



## UNDERSTANDING MANAGED LANES VIDEO

Slide 1 – The Florida Department of Transportation welcomes you to the Southwest Connect Managed Lanes Study.

Slide 2 – Throughout the state of Florida, roads are at capacity and traffic is gridlocked for extended portions of the day. This situation will worsen based on future growth projections.

Slide 3 – Everyone who has been stuck in traffic has thought, “Why can’t they just add another lane?” It seems perfectly reasonable to expect that adding another driving lane would move traffic through the congested areas better. Wouldn’t it?!? Unfortunately, that is not the case! Simply adding capacity, by adding general-use lanes, does not always alleviate gridlock if drivers do not have an uncongested traffic alternative. General-use lanes are any un-tolled traffic lanes that are not set aside for a specific purpose such as Managed Lanes.

Slide 4 – Managed lanes offer reliable travel times. By actively managing the flow of traffic, transportation agencies may dynamically adjust lane strategies to maximize roadway efficiency, improving traffic flow for everyone. Even general-use lanes benefit.

Slide 5 – Managed Lanes can be described as a set of lanes separated from general-use lanes to manage traffic congestion.

Slide 6 – Managed Lanes are a long-term solution that works for everyone. They provide travel choice for drivers to use as needed. They also provide a sustainable solution by reducing fuel consumption, cutting down on carbon emissions and decreasing air pollution.

Managed Lanes improve safety, support transit, provide predictable travel times and deliver reliability for all!

The proposed typical section for the Managed Lanes of the I-75 South Corridor provides two Managed or “Thru” lanes in each direction separated by a 64-foot wide median that includes an area reserved for a potential future 40-foot wide multimodal envelope. The Thru lanes facilitate long distance trips by giving drivers the option to avoid slowdowns, weaving in areas with many interchanges, and high congestion occurring in the general-use lanes.

Slide 7 – The facility is managed using various techniques to maintain optimal conditions using a variety of operational strategies such as: vehicle eligibility, travel lane separation, access control, and congestion pricing. Managed Lanes often combine these strategies to fit the needs of the roadway.



Slide 8 – There are currently no restrictions on any user groups (such as single-occupancy vehicles) or vehicle types (such as trucks, busses or multi-axle vehicles) permitted in the Managed Lanes.

Slide 9 – The Thru Lanes are separated from the three outside general-use lanes plus auxiliary lanes with shoulders and either a barrier separation or a buffer separation with tubular markers.

Thru Lanes, in essence, provide a separate parallel north-south route choice that serve more regional, long-distance trips.

Slide 10 - Access control improves safety and manages congestion by providing ingress and egress from the Thru Lanes at designated access points along the corridor. Access points are located at the start, end, and at intermediate points along the Thru Lanes corridor. These access points will occur at breaks in the buffer or barrier separating the Thru lanes from the general-use lanes.

The type of access proposed for the I-75 South Corridor Thru Lanes is slip ramps. As highlighted in the graphic, slip ramps are dedicated lanes to accommodate movement either into or out of the Thru Lanes. Slip ramps do not allow for two-way movements.

Slide 11 – If traveling in the general-use lanes and one wants to get into the Thru Lanes, one would weave across the general-use lanes to the left and enter the slip ramp to access the Thru Lanes.

There will be advanced signage over the general-use lanes to alert travelers as to entrances for the slip ramps.

Slide 12 – If traveling in the Thru lanes and one wants to exit at a specific interchange, one would have to use the slip ramp to exit the Thru Lanes and weave across the general-use lanes to the right ahead of the desired interchange.

There will be advanced signage over the Thru Lanes to alert travelers as to which slip ramp to use to exit at specific interchanges.

Slide 13 - FDOT is evaluating the feasibility of tolling the Thru Lanes.

The forecasted traffic volumes, distributions, and operational analysis were developed under the assumption of no tolling.

Should tolling be feasible, these forecasted traffic volumes, distributions, and operational analysis will likely change, which in turn may necessitate changes to the proposed Thru Lanes.



Slide 14 – The Florida Department of Transportation is committed to working closely with local agencies, community partners and YOU to meet today’s challenges, and prepare for the evolving transportation needs of tomorrow.

Slide 15 – The Southwest Connect Interstate Program Team thanks you for taking the time to learn about Managed Lanes.