



**Five-Year Tentative Work Program Major Projects  
2025 through 2029**

PROJECT NUMBER	DESCRIPTION	PROJECT SCOPE	STATUS
<b>MONROE COUNTY PROJECTS</b>			
<b>OVERSEAS HIGHWAY BRIDGE REHABILITATION OVER THE BAHIA HONDA CHANNEL</b>			
446192-1	SR5/US1 OVERSEAS HWY OVER BAHIA HONDA CHANNEL - BRIDGE 900016 & 900045	This bridge repair and rehabilitation project will address deficiencies on the Bahia Honda Bridge, which is an essential bridge serving the lower Keys. The objective of this project is to preserve the bridge and extend its service life. The scope of work includes the repair of the bridge's concrete elements, such as the deck, beams, and columns, including the repair of existing and installation of new cathodic protection systems to mitigate and prevent against further corrosion. Most of the repairs will be below deck, minimizing impacts to the traveling public. Any necessary lane closures will take place during off-peak hours, and will not take place on holidays or during other important events.	<ul style="list-style-type: none"> <li>* Design is underway</li> <li>* Construction is in 2025 @ 18.1M</li> </ul>
<b>OVERSEAS HIGHWAY BRIDGE REPLACEMENT OVER THE LONG KEY CHANNEL</b>			
448206-1	SR 5/US 1 LONG KEY BRIDGE OVER LONG KEY CHANNEL - BRIDGE 900094	The purpose and need for this Project Development and Environment (PD&E) Study is to evaluate the replacement of the Long Key Bridge to address bridge deficiencies, assess roadway capacity and safety needs, evaluate mobility, improve evacuation and emergency response times, and evaluate bicycle and pedestrian needs. The study considers engineering and environmental analyses and public input. The project limits extend approximately 3.2 miles along SR 5/US 1 from approximate mile marker (MM) 63 to approximate MM 66 in Monroe County.	<ul style="list-style-type: none"> <li>* PD&amp;E is underway</li> <li>* Design is scheduled for 2025</li> <li>* Construction is in 2027 @ 203M</li> </ul>
<b>THE OVERSEAS HIGHWAY RESURFACING PROJECT</b>			
446005-1	SR 5/OVERSEAS HIGHWAY FROM MM 108.4 to MM 112.8 (North of Jewfish Creek Bridge to the Miami-Dade/Monroe County Line), including access roads to Gilbert's Resort in Monroe County	The limits of this project are SR 5/OVERSEAS HIGHWAY FROM MM 108.4 to MM 112.8 (North of Jewfish Creek Bridge to the Miami-Dade/Monroe County Line) and includes access roads to Gilbert's Resort in Monroe County. Some of the improvements for this resurfacing project include: repaving and restriping the roadway and shoulders, widening at auxiliary lanes (in three locations) to accommodate bicycle keyhole lanes, pavement reconstruction at selected locations to address base failure, guardrail additions and upgrades, and signing and pavement marking upgrades.	<ul style="list-style-type: none"> <li>* Design is currently underway</li> <li>* Construction is scheduled in 2024</li> <li>* Construction estimate is 21M</li> </ul>

PROJECT NUMBER	DESCRIPTION	PROJECT SCOPE	STATUS
<b>SEVEN MILE BRIDGE OVER MOSER CHANNEL</b>			
446231-1	SR5/US1 OVERSEAS HWY SEVEN MILE BRIDGE OVER MOSER CHANNEL- BR# 900101	The bridge repair and rehabilitation project will address deficiencies on the Seven Mile Bridge along SR-5 over Moser Channel, which is an essential bridge connecting the <u>middle</u> and <u>lower</u> Keys. The objective of this project is to preserve the bridge in good condition until it is replaced. The scope of work includes the repair of the bridge elements below the bridge deck including the columns, thus minimizing impacts to the traveling public. Any necessary lane closures will take place during off-peak hours, and will not take place on holidays or during other important events.	<ul style="list-style-type: none"> <li>* Design is underway</li> <li>* Construction is in 2026 @16M</li> </ul>
448207-1	SR 5/US-1/OVERSEAS HWY SEVEN MILE BR OVER MOSER CHANNEL BRIDGE #900101	The Department will conduct a Project Development and Environment Study to evaluate the replacement of the Seven Mile Bridge. The project study limits extend from Mile Post (MP) 8.932 to MP 15.725, a total distance of 6.793 miles. The project limits will also extend to accommodate potential construction limits, roadway transitions to the bridge, additional lanes being dropped or added at the intersections, major utility relocations, and other needed improvements.	<ul style="list-style-type: none"> <li>* PD&amp;E Study in 2024</li> <li>* RFP development in 2026</li> <li>* Construction in 2030</li> <li>* Cost \$659 million</li> </ul>
<b>THE SNAKE CREEK BRIDGE PROJECT DEVELOPMENT AND ENVIRONMENT (PD&amp;E) STUDY</b>			
442670-2	SNAKE CREEK BRIDGE PD&E STUDY	The purpose of this project is to evaluate alternatives and environmental impacts to address the deficient operational conditions along Overseas Highway from north of Mile Marker (MM) 84 to N of MM 87, which includes Snake Creek Bridge, in Islamorada, Village of Islands within Monroe County. SR 5/Overseas Highway currently experiences intermittent congestion north and south of Snake Creek Bridge, as a result of periodic openings of the existing drawbridge. Traffic congestion on Overseas Highway due to Snake Creek Bridge openings has been the subject of local concern for several years. The project will evaluate rehabilitation and replacement options regarding the bridge to achieve unrestricted vehicle and vessel traffic flow. Other goals of the project are to address safety deficiencies and to accommodate the heavy pedestrian and bicycle traffic within the area. This study involves the potential replacement of the last remaining bascule bridge in the Florida Keys, the Snake Creek Bridge, with a fixed bridge to allow for unrestricted vehicle and vessel traffic flow. Protected sidewalks and bicycle lanes are being considered on both sides with the proposed bridge improvement. The PD&E will also analyze whether to relocate the current Weigh Station <u>or</u> replace it with a Weigh-In-Motion station.	<ul style="list-style-type: none"> <li>* PD&amp;E in 2026 @ 2.5M</li> </ul>
<b>US 1 MULTI-MODAL TRAIL</b>			
440909-2	SR 5/US 1 FROM UPPER SUGARLOAF KEY TO LOWER SUGARLOAF KEY	This project will design and construct a Multi-Use Trail segment on Sugarloaf Key. The project begins at the existing <b>Florida Keys Overseas Heritage Trail</b> terminus, to the intersection of US 1 and Johnson Road on the Atlantic Ocean side of SR 5 or approximately at MM 19.25. The trail will consist of new asphalt which will tie into the existing trail segments at the north and south termini. Improvements will also consist of a boardwalk trail, gravity and bulkhead retaining walls. This section of Trail will require significant use of <u>retaining structures</u> due to extensive erosion and unstable soil conditions along the shoreline in the proposed trail area. Construction will also be immediately adjacent to wetlands and mangrove hammocks along several sections of the trail. The project improvements will close significant gaps in the Trail.	<ul style="list-style-type: none"> <li>* Design is underway</li> <li>* The Department will enter into an agreement with the <u>Florida Department of Environmental Protection</u>, who were awarded a \$10 million SunTrail grant to construct this project.</li> <li>* Construction in scheduled in 2028</li> </ul>

PROJECT NUMBER	DESCRIPTION	PROJECT SCOPE	STATUS
<b>ALTON ROAD RECONSTRUCTION</b>			
429193-1	SR 907/ALTON ROAD FROM MICHIGAN AVENUE TO S OF ED SULLIVAN DR/43 STREET	<p>The Alton Road reconstruction projects are located within the City of Miami Beach in Miami Dade County. The entire work corridor extends from Michigan Avenue to Allison Road. For fiscal purposes, the corridor has been divided into four sections in the Work Program.</p> <ul style="list-style-type: none"> <li>•429193-1: Michigan Avenue to Ed Sullivan Drive/43 Street</li> <li>•430444-1: 43 Street to 48 Street</li> <li>•430444-4: 48 Street to 57 Street</li> <li>•430444-2: 57 Street to Allison Road</li> </ul> <p>The main purpose of the projects is to raise the roadway for resiliency of the corridor, extend and preserve the service life of the pavement for future transportation demand, provide additional accommodations for pedestrians and bicyclists, and enhance safety for all roadway users.</p> <p>The primary scope consists of milling, resurfacing, shoulder widening, new drainage infrastructure, signalization, lighting, signing, pavement markings, and landscape improvements.</p>	<ul style="list-style-type: none"> <li>* Design for the entire corridor is currently underway</li> </ul> <p>For the Michigan to Ed Sullivan segment:</p> <ul style="list-style-type: none"> <li>* CST is in 2025 @ 47M</li> </ul> <p>CST for the 3 Northern Segments:</p> <ul style="list-style-type: none"> <li>* remain unfunded</li> <li>* Department will make every effort to fund the additional segments in future TWP development cycles.</li> </ul>
430444-1	SR 907/ALTON ROAD FROM S. OF 43 STREET TO N. OF WEST 48 STREET	<p>It should also be noted that 2 pump stations will be constructed on the segment from Michigan to Sullivan. One pump station will be constructed at the 43rd to 48th street project; and one more installed at the 57th to Allison Road project. Utilities will also be updated in coordination with the City of Miami Beach.</p>	
430444-2	SR 907/ALTON ROAD FROM NORTH OF 57 STREET TO ALLISON ROAD		
430444-4	SR 907/ALTON ROAD FROM 48 STREET TO NORTH OF 57 STREET		
<b>FLAGLER DEMONSTRATION PROJECT</b>			
450733-1	FLAGLER STREET SMART DEMONSTRATION PROJECT	<p>In early 2022, FDOT collaborated closely with the Miami-Dade County Department of Transportation and Public Works (DTPW) and proposed a joint-agency recommendation for the implementation of a demonstration project to provide additional data for the continuation of the Flagler Street Bus Rapid Transit study from the Florida's Turnpike to Biscayne Boulevard. On March 3, 2022, the TPO Governing Board adopted a resolution supporting the implementation of a Flagler Street SMART Demonstration Project. The demonstration project would consist of repurposing the outside lanes into Business Access and Transit Lanes and applying appropriate pavement markings including red surface treatments on the lanes. The implementation of the demonstration project will provide additional key performance data that would otherwise not be available for the continuation of the PD&amp;E Tier 3 analysis. Data collected will allow FDOT, Miami-Dade TPO and Miami-Dade DTPW to jointly evaluate and determine the feasibility of a dedicated curbside rapid transit lane concept.</p>	<ul style="list-style-type: none"> <li>* Design is underway</li> <li>* Construction is in March, 2024</li> <li>* Cost - \$5.5 million</li> </ul>
<b>NW 27 AVENUE PD&amp;E (NORTH CORRIDOR)</b>			
438076-1	SR9/SR817/NW 27TH AVENUE RAPID TRANSIT CORRIDOR PD&E STUDY	<p>The Department is conducting a PD&amp;E study for the implimentation of rapid transit along NW 27th Avenue. The North Corridor consists of implementing a premium transit service Heavy Rail Transit (Metrorail) and infrastructure along NW 27 Avenue from NW 215 Street (Countyline Road) to approximately NW 62 Street/Martin Luther King Jr. Metrorail Station. On December 6, 2018, the Miami-Dade TPO adopted Resolution #52-18 selecting an elevated fixed guideway transit system as the Locally Preferred Alternative (LPA) for the North Corridor. On October 31, 2019, the Miami-Dade TPO adopted Resolution #55-19 confirming the selection of Elevated Heavy Rail as the preferred transit technology.</p>	<ul style="list-style-type: none"> <li>* FDOT is the lead agency for the project.</li> <li>* In May 2023 FDOT and DTPW collaborated to conduct a Value Engineering Workshop.</li> <li>* PDE study restarts in 2024.</li> </ul>

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<b>FLAGLER STREET PD&amp;E</b>			
437782-1	SR 968/FLAGLER STREET PREMIUM TRANSIT PD&E STUDY (FROM SR 821/HEFT TO SR 5/BISCAYNE BLVD )	In January 2021, the Miami-Dade Transportation Planning Organization (TPO) Governing Board adopted Resolution #07-2021 supporting FDOT's curbside Business Access Transit (BAT) Lane on the easternmost segment of the project corridor - Flagler Street and SW 1 Street from 24 Avenue to 6 Avenue. Based on the TPO Resolution of support for a specific segment of the recommended alternative, FDOT with the support of transportation agency partners placed the overall Flagler Street Premium Transit PD&E Study on hold. In March 2022, FDOT initiated the design and implementation of the Demonstration Project based on the TPO Resolution #13-2022. FDOT will evaluate operations and benefits of the Demonstration Project and report project performance outcomes to TPO Board. In April 2023, TPO Resolution #19-2023, urged FDOT to consider conversion of travel lanes for Business Access Transit Lanes along the entire Flagler Corridor. The Flagler Corridor PD&E Study will restart in FY 2024.	<ul style="list-style-type: none"> <li>* PD&amp;E Study Restarts in FY 2024</li> <li>* Cost - \$2.7M</li> </ul>
<b>NORTHEAST CORRIDOR SMART COMMUTER RAIL</b>			
452239-1	NORTHEAST CORRIDOR SMART COMMUTER RAIL	<p>The Department is pleased partner with Miami-Dade Department of Transportation and Public Works (DTPW) to assist in funding the Northeast Corridor SMART Commuter Rail project, which is one of six transit corridors established for the SMART Program.</p> <p>The Northeast Corridor will provide service along the existing Florida East Coast Railway rail lines that generally run parallel to US 1 and West Dixie Highway between Downtown Miami, and the City of Aventura in the northeast corner of Miami-Dade County. The corridor crosses five (5) canals, traverses seven (7) municipalities, and has minimal change in elevation. The Northeast Corridor is about 13 miles long connecting two busy transit terminals. The southern terminus of the corridor is the Miami Central station located at the northwest quadrant of the intersection of NW 1st Avenue and NW 6th Street. The northern terminus of the corridor is the West Aventura station which is currently being designed and constructed by Brightline. The purpose of the project is based on the need to increase regional mobility, reduce congestion, and to provide for the transportation needs of residents within the County. The project would provide service to individuals who might otherwise commute by motor vehicles. The project would also benefit local transportation by reducing the overall number of vehicle trips taken and is anticipated to have an overall positive impact on the regional roadway network and local traffic by providing an alternative transit mode.</p>	<ul style="list-style-type: none"> <li>* The Department will contribute \$34.5 million a year in 2025, 2026 and 2027 for a total Department contribution of \$103.5M.</li> </ul>
<b>SR 9 / I-95 CORRIDOR PROJECT DEVELOPMENT &amp; ENVIRONMENT (PD&amp;E) STUDY</b>			
414964-7	I-95 from FROM US-1/SOUTH DIXIE HIGHWAY TO SOUTH OF NW 62 STREET	There are three PD&E projects programmed for improvements along the I-95 corridor and of them will overlap with the design phase. The purpose is to address the deficient operational capacity and relieve existing and future congestion along the SR 9/I-95 corridor. This includes the review and analysis of potential impacts for the proposed project on a social, economic, natural, physical, and cultural resources basis in the surrounding environment. Other goals of the project include: preserving the operational integrity and regional functionality of I-95, and the regional transportation network by complementing similar corridor improvements throughout Miami-Dade, Broward, and Palm Beach Counties, and enhancing emergency evacuation and response times.	<p>US 1 to 62 Street</p> <ul style="list-style-type: none"> <li>* PD&amp;E is currently in 2025/Cost - \$6.5M</li> <li>* Design is in 2028/Cost - \$9.4M</li> </ul> <p>Will explore reprogramming during next year's TWP development cycle.</p>
414964-8	I-95 from FROM SOUTH OF NW 62 STREET TO NORTH OF NW 143 STREET	Overall, the project will offer more mobility options for motorists and transit users, as it will provide additional capacity along the corridor throughout Miami-Dade County	<p>62 Street to NW 143 Street</p> <ul style="list-style-type: none"> <li>* PD&amp;E is in 2024/Cost - 6 million</li> <li>* Design is in 2027/Cost - 5.2M million</li> </ul>

PROJECT NUMBER	DESCRIPTION	PROJECT SCOPE	STATUS
414964-1	I-95 from FROM S OF MIAMI GARDENS DRIVE TO BROWARD COUNTY LINE		Miami Gardens Drive to Miami-Dade/Broward County Line * PD&E is underway * Design will begin in November 2023

**LUDLAM TRAIL BRIDGES**

450835-3	LUDLAM TRAIL: NEW BRIDGE OVER BIRD ROAD, SW 8 STREET & FLAGLER STREET	This project is part of a bigger and more ambitious one consisting in a 5.6-mile-long pedestrian and bike trail following the SN direction from SW 80th Street to 400 ft north of NW 7th Street. The trail develops along the old railroad corridor already deactivated that ran very close to Ludlam Road (67th Ave), whence the name of Ludlam Trail. The project that we are concerned to comprises three of the six bridges that the trail has (Four crossing over roads and two crossing over canals). These three bridges are located at the intersection with SW 40th Street (Bird Road), SW 8th Street (Tamiami Road), and Flagler Street with minimal spans of 125 ft for the first one, and 100 ft for the other two although there are smaller approaching spans at each side of the main bridges over the State Roads. The three bridges have a 17' 7"-width deck. The Conceptual Design proposes a structure for the main bridges integrated by precast posttensioned Florida I-45 or I-54 beams and a cast-in-place reinforced concrete slab 8" deep. The approaching spans to the main bridges consist of either FIB or flat slab bridges. Beams are supported on concrete pier-columns with a variable oval cross-section. A special feature of the main bridges is the addition of canopy enclosures made of aluminum and fixed to the FIP beams. The canopies wrap around the bridges and their design is conceived as a kind of iconic representation of the natural environment of Miami Dade County. The canopies have two components, a tubular supporting structure (hoops), and variable shaped sheets (fins) attached to them.	* Design underway in November 2023 * Construction is in 2027 * Cost - \$35 million
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**MIAMI GARDENS DRIVE RECONSTRUCTION**

LOPEZ, KEVIN	438864-2	SR 860/MIAMI GARDENS DRIVE/NW 186 STREET FROM E OF I-75/SR 93 TO NW 79 PLACE	This is an operational and safety improvement project along SR 860/Miami Gardens Drive/ 186 Street from east of I-75/SR 93 to NW 57 Avenue, located entirely within unincorporated Miami-Dade County, Florida.  Improvement along this corridor is also divided into 3 segments. •438864-2-52-01: FROM E OF I-75/SR 93 TO NW 79TH PLACE •438864-3-52-01: FROM NW 79 PLACE TO NW 68 AVENUE •438864-4-52-01: FROM NW 68 AVENUE TO NW 57 AVENUE  Key improvement include: replacing and restriping the roadway, widening to accommodate one additional travel lane in each direction, adding a Shared-Use Path on the north side of Miami Gardens Drive, access management modifications to increase safety, upgrading drainage, lighting, signing, and pavement markings, adding new vehicular and pedestrian signalization at major intersections.	* Design is underway for the entire corridor * The section from I-75 to 79 Place is funded, Construction is in 2025/Cost - <b>22M</b> * Efforts will be made during future Work Program developments to try and fund the eastern segments.
LOPEZ, KEVIN	438864-3	SR 860/MIAMI GARDENS DRIVE/NW 183/186 STREET FROM NW 79 PLACE TO NW 68 AVENUE		
LOPEZ, KEVIN	438864-4	SR 860/MIAMI GARDENS DRIVE/NW 183/186 ST FROM NW 68 AVENUE TO NW 57 AVENUE		

PROJECT NUMBER	DESCRIPTION	PROJECT SCOPE	STATUS
<b>OKEECHOBEE ROAD RECONSTRUCTION</b>			
423251-3	FROM EAST OF NW 87 AVENUE TO NW 79 AVENUE (CONCRETE)	Improvements for the project from this project consists of the reconstruction of SR25/ Okeechobee Road using rigid pavement, widening the bridge on NW 79 Avenue over the Miami canal, modifying the intersection of NW 95 Street and Frontage Road, providing new access from Frontage Road to westbound SR 25.	* Design is underway * Construction is in 2025 * Cost - \$47 million
436565-1	SR 25/OKEECHOBEE ROAD & SR 826/PALMETTO EXPRESSWAY INTERCHANGE	This segment will add new ramps at the interchange of SR 826 and SR 25/Okeechobee Road thus alleviating congestion at the two intersections underneath the Palmetto Expressway. As part of this project, the Department will widen W 18 Avenue, a city of Hialeah street, that intersects Okeechobee Road, as well as widen the existing off-ramp from northbound SR 826 by widening the bridge over the Miami Canal at that location. New drainage, signing and pavement markings, and lighting are also proposed.	* Design is underway * Construction is in 2025 * Cost - \$161 million
423251-4	SR 25/OKEECHOBEE ROAD FROM E. OF NW 116 WAY TO E. OF NW 87 AVENUE (CONCRETE)	Work in this segment includes: the reconstruction of Okeechobee Road using rigid pavement, building a grade separation on Okeechobee Road and NW 87 Avenue, reconstructing NW 87 Avenue from south of SR 25 to north of NW 103 Street, realigning NW 103 Street, removing the existing bridge at NW 105 Way and building a new low-level bridge at NW 106 Street.	* Design is underway * Construction is in 2026 * Cost - \$319 million
<b>PALMETTO SOUTH</b>			
432639-1	SR 826/PALMETTO EXPRESSWAY FROM US 1/S. DIXIE HIGHWAY TO NW 25 STREET	The Palmetto South project is located in southwest Miami-Dade County and extends from US 1 to NW 25 Street. The main purpose of the project is to add mainline and interchange capacity within the project limits to meet future transportation demands, improve travel time reliability, and to provide long term mobility options. The project improvements consist of adding an un-tolled managed lane in each direction with auxiliary lanes between interchanges at selected locations and interchange improvements.	* Design is in 2025/ Cost - \$35 million * The Right-of-Way phase begins in 2027
<b>NE 79 STREET BRIDGE REPLACEMENT</b>			
449007-2	SR 934/NE 79 STREET FROM W OF PELICAN HARBOR DRIVE TO E OF ADVENTURE AVENUE	A Project Development and Environment Study (PD&E) has begun for the replacement of the flat bridges along NE 79 Street from west of Pelican Harbor Drive to east of Adventure Avenue. The PD&E phase is the first step to evaluate the alternatives and environmental impacts of the project.  The Department will continue to perform timely repairs to keep the flat bridges in good conditions until they are eventually replaced. The repairs of these bridges will not affected any traffic as the work is being performed under the bridges and any lane closures will occur during nighttime.	* Following the completion of the PD&E phase, the design phase is slated to begin in 2025. * Construction for the replacement is programmed in 2028 * Cost - \$36 million