

## **Port Access** **Summary of Major Milestones**

**October 1981** – Dade County MPO Transportation Planning Committee established Port of Miami Access Task Force

**March 1982 - MPO** adopted plan recommended by Task Force, which included tunnel alternative.

**August 24, 1984** – Metropolitan Dade County Board of County Commissioners approved Port of Miami Transportation Improvement Plan (TIP), which became basis of agreement between City of Miami and County. Includes **construction of 4-lane underwater/underground tunnel to provide direct access from S.R. 836/I-395 to the Port.**

**October 10, 1989** – FDOT District 6 begins **Port of Miami Tunnel PD&E Study** to evaluate cost-effective alternatives **to link Port of Miami to adjacent Interstate highway system.**

**July 12, 1990 - FDOT and FHWA** determine that **preferred alternative is tunnel crossing diagonally under Main Channel and connecting to MacArthur Causeway on Watson Island.**

**August 23, 1990** – FDOT receives letter from City of Miami confirming that **location of tunnel portal on Watson Island is consistent with development plans for Watson Island.**

**March 21, 1991** – At joint TAC/CAC meeting, members informed that FDOT, FHWA, Port of Miami and City of Miami endorsed preferred alternative, **which makes tunnel a viable project with potential for implementation.**

**June 12, 1996** - Public Hearing.

**December 13, 2000** - Project received Location and Design Concept Acceptance from FHWA (similar to Record of Decision).

**June 2003 - Florida's Turnpike Enterprise** starts current Port of Miami Tunnel Re-evaluation Study to evaluate construction methods for preferred alternative selected in original PD&E Study and update project documents based on present conditions.