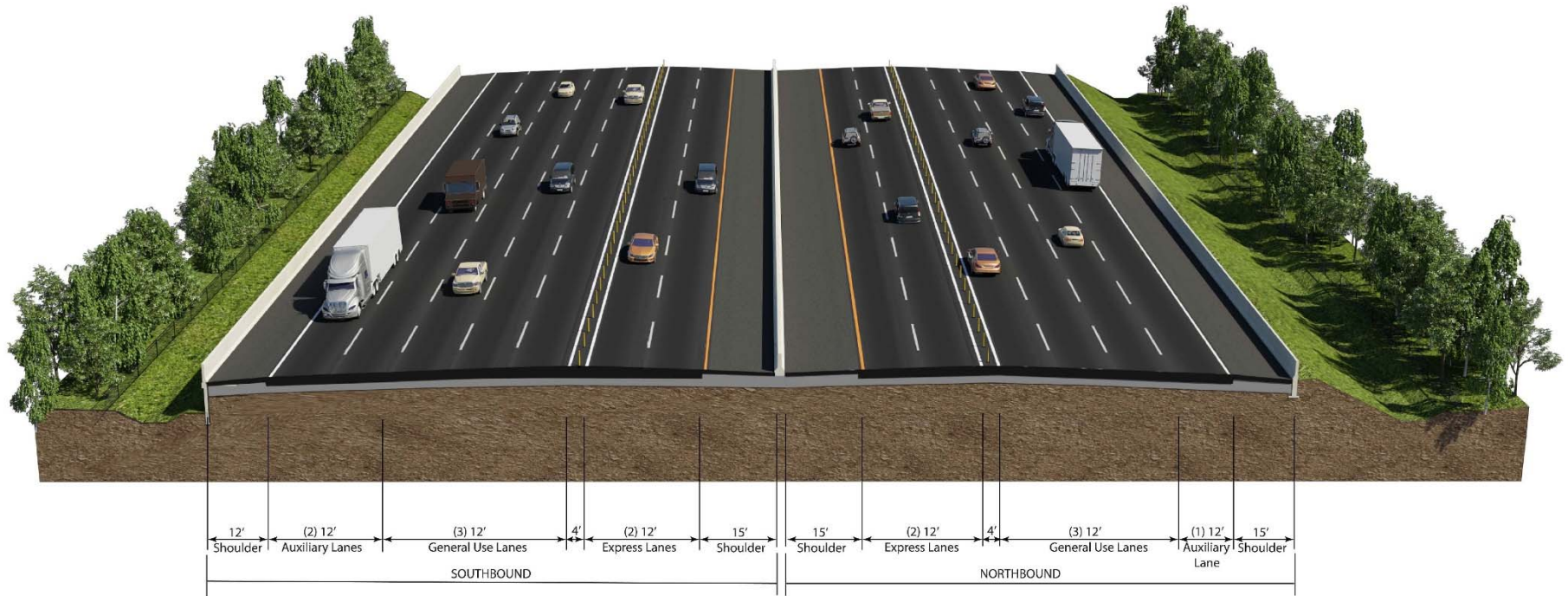


FDOT DISTRICT 2 EXPRESS LANES PROJECTS

15TH INTERNATIONAL CONFERENCE ON MANAGED LANES



Stephen Browning, P.E.
District 2 Project Development Engineer



AGENDA

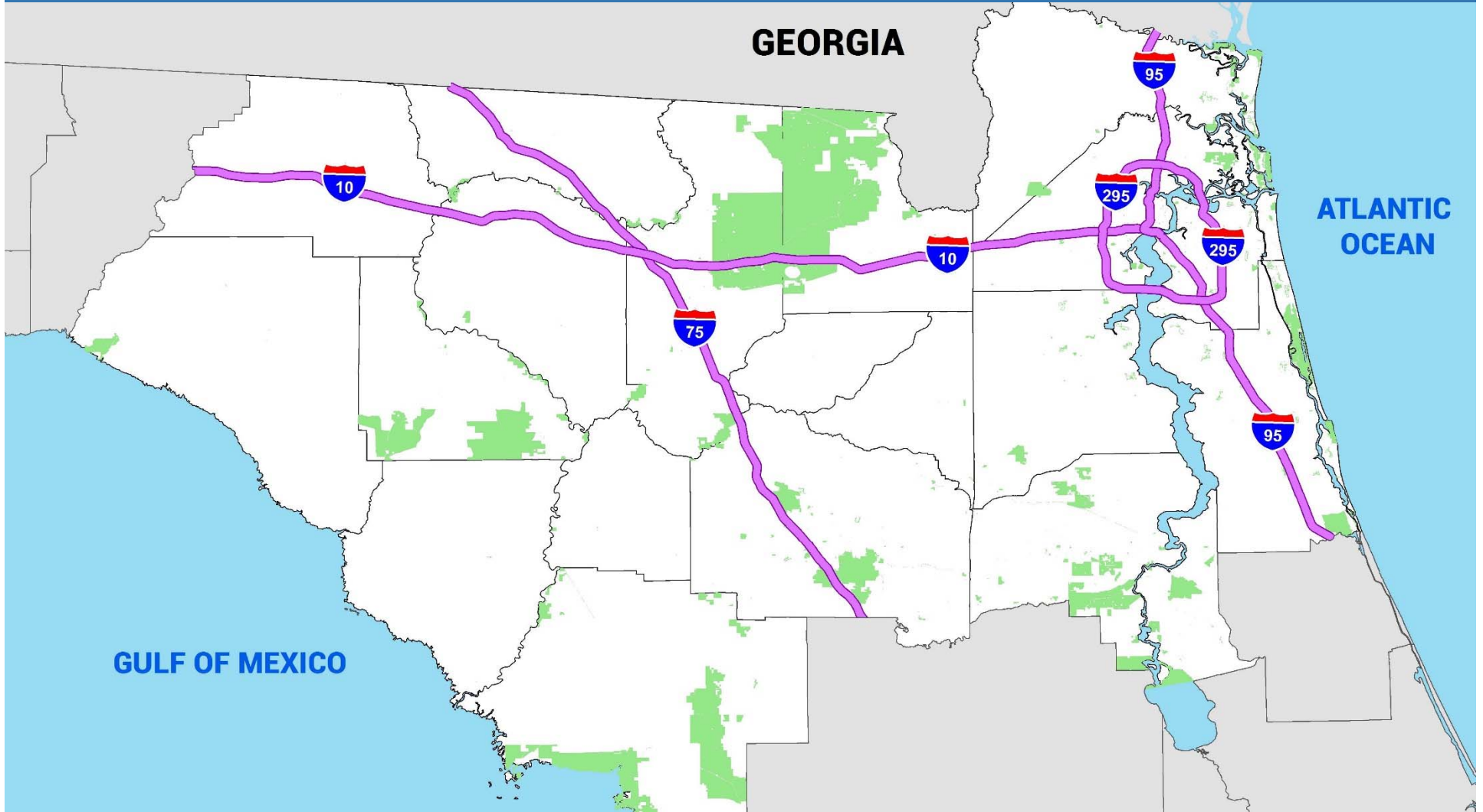
- **FDOT District 2 Express Lane Projects**
- **Why Express Lanes**
- **Challenges**
 - **Public Involvement**
 - **Analysis**
 - **Design**
 - **Future Challenges**



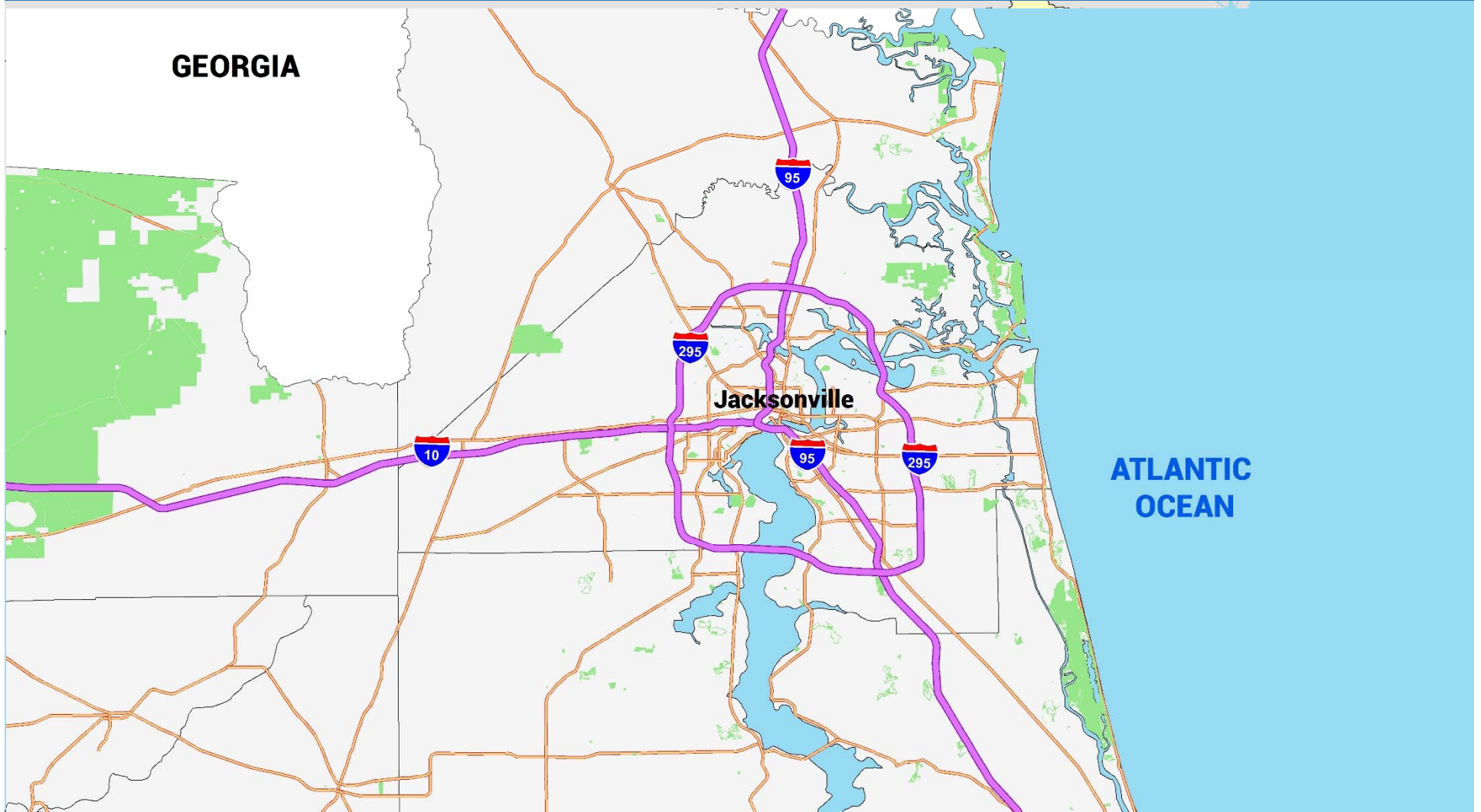
Express Lanes in D2



Express Lanes in D2



Express Lanes in D2



10 EXPRESS



295 EXPRESS



95 EXPRESS



75 EXPRESS

Express Lanes in D2

GEORGIA

I-295 West Phase I

- Cost - \$89 Million
- Length - 4.2 Miles

I-295 East Phase I

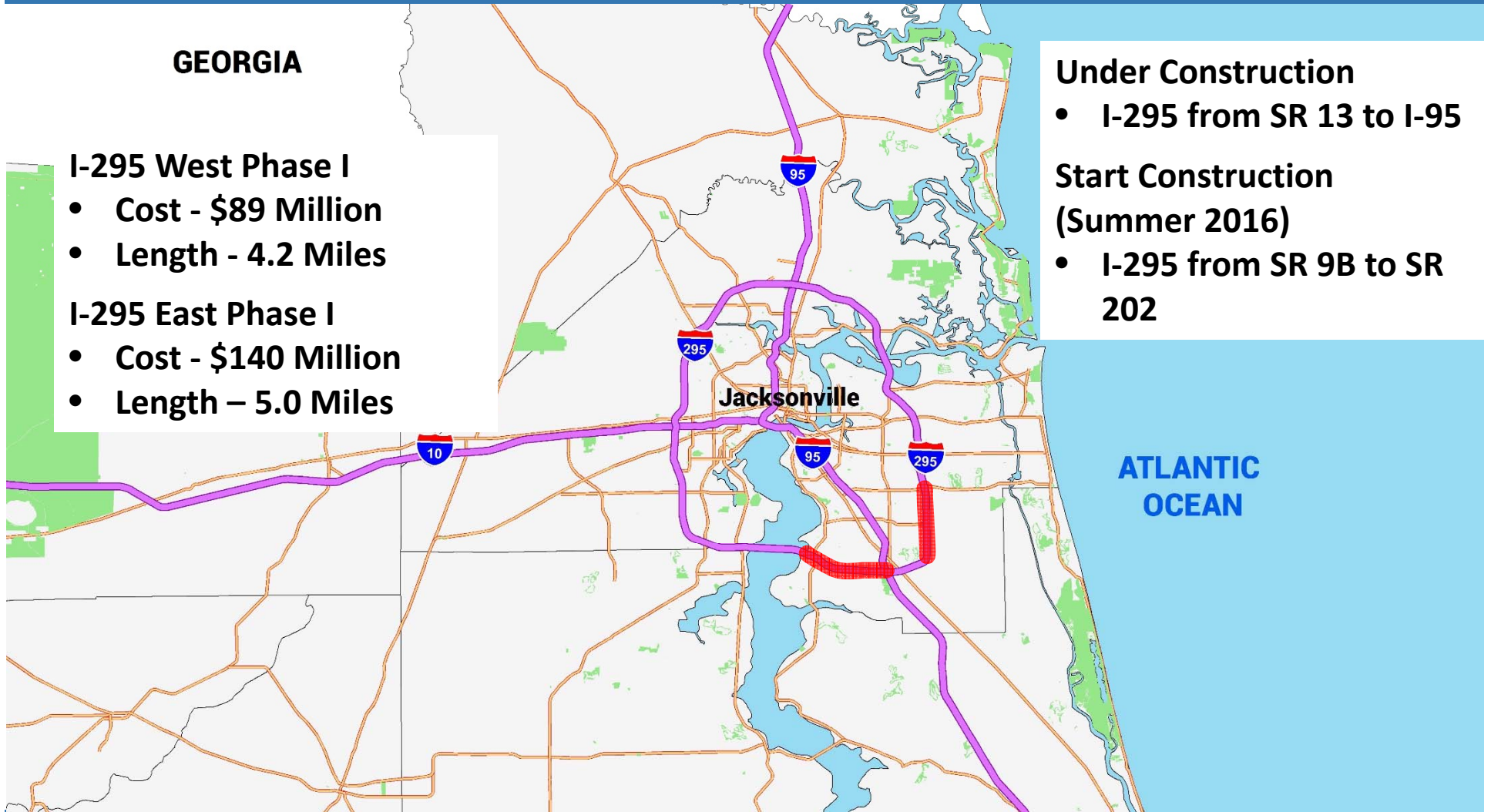
- Cost - \$140 Million
- Length - 5.0 Miles

Under Construction

- I-295 from SR 13 to I-95

Start Construction (Summer 2016)

- I-295 from SR 9B to SR 202



10 EXPRESS



295 EXPRESS

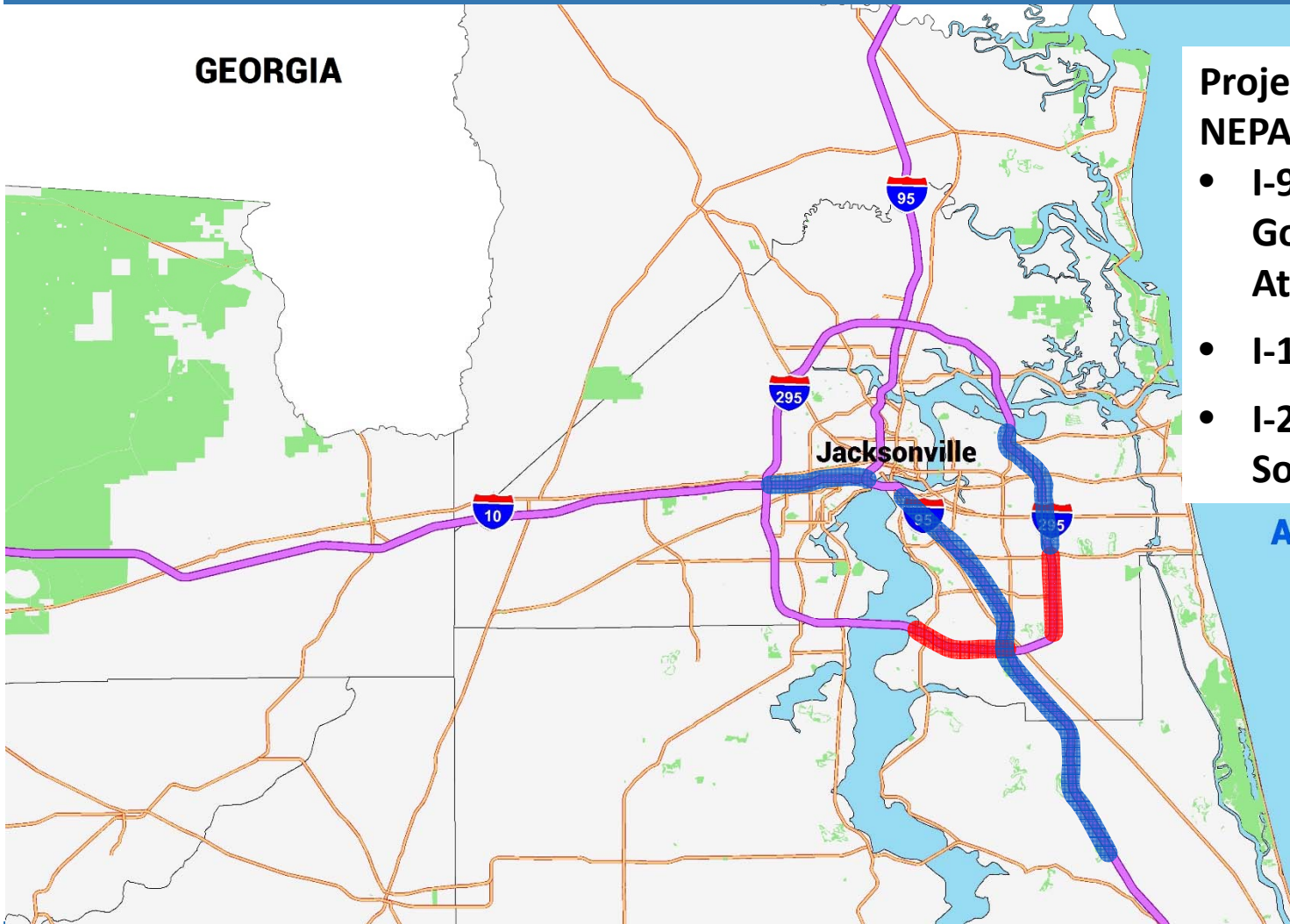


95 EXPRESS



75 EXPRESS

Express Lanes in D2



Project Development / NEPA Study

- I-95 from International Golf Parkway to Atlantic Blvd
- I-10 from I-295 to I-95
- I-295 from SR 202 to Southside Connector

ATLANTIC OCEAN



10 EXPRESS



295 EXPRESS

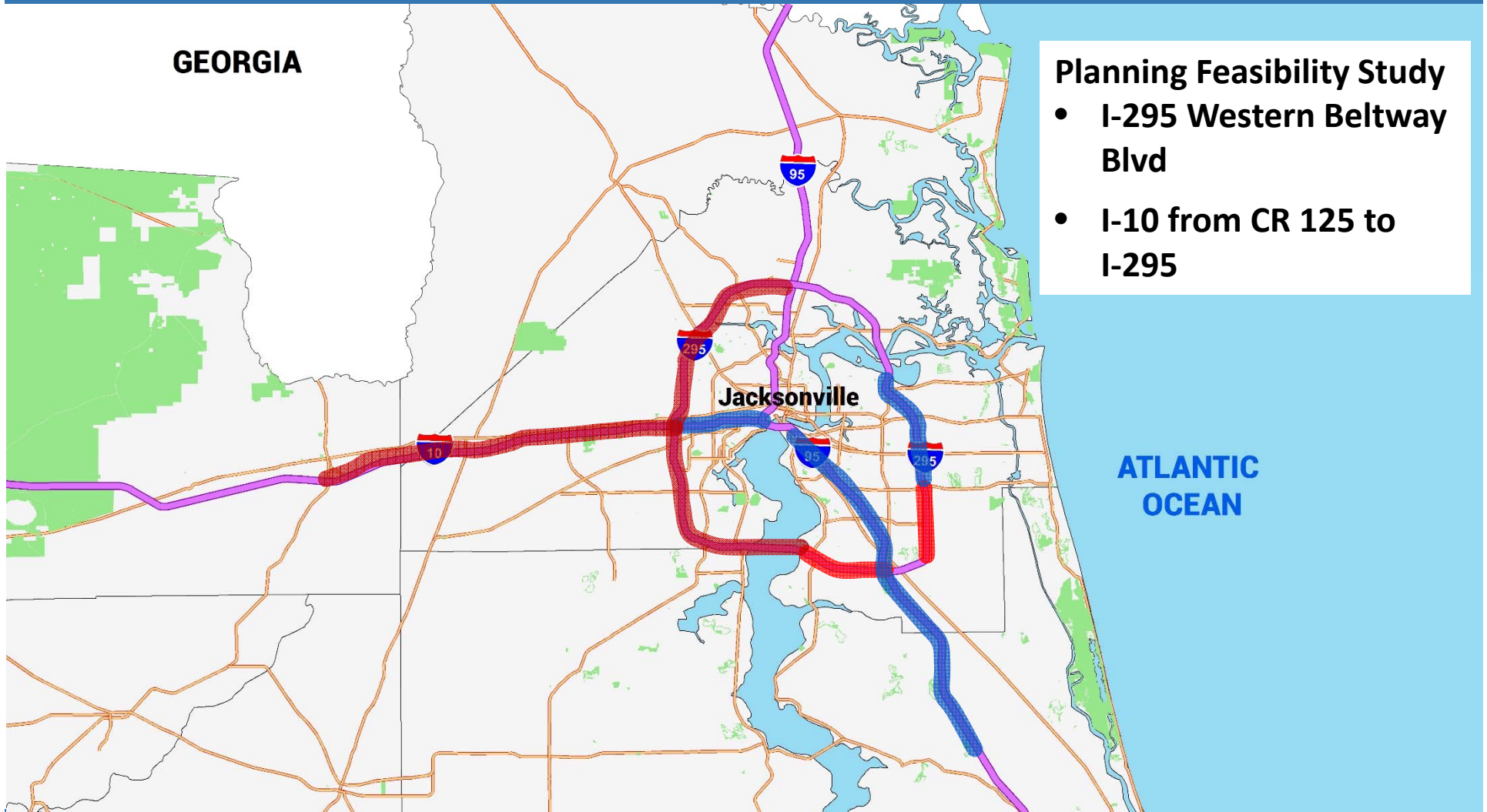


95 EXPRESS



75 EXPRESS

Express Lanes in D2



10 EXPRESS



295 EXPRESS



95 EXPRESS



75 EXPRESS

Why Express Lanes?

- **Last Capacity Project**



10 EXPRESS



295 EXPRESS

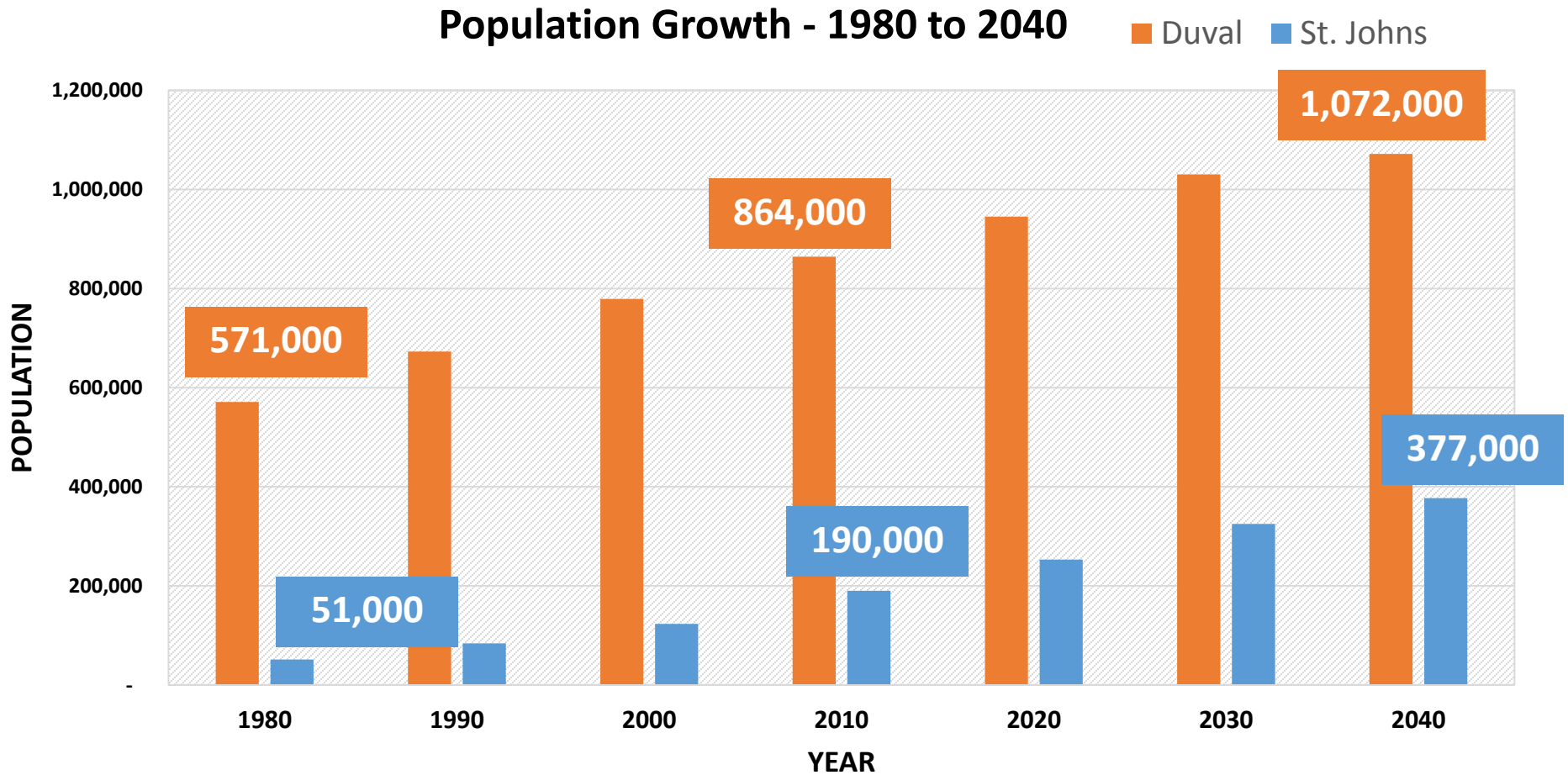


95 EXPRESS



75 EXPRESS

Why Express Lanes?

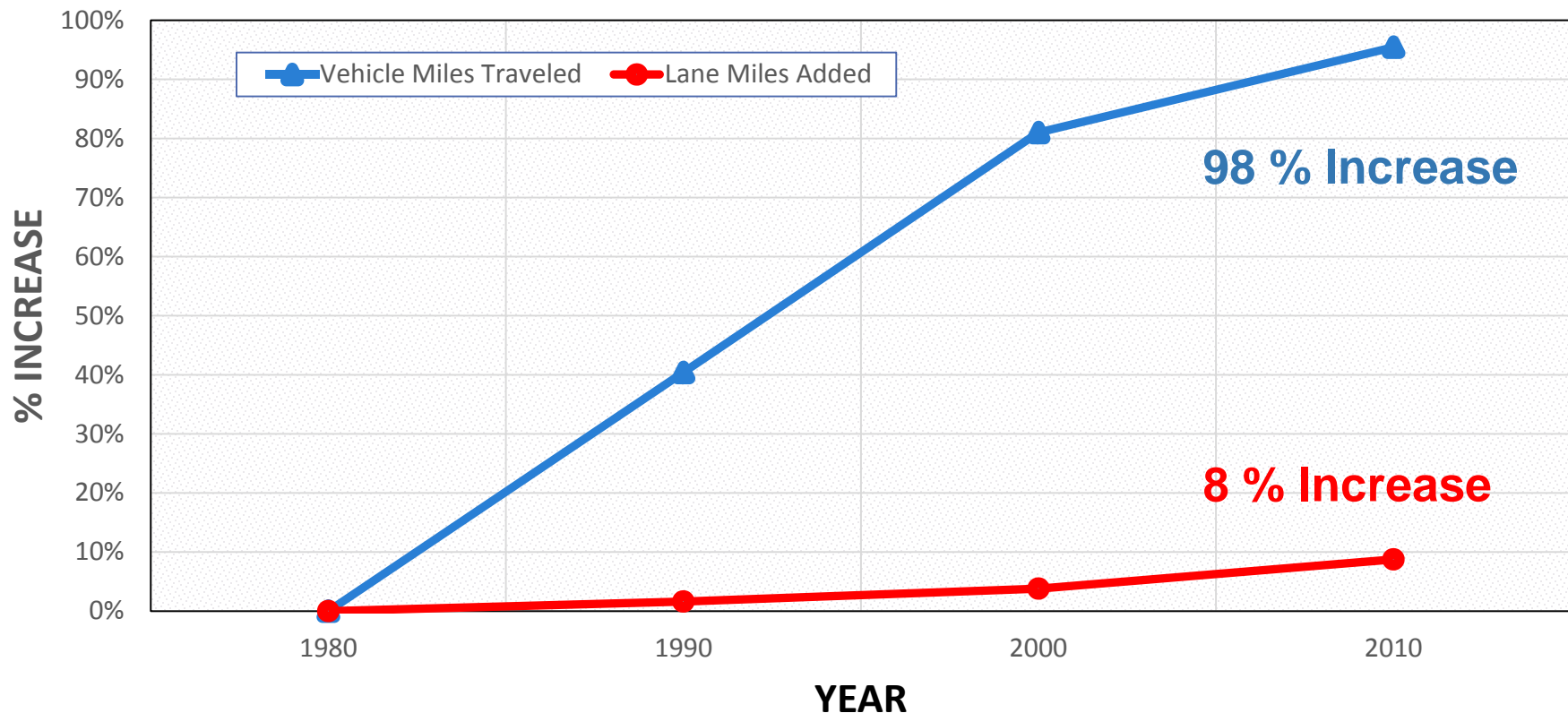


Source: 1980, 1990, 2000, 2010 Census, 2040 Long Range Transportation Plan



Why Express Lanes?

National Highway Statistic, 1980-2010



Source: U.S. Department of Transportation, Federal Highway Administration, *Highway Statistics*



Why Express Lanes?

Secretary's Express Lane 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.



Why Express Lanes?

- **Express Lanes in Miami**



- **Well Received**

- 71 % - Satisfied or very satisfied with I-95 Express Lanes¹

- **Before Express Lanes (Peak Period Speed, 2008)²**

- Northbound - 20 MPH, Southbound - 15 MPH

- **After Express Lanes (Peak Period Speed, 2014)²**

- Northbound – 63 MPH in Express Lanes / 55 MPH in General Use Lanes
 - Southbound - 64 MPH in Express Lanes / 56 MPH in General Use Lanes

¹ Source: Commuter Survey – October 2010

² Source: 95 Express Annual Report, 2014-2015



Challenges

- **1950's – 1988 – Toll Booths**
- **1988 – Tolls eliminated**
 - Sales Tax increase on taxable sales
- **Since No Tolls in District 2**

The booths took the “Express” out of the “Expressway”



Challenges

- **Opposition to Tolls**
 - Tolls
 - Congestion associated with Toll Booths
- **SunPass**



Challenges

- **Planning Process**

- Master Plans
- Long Range Transportation Plans



**No Express
Lanes**



Challenges

- **Analysis**
 - **Express Lanes – oversaturated traffic conditions**
 - **Static vs. Dynamic Assignment**
 - **Time Period**
 - **Unmet Demand**
 - **Comparison of Alternatives**
 - **Microsimulation Calibration**
 - **Minimum Toll Rate**



Challenges

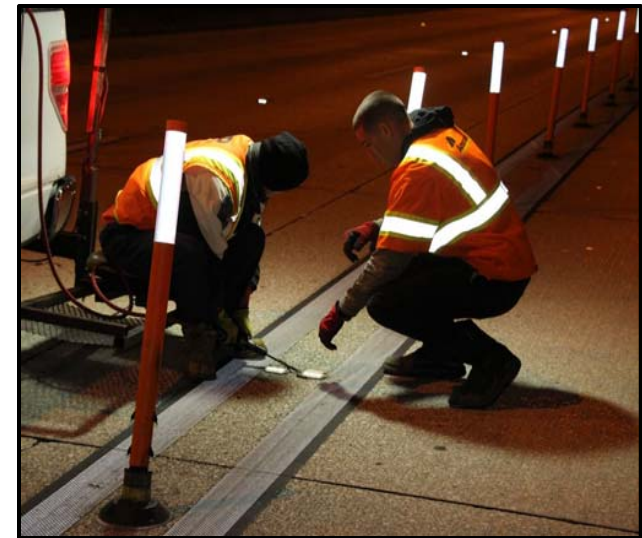
- **Design**

- **One vs Two Express Lanes**
- **Shoulder Widths (6', 8', 10' or 12')**
- **Delineators or Barrier Walls**
- **Delineator Separation/Sight Distance**
- **Toll Gantry Locations**
- **Weave vs Direct Connects**
- **Project Phasing**



Future Challenges

- **Continuous Public Involvement**
 - Enforcement & Education
- **Operation and Maintenance**
- **TMC Staffing**



www.NorthFloridaExpress.com

Thank you,
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