Wrong-way vehicle detection pilot project under way on Turnpike roadways in South Florida

FORT LAUDERDALE — Countermeasures designed to detect, alert and potentially deter would be wrong-way drivers have been installed at 15 interchanges on the Turnpike System in South Florida, officials with the Florida Department of Transportation announced Thursday.

The FDOT pilot project includes enhanced LED wrong-way roadway signs on the ramps and electronic vehicle detection equipment that are designed to quickly notify law enforcement and authorities. The pilot project is intended to study the effectiveness of these traffic safety devices that are currently available and have been in use in other parts of the country.

The detection equipment and signs have been installed at six interchanges and 10 ramps on the Homestead Extension of Florida’s Turnpike in Miami-Dade County as well as on five interchange ramps on the Sawgrass Expressway in Broward County.

The ramps receiving countermeasures on the Homestead Extension are:

- Exit 29 SB NW 41st Street
- Exit 29 NB NW 41st Street
- Exit 31 NW 74th Street
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- Exit 34  NW 106th Street
- Exit 35 SB  Okeechobee Road
- Exit 35 NB  Okeechobee Road
- Exit 43 SB  NW 57th Ave / Red Road
- Exit 43 NB  NW 57th Ave / Red Road
- Exit 47 SB  University Drive
- Exit 47 NB  University Drive

**Ramps on the Sawgrass Expressway include:**

- Exit 1A SB  Sunrise Blvd
- Exit 3 SB  Oakland Park Blvd
- Exit 5 SB  Commercial Blvd
- Exit 8 SB  Atlantic Blvd
- Exit 11 SB  Sample Road

Wrong-way vehicle detection and electronic sign activation are just one part of the pilot program FDOT has initiated statewide. Other districts within FDOT are testing different types of technology to see which treatment merits being deployed throughout the state of Florida.

The installation of the enhanced roadway signing and the detection equipment add tools to fight the battle of wrong-way driving incidents.

“Reducing the number of wrong-way drivers is an absolute priority,” said Florida’s Turnpike Enterprise Traffic Operations Engineer John Easterling. “It is imperative that we use technology and work with law enforcement to lessen the chance of these types of crashes from happening.”

Another facet of the pilot project involved the installation of computer equipment at both the dispatch center for Florida Highway Patrol, Troop K in Lake Worth as well as the Turnpike’s traffic operations center in Pompano Beach.

Total cost of the Turnpike’s pilot program is approximately $400,000.

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