INVESTING IN

Florida's future

Program Highlights | 2016

FDOT SIS Strategic Intermodal System

INVESTING IN

Florida's future

FDOT

WHAT IS THE 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, deep-water 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, 12 public seaports, over 2,300 miles of rail corridors, over 2,200 miles of waterways, 34 passenger terminals, seven rail freight terminals, and over 4,600 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 passenger enplanements and air cargo.
- 89% of customers using passenger rail.
- Virtually all rail and waterborne freight tonnage and cruise ship passengers.
- 54% of all traffic and 70% of truck traffic on the State 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 & Climate
Reduce growth rate in vehicle-miles traveled, associated energy consumption, emissions of air pollutants and greenhouse gases.

Emergency management & safety
Help ensure Florida's transportation system can meet national defense, emergency response and evacuation needs while providing a safe facility for the public.

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.

WHAT IS THE SIS PLANNING & 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.

SIS Work Program

The Department's adopted Work Program is the upcoming five year listing of capacity investments that will be made in the near future on the SIS. 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.

Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program. Projects in this plan could move forward into the Adopted Work Program as funds become available.

Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS which are considered financially feasible during the last fifteen years (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 or Second Five Year Plan as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections, or when cost estimates or priorities change.

Unfunded Needs Plan

The Unfunded Needs Plan identifies transportation capacity projects on the SIS, 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.

SIS Components

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.

Spaceports

Florida's Spaceport infrastructure focuses around the well-established and world-renowned Cape Canaveral Spaceport, the center of over 50 years of launch and research activity. While commercial space transport is an industry still in it's infancy, Florida believes, unlike many other states, that spaceports are an integral piece to the Strategic Intermodal System and our transportation system as a whole. Cecil Spaceport in Jacksonville is in development and is planned to be fully functional in the near future. The two Spaceports serve 100 percent of launches in Florida

Airports

In 2015, airports in Florida generated more than $144 billion in total economic activity and supported more than 1.3 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 2015, Florida's airports served more than 144.9 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. Commodities carried by Miami International Airport were valued at $68.5 billion in 2013 which accounts for 80% of the total commodities carried by Florida airports.

Seaports

Waterborne international trade moving through Florida's seaports was valued at $86.8 billion in 2015. This waterborne trade represented more than half of Florida's total in international trade. In 2012, the maritime cargo activities at Florida seaports were responsible for generating more than 680,000 direct and indirect jobs and $96 billion in total economic value.

A recent FDOT study showed that every $1.00 invested into Florida's transportation system generates approximately $5.00 to the state economy. Florida is the center of the global cruise industry, with the world's three busiest cruise ports - PortMiami, Port Everglades, and Port Canaveral – each boasting more than 4 million annual passengers in 2014.

Rail

The railroads are an integral part of the movement of freight and passengers to, from, and within Florida. In 2013 Florida's 2,319 miles of rail lines carried nearly 1.7 million carloads and approximately 89.2 million tons of freight valued at $93.9 billion. 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.

Highways

Florida's SIS highways represent the backbone of the SIS encompassing over 4,600 miles of roadways. This represents only three percent of the 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.

Transit

Florida's urban fixed guideway transit provided more than 134 million vehicle miles and its passengers traveled more than 1.3 billion passenger miles annually. By reducing household travel costs and reducing automobile trips, these services result in direct economic and community benefits. These benefits ripple through the transportation system and the economy and are felt, directly or indirectly, by all residents of the state. Transit and highway users alike save $537 million annually in travel costs, all while improving traffic safety: traffic fatalities and injuries are reduced by over 2,500 each year.

LEGEND

- SIS Airport
- Emerging SIS Airport
- General Aviation Reliever Airport
- SIS Seaport
- Emerging SIS Seaport
- SIS Spaceport
- SIS Highway Corridor
- SIS Rail Corridor


Port of Fernandina
Jacksonville International Airport
JAXPORT
Tallahassee International Airport
Gainesville Regional Airport
Cecil Spaceport (Planned Add)
Daytona Beach International Airport
Orlando-Sanford International Airport
Cape Canaveral Spaceport
Orlando International Airport
Port Canaveral
Port Tampa Bay
Kissimmee Gateway Airport
Tampa International Airport
Melbourne International Airport
St. Petersburg-Clearwater International Airport
Port of Fort Pierce
Port of Palm Beach
Port Manatee
Sarasota-Bradenton International Airport
Punta Gorda Airport
Southwest Florida International Airport
Palm Beach International Airport
Port Everglades
Ft. Lauderdale-Hollywood International Airport
Miami International Airport
Miami Executive Airport
PortMiami
SIS
Strategic Intermodal System

WHAT ARE THE SPECIFIC STRATEGIES FOR IMPROVING THE SIS?

Florida's investment in an intermodal transportation system 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:

- Continuing the substantial investment in SIS capacity projects on all modes to promote trade and tourism
- Strengthening the linkage between transportation and economic development
- Strengthening the linkage between transportation and land use planning
- Providing a safer and more secure transportation system for residents, businesses, and visitors
- Assisting Rural Areas of Opportunity (RAO) in developing transportation plans which provide connectivity
- Ensuring that the SIS protects or improves community livability and environmental quality
- Strengthening the linkage between transportation and freight movement

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

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.

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.

Airports

- 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.

Spaceports

- Support infrastructure access improvements
- Support launch facilities.

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

Transit

- Double-tracking of passenger rail

WHATS 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.

Seaports
Component needs are estimated at $7.2 billion, primarily for channel dredging, intermodal connections, and storage facilities.

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.

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

Highway
Component needs are estimated at $82.7 billion, primarily for road widening, interchange improvements, and new highway segments.

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 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 the next 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:

Recent Improvements

Airports	SIS Improvements
Southwest Florida International Airport	New Parallel Runway 06R/24L construction
Gainesville Regional Airport	Ground Transportation Hub
Pensacola International Airport	Air Commerce Park and Cargo Ramp
Fort Lauderdale/Hollywood International Airport	Runway 09R/27L extension over US 1 and FEC Railway
Orlando International Airport	South Terminal Complex
Tampa International Airport	Automated People Mover
Rail	**SIS Improvements**
CSX - S-Line and Adjacent Railroads in Central and North Florida	Extended sidings, second mainlines, new bridges
CSX - Central Florida Intermodal Logistics Center in Southwest Florida	Access Road
SCFE - Bridge Improvement Project in South Florida	Access Road
SCFE - Citrus Block Railroad Project	New railroad to service citrus plant and cane fields
G&W - First Coast Railroad Improvement Project in North Florida	Upgrades to the track, switch yard, and bridges
G&W - Bayline Railroad Improvement Project in North Florida	Track upgrade and yard improvements
FCEN - Orlando to Eustis Railroad Project in Central Florida	Upgrades to the track, switch yard, and bridges
Transit	**SIS Improvements**
Rosa Parks Intermodal Facility in Southwest Florida	Facility Improvements and Expansion
Jacksonville Regional Transportation Center	New Transportation Hub
SunRail in Central Florida	Expansion and New Stations
Tri-Rail in Southeast Florida	Coastal Link Project Development
Miami Intermodal Center	New Transportation Hub
Seaports	**SIS Improvements**
Port Manatee	Berth and Terminal Yard Improvements
JAXPORT	Dredging and Marine Terminal Improvements
Port Panama City	Terminal Improvements and Crane
Port Everglades	Dredging and Berth Expansion
Port Canaveral	Dredging and Terminal Expansion
Port Miami	Dredging on Dock Rail and Crane
Spaceports	**SIS Improvements**
Cape Canaveral in Central Florida	Launch Complex and Landing Facility Improvements
Highways	**SIS Improvements**
I-75 in Southwest Florida	Widening and Interchange Improvements
I-295 in Jacksonville	Addition of Express Lanes
SR 77 in Northwest Florida	Widening and Roadway Improvements
I-95 in Southeast Florida	Widening, Bridge Replacement, and Noise Wall Installation
I-4 in Central Florida	Addition of managed lanes
I-75/SR 826/Palmetto Expressway in Miami	Additional Tolled Express Lanes
I-4 in the Tampa Bay area	Crosstown construction to Port Tampa Bay
Florida's Turnpike System	Mainline Widening and Interchange Improvements

Projects by District

1

45


23
67

DISTRICT 1

CHARLOTTE COLLIER DESOTO GLADES HARDEE HENDRY
HIGHLANDS LEE MANATEE OKEECHOBEE POLK SARASOTA

1

PROPOSED IN PROGRESS COMPLETED

DIRECT CONNECT TO SOUTHWEST FLORIDA INTERNATIONAL AIRPORT IN LEE COUNTY

The Direct Connect is a new route which opened in March of 2015 and directly links I-75 and the Southwest Florida International Airport (SWFIA). The $55 million project provides a new direct connection from I-75 to the Mid-Field Terminal facilities of the SWFIA. The project's included the construction of five bridges, seven miles of northbound & southbound collector/distributor (CD) roads alongside I-75, and a new Terminal Access Road (TAR) interchange over I-75. The CD roads will combine the interchanges for Alico Road and the new TAR into a single point of entry/exit from the interstate.

The Direct Connect offers an alternative that eases congestion on area roads and takes interstate travelers directly to and from the airport, with no traffic signals.

PROPOSED IN PROGRESS COMPLETED

SR-80 IN HENDRY COUNTY

State Road (SR) 80 is a vital east/west corridor in southern Florida. It moves essential commerce and industry, including major farm to market products, and serves as a critical highway for business people, seasonal visitors, and local travelers. SR 80 has multi-lane projects east of LaBelle and construction of a new overpass at US 27 in Hendry County.

The final two segments of the SR 80 widening project, are currently in the design and right-of-way phases. Construction is programmed to begin in FY 2017 and the estimated cost of construction for these two segments of SR 80 is $64 million. The project is anticipated to be completed between 2019 and 2020.

I-75 WIDENING

Efforts are continuing to widen Interstate 75 to six lanes throughout District One. The widening is complete in Lee and Manatee Counties. Currently under construction is the final segment in Sarasota County, Sumter Boulevard to River Road, which is due to be completed in 2016 at a cost of $35.6 million. The final segment in Collier County, SR 951 to Golden Gate Boulevard, is also under construction and is due to be completed in early 2017 with a total cost of $32 million. In Charlotte County, the segment from the Lee County Line to Tuckers Grade is currently under construction and will be completed in 2016 at a cost of $22.7 million and, from Harborview Drive to Sumter Boulevard will be completed in late 2017 with estimated total costs of $73 million. There is one upcoming project in Charlotte from Jones Loop Road to US 17. It is estimated at $58 million, scheduled to begin in 2018 and will complete the widening of I-75 from Alligator Alley through District One.

SR-82 WIDENING

SR 82 is an important corridor connecting three counties and provides an additional east-west corridor connecting US 41, I-75 and SR 29. Currently, SR 82 is a 2-lane road east of Lee Boulevard in Lee County. FDOT has developed seven projects to widen SR 82 to either 4 or 6 lanes in the 23 mile corridor between Lee Boulevard in Lee County and SR 29 in Collier County. The first segment to widen a segment in Hendry County to four lanes is currently under construction and scheduled to be completed by the end of 2016 at a cost of $7.6 million. The next segment, scheduled to commence in 2017, is the six-laning project from Lee Boulevard to Shawnee Road in Lee County, with estimated construction costs of $250 million. The remaining five segments (with estimated construction start dates) are: from Shawnee Road to Alabama Road (2022), Alabama Road to Homestead Road (2018), Homestead Road to Hendry County line (2018), Hendry County line to Gator Slough Lane (2024), and Gator Slough Lane to SR 29 (2023).

DIVERGING DIAMOND INTERCHANGE (DDI) I-75 AT UNIVERSITY PARKWAY

Construction of Florida's first Diverging Diamond Interchange (DDI) began in August, 2015 at I-75 and University Parkway in Sarasota/Bradenton. This innovative design offers a proven solution for improving overall traffic operations and safety for motorists, cyclists and pedestrians. In addition, studies of existing DDIs show a significant reduction of major crashes, an overall reduction in delay times, and an increase in overall capacity.

Improvements made as part of this project consist of constructing a diverging diamond interchange, adding an auxiliary lane on northbound and southbound I-75, constructing new bridges on I-75 over University Parkway, widening of University Parkway, widening of I-75 bridges over Erie Creek and Foley Creek, realignment of on-ramps and off-ramps at I-75/University Parkway, addition of ponds, drainage improvements, new lighting and signalization, construction of a noise wall on the west side of I-75, sidewalks, bike lanes, and pedestrian walkways. The project is currently scheduled for completion in the fall of 2017, with estimated construction costs of $74.5 million. Lane to SR 29 (2023).

PROPOSED IN PROGRESS COMPLETED

ROSA PARKS INTERMODAL FACILITY IMPROVEMENTS

Lee County's Rosa Parks Intermodal Facility is located in historic downtown Fort Myers, Florida. The facility is operated by LeeTran and serves as the main bus transfer and intermodal bus station.

The Rosa Parks facility encompasses approximately 1.8 acres and was completed in 2000. At this time, the facility features nine bays for LeeTran fixed-route buses, one designated ADA Paratransit van pull-in area, a taxi stand, five Greyhound bus pull-in bays, and customer service areas for LeeTran and Greyhound, as well as customer amenities located in the lobby.

Approximately 1,700 passengers use the bus bays and approximately 400 people use the customer service areas for LeeTran and Greyhound services daily. The facility has outgrown its capacity to meet the demands of its customers efficiently. Through $6,000,000 SIS Funds awarded, in 2017 LeeTran will make much needed improvements and expansions in order to continue to serve multi-modal transportation options. To prepare for the expansion, LeeTran will conduct a feasibility study in 2016. This study will help to identify opportunities and constraints of the current site. From this study, options for expansions and improvements will be identified. These improvements will center on fixing current facility constraints, design, engineering analysis, current or planned developments in adjacent areas and potential circulation improvements.

DISTRICT 2

ALACHUA BAKER BRADFORD CLAY COLUMBIA DIXIE DUVAL LEVY MADISON
NASSAU PUTNAM ST. JOHNS SUWANNEE TAYLOR UNION GILCHRIST
HAMILTON LAFAYETTE

2

PROPOSED IN PROGRESS COMPLETED

US-301 LANE ADDITION

Construction of the lane addition project has been completed from north of Baldwin at a point where the future Baldwin Bypass will intersect to the Nassau County line (3 miles). Construction began in November 2011 and finished on August 22, 2015 at a cost of $67,538 million (includes adding lanes in Nassau County to the existing four lanes just south of Callahan including replacement of the Funks Creek Bridge for a total project length of 17 miles).

JAXPORT'S NEW INTERMODAL CONTAINER TRANSFER FACILITY (ICTF) AT DAMES POINT

JAXPORT's ICTF at Dames Point serves JAXPORT's Northside terminals: TraPac Container Terminal at Dames Point or Blount Island Marine Terminal. The direct transfer of containers between vessels and trains speeds up the shipment process and reduces the number of trucks on the road. Rail that connects to CSX's main line allows for two unit trains each day (one inbound and one outbound) carrying up to 200 containers each. Two truck lanes allow vehicles to transport containers to and from the adjacent shipping terminals. The U.S. Dept. of Transportation awarded JAXPORT a $10 million grant toward the development of the facility, and the FDOT allocated $20 million to fund the project. Construction began in May 2014, and was completed in January 2016

PROPOSED IN PROGRESS COMPLETED

I-295 EXPRESS LANES

Construction began in October 2014 to add express lanes on the I-295 West Beltway from the Buckman Bridge to I-95 (5.7 miles). Express lanes are an innovative concept to manage traffic congestion and ultimately provide choices for motorists. These new lanes will provide more capacity in areas where traffic congestion is a major problem. Express lanes are known as an "expressway within an expressway" where express lanes are separated from the general use lanes. The I-295 Express Lanes will be a separate tolled facility from the general use lanes. The concept provides a choice for travelers along I-295. The toll rate will vary depending on the amount of traffic in the lanes. The existing lanes on the I-295 West Beltway will remain free. Estimated completion date: Late 2016. Estimated cost of project is $89 million.

FIRST COAST EXPRESSWAY IN CLAY, DUVAL AND ST. JOHNS COUNTIES

The First Coast Expressway will provide a connecting limited-access expressway outside of the existing I-295 loop, between I-95 in St. Johns County and US-90 in Duval County. The project consists of a total of 13 new interchanges and one major bridge structure across the St. Johns River. The total length of the First Coast Expressway is approximately 46.5 miles. The northern section from SR 21 (Blanding Blvd.) in Clay County to I-10 in Duval County was completed in summer of 2016. Construction began in July of 2015 on the First Coast Expressway extension from I-10 to Beaver Street (US-90). The estimated cost is $45 million. The southern section from I-95 in St. Johns County to Blanding Blvd. in Clay County is currently in the preliminary design phase. The project includes a new bridge over the St. Johns River.

JAXPORT CHANNEL DEEPENING AND WIDING SEAPORT CAPACITY PROJECT

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.

Deepening the harbor is essential to meet the needs of larger cargo ships transiting the Suez Canal today - and the expanded Panama Canal in just a couple of years - as those vessels deliver cargo to JAXPORT terminals. A 47-foot depth for the federal channel would position JAXPORT as the first U.S. East Coast port of call for fully loaded Post-Panamax class vessels.

The U.S. Army Corps of Engineers (USACE) conducted a comprehensive, years-long economic, engineering and environmental study of the project. A signed Chief's Report for the project was issued in April of 2014. In June of 2014, the project received congressional authorization in the Water Resources Reform and Development Act. The initial engineering and design work has begun and is expected to take 18 months.

I-10 IMPROVEMENTS

Work on the Interstate 10 and US-301 interchange near Baldwin began in the Spring of 2016. The reconstruction project is designed to accommodate increased truck traffic making the northbound US-301 to eastbound I-10 movement. Northbound trucks using US-301 are primarily heading to Jacksonville or points north. Florida is a major player in the global economy, ranking seventh in the U.S. for exports. In 2013, Florida exported more than $85 billion in goods, with most of those loads moving on Florida highways on the way to seaports and rail centers. The estimated cost of this project is $65 million. The project is expected to be completed in 2019.

OVERLAND BRIDGE IN DUVAL COUNTY

Construction began on January 14, 2013 to replace the series of overpasses that carry traffic over Hendricks, Kings and Montana Avenues along 2.3 miles of I-95 near downtown Jacksonville in Duval County. Known as the Overland Bridge project, it will improve traffic flow along the I-95 corridor just south of the Fuller Warren Bridge. I-95 will be widened to provide an additional lane for southbound traffic. As the project is built, traffic will use parallel roadways, which upon completion of the I-95 bridge structures, will remain and provide additional capacity for traffic between the Fuller Warren Bridge and north of Emerson Street. Estimated completion date is in the Fall of 2016 at a projected cost of $227 million, including $158 million for construction, $9 million for utility relocation and $60 million to purchase right-of-way. Project limits are along Interstate 95 from south of the Fuller Warren Bridge to north of Emerson Street.

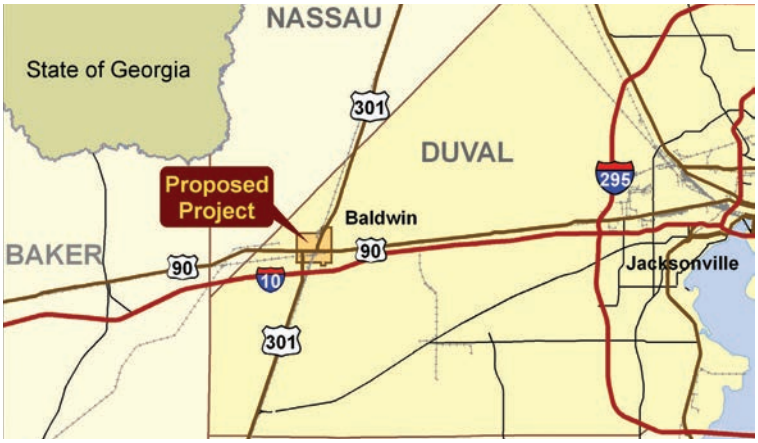
SR-A1A/SR-200 RECONSTRUCTION

A public information meeting was held to discuss proposed improvements to SR-A1A/SR-200 from I-95 to CR-107/O'Neil-Scott Road in Yulee, Nassau County, a distance of approximately 8.5 miles. Three projects along SR-A1A/SR-200 from I-95 to CR 107/O'Neil-Scott Road were covered at the meeting:

- I-95 to West of Still Quarters Road
  This project will widen the roadway from four lanes to six lanes with raised medians, curb and gutter, sidewalks and bicycle lanes (2 miles). This project will also include the addition of a new Diverging Diamond Interchange (DDI), LED interchange lighting and a new signal at the William Burgess intersection. Construction is planned for February of 2017 at a cost of $40 million.
- West of Still Quarters Road to West of Rubin Davis Lane
  This project will widen the roadway from four lanes to six lanes with raised medians, curb and gutter, sidewalks and bicycle lanes (1.5 miles). Construction began in September of 2014 with estimated costs of $233 million, and is to be completed by the Fall of 2016.
- West of Rubin Davis Lane to East of CR-1070/O'Neil-Scott Rd
  This project will widen the roadway from four lanes to six lanes with raised medians, curb and gutter, sidewalks, bicycle lanes and replacement of the Lofton Creek Bridge (5 miles). Construction began in January of 2016, with estimated costs of $66 million. Construction is expected to be completed in 2019.

US-301 BALDWIN BYPASS

Construction is scheduled to begin in the Spring of 2017 on a limited access bypass around the Town of Baldwin to alleviate traffic congestion from two railroad crossings and high volumes of commercial vehicles. The proposed bypass will begin near Interstate 10 at US-301 and go north to connect with the portion of US-301 currently being widened to four lanes, near Hap Road in Duval County. The estimated cost of the project is $63.6 million. The total project length is 4.1 miles.



US-301 STARKE TRUCK ROUTE

The US-301 truck route around Starke is to relieve congestion on the US- 301 corridor within Starke and provide the needed capacity for future traffic growth. The 7.3 mile long limited access four-lane truck route on the west side of Starke will be built between County Road (CR) 227 and CR 223. The truck route is projected to carry 25,300 vehicles a day in 2020 with an increase to 31,400 a day in 2040. The truck route provides an alternate route for trucks carrying freight without having to stop at all of the traffic signals in downtown Starke which causes congestion. The estimated cost of the project is $178 million. Construction began in Spring 2016 and will be completed in Summer 2019.

DISTRICT 3

BAY CALHOUN ESCAMBIA FRANKLIN GADSDEN GULF HOLMES
JACKSON JEFFERSON LEON LIBERTY OKALOOSA SANTA ROSA
WAKULLA WALTON WASHINGTON

PROPOSED IN PROGRESS COMPLETED

US-98 AT 23RD STREET GRADE SEPARATED INTERCHANGE

The US 98 and 23rd Street intersection serves traffic from Panama City Beach tourism, Gulf Coast State College (GCSC), Florida State University Panama City Campus (FSU PC), and freight 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, reduce travel delay, improve safety, and enhance freight movement.

The most visible improvement to date is the relocation of the port entrance from "D" street, to 530 feet west to Port Avenue, which has been realigned to accommodate the north entrance to GCSC/FSU PC. Total cost for this portion of the project is $21.5 million.

Construction for this project includes the six laning of 23rd Street along the east side of GCSC. The widening includes two west bound exclusive right turn lanes with one lane providing access to Port Panama City, and the other providing access to the elevated roadway. Project costs associated with construction of the elevated roadway are approximately $68 million. The estimated project completion date is Fall 2019.

US-331 from I-10 TO US 98

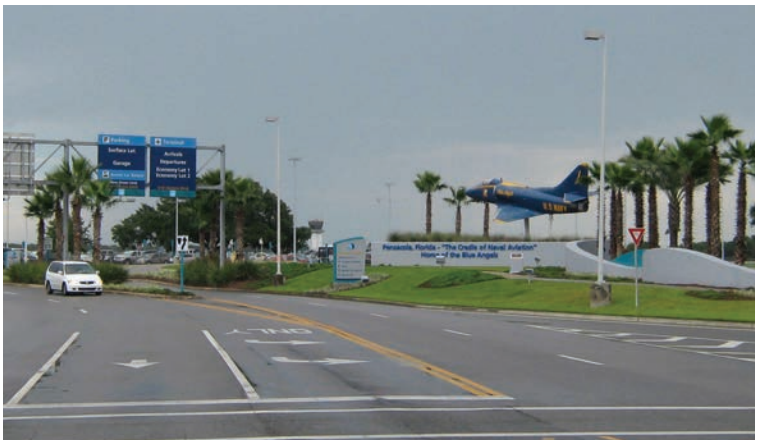
The US 331 multi-laning project will provide capacity improvements for the primary north/south roadway in Walton County. Currently, three projects totaling just under 23 miles in length are under construction between US 98 and I-10. The first project will replace the Choctawhatchee Bay Bridge and associated relief bridges. This 3.36 mile project has a construction cost of $117.4 million and will be completed in the Spring of 2017. The second project, which was completed in April 2016, extends from the northern limits of the bridge replacement project to SR 20, is 4.7 miles in length with a construction cost of $27.8 million. Finally, the last segment from SR 20 to I-10 is 13.86 miles in length, has a construction cost of $48.5 million, and is anticipated to be completed in late 2016.

SR-77 FROM 1-MILE NORTH OF WAUSAU CITY LIMITS TO I-10

SR 77 is a major north/south roadway in Florida's Panhandle, which is designated as a SIS facility as well as a hurricane evacuation route. It connects Panama City to the south with SR 109 to the north in Alabama. SR 77 is a four-lane, non-limited access roadway from US 98 to SR 20. Currently, the section of SR 77 from one-mile north of the Wausau City Limits to I-10 is a two-lane roadway, with one lane in each direction. Construction activities began in September of 2015 to widen this 16-mile section of SR 77 from a two-lane to a four-lane roadway. In addition to widening, this project will also address drainage, safety, and signing and pavement marking improvements. Project costs are estimated at approximately $57.8 million. The project is scheduled to be completed in December of 2018. The intent of this project is to reduce congestion and improve safety along SR 77.

PENSACOLA INTERNATIONAL AIRPORT APRON EXPANSION, TAXIWAY AND RUNWAY 17/35 EXTENSION and ILS/GPS

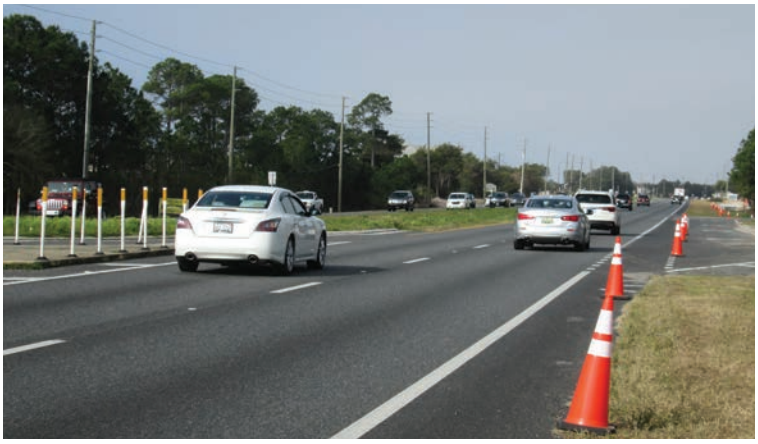
The Pensacola International Airport is an Emerging SIS Airport. It is the largest market along the Gulf Coast between New Orleans and Jacksonville, serving over two million residents. The airport is an important economic engine in the region generating over 5,772 jobs. With recent land acquisitions of $1.22 million, the airport offers over 350 acres of land with easy access to interstate, rail and port services. In 2015, cargo apron expansion of $6.8 million and existing taxiway improvements of $2.9 million helped to improved capacity and operations. More taxiway improvements will be done in 2016-2017 and a new taxiway will be constructed in 2019 at a cost of $15 million. In 2020 a new instrument landing system (ILS) and Global Positioning System (GPS) will be installed for $1 million. All of these improvements will allow the airport to remain a strong economic engine in the region.



PROPOSED IN PROGRESS COMPLETED

US 98 EMERALD BAY DR. TO TANG-O-MAR DR.

US 98 is the primary east-west route for coastal communities along Florida's panhandle. As such, it serves both local and regional traffic in addition to functioning as a hurricane evacuation route for residents and visitors around the Destin, Miramar Beach and Seaside areas. Improvements along this 3.4 mile stretch of roadway include widening the existing four lane rural facility to a six lane urban facility with curb and gutter as well as providing improvements for bicyclists and pedestrians with eight foot sidewalks and seven foot buffered bike lanes on both sides of the roadway. Additionally, dual left turn lanes will be provided at all major intersections for improved operations with only minimal right-of-way required along the corridor for storm water retention and intersection corner clips. Construction for this segment of roadway is currently programmed for 2017 at an estimated cost of $39.9 million.



PORT OF PANAMA CITY DREDGING, WAREHOUSE EXPANSION, BERTH AND BULKHEAD IMPROVEMENTS

The Port of Panama City is a growing Emerging SIS Seaport, handling a wide variety of cargo. The location provides a Gulf Coast gateway to shippers and consignees in Georgia, Alabama, Florida, Tennessee and the Carolinas. Numerous projects have been recently completed or are planned at the port to enhance capacity and operations to facilitate the expected growth at the port. Recently completed dredging of berth 3 at $2.7 million and the completion of the expansion of warehousing at a cost of $2 million helped to fill an immediate need. While land acquisition of $12 million that is ongoing and dredging at a cost of $4.6 million planned in 2017. There are berth improvements and bulkhead expansions planned for 2019 at a cost of $2.5 million. There is a bulk storage expansion of $5.5 million planned in 2020 that will ensure the ports continued success and ability to accommodate more and larger vessels in the future.

CAPITAL CIRCLE SOUTHWEST SPRINGHILL RD. TO ORANGE AVE.

Capital Circle Southwest is a SIS Highway Connector connecting Interstate 10 to the Tallahassee International Airport. Capital Circle is currently multilaned from I-10 south to just north of Orange Avenue which is part of the overall BluePrint 2000 project. This project continues the overall Capital Circle enhancements outlined in the original Blueprint 2000 program. The project includes water quality and infrastructure enhancements for multiple transportation modes, improving access in the area. Capital Circle Southwest stimulates economic development in the long term by improving access to the Airport, Innovation Park, Tallahassee Museum, and undeveloped properties. Right-of-way acquisition is scheduled to begin in 2016 and continues into 2017 at a cost of $8.6 million to be completed by BluePrint 2000. It is anticipated that construction will follow in 2021 for $45.8 million.

DISTRICT 4

BROWARD INDIAN RIVER MARTIN PALM BEACH ST. LUCIE

4

PROPOSED IN PROGRESS COMPLETED

I-95 WIDENING FROM ST. LUCIE/INDIAN RIVER COUNTY LINE TO SR-60/OSCEOLA BOULEVARD

This 6.84 mile long I-95 widening project from the St. Lucie/Indian River County Line to SR-60/Osceola Boulevard was one of the missing sections necessary to provide a consistent minimum of six-lanes for the entire length of I-95 district-wide. This project included the widening of I-95 from four lanes to six lanes by widening to the inside of the grass median. Other work included: replacement of the existing bridges over SR-60, Citrus Road and 90th Avenue; and installing 6,180 feet of noise wall adjacent to the Department of Corrections, Indian River Aerodrome and Lakewood Village. Construction began in September of 2011 and ended in August of 2015. The total cost of construction was $54.4 million.

ELLER DRIVE / ICTF OVERPASS PROJECT

This design-build project consisted of constructing an overpass on Eller Drive, along with the widening of an existing bridge over Interstate 595. Construction began in July 2011 and was completed in March 2015. The Eller Drive Connector Overpass was built to 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 while ensuring that Eller Drive would continue to operate efficiently now that the Intermodal Container Transfer Facility (ICTF) at the Port is constructed. The project included reconstruction of several I-595/US 1/Eller Drive interchange ramps, reconstruction of Eller Drive intersections at NE 7th Avenue, NE 14th Avenue and McIntosh Road, installation of new railroad tracks and crossing signals, drainage retention ponds, moving utilities, concrete pavement roadway construction, highway lighting system, landscaping and irrigation. The cost to construct this project was $42.5 million.

INTERMODAL CONTAINER TRANSFER FACILITY (ICTF)

The new rail yard at Port Everglades is called an Intermodal Container Transfer Facility (ICTF), and makes it possible for cargo containers to be directly transferred between ships and railcars to take an estimated 180,000 truck trips a year off roads by 2029, which will reduce traffic congestion and harmful air emissions. Drivers who are commonly delayed at the railroad crossing at SR 84 and Andrews Avenue will directly benefit because trains will be put together at Port Everglades instead of at the rail yard on Andrews Avenue. This ICTF is the first on-port rail yard in the United States to process both domestic and international cargos. It was completed in July of 2014 at a cost of approximately $72 million.

FORT LAUDERDALE / HOLLYWOOD INTERNATIONAL AIRPORT RUNWAY EXPANSION PROJECT

The Fort Lauderdale-Hollywood International Airport is a large commercial airport located east of I-95 and south of I-595 in Broward County. It serves a variety of aviation needs including regional air cargo, and commercial airline demand.

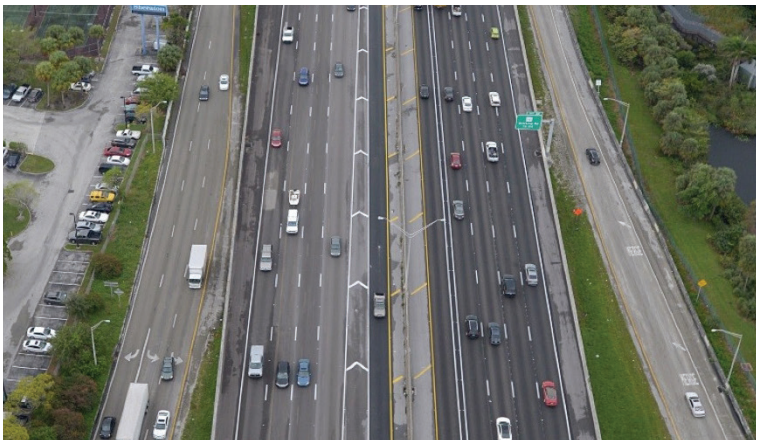
In early 2012, construction began on the South Runway in order to provide the needed capacity to accommodate a future estimated demand of nearly 425,000 flights annually. This infrastructure project included the construction of 12 bridges to support the extended runway and parallel taxiway as they pass over the Florida East Coast (FEC) Railroad, US-1, the Airport Perimeter Road, and associated airport access ramps. The bridges feature tunnel characteristics such as fire alarm, fire suppression, and smoke evacuation.

The South Runway is the first phase of an overall expansion project at the airport that aims to ease congestion and update terminals for the 23.5 million passengers that use the airport annually. The project cost was $791 million and the new elevated South Runway opened in September of 2014.

I-95 PHASE 2 EXPRESS LANES AT GOLDEN GLADES INTERCHANGE

This express lane project is an innovative alternative to traditional highway construction that offers options for avoiding congestion. The project extended the existing I-95 express lanes north from the Golden Glades Interchange in Miami-Dade County, to Broward Blvd., in Broward County. It included converting the one existing High Occupancy Vehicle (HOV) lane in Miami each direction, to primarily two dynamically tolled express lanes in each direction from Golden Glades interchange/SR-826 to Stirling Rd., and one dynamically tolled express lane in each direction from Stirling to Broward Blvd. The typical section is three to four, 11-12' general purpose lanes, and one to two, 11-14' express lanes in each direction.

Work included in this project was: milling & resurfacing, some widening, installing Intelligent Transportation System (ITS) and tolling equipment; modifying the Ives Dairy Road interchange; bridge widening at specific locations; and installing noise walls at locations between Hollywood Boulevard and Taft Street. Construction began in November of 2011 and was completed in April 2016. The construction cost was $120 million.



PROPOSED IN PROGRESS COMPLETED

SR-710/BEELINE HIGHWAY WIDENING FROM PRATT WHITNEY ENTRANCE TO PALM BEACH/MARTIN COUNTY LINE

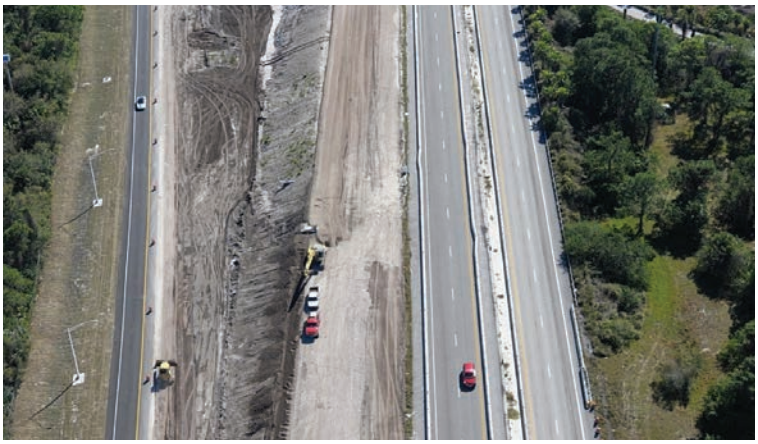
This 5.7 mile long besign-build (DB) project is the product of previous SR-710 PD&E studies within Martin and Palm Beach Counties. The purpose is to reduce congestion, as well as to enhance mobility, safety, emergency access, and truck movement within and through Martin and Palm Beach counties via SR-710. The project includes the widening of SR-710 to a 4-lane rural divided highway with a 40-ft. wide median. Construction began in October of 2014 and is scheduled to be completed by late 2016. The estimated construction cost is $21.9 million.

I-75 EXPRESS LANES FROM I-595 ON THE NORTH IN BROWARD COUNTY, TO NW 170TH STREET IN MIAMI-DADE COUNTY

The Florida Department of Transportation is implementing express lanes along 28 miles of the I-75 and State Road (SR) 826 (Palmetto Expressway) corridors, from just south of the SR 836 (Dolphin Expressway), in Miami-Dade County, to I-595 in Broward County. This project will complete another section of the South Florida managed lanes network for all motorists and will improve mobility, relieve congestion, provide additional travel options and accommodate future growth in the area. In District Four, the I-75 express lanes are being constructed in four segments and the District Four portion extends 15 miles along I-75 from NW 170 Street, in Miami Dade County, to I-595, in Broward County. The Project features a new 4-lane tolled managed lanes facility in the existing I-75 median. Key project components include express lanes direct connections to I-595 Express, Palmetto Express, and the Florida's Turnpike (HEFT), as well as ingress and egress ramps to enter and exit the express lanes at various locations throughout the corridor, integrated ITS (Intelligent Transportation System)/tolling systems, sound barrier walls, and emergency response provisions. Construction began in early 2014 and is scheduled to be completed by mid-2019. The total project is estimated to cost $481 million.

I-95 WIDENING FROM SR-60/OSCEOLA BOULEVARD TO THE INDIAN RIVER/BREVARD COUNTY LINE

This 12.5 mile long I-95 widening project, from SR-60/Osceola Boulevard to the Indian River/Brevard County line, will provide one of the last missing sections necessary to provide a consistent minimum of six-lanes for the entire length of I-95 throughout the district. This project includes widening of I-95 from four lanes to six lanes by widening to the inside of the grass median. Other work includes bridge replacement over CR-512; widening of on/off ramps at the CR-512 interchange; and installing 1,100 feet of noise wall adjacent to Sunburst/Encore RV Park. Construction began in May of 2013 and is scheduled to be completed in 2016. The estimated construction cost is $50.6 million.



PROPOSED IN PROGRESS COMPLETED

I-95 INTERCHANGES IN BROWARD & PALM BEACH COUNTIES

A series of interchange improvement projects are now in various phases to address the short-term and long-term needs for the I-95 interchanges in Broward and Palm Beach counties through the year 2040. The improvement projects are intended to address traffic spillback onto I-95, improve interchange operations, reduce congestion, and enhance safety. I-95 interchange improvement concepts are being analyzed and designed further through Interchange Reports and Project Development and Environment (PD&E) studies, design projects, and construction projects. Interchange improvement projects are currently programmed at many of the key interchanges including I-95 at Northlake Boulevard, 45th Street, SR-80, Gateway Boulevard, SW 10th Street, Commercial Boulevard to Cypress Creek Road, and Hallandale Beach Boulevard to Hollywood Boulevard.

TRI-RAIL COASTAL LINK (PREVIOUSLY NAMED SOUTH FLORIDA EAST COAST CORRIDOR)

The planned Tri-Rail Coastal Link will develop local and express commuter rail transit services along 85 miles of the rail corridors to provide a convenient "one-seat" ride to 28 densely populated municipalities between downtown Miami and Jupiter. This additional service will be integrated with existing Tri-Rail service to provide enhanced mobility, economic development and transportation choices for Southeast Florida businesses and residents. The initial planning phases have been completed and it is anticipated Project Development, a two-year long required Federal process, will begin in late 2016. According to the Federal Transit Administration, Project Development is a complete environmental review process including developing and reviewing alternatives, selecting a locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan. Revenue service could begin as early as 2021, but is largely dependent upon securing federal and local funding. Preliminary engineering, design, right-of-way acquisition, and construction are not currently funded.

DISTRICT 5

BREVARD FLAGLER LAKE MARION ORANGE OSCEOLA
SEMINOLE SUMTER VOLUSIA

PROPOSED IN PROGRESS COMPLETED

I-4 ULTIMATE RECONSTRUCTION

The I-4 Ultimate reconstruction project kicked off in February of 2015 with the plan of reconstructing 21 miles of corridor, stretching between SR 434 and Kirkman Road. Once completed, more than 75 bridges will have been replaced, 15 major interchanges will have undergone complete reconstruction, and two new Express Lanes in each direction will operate in the center of the corridor. In November of 2015, two exit ramps to and from westbound I-4 at Kaley Avenue closed permanently. Current work efforts are centered on I-4 at Colonial Drive and require ramp, overpass, and surface road reconstruction. I-4 far exceeds its capacity with more than 1.5 million trips daily in Central Florida. As a result, traffic congestion has become a major problem with the potential to stifle economic development and regional mobility in the future if left unaddressed. Construction is anticipated to be completed in February 2021 at an estimated cost of $2.3 billion.

I-95 SYSTEMS OPERATIONAL ANALYSIS REPORT (SOAR)

District Five has nearly wrapped up Phase I of the I-95 Systems Operational Analysis Report (SOAR). The SOAR will provide recommendations for each of the interchanges on I-95 within District Five. Recommendations will be provided within prescribed categories, which include doing nothing, conducting detailed studies including feasibility for roundabouts and long term analysis, and finalizing short term improvements.

The District Five I-95 SOAR team finalized the list of Phase I recommendations on all interchanges and met with Traffic Operations in January 2016 to discuss these recommendations. Three outcomes/conclusions are possible for each of the interchanges:

1. Implement traditional short-term improvements;

2. Proceed to Step 2 of the roundabout screening process; and

3. Conduct a detailed feasibility study.

SOAR is anticipated to be completed by August, 2016, at an estimated total cost of $500,000.

PROPOSED IN PROGRESS COMPLETED

SUNRAIL EXPANSION

SunRail will be expanded south from the current terminus at the Sand Lake Road station to the future terminus at a new Poinciana Station. A new SunRail segment will also be constructed to extend SunRail to a future intermodal center at Orlando International Airport. The enhanced SunRail service will provide a dedicated commuter service to the 50,000 Central Floridians that work at and around the airport, as well as provide interregional mobility with connections to other transit service providers. With this expanded service, new stations and intermodal hubs will be constructed at Poinciana, Kissimmee Intermodal, Orlando International Airport, Sand Lake Road and Meadow Woods stations, and Osceola Parkway. Construction for the Poinciana extension is anticipated to be completed 2018, with estimated total construction costs of $186 million.

PORT CANAVERAL EXPANSION

Port Canaveral is ranked as the world's 2nd busiest cruise port in multi-day embarkations with 4.17 million passenger movements during 2015. Port Canaveral also has increasing volumes of cargo traffic, with an estimated four million tons of bulk cargo moving through the Port annually. Commonly shipped cargo includes cement, petroleum, "roll on/roll off," and aggregate. In January of 2016, the Port also started weekly container service to Central America, Europe, and the Caribbean. The Port completed new Cruise Terminal 1 in 2014, capable of handling the largest cruise ships in the world. Additionally, the Port will complete channel widening and deepening to 44 feet in 2016. Three important SIS projects for Port Canaveral currently in progress are widening of SR 528, Container North Cargo 5 & 6 and terminal development, and On-Port rail access. SR 528 is a SIS connector for the Port, moving freight, passenger, and commercial vehicle traffic. Design for the SR 528 six-lane widening to Port Canaveral is scheduled for 2017 with a $7 million program amount. The Container North Cargo 5 & 6 expansion is programmed for $9.50 million and is scheduled for 2017. The On-Port rail access is programmed for $30 million and is scheduled to start in 2018.

SPACEPORT IMPROVEMENTS

Florida is a leader in space launch related activities at Kennedy Space Center (KSC) and Cape Canaveral Air Force Station (CCAFS), supporting a large number of launches for commercial, civil, and defense payloads. The commercial space industry continues to thrive and grow. With five private sector firms now operating out of Brevard County, Florida continues to be a leader in the space transportation industry. Space Exploration Technologies (SpaceX) made news with the successful landing of its reusable rocket. Virgin Galactic has plans to operate space tourism services out of KSC. United Launch Alliance (ULA) is also operating a rocket launch program. Boeing's Commercial Crew and Cargo program has rocket manufacturing and launch programming activities underway. Finally, Blue Origin established rocket manufacturing activities at KSC at Launch Complex 36 for its Orbital Launch Vehicle (OLV) program, and has plans for commercial launches later this decade. The project will create 330 new jobs and a capital investment of $200 million in the region over the next five years.

Improvements to the Spaceport launch complex include infrastructure for spacecraft processing, launch vehicle storage, booster recovery, and vehicle refurbishment and total $72 million dollars in SIS funds through 2021. With all these programs in mind, the commercial space sector is thriving and fostering economic development in the aviation/ aerospace sector. In 2015, the historic 15,000-foot long by 300-foot wide Shuttle Landing Facility at KSC was transferred from NASA to Space Florida and will serve a new generation of space launch vehicles and be used as a testing ground for new technologies.

DISTRICT 6

MIAMI-DADE MONROE

Projects Completed

PROPOSED IN PROGRESS COMPLETED

PORTMIAMI HARBOR DREDGING PHASE III

The PortMiami, Miami Harbor Dredging Project Phase III was recently completed in September of 2015. It involved deepening Fisherman's Channel, Miami Harbor and the Central Turning Basin from 40 feet to 50 feet; deepening of the entrance channel (Government Cut) from 42 feet to 52 feet, and widening the South Channel by 100 feet. This large-scale dredging project 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 construction cost was $151.8 million. The State of Florida funded 75 percent of construction ($113.9 million), with Port Miami funding the remaining 25 percent ($37.9 million).

PORTMIAMI TUNNEL

PortMiami is located on Dodge Island, a 518-acre island in Biscayne Bay just east of downtown Miami. PortMiami contains a cruise terminal and a cargo handling facility. By connecting SR A1A/MacArthur Causeway on Watson Island to Dodge Island, the project provided direct access between the seaport and highways I-395 and I-95. The PortMiami Tunnel created another entry to PortMiami besides the Port Bridge, and keeps the PortMiami, the community's second largest economic generator, competitive.

The PortMiami Tunnel improved traffic flow in downtown Miami by reducing the number of cargo trucks and cruise related vehicles on congested downtown streets, and aided ongoing and future development in and around downtown Miami. The Tunnel project was built by MAT Concessionaire, LLC, in partnership with the Florida Department of Transportation (FDOT), Miami-Dade County and the City of Miami. The project began in February of 2006 and was opened to traffic in August of 2014. The total construction cost was $610 million.

Projects In Progress

PROPOSED IN PROGRESS COMPLETED

MIAMI INTERMODAL CENTER (MIC)

Located just east of the Miami International Airport (MIA), the Miami Intermodal Center (MIC) is a massive $2 billion ground transportation hub built by the Florida Department of Transportation. The MIC Program consists of several components: major roadway improvements, including a reconfigured Le Jeune Road, completed in May of 2008; the user friendly Rental Car Center (RCC) which opened for business in July of 2010; the MIA Mover which became operational in September of 2011 and connects MIA to the Rental Car Center; the Miami Central Station (MCS) which opened in April of 2015 currently offers connections to Tri-Rail and Greyhound services with Amtrak services scheduled to start in the fall of 2016; and Joint Development component which is currently being explored. Total estimated construction costs are $213 million.

Nearly complete, the MIC will provide connectivity via various modes of transportation between Palm Beach County, Fort Lauderdale, Miami, and the Florida Keys, making regional travel easier for residents and visitors. It is already decongesting the roadways in and around the busy airport.

MIAMI CENTRAL STATION (MCS)

The Miami Central Station (MCS) is the crown jewel of the Miami Intermodal Center (MIC) Program and will serve as Miami-Dade County's first all-inclusive ground transportation hub. The MCS is an intermodal facility designed to accommodate various transportation connections, hence providing connectivity between transportation options. It features grade level tracks for Tri-Rail, Amtrak, intercity and future high-speed rail service. Miami-Dade Transit's MIA station and Orange Line service, completed in July of 2012, are already transporting passengers to and from the airport via Metrorail and Metrobus. Tri-Rail's Miami Airport Station opened for service in April of 2015. East of the tracks will be a U-shaped public esplanade around which private vehicle parking will be available. This public space will be a gateway to the MCS around which bus depots will be located for Greyhound, Miami-Dade Metrobus, intercity buses, courtesy buses and shuttles currently serving MIA, and taxis.

The MIC Program has also taken into account the Miami-Dade's Bicycle and Pedestrian Program and throughout the MCS facility provisions for bicyclists, as well as pedestrians, will allow them to safely move about and make their transportation connections.

Once the MCS is fully opened for service, it will be a main transfer point for resident commuters and visitors to the South Florida region between the rail and bus systems available. A public transit network will be created in which transit times may be reduced and users may require fewer transfers to get from point A to point B, anywhere between West Palm Beach, Florida and Homestead, Florida.

I-75/SR 826/PALMETTO EXPRESSWAY EXPRESS LANES

This project consists of the implementation of tolled express lanes along the SR 826/ Palmetto Expressway from SR 968/Flagler Street to NW 154th Street and along I-75 from SR 826/Palmetto Expressway to NW 170th Street in Miami-Dade County. The project is approximately 13 miles in length and will provide continuity to the I-75 Express Lanes project in FDOT District Four, which extends to I-595 in Broward County. The design-build (DB) phase for the first of five Broward County segments commenced in 2013. The remaining four Broward County segments commenced in 2014.

The project is part of the emerging South Florida Express Lanes network. It will improve mobility, relieve congestion, accommodate future growth and development in the region, enhance emergency evacuation, and improve connectivity with SR 826, I-75, Gratigny Parkway, Florida's Turnpike, I-595, and the Sawgrass Expressway.

The total construction cost for the Miami-Dade DB project is $246 million. Construction began in February of 2014 and is estimated to be complete by the Fall of 2017.

I-95 EXPRESS PHASE 2: I-95 EXPRESS

The I-95 Express DB project included building two High Occupancy Toll (HOT) lanes on I-95 in place of the existing High Occupancy Vehicle (HOV) lanes. I-95 Express HOT lanes utilize 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 of 2008 and was completed in January of 2010. The total cost was $132 million. I-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).

This project is extending the existing I-95 Express Lanes in Miami-Dade County into just south of Broward Blvd. in Broward County. Other work includes: installing Intelligent Transportation System (ITS) and tolling equipment; modifying the Ives Dairy Road interchange; bridge widening at specific locations; and installing noise walls at locations between Hollywood Boulevard and Taft Street. Construction began in November of 2011 and is scheduled to be completed in 2016. The estimated construction cost is $120 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; and 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 is expected to be completed in May of 2016 and the total construction cost is $560 million

NW 25TH STREET VIADUCT FREIGHT CONNECTOR TO MIAMI INTERNATIONAL AIRPORT

In September of 2007, Phase 1 of a roadway reconstruction project began 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 project was completed in July of 2011.

Phase 2 of project involves the reconstruction and widening of NW 25th Street from SR 826 to NW 87th Avenue and extending the viaduct from SR 826 to NW 82 Avenue. Construction began in June of 2012 and is expected to be completed in late 2016.

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 total construction cost is approximately $179 million.

SR 997/KROME AVENUE CORRIDOR IMPROVEMENTS

SR 997/Krome Avenue is a major north-south SIS corridor that extends from US 1 in Florida City to US 27/Okeechobee Road. The Krome Avenue corridor serves a mix of users ranging from commuters, trucks, and farm equipment within the agricultural area. This project will improve safety for all users along the corridor. The existing two-lane undivided roadway will be widened to a four-lane divided section with inside and outside shoulders. Upon completion, there will be two northbound lanes and two southbound lanes. The construction cost for the corridor is $300 million. This corridor has been broken down into several segments for design and construction with notable progress as follows:

1. SR 94/Kendall Drive to SR 90/SW 8th Street - Construction and widening to four began in February 2015 and will be completed in October 2017.
2. SW 136th Street to SR 94/Kendall Drive. - Construction and widening to four lanes is expected to begin in August 2016.
3. North of SR 90/SW 8th Street to Mile Post 2.754 – Construction and widening to four lanes began in August 2015 and will be completed in January 2017.
4. Mile Post 2.754 to Mile Post 5.122 - Construction and widening to four lanes is expected began in August 2015 and will be completed in January 2017.
5. Mile Post 5.122 to Mile Post 8.151 - Construction and widening to four lanes began in July 2015 and was completed in June 2016.
6. Mile Post 8.151 to Mile Post 10.935 - Construction and widening to four lanes began in June 2015 and will be completed in September 2016.
7. Mile Post 10.935 to South of Okeechobee Road/Mile Post 14.032 - Construction and widening to four lanes is began in March 2016 and will be completed in March 2017.
8. SW 312 St. to SW 296 St. - This project is currently in the design phase. Construction is scheduled to begin in August of 2019.
9. SW 296 St. to South of SW 232 St. - This project is currently in the design phase. Construction is scheduled to begin in July of 2019.
10. SW 232 St. to SW 184 St. - This project is currently in the design phase. Construction is scheduled to begin in September of 2018.
11. SW 184 St. to SW 136 St. - This project is currently in the design phase. Construction is scheduled to begin in August of 2018.

PROPOSED IN PROGRESS COMPLETED

I-395

This project involves the rebuilding of the Interstate 395 (I-395) corridor from its terminus at the west of the I-95/Midtown Interchange (I-95/SR 836/I-395) to its corridor terminus at the West Channel Bridges of US 41/MacArthur Causeway, approximately 1.4 miles. I-395 is an Interstate Principal Arterial and major east-west connector serving Miami Beach and the ports. Proposed improvements include:

1. Building new elevated ramps (one eastbound and one westbound) that will provide direct linkage between I-95 and I-395;
2. Improving roadway design including updating the alignment and upgrading the roadway surface;
3. Creating a visually appealing bridge; and
4. Building vertically higher structures that will improve the visual quality of the bridge.
4. FDOT is contributing roughly $600M through the First Five Year work program.

DISTRICT 7

CITRUS HERNANDO HILLSBOROUGH PASCO PINELLAS

7

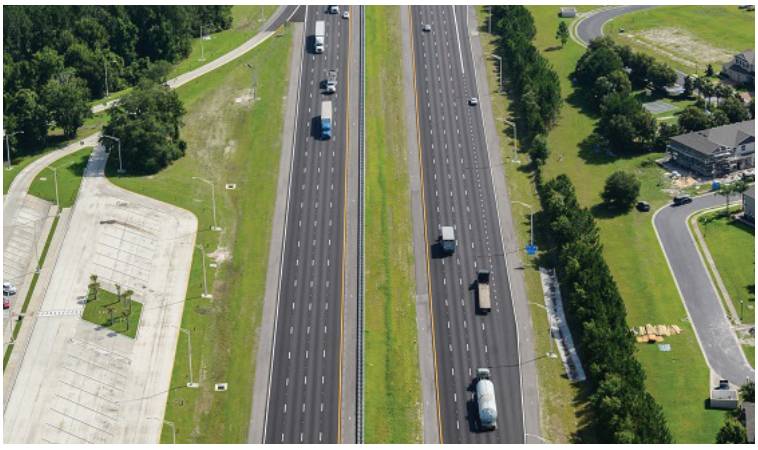
PROPOSED IN PROGRESS COMPLETED

I-4 / SELMON EXPRESSWAY CONNECTOR IN HILLSBOROUGH COUNTY

Construction has been completed on a new north-south toll road, which connects Interstate 4 with the Selmon Expressway west of 31st Street in Tampa. This 1 mile elevated roadway links these two major east-west corridors and has significantly improved the movement of people and goods. The new roadway also provides exclusive truck lanes for direct access to Port Tampa Bay and has helped remove heavy truck traffic from local roads in Ybor City. The project features a state-of-the-art toll facility with an all-electronic toll collection system that allows for traffic to maintain highway speeds and for maintenance of toll equipment without disrupting traffic. The electronic open road tolling is collected through SunPass and Toll-by-Plate tolling. The project was completed in October 2014 with a total cost of $426 million.

I-75 IMPROVEMENTS IN PASCO COUNTY

I-75 was widened from four to six/eight lanes from south of State Road 56 to north of County Road 54 in Pasco County. The project included adding lanes in each direction, shifting the roadway alignment near Tampa North Aero Park, extensive drainage construction, some overhead signing, and high mast lighting. With the widening finished, there are three through-lanes in each direction, plus one auxiliary lane in each direction between State Road 56 and County Road 54. The auxiliary lanes help handle the traffic entering and exiting the highway at the interchanges and at the rest areas. All eight traffic lanes were open to traffic in March 2014. The total construction cost was $23.6 million.



TAMPA BAY EXPRESS

Tampa Bay Express (TBX) is a series of projects comprising nearly 50 miles of roadway improvements connecting the Pinellas Gateway, Westshore Business District, downtown Tampa, and the University of South Florida. It includes the replacement of the northbound Howard Frankland Bridge and reconstruction of I-275 at State Road 60 Interchange in the Westshore Business District and the I-275 at I-4 Interchange, also known as the Downtown Tampa Interchange. TBX introduces dynamically-tolled express lanes within the median of I-275 and I-4 and transit opportunities throughout the system. The current construction cost is estimated at $3.3 billion.

PROPOSED IN PROGRESS COMPLETED

PORT TAMPA BAY PANAMAX CRANES

On April 1, 2016, Port Tampa Bay saw the delivery of two new state-of the-art post-Panamax 1,600-ton gantry cranes. With a total height of over 300 feet, 130 feet under the spreader, and an outreach of 174 feet, the new cranes will allow the port to handle ships of up to 9,000 TEU (twenty-foot equivalent unit) container capacity, nearly twice the size of the largest ships that can be accommodated by the port's existing three older container cranes today. The new cranes were manufactured by ZPMC in Shanghai, China and shipped to Port Tampa Bay (a journey which began on January 16, 2016). The cranes were assembled and tested before becoming officially commissioned and operational in early June of 2016. The purchase of the cranes represent a cost-shared capital investment of $21.5 million.

I-75 IMPROVEMENTS IN HERNANDO COUNTY

Interstate 75 is being widened from four to six lanes from the Pasco/ Hernando County line to just south of SR 50. When finished, there will be three 12-foot through-lanes in each direction plus 10-foot inside and outside paved shoulders, and a minimum 26 foot median between northbound and southbound I-75 from the Pasco County/Hernando County line to just south of State Road 50. This project also includes pond construction, drainage, Intelligent Transportation System (ITS) installation, signing and pavement markings. Construction began in June 2014, with an estimated completion date of fall 2016. The estimated construction cost is $35.4 million.

TAMPA INTERNATIONAL AIRPORT AUTOMATED PEOPLE MOVER

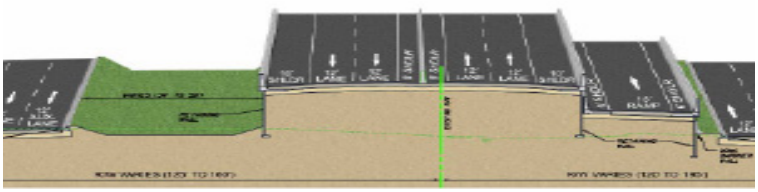
This project includes the design and construction of a 1.4-mile Automated People Mover (APM) at the Tampa International Airport. The APM system will be located entirely on Airport property. The APM is needed to transport passengers between the main terminal building at the Airport (Main Terminal) and two APM stations located in the south terminal support area to provide a direct connect to multiple landside facilities, including: (1) a remote consolidated rental car facility (ConRAC); (2) economy parking facilities with approximately 12,500 spaces; (3) future new employee parking facilities; and (4) a remote curbside facility serving airport commercial vehicles, and a meeter/greeter "kiss-and-fly" operation.

The trains will travel on a guide way that will be elevated for 5,050 feet, with 1,750 feet at grade and an additional 650 feet elevated for the Maintenance Facility, the cost of the APM system includes all the power distribution systems, cameras, train controls, station equipment, running surface, guidance systems, and communications equipment. Based on preliminary studies performed as part of the Airport's 2012 Master Plan, the APM system will be designed to initially accommodate approximately 2,300 passengers per hour per direction. This project is scheduled for completion in October of 2017. Construction began in October 2014. The total cost of the project is $412 million with FDOT participation at $194 million.

PROPOSED IN PROGRESS COMPLETED

GATEWAY EXPRESSWAY

This project will create two new four lane elevated tolled roadways that will provide express connections from US 19 to I-275 and from the Bayside Bridge (north of 49th Street N) to I-275. Also included with the construction of this project, will be a segment of tolled express lanes along I-275 from south of Gandy Boulevard to 4th Street North. Concept plans have been completed, final plans will be completed by the Design/Build Contractor. Construction is anticipated to begin in the Spring of 2017, with an estimated cost of $447.8 million



TURNPIKE

PROPOSED IN PROGRESS COMPLETED

SUNCOAST PARKWAY 2

This project is a new four-lane, limited access toll facility that extends the existing Suncoast Parkway northward approximately 27 miles through Hernando and Citrus counties. The project will be implemented in two sections, the southern section and the northern section. The southern section is a 13-mile section which starts at US 98 and ends at SR 44. This project will provide needed relief to the local roadway network. The Suncoast Trail will also be extended for the entire length of the project. This project will be delivered through a design-bid-build process and is scheduled for construction in FY 2016 with an estimated construction cost of $285 million. The 14-mile northern section, between SR 44 and US 19, is currently unfunded.

TURNPIKE / I-75 INTERCHANGE

Florida's Turnpike Enterprise (FTE) in coordination with FDOT District 5, is constructing improvements to the interchange at the Turnpike Mainline and I-75 in Sumter County. Currently, the close proximity of the I-75/Turnpike and I-75/SR 44 interchange ramps, high truck volumes, and lane-changing maneuvers create an undesirable traffic operating condition through this section of roadway. FTE revisited the ultimate PD&E alternative and prepared a new concept that solved traffic operation conditions with less environmental impacts and lower cost. This project ties to a District 5 Design-Build project to the south that widens I-75 from four to six lanes. This project is scheduled for construction in FY 2016 with an estimated cost of $55 million.

PROPOSED IN PROGRESS COMPLETED

TURNPIKE / SR 821 WIDENING WITH EXPRESS LANES

This project will widen the Turnpike/SR 821 from north of Bird Road to SR 836/Dolphin Expressway from six to 10 travel lanes. These new lanes will be express lanes for a total of two express lanes and three general toll lanes in each direction. Work includes pavement reconstruction, milling, and resurfacing. Major bridge and storm-water drainage improvements, as well as noise walls in select areas. The Turnpike/SR 821 lanes and the northbound off-ramp to SR 836/Dolphin Expressway will be realigned to accommodate express lane direct connect ramps. Direct connect ramps for express lanes will be constructed between SR 836/Dolphin Expressway to and from the east, and on the Turnpike/SR 821 to and from the south. Flyover bridges will be constructed for the ramps. Improvements will also be made at the SW 8th Street Interchange. Construction started on this project in FY 2016 with an estimated cost of $150 million.

The widening projects continue on SR 821 (HEFT) from SR 836 to I-75, also going from six to 10 travel lanes. These new lanes will be express lanes for a total of two new express lanes and three general toll lanes in each direction. Local road turn lane improvements are planned along the project limits as part of the interchange improvements. This project will extend the express lanes network currently under construction south of SR 836 north and connect to the I-75 Express Lanes at the interchange with I-75. This project also includes an option to add new Direct connect express lanes to and from the north along SR 821 to SR 836. These projects are scheduled for construction in FY 2017 and 2018 with an estimated construction cost of $275 million.

DISTRICT WEBSITES

General
www.myflorida.com
www.fdot.gov
www.dot.state.fl.us/planning/sis
www.sunguide.info

District 1
www.leegov.com/leetran
www.flylcpa.com

District 2
www.nflroads.com
www.northfloridaexpress.com
www.jaxport.com
www.firstcoastexpressway.com
www.us301northflorida.com

District 3
www.nwflroads.com
www.flypensacola.com
www.panamacityportauthority.com

District 4
www.d4fdot.com
www.sunguide.info
www.fecrwy.com
www.fll.net
www.95express.com
www.75-express.com
www.tri-rail.com

District 5
www.cflroads.com
www.l4ultimate.com
www.sunrail.com
www.portcanaveral.com
www.spaceflorida.gov
www.oocea.com

District 6
www.fdotmiamidade.com
www.miamidade.gov/portmiami
www.portofmiamitunnel.com
www.micdot.com
www.95express.com

District 7
www.myTBI.com
www.tampabayexpress.com
www.tampaport.com
www.tampaairport.com

Turnpike Enterprise
www.floridasturnpike.com

SIS CONTACTS

Central Office
605 Suwannee Street
Tallahassee, Florida 32399
(850) 414-4100

District 1
801 N. Broadway Avenue
Bartow, Florida 33830
(863) 519-2300

District 2
1109 South Marion Avenue
Lake City, Florida 32025
(386) 961-7800

District 3
Highway 90 East
Chipley, Florida 32428
(850) 330-1250

District 4
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309
(954) 777-4110

District 5
719 South Woodland Boulevard
DeLand, Florida 32720
(386) 943-5000

District 6
1000 N.W. 111 Avenue
Miami, Florida 33172
(305) 470-5197

District 7
11201 N. Malcom McKinley Drive
Tampa, Florida 33621
(813) 975-6000


FDOT