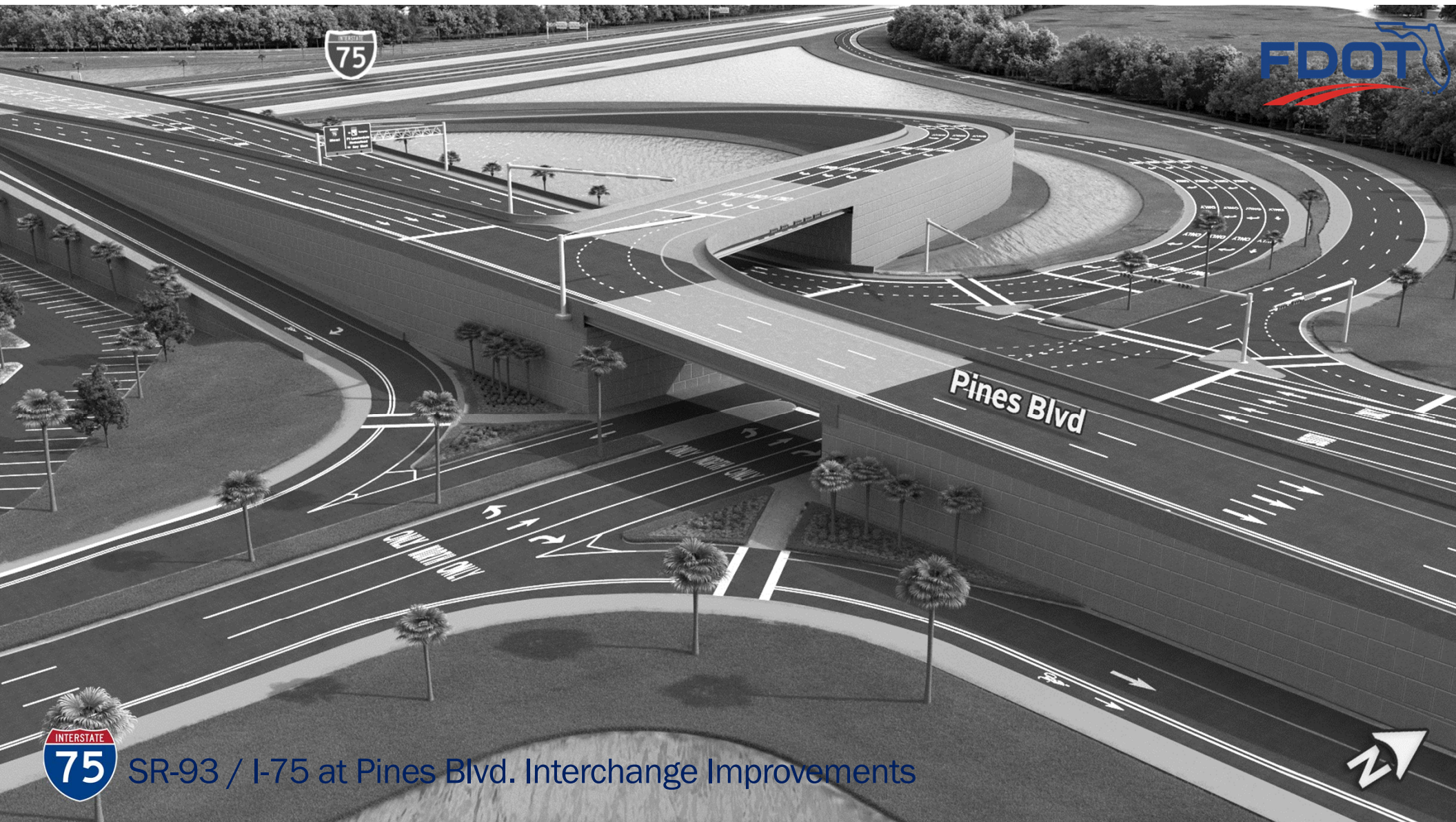




SR-93 / I-75 at Pines Blvd. Interchange Improvements



Project Overview



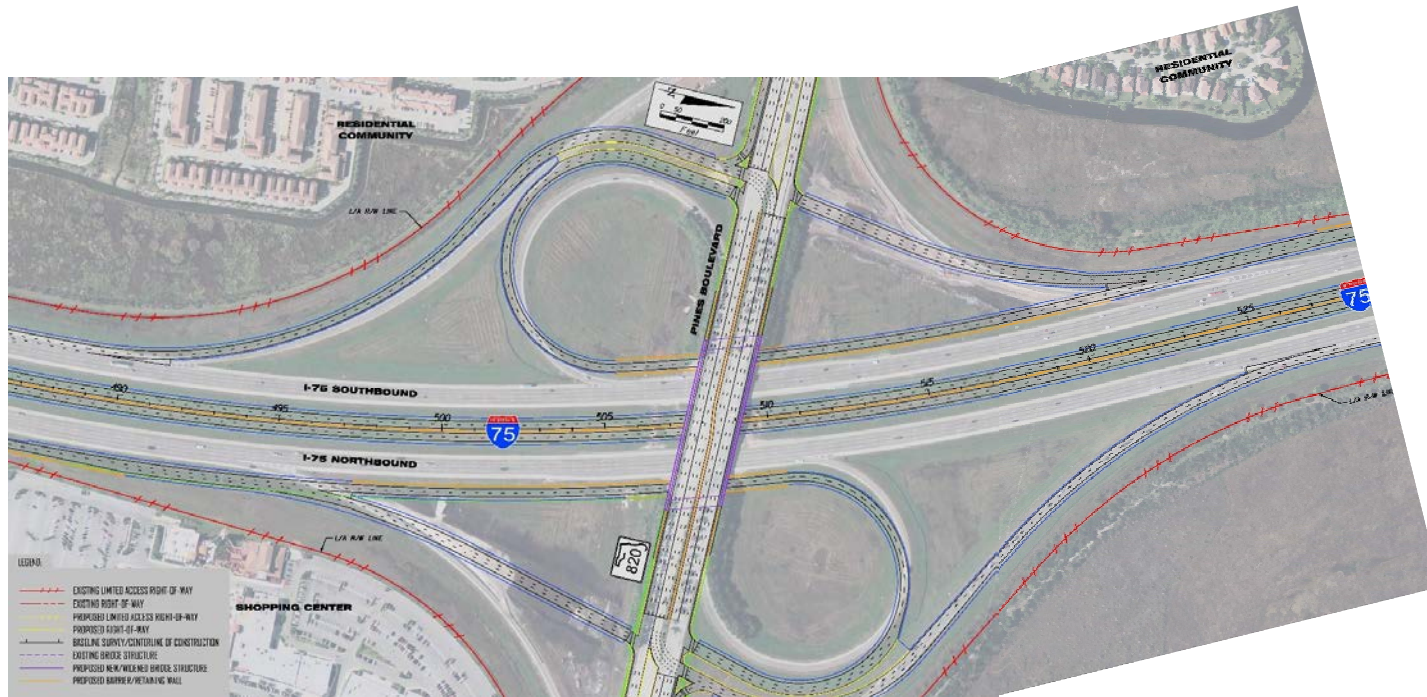
Proposed Improvements

- 1 Provide Auxiliary Lanes
- 2 Convert Exit Ramps to 2-3 Lanes Single Point Exit Ramps
- 3 Expand Ramp Terminals
- 4 Relocate NB to EB Exit Ramp
- 5 Introduce Park and Ride Facility at SE Quadrant
- 5 Provide Triple LTL at Ramp Entrances
- 6 Replace Pines Blvd. Bridge over I-75



SR-93 / I-75 at Pines Blvd. Interchange Improvements

PD&E Preferred Alternative



- Provides Expanded Single Point Exit Ramps
- Provides Triple LTL at Entrance Ramps
- Did Not Address Park and Ride Need
- Does Not Achieve Desirable LOS for NB Exit Ramp Terminals



SR-93 / I-75 at Pines Blvd. Interchange Improvements

Conceptual Design



- Relocates NB to EB Off Ramp to NE Quadrant
- Accommodates Park and Ride Facility
- Full Access for I-75 Express Buses
- Requires 2 New Bridges
- Improves Overall Interchange LOS



SR-93 / I-75 at Pines Blvd. Interchange Improvements



Traffic Analysis

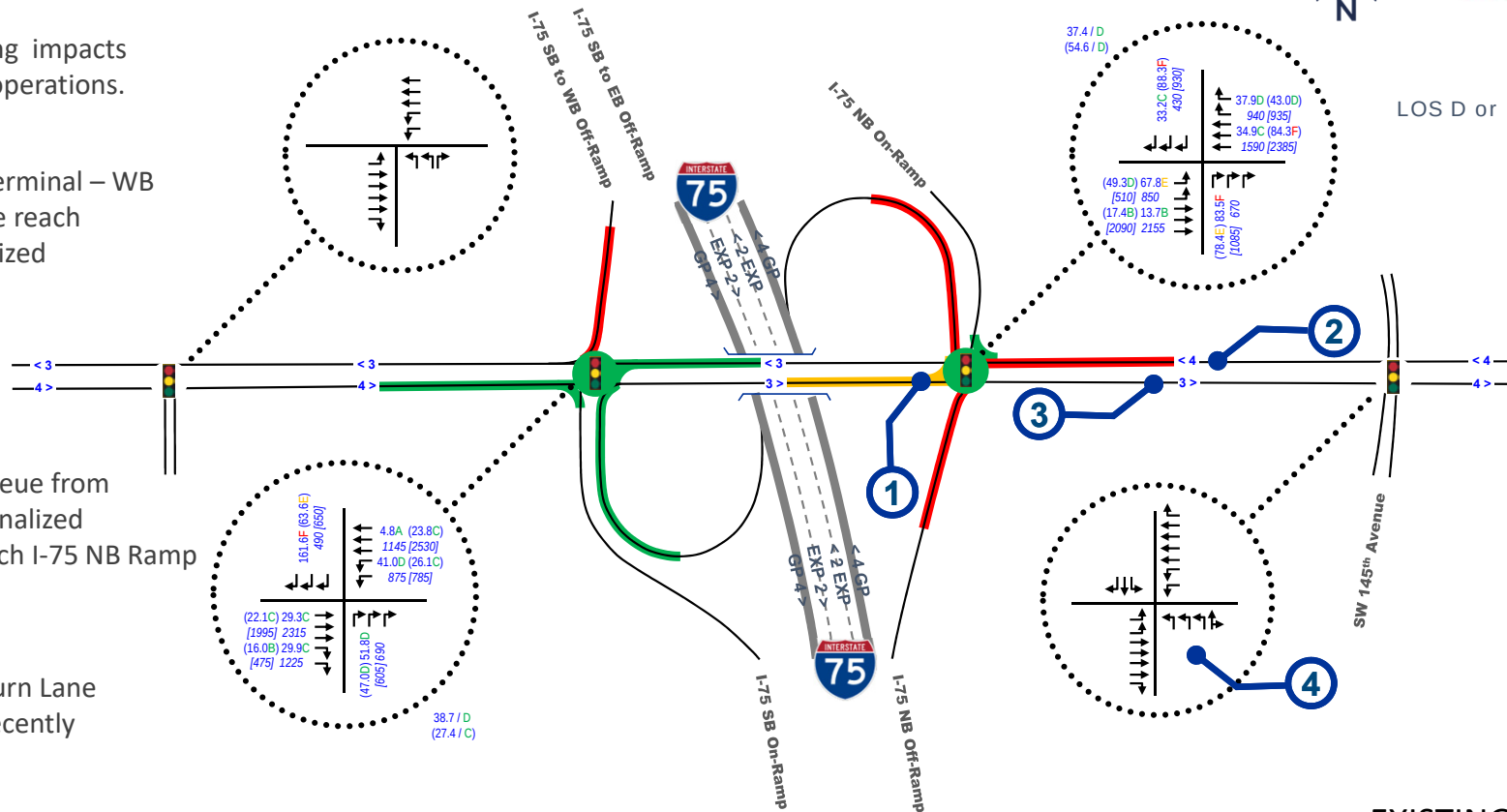


- 1 Left-turn queuing impacts through traffic operations.

- 2 I-75 NB Ramp Terminal – WB Approach queue reach upstream signalized intersection.

- 3 EB Approach queue from downstream signalized intersection reach I-75 NB Ramp Terminal.

- 4 NB Triple Left-Turn Lane improvement recently implemented.



EXISTING 2017



SR-93 / I-75 at Pines Blvd. Interchange Improvements

Traffic Analysis

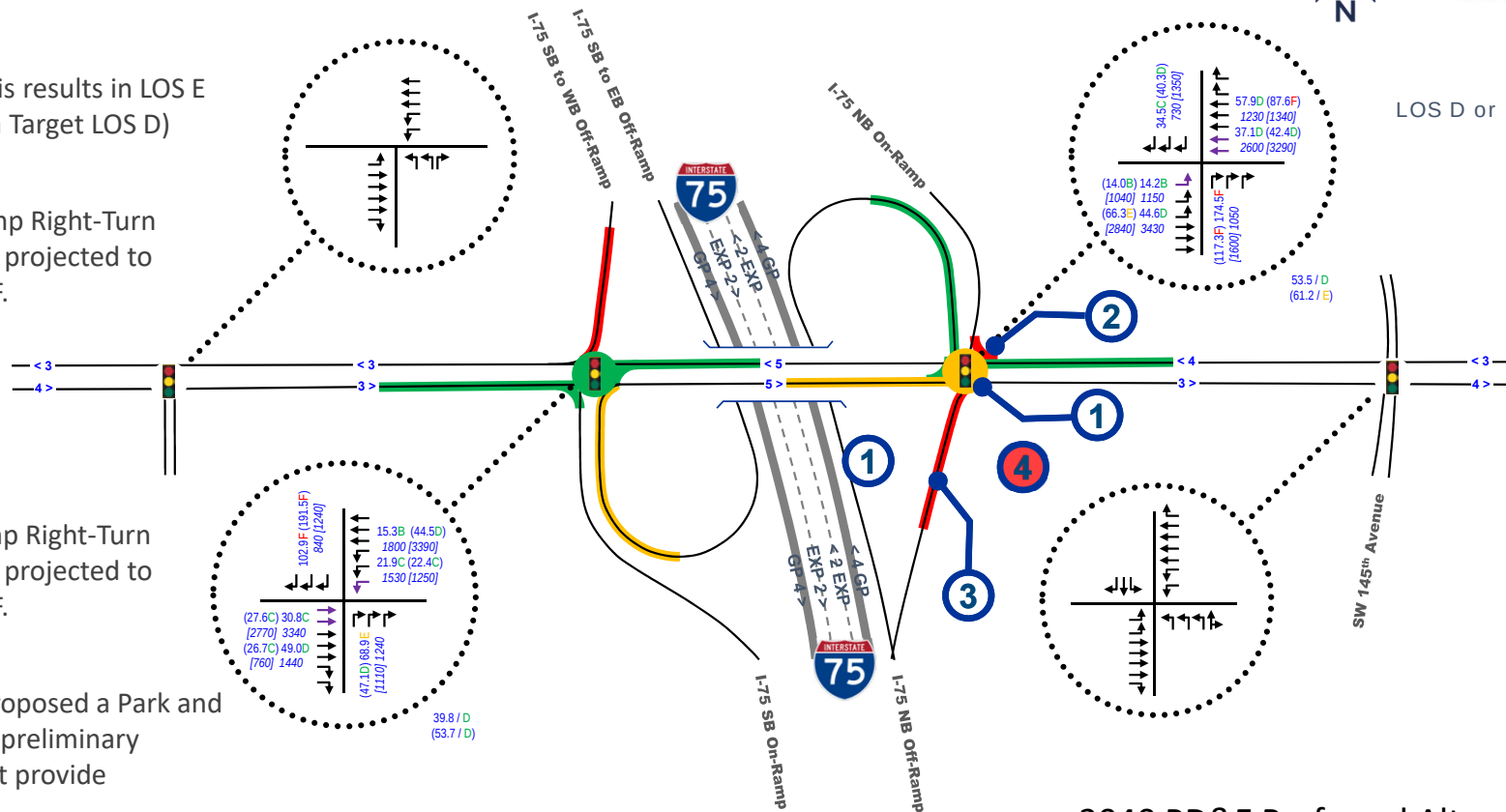


① Updated Analysis results in LOS E (Urbanized Area Target LOS D)

② I-75 WB On-Ramp Right-Turn Movements are projected to operate at LOS F.

③ I-75 NB Off-Ramp Right-Turn Movements are projected to operate at LOS F.

④ PD&E did not proposed a Park and Ride Facility. All preliminary concepts did not provide adequate LOS.



2040 PD&E Preferred Alternative

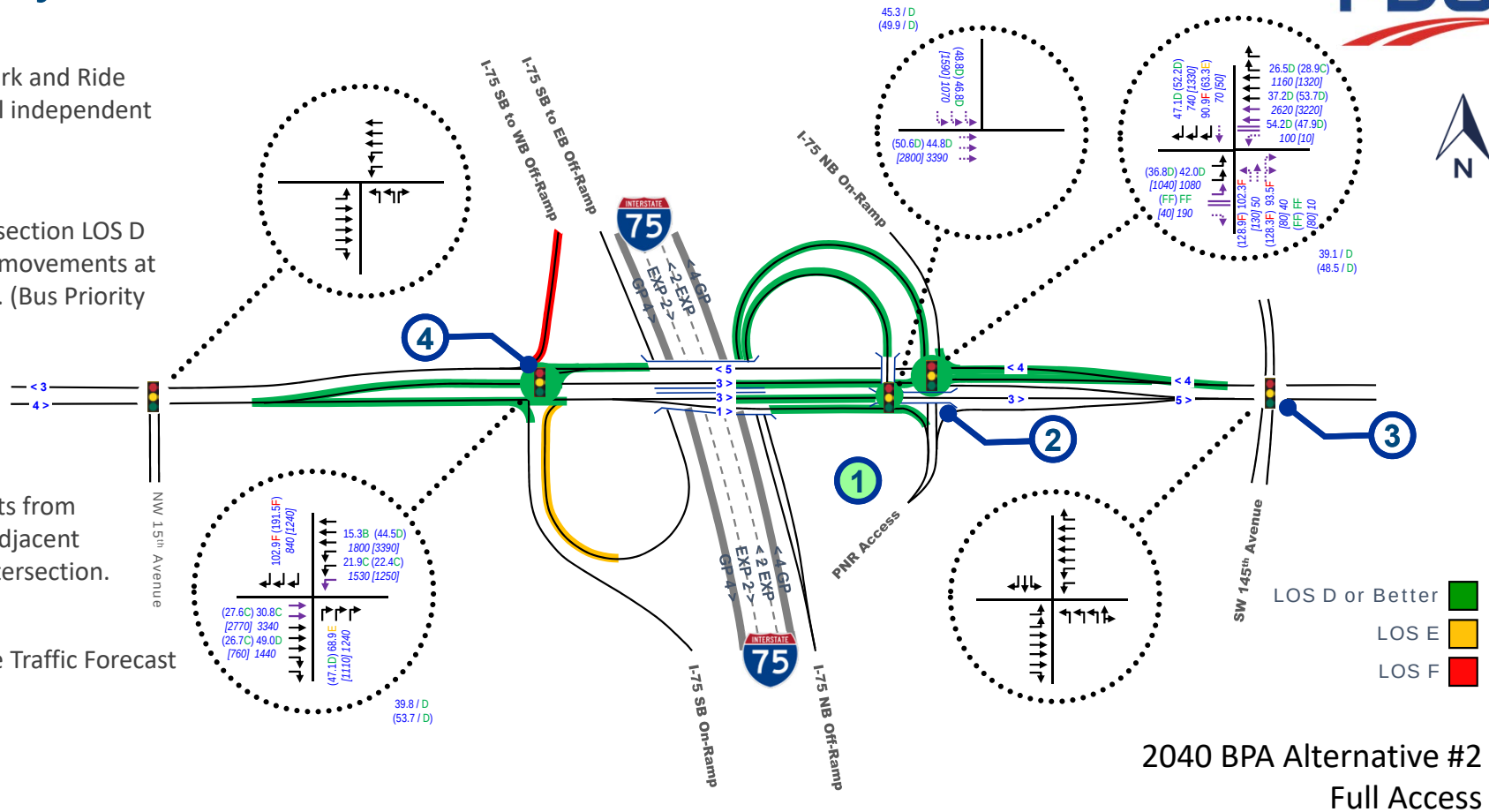


SR-93 / I-75 at Pines Blvd. Interchange Improvements

Traffic Analysis

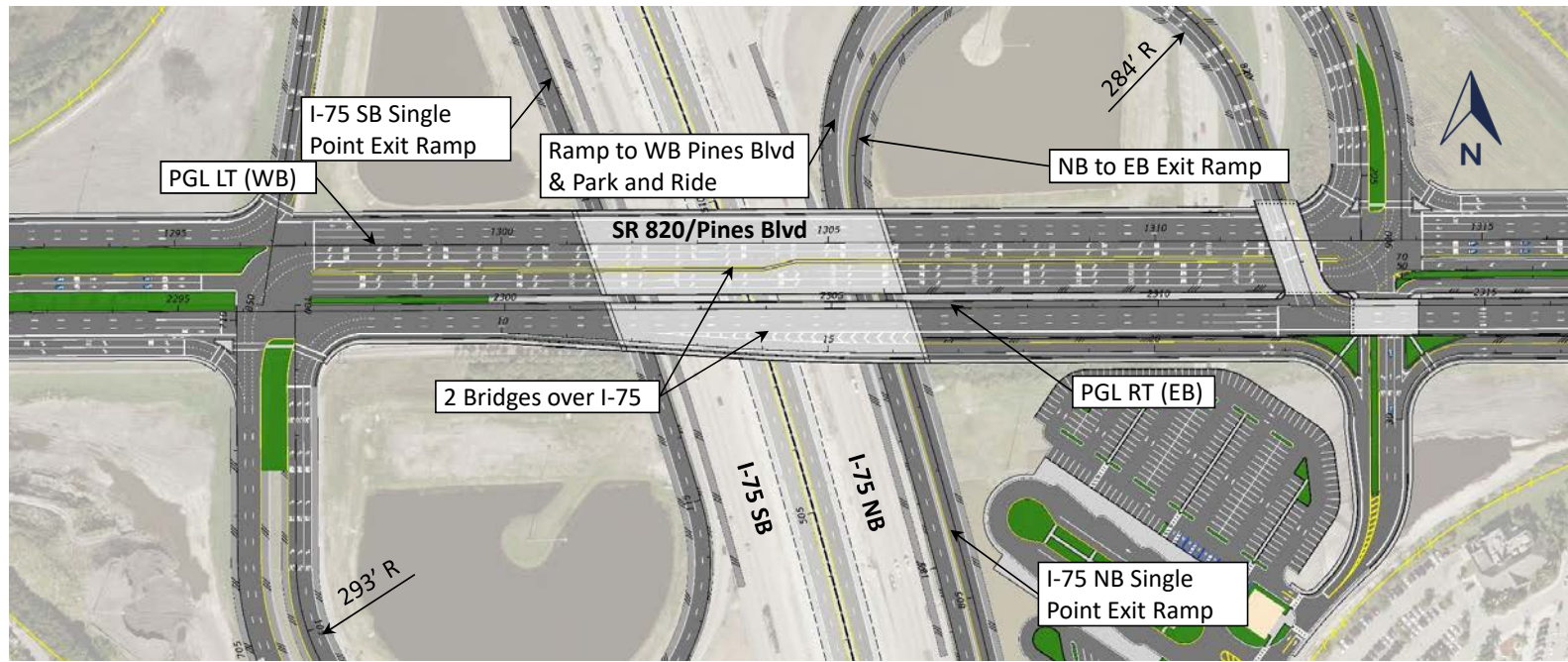


- 1 Introduces a Park and Ride Facility with full independent access.
- 2 Improved intersection LOS D and full access movements at Ramp Terminal. (Bus Priority Signal)
- 3 Reduces impacts from operations of adjacent traffic signal intersection.
- 4 Need to update Traffic Forecast and Analysis.



SR-93 / I-75 at Pines Blvd. Interchange Improvements

Conceptual Design Details



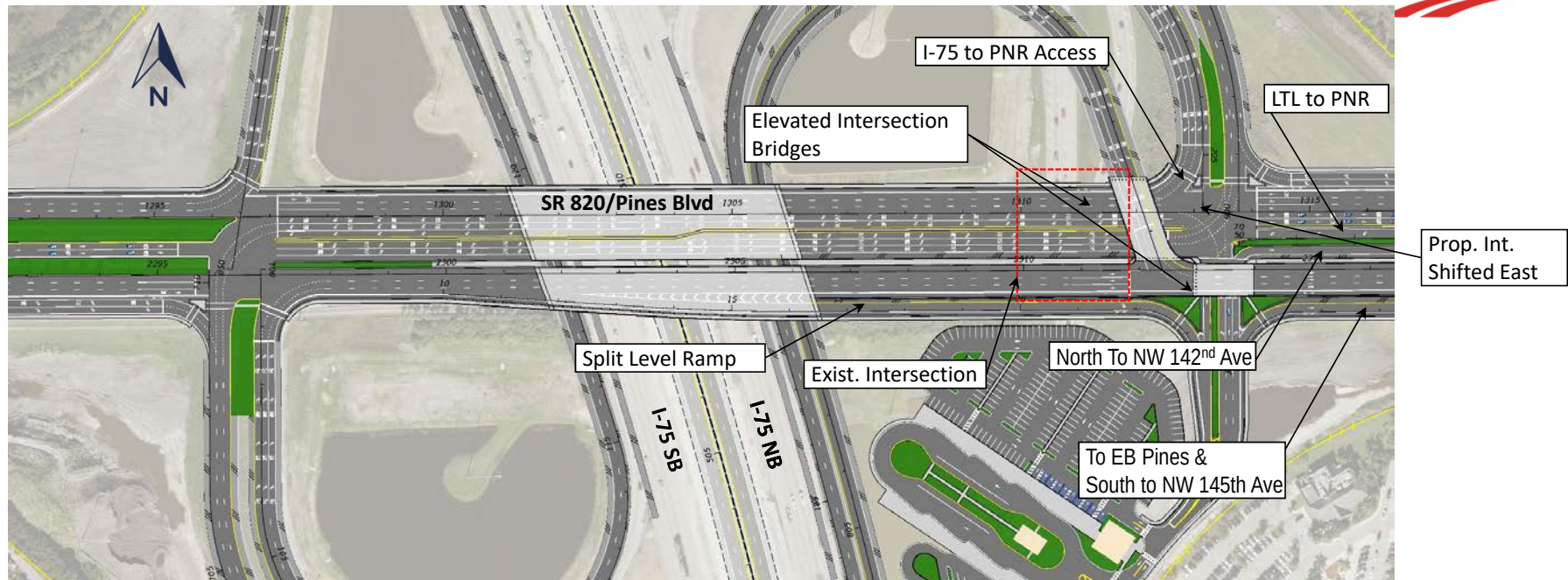
- Expanded Typical Section Accommodates Triple LTLs for I-75 NB and SB Entrance Ramps
- Longer Bridges to Span I-75 Single Point Exit Ramps
- Loop Ramps Radii Meets 30 MPH Criteria
- EB Lanes Elevated; WB Lanes At-Grade
- Two Separate Bridges Allow Independent PGLs (To Elevate NB to EB Ramp Terminal)



SR-93 / I-75 at Pines Blvd. Interchange Improvements



Conceptual Design Details



- Elevated I-75 NB to EB Pines Exit Ramp (**Reduces Signal Phases**)
- Ramp Terminal Intersection Shifted Eastward (**Facilitates Maintenance of Traffic**)
- Separate Ramps from PNR to EB Pines Blvd. and Northbound NW 142nd Ave (**Eliminates Weaving**)
- Split Level Ramp to Park and Ride Facility (**Safer for Pedestrians and Bikes**)



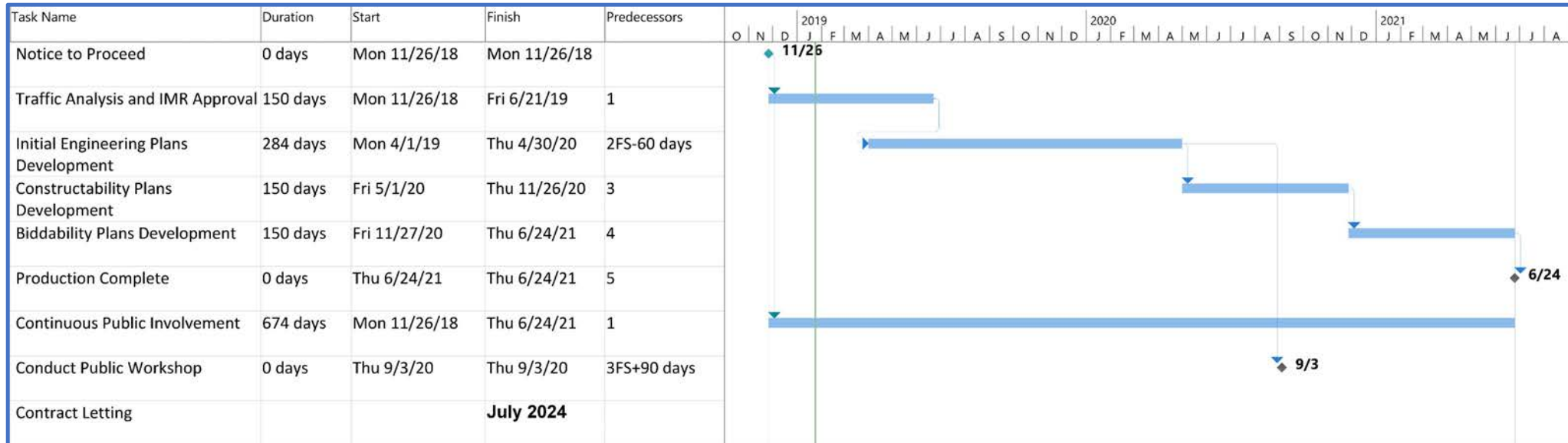
SR-93 / I-75 at Pines Blvd. Interchange Improvements







Project Schedule



SR-93 / I-75 at Pines Blvd. Interchange Improvements