

# North I-75 Master Plan Summary

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Florida Section ITE Annual Meeting

November 3, 2017





# The I-75 Relief Task Force

- Established by Secretary Boxold in October 2015 with broad membership
- Overarching goals
  - Provide relief to I-75
  - Enhance regional connectivity
- Center Piece of Task Force Charge
  - Maximizing the use of existing transportation facilities
  - Developing new transportation facilities
  - Considering multiple modes and multiple uses
- Task Force recommendations submitted by October 1, 2016



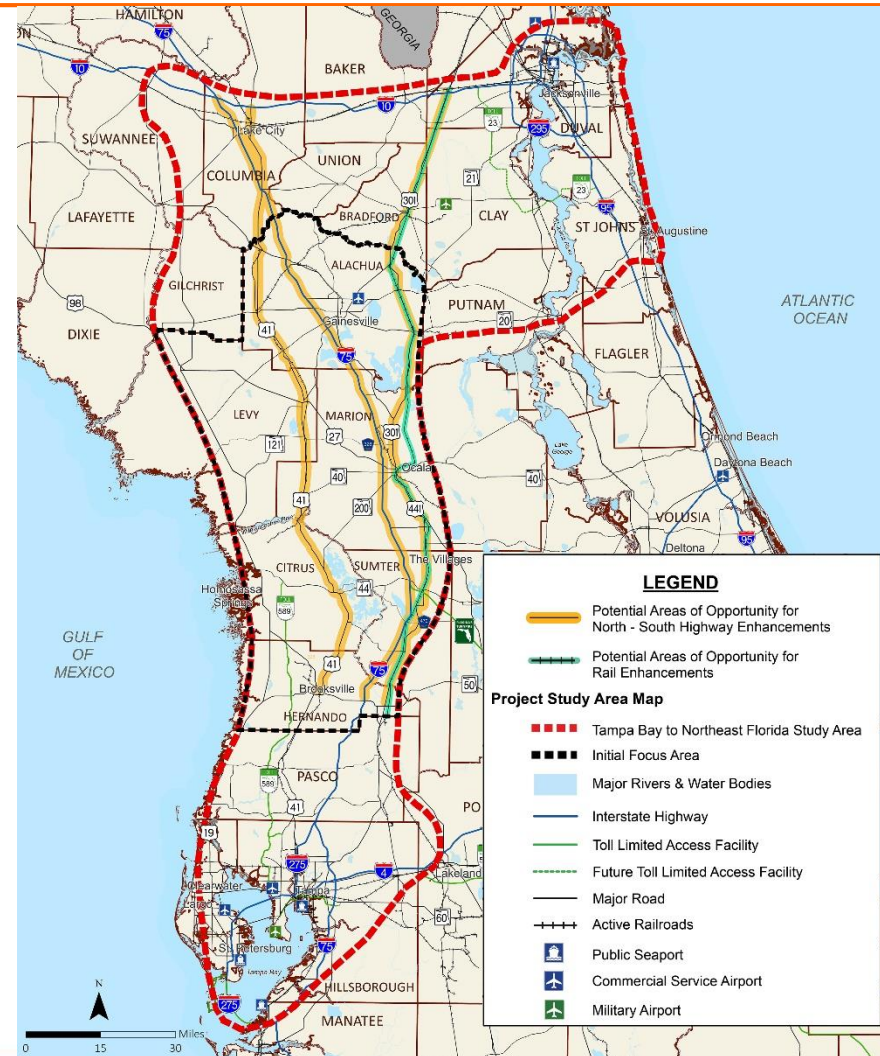
*NOTE: Information is preliminary and subject to change*





# Framework for Enhanced and New High-Speed, High-Capacity Transportation Corridors

- Immediately optimize existing transportation corridors
- Evaluate potential enhancements to, or transformation of, existing transportation corridors
- Evaluate potential areas of opportunity for new multimodal, multiuse corridors after evaluation of enhancements to I-75 and other I-75 connector roads



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# Evaluation Approach and Implementation

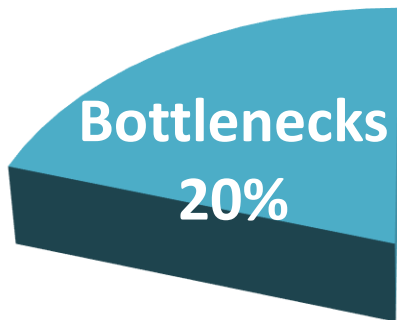
- Evaluate ***framework of options***
- Implement a robust ***public involvement process***
- ***Identify and implement strategies to optimize and transform I-75***
- Evaluate enhancements to ***U.S. 301, U.S. 41 and U.S. 441***
- Evaluate enhancements to ***intercity bus, passenger rail, and freight rail services***
- Conduct evaluation studies of potential areas of opportunity for ***new multimodal, multiuse corridors*** after evaluation of the existing corridors

# Purpose of Today's Presentation

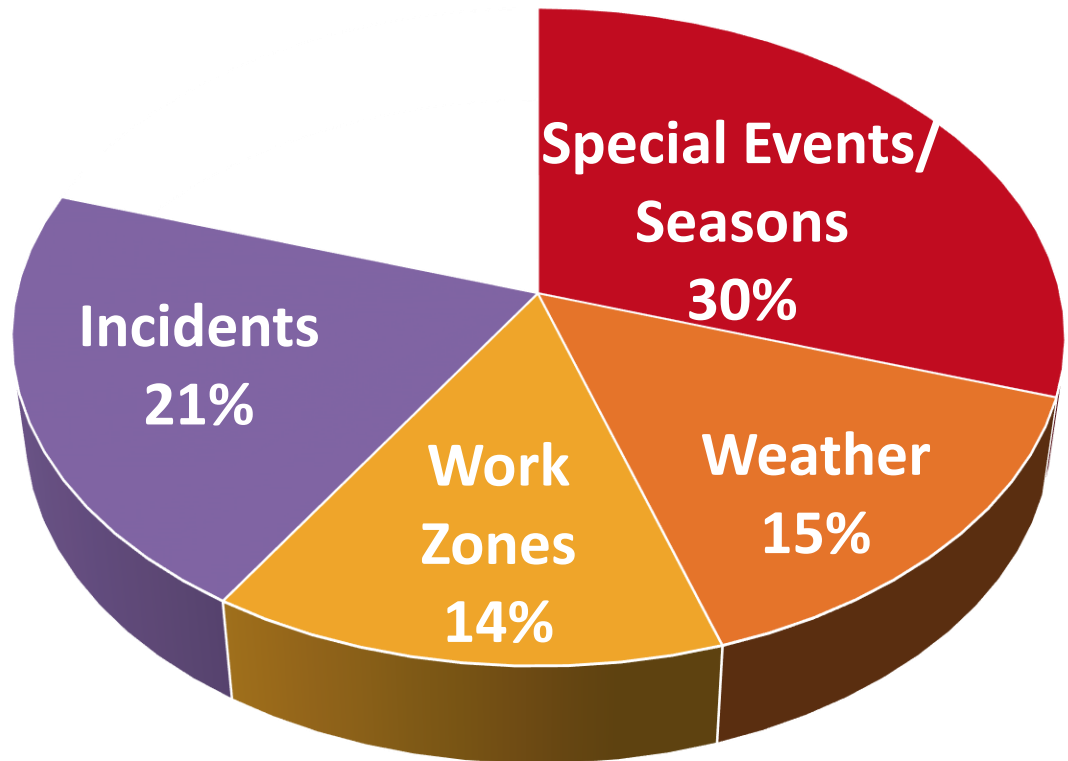
- Present Summary Results of the North I-75 Master Plan
  - System Evaluation of I-75 and Parallel Facilities of US 301, US 441 and US 41
  - Improvement needs of I-75, Parallel Facilities and their Impacts
- Next Steps

# Primary Causes of Congestion on I-75

## Recurring Congestion

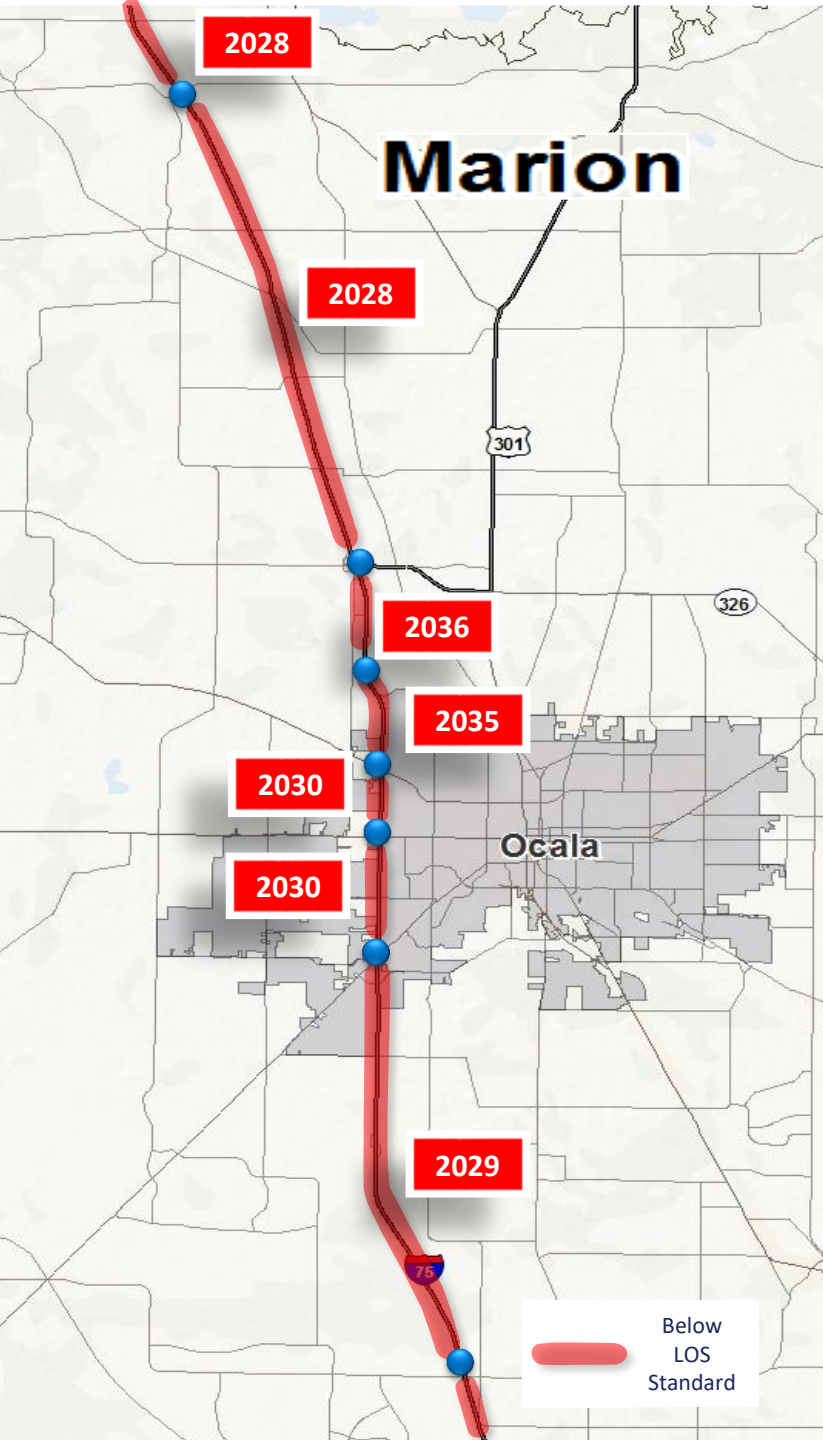


## Non-Recurring Congestion



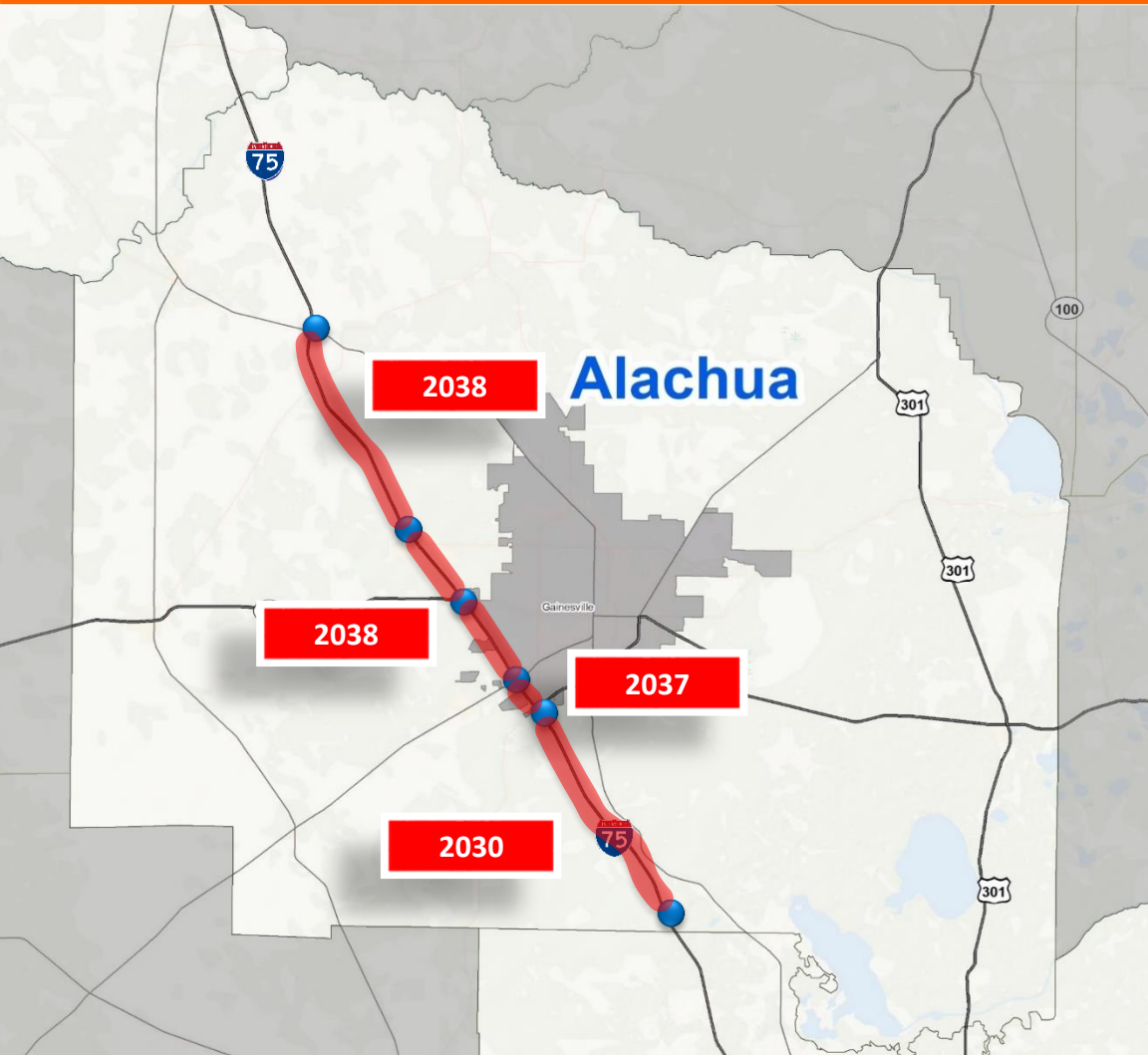
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# I-75 Recurring Conditions: Marion County



- I-75 falls below LOS Target
  - Around 2030
  - As early as 2028 in segment from CR 318 to SR 326
  - 38 miles of I-75

# I-75 Recurring Conditions: Alachua County



- I-75 falls below LOS Target
  - Before 2040
  - As early as 2030 in segment from CR 234 to Williston Rd
  - 25 miles of I-75

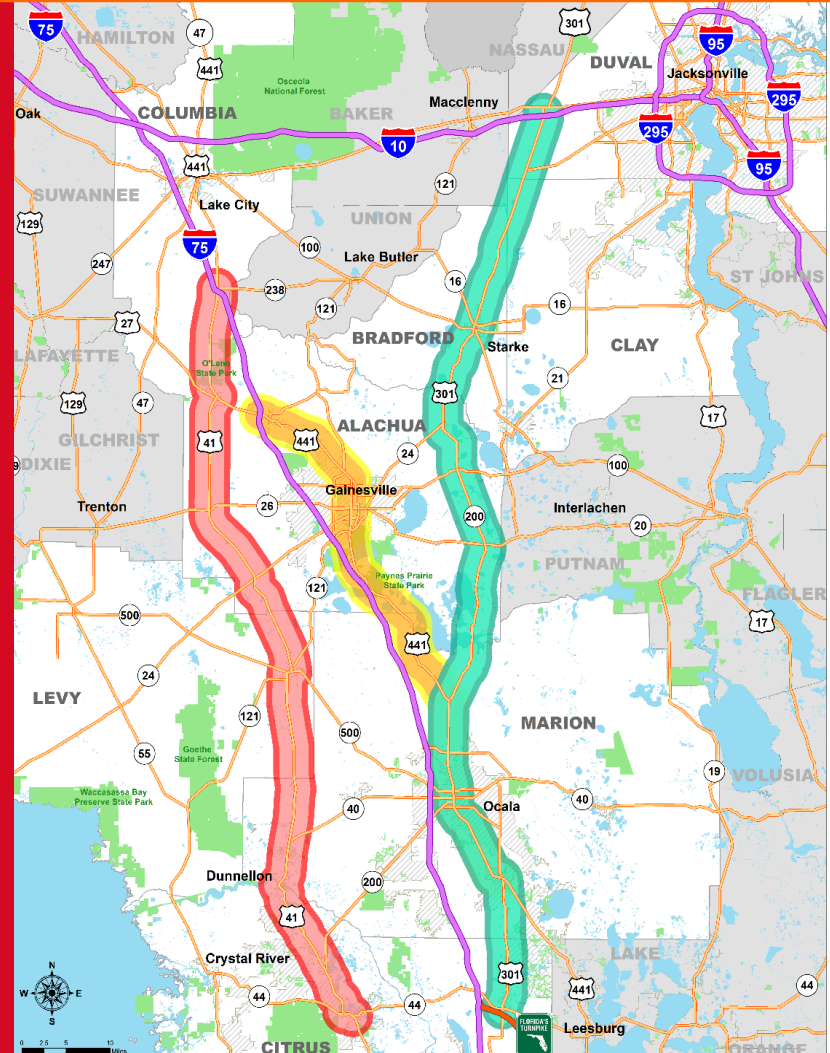
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# Non-Recurring Congestion

- Common causes of non-recurring congestion
  - Peak Travel Days
  - Weather
  - Incidents
- On average, 500+ incidents occur annually along I-75
- 1 in every 9 days a full closure of I-75 occurs in one direction
- Non-Recurring Congestion results in failures
  - 134 days in the year (40%) Today

# Alternative Corridors

- What are the alternative corridors for traffic diversion?
  - US 41
    - SR 44 to I-75
  - US 441
    - US 301 Split to I-75
  - US 301
    - Florida's Turnpike to I-10



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# Alternative Corridors Analysis

- Numerous segments of the parallel corridors will operate at failing level of service by year 2040
  - US 441 through Gainesville and US 301 through Ocala projected to operate at LOS F
- The three parallel corridors, US 41, US 441, and US 301 would not serve as efficient diversion routes
- The parallel corridors would require major improvements resulting in significant social, cultural, and natural impacts
  - Right of Way, wetlands, businesses, contamination sites
  - Capacity enhancements not consistent with local plans

# Short Term (TSM&O) Improvements on I-75

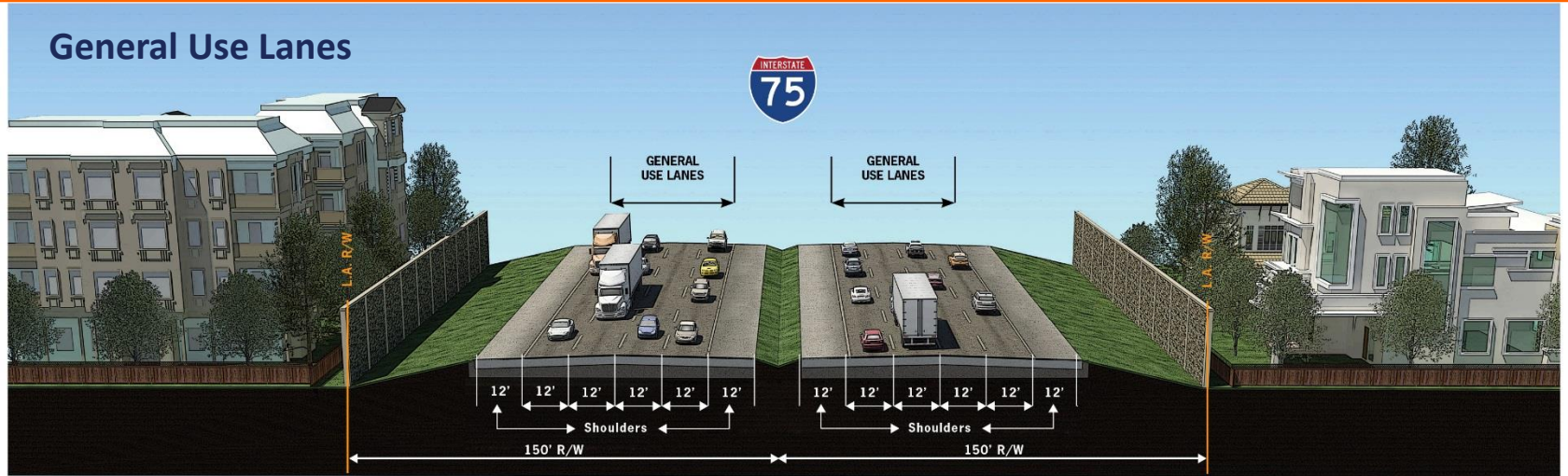
- Short term improvements to address congestion concerns
  - Road Ranger Service Patrol
  - Dynamic message signs
  - Fiber interconnection
  - Signal Coordination
  - Enhanced Regional Transportation Management Center Operations



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# Ultimate Improvement Alternatives – I-75

## General Use Lanes



## Express Lanes



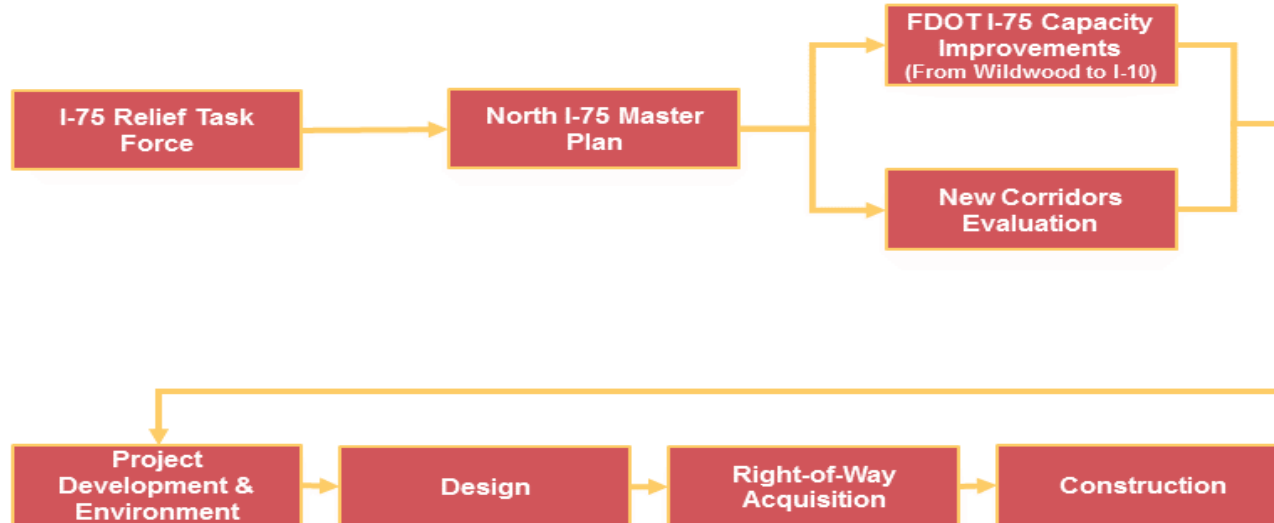
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# Summary

- I-75 is a unique corridor
  - LOS failures occur presently due to *non-recurring* congestion and LOS failures are also anticipated in the next 10 to 12 years due to *recurring* congestion
  - Traffic peaks on weekends
- Short-term and long-term capacity improvements are needed to the I-75 corridor
- Widening of I-75 does not address the issue of non-recurring congestion
- I-75 widening will also have impacts to the natural and physical environment

# Next Steps

- FDOT Districts 2 and 5, along with Central Office, are considering several short-term improvements along I-75
  - Signal coordination, fiber interconnection, dynamic message signs
- Initiate the next project phases for the critical segments of I-75 as funding becomes available



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# Questions/Comments

## Contact Information

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