
Public-Private Partnerships

Current Status Reports

From FDOT Web site, February 18, 2009

(http://www.dot.state.fl.us/financialplanning/finance/private_transportation_facilities.shtm)

- IROX (I-75 Road Expansion Project)
- 95 Express
- Alligator Alley
- Palmetto Expressway
- Port of Miami Tunnel
- I-595
- First Coast Outer Beltway

iROX



I-75 ROAD EXPANSION PROJECT

New One Year Update Video [click here.](#)

[Lane Closures](#)

Welcome to the iROX Road Expansion Project

Welcome to the website for iROX, the I-75 design/build/finance project making history in Southwest Florida. Results of construction are spectacular. Crews have built 23 of the 30 miles of new lanes. Construction is complete at ten bridges and work is progressing at 18 bridges slated for reconstruction or replacement. Drainage work is 65% complete for the entire project. Crews have built the first of six planned noise walls. Work is underway on four other noise walls.

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A unique partnership is transforming this vital transportation corridor in a little more than three years. The Florida Department of Transportation along with the joint venture of ACCI/API, the design firm of HDR and Metric Engineering embraced an innovative construction concept called design/build/finance (DBF) to get this job moving.

DBF makes iROX extraordinary on many levels. First, its size...iROX expands 30 miles of I-75 to six lanes. Second, the time...iROX cuts five years from the timetable for a job this size. Third, flexibility... the ability to begin work on the project while engineers design other segments.

This website presents information about lane closures, construction progress, safety tips and much more. Add this site to your favorites and come back weekly for updates. Please join us in making iROX a success by following these simple rules driving in the work zone: always buckle up, don't tailgate, adjust your speed and pay attention.



95 EXPRESS

FLORIDA DEPARTMENT OF TRANSPORTATION



Español | Creole



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For Questions about 95 Express Please Call 1-877-95X-FDOT

Guidelines for Using 95 Express	Frequently Asked Questions (FAQ)	Who Can Use 95 Express?	Express Lanes Entry & Exit Points	Registration Process
Bus Rapid Transit Information	Tolling	Violations & Enforcement	Ramp Signaling	Other States with Express Lanes



Read What People Are Saying About 95 Express!

Sign up for the latest information with 95express.com news e-mail alerts

Name:

E-mail (required):*

Submit

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Ramp Signals Are Now Active

Red Means Stop, Green Means Go!

Ramp Signaling has Begun.

Ramp Signals are now active along northbound Interstate 95 (I-95) from NW 62nd Street north to NW 167th Street.

The signals are traffic control devices that alternate from red to green lights to control the rate at which vehicles enter the highway from an entrance ramp.

Stop when the light is red and go when the light is green, A short wait will improve your overall commute.

Ramp Signals are part of a congestion-relief plan which, along with the 95 Express, aim to improve mobility along I-95.

guidelines for using 95 Express

- The former High Occupancy Vehicle (HOV) lane and the newly created Express Lanes are now for long distance trips ONLY.
- Once you enter the new Express Lanes
 - You cannot exit until the end
 - You cannot cut through the plastic poles to break out before the Golden Glades Interchange.
- If you find yourself in the Express Lanes by accident, remain calm.
- **RIDE THROUGH** to the Golden Glades Interchange.
- If you get confused, **DO NOT STOP** at any time whether in the local lanes or Express Lanes.
- Weaving in and out of the Express Lanes is illegal. Drivers who do
 - Could cause crashes
 - Will be subject to fines and incur points on their licenses.
- Be alert and pay attention to all advisories, signage, pavement markings and posted

speed limits.

- Tolling on Express Lanes began Friday, December 5 at 6 a.m.
- Tolls will be collected electronically, so **toll-paying drivers will need to own and display a SunPass transponder** which can be purchased at Publix, CVS Pharmacies or Turnpike service plazas.
- If you are involved in an accident or experience a car breakdown in the Express Lanes, pull to the left shoulder if you are able and dial *FHP (*347) on your cellphone. An operator will assist you and dispatch help. Wait in your vehicle with the doors locked. Do not stand behind your car or next to the lane of moving traffic.
- For more information about the purpose of the new 95 Express program and how it works call 1-877-95X-FDOT or 1-877-959 -3368

FDOT is confident that 95 Express will operate smoothly once drivers learn more about how to use the lanes and become familiar with them.

[Back to the top](#)



95express.com

ALLIGATOR-ALLEY



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Welcome

DECEMBER 23, 2008

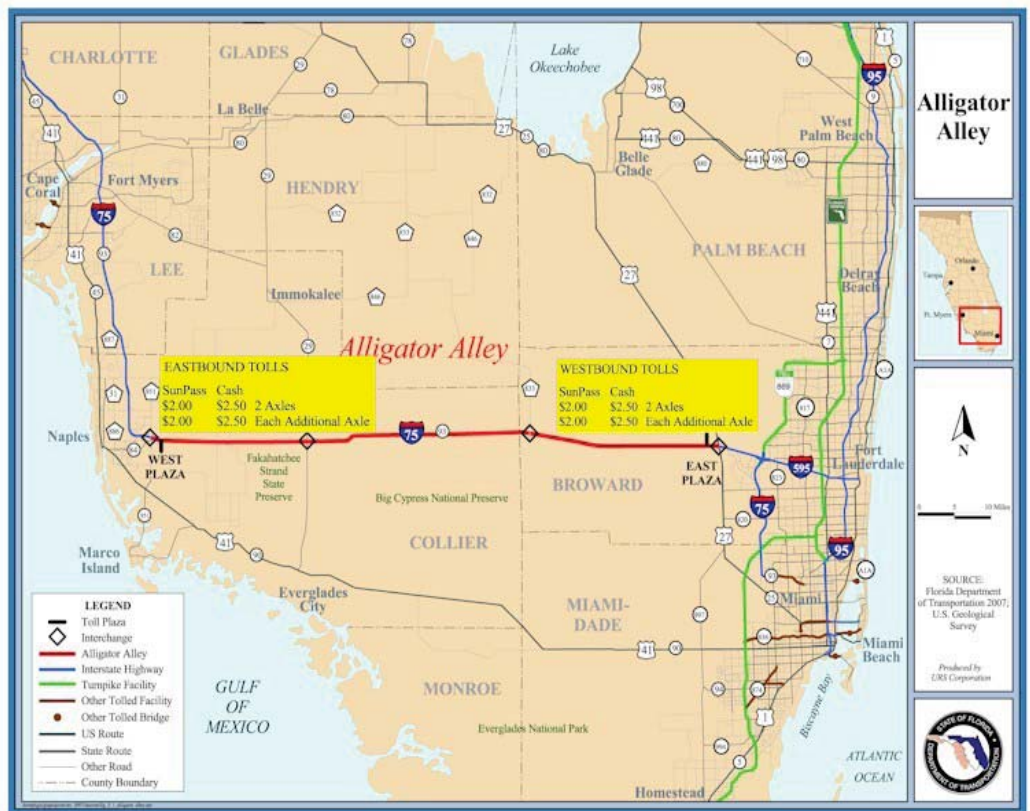
The Florida Department of Transportation (FDOT) Postpones the Alligator Alley Bid Submission Date . >>> (Read More)



Updated: 12/24/08

Alligator-Alley History

This document expands the description of Alligator Alley, its history, traffic-revenue details, O&M costs, and other information that may be of interest to potential concessionaires. The document is derived from public information published in the FY 2007 "Traffic Engineer's Annual Report" for FDOT-owned toll roads.



Contact Us



**QUESTIONS OR
COMMENTS**

Alligator Alley is a 78 mile section of Interstate 75 in South Florida connecting the southwestern and southeastern coastal areas of Florida. It was originally constructed during the late 1960s as a two-lane, controlled access toll road and was known in the original bond documents as "Everglades Parkway." During the late 1970s and early 1980s, the Florida Department of Transportation (FDOT) completed construction of the Interstate 75 corridor on the west coast between Tampa and Naples. From 1986 to 1992, Alligator Alley was also widened to four-lanes and made a limited-access, tolled, interstate facility (I-75), now part of the Florida Intrastate Highway System (FIHS).

[Read more..](#)

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EN ESPAÑOL

Come shape the future of transportation!

You are invited to attend the District 6 Work Program Public Hearings!



VISIT THE FLORIDA DEPARTMENT OF TRANSPORTATION WEBSITE

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

15340

VISITORS SINCE 7/18/2005



DISTRICT VI

Welcome to the Palmetto Expressway (SR 826) Projects Web site

Welcome to the Web site for Florida Department of Transportation construction projects along the Palmetto Expressway & Okeechobee Road corridors in Miami-Dade County.

This Web site was developed to provide the public with project descriptions and progress, anticipated lane closures due to construction activities, upcoming project information, individual project contact information, and links to other sources of information.

Should you have suggestions as to how we can better serve you through this site, please contact us by selecting the [Contact Us](#) link.

Florida Department of Transportation

Vision Statement: The people of the DOT...dedicated to making travel in Florida safer and more efficient.

Mission Statement: The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

District 6 Construction

Vision Statement: District 6 Construction, Making A Difference.

Mission Statement: The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

District 6 construction is committed to delivering **Customer Satisfaction** and **Quality Projects**.

[Palmetto Projects Overview](#)





The Port of Miami Tunnel Project

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- Many of the links in the above menu are pdf documents. If you are having trouble viewing the documents, you may need to download an Acrobat Reader.

- [FAQ](#)
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QUESTIONS?

Leave comments or questions and register for regular updates by [clicking here](#)

The Port of Miami Tunnel Project is being considered for development by the Florida Department of Transportation (FDOT) in partnership with Miami-Dade County.

In Brief...

- [Media Advisory: FDOT Will Not Close Deal on Project, December 12, 2008](#)

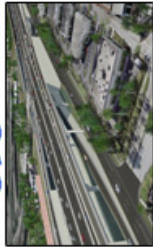
For additional information, please click [PROCUREMENT](#) in the menu to the left.



Click image to view an enlarged pdf version.

The Port of Miami Tunnel will...

- Provide direct access between the Seaport, I-395 and I-95
- Keep the Port of Miami—the community’s second largest economic generator—competitive
- Relieve congested downtown Miami streets of Port passenger and cargo traffic, improving safety
- Facilitate ongoing and future development plans in and around downtown Miami
- Provide additional access between the mainland and the Port



What's new with the project:

FDOT has continued with an aggressive schedule to procure a concessionaire to design, build, finance, operate and maintain (DBFOM) the project. Recent major activities include:

Procurement News:

- FDOT has awarded the DBFOM contract for the I-595 Roadway Corridor Improvements to ACS Infrastructure Development (ACSID).
- **10/24/2008:** Best Value Proposal Selection Meeting and Intent to Award
 - [Click here](#) to view the Press Release
 - [Click here](#) to view the Notice of Intent to Award
 - [Click here](#) to view the Presentation

Meetings and Events:

- Please refer to the [Events & Meetings](#) tab for upcoming activities.
- **11/13/2008:** Plantation Harbor Noise Barrier Workshop

- [Click here](#) for more information

Project Overview

Actions ▾

The limits of the project extend from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange in central Broward County, Florida, for a total project length of approximately 10.5 miles. The project consists of the reconstruction, addition of auxiliary lanes and resurfacing of the I-595 mainline (including associated improvements to frontage roads and ramps), and a new reversible express lanes system in the I-595 median. Highlights of the major improvement components include:

- [Reversible at-grade express lanes](#), serving express traffic to/from I-75/Sawgrass Expressway from/to east of SR 7, with a direct connection to the median of Florida's Turnpike.
- [Geometric improvements](#) for the I-595 / Florida's Turnpike interchange.
- Widening / reconstruction of the Florida's Turnpike mainline from Griffin Road to Peters Road (2.7 miles) to accommodate the express lanes direct connection.
- Addition of [auxiliary lanes](#) on the eastbound and westbound I-595 and SR 84 roadways.

TAKE A SURVEY
We want your input!

We will have periodic surveys to get your opinion about project components that matter most to you. Check back often!

LINKS

Municipalities

- Cooper City, Florida
- Davie, Florida
- Ft. Lauderdale, Florida
- Plantation, Florida
- Southwest Ranches, Florida
- Weston, Florida

Traffic Information

- 511 South Florida

PROJECT MAP

View the project map

PROJECT VIDEO

View the project video

- [Continuous connection](#) of the SR 84 frontage road between Davie Road and SR 7, and a [continuous roadway connection](#) (collector-distributor system) between SR 7 and I-95.
- [Grade separated](#) (braided) interchange ramps.
- Incorporation of the [Broward County Greenway](#) project within the I-595 project limits.
- [Combined ramps and cross-road bypasses](#).
- [Implementation of Bus Rapid Transit \(BRT\)](#) within the corridor.
- Accommodation of a [transit envelope](#) within the corridor, currently under development as part of the Central Broward East-West Transit Analysis.

[View the I-595 Major Project Overview.](#)

Project Status

In collaboration with the Florida's Turnpike Enterprise, the Central Broward East-West Transit Analysis (CBE-WTA) project team, and Broward County, FDOT District 4 (D4) has refined the Project Development and Environment (PD&E) Study Preferred Alternative concept as part of the Indicative Preliminary Design development. FDOT D4 has also completed two re-evaluations of the project to document any changes in the project commitments, criteria, environmental documentation and scope that have occurred subsequent to the June 2006 Record of Decision from the Federal Highway Administration (FHWA).

Following the July 2007 Industry Forum, FDOT made a number of policy decisions regarding the project, including the decision to advance the corridor improvements by utilizing a Public-Private Partnership (P3) for the design, construction, finance, operation and maintenance of the project.

A P3 offers the following benefits:

- [Accelerated schedule](#) (provide improvements 15 years sooner than previously planned);
- [Improved efficiency](#) of design and construction by combining a majority of the project segments into one project;
- [Transfer of substantial risk](#) for project cost and time overruns and the long-term cost of maintenance and operations to a concessionaire;
- [Provision of an up-front finance mechanism](#) for the design and construction of the project.

As part of the P3 process, FDOT is currently finalizing the agreement with ACS Infrastructure Development (ACSID) who was recently awarded the contract to serve as the [Concessionaire](#) to design, build, finance, operate and maintain (DBFOM) the project through a long-term lease agreement.

Refer to the project [schedule](#) for more information.

As part of the public outreach campaign, FDOT continues to keep the public informed as the project advances; refer to the [Events and Meetings](#) tab

for further information.

Prior to the initiation of construction activities, FDOT will hold an additional public information meeting to update the community on the status of the project.

Modified: 12/12/2008 7:00 PM

FDOT Mission Statement

The purpose of the improvements proposed for the I-595 corridor is in compliance with the FDOT Mission Statement:

The Department will provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity and preserves the quality of our environment and communities.

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(PlaceholderSearchArea)



Welcome.

About this project:

The First Coast Outer Beltway is a proposed four-lane limited access toll facility that includes the St. Johns River Crossing Corridor in St. Johns and Clay Counties and the Branam Field-Chaffee Road (SR 23) project in Clay and Duval Counties.

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

[Learn about the Branam Field-Chaffee Road:](#)



[Learn about the St. Johns River Crossing Corridor:](#)



Upcoming meetings:

3/19/08 - First Coast Outer Beltway Scoring Committee
[[View more info](#)]

What is a "PPP"?

Public-private partnerships" (PPP) refer to contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery of transportation....
[[Click here for a FULL definition](#)]

What's been updated on the site?

Update: 10/31/08

-(Timeline) Timeline has been updated [[view](#)]

Update: 4/29/08

-(Documents) April 29th News Release [[view](#)]

-(Documents) RFQ Addendum 6 [[view](#)]

What is a "PPP"?

The First Coast Outer Beltway is to be constructed using a different financing method called a Public Private Partnership (PPP). The Federal Highway Administration (FHWA) has defined a PPP as follows:

"Public-private partnerships" (PPP) refer to contractual agreements formed between a public agency and private sector entity (private business) that allow for greater participation by the private business in the building of transportation projects.

In the past, private business participation has been limited to separate planning, design or construction contracts where they are paid for their services – based on the public agency's requirements.

Expanding the private business role allows the public agencies to use private business technical, management and financial resources in new ways to achieve certain public agency objectives such as having a better understanding of cost and schedule, having more staff to use on the project, using new ideas, having staff with special talents and the use of private business dollars.

The private business can become more involved in return for assuming the new or expanded responsibilities and risks.

Some of the primary reasons for public agencies to enter into public-private partnerships include:

- High priority projects can be finished faster ;
- Use private business management talents for large and complex programs;
- Use new ideas developed by private businesses;
- Use private business experience to develop funding;
- Provides an opportunity for private businesses to develop, own and operate roadways,
- Public Agencies can use staff and resources from private businesses instead of having to hire more staff and need more funding.

In this [fhwa.dot.gov] website, the term “public-private-partnership” is used for any action under which the private sector (private business) has a greater role in the planning, financing, design, construction, operation, and maintenance of a transportation facility compared to traditional procurement methods.

If you'd like more information on a "PPP," [please click here](#).