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### Project Manager

**Raul Quintela, PE**  
305 – 470 – 5271  
[Raul.Quintela@dot.state.fl.us](mailto:Raul.Quintela@dot.state.fl.us)

**Project ID:** 432639-1  
**Project Description:** Express Lanes  
**Phase Start Date:** July 2017  
**Phase Completion Date:** January 2020  
**Estimated PD&E Cost:** $7.7 Million  
**Estimated Design Cost:** $6 Million  
**Estimated Construction Cost:** $656 Million

### Purpose and Need

**System Linkage**  
This project provides continuous express lanes along SR 826 and connects with I-75 and I-95 Express Lanes. SR 826 provides system-level connections to I-95, I-75, SR 924, Florida’s Turnpike, and SR 874.

**Capacity**  
Add capacity to the SR 826 corridor to meet future transportation demand, improve travel time reliability and to provide long-term mobility options. Additional capacity will provide opportunities for transit expansions.

**Transportation Demand**  
The projected growth in the area will result in a significant increase in travel demand and further deteriorate the conditions of the already congested SR 826 corridor.

**Legislation**  
N/A

**Social Demand/Economic Development**  
N/A

**Modal Interrelationship**  
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)  
While trucks are not allowed in express lanes, the enhanced traffic conditions along the SR 826 corridor would aid in the movement and delivery of freight.

**Safety**  
High rear-end and fixed object crashes due to heavy levels of congestion and operational weaving conditions.

**Roadway Deficiencies**  
N/A

**Emergency Evacuation**  
SR 826 is listed as a local evacuation route in Miami-Dade County and is critical in facilitating traffic movement during emergency evacuation periods.

### Progress Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 7, 2019</td>
<td>Alternatives Workshop</td>
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<tr>
<td>May 1 – 3, 2019</td>
<td>Cost Risk Analysis (CRA)</td>
<td>Completed</td>
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<td>May 6 – 10, 2019</td>
<td>Value Engineering (VE)</td>
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<td>November 2019</td>
<td>Public Hearing</td>
<td>Anticipated</td>
</tr>
<tr>
<td>January 2020</td>
<td>Location Design Concept Acceptance (LDCA)</td>
<td>Anticipated</td>
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</table>

### Project Website

[http://www.fdotmiamidade.com/826expresssouth](http://www.fdotmiamidade.com/826expresssouth)
### Project Manager

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nilia Cartaya</td>
<td>305 – 640 – 7557 <a href="mailto:Nilia.Cartaya@dot.state.fl.us">Nilia.Cartaya@dot.state.fl.us</a></td>
</tr>
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#### Purpose and Need

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>System Linkage</td>
<td>Provide enhanced interconnections with Miami-Dade Transit Metrorail and Metrobus, municipal and non-municipal systems, circulators, jitneys, shuttles, taxis, and/or other supporting transportation services and modes.</td>
</tr>
<tr>
<td>Capacity</td>
<td>N/A</td>
</tr>
<tr>
<td>Transportation Demand</td>
<td>Increase average transit speed, reliability, capacity, intensity/frequency, span of service and passenger convenience along the SR 9/SR 817/NW 27th Avenue Corridor.</td>
</tr>
<tr>
<td>Legislation</td>
<td>N/A</td>
</tr>
<tr>
<td>Social Demand/Economic Development</td>
<td>Establish transit supportive land uses and promote economic development near transit stations/stop by connecting to existing Metrorail/Tri-Rail facilities and providing stops to or near major destinations along the corridor.</td>
</tr>
<tr>
<td>Modal Interrelationship (Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)</td>
<td>Promote a multimodal multi-user transportation corridor that is more pedestrian friendly.</td>
</tr>
<tr>
<td>Safety</td>
<td>N/A</td>
</tr>
<tr>
<td>Roadway Deficiencies</td>
<td>N/A</td>
</tr>
<tr>
<td>Emergency Evacuation</td>
<td>N/A</td>
</tr>
</tbody>
</table>

#### Progress Summary

- Identified three Tier 2 viable alternatives: Bus Rapid Transit (BRT) in curb lanes, Rail-at-Grade, and Elevated Rail
- Completed technical analyses and identified a recommended alternative: Alternative 2 – Median Elevated Rail
- Conducted two Public Alternatives Workshops to present the recommended alternative to the community
- Presented at the December 6, TPO Governing Board Meeting
  - The Board select Elevated Fixed Guideway Transit System as the Locally Preferred Alternative (LPA)
- Miami-Dade County requested the Department analyze the following three additional transit technologies: Monorail, Maglev, and Automated People Mover for possible implementation along the corridor.
  - Results of the additional transit technologies analysis are scheduled to be presented to the TPO Governing Board on October 31, 2019

#### Project Website

www.fdotmiamidade.com/27thAvenueRapidTransit.html
Florida Department of Transportation District 6 Major Projects Report

PROJECT DEVELOPMENT AND ENVIRONMENTAL (PD&E) STUDY PHASE

SR 968/Flagler Street Corridor
from SR 821/HEFT to US-1/SR 5/Biscayne Boulevard

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>437782-1</th>
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<tbody>
<tr>
<td>Project Description:</td>
<td>Premium Transit Corridor</td>
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<tr>
<td>Phase Start Date:</td>
<td>May 2016</td>
</tr>
<tr>
<td>Phase Completion Date:</td>
<td>September 2020 (Anticipated)</td>
</tr>
<tr>
<td>Estimated PD&amp;E Cost:</td>
<td>$6.5 Million</td>
</tr>
<tr>
<td>Estimated Design Cost:</td>
<td>$5 Million</td>
</tr>
<tr>
<td>Estimated Construction Cost:</td>
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</tbody>
</table>

**Purpose and Need**

**System Linkage**
Provide a simple, direct, seamless, easy to understand, comfortable, and premium quality transit link between existing and planned land uses along the study corridor.

**Capacity**
Support and provide congestion management strategies including potential intersection improvements.

**Transportation Demand**
Increase average transit speed, reliability, capacity, intensity/frequency, span of service, safety and security, and convenience along the SR 968/Flagler St.

**Legislation**
N/A

**Social Demand/Economic Development**
Establish transit supportive land uses and promoting economic development near transit stations.

**Modal Interrelationship**
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)
Promote and support a multimodal multi-user transportation corridor that is more pedestrian friendly.

Connecting to existing Metrorail/Tri-Rail transit facilities, proposed SR 836 Express Bus routes, proposed CSX Commuter Rail, and providing stops to or near major destinations along the corridor.

**Safety**
N/A

**Roadway Deficiencies**
N/A

**Emergency Evacuation**
N/A

**Progress Summary**
- Identified three Tier 2 viable alternatives: Bus Rapid Transit (BRT) in curb lanes, BRT in median, BRT in curb lanes with reversible auto lane
- Conducted detailed analyses on the Tier 2 viable alternatives and developed configuration for all three alternatives
- Conducted a series of meetings with elected officials, stakeholders and communities on the corridor
- Recommended alternatives to move into Tier 3: TSM&O and Alternative 1 – BRT with Business Access & Transit (BAT) Lane
  - Presented the recommended alternatives to the TPO Governing Board on July 18, 2019.
- TPO endorsement of recommended alternative anticipated to take place Winter 2020

**Project Website**
[www.fdotmiamidade.com/flaglerpremiumtransitstudy.html](http://www.fdotmiamidade.com/flaglerpremiumtransitstudy.html)
PROJECT DEVELOPMENT AND ENVIRONMENTAL (PD&E) STUDY PHASE

SR 94/SW 88th Street/ Kendall Drive Corridor
from SR 997/Krome Avenue to Dadeland North Metrorail Station

Project Manager
Nilia Cartaya
305 – 640 – 7557
Nilia.Cartaya@dot.state.fl.us

Project ID: 437784-1
Project Description: Premium Transit Corridor
Phase Start Date: July 2016
Phase Completion Date: October 2020 (Anticipated)
Estimated PD&E Cost: $7.2 Million
Estimated Design Cost: $3.2 Million
Estimated Construction Cost:

Purpose and Need

System Linkage
Provide a simple, direct, seamless, easy to understand, comfortable, and premium quality transit link between existing and planned land uses along the study corridor

Capacity
Support and provide congestion management strategies including potential intersection improvements.

Transportation Demand
Increase average transit speed, reliability, capacity, intensity/ frequency, span of service and passenger convenience along the SR 94/SW 88th St./Kendall Dr. Corridor.

Legislation
N/A

Social Demand/Economic Development
Establish transit supportive land uses and promoting economic development near transit stations/stops by connecting to existing Metrorail/Tri-Rail transit facilities and providing stops to or near major destinations along the corridor.

Modal Interrelationship
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)
Promote and support a multimodal multi-user transportation corridor that is more pedestrian friendly.

Safety
N/A

Roadway Deficiencies
N/A

Emergency Evacuation
N/A

Progress Summary
- Conducted Policy Advisory Team (PAT) and Public Alternatives workshops to present Tier 2 viable alternatives
- Identified three Tier 2 viable alternatives: BRT in curb lanes, BRT in median, and Rail-at-Grade
- Developed configuration and conducted analyses for all three alternatives
- At the request of the TPO, a BRT in curb lanes with reversible median auto lanes configuration was included as a viable alternative as well as an Elevated Rail alternative; both need further analysis
- Curbside BRT w/ Reversible Lanes and Elevated Rail concept plans are currently under review by FDOT

Date | Activity | Status
--- | --- | ---
Fall 2019 | Identify Recommended Alternative | Anticipated
Winter 2020 | TPO Endorsement of Recommended Alternative | Anticipated
Spring 2020 | Class of Action Determination from FTA | Anticipated

Project Website
www.fdotmiamidade.com/kendallrapidtransit.html
**Project Manager**
Auraliz Benitez, PE  
305 – 470 – 5471  
Auraliz.Benitez@dot.state.fl

**SR 934/NE/NW 79th Street**  
from West of I-95 (13 Court) to end of SR 934/1 Way PR

**Project ID:** 410646-4  
**Project Description:** Operational Improvements  
**Phase Start Date:**  
**Phase Completion Date:** December 2019 (Anticipated)  
**Estimated PD&E Cost:** $4 Million  
**Estimated Design Cost:** $1 Million  
**Estimated Construction Cost:**

---

**Purpose and Need**

**System Linkage**  
N/A

**Capacity**  
Improve capacity deficiencies/traffic operations and multimodal use along SR 934/NW/NE 79th St and NW/NE 81st St./82nd St. from NW 17th Ave. from North Bayshore Drive.

**Transportation Demand**  
Addressing existing congestion and future travel demand including safety conditions.

**Legislation**  
N/A

**Social Demand/Economic Development**  
Achieve balance between the “Complete Streets/Livability Goals” of the local community and both local and regional “Mobility Goals”.

**Modal Interrelationship**  
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)  
N/A

**Safety**  
N/A

**Roadway Deficiencies**  
N/A

**Emergency Evacuation**  
N/A

**Progress Summary**

- Build Alternative 1 is the preferred alternative which proposes converting 81st St./82nd St. to a two-lane two-way facility
- For the first segment, from NW 13th Ct. to Biscayne Blvd., the exiting westbound bike lane and parking along both sides are maintained
  - Bicycle shared lane will be provided in the eastbound direction
- From I-95 to North Bayshore Dr., 79th St. converts one existing eastbound lane to a westbound to provide two lanes in each direction
  - Bicycle shared lanes will be provided in both directions of travel
- Build Alternative 1 will also incorporate intersection improvements including the addition of turn lanes at most major intersections

---

**Date**  
June 4, 2019  
March 2025

**Activity**  
Public Hearing  
Design Plans Completion

**Status**  
Completed  
Anticipated

---

**Project Website**  
http://www.fdotmiamidade.com/79thstreetpdestudy.html
DESIGN PHASE

Project Manager

Elsa Riverol, PE
305 – 470 – 5105
Elsa.Riverol@dot.state.fl.us

US-27/SR 25/Okeechobee Road
from Broward County Line to west of HEFT

- Project ID: 423251-2
- Project Description: Operational Improvements
- Phase Completion Date: April 2020 (Anticipated)
- Estimated PD&E Cost: $5.1 Million
- Estimated Design Cost: $5.1 Million
- Estimated Construction Cost: $49.4 Million

Purpose and Need

System Linkage: N/A
Capacity: Improve operations/level of service and increase throughput along the corridor by providing free-flow conditions for a portion of the Okeechobee Road mainline lanes.

Transportation Demand: N/A
Legislation: N/A
Social Demand/Economic Development: N/A
Modal Interrelationship (Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport): N/A
Safety: Address the operational, safety and capacity deficiencies along the corridor at the access points.

Roadway Deficiencies: Widening improvements, milling and resurfacing, improvements at the intersection with Krome Avenue and at the frontage road on the north side of SR 25.

Emergency Evacuation: N/A

Progress Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2020</td>
<td>Design Plans Completion</td>
<td>Anticipated</td>
</tr>
<tr>
<td>December 2021</td>
<td>Construction Begins</td>
<td>Anticipated</td>
</tr>
<tr>
<td>Spring 2024</td>
<td>Construction Ends</td>
<td>Anticipated</td>
</tr>
</tbody>
</table>

Project Website

**DESIGN PHASE**

**Project Manager**

Elsa Riverol, PE  
305 – 470 – 5105  
Elsa.Riverol@dot.state.fl.us

---

**US-27/SR 25/Okeechobee Road**  
from east of NW 107th Avenue to east of NW 116th Way

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>423251-5</th>
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<tbody>
<tr>
<td>Project Description:</td>
<td>Operational Improvements</td>
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<tr>
<td>Phase Start Date:</td>
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<tr>
<td>Phase Completion Date:</td>
<td>August 2020 (Anticipated)</td>
</tr>
<tr>
<td>Estimated PD&amp;E Cost:</td>
<td>$9.2 Million</td>
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<tr>
<td>Estimated Design Cost:</td>
<td>$1 Million</td>
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<tr>
<td>Estimated Construction Cost:</td>
<td>$110 Million</td>
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**Purpose and Need**

<table>
<thead>
<tr>
<th>System Linkage</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>Improve operations/level of service and increase throughput along the corridor by providing free-flow conditions for a portion of the Okeechobee Road mainline lanes.</td>
</tr>
<tr>
<td>Transportation Demand</td>
<td>Full reconstruction to provide concrete pavement, grade separation, creation of a new bridge at NW 116th Way, widening of bridge at NW 121st Ave. and replacement of bridge across the Miami Canal at NW 116th Way, improvements to the Frontage Road, including a bicycle lane.</td>
</tr>
<tr>
<td>Legislation</td>
<td>N/A</td>
</tr>
<tr>
<td>Social Demand/Economic Development</td>
<td>N/A</td>
</tr>
<tr>
<td>Modal Interrelationship</td>
<td>N/A</td>
</tr>
</tbody>
</table>

| (Pedestrian, Bicycler, Transit, Freight, Aviation, and/or Seaport) |

| Safety | Address the operational, safety and capacity deficiencies along the corridor at the access points. |

| Roadway Deficiencies | Development of intersection/interchange modifications, frontage road enhancements and improvements to bridges over Miami Canal. |

| Emergency Evacuation | N/A |

**Progress Summary**

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
</tr>
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<tbody>
<tr>
<td>August 2020</td>
<td>Design Plans Completion</td>
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<tr>
<td>December 2021</td>
<td>Construction Begins</td>
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</tr>
<tr>
<td>Spring 2024</td>
<td>Construction Ends</td>
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</tbody>
</table>

**Project Website**

**Design Phase**

**Project Manager**

| Bao-Ying Wang, PE |
| 305 – 470 – 5211 |
| Baaying.Wang@dot.state.fl.us |

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

*From east of NW 116th Way to east of NW 87th Avenue*

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Project ID:</strong></td>
<td>423251-4</td>
</tr>
<tr>
<td><strong>Project Description:</strong></td>
<td>Operational Improvements</td>
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<tr>
<td><strong>Phase Start Date:</strong></td>
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</tr>
<tr>
<td><strong>Phase Completion Date:</strong></td>
<td>August 2023 (Anticipated)</td>
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<td><strong>Estimated PD&amp;E Cost:</strong></td>
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<td><strong>Estimated Design Cost:</strong></td>
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<tr>
<td><strong>Estimated Construction Cost:</strong></td>
<td>$300 Million</td>
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</table>

**Purpose and Need**

**System Linkage**

Full reconstruction to provide rigid pavement, grade separation of bridges over 87th Ave., design of left turn lanes flyover bridges from SB NW 87th Ave. to EB Okeechobee Rd. and from NB NW 87th Ave. to WB Okeechobee Rd.

**Capacity**

Improve operations/level of service and increase throughput along the corridor by providing free-flow conditions for a portion of the Okeechobee Road mainline lanes.

**Transportation Demand**

Construction of a new bridge at NW 106th St. over the Miami (C-6) Canal and the realignment of NW 103rd St. and the frontage road.

**Legislation**

N/A

**Social Demand/Economic Development**

N/A

**Modal Interrelationship**

(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)

N/A

**Safety**

Address the operational, safety and capacity deficiencies along the corridor at the access points.

**Roadway Deficiencies**

Development of intersection/interchange modifications, frontage road enhancements and improvements to bridges over Miami (C-6) Canal.

**Emergency Evacuation**

N/A

**Progress Summary**

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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<tbody>
<tr>
<td>August 2023</td>
<td>Design Plans Completion</td>
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<td>October 2026</td>
<td>Construction Begins</td>
<td>Anticipated</td>
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<tr>
<td>Spring 2030</td>
<td>Construction Ends</td>
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</tr>
</tbody>
</table>

**Project Website**

DESIGN PHASE

Project Manager

Bao-Ying Wang, PE
305 – 470 – 5211
Baaying.Wang@dot.state.fl.us

US-27/SR 25/Okeechobee Road
from east of NW 87th Avenue to NW 79th Avenue

Project ID: 423251-3
Project Description: Operational Improvements
Phase Start Date: 
Phase Completion Date: October 2022 (Anticipated)
Estimated PD&E Cost: $5.1 Million
Estimated Design Cost: $44.7 Million

Purpose and Need

System Linkage: N/A
Capacity: Address the operational, safety and capacity deficiencies along the corridor at the access points by improving operations/level of service and increase throughput along the corridor by providing free-flow conditions for a portion of the Okeechobee Rd. mainline lanes

Transportation Demand: Full reconstruction to provide an improved roadway, using rigid pavement, widening of Okeechobee Rd., modifying the intersection of NW 95th St. and Frontage Rd., widen NW 79th Ave. bridge of Miami (C-6) Canal and provide new access from Frontage Rd.

Legislation: N/A
Social Demand/Economic Development: N/A
Modal Interrelationship (Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport): N/A

Safety

Roadway Deficiencies: Development of intersection modifications, frontage road enhancements and improvements to bridges over Miami (C-6) Canal.

Emergency Evacuation: N/A

Progress Summary

Date | Activity | Status
--- | --- | ---
October 2022 | Design Plans Completion | Anticipated
October 2023 | Construction Begins | Anticipated
Spring 2027 | Construction Ends | Anticipated

Project Website
### Project Manager

**Raul Quintela, PE**  
305 – 470 – 5271  
Raul.Quintela@dot.state.fl.us

### SR 826/Palmetto Expressway Managed Lanes  
from I-75 to the west of NW 17th Avenue

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>435760-1, 435760-2, 435760-3, 435760-4, 435760-5, 435760-6</th>
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<tr>
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<td>SR 826/Palmetto Exp. Express Lanes</td>
</tr>
<tr>
<td>Phase Start Date:</td>
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<tr>
<td>Estimated Construction Cost:</td>
<td>$627 Million (for all projects)</td>
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</table>

### Purpose and Need

**System Linkage**  
N/A

**Capacity**  
Increase capacity on S.R. 826/Palmetto Expressway between I-75 to the west of NW 17 Avenue

**Transportation Demand**  
Improve mobility, relieve congestion and provide additional travel options

**Legislation**  
N/A

**Social Demand/Economic Development**  
Provide continuity with the proposed express lanes on SR 826 as envisioned in the emerging South Florida Express Lanes network

**Modal Interrelationship**  
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)  
N/A

**Safety**  
N/A

**Roadway Deficiencies**  
N/A

**Emergency Evacuation**  
N/A

### Progress Summary

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<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
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</thead>
<tbody>
<tr>
<td>All Projects</td>
<td>July 2018</td>
<td>2 Public Meetings</td>
<td>Completed</td>
</tr>
<tr>
<td>All Projects</td>
<td>February 2023</td>
<td>Design Plans Completion</td>
<td>Anticipated</td>
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<tr>
<td>All Projects</td>
<td>Fall 2031</td>
<td>Construction Begins</td>
<td>Anticipated</td>
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<table>
<thead>
<tr>
<th>FPID</th>
<th>Segment</th>
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</thead>
<tbody>
<tr>
<td>435760-1</td>
<td>SR 826/Palmetto Exp. from I-75 to north of Canal C-8 Bridge (Approx. NW 162nd St.)</td>
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<tr>
<td>435760-2</td>
<td>SR 826/Palmetto Exp. from north of Canal C-8 Bridge (Approx. NW 162nd St.) to east of NW 67th Ave.</td>
</tr>
<tr>
<td>435760-3</td>
<td>SR 826/Palmetto Exp. from east of NW 67th Ave. to east of NW 57th Ave.</td>
</tr>
<tr>
<td>435760-4</td>
<td>SR 826/Palmetto Exp. from east of NW 57th Ave. to east of NW 42nd Ave.</td>
</tr>
<tr>
<td>435760-5</td>
<td>SR 826/Palmetto Exp. from east of NW 42nd Ave. to east of NW 32nd Ave.</td>
</tr>
<tr>
<td>435760-6</td>
<td>SR 826/Palmetto Exp. from east of NW 32nd Ave. to west of NW 17th Ave.</td>
</tr>
</tbody>
</table>

### Project Website

DESIGN PHASE

Project Manager

Natalie Garganta, PE
(FPID 429193-1)
305 – 470 – 5269
Natalie.Garganta@dot.state.fl.us

Humberto Gomez, PE
(FPID 430444-1, 430444-2)
305 – 640 – 7390
Humberto.Gomez@dot.state.fl

SR 907/Alton Road
from Michigan Avenue to east of Allison Road

Project ID: 429193-1, 430444-1, 430444-2

Project Description: Flexible Pavement Reconstruction

Phase Start Date: 
Phase Completion Date: July 2023 (Anticipated)

Estimated PD&E Cost: 
Estimated Design Cost: $7 Million
Estimated Construction Cost: $69.3 Million (for all projects)

Purpose and Need

System Linkage N/A
Capacity N/A
Transportation Demand N/A
Legislation N/A
Social Demand/Economic Development
Enhance Alton Rd. from Michigan Ave. to east of Allison Rd. by elevating the roadway profile
Modal Interrelationship
Installing new upgraded pavement markings for bicycle facilities
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)
Safety N/A
Roadway Deficiencies
Widening existing parking lanes from 43rd St. to Pine Tree Dr.
Upgrading roadway lighting to LED and pedestrian ramps and sidewalks to current standards
Replacing signal mast arms, and providing signing and pavement markings
Provide drainage improvements by designing and constructing a new roadway drainage system consisting of curb inlets, pump stations, with outfalls to the Intracoastal Waterway.

Emergency Evacuation N/A

Progress Summary

<table>
<thead>
<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Projects</td>
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<td>Public Meetings</td>
<td>Anticipated</td>
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<tr>
<td>All Projects</td>
<td>July 2023</td>
<td>Design Plans Completion</td>
<td>Anticipated</td>
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<td>All Projects</td>
<td>Spring 2024</td>
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Project Website

## DESIGN PHASE

### Project Manager

See table below

### Golden Glades Interchange Enhancement Projects

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>428358-1, 428358-4, 428358-5, 428358-8, 437053-1, 437053-2, 437053-3, 437053-4, 437053-5</th>
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<tr>
<td>Project Description:</td>
<td>Operational Improvements and Interchange Capacity</td>
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<tr>
<td>Phase Start Date:</td>
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<tr>
<td>Phase Completion Date:</td>
<td>June 2021 (Anticipated)</td>
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<tr>
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<tr>
<td>Estimated Design Cost:</td>
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</tr>
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<td>Estimated Construction Cost:</td>
<td>$600 Million (for all projects)</td>
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### Purpose and Need

#### General

FDOT D6 and FTE are working together to provide a system-to-system connection between the Palmetto Expwy., I-95 and Florida’s Turnpike while increasing mobility and reducing travel delay through the GGI.

This project will help enhance the regional connectivity to five major facilities including I-95, Palmetto Expwy., Florida’s Turnpike, SR 9 and SR 7.

### Progress Summary

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<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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<tr>
<td>All Projects</td>
<td>October 2014</td>
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<td>All Projects</td>
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<td>Design Plans Completion</td>
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<table>
<thead>
<tr>
<th>Project Manager</th>
<th>FPID</th>
<th>Segment</th>
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<tbody>
<tr>
<td>Ryan Raghunandan, PE</td>
<td>428358-4</td>
<td>Golden Glades Interchange Various Ramp Improvements</td>
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<tr>
<td>Natalie Garganta, PE</td>
<td>428358-5</td>
<td>I-95/SR 9A from north of Biscayne Canal to SR 860/Miami Garden Drive</td>
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<tr>
<td>Auraliz Benitez, PE</td>
<td>428358-1</td>
<td>SR 826/Palmetto Expressway EB Ramp to I-95/SR 9A NB</td>
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<td></td>
<td>428358-8</td>
<td>SR 826/Palmetto Expressway Connector at Golden Glades Interchange and Various Ramps</td>
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<td></td>
<td>437053-1</td>
<td>Golden Glades Interchange Improvements – Mainline Spur MP 0X</td>
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<tr>
<td></td>
<td>437053-2</td>
<td>Golden Glades Interchange Improvements – Bridge Improvement (870038)</td>
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<td>437053-3</td>
<td>Golden Glades Interchange Improvements – I-95 Southbound</td>
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<td></td>
<td>437053-4</td>
<td>I-95/SR 9A NB from NW 143rd Street to Golden Glades Interchange and Florida’s Turnpike Connector</td>
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<tr>
<td>Terry Miller, PE</td>
<td>437053-5</td>
<td>Golden Glades Interchange Improvements – Spur</td>
</tr>
</tbody>
</table>

### Project Website

CONSTRUCTION PHASE

Project Manager

Bao-Ying Wang, PE
305 – 470 – 5211
Baaying.Wang@dot.state.fl.us

SR 997/Krome Avenue
from SW 136th Street to SW 232nd Street

Project ID: 427369-2, 427369-3
Project Description: Road Capacity
Phase Start Date: 
Phase Completion Date: Spring 2020 (Anticipated)
Estimated PD&E Cost: $5.4 Million (for all projects)
Estimated Design Cost: 
Estimated Construction Cost: $42.1 Million (for all projects)

Purpose and Need

System Linkage N/A
Capacity Reconstructing and widening of the roadway from the existing two-lane to a four-lane roadway with a 40-ft grassed median
Transportation Demand N/A
Legislation N/A
Social Demand/Economic Development N/A
Modal Interrelationship (Pedestrian, Bicylce, Transit, Freight, Aviation, and/or Seaport) Constructing a new multi-use trail for walking and biking
Safety N/A
Roadway Deficiencies Installing drainage systems and lighting along the length of the project
Replacing signal mast arms, and providing signing and pavement markings
Upgrading traffic signals at SW 232nd St., SW 216th St., SW 200th St., SW 192nd St. and SW 184th St.
Emergency Evacuation N/A

Progress Summary

<table>
<thead>
<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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<tbody>
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<td>All Projects</td>
<td>January 2018</td>
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<td>Completed</td>
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<td>All Projects</td>
<td>January 2019</td>
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<tr>
<td>All Projects</td>
<td>Spring 2020</td>
<td>Construction Ends</td>
<td>Anticipated</td>
</tr>
</tbody>
</table>

Project Website
CONSTRUCTION PHASE

Project Manager

Humberto Gomez, PE
305 – 640 – 7390
Humberto.Gomez@dot.state.fl.us

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

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>424407-1</th>
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<tbody>
<tr>
<td>Project Description:</td>
<td>Bridge Replacement</td>
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<tr>
<td>Phase Start Date:</td>
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<tr>
<td>Phase Completion Date:</td>
<td>May 2021 (Anticipated)</td>
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<tr>
<td>Estimated PD&amp;E Cost:</td>
<td>$5.4 Million</td>
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<tr>
<td>Estimated Design Cost:</td>
<td>$75.6 Million</td>
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<td>Estimated Construction Cost:</td>
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</table>

Purpose and Need
System Linkage
Capacity
Transportation Demand
Legislation
Social Demand/Economic Development
Modal Interrelationship
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)
Safety
Roadway Deficiencies

The purpose of this project is to replace the existing low-level bascule (movable) bridge built in 1929 spanning the Miami River at SW 1st Street to improve stormwater drainage and street lighting and update sidewalks, curb ramps and crosswalks.

Emergency Evacuation

Progress Summary

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>December 2013</td>
<td>PD&amp;E Study and Location Design Concept Acceptance (LDCA)</td>
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<tr>
<td>December 2017</td>
<td>Design Plans Completion</td>
<td>Completed</td>
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<tr>
<td>June 2018</td>
<td>Construction Advertisement</td>
<td>Completed</td>
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<tr>
<td>May 2019</td>
<td>Construction Begins</td>
<td>Completed</td>
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<tr>
<td>May 2021</td>
<td>Construction Ends</td>
<td>Anticipated</td>
</tr>
</tbody>
</table>

Project Website
CONSTRUCTION PHASE

Project Manager
Raul Quintela, PE
305 – 470 – 5271
Raul.Quintela@dot.state.fl.us

Golden Glades Multimodal Transportation Facility (GGMTF)

- Project ID: 251684-6
- Project Description: Multimodal Facility
- Phase Start Date: 
- Phase Completion Date: May 2021 (Anticipated)
- Estimated PD&E Cost: $70.8 Million

Purpose and Need

System Linkage: N/A
Capacity: N/A
Transportation Demand: N/A
Legislation: N/A

Social Demand/Economic Development: Increase visibility of the facility from the neighboring roadways, through upgraded aesthetics, to serve as a gateway to Miami-Dade County

Modal Interrelationship: Promote interconnections with the following transportation modes: South Florida Regional Transportation Authority (SFRTA) commuter trains; Miami-Dade Department of Transportation and Public Works (DTPW) and Broward County Transit (BCT) express/local buses; Greyhound intercity buses; and carpool commuters

Safety: N/A

Roadway Deficiencies: Enhance the transit functions of the existing Park and Ride (PNR) facility, by addressing the existing deficiencies in multimodal connectivity, transfer efficiency, accessibility, comfort and convenience, safety and security, and capacity

Emergency Evacuation: N/A

Progress Summary

- In 2014, the FDOT completed a Conceptual Alternatives Evaluation for the Golden Glades Multimodal Transportation Facility to review the original redevelopment concept recommended by the 2006 PD&E study, to meet current requirements from Miami-Dade Department of Transportation and Public Works, and to address the truck parking shortage identified by two Miami-Dade MPO studies
- Since March 2019 all bus service was relocated to the East Lot to perform construction of the new parking garage. The relocation is scheduled through August 2020

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>September 22, 2016</td>
<td>Public Information Meeting</td>
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<td>March 30, 2017</td>
<td>PD&amp;E Study Reevaluation</td>
<td>Completed</td>
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<tr>
<td>August 2018</td>
<td>Construction Begins</td>
<td>Completed</td>
</tr>
<tr>
<td>May 2021</td>
<td>Construction Ends</td>
<td>Anticipated</td>
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</tbody>
</table>

Project Website
**I-395/SR 836 and I-95 Design-Build**
from west of I-95 to the MacArthur Causeway Bridge

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>251688-1, 423126-1, 423126-2, 429300-2</th>
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</thead>
<tbody>
<tr>
<td>Project Description:</td>
<td>Reconstruction</td>
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<td>Phase Start Date:</td>
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<td>Phase Completion Date:</td>
<td>Fall 2023 (Anticipated)</td>
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<tr>
<td>Estimated PD&amp;E Cost:</td>
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<tr>
<td>Estimated Design Cost:</td>
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<tr>
<td>Estimated Construction Cost:</td>
<td>$812 Million (for all projects)</td>
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</tbody>
</table>

**Purpose and Need**

**System Linkage**
Provide a total of three through lanes in each direction on I-395 and provide separate connector ramps to and from I-95

**Capacity**
The following benefits are anticipated: increased capacity to mitigate existing and future traffic congestion; improved safety by alleviating existing deficiencies; improved access and better lane continuity

**Transportation Demand**
N/A

**Legislation**
N/A

**Social Demand/Economic Development**
Provide a Signature Bridge over Biscayne Boulevard

Improvements for the areas/communities under the bridges include: heightened visual quality of the bridges and streetscape due to increased vertical clearances, pedestrian pathways and common activity areas

**Modal Interrelationship**
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)
N/A

**Safety**
N/A

**Roadway Deficiencies**
Need for improvements is based on a combination of substandard traffic conditions, urban planning objectives and the interaction with other planned facility improvements impacting the proposed project area

**Emergency Evacuation**
N/A

**Progress Summary**

<table>
<thead>
<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>All Projects</td>
<td>July 2018</td>
<td>Notice to Proceed (NTP)</td>
<td>Completed</td>
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<td>All Projects</td>
<td>October 29,2018</td>
<td>Construction Begins</td>
<td>Completed</td>
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<td>All Projects</td>
<td>Fall 2023</td>
<td>Construction Ends</td>
<td>Anticipated</td>
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</tbody>
</table>

**Project Website**
http://www.i395-miami.com/
CONSTRUCTION PHASE

Project Manager

Karina Fuentes, PE
505 – 986 – 5310

Karina.Fuentes@dot.state.fl.us

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

Project ID: 430637-1, 430637-3
Project Description: Roadway Capacity & Intersection Improvements

Phase Start Date: 
Phase Completion Date: 
Estimated PD&E Cost: 
Estimated Design Cost: $1.8 Million (for all projects)
Estimated Construction Cost: $35.1 Million (for all projects)

Purpose and Need

System Linkage
Provide a continuous north-south four-lane divided facility between Miami-Dade and Broward counties

Capacity
Provide additional roadway capacity along NW 47th Ave./Palm Ave. from NW 183rd St. to Premier Parkway in Broward County in order to accommodate projected traffic growth in the area

Transportation Demand
Widening Bridge No. 870053 (where NW 47th Ave./Palm Ave. crosses over the Snake Creek Canal at milepost 1.708) to maintain consistency with the new roadway lane width

Legislation
N/A

Social Demand/Economic Development
N/A

Modal Interrelationship
N/A
(Pedestrian, Bicyclist, Transit, Freight, Aviation, and/or Seaport)

Safety
N/A

Roadway Deficiencies
N/A

Emergency Evacuation
N/A

Progress Summary

<table>
<thead>
<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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<tbody>
<tr>
<td>All Projects</td>
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<td>Public Meeting</td>
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<td>430637-1</td>
<td>April 2019</td>
<td>Construction Begins</td>
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<tr>
<td>430637-3</td>
<td>January 2019</td>
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<table>
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<tr>
<th>FPID</th>
<th>Segment</th>
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<tbody>
<tr>
<td>430637-1</td>
<td>From SR 860/NW 183rd Street to north of NW 199th Street</td>
</tr>
<tr>
<td>430637-3</td>
<td>From north of NW 199th Street to Premier Parkway (Broward)</td>
</tr>
</tbody>
</table>

Project Website
www.fdotmiamidade.com/design-projects/north-miami-dade/sr-847nw-47-ave-from-nw-183-st-to-premier-pkwy-
CONSTRUCTION PHASE

Project Manager

Jose Barrera, PE
(FPID 405575-6)
305 – 470 – 5207
Jose.Barrera@dot.state.fl.us

Raul Quintela, PE
(FPID 405575-6, -7)
305 – 640 – 7390
Humberto.Gomez@dot.state.fl

Krome Corridor Truck Bypass Improvements

<table>
<thead>
<tr>
<th>Project ID:</th>
<th>405575-6, -7, -8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description:</td>
<td>Capacity Improvement &amp; Resurfacing, Restoration, and Rehabilitation (RRR)</td>
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<td>Phase Start Date:</td>
<td>See table below</td>
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<tr>
<td>Phase Completion Date:</td>
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<td>Estimated PD&amp;E Cost:</td>
<td>Estimated Design Cost:</td>
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<tr>
<td>Estimated Construction Cost:</td>
<td>$21.5 Million (for all projects)</td>
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</table>

Purpose and Need

System Linkage | N/A |
Capacity | N/A |
Transportation Demand | Improve operations/level of service and increase throughput along the corridor by providing free-flow conditions for a portion of the Okeechobee Road mainline lanes |
Legislation | N/A |
Social Demand/Economic Development | N/A |
Modal Interrelationship (Pedestrian, Bicyclist, Transit, Freight, Aviation, and/or Seaport) | Provide a truck by-pass facility to redirect truck traffic from the Homestead downtown area to enhance truck traffic movement and address existing problems related to traffic congestion |
Safety | Improve traffic safety and provide relief for congestion along the Krome Ave. corridor |
Roadway Deficiencies | N/A |
Emergency Evacuation | Safety and emergency access will be enhanced through this corridor improvement |

Progress Summary

<table>
<thead>
<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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<td>405575-6 (Lead)</td>
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<td>405575-7</td>
<td>February 2019</td>
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<td>405575-8</td>
<td>March 2019</td>
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<td>December 2019</td>
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<td>August 2020</td>
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<table>
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<th>FPID</th>
<th>Segment</th>
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<tbody>
<tr>
<td>405575-6 (Lead)</td>
<td>Campbell Drive from SR 997/Krome Avenue to US-1/SR 5</td>
</tr>
<tr>
<td>405575-7</td>
<td>SW 336th Street/Davis Parkway from SR 997/Krome Avenue to US-1/SR 5</td>
</tr>
<tr>
<td>405575-8</td>
<td>Palm Drive from SR 997/Krome Avenue to US-1/SR 5</td>
</tr>
</tbody>
</table>

Project Website

CONSTRUCTION PHASE

Project Manager

Jose Barrera, P.E.
305 – 470 – 5207
Jose.Barrera@dot.state.fl.us

Krome Corridor Improvements

<table>
<thead>
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<td>Project Description:</td>
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</tbody>
</table>

Purpose and Need

System Linkage   N/A
Capacity         Reconstruction and widening of Krome Avenue from a two-lane roadway to a four-lane roadway divided by a grassed median
Transportation Demand Provide access management and improve traffic operations throughout the corridor
Legislation      N/A
Social Demand/Economic Development N/A
Modal Interrelationship N/A
(Pedestrian, Bicycle, Transit, Freight, Aviation, and/or Seaport)

Safety           Install guardrail in the median along the length of the project
Roadway Deficiencies Provide a drainage system
Emergency Evacuation Provide lighting along the length of the project

Progress Summary

<table>
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<tr>
<th>FPID</th>
<th>Date</th>
<th>Activity</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>All projects</td>
<td>October 2019</td>
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<td>All projects</td>
<td>May 2022</td>
<td>Constriction Ends</td>
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<tr>
<td>405575-9</td>
<td></td>
<td>Krome Avenue from SW 312th Street/Campbell Drive to SW 296th Street</td>
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<tr>
<td>427369-1</td>
<td></td>
<td>Krome Avenue from SW 296th Street to south of SW 232nd Street</td>
<td></td>
</tr>
</tbody>
</table>

Project Website

FIGURES

Figure 1: US-27/SR 25/Okeechobee Road from east of NW 116th Way to east of NW 87th Avenue (FPID: 423251-4)

Figure 2: US-27/SR 25/Okeechobee Road from east of NW 87th Avenue to NW 79th Avenue (FPID: 423251-3)

Figure 3: SR 907/Alton Road from Michigan Avenue to east of Allison Road (FPID: 429193-1, 430444-1 & 430444-2)
Thank You