



I-75 Relief/Tampa Bay to NE Florida

Regional Community Institute of Northeast Florida

Presented by:

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State Transportation Planning Administrator
Florida Department of Transportation

NOTE: Information is preliminary and subject to change

May 26, 2016

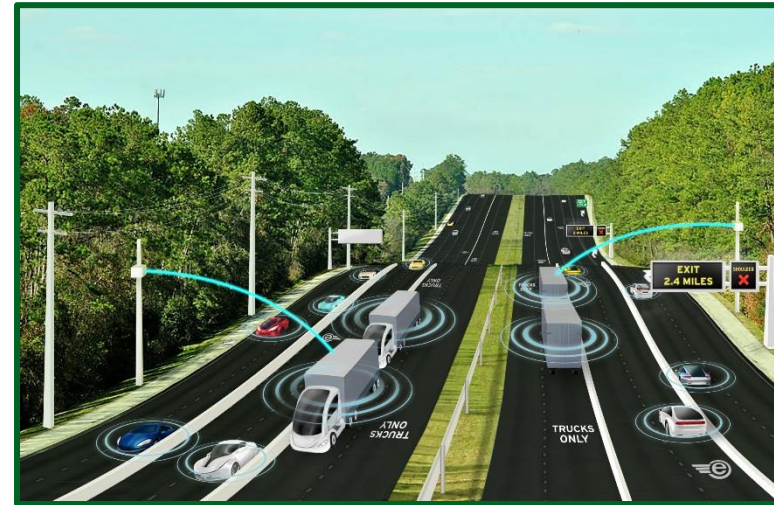




Overview

- Background: Future Corridors
- Regional Connectivity Needs and I-75 Challenges
- I-75 Relief Task Force
 - General Purpose and Need
 - Framework of Options for Future Study
 - Evaluation Approach
- Observations on the Process

- Existing corridors
... that are transformed
- New corridors
... designed for the 21st Century
- Multimodal
- Multipurpose



Florida's FUTURE CORRIDORS Guiding Principles



Conservation



Countryside



Centers and
Communities

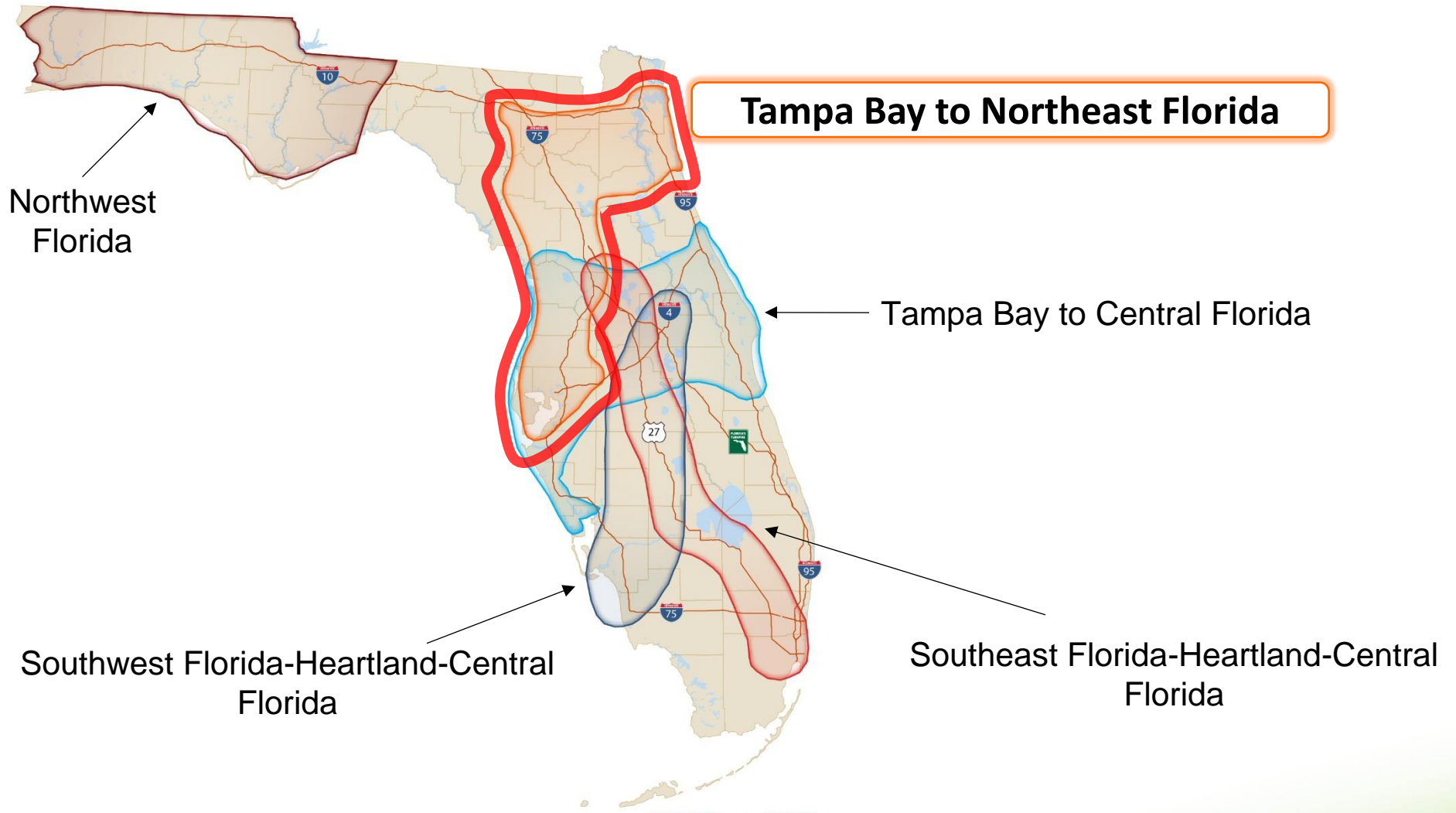


Corridors

Consensus Building



Florida's FUTURE CORRIDORS Study Areas

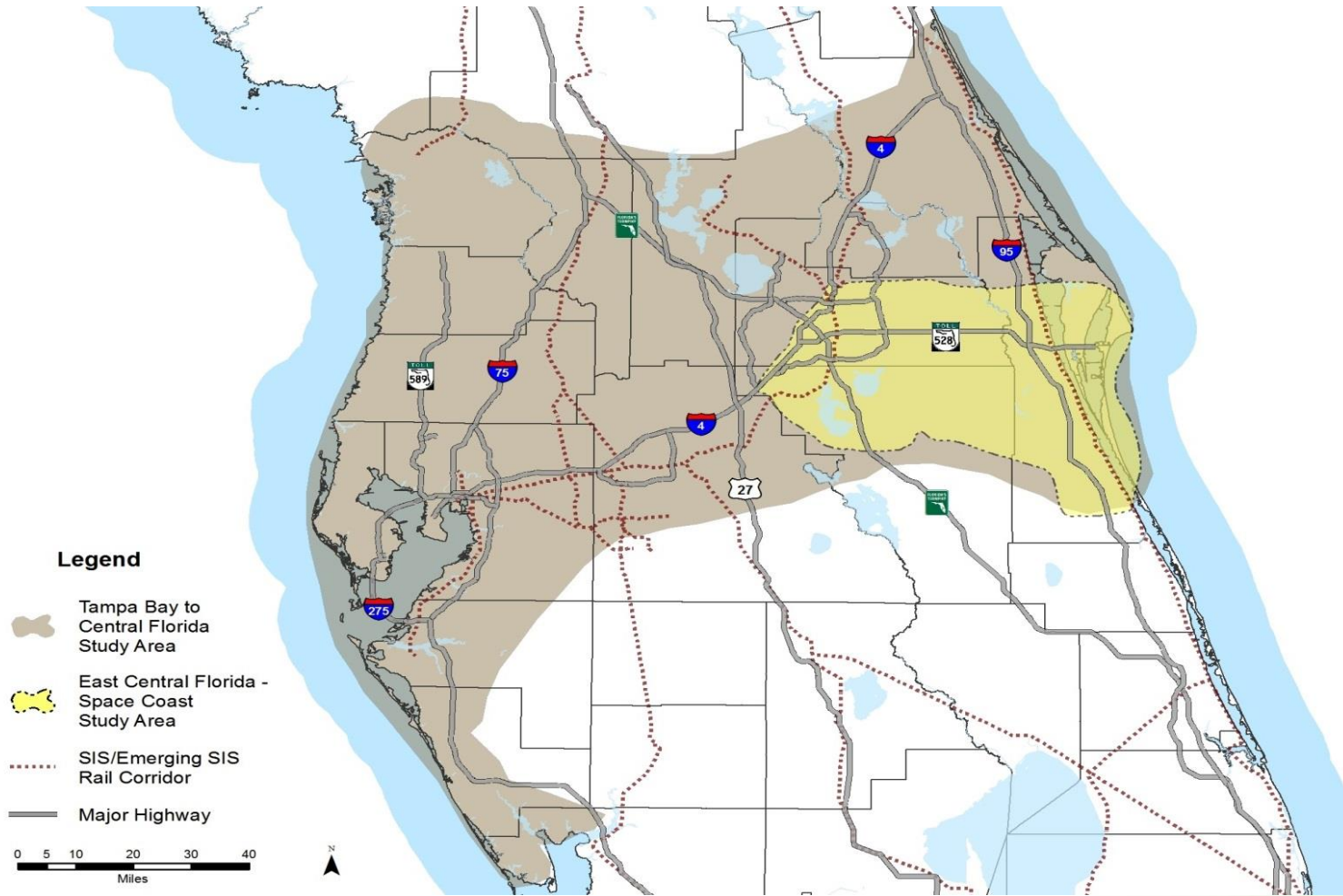




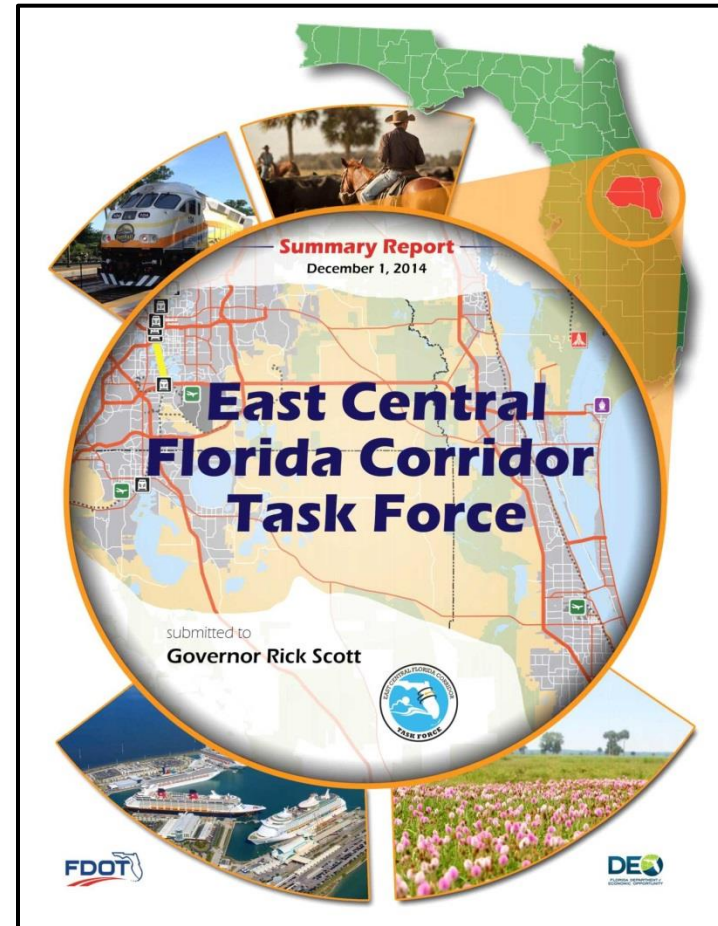
Florida's FUTURE CORRIDORS Study Areas

Tampa to Central Florida Study Area

East Central Florida Corridor Task Force

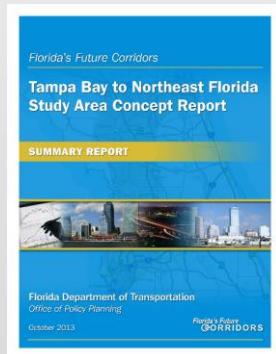
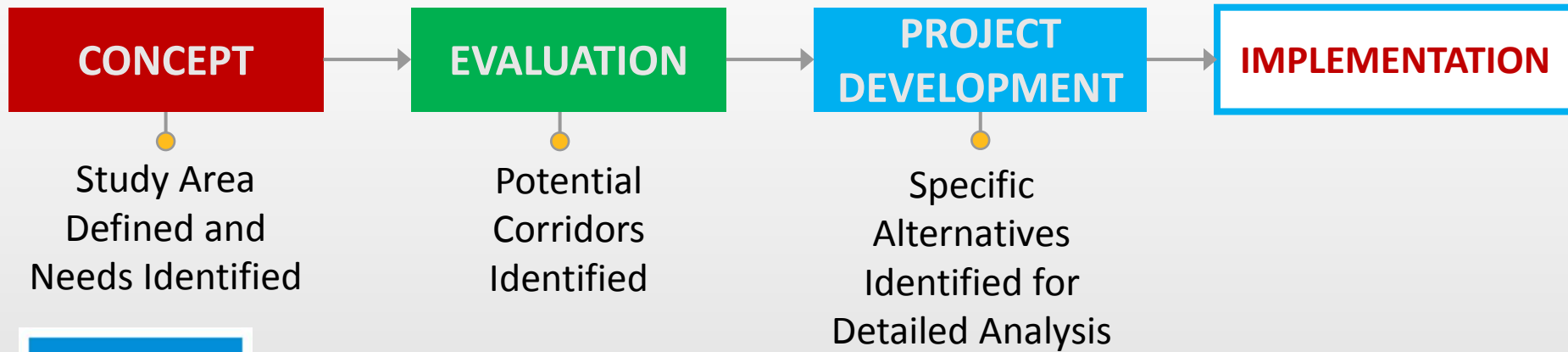


- Report submitted to Governor Scott on Dec 1, 2014 with recommendations for:
 - Guiding Principles
 - Existing and New Corridors for Evaluation
 - Action Plan
 - Initial Implementation Activities



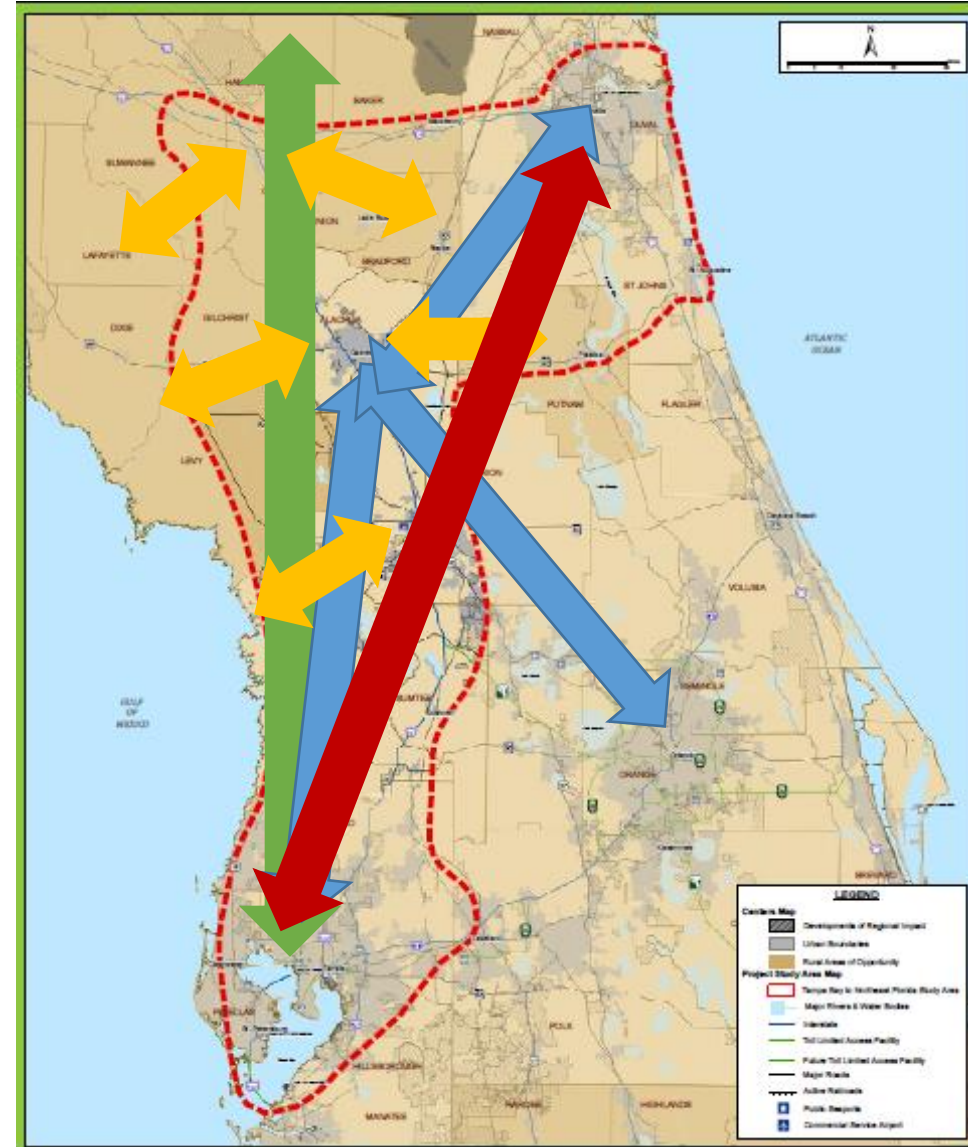


Florida's FUTURE CORRIDORS Planning Process



Varying Levels of Connectivity Needs

- Tampa Bay to Northeast Florida
- Tampa Bay to Georgia
- Tampa Bay, Orlando, Jacksonville to Gainesville, Ocala
- Rural areas to regional employment centers



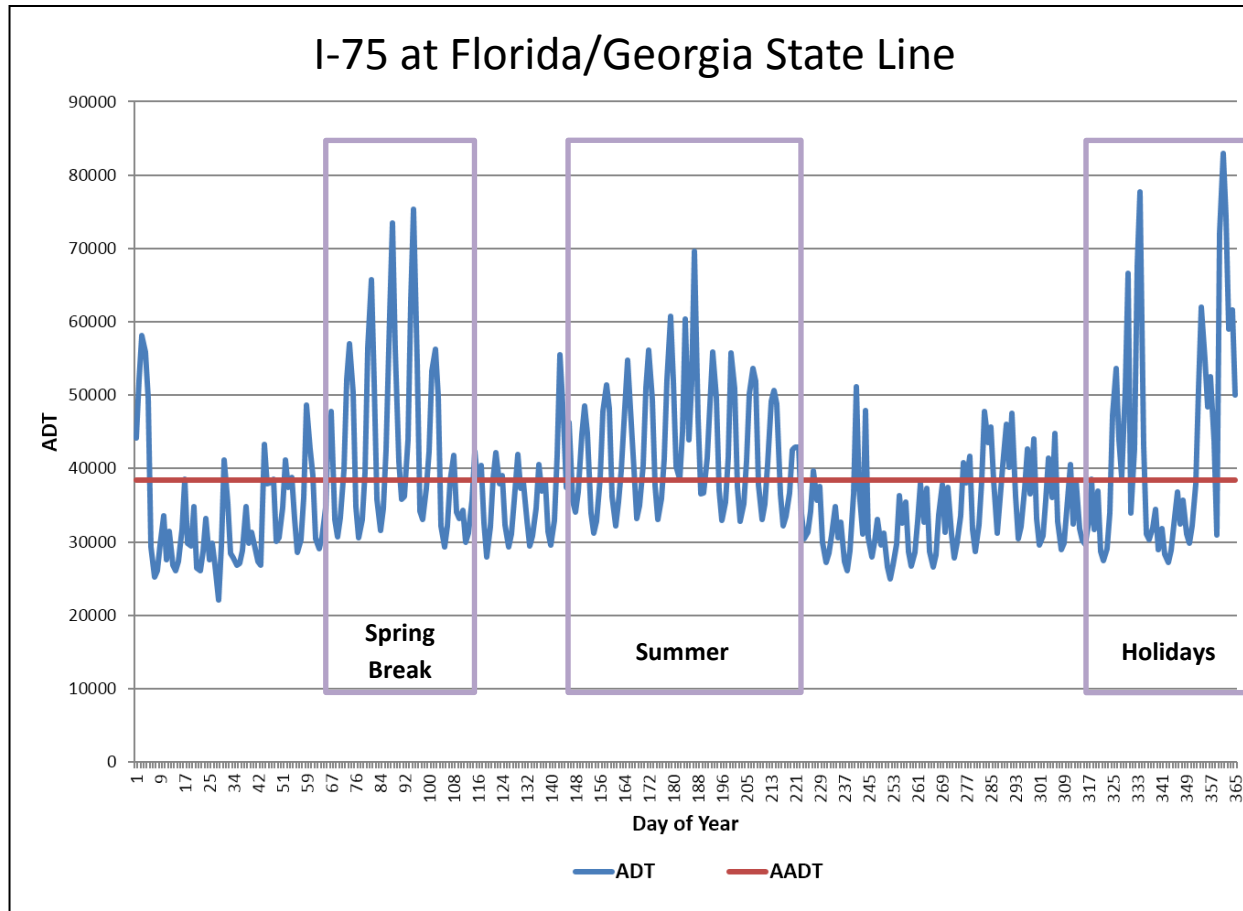
Interstate 75 is Critical to Florida

- Gateway to the Florida peninsula
- Provides connectivity for passengers and freight:
 - Interstate
 - Interregional
 - Regional
- Serves daily and peak period needs
- Important for evacuation and response





I-75 Annual Traffic Profile (2014)

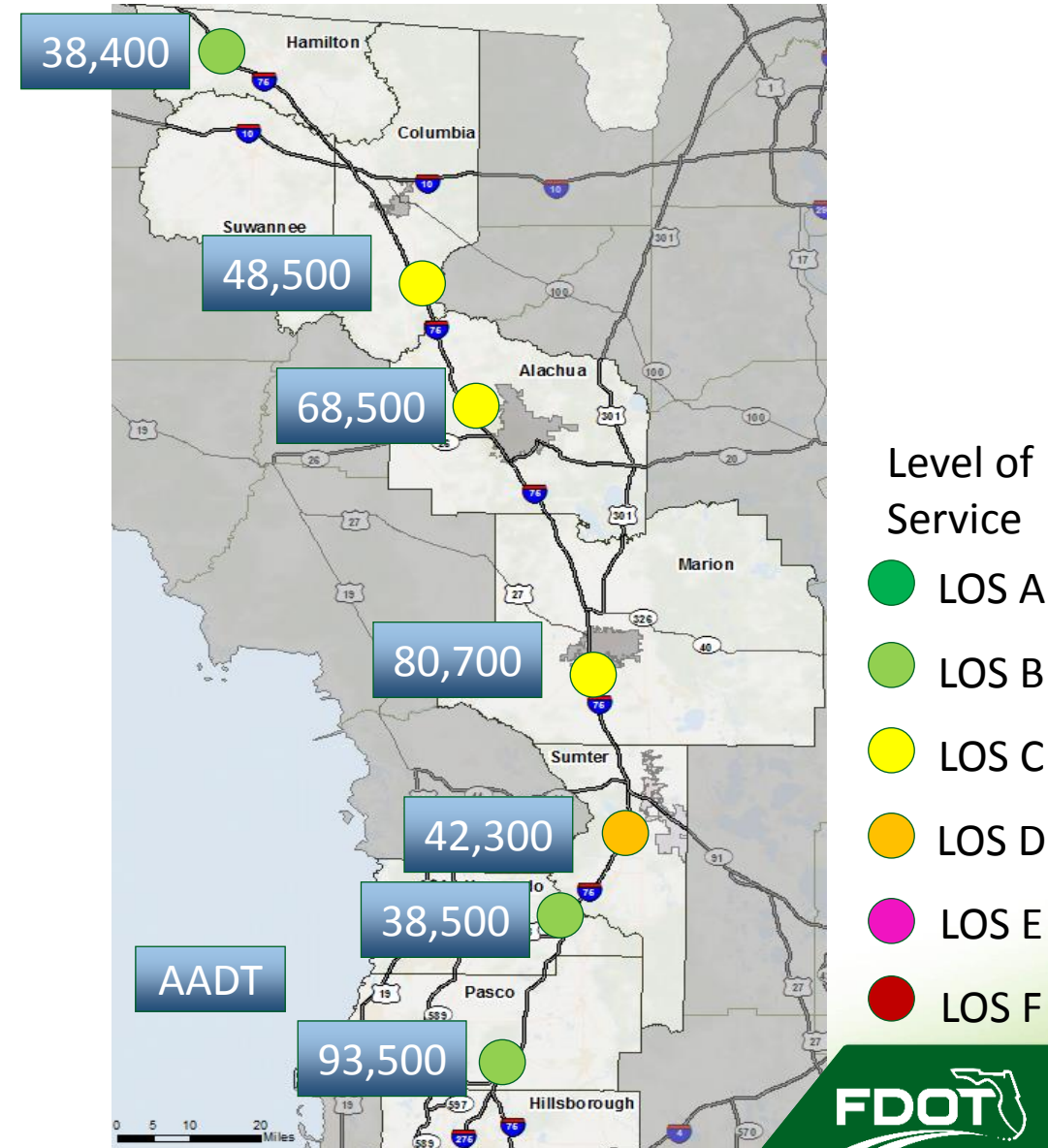


Source: TTMS site 320112 on I-75 north of SR 143 from FDOT, Transportation Statistics Office.

- Annual Average Daily Traffic (AADT)
 - Only the typical day
 - Does not tell entire story
- Strong seasonal variation along I-75 corridor
- Peak days can see double the AADT in some locations
- Weekend traffic is usually higher than weekdays

Level Of Service (2014)

- Most of corridor operates at acceptable LOS on weekdays
- Weekend and peak season time periods experience more congestion
- Only represents recurring congestion



*Level of service takes into account higher volume of trucks along I-75 corridor.

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Source: FDOT, Transportation Statistics Office

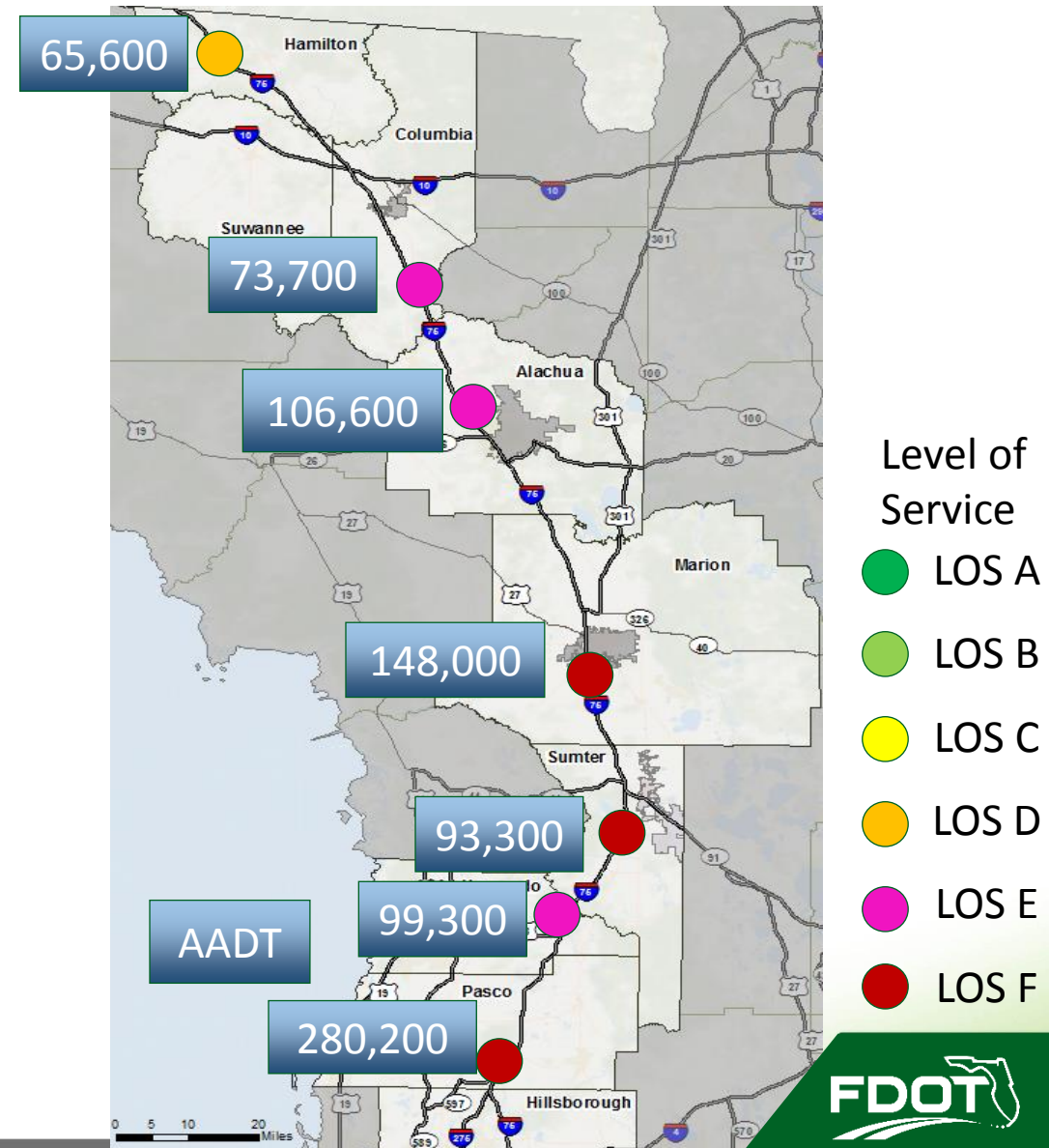
Weekend Level of Service (2014)

- Segments north and south of Florida's Turnpike are currently at capacity under existing weekend conditions



Future Level of Service (2040)

- Most of corridor operates at or over capacity on weekdays
- Weekend and peak season time periods experience more congestion



Freight Mobility

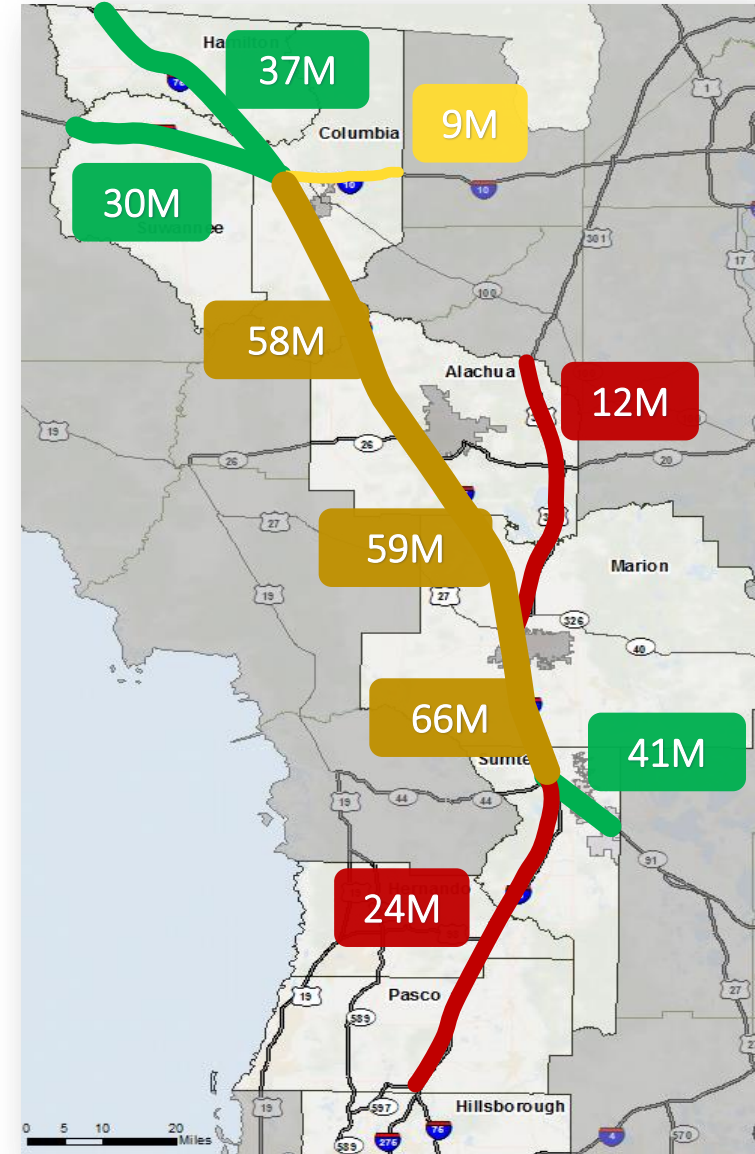
- 10,000 trucks enter or leave the state each day on I-75

2011 Tonnage

- > 50 Million Tons
- > 25 Million to 50 Million
- > 10 Million to 25 Million
- > 5 Million to 10 Million
- < 5 Million Tons

Source: IHS Global Insight TranSearch Data, 2011

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Freight Mobility

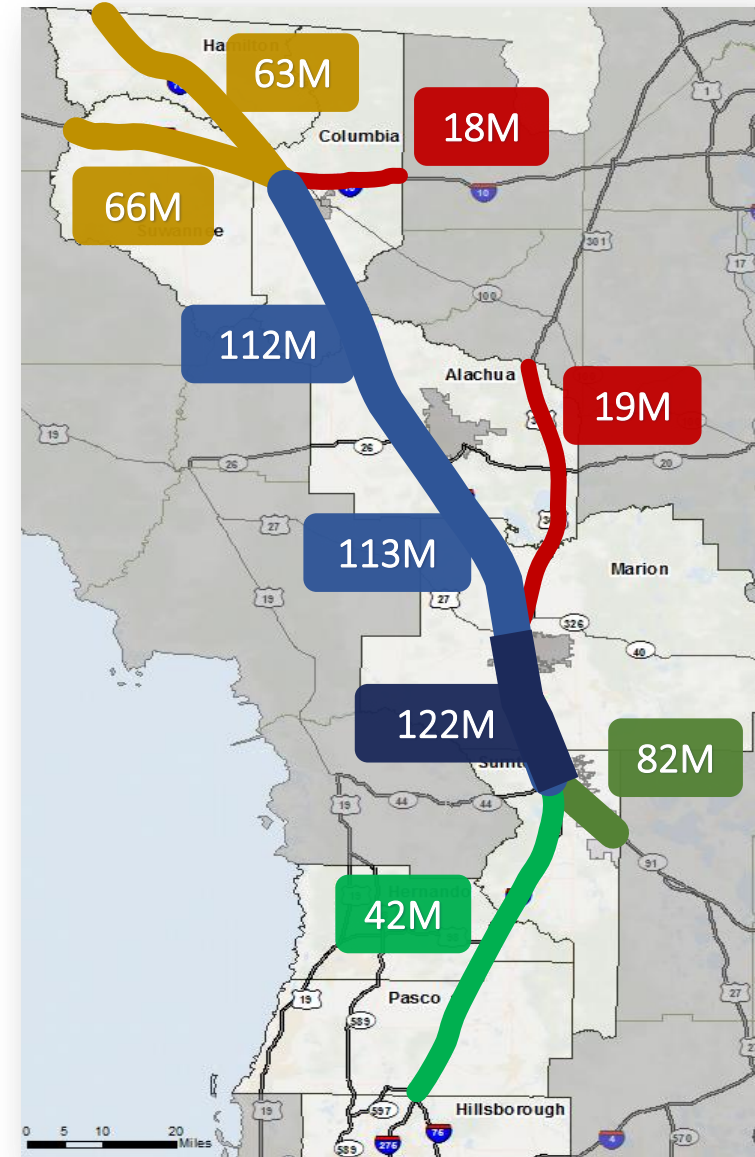
- Freight tonnage will double in many locations by 2040

2040 Tonnage

- > 120 Million
- > 100 Million to 120 Million
- > 75 Million to 100 Million
- > 50 Million to 75 Million
- > 25 Million to 50 Million
- > 10 Million to 25 Million
- > 5 Million to 10 Million
- < 5 Million Tons

Source: IHS Global Insight TranSearch Data, 2011

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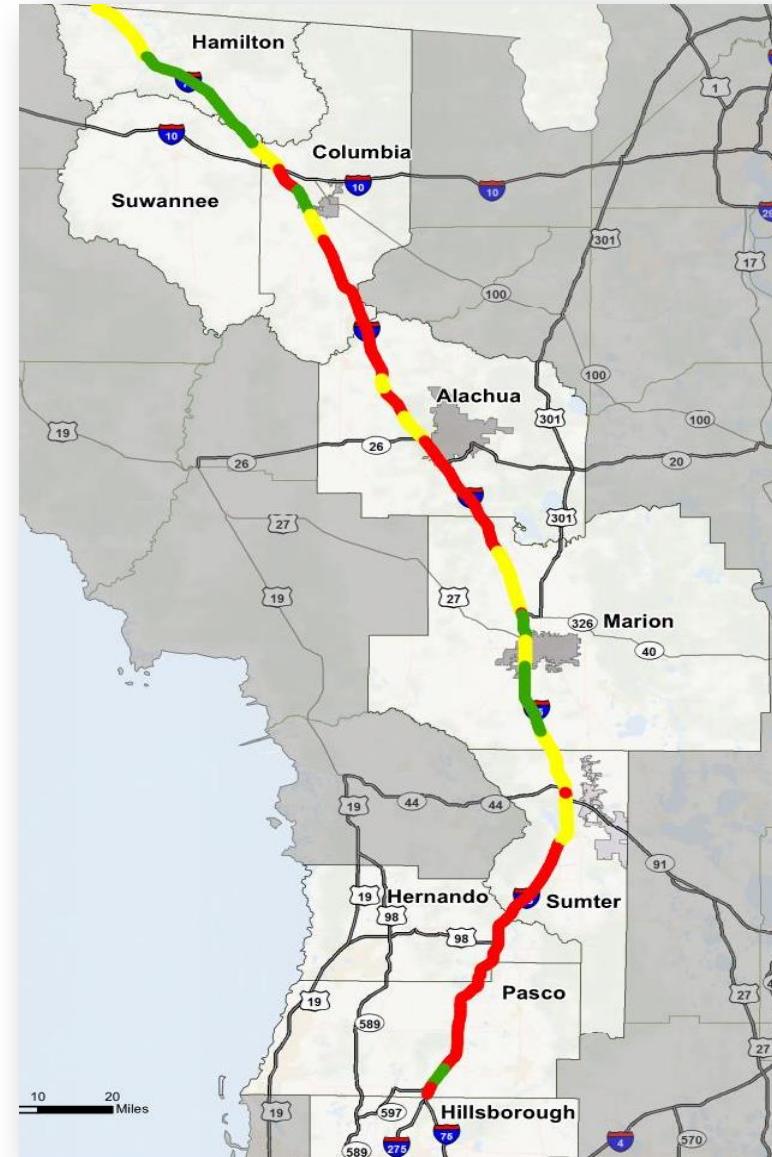
Growing Safety Concerns

- Crash rates typical of more urbanized areas
- Over 5000 crashes since 2011 with 79 fatalities and over 3000 injuries

2014 Crash Rate

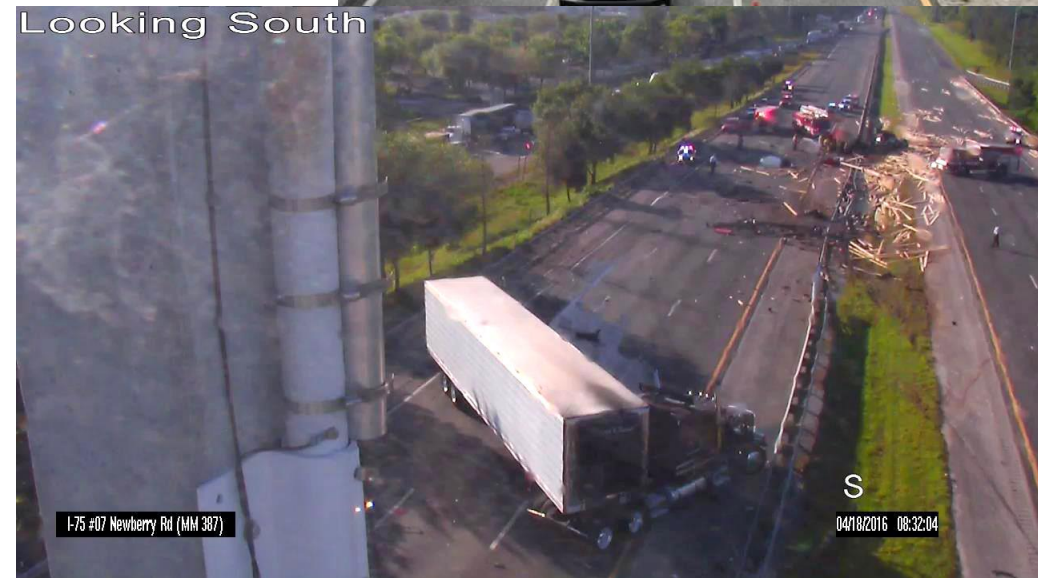
- High (> 90% of Statewide Average)
- Medium (70 to 90% of Statewide Average)
- Low (0% to 70% of Statewide Average)

Source: Florida Department of Transportation



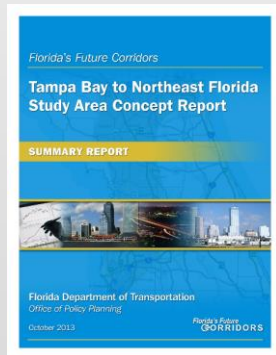
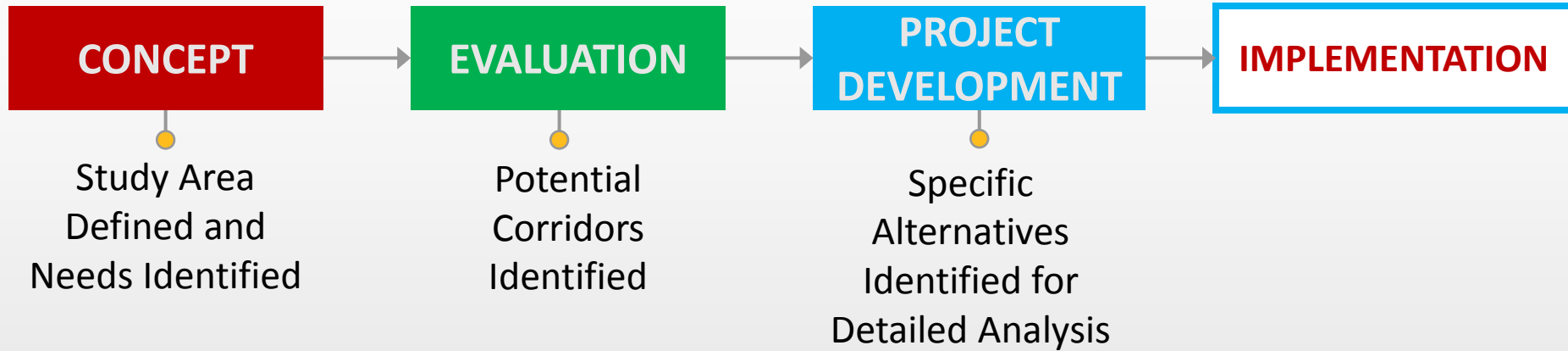
Reliability and Delay

- Special events
- Incidents
 - On average, every 9 days all lanes in one direction are blocked due to an incident
- Bottlenecks
- Weather
- Work zones





Florida's FUTURE CORRIDORS Planning Process

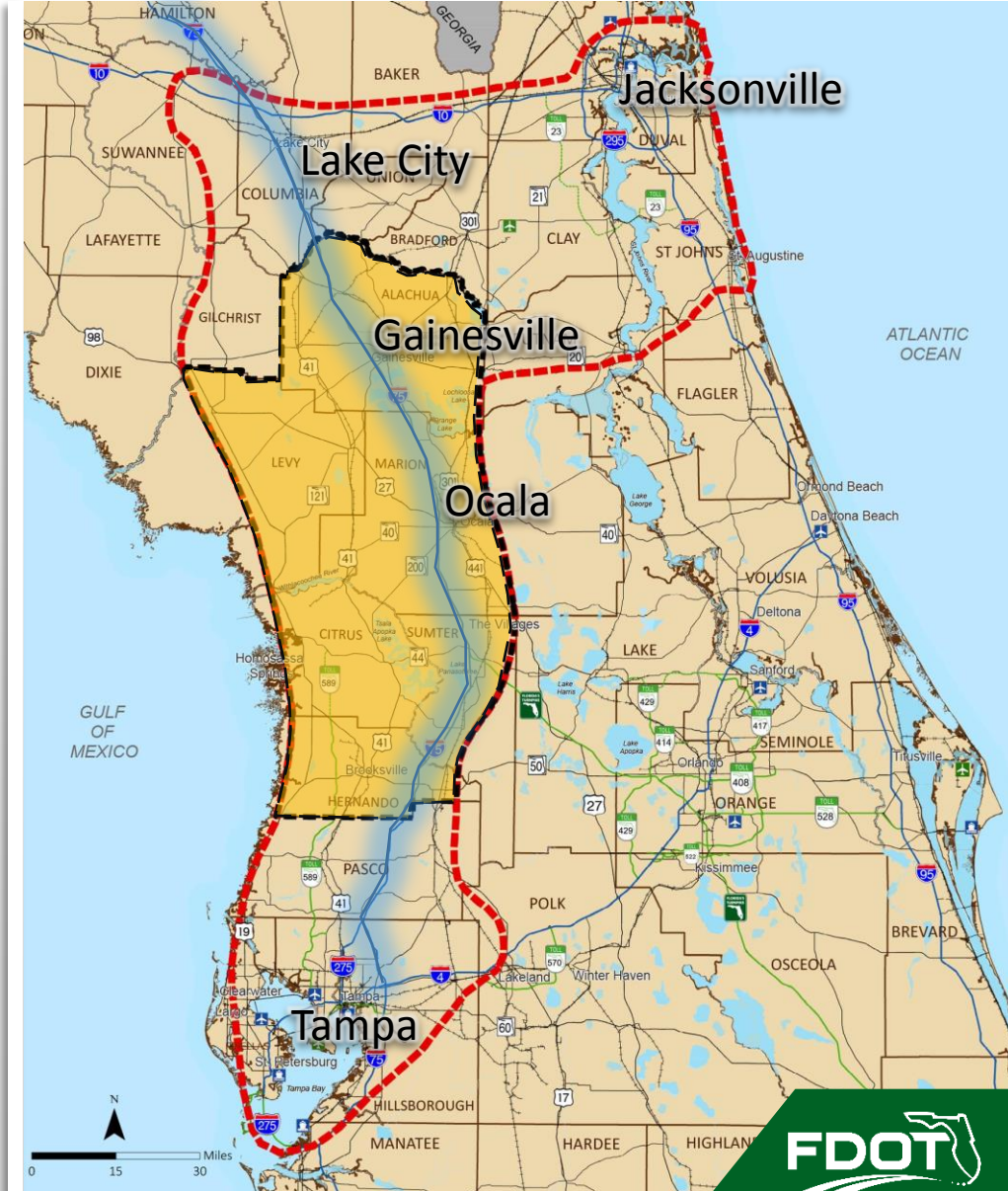


Other Studies



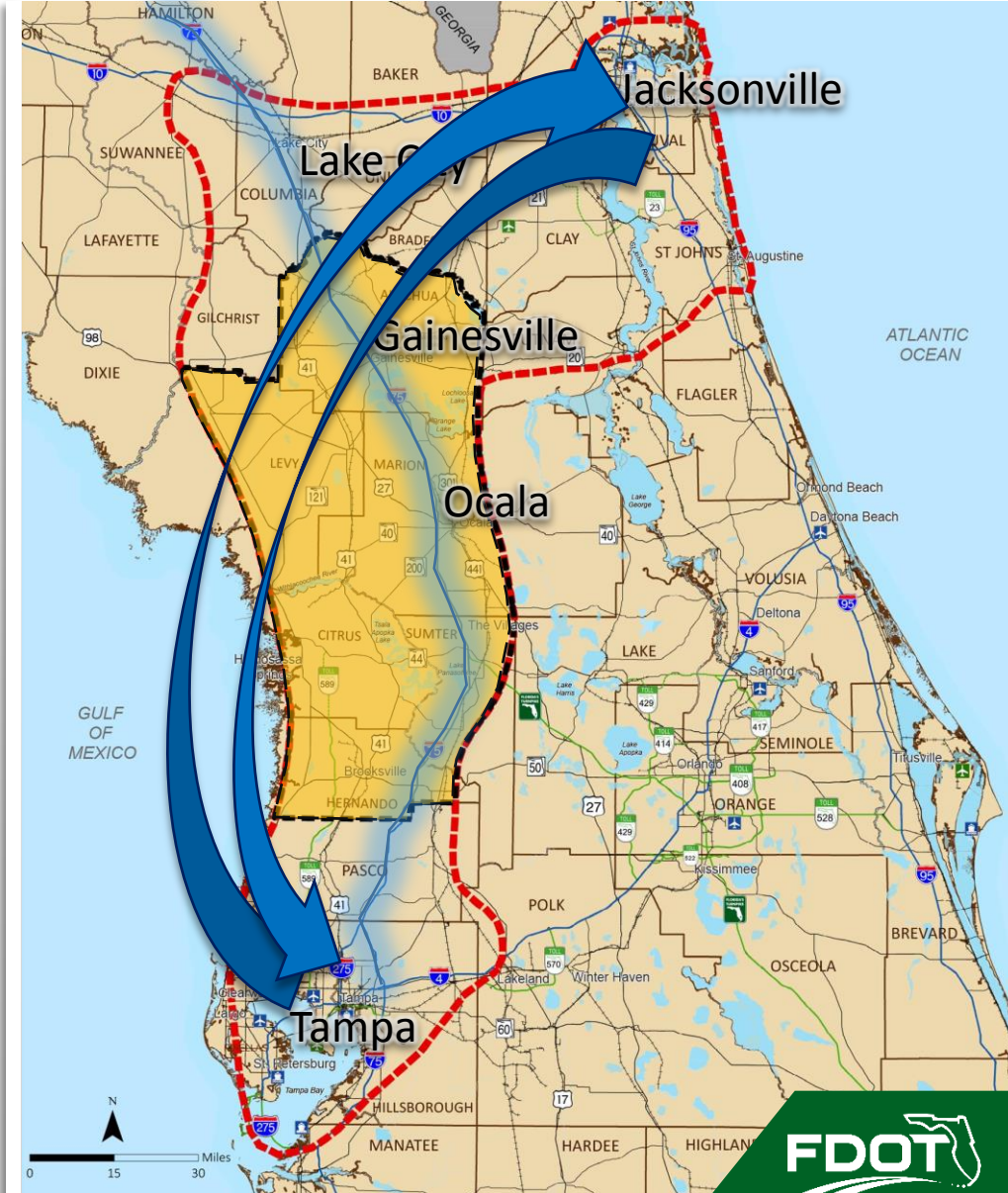
The I-75 Relief Task Force

- Established by Secretary Boxold in October 2015
- Broad membership
- Defined purpose and charge
- Overarching goals
 1. *Provide relief to I-75*
 2. *Enhance regional connectivity*
- Task Force recommendations will be submitted by October 2016



Preliminary Purpose and Need

- Two Overarching Purposes:
 1. **Provide relief** to I-75 and **improve mobility** in the Initial Focus Area (yellow area)
 2. **Enhance regional connectivity** between:
 - Tampa Bay
 - Northeast Florida



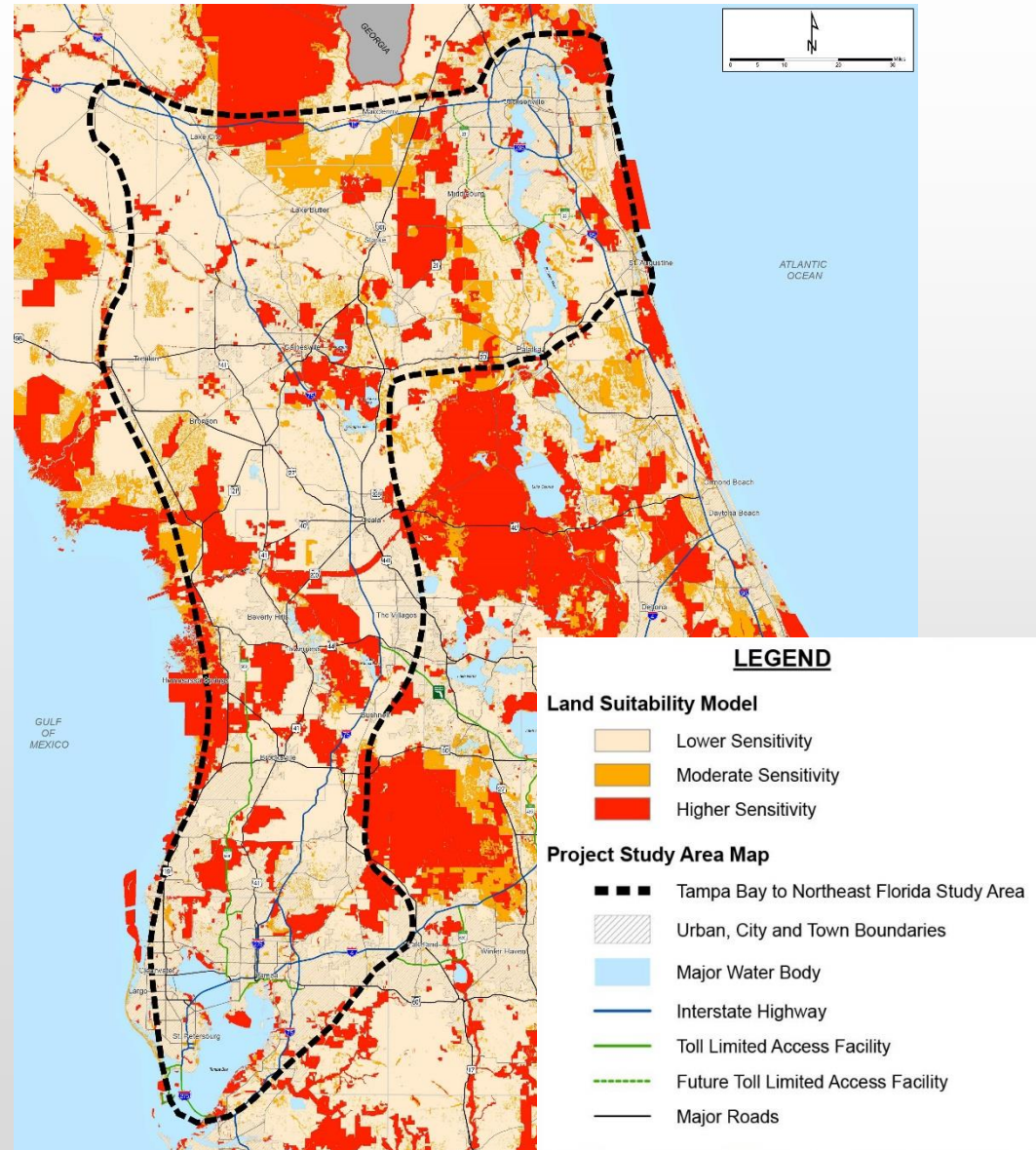


Centerpiece of the Task Force Charge

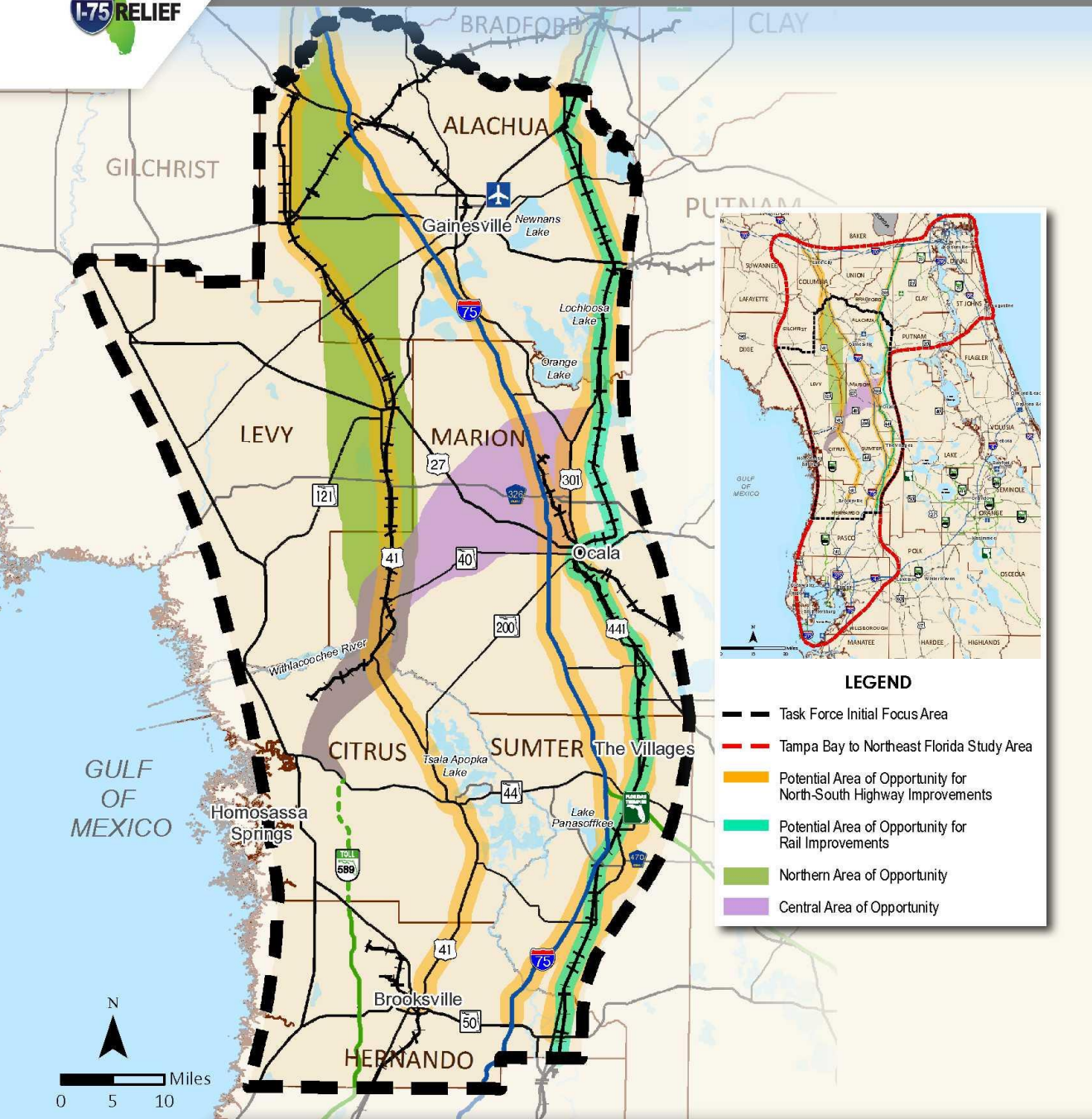
- Recommend a Range of Alternatives...
To accomplish the purpose and need including
 - Maximizing the use of existing transportation facilities
 - Developing new transportation facilities
 - Considering multiple modes (such as highways, passenger and freight rail, and trails) and multiple uses (such as utilities, pipelines, and other linear infrastructure)

Land Suitability for Future Projects

- Identify areas with highest concentration of environmental and community resources
- Help delineate best opportunities for the least environmental and community impacts



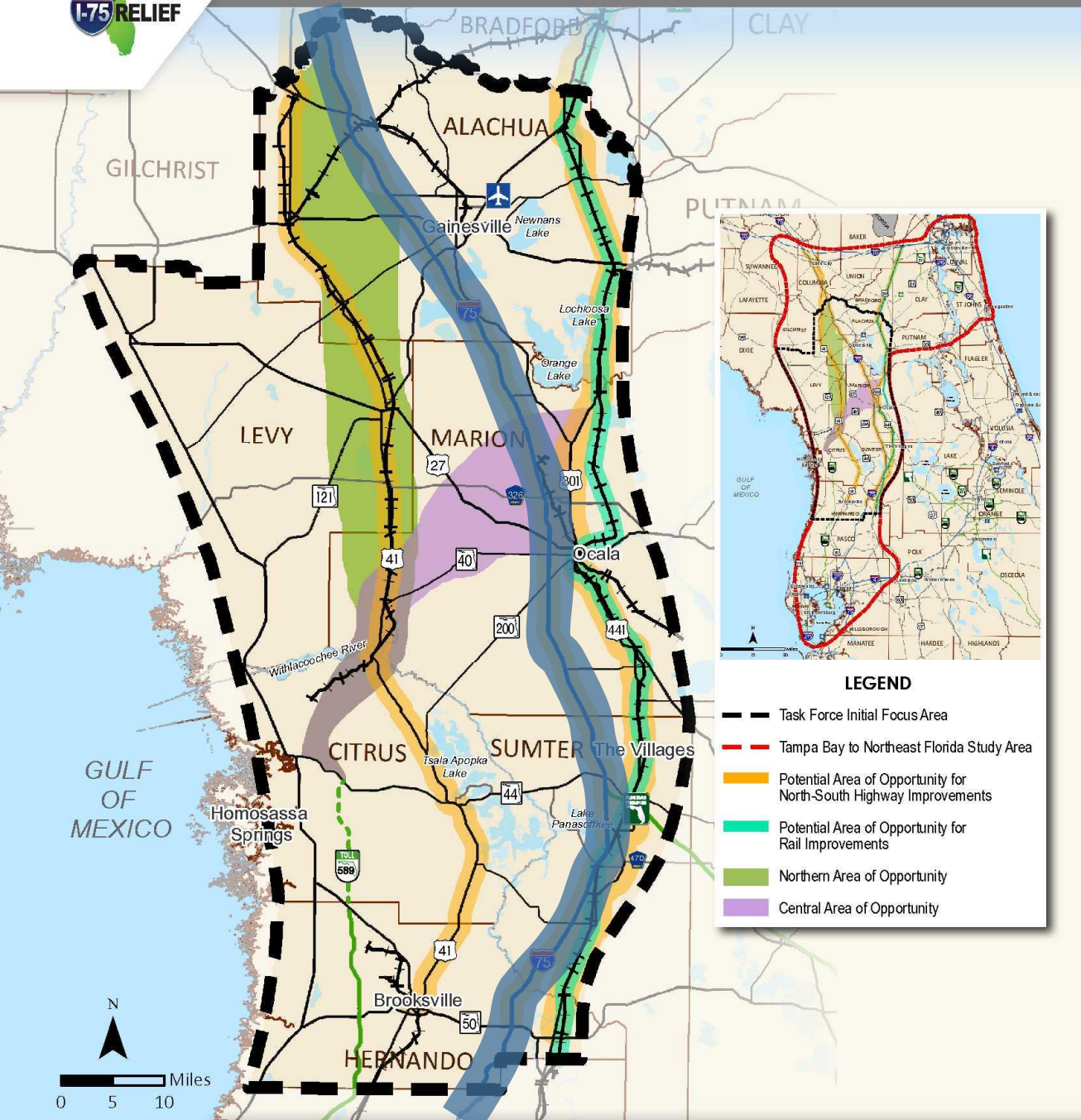
OPTIONS FOR FUTURE STUDIES



- Transform/enhance existing corridors
 - I-75
 - US 301
 - US 41
 - CSX S line/other rail
- Potential new reliever corridors
 - Suncoast to I-75

OPTIONS FOR FUTURE STUDIES

I-75 RELIEF



- Transform/enhance existing corridors

I-75

US 301

US 41

CSX S line/other rail

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Suncoast to I-75

I-75 Potential Strategies - Express Lanes

- Adds Capacity
- Bypass Congestion in Urban Areas
 - Gainesville, Ocala
- Meets Current FDOT Policy

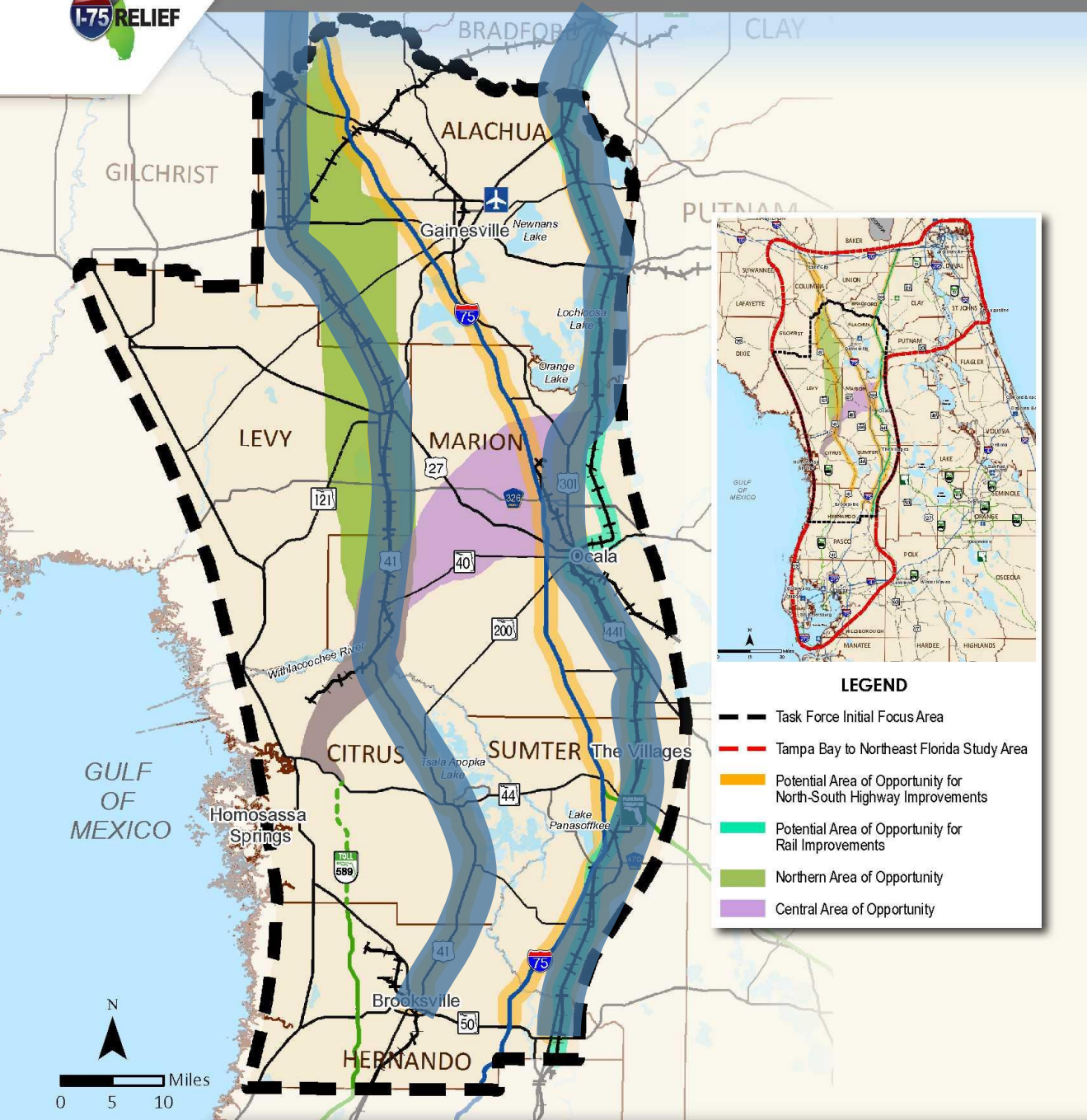


I-75 Potential Strategies - Truck Only Lanes

- Provide At-Grade Truck Only Access Points to GP Lanes
- Strategic Locations Along I-75



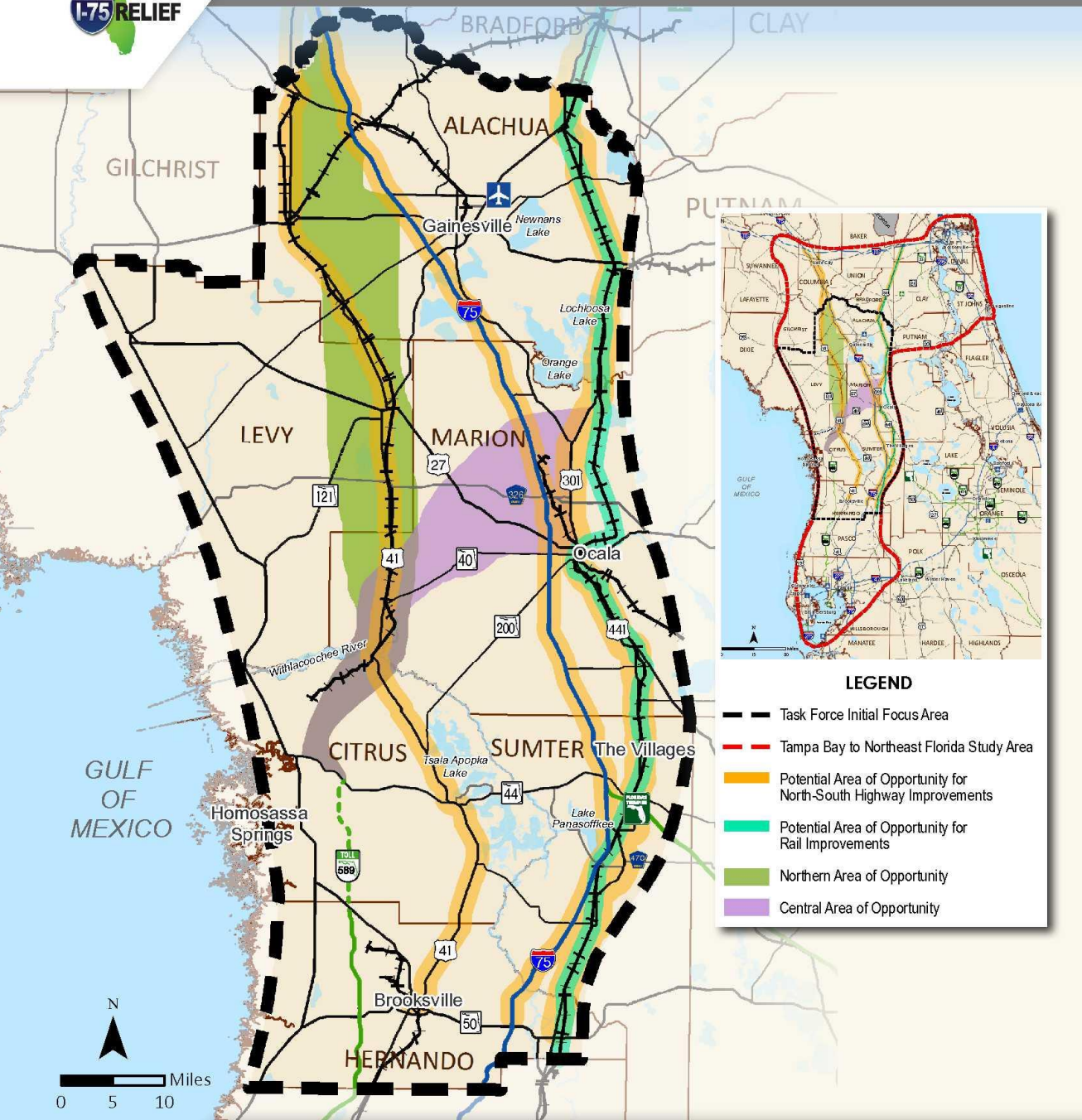
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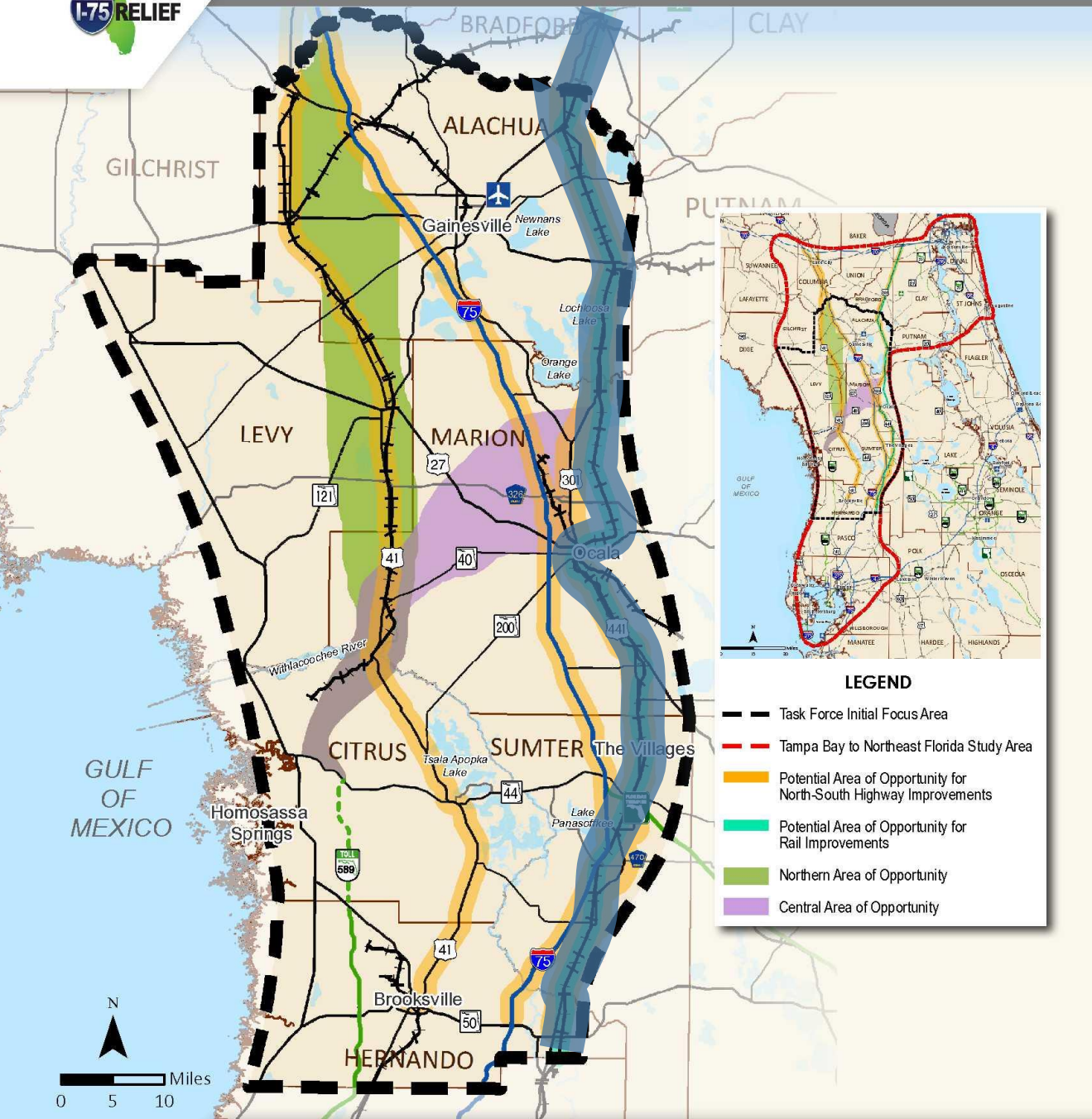


LEGEND

- Task Force Initial Focus Area
- Tampa Bay to Northeast Florida Study Area
- Potential Area of Opportunity for North-South Highway Improvements
- Potential Area of Opportunity for Rail Improvements
- Northern Area of Opportunity
- Central Area of Opportunity

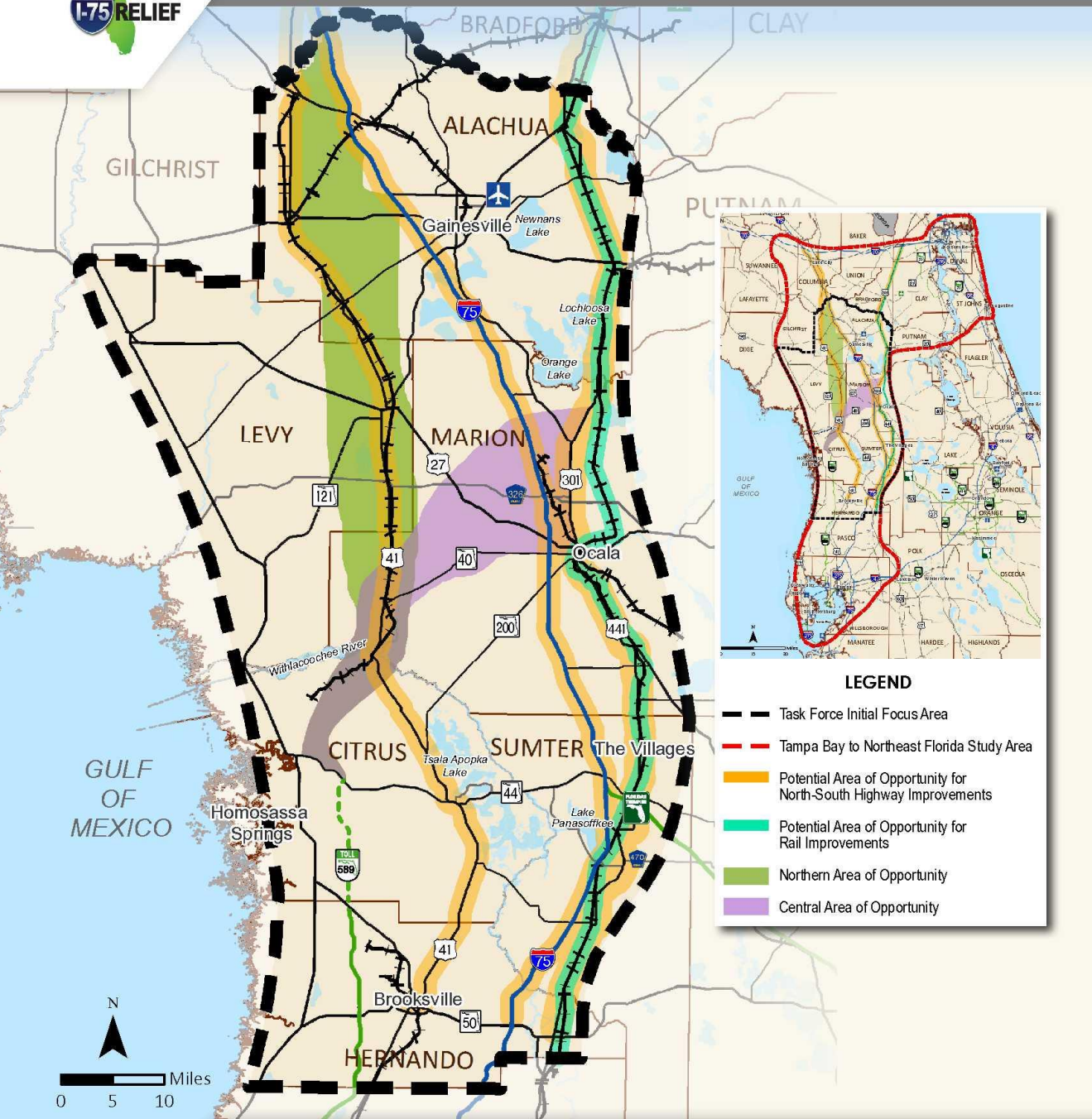
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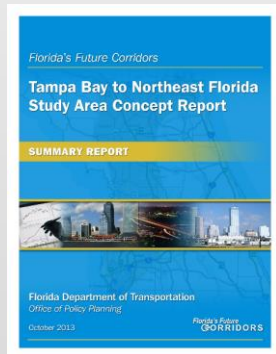
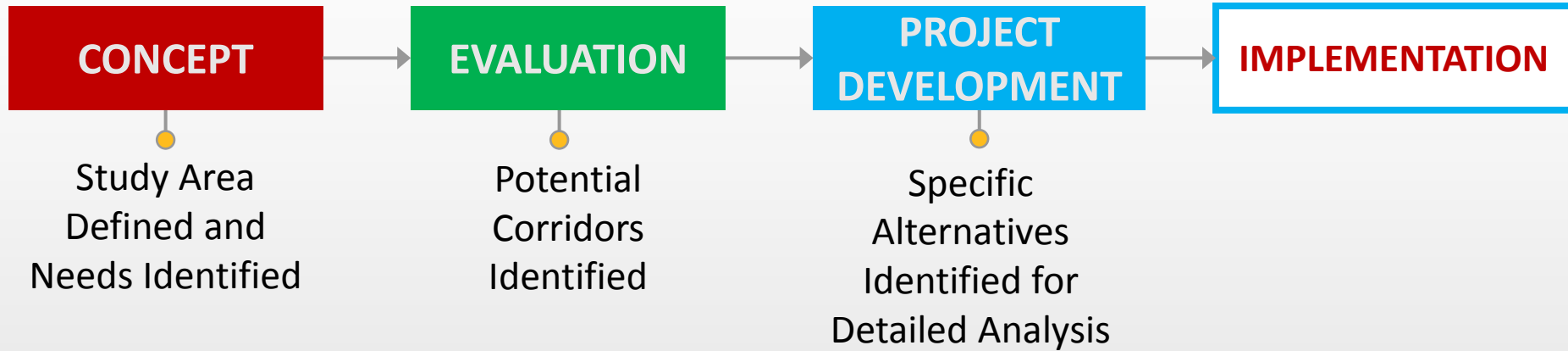


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Potential new reliever corridors
Suncoast to I-75



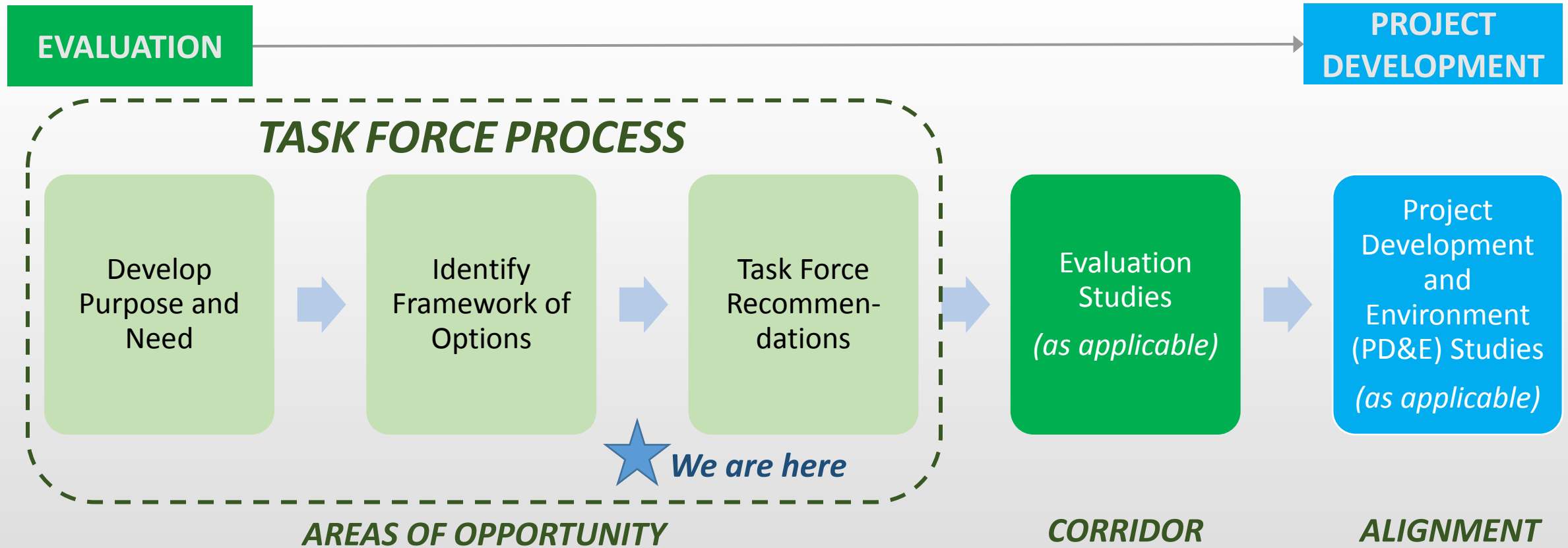
Florida's FUTURE CORRIDORS Planning Process



Other Studies



Linking Planning and Project Development





Task Force Products Will Carry Forward

Task Force Products

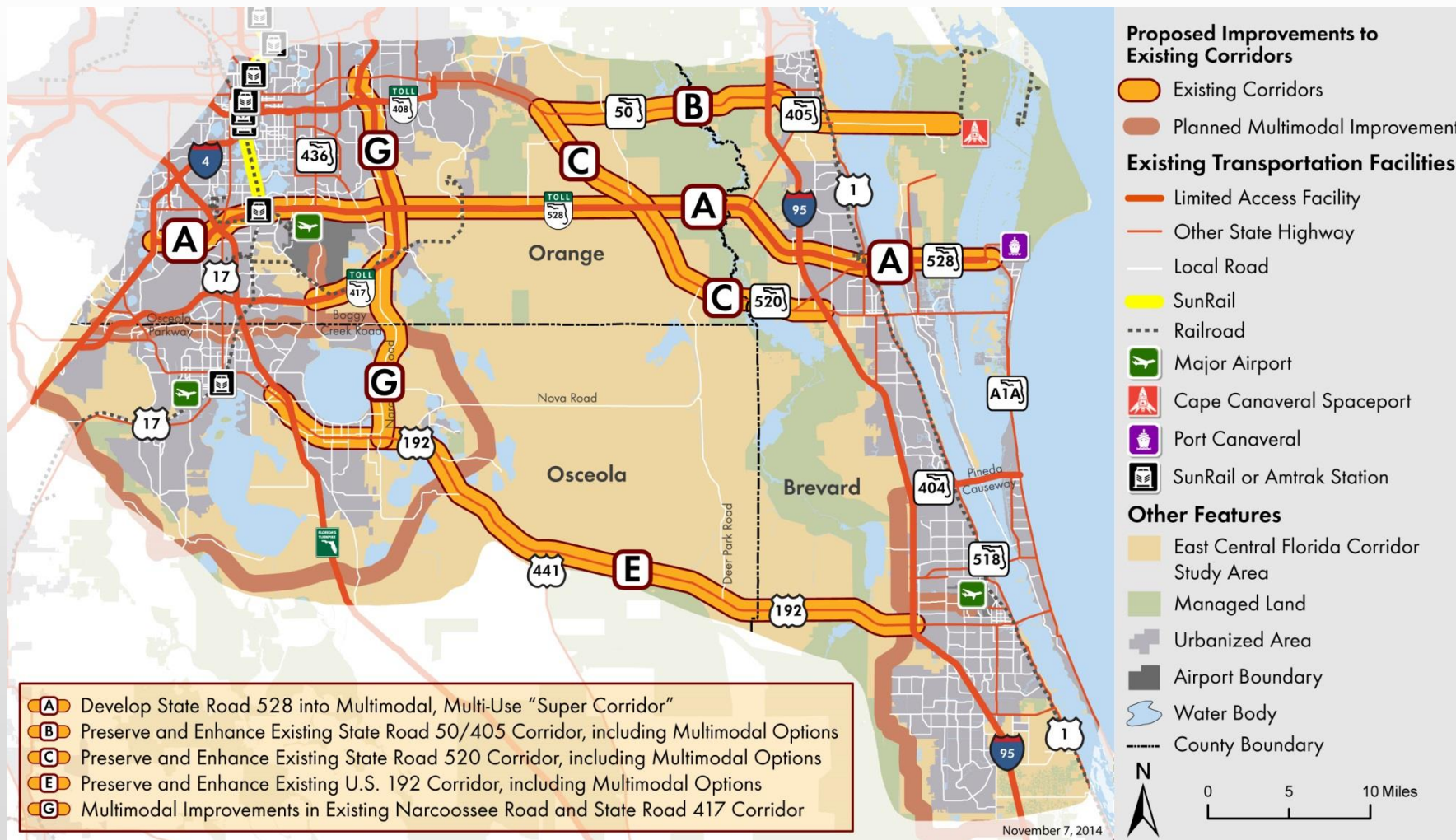
Evaluation Study Activities



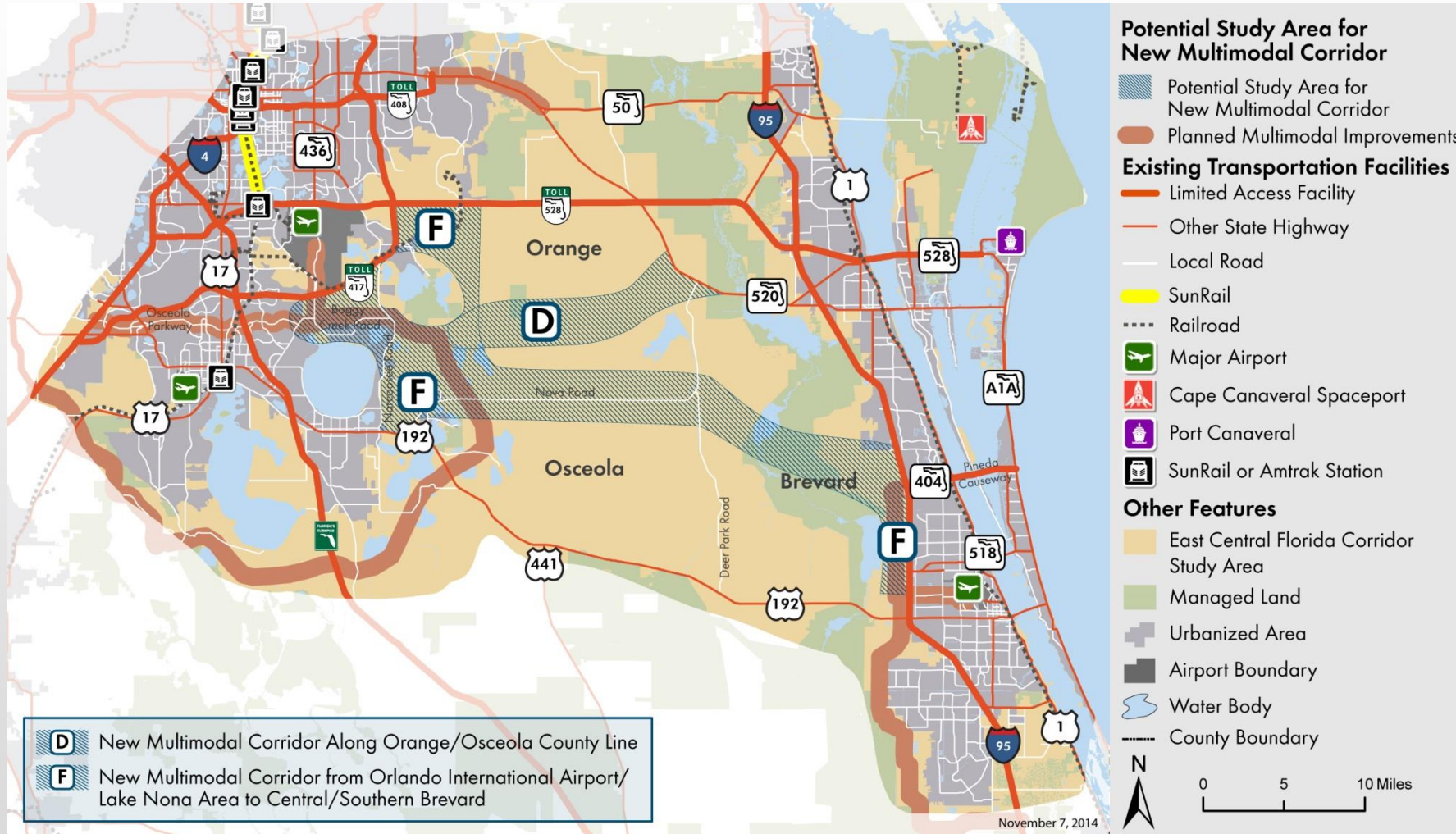
Evaluation Approach for Future Studies: Summary

- Move forward *framework of options*
- Refine and assess options through future *Evaluation Studies* considering
 - Consistency with Guiding Principles
 - Consistency with Purpose and Need
 - Initial analysis of engineering and financial feasibility
- Based on Evaluation Studies, identify projects or segments appropriate to move forward into *Project Development* for further analysis
- Obtain *public input* throughout the process

Example: East Central Florida - Proposed Improvements to Existing Corridors



Example: East Central Florida - Potential New East-West Corridors



Observations on the Process

- Pacing the information
- Reaching common base of understanding
- Geographic scope and time scale
 - Two levels of study (6 and 19 county areas)
 - Up to 50 year horizon
- Developing a range of options
 - Feasibility of various options will be reviewed through further evaluation after the Task Force completes its recommendations



www.i75Relief.com

The screenshot shows a web browser window displaying the I-75 Relief website. The address bar shows the URL <http://i75relief.com/index.html>. The browser's address bar also shows a tab for "FDOT I-75 Relief Study". The website header features the Florida Department of Transportation (FDOT) logo and the text "Florida Department of TRANSPORTATION". To the right of the logo, there are links for "E-Updates | FL511 | Mobile | Site Map" and a search box labeled "Search FDOT...". Below the header is a navigation menu with links for "Home", "About FDOT", "Contact Us", "Maps & Data", "Offices", "Performance", and "Projects". The main content area has a background image of a highway with a large "I-75 RELIEF" graphic overlaid. On the left side of the main content area, there is a blue box containing contact information for the Project Manager, Huiwei Shen, including his title, phone number (850-414-4911), email address (Huiwei.Shen@dot.state.fl.us), and FDOT address (605 Suwannee Street, MS 19, Tallahassee, FL 32399). Below the main content area is a horizontal navigation bar with buttons for "About", "Task Force", "Study Area", "Meetings", "Documents", "Contact", and "Comment". Below this bar is a section titled "I-75 Relief - About" with a paragraph of text: "This website contains information related to the study process, houses project documents and provides for public involvement opportunities and contact information. The website will serve as the central hub for the project. Documents, meeting announcements and other information will be posted as it becomes available. Please check back regularly!". The browser window also shows a status bar at the bottom right with a magnification level of 125%.






For more information contact:

Jim Wood

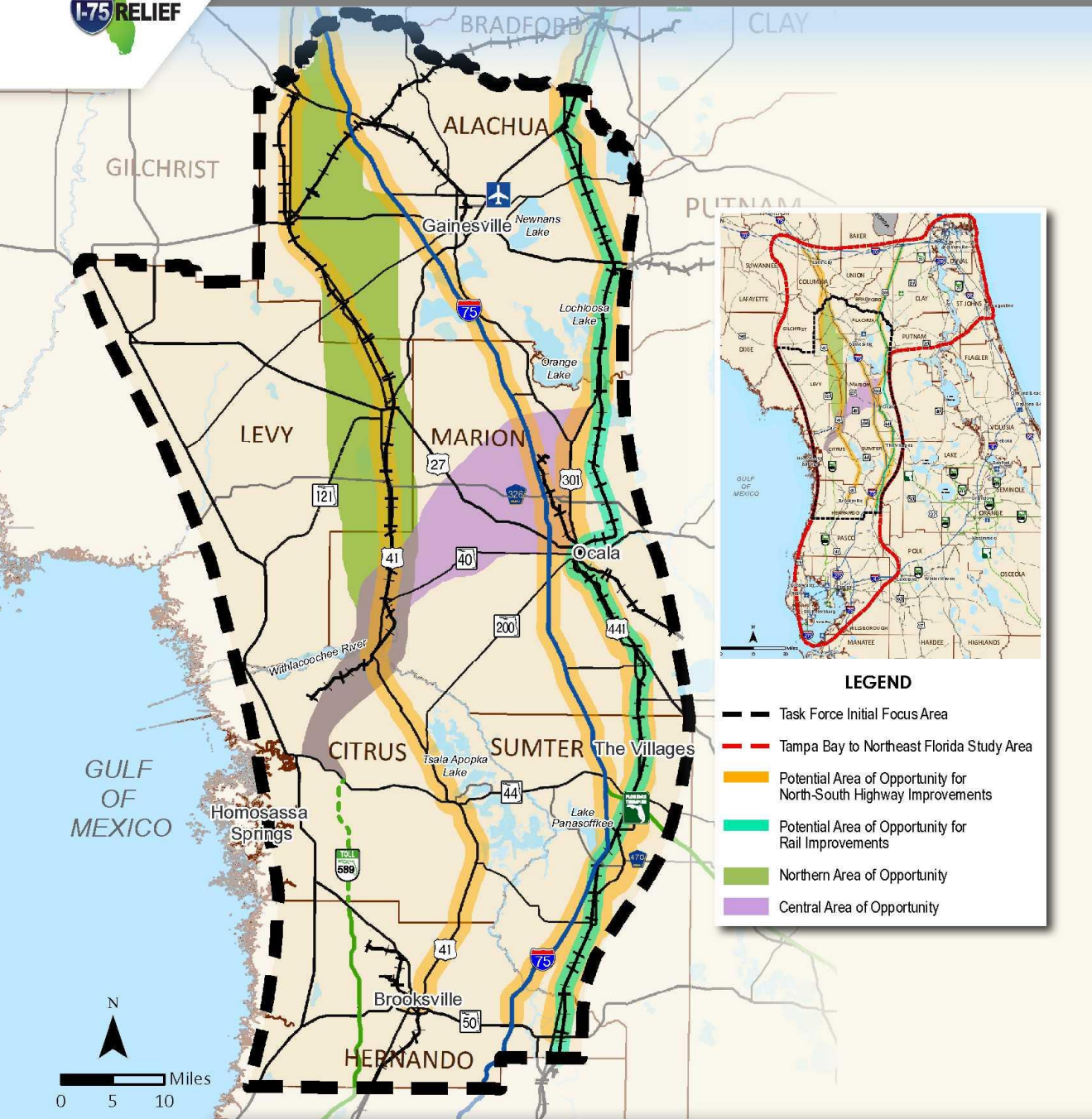
State Transportation Planning Administrator

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 850-414-5251

 Jim.m.Wood@dot.state.fl.us

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