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Purpose and Need:

- Develop and evaluate improvement concepts and perform a detailed planning-level operational analysis for the Interstate 95 corridor within Miami-Dade County.
- Analysis includes the evaluation of all corridor interchanges, interchange influence areas, ramp junctions, and post-implementation operational conditions of the 95 Express corridor improvements.
- Identify deficiencies focusing on reoccurring bottlenecks and develop a series of proposed improvements to address existing and future demands of the corridor.

Progress Summary:

- Initiated planning study in January 2016.
- Completed analysis to identify near-term improvements at the Golden Glades Interchange in the northbound direction to address existing bottleneck.
- Completed calibration of existing corridor wide operations model and development of no-build model.
- Completed development and evaluation of Tier 1 and Tier 2 corridor wide cross section alternatives.
- Developed two (2) corridor wide conceptual alternatives for evaluation in operations model.
- Perform preliminary operations modeling of two (2) corridor wide conceptual alternatives.
- Performed initial evaluation on two (2) conceptual alternatives.
- Developing a third conceptual Transportation Systems Management alternative for the corridor.
- Project Advisory Team (PAT) meetings are ongoing throughout the project.
Purpose and Need:

- Increase average transit speed, reliability, capacity, intensity/frequency, span of service and passenger convenience along the SR 9/SR 817/NW 27th Avenue Corridor.
- Connect to and provide a simple, direct, seamless, comfortable, and premium quality transit link between existing and planned land uses along the study corridor and Metrorail/Tri-Rail, the Miami Dade College North Campus, as well as other major destinations.
- 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.
- Promote a multimodal multi-user transportation corridor that is more pedestrian and bicycle friendly.
- Establish transit supportive land uses and promote economic development in the vicinity of transit stations/stops.

Progress Summary:

- PD&E phase started July 2016.
- Conducted Project Advisory Committee (PAC) and Public Alternatives Workshops to present Tier 1 analysis and resulting Tier 2 alternatives.
- Identified three viable (Tier 2) alternatives: Bus Rapid Transit (BRT) in curb lanes, Rail At-grade, and Elevated rail.
- Conducting technical analyses to identify a preferred, recommended alternative.
- Conducted series of meetings with elected officials, stakeholders and communities in the corridor.
- Developed configuration for all three alternatives and conducted analysis.

Project Website:

- www.fdotmiamidade.com/27thAvenueRapidTransit.html
**Purpose and Need:**

- Increase average transit speed, reliability, capacity, intensity/frequency, span of service, safety and security, and convenience along the project corridors.

- Connect to and provide a simple, direct, seamless, easy to understand, comfortable, and premium quality transit link between existing and planned land uses along the study corridor and Metrorail/Metromover, proposed SR 836 Express Bus Routes, and proposed CSX Commuter Rail, as well as major destinations such as hospitals, major retail malls and university/college campuses.

- Promote and support a multimodal multi-user transportation corridor that is more pedestrian and bicycle friendly.

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

- Establish transit supportive land uses and promoting economic development in the vicinity of transit stations.

**Progress Summary:**

- PD&E phase started in late May 2016.

- Conducted Project Advisory Committee (PAC) and Public Alternatives Workshops to present viable/Tier 2 alternatives.

- Identified viable alternatives for Tier 2, including Bus Rapid Transit (BRT) in curb lanes, BRT in median, BRT in curb lanes with reversible auto lane.

- Conducted detailed analysis on Tier 2 alternatives and developed configuration for all three alternatives.

**Project Website:**

- [www.fdotmiamidade.com/flaglerpremiumtransitstudy.html](http://www.fdotmiamidade.com/flaglerpremiumtransitstudy.html)
Major Project Updates

September 2018

Florida Department of Transportation
Major Projects Report – District 6

Project Development and Environment (PD&E) Study Phase

SR 94/Kendall Dr. Corridor
SR 94/Kendall Drive from SR 997/Krome Avenue to Dadeland North Metrorail Station

<table>
<thead>
<tr>
<th>Project Manager</th>
<th>Joan Shen</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>305-640-7557</td>
</tr>
<tr>
<td></td>
<td><a href="mailto:Joan.Shen@dot.state.fl.us">Joan.Shen@dot.state.fl.us</a></td>
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**Project ID:** 437784-1

**Project Description:** Premium Transit Corridor

**Project Limits:** SR 94/Kendall Drive from SR 997/Krome Avenue to Dadeland North Metrorail Station

**Status:** PD&E

**Study Completion Date:** Winter 2019

**Estimated Total PD&E Cost:** $5.7 Million

**Purpose and Need:**

- Relieve congestion and improve capacity along the SR 94/Kendall Drive Corridor by improving the people-carrying capacity of the transportation network using new premium transit service along with supporting pedestrian and bicycle facilities.
- Connect to and provide a simple, direct, seamless, easy to understand, comfortable, and premium quality transit link between existing and planned land uses along the study corridor and Metrorail and Metrobus, as well as other major destinations such as hospitals, major retail malls and college campuses.
- Promote and support a multimodal multi-user transportation corridor that is more pedestrian and bicycle friendly.
- Support and provide congestion management strategies including potential intersection improvements.
- Establish transit supportive land uses and promoting economic development in the vicinity of transit stations/stops.

**Progress Summary:**

- PD&E phase started in late June 2016.
- Conducted Project Advisory Team (PAT) and Public Alternatives Workshops to present Tier 1 analysis and resulting Tier 2 alternatives.
- Identified three viable alternatives for Tier 2, including BRT in curb lanes, BRT in median, and rail at-grade.
- Developed configuration for above three alternatives and conducted analysis.
- At the request of the TPO, a BRT curb lane configuration with reversible median auto lane was included as a viable alternative. An elevated rail alternative was also added as a viable alternative for further analysis.

**Project Website:**

- [www.fdotmiamidade.com/kendallpremiumtransitstudy.html](http://www.fdotmiamidade.com/kendallpremiumtransitstudy.html)
Purpose and Need:

- 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.

- Increase visibility of the facility from the neighboring roadways, through upgraded aesthetics, to serve as a gateway to Miami-Dade County.

- 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.

Progress Summary:

- In 2014, the FDOT completed a Conceptual Alternatives Evaluation for the Golden Glades Multimodal Transportation Facility (GGMTF) to review the original redevelopment concept recommended by the 2006 PD&E study, in order 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.

- A Public Information Meeting was held on September 22, 2016

- The PD&E re-evaluation was completed on March 30, 2017

- A Design-Build Maximum Price Request for Proposal (RFP) was advertised on July 31, 2017 (GGMTF Only)
  - The Contract Award was awarded June 30, 2018
  - The contract was executed July 30, 2018

Project Website:

Purpose and Need:

- Address the operational, safety and capacity deficiencies along the corridor at the access points.
- 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.
- Widening improvements, milling and resurfacing, improvements at the intersection with Krome Avenue and at the frontage road on the north side of S.R. 25.

Progress Summary:

- Anticipated Design Plans Completion Date: July 2019
- Anticipated Construction Start Date: Winter 2021
- Anticipated Construction End Date: Winter 2023

Project Website:

Major Project Updates

Florida Department of Transportation
Major Projects Report – District 6

S.R. 25/U.S. 27/OKEECHOBEE ROAD
From East of NW 117th Avenue to East of NW 107th Avenue

Project Manager
Maria I. Perdomo, P.E.
305-640-7186
Maria.Perdomo@dot.state.fl.us

Project ID: 423251-6
Project Description: Operational Improvements
Project Limits: From east of NW 117th Avenue to east of NW 107th Avenue
Status: Design Phase
Estimated Design Completion: April 2019
Estimated Construction Cost: $38 Million

Purpose and Need:

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

▪ 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.

▪ Full reconstruction to provide concrete pavement, correct geometric and operational deficiencies, and widening of the existing roadway and bridges for added capacity.

Progress Summary:

▪ Will be advertised as Design-Bid Build Contract with Turnpike Project ID 435542-1-32-01 (Lead Project).

▪ Improvements along NW 138th Street including a median closure at NW 138th Street and the Frontage Road will be included with Miami Dade Expressway (MDX) Project 92404 which will be advertised as a Design Build.

▪ Anticipated Design Plans Completion Date: December 2018

▪ Anticipated Construction Start Date: July 2019

▪ Anticipated Construction End Date: July 2021

Project Website:

Purpose and Need:

- Address the operational, safety and capacity deficiencies along the corridor at the access points.
- 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.
- Development of intersection/interchange modifications, frontage road enhancements and improvements to bridges over Miami Canal.
- Full reconstruction to provide concrete pavement, grade separation, creation of a new bridge at NW 116th Way, widening of bridge at NW 121st Avenue and replacement of bridge across the Miami Canal at NW 116th Way, improvements to the Frontage Road, including a bicycle lane.

Progress Summary:

- Anticipated Design Plans Completion Date: January 2019
- Anticipated Construction Start Date: Fall 2021
- Anticipated Construction End Date: Fall 2024

Project Website:

Purpose and Need:
- Address the operational, safety and capacity deficiencies along the corridor at the access points.
- 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.
- Development of intersection/interchange modifications, frontage road enhancements and improvements to bridges over Miami Canal.
- Full reconstruction to provide rigid pavement, grade separation of bridges over 87th Avenue, design of left turn lanes flyover bridges from Southbound NW 87th Avenue to Eastbound Okeechobee Road and from Northbound NW 87th Avenue to Westbound Okeechobee Road, a construction of a new bridge at NW 106 Street over the Miami (C-6) Canal, and the realignment of NW 103rd Street and the frontage road.

Progress Summary:
- Anticipated Design Plans Completion Date: January 2023
- Anticipated Construction Start Date: December 2024
- Anticipated Construction Completion Date: Spring 2028

Project Website:
Purpose and Need:
- Address the operational, safety and capacity deficiencies along the corridor at the access points.
- 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.
- Development of intersection/interchange modifications, frontage road enhancements and improvements to bridges over Miami Canal.
- Full reconstruction to provide an improved roadway, using rigid pavement, widening of SR 25/Okeechobee Road to four lanes on both approaches, eight lanes total, modify the intersection of NW 95th Street and Frontage Road, widen NW 79th Avenue bridge of Miami (C-6) Canal, and provide new access from Frontage Road to Westbound Okeechobee Road.

Progress Summary:
- Anticipated Design Plans Completion Date: February 2023
- Anticipated Construction Start Date: December 2023
- Anticipated Construction End Date: Spring 2027

Project Website:
Purpose and Need:

- 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.

- Improve traffic safety and provide relief for congestion along the Krome Avenue corridor. Safety and emergency access will be enhanced through this corridor improvement.

Progress Summary:

<table>
<thead>
<tr>
<th>Project Financial Management Number</th>
<th>405575-6</th>
<th>405575-9</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Limits</td>
<td>Campbell Drive from SR 997/Krome Avenue to SR 5/US 1</td>
<td>Krome Avenue from SW 312 Street to SW 296th Street/Avocado Drive</td>
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<td>Design Plans Completion Date</td>
<td>Feb. 2019</td>
<td>Nov. 2018</td>
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<td>Oct. 2019</td>
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<td>Anticipated Construction End Date</td>
<td>Dec. 2021</td>
<td>Jun. 2022</td>
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</table>

Project Website:

Purpose and Need:

- The existing SW 1st Street bascule bridge is a low-level bascule (movable) bridge spanning the Miami River and carrying the eastbound lanes of a one-way pair facility that comprises Flagler Street (westbound lanes) and SW 1st Street. The purpose is to replace the existing bascule bridge.

Progress Summary:

- The PD&E Study for this project was completed and LDCA was granted in December 2013
- Project is currently in construction.
- Anticipated Construction Advertisement Date for Project: December 2017
- Design Plans Completed: October 2017
- Construction Estimated Start Date: August 2019
- Construction Estimated End Date: April 2022

Project Website:

GOLDEN GLADES INTERCHANGE ENHANCEMENT PROJECTS

Project Manager
Fabiana Gonzalez-Batista, P.E.
305-470-5183
Fabiana.Gonzalez@dot.state.fl.us

Project ID: 428358-1, 428358-4, 428358-5, 428358-8, 437053-1, 437053-2, 437053-3, 437053-4, 437053-5

Project Description: Operational Improvements and Interchange Capacity

Project Limits: Golden Glades Interchange

Status: Design Phase

Estimated Design Completion: February 2021

Purpose and Need:

- The Florida Department of Transportation (FDOT) District Six and Florida’s Turnpike Enterprise are working together to provide a system-to-system connection between the Palmetto Expressway, 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 SR 9A/I-95, SR 826/Palmetto Expressway, Florida’s Turnpike, SR 9 and SR 7/US 441/NW 7 Avenue.

Progress Summary:

- Design is currently ongoing. Construction is anticipated to start in 2021.

- Received Location Design Concept Acceptance (LDCA) from Federal Highway Administration (FHWA) in October 2014.

Project Website:


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<td>SR 826/Palmetto Expressway - SR 826 Eastbound Ramp to SR 9A/I-95 Northbound</td>
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<tr>
<td>428358-4</td>
<td>Golden Glades Interchange various ramps improvements</td>
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<tr>
<td>428358-5</td>
<td>SR 9A/I-95 Northbound from Biscayne River Canal to SR 860/Miami Garden Drive</td>
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<tr>
<td>428358-8</td>
<td>SR 826 Connector at Golden Glades Interchange and Various Ramps</td>
</tr>
<tr>
<td>437053-3</td>
<td>Golden Glades Interchange Improvement – I-95 Southbound</td>
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<td>437053-4</td>
<td>Golden Glades Interchange Improvements N/B Direct Connect Bridge</td>
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<td>437053-5</td>
<td>Golden Glades Interchange Improvements - Spur</td>
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<td>428358-4</td>
<td>GGI Interchange Connector from Us 441 To SR 91 Southbound</td>
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<tr>
<td>428358-5</td>
<td>SR 9A/I-95 NB From Biscayne River Canal to SR 860/Miami Garden Dr</td>
</tr>
</tbody>
</table>
Purpose and Need:

- The need for improvements on this corridor is based on a combination of safety, physical, and functional deficiencies within the corridor plus overall capacity needs.

- The primary objective of the project is to address safety deficiencies along this section of the Krome Avenue corridor.

- The secondary objectives of the project are to provide additional capacity to accommodate anticipated future area travel demand and address other design deficiencies along the roadway, as well as, maintaining the effectiveness of the corridor as an emergency evacuation route and improving regional connectivity.

Progress Summary:

- Anticipated Design Plans Completion Date: October 2018

- Anticipated Construction Start Date: September 2019

- Anticipated Construction End Date: June 2022

Project Website:

- www.fdotmiamidade.com/design-projects/krome-avenue
Purpose and Need:

- Increase the existing capacity and improve the safety conditions of Krome Avenue/SW 177th Avenue from SW 232nd Street to south of SW 184th Street by reconstructing and widening of the roadway from the existing two-lane undivided rural typical section to a four-lane divided typical section.

Progress Summary:

- Anticipated Design Plans Completion Date: November 2017
- Anticipated Construction Start Date: December 2018
- Anticipated Construction End Date: Spring 2020

Project Website:

- [www.fdotmiamidade.com/design-projects/krome-avenue](http://www.fdotmiamidade.com/design-projects/krome-avenue)
Purpose and Need:

- The need for improvements on this corridor is based on a combination of safety, physical, and functional deficiencies within the corridor plus overall capacity needs.

- The primary objective of the project is to address safety deficiencies along this section of the Krome Avenue corridor.

- The secondary objectives of the project are to provide additional capacity to accommodate anticipated future area travel demand and address other design deficiencies along the roadway, as well as, maintaining the effectiveness of the corridor as an emergency evacuation route and improving regional connectivity.

Progress Summary:

- Public Meeting was held in March 2015

- Construction is scheduled to begin in December 2018

- Anticipated Construction End Date: July 2021

Project Website:

**Purpose and Need:**

- Improve mobility, relieve congestion and provide additional travel options.
- Increase capacity on S.R. 826/Palmetto Expressway between I-75 to the west of NW 17 Avenue
- Provide continuity with the proposed express lanes on SR 826 as envisioned in the emerging South Florida Express Lanes network.

**Progress Summary:**

- Anticipated Public Meetings Date: Summer 2018

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<th>435760-3</th>
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<td>435760-1</td>
<td>SR 826/Palmetto Expy. from I-75 to north of Canal C-8 Bridge (Approx. NW 162ST)</td>
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<tr>
<td>435760-2</td>
<td>SR 826/Palmetto Expy. from north of Canal C-8 bridge (Approx. NW 162ST) to east of NW 67 Ave.</td>
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<tr>
<td>435760-3</td>
<td>SR 826/Palmetto Expy. from east of NW 67 Ave. to east of NW 57 Ave.</td>
</tr>
<tr>
<td>435760-4</td>
<td>SR 826/Palmetto Expy. from east of NW 57 Ave. to east of NW 42 Ave.</td>
</tr>
<tr>
<td>435760-5</td>
<td>SR 826/Palmetto Expy. from east of NW 42 Ave. to east of NW 32 Ave.</td>
</tr>
<tr>
<td>435760-6</td>
<td>SR 826/Palmetto Expy. from east of NW 32 Ave. to west of NW 17 Ave.</td>
</tr>
</tbody>
</table>
Purpose and Need:

- Enhance SR 907/Alton Road from Michigan Avenue to east of Allison Road by elevating the roadway profile, widening existing parking lanes from 43 Street to Pine Tree Drive, installing new upgraded pavement markings for bicycle facilities, upgrading roadway lighting to LED and pedestrian ramps and sidewalks to current standards, replacing signal mast arms, and providing signing and pavement markings.

- Provide needed drainage improvements by designing and constructing a new roadway drainage system consisting of curb inlets, pump stations, with outfalls to the Intracoastal Waterway.

Progress Summary:

- Public meeting anticipated Spring 2019
- Construction is expected to begin in Summer 2021
**Purpose and Need:**

- 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.

- 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.

- Provide an expressway link between I-95, SR 836, I-395 and the MacArthur Causeway.

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

- 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.

**Progress Summary:**

- Notice to Proceed Issued: July 2018

- Anticipated Construction Start Date: October 2018

- Anticipated Major Construction Start Date: February 2019

**Project Website:**

- [www.fdotmiamidade.com/i395designproject](http://www.fdotmiamidade.com/i395designproject)
Purpose and Need:

- Provide additional roadway capacity along S.R. 847/NW 47th Avenue/Palm Avenue from NW 183rd Street to Premier Parkway in Broward County in order to accommodate projected traffic growth in the area.

- Provide a continuous north-south four-lane divided facility between Miami-Dade and Broward Counties.

- Widening Bridge No. 870053 (where S.R. 847/NW 47th Avenue/Palm Avenue crosses over the Snake Creek Canal at milepost (MP 1.708)) to maintain consistency with the new roadway lane width.

Progress Summary:

- Public Hearing was held in May 2014

- Public Meeting was held in July 2015

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<tr>
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<td>Anticipated Construction Completion:</td>
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<td>December 2019</td>
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Project Website:

www.fdotmiamidade.com/design-projects/north-miami-dade/sr-847nw-47-ave-from-nw-183-st-to-premier-pkwy-
S.R. 997/KROME AVENUE
From S.R. 94/Kendall Drive to North of S.R. 90/SW 8th Street

<table>
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<td>Project Description:</td>
<td>Roadway Reconstruction and Capacity Improvements</td>
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<tr>
<td>Project Limits:</td>
<td>From S.R. 94/Kendall Drive to north of S.R. 90/SW 8th Street</td>
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<tr>
<td>Status:</td>
<td>Construction Phase</td>
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<td>Estimated Completion Date:</td>
<td>July 2018</td>
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<tr>
<td>Estimated Total Project Cost:</td>
<td>$86 Million</td>
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</tbody>
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Purpose and Need:

- Improve safety conditions and increase the existing capacity of Krome Avenue/SW 177th Avenue from SW 88th Street to north of SW 8th Street by widening and reconstructing the current two-lane undivided roadway section to a four-lane divided section and adding shoulders to the inside and outside of the road and a 10-foot shared-use path on the east side.

Progress Summary:

- Design Plans Completion Date: September 2014
- Construction Start Date: February 2015
- Anticipated Construction Completion Date: October 2018

Project Website:

Project Scope:

This project consists of the implementation of tolled express lanes along the SR 826/Palmetto Expressway, in both directions, from W Flagler Street to north of NW 154 Street and along I-75 from SR 826/Palmetto Expressway to NW 170 Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes project by FDOT District Four, from NW 170 Street in Miami-Dade County to I-595 in Broward County.

The purpose of the project as envisioned in the emerging South Florida Express Lanes network is to improve mobility, relieve congestion, provide additional travel options, accommodate future growth and development in the region, and improve system connectivity between key limited access facilities in South Florida: SR 826, I-75, SR 924, Florida's Turnpike, I-595, and SR 869/Sawgrass Expressway.

Tolled express lanes will be incorporated along the study corridor with moderate widening of the SR 826/Palmetto Expressway mainline. The proposed express lanes along the Palmetto Expressway will be physically separated with express lanes markers from the toll-free traffic lanes. The express lanes along I-75 have been constructed in the median. It is anticipated that the project will be contained within the existing public right-of-way. Overall improvements under consideration include:

- One to two tolled express lane in each direction along the Palmetto Expressway, from W Flagler Street to north of NW 154 Street, and one tolled express lane in each direction along I-75 from the Palmetto Expressway to NW 170 Street
- Construction of a new flyover connecting the SR 826/Palmetto and I-75 express lanes.
- Access points to/from the express lanes system
- Ramp Metering at all entrance ramps along the Palmetto Expressway
- Installation of noise barrier walls at specific locations along I-75
- New lighting along the I-75 express lanes

Progress Summary:

- Construction started in March 2014
- Anticipated Construction Completion Date: January 2019