



# FY 2019-2023 Work Program

BOARD APPROVED DECEMBER 5, 2017



MIAMI-DADE EXPRESSWAY AUTHORITY

## The Miami-Dade Expressway Authority (MDX)

MDX is an agency of the State of Florida, created in 1994 pursuant to Chapter 348, Part I, Florida Statutes, for the purposes of and having the power to acquire, hold, construct, improve, maintain, operate, own and lease an expressway system located in Miami-Dade County. The Authority may also fix, alter, change, establish and collect tolls, rates, fees, rentals, and other charges for the services and facilities of such system and is further authorized to issue bonds. MDX is reported as an Independent Special District of the State of Florida and subject to the provisions of Chapter 189, Florida Statutes (Uniform Special District Accountability Act of 1989) and other applicable Florida Statutes.

MDX currently oversees, operates and maintains five tolled expressways constituting approximately 33.6 centerline-miles and 223.9 lane-miles of roadway in Miami-Dade County, Dolphin Expressway (SR 836); Airport Expressway (SR 112); Don Shula Expressway (SR 874); Gratigny Parkway (SR 924) and the Snapper Creek Expressway (SR 878) and has jurisdiction over NW 138<sup>th</sup> Street. MDX's Mission is to *“serve as an innovative transportation agency dedicated to the enhancement of mobility in Miami-Dade County”*.

## The Miami-Dade Expressway Authority's Five-Year Work Program

The Five-Year Work Program identifies and prioritizes projects that MDX anticipates funding during the next five years. Funding for these projects may be total or partial depending on the phase of the project and the availability of funds. As such, changes are made on an annual basis as priorities are re-evaluated, projects are completed, new projects are identified and the financial capabilities of MDX evolve. The Five-Year Work Program is an important tool used by MDX to effectively manage its program of System preservation, expansion and improvements. The current FY 2019-2022 Work Program includes 50 projects with a total project cost of \$1.2 billion of which \$305.3 million or 25.4% of the total cost has been previously spent through FY 2017, \$219.8 million or 18.3% is projected to be spent in the current FY 2018, \$678.2 million or 56.3% is budgeted within FY 2019-2023. Additionally, there are \$265.9 million beyond FY 2023 in Renewal & Replacement projects that are required per the Trust Indenture to keep the MDX system in good condition, as well as \$3.6 billion in unfunded needs for long-range mobility projects.

*The planned improvements in the MDX Work Program play an integral role in minimizing inefficiencies in our expressways, increasing employment opportunities and household income of Miami-Dade County. It all translates into a better quality of life for our community.*

[The Washington Economics Group]

The basis for the Five-Year Work Program is the MDX Long-Range Master Transportation Plan (LRMTP) which includes projects of regional significance that MDX is examining for future implementation. On an annual basis, MDX evaluates the financial feasibility of projects in the LRMTP. Those that are financially feasible are incorporated into the Five-Year Work Program, and those that are not yet deemed feasible remain in the LRMTP. The number of projects or phases of projects added to the Five-Year Work Program

is contingent upon MDX's ability to fund them while maintaining existing programs.

## The Work Program Cycle

The Five-Year Work Program for FY 2019-2023 was coordinated with the Miami-Dade County Transportation Planning Organization (TPO) and was approved and adopted by the MDX Board on December 5, 2018.

## Programs and Funding

### *Program Descriptions*

The Five-Year Work Program consists of three aspects of infrastructure construction:

- Five-Year Transportation Improvement Program (TIP) which includes expansion of, as well as capacity improvements to, the MDX highway system, planning projects geared towards improving mobility in Miami-Dade County and implementation of Intelligent Transportation and Open Road Toll Collection Systems.
- Five-Year Capital Improvement Program (CIP) which includes improvements that are not primarily capacity expansion such as operational improvements and safety projects.
- Five-Year Renewal and Replacement Program (R&R) which includes budget for comprehensive system maintenance or repairs, not recurring annually and renewals and replacements; repairs or replacements resulting from an emergency caused by some unforeseen or extraordinary occurrence; and all or any part of any System Improvement.

### *Funding Overview*

MDX's primary source of revenue is the tolls collected on its five expressways which are reinvested in Miami-Dade County to improve mobility and offer transportation choices within the county. MDX borrows money to fund its projects by selling bonds and uses the toll revenues as collateral. Like a mortgage loan where collateral is offered to the bank to secure the loan until fully paid, MDX offers the projected revenues as assurance that the bond's principal and interest will be paid. MDX does not receive any gas tax, property tax, sales tax or any other source of revenue.

Projects included in the MDX FY 2019-2023 TIP are highlighted within the following pages. The projects have been organized by the following categories: Existing System Improvements, System Expansion, Facility Improvements, New Toll Expressways, and Other Projects.

## Description and Status of Major TIP Projects

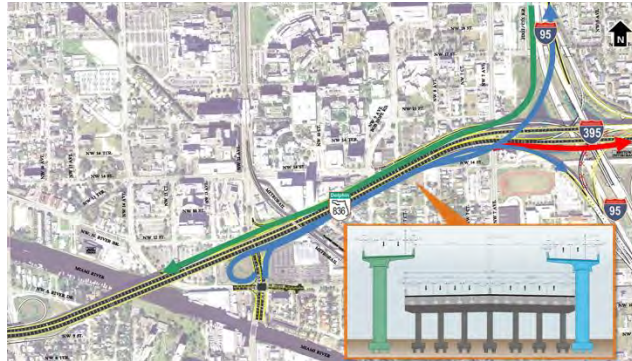
The following projects are categorized as Existing System Improvements in the current Five-Year TIP and include widening or reconstruction within an existing roadway segment:

- **Project 11212 – SR 112 Ramp Improvements at NW 37<sup>th</sup> Avenue**



This project will construct a new partial interchange at SR 112 and NW 37<sup>th</sup> Avenue that provides new movements including an eastbound on-ramp and a westbound off-ramp at NW 37<sup>th</sup> Avenue. The ramps will provide additional access to industrial hub as well as opening the commercial area to the expressway system and improving access to the Miami Intermodal Center (MIC). The planning and right-of-way phases are underway, the design-build is anticipated to begin in FY 2020. Total cost is estimated at \$13.7 million.

- **Projects 83611 – SR 836/I-95 Interchange Improvements**



MDX has partnered with FDOT to acquire right-of-way, design and build the SR 836 improvements from NW 17<sup>th</sup> Avenue to I-95 in conjunction with the I-395 project. Improvements include widening and operational improvements to SR 836 eastbound from NW 17<sup>th</sup> Avenue to I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center. The project will improve safety and mobility and improve access to Hospital District by providing a new access to North River Drive from I-95 and SR 836. Design-build is anticipated to start late FY 2017. Total cost for the MDX project is estimated at \$240.8 million.

- **Project 83618 – SR 836 Southwest Extension**

This is a 15-mile extension of SR 836 from NW 137<sup>th</sup> Avenue to the southwest Kendall area. It is envisioned as a multimodal facility, used also by express transit services that would address the existing transportation needs of a vast community of thousands of existing residents living in the south-western areas of Miami-Dade County west of the Turnpike. A preferred alternative is being selected through the Project Development & Environmental (PD&E) process and funding for the right-of-way acquisition for phase one of the project, from NW 137<sup>th</sup> Avenue to 157<sup>th</sup> Avenue, has been advanced. Final design and construction for this project are not yet funded. The planning and right-of-way phases are estimated at \$42.4 million.



Final design and construction for this project are not yet funded. The planning and right-of-way phases are estimated at \$42.4 million.

- **Project 83628 – SR 836 Operational, Capacity and Interchange Improvements**

This project is constructing an additional eastbound and westbound lane on SR 836 from west of NW 57<sup>th</sup> Avenue to NW 17<sup>th</sup> Avenue as well as improving the SR 836 interchanges at NW 57<sup>th</sup> Avenue, LeJeune Road, NW 27<sup>th</sup> Avenue and NW 17<sup>th</sup> Avenue. These improvements will provide additional capacity on the mainline and improve operations in and around the existing interchanges resulting in an improved level of service and safety. This project includes inside shoulder modifications to facilitate Express transit service along the corridor. The design build for this project is underway with an anticipated completion in FY 2019. Total cost is estimated at \$195.5 million.



SR 836 WB AT NW 27<sup>TH</sup> AVE EB & WB

- **Project 83629 – SR 836 Interchange Modifications at 87<sup>th</sup> Avenue**

This project reconstructs the SR 836 Mainline and NW 87<sup>th</sup> Avenue interchange to enhance operations and improve safety on the SR 836 corridor. It includes the extension of a 4<sup>th</sup> lane westbound on the mainline from the SR 836/SR 826 interchange to the exit to NW 107<sup>th</sup> Avenue to alleviate congestion caused by the merging traffic. The project also includes, as a contribution to Miami Dade County, the reconstruction of 82<sup>nd</sup> Avenue to provide alternate north-south connection between Flagler Street and NW 12<sup>th</sup> Street through NW 82<sup>nd</sup> Avenue, and alleviate congestion at the intersections of NW 87<sup>th</sup> Avenue and NW 7<sup>th</sup> and 8<sup>th</sup> Street. This project ties into the MDX SR 836 Extension to the west and MDX SR 836/SR 826 Interchange Improvements on the east. Construction is underway with an anticipated completion date of FY 2019. Total cost is estimated at \$98.8 million.



SR 836 WESTBOUND BRIDGES AT 87<sup>TH</sup> AVENUE

- **Project 83634 – SR 836 New Homestead Extension of Florida’s Turnpike (HEFT) Ramp Connections**



This project consists of new ramps from eastbound SR 836 to northbound HEFT and southbound HEFT to westbound SR 836. It also includes ramps to and from the Dolphin Station Park & Ride to provide direct access for western Miami Dade County as an alternative to NW 12<sup>th</sup> Street which is at capacity. It also includes the southbound HEFT to westbound SR 836 Express Lane ramp bridge, funded by Florida’s Turnpike Enterprise (FTE), to provide direct access to westbound SR 836 for future FTE southbound Express Lane users. These ramps were originally contemplated to be part of MDX’s SR 836 Southwest Extension (83618) project which is currently in the PD&E

phase. In light of the Florida’s Turnpike Enterprise (FTE) advancing the construction of their project to alter the current interchange and HEFT mainline configuration, MDX accelerated the MDX ramps. This allows MDX to work with FTE on a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. Design-build is anticipated to begin in late FY 2018. Total cost is estimated at \$51.2 million.

- **Project 87410 – SR 874 Ramp Connector to SW 128<sup>th</sup> Street**

MDX has started construction of new access ramp connection from the southern terminus of SR 874 to SW 128<sup>th</sup> Street including improvements to SW 128<sup>th</sup> Street from SW 122<sup>nd</sup> Avenue to SW 137<sup>th</sup> Avenue. This new ramp will provide expressway access to the growing southwest Miami-Dade communities, presently only serviced by access to and from Florida’s Turnpike, through the SW 120<sup>th</sup> Street and the SW 152<sup>nd</sup> Street ramps. The project will widen SW 128<sup>th</sup> Street from two to four lanes from SW 122<sup>nd</sup> Avenue to SW 137<sup>th</sup> Avenue.



SW 128<sup>th</sup> STREET APPROACHING SR 874 RAMP CONNECTOR

A portion of this project is being constructed by the Florida’s Turnpike Enterprise under an interagency agreement with MDX as part of a larger project to widen the HEFT and reconstruct the HEFT/SR 874 Interchange to yield efficiencies and eliminate future throwaway costs. The construction is anticipated to be completed in FY 2019. Total cost is estimated at \$104.3 million.

- **Project 87413 – SR 874/SW 72 Street Interchange**

This project will construct a new partial interchange at SR 874 and SW 72<sup>nd</sup> Street to provide access to SR 874 and the highway system connected to SR 874 and to reduce congestion at key intersections along SW 72<sup>nd</sup> Street. Design-build is anticipated to begin in FY 2019. Total cost is estimated at \$11.3 million.



- **Project 92404 -SR 924 Extension West to the HEFT**



MDX has completed the PD&E study for the 2.3-mile expressway extension and is advancing the design-build of a segment from 97<sup>th</sup> Avenue to HEFT. This project also includes a 1.6-mile section of NW 138<sup>th</sup> Street which has been reconstructed to a predominantly 6 lane section and is now in the jurisdiction of MDX. It also includes the construction of 107<sup>th</sup> Avenue from NW 138<sup>th</sup> Street to NW 170<sup>th</sup> Street to be funded by Miami Dade County. This expressway extension will provide additional connectivity to the HEFT and I-75 from SR

924 and NW 138 Street; provide access to major activity and employment centers in NW Miami-Dade and complete the initial improvements to NW 138<sup>th</sup> Street. It is estimated that travel time will be reduced from 20 minutes to 4 minutes from NW 138<sup>th</sup> Street to HEFT. The design build phase is anticipated to begin in FY 2019. Total cost is estimated at \$171.8 million.

- **Project 92407 – SR 924 Extension East to I-95**

The PD&E study is substantially completed for this new 3.1-mile expressway extension of SR 924 east to I-95. The next phase, final design, is funded in this work program and anticipated to begin in FY 2020. Total Project Development and Final Design cost is estimated at \$14.6 million.

- **Project 92408 – SR 924 Partial Interchange at NW 67<sup>th</sup> Avenue**



This project will construct a new westbound on-ramp and off-ramp on SR 924 at NW 67<sup>th</sup> Avenue and new eastbound on-ramp from NW 67<sup>th</sup> Avenue. This partial interchange will provide congestion relief to Miami Lakes and Hialeah by providing additional traffic movements at SR 924 and NW 67<sup>th</sup> Avenue. Design-build is anticipated to begin in FY 2019. Total cost is estimated at \$27.2 million.



- **Project 50001 – Dolphin Station Park & Ride**



NORTH OF 12<sup>TH</sup> STREET AND WEST OF HEFT – LOOKING WEST

MDX is fast-tracking the construction of the Dolphin Station Park & Ride facility/terminal transit facility. FDOT and Miami Dade County funded \$11 million of the project cost, the balance is being funded by MDX. The Dolphin Station Park & Ride facility/terminal transit facility will support the SR 836 Express Transit Service, provide a terminus or stop for several local bus routes serving the Dolphin Mall and the cities of Sweetwater and Doral. The design-build phase is

underway with anticipated completion in early FY 2019. The total cost of the construction is estimated at \$20.3 million.

**Five-Year Work Program Priorities**



***Safety***

MDX’s first priority is to provide safe roadways. To that end MDX has a systematic safety program to identify locations in the system that may be deficient to include in its Five-Year Work Program safety projects aimed to reduce the number of traffic crashes and injuries on its system. Safety components are included on every MDX project.

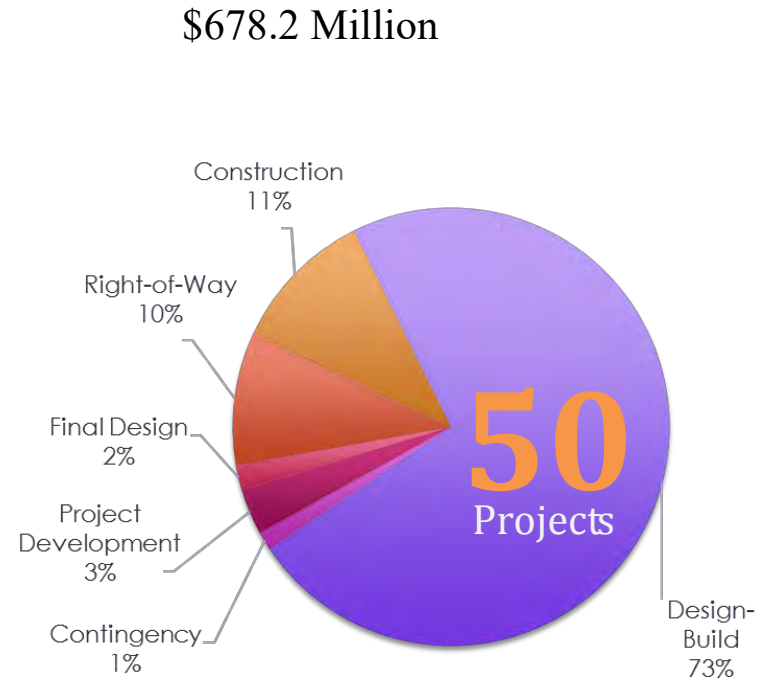
***System Preservation***

The second priority is to preserve the roadways and bridges in good condition. For this purpose, MDX annually funds a series of renewal and replacement projects that include resurfacing of the roadway and other non-routine repairs.

***Mobility Improvements***

Once safety and system preservation projects have been funded, MDX funds mobility improvement projects. These reduce congestion by adding capacity to the existing roadways through the construction of new lanes or by expanding its current expressway network.

**Five-Year Work Program Breakdown**



**Five-Year Work Program Accomplishments**

- ✓ Between FY 2019 and FY 2023 an estimated 7,400 jobs will be generated directly and indirectly from the \$678.2 million invested in projects contained in our Five-Year Work Program.



MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

FISCAL YEARS 2019-2023

FUNDED AND UNFUNDED PROGRAM SUMMARY



FUNDED PROGRAM NEEDS

	Program Name	Expenditures Thru FY17	Projected FY18 Expenditures	Programmed in 5-Years (\$000's)					5-Year Cost	Cost Remaining	Total Project Cost
				FY19	FY20	FY21	FY22	FY23			
TIP	Transportation Improvement Program	\$292,540	\$189,153	\$207,915	\$128,599	\$131,469	\$70,775	\$22,871	\$561,629	\$0	\$1,043,321
R&R	Renewal and Replacement Program	\$1,413	\$9,103	\$15,675	\$4,076	\$3,481	\$10,180	\$16,552	\$49,964	\$0	\$60,480
CIP	Capital Improvement Program	\$11,367	\$21,561	\$17,248	\$19,423	\$21,257	\$8,641	\$0	\$66,569	\$0	\$99,497
<b>PROGRAM TOTALS</b>		<b>\$305,320</b>	<b>\$219,817</b>	<b>\$240,838</b>	<b>\$152,098</b>	<b>\$156,207</b>	<b>\$89,596</b>	<b>\$39,423</b>	<b>\$678,161</b>	<b>\$0</b>	<b>\$1,203,298</b>

REQUIRED DEPOSITS INTO THE R&R ACCOUNT

	Program Name	Expenditures Thru FY17	Projected FY18 Expenditures	Programmed in 5-Years (\$000's)					5-Year Cost	Cost Remaining	Total Project Cost
				FY19	FY20	FY21	FY22	FY23			
R&R	Renewal and Replacement Program	\$0	\$0	Included in the funded program					\$0	\$265,898	\$265,898

UNFUNDED PROGRAM NEEDS

	Program Name	Expenditures Thru FY17	Projected FY18 Expenditures	Programmed in 5-Years (\$000's)					5-Year Cost	Cost Remaining	Total Project Cost
				FY19	FY20	FY21	FY22	FY23			
TIP	Transportation Improvement Program	\$0	\$0	\$3,592	\$26,316	\$151,472	\$289,807	\$359,169	\$830,356	\$2,803,077	\$3,633,432

Total Funded, Required Deposit and Unfunded	Expenditures Thru FY16	Projected FY17 Expenditures	Programmed in 5-Years (\$000's)					5-Year Cost	Cost Remaining	Total Project Cost
			FY19	FY20	FY21	FY22	FY23			
	\$305,320	\$219,817	\$244,429	\$178,414	\$307,679	\$379,403	\$398,592	\$1,508,517	\$3,068,975	\$5,102,628

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

TENTATIVE FISCAL YEARS 2019-2023

TRANSPORTATION IMPROVEMENT PROGRAM

FUNDED PROGRAM NEEDS

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost	
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23			
<b>11212</b>	<b>SR 112 Ramp Improvements at NW 37th Avenue</b>										<b>\$0</b>	<b>\$13,749</b>	
	New partial interchange at SR 112 and NW 37th Avenue. New movements include eastbound on-ramp at NW 37th Avenue as well as a westbound off-ramp at NW 37th Avenue.	SR 112 at NW 37th Avenue	Project Development	\$0	\$878	\$960	\$83	\$0	\$0	\$0	\$0	\$1,920	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$0	\$548	\$1,500	\$2,000	\$1,952	\$0	\$0	\$0	\$0	\$6,000
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$0	\$0	\$1,457	\$2,914	\$1,457	\$0	\$0	\$0	\$5,828
<b>83611</b>	<b>SR 836 / I-95 Interchange Improvements</b>										<b>\$0</b>	<b>\$240,884</b>	
	Improvements to SR 836 from NW 17th Avenue to I-95 including widening and operational improvements to SR 836 eastbound from NW 17th Avenue to I-95 Interchange, widening of the SR 836 bridges over the Miami River and improvements to the SR 836 westbound mainline and new connector serving southbound I-95 traffic destined westbound on SR 836 and to the Civic Center.	NW 17th Avenue to I-95	Project Development	\$7,500	\$296	\$0	\$0	\$0	\$0	\$0	\$0	\$7,796	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$3,963	\$2,575	\$2,467	\$0	\$0	\$0	\$0	\$0	\$0	\$9,005
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$20,717	\$26,773	\$40,248	\$47,204	\$40,584	\$41,375	\$7,182	\$0	\$0	\$224,083
<b>83618</b>	<b>SR 836 Southwest Extension</b>										<b>\$0</b>	<b>\$42,410</b>	
	Planning and right-of-way acquisition for new expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area.	NW 137th Avenue to SW Kendall Area	Project Development	\$7,353	\$3,359	\$4,652	\$0	\$0	\$0	\$0	\$0	\$15,365	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$0	\$1,045	\$2,400	\$10,000	\$13,600	\$0	\$0	\$0	\$0	\$27,045
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>83628</b>	<b>SR 836 Operational, Capacity and Interchange Improvements</b>										<b>\$0</b>	<b>\$195,456</b>	
	New SR 836 Eastbound Auxiliary Lane from NW 57th Avenue to Le Jeune Road; SR 836 Eastbound additional lane from Le Jeune Road to NW 27th Avenue; SR 836 Westbound additional lane from 17th Avenue to 57th Avenue and improvements to the interchanges at NW 57th Avenue, Le Jeune Road, NW 27th Avenue and NW 17th Avenue.	NW 57th Avenue to NW 17th Avenue	Project Development	\$6,227	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,227	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$4,378	\$2,000	\$2,459	\$0	\$0	\$0	\$0	\$0	\$0	\$8,837
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$95,927	\$41,370	\$43,094	\$0	\$0	\$0	\$0	\$0	\$0	\$180,391
<b>83629</b>	<b>SR 836 Interchange Modifications at 87th Avenue</b>										<b>\$0</b>	<b>\$98,823</b>	
	Reconstruction of the NW 87th Avenue Interchange and SR 836 Mainline to 500 feet west of NW 82nd Avenue.	SR 836 West of 82nd Avenue to NW 97th Avenue	Project Development	\$717	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$717	
			Final Design	\$7,788	\$554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,341
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$38,157	\$32,622	\$18,986	\$0	\$0	\$0	\$0	\$0	\$0	\$89,765
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>83634</b>	<b>SR 836 New HEFT Ramp Connections</b>										<b>\$0</b>	<b>\$51,190</b>	
	New connections from SR 836 to the Homestead Extension of the Florida's Turnpike (HEFT) including eastbound SR 836 to northbound HEFT general purpose lanes, and southbound HEFT general purpose lanes to westbound SR 836 as well as ramps to and from the Dolphin Station Park and Ride.	SR 836 to Homestead Extension of Florida's Turnpike	Project Development	\$222	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$734	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$4,500	\$20,823	\$15,547	\$9,587	\$0	\$0	\$0	\$0	\$50,456
<b>87410</b>	<b>SR 874 Ramp Connector to SW 128th Street</b>										<b>\$0</b>	<b>\$104,332</b>	
	New connection from SR 874 to SW 128th Street.	SW 128th Street to SR 874	Project Development	\$4,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,418	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$6,465	\$10,843	\$7,317	\$0	\$0	\$0	\$0	\$0	\$0	\$24,626
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$26,312	\$25,959	\$23,018	\$0	\$0	\$0	\$0	\$0	\$0	\$75,289
<b>87413</b>	<b>SR 874 /SW 72nd Street Interchange</b>										<b>\$0</b>	<b>\$11,373</b>	
	New southbound exit ramp to SW 72nd Street and new northbound entrance ramp to SR 874 from SW 72nd Street.	SW 72nd Street at SR 874	Project Development	\$983	\$1,000	\$60	\$10	\$0	\$0	\$0	\$0	\$2,053	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Right-of-Way	\$0	\$508	\$69	\$0	\$0	\$0	\$0	\$0	\$0	\$577
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$0	\$2,028	\$4,518	\$2,197	\$0	\$0	\$0	\$0	\$8,743

**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**TENTATIVE FISCAL YEARS 2019-2023**

**FUNDED PROGRAM NEEDS**

**TRANSPORTATION IMPROVEMENT PROGRAM**

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23		
<b>92404</b>	<b>SR 924 Extension West to the Homestead Extension of the Florida Turnpike</b>										<b>\$0</b>	<b>\$171,837</b>
	Expressway extension from SR 924 west to the Homestead Extension of the Florida's Turnpike (HEFT). Segment 1 - 107th Ave. to HEFT including feasibility analysis for a potential ramp at 87th Ave., Segment 2 - 97th Ave. to 107th Ave., and Segment 3 - 97th Ave. to SR 826. This work program includes funding for Design-Build of Segment 1 and Segment 2.	Homestead Extension of Florida's Turnpike to Existing SR 924	Project Development	\$5,813	\$2,260	\$1,102	\$0	\$0	\$0	\$0	\$0	\$9,175
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$236	\$8,397	\$14,845	\$3,185	\$3,553	\$0	\$0	\$0	\$30,216
			Construction	\$11,763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,763
			Design/Build	\$0	\$0	\$7,241	\$24,137	\$48,273	\$25,343	\$15,689	\$0	\$120,683
<b>92407</b>	<b>SR 924 Extension East to I-95</b>										<b>\$0</b>	<b>\$14,593</b>
	PD&E Study and Final Design for a new expressway extension from SR 924 at 32nd Avenue east to I-95 as part of the MDX Master Plan and the MPO Long Range Transportation Plan.	Existing SR 924 at NW 32nd Avenue to I-95	Project Development	\$4,097	\$446	\$50	\$0	\$0	\$0	\$0	\$0	\$4,593
			Final Design	\$0	\$0	\$0	\$2,300	\$5,100	\$2,600	\$0	\$0	\$10,000
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>92408</b>	<b>SR 924 Partial Interchange at NW 67th Avenue</b>										<b>\$0</b>	<b>\$27,191</b>
	New westbound on and off ramp from NW 67th Avenue and new eastbound on-ramp from NW 67th Avenue.	SR 924 at NW 67th Avenue	Project Development	\$0	\$1,200	\$964	\$0	\$0	\$0	\$0	\$0	\$2,164
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$500
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$0	\$2,909	\$17,909	\$3,709	\$0	\$0	\$0	\$24,527
<b>50001</b>	<b>Dolphin Station Park &amp; Ride (MDT/FDOT Funded)</b>										<b>\$0</b>	<b>\$20,308</b>
	Fast track construction of a park and ride/terminal facility to support MDT's SR 836 Express Bus Service, provide a stop for several local bus routes, and serve a potential future east-west commuter rail service on the CSX line. Refer to FDOT FM#43714319401.	North of NW 12 Street and West of Homestead Extension of Florida's Turnpike	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$5,796	\$14,156	\$357	\$0	\$0	\$0	\$0	\$0	\$20,308
<b>10017</b>	<b>SR 836 Toll System Conversion</b>										<b>\$0</b>	<b>\$25,054</b>
	SR 836 toll system conversion from the existing toll collection system to an Open Road Tolling (ORT) system.	NW 137th Avenue to I-95	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$21,022	\$2,000	\$2,031	\$0	\$0	\$0	\$0	\$0	\$25,054
<b>10018</b>	<b>Systemwide Open Road Tolling Hardware/Software Development</b>										<b>\$0</b>	<b>\$13,603</b>
	Development of systemwide hardware and software and enhancements to the account management toll enforcement system to accommodate requirements for Open Road Tolling.	Systemwide	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$12,426	\$1,177	\$0	\$0	\$0	\$0	\$0	\$0	\$13,603
<b>10021</b>	<b>Systemwide ITS Improvements</b>										<b>\$0</b>	<b>\$499</b>
	Implementation of systemwide ITS improvements resulting from ITS Master Plan recommendations.	Systemwide	Project Development	\$99	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$99
			Final Design	\$131	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$131
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$28	\$155	\$85	\$0	\$0	\$0	\$0	\$0	\$268
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	<b>Contingency Cost</b>				<b>\$4,020</b>	<b>\$8,000</b>						<b>\$12,020</b>
<b>TRANSPORTATION IMPROVEMENT PROGRAM TOTALS (FUNDED)</b>				<b>\$292,540</b>	<b>\$189,153</b>	<b>\$207,915</b>	<b>\$128,599</b>	<b>\$131,469</b>	<b>\$70,775</b>	<b>\$22,871</b>	<b>\$0</b>	<b>\$1,043,321</b>

<b>TOTAL FUNDED TIP FY 2019-2023</b>	<b>\$</b>	<b>561,629</b>
<b>TOTAL FUNDED TIP THROUGH FY 2040</b>	<b>\$</b>	<b>1,043,321</b>

**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**FISCAL YEARS 2019-2023**

**FUNDED PROGRAM NEEDS**

**RENEWAL AND REPLACEMENT PROGRAM**

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FT19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23		
<b>30029</b>	<b>Systemwide Bridge Rehabilitation and Joint Repairs</b>										<b>\$0</b>	<b>\$4,126</b>
	Perform bridge rehabilitation and joint repairs systemwide per the Long-Range R&R Program.	Systemwide	Project Development	\$185	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$212
			Final Design	\$496	\$420	\$0	\$0	\$0	\$0	\$0	\$0	\$917
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$472	\$1,010	\$1,515	\$0	\$0	\$0	\$0	\$0	\$2,997
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30033</b>	<b>Systemwide Pavement Markings Rehabilitation (Phase II)</b>										<b>\$0</b>	<b>\$815</b>
	Systemwide improvements including installation and replacement of Raised Pavement Markers (RPM), thermoplastic pavement markings, audible and vibratory pavement markings, rumble strips and high performance tape.	Systemwide	Project Development	\$0	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$34
			Final Design	\$0	\$40	\$45	\$0	\$0	\$0	\$0	\$0	\$85
			Construction	\$0	\$0	\$696	\$0	\$0	\$0	\$0	\$0	\$696
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30034</b>	<b>SR 924 Milling &amp; Resurfacing from SR 826 to MM 1.2</b>										<b>\$0</b>	<b>\$1,732</b>
	Milling and Resurfacing of SR 924 from SR 826 to Mile Marker 1.2 per the Long-Range R&R Program.	SR 826 to MM 1.2	Project Development	\$79	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79
			Final Design	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
			Construction	\$26	\$1,344	\$200	\$0	\$0	\$0	\$0	\$0	\$1,570
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30037</b>	<b>Systemwide Class V Coating</b>										<b>\$0</b>	<b>\$6,132</b>
	Class V Coating of bridges, noise walls, and barrier walls system-wide per the Long-Range R&R Program.	Systemwide	Project Development	\$0	\$75	\$0	\$0	\$0	\$0	\$0	\$0	\$75
			Final Design	\$0	\$135	\$0	\$0	\$0	\$0	\$0	\$0	\$135
			Construction	\$0	\$0	\$5,107	\$816	\$0	\$0	\$0	\$0	\$5,923
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30038</b>	<b>Systemwide Pavement Markings Rehabilitation (Phase III)</b>										<b>\$0</b>	<b>\$1,167</b>
	Systemwide improvements including installation and replacement of Raised Pavement Markers (RPM), thermoplastic, contrast, audible and vibratory pavement markings, rumble strips and high performance tape. Funding includes improvements recommended in FY 2017 of the R&R Program.	Systemwide	Project Development	\$0	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$63
			Final Design	\$0	\$0	\$86	\$0	\$0	\$0	\$0	\$0	\$86
			Construction	\$0	\$0	\$0	\$1,019	\$0	\$0	\$0	\$0	\$1,019
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30040</b>	<b>HVAC Replacement at 97th Avenue and 137th Avenue Tolling Points</b>										<b>\$0</b>	<b>\$221</b>
	HVAC Replacement at 97th Avenue and 137th Avenue Tolling Points	SR 836 at 97th Avenue & 137th Avenue	Project Development	\$0	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$13
			Final Design	\$0	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$22
			Construction	\$0	\$186	\$0	\$0	\$0	\$0	\$0	\$0	\$186
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30041</b>	<b>SR 878 LED Roadway Lighting</b>										<b>\$0</b>	<b>\$6,167</b>
	SR 878 Lighting Upgrades per the Long-Range R&R Program.	SR 874 to U.S. 1	Project Development	\$39	\$147	\$0	\$0	\$0	\$0	\$0	\$0	\$186
			Final Design	\$0	\$520	\$0	\$0	\$0	\$0	\$0	\$0	\$520
			Construction	\$3	\$1,482	\$3,976	\$0	\$0	\$0	\$0	\$0	\$5,461
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30042</b>	<b>SR 836 Replacement of High-Mast Lights with LED</b>										<b>\$0</b>	<b>\$308</b>
	Replacement of High-Mast Lights with LED on SR 836 per the Long-Range R&R Program.	West of 97th Avenue to 87th Avenue	Project Development	\$14	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$16
			Final Design	\$0	\$36	\$0	\$0	\$0	\$0	\$0	\$0	\$36
			Construction	\$0	\$163	\$92	\$0	\$0	\$0	\$0	\$0	\$256
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30043</b>	<b>Systemwide ORT Gantries &amp; Signature Structures Painting</b>										<b>\$0</b>	<b>\$1,560</b>
	Systemwide ORT Gantries & Signature Structures Painting per the Long-Range R&R Program.	Systemwide	Project Development	\$0	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$59
			Final Design	\$0	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$80
			Construction	\$0	\$250	\$779	\$392	\$0	\$0	\$0	\$0	\$1,421
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30044</b>	<b>SR 878 Milling &amp; Resurfacing from 87th Avenue to U.S. 1</b>										<b>\$0</b>	<b>\$2,752</b>
	SR 878 Milling & Resurfacing from 87th Avenue to U.S. 1 per the Long-Range R&R Program.	87th Avenue to U.S. 1	Project Development	\$0	\$0	\$96	\$0	\$0	\$0	\$0	\$0	\$96
			Final Design	\$0	\$0	\$0	\$215	\$0	\$0	\$0	\$0	\$215
			Construction	\$0	\$0	\$0	\$947	\$1,494	\$0	\$0	\$0	\$2,441
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

FISCAL YEARS 2019-2023

FUNDED PROGRAM NEEDS

RENEWAL AND REPLACEMENT PROGRAM

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FT19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost	
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23			
<b>30045</b>	<b>HVAC Replacement at SR 874, SR 878 and SR 924 Tolling Points</b>										<b>\$0</b>	<b>\$264</b>	
	HVAC Replacement at SR 874, SR 878 and SR 924 Tolling Points per the Long-Range R&R Program.	SR 874, SR 878 and SR 924 Tolling Points	Project Development	\$0	\$0	\$10	\$0	\$0	\$0	\$0	\$0	\$10	
			Final Design	\$0	\$0	\$0	\$22	\$0	\$0	\$0	\$0	\$0	\$22
			Construction	\$0	\$0	\$0	\$232	\$0	\$0	\$0	\$0	\$0	\$232
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30046</b>	<b>Systemwide Replacement of Multi-Post &amp; Overhead Signs</b>										<b>\$0</b>	<b>\$528</b>	
	Systemwide Replacement of Multi-Post & Overhead Signs per the Long-Range R&R Program.	Systemwide	Project Development	\$0	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$20	
			Final Design	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45
			Construction	\$0	\$60	\$402	\$2	\$0	\$0	\$0	\$0	\$0	\$463
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30047</b>	<b>Systemwide Structures Rehabilitation</b>										<b>\$0</b>	<b>\$1,164</b>	
	Systemwide Rehabilitation of Structures per the Long-Range R&R Program.	Systemwide	Project Development	\$0	\$0	\$0	\$43	\$0	\$0	\$0	\$0	\$43	
			Final Design	\$0	\$0	\$0	\$0	\$97	\$0	\$0	\$0	\$97	
			Construction	\$0	\$0	\$0	\$0	\$0	\$1,025	\$0	\$0	\$1,025	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30048</b>	<b>Systemwide Pavement Markings Rehab. (Phase IV)</b>										<b>\$0</b>	<b>\$2,019</b>	
	Systemwide rehabilitation of pavement markings, RPM and contrast, audible pavement markings and high-performance tape for all mainline and ramps as programmed in the Long-Range R&R program.	Systemwide	Project Development	\$0	\$0	\$0	\$29	\$0	\$0	\$0	\$0	\$29	
			Final Design	\$0	\$0	\$0	\$99	\$0	\$0	\$0	\$0	\$99	
			Construction	\$0	\$0	\$0	\$0	\$1,890	\$0	\$0	\$0	\$1,890	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30049</b>	<b>SR 112, SR 836, SR 874 and SR 924 LED Roadway Lighting</b>										<b>\$0</b>	<b>\$8,738</b>	
	SR 112, SR 836, SR 874 and SR 924 Lighting Upgrades per the Long-Range R&R Program. Along with Projects 30041 and 30042 this project completes the systemwide lighting upgrades for this cycle.	Systemwide	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179	\$179	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502	\$502	
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$8,056	\$0	\$8,056	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30050</b>	<b>SR 836 Milling, Resurfacing and Pavement Markings</b>										<b>\$0</b>	<b>\$16,105</b>	
	SR 836 Milling, Resurfacing and Pavement Markings per the Long-Range R&R Program.	137th Avenue to 97th Avenue	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$821	\$0	\$0	\$821	
			Construction	\$0	\$0	\$0	\$0	\$0	\$7,470	\$7,814	\$0	\$15,284	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30051</b>	<b>SR 112 Shelter Painting</b>										<b>\$0</b>	<b>\$105</b>	
	SR 112 Shelter Painting per the Long-Range R&R Program.	SR 112 Tolling Points	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$23	\$0	\$0	\$23	
			Construction	\$0	\$0	\$0	\$0	\$0	\$82	\$0	\$0	\$82	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30052</b>	<b>MDX Headquarters Roof Replacement</b>										<b>\$0</b>	<b>\$279</b>	
	MDX Headquarters Roof Replacement per the Long-Range R&R Program.	137th Avenue to I-95	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Final Design	\$0	\$29	\$0	\$0	\$0	\$0	\$0	\$0	\$29	
			Construction	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30053</b>	<b>SR 836 Facilities HVAC Replacement</b>										<b>\$0</b>	<b>\$280</b>	
	SR 836 & SR 112 Facilities HVAC Replacement per the Long-Range R&R Program.	SR 836	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$40	\$0	\$0	\$40	
			Construction	\$0	\$0	\$0	\$0	\$0	\$240	\$0	\$0	\$240	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>30054</b>	<b>SR 836 Facilities Floor Covering Replacement</b>										<b>\$0</b>	<b>\$109</b>	
	SR 836 Facilities Floor Covering Replacement per the Long-Range R&R Program.	137th Avenue to I-95	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$17	\$0	\$0	\$17	
			Construction	\$0	\$0	\$0	\$0	\$0	\$92	\$0	\$0	\$92	
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**FISCAL YEARS 2019-2023**

**FUNDED PROGRAM NEEDS**

**RENEWAL AND REPLACEMENT PROGRAM**

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23		
<b>30055</b>	<b>SR 836 &amp; SR 112 Signature &amp; Sign Structure Painting</b>										<b>\$0</b>	<b>\$371</b>
	SR 836 & SR 112 Signature & Sign Structure Painting per the Long-Range R&R Program.	SR 836 & SR 112	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$57	\$0	\$0	\$57
			Construction	\$0	\$0	\$0	\$0	\$0	\$314	\$0	\$0	\$314
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>30056</b>	<b>Civil Infrastructure Modifications at Toll Zones on SR 874, SR 878 and SR 924</b>										<b>\$0</b>	<b>\$4,278</b>
	Modification of infrastructure at toll zones on SR 874, SR 878 and SR 924.	Toll Zones at SR 874, SR 878 and SR 924	Project Development	\$16	\$218	\$0	\$0	\$0	\$0	\$0	\$0	\$234
			Final Design	\$0	\$293	\$125	\$0	\$0	\$0	\$0	\$0	\$417
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$0	\$1,642	\$1,984	\$0	\$0	\$0	\$0	\$0	\$3,626
<b>30057</b>	<b>MDX Headquarters Chiller Replacement</b>										<b>\$0</b>	<b>\$259</b>
	Replacement of chillers at the MDX Headquarter building.		Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$22	\$0	\$0	\$0	\$0	\$22
			Construction	\$0	\$0	\$0	\$237	\$0	\$0	\$0	\$0	\$237
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			<b>Contingency Cost</b>		<b>\$500</b>	<b>\$500</b>						<b>\$1,000</b>
<b>RENEWAL AND REPLACEMENT PROGRAM TOTALS (FUNDED)</b>				<b>\$1,413</b>	<b>\$9,103</b>	<b>\$15,675</b>	<b>\$4,076</b>	<b>\$3,481</b>	<b>\$10,180</b>	<b>\$16,552</b>	<b>\$0</b>	<b>\$60,480</b>

<b>TOTAL FUNDED R&amp;R FY 2019-2023</b>	<b>\$ 49,964</b>
<b>TOTAL FUNDED R&amp;R THROUGH FY 2040</b>	<b>\$ 60,480</b>

**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**FISCAL YEARS 2019-2023**

**FUNDED PROGRAM NEEDS**

**CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23		
<b>40025</b>	<b>Integrated Financial Contract Management System</b>										<b>\$0</b>	<b>\$228</b>
	Procurement and implementation of an Integrated Financial Contract Management System.	Systemwide	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$110	\$118	\$0	\$0	\$0	\$0	\$0	\$228
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40041</b>	<b>SR 924 ORT System Replacement</b>										<b>\$0</b>	<b>\$5,232</b>
	SR 924 ORT System Replacement	SR 826 to NW 27th Avenue	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$75	\$3,924	\$1,233	\$0	\$0	\$0	\$0	\$0	\$5,232
<b>40042</b>	<b>SR 878 ORT System Replacement</b>										<b>\$0</b>	<b>\$4,113</b>
	SR 878 ORT System Replacement	SR 874 to U.S. 1	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$41	\$3,085	\$987	\$0	\$0	\$0	\$0	\$0	\$4,113
<b>40043</b>	<b>SR 874 ORT System Replacement</b>										<b>\$0</b>	<b>\$8,810</b>
	SR 874 ORT System Replacement	Homestead Extension of Florida's Turnpike to SR 826	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Design/Build	\$51	\$6,608	\$2,152	\$0	\$0	\$0	\$0	\$0	\$8,810
<b>40044</b>	<b>SR 924 Drainage Improvements at NW 32nd Avenue</b>										<b>\$0</b>	<b>\$2,493</b>
	Upgrade the SR 924 drainage infrastructure at NW 32nd Avenue.	Douglas/LeJeune Connector to NW 32nd Avenue	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$231	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$231
			Construction	\$53	\$1,010	\$1,199	\$0	\$0	\$0	\$0	\$0	\$2,262
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40045</b>	<b>Wrong Way Safety Program</b>										<b>\$0</b>	<b>\$3,762</b>
	Installation "Wrong Way - Do Not Enter" and "One-Way" signs, pavement reconfiguration and radar/cameras for wrong way detection at 25 identified locations in the MDX System.	Systemwide	Project Development	\$38	\$84	\$0	\$0	\$0	\$0	\$0	\$0	\$122
			Final Design	\$10	\$263	\$0	\$0	\$0	\$0	\$0	\$0	\$272
			Construction	\$0	\$0	\$1,516	\$1,852	\$0	\$0	\$0	\$0	\$3,368
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40046</b>	<b>Systemwide Safety Improvements (Phase II)</b>										<b>\$0</b>	<b>\$1,088</b>
	Safety improvements including those resulting from and recommended through the MDX systemwide safety studies.	Systemwide	Project Development	\$0	\$30	\$30	\$0	\$0	\$0	\$0	\$0	\$60
			Final Design	\$0	\$45	\$20	\$25	\$0	\$0	\$0	\$0	\$90
			Construction	\$0	\$11	\$469	\$459	\$0	\$0	\$0	\$0	\$939
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40047</b>	<b>Statewide Centralized Customer Service System (CCSS)</b>										<b>\$0</b>	<b>\$12,087</b>
	Capital costs for the establishment of a single centralized customer service system (CCSS) for statewide administration of electronic toll collection activities and a single point of contact for all the Toll Agencies' non-cash toll collection customers to improve and simplify customer service.	Systemwide	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			Construction	\$10,867	\$1,220	\$0	\$0	\$0	\$0	\$0	\$0	\$12,087
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40048</b>	<b>SR 836 Shoulder Modifications from 137th Avenue Interchange to 97th Avenue</b>										<b>\$0</b>	<b>\$1,537</b>
	Widening and strengthening of inside shoulders along SR 836 from 97th Ave to west of 107th Ave to accommodate express bus service by Miami-Dade Transit. Addition of friction course to the inside shoulder, eastbound and westbound, between NW 137th Avenue interchange and 97th Avenue.	NW 137th Avenue Interchange to NW 97th Avenue	Project Development	\$0	\$36	\$0	\$0	\$0	\$0	\$0	\$0	\$36
			Final Design	\$0	\$59	\$50	\$0	\$0	\$0	\$0	\$0	\$109
			Construction	\$0	\$0	\$1,392	\$0	\$0	\$0	\$0	\$0	\$1,392
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>40049</b>	<b>SR 112 Operational Improvements of Westbound Exit to NW 36th Street</b>										<b>\$0</b>	<b>\$4,748</b>
<b>NEW</b>	New flyover ramp from WB SR 112 to NW 36th Street west of 42nd Avenue. Allows WB traffic to bypass South River Drive and NW 42 Avenue reducing travel time and congestion.	SR 112 to NW 45th Avenue	Project Development	\$0	\$855	\$1,424	\$1,187	\$1,282			\$0	\$4,748
			Final Design	\$0							\$0	\$0
			Right-of-Way	\$0							\$0	\$0
			Construction	\$0							\$0	\$0
			Design/Build	\$0							\$0	\$0

**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**FISCAL YEARS 2019-2023**

**FUNDED PROGRAM NEEDS**

**CAPITAL IMPROVEMENT PROGRAM**

Project Number	Project Name		Phase	Expenditures Thru FY17	Projected FY18 Expenditures	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits				FY19	FY20	FY21	FY22	FY23		
<b>40050</b>	<b>SR 112 Operational Improvements of Ramps to Okeechobee Rd</b>										<b>\$0</b>	<b>\$9,043</b>
NEW	New flyover ramp from WB SR 112 to Okeechobee Road west of 42nd Avenue and from Okeechobee Road to EB SR 112. Allows WB traffic to bypass NW 42 Avenue reducing travel time and congestion.	SR 112 to Okeechobee Rd.	Project Development	\$0	\$1,628	\$2,713	\$2,261	\$2,442			\$0	\$9,043
			Final Design	\$0							\$0	\$0
			Right-of-Way	\$0							\$0	\$0
			Construction	\$0							\$0	\$0
			Design/Build	\$0							\$0	\$0
<b>40051</b>	<b>SR 112 Auxiliary Lanes</b>										<b>\$0</b>	<b>\$12,054</b>
NEW	Addition of auxiliary lanes or collector/distributor roads from 27th Avenue to 17th Avenue to improve operations in the area.	27th Avenue from 17th Avenue	Project Development	\$0	\$484	\$592					\$0	\$1,076
			Final Design	\$0							\$0	\$0
			Right-of-Way	\$0		\$250	\$250				\$0	\$500
			Construction	\$0							\$0	\$0
			Design/Build	\$0			\$5,158	\$5,320			\$0	\$10,478
<b>40052</b>	<b>SR 924 Operational Improvements at NW 32nd Avenue</b>										<b>\$0</b>	<b>\$1,742</b>
NEW	SR 924 operational improvements to eliminate weaving and turning conflicts and enhance safety.	NW 32nd Avenue to NW 37th Avenue	Project Development	\$0	\$180	\$220					\$0	\$400
			Final Design	\$0		\$50	\$90				\$0	\$140
			Right-of-Way	\$0		\$80	\$120				\$0	\$200
			Construction	\$0				\$1,002			\$0	\$1,002
			Design/Build	\$0							\$0	\$0
<b>40053</b>	<b>SR 874 Signage Improvements at NB 88th Street On-Ramp</b>										<b>\$0</b>	<b>\$444</b>
NEW	Install cantilever sign west of SR 874 intersection of SW 97 Avenue to indicate lane assignments for NB (SR 874) versus EB (SR 878) for dual left turn lanes.	88th Street to SR 874	Project Development	\$0	\$21						\$0	\$21
			Final Design	\$0	\$73						\$0	\$73
			Construction	\$0		\$351					\$0	\$351
			Design/Build	\$0							\$0	\$0
<b>40054</b>	<b>SR 874/SR 878 Interchange Ramp Improvements</b>										<b>\$0</b>	<b>\$28,947</b>
NEW	Extend SR 874 SB lane over Kendall Drive and extend the auxiliary lane from SB Kendall on-ramp to Killian off-ramp improving lane balance. It will also extend the SR 874 NB Kendall Drive on-ramp to the SR 878 87th Avenue off-ramp to maximize the weaving distance and improve safety.	Killian Drive to SW 87th Avenue	Project Development	\$0	\$605	\$918	\$563				\$0	\$2,087
			Final Design	\$0							\$0	\$0
			Construction	\$0							\$0	\$0
			Design/Build	\$0			\$7,007	\$11,212	\$8,641		\$0	\$26,860
<b>40055</b>	<b>SR 878 Operational Improvements to Off-Ramp at Dadeland Station</b>										<b>\$0</b>	<b>\$1,668</b>
NEW	SR 878 EB off-ramp direct connect to SW 70th Avenue in the vicinity of SW 84th Street.	NW 84th Street to NW 70th Avenue	Project Development	\$0	\$484	\$734	\$450				\$0	\$1,668
			Final Design	\$0							\$0	\$0
			Right-of-Way	\$0							\$0	\$0
			Construction	\$0							\$0	\$0
			Design/Build	\$0							\$0	\$0
			<b>Contingency Cost</b>			\$750	\$750				\$0	\$1,500
<b>CAPITAL IMPROVEMENT PROGRAM TOTALS (FUNDED)</b>				<b>\$11,367</b>	<b>\$21,561</b>	<b>\$17,248</b>	<b>\$19,423</b>	<b>\$21,257</b>	<b>\$8,641</b>	<b>\$0</b>	<b>\$0</b>	<b>\$99,497</b>

<b>TOTAL FUNDED CIP FY 2019-2023</b>	<b>\$ 66,569</b>
<b>TOTAL FUNDED CIP THROUGH FY 2040</b>	<b>\$ 99,497</b>



**MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)**

**REQUIRED DEPOSIT AND UNFUNDED NEEDS THROUGH FY 2040**

**REQUIRED DEPOSIT INTO THE R&R ACCOUNT**

Project Number	Project Name		Phase	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost	
	Description	Project Limits		FY19	FY20	FY21	FY22	FY23			
TBD	Renewal & Replacement Program (R&R)		Systemwide	All	In Funded R&R Program					\$265,898	\$265,898

<b>TOTAL UNFUNDED R&amp;R FY 2019-2023</b>		\$ -
<b>TOTAL UNFUNDED R&amp;R THROUGH FY 2040</b>		\$ 265,898

**UNFUNDED PROGRAM NEEDS**

Project Number	Project Name		Phase	FY19 THRU FY23 (\$000s)					Cost Remaining	Total Project Cost
	Description	Project Limits		FY19	FY20	FY21	FY22	FY23		
<b>83618</b>	<b>SR 836 Southwest Extension</b>								<b>\$212,836</b>	<b>\$897,082</b>
	New expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area to be built in 3 phases. Phase I: from current terminus of SR 836 at NW 137th Avenue to SW 8th Street at 157th Avenue.	NW 137th Avenue to 157th Avenue	Project Development	\$600	\$900				\$0	\$1,500
			Right-of-Way						\$0	\$0
			Design/Build		\$11,866	\$88,992	\$59,328	\$37,574	\$0	\$197,759
	New expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area to be built in 3 phases. Phase II: from 157th Avenue to 88th Street.	NW 157th Avenue to SW 88th Street	Project Development	\$600	\$700	\$200			\$0	\$1,500
			Right-of-Way			\$12,800	\$19,200		\$0	\$32,000
			Design/Build			\$20,626	\$154,691	\$103,128	\$65,314	\$343,759
	New expressway extension of SR 836 from NW 137th Avenue to the southwest Kendall area to be built in 3 phases. Phase III: from 88th Street to 136th Street.	SW 88th Street to 136th Street	Project Development		\$600	\$700	\$200		\$0	\$1,500
			Right-of-Way			\$7,200	\$10,800		\$0	\$18,000
			Design/Build				\$18,064	\$135,479	\$147,521	\$301,064
<b>92404</b>	<b>SR 924 Extension West to the Homestead Extension of the Florida Turnpike</b>								<b>\$121,058</b>	<b>\$121,058</b>
	Expressway extension from SR 924 west to the Homestead Extension of the Florida's Turnpike (HEFT). Segment 1 - HEFT to 107th Avenue including feasibility analysis for a potential ramp at 87th Ave., Segment 2 - 107th Avenue to 97th Avenue, and Segment 3 - 97th Avenue to SR 826. Segment 3 remains unfunded.	HEFT to SR 826	Project Development						\$0	\$0
			Right-of-Way						\$0	\$0
			Design/Build						\$121,058	\$121,058
<b>92407</b>	<b>SR 924 Extension East to I-95</b>								<b>\$561,199</b>	<b>\$615,797</b>
	Acquisition of Right-Of-Way and Construction of new expressway extension from SR 924 at 32nd Avenue east to I-95 as part of the MDX Master Plan and the MPO Long Range Transportation Plan.	Existing SR 924 at NW 32nd Avenue to I-95	Project Development						\$0	\$0
			Final Design		\$5,186	\$8,298	\$7,261		\$0	\$20,745
			Right-of-Way				\$754	\$33,099	\$18,932	\$52,785
			Construction						\$542,266	\$542,266
<b>20001</b>	<b>Connect 4 Express</b>								<b>\$1,519,701</b>	<b>\$1,523,840</b>
	PD&E, Right-Of-Way, Final Design and Construction of new expressway connecting SR 836, SR 112 and SR 924. Includes system interchanges with SR 112 and SR 924 and potential service interchanges with NW 54th Street, NW 79th Street and NW 103rd Street with connectors to NW 37th Avenue.	SR 836 to SR 924	Project Development			\$1,021	\$1,701	\$1,418	\$1,531	\$5,671
			Final Design						\$56,100	\$56,100
			Right-of-Way						\$90,000	\$90,000
			Construction						\$1,372,070	\$1,372,070
<b>40049</b>	<b>SR 112 Operational Improvements of Westbound Exit to NW 36th Street</b>								<b>\$30,329</b>	<b>\$65,896</b>
	New flyover ramp from WB SR 112 to NW 36th Street west of 42nd Avenue. Allows WB traffic to bypass South River Drive and NW 42 Avenue reducing travel time and congestion.		Right-of-Way			\$500	\$2,500	\$1,000	\$0	\$4,000
			Design/Build				\$3,714	\$27,853	\$30,329	\$61,896
<b>40050</b>	<b>SR 112 Operational Improvements of Ramps to Okeechobee Rd</b>								<b>\$135,195</b>	<b>\$139,195</b>
	New flyover ramp from WB SR 112 to Okeechobee Road west of 42nd Avenue and from Okeechobee Road to EB SR 112. Allows WB traffic to bypass NW 42 Avenue reducing travel time and congestion.	SR 112 at Okeechobee Road	Right-of-Way				\$1,600	\$2,400	\$4,000	\$8,000
			Design/Build						\$131,195	\$131,195
<b>40055</b>	<b>SR 878 Operational Improvements to Off-Ramp at Dadeland Station</b>								<b>\$0</b>	<b>\$19,500</b>
	SR 878 EB off-ramp direct connect to SW 70th Avenue in the vicinity of SW 84th Street.	SR 878 and US 1	Right-of-Way	\$1,370	\$1,370	\$685			\$0	\$3,425
			Design/Build		\$4,019	\$6,430	\$5,626		\$0	\$16,075
<b>300XX</b>	<b>SR 112 Bridge Replacement &amp; Roadway Upgrade</b>								<b>\$222,759</b>	<b>\$251,064</b>
	Replacement of bridges and updating of roadway with new standard shoulders and safety treatments.	SR 112	Project Development	\$1,022	\$1,675	\$1,022	\$368		\$0	\$4,086
			Right-of-Way			\$3,000	\$4,000	\$3,000	\$0	\$10,000
			Design/Build					\$14,219	\$222,759	\$236,977
			Contingency Cost							\$0
<b>TRANSPORTATION IMPROVEMENT PROGRAM TOTALS (UNFUNDED)</b>				<b>\$3,592</b>	<b>\$26,316</b>	<b>\$151,472</b>	<b>\$289,807</b>	<b>\$359,169</b>	<b>\$2,803,077</b>	<b>\$3,633,432</b>

<b>TOTAL UNFUNDED TIP FY 2019-2023</b>		\$ 471,187
<b>TOTAL UNFUNDED TIP THROUGH FY 2040</b>		\$ 3,633,432





Miami-Dade County Expressway Authority  
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