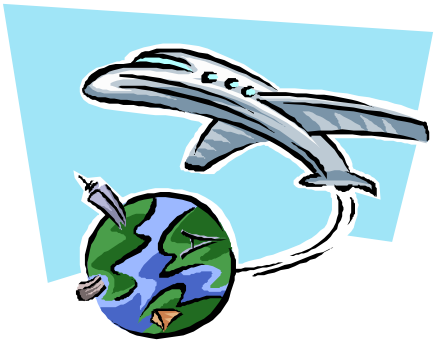
Unlike other parts of the TIP, the construction of improvements in this section are normally not linked to specific dates, but instead, are usually dependent upon the construction schedule of a specific development project, which can vary considerably according to the market and other conditions. The Estimated Construction Year column is a projection of when the private development will reach the associated building permit or Certificate of Occupancy stage listed in the Construction Timing column.

It should be noted that DRI development orders and other zoning resolutions for large development projects may also contain public sector road improvement commitments. These improvements are listed in other sections of the TIP under the public agency responsible for the improvement.

The total cost of the private road improvements estimated to be built during Fiscal Year 2002-2003 is over $ 12 million.

Project	Cost
N.W. 12 Street between NW 107 Avenue and NW 137 Avenue	$ 9,500,000
N.W. 58 Street between NW 99 Avenue and NW 107 Avenue	$ 175,000
S.W. 157 Avenue between SW 152 Street and SW 120 Street	$1,700,000

AIRPORT DEVELOPMENT IMPROVEMENTS



Miami-Dade County Aviation Department is in charge of the airports in the county.
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 Airports. 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:

Project	Cost
Miami International Airport (MIA) – New Northside Runway	$83,400,000
Miami International Airport (MIA) – Midfield Taxiways Phase III	$39,400,000
Miami International Airport (MIA) – Security Operations Center	$30,500,000
Miami International Airport (MIA) – South Terminal Expansion Phase I	$574,500,000
Miami International Airport (MIA) – Concourse J	$173,900,000
Miami International Airport (MIA) – Concourse F Renovations	$23,800,000
Miami Intermodal Center (MIC) / MIA Connector	$88,200,000
Miami International Airport (MIA) – Loading Bridges	$ 3,200,000
Miami International Airport (MIA) – Land Acquisition	$19,400,000
TOTAL:	$ 1,036,000,000

Note: Planning Studies, Refurbishment, Chiller Plant, Environmental clean up, Asbestos, Demolition, Cooling tower, Water & Sewer, Roofing, Communication and Telecommunication Equipment, Fire Alarm and Life Safety upgrades are not Transportation Improvement, they are however Capital Improvements.

MULTIMODAL SEAPORT DEVELOPMENT

Miami-Dade County Seaport Department is in charge of the DANTE B. FASCELL PORT OF MIAMI-DADE ("Port of Miami").

TRANSPORTATION IMPROVEMENT PROGRAM STRATEGY

The Transportation Improvement Program (TIP) for the Port of Miami, the cruise capital of the world and the tenth largest container port in the United States, totals $285 million over the next five years. The Seaport Department's TIP for Fiscal Years 2003-2007 represents the Port's strategy of optimizing facilities and enhancing throughput capability to meet the demands of the cargo and cruise industries. Projects include security enhancements, port access improvements, cargo berthing expansion, cruise terminal improvements, new gantry cranes, channel dredging, and parking expansions. This program exemplifies the Port's policy of aggressively seeking grant funding from local, state and federal sources. This TIP reflects over $80 million of grant funds. Approximately 29% of the five year program is financed through grant allocations.

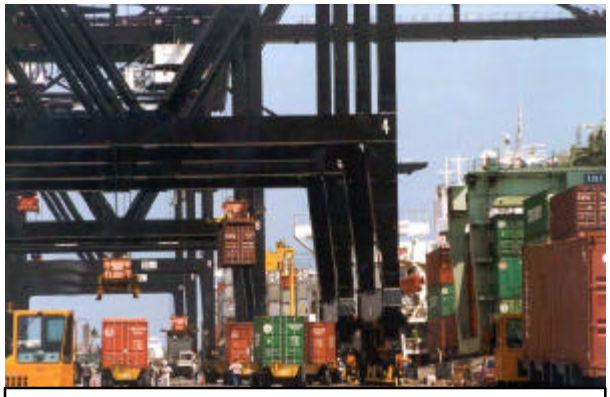
SPECIFIC ASPECTS OF THE PROGRAM

Seaport Security

In compliance with state-mandated security requirements and in response to the recent terrorist acts, Port security enhancements have been greatly revised. Security is a priority at the Port and enhancements have already begun. These enhancements include Port-wide closed-circuit television, alarm systems, cargo area fencing, and access control systems. Furthermore, construction of additional Immigration and Naturalization Service and US Customs office space in cruise terminals, a federal agencies requirement, is included in the Security Enhancements project.

Road Access

Surface transportation improvements to NE 5th and 6th Streets, NE 1st and 2nd Avenues will improve Port access for the heavy truck traffic utilizing the downtown streets. These improvements, currently underway, will pave and stripe the streets and will acquire additional right-of-way to widen the turning radii of the intersections to accommodate the large trucks. The Port has received $3 million in Florida Freight Stakeholders Task Force/Fast Track funding for these improvements and anticipates project completion in fiscal year 2003.



- Port of Miami Container Gantry Cranes-

New Cranes

The Port continues its cargo expansion program with projects designed to accommodate the larger cargo ships in service or on order. To this effect, the TIP includes the acquisition of four high profile Super Post-Panamax Container Gantry Cranes (numbers 11-14). The Port has received over $4 million in grants from the FSTED Council for the purchase of Cranes 11 and 12. Acquisition of Cranes 11 and 12 is anticipated in Fiscal Year 2002, with delivery following in 2003. Similarly,

enhancements to container Cranes 1, 2 and 3 will increase the productivity of these older cranes, allowing them to become more efficient.

Intermodal Projects

Along with road access projects, the Port has included intermodal projects to increase cargo throughput capabilities. The TIP incorporates acquisition and development of an off-Port container logistics/transfer facility accessible by rail. Plans for additional roadway and rail improvements have been deferred pending identification of the container transfer facility site. These projects have received over $12 million in Florida Seaport Transportation and Economic Development (FSTED) grants through its 320.20(4) bond program.

Harbor Deepening

Critical to the Port's ability to provide access to large cargo vessels, Dredging Phase II will deepen the South channel and turning basin to a depth of -42 feet. This depth will meet the deep draft requirements of the larger cargo ships and allow the Port to remain competitive with the world's leading ports. This project is funded with federal and state grants totaling over $57 million and is scheduled for completion in fiscal year 2003. At this time the County is in the process of finalizing arrangements with the US Army Corps of Engineers to complete the project. A general re-evaluation review, which determines the feasibility of increasing the depth to -50 feet, has been initiated by the Corps of Engineers. Should it be authorized, Phase III is expected to take several years to complete. To meet the needs of the larger vessels now on order, Phase III must begin immediately.

Cargo Expansion

In conjunction with the dredging and crane acquisitions, the construction of Cargo Berths 6 and 7 will increase the cargo berthing area by over 1800 linear feet providing much needed berthing space for vessels and new container gantry cranes. Redevelopment of container yards and cargo gateway improvements, currently under construction, will further improve the cargo facilities. These projects include over $3 million in FSTED funds through its 320.20(4) bond program.

Cruise Terminal Enhancements

Cruise terminal improvements continue to be a significant component of the Seaport's TIP, with over $59 million worth of refurbishments, new construction, and improvements scheduled over the next five years. Two new parking garages at the cruise terminals will accommodate the parking demand imposed by the new "mega" ships currently calling at the Port, adding approximately 2,600 new parking spaces for cruise passenger vehicles.

Traffic Circulation Enhancements

Traffic circulation enhancements, currently underway, will separate cruise and cargo traffic, thereby increasing safety for passenger vehicles and improving overall circulation at the Port. These improvements are critical to the Port's ability to increase throughput capacity.

MULTIMODAL TRANSIT IMPROVEMENTS

Miami-Dade Transit is the transit agency for Miami-Dade County. MDT's five year program of service improvements for the urban public transportation system encompasses the best estimates of the local transit capital needs, with the greatest detail focused on the first two years.

In the absence of a dedicated source of revenue, Miami-Dade County continues to use State Toll Revenue Credits, in addition to Capital Improvement Local Option Gas Tax funds, as match for federal formula and discretionary projects. The County also receives State Transit Block Grant funds, which are used exclusively for ongoing transit operations.

SPECIFIC ASPECTS OF THE PROGRAM OF INTERRELATED PROJECTS

The FY 2003 TIP includes funding over the next five years for the following projects:

PALMETTO EXTENSION: Construction of the 1.4 mile Palmetto Metrorail Extension project is underway. This project is funded by the Federal Highway Administration (FHWA) using flexible funding and discretionary funding from the Federal Transit Administration (FTA), with matching funds from the State and the Local Option Gas Tax. Palmetto Extension is scheduled to open for revenue service in December 2002.

- Passenger Canopies along Busway -

SOUTH MIAMI-DADE BUSWAY EXTENSION:
After two years of unprecedented ridership gains on the South Miami-Dade Busway, the Busway II extension will be constructed by MDT using Federal discretionary and State funds. Busway II will stretch over 11 miles south of the existing 8.2 mile Busway, terminating in Florida City. The project is split into two segments, Segment I is scheduled for completion in 5/04 and Segment II is scheduled for completion in 10/04.

URBAN CORRIDOR DEVELOPMENT: Urban Corridor funds provided by the State will be used for the continuation of the successful South Miami-Dade Busway and Flagler Max routes. Federal Congestion Mitigation Air Quality (CMAQ) funds provide funding for the Bird Road Max.

ROUTINE REPLACEMENT AND ENHANCEMENT:

ADA: Projects which promote compliance with the Americans with Disabilities Act (ADA) requirements are continued in FY 03. Funds are programmed in the five year plan to assess and modify all bus stops and to provide amenities for disabled passengers such as voice annunciators on Metrobus and Metrorail and signage upgrades.
BUSES : In FY 01 MDT received seventy six (76) 40' low floor buses and fourty (40) 30' buses as part of MDT's bus replacement plan. For FY 02 with the use of discretionary funding, financing, and State funds, MDT will order one hundred and ten (110) 40' low floor buses and eighteen (18) 30' buses.
SAFETY: Funding is programmed to purchase security equipment, upgrade and complete CCTV installations on the bus fleet and replace fire detection and reporting systems.

MULTIMODAL TRANSIT IMPROVEMENTS (Continued)

FACILITIES: Funding is programmed for the renovation of bus facilities to include replacement of bus washers, roof replacement, lift replacements at the garages and the improvement of safety conditions.

PASSENGER FACILITIES: Congressional appropriations in the amount of $2.7 million are being requested in FY 02 for the Northeast Passenger Amenities Center , a planned major transfer "hub" in Northeast Miami-Dade County for arterial, trunk-line transit service and local circulators, and for the Flagler Marketplace, a downtown bus transfer center. Federal funds will be matched with County Incentive Grant Program (CIGP) funds from the State. Park and ride lots, which include acquisition and construction of new facilities as well as modifications to existing sites, are programmed with State and local funds. Funding is also proposed for the installation of protective canopies at Metrorail station bus stops and over outdoor escalators.

ONGOING PROJECTS

JOB ACCESS AND REVERSE COMMUTE/WAGES PROGRAMS: MDT received Federal and State funds in FY 00 for the provision of public transit services under the Job Access and Reverse Commute/Work and Gain Economic Self-Sufficiencey (WAGES) programs. MDT continues to receive funds to further provide transit services to inner city residents needing transportation to employment centers in areas of Miami-Dade County not currently served or underserved by MDT.

Existing and proposed service includes: Card Sound Express, Dade-Monore Express, Airport Circulator, Seaport Shuttle, HialeahGardens/Medley Local, Night Owl, Airport West and Airport Blue Lagoon.

NORTH CORRIDOR EARLINGTON HEIGHTS-MIC CONNECTOR: Planning and Environmental Study for Earlington Heights Station to MIC Connection continues. The Joint Participation Agreement (JPA) between FDOT and MDT has been approved and the work order to the consultant for performance of the Draft Environmental Impact Statement (DEIS) for the prjoect is currently being processed within MDT. Notice to proceed is expected to be issued in mid-January 2001.

METRORAIL PALMETTO EXTENSION: Construction of guideway extension to the Palmetto and the Metrorail Palmetto Station. Project Contractor has started the work for the water mains in the station parking area. Work on the ancillary building, finishes, plumbing and electrical items continuing. Overall project is 70% complete. Transitway completion date is scheduled for 08/01/02 and overall project completion date is scheduled for 12/28/02.

Other capital projects programmed during the five year time period using federal formula funds and Toll Road Revenue credits include farebox and faregate rehabilitation and replacements, fare media dispensing equipment, bill changers, and other miscellaneous equipment. ADA related projects include renovating rail and mover stations, construct passenger landing pads and voice annunciators for buses. Upgrade of the existing Central Control facility using fiber optics technology, purchase and replacement of radios and maintenance of AVL/AVM Radio System, replacement of bus washers and vacuums at all bus garages, bus and rail car preventive maintenance activities, refurbishment of Metrorail and Metromover maintenance facilities.

UNFUNDED PROJECTS

Unfunded projects include construction of the North and East-West Corridors and construction of an MDT Transit Center.

TRI-COUNTY COMMUTER RAIL (TRI-RAIL) SYSTEM

The Tri-County Commuter Rail Authority (Tri-Rail) is responsible for the operation of commuter rail service along the 71.7-mile South Florida Rail Corridor. The rail corridor extends northward from the Miami Airport Station in Miami-Dade County through Broward County to the northern terminus at the Mangonia Park Station in Palm Beach County.

This rail corridor is currently operating at capacity, with not only Tri-Rail commuter traffic, but also daily CSXT freight trains and Amtrak passenger trains. To address this problem, Tri-Rail has undertaken an aggressive program of projects to improve the corridor system as a whole. Tri-Rail's program of projects for fiscal year 2003-07 totaled $425.567 million of which $245.582 million is allocated to the Double Track Corridor Improvement Program Segment 5 Project, $35.081million for the Segment 5 Project Bond Repayment, $21.620 million for Operational Support Projects, and $123.284 million for Operating Assistance.

Tri-Rail receives Federal Transit Administration (FTA) Section 5307 Formula Funds and Section 5309(m)(1)(A) Fixed Guideway Modernization funds apportioned through the three (3) Urbanized Areas of Miami-Dade, Broward and Palm Beach Counties. It is the request of the Florida Department of Transportation (FDOT) Central Office, in Tallahassee that these funds will officially appear in the District IV Work Program, where the South Florida Rail Corridor Office is located.

DOUBLE TRACK CORRIDOR IMPROVEMENT PROGRAM

The Program, known as the *Double Track Corridor Improvement Program,* entails the laying of a second mainline track along the current 71.7 miles of rail right-of-way, upgrading the grade crossing and signal systems and modifying stations to accommodate the double track. The Segment 5 Project, which is approximately 46.5-miles long, is the portion of the Double Track Corridor Improvement Program covered by the Full Funding Grant Agreement (FFGA), which is estimated to cost $456.525 million. The Segment 5 Project includes the installation of 46.5-miles of second mainline track; upgrade of signal systems; construction of 12 new bridges; modification and renovation of 10 stations; acquisition of five locomotives and two cab cars; provide full closure at 70 grade crossings; construction of a maintenance and layover facility in North Palm Beach County and the design and construction of a new double track rail bridge structure over the South Fork of the New River Bridge in Broward County. Construction of the Segment 5 Project has begun and is scheduled to be completed by 2005.

- Opa Locka Station Improvements -

TRI-RAIL SYSTEM (Continued)

BOND REPAYMENT

Tri-Rail program of projects include $35.081 million for principal and interest repayment of the $100.000 million bond issued to assist with the financing of the Double Track Corridor Improvement Program Segment 5 Project. The Miami-Dade Metropolitan Planning Organization (MPO), Broward MPO and the Palm Beach MPO have agreed to assist with the repayment of the bond issuance. The three MPO's have agreed to contribute $1.5 million each for ten years for a total of $45 million towards the principal portion of the bond. Tri-Rail will repay the interest and remaining principal using federal formula funds.

OPERATIONAL SUPPORT PROJECT

Tri-Rail's program of projects includes $21.620 million for Operational Support Projects. Operational Support Projects consist of on going rolling stock overhaul projects; improvements to the existing maintenance and stations facilities; and Tri-Rail's short and long- range planning efforts

OPERATING ASSISTANCE

Tri-Rail's program of projects includes $123.284 million for Operating Assistance. Tri-Rail formalized individual Interlocal Agreement with Miami-Dade, Broward and Palm Beach Counties to collectively fund the fifty (50%) percent of the Net Operating Costs, as defined in Florida Statues Section 341.303(4)(e). The Florida Department of Transportation shall match the Counties contribution up to 50%.

APPENDIX A

Completed Highway Projects

FY 2002 TIP Completed Projects

Florida Department of Transportation District 6

	Project Name	Limits	Phase	Completion
1	Biscayne Boulevard Interchange	between NE 199 Street and NE 209 Street	Construction	August, 2001
2	NW 96 Street	between Indian Creek Bridge and Collins Avenue	Reconstruction	October , 2001
3	NW 107 Avenue	between West Flagler and Fountainbleu Blvd.	Reconstruction	November , 2001
4	Palmettto Expressway (SR 826)	between NW 47 Street and NW 62 Street	Reconstruction	December , 2001
5	Kendall Drive (NW 88 Street)	between West of Datran Blvd. and US-1	Resurfacing	November, 2001
6	Replace Brige #876739	at West Biscayne Point Canal	Bridge Program	July, 2001
7	Repair Brige #870260	Palmetto Expw / Dolphin Expwy.	Bridge Program	September, 2000
8	Bridge #870071 Rehabilitation	SR-A1A / Haulover Cut	Bridge Program	December, 2000
9	Red Road	SR-836 to Perimeter	Railroad Signals	November, 2001
10	NW 36 Street	NW 37 Ct. to NW North River Drive	Railroad Signals	October, 2000

FY 2001 TIP Completed Projects

Florida Department of Transportation District 6

	Project Name	Limits	Phase	Completion
1	I-95 Rigid Pavement Rehabilitation	US-1 and NW 29 Street	Rigid Pavement Rehabilitation	July 2000
2	US-1	east end of Long Key to west end Chanel 5	Resurfacing	July 2000
3	US-1	between Toms Harbor Cut and Long Key Bridge	Resurfacing	July 2000
4	US-1	between norht end of Toms Harbor Cut and south end Tomas Harbor	Resurfacing	July 2000
5	US-1	between McDonald Drive and Boca Chica Chanel	Resurfacing	October 2000
6	SW/NW 8 Avenue	between SW 8 Street and NW 4 Street	Resurfacing	October 2000
7	Palmetto Expressway (SR 826)	between NW 51 Place and NW 30 Avenue	Resurfacing	November 2000
8	NE 8 Avenue	between E 25 Street and E 49 Street	Resurfacing	February 2001
9	Palmetto Expressway (SR 826)	between NW 30 Avenue and NW 10 Avenue	Resurfacing	May 2001
10	US-1	at SW 16 Avenue	Reconstruction	August 2000
11	Miami Gardens Drive	I-95 southbound ramp to NW 6 St.	Ramps	September, 2000
12	Replace Brige #876723	at Cleveland Road	Bridge Program	September, 2000
13	Bridge #874316	at SW 117 Avenue and SW 344 St.	Bridge Program	September, 2000
14	Minor Repairs Brige #87069: NW 5	at Miami River	Bridge Program	September, 2000
15	Bridge #876412: Robert King High Pky	Robert King High Pky and Tamiami Canal	Bridge Program	January, 2001
16	Bridge #870602 Rehabilitation	Northbound Turnpike to Northbound I-75	Bridge Program	January, 2001
17	Paint Structural Steel Bridge	at Jewfish Creek	Bridge Program	February, 2001
18	Replace Bridge #876704	at Meridian Avenue / Collins Canal	Bridge Program	March, 2001
19	Bridge Rehabilitation	NW 79 Street over Intracoastal	Bridge Program	May, 2001
20	79 Street (SR-934)	at 81 Street	Safety	July, 2000
21	Harding Avenue	at 90 Street	Safety	October, 2000
22	Quail Roost Drive	at SW 127 Avenue	Safety	November, 2000
23	Stock Island Lighting	Phase II	Lighting	January, 2001
24	SW 8 Street	from SW 27 Avenue to SW 4 Avenue	Lighting	January, 2001

FY 2001 TIP Completed Projects

Miami-Dade County Public Works Department

	Project Name	Limits	Phase	For Information
1	NW 62 Street	between Okeechobee Road and NW 47 Ave.	Reconstruction of 4 existing lanes	Highway Planning at (305) 375-2913
2	NW 41 Street	between the HEFT and NW 107 Avenue.	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913
3	SW 147 Avenue	between SW 42 Street and SW 26 Street.	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913
4	SW 184 Street	between US-1 and Franjo Road.	Road widenned to 5 lanes.	Highway Planning at (305) 375-2913
5	West 60 Street	between the Palmetto Expressway (SR-826) and West 12 Avenue	Road widenned to 4 lanes	Highway Planning at (305) 375-2913
6	NW 12 Street	between NW 117 Avenue and NW 111 Avenue. Completed facility is now 6 lanes	Addition of 2 lanes to 4 existing lanes	Highway Planning at (305) 375-2913
7	NW 47 Avenue	between the Palmetto Expressway (SR-826) and Miami Gardens Drive (NW 186 Street).	Road widenned to 5 lanes	Highway Planning at (305) 375-2913
8	NW 12 Street	between NW 127 Avenue and NW 137 Avenue. Completed facility is now 4 lanes	Addition of 2 lanes to 2 existing lanes	Highway Planning at (305) 375-2913
9	NW 12 Street	between NW 117 Avenue and NW 127 Avenue. Completed facility is now 4 lanes.	Addition of 2 lanes to 2 existing lanes	Highway Planning at (305) 375-2913

APPENDIX B

Under Construction Highway Projects

Under Construction Highway Projects
Florida Department of Transportation District 6

· **Project 1 : Sunny Isles Boulevard (SR 826)**

of the existing bridge over the intra-coastal Waterway. Reduced speeds, lane closures, lane shifts, and detours. For more information, contact the Sunny Isles Boulevard Bridge Rehabilitation Project Public Information Office at (305) 919-9579. .

- **Project 2 : Palmetto Expressway (SR 826)**

-- Addition of one lane in each direction between Okeechobee Road and NW 122 Street, improvements at the NW 103 Street interchange, and construction of a new overpass over West 60 Street. Reduced speeds, lane closures, and lane shifts. For more information, call the Palmetto Expressway Project Public Information Office at (305) 823-0403. .

- **Project 3 : Palmetto Expressway (SR 826)**

-- Addition of one lane in each direction between NW 47 Street and NW 62 Street, reconstruction of ramps, and improvements to drainage, lighting, signalization, signage, concrete median wall, and guardrail. Also, the NW 58 Street bridge over the Palmetto Expressway will be widened and the roadway will be widened and reconstructed. Reduced speeds, lane closures, and lane shifts. For more information, call the Palmetto Expressway Project Public Information Office at (305) 823-0403. .

- **Project 4 : Palmetto Expressway (SR 826)**

-- Addition of one lane to each exit ramp on the eastbound Palmetto Expressway at NW 57 Avenue and NW 67 Avenue, reconstruction of the existing ramps and frontage roads, and improvements to drainage, lighting, signage, and signalization. Reduced speeds, lane closures, and lane shifts. For more information, call the Palmetto Expressway Project Public Information Office at (305) 823-0403.

· **Project 5 : Palmetto Expressway (SR 826)**

-- Addition of one lane in each direction between NW 19 Street and NW 32 Street, reconstruction of the existing ramps at NW 25 Street, replacement of the NW 25 Street bridge with a higher and wider structure, milling and resurfacing of the NW 25 Street interchange, and improvements to the drainage, lighting, median wall, and signage. Reduced speeds, lane closures, and lane shifts. For more information, call the Palmetto Expressway Project Public Information Office at (305) 823-0403.

· **Project 6 : Collins Avenue (SR A1A)**

-- Reconstruction of the roadway between Lincoln Road and 26 Street, improvements to various intersections, and new drainage, lighting, pavement markings, signalization, and signage. Reduced speeds, lane closures, and lane shifts. For more information, call the Collins Avenue Project Public Information Office at (305) 535-5516.

· **Project 7 : Haulover Beach Bridge (SR A1A)**

-- Repairs to the bridge substructure, piers, and fender system; replacement of median, barrier railing, approaches, and some of the navigational and street lighting; repainting the bridge. Reduced speeds, lane closures, and lane shifts.

· **Project 8 : Interstate 95 (SR 9A)**

-- Construction of noise barrier walls, replacement of the asphalt shoulder with concrete, and relocation of drainage, lighting, and signage from State road 112 to Ives Dairy Road. Reduced speeds, lane closures during off-peak travel time, and temporary closures of three entrance and exit ramps. During the temporary ramp closures, alternate routes will be clearly designated and advance notification will be distributed through the local media. For more information, call the I-95 noise Walls Project Public Information Office at (305) 655-0010.

· **Project 9 : Golden Glades Interchange**

-- Widening of the ramps from northbound I-95 to westbound State Road 826 and from westbound NW 167 Street to westbound State Road 826. Work includes addition of paved shoulders, and milling and resurfacing of existing pavement on approaches to ramps. Reduced speeds, lane closures, narrowing, and shifts.

· **Project 10 : SW 2 Avenue Bridge**

-- Replacement of the existing bridge over the Miami River. In addition to building the new bridge, workers will reconstruct SW 2 Avenue, from West Flagler Street to SW 8 Street. Improvements include: new stormwater drainage, curb, gutter, and sidewalks; new pavement and pavement markings; new traffic signals, signs and roadway lighting; decorative bridge lighting; and a scenic "Riverwalk" along the north bank of the Miami River. For more information contact the SW 2 Avenue Bridge Project Public Information Office at (305) 499-2394.

· **Project 11 : NW 7 Avenue (SR 7)**

-- Reconstruction of the roadway from NW 36 Street to NW 159 Street. Also, replacement of curbs and gutters, lighting, sidewalks, and signalization. Reduced speeds and lane closures. For more information, contact the NW 7 Avenue Project Public Information Office at (786) 586-2347.

· **Project 12 : Miami Gardens Drive (SR 860)**

-- Addition of one lane in each direction from NW 28 Place to NW 57 Avenue. Milling and resurfacing of the existing roadway, drainage improvements, rebuilding of sidewalks and frontage roads. Also, landscape improvements and upgrading of lighting, signs, and traffic signals. Reduced speeds and lane closures during non-peak traffic hours. For more information, contact the Miami Gardens Drive Project Public Information Office at (786) 586-2347.

· **Project 13 : Okeechobee Road (SR 25)**

-- Addition of one lane in each direction and a landscaped median; reconstruction of roadway; new lighting, drainage, traffic signals; and additional landscaping along the canal between SE 7 Avenue and West 19 Street in Hialeah. Reduced speeds, lane closures, and lane shifts. For more information, call the Okeechobee Road Public Information Office at (305) 885-8616.

FY 2002 TIP Under Construction Projects

Miami-Dade County Public Works Department

	Project Name	Limits	Phase	For Information
1	SW 2 Avenue bridge over Miami River	New 4 lane bridge over Miami River along SW 2 Avenue.	Construction	Highway Planning at (305) 375-2913
2	NW 17 Avenue	between NW 103 Street to NW 119 Street	Addition of one lane	Highway Planning at (305) 375-2913
3	NW 95 Street	between NW 27 Street and NW 7 Avenue. When completed facility will be 5 lanes.	Addition of 1 turn lane and reconstruction of existing 4 lanes	Highway Planning at (305) 375-2913
4	NE 123/125 Street	between West Dixie Highway and NW 6 Avenue. When completed facility will be 4 lanes	Addition of two lanes . Closure of West Dixie Highway	Highway Planning at (305) 375-2913
5	NE 159 Street	Traffic operations and widen intersection between NE 8 Avenue and NE 19 Place	Traffic operations to increase capacity and safety (improvements also known as TOPICS)	Highway Planning at (305) 375-2913
6	SW 137 Avenue	between SW 56 Street and SW 42 Street. When completed facility will be 6 lanes	Addition of two lanes.	Highway Planning at (305) 375-2913
7	SW 137 Avenue	between SW 184 Street and SW 152 Street. When completed facility will be 6 lanes.	Addition of two lanes	Highway Planning at (305) 375-2913
8	NW 47 Avenue Bridge	NW 47 Avenue bridge over Little River Canal	Widening to 5 lanes.	Highway Planning at (305) 375-2913