



# WELCOME

## INTERSTATE 75 (I-75) SOUTH CORRIDOR MASTER PLAN VIRTUAL PUBLIC OUTREACH MEETING

MEETING DATES: **6/8/2021** THROUGH **6/18/2021**

Project Limits: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)  
Collier & Lee Counties, Florida

FPID No.: 442519-1



*The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.*



# FLORIDA DEPARTMENT OF TRANSPORTATION

# TITLE VI

The Florida Department of Transportation complies with various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964.

**Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.**

Persons wishing to express concerns about Title VI may do so by contacting:

## **District One**

Florida Department of Transportation

District One Title VI Coordinator

**Cynthia Sykes**

801 N Broadway Avenue

Bartow, FL 33830

863-519-2287

[Cynthia.Sykes@dot.state.fl.us](mailto:Cynthia.Sykes@dot.state.fl.us)

## **Central Office**

Florida Department of Transportation

Statewide Title VI Coordinator

**Jacqueline Paramore**

605 Suwannee Street, MS 65

Tallahassee, FL 32399-0450

850-414-4753

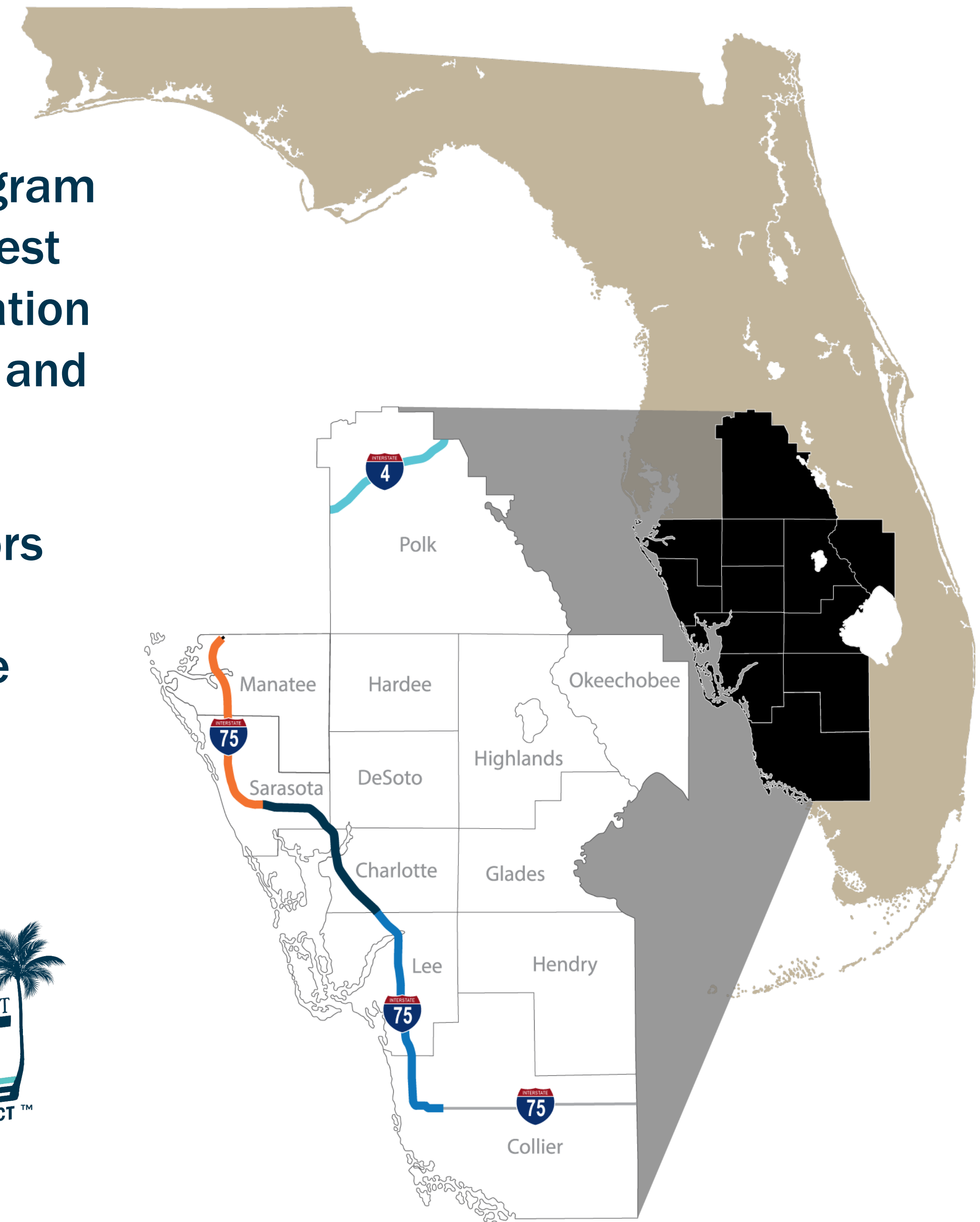
[Jacqueline.Paramore@dot.state.fl.us](mailto:Jacqueline.Paramore@dot.state.fl.us)

All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

## PROGRAM DESCRIPTION

Florida Department of Transportation (FDOT) District One is embarking on a program that will lead to the long-term improvement of the interstate corridors in Southwest Florida. This effort will allow District One to analyze and put in place a transportation solution that meets the needs of the near term and accommodates the evolving and innovative transportation solutions of tomorrow.

Within the Southwest Connect™ program, there are currently four project corridors in the Planning and Feasibility phase. This phase is focused on identifying solutions that improve mobility and provide transportation options to support the region's economic development. These solutions are expected to help move people and goods safely and efficiently while balancing regional transportation needs with community concerns.



I-75 (South Corridor)



I-75 (Central Corridor)



I-75 (North Corridor)



I-4 Corridor

## WHY IS FDOT STUDYING THESE CORRIDORS?

FDOT is studying the future needs of the corridors to efficiently plan for needed improvements that enhance mobility, reduce congestion, and improve safety.

- I-75 and I-4 have experienced an increase in traffic driven by many factors including population growth, development, additional tourism and special events.
- The Planning and Feasibility phase will document current and future needs of the interstate in corridor Master Plans and provide recommended improvement priorities for implementation.



## THE PROJECT DEVELOPMENT PROCESS

We are here →

FDOT follows federal and state requirements throughout project development and works closely with governmental agencies, partners and the local communities to identify new projects and move them through the production process.

Planning and Feasibility, Project Development and Environment Study, Design, Right of Way Acquisition, and Construction are phases of production for projects.



## WHAT IS A MASTER PLAN?

A Master Plan is a document that summarizes a community's vision for future transportation and provides a set of recommended improvements to enhance safety and mobility.

Development of a Master Plan involves data collection, public outreach, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs.

During the Planning and Feasibility phase, an analysis of the interstate system's existing and future transportation challenges is conducted, and the findings of the analysis and recommendations to enhance safety and mobility are documented in a Master Plan.

The planned improvements identified in the Master Plan may include widening, managed lanes, modifying interchanges, and/or evaluating new interchanges.

The Master Plan will also include public outreach, which will serve as input in the identification and prioritization of projects to move forward into the Project Development Process.

This long-range approach provides a regional perspective to identify the areas where future demand is predicted and assists in defining subsequent Project Development and Environment (PD&E) Study limits for the project(s). This Master Plan will serve as a guide to allow FDOT to focus future efforts and funding toward the most critical areas first.

## PROJECT DESCRIPTION

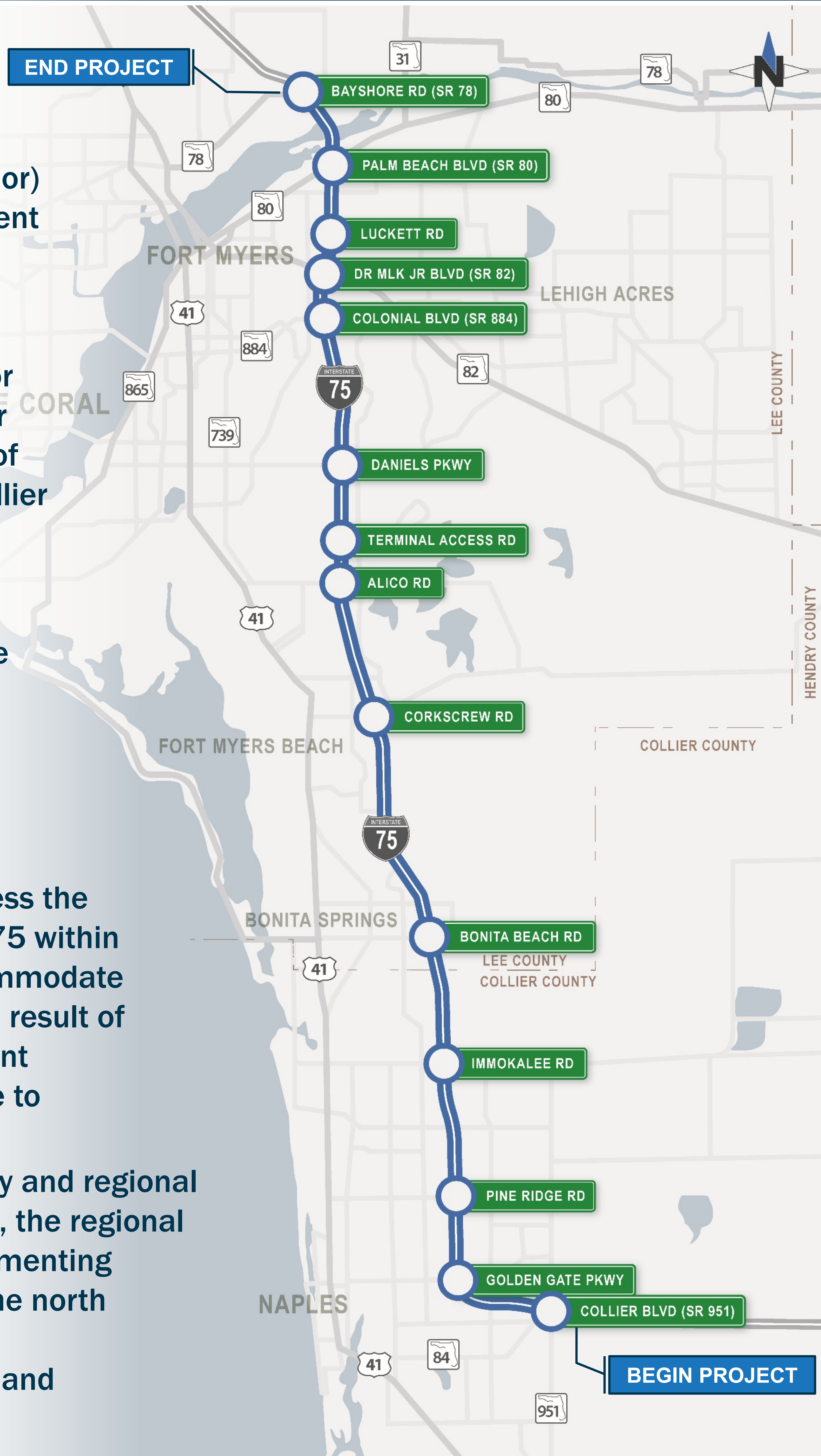
I-75 Southwest Connect (South Corridor) is a project that will evaluate the current and future needs that improve safety, operational capacity, functionality, efficiency and connectivity along and across the corridor. The South Corridor project limits are from south of Collier Boulevard (State Road 951) to north of Bayshore Road (State Road 78) in Collier and Lee Counties.

Managed lanes, collector-distributor roadways, auxiliary lanes, interchange operational improvements or new interchanges are being considered.

## PURPOSE AND NEED

The purpose of this project is to address the existing operational deficiencies of I-75 within Collier and Lee Counties and to accommodate future travel demand projections as a result of forecasted population and employment growth. Other goals of the project are to

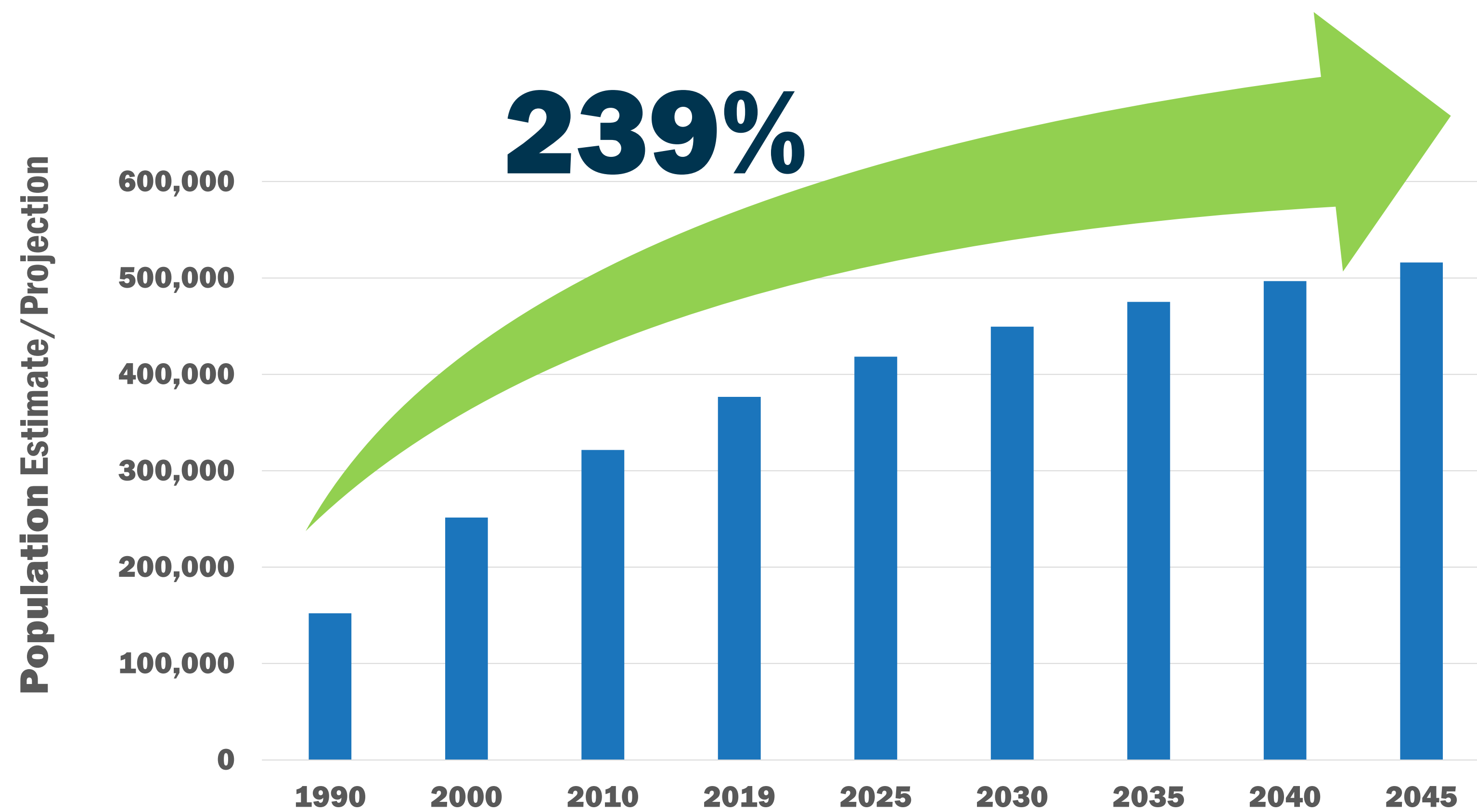
- 1) preserve the operational integrity and regional functionality of I-75 (and, therefore, the regional transportation network) by complementing similar corridor improvements to the north on I-75 and
- 2) enhance emergency evacuation and response times.



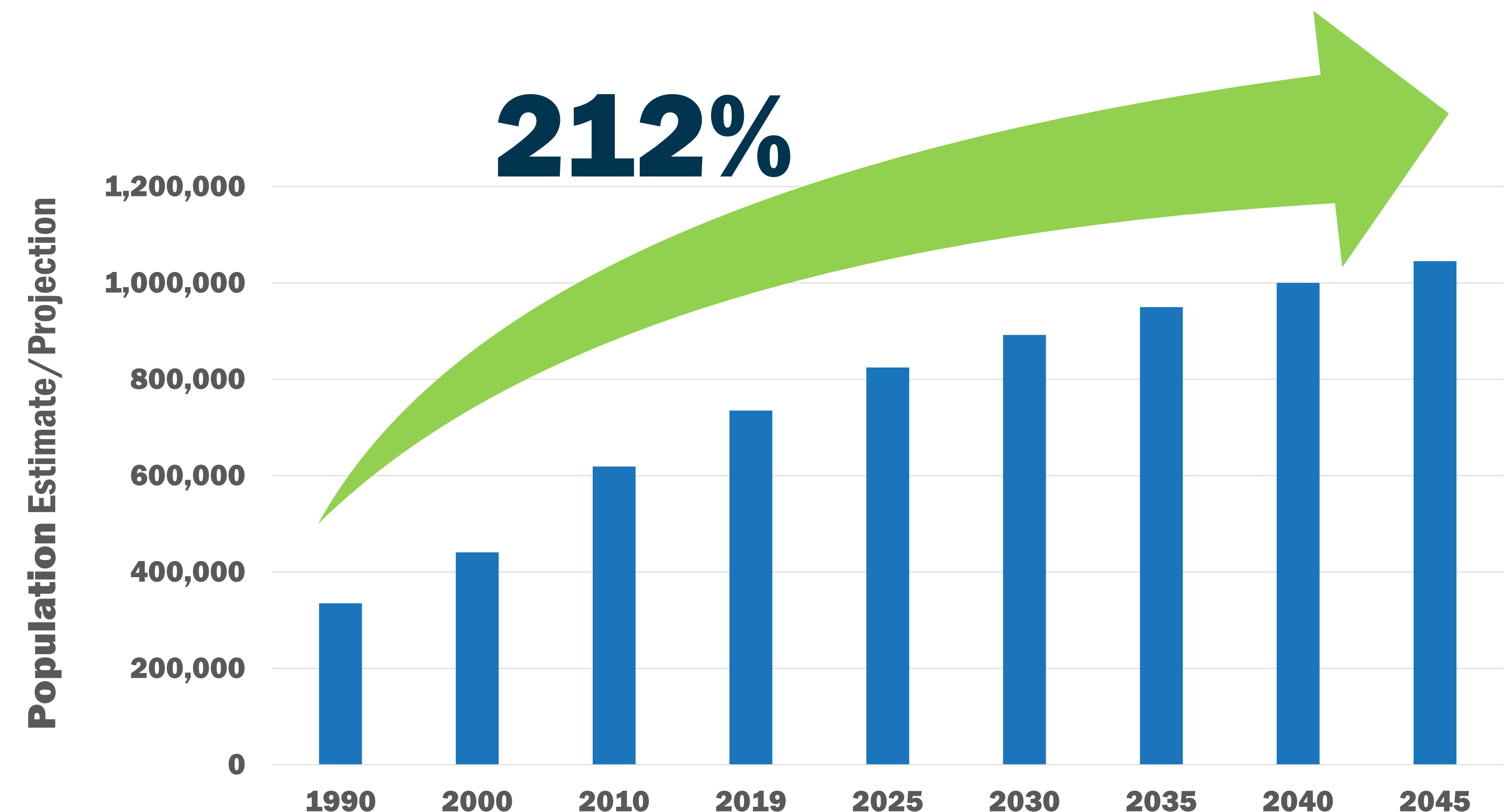
## I-75 SOUTH CORRIDOR MASTER PLAN

**PROJECT LIMITS: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)**

## Collier County Population Growth



## Lee County Population Growth



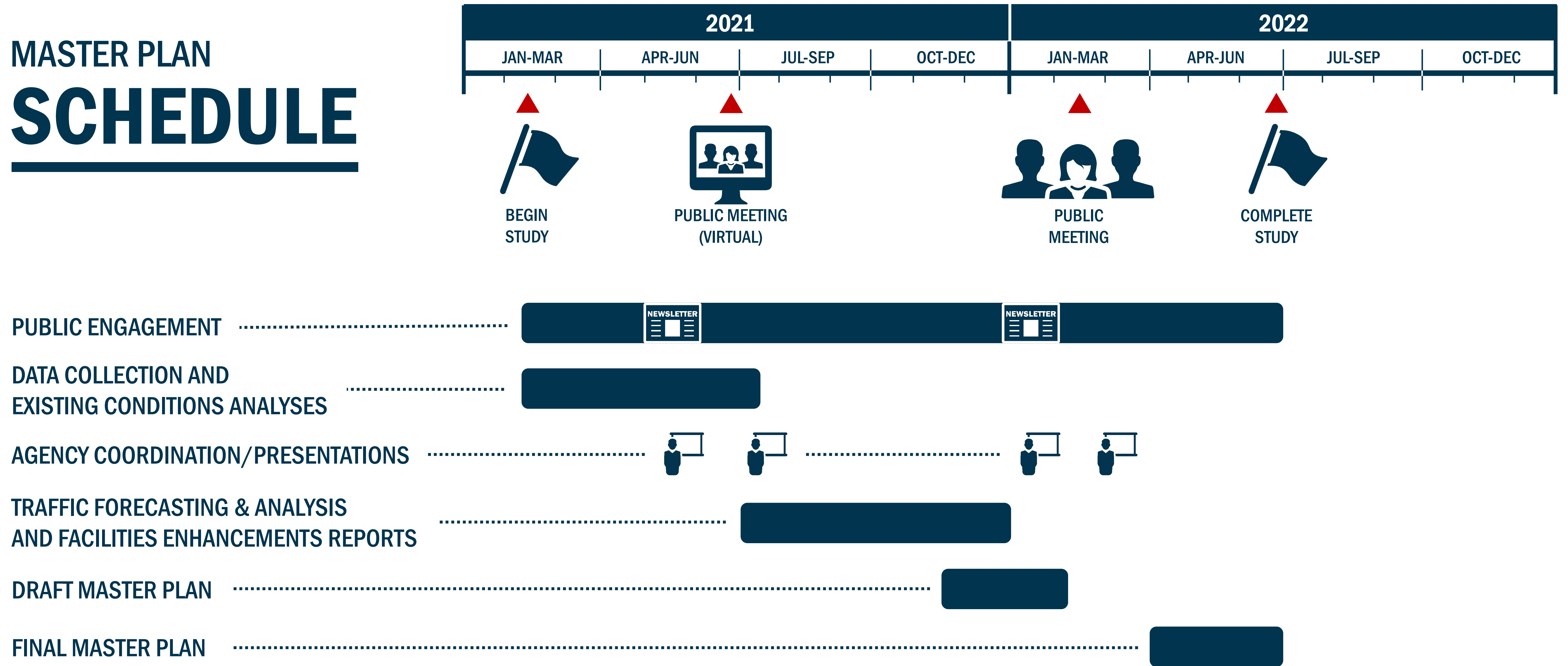
Sources: 1980-2010: U.S. Census Bureau, Population Division, 2020-2040: Bureau of Economics and Business Research, Florida Population Studies, Bulletin 180

## I-75 SOUTH CORRIDOR MASTER PLAN

**PROJECT LIMITS: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)**



## MASTER PLAN SCHEDULE







## I-75 SOUTH CORRIDOR MASTER PLAN

**PROJECT LIMITS: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)**

## 2019 CORRIDOR TRAFFIC DATA

This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.

LEGEND	
	100,000+
	75,000 – 99,999
	50,000 – 74,999
	< 50,000

TOTALS = VEHICLES PER DAY (VPD)

AADT	FROM	TO
50,000	Bayshore Rd. (SR 78)	Charlotte County Line
72,000	Palm Beach Blvd. (SR 80)	Bayshore Rd. (SR 78)
93,500	Luckett Rd.	Palm Beach Blvd. (SR 80)
97,000	MLK Jr. Blvd. (SR 82)	Luckett Rd.
96,000	Colonial Blvd. (SR 884)	MLK Jr. Blvd. (SR 82)
100,500	Daniels Pkwy.	Colonial Blvd. (SR 884)
108,500	Alico Rd.	Daniels Pkwy.
109,000	Corkscrew Rd.	Alico Rd.
110,000	Lee County Line	Corkscrew Rd.
106,000	Immokalee Rd.	Lee County Line
89,200	Pine Ridge Rd.	Immokalee Rd.
79,000	Golden Gate Pkwy.	Pine Ridge Rd.
45,000	Collier Blvd. (SR 951)	Golden Gate Pkwy.

AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.

SOURCE: FDOT – FLORIDA TRAFFIC ONLINE



## I-75 SOUTH CORRIDOR MASTER PLAN

**PROJECT LIMITS: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)**

## 2045 CORRIDOR TRAFFIC DATA

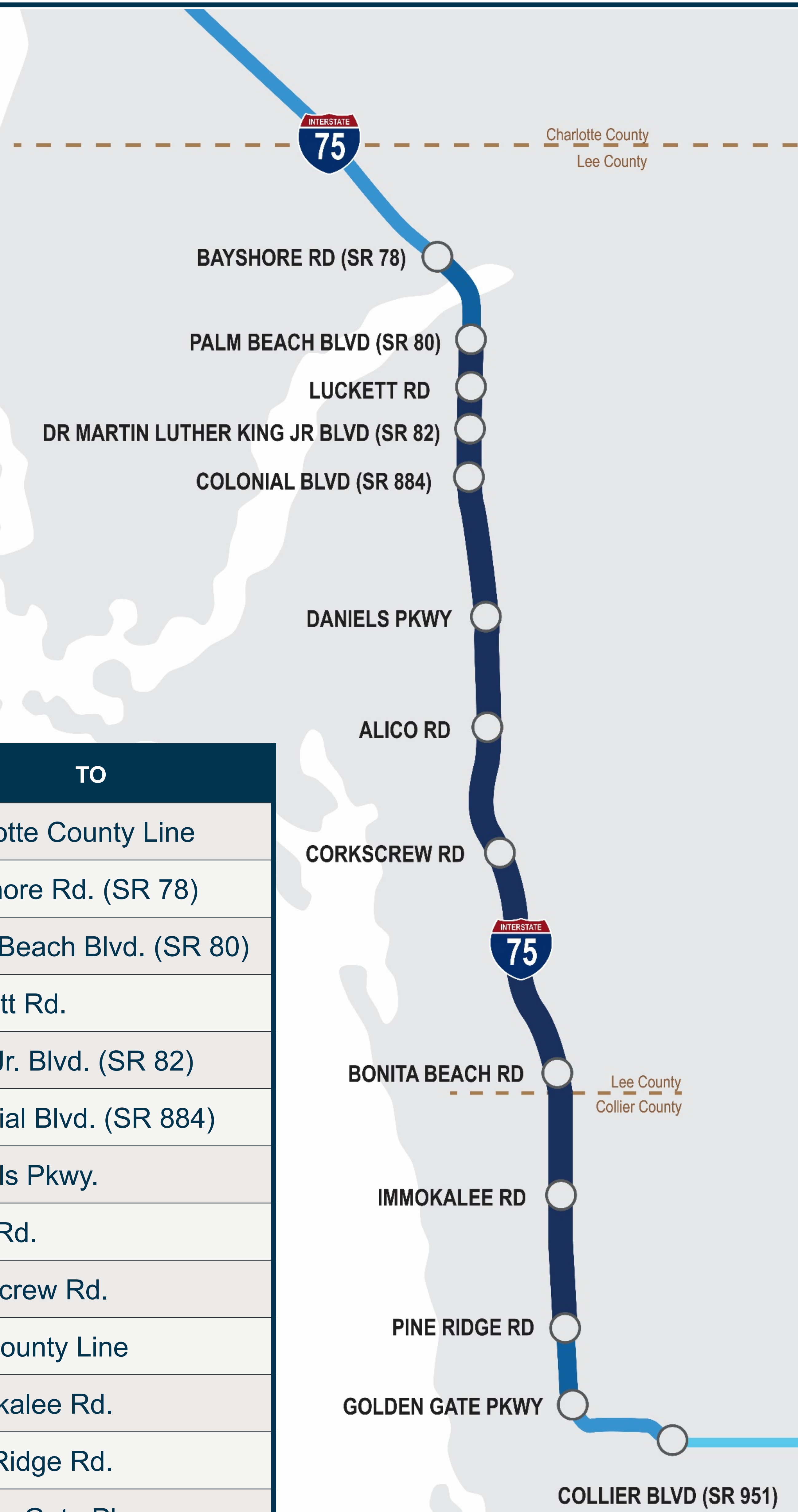
This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.

LEGEND	
	100,000+
	75,000 – 99,999
	50,000 – 74,999
	< 50,000

TOTALS = VEHICLES PER DAY (VPD)

AADT	FROM	TO
57,000	Bayshore Rd. (SR 78)	Charlotte County Line
90,500	Palm Beach Blvd. (SR 80)	Bayshore Rd. (SR 78)
122,000	Luckett Rd.	Palm Beach Blvd. (SR 80)
134,000	MLK Jr. Blvd. (SR 82)	Luckett Rd.
129,000	Colonial Blvd. (SR 884)	MLK Jr. Blvd. (SR 82)
139,000	Daniels Pkwy.	Colonial Blvd. (SR 884)
131,000	Alico Rd.	Daniels Pkwy.
124,000	Corkscrew Rd.	Alico Rd.
137,400	Lee County Line	Corkscrew Rd.
130,000	Immokalee Rd.	Lee County Line
108,000	Pine Ridge Rd.	Immokalee Rd.
98,000	Golden Gate Pkwy.	Pine Ridge Rd.
62,000	Collier Blvd. (SR 951)	Golden Gate Pkwy.

AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.



SOURCE: I-75 SOUTH CORRIDOR MASTER PLAN, DRAFT NO-BUILD VOLUME FORECASTS MEMO (APRIL 2021)

## I-75 SOUTH CORRIDOR MASTER PLAN

**PROJECT LIMITS: I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78)**



# ABOUT THE PROJECT

CLICK TO FIND OUT WHAT PERCENTAGE OF THE AVERAGE DAILY TRAFFIC ENTERS AND EXITS THE MAINLINE AT A PARTICULAR INTERCHANGE USING THIS

## ORIGIN AND DESTINATION TRAFFIC CALCULATOR

**I-75 SOUTH CORRIDOR MASTER PLAN**

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**PUBLIC OUTREACH MEETING**  
FPID No.: 442519-1

**FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT ONE**  
801 N. BROADWAY AVENUE, BARTOW, FL 33830

# WHERE IN THE PROCESS RIGHT OF WAY

This corridor is currently in the Planning and Feasibility Phase.

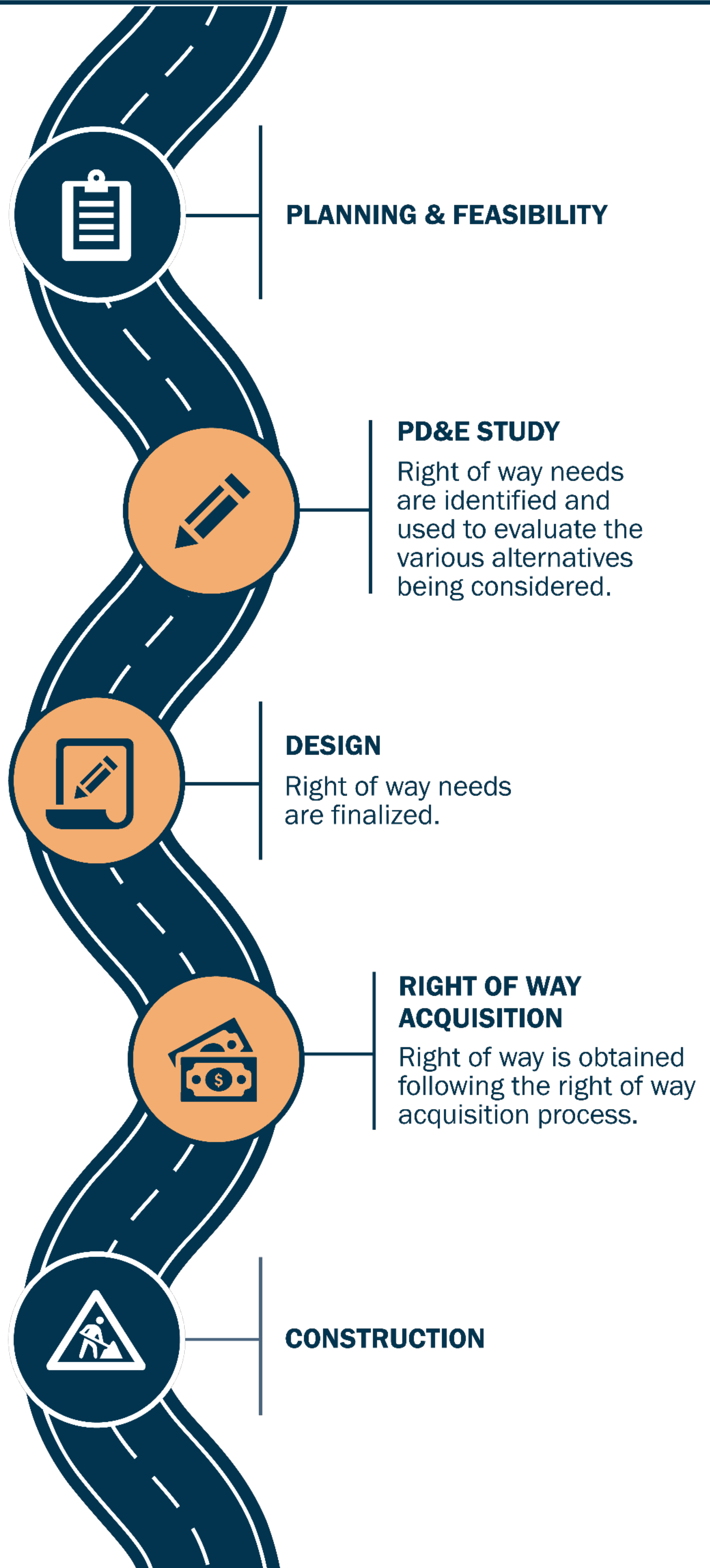
Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will identify any potential right of way needs and use them in the evaluation of the various alternatives being considered.

Once the project is advanced to the Design Phase, all right of way needs are determined and finalized.

If additional land is needed to construct proposed improvements, the Department will notify property owners, explain the acquisition process, their rights and options.

FDOT's Right of Way Acquisition team has developed an informative handout with more details and information.

Click [HERE](#) to view handout.



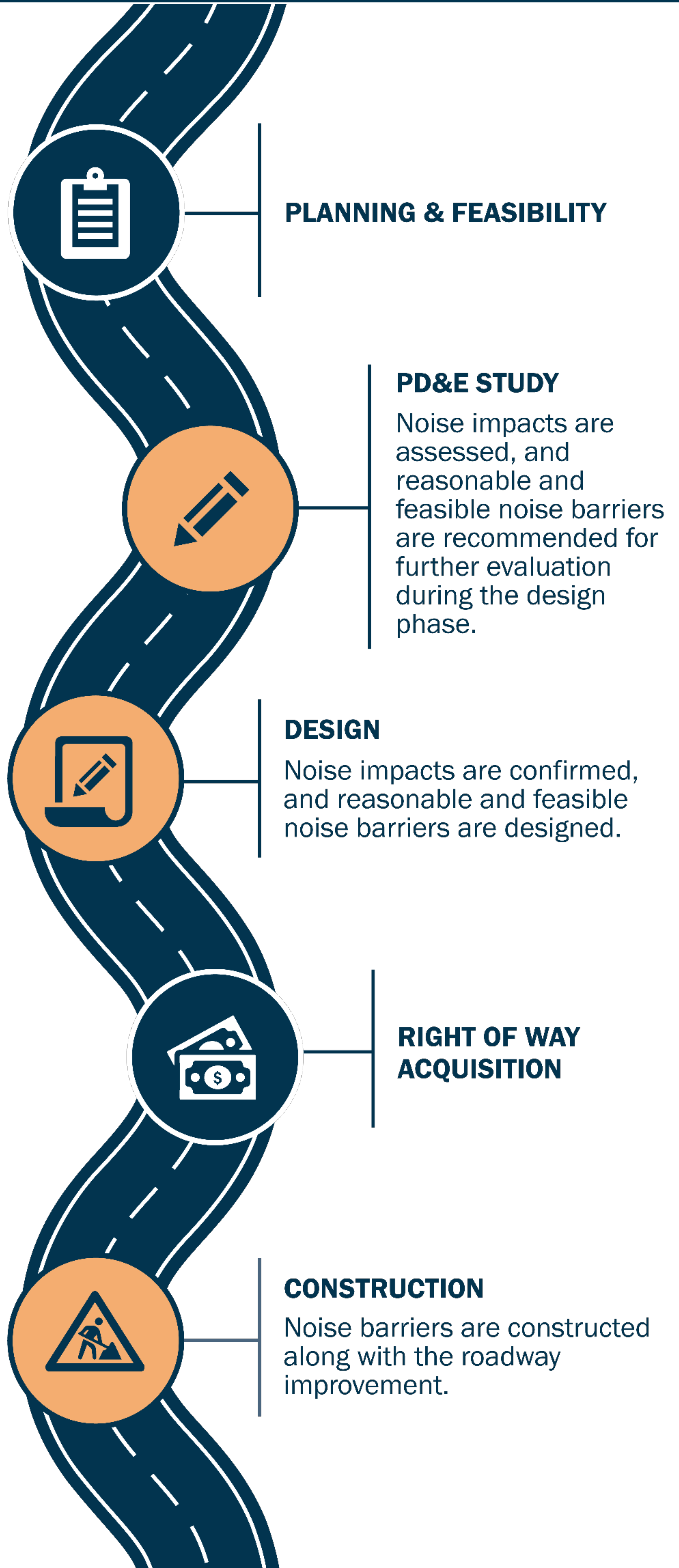
# WHERE IN THE PROCESS TRAFFIC NOISE

This corridor is currently in the Planning and Feasibility phase.

Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will determine traffic noise impacts and potential locations that qualify for further consideration of noise abatement measures, including traffic noise barrier walls.

Traffic noise abatement is further evaluated during the Design phase, in accordance with federal and state requirements. For areas that meet feasibility and reasonableness criteria, traffic noise barrier walls are included in the project's design plans and constructed with the roadway improvement project.

A handout detailing the Traffic Noise Evaluation Process can be found by clicking [HERE](#).





# NOISE BARRIERS

## WHO GETS A NOISE BARRIER?

- When traffic noise impacts are identified during a noise analysis for an FDOT construction project that substantially changes the existing conditions of the typical section (horizontal or vertical alignment, profile, number of lanes, etc.), a noise barrier for that area must be considered.
- Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) require noise barriers to be *feasible and reasonable*.

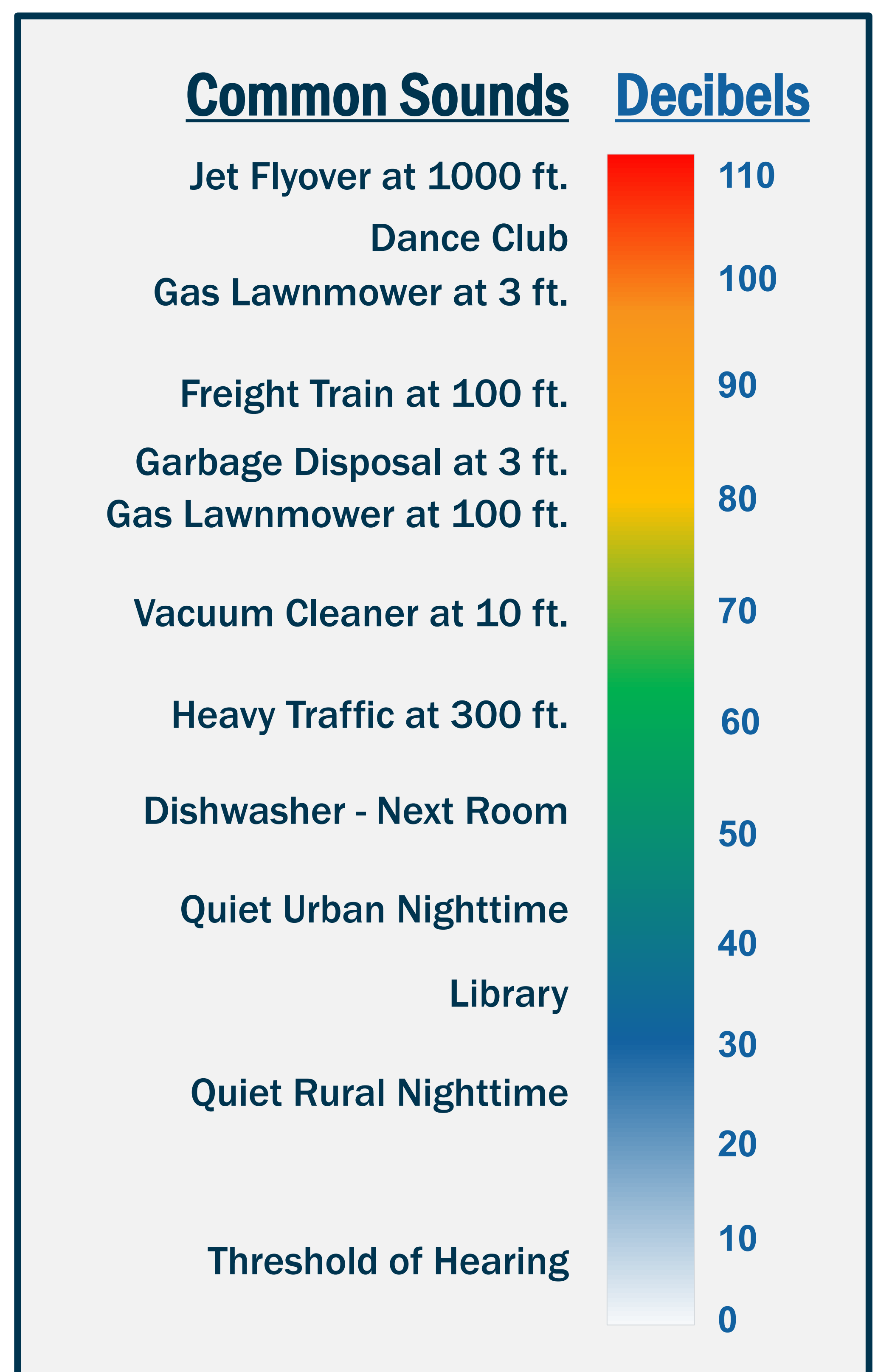
### Feasible

- Can be designed and built using standard construction methods and techniques with consideration of safety factors, access, right of way, maintenance, drainage and utilities

### Reasonable

- Reduces traffic noise by at least 5 dB at two or more impacted sites and by 7 dB at one site
- Cost to build the noise barrier averages \$42,000 or less per benefited receptor
- Consider the viewpoints of the benefited site owners and residents

Even if previous project(s) determined noise barriers are not feasible and reasonable, they may be feasible and reasonable in the future with the proposed improvements and noise analysis from future studies.



Common Sound Levels