

FLORIDA MANAGED LANES

Providing Mobility Choices

Tuesday June 10, 2014



Agenda



1. Managed Lanes Overview
2. Secretary's Express Lanes Vision
3. Where we are and What's Next
4. Overview of State Planned Managed/Express Lanes



Managing Lanes

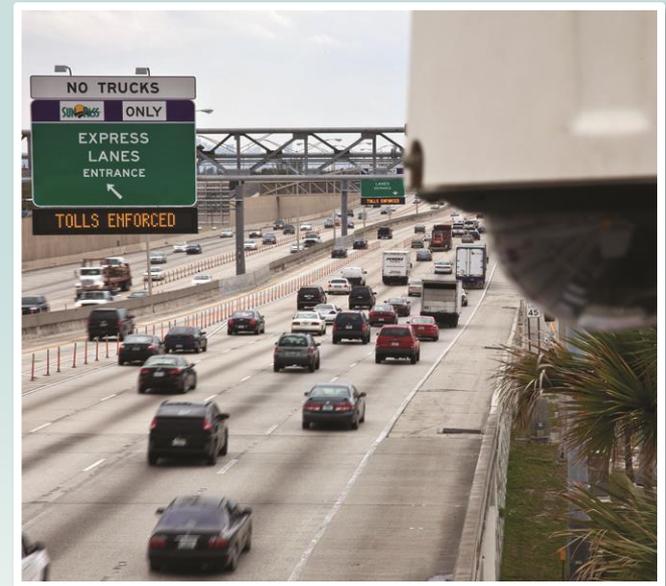


Managed Lanes Types



- High Occupancy Toll (HOT)
- Express Toll Lanes (ETL)
- Truck Only Toll (TOT)

In Florida, always
called “Express
Lanes”



Secretary's Express Lanes Vision



Secretary's Express Lanes Vision



In an effort to better manage congestion and provide choices to drivers, Express Lanes must be considered for additional capacity on urban, limited-access facilities on the State Highway System.



Secretary's Express Lanes Vision



Express Lanes are a sustainable transportation systems management solution that assists with long-term mobility needs by providing:

- Travel time reliability
- Travel options for drivers
- Enhanced transit operations
- Dynamic congestion pricing



In the October 2010 Survey, 62% of the users that use 95 Express for business-related purposes rated the value of the lanes as either good or excellent

Secretary's Express Lanes Vision - Implementation



VISION

- Secretary's Vision sets the direction

PRINCIPLES

- Guiding Principles support CPR
- Development involved district visits, multi-day statewide workshop in January 2013 and coordination with FHWA

HANDBOOK

- Statewide applicability with process to address regional needs
- Act as a punch list for implementation and application of Express Lanes Projects

RCTO

- Goal is to provide reliable interconnected express lane networks that provides options to users.

Florida Express Lanes – Where we are and What's Next



Where we are – Express Lanes Policy



Tolling Directives/Florida Statutes

- Tolling Directive- Tolling for New and Existing Facilities on the State Highway System (SHS)
- 2012 Florida Statutes on Limited Access and Toll Facilities
- Administrative Rule 14-100.003 Express Lane tolling

Where We Are – Managed Lanes Website



Florida Managed Lanes Website

www.floridamanagedlanes.com

Contact [Florida DOT Homepage](#) →

Google™ Custom Search



MAIN

OBJECTIVE

PROJECTS

PROGRAM APPROACH

RESOURCES

MEETINGS



What's New: Design and Maintenance webinars ([Meetings](#)); Impact of Exempt Vehicles on Managed Lanes FHWA report ([Resources](#))

Where We Are – Guiding Principles



Guiding Principles

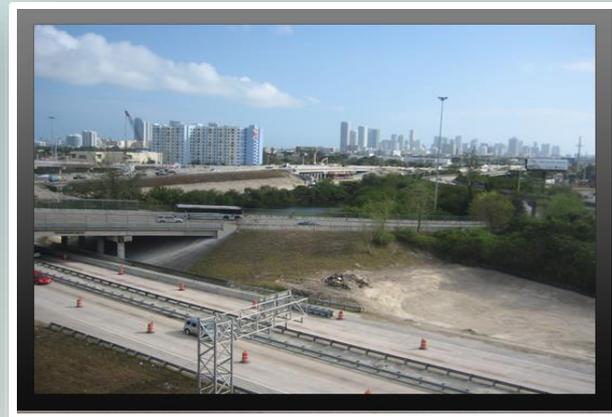
1. Feasibility Assessment
2. Vehicle Eligibility
3. Design
4. Congestion Pricing and Toll Collection
5. Operations
6. Communications



Express Lanes Handbook Topics: Feasibility



- What is the congestion profile of the corridor?
- What is the expected demand for Express Lanes?
- What will it cost to manage the system and collect the tolls?
- Does the corridor serve transit/freight activity?



Express Lanes Handbook Topics: Vehicle Eligibility



- **No vehicle occupancy exemptions**

- HOV pays full amount



- **No vehicle type exceptions**

- i.e. hybrids, alternative fuel, and motorcycles pay full toll amount



- **Transit vehicles are permitted**

- no axle restrictions; will pay full amount



- **No vehicles with 3+ axles**

- No trucks



- No 2-axle vehicles towing a trailer



Express Lanes Handbook Topics: Design



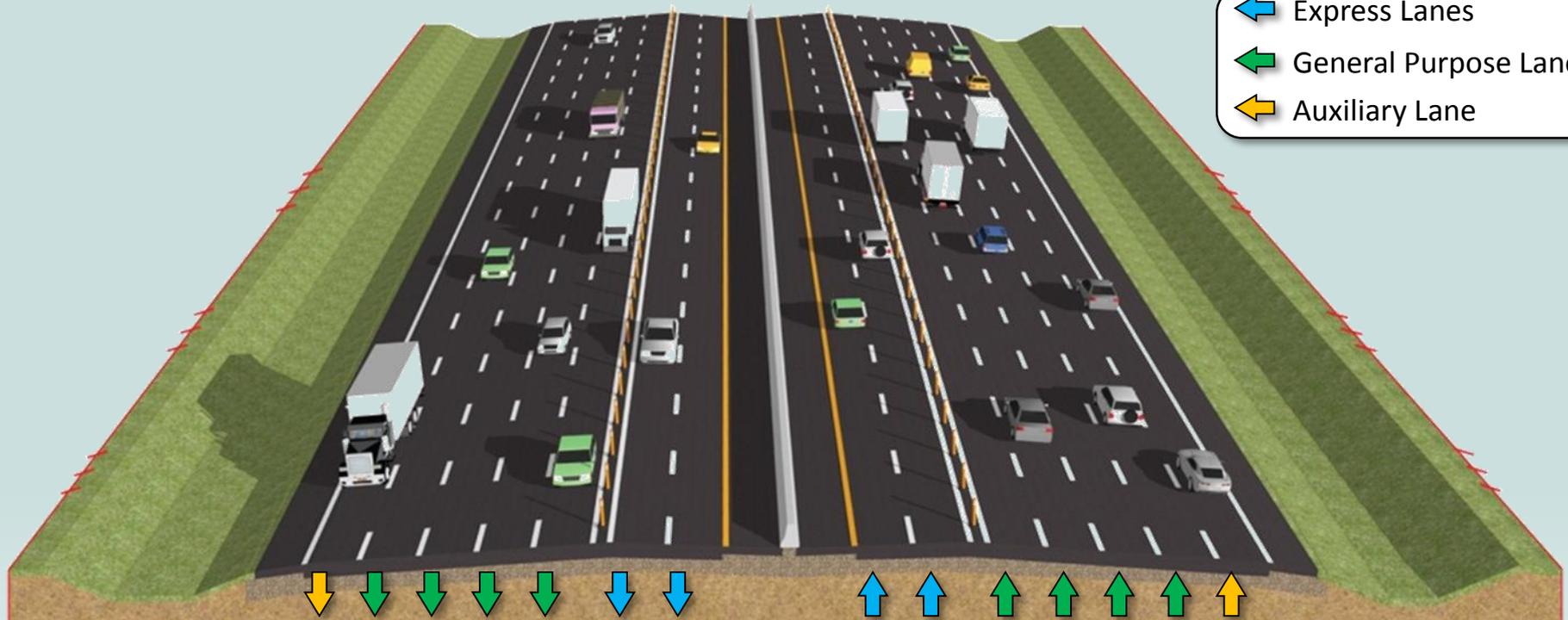
- **Design**

- Geometric, Access Type, Signing & Pavement Markings, Intelligent Transportation Systems (ITS) Elements etc.

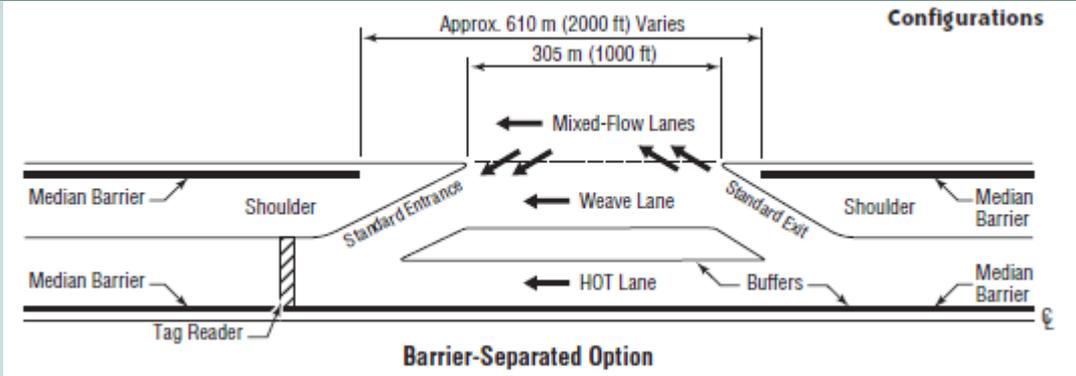
Cross Section Element	Standard
Lane Width	12 feet, 3.6 meters
Shoulder Width (Right and Left)	10 feet, 3.0 meters preferable 2 feet, 0.6 meters minimum (dependent on number of lanes, type of operation, sight distance)
Separation Width (for non-barrier separated operation)	4 feet, 1.2 meters
Sight Distance	Standard stopping sight distance for facility type
Safety considerations	Crash attenuation for exposed barrier ends Transition treatments with HOV or general purpose lanes Adequate access opening lengths

**Table 3.
HOT Lane Cross-
Section Standards**

Express Lanes Handbook Topics: Design- Typical Section

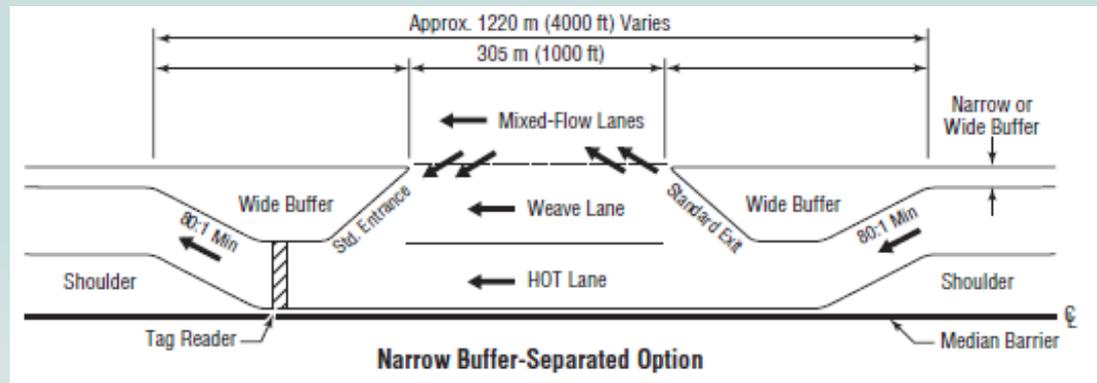


Express Lanes Handbook Topics: Design- Slip Ramp Configurations

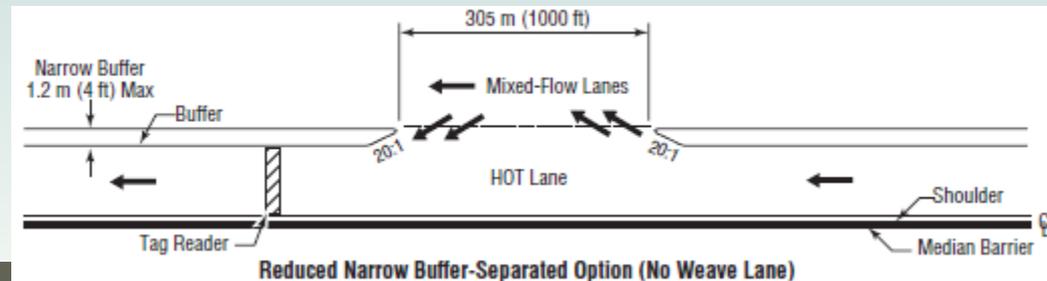


- **Barrier Separated with Weave Lane**

- **Buffer or Delineator with Weave Lane**



- **Narrow Buffer No Weave Lane**



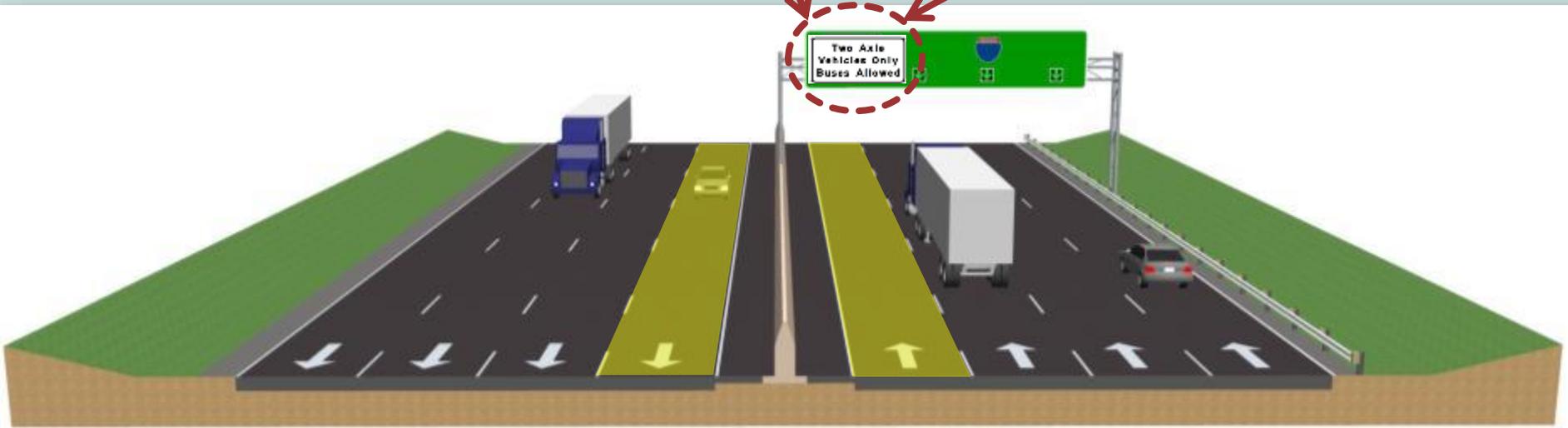
Express Lanes Handbook Topics: Design- Signing



**Two Axle
Vehicles Only
Buses Allowed**

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Vehicles Only**
Buses Allowed

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Vehicles Only
Buses Allowed**



Express Lanes Handbook Topics



- **Congestion Pricing and Toll Collection**
 - Dynamic pricing, SunPass, Segment vs. Trip based tolling, toll evasion enforcement etc.
- **Operations**
 - Consistency, Regional vs Project Concept of Operations (CONOPs), Traffic Management Center (TMC), Incident Management etc.
- **Communications**
 - Policy Decision Impacts, Target Audiences, Responsibilities etc.

Next Steps –



- Develop communication materials to share Statewide Express Lanes Vision and Guiding Principles
- Complete Statewide Express Lanes Handbook
- Develop Procedures and Standards for Express Lanes following completion of Handbook
- Develop a Regional Concept for Transportation Operations (RCTO) - to guide the implementation of a coordinated system of Express Lanes

State Implemented Express Lanes – Open to Traffic or in Implementation



State Implemented Express Lanes



1. Currently Open to Traffic
 - I-95 Phase 1 Express Lanes
 - I-595 Reversible Express Lanes
2. In Project Implementation Process
 - 95 Express Phase 2 (Under cons't)
 - Palmetto Express (under cons't)
 - HEFT Express Lanes (under cons't)
 - Veterans Express Lanes (under cons't)
 - I-4 Ultimate (In Negotiations)
 - I-295 (solicitation for DB contractor in 2014)

I-595 Reversible Express Lanes



- **Length:** Approx. 10.5 miles along I-595, from the I-75/Sawgrass Expressway interchange to the I-595/I-95 interchange , and approx. 2.5 miles on Florida's Turnpike from Peters Road to Griffin Road.
- **Cost:** \$1.2 Billion in Design/Construction Costs
- **What:**
 - Three ground level reversible express toll lanes, with a direct connection to the median of Florida's Turnpike.
 - These lanes will be operated as Express Lanes with variable tolls
 - Reverse direction during peak travel times (eastbound in the a.m. /westbound in the p.m.).
- **Schedule:** Reversible Express Lanes Opened on March 26, 2014



I-595 Reversible Express Lanes

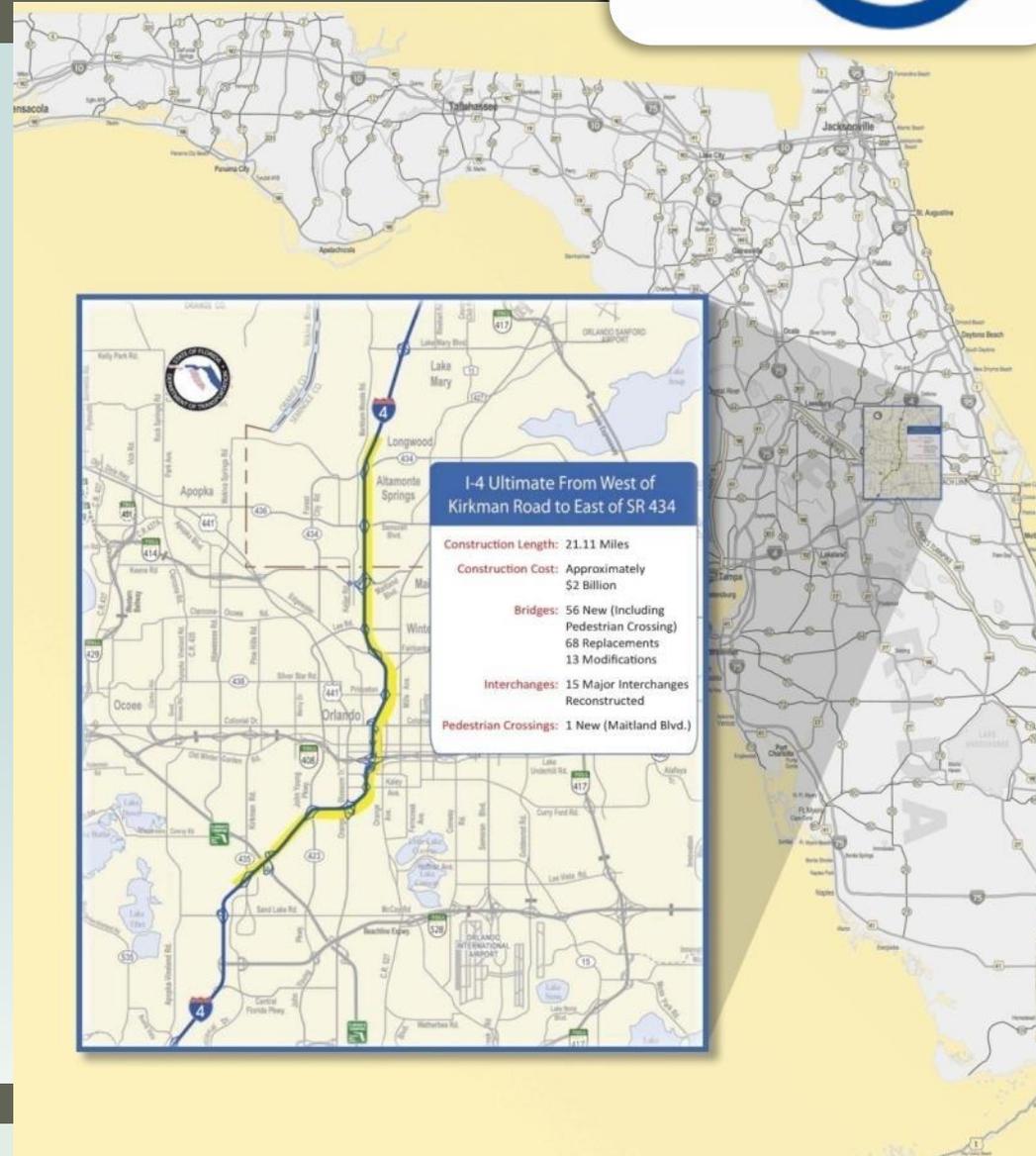


Source: <http://www.595express.info/overview.shtm>

I-4 Ultimate



- **Length:** Over 21 miles from West of Kirkman Rd. to East of SR 434.
- **Cost:** \$2.1 Billion in Design/Construction Costs
- **What:** Reconstruction of Mainline & Interchanges
- **What:** Addition of 4 Express Lanes (4Express)
- **Design/Construction Duration:** ~ 6 years



State Planned Express Lanes – Feasibility or PD&E Phase



State Planned Express Lanes



In Planning Stages

1. I-95 Express Phase 3
2. I-4 Beyond the Ultimate (PD&E)
3. I-295 Express in Jacksonville (Feasibility)
4. I-10 Express in Jacksonville (Feasibility)



State Planned Express Lanes 95 Express Phase 3



In Planning Stages

95 Express Phase 3 from
Stirling Rd to Linton Blvd

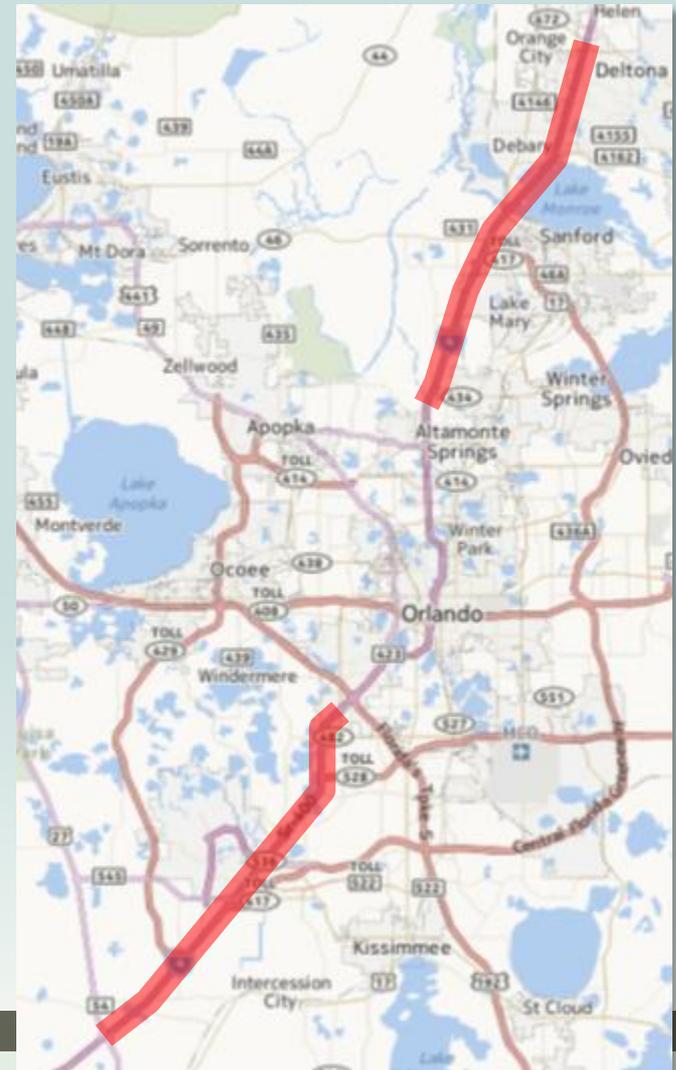
Phased construction: Phase
3A from Broward Blvd to
Atlantic Blvd in 2016



State Planned Express Lanes I-4 Beyond the Ultimate



- Extension of Express Lanes Beyond the I-4 Ultimate
 - Approx. 40 miles length of extension covering Polk, Orange, Seminole and Volusia Counties
 - Limits include
 - Southern Section from US 27 in Polk County to SR 435 (Kirkman Road) in Orange County
 - Northern Section from SR 434 in Seminole County to SR 472 in Volusia County
 - FDOT is currently reevaluating the PD&E



South Florida Express Lanes Network



Current Status of South Florida Express Lane Network



- Open to Traffic: I-95 Phase 1 and I-595
- Under Construction: I-95 Phase 2
- DB Procurement: I-75, Palmetto (SR 826), and HEFT
- PD&E: SR 826 E-W, US-1, SR 836
- I-95 Express Phase 3 Phased construction: 3A Broward Blvd to Atlantic Blvd in 2016

State Planned Express Lanes Tampa Bay Express



Discussion and Questions



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You Snooze ^ZYou Lose
Don't Drive Drowsy

A graphic with a white background and rounded corners. At the top center is a stylized 'Z' with a lightning bolt-like shape above it. Below this, the text 'You Snooze You Lose' is written in a bold, sans-serif font. 'You Snooze' is in black, 'You' is in red, and 'Lose' is in black. Underneath, 'Don't Drive Drowsy' is written in a larger, bold, black font. The entire graphic is reflected below it.