



PRESENTATION FOR  
**15<sup>th</sup> International Conference on  
Managed Lanes**

May, 2016

PRESENTED BY  
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FDOT District 6

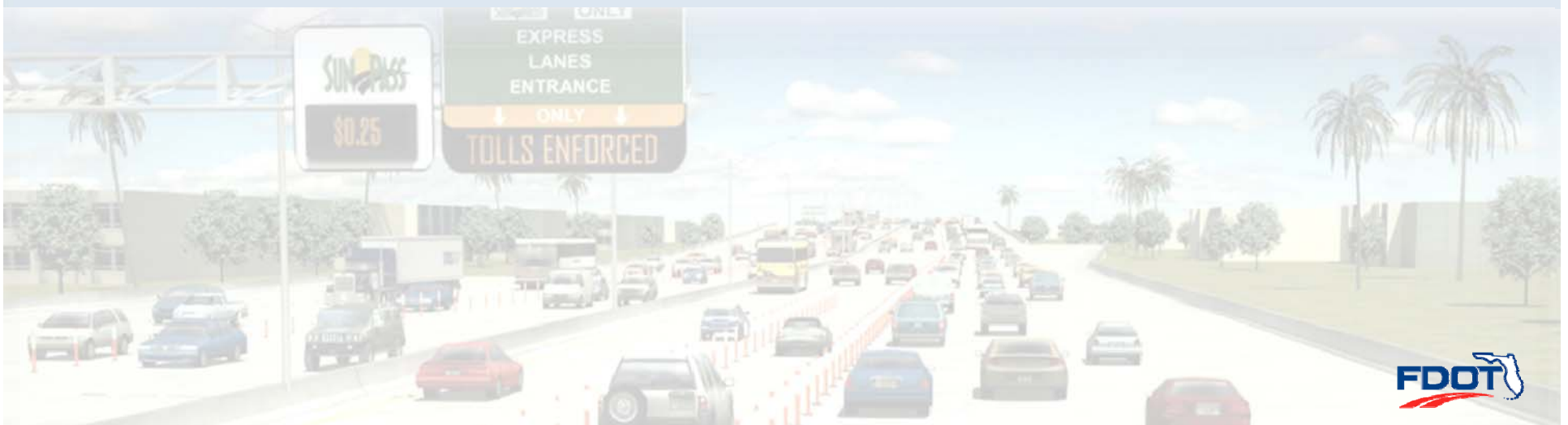
**75 EXPRESS**

**PALMETTO EXPRESS**

**I-75 and Palmetto Express Lanes**

# Presentation Overview

- **Project Limits and Description**
- **Project History**
- **Scope of Work**
- **Criteria for Express Lanes Tolling**
- **Construction Activities**
- **Lessons Learned**



# Why Express Lanes?

**Express Lanes is an innovative alternative that offers a variety of options for managing congestion**

## Characteristics of the Palmetto Corridor

- **Congested Corridor**
  - Over 250,000 vehicles per day
  - Projected Annual Average Daily Traffic Year 2036: 381,000
- **Built out with right of way limitations**
- **Growing Demand**





# Why Express Lanes?





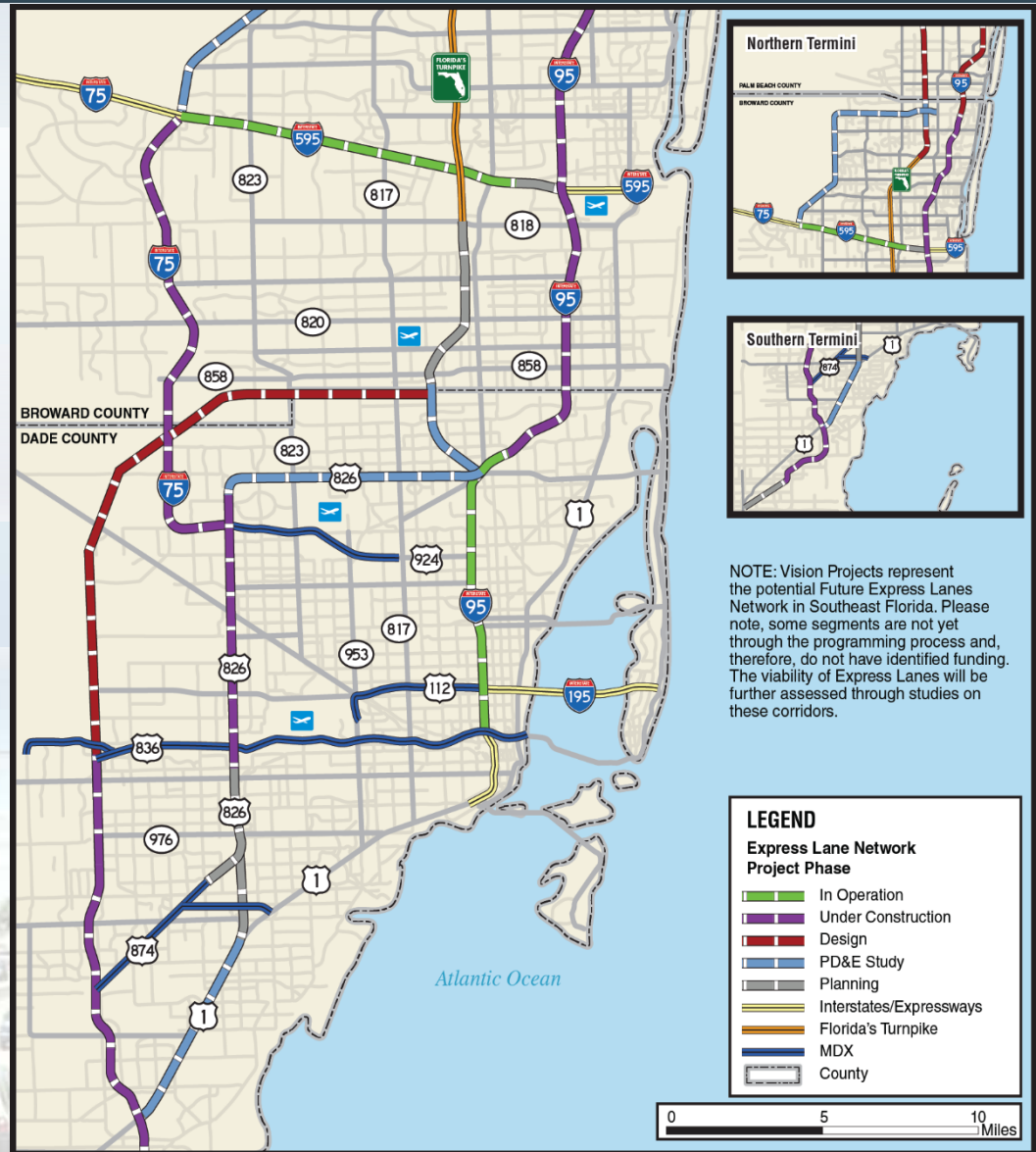




# Regional Managed Lanes Network



- I95 Phase I: In Operation since 2008
- I595 Express: In Operation since 2014
- I95 Phase II: Commencement of tolling is scheduled for Summer 2016

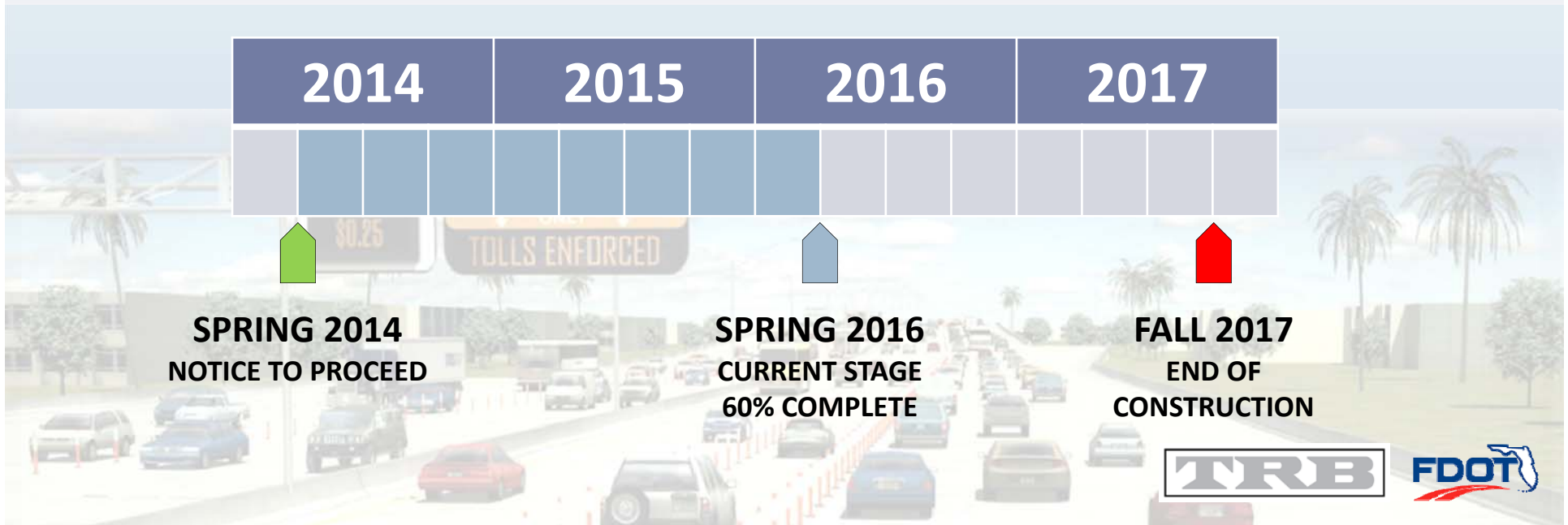




# Palmetto Express Lanes Project Overview



- **Project Limits: SR 826 from W Flagler St. to NW 154th St. and I-75 from SR 826 to NW 170th St. (FM 432687-1)**
- **Project Length: 13 miles**
- **Delivery Method: 1 Design Build Contract**
- **Construction Cost: \$244 million**







# Project History



- I-75 PD&E (NW 103rd St. to I-595) – Approval by FHWA March 2012
- SR 826 PD&E Study – Approval by FHWA January 2013
- Systems Interchange Modification Report (SIMR) and Design Change/Construction Advertisement Reevaluations – approved by FHWA January 2013
  - Advancement of Express Lanes improvements
  - Modification of I-75 /Palmetto Interchange to bring the express lanes at grade along SR 826

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- Traffic And Revenue Study, Financial Feasibility Study & Concept of Operations
  - Evaluated Different Delivery options: Design Build , Design Build Finance and P3

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- Design Build was selected as the preferred delivery option
  - Advertisement for Design Build: March 2013
  - Technical Proposals: September 2013
  - Price Proposals: November 2013

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- NTP Spring 2014





# Selection Formula + \$ Incentive



The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP + (PCT * TVC)}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal

PCT = Proposed Contract Time

TVC = Time Value Costs (\$ 20,000 per day)

TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

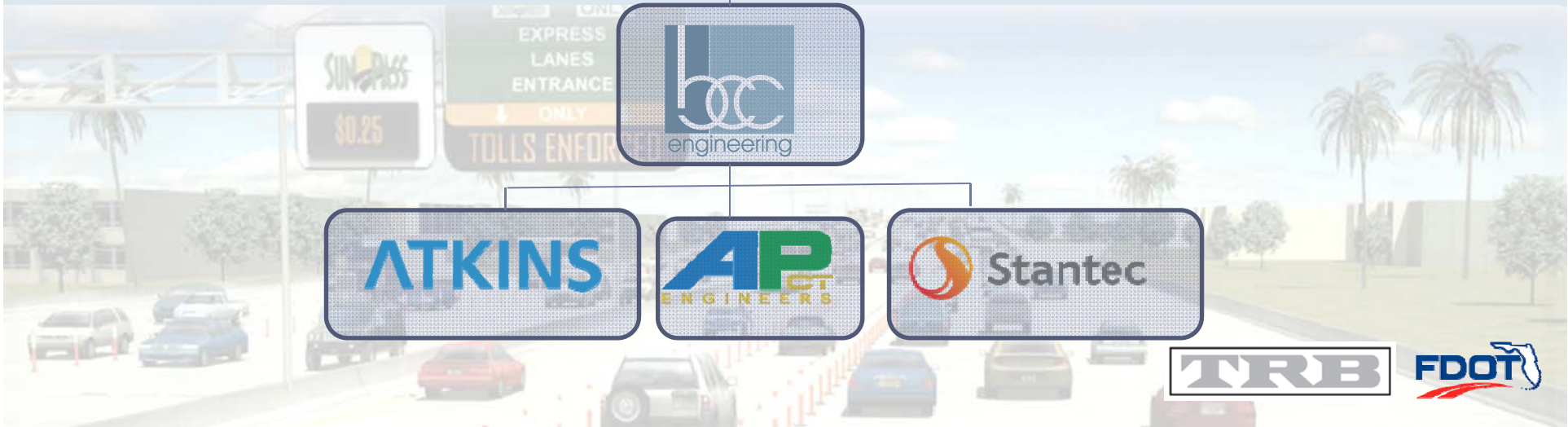
The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest.

- **FDOT District 6 Programmed a \$5.25 million incentive / Disincentive to open facility to users Summer of 2017**





# Project Team



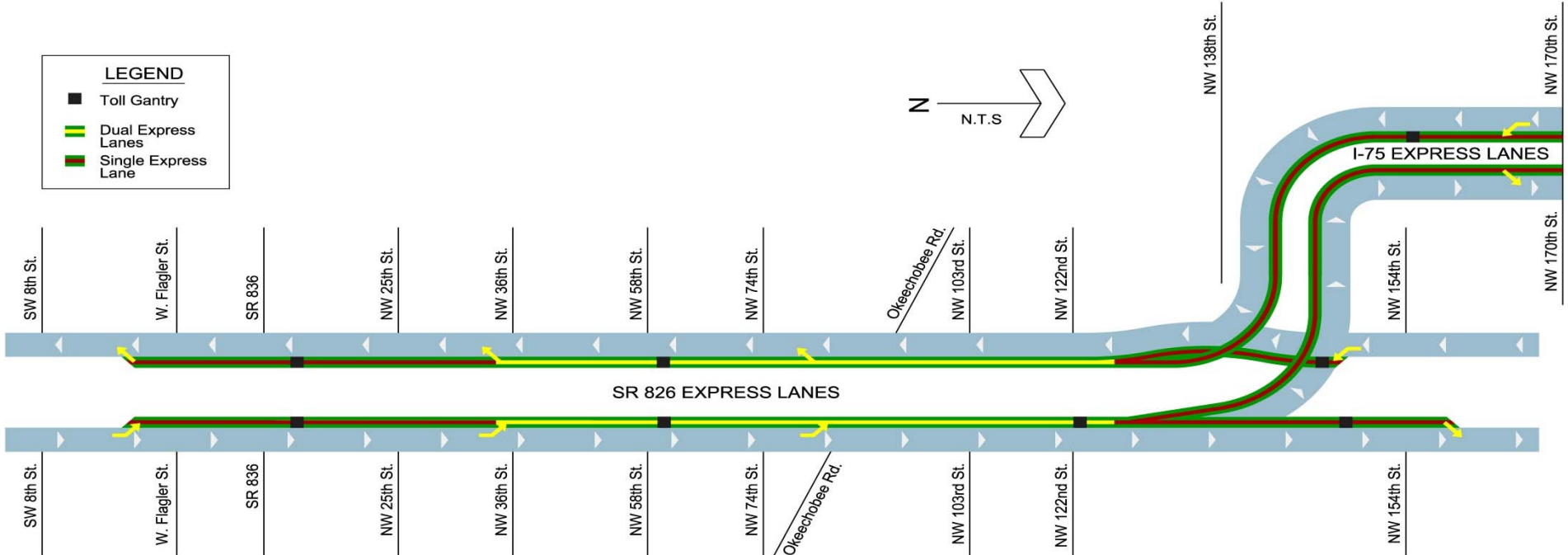




# Palmetto Express Lanes Project Scope



- Single and dual Express Lanes
- Category II structure connecting I-75 EL to SR 826 EL
- Widening along SR 826 where public R/W is available
- Toll gantries, housing and increase in ITS backbone capacity
- Ramp signaling at SR 826 entrance ramps
- New sound barrier walls along I-75
- New lighting along the I-75 Express Lanes





# Maintenance and Incident Management

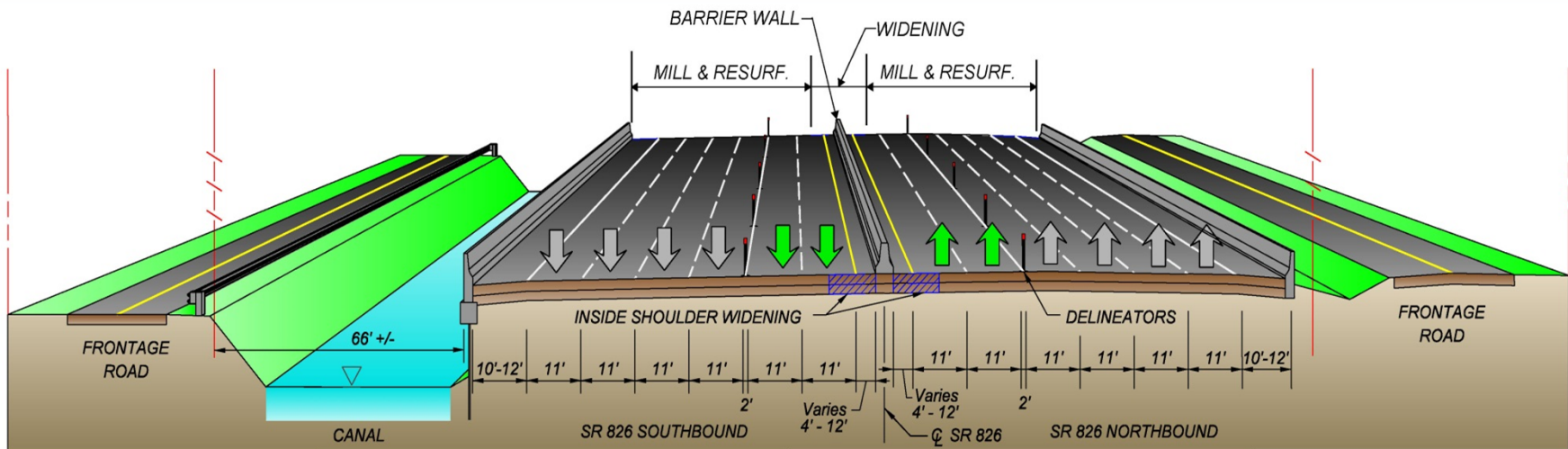


**D-B Firm is also responsible for:**

- Routine maintenance activities, from right of way to right of way, for entire project length
- Long term maintenance of traffic associated with Incidents
- Additional Road Rangers

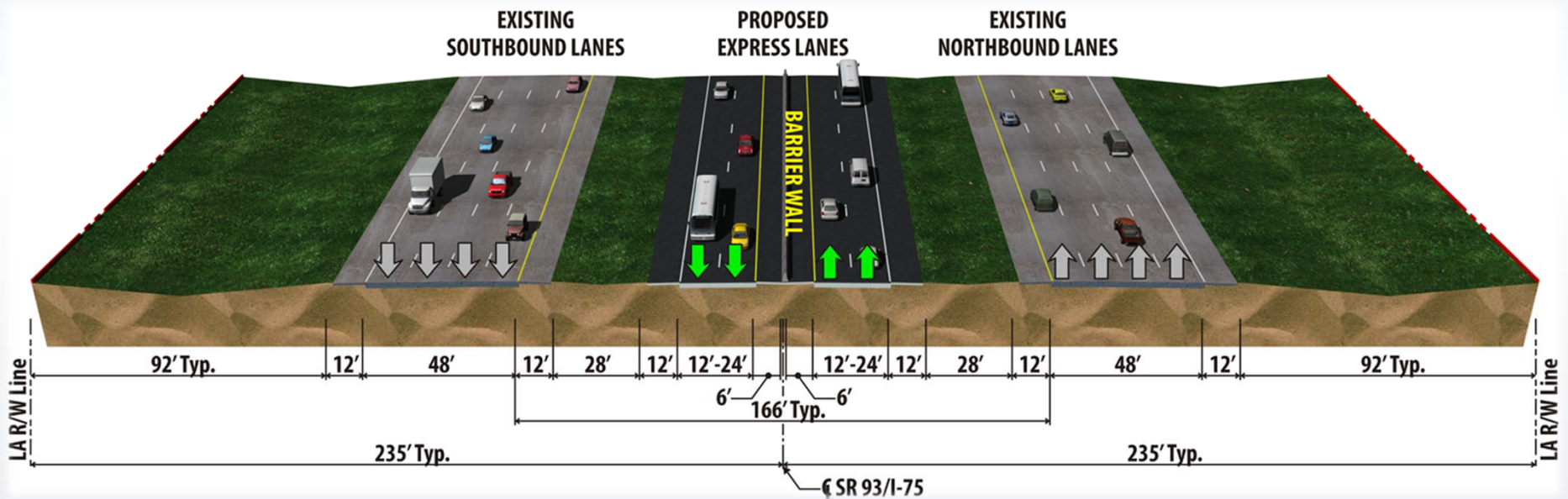


- **Palmetto Express Lanes in median from W Flagler St. to NW 154th St. (10 miles)**
  - Tubular delineator separation between EL and GP lanes
  - 1 to 2 lanes in each direction





- I-75 Express Lanes in median from SR 826 to I-595 (18 miles)
  - Barrier separated typical section
  - 1 to 2 lanes in each direction



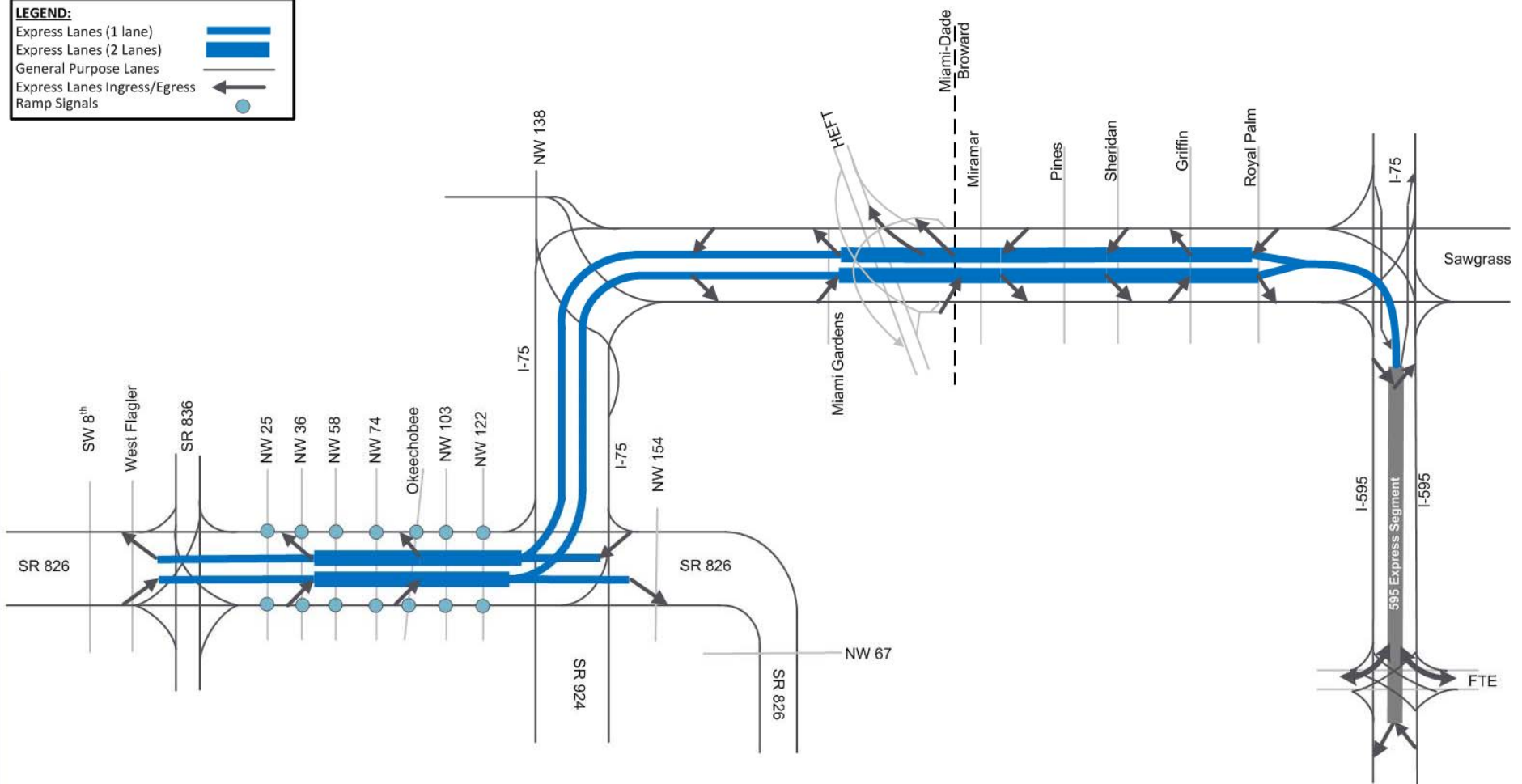


# Express Lanes Configuration



**LEGEND:**

- Express Lanes (1 lane)
- Express Lanes (2 Lanes)
- General Purpose Lanes
- Express Lanes Ingress/Egress Ramp Signals
- Ramp Signals



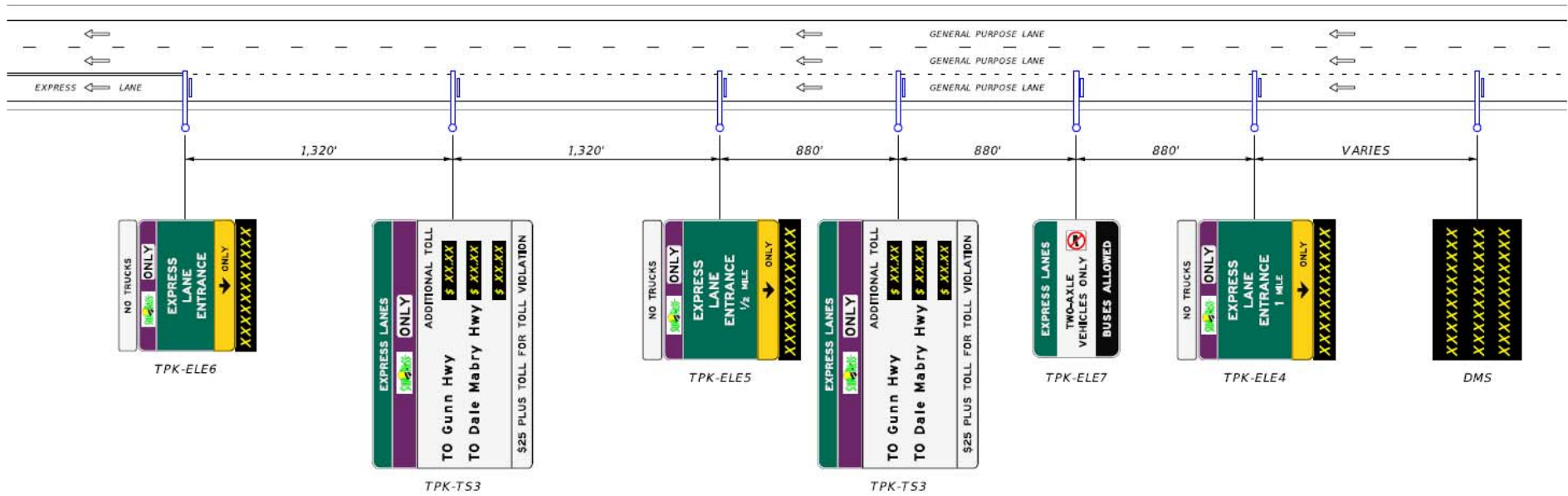
- All electronic tolling – 6 gantry locations
- Congestion pricing
- Three destination toll rate signing
- Florida's Turnpike Enterprise (FTE) establishes tolling Infrastructure Requirements and FTE's contractor install tolling equipment + testing







# Express Lane Advance Signing



## Lane Drop Entry





# Criteria for Express Lanes Tolling



Florida Administrative Code (FAC) *Rule 14-100.003* establishes criteria for express lane tolling, including toll amounts, pricing criteria, tolling methods, vehicle eligibility, toll displays, and toll violation procedures.

- Toll amounts are established based on traffic volume, operating speeds, level of service and trend data to promote free-flow traffic conditions
- Min Toll amount \$.50. (except Turnpike System)
- Max toll only for 95 Express Phase I (\$1.5 per mile)
- Payment of tolls electronically through Sunpass
- Multi-axle vehicles are not allowed in Express Lanes unless otherwise indicated by signage







# Palmetto / I75 Interchange







# Palmetto / I75 Interchange







# Placement of Beams





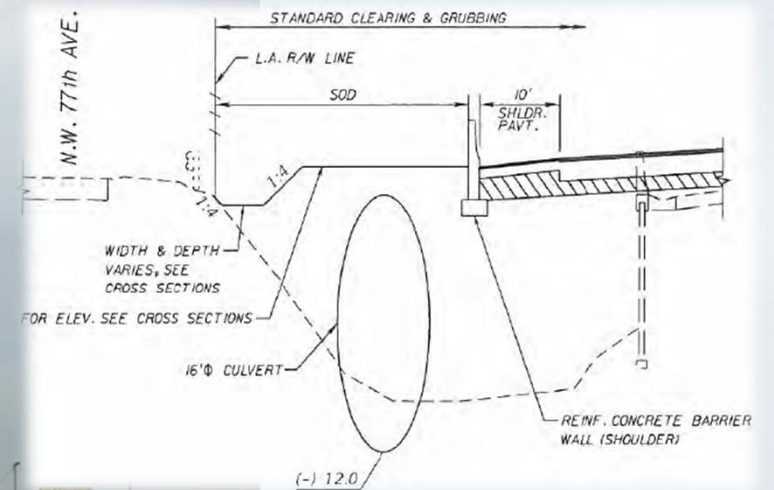
# Palmetto Widening







# Culvert Construction





# Lessons Learned



- **Well defined RFP avoids future claims**
- **ITS and Signing and Pavement Marking Master plans are critical for the project**
- **Maintenance limits** in the contract need to be well defined
- Establish a **realistic NTP for Maintenance Activities**
- Allow sufficient time for **Tolling Equipment Contractor (TEC)** in the schedule (21 days per movement / not per gantry location)
- **Cost Savings Initiatives (CSI)** to be negotiated as early as possible





# Project Websites



- I-75 Express Lanes D-B website: [www.75-express.com](http://www.75-express.com)
- Palmetto Expressway D-B website: [www.palmettoexpresslanes.com](http://www.palmettoexpresslanes.com)







# QUESTIONS?

