

**Florida Department of Transportation
Public-Private Partnership Projects**

UNDER CONSTRUCTION:

I-395/I-95 Projects (DBF, FM 251688-1, 423126-2, 429300-2 – I-395/I-95 Projects (DBF, FM 251688-1, 423126-2, 429300-2, Contract Number E6J53) – This project includes improvements for about 1.4 miles of I-395, about 1.6 miles of pavement reconstruction of I-95, and the construction of new elevated collector-distributed ramps from I-95 to SR836. Benefits of the project include increased capacity to prevent congestion, a visually appealing bridge, improved safety and improved local access to and from I-395. The Miami Dade Expressway Authority has an additional component adjacent to the project with a construction value of approximately \$186 million which is not part of FDOT’s P3 project. FDOT has executed an agreement with the Authority to jointly procure and manage the projects. Prior to advertising the project as a P3, FDOT received approval from the Governor, and the project was reviewed by the Legislature as required by Section 339.2825, Florida Statutes. A contract with Archer-Western-deMoya, Joint Venture was executed on July 12, 2018. The expected completion date is in spring 2026. The capital cost is estimated at \$649.8 million.

IN OPERATIONS:

I-4 Ultimate in Orange & Seminole Counties (DBFOM, FM#432193-1, Contract Number E5W13) – This project provides the I-4 Ultimate Improvements for approximately 21 miles from Kirkman Road in Orange County to SR 434 in Seminole County. The project alleviates congestion by adding two express lanes in each direction and by improving access to and from the interstate. There are numerous bridge replacements and major reconstruction at multiple interchanges including SR 434, SR 436, Maitland Blvd, SR 50, US 441, SR 408 and Kirkman Road. The contract is a 40-year concession agreement with the concessionaire earning payments during construction, final acceptance payments following construction, and annual performance-based availability payments during the operations and maintenance period. A contract with I-4 Mobility Partners was executed on September 4, 2014. The project opened its express lanes in February 2022 and is estimated to be completed by summer 2023 . The estimated capital cost was \$2.3 billion.

PortMiami Tunnel (DBFOM, FM#251156-3-52/82, Contract Number E6F67) – This project widened the MacArthur Causeway Bridge and constructed a tunnel to provide a direct highway connection to the Port of Miami on Dodge Island from Watson Island. The contract is a 35-year concession agreement that was executed October 15, 2009 with MAT Concessionaire, LLC. The tunnel opened to traffic on August 3, 2014, and the concessionaire is earning annual performance-based availability payments during the 30-year operations and maintenance period. The project was completed on November 7, 2014. The capital cost was \$667 million.

I-595 Improvements (DBFOM, FM#420809-3-5A/52/82 and 420809-8-52, Contract Number E4J69) – This project included operational improvements to the I-595 corridor and the addition of three at grade reversible tolled express lanes in the median. The contract is a 35-year concession agreement that was executed March 3, 2009 with I-595 Express, LLC (concessionaire). The facility opened to traffic in March

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2014 and was completed on September 5, 2014. The concessionaire is earning annual performance-based availability payments during the 30-year operations and maintenance period. The capital cost was \$1.2 billion.

CONTRACTS COMPLETED:

SR 79 (DBF, FM#220773-9-5D, Contract Number E3K68) – This project widened 20 miles of SR 79 in Washington County from an existing two-lane rural roadway to a divided four-lane rural roadway. This improvement provides safety and mobility to the corridor by completing the final segment that provides a four-lane facility from US 98 to Interstate 10. The contract was executed on January 25, 2013 with Anderson Columbia Company and the project was completed in October 2022. The estimated capital cost was \$97 million.

I-95 from South of SR 406 to North of SR 44 (DBF, FM#406869-8-5D-01, Contract Number E5R39) – This project involved the widening of four lanes to six lanes of I-95 for approximately 30 miles from south of SR 406 (Garden Street) in Brevard County to north of SR 44 in Volusia County. The project work included new pavement, drainage system improvements, bridge widenings, bridge replacements, noise and retaining wall construction, Intelligent Transportation System modifications, median barriers, signing and pavement markings, signalization, milling and resurfacing. The contract was executed on August 15, 2012 with Lane Construction and was completed on July 27, 2016. The capital cost was \$128 million with the final payment made in December 2018.

US 19 (BF, FM#256881-1-52/82, Contract Number T7213) – This project established a controlled-access highway to accommodate both regional and local traffic. The US 19 project extended from Whitney Road to S.R. 60 and completed a 2.5 mile continuous section of roadway free of traffic signals. This section ultimately completed more than seven miles of continuous roadway along US 19 free of traffic signals. The contract was executed October 20, 2009 with Hubbard Construction Company. The facility opened to traffic on January 18, 2016 and was completed on August 30, 2016. The capital cost was \$128 million with the final payment made in April 2016.

SR 9B (DBF, FM#209294-9-5D, Contract Number E2Q62) – This segment of SR 9B is a four-lane limited access facility with auxiliary lanes extending from US 1 to I-95 in Duval County. The interchange at SR 9B and I-95 provides access from southbound SR 9B to both north- and southbound I-95. Access is also provided from northbound and southbound I-95 to northbound SR 9B. Also included was construction of the remaining ramps at the interchange with US 1, resulting in full access between SR 9B and US 1, both north- and southbound. The contract was executed on September 6, 2012 with Infrastructure Development Partners and construction was completed on July 16, 2016. The capital cost was \$94 million with the final payment made in February 2017.

Palmetto Section 5 - SR 826/836 Interchange (DBF, FM#249581-1-52/56, Contract Number E6F61) – This project improved a major bottleneck area at Palmetto Expressway (SR-826) and Dolphin Expressway (SR-836) in Miami. The project included reconstruction of both the SR 826/Flagler Street and

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SR 836/NW 72nd Avenue interchanges. The contract was executed on November 3, 2009 with Community Asphalt/ Condotte/DeMoya, Joint Venture. The project was completed on September 27, 2016. The capital cost was \$568 million with the final payment made January 2017.

I-4 Connector (BF, FM#258415-1-5A/52/56, Contract Number T7209) – This project provided a connection between I-4 and SR 618 (Selmon Expressway in Tampa). This included three major movements; 1) from westbound I-4 to westbound Selmon Expressway, 2) from eastbound Selmon Expressway to eastbound I-4 and, 3) dedicated truck lanes to and from I-4 to the Port of Tampa. The contract was executed January 11, 2010 with PCL/Archer Western, a joint venture. The project opened to traffic on January 6, 2014 and was completed on October 19, 2014. The capital cost was \$438 million with the final payment made April 2016.

I-75 in Lee and Collier Counties (DBF, FM#420655-1-5A/52/72, 420655-2-58, and 421490-7-52, Contract Number E1F59) – This project widened 30 miles of I-75 (from Golden Gate Parkway to Colonial Boulevard (SR 884)) and included numerous bridge structure enhancements. The notice to proceed with the contract was issued June 2007. The project was executed May 30, 2007 with ACCI/API, a joint venture. The new lanes opened December 23, 2009. Remaining work on Immokalee Road work was finished and the entire project was completed on September 22, 2010. The capital cost was \$458 million with the final payment made in October 2011.

Palmetto Expressway Widening and Interchange Improvements Section 2 (DBF, FM# 249035-1-5A/52/56) – This project included Palmetto Expressway (SR 826) Interchanges with Bird Road, SR 874, and Miller Drive. This is one of the final sections of the SR-826 in Miami. It provided for widening/reconstruction from north of the Bird Road Interchange to south of the Miller Drive Interchange. This included major improvements at the Don Shula Expressway (SR-874) System Interchange. The contract was executed on September 12, 2008 with Condotte/DeMoya Joint Venture. Construction was completed on March 8, 2012. The capital cost was \$191 million with the final payment made April 2011.

I-95 Widening/Pineda Causeway Interchange (DBF, FM#405506-8-5A/52) – This project advanced work to widen I-95 and improve the Pineda Causeway Interchange in Brevard County. This contract was executed March 7, 2008 with Community Asphalt, Inc. The Pineda Interchange opened to traffic on May 2, 2011. The project was completed on February 29, 2012. The capital cost was \$199 million with the final payment made April 2013.

I-95 Express Lanes Phase I (DBF, FM#415456-1-5A/52, Contract Number E6E76) – This project reconfigured the footprint of I-95 from I-395 to the Golden Glades Interchange in Miami to create two lanes through the SR-112 interchange and one lane north of SR-112 to the Golden Glades Interchange. These lanes were combined with the existing High Occupancy Vehicle (HOV) lanes to create two High Occupancy Toll (HOT) lanes which have variable congestion pricing to maintain a minimum speed targeted at 45 miles per hour. Registered vanpools, registered carpools of three or more, registered hybrid vehicles and motorcycles can use the lanes without paying a toll. The contract for Phase 1 was executed on January 29, 2008 with FCC co-MCM, a joint venture. Phase 1A was opened for electronic

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tolling on December 5, 2008, and Phase 1B was opened to traffic with electronic tolling on January 15, 2010. The project was completed on April 17, 2010. The capital cost was \$139 million with the final payment made April 2013.

US 1 Improvements in the “18-Mile Stretch” (DBF, FM#249856-4-5A/52/56, Contract Number E6E39) – This project widened the US 1 Corridor to provide a median traffic barrier wall as well as other safety features. The northbound shoulder is available for use as a lane during an emergency evacuation. An unsolicited proposal was received to advance several segments of US 1 improvements in the Adopted Work Program by as much as four years. This contract was executed February 11, 2008 with Community Asphalt, Inc., and construction was completed February 23, 2011. The capital cost was \$114 million with the final payment made April 2015.

I-75 North of SR 80 to South of SR78 (DBF, FM#413066-1-5D, Contract Number E1F59) – This 1.6-mile project reconstructed I-75 from the existing four-lane section to an eight-lane section (three lanes plus an auxiliary lane in each direction) in Lee County. A total of eight bridges were widened including a major crossing over the Caloosahatchee River. The contract was executed September 11, 2012 with DeMoya/Leware, Joint Venture and was completed December 8, 2015. The capital cost was \$72 million with the final payment made March 2016.

For additional information related to FDOT’s public-private partnerships, please visit FDOT’s P3 website at: <http://www.fdot.gov/comptroller/PFO/p3.shtm>