



PROJECT SCHEDULE

The PD&E Study began in fall 2017. The public information meeting is being held on January 21, 2020. A public hearing will be held in summer 2020. The study is anticipated to be completed in fall 2020 with the approval of the State Environmental Impact Report (SEIR).

PROJECT MILESTONES	2017			2018			2019			2020		
	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep	Oct Nov Dec	Jan Feb Mar	Apr May Jun	Jul Aug Sep
Begin Study	★											
Public Involvement	[Blue bar spanning Oct 2017 to Sep 2020]											
Existing Conditions/Data Collection/Future Traffic	[Blue bar]											
Kick-off Newsletter			★									
Alternatives Development	[Blue bar]											
Environmental/Engineering Evaluation					[Blue bar]							
Public Information Meeting												★
Alternatives Refinement												
Public Hearing												★
Final Documentation												
State Environmental Impact Report (SEIR) Approved - Study Completed												★

Schedule is subject to change

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PUBLIC PARTICIPATION:

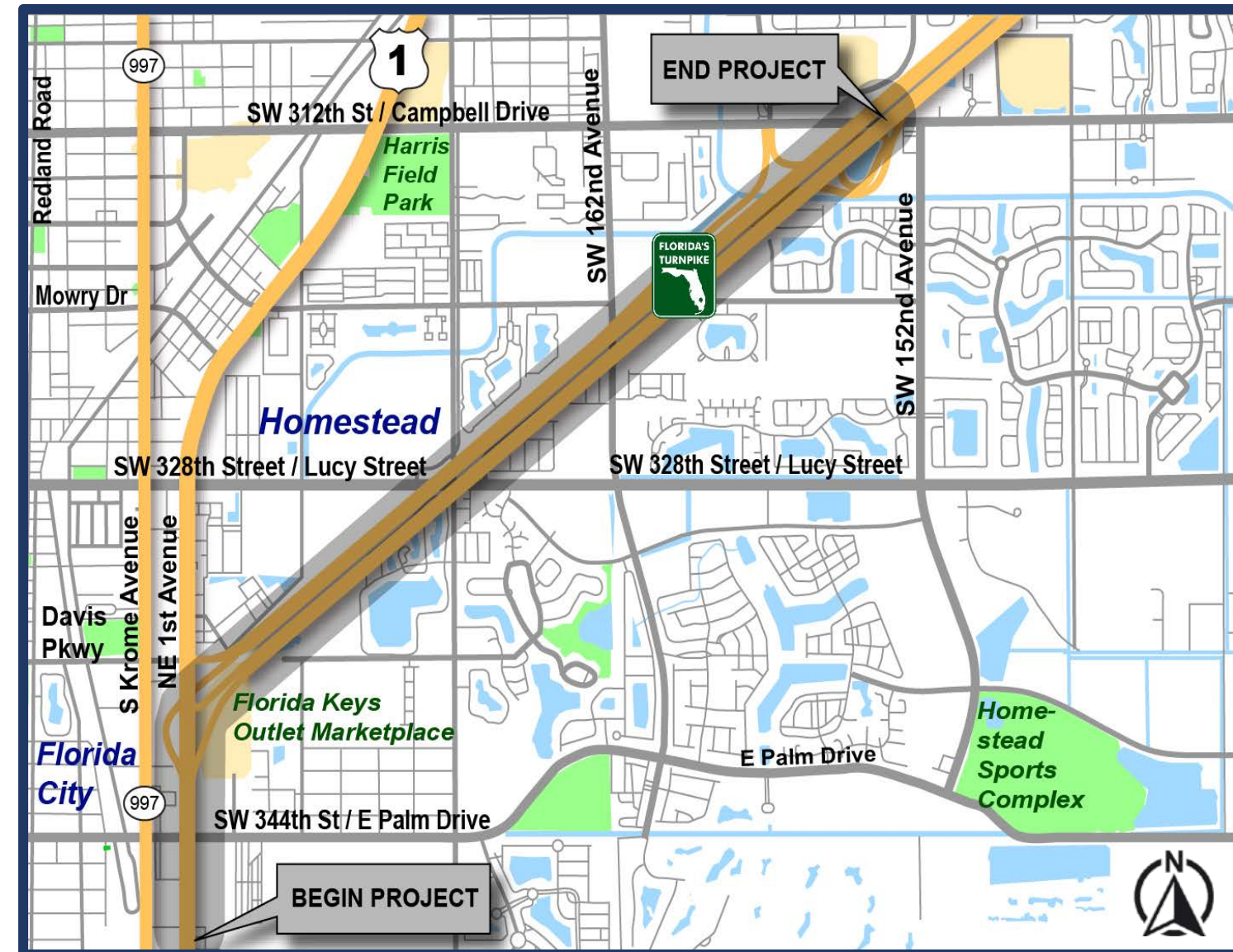
Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Please visit the project website at www.TurnpikeSouthMiamiDade.com, for project information and updates throughout the study.



The Florida Department of Transportation (FDOT), Florida's Turnpike Enterprise (FTE) is conducting a Project Development and Environment (PD&E) Study for widening Florida's Turnpike (SR 821) from US 1 (south of Palm Drive) to Campbell Drive, in Miami-Dade County. This portion of the Turnpike passes through the cities of Homestead and Florida City and leads to the Florida Keys, a major tourist destination.

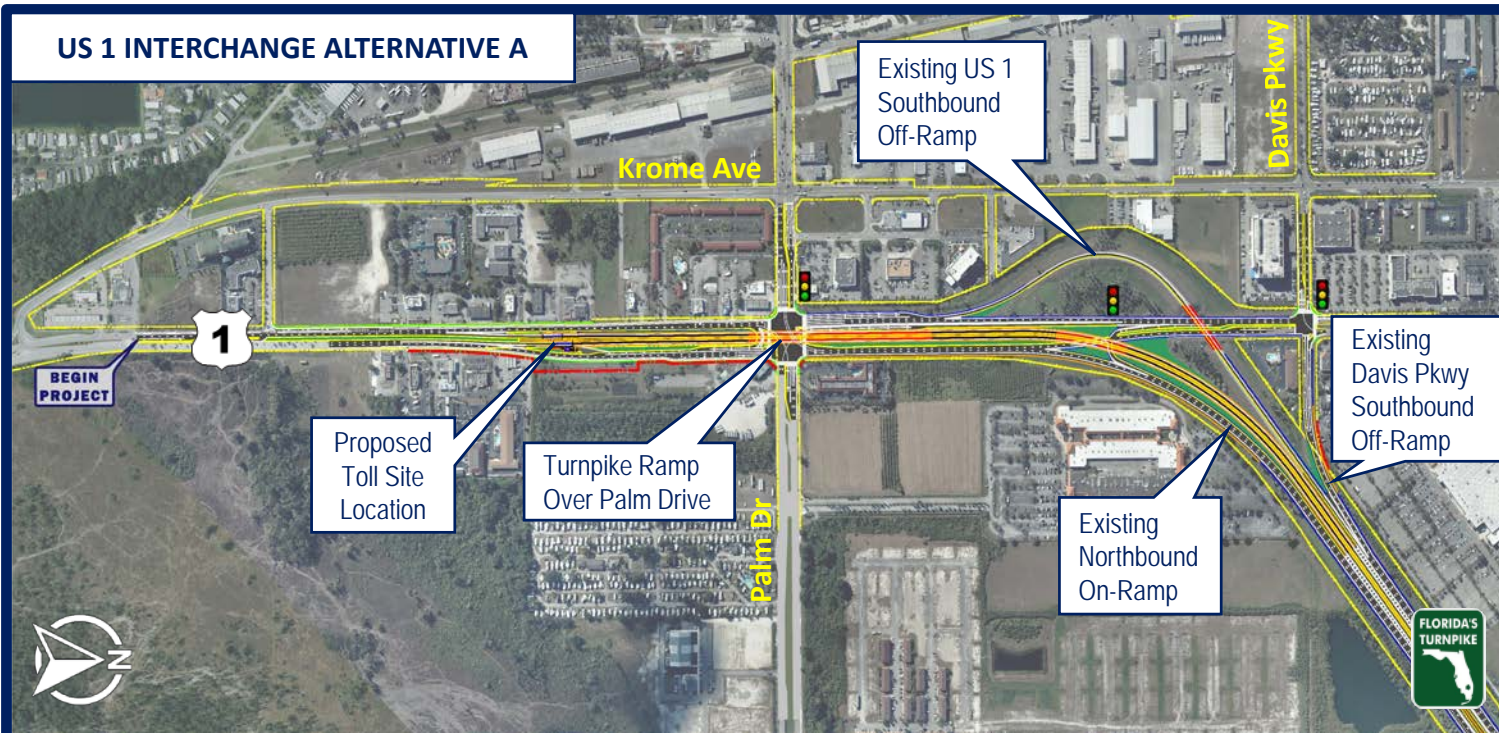
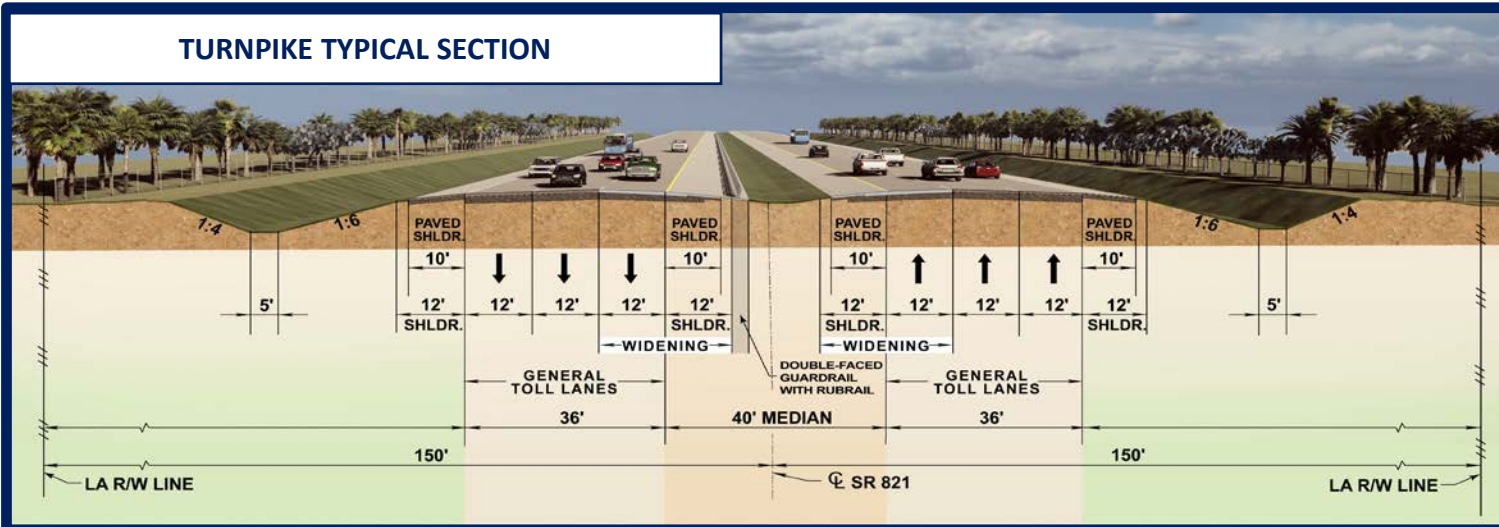
Project objectives include widening the Turnpike to serve existing and future traffic demand, improve evacuation and emergency response times and enhance economic growth. It also includes improving safety by addressing congestion at the US 1 and Palm Drive intersection. Recurring congestion at this intersection causes traffic to back-up onto southbound Florida's Turnpike.

Conceptual project alternatives were developed to widen Florida's Turnpike, to improve the US 1/Palm Drive intersection, add a new interchange at Lucy Street, and provide minor ramp improvements at the Campbell Drive interchange.



PROJECT ALTERNATIVES

Turnpike Typical Section: The Turnpike from US 1 to Campbell Drive, is proposed to be widened to a six-lane divided highway. The additional lanes will be constructed toward the median.

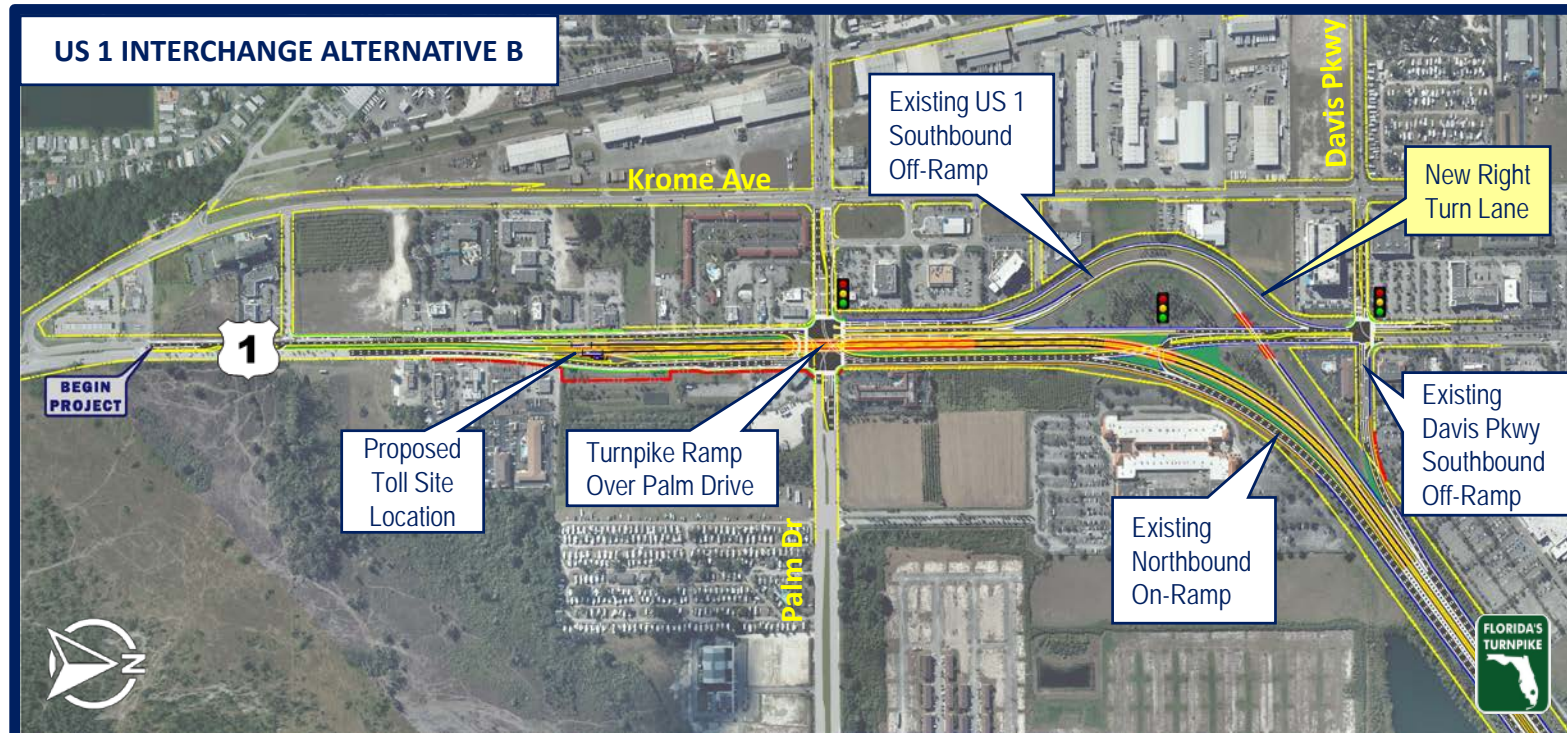
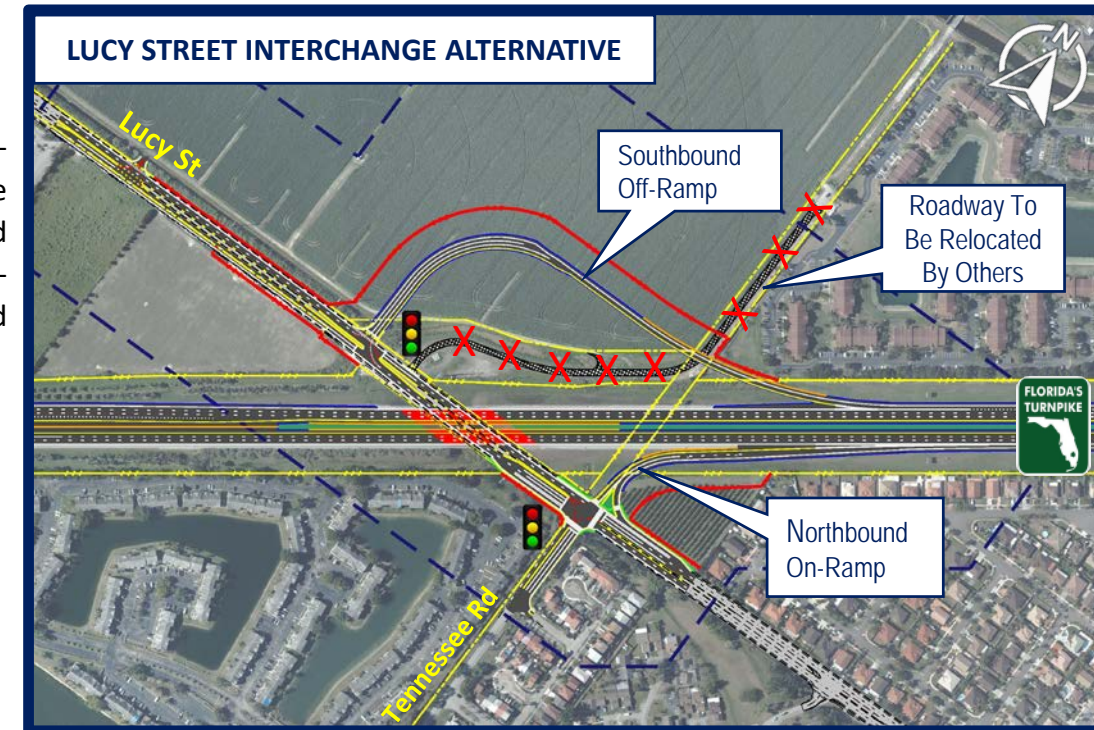


US 1 Interchange Alternative A:

- This alternative features an elevated Turnpike ramp over the Palm Drive and US 1 intersection, with one lane in each direction. The elevated ramp will be tolled and open to all vehicle types. The existing Turnpike on- and off-ramps will remain with minor modifications.
- A traffic separator on southbound US 1 (north of Palm Drive) will channelize local southbound traffic to reduce traffic weaving and improve safety. Advance traffic signs will guide motorists to their desired lane.

Lucy Street Interchange Alternative:

The Lucy Street interchange is proposed to be a partial interchange with a southbound off-ramp and northbound on-ramp. Two signalized intersections will be provided at the ramp intersections.



US 1 Interchange Alternative B: Alternative B has the identical features of Alternative A plus the following:

- A new right turn lane will be added between Palm Drive and Davis Parkway to accommodate southbound right turns at Palm Drive. Southbound US 1 motorists will access the new right turn lane just south of the Davis Parkway and US 1 intersection.
- An additional traffic separator on southbound US 1 (north of Palm Drive) will further channelize local southbound traffic to eliminate traffic weaving and improve safety.