North I-75 Master Plan Summary

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
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

NOTE: Information is preliminary and subject to change
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

*NOTE: Information is preliminary and subject to change*
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
- Bottlenecks: 20%

Non-Recurring Congestion
- Special Events/Seasons: 30%
- Incidents: 21%
- Work Zones: 14%
- Weather: 15%
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
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
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

NOTE: Information is preliminary and subject to change
Ultimate Improvement Alternatives – I-75

General Use Lanes

Express Lanes

NOTE: Information is preliminary and subject to change
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
Questions/Comments

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