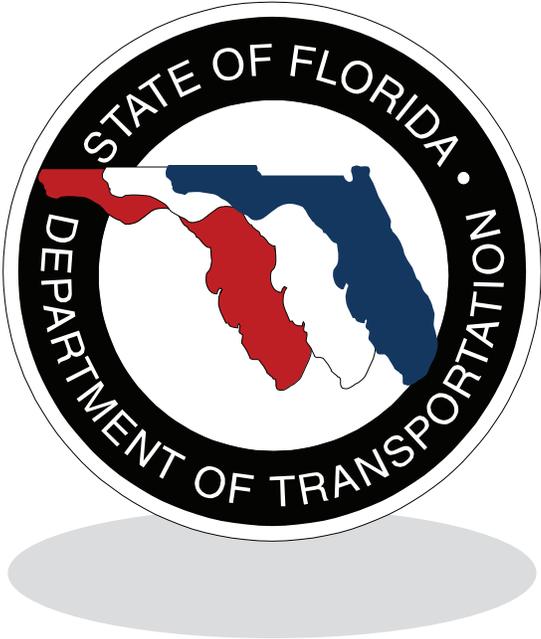


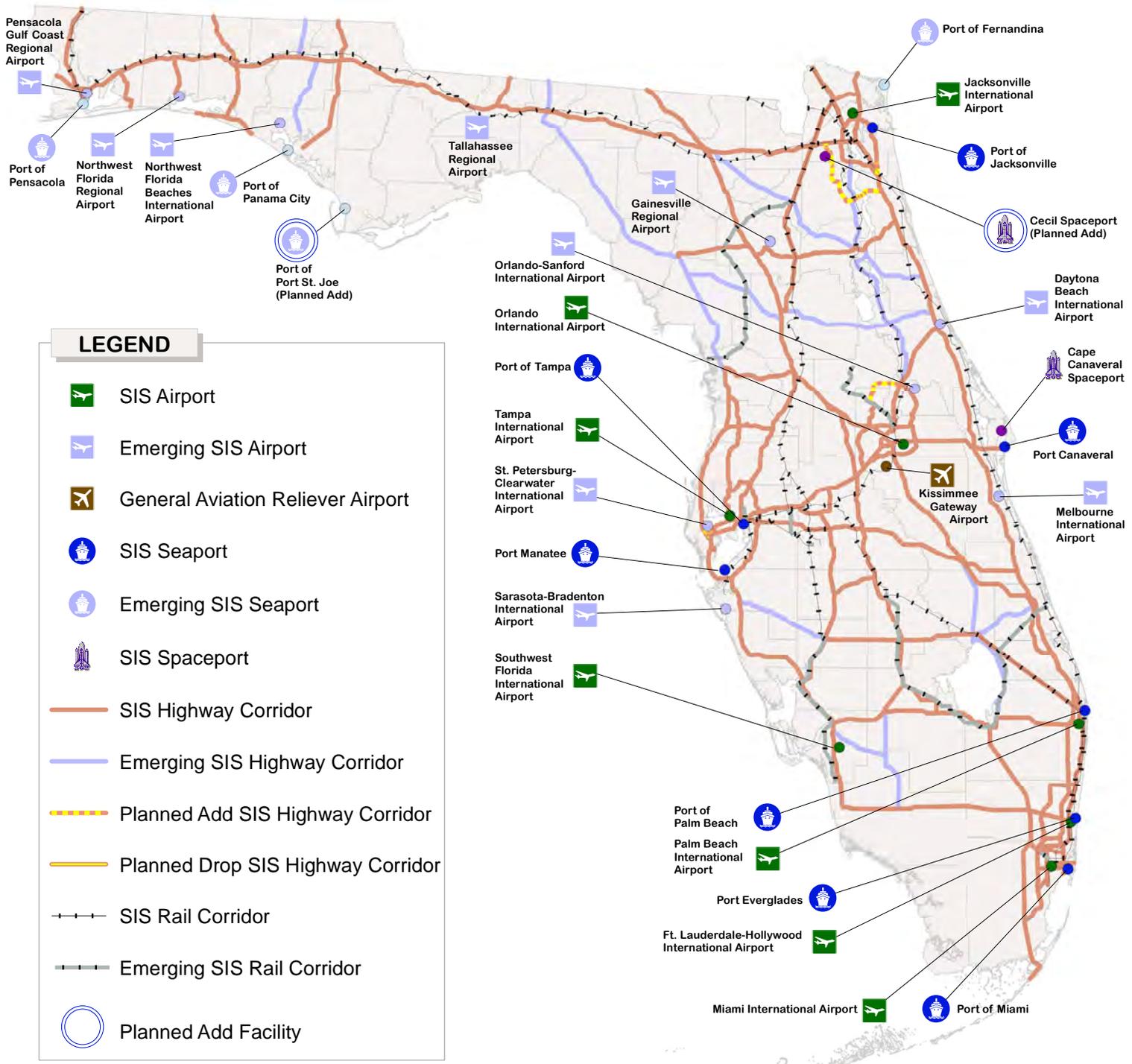
STRATEGIC INTERMODAL SYSTEM
**INVESTING IN
FLORIDA'S FUTURE**
PROGRAM HIGHLIGHTS



2012







*SIS features not shown include connectors, waterways, freight and passenger terminals

WHAT IS THE FLORIDA STRATEGIC INTERMODAL SYSTEM?

In 2003, the Florida Legislature and Governor established the Strategic Intermodal System (SIS) to enhance Florida's transportation mobility and economic competitiveness. The SIS is a statewide network of high-priority transportation facilities, including the State's largest and most significant airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations.

SIS Facilities are designated through the use of objective criteria and thresholds based on quantitative measures of transportation and economic activity. These facilities meet high levels of people and goods movement and generally support major flows of interregional, interstate, and international travel and commerce. Facilities that do not yet meet the established criteria and thresholds for SIS designation, but are expected to in the future are referred to as Emerging SIS. These facilities experience lower levels of people and goods movement but demonstrate strong potential for future growth and development.

The designated SIS and Emerging SIS includes 17 commercial service airports, two spaceports, 11 deepwater seaports, over 2,100 miles of rail corridors, over 2,200 miles of waterways, 35 passenger terminals, seven rail freight terminals, and over 4,300 miles of highways. These hubs, corridors and connectors are the fundamental structure which satisfies the transportation needs of travelers and visitors, supports the movement of freight, and provides transportation links to external markets.

COLLECTIVELY, SIS FACILITIES SERVE:

- At least 99% of commercial air passengers and cargo;
- 89% of interregional bus and rail passengers;
- Virtually all rail and waterborne freight tonnage and cruise ship passengers;
- 55% of all traffic and 70% of truck traffic on the State Highway System.

HOW DOES THE SIS KEEP FLORIDA'S ECONOMY MOVING FORWARD?

Florida's SIS was established to enhance economic competitiveness and mobility by focusing limited state resources on those transportation facilities that are critical to Florida's economy and quality of life. The SIS supports Florida by:

- Improving economic growth and competitiveness by reducing business costs for transportation and logistics and enhancing access to domestic and global markets;
- Emphasizing the types of transportation services required by trade, technology and other targeted industries;
- Improving accessibility to all of Florida's regions, including both urban and rural areas.

Improvements to the SIS enable greater access and connectivity from the highway and rail systems to the state's most critical seaports, airports, and other terminals. The SIS also supports intermodal solutions along key trade and economic corridors. Finally, the SIS addresses the needs of Florida's businesses, residents and visitors by providing a more efficient transportation system that includes more choices and greater flexibility. Once fully developed, the SIS will be as significant to Florida's future as the construction of the Interstate Highway System.



SIS OBJECTIVES INCLUDE:

- **ECONOMIC COMPETITIVENESS:**
Provide transportation systems to support statewide goals related to economic diversification and development.
- **INTERREGIONAL CONNECTIVITY:**
Enhance connectivity between Florida's economic regions and other states for both people and freight.
- **EFFICIENCY:**
Reduce delay and improve the reliability of travel and transport using SIS facilities.
- **CHOICES:**
Expand modal alternatives to SIS highways for travel and transport between regions, states, and nations.
- **INTERMODAL CONNECTIVITY:**
Provide for safe and efficient transfers for both people and freight between all transportation modes.
- **ENERGY, AIR QUALITY AND CLIMATE:**
Reduce growth rate in vehicle-miles traveled, associated energy consumption, emissions of air pollutants and greenhouse gases.
- **EMERGENCY MANAGEMENT AND SAFETY:**
Help ensure Florida's transportation system can meet national defense, emergency response and evacuation needs while providing a safe facility for the public.

WHY PRIORITIZE SIS MULTI-MODAL AND INTERMODAL INVESTMENTS?

Florida's future economic prosperity and quality of life is inextricably linked to the state's ability to provide connectivity and mobility. A diverse, globally competitive and knowledge-based economy will require a multi-modal transportation system able to move both people and freight efficiently and reliably. Investment in SIS hubs, corridors and connectors will help ensure that all modes function together to create an integrated transportation system. The following section highlights some of the key economic and performance attributes of SIS facilities by mode.

AIRPORTS

In 2008, airports in Florida generated more than \$97 billion in total economic activity and supported more than one million jobs. Annual economic activity at Florida airports represented 8.5 percent of Florida's Gross State Product. Air cargo shipments accounted for more than one-third of Florida's international trade dollars. In terms of travel and tourism, well over half of Florida's visitors arrive by air. In 2008, Florida's airports served more than 136 million passengers. A number of Florida's SIS airports rank among the largest in the nation. For example, Miami International ranked first in the nation in total international freight tonnage. It also ranks third in the nation in the number of international passengers served. Orlando International is the fourth largest origin and destination facility in the United States.

RAIL

The railroads are an integral part of the movement of freight and passengers to, from, and within Florida. In 2008 Florida's 2,786 miles of rail lines carried nearly 1.6 million carloads and approximately 83 million tons of freight. Railroads continue to support thousands of jobs throughout the state and assist Florida's industries to remain competitive with international and domestic markets for fertilizer, construction rock, consumer goods, paper products, processed foods, and agricultural products. The movement of passengers is another significant component of the SIS and Florida railroads.

TRANSIT

A recent addition to SIS, Florida's inter-county fixed guideway transit corridors and terminals represent an increasingly important component of Florida's transportation system. The southeastern Florida Tri-Rail system transported 3.8 million riders in 2008 and 4.2 million riders in 2009. Central Florida's SunRail will be operational by 2014.

SEAPORTS

Waterborne international trade moving through Florida's 15 SIS and non-SIS deepwater seaports was valued at \$56.9 billion in 2009. This waterborne trade represented more than half of Florida's total in international trade. In 2009, the maritime cargo activities at Florida seaports were responsible for generating more than 550,000 direct and indirect jobs and \$66 billion in total economic value. In terms of the passenger cruise industry, Florida remains a leader, serving 12.7 million passengers in 2009. Port Canaveral in Brevard County remains the leading cruise passenger port with 4.6 million cruise passengers, followed by Port Everglades in Broward County with 3.8 million, and the Port of Miami with 3.6 million.

HIGHWAYS

Florida's SIS highways represent the backbone of the SIS encompassing over 4300 miles of roadways. This represents only three percent of total state roadway mileage, but are responsible for 54 percent of all traffic and 70 percent of all truck traffic on the State Highway System. These significant corridors connect all of Florida's economic regions to each other as well as to markets beyond Florida. Within the state they facilitate the movement of passengers and goods between the major airports, seaports, rail facilities, and notable intermodal hubs. With roughly half of the 80 million visitors to Florida arriving by automobile, the SIS highway network is an integral component to the economy of Florida as well as the livelihood of Florida residents.

WHAT IS THE SIS PLANNING AND PROGRAMMING PROCESS?

The SIS planning process is based on policy guidance established in the Florida Transportation Plan (FTP). This process provides the framework for planning, programming, and implementing transportation projects and ensures that the limited transportation funds are invested in the most effective manner. There are three key elements:

UNFUNDED NEEDS PLAN:

The Unfunded Needs Plan identifies transportation projects on the SIS which help meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy. Projects in the Unfunded Needs Plan could move forward into the SIS Cost Feasible Plan as funds become available.

COST FEASIBLE PLAN (CFP):

The Cost Feasible Plan illustrates projects on the SIS which are considered financially feasible during the last fifteen year (Years 11 to 25) of the State's SIS Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Work Program as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections or cost estimates, or when priorities change.

SIS WORK PROGRAM:

Every fall, projects from the CFP are selected for inclusion in the new 10th year of the Ten Year Plan. The Ten Year Plan is used to develop the Department's Five Year Work Program, which drives the funding, implementation, and construction of the Department's projects. All SIS facilities are eligible for state transportation funding, regardless of mode or ownership, with state funding covering varying shares of the project costs. The SIS is the primary focus of FDOT capacity improvement funds; however it is not the single source of funds for all projects.

WHAT ARE THE SPECIFIC INVESTMENT STRATEGIES FOR IMPROVING THE SIS?

Wise investment of transportation funds will improve economic competitiveness, provide infrastructure improvements, and ensure sound stewardship of the environment for Floridians and our guests. For example, FDOT studies indicate that every \$1 invested in Florida's transportation system generates approximately \$5 of user and economic benefits statewide. Specific strategies for improving the SIS include:

- Strengthening the linkage between transportation and economic development;
- Strengthening the linkage between transportation and land use planning;
- Assisting Rural Areas of Critical Economic Concern (RACEC) in developing transportation plans which provide connectivity; and
- Ensuring that the SIS protects or improves community livability and environmental quality.

Modal improvement strategies are linked to the general SIS improvement strategies. Specific strategies for each of the modes are:

AVIATION

- Maintain and expand airport infrastructure;
- Expand air cargo facilities to attract increasing air cargo market;
- Improve SIS airports to support new large aircraft and other technological advancements.

SEAPORTS

- Improve the port infrastructure capacity to maintain a competitive edge in international trade;
- Develop strategies to expand into new international markets;
- Improve intermodal connectivity.

RAIL

- Fund new alignments of rail which will provide for increased passenger and freight movement;
- Improve grade crossings;
- Upgrade track and bridges;
- Use available tracks for intercity and commuter passenger services.

HIGHWAYS

- Widen major trade and tourism corridors;
- Implement Intelligent Transportation Systems (ITS) technologies;
- Fund interim construction in major urban areas where the ultimate construction is costly;
- Widen missing links to complete regional SIS networks.

TRANSIT

- Double-tracking of passenger rail lines;
- Fund transit alternative studies;
- Funding of new passenger terminals

SPACEPORT

- Support infrastructure access improvements;
- Support launch facilities.

WHAT HAS THE SIS ACCOMPLISHED TO DATE?

Since its creation in 2003 the SIS has achieved a number of notable milestones and accomplishments. For example, the SIS has provided greater emphasis on non-highway modes, more than tripling investments in non-highway modes when compared to the five year period immediately preceding the creation of the SIS. Similarly, the SIS has focused greater attention and funding on the intermodal connectors and interregional corridors, significantly enhancing connectivity and economic development throughout Florida. Finally, the SIS has helped to foster a new culture of partnership involving FDOT and state, regional, and local transportation partners within both the public and private sectors. Florida’s SIS has emerged as a model for strategic, multi-modal transportation planning and has been emulated by a number of other states.

The table on this page shows that major improvements have taken place throughout the state, fulfilling our program’s mission to balance statewide needs with individual area concerns. The Department is working to keep up with Florida’s anticipated growth with completed and planned improvements which include the following:

AVIATION:	SIS IMPROVEMENTS:
Southwest Florida International Airport	New Midfield Terminal and Parallel Runway
Northwest Florida Beaches International Airport	New Airport
Fort Lauderdale-Hollywood International Airport	Runway Extension and High Speed Taxiway
Orlando International Airport	Terminal Improvements
Orlando-Sanford International Airport	Runway Extension and Taxiway Construction
Miami International Airport	Terminal Expansion and Northside Runway
Tampa International Airport	Taxiway Extension and Apron Reconstruction
RAIL:	SIS IMPROVEMENTS:
South Central Florida Express in South-Central Florida	Add New Rail Line and Yard
Norfolk Southern in Northeast Florida	Double Track
Bay Line in Northwest Florida	Passing Track
FEC Railways in Southeast Florida	Bridge Repair and Double Track
TRANSIT:	SIS IMPROVEMENTS:
SunRail in Central Florida	Acquisition of Right of Way and Construction
Tri-Rail in Southeast Florida	Station Improvements
SEAPORTS:	SIS IMPROVEMENTS:
Port Manatee	Intermodal Container and Transfer Yard
Port of Jacksonville	Dredging and Marine Terminal Improvements
Port Panama City	Railyard Expansion
Port of Palm Beach	On-Port Rail and Intermodal Container Transfer Facility
Port Miami	Dredging and Construction of Port of Miami Tunnel
Port of Tampa	Dredging and Channel Widening
HIGHWAYS:	SIS IMPROVEMENTS:
I-75 in Southwest Florida	Widening and Interchange Improvements
I-95 in Jacksonville	Widening and Interchange Improvements
I-10 in Pensacola	Widening and Bridge Replacement
I-595 in Southeast Florida	Reconstruction and Widening
I-4 in Central Florida	Widening and Interchange Improvements
SR 826 in Miami	Widening and Interchange Improvements
I-275 in the Tampa Bay area	Widening and Interchange Improvements
Florida’s Turnpike System	Mainline Widening and Interchange Improvements

WHAT IS NEXT FOR THE SIS?

Florida's economic welfare and its ability to remain competitive in the globalized marketplace depend on the efficient transport of people and goods. As the state emerges from the recent economic recession, the SIS will play an essential role in shaping and supporting economic growth and diversification. To support Florida's future economic growth, continued substantial investment in SIS trade and tourism corridors is required.

Unfortunately, comparison of projected transportation funding availability with needed SIS improvements reveals a significant shortfall. The Department's 2040 SIS Multi-Modal Unfunded Needs Plan identifies \$131.2 billion in needed improvements that are not within the state's funding structure. A breakdown by mode reveals the total estimated costs:



Aviation component needs are estimated at \$2.4 billion, primarily for the construction and extension of runways and taxiways at numerous airports;



Rail component needs are estimated at \$14.5 billion, primarily for improvements to rail yards, double tracking, grade separations, and the provision of new commuter rail projects;



Transit component needs are estimated at \$23.7 billion, primarily for bus rapid transit, light rail transit projects and intermodal connector facilities;



Seaports component needs are estimated at \$7.2 billion, primarily for channel dredging, intermodal connections, and storage facilities;



Highway component needs are estimated at \$82.7 billion, primarily for road widening, interchange improvements, and new highway segments;



Spaceport component needs are estimated at \$691 million, which is for roadway access improvements and launch facilities.

I-75 IROX IN COLLIER, LEE AND CHARLOTTE COUNTIES

The I-75 design/build/finance project, known locally as iROX, was completed in 2010. The project involved widening 30 miles of I-75 from four lanes to six, reconstructing 20 bridges, building four new bridges, creating 23 stormwater lakes and installing six noise barriers. The project cost was approximately \$430 million.



I-75 IN SARASOTA COUNTY

I-75 improvements in Sarasota County include the six-laning in the communities of Laurel, Nokomis, and Venice from north of River Road to north of SR 681. This Project began construction in the spring of 2010 and is scheduled for completion in the summer of 2012. This \$53 million, 9.4 mile project includes realignment of I-75 southbound lanes from north of Cow Pen Slough to Laurel Road and construction of new southbound bridges over Cow Pen Slough and Salt Creek, and widening of bridges over Curry Creek and Fox Creek. The widening of Laurel Road, Jacaranda Boulevard and River Road to accommodate ramp improvements and improve traffic flow are also included.

US 17 IN DESOTO, HARDEE AND POLK COUNTIES

US 17 is a critical link for the residents of southwest Florida to central Florida. There are multiple project phases currently programmed or underway to widen segments of US 17 to four lanes in DeSoto, Hardee and Polk Counties.

In DeSoto County, construction is currently underway to four-lane US 17 from north of Peace River Shores to south of Collins Street. Construction for this segment of US 17 is currently scheduled for completion in 2012. Design is underway and construction is currently programmed to start in 2013 to four-lane US 17 from south of Collins Street to south of CR 760A in Nocatee. Finally, the PD&E Reevaluation Study has been completed for US 17 from CR 760A in Nocatee to Heard Street in Arcadia concurrent with an overlapping design phase to widen this segment to four lanes divided. The cumulative cost of the US 17 improvements in DeSoto County is estimated to be \$123 million. In Hardee County, multiple project phases are now underway to widen US 17 to a four-lane divided rural typical section from the DeSoto County line to 7th Avenue in Zolfo Springs. Construction for these segments of US 17 are scheduled to begin in 2013 and 2015 with a combined cost of \$48 million.



SR 80 IN HENDRY COUNTY

There are multiple project phases currently programmed or underway to widen segments of SR 80 to four lanes in Hendry County. Construction to improve SR 80 from west of Clark Street (Forrey Drive) to Birchwood Parkway east of the City of LaBelle was completed this year at a cost of approximately \$10 million. The project represents an important improvement that benefits the local economy in this Rural Area of Critical Economic Concern. Design to expand three segments of SR 80 to four lanes from Birchwood Parkway to CR 833 in the City of LaBelle is currently underway. Right-of-way acquisition for these segments of SR 80 is scheduled to start in 2014 with the final segment set for construction in 2019. The estimated cost of construction for these three segments of SR 80 is \$87 million.

Major road projects under construction throughout Hendry County



SR 29 IN COLLIER, HENDRY AND GLADES COUNTIES

A PD&E Study is underway for improvements to SR 29 from Oil Well Road northward to SR 82 in Collier County. The study, which includes public involvement, will develop conceptual designs for widening the existing two-lane segment to four lanes divided, either on the existing corridor, or on an alternative corridor that bypasses downtown Immokalee. This PD&E study is scheduled for completion in 2016.

A PD&E Study for improvements to SR 29 from SR 82 in Collier County northward to CR 80A/Cowboy Way in the City of LaBelle in Hendry County was completed in 2011 and called for widening the existing two-lane roadway to four lanes divided. Design and construction for SR 29 in Collier County from Oil Well Road northward to the Hendry County Line is not currently programmed but is listed in the 2040 SIS Unfunded Needs Plan. The design and construction for the segment of SR 29 in Hendry County from the Collier County Line to Spencer Road is also not currently programmed, but is listed in the 2040 SIS Unfunded Needs Plan. The design for the segment of SR 29 from Spencer Road to CR 80A/Cowboy Way is scheduled to begin in 2012.

An ongoing PD&E Study for improvements to SR 29 extends 15 miles from CR 80A/Cowboy Way in Hendry County to US 27 in Glades County. The study, which includes public involvement, will develop conceptual designs for widening the existing two-lane segment to four lanes divided, which includes a one-way pair in downtown LaBelle. This PD&E is scheduled for completion in 2012. The design and construction for this segment of SR 29 has not been programmed, but is listed in the 2040 SIS Unfunded Needs Plan.

SR 82 IN LEE AND COLLIER COUNTIES

The widening of SR 82 from two lanes to six lanes from Ortiz Avenue to Lee Boulevard in Lee County is currently under construction and is scheduled for completion in 2012. This project constitutes the first proportionate fair share agreement in the state, a public private partnership that includes FDOT, City of Fort Myers, Lee County, and local developers. The estimated cost for this segment of SR 82 is \$35 million.

A PD&E Study for SR 82 from Lee Boulevard in Lee County to SR 29 in Collier County was completed in 2010. This study resulted in three project phases to widen the remaining segments of SR 82 (Immokalee Road) east of I-75. The design for two of the three remaining segments of SR 82 is currently underway, with the remaining segment set to begin design in 2012.

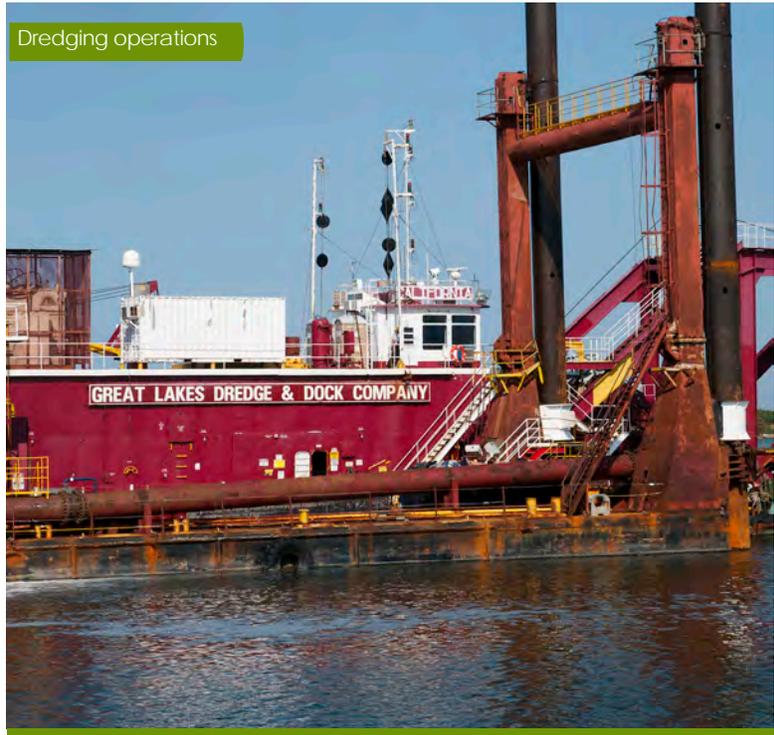
SR 82 Ortiz to Lee Boulevard



PORT MANATEE

The Port Manatee south channel access extension project is under construction to extend dredging of the 40' deep access channel from the main channel to the area adjacent to the port's new berth and landside development. The new berth area will provide space for more freight vessels to load and unload simultaneously. Finally, a new intermodal container and cargo transfer facility will provide landside facilities to support the 1,600 feet of new berth on the south side of the port. Rail and truck access to the transfer yard will allow for immediate movement of cargo; this means quicker access to markets and less time at berth for the ships. FDOT's contribution for this project is approximately \$17 million.

In addition, the PD&E study for a potential new Port Manatee connector from US 41 to I-75 is currently underway and is scheduled for completion in 2014. The study will examine the feasibility of a new four-lane, divided east-west connector to I-75.



SOUTH CENTRAL FLORIDA EXPRESS

South Central Florida Express (SCFE) is a Class III railroad serving the agricultural industries of South Central Florida. Construction of 5.8 miles of new rail line with 2.4 miles of yard, from Moore Haven to Southern Garden Citrus is currently programmed in 2013 at an estimated cost of \$25 million.

SOUTHWEST FLORIDA INTERNATIONAL AIRPORT

Southwest Florida International Airport in Fort Myers is one of the fastest growing airports in the nation, breaking its own records almost monthly. The airport's new Midfield Terminal has handled nearly 22 million passengers since its opening in September 2005.

The I-75/Southwest Florida International Airport collector/distributor system is currently programmed to begin construction in 2012 with an estimated cost of \$73 million. The collector/distributor system access improvements connect to I-75, and will provide a more direct access to the airport's Midfield Terminal complex.

Construction of capacity improvements to expand the Southwest Florida International Airport Midfield Terminal entrance road from four to six lanes from Treeline Boulevard to the terminal is scheduled to begin in 2015. FDOT's contribution to this project is estimated to be \$3 million.

Phase One of a project to build a new runway parallel to the airport's single existing runway is currently underway and involves preliminary design, geotechnical, and survey work. Final locations for the new runway and associated taxiway network will be determined during this phase. This project also includes expansion of the new terminal airside (aircraft apron) and landside (passenger gates) facilities. The project is slated to begin construction in 2017 with a \$23 million grant from FDOT.



I-10 CORRIDOR IMPROVEMENTS

All of the I-10 projects are regionally significant and provide a direct benefit to adjacent counties that are targeted for development as a result of increased port activities.

“THE BIG I”: I-10/I-95 INTERCHANGE IMPROVEMENTS IN DUVAL COUNTY

Construction for the I-10 and I-95 interchange in Downtown Jacksonville was completed in September 2010 at an estimated cost of \$148 million. The reconstruction began in early 2005 to increase the capacity, safety and efficiency of this major interchange. The project included the construction of 17 bridges and 25 lane miles of roadway. This project was selected by the American Association of State Highway and Transportation Officials (AASHTO) as America’s Best Transportation Project in 2011.



I-10 & CECIL COMMERCE CENTER PARKWAY INTERCHANGE IN DUVAL COUNTY

The I-10 interchange with Cecil Commerce Center Parkway (Branan Field-Chaffee Expressway) was officially opened to traffic on October 1, 2009, along with a segment of roadway which extends to 103rd Street. Travelers now have a direct connection between I-10, New World Avenue, Normandy Boulevard (SR 228), 103rd Street (SR 134), and the Cecil Spaceport which was recently added to the Strategic Intermodal System. The project included constructing three bridges over I-10, creating a full interchange between I-10 and SR 23 (Cecil Commerce Center Parkway), widening I-10 from four to six lanes within the interchange limits and replacing the existing Halsema Road Bridge. The cost of construction for this project was approximately \$62 million.

I-10 WIDENING IN DUVAL COUNTY

I-10 is currently being widened from four lanes to six lanes between Cecil Commerce Parkway and I-295. The section of I-10 from I-295 to Lane Ave will be milled and resurfaced with paved 10-foot shoulders added on each side of the interstate to accommodate emergency vehicles. The bridge on Chaffee Road over I-10 will be replaced and the ramps at the I-10 and Chaffee Road interchange will be rebuilt and improved. This is a \$58 million, three year project.



I-10 MARIETTA INTERCHANGE IN DUVAL COUNTY

The existing I-10 Marietta interchange will be closed and a new interchange will be constructed further west at Hammond Boulevard. It will connect Hammond Boulevard on the south to Devoe Street on the north. Work will also be done on Hammond Boulevard between I-10 and US 90. Right of way acquisition is ongoing and final design is underway. The project is currently scheduled to begin in FY 2013 and is estimated to take three years to complete. Construction of this project is estimated to be \$33 million.



FIRST COAST OUTER BELTWAY IN CLAY, DUVAL AND ST. JOHNS COUNTIES

The First Coast Outer Beltway will provide a connecting limited-access expressway outside of the existing I-295 loop, between I-95 in St. Johns County and I-10 in Duval County. A total of 13 new interchanges and a major bridge structure across the St. Johns River are also proposed. The total length of the First Coast Outer Beltway Corridor is approximately 46.5 miles.

In August 2011, FDOT announced plans to move forward with the construction of a portion of the First Coast Outer Beltway, which includes building a four-lane limited access facility between I-10 and Blanding Boulevard (S.R. 21). The 15-mile segment is estimated to cost \$291 million and is being financed by the Florida Turnpike Enterprise which will be repaid by toll revenues. Under the current schedule, the northern most segment, from I-10 to Argyle Forest Boulevard is starting construction in the Fall of 2012 with completion anticipated in three years. The next segment from Argyle Forest Boulevard south to Blanding Boulevard will begin in the Spring of 2013 and be completed three years later.

I-295 EASTERN BELTWAY (SR 9A) IN DUVAL COUNTY

The Eastern Beltway (SR 9A) around Jacksonville is complete and open to traffic as a four-lane interstate. The project included a major interchange with SR 202 (Butler Blvd). With the final segment in place, approval was obtained from FHWA and AASHTO to designate the Eastern Beltway as I-295 which completes the entire loop around the Jacksonville urban area. The cost of construction for the final piece was \$80 million.



SR 9B IN DUVAL COUNTY

SR 9B will be a four-lane interstate highway that will connect I-295 to I-95 in Duval County. The corridor is divided into two segments, with funding for segment one from I-295 to US 1 provided by the American Recovery and Reinvestment Act of 2009 (ARRA). Phase II and III, from I-95 to US 1, is being advanced as part of the Florida Transportation Vision for the 21st Century. Construction will begin in 2012 at an estimated cost of \$95 million. Once complete, SR 9B will be designated I-795.



SR 9B aerial photo 2012

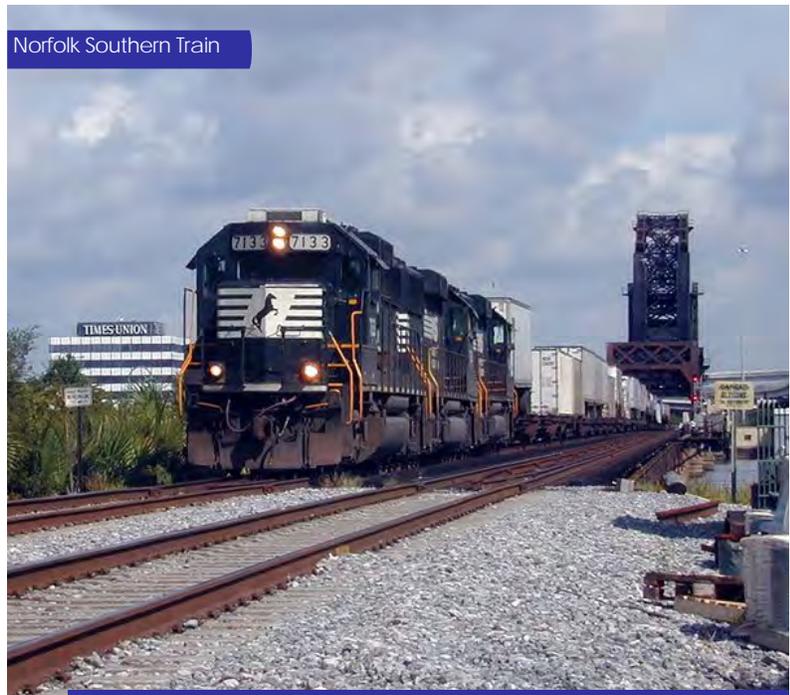
JAXPORT HARBOR DEEPENING

Jacksonville’s main shipping channel is a 21 mile stretch of the St. Johns River extending from the mouth of the Atlantic Ocean to the Jacksonville Port Authority’s (JAXPORT) Talleyrand Marine Terminal just north of downtown Jacksonville. JAXPORT considers maintaining a deep harbor essential to keeping Jacksonville’s port viable. A competitive harbor depth allows Jacksonville to accommodate the water depth (draft) requirements of fully loaded cargo vessels which currently call Jacksonville’s port, and to meet the needs of new, even larger cargo ships which will seek to call at JAXPORT in the future. JAXPORT recently completed the dredging of this channel to a depth of 40’ from Dames Point to the Talleyrand terminal. The project was completed in 2009 and FDOT contributed \$4.9 million.



LACY SIDING TO SIMPSON YARD NORFOLK SOUTHERN RAILROAD

This rail project provides an improved passing opportunity for trains at a critical bottleneck in the Norfolk Southern/Florida East Coast system. Passing sidings are constructed to allow one train to pass another, and are thus an essential feature of single track lines. Because the existing Lacy Siding was too short for modern train standards, trains have been forced to wait for long periods in distant sidings until opposing trains pass. These delays create a limit to the amount of rail freight moving along Florida’s East Coast. The addition of this 2.7 mile long siding allows for an additional train in each direction between Miami and points north daily and the estimated shift in freight to rail may eliminate 73,000 trucks per year from Florida’s highways. Norfolk Southern Railroad provided a 50% match and work was done by the railroad and their contractors. Work was completed by June of 2010 at a cost of \$5 million.



JAXPORT BLOUNT ISLAND BERTH AND WHARF RECONSTRUCTION

The Blount Island Terminal at JAXPORT is scheduled to receive a grant of \$10 million in 2012 from FDOT for structural rehabilitation to the existing wharf structure, bulkhead, and associated structures. This project will provide the port with a much needed infrastructure improvement for the aging facilities and will promote future employment opportunities at the Blount Island terminal.



US 98 AT 23RD STREET GRADE SEPARATED INTERCHANGE

The US 98 and 23rd Street intersection is within a high growth area that serves Panama City Beach tourist traffic, Gulf Coast State College (GCSC) and Florida State University Panama City Campus (FSU PC) traffic, and freight related traffic from Port Panama City. The east/west elevated roadway will allow thru vehicles on US 98 to avoid two signalized intersections and a railroad crossing. These improvements will reduce travel delay, improve safety and enhance freight movement at this vital intersection.

The most visible improvement to date is the relocation of Port Panama City entrance from “D” Street, on the south side of US 98, west by about 530 feet to Port Avenue which has been realigned to better accommodate the northbound entrance to GCSC/FSU PC. Project costs for this portion of the project are approximately \$21.5 million

Future phases of this project will include 6-laning of 23rd Street along the east side of Gulf Coast State College. The road widening includes two west bound exclusive right turn lanes with one lane providing access to Port Panama City and the other lane providing access to the elevated roadway. This will allow vehicles to avoid the port entrance/Moody Street intersection as they head west to the Hathaway Bridge.

Preliminary engineering is currently underway. Project costs associated with right of way acquisition are currently funded in the SIS 2nd Five Year Plan. Project costs associated with construction of the elevated roadway are approximately \$85.9 million.

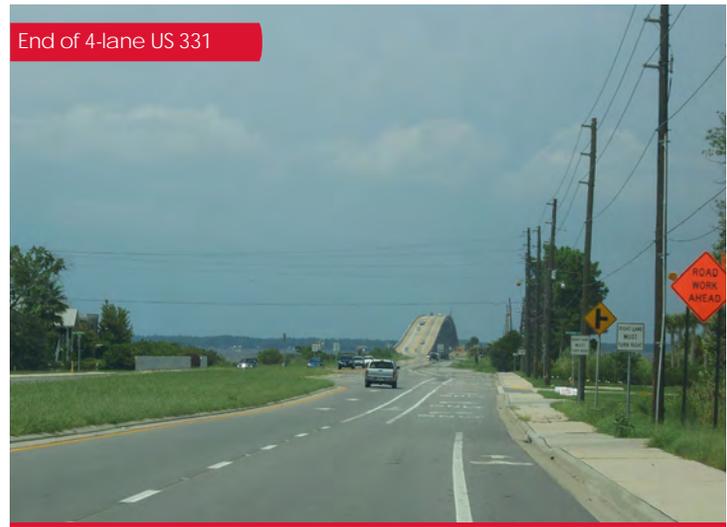
I-10 IMPROVEMENTS IN ESCAMBIA COUNTY

Construction of the I-10 bridge has been completed and provides three lanes in each direction in Escambia County. With the completion of the bridges, focus has shifted west to enhance access into the Pensacola area. There will be two additional lanes added to I-10, making the section from Davis Highway to Scenic Highway six-lanes. Design for this section of the highway will be completed in fiscal year 2012 and the necessary right of way will also be purchased in fiscal year 2012. Construction will take approximately 3 years to complete and is slated to begin in August 2014 at an estimated cost of \$40 million.



SR 83 / US 331 MULTI-LANING IN WALTON COUNTY

The US 331 multi-laning project is moving forward to provide needed capacity improvements for the primary north/south roadway in Walton County. US 331 is the only existing roadway connecting northern and southern Walton County. The entire multi-lane project is approximately 48 miles in length from US 98 north to I-10. The first phase of the construction project began with the realignment of US 331 bypassing the city of Freeport. One of the many benefits of this construction phase was the elimination of the one mile “jog” on SR 20 to connect the northern section of US 331 to the southern segment of US 331. Construction costs associated with this 6.2 mile segment are approximately \$25.4 million.



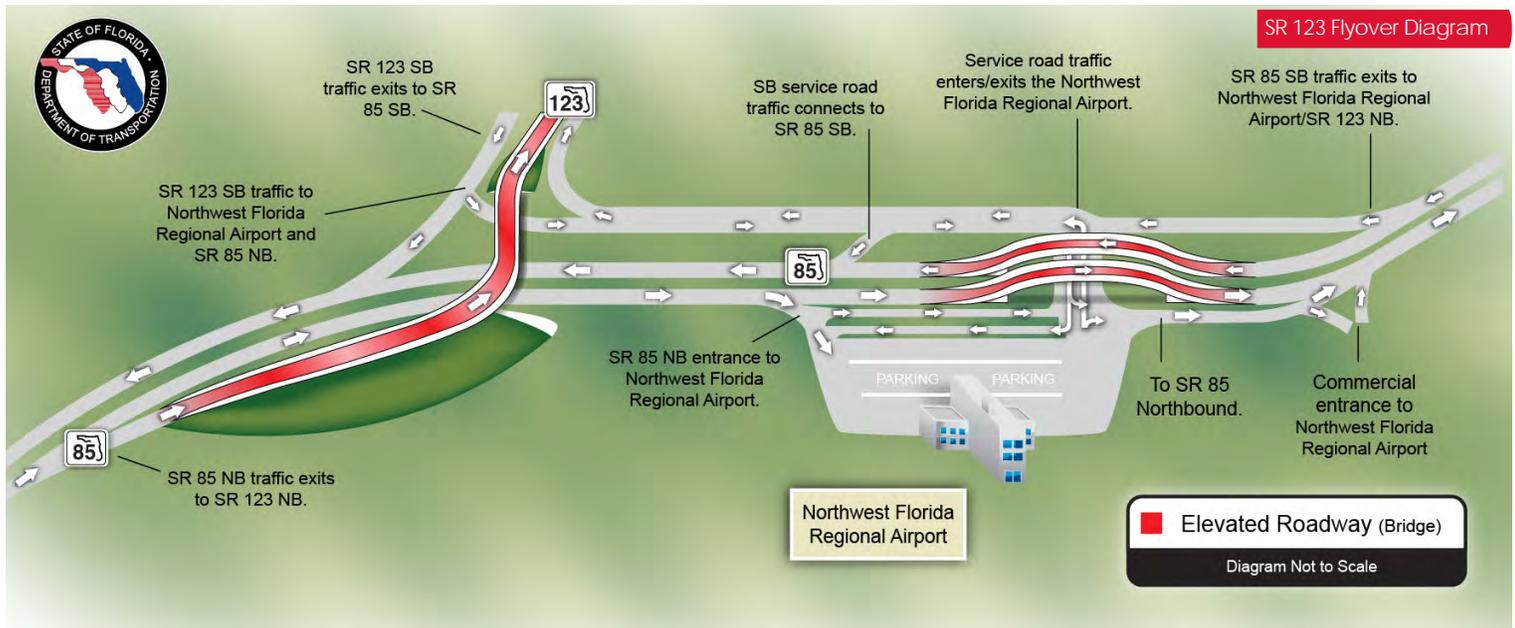
Construction for the two mile section from US 98 to the south end of the Choctawatchee Bay Bridge is now completed with an estimated cost of \$10 million. Construction for the five-mile segment from the north end of the bridge (Bay Grove Road) to south of SR 20 is funded in FY 2012 at approximately \$23.9 million dollars. Preliminary engineering and right of way are currently underway for the segment starting from the new alignment at Owl’s Head Road north to I-10 with a cost of approximately \$15 million. Construction from Owl’s Head Road to Edgewood Circle is funded in 2013 through a Joint Participation Agreement with Walton County. Construction of a new two-laned parallel bridge will begin in 2013, which will widen the road to four lanes across the bay.

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

The new Northwest Florida Beaches International Airport opened on May 23, 2010. In its first year the passenger traffic tripled in comparison to the previous year at the Panama City Regional Airport to more than 825,000 passengers. This is an Emerging SIS facility serving a local and tourist population.

SR 123 AT SR 85 AIRPORT ENTRANCE AND FLYOVER IN OKALOOSA COUNTY

The SR 85 South at SR 123 interchange project extends from south of General Bond Boulevard to north of the Northwest Florida Regional Airport in Okaloosa County. The new grade separated interchange provides a flyover ramp for traffic on SR 85 north heading northbound along SR 123. The entrance and exit to the airport is being reconstructed with two lanes added to SR 85 south making it a six lane facility. Two bridges are being constructed on SR 85 to elevate through traffic on SR 85 over the airport exit. A new connector road is being added on the north side of SR 85 linking the current airport exit to SR 123 via two single lane ramps. The project includes signage, pavement markings and lighting for the new ramp. Five stormwater retention ponds are being constructed. The construction cost for this project is approximately \$30 million.



SR 79 WIDENING IN BAY, HOLMES, AND WASHINGTON COUNTIES

Construction is underway to widen approximately 45 miles of SR 79, from US 98 in Bay County to I-10 in Holmes County. SR 79 is currently designated as an Emerging SIS connector. This project widens a trade and tourism corridor between I-10 and Panama City, serving the new Northwest Florida Beaches International Airport along with the tourism industry for both Bay County and south Walton County. Four-laning is complete for approximately 15 miles of the entire project length from US 98 in Bay County to North Environmental Road in

Washington County with construction costs totaling approximately \$48.8 million. Two major bridge projects within the overall four-laning project include the completed West Bay Bridge and the Holmes Creek Bridge, which is currently under construction. The construction cost for both bridges is approximately \$60.6 million. The remaining 28 miles of the project are included as a Public-Private Partnership (P3) in the Florida Transportation Vision for the 21st Century and are slated for construction in fiscal year 2012.



SR 79 Holmes Creek Bridge

TALLAHASSEE REGIONAL AIRPORT RUNWAY EXTENSION

Tallahassee Regional Airport will soon undertake a project to construct an extension to the North-South runway 18-36 which will improve airport capacity. This airport is an Emerging SIS facility which serves the region as a key transportation partner. The runway extension will increase the total number of enplanements which the airport can perform and allow the facility to accommodate larger commercial aircrafts. FDOT's contribution to this project is estimated to be \$950,000 with a total project cost of nearly \$15 million.



Tallahassee Regional Airport aerial photo

BAY LINE RAILROAD MAJETTE PASSING TRACK

The Bay Line Railroad is a short-line railroad that operates between Panama City, Florida and Dothan, Alabama, linking to CSX and Norfolk Southern railroads. In 2007, FDOT completed improvements to the Bay Line Railroad Majette Passing Track, which runs along the western boundary of the Panama City Intermodal Distribution Center. The improved side track is over one mile in length and has increased the efficiency of railroad operations in Bay County.

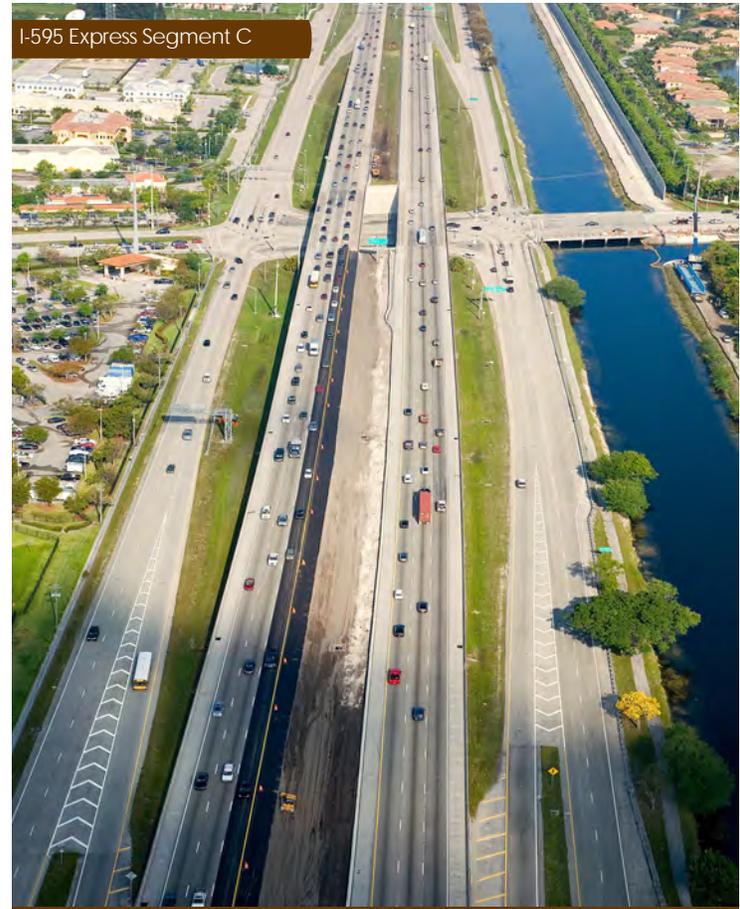


Bay Line Railroad, Cottondale, Florida

INTERSTATE 595 EXPRESS IN BROWARD COUNTY

I-595 is a major east-west thoroughfare used by the residents and visitors of Broward County to get to work, shops, entertainment venues, the airport, Port Everglades, and the beaches. More than 180,000 vehicles per day use I-595 and, by 2034, that number is projected to increase beyond 300,000. On March 3, 2009, The Florida Department of Transportation signed a public-private partnership (P3) agreement with I-595 Express, LLC, to serve as the concessionaire for the design, construction, financing, operation, and maintenance of the I-595 corridor improvement project for a long-term commitment of 35 years. The enhancements, including construction of reversible toll lanes, to the I-595 corridor will vastly improve driving conditions along I-595 and preserve the future vitality of the corridor. The project limits extend from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange in central Broward County.

The design and construction costs of the I-595 corridor improvements are approximately \$1.2 billion. The I-595 Express Corridor Improvements Project has been divided into five construction segments, A through E: Segment A is from west of I-75 to Flamingo Road, Segment B is from Flamingo Road to Nob Hill Road, Segment C is from Nob Hill Road to Davie Road, Segment D is from Davie Road to I-95, and Segment E is on Florida's Turnpike from Griffin Road to Peters Road.



I-75 MANAGED LANES

The I-75 managed lanes project is located in northwest Miami-Dade County and southwest Broward County, with a length of approximately 17 miles. It includes two express lanes in the median in each direction, auxiliary lanes, and interchange improvements along I-75. It will aim to relieve both existing and future congestion by providing additional capacity and alternative transportation modes throughout the corridor. The project has undergone a PD&E study which was completed in 2011. Funding is currently being assembled.

FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL AIRPORT RUNWAY EXPANSION

The \$400 million runway expansion project at the Fort Lauderdale-Hollywood International Airport (FLL) includes the extension of the south runway (9R-27L) to the east by about 3,644 feet for a total length of 8,920 feet, and will widen it by 50 feet for a total width of 150 feet. It also involves the elevation of runway 9R-27L to a minimum of 37.5 feet above mean sea level, and construction of a bridge to provide clearance over the Florida East Coast (FEC) Railroad and US 1. The Fort Lauderdale-Hollywood International Airport is a large transit hub located at the intersection of I-95 and I-595. It serves a variety of general aviation needs, regional air cargo, and commercial airline demand. Nonetheless, FLL does not currently have the runway capacity required to meet the estimated number of aircraft operations for the Airport without delays reaching unacceptable levels.



INTERSTATE 95 DISTRICT-WIDE

There are several I-95 Project Development and Environment (PD&E) studies within the District, including:

95 EXPRESS IN BROWARD AND PALM BEACH COUNTY

The I-95 PD&E Study in Broward and Palm Beach County started in 2011. This study will evaluate the widening of I-95 from Oakland Park Boulevard in Broward County to Palm Beach County with a managed lane alternative. Interchange improvements are also included as part of this study.

Managed lane improvement is an innovative, low-cost alternative to traditional highway construction that offers a variety of options for avoiding congestion. The existing High Occupancy Vehicle (HOV) lanes on I-95 are planned to be converted into two express lanes in each direction. The I-95 managed lane project will ease congestion, improve travel times, and provide choices to suit the needs of I-95 travelers. In addition, this enhancement will make the operations of the 95 Express Bus more reliable while significantly reducing travel times and shortening headways.

I-95 PD&E STUDIES FROM THE MARTIN/PALM BEACH COUNTY LINE TO SOUTH OF SR-70

The I-95 PD&E Studies include two separate studies in Martin County and St. Lucie County. The study along the Martin/Palm Beach county line to north of Becker Road will assess the concept of widening I-95 from six to eight lanes from the Palm Beach/Martin county line to SW High Meadow Avenue, and from six to ten lanes from SW High Meadow Avenue to north of Becker Road; the other project, in contrast, is from north of Becker Road to south of SR-70, which will widen I-95 from four to eight lanes.

I-95 FROM SOUTH OF SR-70 TO BREVARD/INDIAN RIVER COUNTY LINE

The I-95 widening project from south of SR-70 to the Brevard/Indian River county line includes the following five I-95 improvement projects that will provide a consistent minimum of six-lanes for the entire length of I-95 district-wide:

- a. From south of SR-70 to Indrio Road,
- b. From Indrio Road to the St. Lucie/Indian River county line,
- c. From St. Lucie/Indian River county line to SR 60,
- d. From SR-60 to north of CR-512, and
- e. From north of CR-512 to the Indian River/Brevard county line.

I-95 projects from SR 70 to SR 60 began construction in 2011. The total cost for the project is \$175.7 million. I-95 improvement projects from SR 60 to the Indian River/Brevard county line are slated for construction in FY 2015 at a cost of \$75.4 million.

PORT EVERGLADES ON-PORT RAIL & ICTF

The Intermodal Container Transfer Facility (ICTF) project has been advanced in the Port Everglades Five-Year Master Plan adopted by the Broward County Board of County Commissioners on March 1, 2011. The total cost for the project is approximately \$57 million. The on-port rail ICTF would provide a significant competitive advantage for Port Everglades by facilitating the transfer of containerized cargo through the Port onto the Florida East Coast (FEC) rail line via a connecting rail spur, which eliminates the need for the use of highways outside Port Everglades. The proposed ICTF is unique compared to similar facilities in other ports in that both domestic and international cargo would be handled on-site.



ELLER DRIVE PORT EVERGLADES CONNECTOR IN BROWARD COUNTY

The Eller Drive Port Everglades Connector project includes an overpass on Eller Drive. This project will facilitate the transportation of freight and cruise passengers to and from Port Everglades, while improving the movement of vehicles between the port, I-595, and Fort Lauderdale-Hollywood International Airport. This project will ensure that Eller Drive continues to operate at an efficient level of service once the proposed Intermodal Cargo Transfer Facility (ICTF) at the Port is implemented.

The ICTF is an integral part of the Port Everglades expansion plan and has major economic development implications for the region. The present at-grade condition of Eller Drive would create a significant congestion problem for future rail and connector mobility. This need to support the Port ICTF, and the economic benefits to be realized by doing so, were the driving forces behind the Eller Drive overpass project. The construction of the project began in 2010 with an estimated construction cost of \$61 million.



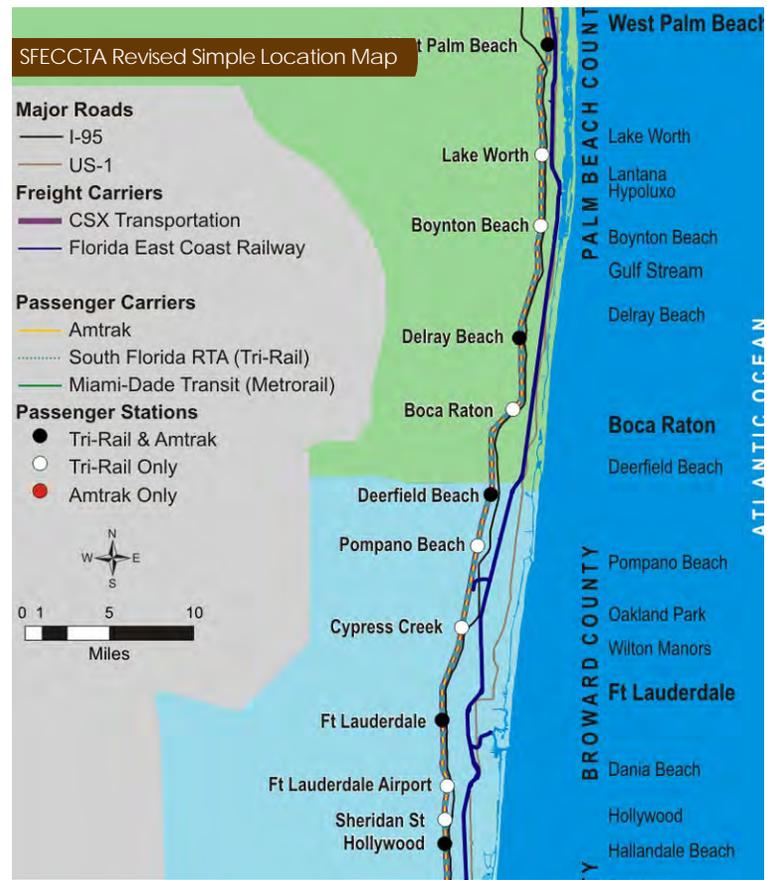
Rendering of the ICTF in the Southport area of Port Everglades

SR-710 PD&E STUDIES IN MARTIN AND PALM BEACH COUNTIES

The SR 710 PD&E studies include five PD&E studies along SR 710: from the Okeechobee/Martin county line to SW Allapattah Road, from SW Allapattah Road to SR 76/Kanner Highway; from east of SR 76 to the Palm Beach/Martin county line; from the Palm Beach/Martin county line to Congress Avenue; and the John Monahan Bridge Replacement project. The bridge replacement project began construction in 2011 at an estimated cost of \$41 million. This project will serve to reduce congestion, as well as to enhance mobility, safety, emergency access, and truck movement within and through Martin and Palm Beach Counties.

SOUTH FLORIDA EAST COAST CORRIDOR

The South Florida East Coast Corridor (SFECC) project will develop local and express commuter rail transit services along 85 miles of the FEC Railway corridor between Downtown Miami and Jupiter. Since it is not economically feasible to construct the entire 85-mile system at once, FDOT is currently assessing how the project can be split into cost-effective phases for implementation. This assessment includes establishing a commuter/freight operating plan for the corridor with our partners at the FEC railroad, and updating ridership projections with our federal partners at the Federal Transit Administration (FTA). The study is active and will be funded by state and local sources through FY 2013. Preliminary engineering, design, right-of-way acquisition, and construction are not currently funded.



INTERSTATE 4 CORRIDOR

Over the past 20 years, as congestion has increased on our highways, the funds and space for expressway expansion has become more constrained. As a result many areas throughout the United States have implemented Special Use Lane (SUL) programs.

Based on the success of these programs, FDOT conducted a Project Development and Environment (PD&E) study to improve I-4 from the Osceola / Polk County line to I-95 in Daytona Beach. The proposed improvements will involve widening I-4 to six general purpose lanes plus two special use lanes from the Polk / Osceola County line to SR 472 in Volusia County. Additionally, a 44' rail envelope is being preserved along the corridor to allow for future rail transit in the area. Construction is currently underway.

In addition, there are numerous projects that are currently underway or planned for the near future along the I-4 corridor. These include the following:

SR 46 INTERCHANGE RECONSTRUCTION:

This project is currently underway and includes a reconfiguration of the ramp from westbound SR 46, a new westbound I-4 loop ramp, and better access and increased safety from SR 46 through SR 417 and SR 46A. The estimated cost of the interchange reconstruction is \$34 million.

I-4 / SR 408 INTERCHANGE IMPROVEMENTS:

A partnership of the Orlando-Orange County Expressway Authority (OOCEA) and the FDOT advanced the construction of improvements to the SR 408 interchange at I-4. This project was completed in 2009 at an estimated cost of \$122 million.

I-95 WIDENING IN BREVARD COUNTY

I-95 is the major north/south corridor for the movement of people and goods in Brevard County. The 6-laning of I-95 in Brevard County is currently underway between SR 528 (Beachline Expressway) and SR 406 near the City of Titusville. This design-build project will add one lane in each direction utilizing the existing median and includes the widening of the I-95 bridge over SR 50 and the replacement of the Addison Canal bridge. The project is anticipated for completion in the summer of 2013 at an estimated cost of \$59 million.



OPERATIONAL IMPLEMENTATION PLANS

I-95 SYSTEMS OPERATIONAL ANALYSIS REPORT (SOAR)

FDOT completed the I-95 SOAR in 2005. This study identified operational improvements on 25 existing interchanges and evaluated the feasibility of six new interchanges along the I-95 corridor in District Five.

In May 2006, FDOT initiated a study to develop an implementation plan for the recommended improvements. The study contained two phases: Phase I was to summarize, orchestrate, and update the improvements and associated cost estimates and Phase II was to prioritize these improvements and identify potential funding sources for implementation. The implementation plan has been finalized by the Department and is available online to the stake-holders for project tracking purposes.

I-75 SYSTEMS ACCESS MANAGEMENT REPORT (SAMR)

FDOT recently completed the I-75 SAMR in the Ocala Area for six interchanges. The subject interchanges (CR 484, SR 200, SR 40, US 27, SR 326, and CR 318) span a 30-mile stretch of I-75 in Marion County. The study analyzed existing and future operating conditions of the subject interchanges and recommended a set of low cost improvements to address the existing and anticipated future deficiencies. The recommended improvements are being considered by local agencies to be included in their Long Range Transportation Plans. Subsequently, the I-75 SAMR was expanded by the Department in order to conduct similar analysis for the remaining four interchanges on I-75 in Sumter County within District Five (SR 44, CR 470, SR 48, and CR 673).

The purpose of the I-75 SAMR is to update the operational analysis for all 10 interchanges along I-75 within District Five based on recent changes in development plans and prepare documentation for Federal Highway Administration (FHWA) approval. A Project Management Team comprised of FDOT offices including Planning, Design, Traffic Operations and Maintenance; FHWA; local government representatives; and consultant support has been identified to set direction for this project.

SUNRAIL – COMMUTER RAIL

In August of 2007, the state announced a \$491 million agreement in principle with CSX Transportation and the FDOT that establishes a framework to invest in rail infrastructure to achieve significant transportation objectives for Florida’s future. Within the Central Florida region, these objectives include commuter rail in Volusia, Seminole, Orange, and Osceola counties. It is anticipated that these investments will provide mobility options for travelers and improve the efficiency of freight movement. FDOT is advancing SunRail, a commuter rail transit project that will run along a 61-mile stretch of existing freight rail tracks in the four-county area. The 31-mile first phase of SunRail will serve 12 stations, linking DeBary to Orlando. Phase II will serve 5 additional stations, extending the first phase north to DeLand and south to Poinciana. Service is expected to begin in 2014.



Federal and Local Officials Sign Funding Agreement for Florida's SunRail

I-95 INTERCHANGE APPROVALS IN BREVARD AND VOLUSIA COUNTIES

An interchange can play a key role in the ability of the interstate system to function properly. It provides safe access to and from local roadways to the freeway and allows for increased mobility for freight and passengers. The State of Florida and the Federal Highway Administration have an extensive process for the approval of new interchanges. Recently, District Five has secured new access or modifications to the existing access on Interstate 95 and I-4, two major SIS facilities in District Five.

Two interchanges were approved on I-95 at Ellis Road and Palm Bay Parkway in southern Brevard County. These two interchanges connect the north and south termini of the planned Palm Bay Parkway to I-95. The Palm Bay Parkway, a major beltway in Brevard County will serve as a parallel facility to I-95. The Ellis Road interchange will provide direct access to the Melbourne International Airport, and the Melbourne Greyhound Station bypassing a major commercial district.

Also in Brevard County, a major modification to the SR 407 / I-95 interchange was approved. The purpose was to complete the existing partial interchange to provide all movements to and from I-95. The interchange improvements under construction will provide a better connection and improve access including payload delivery to the Spaceport.

A major interchange modification on I-95 at the interchange with I-4 in Volusia County was approved and funded in the SIS Cost Feasible Plan. This is a system to system interchange between two interstates. This modification will not only improve traffic conditions of the interstate system, but will also provide relief to US 92, which is a major SIS connector between I-95, Daytona Beach International Airport, and the Daytona Greyhound Bus Station.

PORT CANAVERAL

Port Canaveral is one of the busiest cruise ports in the world with 2.7 million passengers passing through during 2010. Port Canaveral also has a high volume of cargo traffic, with an estimated three million tons of bulk cargo moving through the Port each year. Commonly shipped cargo includes cement, petroleum, and aggregate. Two SIS projects are programmed for the port including intersection operational improvements to SR 401 and the North Side Development Container Yard Expansion. SR 401 is a SIS connector for the Port used to coordinate movement of passenger and commercial vehicles. One million dollars is programmed for improvements scheduled in 2013. The yard expansion has an estimated cost of \$9.75 million and is scheduled for 2015.

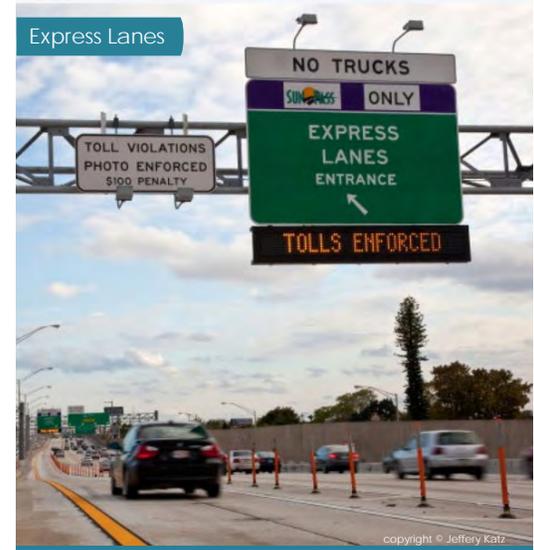


SPACEPORT IMPROVEMENTS

The commercial space industry is in its infancy. The private sector has focused their efforts on developing spacecraft and has been somewhat flexible on where the spacecraft would be launched from. With the completion of the Space Shuttle Program, the Cape Canaveral Spaceport believes that investment by the State of Florida will go a long way in convincing the commercial space operators to locate in Florida. Space Florida also believes that once established, the commercial space sector will remain in the state and foster further economic development in the aviation/aerospace sector. In 2011, FDOT awarded a \$322,500 grant to Space Florida for improvements to the Space Shuttle Landing Facility. Improvements to the Spaceport launch complex identified in the Space Florida 2010 Master Plan include infrastructure for spacecraft processing, launch vehicle storage, booster recovery, and vehicle refurbishment. \$15 million dollars in funding has been programmed for these improvements starting in FY 2012.

95 EXPRESS

The 95 Express design/build project included building two High Occupancy Toll (HOT) lanes on I-95 in place of the existing High Occupancy Vehicle Lanes (HOV). 95 Express HOT lanes utilizes a variable priced toll that adjusts to congestion levels and encourages travel in less heavily traveled periods. Open Road Tolling (ORT) and various Intelligent Transportation System (ITS) components were included in this project. The limits for the Phase 1 of this project are from south of I-195/SR 112 to south of SR 860/Miami Gardens Drive. The project began in February 2008 and was complete in January 2010. The total cost was \$132 million. 95 Express Phase 2 is a 13-mile long project that extends HOT lanes from the Golden Glades Interchange in northern Miami-Dade County to Broward Boulevard in Fort Lauderdale (I-595). Single HOV lanes will be converted into two express lanes in each direction. The project will include improvements to the Ives Dairy Road interchange. The construction started in fall 2011 and will be completed in 2014. The project will be jointly managed by District's 4 and 6 at an estimated cost of \$92.7 million.



SR 826 / SR 836 INTERCHANGE

On November 30, 2009, FDOT partnered with the Miami-Dade Expressway Authority (MDX) to begin a reconstruction project of the SR 826 (Palmetto Expressway) and SR 836 (Dolphin Expressway) interchange. The construction limits are from north of SW 8th Street to NW 25th Street on SR 826; from east of NW 87th Avenue to NW 57th Avenue on SR 836. Capacity improvements include the reconstruction and widening along both SR 826 and SR 836, the construction of a four-level interchange, as well as the reconstruction/modifications of the Flagler Street/SR 826 and the Milam Dairy Road/NW 72nd Avenue/SR 836 interchanges. The project will be completed in September 2015 and the total construction cost will be \$560 million.



“THE STRETCH”: SR 5/US 1

In March 2008, FDOT began the reconstruction and widening of US 1 / SR 5 from MP 3.560 (Mile Marker 113) in the northern Florida Keys to SW 344th Street in Florida City. The project was completed in the spring of 2011 at an estimated total cost of \$111 million.

The project enhancements on US 1 / State Road 5 include:

- The construction of a new fixed-span bridge over the C-111 Canal;
- The installation of a median barrier wall;
- Two 40-foot flat slab bridges to serve as wildlife crossings;
- Sixteen 24-inch cross drain equalizer pipes;
- The addition of 6-foot inside shoulders, northbound and southbound 12-foot travel lanes, a 12-foot northbound shoulder (10-foot paved and 2-foot unpaved), a southbound 10-foot shoulder (6-foot paved and 4-foot unpaved);
- 1-mile passing zone
- Wildlife fencing

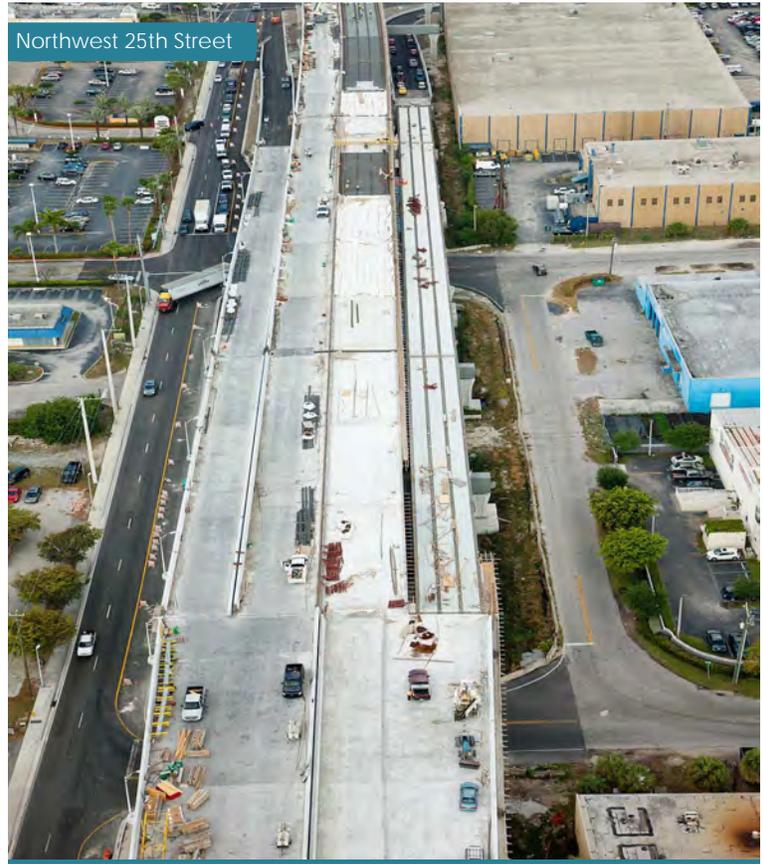


NW 25TH STREET VIADUCT FREIGHT CONNECTOR TO MIAMI INTERNATIONAL AIRPORT

In September 2007, the Florida Department of Transportation (FDOT) began a roadway reconstruction project on NW 25th Street from the Palmetto Expressway (SR 826) to NW 67th Avenue, the designated SIS Connector. In addition, a viaduct (an elevated bridge) was completed from the Palmetto Expressway (SR 826) to Miami International Airport's (MIA) West Cargo Area.

The reconstruction of NW 25th Street includes widening the roadway by adding an additional westbound lane from the Palmetto Expressway (SR 826) to just west of NW 70th Avenue. The viaduct, elevated about 30 feet, is situated mainly along the north side of NW 25th Street. The facility now has one eastbound and one westbound lane from just east of the Palmetto Expressway (SR 826) to NW 68th Avenue where it curves southward ending at NW 22nd Street, the area known as MIA's West Cargo Area. The project was completed in July 2011.

The purpose of this project is to improve the flow of traffic and facilitate the movement of cargo in and out of the cargo facilities at MIA. The construction of this project cost approximately \$115 million.



PORT OF MIAMI TUNNEL

Port Miami is located on Dodge Island, a 518-acre island in Biscayne Bay just east of downtown Miami. The Port contains a cruise terminal and a cargo handling facility. Presently, Port highway traffic enters and exits the island via the Port Boulevard Bridge. The Port of Miami Tunnel (POMT) project is currently being built by MAT Concessionaire, LLC, in partnership with the Florida Department of Transportation (FDOT), Miami-Dade County and the City of Miami.

By connecting SR A1A/MacArthur Causeway on Watson Island to Dodge Island, the project will provide direct access between the seaport and highways I-395 and I-95. The POMT will also create another entry to the Port of Miami besides the Port Bridge, and keep the Port of Miami, the community's second largest economic generator competitive.

The POMT will improve traffic flow in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets, and will aid ongoing and future development in and around downtown Miami. Additional projects will restore rail service linking the port to the Hialeah Rail Yard.

The project began in February 2006 and will be completed in April 2014. The total construction cost will be \$610 million.



MIAMI INTERMODAL CENTER CENTRAL STATION

Located just east of Miami International Airport, the Miami Intermodal Center (MIC) is a massive ground transportation hub being developed by the Florida Department of Transportation.

The MIC Program consists of major roadway improvements which were completed in May 2008. The Rental Car Center opened for business on July 13, 2010, and the Miami International Airport (MIA) people mover became operational in June 2011. The MIC Central Station construction began in June 2011 and it is scheduled to be completed by January 2013 and there is a joint development component which is currently being explored.

The MIC will enhance regional connectivity by connecting Metrorail, Tri-Rail, Amtrak, rental cars, local transit, and the highway system to the international airport. It is already relieving congestion on the roadways in and around the busy airport. The total construction cost for this project will be \$1.7 billion.



MIC Airport Lobby



MIC Central Station construction

PORT MIAMI HARBOR DREDGING PHASE III

Phase III of the Port Miami Harbor Dredging Project involves deepening Fisherman’s Channel and the Central Turning Basin to 50 feet, the Entrance Channel and Government Cut to 52 feet, and widening the South Channel by 100 feet. This large-scale dredging project, expected to be completed within six years, was recommended by the United States Army Corps of Engineers and is vital to the Port’s ability to serve the larger Post-Panamax ships that will be seeking to unload freight in the U.S. following the widening of the Panama Canal.

The project’s estimated construction cost is \$150 million. The State of Florida is expected to fund 75 percent of construction (\$112.5 million), with Port Miami funding the remaining 25 percent (\$37.5 million).



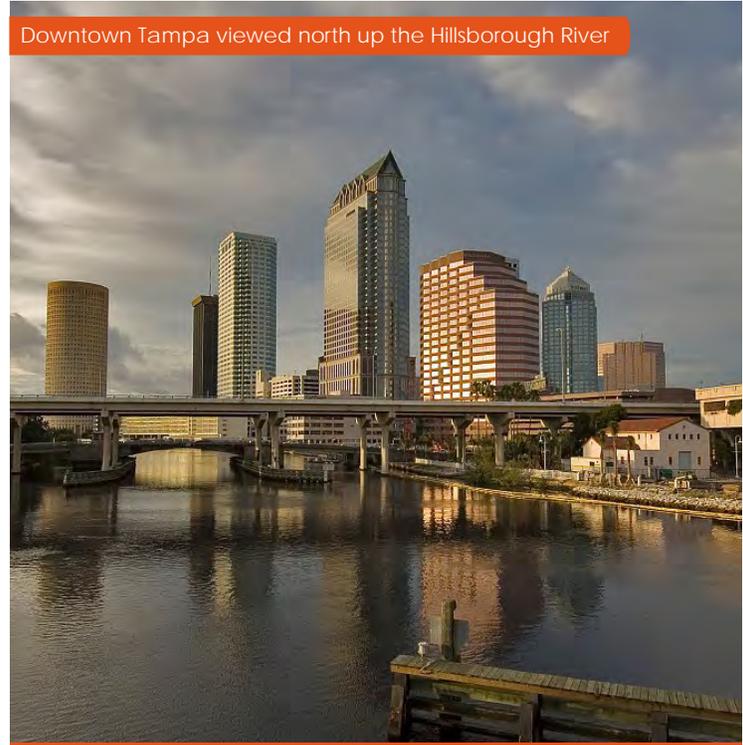
Port Miami

I-275 DOWNTOWN TAMPA

In the fall of 2009, the Florida Department of Transportation completed capacity and safety improvements to northbound I-275 from Himes Avenue to the Hillsborough River in Tampa, Florida. The project reconstructed the northbound portion of I-275 from three to four lanes. The new four-lane northbound I-275 is located to the outside of the existing roadway and the area where the former roadway was located will eventually be a grassy median. The median area will be reserved for future transportation needs, such as passenger rail or additional highway capacity. The final cost of construction was approximately \$110 Million.

The necessary right-of-way has been acquired from Himes Avenue to the Hillsborough River for the rebuilding of the southbound lanes of I-275. This project will also include four through lanes and is planned as a design/build with construction set to begin in the fall of 2013. The estimated cost of construction for this portion of the project is \$120 million.

Downtown Tampa viewed north up the Hillsborough River



I-4 / SELMON EXPRESSWAY CONNECTOR IN HILLSBOROUGH COUNTY

FDOT is building a new north-south toll road, which will connect I-4 with the Selmon Expressway west of 31st Street in Tampa. This elevated roadway will link these two major east-west corridors and significantly improve the movement of people and goods. The new roadway will also provide exclusive truck lanes for direct access to the Port of Tampa and remove heavy truck traffic from local roads in Ybor City. Construction of this new facility is anticipated for completion in the summer of 2013 with an estimated cost of \$394 million.

I-4 to the Selmon Expressway



I-75 IMPROVEMENTS IN HERNANDO COUNTY

FDOT is currently undergoing design for capacity improvements to I-75, from the Pasco County line to the Sumter County line, in Hernando County. This project will provide for one additional lane in each direction and the resurfacing of the existing lanes. It will also reconstruct the interchange at SR 50. The bridges along I-75 will be expanded to allow for the widening of SR 50.

Right of way acquisition for this 11-mile stretch is set to begin in 2013 at an estimated cost of \$60 million. Construction is currently funded and is set to begin in 2014.

I-75 crosses over into Pasco County near Mud Lake

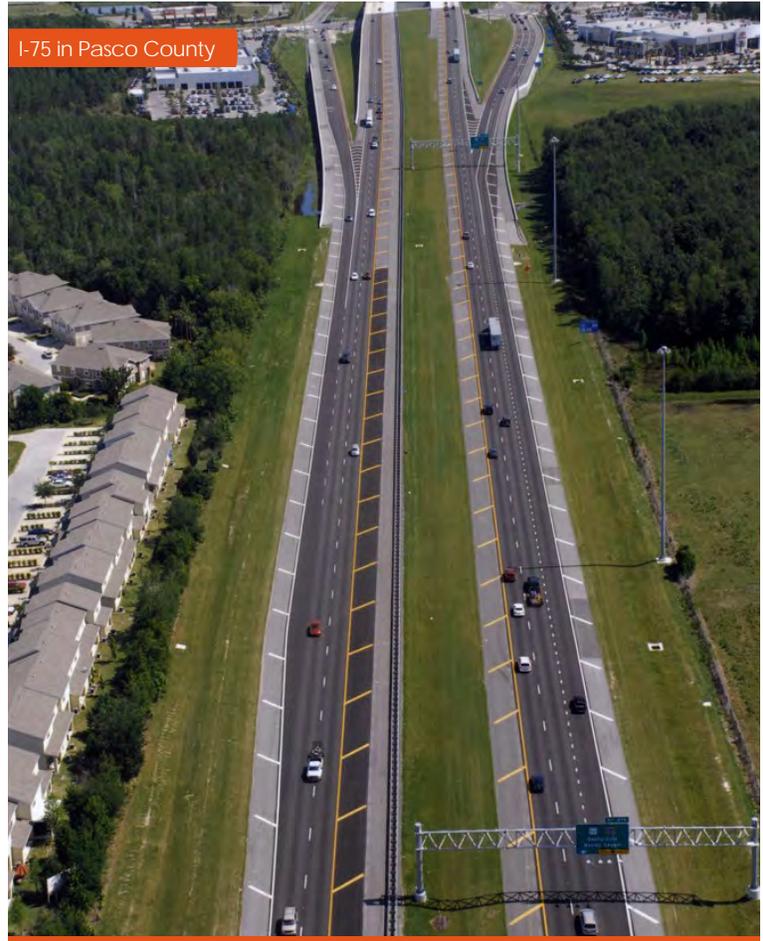


I-75 IMPROVEMENTS IN PASCO COUNTY

FDOT has completed improving the interchange at I-75 and CR 54 to accommodate the future widening of CR 54 by Pasco County and to prepare for the future widening of I-75 to six lanes.

The project included the complete removal and replacement of the existing bridges at CR 54, the resurfacing of I-75 from south of SR 56 to north of CR 54, and the widening of entrance and exit ramps at CR 54. It also included the construction of retention ponds, mitigation areas and storm drainage. The project was completed in August of 2010 at an estimated cost of \$33 million.

In addition to the interchange at CR 54, FDOT is widening I-75 from four to six/eight lanes from south of State Road 56 to north of County Road 54 in Pasco County. The project includes adding lanes in each direction, shifting the roadway alignment near Tampa North Aero Park, extensive drainage construction, some overhead signing, and high mast lighting. When finished, there will be three through-lanes in each direction, plus one auxiliary lane in each direction between SR 56 and CR 54. The auxiliary lanes will help handle the traffic entering and exiting the highway at the interchanges and at the rest areas. The widening is anticipated to be completed in late 2012 at an estimated cost of \$22.5 million.



I-75 in Pasco County

US 19 IN PINELLAS COUNTY

In late 2009 FDOT began construction on US 19 from Whitney Road to SR 60. This project consists of removing the traffic signals on US 19 between Whitney Road and SR 60 and replacing them with two new grade separated interchanges at Seville Boulevard and Belleair Road.

The elimination of traffic signals in this project will create uninterrupted travel from 49th Street to Sunset Point Road in Pinellas County.

Additional improvements to the SR 60 interchange include providing a thru movement along the frontage roads both north and southbound across SR 60. Construction for this 2.7 miles highway segment began in November 2009 and is anticipated for completion in the summer of 2014. The estimated cost of construction is \$124 million.



This is a view of the northwest corner of US 19 at SR 60

EXISTING
NEW

An artist's rendering of how northwest corner of US 19 at SR 60 will look with the new bridge and other road improvements.

TAMPA INTERNATIONAL AIRPORT

Tampa International Airport currently has a SIS funded project in FY 2013 of the five year work program. The new taxiway M structure will connect taxiway V with taxiway A and is a critical step in the development of the new north terminal at the airport. Taxiway M will allow the steady and safe movements of aircrafts, while the airport progresses toward the construction of the new terminal. The new Taxiway M will enable the airport to accommodate additional enplanements, as well as, the double-deck Airbus A380. The estimated cost of construction for the new taxiway is \$29 million, with 50 percent of the funding from FDOT and 50 percent from other sources.

NORTHBOUND I-275 CONNECTOR TO CR 296 IN PINELLAS COUNTY

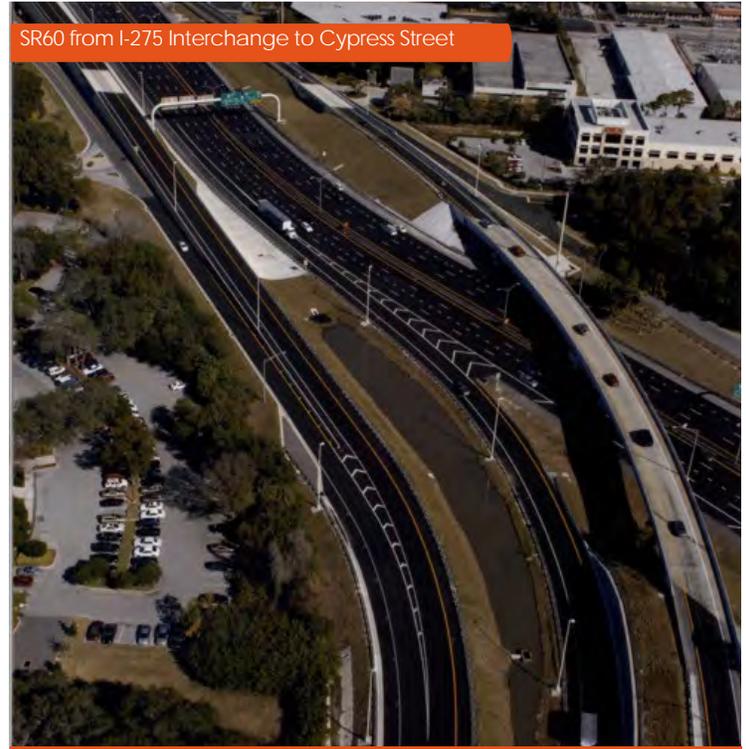
FDOT has recently completed construction of a new ramp bridge from northbound Interstate 275 to westbound CR 296 (118th Avenue). This also included constructing a new bridge for westbound CR 296 over eastbound 118th Avenue, constructing a new bridge over Roosevelt Boulevard, and widening a bridge over I-275.

This project also featured milling and resurfacing of roadways, roadway widening, drainage and lighting improvements, traffic signals, signing and pavement markings, and intelligent transportation system components. The construction cost for this connection was approximately \$31 million.

TAMPA AIRPORT INTERCHANGES

The FDOT has completed improvements to SR 60/Memorial Highway from I-275 to the Courtney Campbell Parkway interchange, in the vicinity of the Tampa International Airport. The project also extended one mile west onto the Courtney Campbell Parkway (SR 60) and north to the Veterans Expressway (SR 589).

The Spruce Street and SR 60 interchange was improved to a four-level interchange and the Courtney Campbell and SR 60 interchange was improved to a three-level directional interchange. This configuration eliminated SR 60 traffic signals within the Courtney Campbell interchange and on the causeway at the Hyatt entrance (Bayport Drive). It also provided a two lane frontage road system for access to the Hyatt property. The new interchange configuration features the separation of local and express traffic with collector/distributor (C/D) roads and express lanes. This system is also expected to help reduce congestion on the interstate ramps within the area and improve access to Tampa International Airport. Construction was completed in the spring of 2010 at an estimated cost of \$230 million.



PORT OF TAMPA – PORT REDWING, EASTPORT AND HOOKERS POINT

FDOT has completed Phase I of the rail improvements at Port Redwing, Eastport and Hookers Point. This internal rail improvement included rail yard development, extension of main lines, spurs, refurbishment of existing lines, and related railroad improvements. The rail improvements increase intermodal connectivity and allow for more efficient cargo transfers. In addition, the improvement has increased both truck and rail movement and capacity at the port. FDOT’s contribution to Phase I of the rail improvements at the Port of Tampa was nearly \$2 million, and an additional \$2 million dollars was awarded to Phase II in 2011.

PORT OF TAMPA – PORT REDWING

In early 2010, FDOT completed channel and dredging improvements at Port Redwing. This project connects the port to the deep-water shipping channel with a 43 foot depth. This depth allows the port to accommodate larger deep-draft vessels. The project supports cargo growth that the Port of Tampa is experiencing due to the growing population of this region. FDOT’s contribution to this project was approximately \$5 million.



SR 836 EASTBOUND AUXILIARY LANE

This project was recently completed and has significantly improved operations on the SR 836/Dolphin Expressway. A travel lane was added in the eastbound direction of SR 836/Dolphin Expressway from NW 57th Avenue/Red Road to NW 42nd Avenue/LeJeune Road. The new auxiliary lane improves traffic flow in the area by eliminating the bottleneck that occurred near NW 57th Avenue. This \$22 million improvement supplements the SR 826 Palmetto Expressway/SR 836 Dolphin Expressway interchange improvements currently under construction through a partnership between FDOT and MDX.

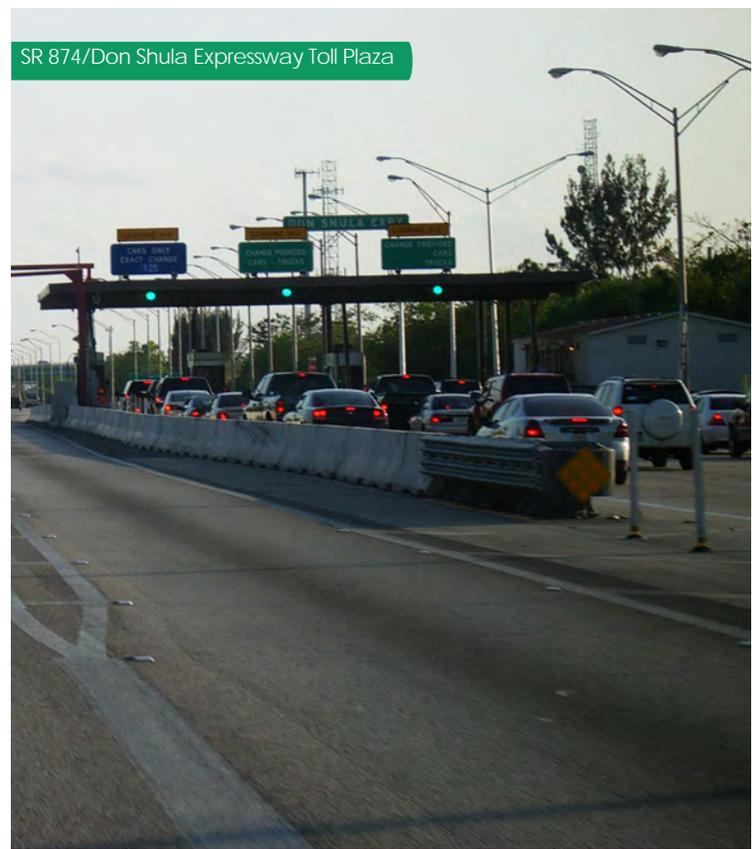


SR 874, SR 878, SR 924 INFRASTRUCTURE IMPROVEMENTS FOR OPEN ROAD TOLLING (ORT)

This project provides the necessary infrastructure modifications to support the conversion of SR 924/Gratigny Parkway; SR 874 Don Shula Expressway, and SR 878/Snapper Creek Expressway to Open Road Tolling (ORT) Facilities under one Design-Build Contract. Under ORT traditional toll plazas are removed and replaced with overhead gantries that collect tolls electronically based on the portion of road driven. The infrastructure modifications included the installation of gantry structures, shelters, specific pavement, communications, power connectivity for equipment to detect and classify vehicles, read transponders mounted on vehicles, and capture and process license plate images for toll collection. Additionally, the project included signing necessary to provide sufficient advance signage to guide, inform, and warn users entering the new ORT facilities of the tolling and the accepted payment methods. This \$30 million improvement has resulted in congestion relief and improved safety by eliminating the stop condition on the expressways.

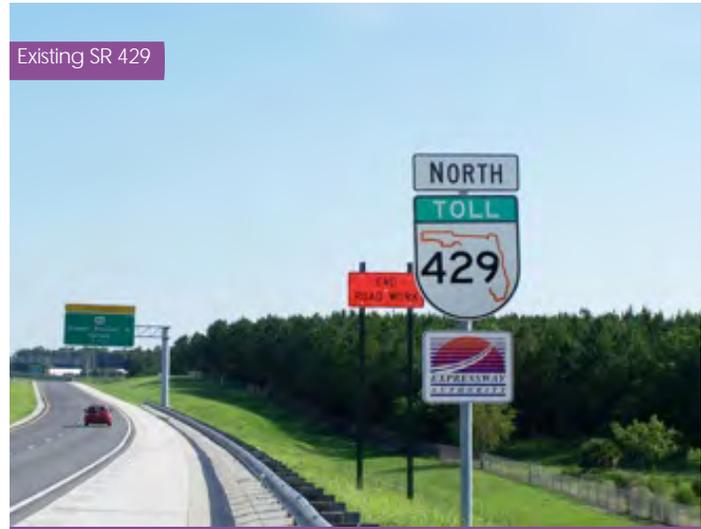
SR 874 MAINLINE RECONSTRUCTION AND KILLIAN PARKWAY AT SR 874 INTERCHANGE IMPROVEMENTS

MDX is nearing completion of this long awaited project that includes capacity and safety improvements to the SR 874/Don Shula Expressway mainline from the HEFT to SW 88th Street/Kendall Drive and the reconstruction of the Killian Parkway interchange. Improvements include an additional lane northbound and southbound on SR 874 between SW 120th Street and Killian Parkway/SW 104th Street, widening and improvement of the Killian Parkway interchange including a new three-lane westbound exit ramp, noise walls to provide nearby residents with a sound barrier, and the congestion at traditional toll plazas has been replaced with Open Road Tolling (ORT) lanes which allow for toll collection without stopping. MDX held a series of public meetings with the affected community to present project alternatives, receive their input and to keep them informed of any changes in upcoming activities. Through this process, MDX coordinated the provision and location of noise abatement walls within the project limits. The \$88 million improvement will be completed early 2012.



SR 429 / WEKIVA PARKWAY

The Wekiva Parkway PD&E study is a cooperative effort between the Florida Department of Transportation (FDOT) and the Orlando-Orange County Expressway Authority (OOCEA) that was initiated in 2005. Authorized by the Wekiva Parkway and Protection Act, the Wekiva Parkway (SR 429) will complete the beltway around northwest metropolitan Orlando. The 27-mile parkway will provide an alternative to Interstate 4, and relieve SR 46, US 441 and other area roads of traffic congestion resulting from intensifying growth and travel between Orange, Lake and Seminole Counties. The estimated cost of the Wekiva Parkway project is \$1.7 billion.



SR 417 / CENTRAL FLORIDA GREENEWAY

To reduce traffic congestion during peak travel times, the Orlando-Orange County Expressway Authority (OOCEA) is widening State Road 417 (Central Florida Greeneway) from four to six lanes (three in each direction) between the State Road 528 (Beachline Expressway) interchange and Curry Ford Road. Improvements also include the construction of new auxiliary lanes to improve access to SR 417 from Curry Ford Road and Lee Vista Boulevard. The roadway will also be resurfaced in this area. This project also includes nearly a mile of sound walls with decorative panels. This 3.8 mile-long, \$18.9 million, roadway widening project is scheduled for completion in the spring of 2012.

SR 408 WIDENING

Since August 2003, the Expressway Authority has successfully widened and beautified SR 408 from Hiwassee Road to Crystal Lake Drive. Now the agency is in the final stretch of a \$675 million expansion program on the heavily traveled East-West Expressway. In October 2006, the Expressway Authority began the \$125 million widening of SR 408 from Conway Road to Oxalis Avenue. The project featured the removal of the Holland East Main Toll Plaza and replaced it with two electronically tolled split plazas. Also, the westbound SR 408 exit to Semoran Boulevard was reconfigured to exit directly onto SR 436 at a signalized intersection, improving safety for motorists. In April 2010 the Expressway Authority completed the \$77 million widening of SR 408 between Crystal Lake Drive and Conway Road.



All travel lanes opened on this project in November 2009. In the summer of 2010, the Expressway Authority began the widening of SR 408 from Oxalis Avenue to Goldenrod Road as well as the widening of the SR 408 Chickasaw Trail Bridge. Additional phases continue the widening of SR 408 east to SR 417 and includes the redesign of the SR 408/SR 417 interchange.



SELMON EXPRESSWAY

SR 618 / SELMON EXPRESSWAY REVERSIBLE LANES

The Selmon Expressway Reversible Express Lanes (REL) project relieves commuter traffic congestion through the construction of nine miles of reversible express lanes between Brandon and Downtown Tampa, most of which is elevated in the median of the existing expressway.

From the intersection of Town Center Boulevard and the new Brandon Parkway, the reversible lanes cross over I-75 then return to the same level as the existing Expressway between Falkenburg Road and Palm River Road. This allows for the movement between the new express lanes and the existing travel lanes. From 78th Street to Downtown Tampa, the new express lanes are carried by a three-lane bridge in the median. The bridge connects into Downtown Tampa along Meridian Street in the city's developing eastern waterfront area.

GANDY CONNECTOR

The Tampa Hillsborough Expressway Authority (THEA) was asked by the City of Tampa and the Florida Department of Transportation to investigate a toll-feasible solution for traffic in the Gandy corridor. The Gandy Connector extends from the Gandy Bridge to the western terminus of the Selmon Expressway in Hillsborough County.

THEA conducted a PD&E study to evaluate possible improvement alternatives for the area. After an initial assessment of the traffic in the area, THEA realized their target market is 35% of the overall traffic - those who have no destination in the Gandy corridor and are just passing through and willing to pay a toll to avoid local congestion.



Selmon Expressway Upper and Lower levels



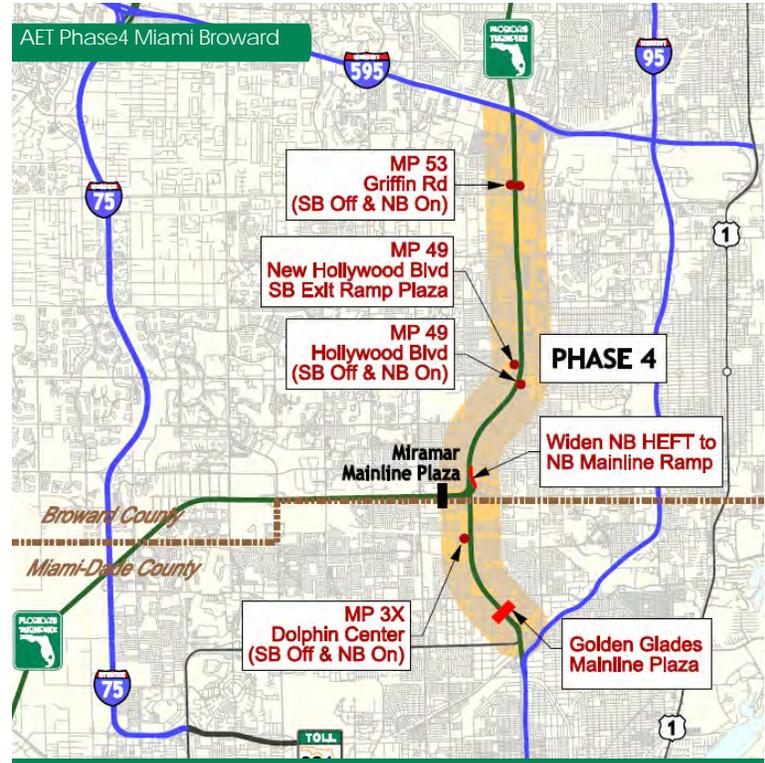
Tampa-Hillsborough Expressway Authority rendering





ALL-ELECTRONIC TOLLING (AET) - PHASE 4 IN MIAMI-DADE AND BROWARD COUNTIES

This is the fourth phase of the Turnpike's all-electronic tolling (AET) initiative to convert all existing toll collection facilities on the Turnpike System to a cashless, all-electronic toll collection system. AET Phases 1, 2, and 3 are currently under construction with a total estimated cost of \$93 million. The project limits of AET Phase 4 begin at the Golden Glades interchange on the Turnpike Mainline in Miami-Dade County, and end at the Griffin Road interchange on the Turnpike Mainline in Broward County. The Phase 4 conversion project includes seven ramp toll plazas and one mainline toll plaza. The construction phase is scheduled for FY 2012 at an estimated cost of \$29 million.



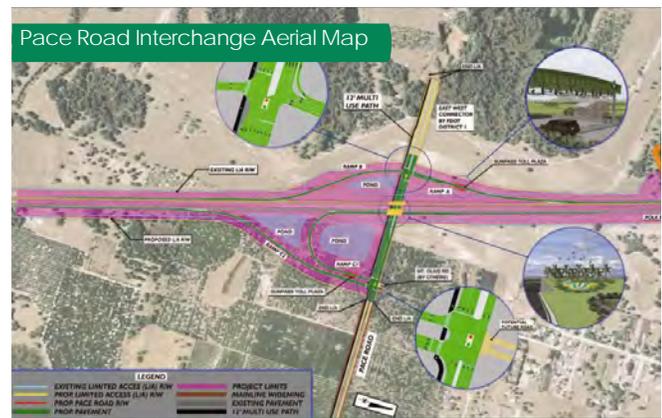
VETERANS EXPRESSWAY IN HILLSBOROUGH COUNTY

This project consists of widening the Veterans Expressway/SR 589 from Memorial Highway to south of Gunn Highway from four-lanes to a total of eight travel lanes, including pavement milling and resurfacing. The widening project includes the replacement of the Anderson Toll Plaza and realignment of the Anderson Road ramps to alleviate congestion. It also includes the construction of sound barrier walls to reduce noise to affected communities and special aesthetic treatment. This project was identified for advancement to FY 2012 as part of the Florida Transportation Vision for the 21st Century initiative. The estimated cost for construction is \$284 million.



POLK PARKWAY / SR 570 AT PACE ROAD INTERCHANGE AND ROADWAY WIDENING

The Polk Parkway Pace Road interchange is a public-private partnership between the Florida Department of Transportation, Florida's Turnpike Enterprise, University of South Florida Polytechnic, the City of Lakeland, the Polk County Board of County Commissioners and The Williams Company. The new SunPass-only interchange is being constructed as a design-build project. The contract was awarded in the fall of 2009. The interchange is part of a larger project that will add two lanes to the northern portion of the Parkway between Interstate 4 and the new interchange. This \$40 million project was opened to traffic in October of 2011.



<http://myflorida.com/>

<http://www.dot.state.fl.us/>

<http://www.dot.state.fl.us/planning/sis/default.htm>

<http://www.i-595.com/>

<http://www.95express.com/>

<http://www.moving-4-ward.com/>

<http://www.micdot.com/>

<http://www.myTBI.com/>

<http://www.floridasturnpike.com>

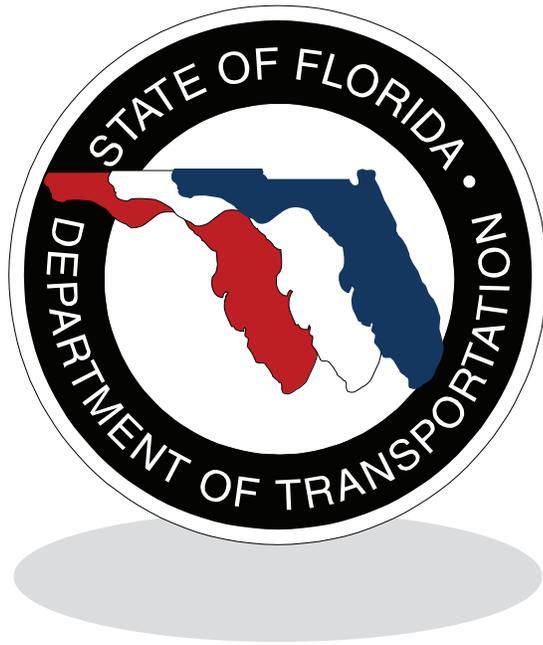
<http://www.oocsea.com/>

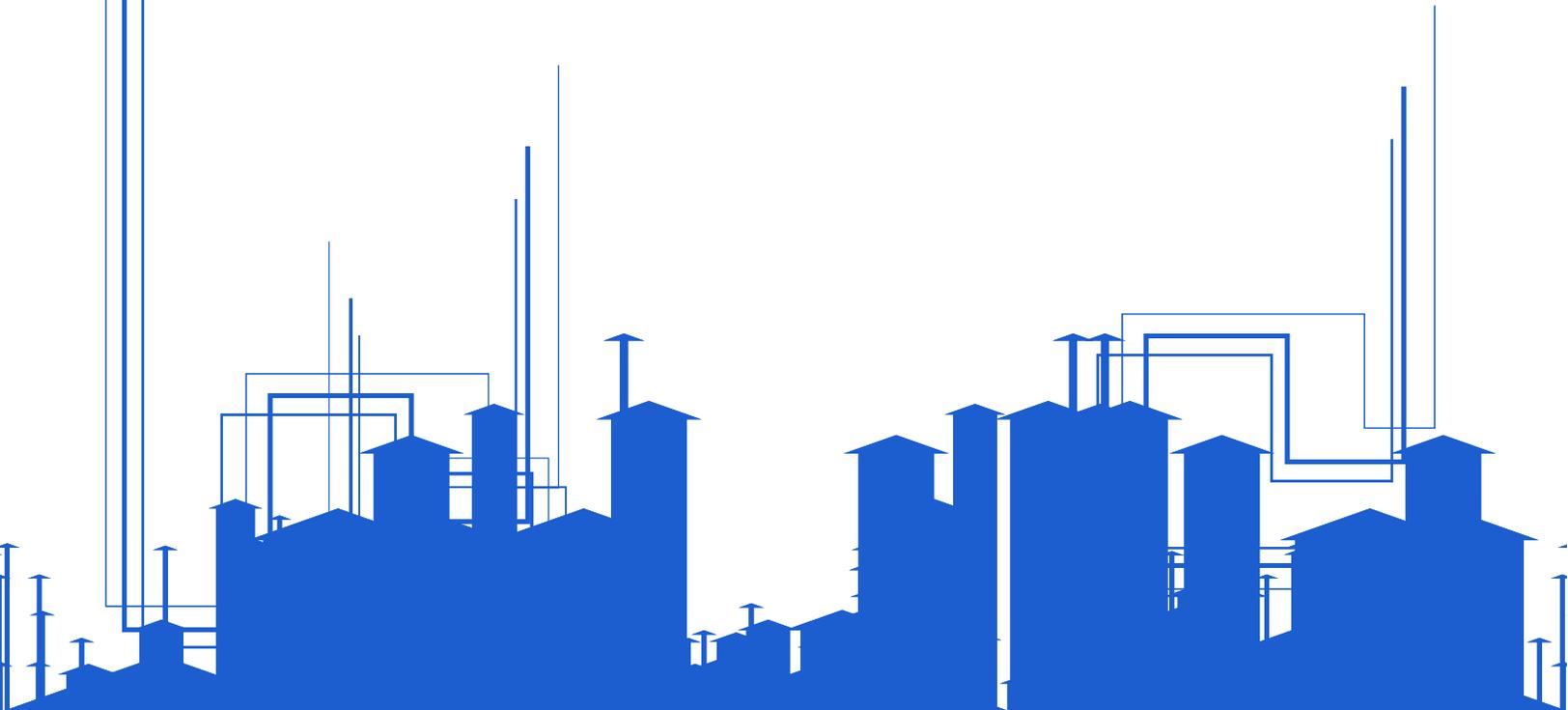
<http://www.tampa-xway.com/>

<http://www.mdx-way.com/>

<http://www.sunguide.org/>

<http://www.portofmiamitunnel.com/>





For Additional Information Contact:
Florida Department of Transportation
605 Suwannee Street, Ms 19
Tallahassee, Florida, 32399-0450
(850) 414-4900
<http://www.dot.state.fl.us/planning/>