



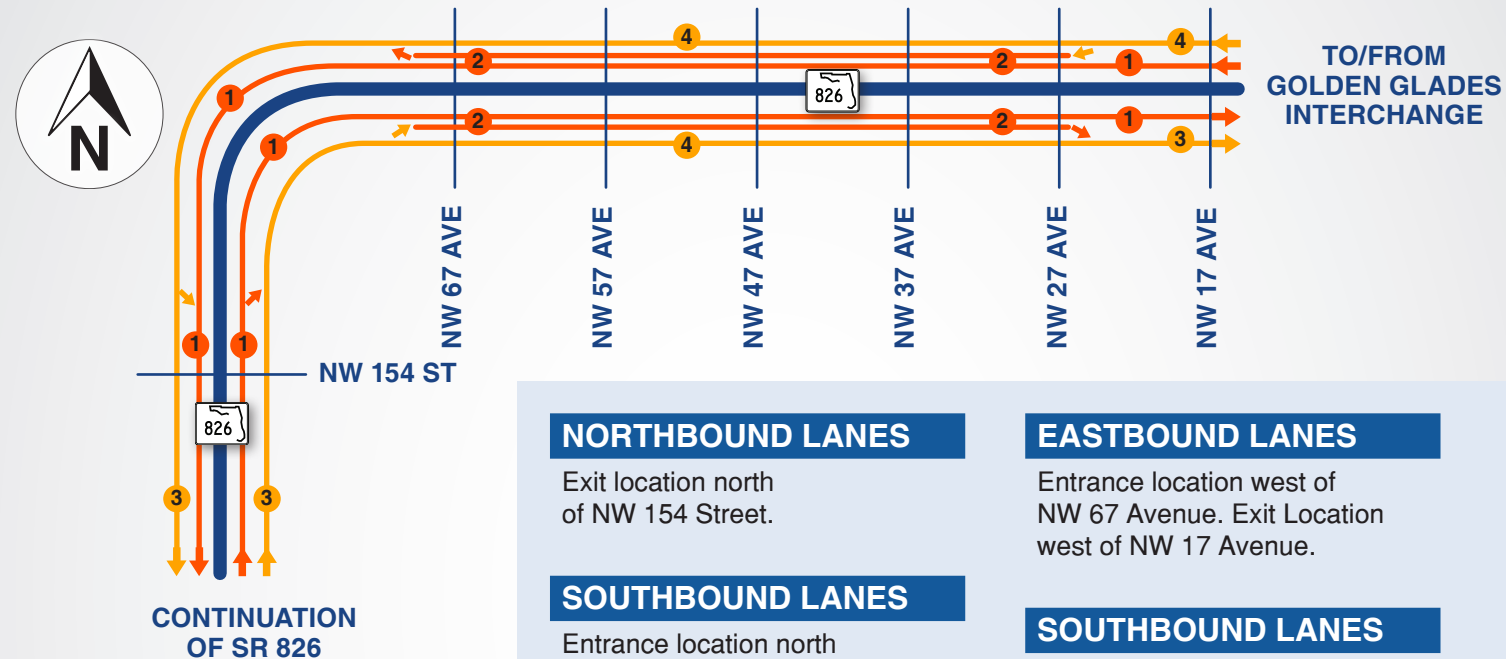
PROJECT FACT SHEET

FLORIDA DEPARTMENT OF TRANSPORTATION

State Road (SR) 826/Palmetto Expressway Managed Lanes Design Project
From SR 93/I-75 to west of NW 17 Avenue
Project Identification Numbers:
435760-1-32-01, 435760-2-32-01, 435760-3-32-01,
435760-4-32-01, 435760-5-32-01 & 435760-6-32-01

Express Lanes on the Palmetto Expressway

SR 826/PALMETTO EXPRESS LANES DESIGN PROJECT



SUNPASS REQUIRED

Customers can travel in the new express lanes, but they must have an active and properly mounted SunPass, as no cash or TOLL-BY-PLATE is accepted.

Visit SunPass.com to find out where to purchase and activate.



For more information,
please visit our website:

PalmettoExpressLanes.com



PROJECT OVERVIEW

The Florida Department of Transportation (FDOT) District Six is developing the design to implement express lanes along eight miles of the SR 826/Palmetto Expressway from SR 93/I-75 to west of NW 17 Avenue in Miami-Dade County.

The project is broken up into six segments in an effort to minimize construction impacts to the community and traveling public. The combined cost for these improvements is approximately \$627 million. Work is tentatively scheduled to begin in 2022 and be completed by 2031.

This project will provide continuity to the Palmetto Express Managed Lanes System, by connecting to the portion that is currently under construction from West Flagler Street to south of NW 154 Street and along I-75 from SR 826/Palmetto Expressway to NW 170 Street.

In its entirety, Express Lanes will be implemented along approximately 25 miles of SR 826/Palmetto Expressway from US 1/SR 5/S. Dixie Highway to west of NW 17 Avenue in Miami-Dade County.

WHAT ARE EXPRESS LANES?

Express lanes are optional travel lanes, located on an interstate or toll road, that customers can choose to use when they want a more predictable travel time. Customers in the express lanes pay a dynamically priced toll that increases as traffic begins to build in the express lanes and decreases as traffic reduces. Express lanes are designed with a limited number of entrance and exit points to serve longer, more regional trips. Customers must have an active and properly mounted SunPass or other interoperable transponder, as no cash or TOLL-BY-PLATE is accepted in the express lanes.

PROJECT BENEFITS

These projects will complete another section of the South Florida Managed Lanes network for all motorists and will improve mobility, relieve congestion, provide additional travel options and accommodate future growth in the area.



Provide Drivers with
Travel Choices



Offer a More
Predictable Travel
Time



Deliver Long-Term
Solution to
Manage Congestion



Reduce Fuel
Consumption



Decrease Air
Pollution



Support Transit
Usage

AFFECTED MUNICIPALITIES

• Town of Miami Lakes • City of Miami Gardens • Unincorporated Miami-Dade County



FOR MORE INFORMATION

For more information about this project, please contact Community Outreach Specialist Jeannette Lazo by telephone at (305) 573-0089. or via e-mail at Jeannette@iscprgroup.com. Please visit our website: www.fdotmiamidade.com. Thank you for your participation.



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<http://www.palmettoexpresslanes.com>

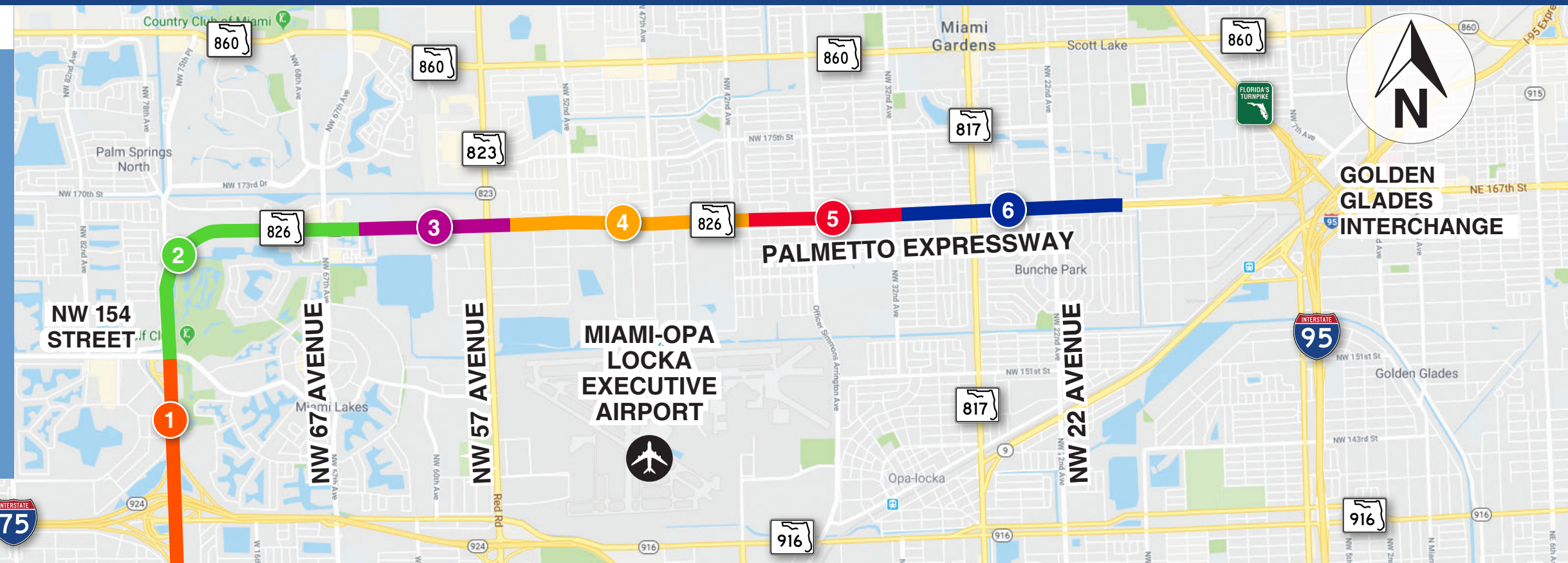


Palmetto Express Managed Lanes Project Guide



CORRIDOR-WIDE IMPROVEMENTS:

- Installing tolled express lanes in each direction to provide a direct connection to the Golden Glades Interchange
- Rebuilding and widening SR 826 to provide three general purpose lanes in each direction
- Adding an auxiliary lane in each direction to enhance traffic safety and congestion
- Replacing the overpass bridges to accommodate express lanes at various interchanges
- Improving on and off ramps along SR 826
- Increasing the vertical clearance of the SR 826 bridges over side streets to current federal standards
- Installing a new stormwater drainage system
- Improving sidewalks at various locations
- Enhancing traffic signals along side streets that connect to SR 826
- Installing noise walls along sections of SR 826
- Adding new signing, pavement markings and lighting
- Installing new Intelligent Transportation System (ITS) devices such as cameras, vehicle detectors and Dynamic Message Signs to monitor traffic flow
- Installing a ramp signaling system at the entrance ramps to SR 826
- Installing Express Lanes Markers (ELM's) to separate the express lanes from the general purpose lanes



ADDITIONAL IMPROVEMENTS BY SEGMENTS:

SEGMENT 1

SR 826 from I-75 to north of C-8 Canal Bridge, Mile Post (MP) 16.854

Approximate Construction Date: 2022 to 2026
Estimated Cost: \$165 million

- Widening and elevating SR 826 to provide for one express lane in each direction
- Constructing a Collector Distributor (CD) Roadway that provides a single exit from northbound SR 826 to eastbound SR 924/Gratigny Parkway and NW 154 St
- Constructing a CD Roadway that provides a single exit from southbound SR 826 to NW 154 St and northbound I-75
- Reconstructing NW 77 Ct
- Reconstructing NW 77 Ave
- Reconstructing NW 154 St from NW 79 Ct to Fairway Dr
- Providing an eight-foot sidewalk along NW 77 Ct from south of NW 146 St to NW 154 St
- Providing a six-foot sidewalk along the east side of NW 77 Ave from NW 146 St to NW 154 St
- Providing a 10-foot shared use path along the east side of NW 77 Ave and along the northbound Frontage Rd from NW 154 St to NW 67 Ave/Ludlam Rd
- Providing an envelope for a future 12-foot shared use path along the north side of NW 154 St from NW 77 Ct to east of NW 77 Ave
- Elevating SR 826 to provide underpasses at NW 146 St and NW 159 St

SEGMENT 2

SR 826 from north of C-8 Canal (MP 16.854) to east of NW 67 Ave

Approximate Construction Date: 2022 to 2026
Estimated Cost: \$85 million

- Reconstructing NW 67 Ave from south of Windmill Gate Rd to NW 169 St to provide additional turn lanes
- Adding an express lane toll gantry within this project segment
- Constructing a Single Point Urban Interchange (SPUI) at NW 67 Ave in order to improve traffic flow

SEGMENT 3

SR 826 from east of NW 67 Ave to east of NW 57 Ave

Approximate Construction Date: 2024 to 2027
Estimated Cost: \$70 million

- Reconstructing east and westbound lanes along NW 167 St
- Widening and repaving NW 57 Ave

SEGMENT 4

SR 826 from east of NW 57 Ave to east of NW 42 Ave

Approximate Construction Date: 2024 to 2027
Estimated Cost: \$75 million

- Adding a seven-foot bike lane at NW 167 St
- Improving intersections at NW 47 Ave by adding a thru/turn lane and a Texas U-Turn

SEGMENT 5

SR 826 from east of NW 42 Ave to east of NW 32 Ave

Approximate Construction Date: 2024 to 2027
Estimated Cost: \$61 million

- Adding two Texas U-Turns to improve traffic operation at the NW 37 Ave intersection

SEGMENT 6

SR 826 from east of NW 32 Ave to west of NW 17 Ave

Approximate Construction Date: 2027 to 2031
Estimated Cost: \$88 million

- Adding an express lane toll gantry within this project segment
- Reconfiguring the NW 27 Ave Interchange to include a SPUI to improve traffic flow
- Adding additional turn lanes on NW 27 Ave at the approach to new interchange
- Reconstructing the existing pedestrian bridge at NW 29 Ave

NOTE: THIS SCHEDULE IS SUBJECT TO CHANGE DUE TO WEATHER AND/OR UNFORESEEN CIRCUMSTANCES.