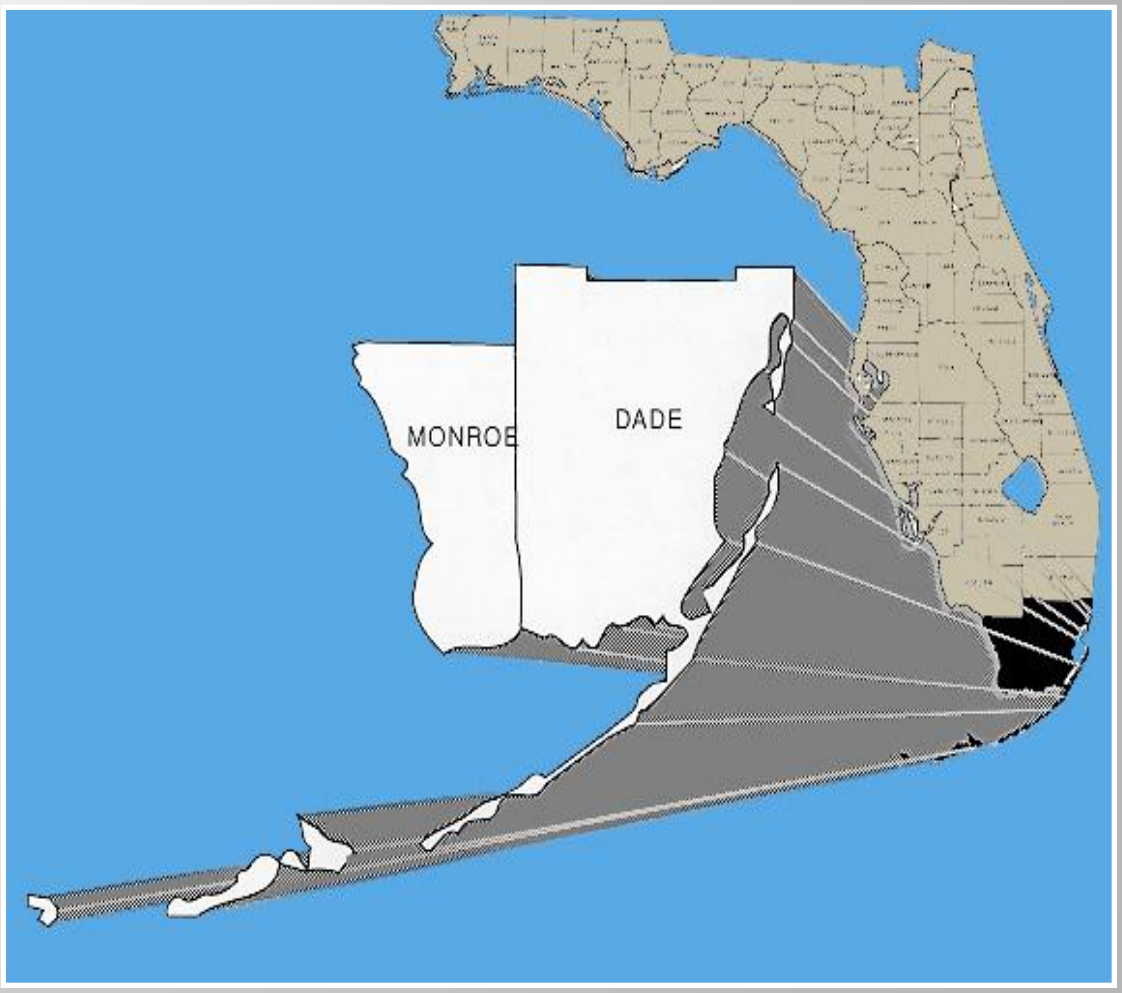
DISTRICT 6

Gus Pego



Significant Projects

- 95 Express
- Palmetto Expressway
- Port of Miami Tunnel
- NW 25 Street
- Miami Intermodal Center

95 Express

Florida Department of Transportation in conjunction with Miami-Dade and Broward County Transportation Partners

95 Express

What is The Problem?

- South Florida - 10th worst traffic congestion in nation!
- Population to continue growing
- I-95 volumes are nearly 300,000 vehicles per day (360,000 by 2030)
- Congestion wastes 150 million hours annually costing $2.5 billion

95 Express
Existing Conditions

- **South Florida Population Projection: 45% growth (1.7 million people) between 2000 and 2030**
- **HOV lanes and General Use lanes break down during rush hour:**
  - **General Use lanes average 13 to 16 mph**
  - **HOV lanes average 20 to 31 mph**
- **18% of total person throughput on HOV lane results from Express Bus Service**
- **High Demand for Express Bus Service at Golden Glades – but bus service travel time is not reliable on HOV lane**

95 Express

The Solution

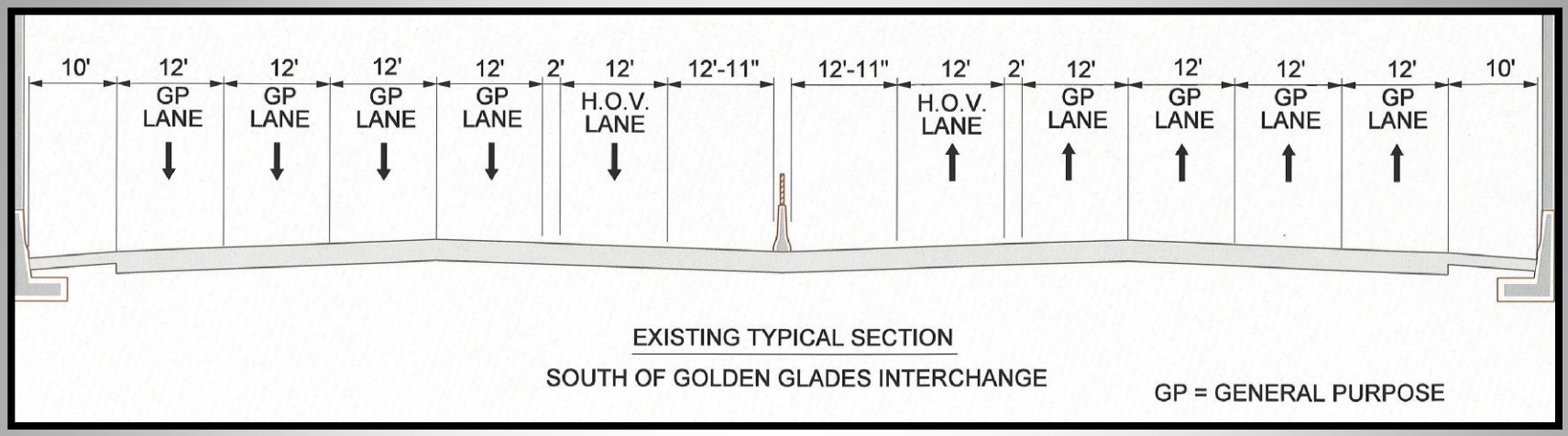
- FDOT applying for special federal funding from the **Urban Partnership Agreement** program for Interstate 95 Managed Lanes Project '*95 Express*'
- Required components – **4 T's**
  - **Tolling** (Congestion Management)
  - **Transit** (Bus Rapid Transit)
  - **Technology** (SunPass)
  - **Telecommuting** (Flex-time Programs)

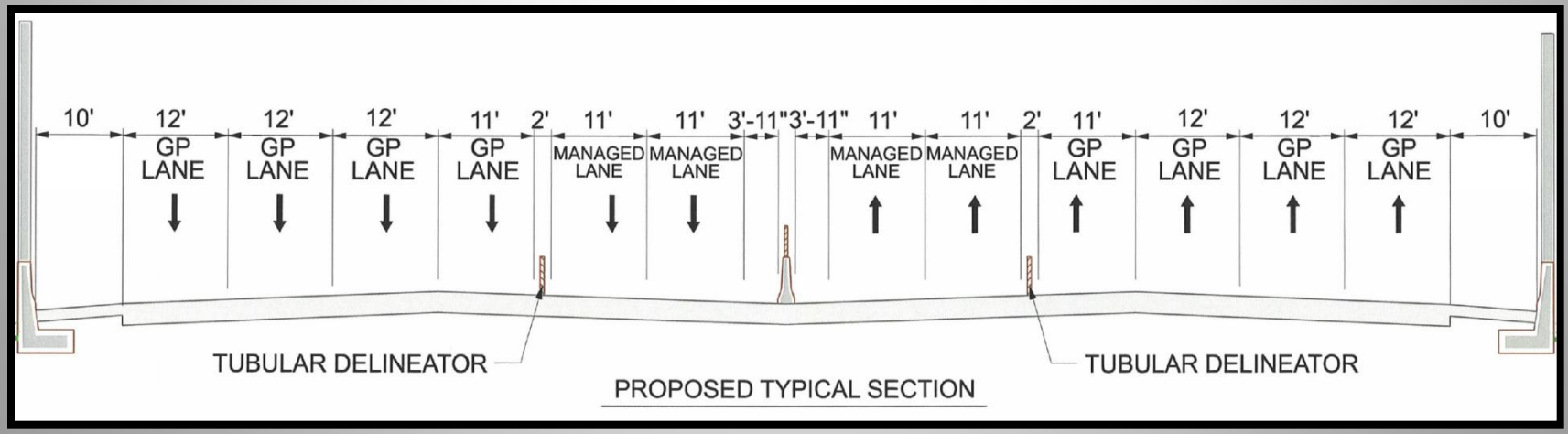
95 Express

4 T Solutions

- **Existing General Use Lanes maintained**
- **Addition of 2 new lanes for length of 21 mile corridor via restriping**
- ***95 Express* - New lanes & existing HOV lanes converted to Managed Lanes**
- **Variable Congestion Pricing - will help maintain free flowing operations (approx. min. speed of 50 MPH) in Managed Lanes**
- **Only Limited Construction Required (Phase 1A and 1B), construction limited to shoulders and SR 112/I-195 Interchange modifications**
- **Expedited Implementation**

95 Express **Configuration**





95 Express

Managed Lanes Network

- 21 Miles - from I-395 in Miami to I-595 in Fort Lauderdale
- Meant for longer trips
- Five entry/exit points planned
- Future network: I-595, I-75, HEFT, US 1, SR 836, SR 826

95 Express Benefits Transit, Motorists, and Businesses

- New Bus Rapid Transit routes
- Provides for reliable transit schedules
- Four Managed Lanes in operation along 21 mile corridor between Miami and Ft. Lauderdale
- 95 Express toll revenues will support facility costs and help provide funding support for Bus Rapid Transit
- Provides a new choice for consistent and dependable travel conditions
- Improved park-n-ride facilities

95 Express

Bus Rapid Service (BRT)

Expanded Transit with 95 Express

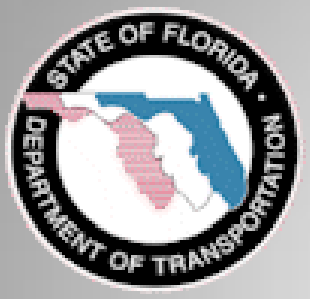
- **Eliminate County-line transfer**
- **Miami-Dade 95 Express bus service extended along I-95 north to Ft. Lauderdale**
- **Broward US 441 & University Drive bus service extended into I-95 south to Miami**
- **Further Expansion – additional future routes and route extensions**

95 Express

Technology & Telecommuting

- **South Florida peak hour transponder usage is 70% on existing toll expressways**
- **Buses, Registered HOV, and Vanpools will be issued non-revenue decals**
- **South Florida Commuter Services (SFCS) Outreach to be expanded**
- **SFCS will prepare customized transportation plans for Employers and Employees dependant on the I-95 Corridor.**
- **UPA Outreach: Mobilize resources to reach out to 75 businesses and 20,000 employees in 6 months prior to startup.**

South Florida Commuter Services
www.1800234ride.com



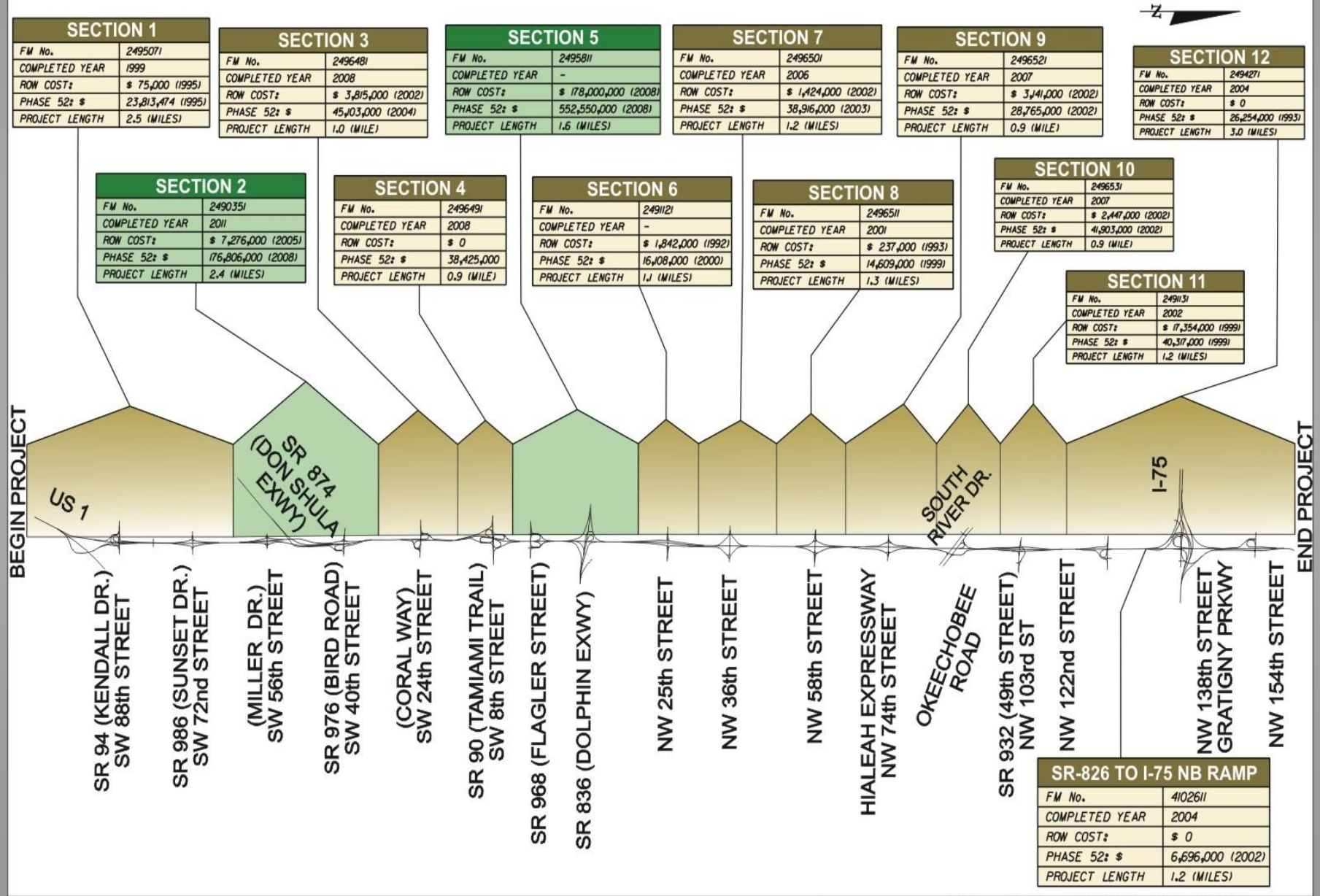
PALMETTO EXPRESSWAY (SR 826) EXPANSION PROJECTS

Project Overview

PROJECT HISTORY

- Corridor first built in the late 1950s
- Expanded in the mid-1970s
- Steady increase in traffic during the 1980s
- Beginning in the early 1990s Palmetto Expansion Program divided into 12 sections

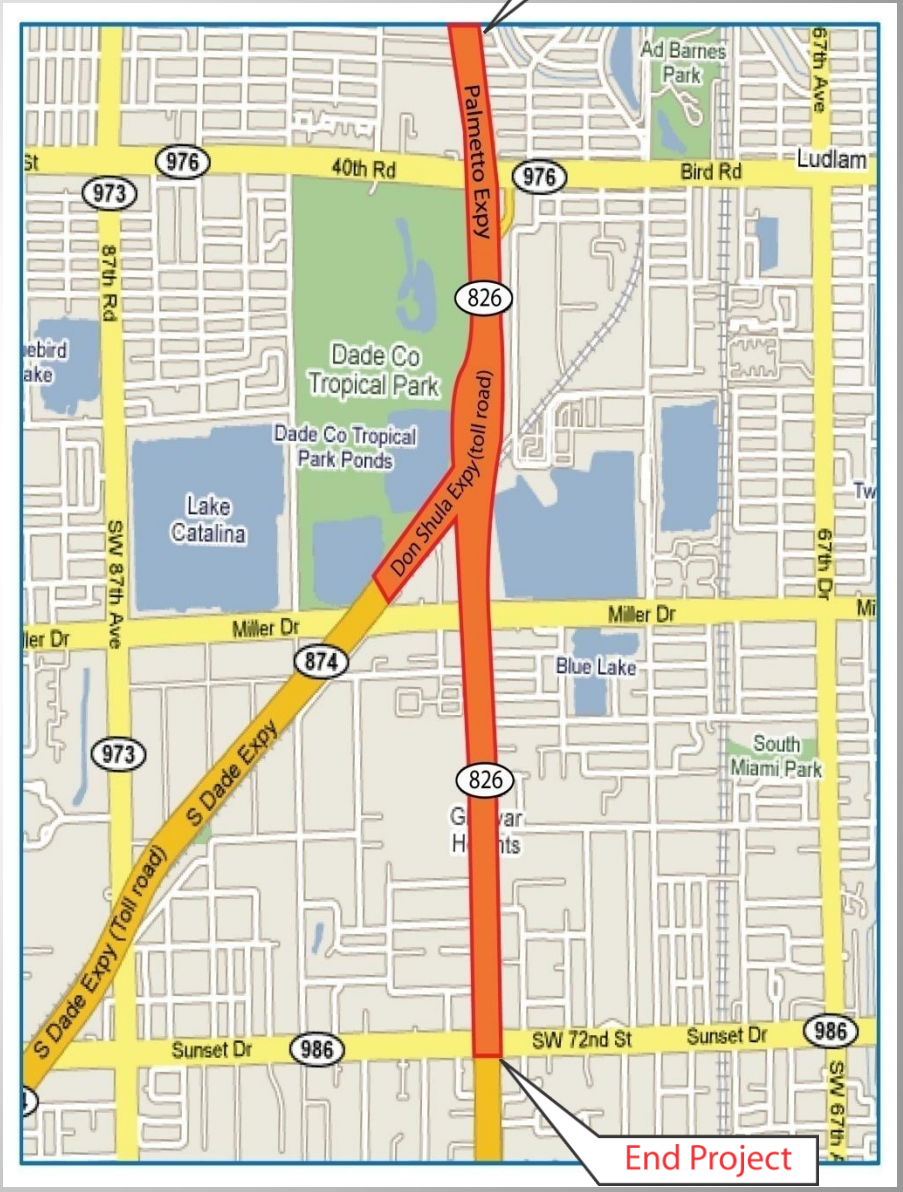
SR 826 (PALMETTO EXPRESSWAY) IMPROVEMENT PROGRAM



SECTION 2 Project Overview

PROPOSED IMPROVEMENTS

- Reconstruction of the Palmetto Expressway including the addition of travel lanes in each direction
- Reconstructing the Palmetto Expressway Interchanges at Bird Road, Miller Drive and SR 874
- New storm water drainage system throughout the project area
- Replacing the existing Pedestrian Bridge just north of Bird Road
- Numerous enhancements to SW 40th St. and SW 56th St., including new traffic signals, street signs and street lighting
- Project includes the addition of median barrier walls as well as new barrier walls along the outside lanes
- Installing landscape
- Installing two eight-inch watermains



SECTION 2 Project Overview

CONSTRUCTION SCHEDULE

- Anticipated construction schedule: Three years

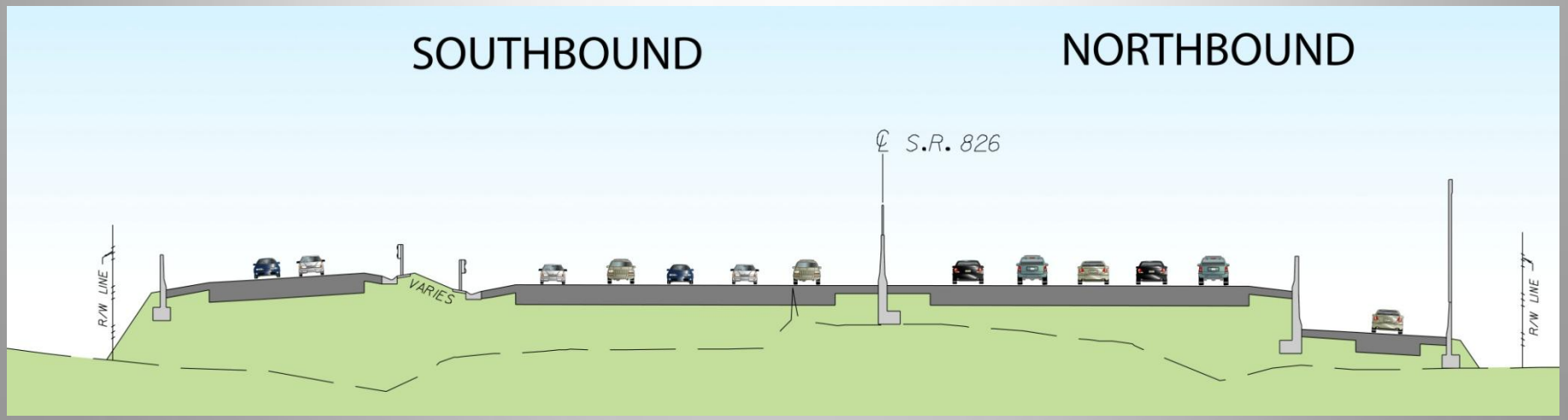
RIGHT-OF-WAY

- All Right-of-Way has been acquired
- FDOT will enforce limited access to the frontage roads and strive to minimize construction impacts
- Staging areas to be determined and approved by the FDOT
- Tennis/dust screens will be installed temporarily during construction

COST AND FUNDING

- The cost of construction is an estimated $177 million
- MDX is contributing $60 Million due to the improvements of the SR 874 facility
- Design-Build Finance Project

Typical Section North of Bird Road



Section 2 Project Benefits

TRAFFIC IMPROVEMENTS

- Less congestion and improved traffic flow along one of Miami-Dade County's most vital corridors

SAFETY ENHANCEMENTS

- Smoother, safer access to and from the expressway at Bird Road, Miller Drive and SR 874 interchanges
- Enhanced safety along Bird Road and Miller Drive

PEDESTRIAN IMPROVEMENTS

- Enhanced pedestrian features

WATER QUALITY

- Drainage system is being replaced with a more efficient system to collect and treat a greater amount of rain water

LANDSCAPING AESTHETICS

- Install low maintenance landscape within project limits
- Future project to provide additional landscaping along mainline to follow after construction

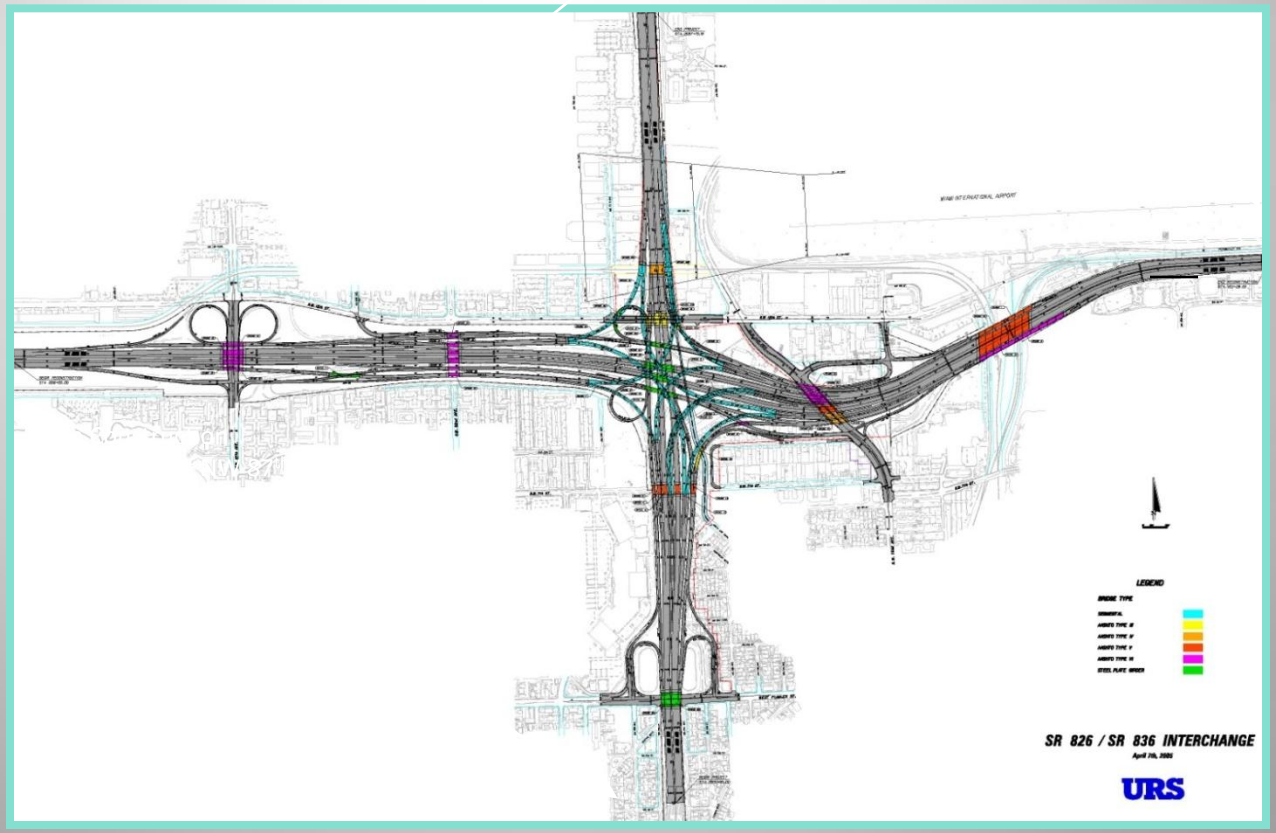
SR 826 (Palmetto Expressway) Improvement Program
Section 5
SR 826 / SR 836 Interchange

Section 5 Project Limits:

<u>The Section 5 construction limits are as follows:</u>

Approximately 9,200 feet on SR 826

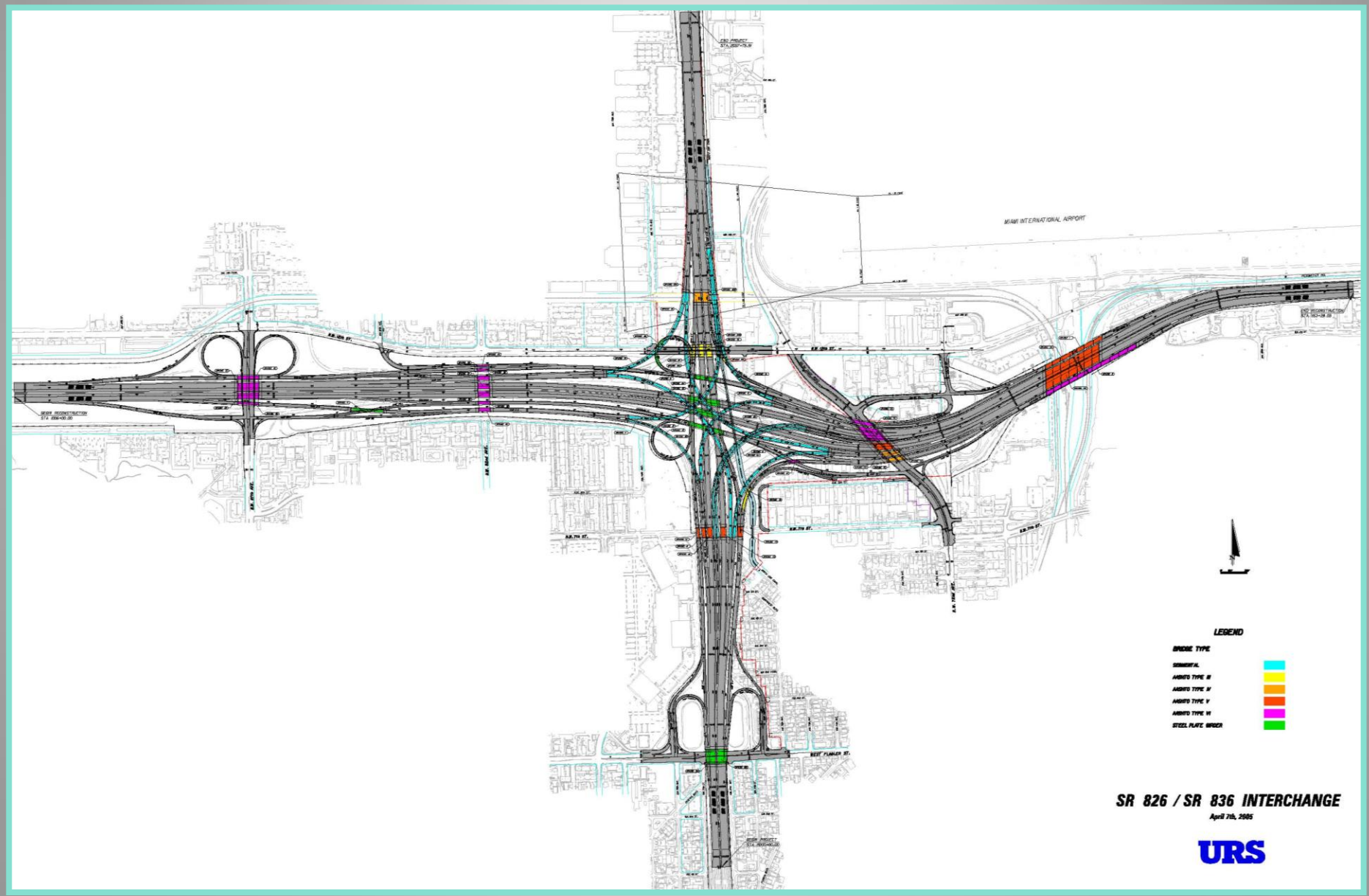
Approximately 15,100 feet on SR 836



Section 5 Project Description:

- Reconstruction of SR 826 (Palmetto Expressway)
- Reconstruction of SR 836 (Dolphin Expressway)
- Construction of direct connectors to provide traffic movements between the two expressways in all directions.

SR 826 / SR 836 Master Plan



Section 5 Project Benefits:

- Construction of direct expressway-to-expressway connectors in all directions, including the non-existing North to West movement.
- Flip-flop of the Milam Dairy Road interchange that will improve the operational characteristics of the SR 826 / SR 836 Interchange.
- Three additional lanes (one thru lane and two managed lanes) will be provided for the SR 836 Eastbound.
- Two additional lanes (managed lanes) will be provided for the SR 836 Westbound.

Section 5 Project Benefits:

- Connector from SR 836 Westbound managed lanes to SR 826 Southbound and from SR 826 Northbound to SR 836 Eastbound managed lanes will be provided.
- All left entrances/exits from SR 836 mainlines will be eliminated.
- Due to the reconstruction of the SR 826/West Flagler interchange afternoon peak-hour backups along SR 836 Westbound will be reduced drastically.
- Due to the construction of Ramp E-N and Bridge 11, morning peak-hour backups along SR 836 Eastbound in the area West of the SR 826 expressway will be reduced drastically.
- Standard outside shoulder width will be provided throughout all mainlines and ramps.

Section 5 Project Benefits:

- Traffic weaving along Eastbound and Westbound of SR 836 in the area between NW 72nd Avenue and SR 826 will be eliminated.
- Entrances and exits to local roads will be done by means of the Eastbound and Westbound CD's.
- Window for the future East-West transit corridor is being provided.
- Access for future transit station at the southeast quadrant of the Interchange is being provided.

- SR 826 has been raised to provide a window for the future connection of NW 7th Street.
- SR 836 has been raised to provide a window for the future connection of NW 82nd Avenue.

Port Access Project:
The Port of Miami Tunnel




STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

MIAMI-DADE
COUNTY

THE CITY OF MIAMI
INCORPORATED
1896
DADE CO., FLORIDA

Port Access:
Importance of Port

- POM is top international cruise terminal, 10th international cargo port based on containerized shipments, and top seaport in Florida based on dollar volume
  - **$20.7 billion in imports/exports**
  - **81,800 jobs**
  - **$5 billion** in wages
  - **$12 billion** in economic output

Port Access:
Truck traffic will increase

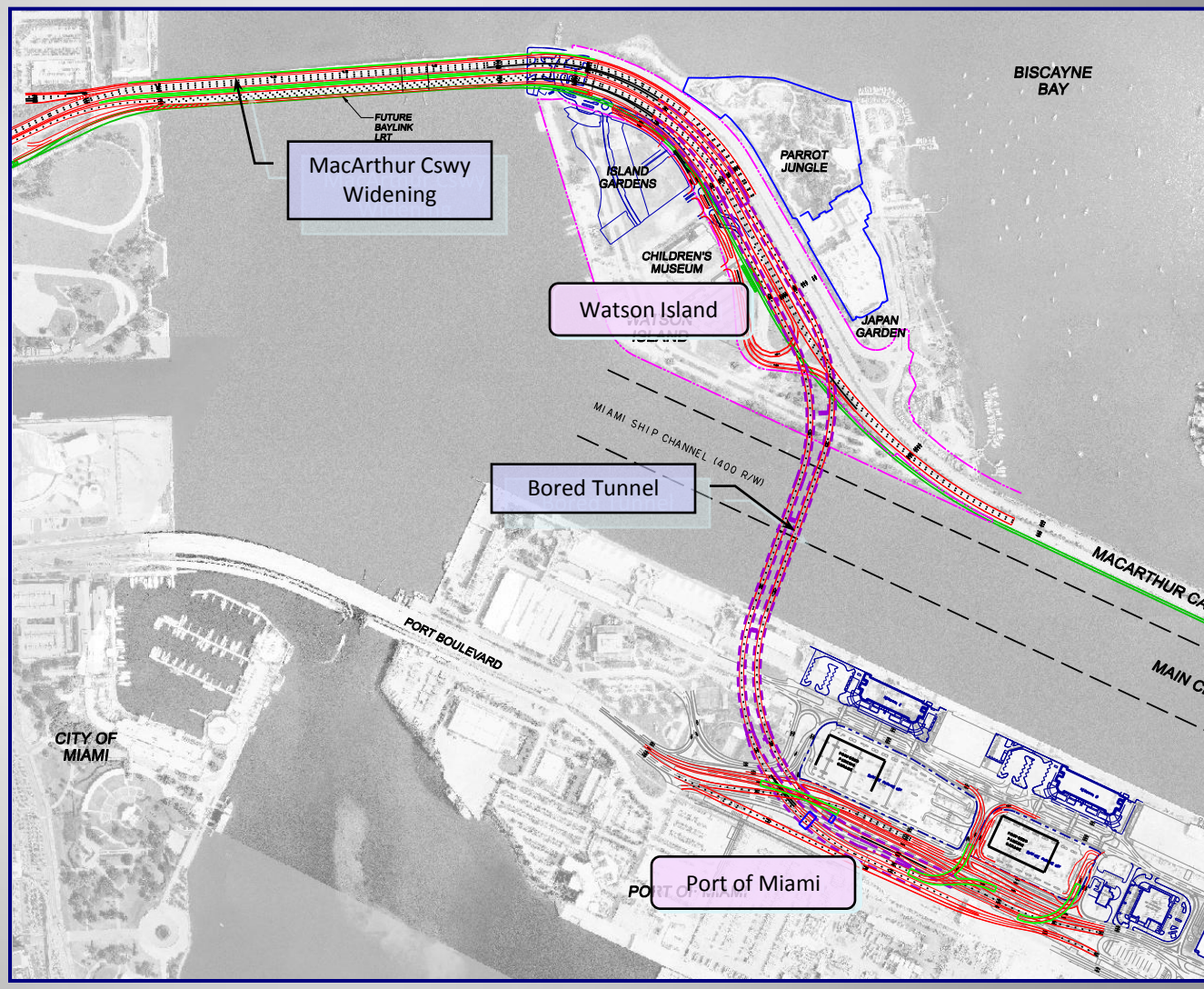
- **26,000 vehicles (Nearly 7,000 trucks & buses) travel to/from POM through downtown streets**
- **By 2030, estimated truck traffic will nearly double**

Port Access:
Existing truck routes through Downtown Miami

- Trucks currently travel through NE 1 and 2nd Avenue
- Must go through 6 to 7 signals inbound and outbound

Port Access: Benefits

- Provide direct connection from Port to I-395 via Watson Island
- Keep Port competitive – (County's second-leading economic generator)
- Relieve downtown congestion



Funding the POMT

- Capital Cost – 50/50 State/Local Partnership
- Risk Sharing/Private Sector:
  - $100 million during construction
  - $350 million upon POMT completion
  - Remaining in annual “availability payment”
    - Covers both remaining capital and annual operations and maintenance costs
    - Proposal at $33 million in 2007 dollars (indexed)
  - $120 million contingency reserve ($10 concessionaire - $90 FDOT/Local - $20 concessionaire)

Port Access: Building the Tunnel

- Involves specially-constructed Tunnel Boring Machine approx. 42 ft. high
- TBM consists of cutter head and trailing support gear
- Excavation will take just over one year—6 months in each direction

Port Access:
FDOT Procurement Schedule

• **December 5, 2005**	**Industry Forum**
• **February 17, 2006**	**Releases Request for Qualifications**
• **April 12, 2006**	**Receives Statement of Qualifications from potential bidders**
• **April 28, 2006**	**Announces short-list of bidders**
• **November 1, 2006**	**Publishes Request for Proposals**
• **March 5, 2007**	**Receives proposals from 3 short-listed bidders**
• **May 2, 2007**	**Best Value Proposal named – MAT**
• **February 15, 2008**	**Notice of Intent to Award**
• **December 2008**	**MAT (Miami Access Tunnel) Contract Execution**

Port Access: Design/Construction Schedule

5-Year Design/Construction Period

2009
- Final design / Permitting
- Utility relocation

2010
- Excavation for tunnels
- POM roadways & bridges

2011
- U-Walls / Approaches

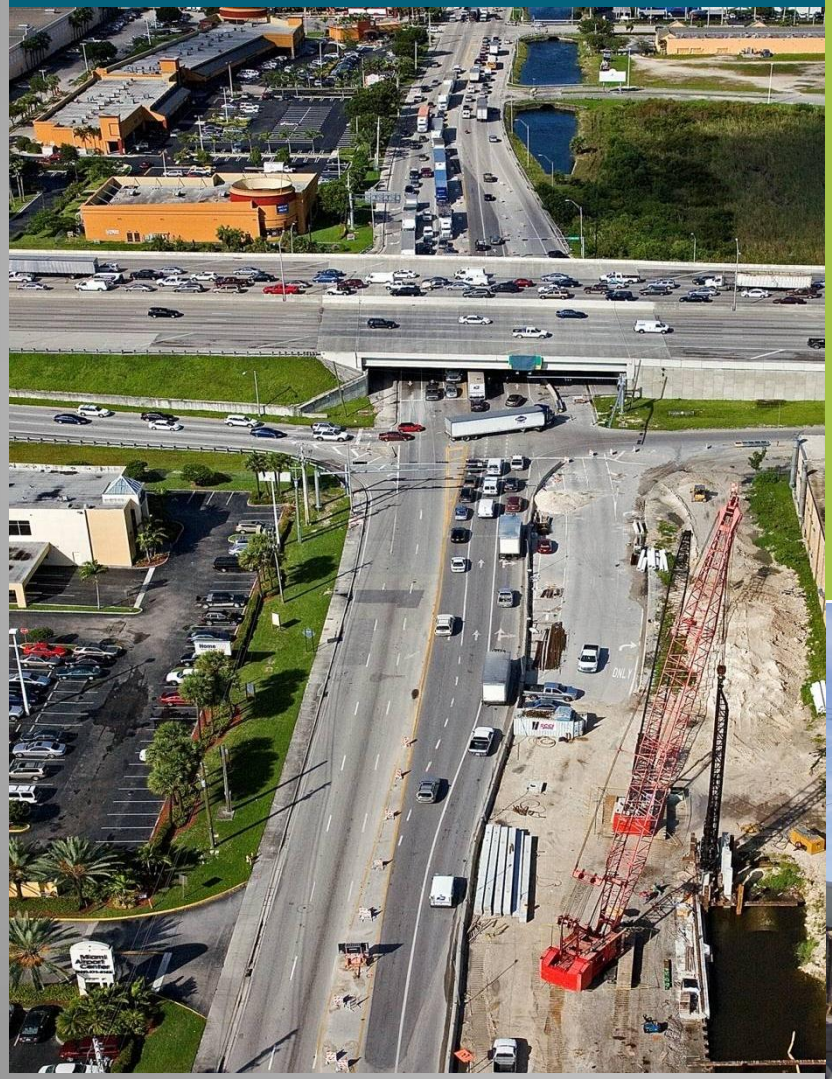
2012
- Tunnel finishes
- Support facilities

2013
- Complete tunnel & roadways
- Tunnel systems, testing and startup

Port Access: Funding the POMT

- FDOT contributing 50% of capital cost ($432.5 million) from Strategic Intermodal System (SIS) funds
- Local partners have matched capital costs
- FDOT funding tunnel Operations & Maintenance from statewide maintenance funds (about $200 million over 30 years)

NW 25th Street Viaduct
From SR 826 to NW 68th Avenue



Contract Amount
$118 Million

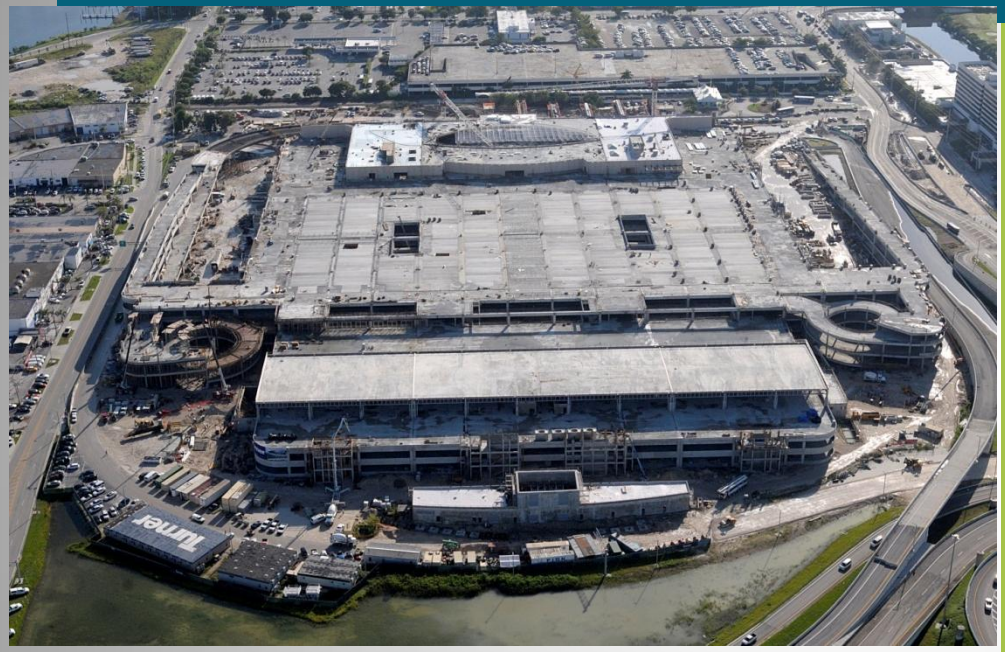
Status
48% Complete

Construction Began
09/10/2007

Anticipated Completion
07/10/2011

Contractor
De Moya Group, Inc.

Miami Intermodal Center (MIC) and Rental Car Facility (RCF) and MIC / MIA Station



Combined Contract Amount
$ 350 Million

MIC RCF
Construction Schedule
07/09/2007 to 09/20/2009
56% Complete

MIC/MIA Station
Construction Schedule
05/21/2008 to 09/17/2010
13% Complete

FTBA Award for Partnering

Reconstruction and widening of SR 826/Palmetto Expressway and Interchanges at Coral Way (SW 24th St) and SR 90 (SW 8th St)

FDOT Design Project Manager
Erki Suarez, PE / Ali Toghiani, PE

FDOT Designer – Coral Way
Nathaniel Pulido

Design Consultant – SW 8th St
Donald Ambroise
Corradino Group, Inc.

FDOT Construction Project Manager
Dari Vorce

Consultant Engineering Inspection
Tim Sears, PE
A2 Group

Contractor
APAC SE – Major Projects Group

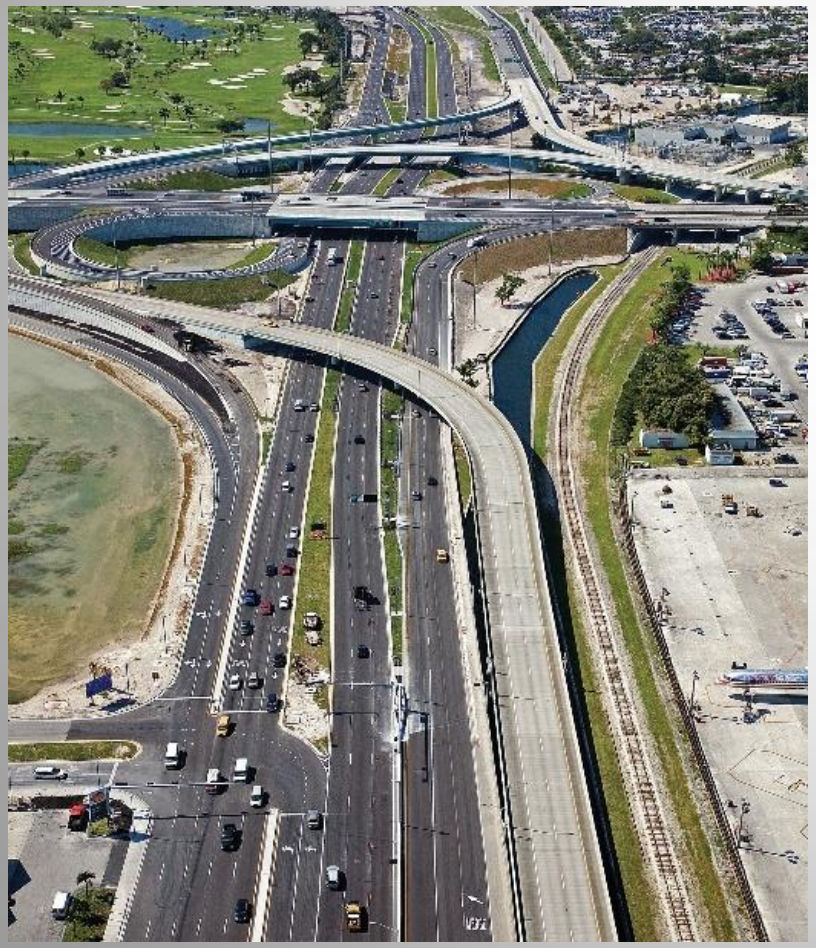
Contract Amount
$ 82 Million

Final Acceptance
01/28/2008

FTBA Award for Interchange

MIC Package 2

Provide connectivity between the Miami Intermodal Center and the major arterials servicing the Miami International Airport



FDOT Design Project Manager
Kouroche Mohandes, PE

Design Consultant
Ubaldo F. Lena, PE
URS Corporation

FDOT Construction Project Manager
Isa M. Nunez, PE

Construction Engineering Inspection
Gus Quesada, PE
Bermello, Ajamil & Partner

Contractor
Kiewit Southern Corporation

Contract Amount
$ 72 Million

Final Acceptance
05/13/2008

FTBA Award for Design Build

SR 5/US1 Reconstruction from MM 113 to MM 116

FDOT Design Project Manager
Luis Tellechea

FDOT Construction Project Manager
Dari Vorce

Construction Engineering Inspection
Pom Chakkaphak
Parsons Brinkerhoff Construction Services

Contractor
Community Asphalt Corporation

Contract Amount
$ 40 Million

Final Acceptance
06/30/2008

FTBA Award for Minor Bridge

SR 9A/I-95 Widening

Widening three consecutive interstate bridges and addition of one mainline rigid concrete pavement lane

FDOT Design Project Manager
Jason Chang, PE

Design Consultant
Robert T. Carballo, PE
C3TS

FDOT Construction Project Manager
Ivan Hay, PE

Construction Engineering Inspection
Francis R. Chin, PE
AIM Engineering & Surveying, Inc.

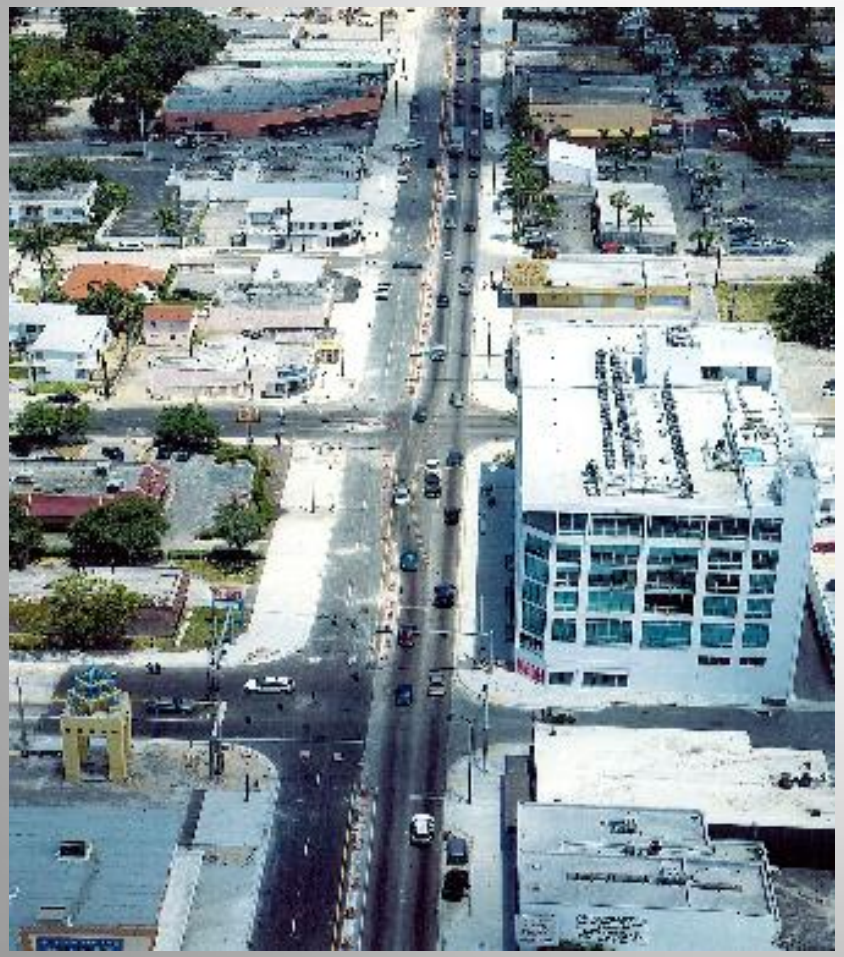
Contractor
Kiewit Southern Corporation

Contract Amount
$ 12 Million

Final Acceptance
06/02/2008

FTBA Award for Utility Coordination

Biscayne Boulevard Reconstruction
Reconstruction from NE 78th Street to NE 87th Street



FDOT Design Project Manager
Mohammed Mansuri, PE

FDOT Designer
Erenia Nagid

FDOT Construction Project Manager
Ivan Hay, PE

Construction Engineering Inspection
Steven McCue, PE
New Millennium Engineering, Inc.

Contractor
Community Asphalt Corporation

Contract Amount
$ 7.5 Million

Final Acceptance
07/01/2008

QUESTIONS ?