



# MDX FY 2018-2022 Work Program

Board Approved - January 31, 2017



Miami-Dade County Expressway Authority  
d/b/a Miami-Dade Expressway Authority and MDX  
3790 NW 21st Street | Miami, Florida 33142  
[www.mdxway.com](http://www.mdxway.com)

### 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 2018-2022 Work Program includes 43 projects with a total project cost of \$1.3 billion of which \$395.7 million or 30.1% of the total cost has been previously spent through FY 2016, \$259.9 million or 19.8% is projected to be spent in the current FY 2017, \$631.7 million or 48.1% is budgeted within FY 2018-2022 and \$25.8 million or 2.0% is budgeted for FY 2023 for the Projects 83611 and 92404. Additionally, there are \$283.3 million beyond FY 2021 in Renewal & Replacement projects that are required per the Trust Indenture to keep the MDX system in good condition, as well as \$3.0 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 2018-2022 was coordinated with the Miami-Dade County Metropolitan Planning Organization (MPO) and was approved and adopted by the MDX Board on January 31, 2017.

## 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 to MDX assets other than highway facilities and system-wide roadway improvement 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 2018-2022 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.

## Existing System Improvement 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:

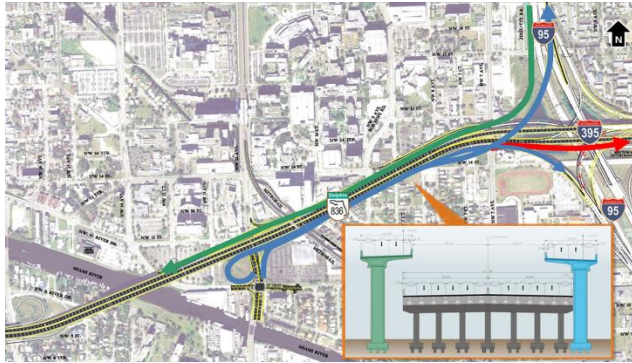
- **Project 11212 – SR 112 Ramp Improvements at NW 37<sup>th</sup> Avenue**



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 phase is anticipated to be in FY 2018 followed by the design and construction from the end of FY 2019 to FY 2021. Total cost is estimated at \$12.9 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 is estimated for MDX project is \$243.2 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 Bus service by Miami-Dade County as part of the SMART Plan. The design build for this project is underway with an anticipated completion date of early FY 2019. Total cost is estimated at \$195.5 million.



SR 836 WESTBOUND AT NW 42ND

- **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 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 early FY 2019. Total cost is estimated at \$90.4 million.



SR 836 AT 87<sup>TH</sup> AVENUE – LOOKING EAST

- 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. 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 is accelerating the MDX ramps through this project. This allows MDX to work with FTE on a unified interchange project that will yield significant efficiencies and eliminate future throwaway costs. The ramps will provide missing traffic movements within the SR 836/HEFT interchange and facilitate access to future transit facilities. Design-build is anticipated to begin in FY 2018. Total cost is estimated at \$31.3 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 2020. Total cost is estimated at \$10.9 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 \$26.2 million.

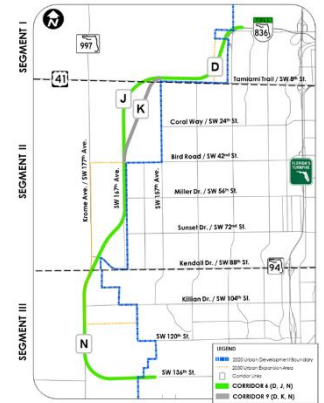


## System Expansion Projects

The following projects are categorized as System Expansions in the current Five-Year TIP and include all construction of new roadway segments on new alignments adjacent to the existing system that will increase the total centerline miles of the system:

- Project 83618 – SR 836 Southwest Extension**

MDX is evaluating the feasibility of a new 15-mile expressway extension of SR 836 from NW 137<sup>th</sup> Avenue to the southwest Kendall area. The extension of SR 836 is envisioned as a multimodal facility, used also by express transit buses 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. The Project Development & Environmental (PD&E) study is ongoing to determine feasibility and select a preferred alternative. Final design and construction for this project are not yet funded. The Project Development phase is estimated at \$12.4 million.



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



SW 120<sup>TH</sup> STREET AT 122<sup>ND</sup> AVENUE – LOOKING EAST

serviced

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. 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 \$100.1 million.

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 by access to and from Florida’s

## MDX FY 2018-2022 WORK PROGRAM

- 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 now advancing the design-build of a segment from 107<sup>th</sup> Avenue to HEFT in the westbound direction and a segment from 97<sup>th</sup> Avenue to 107<sup>th</sup> Avenue in the eastbound and westbound directions, as well as the final design for the segment from the HEFT to 107<sup>th</sup> Avenue eastbound direction and 97<sup>th</sup> Avenue to SR 826 eastbound direction. 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 100% 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 138th 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 2020. Total cost is estimated at \$100.1 million.



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

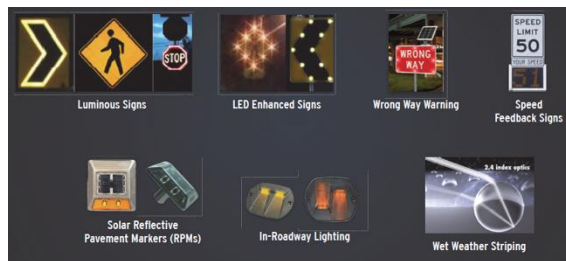
The PD&E study is underway for a new 3.1-mile expressway extension of SR 924 east to I-95 and it's scheduled to be completed in FY 2017. The next phase, final design, is funded in this work program and anticipated to begin in FY 2020. Total Project Development and Final Design cost is estimated at \$14.6 million.



### Facility Improvement Projects

The following projects are categorized as Facility Improvements in the current Five-Year TIP and designate all non-routine maintenance and minor roadway and toll plaza, toll and Intelligent Transportation System (ITS) projects throughout the system:

- Project 10021 – Systemwide ITS Improvements**

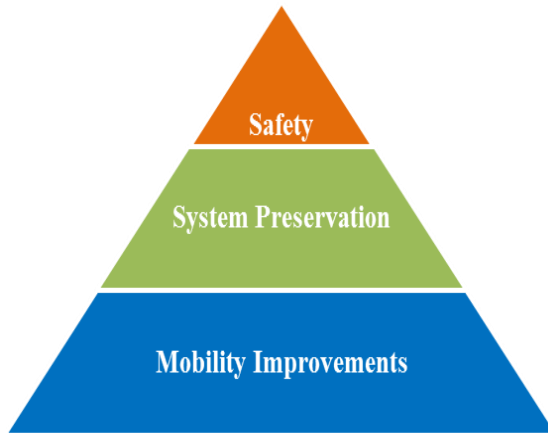


This project provides funding for implementation of ITS improvements identified in the MDX ITS Master Plan intended to maximize the existing roadway system using technology. MDX will be installing within the next year several technologies enabled projects for safety improvements which include Speed Feedback Signs on SR 924, Internally Illuminated Raised Pavement Markers (IIRPMs) and LED Illuminated Chevrons on SR 836 Extension for curve warning. Solar powered RPMS for improved nighttime lane delineation have already been installed on SR 874. MDX will also be implementing connected vehicle (CV) technology as part of the SR 836 Smart Road





## 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.

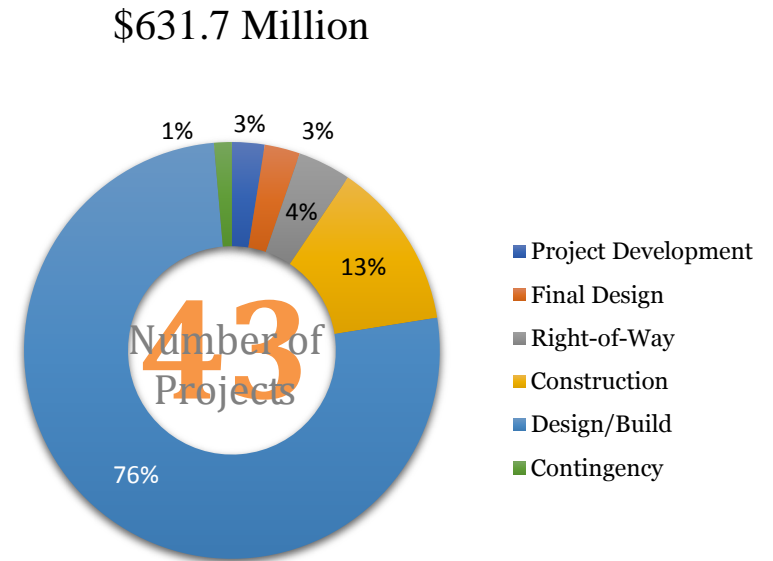
### *System Preservation*

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 2018 and FY 2022 an estimated 6,800 jobs will be generated directly and indirectly from the \$631.7 million invested in projects contained in our Five-Year Work Program.

*The investments we are making through the projects in the MDX Five-Year Work Program increase travel time savings and facilitate economic development in Miami-Dade County by steadily decreasing the “dead-weight” costs on users, residents and businesses brought about by traffic congestion in key arterial roads. [The Washington Economics Group]*



**10021**  
SYSTEM-WIDE

**Legend**

**10010** Project Number

### List of TIP Projects

Project No:	Description
10021	Systemwide ITS Improvements
11212	SR 112 Ramp Improvements at NW 37 Avenue
20001	Connect 4 Express
83611	SR 836 / I-95 Interchange Improvements
83618	SR 836 Southwest Extension
83628	SR 836 Operational, Capacity and Interchange Improvements
83629	SR 836 Interchange Modifications at 87th Avenue
83634	SR 836 / HEFT Ramp Connections
87410	SR 874 Ramp Connector to SW 128th Street
87413	SR 874 / SW 72 Street Interchange
92404	SR 924 Extension West to Homestead Extension of the Florida's Turnpike
92407	SR 924 Extension East to I-95
92408	SR 924 Partial Interchange at NW 67 Avenue
50001	Dolphin Station Park & Ride (MDT / FDOT funded)













MIAMI-DADE EXPRESSWAY AUTHORITY (MDX)

FISCAL YEAR 2018-2022

FUNDED PROGRAM NEEDS

RENEWAL AND REPLACEMENT PROGRAM

Project Number	Project Name		Phase	Expenditures Thru FY16	Projected FY17 Expenditures	FY18 THRU FY22 (\$000s)					FY23 THRU FY40 (\$000s)										Total Project Cost							
	Description	Project Limits				FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32		FY33	FY34	FY35	FY36	FY37	FY38	FY39
<b>30048</b>	<b>Systemwide Pavement Markings Rehab. (Phase IV)</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	\$0	\$29	\$0	\$0																	\$29	
			Final Design	\$0	\$0	\$0	\$0	\$99	\$0	\$0																		\$99
			Construction	\$0	\$0	\$0	\$0	\$0	\$1,890	\$0																		\$1,890
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30049</b>	<b>Systemwide Lighting Upgrades (FY 2019)</b>																										<b>\$903</b>	
	Placeholder for retrofitting of existing systemwide lighting system that have not been replaced by recent roadway rehabilitation projects to LED.	Systemwide	Project Development	\$0	\$0	\$29	\$0	\$0	\$0	\$0																	\$29	
			Final Design	\$0	\$0	\$75	\$6	\$0	\$0	\$0																		\$81
			Construction	\$0	\$0	\$0	\$790	\$4	\$0	\$0																		\$794
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30050</b>	<b>SR 836 Milling, Resurfacing and Pavement Markings</b>																										<b>\$8,291</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	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$821																		\$821
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$7,470																		\$7,470
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30051</b>	<b>SR 112 Shelter Painting</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	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$23																		\$23
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$82																		\$82
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30052</b>	<b>MDX Headquarters Old Building Roof Replacement</b>																										<b>\$228</b>	
	MDX Headquarters Old Building Roof Replacement per the Long-Range R&R Program.	137th Avenue to I-95	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0																	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$29																		\$29
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$199																		\$199
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30053</b>	<b>SR 836 &amp; SR 112 Facilities HVAC Replacement</b>																										<b>\$280</b>	
	SR 836 & SR 112 Facilities HVAC Replacement per the Long-Range R&R Program.	SR 836 & SR 112	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0																	\$0	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$40																		\$40
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$240																		\$240
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30054</b>	<b>SR 836 Facilities Floor Covering Replacement</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	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$17																		\$17
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$92																		\$92
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30055</b>	<b>SR 836 &amp; SR 112 Signature &amp; Sign Structure Painting</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	
			Final Design	\$0	\$0	\$0	\$0	\$0	\$0	\$57																		\$57
			Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$314																		\$314
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
<b>30056</b>	<b>Systemwide Concrete Pavement at Tolling Points</b>																										<b>\$6,250</b>	
	Replace asphalt with concrete pavement at all Tolling Points.	Systemwide	Project Development	\$0	\$0	\$0	\$0	\$0	\$0	\$0																	\$0	
			Final Design	\$0	\$200	\$50	\$0	\$0	\$0	\$0																		\$250
			Construction	\$0	\$500	\$2,750	\$2,750	\$0	\$0	\$0																		\$6,000
			Design/Build	\$0	\$0	\$0	\$0	\$0	\$0	\$0																		\$0
			<b>Contingency Cost</b>		<b>\$720</b>	<b>\$500</b>																					<b>\$1,220</b>	
<b>RENEWAL AND REPLACEMENT PROGRAM TOTALS (FUNDED)</b>				<b>\$2,533</b>	<b>\$2,992</b>	<b>\$8,589</b>	<b>\$16,319</b>	<b>\$3,821</b>	<b>\$3,481</b>	<b>\$10,408</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,143</b>	

TOTAL FUNDED R&R FY 2018-2022	\$	42,618
TOTAL FUNDED R&R THROUGH FY 2040	\$	48,143



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	FY18 THRU FY22 (\$000s)					FY23 THRU FY40 (\$000s)															Total Project Cost			
	Description	Project Limits		FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37		FY38	FY39	FY40
TBD	Renewal & Replacement Program (R&R)	Systemwide	All	In Funded R&R Program					\$17,355	\$9,102	\$18,458	\$19,780	\$16,740	\$21,923	\$14,045	\$17,224	\$17,324	\$13,905	\$6,818	\$10,369	\$13,076	\$7,935	\$43,828	\$10,261	\$1,875	\$23,235	\$283,253

TOTAL UNFUNDED R&R FY 2018-2022	\$	-
TOTAL UNFUNDED R&R THROUGH FY 2040	\$	283,253

UNFUNDED PROGRAM NEEDS

Project Number	Project Name		Phase	FY18 THRU FY22 (\$000s)					FY23 THRU FY40 (\$000s)															Total Project Cost				
	Description	Project Limits		FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37		FY38	FY39	FY40	
<b>83618</b>	<b>SR 836 Southwest Extension</b>																									\$928,082		
	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. Phase II: from 157th Avenue to 88th Street. Phase III: from 88th Street to 136th Street.	NW 137th Avenue to SW Kendall Area	Project Development			\$600	\$700	\$200	\$600	\$700	\$200	\$600	\$700	\$200												\$4,500		
			Final Design																								\$0	
			Right-of-Way			\$0	\$12,400	\$18,600	\$0	\$12,800	\$19,200	\$0	\$7,200	\$10,800														\$81,000
			Construction																									\$0
			Design/Build			\$0	\$0	\$11,866	\$88,992	\$59,328	\$37,574	\$20,626	\$154,691	\$103,128	\$83,378	\$135,479	\$90,319	\$57,202										\$842,582
<b>92404</b>	<b>SR 924 Extension West to the Homestead Extension of the Florida Turnpike</b>																									\$82,443		
	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. Final Design for Segment 3 WB and Construction of Segment 1 EB and Segment 3 remain unfunded. This estimate excludes Segment 3 WB.	HEFT to SR 826	Project Development																							\$0		
			Final Design																									\$0
			Right-of-Way																									\$0
			Construction								\$18,137	\$26,382	\$22,260	\$15,664.19														\$82,443
			Design/Build																									\$0
<b>92407</b>	<b>SR 924 Extension East to I-95</b>																									\$615,797		
	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		
			Final Design			\$5,186	\$8,298	\$7,261																				\$20,745
			Right-of-Way					\$754	\$33,099	\$18,932																		\$52,785
			Construction								\$67,918	\$124,289	\$138,713	\$108,610	\$85,879	\$16,857												\$542,266
			Design/Build																									\$0
<b>20001</b>	<b>Connect 4 Express</b>																									\$1,446,944		
	Acquisition of 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					\$200																		\$200		
			Final Design							\$17,536	\$15,597	\$12,394	\$9,653	\$920													\$56,099	
			Right-of-Way									\$23,250	\$23,250	\$43,500														\$90,000
			Construction												\$184,880	\$318,120	\$354,216	\$238,299	\$186,782	\$18,347								\$1,300,644
			Design/Build																									\$0
	<b>Contingency Cost</b>																									\$0		
<b>TRANSPORTATION IMPROVEMENT PROGRAM TOTALS (UNFUNDED)</b>				\$0	\$0	\$5,786	\$21,398	\$38,880	\$140,226	\$193,412	\$243,288	\$215,102	\$331,286	\$384,887	\$418,355	\$489,695	\$328,618	\$243,985	\$18,347	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,073,266	

TOTAL UNFUNDED TIP FY 2018-2022	\$	66,065
TOTAL UNFUNDED TIP THROUGH FY 2040	\$	3,073,266