



I-75 South Corridor Master Plan

I-75 (SR 93) from South of Collier Boulevard (SR 951) to North of Bayshore Road (SR 78)

Final - Master Plan Summary Report

June 2023

PREPARED FOR:

FLORIDA DEPARTMENT OF TRANSPORTATION – DISTRICT 1

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FINANCIAL PROJECT IDENTIFICATION (FPID) NO. 442519-1-12-01

ETDM No. 14400

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.



Table of Contents

- 1.0 Introduction 1
 - 1.1 Master Plan Purpose and Description 1
 - 1.2 Project Development Process 2
- 2.0 Existing Conditions – Roadway 3
 - 2.1 Existing Roadway Conditions..... 3
 - 2.2 Typical Sections..... 3
 - 2.3 Right of way 3
 - 2.4 Horizontal Alignment..... 3
 - 2.5 Vertical Alignment 3
 - 2.6 Interchanges..... 6
 - 2.7 Drainage 7
 - 2.8 Lighting 7
 - 2.9 Utilities 7
 - 2.10 Pavement Type and Conditions..... 8
 - 2.11 Multimodal Facilities..... 8
 - 2.12 Railroads..... 8
 - 2.13 Existing Structures 9
- 3.0 Existing Conditions – Environmental 10
- 4.0 Existing Conditions – Traffic Analysis 12
 - 4.1 Traffic Counts, Field Observations and Crash Data 12
 - 4.2 Historical Safety Analysis..... 13
 - 4.2.1 Crash Types 13
 - 4.2.2 Lighting, Weather, and Road Surface Conditions 13
 - 4.2.3 Injury Severity 13
 - 4.3 Existing Year (2019) AADT and DDHV Development Methodology 13
 - 4.4 Simulation Model Development..... 14
 - 4.5 Existing Year (2019) Traffic Analysis 14
 - 4.5.1 Existing Year (2019) Intersection Analysis 14
 - 4.5.2 Existing Year (2019) Ramp Queue Analysis 14
 - 4.5.3 Existing Year (2019) Arterial Analysis 14
 - 4.5.4 Existing Year (2019) I-75 Mainline Speeds 14
- 5.0 Future Condition – Traffic Analysis 17
 - 5.1 Design Year (2045) Volume Development..... 17
 - 5.1.1 Travel Demand Modeling 17
 - 5.1.2 Project Traffic Forecasting..... 17
 - 5.2 No Build (E+C) Alternative 17
 - 5.2.1 No Build Design Year (2045) Traffic Analysis 17
 - 5.2.2 No Build Design Year (2045) Intersection Analysis 17
 - 5.2.3 No Build Design Year (2045) Arterial Analysis..... 18
 - 5.2.4 No Build Design Year (2045) Ramp Queue Analysis 18
 - 5.2.5 No Build Design Year (2045) I-75 Mainline Speeds..... 18
 - 5.2.5.1 No Build Design Year (2045) I-75 Mainline Operations 21
 - 5.3 Ramp Capacity Analysis 21
 - 5.4 Sensitivity Analysis..... 23
 - 5.5 Build Alternative Development 27
 - 5.6 Build Design Year (2045) Traffic Analysis 32
 - 5.6.1 Build Design Year (2045) Mainline Speeds 32
 - 5.6.2 Build Design Year (2045) Mainline Operations 32
 - 5.7 Design Year (2045) Comparison of No Build and Build I-75 Mainline Traffic Analysis..... 32
 - 5.7.1 Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time 32
 - 5.7.2 Design Year (2045) No Build and Build Comparison Network Performance Summary 34
- 6.0 Future Condition – Facility Enhancement Element 35
 - 6.1 Alternative Modes 35
 - 6.1.1 Multimodal Corridor Analysis 35
 - 6.2 Proposed Mainline Alternative Evaluation 35
 - 6.2.1 Typical Sections 35
 - 6.2.2 Evaluation of Separation Type 42
 - 6.2.3 Access Modifications 44
 - 6.2.4 Intelligent Transportation Systems (ITS) 48
 - 6.2.5 Incident Management 48
 - 6.3 Interchanges 48
 - 6.4 Cost..... 51
 - 6.4.1 Right of Way Cost 54



- 7.0 Future Condition – Environmental Element.....55
 - 7.1 Social and Economic.....55
 - 7.1.1 Social55
 - 7.1.2 Economic56
 - 7.1.3 Land Use.....56
 - 7.1.4 Aesthetic Effects56
 - 7.1.5 Relocation Potential.....56
 - 7.1.6 Farmland.....56
 - 7.2 Cultural56
 - 7.2.1 Section 106 of the National Historic Preservation Act56
 - 7.2.2 Section 4(f) of the USDOT Act of 1966.....57
 - 7.2.3 Other Protected Public Lands.....57
 - 7.3 Natural.....57
 - 7.3.1 Protected Species and Habitat57
 - 7.3.2 Wetlands and other Surface Waters.....58
 - 7.3.3 Essential Fish Habitat (EFH).....59
 - 7.3.4 Floodplains59
 - 7.3.5 Sole Source Aquifers.....60
 - 7.3.6 Water Quality and Stormwater60
 - 7.3.7 Aquatic Preserves60
 - 7.3.8 Outstanding Florida Waters.....60
 - 7.3.9 Wild and Scenic Rivers60
 - 7.3.10 Coastal Barrier Resources.....60
 - 7.4 Physical.....61
 - 7.4.1 Highway Traffic Noise61
 - 7.4.2 Air Quality.....61
 - 7.4.3 Contamination.....61
 - 7.4.4 Utilities and Railroads.....62
 - 7.4.4.1 Utilities62
 - 7.4.4.2 Railroads.....62
 - 7.4.5 Construction62
 - 7.4.6 Navigation.....62
- 7.5 Summary62
 - 7.5.1 Anticipated Environmental Permits and Approvals62
- 7.6 Public Involvement.....63
 - 7.6.1 Communications Plan.....63
 - 7.6.2 Public Meetings.....63
 - 7.6.2.1 Postponed Public Kickoff Meeting.....63
 - 7.6.2.2 RESCHEDULED Public Kickoff Meeting - Virtual Preview63
 - 7.6.2.3 Virtual Public Outreach Meeting63
 - 7.6.2.4 Public Information Meeting.....63
 - 7.6.3 Public Outreach.....64
 - 7.6.3.1 Project Website64
 - 7.6.3.2 Additional Public Comment64
 - 7.6.3.3 Other Outreach Methods.....64
 - 7.6.4 Agency and Local Government Coordination64
 - 7.6.4.1 Efficient Transportation Decision Making (ETDM)64
 - 7.6.4.2 Agency and Local Government Presentations64
 - 7.6.4.3 Planning Consistency.....64
- 8.0 Recommendations.....65
 - 8.1 Preliminary Master Plan Projects List.....65
 - 8.2 Preliminary Proposed Projects Implementation List.....67
- 9.0 References69
- 10.0 Appendices.....70



List of Figures

- Figure 1-1: Southwest Connect™ Interstate Program projects..... 1
- Figure 1-2: Project Location and Study Limits Map..... 2
- Figure 1-3: Project Development Process 2
- Figure 2-1: Existing (2022) Typical Section – Six Lane Divided..... 4
- Figure 2-2: Existing (2022) Typical Section – Eight Lane Divided 5
- Figure 2-3: Interchanges 6
- Figure 3-1: Existing Land Use Map 10
- Figure 3-2: Recreational Areas Map 11
- Figure 3-3: Wetlands and Conservation Lands Map 11
- Figure 4-1: Traffic Analysis Study Area 12
- Figure 4-2: I-75 Northbound Speeds – No Build AM Peak Period for Existing Year (2019) 15
- Figure 4-3: I-75 Southbound Speeds – No Build AM Peak Period for Existing Year (2019)..... 15
- Figure 4-4: I-75 Northbound Speeds – No Build PM Peak Period for Existing Year (2019) 16
- Figure 4-5: I-75 Southbound Speeds – No Build PM Peak Period for Existing Year (2019)..... 16
- Figure 5-1: I-75 Northbound Speeds – No Build AM Peak Period for Design Year (2045)..... 19
- Figure 5-2: I-75 Southbound Speeds – No Build AM Peak Period for Design Year (2045) 19
- Figure 5-3: I-75 Northbound Speeds – No Build PM Peak Period for Design Year (2045)..... 20
- Figure 5-4: I-75 Southbound Speeds – No Build PM Peak Period for Design Year (2045) 20
- Figure 5-5: No Build Design Year (2045) Northbound I-75 Mainline Years of Need and Level of Service 25
- Figure 5-6: No Build Design Year (2045) Southbound I-75 Mainline Years of Need and Level of Service 26
- Figure 5-7: Managed Lane Alternative Line Diagram 29
- Figure 5-8: General Purpose Lane Alternative Line Diagram..... 30
- Figure 5-9: Thru Lanes plus Local Lanes Alternative Line Diagram 31
- Figure 6-1: Proposed Mainline Alternative Line Diagram..... 37
- Figure 6-2: Proposed Typical Section #1..... 38
- Figure 6-3: Proposed Typical Section #2..... 39
- Figure 6-4: Proposed Typical Section #3..... 40
- Figure 6-5: Proposed Typical Section #4..... 41
- Figure 6-6: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 1 of 3)..... 45
- Figure 6-7: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 2 of 3)..... 46
- Figure 6-8: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 3 of 3)..... 47
- Figure 8-1: No Build Year of Need (South Corridor)..... 66

List of Tables

- Table 2.1: Vertical Curves 3
- Table 2.2: I-75 Interchanges..... 6
- Table 2.3: Utility Agency Owners along the Project Corridor 7
- Table 4.1: Locations with High Crash Ratios 13
- Table 4.2: Vissim Existing Year (2019) Ramp Queue Analysis Summary 14
- Table 5.1: Failing I-75 Ramp Terminal Intersection - No Build Design Year (2045) 18
- Table 5.2: Failing I-75 Terminal Adjacent Signalized Intersections - No Build Design Year (2045)..... 18
- Table 5.3: No Build Design Year (2045) On-Ramp Capacity Analysis Summary 22
- Table 5.4: No Build Design Year (2045) Off-Ramp Capacity Analysis Summary..... 22
- Table 5.5: No Build Design Year (2045) Weave Segment Year of Need (HCM) 23
- Table 5.6: No Build Design Year (2045) Merge and Diverge Year of Need (HCM)..... 24
- Table 5.7: No Build Design Year (2045) Interchange Year of Need (Vissim) 24
- Table 5.8: Mainline Alternative Evaluation Matrix..... 28
- Table 5.9: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – AM Peak Hour 33
- Table 5.10: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – PM Peak Hour 33
- Table 5.11: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – AM and PM Peak Hour..... 34
- Table 6.1: Evaluation Criteria..... 43
- Table 6.2: Evaluation Matrix – Separation Method..... 43
- Table 6.3: I-75 South Corridor Segments..... 51
- Table 6.4: Preliminary Construction Cost Estimate for Preliminary I-75 South Corridor Segments..... 53
- Table 6.5: Planning Level Right of Way Cost Per Acre Assumptions 54
- Table 6.6: Planning Level Right of Way Cost Estimates for I-75 South Corridor 54
- Table 7.1: Evaluation Matrix – Environmental Resources 55
- Table 7.2: Federal and State Listed Species 58
- Table 7.3: Area of EFH within the I-75 South Corridor Right of way 59
- Table 7.4: Potential Contamination Sites Adjacent to the I-75 South Corridor 61
- Table 7.5: Anticipated Project-related Environmental Permits and Approvals 62
- Table 8.1: I-75 South Corridor – Preliminary Master Plan Projects List..... 67
- Table 8.2: I-75 South Corridor – Preliminary Proposed Projects Implementation List 68

1.0 Introduction

The Interstate 75 (I-75) South Corridor is part of the Southwest Connect™ Interstate Program which consists of multiple studies and projects within four corridors along I-75 and Interstate 4 (I-4) in Florida Department of Transportation (FDOT) District 1. **Figure 1-1** depicts the counties and current phase of the four Southwest Connect™ Interstate Program projects.



Figure 1-1: Southwest Connect™ Interstate Program projects

The I-75 and I-4 corridors are key facilities of the Strategic Intermodal System (SIS). Both have experienced increasing traffic because of population growth, additional tourism, and special events. FDOT, in partnership with the Collier Metropolitan Planning Organization (MPO), the Lee County MPO and local communities, wants to be proactive in planning for a safe and efficient interstate highway network. The goals during the I-75 Master Plan

phase were to identify and document (in a Master Plan) solutions that improve safety, operational capacity, functionality, efficiency, and connectivity along and across the corridor.

I-75 North, Central and South Corridors are included in the Southwest Connect™ Interstate Program. A separate Master Plan study is being prepared for each corridor.

1.1 Master Plan Purpose and Description

The FDOT District 1 conducted a Master Plan Study, hereafter referred to as the Master Plan, for the I-75 South Corridor from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78), a distance of approximately 42 miles, in Collier and Lee Counties, Florida.

The primary purpose of the Master Plan is to identify long-term capacity needs along the I-75 mainline and develop strategies for the mainline and interchanges that will improve accessibility, mobility, and safety. Managed lanes, collector-distributor roadways, auxiliary lanes, interchange operational improvements, and new interchanges were evaluated in the Master Planning effort. **Figure 1-2** depicts the project location and study limits for the Master Plan.

The Master Plan is a compilation of recommendations with phased implementation to bring the corridor into compliance with the SIS Standards of FDOT, optimize system performance, and travel time reliability as well as analyze alternatives and identify interim improvements to provide congestion relief within the corridor until completion of the long-term improvements. The recommendations will support scheduling for future Project Development and Environment (PD&E) studies, design projects, and/or construction projects, as necessary.

The Plan has been developed to meet the following objectives:

1. A comprehensive analysis identifying traffic operational deficiencies along the I-75 mainline from south of the Collier Boulevard (SR 951) interchange through the Bayshore Road (SR 78) interchange, along with the timeframe(s) when improvements are needed.
2. Develop an ultimate capacity improvement plan for the corridor using traffic demand management to improve reliability and flow of traffic along the I-75 South Corridor. The need for, type of, and cost of improvements are defined in the Master Plan.
3. Compare design constraints, construction costs, right of way impacts and external stakeholder support and recommend a concept for further evaluation during a PD&E study or for design and construction.
4. Define an implementation plan for the I-75 South Corridor including the timing and sequencing of improvements, and any right of way acquisition requirements.

The Master Plan is documented as described below:

1. Master Plan Summary Report summarizes the findings and results from the Master Plan Technical Documents.
2. Master Plan Technical Documents are companion documents to the Master Plan Summary Report. These documents include the following elements: Existing Conditions Element, Existing Conditions Traffic Technical Memorandum, Future Conditions Traffic Technical Memorandum, Facility Enhancement Element, Environmental Element, and Public Involvement Summary Report.

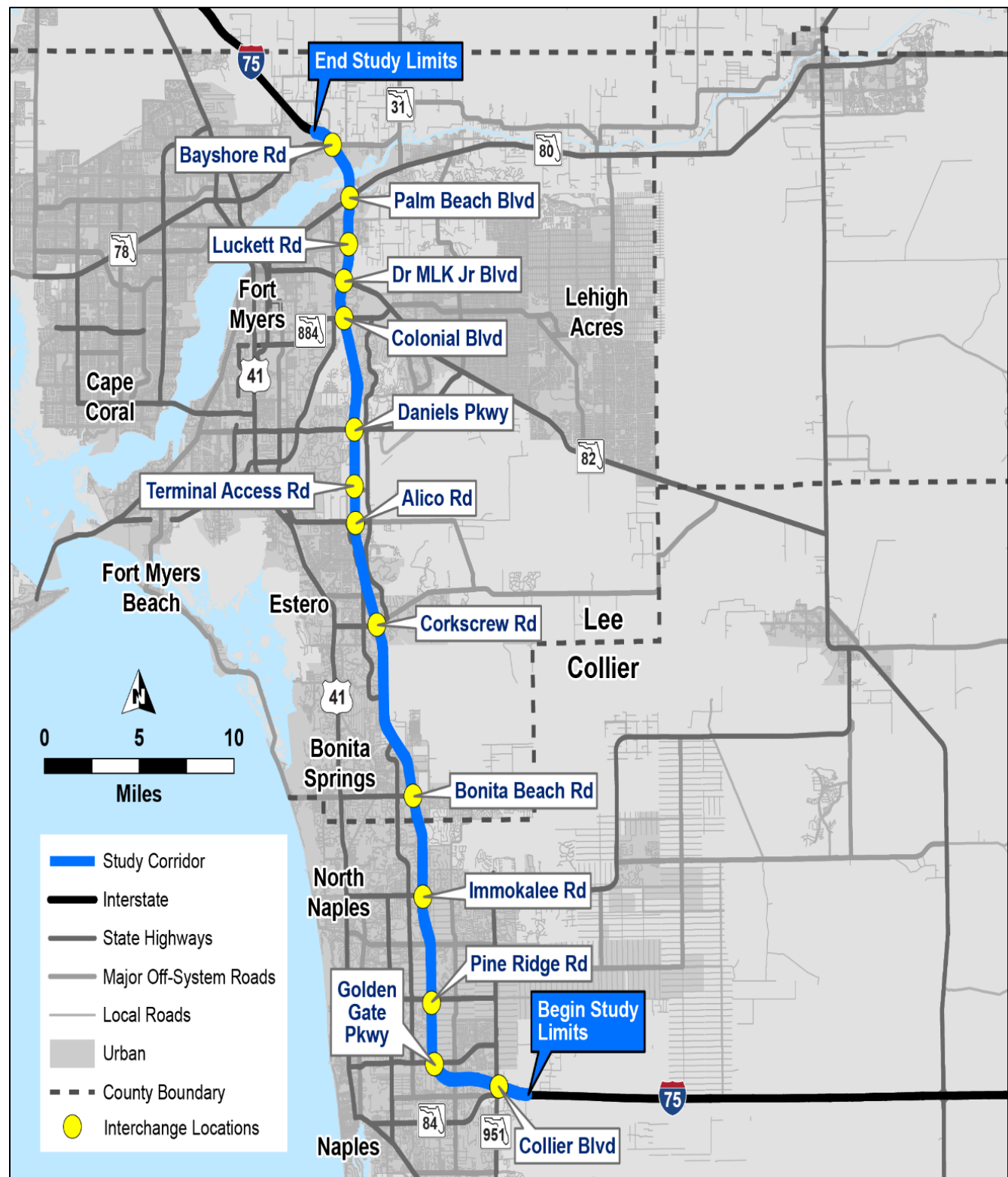


Figure 1-2: Project Location and Study Limits Map

1.2 Project Development Process

The project development process begins with planning studies and ends with a constructed project. The FDOT Project Development process is a comprehensive process involving Planning & Feasibility, PD&E Study, Design, Right of Way Acquisition, and Construction phases. A project begins with the analysis of existing conditions, identification of transportation needs and deficiencies through a planning process that includes continuing coordination with project partners to determine short and long term transportation improvements. Various studies may be performed during the Planning phase to define or refine project parameters; understand the components of purpose and need for a project; determine funding needs; identify alternatives, including alternative mode(s); and define the concept and scope of transportation improvements, including general location of the proposed improvement. Planning studies inform the development of the scope of work for PD&E studies. **Figure 1-3** shows the FDOT's project development process, along with the building blocks of each phase. This Master Plan was prepared during the Planning phase of the project development process.

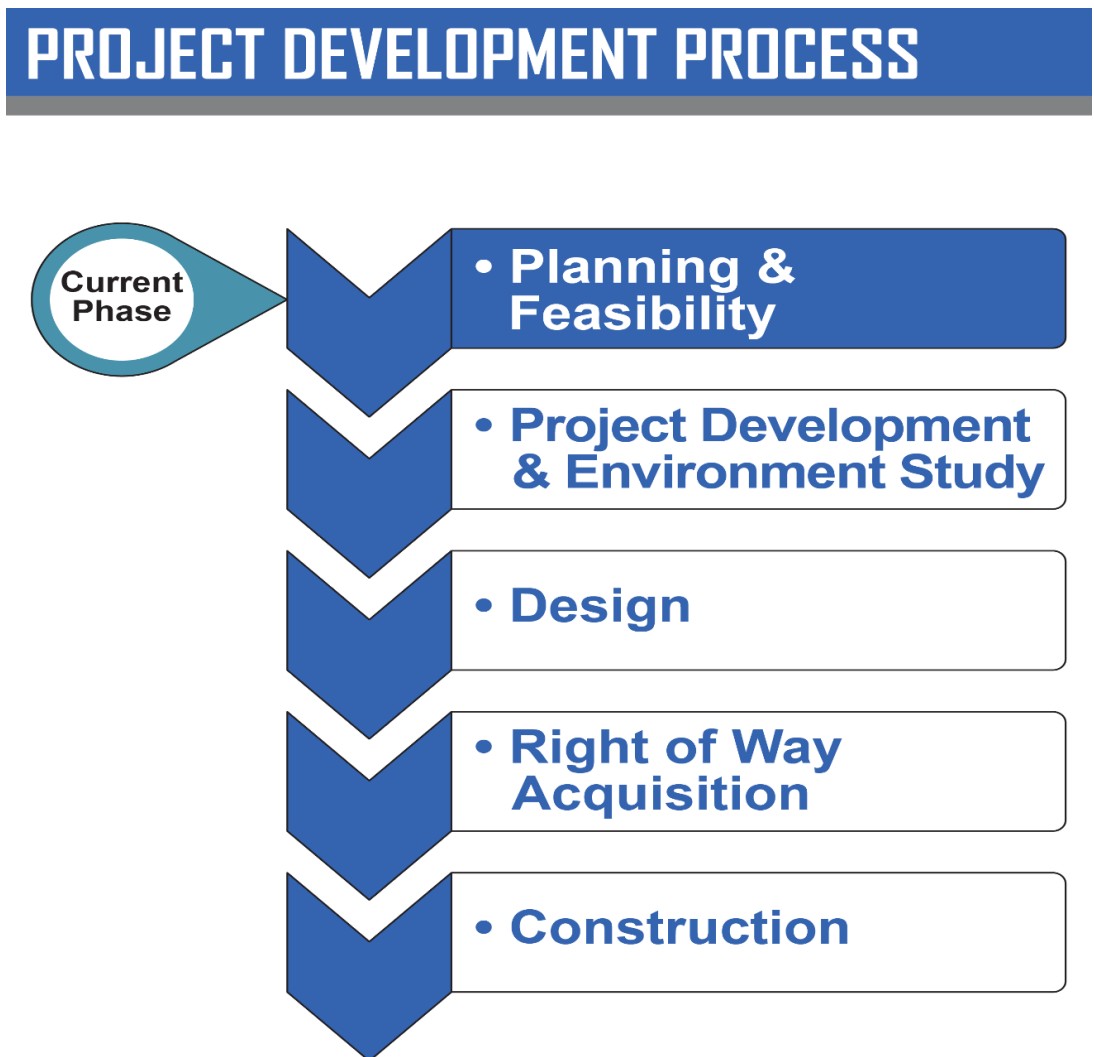


Figure 1-3: Project Development Process

2.0 Existing Conditions – Roadway

2.1 Existing Roadway Conditions

I-75 is classified as an Urban Principal Arterial Interstate roadway within the study limits. I-75 is a limited access, six to eight-lane divided highway designed to accommodate high volumes of traffic, long distance travel, higher speed limits and connections to major urban areas. The posted speed limit for I-75 is 70 mph.

2.2 Typical Sections

The existing I-75 typical section consists of three 12-foot-wide general purpose (GP) lanes in each direction separated by a varied width grass median with vegetation as shown in **Figure 2-1**. Within the study corridor, the median width is typically 64 feet within the non-bifurcated segments and is up to 482 feet in the bifurcated segments. The inside and outside shoulders are 12 feet wide total with 10 feet paved. Auxiliary (AUX) lanes exist at various locations from Collier Boulevard (SR 951) to Bayshore Road (SR 78) and are depicted in **Figure 2-2**.

2.3 Right of way

I-75 is a federal roadway managed and maintained by the FDOT. Existing right of way for this transportation facility generally ranges from 300 feet to 400 feet within the study limits. Within the study limits, right of way widths widen beyond the general range at interchange locations, natural feature locations, horizontal curves, and bifurcated sections.

2.4 Horizontal Alignment

In Collier County, the horizontal alignment of I-75 runs in an east-west direction from Collier Boulevard (SR 951) to Golden Gate Parkway and a north-south direction from Golden Gate Parkway to the Collier-Lee County Line (MP 63.6). In Lee County, the horizontal alignment continues in a north-south direction from MP 63.6 to Bayshore Road (SR 78). There are 21 horizontal curves within the study limits. FDM Table 211.7.1 states that for a 70-mph design speed, the minimum length of a horizontal curve is 1,050 feet with a desirable length of 2,100 feet. Out of the curves identified, it was found that one curve has a horizontal curve length less than 1,050 feet. The substandard horizontal curve is south of Bonita Beach Road at approximately Milepost 0.2 in Lee County and has a curve length of 850 feet and a radius of 5,729 feet.

2.5 Vertical Alignment

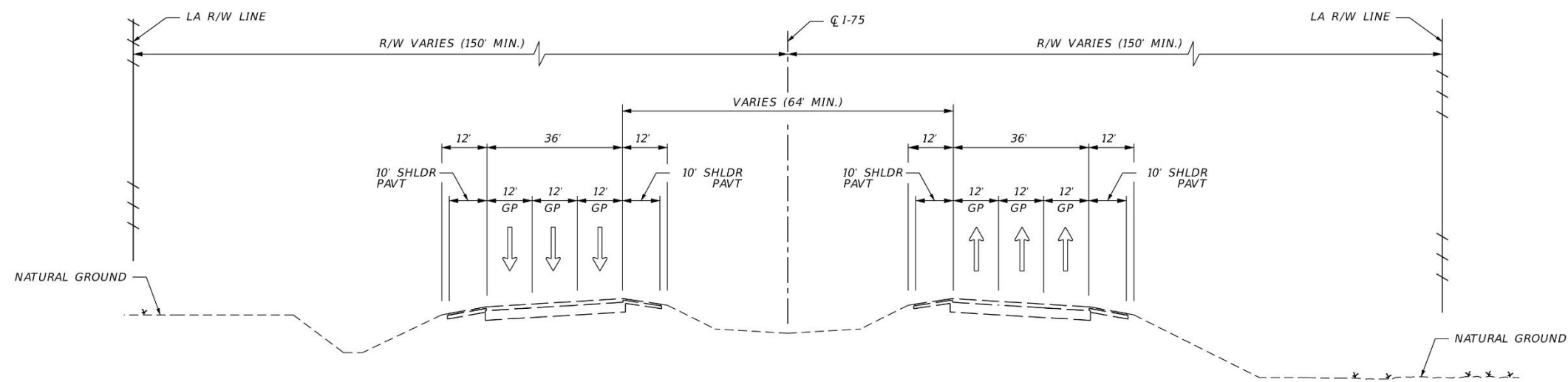
The terrain along I-75 is relatively flat except for the crossroad and waterway crossings. The longitudinal grades range from 0.0% to 3.0% and the interstate is higher than the property adjacent to the highway within the project limits. The crest and sag vertical curves along I-75 have curve lengths ranging from 630 feet to 2,500 feet.

The existing vertical alignment of I-75 was evaluated to determine if the existing facility meets current design standards for vertical curvature with a design speed of 70 mph. All vertical curves meet the FDM maximum grade requirement of three percent. The FDOT FDM requires a minimum vertical curve length of 800 feet for a sag, 1,000 feet for a crest (open highway), and 1,800 feet for a crest (within interchange). The FDOT FDM requires interstates to have a minimum K value of 206 for sag curves, 506 for new reconstruction crest curves and 312 for resurfacing crest curves. There are eight curves that do not meet the criteria for vertical curve length and eight curves that do not the criteria for K value, as shown in **red** text in **Table 2.1**.

Table 2.1: Vertical Curves

County	Vertical Point of Intersection Milepost	Curve Type	Grade In	Grade Out	Existing Vertical Curve Length (2022)	Existing K Value (2022)
Left and Right Roadway (I-75 NB and SB)						
Lee	28.3	Crest	2.74%	-2.46%	1,500'	288
Lee	26	Crest	2.25%	-3.00%	1,400'	266
Lee	22.6	Crest	2.60%	-2.60%	1,500'	288
Lee	21	Crest	2.60%	-2.60%	1,500'	288
Lee	12.6	Crest	2.50%	-2.50%	2,500'	500
Lee	8.3	Crest	2.90%	-2.90%	1,600'	275
Collier	-	Sag	-3.00%	0.00%	630'	210
Collier	60.5	Crest	3.00%	-3.00%	1,600'	266
Collier	-	Sag	0.00%	3.00%	680'	226
Collier	56.1	Crest	2.00%	-2.00%	1,800'	450

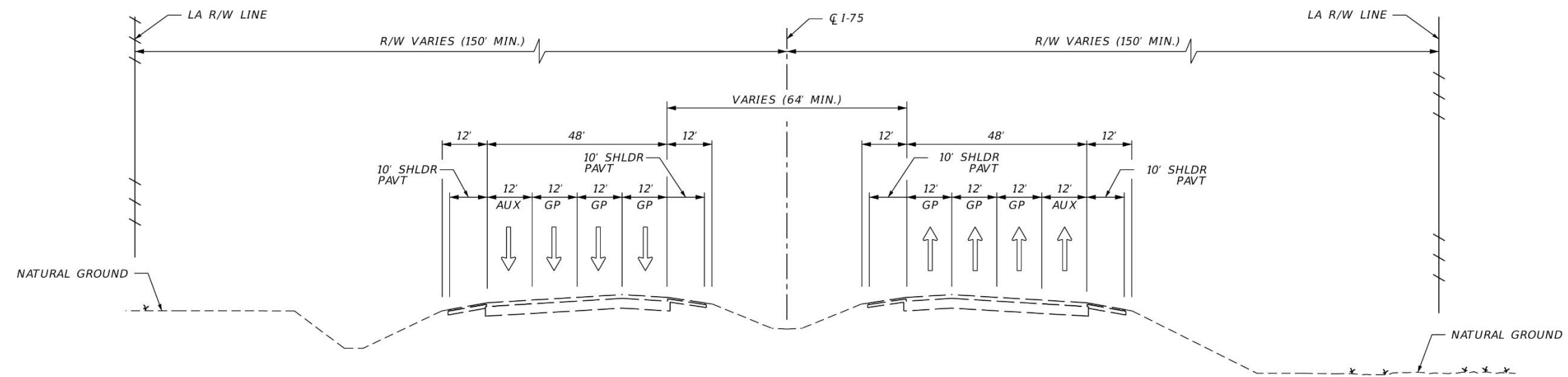
I-75 curves were approximated using vertical alignment information from As-Built plans. Curves that do not meet the FDOT minimum curve length requirement and would require a Design Variation to remain are noted in red.



Collier County 50.757-63.676; Lee County MP 0.000 to 24.335; MP 25.730 to 26.227; MP 28.096 to MP 28.597

LEGEND:
GP - GENERAL PURPOSE LANE
AUX - AUXILIARY LANE
LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 2-1: Existing (2022) Typical Section – Six Lane Divided



Lee County 24.335 to 25.730; MP 26.227 to MP 28.096

LEGEND:
GP - GENERAL PURPOSE LANE
AUX - AUXILIARY LANE
LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 2-2: Existing (2022) Typical Section – Eight Lane Divided

2.6 Interchanges

There are 14 existing interchanges within the study limits as shown in **Table 2.2**. Interchanges with modifications either currently funded or planned are indicated in **blue** in the table. The I-75 South Corridor Master Plan study area and interchanges are depicted in **Figure 2-3**.

Table 2.2: I-75 Interchanges

County	MP	Exit #	I-75 Interchange	Existing (2022) Interchange Type
Lee	28.3	143	Bayshore Road (SR 78)	Diamond
Lee	26	141	Palm Beach Boulevard (SR 80)	Diamond
Lee	24.1	139	Luckett Road	Diamond
Lee	22.6	138	Martin Luther King (MLK), Jr. Boulevard (SR 82)	Diamond
Lee	21	136	Colonial Boulevard	1-Quadrant Partial Cloverleaf
Lee	16.4	131	Daniels Parkway	1-Quadrant Partial Cloverleaf
Lee	13.9	--	Terminal Access Road (aka Airport Access Road)	Trumpet
Lee	12.6	128	Alico Road	2-Quadrant Partial Cloverleaf
Lee	8.3	123	Corkscrew Road	Diamond
Lee	1.0	116	Bonita Beach Road	Diamond
Collier	60.5	111	Immokalee Road	Diamond
Collier	56.1	107	Pine Ridge Road	Diamond
Collier	53.7	105	Golden Gate Parkway	1-Quadrant Partial Cloverleaf
Collier	50.3	101	Collier Boulevard (SR 951)	Diamond

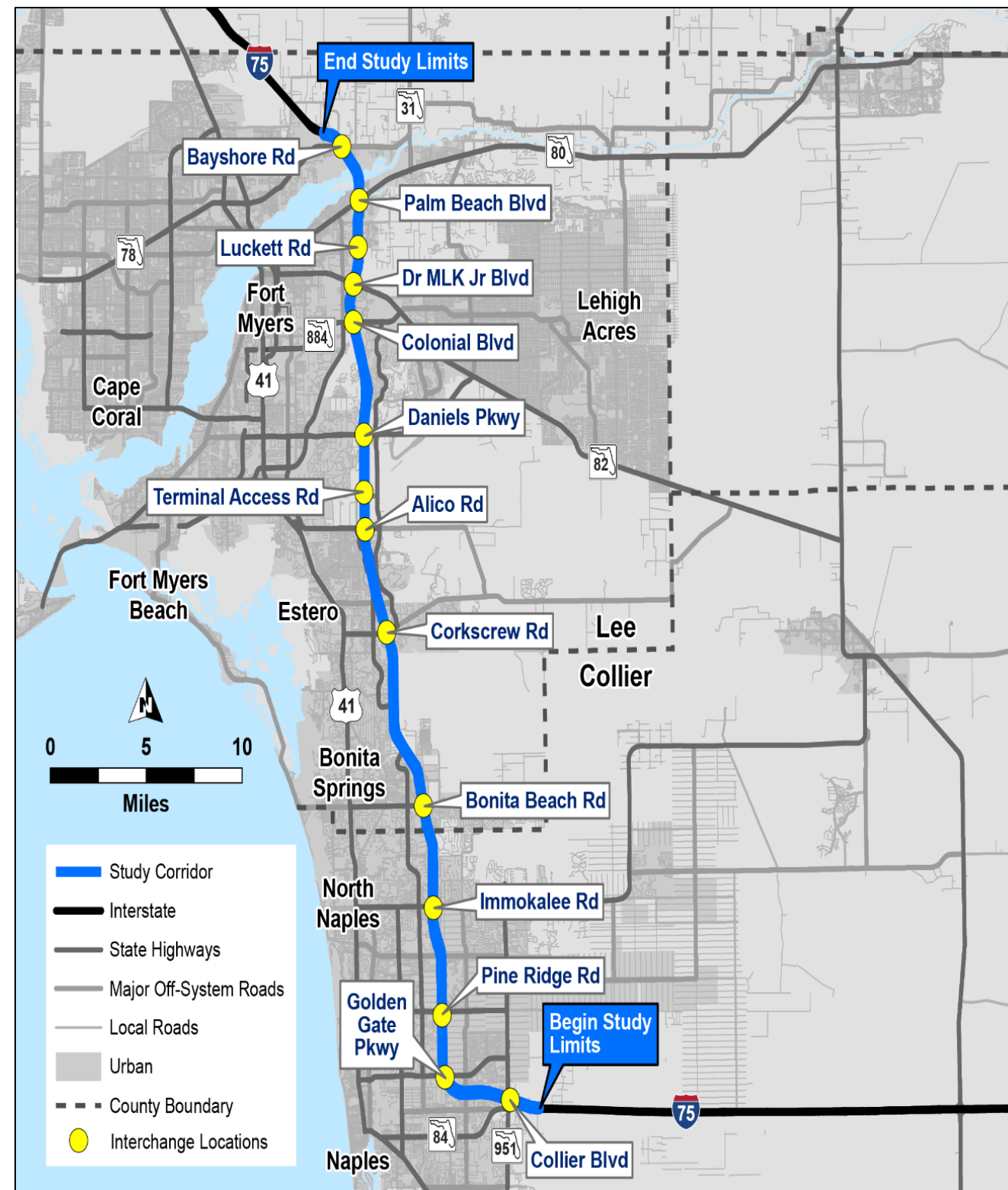


Figure 2-3: Interchanges

2.7 Drainage

Drainage along I-75 is accomplished by collecting stormwater runoff in open roadside ditches, which are present for the length of the project. The original four-lane I-75 pavement received no treatment or attenuation. Several I-75 interchanges and ramps have since been designed and constructed, and those improvements have generally been treated and attenuated within onsite ponds and linear swales and permitted through the South Florida Water Management District (SFWMD). In addition, the original four-lane mainline was expanded to the existing six-lane facility, all lanes of which were treated, attenuated, floodplain compensation provided, and permitted through SFWMD with the FPID 420655-1-52-01 “iROX” project. The iROX project was a design-build-finance project that involved the resurfacing and widening of 30 miles of I-75 from four to six lanes from Golden Gate Parkway in Collier County to Colonial Boulevard in Lee County and reconstructing the Immokalee Road Interchange in Collier County. The iROX project utilized onsite linear ponds with some off-site stormwater ponds and floodplain compensation facilities. In general, the right of way for the “off-site” stormwater ponds that were utilized in the IROX project were originally obtained to provide stormwater treatment and attenuation for an “ultimate” I-75 facility. Design projects along I-75 identified offsite ponds that would be necessary for treatment, attenuation, and pollutant loading reductions for an “ultimate” I-75 facility in Collier and Lee County. Many of those design projects were permitted and right of way was obtained for the stormwater management facilities, but those projects were not constructed.

The SFWMD Arch Hydro Enhanced Database (AHED) of the National Hydrography Database (NHD) shows that I-75 in Collier County and Lee County is within the Henderson-Belle Meade, Golden Gate Main, Cocohatchee, Estero Bay, Tidal South, Caloosahatchee Estuary and Tidal North watersheds. East of the I-75/Collier Boulevard (SR 951) interchange, I-75 is within the Henderson-Belle Meade watershed, which drains south through Henderson Creek to the Coastal Basins watershed. West of the I-75/Collier Boulevard (SR 951) interchange up to Vanderbilt Beach Road and the southeast corner of the I-75/Immokalee Road interchange is within the Golden Gate Main watershed, which drains south through the I-75 Canal and then west to the Gordon River and into the Coastal Basins watershed. I-75 from Immokalee Road up to the Lee County line is within the Cocohatchee watershed, which drains west to the Cocohatchee River and the Coastal Basins watershed. From the Lee County line north to Martin Luther King, Jr. Boulevard (SR 82) is within the Estero Bay watershed. The Estero Bay watershed drains west through the Oak Creek, Imperial River, Leitner Creek, Estero River, and Six Mile Cypress Slough to the Estero Bay water body watershed. I-75 from Martin Luther King, Jr. Boulevard (SR 82) to the Caloosahatchee River is within the Tidal South watershed that drains west through Billy Creek to the Caloosahatchee Estuary. I-75 from north of the Caloosahatchee River to the Bayshore Road (SR 78) interchange is within the Tidal North watershed that drains south to the Caloosahatchee Estuary by Popash Creek.

There are 99 cross drains within the corridor limits of this project, with 34 cross drains in Collier County and 65 cross drains in Lee County that convey off-site and onsite runoff and ensure pre-development drainage patterns are maintained.

The Federal Emergency Management Agency (FEMA) provides Flood Insurance Rate Maps (FIRMs) to estimate a community’s risk of flooding. FEMA provides ongoing coordination with regulatory agencies and municipalities for establishing FIRM coverage of floodplain boundaries and base flood elevations. There are 23 FIRM panels defining floodplain characteristics of the I-75 South Corridor limits, including eight FIRM panels in Collier County from east of Collier Boulevard (SR 951) to the Lee County Line, and 15 FIRM panels in Lee County from the county

line to Bayshore Road (SR 78). The FIRMs are a result of coordination between FEMA and the SFWMD in concert with Collier and Lee Counties.

2.8 Lighting

Two types of lighting are utilized on I-75: standard luminaries and high mast luminaries. Standard luminaries are conventional lighting installed on shoulders, while high mast luminaries are lighting with high mast poles that are usually installed at interchanges because they can illuminate a larger area than conventional lighting.

Lighting is present along I-75 at every interchange within the Master Plan study area. Outside of the interchanges, lighting is largely absent except at overpasses. Most of the interchanges use high mast lighting, while the Golden Gate Parkway interchange uses conventional lighting. Furthermore, lighting is present along the auxiliary lanes between the Alico Road and Terminal Access Road interchanges, including both conventional and high mast lighting. Lighting along I-75 is listed in the Existing Conditions Element.

Overpasses at Santa Barbara Boulevard, Vanderbilt Beach Road (SR 862), and Estero Parkway use conventional lighting, and segments of I-75 may be illuminated by the lighting on overpasses. However, no underdeck bridge lightings are installed under the bridges of overpasses.

2.9 Utilities

Based on field reconnaissance and reviews of existing data, including as-built plans and Sunshine 811 design tickets, a total of 23 utility agency owners (UAO) were identified within and adjacent to the I-75 project corridor. These UAOs are shown in **Table 2.3** and include communication, water, sewer, gas, and electric distribution and transmission lines. The majority of these utilities are anticipated to be located along project-related interchanges or cross streets and not within the I-75 corridor right of way.

Table 2.3: Utility Agency Owners along the Project Corridor

Utility Owners (2022)	
AT&T Transmission	Florida Governmental Utility Authority
Bonita Springs Utilities	Florida Power & Light Distribution
CenturyLink	Florida Power & Light Transmission
City of Bonita Springs	Hotwire Communications
City of Fort Myers	Lee County Traffic
City of Naples	Lee County Utilities
Collier County Info Tech	Lee County Electric Co-Op Distribution
Collier County Traffic Ops	Lee County Co-Op Transmission
Collier County Utilities	Lee Health
Comcast	Summit Broadband
Crown Castle	TECO Peoples Gas
FDOT District 1 ITS	

Additional data regarding known utilities and locations were compiled from the previous PD&E studies along the corridor; however, the utility information will need to be updated during future project-level PD&E studies.

There are four overhead power line crossings in the study limits with approximate locations by nearest roadway as follows.

- South of Collier Boulevard (SR 951)
- South of Bayshore Road (SR 78) and north of the Caloosahatchee River
- South of Tice Street and north of Lockett Road
- North of Alico Road and south of Terminal Access Road

There is one underground power line crossing in the study limits west of Santa Barbara Boulevard.

2.10 Pavement Type and Conditions

Pavement within the I-75 South Corridor is in a satisfactory condition. The pavement crack ratings and ride ratings are all above a satisfactory level for the study limits.

2.11 Multimodal Facilities

The Existing Conditions Traffic Technical Memorandum describes bicycle, pedestrian, and transit facilities along I-75 and each of the crossroads that interchange with I-75 and should be referred to for detailed descriptions. I-75 enhances the connectivity of multimodal facilities in Collier and Lee County by supporting regional and statewide freight movements. The Seminole Gulf Railway also supports the movement of freight parallel to I-75 in Lee County. Additionally, the following intermodal centers included in the Bureau of Transportation Statistics' Intermodal Passenger Connectivity Database are located in Collier County and Lee County.

Collier County:

- Greyhound Bus Stop
- Marco Island Marina
- Red Coach USA Bus Stop

Lee County:

- Greyhound Bus Station
- Pilot Travel Center
- Southwest Florida International Airport
- Salty Sam's Marina

The study area also includes accommodations for alternative modes of travel including transit (served by LeeTran in Lee County and Collier Area Transit in Collier County), bicycle lanes, and sidewalks.

At the Collier Boulevard (SR 951) interchange, there is a Red Coach USA Bus Stop and a Greyhound Bus Stop less than half a mile south of the interchange. At the Palm Beach Boulevard (SR 80) interchange, there is a Greyhound Bus Station approximately five miles west of I-75. These long-distance transit provider stops are all accessible via local transit.

The Marco Island Marina is noted in the Bureau of Transportation Statistics Intermodal Passenger Connectivity Database as a ferry terminal. North of the Immokalee Road interchange, there is a weigh-in-motion location for trucks.

There is a travel plaza/truck stop (Pilot Travel Center) located in the southwest corner of the Lockett Road interchange.

2.12 Railroads

The closest railroad crossing to any of the I-75 interchanges is near Tressel Road on Bayshore Road (SR 78), approximately 0.75 miles to the west of the interchange. The Seminole Gulf Railway runs north-south from North Naples to Arcadia via Punta Gorda. This railway provides traditional freight and logistics transportation as well as a 20-mile dinner theater entertainment route from Colonial Station to Tucker's Grade. This railway is located west of the I-75 corridor and runs parallel and adjacent to I-75 from north of Bayshore Road (SR 78) in North Fort Myers to south of Tuckers Grade near Punta Gorda. Within this segment of the project corridor, the distance between the railway and I-75 varies from approximately 100 to 1,500 feet.

2.13 Existing Structures

Existing structures along I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78) include 59 bridges at 34 locations.

The minimum horizontal clearance on all the bridges meets the minimum horizontal clearance required per the FDOT Design Manual Section 215 or the piers are properly shielded, except the following, which are not shielded and do not meet the 16.0-foot minimum horizontal clearance:

- I-75 over Bayshore Road (SR 78) (Bridge Nos. 120112 (15.0') and 120113 (15.0'))

The minimum vertical clearance on all the bridges meets the minimum vertical clearance of 16.0 feet required per the FDOT Design Manual Section 260.6, except the following:

- I-75 over Pine Ridge Road (Bridge Nos. 030200 (15.88') and 030201 (15.88'))
- I-75 over Daniels Parkway (Bridge Nos. 120106 (15.83') and 120107 (15.83'))
- I-75 over Colonial Boulevard (Bridge Nos. 120120 (15.92') and 120121 (15.92'))

Current FDOT Bridge Load Rating procedures for rehabilitation or widening of existing bridges as defined by Chapter 2 of the FDOT Load Rating Manual requires a Load Resistance Factor Rating factor exceeding 1.0 for HL-93 Inventory and FL120 Permit loads, which is a Load Rating of 36 tons and 120 tons respectively. Alternatively, for Load Factor Rating (LFR) ratings, HS20 – Inventory ratings must exceed 1.0, or 36 tons, and HS20 – Operating ratings must exceed 1.67, or 60 tons. Per FDOT Structures Design Guidelines 7.1.1.A, if any LFR inventory rating factors remain less than 1.0, replacement or strengthening is required unless a Design Variation is approved.

In general, all of the bridges within the project limits are in satisfactory condition. The twin I-75 bridges over Martin Luther King, Jr. Boulevard (SR 82) (Bridge No. 120122 and 120123) have substandard Service III inventory load ratings. However, in accordance with the Structures Design Guidelines Section 7.1.1.C.3, the beam capacity may be established using Strength Limit States. Structures Design Guidelines Section 7.1.1.C.3 states that if the load carrying capacity as determined by Service Limit State yields a rating factor less than 1.0 and the current bridge inspection report shows no signs of either shear or flexural cracking, the capacity may be established by using Strength Limit State. The Tice Street Bridge over I-75 (Bridge No. 120092) is rated per the AASHTO Standard Specifications – Allowable Stress Design. All bridges have Operating Load ratings greater than 1.0. The Inventory Rating on all the bridges are greater than 1.0 as required in Section 7.1.1 in the FDOT Structures Design Guidelines, except for the following:

- Santa Barbara Blvd over I-75 (Bridge No. 030205)
- I-75 NB over Bonita Beach Road (Bridge No. 120147)
- I-75 SB over Bonita Beach Road (Bridge No. 120143)

3.0 Existing Conditions – Environmental

Existing environmental features were reviewed to identify potential opportunities, impacts, and agency coordination required for projects along the corridor. Data for existing environmental features were collected using the Efficient Transportation Decision Making (ETDM) number 14400 Preliminary Programming Screen Report and other desktop resources. The preliminary Programming Screen Summary Report was previously published on June 23, 2019. The ETDM Programming Screen Summary Report (republished on February 27, 2020) is available on the ETDM public website (<https://etdmpub.flas-etat.org/est/>).

Predominant land uses within the study area consists of residential, commercial/retail/office, and public/semi-public lands as shown in **Figure 3-1**. Along the project corridor, there are the cities of Fort Myers and Bonita Springs, the village of Estero, and five census designated places: North Fort Myers, Three Oaks, Golden Gate, Vineyards, and Island Walk. Within 200 feet of the existing roadway, there are 1,920.57 acres of soils classified as Farmlands of Unique Importance of which 33.73 acres are designated for agricultural purposes [horse farms, fallow crop land, improved pastures, ornamentals, and unimproved pastures]. Future Land Use Maps of both Collier and Lee Counties indicate that the corridor will largely continue to support urban uses, particularly with the conversion of existing agricultural lands to urban land uses. Some of the existing land uses, such as residential, likely contain noise sensitive sites.

Within 500 feet of the project corridor, there are three cultural centers, four emergency services, nine schools, 14 religious centers, nine Florida managed areas, 11 local park and recreation facilities, 12 trails, and seven Office of Greenways and Trails (OGT) multi-use trail opportunities. Recreational areas and trails are shown on **Figure 3-2**.

There are 26 previously recorded historic resources within 500 feet of the project corridor. These resources date to the late 1800s, and include structures, resource groups and one historic cemetery. Most of these resources are either National Register of Historic Places (NRHP) - ineligible or have not been evaluated by the State Historic Preservation Officer (SHPO). There are two archaeological resources within 500 feet of the project corridor.

Major surface water resources along the project corridor include the Imperial and Caloosahatchee Rivers and major wetlands systems associated with Six Mile Cypress Slough, Corkscrew Regional Ecosystems, and Edison Farms Preserve. The Caloosahatchee River is also a navigable waterway. There are also numerous creeks, wetlands, and floodplains along the length of the project corridor. Surface waters and wetlands are shown in **Figure 3-3**.

Multiple federal and state listed species and their habitats may be present along the project corridor. Segments of the project corridor occur within the US Fish and Wildlife Service (USFWS) Consultation Area for the crested caracara, American crocodile, Florida bonneted bat, West Indian manatee, Florida panther, red-cockaded woodpecker, Florida scrub jay, snail kite, and Southwest plants; the Primary and Secondary Focus Area Zones for the Florida panther; the Service Area for the Florida scrub jay; and Core Foraging Areas of the wood stork. The project corridor also crosses critical habitat for the West Indian manatee and smalltooth sawfish and occurs in the Common and Abundant Ranges of the Florida black bear. According to the USFWS Information for Planning and Consultation species lists, federally listed species potentially occurring in the two-county area include: four mammals, eight birds, five reptiles, two fish, and two plants. There is also a potential for the presence of numerous state protected species.

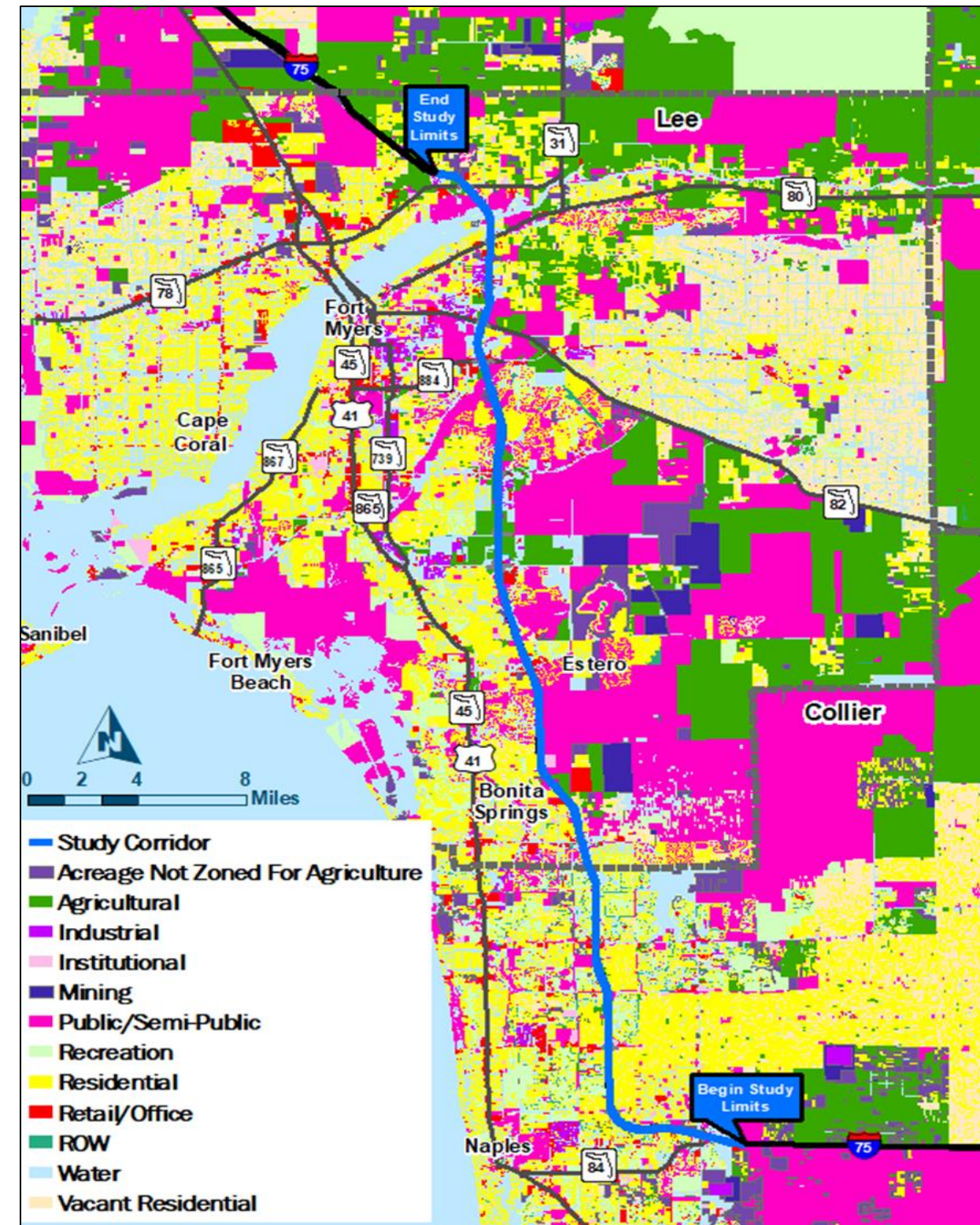


Figure 3-1: Existing Land Use Map

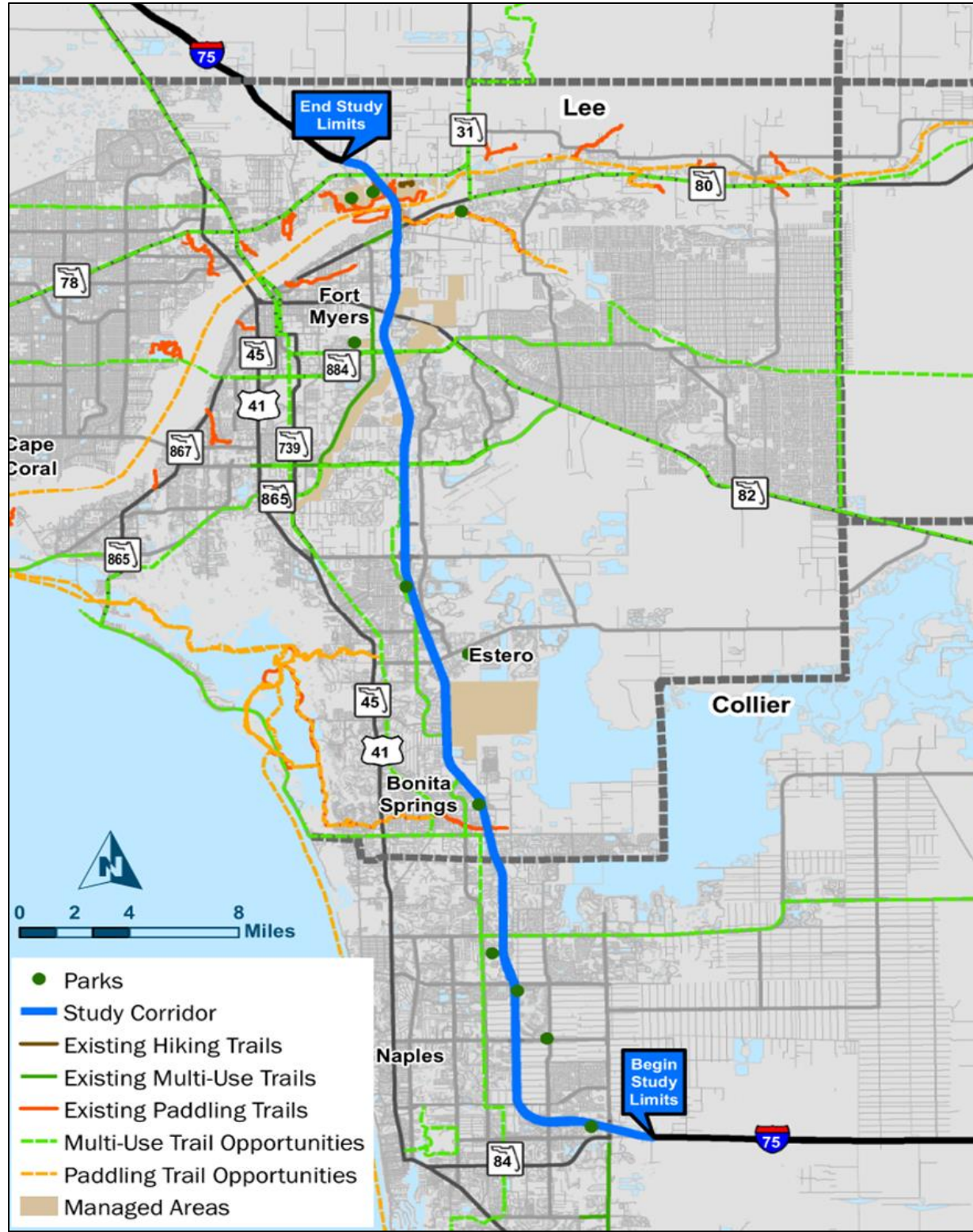


Figure 3-2: Recreational Areas Map

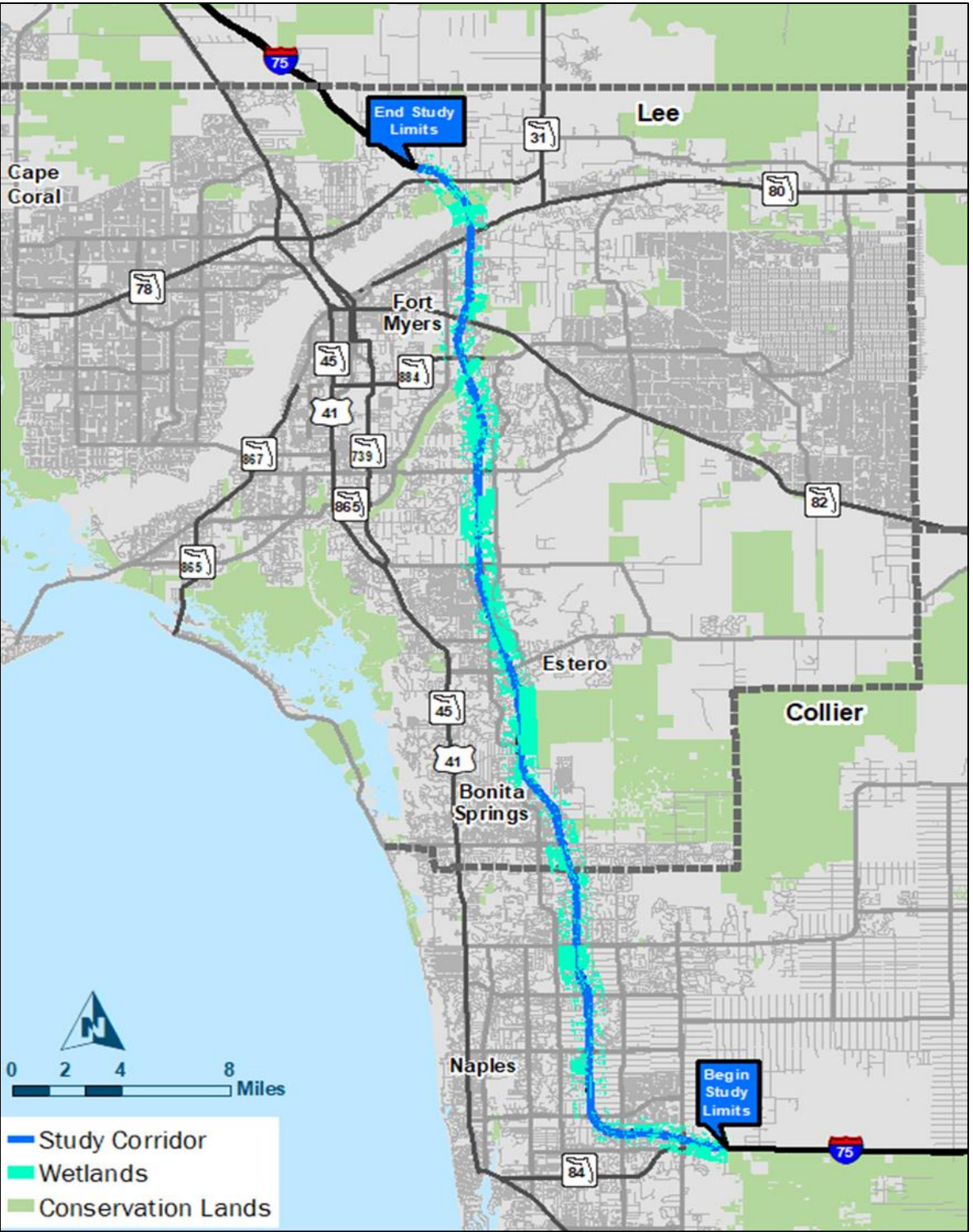


Figure 3-3: Wetlands and Conservation Lands Map

4.0 Existing Conditions – Traffic Analysis

The traffic analysis supporting this Master Plan Summary Report has been prepared in accordance with the approved Traffic Methodology Statement for this project submitted to FDOT in April 2020, the Safety Methodology Statement for this project submitted to the FDOT in August 2019, and the Traffic Analysis Memorandum of Agreement (MOA) finalized with FDOT in June 2020. The traffic analysis study area and study interchanges are shown in Figure 4-1.

4.1 Traffic Counts, Field Observations and Crash Data

Available existing traffic data for the I-75 mainline and ramps were obtained from FDOT District 1. Additional traffic data collection from February 2019 to March 2019 was also conducted. There were 37, 72-hour bi-directional classification counts, 145, 72-hour bi-directional volume counts, and 140 turning movement counts (TMCs) collected between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The AM and PM peak hours were determined to occur from 7:15 AM to 8:15 AM and from 4:45 PM to 5:45 PM, respectively.

Field visits were also conducted to collect information on existing driver behavior, queuing, congestion levels and to observe signal behavior, such as protected/permitted left-turn operations, right-turn-on-red (RTOR) restrictions, phasing, etc. Existing signal plans and timing information for signalized intersections were obtained from Collier County and Lee County. Crash data was obtained from FDOT’s Crash Analysis Reporting System (CARS) Online and the University of Florida’s Signal Four Analytics crash database for the five-year analysis period from 2013 to 2017 within the study limits.



Figure 4-1: Traffic Analysis Study Area

4.2 Historical Safety Analysis

Safety analysis included a review of the historical crash data from 2013 to 2017 for the I-75 South Corridor. There was a total of 5,231 crashes involving 37 fatalities and 10,578 injuries. Analysis of the study area was broken out into 54 interstate segments, 71 ramp segments, 75 arterial segments, and 91 arterial intersections. Of the 54 I-75 interstate segments, seven (13 percent) have a crash rate that is significantly higher than the statewide average for similar roadway facilities. Additionally, one (1.3 percent) of the 75 arterial segments and 13 (14.3 percent) of the 91 arterial intersections contain a crash rate that is significantly higher than the statewide average.

High crash rate locations have been identified in **Table 4.1** for all interchanges in the study area. Locations with a high crash confidence of 95 percent or higher were determined to have a crash rate that is statistically significantly higher than the statewide average. Among the driver contributing causes documented in the crash data, careless/negligent driving (381 crashes, 29.8 percent) and following too closely (285 crashes, 22.3 percent) were among the highest.

4.2.1 Crash Types

In general, rear-end crashes were the most common crash types at the high crash locations, including all of the high crash arterials and on the I-75 mainline at the Colonial Boulevard and Golden Gate Parkway interchanges. Fixed object crashes were generally the most common on the I-75 mainline, including at the Colonial Boulevard, Bayshore Road (SR 78), and Palm Beach Boulevard (SR 80) locations. However, sideswipe crashes were the most common on I-75 at Collier Boulevard (SR 951).

4.2.2 Lighting, Weather, and Road Surface Conditions

Eighteen percent of crashes at high crash locations took place in wet/slick/unpaved and standing water roadway conditions, accounting for 224 total crashes. Five percent of crashes at high crash locations took place in dark conditions with no lighting, accounting for 61 total crashes.

4.2.3 Injury Severity

Of the 5,231 total crashes, there were 34 fatal crashes, 2,083 crashes involving personal injury, and 3,114 crashes that were property damage only. High crash locations accounted for eight fatal crashes, 27 severe injury crashes, 152 moderate injury crashes, 361 minor injury crashes, and 729 property damage only crashes. These crashes had an estimated comprehensive crash cost of \$179,328,175, which is an average of \$35,865,635 per year.

Table 4.1: Locations with High Crash Ratios

Interchange/Roadway	Interchange/Roadway	Total Crashes	5-Year Average AADT	Actual Crash Rate	Statewide Average Crash Rate	High Crash Confidence	Confidence Level (K)
Collier Blvd (SR 951)	Northbound I-75 Mainline at Off-Ramp	18	10,300	1.572	0.976	97.50%	2.19
Golden Gate Pkwy	Southbound I-75 Mainline at On-Ramp	28	18,900	1.452	0.976	97.50%	2.23
Immokalee Rd	Between Northbrook Dr and Oakes Blvd Exit	10	6,300	11.296	4.714	99.90%	3.1
	Intersection at Valewood Dr	36	14,300	1.379	0.884	99.50%	2.79
	Intersection at Northbrooke Dr/Tarpon Bay Blvd	59	26,400	1.225	0.884	99.50%	2.59
	Southbound I-75 Mainline at Off-Ramp	76	37,600	2.09	0.976	99.99%	6.88
Colonial Blvd	Intersection at Ortiz Ave/Six Mile Cypress Pkwy	293	90,400	1.776	0.749	99.99%	15.29
	Intersection at I-75 Southbound Ramps	128	90,900	0.772	0.479	99.99%	5.51
	Intersection at I-75 Northbound Ramps	91	77,100	0.647	0.479	99.75%	2.94
	Intersection at Forum Blvd/Colonial Ct	88	54,000	0.893	0.749	95.00%	1.71
	Northbound I-75 Mainline at Eastbound On-Ramp	30	33,900	1.638	0.976	99.75%	2.98
MLK Jr Blvd (SR 82)	Intersection at I-75 Northbound Ramps	42	38,000	0.606	0.343	99.99%	3.84
	Intersection at Ortiz Ave	101	51,500	1.075	0.749	99.95%	3.71
	Intersection at I-75 Southbound Ramps	38	40,700	0.512	0.343	99.50%	2.59
	Intersection at Forum Blvd	44	35,200	0.685	0.479	99.00%	2.48
Palm Beach Blvd (SR 80)	Intersection at I-75 Northbound Ramps	51	41,800	0.669	0.479	99.00%	2.48
	Northbound I-75 Mainline at Off-Ramp	42	33,600	1.278	0.976	95.00%	1.84
Bayshore Rd (SR 78)	Intersection at I-75 Southbound Ramps	40	24,300	0.902	0.419	99.99%	5.09
	Intersection at I-75 Northbound Ramps	23	20,800	0.606	0.419	95.00%	1.91
	Southbound I-75 Mainline at Off-Ramp	20	25,500	0.805	0.457	99.50%	2.71
	Northbound I-75 Mainline at On-Ramp	19	25,200	0.735	0.457	97.50%	2.24

*Data collected from FDOT CAR Online database (2013-2017)

4.3 Existing Year (2019) AADT and DDHV Development Methodology

The existing year (2019) Average Annual Daily Traffic (AADT) volumes were used as a basis for the I-75 South Corridor Master Plan existing year turning movement volumes. Seasonal and axle correction factors were obtained from FDOT Florida Traffic Online (2019) and applied to the 48-hour and 72-hour counts to obtain existing year (2019) AADT for the surface streets. AADTs from FDOT Florida Traffic Online (2019) were directly used for the I-75 mainline.

K-factors and D-factors were then applied to the AADTs to determine directional design hour volumes (DDHVs) for each of the external nodes of the study area. Based on a review of field data, a standard K-factor of 0.09 was used on I-75 and arterial roadways. Field collected peak-to-daily ratios were used for driveways and minor non-arterial roads. The D-factors are generally constrained to the maximum values provided in the 2019 FDOT Project Traffic Forecasting Handbook; however, field collected counts exceeding these maximum values are used for driveways and minor non-arterial roads.

The external DDHVs, seasonally adjusted field collected turning movement counts, and a base Origin-Destination (O-D) Matrix from the Base Year 2015 District 1 Regional Planning Model (D1RPM), were used to determine the balanced existing year (2019) turning movement volumes.

4.4 Simulation Model Development

The existing conditions simulation models for the study area were developed using Vissim. For the microsimulation of the I-75 South Corridor Master Plan study area, three hours of traffic simulation were modeled for each AM and PM peak period, as well as one-hour network loading interval. The three-hour simulation periods were broken into 15-minute intervals, consisting of one hour for startup, one hour for the peak, and one hour for dissipation of the peak. The network loading, startup, and dissipation volumes were determined as a proportion of the peak hour volumes based on the collected 72-hour approach counts.

Given the size of the study area and the number of interchanges included for this analysis, subarea Vissim models were developed and calibrated for each interchange area and the I-75 mainline and ramps. The calibrated subarea models were merged into a single model by combining the individual interchange models with the I-75 mainline model. The combined model was verified for calibration and then used for the analysis of existing conditions.

4.5 Existing Year (2019) Traffic Analysis

An operational analysis of the existing conditions on the I-75 mainline was performed using the calibrated combined Vissim model. While a peak period analysis was performed using one shoulder hour each before and after the peak hour, the travel time and Level of Service (LOS) results discussed in the following subsections are for the peak hour only. The analysis results discussed below are based on the average of ten simulation runs.

4.5.1 Existing Year (2019) Intersection Analysis

Overall, the existing conditions analysis indicates that the I-75 ramp terminal intersections and adjacent signalized intersections are operating at LOS D or better in the AM and PM peak hours with a few exceptions where they are operating at LOS E or F. Multiple unsignalized intersections or driveways are operating at LOS E or F, but the side street/driveway delays do not impact interchange operations. Various individual movements at the interchange ramp terminal intersections operate at LOS E or F in the AM or PM peak hours.

4.5.2 Existing Year (2019) Ramp Queue Analysis

A summary of the AM and PM peak hour queue lengths for the I-75 interchange off-ramps is provided in **Table 4.2**. The storage lengths for the off-ramps were measured from the stop bar to the end of the turn lanes, including taper, and were compared to the maximum queue lengths recorded in Vissim. The ramp length from the stop bar to the I-75 gore point has also been provided for reference. As shown below, the existing queue lengths do not exceed the available off-ramp storage except for the northbound off-ramp at Luccett Road in the AM peak hour. It should be noted that off-ramp queues were observed briefly extending to the I-75 mainline during the data collection and calibration period at Colonial Boulevard and Bayshore Road (SR 78). The seasonally adjusted volumes used for analysis are lower than the volumes used for calibration, indicating that these queues are not consistent throughout the year, and are sensitive to seasonal fluctuations in traffic volumes.

Table 4.2: Vissim Existing Year (2019) Ramp Queue Analysis Summary

Interchange	Ramp	Storage (ft)	Ramp Length (ft)	AM Peak	PM Peak	Exceeds Storage?	Exceeds Ramp?
				Max Queue (ft)	Max Queue (ft)		
Bayshore Road (SR 78)	I-75 NB Off-Ramp	1180	1680	335	470	No	No
	I-75 SB Off-Ramp	670	1310	61	122	No	No
Palm Beach Blvd (SR 80)	I-75 NB Off-Ramp	1060	1940	250	468	No	No
	I-75 SB Off-Ramp	765	2110	216	435	No	No
Luccett Road	I-75 NB Off-Ramp	450	1580	468	175	Yes	No
	I-75 SB Off-Ramp	460	1620	159	69	No	No
MLK Boulevard (SR 82)	I-75 NB Off-Ramp	490	1700	347	472	No	No
	I-75 SB Off-Ramp	535	1670	342	361	No	No
Colonial Boulevard	I-75 NB Off-Ramp	1475	2070	463	700	No	No
	I-75 SB Off-Ramp	925	1440	646	334	No	No
Daniels Parkway	I-75 NB Off-Ramp	1340	2030	324	765	No	No
	I-75 SB Off-Ramp	945	1740	545	379	No	No
Alico Road	I-75 NB Off-Ramp	1125	2990	290	412	No	No
	I-75 SB Off-Ramp	990	2320	334	339	No	No
Corkscrew Road	I-75 NB Off-Ramp	805	1810	187	275	No	No
	I-75 SB Off-Ramp	815	1800	255	190	No	No
Bonita Beach Road	I-75 NB Off-Ramp	915	1720	535	374	No	No
	I-75 SB Off-Ramp	1315	1660	378	271	No	No
Immokalee Road	I-75 NB Off-Ramp	1110	1540	347	353	No	No
	I-75 SB Off-Ramp	1060	1520	452	613	No	No
Pine Ridge Road	I-75 NB Off-Ramp	685	2100	295	276	No	No
	I-75 SB Off-Ramp	1060	2070	274	310	No	No
Golden Gate Parkway	I-75 NB Off-Ramp	775	1830	130	153	No	No
	I-75 SB Off-Ramp	1045	2360	575	535	No	No
Collier Boulevard (SR 951)	I-75 NB Off-Ramp	1110	2180	162	159	No	No
	I-75 SB Off-Ramp	1165	2300	473	535	No	No

4.5.3 Existing Year (2019) Arterial Analysis

The average speed was calculated based on the same travel time segments used for calibration. Average speeds ranged from 19 to 36 mph in the AM peak and 20 to 34 mph in the PM peak and will be used for comparison with future conditions.

4.5.4 Existing Year (2019) I-75 Mainline Speeds

The average speeds along I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78) are at or near free flow (greater than 65 mph) for most of the corridor, with some areas experiencing minor slowdowns between 55 and 65 mph, particularly at or near interchanges. I-75 northbound experiences minor congestion (speeds between 45 and 55 mph) around the Bonita Beach Road and Immokalee Road interchanges during both the AM and PM peak periods, as shown in **Figure 4-2** through **Figure 4-5**.

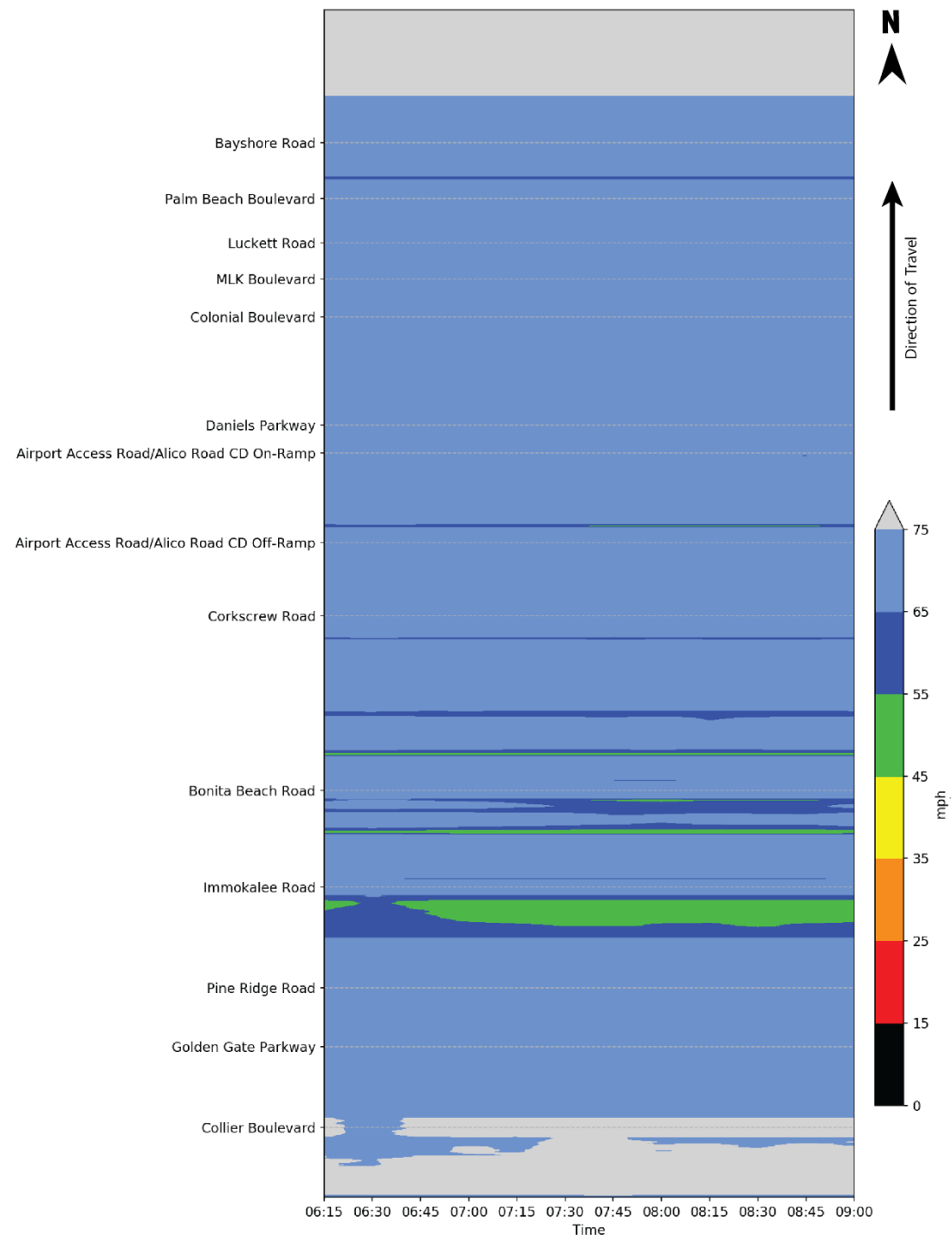


Figure 4-2: I-75 Northbound Speeds – No Build AM Peak Period for Existing Year (2019)

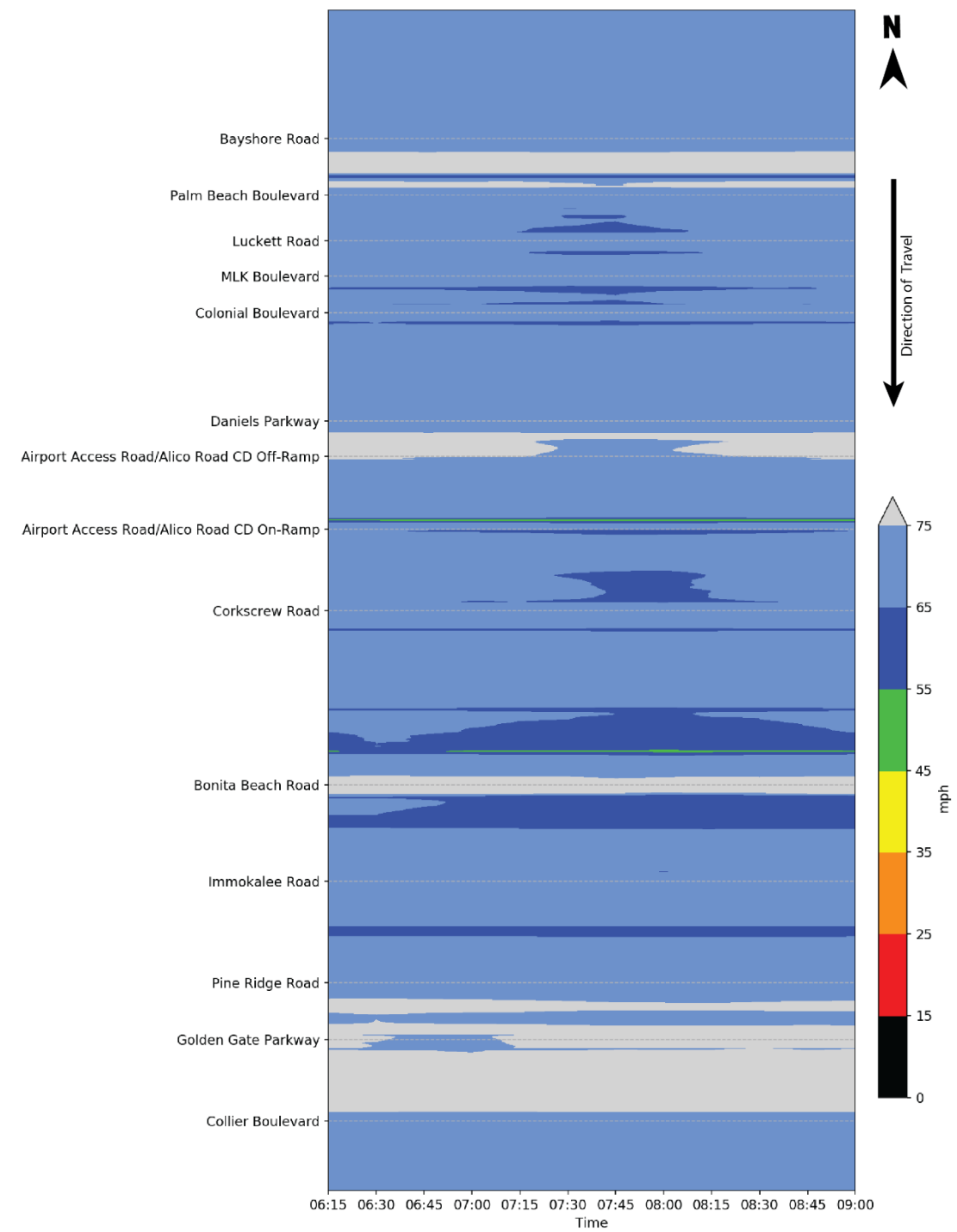


Figure 4-3: I-75 Southbound Speeds – No Build AM Peak Period for Existing Year (2019)

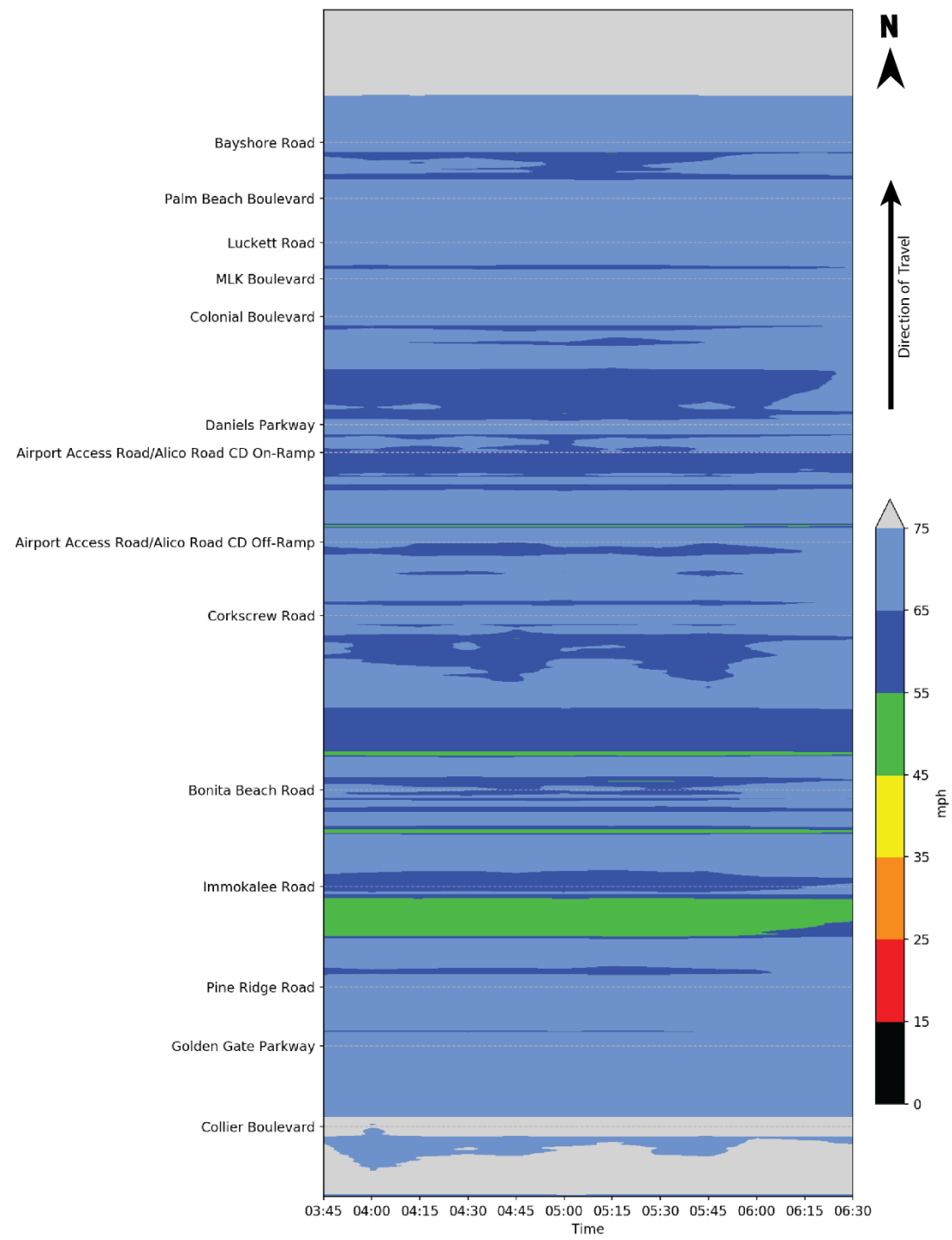


Figure 4-4: I-75 Northbound Speeds – No Build PM Peak Period for Existing Year (2019)

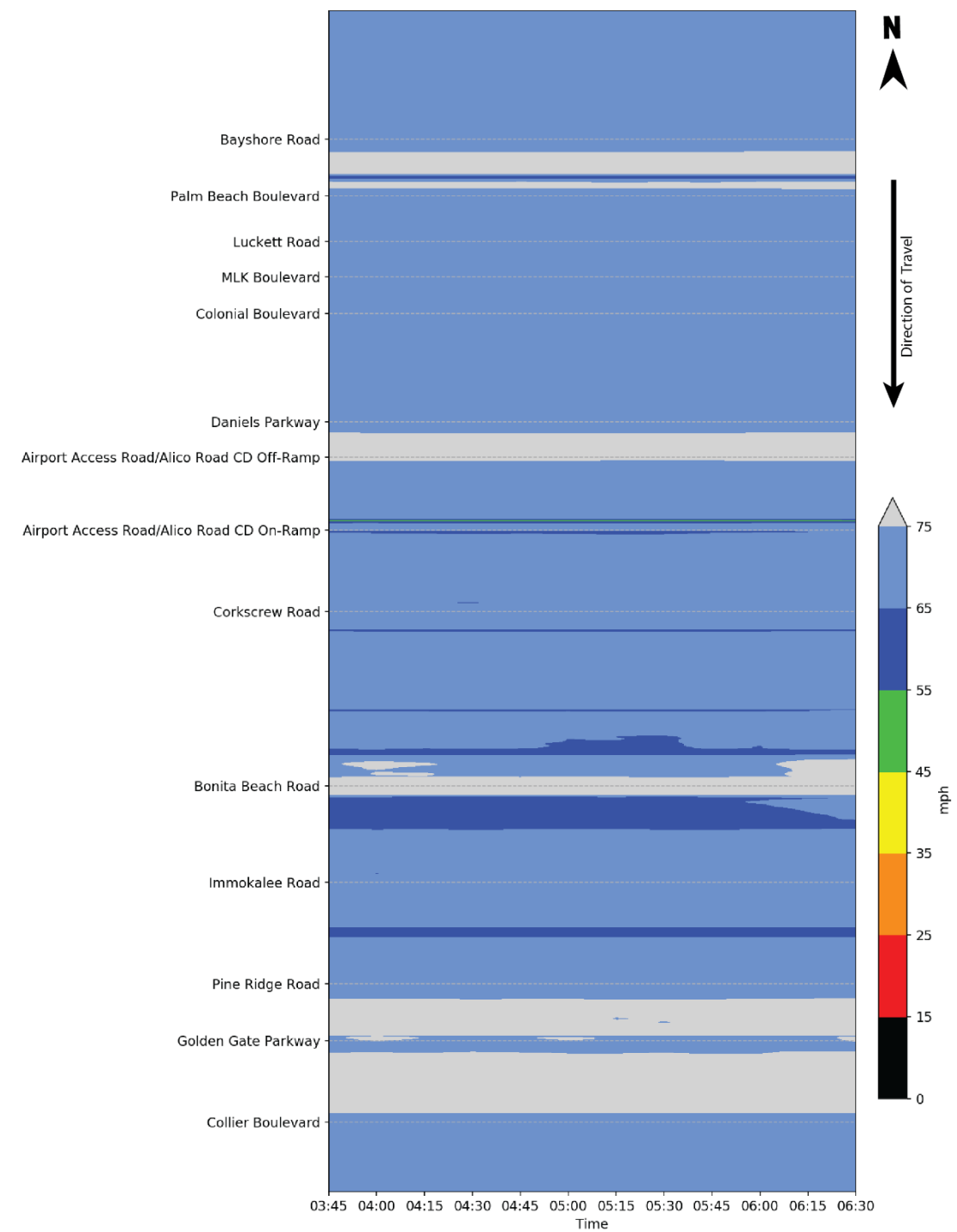


Figure 4-5: I-75 Southbound Speeds – No Build PM Peak Period for Existing Year (2019)

5.0 Future Condition – Traffic Analysis

5.1 Design Year (2045) Volume Development

The FDOT approved forecasting methodology was deployed for both the design year (2045) No Build and Build volume development efforts. The methodology and procedure, as it pertains to future volume development, is paraphrased in the following sections.

5.1.1 Travel Demand Modeling

The Southwest Connect District 1 Regional Planning Model (D1RPM) version 1.0.6, herein referred to as the D1RPM, that was calibrated and validated for the I-75 South Corridor was used as the primary source to forecast design year (2045) AADT volumes. The D1RPM's validated base year is 2015 and the Cost-Feasible (CF) Model has a horizon year of 2040.

The FDOT District 1 Systems Planning Office coordinated with the Collier Metropolitan Planning Organization (MPO), Lee County MPO, Charlotte County-Punta Gorda MPO, Sarasota/Manatee MPO, and the Heartland Regional Transportation Planning Organization (TPO) regarding long term future projects and growth that should be reflected in the Model for its use in travel demand forecasting for the Southwest Connect projects. Network coding and socioeconomic (SE) data were revised accordingly to better reflect the expected 2040 conditions, based on the coordination with the MPOs and TPO.

The 2040 CF Model with the network and SE data revisions implemented serves as the No Build Model for the I-75 South Corridor Master Plan travel demand forecasting efforts. This 2040 CF Model was also used as the base for modifications to produce the unconstrained capacity Build Model scenario. After post-model adjustments and growth consistency checks were made, the horizon year (2040) AADT volumes were forecasted to the design year (2045) AADT volumes and smoothed to balance.

5.1.2 Project Traffic Forecasting

The design year (2045) DDHVs were calculated by applying the K and D factors to the design year (2045) AADT volumes. The design year (2045) AADT volumes used for ramp DDHV calculations were determined by adding the directional AADT volumes of each reciprocal ramp pair (southbound off/northbound on and northbound off/southbound on). This was also done for complementary directional segments of the I-75 mainline and divided arterial segments and was necessary to yield AADT volumes in their customary two-way form so that peak period directionality may be applied.

Measured directional factors (D factors) from the turning movement counts and tube counts were used for the I-75 mainline and interchange subarea arterials, minor streets, and driveways. A D factor of 0.60 was used to develop ramp DDHVs. The peak direction for all segments in the existing year (2019) was maintained as the peak direction in the design year (2045) unless there was a logical explanation for a change in the peak direction of traffic flow.

Various checks were made for consistency and reasonableness, including checking the balanced DDHVs to see that there was positive growth from the existing year (2019) to the design year (2045), unless there was a logical explanation for negative growth. The design year (2045) turning movement volumes were checked

to see that the amount of deviation from the original O-D patterns and turning movement proportions was not too high or low as a result of the balancing procedure. Intersection approach DDHVs were checked for growth consistency and derived O-D patterns were compared against Streetlight data distributions.

The Future Conditions Traffic Technical Memorandum contains the AM and PM DDHV and peak-hour turning movement volume calculations for the I-75 mainline, its ramps, and each individual interchange subarea within the project area.

5.2 No Build (E+C) Alternative

Long-Range Transportation Plans (LRTPs), previous studies, and design plans were obtained to identify known, funded improvements affecting the I-75 South Corridor study area. These improvements were included in the No Build Alternative, also known as the Existing Plus Committed (E+C) Alternative.

5.2.1 No Build Design Year (2045) Traffic Analysis

The design year (2045) No Build simulation models for the study area were developed using Vissim version 2020 (service pack 10) and the calibrated existing conditions models for the interchange and I-75 mainline subareas. Model development and calibration methodology is provided in the I-75 South Corridor Existing Conditions Traffic Technical Memorandum, dated November 2021. The same freeway and arterial calibration parameters were used for the future conditions Vissim models, with minor changes to link behavior types if the No Build E+C improvements warranted modifications.

It was determined that the operational analysis of the design year (2045) No Build conditions along I-75 and its ramps and at each interchange area should be performed using the subarea Vissim models, rather than combining all the subarea models into one model, as was done for the existing conditions analysis. Using a combined model for the future No Build condition was expected to unrealistically prevent the traffic demand from reaching all areas of the model beyond the first point of breakdown along the Interstate by virtue of how traffic enters the model; from the north and south endpoints of the I-75 study area and from arterial endpoints and arterial cross street endpoints for interchange study areas within the I-75 study limits.

The operational analysis of the design year (2045) No Build conditions on the I-75 mainline was performed using the I-75 subarea Vissim model. While a peak-period analysis was performed using one shoulder hour each before and after the peak hour, the results discussed in the following subsections are for the peak hour only. The analysis results discussed below are based on the average of ten simulation runs. The No Build interchange subarea model off-ramp queuing results were used to determine the year of failure of each interchange as part of the volume sensitivity analysis.

5.2.2 No Build Design Year (2045) Intersection Analysis

The design year (2045) No Build analysis indicates that 15 of the 26 I-75 ramp terminal intersections are expected to operate at LOS E or worse, with 13 operating at LOS F in at least one of the AM or PM peak periods. Out of the 13 operating at LOS F in at least one of the peak periods, the only two that are unsignalized are the I-75 and Lockett Road ramp terminals. **Table 5.1** shows the I-75 interchange ramp terminal intersections that are operating at LOS E or worse in at least one of the peak periods.

Table 5.1: Failing I-75 Ramp Terminal Intersection - No Build Design Year (2045)

Intersection	Traffic Control	AM Peak		PM Peak	
		Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
Bayshore Rd (SR 78) & I-75 NB Ramps	Signalized	82.3	F	62.5	E
Palm Beach Blvd (SR 80) & I-75 NB Ramps	Signalized	56.2	E	112.5	F
Luckett Rd & I-75 NB Ramps	Unsignalized	>500	F	>500	F
Luckett Rd & I-75 SB Ramps	Unsignalized	400.4	F	>500	F
MLK Jr Blvd (SR 82) & I-75 NB Ramps	Signalized	120.9	F	162.5	F
MLK Jr Blvd (SR 82) & I-75 SB Ramps	Signalized	72.2	E	108.0	F
Daniels Pkwy & I-75 NB Ramps	Signalized	57.6	E	158.6	F
Daniels Pkwy & I-75 SB Ramps	Signalized	58.2	E	86.1	F
Alico Rd & I-75 NB Ramps	Signalized	114.1	F	240.3	F
Alico Rd & I-75 SB Ramps	Signalized	184.1	F	192.0	F
Corkscrew Rd & I-75 NB Ramps	Signalized	55.5	E	106.9	F
Corkscrew Rd & I-75 SB Ramps	Signalized	102.7	F	41.9	D
Immokalee Rd & I-75 NB Ramps	Signalized	33.8	C	64.9	E
Immokalee Rd & I-75 SB Ramps	Signalized	65.6	E	108.4	F
Golden Gate Pkwy & I-75 SB Ramps	Signalized	31.7	C	70.5	E

Out of the 23 signalized intersections immediately adjacent to an I-75 ramp terminal intersection within the study subarea, 11 are expected to operate at LOS E or worse, with nine operating at LOS F, in at least one of the AM or PM peak periods. **Table 5.2** shows the signalized intersections immediately adjacent to an I-75 ramp terminal intersection within the study subarea that are operating at LOS E or worse in at least one of the peak periods.

Table 5.2: Failing I-75 Terminal Adjacent Signalized Intersections - No Build Design Year (2045)

Intersection	Traffic Control	AM Peak		PM Peak	
		Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
MLK Jr Blvd (SR 82) & Forum Blvd	Signalized	234.4	F	239.6	F
MLK Jr Blvd (SR 82) & Ortiz Ave	Signalized	147.9	F	185.8	F
Daniels Pkwy & Treeline Ave	Signalized	194.1	F	225.7	F
Daniels Pkwy & Danport Blvd	Signalized	43.9	D	72.6	E
Ben Hill Griffin Pkwy & Terminal Access Rd	Signalized	24.6	C	60.2	E
Alico Rd & Ben Hill Griffin Pkwy	Signalized	128.6	F	158.9	F
Alico Rd & Three Oaks Pkwy	Signalized	316.1	F	213.2	F
Corkscrew Rd & Three Oaks Pkwy	Signalized	109.5	F	116.6	F
Immokalee Rd & Tarpon Bay Blvd	Signalized	31.3	C	153.7	F
Immokalee Rd & Strand Blvd	Signalized	46.6	D	106.4	F
Golden Gate Pkwy & Livingston Rd	Signalized	131.2	F	200.3	F

Out of the 143 intersections that were analyzed in the 14 interchange/overpass subareas, 72 and 65 operate at LOS D or better in the AM and PM peak period, respectively. Out of these 143 intersections, 71 and 78 operate at LOS E or worse in the AM and PM peak period, respectively. In the AM peak period, 89 intersections experience less than one minute of delay and 15 intersections experience over five minutes of delay. In the PM peak period, 72 intersections experience less than one minute of delay and 23 intersections experience over five minutes of delay.

5.2.3 No Build Design Year (2045) Arterial Analysis

A summary of the design year (2045) No Build AM and PM peak hour average speeds on the interchange arterials indicates that average speeds ranged from three to 33 mph in the AM peak hour and from five to 31 mph in the PM peak hour. These results indicate significant congestion or near gridlock conditions at multiple locations.

5.2.4 No Build Design Year (2045) Ramp Queue Analysis

Based upon the No Build design year (2045) ramp queue analysis results, there are 16 off-ramps that are expected to exceed the available turn lane storage during the AM or PM peak hours. Twelve of these ramps have maximum queue lengths that are expected to exceed the length of the ramp, within +/- one vehicle (25 feet), in the AM or PM peak hour, including all off-ramps at the I-75 interchanges with Alico Road/Terminal Access Road, Daniels Parkway, Martin Luther King, Jr. Boulevard (SR 82), and Luckett Road.

5.2.5 No Build Design Year (2045) I-75 Mainline Speeds

The posted speed for the I-75 corridor within the study area is 70 mph. The average speeds along I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78) show various pockets where speeds are between 55 and 65 mph, as well as some locations with more substantial speed reductions in both peak periods, as shown in **Figure 5-1** through **Figure 5-4**. This happens particularly at or near interchanges where the capacity limitations of the I-75 mainline cause queue spillback that propagates back to upstream interchanges. The resulting bottlenecks affect upstream interchanges, preventing traffic from continuing through to downstream destinations. This is evident in the figures where the sudden change in speed can be seen at horizontal breakpoints.

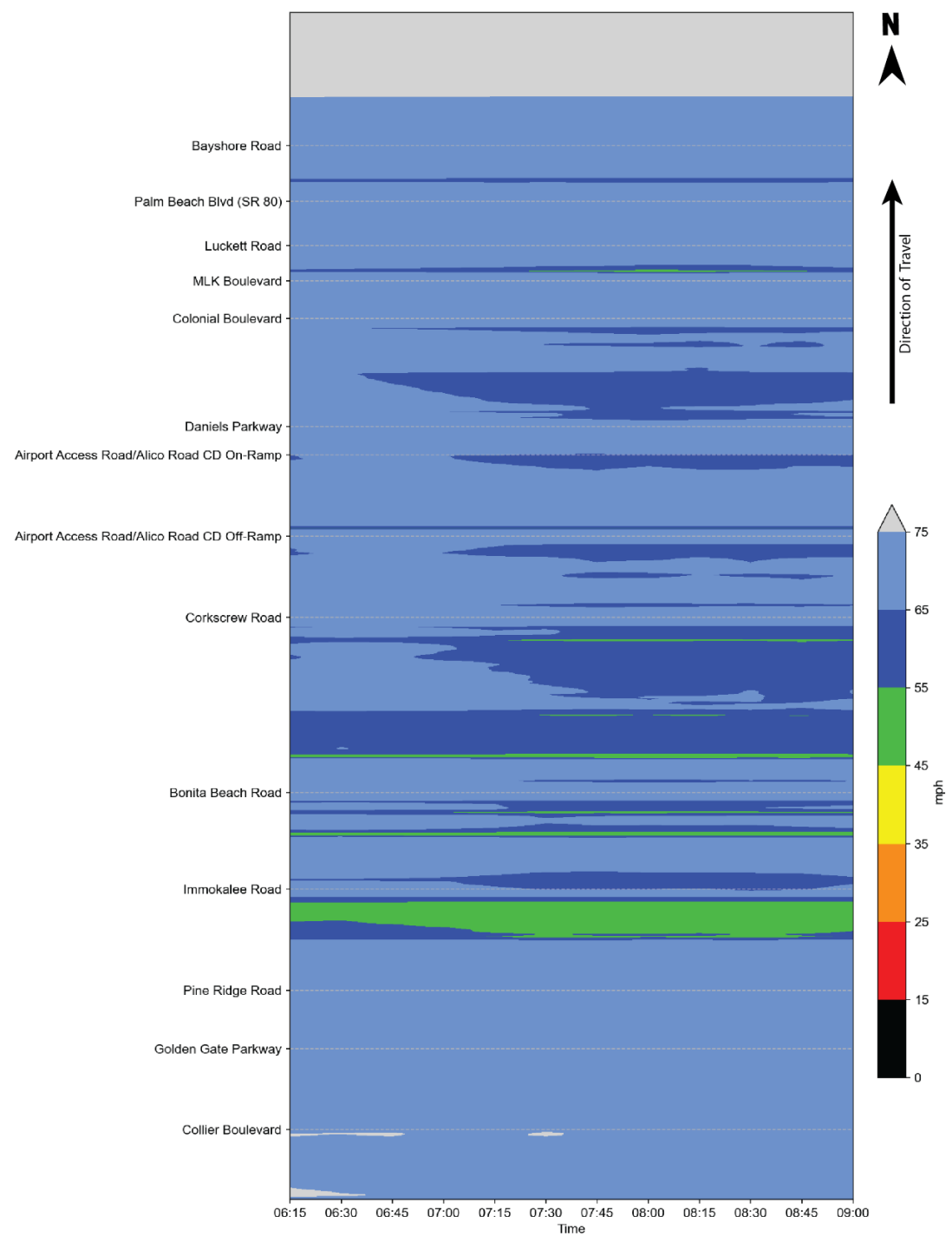


Figure 5-1: I-75 Northbound Speeds – No Build AM Peak Period for Design Year (2045)

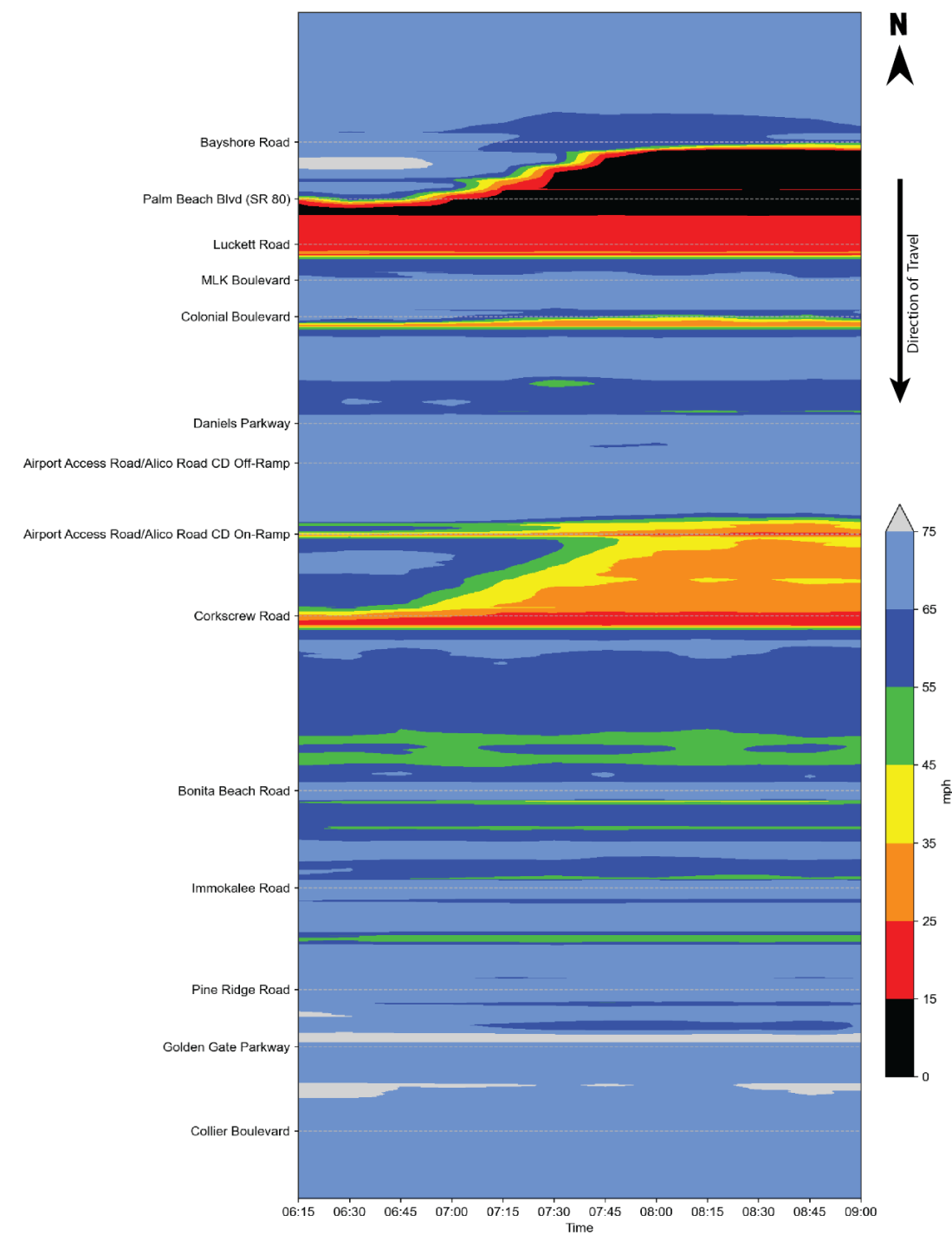


Figure 5-2: I-75 Southbound Speeds – No Build AM Peak Period for Design Year (2045)

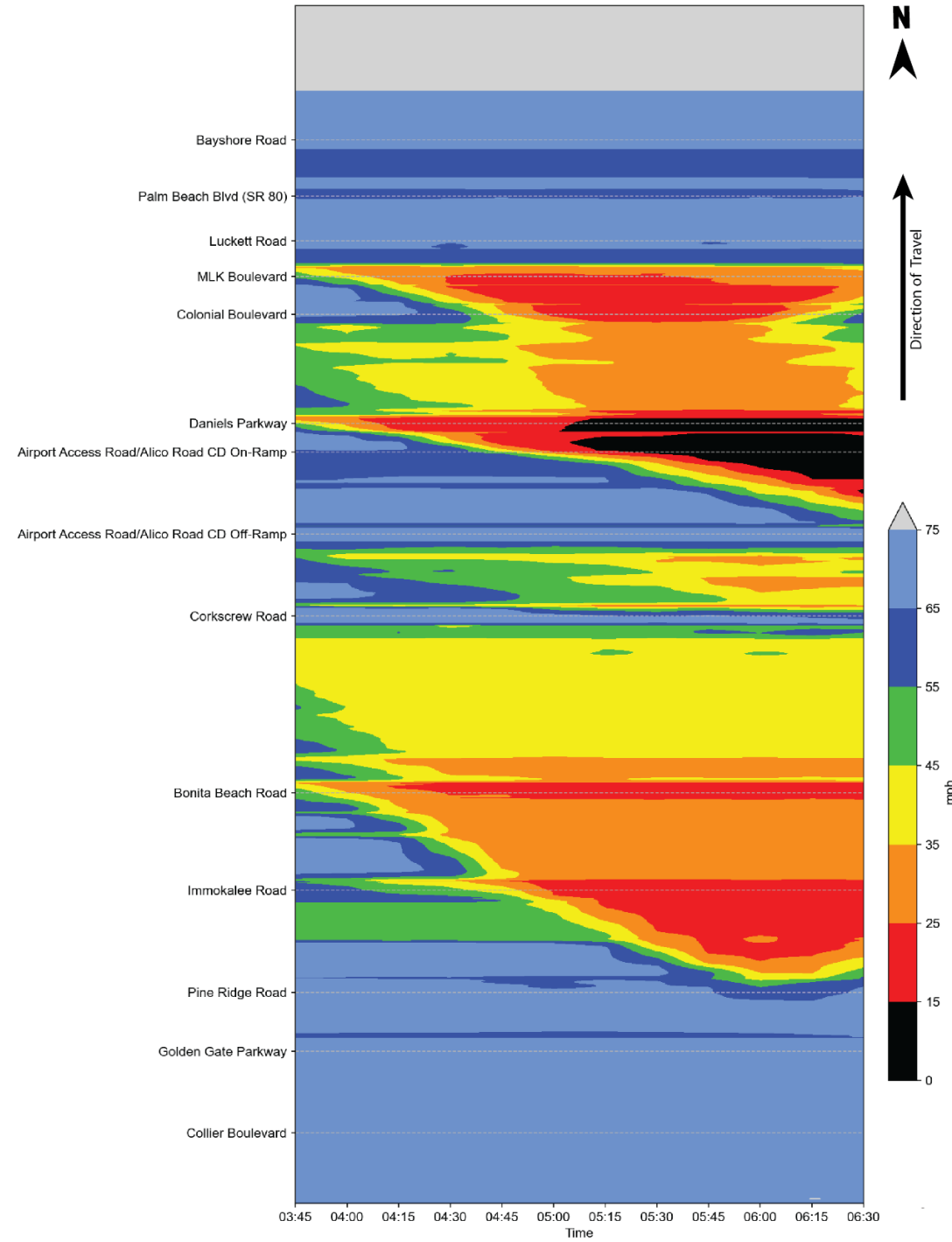


Figure 5-3: I-75 Northbound Speeds – No Build PM Peak Period for Design Year (2045)

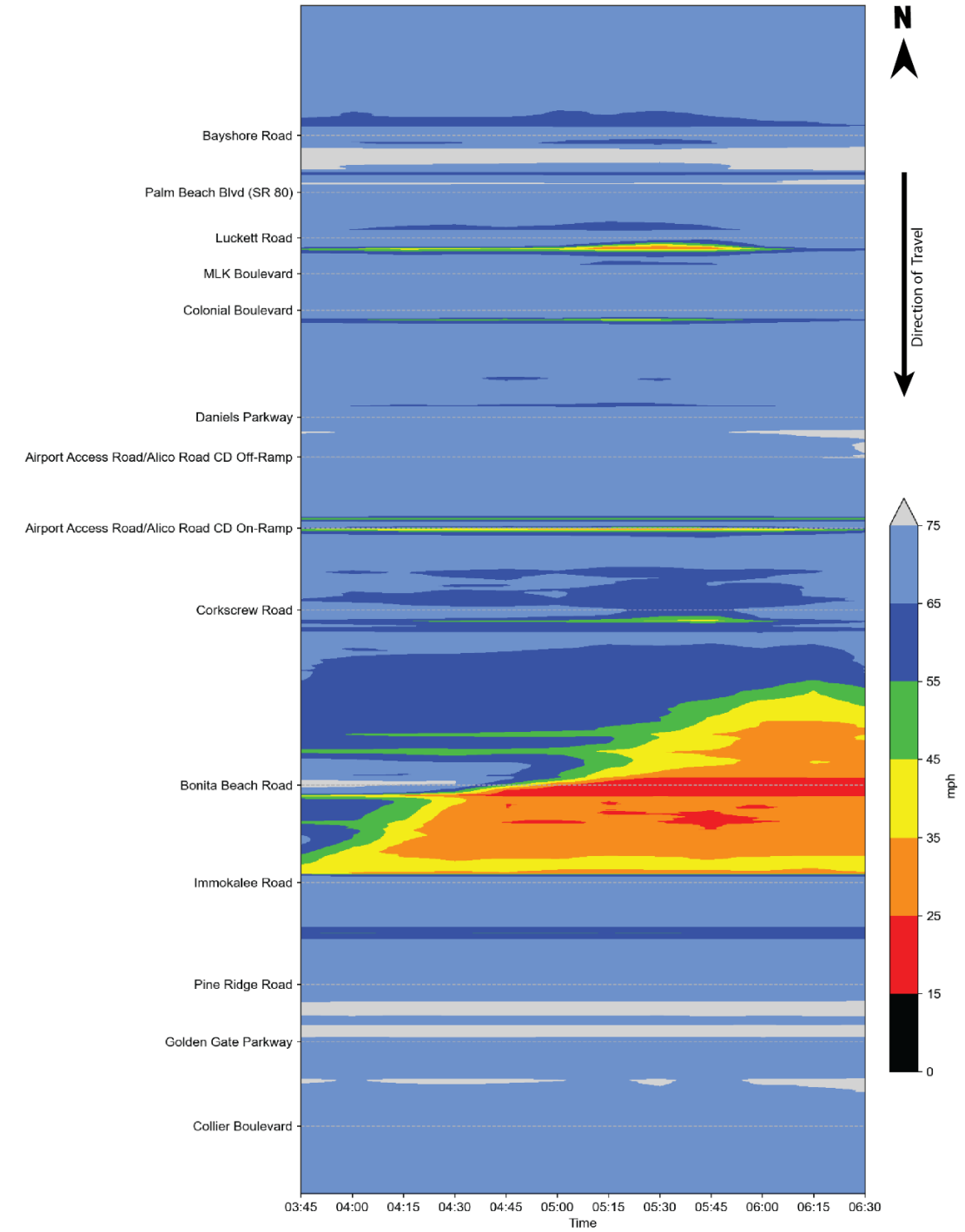


Figure 5-4: I-75 Southbound Speeds – No Build PM Peak Period for Design Year (2045)

5.2.5.1 No Build Design Year (2045) I-75 Mainline Operations

Based upon the No Build design year (2045) I-75 mainline Vissim analysis, I-75 southbound is expected to operate at speeds between 11 and 76 mph in the AM peak hour and between 24 and 78 mph in the PM peak hour. The lower bounds of the speed range are expected to decrease by about 50 mph in the AM peak hour and 40 mph in the PM peak hour compared to the existing year (2019). The upper bounds are similar to those in the existing year (2019). I-75 northbound is expected to operate at speeds between 59 and 75 mph in the AM peak hour and between 14 and 75 mph in the PM peak hour. The lower bound of the PM peak hour speed range is expected to decrease by about 40 mph compared to the existing year (2019). The upper bounds are similar to those in the existing year (2019). Traffic demand being served is as low as 68 and 70 percent in the AM and PM peak hours, respectively. Comparatively, more than 97 percent of the traffic demand was served in both peak hours of the existing year (2019).

The I-75 corridor is expected to operate at an estimated LOS D or better in the southbound direction from south of Corkscrew Road to the south end of the study area and from Lockett Road to Alico Road in the AM peak hour. This is attributed to heavy congestion and bottlenecks from Palm Beach Boulevard (SR 80) to Lockett Road and from Alico Road to Corkscrew Road, preventing the full traffic demand from reaching downstream segments. In the northbound direction, all segments operate at an estimated LOS D or better in the AM peak hour. These estimated LOS results are consistent with the average speed results discussed in **Section 6.6.2**.

The majority of the I-75 corridor is expected to operate at an estimated LOS D or better in the southbound direction in the PM peak hour, except for the segment from Bonita Beach Road to Immokalee Road, which is operating at an estimated LOS F. In the northbound direction, the segment from south of Immokalee Road to north of Martin Luther King, Jr. Boulevard (SR 82) generally operates at estimated LOS F in the PM peak hour, except for the segment from Corkscrew Road to Alico Road/Terminal Access Road and the segment north of Martin Luther King, Jr. Boulevard (SR 82). This is attributed to heavy congestion and bottlenecks at multiple interchanges that prevent full traffic demand from reaching downstream segments.

5.3 Ramp Capacity Analysis

A ramp capacity analysis was performed using HCM Exhibit 14-12 to determine if additional on- or off-ramp lanes are needed to accommodate future volumes. HCM Exhibit 14-12 specifies a capacity of 2,000 and 4,000 passenger cars per hour (pc/hr) for one-lane and two-lane ramps, respectively. A summary of the design year (2045) No Build AM and PM peak-hour ramp capacity analysis is provided in **Table 5.3** for the I-75 interchange on-ramps and in **Table 5.4** for the I-75 interchange off-ramps.

As shown below in **Table 5.3**, the existing I-75 northbound on-ramps at Daniels Parkway and Golden Gate Parkway, as well as the existing I-75 southbound on-ramps at Bayshore Road (SR 78) and Colonial Boulevard exceed the HCM capacity threshold for a single lane ramp. Two-lane on-ramps are proposed in the Build condition at these locations. At the Alico Road interchange, the Build condition reflects the elimination of the existing loop ramps and retrofit to an alternative interchange configuration. A two-lane northbound and southbound on-ramp is therefore provided to accommodate the combined ramp volumes, which exceed the HCM capacity threshold for a single lane ramp.

Table 5.4 indicates that the I-75 northbound off-ramp at Bayshore Road (SR 78) and the I-75 southbound off-ramps at Daniels Parkway and Immokalee Road exceed HCM capacity thresholds for the No Build condition. Note that the proposed Build condition includes the addition of two-lane off-ramps at multiple locations that have single-lane off-ramps in the No Build condition. These two-lane off-ramps have been included in the Build condition to improve weaving operations or at the request of FDOT staff. Based on discussions with FDOT staff, two-lane off-ramps are included at locations where volumes are approaching or exceeding 800 vehicles per hour (vph) to minimize impacts of trucks blocking existing single-lane off-ramps.

Table 5.3: No Build Design Year (2045) On-Ramp Capacity Analysis Summary

Interchange	Ramp	Peak Flow Rate (pc/hr)		No. of Lanes		HCM No Build Capacity	Exceeds No Build Capacity ?
		AM	PM	No Build	Build		
Bayshore Road (SR 78)	I-75 NB On-ramp	665	418	1	1	2000	No
	I-75 SB On-ramp	2652	1623	1	2	2000	Yes
Palm Beach Blvd (SR 80)	I-75 NB On-ramp	816	642	1	1	2000	No
	I-75 SB On-ramp	2727	1682	2	2	4000	No
Luckett Road	I-75 NB On-ramp	594	821	1	1	2000	No
	I-75 SB On-ramp	1417	1232	1	1	2000	No
MLK Boulevard (SR 82)	I-75 NB On-ramp	1148	1207	1	1	2000	No
	I-75 SB On-ramp	1741	1127	1	2	2000	No
Colonial Boulevard	I-75 NB On-ramp	1118	1710	2	2	4000	No
	I-75 SB On-ramp	2010	1404	1	2	2000	Yes
Daniels Parkway	I-75 NB On-ramp	1351	2179	1	2	2000	Yes
	I-75 SB On-ramp	2456	1660	2	2	4000	No
Terminal Access Road	I-75 NB On-ramp	132	561	1	1	2000	No
	I-75 SB On-ramp	308	1228	1	1	2000	No
Alico Road	I-75 NB On-ramp (Loop)	1275	1446	1	N/A	2000	No
	I-75 NB On-ramp	721	1483	1	2	2000	No
	I-75 SB On-ramp (Loop)	567	488	1	N/A	2000	No
	I-75 SB On-ramp	1547	846	1	2	2000	No
Corkscrew Road	I-75 NB On-ramp	1024	1542	1	1	2000	No
	I-75 SB On-ramp	1706	1188	1	1	2000	No
Bonita Beach Road	I-75 NB On-ramp	1234	1794	1	1	2000	No
	I-75 SB On-ramp	1190	1606	1	1	2000	No
Immokalee Road	I-75 NB On-ramp	1905	1878	1	2	2000	No
	I-75 SB On-ramp	1190	851	1	1	2000	No
Pine Ridge Road	I-75 NB On-ramp	1112	1085	1	1	2000	No
	I-75 SB On-ramp	939	626	1	1	2000	No
Golden Gate Parkway	I-75 NB On-ramp	1719	2554	1	2	2000	Yes
	I-75 SB On-ramp	283	432	1	1	2000	No
Collier Boulevard (SR 951)	I-75 NB On-ramp (Loop)	1016	1328	1	1	2000	No
	I-75 NB On-ramp	577	693	1	1	2000	No
	I-75 SB On-ramp	534	460	1	1	2000	No

Table 5.4: No Build Design Year (2045) Off-Ramp Capacity Analysis Summary

Interchange	Ramp	Peak Flow Rate (pc/hr)		No. of Lanes		HCM No Build Capacity	Exceeds No Build Capacity ?
		AM	PM	No Build	Build		
Bayshore Road (SR 78)	I-75 NB Off-ramp	1668	2674	1	2	2000	Yes
	I-75 SB Off-ramp	399	615	1	1	2000	No
Palm Beach Blvd (SR 80)	I-75 NB Off-ramp	1692	2498	2	2	4000	No
	I-75 SB Off-ramp	646	876	1	2	2000	No
Luckett Road	I-75 NB Off-ramp	894	975	1	2	2000	No
	I-75 SB Off-ramp	936	543	1	2	2000	No
MLK Boulevard (SR 82)	I-75 NB Off-ramp	1068	1528	2	2	4000	No
	I-75 SB Off-ramp	1673	1522	1	2	2000	No
Colonial Boulevard	I-75 NB Off-ramp	1356	1954	1	2	2000	No
	I-75 SB Off-ramp	1684	1107	2	2	4000	No
Daniels Parkway	I-75 NB Off-ramp	1583	2287	2	2	4000	No
	I-75 SB Off-ramp	2127	1311	1	2	2000	Yes
Terminal Access Road	I-75 NB Off-ramp	604	880	1	1	2000	No
	I-75 SB Off-ramp	557	633	1	1	2000	No
Alico Road	I-75 NB Off-ramp	1484	1790	1	2	2000	No
	I-75 SB Off-ramp	2890	1910	2	2	4000	No
Corkscrew Road	I-75 NB Off-ramp	1131	1543	1	2	2000	No
	I-75 SB Off-ramp	1473	968	1	2	2000	No
Bonita Beach Road	I-75 NB Off-ramp	1588	1086	1	2	2000	No
	I-75 SB Off-ramp	1717	1130	1	2	2000	No
Immokalee Road	I-75 NB Off-ramp	757	1006	1	2	2000	No
	I-75 SB Off-ramp	2414	2409	1	2	2000	Yes
Pine Ridge Road	I-75 NB Off-ramp	652	798	1	2	2000	No
	I-75 SB Off-ramp	1499	1347	1	2	2000	No
Golden Gate Parkway	I-75 NB Off-ramp	476	313	1	1	2000	No
	I-75 SB Off-ramp	2722	1717	2	2	4000	No
Collier Boulevard (SR 951)	I-75 NB Off-ramp	759	754	1	1	2000	No
	I-75 SB Off-ramp	2064	1436	2	2	4000	No

5.4 Sensitivity Analysis

The No Build Alternative network was used for a congestion sensitivity and year of need analysis to give insight on where and when the need for Build improvements may be expected. The I-75 sensitivity analysis was performed using the HCM 6 methodology and LOS thresholds. This allows the demand to be directly analyzed, whereas the Vissim models were expected to meter traffic in the oversaturated conditions that are anticipated in future years. Merge, diverge, and weave segments were also analyzed for sensitivity using the HCM 6 methodology. Conversely, the Vissim subarea models were used to perform the interchange sensitivity analyses, since Vissim is able to replicate complex signal timing schemes and account for queue build up and dissipation. The interchange sensitivity analysis was conducted because it is suspected that interchange off-ramps may be the first point of breakdown along I-75 within the study limits rather than insufficient lane capacity on the interstate itself. Volume cases were developed for a twenty-year span starting at 2025 and ending at the design year (2045) by linearly interpolating volumes between the existing year (2019) and the design year (2045) for both the AM and PM peak periods.

HCM 6 basic freeway segment analysis was conducted starting with the highest of the AM or PM 2025 volume cases and continuing for successive years until the year of need was discovered, which is defined as the first year that the segment operates at LOS E for the purposes of this sensitivity analysis. LOS E is achieved when the density of the segment exceeds 35 passenger cars per mile per lane (pc/mi/ln) or when the volume-to-capacity ratio (v/c) exceeds 1.00. HCM 6 merge, diverge, and weave segment analysis was also conducted in a similar manner to adequately analyze all potential points of breakdown along the I-75 mainline. Note that there are only two weave segments along this corridor as defined by the HCM 6 due to the long spacing between the interchanges, which makes HCM 6 weave analysis inapplicable. Default HCM 6 values were used for unknown parameters or those to be determined in the future, such as acceleration or deceleration lane lengths at on- and- off-ramps, respectively. **Table 5.5** and **Table 5.6** show the need years, LOS, and densities for the basic and weave segments and the merge and diverge segments, along I-75, respectively. **Figure 5-5** and **Figure 5-6** show the year of need and the HCM 6 design year (2045) LOS for the northbound and southbound I-75 mainline, respectively.

The need year of each interchange was determined iteratively using Vissim. Interchange failure is defined by the presence of off-ramp spillback onto the I-75 mainline, which is signified by off-ramp latent demand in the Vissim models. The Vissim No Build subarea models were run for each volume case, starting from 2025 and going forward until the need year was identified for both the AM and PM peak periods. Then, the earliest need year of the AM and PM Vissim model runs was taken as the need year of the interchange. This iterative process was not necessary for subareas that did not show off-ramp latent demand in the design year (2045) in either the AM or PM peak periods. **Table 5.7** shows the need year and main contributing cause of the need of each interchange in the study area that showed spillback onto the Interstate before the design year (2045).

The failure years identified for the I-75 mainline and its off-ramps are estimates for planning and project programming purposes. The actual year of need may deviate from these estimates due to unknown factors or unforeseeable future events.

Table 5.5: No Build Design Year (2045) Weave Segment Year of Need (HCM)

I-75 Segment	Analysis Type	Northbound			Southbound		
		Year of Need	2045 LOS	2045 Density (pc/mi/ln)	Year of Need	2045 LOS	2045 Density (pc/mi/ln)
North of Bayshore Road (SR 78)	Basic	> 2045	B	16.6	> 2045	B	16.7
Bayshore Road (SR 78) to SR 80	Basic	> 2045	C	21.6	> 2045	C	21.7
Palm Beach Blvd (SR 80) to Lockett Road	Basic	> 2045	D	33.9	2045	E	35.1
Lockett Road to MLK Boulevard (SR 82)	Basic	2029	F	82.2	2028	F	118.0
MLK Boulevard (SR 82) to Colonial Boulevard	Basic	2042	E	39.2	2041	E	40.7
	Weave	2021	F	-	> 2045	C	21.5
Colonial Boulevard to Daniels Parkway	Basic	2027	F	146.3	2027	F	167.3
Daniels Parkway to CD Road Ramp	Basic	2039	F	45.1	2037	F	50.2
	Weave	2037	F	-	2031	F	-
CD Road Ramp to Alico Road	Basic	> 2045	D	29.4	> 2045	D	34.5
Alico Road to Corkscrew Road	Basic	2029	F	84.4	2029	F	102.3
Corkscrew Road to Bonita Beach Road	Basic	2029	F	84.5	2028	F	123.8
Bonita Beach Road to Immokalee Road	Basic	2034	F	58.1	2030	F	85.3
Immokalee Road to Pine Ridge Road	Basic	2041	E	40.3	2038	F	46.7
Pine Ridge Road to Golden Gate Parkway	Basic	2044	E	36.4	2043	E	37.6
Golden Gate Parkway to Collier Boulevard (SR 951)	Basic	> 2045	B	17.6	> 2045	B	17.3
South of Collier Boulevard (SR 951)	Basic	> 2045	B	16.6	> 2045	A	10.9

Table 5.6: No Build Design Year (2045) Merge and Diverge Year of Need (HCM)

I-75 Ramp	Analysis Type	Northbound			Southbound		
		Year of Need	2045 LOS	2045 Density (pc/mi/ln)	Year of Need	2045 LOS	2045 Density (pc/mi/ln)
Bayshore Road (SR 78) Off-ramp	Diverge	> 2045	C	27.4	> 2045	A	10.0
Bayshore Road (SR 78) On-ramp	Merge	> 2045	B	17.4	> 2045	D	32.5
Palm Beach Boulevard (SR 80) Off-ramp	Diverge	2036	F	37.7	> 2045	B	17.0
Palm Beach Boulevard (SR 80) On-ramp	Merge	> 2045	B	18.0	> 2045	D	33.9
Luckett Road Off-ramp	Diverge	2034	F	47.9	2036	F	39.0
Luckett Road On-ramp	Merge	2036	F	38.3	2033	F	45.1
MLK Boulevard (SR 82) Off-ramp	Diverge	2033	F	42.9	2033	F	44.0
MLK Boulevard (SR 82) On-ramp	Merge	2035	F	41.9	2033	F	45.6
Colonial Boulevard Off-ramp	Diverge	2027	F	55.2	2032	F	44.1
Colonial Boulevard On-ramp	Merge	2033	F	42.8	2031	F	48.4
Daniels Parkway Off-ramp	Diverge	2030	F	47.5	2029	F	55.5
Daniels Parkway On-ramp	Merge	2030	F	47.5	2021	F	70.2
Alico Road/Terminal Access Road Off-ramp	Diverge	2034	F	39.6	2030	F	50.8
Alico Road/Terminal Access Road On-ramp	Merge	2030	F	38.2	2035	F	44.1
Corkscrew Road Off-ramp	Diverge	2031	F	48.9	2031	F	51.9
Corkscrew Road On-ramp	Merge	2034	F	42.4	2033	F	46.0
Bonita Beach Road Off-ramp	Diverge	2036	F	42.5	2031	F	52.6
Bonita Beach Road On-ramp	Merge	2034	F	43.0	2036	F	41.7
Immokalee Road Off-ramp	Diverge	> 2045	D	34.8	2030	F	48.4
Immokalee Road On-ramp	Merge	2039	F	39.3	2045	F	33.2
Pine Ridge Road Off-ramp	Diverge	> 2045	F	33.4	2040	F	37.5
Pine Ridge Road On-ramp	Merge	> 2045	F	31.5	> 2045	D	29.6
Golden Gate Parkway Off-ramp	Diverge	> 2045	C	21.3	> 2045	D	29.1
Golden Gate Parkway On-ramp	Merge	> 2045	F	33.1	> 2045	B	16.7
Collier Boulevard (SR 951) Off-ramp	Diverge	> 2045	C	20.9	> 2045	B	16.6
Collier Boulevard (SR 951) On-ramp	Merge	> 2045	B	17.4	> 2045	B	16.2
Collier Boulevard (SR 951) On-ramp (Loop)	Merge	> 2045	B	13.1	-	-	-

Table 5.7: No Build Design Year (2045) Interchange Year of Need (Vissim)

I-75 Interchange	AM Year of Breakdown	PM Year of Breakdown	Need Year	Basis of Need
Immokalee Road	2034	2025	2025	Immokalee Rd capacity constraints
Bonita Beach Road	2041	-	2041	Interchange configuration and capacity constraints
Corkscrew Road	2032	-	2032	Corkscrew Rd and adjacent intersection capacity constraints
Alico Road	2039	2025	2025	Three Oaks Pkwy westbound left-turn capacity (>800 veh/hr) and eastbound Alico Rd queue spillback east of interchange
Daniels Parkway	2039	2027	2027	High volume increase at Fiddlesticks Blvd intersection (part of Three Oaks Pkwy Extension) and high volume on eastbound Daniels Pkwy
MLK Boulevard (SR 82)	2026	2026	2026	MLK Blvd capacity constraints (westbound in the AM peak period and eastbound in the PM peak period)
Luckett Road	2025	2025	2025	Stop-controlled ramp terminals, no left-turn lane at Country Lakes Dr, and eastbound Luckett Rd capacity constraints
Palm Beach Boulevard (SR 80)	2044	2034	2034	Orange River Blvd eastbound capacity constraints
Bayshore Road (SR 78)	-	2028	2028	Ramp capacity (1950 veh/hr on single-lane off-ramps)
	-	2040	2040	Ramp capacity (1950 veh/hr on two-lane northbound off-ramp)

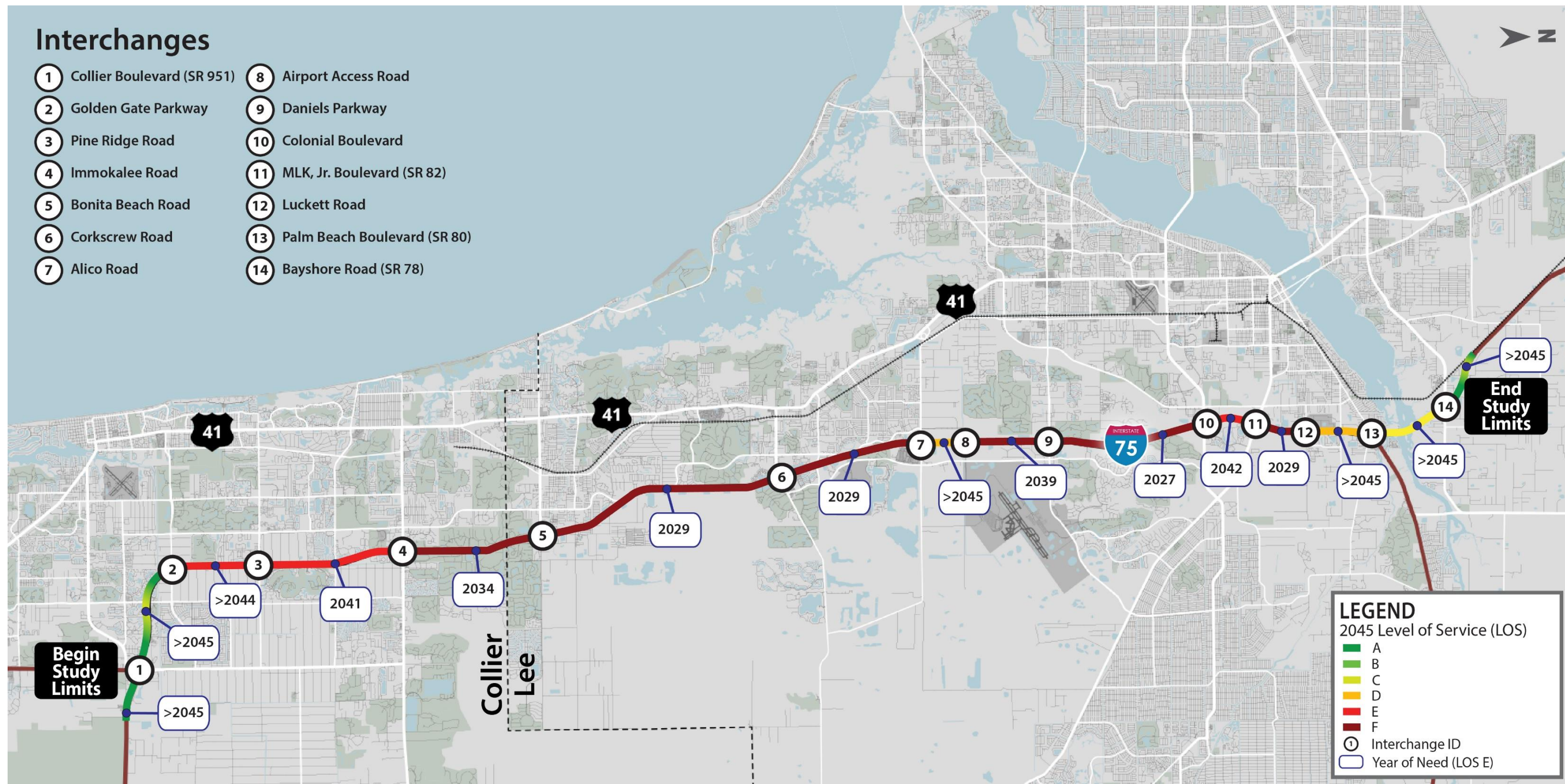


Figure 5-5: No Build Design Year (2045) Northbound I-75 Mainline Years of Need and Level of Service

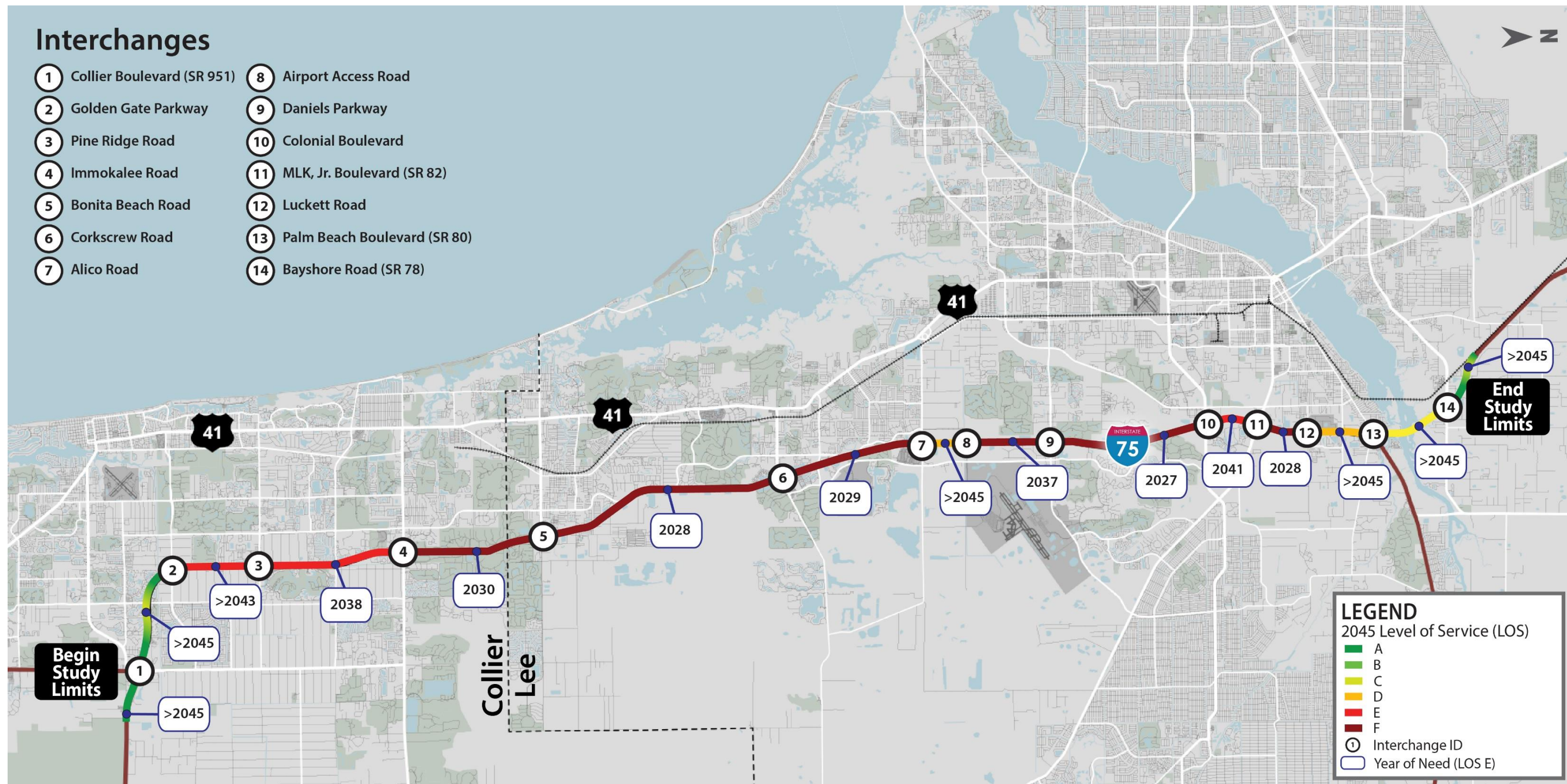


Figure 5-6: No Build Design Year (2045) Southbound I-75 Mainline Years of Need and Level of Service

5.5 Build Alternative Development

Three Build alternatives were considered for the I-75 south corridor: Managed Lanes (ML), General Purpose (GP), and Thru Lanes with Local Lanes and no tolling. The ML Alternative was developed based on guidance from the recent revision of the FDOT Managed Lane Handbook, which included consideration for direct connect ramps to and from the managed lanes system where directional hourly volumes for a movement between a managed lane access and any general purpose ramp exceeds 400 vehicles per hour. The ML Alternative also assumed only those traveling three or more interchanges would pay to access these lanes, in line with guidance from the FDOT Managed Lanes Handbook for ingress/egress.

Empirical information for existing tolled facilities in Florida and around the Country showed that on average about 25 percent of eligible users, which are those users whose route is physically served by the MLs, would opt to pay for the use of the MLs. The empirical information also showed that a 40 percent utilization from eligible users was about the highest observed on tolled facilities. Using an assumed 30 percent utilization rate, along with the origin-destination (OD) information developed for the design year (2045) Build volumes, the heavily local traffic patterns (high amount of short haul trips) results in an overall low usage of the MLs. Despite having ingress/egress or direct connect opportunities for most interchanges, the ML Alternative was dismissed due to underutilized trips as well as right of way (ROW) impacts and project cost. A graphical representation (line diagram) of the ML Alternative can be found in **Figure 5-7**.

The lack of utilization under the ML Alternative led to the consideration of a GP only alternative, which adds lanes along I-75 in a non-separated manner. Compared to the ML Alternative, the GP Alternative has a lower project cost, limited or no right of way impacts, and simpler construction staging and driver expectation. The GP Alternative was ultimately dismissed due to the perceived safety concern with a 5-or-more lane typical section and because it did not meet FDOT District 1's desire to promote regional mobility by preserving acceptable operations for certain lanes for users, including public transportation, making longer distance trips along I-75. The GP Alternative line diagram can be found in **Figure 5-8**.

The shortcomings of the ML and GP Alternatives led to the consideration of the Thru Lanes with Local Lanes Alternative. The Thru Lanes with Local Lanes Alternative keeps the turbulence of the shorter distance trips (those entering I-75 and exiting a few ramps downstream) to the outside lanes while two separated inside lanes are carried continuously through and can be accessed via weaving sections within multiple interchanges. These two inside lanes are not tolled, which addresses utilization concerns that were associated with the ML Alternative. The Thru Lanes with Local Lanes Alternative line diagram can be found in **Figure 5-9**.

In reality, some motorists may choose to remain in the Local lanes for long-haul trips, rather than using the separated Thru lanes, depending on the current levels of congestion or other factors. Similarly, although likely to a lesser extent, some motorists making short-haul trips may use the Thru lanes. This flexibility in driver route choice adds efficiency and redundancy to the network for better utilization of residual capacity. This dynamic routing phenomenon strengthens the durability of the concept by allowing the drivers a chance to achieve system equilibrium and not overload either the Thru or Local lanes. For analysis purposes, a base assumption was made that 100 percent of eligible through trips would use the separated lanes. Then, both local and through lane routes were iteratively shifted on segments where congestion was observed to better balance flows across all lanes and utilize the available capacity more efficiently. Unlike the GP Alternative, the Thru Lanes with Local Lanes Alternative provides for system redundancy and trip separation. Under this concept, there are weaving segments within the interchanges and, through discussions with FDOT District 1 and Central Office staff, it was decided that ingress

and egress to and from the Thru Lanes would occur via slip ramps, rather than an open weaving segment to eliminate the possibility of lane diving.

The three build alternatives were evaluated with consideration given to cost, environmental impacts, traffic operations, safety, and engineering considerations. The planning phase evaluation matrix is shown in **Table 5.8**.

The Thru Lanes with Local Lanes Alternative is the Proposed Mainline Alternative for the Master Plan because it mitigates congestion, promotes a better distribution of traffic across all lanes, and offers an option for users to travel longer distances on the freeway while avoiding the ramp-to-ramp turbulence of those using the freeway for shorter distance trips.

Table 5.8: Mainline Alternative Evaluation Matrix

Evaluation Criteria	Alternatives			Remarks	
	ML	GP	TL+LL		
Rating Scale: 1 – Less Beneficial, 2 – Neutral, 3 – More Beneficial					
1	Project Cost	1.33	3	2	This item is an average of items 1.1 to 1.3.
	1.1 Construction Cost	1	3	2	<ul style="list-style-type: none"> • ML - 153 Lane Miles and 9 Braided Ramp Bridges • GP - 126 Lane Miles and 2 Braided Ramp Bridges • TL+LL - 447 Lane Miles and No Braided Ramp Bridge
	1.2 ROW Acquisition Cost*	2	3	2	<ul style="list-style-type: none"> • ML - More ROW acquisition expected due to increased pavement and resulting increase in off-site ponds. • GP - Least ROW acquisition requirements • TL+LL - More ROW acquisition expected due to increased pavement and resulting increase in off-site ponds.
	1.3 Engineering Cost (Design and CEI)	1	3	2	<ul style="list-style-type: none"> • ML - More complex design due to barrier separation, braided ramp, ingress/egress and overall number of new bridges • GP - Less complex to design and construct, but does have 2 braided ramps • TL+LL - Complex design due to barrier separation
2	Environmental Impacts**	2	3	2	<ul style="list-style-type: none"> • ML - More ROW acquisition expected due to increased pavement and resulting increase in off-site ponds. • GP - Least ROW acquisition requirements • TL+LL - More ROW acquisition expected due to increased pavement and resulting increase in off-site ponds.
3	Traffic Operations	2.5	1.75	3	This item is an average of items 3.1 to 3.3.
	3.1 Traffic Operations	2	2	3	<ul style="list-style-type: none"> • ML - Less managed lane usage due to design and driver behavior • GP - Full access, but additional friction given 4 adjacent lanes • TL+LL - Better access to through lanes and therefore better system capacity than ML
	3.2 Throughput and ROI	2	3	3	<ul style="list-style-type: none"> • ML - Not fully utilized • GP - Good throughput • TL+LL - Good access to/from through lanes
	3.3 System Flexibility	3	1	3	<ul style="list-style-type: none"> • ML - Provides a supplemental system for regional or intrastate express bus as well as future Connected/ Automated Vehicles • GP - Least flexible • TL+LL - Provides a supplemental system for regional or intrastate express bus as well as future Connected/ Automated Vehicles
	3.4 Incident Management/ Emergency Evacuation	3	1	3	<ul style="list-style-type: none"> • ML - Two systems in same ROW footprint that provide a bypass alternative for severe incidents and blockage • GP - Least redundancy for incidents • TL+LL - Two systems in same ROW footprint that provide a bypass alternative for severe incidents and blockage
4	Safety	3	1	3	<ul style="list-style-type: none"> • ML - Provides spatial separation • GP - Wider typical section encourages less safe weave “darting”, no spatial separation • TL+LL - Provides spatial separation
5	Engineering Considerations	1.66	3	2.33	This item is an average of items 5.1 to 5.3.
	5.1 TMP / Constructability	1	3	2	<ul style="list-style-type: none"> • ML - Most complex work associated with ingress/egress and overall system braids • GP - Least complex work with no barrier separation and only 2 braided ramp bridges • TL+LL - Less complex than ML but more complex than GP
	5.2 Drainage	2	3	2	<ul style="list-style-type: none"> • ML - Requires storm sewer trunk lines along the corridor requiring more drainage structures • GP - Less complex drainage design • TL+LL - Require storm sewer trunk lines along the corridor requiring more drainage structures
	5.3 Design Exceptions and Variations	2	3	3	<ul style="list-style-type: none"> • ML - More pinch points and potential shoulder width variations to achieve Managed Lanes ingress/egress • GP - Minimal design exceptions and variations • TL+LL - Minimal design exceptions and variations
TOTALS		10.5	11.75	12.33	Rating Scale: 1 – Less Beneficial, 2 – Neutral, 3 – More Beneficial

* ROW Acquisition on this project is mostly for stormwater drainage and retention ponds. Roadway work will not typically require ROW acquisition, except for interchanges.

** Environmental considerations include social/economic, cultural, natural, and physical environments that may be impacted by this typical section analysis.



LINE DIAGRAM FOR I-75 IN COLLIER AND LEE COUNTIES (MANAGED LANES)

- GENERAL PURPOSE LANE
- MANAGED LANE
- COLLECTOR DISTRIBUTOR LANE
- ML ACCESS LANE
- SERVICE RAMP LANE
- GRADE SEPARATION

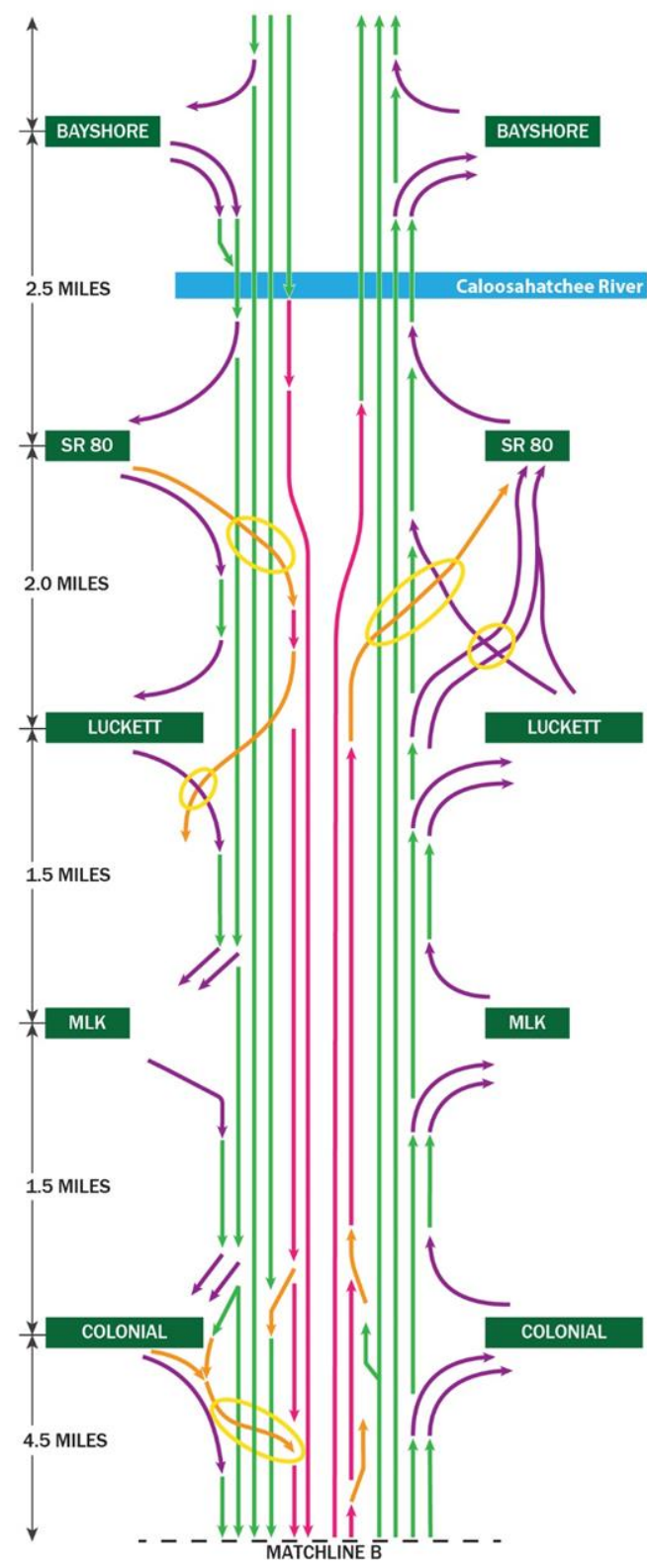
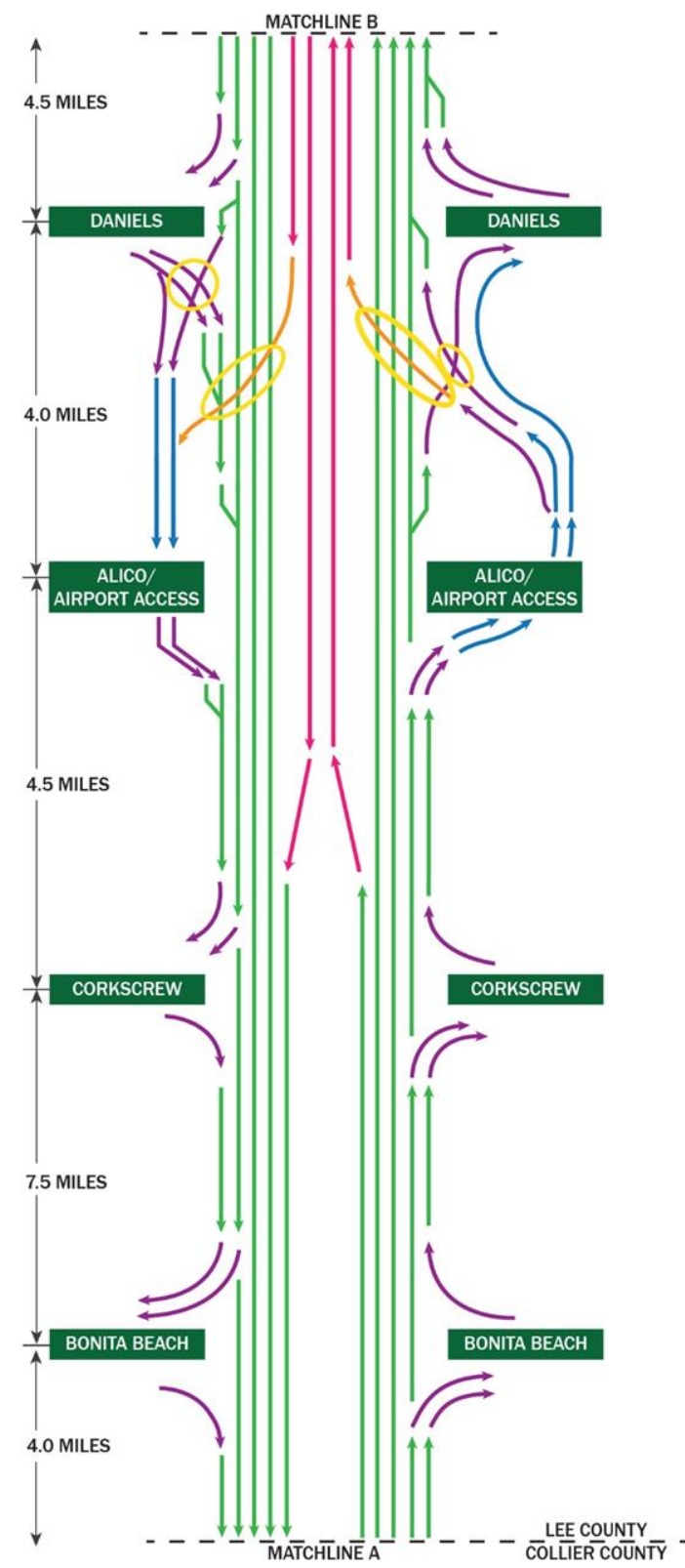
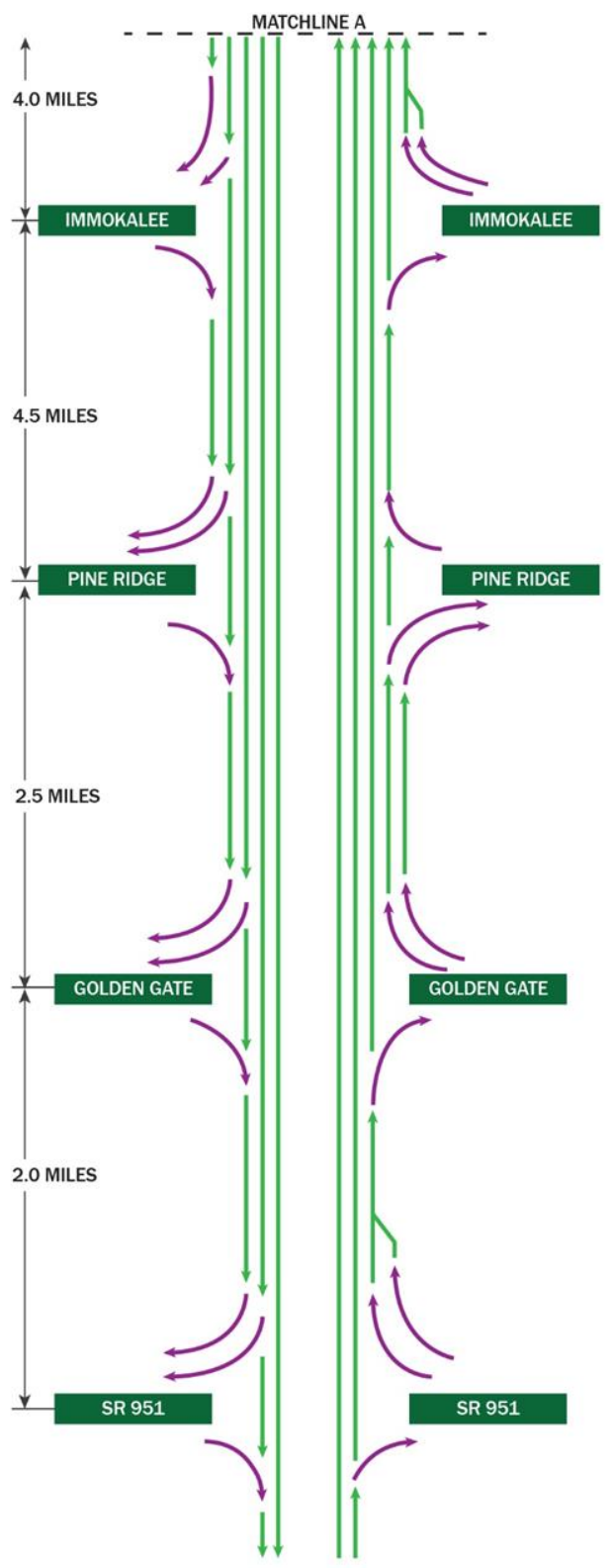


Figure 5-7: Managed Lane Alternative Line Diagram





LINE DIAGRAM FOR I-75 IN COLLIER AND LEE COUNTIES (GENERAL PURPOSE LANES)

- GENERAL PURPOSE LANE
- MANAGED LANE
- COLLECTOR DISTRIBUTOR LANE
- ML ACCESS LANE
- SERVICE RAMP LANE
- GRADE SEPARATION

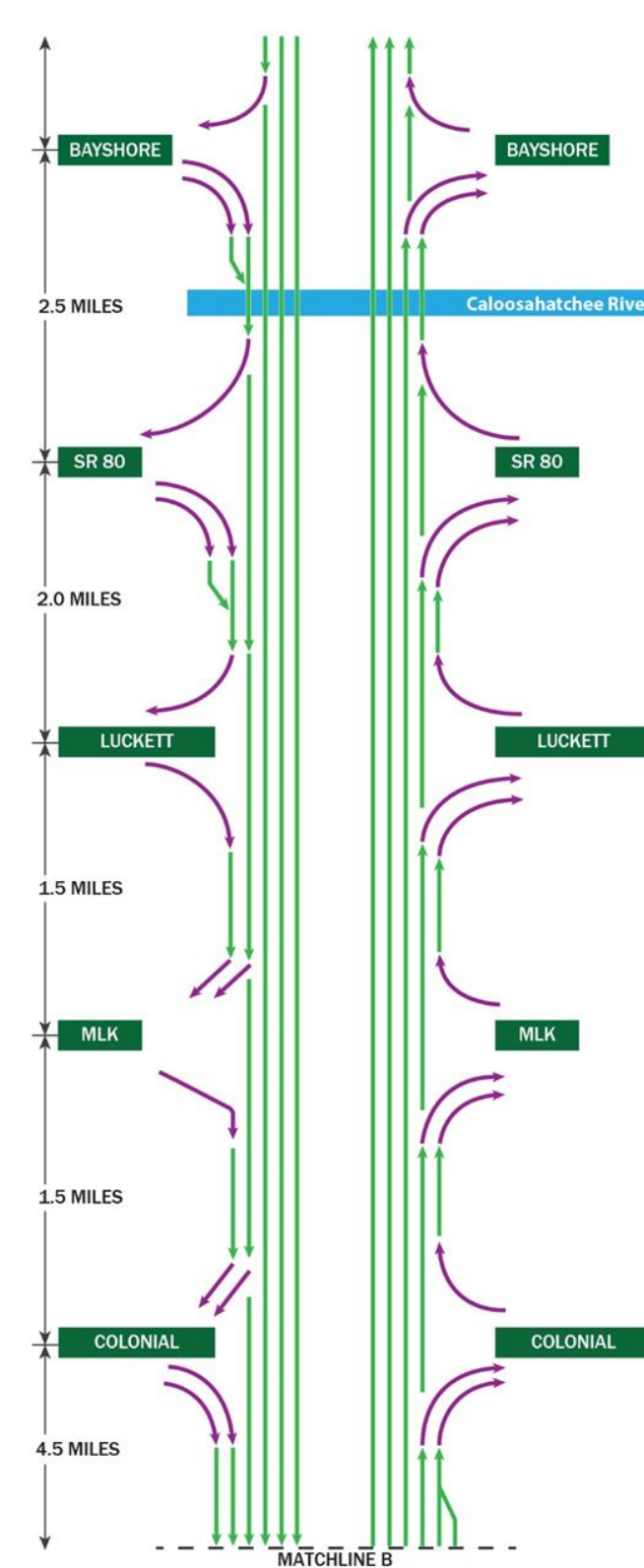
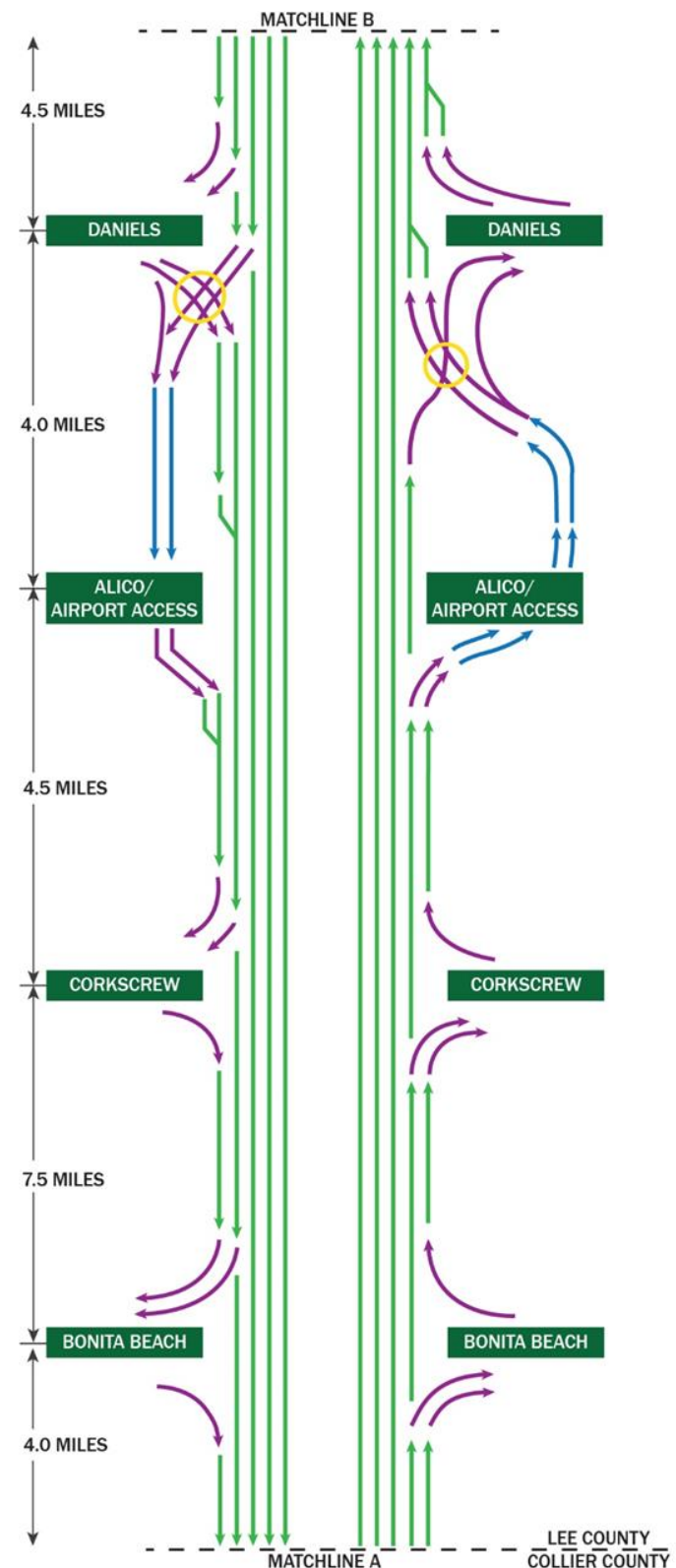
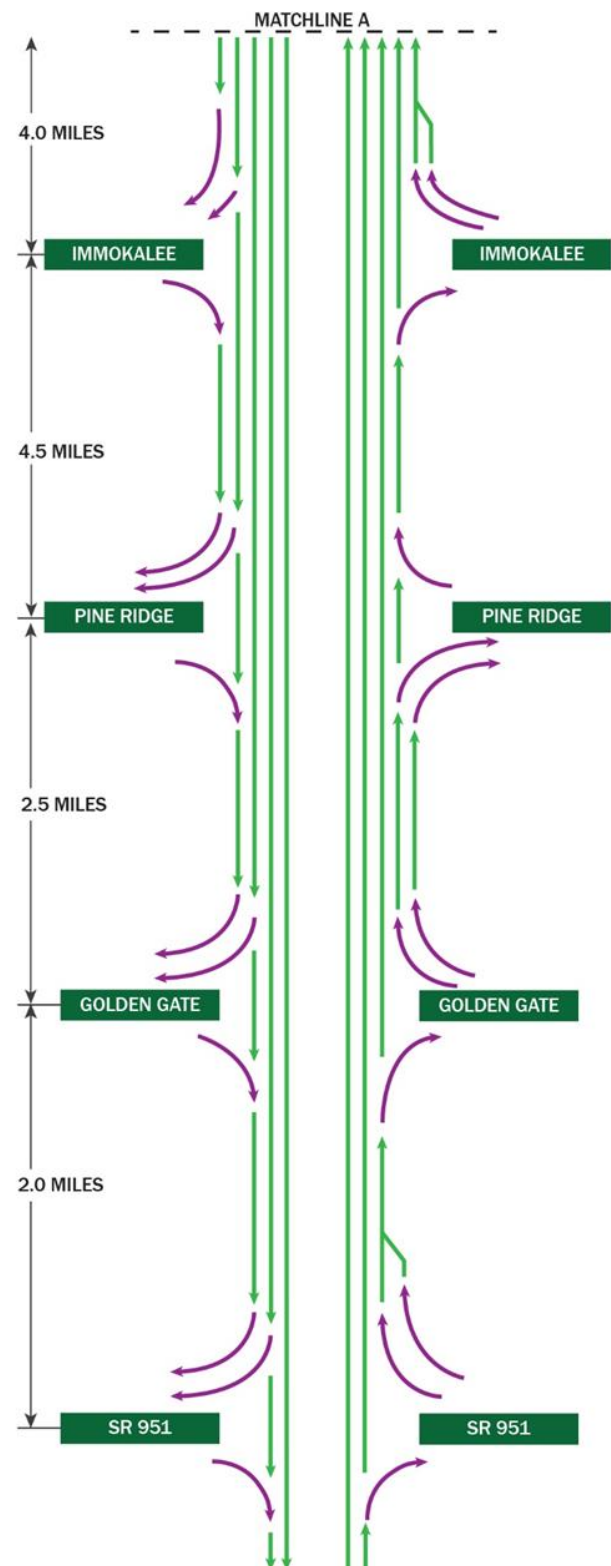


Figure 5-8: General Purpose Lane Alternative Line Diagram





LINE DIAGRAM FOR I-75 IN COLLIER AND LEE COUNTIES (2 THRU LANES + 3 LOCAL LANES WITH SLIP RAMPS)

- LEGEND:**
- GENERAL - PURPOSE LANE
 - BARRIER
 - BUFFER SEPARATION
 - LOCAL LANE
 - MAINLINE THRU LANE
 - SERVICE RAMP LANE
 - SLIP RAMP LANE

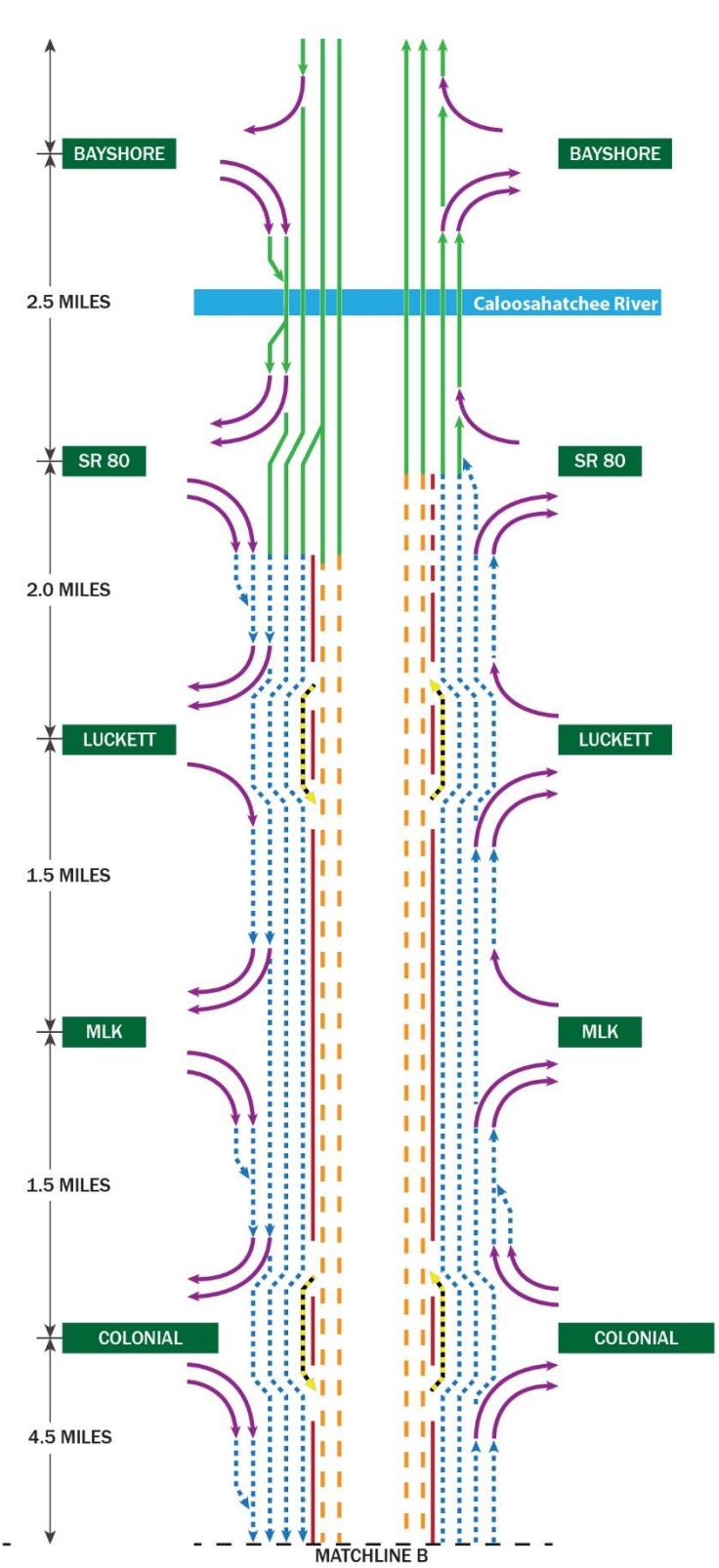
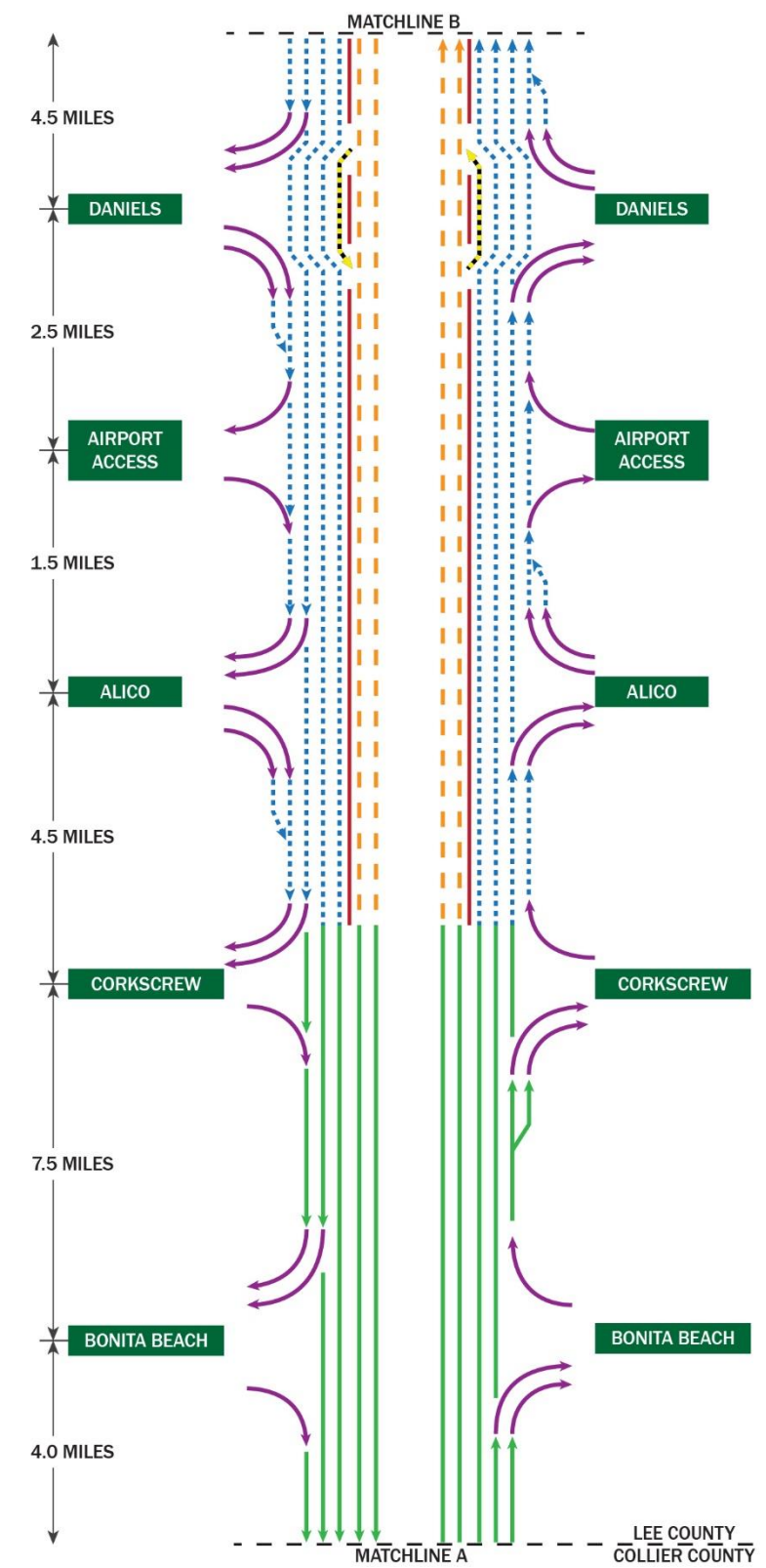
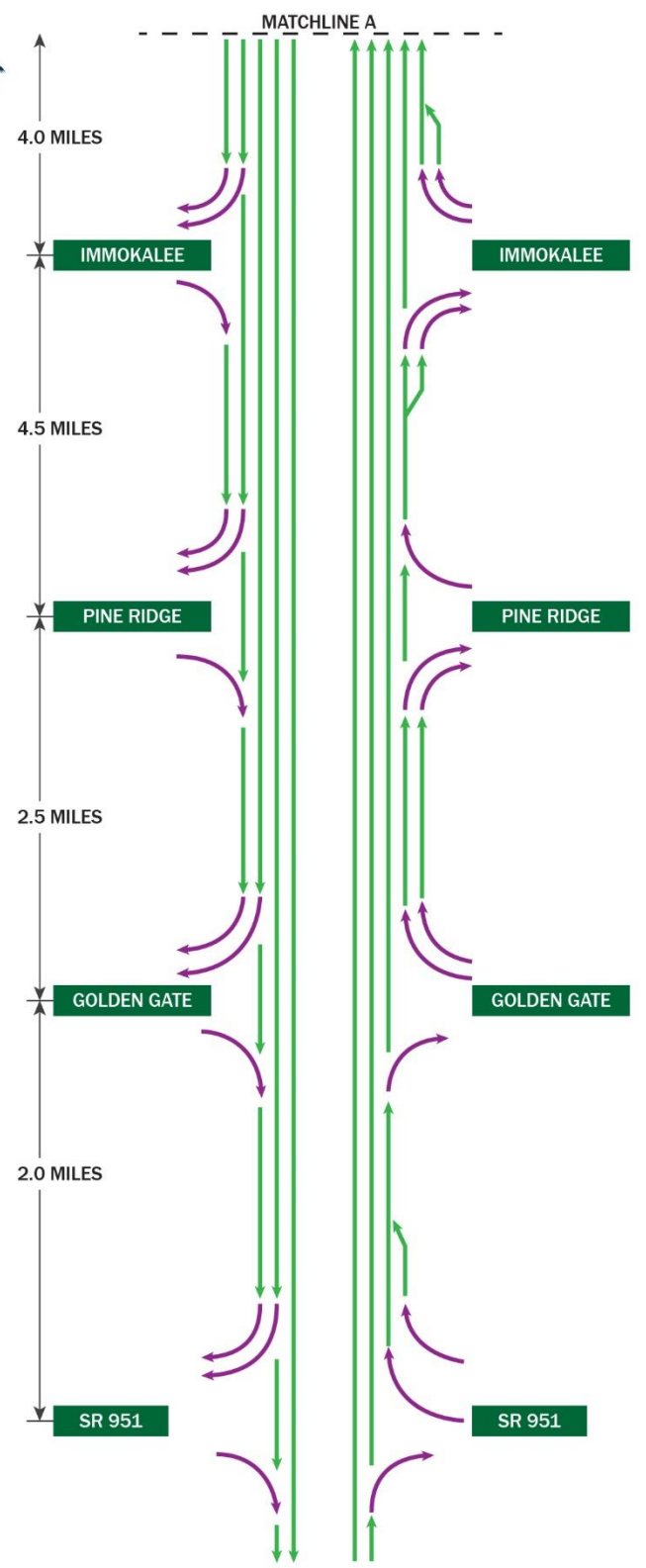


Figure 5-9: Thru Lanes plus Local Lanes Alternative Line Diagram



5.6 Build Design Year (2045) Traffic Analysis

The design year (2045) Build simulation models for the study area were developed using Vissim version 2020 (service pack 10) and the No Build subarea models with Existing + Committed (E+C) improvements. The same calibration parameters from the existing conditions models were used in the Build models, but with changes to link behavior types to reflect the Build configuration. Similar to the No Build simulation models, desired speeds were retained from the calibrated existing conditions models, but minor modifications were required where the Build configuration included additional lanes. For additional auxiliary lanes, the desired speeds from the existing rightmost lane were used, whereas additional lanes to the inside used the desired speeds from the existing leftmost lane. For the barrier separated Thru Lanes, the desired speeds from the existing leftmost lane were used for both lanes.

The model included truck restriction from the left lane of the Thru Lanes. Trucks can access the leftmost lane of the separated Local Lanes to facilitate access to the ingress/egress areas within the interchanges. It was also assumed that 100 percent of all eligible regional trips (those trips traveling from one end of I-75 to the other, or trips originating from an interchange and staying on I-75) would use the Thru Lanes. While it is likely that some motorists would choose to remain in the Local Lanes for long distance trips, the Vissim routing was adjusted to achieve equilibrium in the network and avoid oversaturated conditions in either the Thru or Local Lanes. Routing was also adjusted to avoid unrealistic weaving maneuvers, with trips generally using the Thru Lanes to travel longer distances between interchanges depending on the ingress/egress locations.

After discussions with FDOT, it was determined that the operational analysis of the design year (2045) Build condition would only include the I-75 mainline and ramps and that the interchange subareas would not be analyzed. Analyzing the freeway and ramps at the subarea level gives more comprehensive and useful results, allowing for a more realistic spread of the demand throughout the network and more realistic arrival and platooning patterns. While the Master Plan includes the operational analysis of the No Build interchanges, which will aid in the segmentation and prioritization of improvements, the analysis required to determine a preferred Build alternative for each interchange, intersections adjacent to ramp terminals, and interchange arterials will be performed in the PD&E phase for the I-75 south corridor.

5.6.1 Build Design Year (2045) Mainline Speeds

A summary of the average speeds along northbound and southbound I-75 for the design year (2045) Build for the AM peak period and PM peak period for the Thru and Local lanes were examined. The Thru Lanes are barrier separated from the local lanes and run from Corkscrew Road to Palm Beach Boulevard. The posted speed for the I-75 corridor within the study area is 70 mph. Operating speeds are generally expected to be 65 mph or higher in both the Thru and local lanes based on the simulation results. There are short segments in both directions of I-75 with speeds that reach the 55-to-65 mph range that are generally attributed to high volume on- and off-ramp areas or near the weaving areas between the Thru and local lanes. There are also short segments where speeds reach the 45-to-55 mph range, but these are associated with model calibration and are the result of slower speeds due to roadway geometry. Overall, the Build Alternative is expected to operate in a free-flowing manner during both the AM and PM peak periods.

5.6.2 Build Design Year (2045) Mainline Operations

A summary of I-75 mainline operations (density, speed, LOS, and volume served) was conducted for the Build AM peak hour and Build PM peak hour. The Vissim analysis results for each link segment are based on the weighted average per lane and an approximate 1,500-foot influence area for merge and diverge segments as defined in the HCM. As shown below, I-75 southbound is expected to operate at speeds between 62 and 78 mph in the AM peak hour and between 62 and 80 mph in the PM peak hour in the local lanes. The lower bound of the AM and PM peak hour speed range is similar to the existing year (2019), indicating a significant improvement in operations compared to the No Build condition. I-75 northbound is expected to operate at speeds between 62 and 77 mph in the AM peak hour and between 61 and 76 mph in the PM peak hour. The lower bound of the AM and PM peak hour speed range is again similar to the existing year (2019), if not a little higher.

In the Thru lanes, between Palm Beach Boulevard (SR 80) and Corkscrew Road, I-75 southbound is expected to operate at speeds between 69 and 79 mph in the AM peak hour and between 73 and 81 mph in the PM peak hour. I-75 northbound is expected to operate at speeds between 72 and 76 mph in the AM peak hour and between 66 and 75 mph in the PM peak hour.

More than 93 and 97 percent of the traffic demand in both the Local and Thru lanes is being served in the AM and PM peak hours, respectively. The 93 percent served is for I-75 southbound near the Collier Boulevard (SR 951) interchange and is attributed to traffic not being able to traverse the length of the corridor by the end of the peak hour. The percent served at this location is above 100 percent for the following hour. Comparatively, traffic demand served in the No Build condition was as low as 68 percent in the AM peak hour and 70 percent in the PM peak hour.

The I-75 corridor is expected to operate at an estimated LOS C or better in both the AM and PM peak hours, with most of the corridor operating at an estimated LOS B.

5.7 Design Year (2045) Comparison of No Build and Build I-75 Mainline Traffic Analysis

The design year (2045) No Build and Build network travel times and network-wide performance measures are compared in this section to quantify the expected magnitude of operational benefits. The I-75 mainline is expected to experience substantial increases in speed under the Build Alternative, complemented with decreases in density and estimated LOS across various segments in both directions. The Build Alternative improvement in operations over the No Build Alternative is attributed to the additional capacity provided under the Build Alternative, coupled with less turbulence and weaving action between merging and diverging ramp traffic and long-haul through traffic due to the separated lanes for through and local trips. Congestion and bottlenecks are expected to be resolved on I-75 under the Build Alternative. Interchange, arterial, and intersection improvements may be needed for the full benefit of the I-75 Build Alternative to be realized and will be evaluated in the PD&E phase for the I-75 South Corridor.

5.7.1 Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time

A comparison of the No Build and Build Alternative AM and PM peak-hour speeds and travel times on northbound and southbound I-75 is provided in **Table 5.9** and **Table 5.10**. The AM peak-hour average travel time along I-75 from north of Bayshore Road (SR 78) to south of Collier Boulevard (SR 951) is expected to

improve by 13 minutes in the southbound direction under the Build Alternative, with most of the travel time savings happening on the segment from north of Bayshore Road (SR 78) to Martin Luther King, Jr. Boulevard (SR 82). During the PM peak hour, the average travel time along I-75 from south of Collier Boulevard (SR 951) to north of Bayshore Road (SR 78) is expected to improve by more than 20 minutes in the northbound direction under the Build Alternative, with substantial improvements from Pine Ridge Road to Martin Luther King, Jr. Boulevard (SR 82). Average speeds on various segments are expected to improve by as much as 45 mph, which demonstrates the operational advantages associated with the Build Alternative.

Table 5.9: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – AM Peak Hour

Segment	Length (miles)	2045 No Build Travel Time (min)	2045 Build Travel Time (min)	Difference in Travel Time (min)	Percent Change in Travel Time (min)	2045 No Build Average Speed (mph)	2045 Build Average Speed (mph)	Difference in Average Speed (mph)	Percent Change in Average Speed (mph)
I-75 Northbound - South of Collier Blvd (SR 951) to North of Bayshore Rd (SR 78)	43.5	38.2	36.0	-2.2	-5.8%	68	73	4.2	6.2%
I-75 Northbound - South of Collier Blvd (SR 951) to Pine Ridge Rd	6.9	5.7	5.6	0.0	-0.3%	73	73	0.2	0.3%
I-75 Northbound - Pine Ridge Rd to Bonita Beach Rd	8.4	7.8	7.4	-0.4	-5.0%	65	68	3.4	5.3%
I-75 Northbound - Bonita Beach Rd to Corkscrew Rd	7.4	6.9	6.4	-0.5	-7.2%	64	69	5.0	7.8%
I-75 Northbound - Corkscrew Rd to Daniels Pkwy	8.0	7.0	6.9	-0.1	-1.6%	69	70	1.1	1.6%
I-75 Northbound - Daniels Pkwy to MLK Blvd (SR 82)	6.2	5.5	5.2	-0.3	-5.2%	68	71	3.8	5.6%
I-75 Northbound - MLK Blvd (SR 82) to North of Bayshore Rd (SR 78)	6.7	5.6	5.5	-0.1	-1.2%	72	73	0.9	1.2%
I-75 Southbound - North of Bayshore Rd (SR 78) to South of Collier Blvd (SR 951)	43.6	49.1	36.1	-13.0	-26.5%	53	72	19.2	36.1%
I-75 Southbound - North of Bayshore Rd (SR 78) to MLK Blvd (SR 82)	6.8	16.6	5.8	-10.8	-64.9%	24	70	45.1	185.0%
I-75 Southbound - MLK Blvd (SR 82) to Daniels Pkwy	6.2	6.1	5.1	-0.9	-15.3%	61	72	11.0	18.0%
I-75 Southbound - Daniels Pkwy to Corkscrew Rd	8.1	9.9	6.5	-3.3	-33.8%	49	74	25.0	51.1%
I-75 Southbound - Corkscrew Rd to Bonita Beach Rd	7.3	8.3	6.6	-1.7	-20.2%	53	67	13.5	25.4%
I-75 Southbound - Bonita Beach Rd to Pine Ridge Rd	8.4	7.7	7.1	-0.7	-8.8%	65	71	6.3	9.7%
I-75 Southbound - Pine Ridge Rd to South of Collier Blvd (SR 951)	6.9	5.6	5.6	0.0	-0.1%	74	74	0.2	0.2%

Table 5.10: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – PM Peak Hour

Segment	Length (miles)	2045 No Build Travel Time (min)	2045 Build Travel Time (min)	Difference in Travel Time (min)	Percent Change in Travel Time (min)	2045 No Build Average Speed (mph)	2045 Build Average Speed (mph)	Difference in Average Speed (mph)	Percent Change in Average Speed (mph)
I-75 Northbound - South of Collier Blvd (SR 951) to North of Bayshore Rd (SR 78)	43.5	57.8	37.0	-20.8	-36.0%	45	71	25.4	56.3%
I-75 Northbound - South of Collier Blvd (SR 951) to Pine Ridge Rd	6.9	5.8	5.7	-0.1	-2.1%	71	72	1.5	2.1%
I-75 Northbound - Pine Ridge Rd to Bonita Beach Rd	8.4	14.3	7.5	-6.7	-47.2%	35	67	31.4	89.5%
I-75 Northbound - Bonita Beach Rd to Corkscrew Rd	7.4	11.8	6.7	-5.1	-43.2%	37	66	28.5	76.2%
I-75 Northbound - Corkscrew Rd to Daniels Pkwy	8.0	12.7	7.2	-5.6	-43.9%	38	68	29.6	78.2%
I-75 Northbound - Daniels Pkwy to MLK Blvd (SR 82)	6.2	13.4	5.2	-8.1	-60.8%	28	71	43.0	155.3%
I-75 Northbound - MLK Blvd (SR 82) to North of Bayshore Rd (SR 78)	6.7	6.4	5.6	-0.7	-11.3%	63	71	8.1	12.8%
I-75 Southbound - North of Bayshore Rd (SR 78) to South of Collier Blvd (SR 951)	43.6	43.2	35.1	-8.1	-18.7%	61	75	13.9	23.0%
I-75 Southbound - North of Bayshore Rd (SR 78) to MLK Blvd (SR 82)	6.8	6.0	5.6	-0.4	-7.1%	68	73	5.1	7.6%
I-75 Southbound - MLK Blvd (SR 82) to Daniels Pkwy	6.2	5.3	5.0	-0.4	-6.9%	69	74	5.1	7.4%
I-75 Southbound - Daniels Pkwy to Corkscrew Rd	8.1	7.1	6.4	-0.7	-9.9%	69	76	7.5	11.0%
I-75 Southbound - Corkscrew Rd to Bonita Beach Rd	7.3	8.2	6.3	-1.9	-23.1%	54	70	16.2	30.0%
I-75 Southbound - Bonita Beach Rd to Pine Ridge Rd	8.4	12.1	6.9	-5.2	-43.1%	41	73	31.4	75.8%
I-75 Southbound - Pine Ridge Rd to South of Collier Blvd (SR 951)	6.9	5.6	5.6	0.0	0.2%	75	74	-0.1	-0.2%

5.7.2 Design Year (2045) No Build and Build Comparison Network Performance Summary

The network performance results comparison for the overall design year (2045) No Build and Build AM and PM peak-hour operations are shown in **Table 5.11**. Latent demand and latent delay apply to vehicles that cannot enter the network due to queuing and indicate capacity constraints within the model. Latent demand was essentially eliminated under the Build Alternative, being reduced from about 4,500-5,200 vehicles in the No Build network to negligible amounts in the Build network. Network-wide average speed increases by 17-25 mph under the Build Alternative, and average delay per vehicle is reduced by nearly 85 percent in the AM peak hour and over 90 percent in the PM peak hour. These improvements are attributed to the additional capacity provided under the Build Alternative, coupled with less turbulence and weaving action between merging and diverging ramp traffic and long-haul through traffic due to the separated lanes for through and local trips. Congestion and bottlenecks are expected to be resolved on I-75 under the Build Alternative.

Table 5.11: Design Year (2045) No Build and Build Comparison of I-75 Mainline Speed/Travel Time – AM and PM Peak Hour

Analysis Case	Average Speed (mph)	Average Delay (sec)	Total Travel Time (hr)	Total Delay (hr)	Arrived Vehicles (veh)	Latent Demand (veh)	Latent Delay (hr)	Total Delay + Latent Delay (hr)
2045 No Build AM	52	195	8,322	2,367	34,869	5,222	3,126	5,493
2045 Build AM	69	30	7,691	402	40,026	3	4	406
Difference AM	17	-165	-630	-1,965	5,157	-5,219	-3,122	-5,087
Percent Change AM	32.7%	-84.5%	-7.6%	-83.0%	14.8%	-99.9%	-99.9%	-92.6%
2045 No Build PM	44	318	10,545	4,164	35,623	4,550	2,783	6,948
2045 Build PM	69	30	7,902	405	41,135	4	4	409
Difference PM	25	-289	-2,644	-3,760	5,512	-4,546	-2,779	-6,539
Percent Change PM	56.7%	-90.7%	-25.1%	-90.3%	15.5%	-99.9%	-99.9%	-94.1%

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6.0 Future Condition – Facility Enhancement Element

6.1 Alternative Modes

The Collier Area Transit (CAT) Ten-Year Transit Development Plan (TDP) 2021-2030 and the Lee County Transit (LeeTran) TDP (2020) both envision commuter express service on I-75. The commuter express service would use I-75 from Golden Gate Parkway to Colonial Boulevard. It is possible that such a future service could run in a Bus on Shoulder condition. Any related geometric and operational considerations will be taken into account. The CAT TDP plans to study commuter express service on I-75 in 2025 (Note: The plan assumes no fiscal constraints). LeeTran TDP shows commuter express service on I-75 as unfunded. The Proposed Mainline Alternative could accommodate a commuter express service through use of the general purpose lanes, and from Corkscrew Road to Daniels Parkway, buses could alternatively use the mainline Thru lanes.

Additionally, the LeeTran TDP identifies an unfunded need for an express route with a limited number of stops between downtown Fort Myers and the Southwest Florida International Airport. This route would run along I-75 from Terminal Access Road to Martin Luther King Jr. Boulevard (SR 82). The Proposed Mainline Alternative could accommodate this service through the local lanes.

6.1.1 Multimodal Corridor Analysis

The *I-75 Multi-Modal Master Plan* (August 1998) recommended typical sections that included a minimum median width of 64 feet for a future transit or multimodal system improvement project. The 64-foot median provides for 12-foot inside shoulders (10 feet paved) and a 40-foot multimodal envelope, for the potential future project. Subsequent PD&E studies and design studies have maintained these minimum widths for the median and multimodal envelope. There are no current plans to develop the multimodal corridor.

The potential use of the I-75 multimodal envelope was studied in the *Lee County Metropolitan Planning Organization (MPO) Rail Corridor Feasibility Study* (October 2013). The study identified multiple impediments to using the I-75 multimodal envelope including I-75 bridges over cross streets, cross street bridges over I-75, stormwater management facilities in the median, and access to transit stations. The study determined that the Seminole Gulf Railway corridor was better for intraurban multimodal uses and the I-75 multimodal envelope will be retained, to the extent possible, for possible future use for intercity, premium transit service from Tampa/Orlando to Sarasota/Fort Myers/Naples.

Currently, Collier County, Lee County, and their respective MPO planning documents do not include any specific plans or discussion for the I-75 multimodal envelope. However, it is still a Department requirement to maintain a multimodal envelope.

6.2 Proposed Mainline Alternative Evaluation

Three Build alternatives were considered for the I-75 South Corridor: Managed Lanes (ML), General Purpose (GP), and Thru Lanes plus Local Lanes (TL+LL) and no tolling. The Thru Lanes plus Local Lanes Alternative was selected and analyzed as the Proposed Mainline Alternative for the Master Plan because it mitigates congestion, promotes a better distribution of traffic across all lanes, and offers an option for users to travel longer distances on the Interstate while avoiding the ramp-to-ramp turbulence of those using the Interstate for shorter distance trips. The Proposed Mainline Alternative line diagram is shown in **Figure 6-1**. There are four mainline typical sections

recommended for the Proposed Mainline Alternative, each of which are expected to fall within the existing mainline right of way and should not require right of way acquisition or relocations, except at the interchanges and offsite stormwater treatment and floodplain compensation areas. As mentioned earlier in **Section 2.7** of this report that right of way for stormwater management facilities for the ultimate mainline improvements has already been acquired.

6.2.1 Typical Sections

From the Project's southern terminus northward to north of the Golden Gate Parkway interchange (approximately 2 miles), the existing six-lane typical cross section (Typical Section #1) is maintained as shown in **Figure 6-2**; no mainline improvements are proposed.

The second proposed typical section (Typical Section #2) consists of an eight-lane typical cross section with four travel lanes in each direction, with the additional lane being added outside of the existing outside travel lane in each direction. Ten-foot paved outside and inside shoulders will be provided. The median will vary but will maintain a 64-foot minimum width. Typical Section #2, as shown in **Figure 6-3**, is proposed for the segments identified below:

- Southbound from north of Golden Gate Parkway to south of Pine Ridge Road (approximately 2.5 miles)
- From south of Pine Ridge Road to north of Pine Ridge Road
- Northbound from north of Pine Ridge Road to south of Immokalee Road (approximately 4.5 miles)
- From south of Immokalee Road to north of Immokalee Road
- From south of Bonita Beach Road to north of Bonita Beach Road
- From Palm Beach Boulevard (SR 80) to south of Bayshore Road (SR 78) (approximately 2.5 miles)

A third proposed typical section (Typical Section #3) provides two additional lanes in each direction to the existing six-lane typical section, for a total of ten travel lanes. Ten-foot paved outside and inside shoulders will be provided. The median will vary but will maintain a 64-foot minimum width. Typical Section #3, as shown in **Figure 6-4**, cross section is proposed for the segments identified below:

- Northbound from north of Golden Gate Parkway to south of Pine Ridge Road (approximately 2.5 miles)
- Southbound from north of Pine Ridge Road to south of Immokalee Road (approximately 4.5 miles)
- Northbound and southbound from north of Immokalee Road to south of Bonita Beach Road (approximately 4 miles)
- Northbound and southbound from north of Bonita Beach Road to north of Corkscrew Road (approximately 7.5 miles)

A fourth proposed typical section provides two Thru lanes provided on the inside in each direction for longer vehicle trips, with a 10-foot paved shoulder on the inside, and a 12-foot paved shoulder on the outside of these two lanes. Next to the outside paved shoulder is a two-foot concrete barrier wall that separates the inside two Thru lanes from a group of four outside Local lanes. The four outside Local lanes have a 12-foot paved shoulder on the inside and outside. The median will vary but will maintain a 64-foot minimum width. Typical Section #4, as shown on **Figure 6-5**, extends from north of Corkscrew Road to south of Palm Beach Boulevard (SR 80) (approximately 18 miles).

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LINE DIAGRAM FOR I-75 IN COLLIER AND LEE COUNTIES (2 THRU LANES + 3 LOCAL LANES WITH SLIP RAMPS)

LEGEND:

- GENERAL - PURPOSE LANE
- BARRIER
- BUFFER SEPARATION
- LOCAL LANE
- MAINLINE THRU LANE
- SERVICE RAMP LANE
- SLIP RAMP LANE

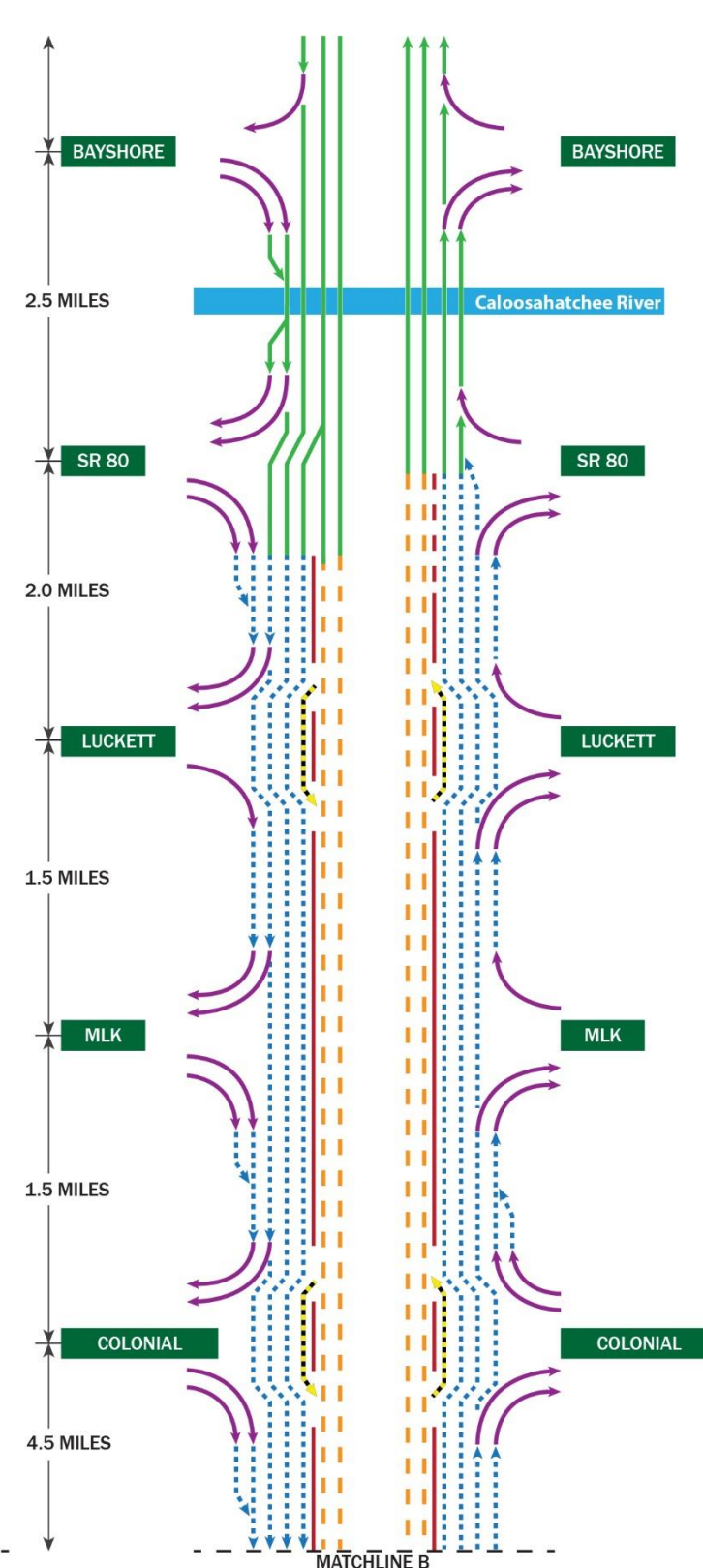
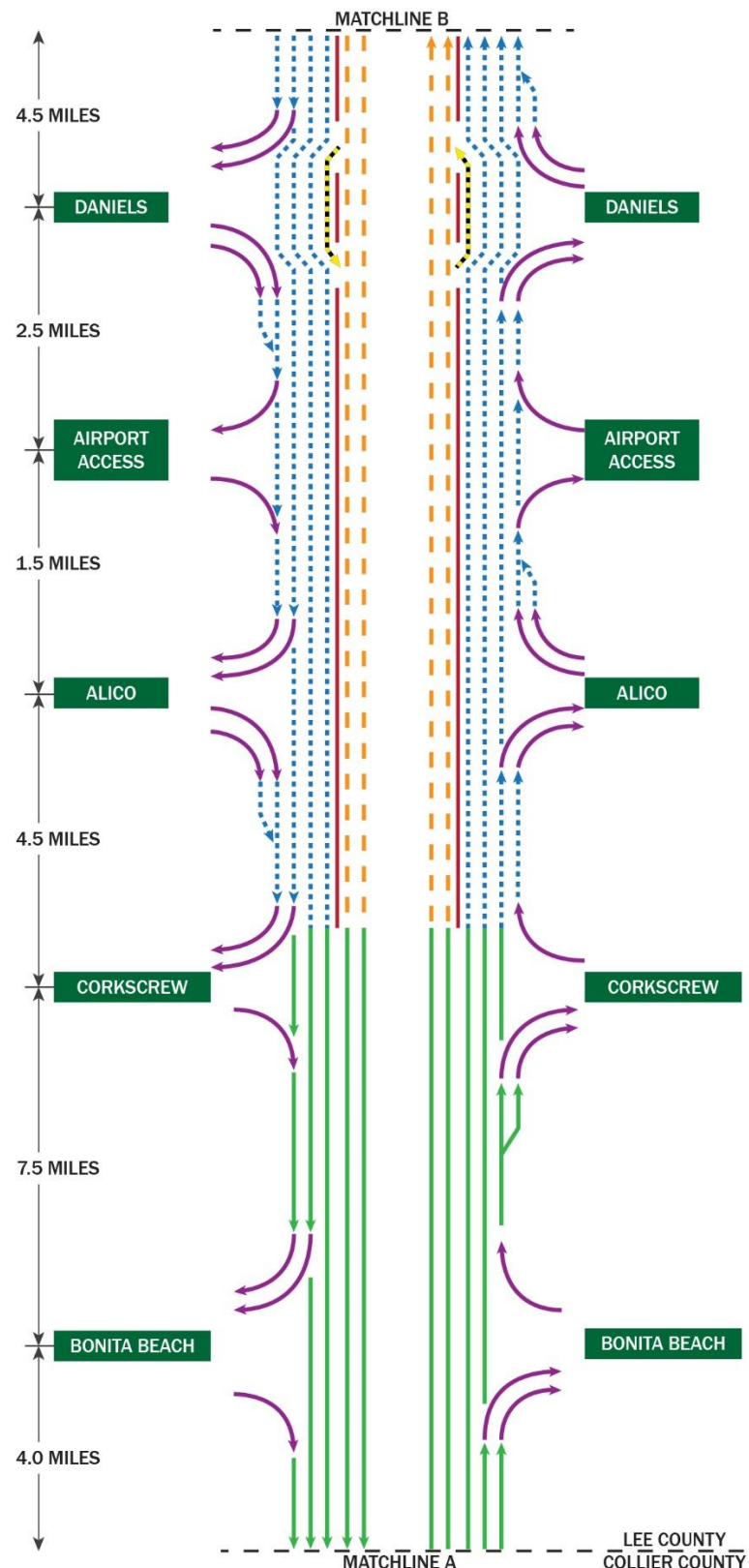
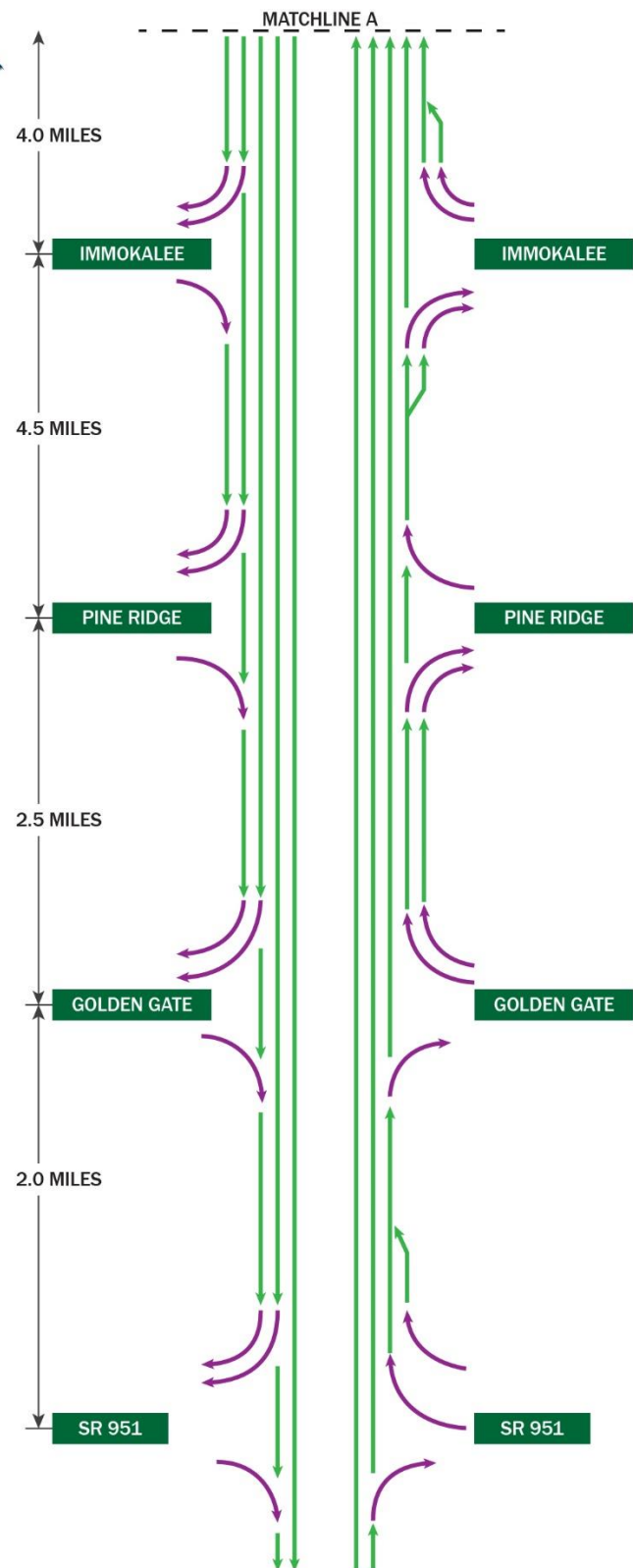
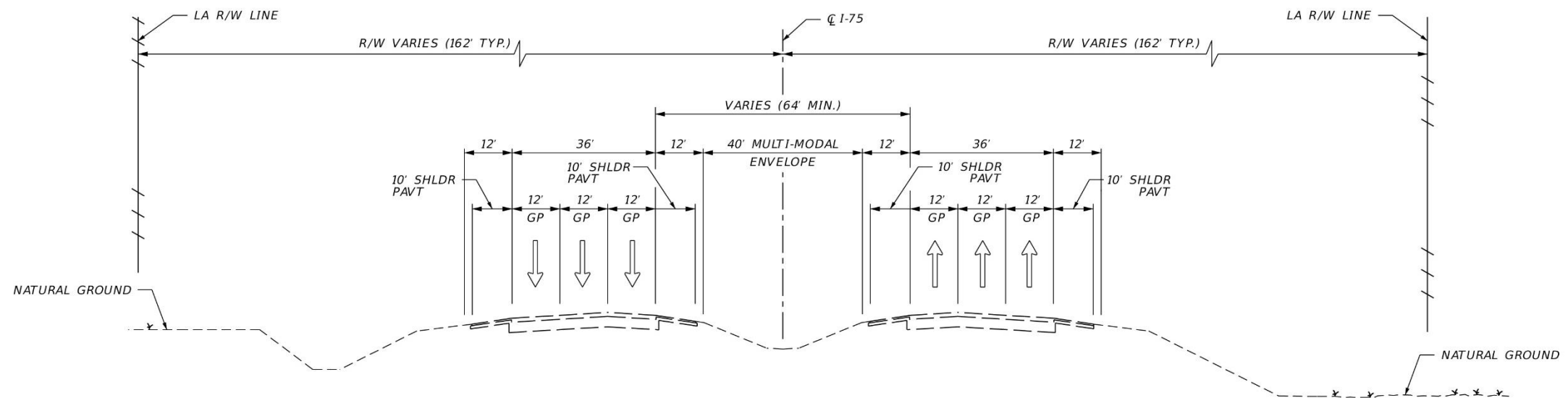


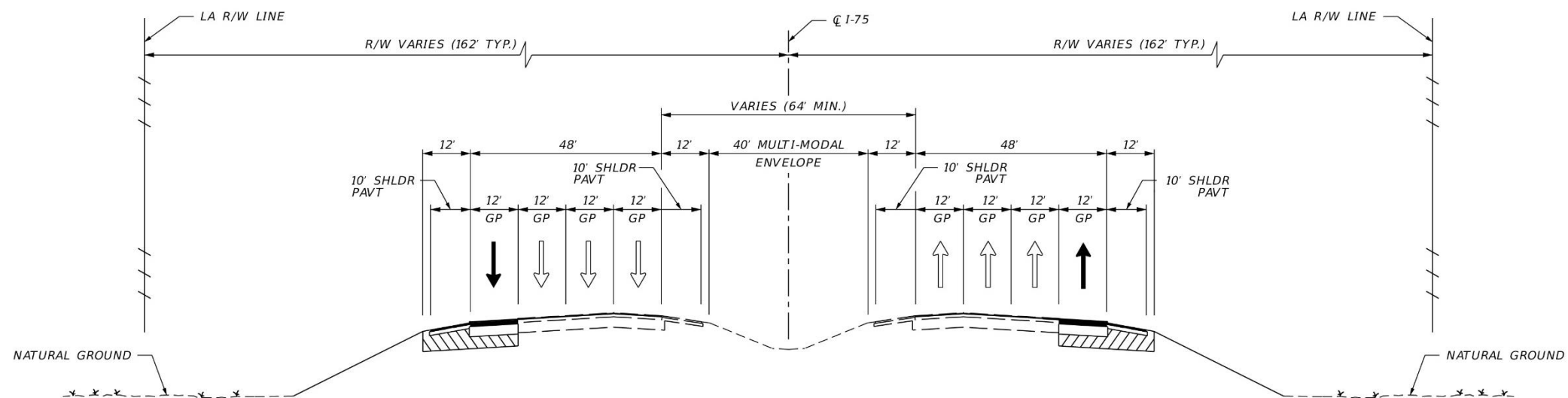
Figure 6-1: Proposed Mainline Alternative Line Diagram





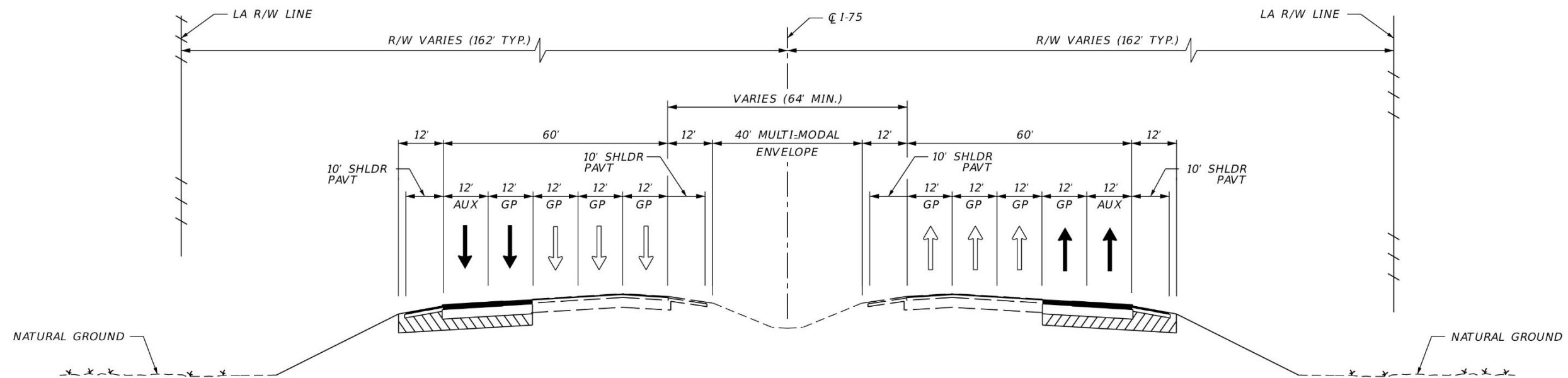
LEGEND:
GP - GENERAL PURPOSE LANE
LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 6-2: Proposed Typical Section #1



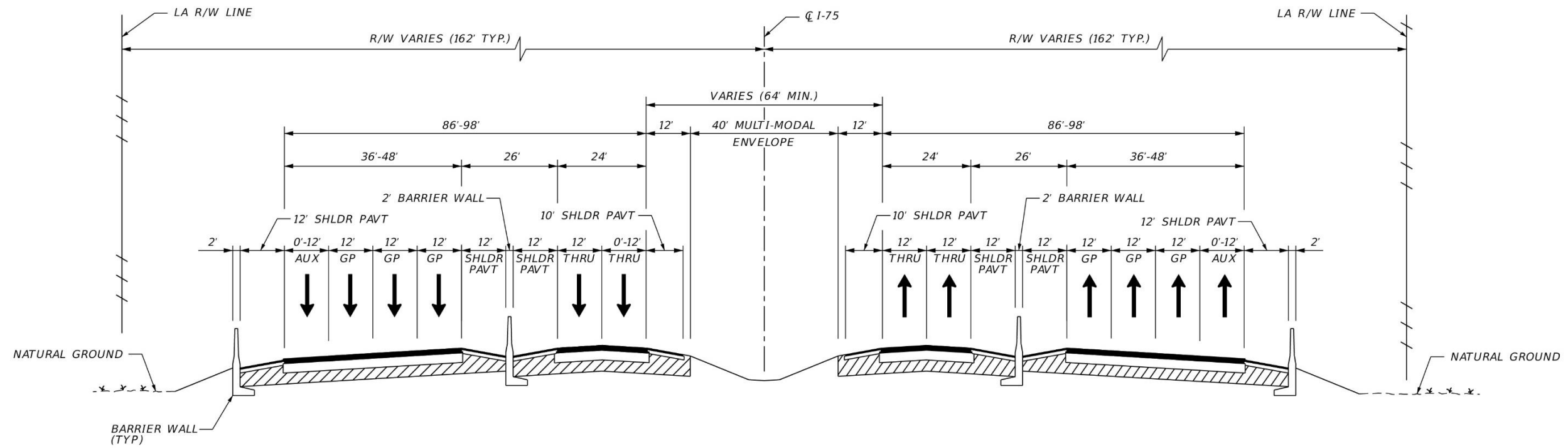
LEGEND:
GP - GENERAL PURPOSE LANE
LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 6-3: Proposed Typical Section #2



LEGEND:
GP - GENERAL PURPOSE LANE
AUX - AUXILIARY LANE
LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 6-4: Proposed Typical Section #3



LEGEND:
 GP - GENERAL PURPOSE LANE
 AUX - AUXILIARY LANE
 LA R/W - LIMITED ACCESS RIGHT OF WAY

Figure 6-5: Proposed Typical Section #4

6.2.2 Evaluation of Separation Type

Prior to the evaluation and eventual determination to implement the Thru Lanes plus Local Lanes Alternative as the Proposed Mainline Alternative, managed lane separation methods were evaluated for I-75 under a separate memorandum, *I-75 Managed Lane Separation Memorandum*, and are summarized here. Separation methods evaluated include buffer and rigid barrier separation options. The buffer separated typical section would include full-width shoulders and the 4-foot buffer area that includes installation of supplemental separation devices within the buffer space called tubular markers at 5-foot spacing. This separation method requires less right of way and allows for easier retrofitting and future modifications/expansion of the system. The rigid barrier typical section would include the concrete barrier separation and full-width shoulders on either side. The rigid barrier separation method requires a significant expansion of the existing roadway width and possibly right of way acquisition.

Operational considerations are important to evaluate when determining which separation treatment will be used. Literature review found that when there is significant traffic density, the speed differential between the managed lanes and general purpose lanes generates a frictional effect that degrades the vehicle throughout in the buffer separated managed lanes facilities. In the same study, none of the modeled rigid barrier facilities experienced this frictional effect due to the physical and spatial separation of the two facilities. Access for incident management and emergency vehicles is continuous throughout the buffer separated system but is significantly limited to the specific entrance and exit points in a rigid barrier separated system, unless additional emergency access points are added.

Buffer separated systems are likely to be affected by any incident by reducing traffic flow to a rate similar to the directly affected lanes. Without a permanent physical structure separation, errant vehicles are also able to cross over the buffer space and tubular markers and impact the traffic in the adjacent facility. The potential cross over of errant vehicles is a safety concern because traffic in the adjacent facility is not expecting to merge with vehicles crossing through the tubular markers. Lack of shoulders between the adjacent facilities does not provide a safe location for disabled vehicles to move over and they are left stranded in the travel lane. Safety benefits for buffer separated systems include continuous access for responders to quickly clear incidents and the ability to divert traffic in and out of the managed lanes facility when there is significant lane blockage due to an incident.

Rigid barrier separation is generally considered the safest separation method for managed lanes facilities due to the physical and spatial limitations of the adjacent lanes. During high-speed differential conditions, the rigid barrier separation addresses safety concerns of motorists by providing a heightened sense of security by preventing illegal maneuvers into or out of the facility. Providing full-width shoulders allows for disabled vehicles to move over to a safe location off the travel lanes. This also allows for incident management to provide maintenance of traffic that diverts traffic around blocked travel lanes. However, speed differentials at ingress and egress points may be exacerbated if the general purpose lanes are congested causing safety concerns for all motorists on the facility. Utilizing rigid barriers also requires impact attenuators or crash cushions to protect the blunt ends of the exposed barrier wall. These devices are used to reduce the impact resulting from errant vehicle collisions, where those impacts might damage other vehicles, motorists, or structures nearby. Deprived of the ability to cross over into the facility, response time for incident management and emergency vehicles will most likely be increased.

Maintenance needs of the buffer separation method are much more significant than rigid barrier separation due to the consistent wear-and-tear of the tubular markers. Rigid barrier separation provides a more stable and firm physical separation via a concrete barrier and impact attenuators at ingress and egress points which only need to be repaired or replaced due to high-speed collisions with vehicles. The frequency of the emergency repairs in comparison to the frequency required to maintain the flexible tubular markers is significant.

A comparative evaluation of the two separation methods is presented in the *I-75 Managed Lane Separation Memorandum*. The evaluation criteria are summarized in **Table 6.1** and the Evaluation Matrix is documented in **Table 6.2**.

The buffer separation method rated higher than the rigid barrier method. However, FDOT District 1 provided guidance on July 28, 2021, to complete the Master Plans assuming the rigid barrier separation method for the Master Plan typical section. The Department advised that FDOT's Central Office is conducting a research study to evaluate the two primary alternatives for Managed Lanes and General Purpose Lanes. This research study will not be completed prior to completion of the Master Plan. As such, any further evaluation by the District related to separation method would be completed during the PD&E phase of the project following completion of the Master Plan.

Table 6.1: Evaluation Criteria

Evaluation Criteria	Rating Scale		
	1	2	3
	Less Beneficial than other Alternatives	Neutral/neither more or less beneficial than other Alternatives	More Beneficial than other Alternatives
1 Project Cost			
1.1 Construction Cost	Over \$100 million in cost difference	Between \$100 million and \$50 million in cost difference	Under \$50 million in cost difference
1.2 ROW Acquisition Cost	Extensive ROW acquisition	--	Minimal ROW Acquisition
1.3 Engineering Cost (Design and CEI)	Complex roadway work and major bridge design	General roadway work and minimal bridge design	General roadway work and no major bridge design
2 Environmental Impacts	High Impact	Medium Impact	Low Impact
3 Traffic Operations			
3.1 Traffic Operations	Significant frictional effect and reduced capacity	Minimal frictional effect and no impacts to capacity	No frictional effect and full capacity
3.2 Access Control	ML are adjacent to the GPL with no separation	ML are adjacent to the GPL with minimum separation	ML are not adjacent to the GPL and are physically separated from the mainline
4 Safety	Minimum spatial separation	Significant spatial separation	Physical and significant spatial separation
5 Engineering Considerations			
5.1 TMP / Constructability	Complex work zone needs and more difficulty in maintaining traffic during construction	--	Simple work zone plan and easier maintenance of traffic during construction
5.2 Drainage	Requires more complex drainage system, larger storage pond sites, major storm sewer system, and more flood plain impacts	--	Requires less complex drainage system, smaller storage pond sites, minor storm sewer system, and less flood plain impacts
5.3 Design Exceptions and Variations	Requires exceptions and variations	--	Requires border width variations only

* Environmental considerations include social/economic, cultural, natural, and physical environments that may be impacted by this typical section analysis.

Table 6.2: Evaluation Matrix – Separation Method

Evaluation	Alternatives		Remarks
	Buffer	Rigid Barrier	
1 Project Cost	2.67	1.33	This item is the average of items 1.1 to 1.3
1.1 Construction Cost	3	1	Rigid Barrier Separation is approximately \$423 million more costly than Buffer Separation.
1.2 ROW Acquisition Cost*	3	2	Significant ROW acquisition will be needed for Rigid Barrier Separation in comparison to Buffer Separation.
1.3 Engineering Cost (Design and CEI)	2	1	Rigid Barrier Separation has more complex design in regards to access type and structurally at bridge locations.
2 Environmental Impacts**	3	2	With larger retention ponds and extensive ROW acquisition along the project corridor, Rigid Barrier Separation will cause larger environmental impacts.
3 Traffic Operations	2.00	3.00	This item is the average of items 3.1 to 3.2
3.1 Traffic Operations	2	3	Minimum frictional effect is expected in the Buffer Separation method whereas no frictional effect is expected in the Rigid Barrier Separation method.
3.2 Access Control	2	3	With physical and significant spatial separation, Rigid Barrier Separation provides more access control.
4 Safety	2	3	With physical and significant spatial separation, Rigid Barrier Separation provides safer operations as it essentially operates as its own highway.
5 Engineering Considerations	2.67	1.67	This item is the average of items 5.1 to 5.3
5.1 TMP / Constructability	3	1	Complexity of the work for Rigid Barrier Separation is increased for drainage and sloping of the roadway.
5.2 Drainage	3	1	Wall to wall typical section will require storm sewer trunk lines along the corridor requiring much more drainage structures and larger retention ponds for the Rigid Barrier Separation method.
5.3 Design Exceptions and Variations***	2	3	No lane width, shoulder width, or buffer width exceptions are expected.
TOTALS	12.34	11.00	

* ROW Acquisition on this project is mostly for drainage stormwater and retention ponds. Roadway work will not typically require ROW acquisition.

** Environmental considerations include social/economic, cultural, natural, and physical environments that may be impacted by this typical section analysis.

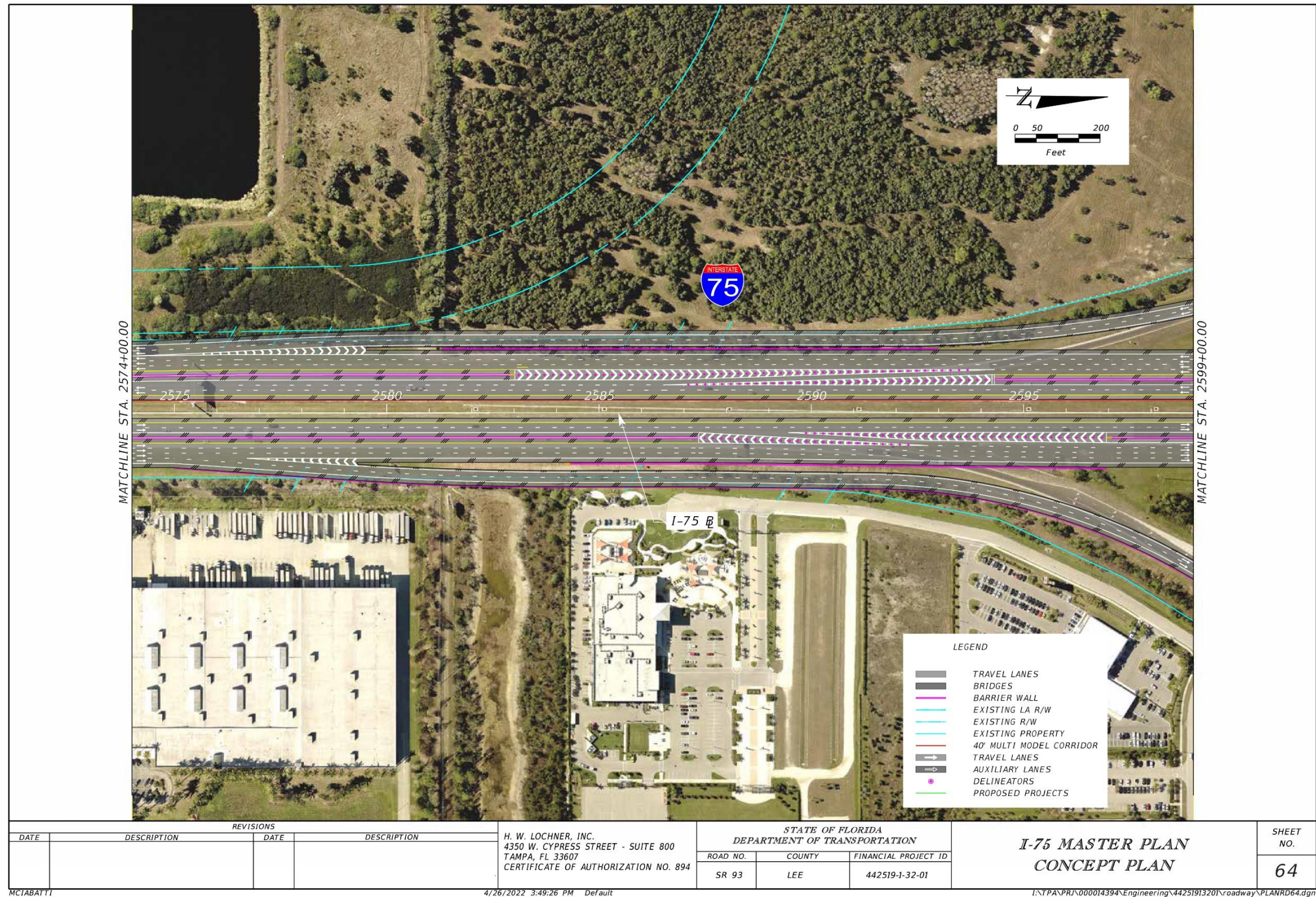
*** The approved 36" (height) tubular markers in Buffer Separation can cause stopping sight distance issues due to the height of the plastic poles. However, the Department has approved mitigation strategies that have been implemented along several managed lane systems around the state.

6.2.3 Access Modifications

No changes are anticipated for the access classification for I-75 within the Master Plan study limits. Collier County MPO has requested coordination of a new I-75 interchange at Vanderbilt Beach Road. Feasibility reviews of interchange requests will be completed by FDOT. Improvements will be required for many of the interchanges within the study limits to reduce congestion to and from I-75. Interchange improvements will be studied in greater detail during subsequent PD&E phases. Access modifications to adjacent property at the interchanges will be in compliance with FS 335.199.

From Corkscrew Road north to Palm Beach Boulevard (SR 80), the Proposed Mainline Alternative creates a new mainline typical cross section that provides two managed lanes (Thru lanes) in each direction that are barrier-separated from the existing and/or improved interstate (Local lanes) on the outside of the mainline typical section as depicted in **Figure 6-1**. Access to and from the two MLs is provided by a series of slip ramps strategically positioned along this corridor to provide opportunities to move to and from the managed lanes. The managed lanes provide vehicles traveling through this segment with an opportunity to travel in lanes that are less impacted by expected interchange merge and diverge congestion and should be attractive to vehicles with longer trip destinations beyond the Corkscrew Road-to-Palm Beach Boulevard (SR 80) segment. Placement of the slip ramps was determined by interchange location, traffic demand volumes, and geometric requirements for transitions to physically provide slip ramps consistent with design guidelines. The line diagram (**Figure 6-1**) shows the locations of the slip ramps. An example of the proposed slip ramp access design concept in the vicinity of the Daniels Parkway Interchange can be found in **Figure 6-6**, **Figure 6-7**, and **Figure 6-8**.

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Figure 6-6: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 1 of 3)

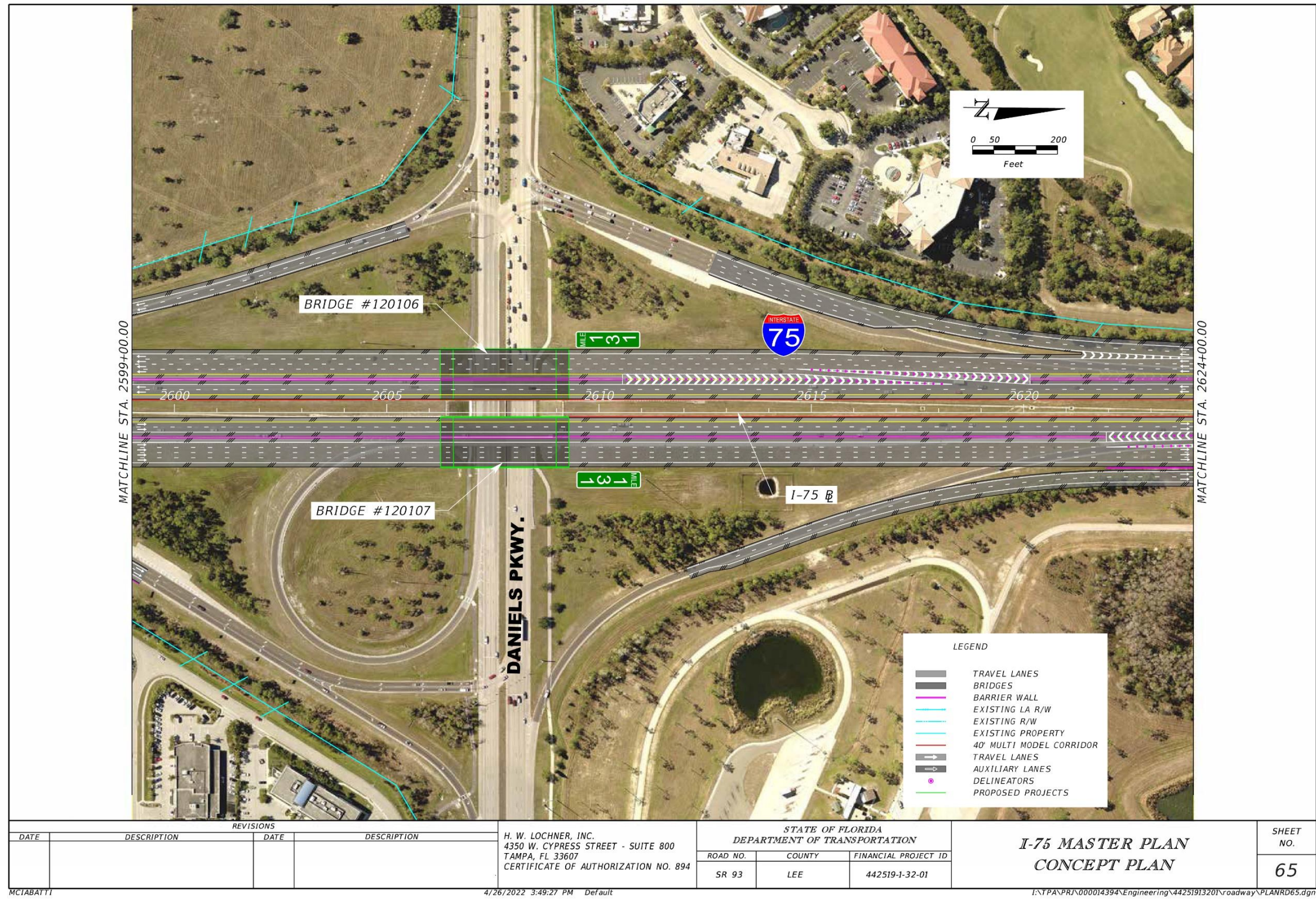


Figure 6-7: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 2 of 3)

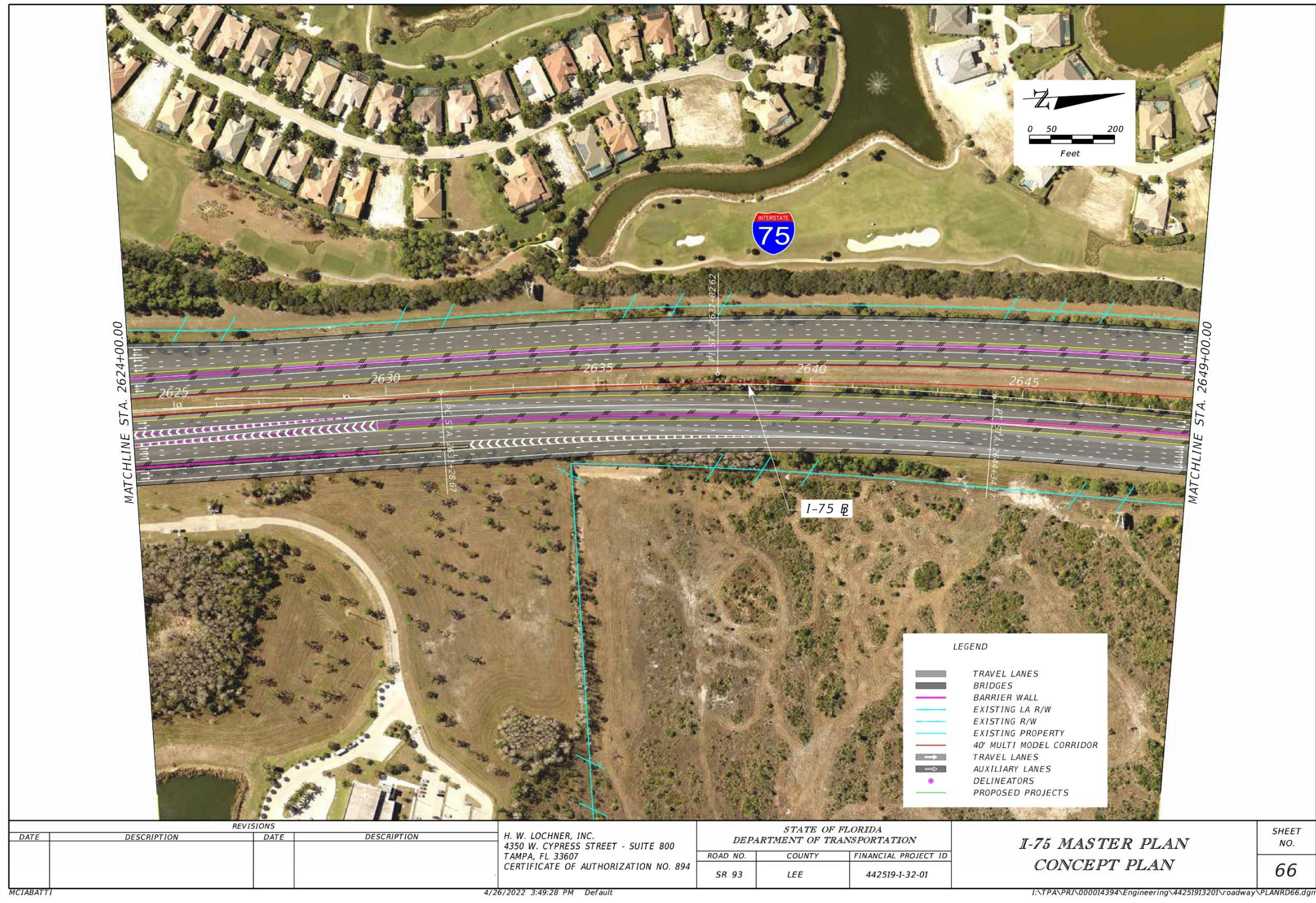


Figure 6-8: Proposed Slip Ramp Design at Daniels Parkway Interchange (Sheet 3 of 3)

6.2.4 Intelligent Transportation Systems (ITS)

A key component to improving safety and mobility along this section of Interstate 75 is using Transportation Systems Management and Operations (TSM&O) strategies to gain the greatest benefit. The future corridor will be more complex with thru lanes, integrated arterial and signal operations, future multimodal components, connected and automated vehicles, and facilitating major emergency evacuations. Intelligent Transportation System (ITS) technology will allow these strategies to be successful. The best long-term investment is to provide a robust communications network and redundant power systems to accommodate future transportation and technology needs. The Master Plan recommends replacing the current communications system to ensure it can serve another 50-75 years and serve the future high bandwidth and low latency needs for day-to-day operations, connected and automated vehicles, and integration with Collier and Lee County Advanced Traffic Management Systems (ATMS). The communications system replacement can be constructed in phases as the Master Plan is implemented.

A redundant backup power supply with permanent emergency generators will ensure I-75 can continue to operate before, during or after natural disasters, such as a major hurricane, and accommodate future ITS technologies such as connected and automated vehicles (CAV), artificial intelligence applications, and limited vehicle electrification. While the CAV market is in the process of maturing, this Master Plan and future improvements will lay the groundwork to ensure CAV technology is included and accommodated. Providing a robust communications network and redundant power systems will ensure a fully connected transportation environment to achieve the safety and mobility goals for the corridor and the flexibility to accommodate a range of technology solutions.

Ultimately, it is anticipated that Integrated Corridor Management (ICM) strategies across multiple jurisdictions will be established institutionally and procedurally to enable travelers to make informed travel decisions and dynamically shift modes of transportation, with multi-agency coordination and cooperation regionally. This will be further developed during the PD&E and Design phases.

6.2.5 Incident Management

Incident management is one of the most utilized tools in an advanced traffic management system (ATMS). Managed lanes typically require enhanced/additional incident management resources to meet operational performance requirements. Access to managed lanes for incident management personnel such as service patrol (Road Rangers), emergency and law enforcement vehicles, etc. is critical for safe and quick clearance of disabled vehicles. Incident management is discussed for both buffer and rigid barrier separation methods. Separation methods evaluated are included in this report in **Section 5.1.4**.

The rigid barrier separation method does not provide continual access to and from the Thru lanes portion of the facility. Outside of the access points provided to the general motoring public, emergency access crossovers can be constructed at strategic points along the managed lanes facility. The emergency access crossovers are openings in the rigid barrier that provide same direction access for incident management and emergency vehicles. Crossovers are designed with specific signing and pavement markings that restrict and deter the general motoring public from accessing the managed lanes facility. Incident management solutions will be further defined as the planning process moves into the PD&E phase.

Advance coordination with law enforcement and incident management agencies is key to providing a managed lanes facility with quick clearance to improve safety and mobility. This is a critical item to consider

with the limited access of rigid barrier separation. Inter-agency response plans organize all responding agencies to determine which agency can access the incident location as quickly as possible. Advance coordination can help avoid unnecessary use of additional emergency resources when responding. This coordination results in a change in dispatch protocol and ensures the right agency is sent to clear the scene.

I-75 in Collier and Lee Counties is subdivided into separate response areas for notifications of traffic incidents. The number of agencies notified in each response area is dependent on the severity of the incident based on the following levels:

- **Level 1 – Minor:** Incident duration less than 30 minutes, minor lane blockage.
- **Level 2 – Intermediate:** Incident duration 30 minutes to two hours, multiple lanes blocked but no full closure.
- **Level 3 – Major:** Incident duration estimated to be more than two hours or a full roadway closure in any direction. Significant area-wide congestion expected.

6.3 Interchanges

This Master Plan evaluated each of the following existing I-75 interchange locations in Collier and Lee Counties (as depicted in **Figure 1-1**) to determine feasible improvements that would prevent traffic on the associated ramps from spilling back onto the I-75 mainline. Examples of the proposed interchange types can be found on the Florida Interchange Portal on FDOT's website. These potential improvements will need to be further analyzed and refined during the subsequent PD&E phase.

I-75 at Collier Boulevard (SR 951)

The currently proposed interchange appears to accommodate the projected volumes. The current proposed concept is a diamond with loop ramps in the northeast and southwest quadrants and both a northbound and southbound flyover of Davis Boulevard. The interchange appears to function with current volume projections but there are some concerns with the capacity of the northeast loop ramp with volumes over 1,200 vph during the PM Peak hour. Issues resulting from that deficiency will not impact the I-75 mainline as traffic will instead back up along northbound Collier Boulevard (SR 951). Similarly, potential capacity issues with the southbound right turn to westbound Davis Boulevard are unlikely to impact interchange operations.

Proposed Interchange: No Changes to E+C Proposal of Two Quadrant Cloverleaf with Flyovers (Estimated Construction Completion Late 2025)

I-75 at Golden Gate Parkway

The current loop ramp in the southeast quadrant of the Golden Gate Parkway Interchange will not have the capacity to handle the projected volumes and widening the loop ramp is not practical due to geometry, cost, and capacity constraints. The canal that runs along the east edge of I-75 in this area complicates interchange options as additional structure will be necessary. For example, a Single Point Urban Interchange's (SPUI's) structure would be made much larger by the proximity of the canal.

The heavy northbound left volume indicates that a displaced left diamond or Diverging Diamond Interchange (DDI) would be good options. The asymmetry in turning movements to and from the north may make the displaced left

diamond interchange the simplest bridge configuration across the canal. The canal would complicate the horizontal alignment of the crossovers associated with the eastern half of a diverging diamond interchange.

Proposed Interchange: Displaced Left Diamond

I-75 at Pine Ridge Road

The current interchange at Pine Ridge Road will be replaced by a DDI as part of a proposed design-build project. While there are many possible interchange configurations that could accommodate the projected volumes, expansion of the currently proposed DDI will result in the smallest footprint, cost, and impact. The DDI also offers the most residual capacity making it the least sensitive to additional unforeseen traffic volume growth.

Proposed Interchange: No changes to E+C proposal of Diverging Diamond (DDI) (Estimated Construction Completion Mid-2027)

I-75 at Immokalee Road

Immokalee Road has limited available right of way around the existing interchange. Currently, there is a canal bordering Immokalee Road to the north on both sides of I-75 as well as businesses and buildings built close to the interchange. While there is some space available for widening the existing interchange, it is limited due to the proximity of the canal in the northern quadrants. Expansion of the existing diamond interchange concept to accommodate future traffic projections is likely not possible.

Right of way is unavailable for loop ramps on the northern quadrants of the interchange. While there is room in the southern quadrants of the interchange for loop ramps, the forecasted traffic volumes make an eastbound to northbound loop ramp infeasible.

Future traffic projections indicate that the through volume along Immokalee Road will be relatively high and heavily directional during the peak periods which removes a SPUI as a good interchange option. Ramp traffic is skewed more heavily toward the north facing ramps at the interchange, which would tend to favor options like the displaced left diamond, but directionality of the volumes would lend themselves well to a DDI. A displaced left turn interchange may also be viable, though the southbound left turn volume at the west ramp terminal may create operational issues.

Proposed Interchange: Diverging Diamond (DDI)

I-75 at Bonita Beach Road

Bonita Beach Road currently is a diamond interchange with dual left turn lanes in all directions and a triple southbound right turn lane. There is available right of way space in the northeast, southeast, and northwest quadrants, so potential interchange designs are limited more by capacity and operational performance than by geometric constraints. Loop ramps are feasible in the northwest and southwest quadrants to serve the southbound left and westbound left respectively but could not accommodate the traffic predicted for the northbound left or eastbound left. Widening the existing diamond interchange would be possible but might not provide adequate capacity due to the need for triple turn lanes. The current forecasted northbound left volume is 1,200 vph which is nearing the capacity of triple turn lanes. Additionally, if analysis indicates that triple turn lanes can allow the interchange to function with the forecasted volumes, additional widening of the triple turn lanes would be challenging, and the configuration would be sensitive to unforeseen traffic increases. Through traffic

along Bonita Beach Road is expected to remain relatively low, and it is turning traffic that will drive the interchange design.

A DDI would process the heavy left turning movements at this interchange better than other options and would also provide a smaller footprint than other options designed to handle these turning volumes.

Proposed Interchange: Diverging Diamond (DDI)

I-75 at Corkscrew Road

The Corkscrew Road interchange has right of way constraints in all four quadrants that include both residential and commercial development that limit ramp alignment options. These right of way constraints eliminate loop ramps as possible ramp configurations leaving options like a diamond, SPUI, inverted diamond, or DDI. High turning volumes are forecasted here which would likely require triple turn lanes at traditional interchange types, such as a diamond or SPUI. A displaced diamond or DDI will be able to process the projected volumes while reducing the overall interchange footprint.

Proposed Interchange: Diverging Diamond (DDI)

I-75 at Alico Road

Currently, Alico Road has loop ramps in the northwest and southeast quadrants. The future volumes indicate that while the northwest ramp will remain functional, the southeast ramp will be over capacity. The existing Alico Road interchange footprint is quite large and there is open land to the west which offers flexibility for a multitude of interchange concepts. The northwest quadrant, however, does not have enough space to accommodate a loop ramp. The thru traffic on Alico Road is projected to be quite high with almost 5,000 vph eastbound in the PM peak hour. Currently, Alico Road has only three through lanes in each direction which would need to be significantly expanded in any interchange configuration in order to process the high volume of traffic at the interchange.

The high volumes traveling through the interchange area are such that any stoppage of traffic would need to be minimized. Even the two-phase signals at a potential diverging diamond interchange would create capacity impacts that would require a DDI to be exceptionally large, perhaps exceeding 12 lanes in the interchange core. The Alico Road corridor has the space to accommodate a second or third level structure as it has minimal access points along Alico Road immediately adjacent to I-75. An interchange concept that utilizes a second or third level to minimize conflicting traffic across the heavy through movement would function best at this location but a system interchange with free-flowing movements would create significant weaving issues downstream of the interchange area on the approaches to the major signalized intersections on both sides of I-75.

Proposed Interchange: Two- or Three-level Interchange to be determined

I-75 at Terminal Access Road (aka Airport Access Road)

No proposed changes are needed at this trumpet interchange aside from changes to the structure over I-75 that may be needed to accommodate the proposed typical section and new ramp tie-ins. Failure of this interchange in the No Build analysis was a result of the failure of the Alico Road interchange and the existing collector-distributor system that is shared by those two interchanges.

Proposed Improvement: Modify structure over I-75 and ramp tie-ins.

I-75 at Daniels Parkway

The existing diamond interchange with a single loop ramp is also proposed for replacement with a DDI, to process the high turning volumes present at this interchange. A DDI is able to accommodate future widening better than other interchange options such as a SPUI.

The first signalized intersection to the east of the interchange is Treeline Avenue. The projected volumes at this interchange are quite high, and the current configuration of the intersection will not be able to deliver the demand volume to the interchange.

Currently at Treeline Avenue, there are triple left turns for the northbound left turn movement, with dual left turns in all other directions. This indicates that this intersection may already be close to capacity with the current vehicle demand and widening will not be a viable solution in the future. This same problem appears to be present at Danport Boulevard, the signalized intersection to the west of the interchange. Although there is a County proposed project to widen Daniels Parkway from six lanes to eight lanes, the future projected volumes have over 4,000 vph traveling through in both the AM and PM peak hours at this intersection which will overload the proposed eight lane cross section and meter traffic traveling along the corridor.

The Fiddlesticks Boulevard intersection west of Danport Boulevard must be addressed for any interchange option to function. The severity of the operational issues at the Fiddlesticks Boulevard intersection is a direct result of projected development associated with the Three Oaks Extension project. Further coordination with Lee County is recommended regarding the improvements at Daniels Parkway and adjacent intersections so that an effective interchange configuration is selected.

Proposed Interchange: Diverging Diamond (DDI)

I-75 at Colonial Boulevard

The existing interchange at Colonial Boulevard (SR 884) is a diamond interchange with a single loop in the southeast quadrant that will be replaced by a DDI as part of an existing design-build project. A DDI will function well with the proposed future volumes since the turning traffic both to and from the ramps are high. Maintaining the DDI concept for the future condition is the most economical solution and it can be easily widened to provide additional capacity, if needed.

Proposed Interchange: No changes to E+C proposal of Diverging Diamond (DDI) (Estimated Construction Completion Early 2024)

I-75 at Martin Luther King, Jr. Boulevard (SR 82)

Currently, Martin Luther King (MLK) Jr. Boulevard (SR 82) is a diamond interchange. The projected ramp and turning volumes at this interchange are similar to other interchanges in the study area but the through volumes are very high (up to 4,700 vph) and heavily directional (65%/35%) during the AM and PM peak hour.

Ortiz Avenue is the first signalized intersection to the west of the I-75 interchange along MLK Jr. Boulevard (SR 82). The projected volumes at this intersection are quite high and include approximately 1,700 vph westbound left turns opposing 2,100 vph eastbound through. Currently, Ortiz Avenue has two left turn lanes and three through lanes to accommodate this traffic. Unless substantial improvements are made to increase the capacity of this intersection, it will struggle to deliver the anticipated volumes to the MLK Jr. Boulevard (SR 82) interchange. This

same problem is present at Forum Boulevard to the east of the interchange, where the forecasted through volume is approaching 4,800 vph westbound. While the left turns here are not as high as at Ortiz Avenue, any interruption of the flow of almost 5,000 vph in three lanes will result in substantial operational issues unless significant changes are made.

Presuming that improvements are made and that all the traffic demand can reach the MLK Jr. Boulevard (SR 82) interchange, any type of at-grade intersection will struggle to process the high through volumes, even with an evenly balanced two-phase signal. A second or third level will be required at this location and development of this interchange concept must avoid creating downstream weaving to the adjacent signalized intersections. Options such as an echelon interchange or other two- or three-level interchange with two-phase signal system will be considered.

Proposed Interchange: Two- or Three-level Interchange to be determined

I-75 at Lockett Road

The existing Lockett Road Interchange is a diamond interchange with retail development in the northeast and southwest quadrants. There is space for widening the existing diamond interchange but widening would require expanding the I-75 bridges to accommodate the additional lanes under the structures. The projected volumes at Lockett Road are much lower than at other interchanges along the I-75 corridor and there are many different interchange configurations that would be able to handle forecasted traffic demand.

A DDI was selected at this location due to the proportion of left turns to through traffic. A DDI would have a substantially reduced typical section compared to other interchanges such as a SPUI or any diamond configuration.

Proposed Interchange: Diverging Diamond (DDI)

I-75 at Palm Beach Boulevard (SR 80)

Palm Beach Boulevard (SR 80) is currently a diamond interchange with a high skew angle across I-75. There are business and residential developments in all four quadrants limiting available right of way. Combined, the skew angle and the limited availability of right of way make many interchange designs difficult to build at this location. The existing intersection of Orange River Road/Louise Street immediately east of the interchange creates additional complications. A significant amount of traffic leaving the interchange turns south on Orange River Road. The Louise Street approach provides the only access to an otherwise inaccessible set of residential properties along the Orange River north of Palm Beach Boulevard (SR 80).

The limited right of way in all quadrants of the interchange precludes the use of loop ramps. The skew angle of the intersection also creates issues with both a DDI and SPUI. The crossover intersections at a DDI would require a significant reduction in design speed from the posted speed limit to avoid impacting existing properties in the area.

The angle of intersection would require the ramps for a SPUI to impact the northwest and southeast quadrants. The paths of the left turns at a SPUI with this significant skew angle would also require a much longer structure central span than all other interchange concepts.

The high westbound left turn volume (2,200 vph) will be difficult to accommodate at a traditional diamond interchange as the left turn would conflict with the eastbound through volume (2,700 vph) at a three-phase signal.

A displaced left diamond interchange was selected because it provides the simplest geometric alignment at the interchange as it would allow the through movements to remain on tangent through the interchange area. This concept will also reduce vehicle delay at the ramp terminals.

Proposed Interchange: Displaced Left Diamond

I-75 at Bayshore Road (SR 78)

The Bayshore Road (SR 78) Interchange does not have very much development immediately adjacent to the interchange with the southeast and northwest quadrants being completely forested. While the future volumes along Bayshore Road (SR 78) are not exceptionally high and could be accommodated by widening the existing diamond interchange, the forecasted volume for the northbound left movement of over 1,000 vehicles per hour (vph). This volume would be difficult to accommodate at a diamond interchange without triple left turn lanes which would not allow for any future expansion of the interchange. A diverging diamond interchange (DDI) would be a better choice to meet the operational needs of the interchange while keeping a small footprint and allowing for additional capacity.

Proposed Interchange: Diverging Diamond (DDI)

6.4 Cost

The I-75 South Corridor was initially broken into 28 segments, using the north and south gore points at each interchange as the break between segments. The resulting South Corridor segments and associated lengths are provided in **Table 6.3**. The construction cost was tabulated for each segment to facilitate the subsequent segmentation and prioritization of the Master Plan's Proposed Mainline Alternative.

Table 6.3: I-75 South Corridor Segments

Segment	Description	Segment Length	
		(LF)	(MI)
1	Collier Boulevard (SR 951) Interchange	5,800	1.10
2	from Collier Boulevard (SR 951) interchange to Golden Gate Parkway interchange	12,500	2.37
3	Golden Gate Parkway interchange	6,500	1.23
4	from Golden Gate Parkway interchange to Pine Ridge Road interchange	7,000	1.33
5	Pine Ridge Road interchange	5,000	0.95
6	from Pine Ridge Road interchange to Immokalee Road interchange	18,500	3.50
7	Immokalee Road interchange	3,500	0.66
8	from Immokalee Road interchange to Bonita Beach Road interchange	18,000	3.41
9	Bonita Beach Road interchange	4,000	0.76
10	from Bonita Beach Road interchange to Corkscrew Road interchange	34,500	6.53
11	Corkscrew Road interchange	4,000	0.76
12	from Corkscrew Road interchange to Alico Road interchange	16,000	3.03
13	Alico Road interchange	8,500	1.61
14	from Alico Road interchange to Terminal Access Road interchange	1,500	0.28
15	Terminal Access Road interchange	5,000	0.95

16	from Terminal Access Road interchange to Daniels Parkway interchange	6,500	1.23
17	Daniels Parkway interchange	7,000	1.33
18	from Daniels Parkway interchange to Colonial Boulevard interchange	17,000	3.22
19	Colonial Boulevard interchange	7,000	1.33
20	from Colonial Boulevard interchange to MLK, Jr. Boulevard (SR 82) interchange	3,000	0.57
21	MLK, Jr. Boulevard (S 82) interchange	3,500	0.66
22	from MLK, Jr. Boulevard (SR 82) interchange to Lockett Road interchange	3,000	0.57
23	Lockett Road interchange	6,000	1.14
24	from Lockett Road interchange to Palm Beach Boulevard (SR 80) interchange	5,000	0.95
25	Palm Beach Boulevard (SR 80) interchange	5,000	0.95
26	from Caloosahatchee Bridge to Bayshore Road (SR 78) interchange	4,000	0.76
27	Bayshore Road (SR 78) interchange	3,500	0.66
28	from Bayshore Road (SR 78) interchange to end of project	2,200	0.42

The construction cost estimate was prepared using FDOT cost per mile models, the FDOT Long Range Estimate (LRE) tool, and costs from recent projects of similar scope around the state. The 12-month Statewide and Market Area 10 average unit costs were used in the estimate (April 2021 through March 2022).

The following components were included in the Proposed Mainline Alternative construction estimate:

- Roadway
 - Clearing and grubbing
 - Earthwork
 - Erosion and sediment control
 - Roadway pavement
 - Shoulder pavement
 - Shoulder treatment
 - Noise wall
- Bridge
 - Bridge replacement or widening
 - Bridge box culvert replacement or extension
- Drainage
 - Stormwater management ponds
 - Storm sewer system
 - Cross drains
- Signing
 - Overhead truss and span signs
 - Ground mounted signs
- Pavement markings
- Lighting
 - Conventional LED lighting
 - Bridge and underdeck lighting
- ITS
- Interchange improvements
 - Interim and ultimate improvements, including ramp signalization

The Master Plan concept drawings were used to quantify the length (mileage or linear feet) of widened roadway, milled/resurfaced roadway, widened shoulder, milled/resurfaced shoulder, barrier wall, and pavement markings. The concepts were also used to estimate quantities for potential noise walls, bridge, drainage, signing, lighting, and ITS components in each segment.

The estimated construction cost estimate for each initial segment is summarized in **Table 6.4**. The estimated Total Project Cost for construction based on the spreadsheet is \$2,794,769,878, including 15% for Maintenance of Traffic, 15% for Mobilization and 10% for Contingencies. Detailed tabulation of each component of the construction cost estimate is provided in **Appendix B**.

Table 6.4: Preliminary Construction Cost Estimate for Preliminary I-75 South Corridor Segments

Segment	Description	Roadway	Bridge	Drainage	Signing	Pavement Markings	Lighting	ITS	Interchange Improvements	Segment Subtotal
1	Collier Boulevard (SR 951) Interchange	\$1,660,370	\$0	\$5,025,173	\$1,416,000	\$37,117	\$1,335,531	\$1,352,000	\$0	\$0
2	from Collier Boulevard (SR 951) interchange to Golden Gate Parkway interchange	\$6,106,184	\$0	\$11,274,324	\$669,000	\$65,195	\$0	\$1,820,000	\$0	\$0
3	Golden Gate Parkway interchange	\$1,860,760	\$0	\$5,621,842	\$1,428,000	\$41,489	\$1,207,853	\$1,115,000	\$0	\$0
4	from Golden Gate Parkway interchange to Pine Ridge Road interchange	\$18,219,148	\$0	\$8,031,556	\$406,000	\$36,207	\$0	\$1,015,000	\$0	\$27,707,911
5	Pine Ridge Road interchange	\$3,191,765	\$1,723,800	\$7,780,552	\$1,392,000	\$60,778	\$1,483,964	\$1,015,000	\$0	\$16,647,858
6	from Pine Ridge Road interchange to Immokalee Road interchange	\$25,053,199	\$2,163,600	\$19,891,144	\$884,000	\$76,711	\$0	\$2,470,000	\$0	\$50,538,654
7	Immokalee Road interchange	\$2,234,235	\$1,211,200	\$3,769,311	\$1,368,000	\$52,584	\$851,688	\$880,000	\$150,000,000	\$160,367,019
8	from Immokalee Road interchange to Bonita Beach Road interchange	\$18,653,267	\$856,000	\$22,132,243	\$872,000	\$80,435	\$0	\$2,400,000	\$0	\$44,993,944
9	Bonita Beach Road interchange	\$2,657,605	\$4,124,800	\$5,253,665	\$1,380,000	\$86,356	\$830,562	\$995,000	\$50,000,000	\$65,327,989
10	from Bonita Beach Road interchange to Corkscrew Road interchange	\$35,021,206	\$6,406,299	\$42,712,597	\$1,565,000	\$147,003	\$0	\$4,000,000	\$0	\$89,852,104
11	Corkscrew Road interchange	\$3,971,602	\$4,031,700	\$4,801,653	\$2,855,000	\$89,736	\$961,193	\$925,000	\$50,000,000	\$67,635,885
12	from Corkscrew Road interchange to Alico Road interchange	\$60,691,278	\$6,213,880	\$31,679,519	\$848,000	\$158,657	\$0	\$2,300,000	\$0	\$101,891,333
13	Alico Road interchange	\$44,340,326	\$0	\$16,531,687	\$1,440,000	\$108,472	\$768,478	\$1,330,000	\$250,000,000	\$314,518,964
14	from Alico Road interchange to Terminal Access Road interchange	\$4,885,365	\$0	\$3,123,024	\$179,000	\$14,874	\$0	\$485,000	\$0	\$8,687,263
15	Terminal Access Road interchange	\$16,821,676	\$4,190,900	\$9,774,482	\$1,392,000	\$53,998	\$1,454,413	\$1,045,000	\$0	\$34,732,470
16	from Terminal Access Road interchange to Daniels Parkway interchange	\$26,283,430	\$0	\$12,645,821	\$406,000	\$64,454	\$0	\$1,305,000	\$0	\$40,704,706
17	Daniels Parkway interchange	\$44,114,745	\$6,791,400	\$13,624,334	\$4,366,000	\$192,458	\$1,211,594	\$1,260,000	\$0	\$71,560,531
18	from Daniels Parkway interchange to Colonial Boulevard interchange	\$47,982,583	\$3,764,900	\$34,363,387	\$860,000	\$168,573	\$0	\$2,460,000	\$0	\$89,599,442
19	Colonial Boulevard interchange	\$42,549,404	\$7,697,600	\$13,650,903	\$4,366,000	\$191,408	\$1,341,105	\$1,195,000	\$0	\$70,991,420
20	from Colonial Boulevard interchange to MLK, Jr. Boulevard (SR 82) interchange	\$11,049,842	\$0	\$6,031,185	\$203,000	\$31,293	\$0	\$955,000	\$0	\$18,270,321
21	MLK, Jr. Boulevard (SR 82) interchange	\$20,738,370	\$6,318,000	\$7,043,889	\$1,368,000	\$53,386	\$1,169,686	\$910,000	\$250,000,000	\$287,601,332
22	from MLK, Jr. Boulevard (SR 82) interchange to Lockett Road interchange	\$11,555,858	\$0	\$6,178,737	\$203,000	\$29,748	\$0	\$655,000	\$0	\$18,622,343
23	Lockett Road interchange	\$34,324,559	\$5,304,000	\$12,145,897	\$4,354,000	\$178,163	\$1,267,010	\$1,185,000	\$50,000,000	\$108,758,628
24	from Lockett Road interchange to Palm Beach Blvd (SR 80) interchange	\$24,416,013	\$0	\$9,964,210	\$227,000	\$49,580	\$0	\$835,000	\$0	\$35,491,803
25	Palm Beach Boulevard (SR 80) interchange	\$8,296,026	\$3,506,800	\$4,505,037	\$2,867,000	\$79,437	\$1,020,320	\$1,045,000	\$100,000,000	\$121,319,621
26	from Caloosahatchee Bridge to Bayshore Road (SR 78) interchange	\$1,543,142	\$7,099,600	\$3,686,981	\$215,000	\$21,892	\$0	\$1,115,000	\$0	\$13,681,616
27	Bayshore Road (SR 78) interchange	\$1,350,250	\$0	\$3,292,759	\$1,368,000	\$38,771	\$969,458	\$910,000	\$50,000,000	\$57,929,238
28	from Bayshore Road (SR 78) interchange to end of project	\$687,102	\$0	\$2,184,162	\$191,000	\$11,474	\$0	\$628,000	\$0	\$3,701,738
SOUTH CORRIDOR SUBTOTAL									\$1,921,134,131	
MOT (15% OF Subtotal)									\$288,170,120	
Mobilization (15% of Subtotal + MOT)									\$331,395,638	
Contingency (10% of Subtotal + MOT + Mobilization)									\$254,069,989	
SOUTH CORRIDOR GRAND TOTAL									\$2,794,769,878	

Note: These cost estimates do not have the benefit of a PD&E Preferred Alternative engineering level cost estimate and do not have a cost and schedule risk analysis workshop factored in as required in PD&E for FHWA major projects. These factors, and the current economic uncertainty around cost increases due to inflation, should be factored in when using these planning level estimates for 5-year work programming.

6.4.1 Right of Way Cost

Right of way costs were estimated based on planning level cost per acre provided by FDOT. Planning level costs vary by county and by rural and urban context. **Table 6.5** shows the assumptions. For the I-75 South Corridor, all of the acreage is classified as urban. **Table 6.6** displays the planning level right of way cost estimates by segment. Detailed tabulation of each component of the right of way cost estimate is provided in **Appendix C**.

Table 6.5: Planning Level Right of Way Cost Per Acre Assumptions

County	Urban Per Acre	Rural Per Acre
Collier	\$1M / acre	\$0.5M / acre
Lee	\$1M / acre	\$0.5M / acre

Table 6.6: Planning Level Right of Way Cost Estimates for I-75 South Corridor

Segment	Description	Right of Way Acreage Needed	Right of Way Cost*
1	Collier Boulevard (SR 951) Interchange	0	\$0
2	from Collier Boulevard (SR 951) interchange to Golden Gate Parkway interchange	0	\$0
3	Golden Gate Parkway interchange	0.00	\$0
4	from Golden Gate Parkway interchange to Pine Ridge Road interchange	9.58	\$10,000,000
5	Pine Ridge Road interchange	6.85	\$5,000,000
6	from Pine Ridge Road interchange to Immokalee Road interchange	25.33	\$25,000,000
7	Immokalee Road interchange	9.79	\$10,000,000
8	from Immokalee Road interchange to Bonita Beach Road interchange	39.62	\$40,000,000
9	Bonita Beach Road interchange	38.80	\$40,000,000
10	from Bonita Beach Road interchange to Corkscrew Road interchange	75.93	\$75,000,000
11	Corkscrew Road interchange	30.00	\$30,000,000
12	from Corkscrew Road interchange to Alico Road interchange	54.98	\$55,000,000
13	Alico Road interchange	61.20	\$60,000,000
14	from Alico Road interchange to Terminal Access Road interchange	5.15	\$5,000,000
15	Terminal Access Road interchange	17.18	\$15,000,000
16	from Terminal Access Road interchange to Daniels Parkway interchange	22.68	\$25,000,000
17	Daniels Parkway interchange	27.11	\$25,000,000
18	from Daniels Parkway interchange to Colonial Boulevard interchange	58.41	\$60,000,000
19	Colonial Boulevard interchange	26.60	\$25,000,000
20	from Colonial Boulevard interchange to MLK, Jr. Boulevard (SR 82) interchange	10.31	\$10,000,000
21	MLK, Jr. Boulevard (SR 82) interchange	42.49	\$40,000,000
22	from MLK, Jr. Boulevard (SR 82) interchange to Lockett Road interchange	10.38	\$10,000,000
23	Lockett Road interchange	53.05	\$55,000,000
24	from Lockett Road interchange to Palm Beach Boulevard (SR 80) interchange	18.17	\$20,000,000
25	Palm Beach Boulevard (SR 80) interchange	22.31	\$20,000,000
26	from Caloosahatchee Bridge to Bayshore Road (SR 78) interchange	0.00	\$0
27	Bayshore Road (SR 78) interchange	30.00	\$30,000,000
28	from Bayshore Road (SR 78) interchange to end of project	0.00	\$0
TOTAL		695.92	\$690,000,000

This space was intentionally left blank.

*Rounded to nearest \$5 million

7.0 Future Condition – Environmental Element

A desktop analysis of environmental issues was performed using available GIS data collected as part of the project's ETDM Preliminary Programming Screen Report (Number 14400, February 2020) and other desktop resources. The programming screen's GIS analysis lists the resources within various buffer distances (100-, 200-, 500-, 1320-, 2640-, and 5280-feet). The appropriate buffer used to assess existing conditions was dependent on the resource type. The result of this analysis is provided in the project's *Existing Conditions Report* (November 2021).

The baseline data provided in the project's *Existing Conditions Report* provided the basis upon which a more detailed environmental assessment was conducted to summarize pertinent environmental features along the project corridor and assess the potential for effects associated with the conceptual mainline alternative. The environmental issues evaluated are the elements of a Type 2 Categorical Exclusion. **Table 7.1** identifies the environmental issues associated with a Type 2 Categorical Exclusion and the potential involvement with this project. The following text includes a discussion of each of the environmental issues shown in **Table 7.1**.

7.1 Social and Economic

To understand the potential social and economic effects of the proposed project on adjacent communities and their quality of life, the ETDM Environmental Screening Tool Sociocultural Data Report (SDR) and Census Data were used to develop a demographic profile of the I-75 project corridor. Results of this analysis is summarized as part of the *Existing Conditions Report*. The study area delineation for this analysis focused on 500 feet from each side of the existing I-75 right of way and extends to the limits of the project corridor.

7.1.1 Social

The *Existing Conditions Report* indicates that when compared to Collier and Lee Counties in general, the study area has a higher median household income, a lower percentage of households below the poverty level, and a lower percentage of disabled residents than what is found countywide. The study area has a slightly higher median age and a minority population consistent with the percentage recorded for the counties. The demographic characteristics of the study area confirm that there would not be disproportionate effects to special populations including minority, low-income, limited English proficiency, elderly, or other population subgroups as a result of this project.

I-75 along with its interchanges is a well-established interstate highway; therefore, improvements proposed as part of this project are not expected to adversely affect community cohesion or neighborhood boundaries, significantly change traffic patterns through established neighborhoods, or reduce connectivity to neighborhood activity centers or community facilities.

An assessment of emergency services including Fire and Rescue stations and one hospital was conducted as part of the *Existing Conditions Report*. These facilities are located at a distance from proposed I-75 improvements and are not expected to be impacted by the project. Emergency service access and response time changes will be assessed as part of the PD&E study.

Table 7.1: Evaluation Matrix – Environmental Resources

Issues/Resources	Potential Impacts	Enhancement	No Involvement
Social and Economic			
Social	X	-	-
Economic	-	X	-
Land Use Changes	-	-	X
Mobility	-	X	-
Aesthetic Effects	-	-	X
Relocation Potential	X	-	-
Farmland	X	-	-
Cultural			
Section 106 of the National Historic Preservation Act	X	-	-
Section 4(f) of the USDOT Act of 1966	X	-	-
Section 6(f) of the Land and Water Conservation Fund	X	-	-
Other Protected Public Lands	X	-	-
Natural			
Protected Species and Habitat	X	-	-
Wetlands and Other Surface Waters	X	-	-
Essential Fish Habitat (EFH)	X	-	-
Floodplains	X	-	-
Sole Source Aquifer	-	-	X
Water Quality and Stormwater	X	-	-
Aquatic Preserves	-	-	X
Outstanding Florida Waters	X	-	-
Wild and Scenic Rivers	-	-	X
Coastal Barrier Resources	-	-	X
Physical			
Highway Traffic Noise	X	-	-
Air Quality	-	-	X
Contamination	X	-	-
Utilities and Railroads	X	-	-
Construction	X	-	-
Navigation	X	-	-

Potential temporary impacts during construction periods may include noise, vibration, dust, traffic detours, and erosion control for water quality. These temporary disruptions may affect adjacent residences, businesses, and recreational/community facilities; however, long-term effects would not be present. Details on construction impacts and measures to reduce the amount of disruption will be determined during the PD&E Study, consistent with guidance provided in the PD&E Manual, Part 2, Chapter 3, Engineering Analysis.

Given the physical setting of existing I-75 and its interchanges, the proposed improvements are anticipated to have minimal effects on the social environment. During the PD&E Study, FDOT will conduct public outreach to solicit input from the general public to ensure that the social and transportation needs of the affected communities are not negatively impacted by the project.

7.1.2 Economic

As identified in the *Existing Conditions Report*, I-75 is part of Florida's Strategic Intermodal System (SIS) highway network, providing regional access to employment centers, agricultural lands, and residential areas across the state as well as facilitating the movement of significant commuter, visitor, and freight traffic within Collier and Lee Counties. Within 500 feet of the project corridor, there are two EPA/FDEP designated brownfields, both located within the Fort Myers-Lee County (EZ3601) Enterprise Zone, the Southwest Florida International Airport, 27 Developments of Regional Impact, and 188 Planned Unit Developments, all of which would benefit from increased operational capacity, improved overall reliability and performance, and moving high volumes of goods and people at efficient speeds on I-75.

The project is anticipated to increase employment opportunities in the local economy due to enhanced access to existing employment centers and attract new employment to the area. The Florida Department of Economic Opportunity (FDEO) commented during the programming screen that the project is not located within a Rural Area of Opportunity; however, the project has the potential to attract new development and new jobs because of improved access/mobility in Collier and Lee Counties.

FDEO commented further that that the project would likely enhance local and regional mobility, enhance hurricane evacuation/disaster response, and support population and economic growth.

Project improvements are anticipated to occur mostly within existing right of way; therefore, there is not expected to be a loss of businesses adjacent to I-75. The specific right of way requirements will be determined during the PD&E Study and potential impacts to businesses will be thoroughly evaluated.

7.1.3 Land Use

As shown in the *Existing Conditions Report*, the majority of the project corridor is developed and consists of urban uses and this trend is expected to continue on available parcels. Due to expected urban-scale growth, the project would not result in a change in the character or aesthetics of the existing landscape along I-75.

The *Existing Conditions Report* states that the Collier County Comprehensive Plan, the Lee County Comprehensive Plan Future Transportation Maps series, and the existing and future land use maps, all indicate that the project will continue to be compatible with local growth policies and adopted land use plans; therefore, the proposed improvements are anticipated to result in minimal changes to, or impacts on land use.

7.1.4 Aesthetic Effects

Given that the I-75 corridor currently exists, the project is expected to be compatible with the character of the surrounding communities and will blend in visually without any additional adverse effects to vistas or viewsheds.

7.1.5 Relocation Potential

Although the proposed improvements to I-75 are anticipated to be constructed primarily within the existing right of way, some additional right of way may be required, particularly around interchanges and for stormwater treatment facilities and floodplain compensation sites. The specific right of way requirements and relocations will be determined during the PD&E Study. In accordance with Part 2, Chapter 4 of the PD&E Manual, a Conceptual Stage Relocation Plan may be prepared if relocations are expected. The plan will include demographic data for households and businesses being relocated, replacement property, and relocation assistance. This plan will follow the FDOT Right of way Procedures Manual.

7.1.6 Farmland

As noted in the *Existing Conditions Report*, there are approximately 1,920 acres of soils classified as Farmlands of Unique Importance within a 200-foot buffer of I-75. Future Land Use Maps of both Collier and Lee counties indicate that the corridor will continue to support urban uses; however, some farmland will remain. Although minimal involvement with farmlands is anticipated, impacts to farmlands of unique importance will be evaluated during the PD&E Study process and FDOT will coordinate with the Natural Resources Conservation Service (NRCS) following the PD&E Manual guidance in Part 2, Chapter 6, Farmland.

7.2 Cultural

7.2.1 Section 106 of the National Historic Preservation Act

The ETDM Programming Screen identified 25 previously recorded historic resources within 500 feet of the I-75 project corridor. These resources were documented in the Existing Conditions Report, and included structures, resource groups and one historic cemetery. Of these resources, 17 were determined ineligible for listing in the National Register of Historic Places (NRHP), eight have not been evaluated, and one was determined eligible for listing in the NRHP (Alligator Alley, CR01104). There is a potential for unmarked burials to extend outside of the defined cemetery boundaries; any proposed project-related excavation needs to consider this. A review of the Lee and Collier County Property Appraiser websites, historic aerial photographs, and Google Earth imagery revealed the potential for over 90 new historic resources, 45 years of age or older (constructed in 1977 or earlier) are located within 500-feet of the project corridor. In addition, 15 newly identified resources are located within the existing right of way. These include three canals and 12 bridges.

Based on the *Existing Conditions Report* and review of the Florida Master Site File (FMSF), there are two previously recorded archaeological sites located within 500 feet of the project area. These two sites consist of a burial mound and a midden, neither of which have been evaluated by the State Historic Preservation Officer (SHPO) in terms of NRHP eligibility. The project corridor has a variable archaeological probability due to its length and multiple land uses.

Due to the number of known and potential historic and archaeological resources along the project corridor, and the potential for unmarked burials, there is a potential for project-related cultural resource involvement. During the project's PD&E phase, a Cultural Resource Assessment Survey (CRAS) in accordance with Part 2, Chapter 8 of the FDOT Manual will be undertaken.

7.2.2 Section 4(f) of the USDOT Act of 1966

As part of the project's ETDM Programming Screen evaluation, the National Park Service (NPS) identified the Caloosahatchee Creeks Preserve as a 6(f) resource protected under the Land and Water Conservation Fund Act (LWCF)(LWCF Site 12-00500). Located adjacent to the I-75 corridor and within the area of the Caloosahatchee River, the Caloosahatchee Creeks Preserve is managed by the Florida Department of Environmental Protection (FDEP). Proposed project improvements have the potential to impact this Section 6(f) resource, and any taking of land from the site would trigger a conversion, which would require the FDOT and FDEP to coordinate with the NPS and identify replacement lands.

During the project's PD&E phase, the FDOT will assess potential project-related impacts to the Caloosahatchee Creeks Preserve and will continue to coordinate with the FDEP and NPS, in accordance with Part 2, Chapter 7 of the FDOT PD&E Manual.

7.2.3 Other Protected Public Lands

As stated in the *Existing Conditions Report*, multiple Florida Managed Areas have been identified adjacent to the I-75 corridor. These include state-owned upland conservation lands which are managed for conservation and outdoor resource-based recreation. These lands are held by the Board of Trustees of the Internal Improvement Trust Fund (TIITF), and any impacts to these resources will require coordination with the Acquisition and Restoration Council (ARC). Due to the location of these resources, proposed project improvements have the potential to impact these state-owned resources.

During the project's PD&E phase, the FDOT will assess potential project-related impacts to state-owned conservation lands and will continue to coordinate with the FDEP and ARC, in accordance with Part 2, Chapter 23 of the FDOT PD&E Manual.

Core Foraging Areas for the wood stork. Core foraging areas of three wood stork colonies overlap the project. These colonies include the Corkscrew, Caloosahatchee River East and the Caloosahatchee River West colonies.

The bald eagle (*Haliaeetus leucocephalus*) was delisted from protection under the Endangered Species Act in 2007. However, the bald eagle is protected under the Bald and Golden Eagle Protection Act, the Migratory Bird Treaty Act, and Florida state law. The protective buffers of two bald eagle nests extend into the I-75 right of way. The Primary and Secondary Zones of Nest LE063 overlap the right of way southeast of the Lockett Road interchange. The Secondary Zone of Nest LE058 overlaps the right of way southwest of the Daniels Parkway interchange. The Audubon EagleWatch Program mapper indicates the status (2021 season) for Nests LE063 and LE058 as "unknown".

Other wildlife documented within 100 feet of the study area includes 62 Florida black bear nuisance reports, 21 Florida black bear road kills, and 18 Florida panther road kills. Along with West Indian manatee, these are the only protected species documented within the I-75 right of way. Two FWC Manatee Protection Zones are established within the Caloosahatchee River in accordance with the Florida Manatee Sanctuary Act (Rule 68C-22, F.A.C.). A colony of bats has also been reported in the I-75 southbound bridge over the Caloosahatchee River (Bridge No. 120083).

7.3 Natural

7.3.1 Protected Species and Habitat

As part of the *Existing Conditions Report*, a review of the available GIS and published information was performed to identify the potential for threatened or endangered species to occur within the project area. Based on the EST GIS analysis, several federal and state listed species have the potential to occur within the project area. **Table 7.2** provides a listing of these species and their federal and/or state designation. In addition, all or part of the project corridor is within the USFWS Consultation Areas for American crocodile, crested caracara, Florida scrub jay, snail kite, red-cockaded woodpecker, Florida bonneted bat, West Indian manatee, Florida panther, and Southwest Florida plants; and the USFWS Service Area for the Florida scrub jay.

Critical habitat for the West Indian Manatee and the smalltooth sawfish is present within the study area. The study area also traverses the USFWS Focus Area for the Florida panther (Primary and Secondary Zones), and

Table 7.2: Federal and State Listed Species

Common Name	Scientific Name	Listing Status
Birds		
Audubon's Crested Caracara	<i>Caracara cheriway</i>	FT
Everglade Snail Kite	<i>Rostrhamus sociabilis plumbeus</i>	FE
Florida Scrub-Jay	<i>Aphelocoma coerulescens</i>	FT
Florida Burrowing Owl	<i>Athene cunicularia</i>	ST
Florida Sandhill Crane	<i>Grus Canadensis</i>	ST
Florida Grasshopper Sparrow	<i>Ammodramus savannarum floridanus</i>	FE
Least Tern	<i>Sternula antillarum</i>	ST
Little Blue Heron	<i>Egretta caerulea</i>	ST
Piping Plover	<i>Charadrius melodus</i>	FT
Red Knot	<i>Calidris canutus rufa</i>	FT
Red-Cockaded Woodpecker	<i>Picoides borealis</i>	FE
Roseate Spoonbill	<i>Platelea ajaja</i>	ST
Reddish Egret	<i>Egretta rufescens</i>	ST
Tricolored Heron	<i>Egretta tricolor</i>	ST
Wood stork	<i>Mycteria americana</i>	FT
Fishes		
Atlantic sturgeon	<i>Acipenser oxyrinchus</i>	FT
Smalltooth Sawfish	<i>Pritis pectinata</i>	FE
Mammals		
Florida Panther	<i>Puma concolor coryi</i>	FE
Puma (=mountain Lion)	<i>Puma (=Felis) concolor (all subsp. Except coryi)</i>	Similarity of Appearance (FT)
Florida Bonneted Bat	<i>Eumops floridanus</i>	FE
West Indian Manatee	<i>Trichechus manatus</i>	FT
Plants		
Florida Prairie-Clover	<i>Dalea carthagenensis floridana</i>	FE
Garber's Spurge	<i>Chamaesyce garberi</i>	FT
Reptiles		
American Alligator	<i>Alligator mississippiensis</i>	Similarity of Appearance (FT)
American Crocodile	<i>Crocodylus acutus</i>	FT
Eastern Indigo Snake	<i>Drymarchon couperi</i>	FT
Florida Pine Snake	<i>Pituophis melanoleucus</i>	ST
Gopher Tortoise	<i>Gopherus polyphemus</i>	FC, ST
Loggerhead Sea Turtle	<i>Caretta Caretta</i>	FT
Kemp's Ridley Sea Turtle	<i>Lepidochelys kempii</i>	FE

FE=Federal Endangered; FT=Federal Threatened; FC=Federal Candidate Species; ST=State Threatened

While much of the project corridor consists primarily of urban area, wildlife and habitat involvement is anticipated due to the number of large public conservation areas adjacent to the I-75 corridor, including the Caloosahatchee to Lee Coast and Southwest Coast Ecosystem Management Areas. Additionally, the project crosses the Caloosahatchee National Wildlife Refuge and the Six Mile Cypress Slough Preserve (designated SFWMD Save Our Rivers Lands). It is also near six other protected Florida Managed Areas, including Caloosahatchee Creeks Preserve (a National Park Service Project) and Corkscrew Regional Ecosystem Watershed (a Florida Forever Board of Trustees (BOT) Project and a SFWMD Save Our Rivers Lands).

While the proposed project has the potential to adversely affect protected species and their habitats, avoidance and minimization measures and strategies will be developed through agency coordination and implemented during later project phases to minimize potential adverse effects to the extent practicable. These measures may include development of large mammal wildlife crossings.

During the project's PD&E phase, protected species and habitat assessments will be undertaken in accordance with Part 2, Chapter 16 of the FDOT PD&E Manual, and information collected included in a Natural Resources Evaluation developed for the project.

7.3.2 Wetlands and other Surface Waters

The *Existing Conditions Report* reviewed wetlands and other surface waters within 200 feet of the I-75 corridor using the National Wetlands Inventory (NWI) and the South Florida Water Management District (SFWMD) Wetlands 2014-2016 databases. NWI reported a total of 1,120.11 acres of palustrine, riverine, estuarine, and lacustrine wetlands, with palustrine wetlands compose the majority. The SFWMD wetlands database identified a total of 502.74 acres of wetlands within the same designated area consisting of wet pinelands/hydric pine, followed by cypress, along with cypress – mixed hardwoods, cypress – domes/heads, freshwater marshes/graminoid prairie – marsh, mangrove swamp, mixed shrubs, mixed wetland hardwoods, saltwater marshes/halophytic herbaceous prairie, wet melaleuca, wet prairie, wetland coniferous forests, and wetland forested mixed. Estuarine wetlands were limited to and associated with the Caloosahatchee River. The areal extent of wetlands and other surface waters differences between the two databases (SFWMD and NWI) can be explained due to the systems using different mapping conventions and the age difference in the aerial imagery used for the photointerpretation. The NWI aerial imagery is dated 1999, 2002 and 2010, and most of the area reviewed was mapped using 2002 true color aerial imagery, while the aerial mapping used for the SFWMD database is dated 2014-2016.

To better identify potential project-related impacts to wetlands and surface waters, a GIS analysis of potential wetlands located within the existing I-75 right of way was performed using the SFWMD Land Use/Land Cover and NWI databases. Based on this analysis, the SFWMD Land Use/Land Cover identified approximately 215 acres of wetlands and 60 acres of surface waters within the existing I-75 right of way, for a total of approximately 275 acres of wetlands and surface waters. Wetland forests comprise the majority of these wetlands (145 acres), while natural waterways comprise 16 acres of the right of way. Natural waterways were represented primarily by the Caloosahatchee River channel. The NWI identified approximately 338 acres of wetlands, with palustrine wetlands totaling 286 acres, riverine wetlands comprising 19 acres, and estuarine wetlands 34 acres. Estuarine wetlands were associated with the Caloosahatchee River.

In addition, proposed project stormwater management facilities will be developed to meet the design and performance criteria established by the SFWMD for treatment and attenuation of discharges to nearby

waterbodies. Additional ponds may also be required to compensate for project-related impacts to the 100-year floodplain. While roadway improvements are anticipated to be constructed primarily within the existing right of way, additional right of way may be required to accommodate new or expanded stormwater management facilities. These facilities could result in additional impacts to wetlands and surface waters.

While all wetlands within the existing I-75 right of way will not likely be impacted by the proposed project, impacts to wetlands and surface waters will likely occur as a result of project construction. An assessment of wetland impacts will be undertaken during the project’s PD&E phase and avoidance and minimization measures will be identified and implemented during later project phases to reduce impacts to wetlands and other surface waters to the extent practicable. Best management practices (BMPs) will be utilized during construction activities, and compensatory mitigation will be provided for adverse impacts to wetlands resulting from proposed improvements.

During the project’s PD&E phase, wetlands and surface water assessments will be undertaken in accordance with Part 2, Chapter 9 of the FDOT PD&E Manual, and information collected included in a Natural Resources Evaluation developed for the project.

The project will require permitting through the SFWMD under the Environmental Resources Permit (ERP) Program, and a 404 permit from either the Florida Department of Environmental Protection under the State 404 Program in State-assumed waters or the US Army Corps of Engineers under the Section 404 (Clean Water Act) Program in Federal-retained waters. Resource agencies, including the US Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), and Florida Fish and Wildlife Conservation Commission (FWC), will also be involved during the permitting process to ensure that resource species are not adversely affected by the proposed actions.

7.3.3 Essential Fish Habitat (EFH)

NMFS staff conducted an inspection of the project area during the Existing Conditions evaluation to assess potential concerns related to living marine resources within the Caloosahatchee River and San Carlos Bay. Certain estuarine habitats within the project area are designated as Essential Fish Habitat (EFH) as identified in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico. The generic amendment was prepared by the Gulf of Mexico Fishery Management Council (GMFMC) as required by the 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). Estuarine habitats, which exist in the project area, have been identified as EFH for juvenile and adult red drum, juvenile goliath grouper, and juvenile and adult gray snapper by the GMFMC under provisions of the Magnuson-Stevens Act. Additionally, a number of other species using these habitats are prey species for federally managed species. Mangroves occur beneath and adjacent to the I-75 Caloosahatchee River bridges. Mangroves, estuarine waters, and mud, sand, shell, and rock substrates are specific categories of EFH that may be directly impacted by the project.

A preliminary assessment of EFH within the existing I-75 right of way was undertaken and this assessment is presented in **Table 7.3**. The primary area for EFH involvement is the Caloosahatchee River in Lee County. Approximately 14 acres of EFH were identified at the Caloosahatchee River for all life history stages of the shark species within the Atlantic Highly Migratory Species (AHMS) complex which may occur within this area. These sharks include the bull, tiger, blacktip, and bonnethead. Suitable habitat for the sandbar shark occurs within Collier County and consists of approximately 11 acres. Approximately 16 acres of EFH were mapped

in the same general area of the Caloosahatchee River for all life history stages of the Coastal Migratory Pelagics complex, Reef Fish complex, Red Drum, and Shrimp complex.

Table 7.3: Area of EFH within the I-75 South Corridor Right of way

Species/EFH Group	Approximate Acres of EFH
Atlantic Highly Migratory Species (AHMS)	-
Bull shark	14
Tiger Shark	14
Blacktip Shark	14
Bonnethead Shark	14
Sandbar Shark	11
Coastal Migratory Pelagics (CMP)	16
Reef Fish	16
Red Drum	16
Shrimp	16

Impacts to EFH will likely occur as part of the widening of the Caloosahatchee River bridges. An assessment of EFH will occur during the project’s PD&E phase and avoidance and minimization measures will be identified and implemented during later project phases to reduce impacts to EFH to the extent practicable. Best management practices (BMPs) will be utilized during construction activities to minimize adverse impacts to wetland habitats used by NMFS resources. Compensatory mitigation will be provided for any unavoidable adverse impacts to EFH wetlands resulting from proposed improvements.

During the project’s PD&E phase, wetlands and surface water assessments will be undertaken in accordance with Part 2, Chapter 17 of the FDOT PD&E Manual, and information collected included in a Natural Resources Evaluation developed for the project.

7.3.4 Floodplains

Based on Digital Flood Insurance Rate Maps (DFIRM) 100-year Flood Zone data, there is approximately 1,500 acres of 100-year floodplain existing within 200 feet of the I-75 corridor. The project corridor crosses the following flood zones which are subject to inundation by the one percent annual chance flood (i.e., 100-year storm):

- 1.0 AE – Special flood hazard area inundated by the 100-year flood with a base flood elevation determined.
- 2.0 AH – Special flood hazard area inundated by the 100-year flood with flood depths of one to three feet (usually areas of ponding) with a base flood elevation determined.

The 100-year floodplain is located throughout the length of the I-75 corridor and is primarily concentrated at the southern end of the project area, south of Bonita Beach Road. The project also crosses the 100-year floodplain associated with the Caloosahatchee River and Six Mile Cypress Slough Preserve, located in the northern and central project segment, respectively.

While the majority of project-related improvements will occur within existing right of way, impacts to the 100-year floodplain are anticipated. Any encroachment into the 100-year floodplain will be assessed and reviewed

by the South Florida Water Management District (SFWMD) as part of the ERP process, and any encroachments which adversely affects conveyance, storage, water quality or adjacent lands will not be allowed (SFWMD ERP Applicant's Handbook, Volume II, Section 3.6).

The project corridor also crosses over multiple Federal Emergency Management Agency designated regulated floodways, including:

- Popash Creek
- Stroud Creek
- Six Mile Cypress Slough
- Estero River
- South Branch
- Leitner Creek
- Imperial River

Proposed project improvements will expand existing crossings over these regulated floodways, and these expansions cannot result in an increase in the upstream flood elevation that will result in impacts to adjacent lands.

During the project's PD&E phase, floodplain and regulated floodway encroachments will be assessed and required mitigative alternatives identified in accordance with Part 2, Chapters 3 and 13 of the FDOT PD&E Manual.

7.3.5 Sole Source Aquifers

There are no designated US Environmental Protection Agency (EPA) Sole Source Aquifers in or adjacent to the project area.

7.3.6 Water Quality and Stormwater

Stormwater runoff from I-75 is currently collected and treated via vegetated swales located along both sides of the roadway before offsite conveyance to adjacent waterbodies and existing stormwater management areas. Within 200 feet of the project corridor, there are 20 impaired waters, five of which have adopted or planned Total Maximum Daily Loads (TMDLs). Stormwater discharges to these impaired water bodies will require additional treatment in the form of increased hydraulic residence time, pollutant source controls, conveyance, and pretreatment BMPs, and/or water quality treatment enhancements (SFWMD ERP Applicant's Handbook, Volume II, Appendix E).

The project corridor also crosses two Outstanding Florida Waters (OFWs) and any direct discharge to these areas will require an additional fifty percent of the SFWMD ERP required stormwater treatment volume (SFWMD ERP Applicant's Handbook, Volume II, Section 4.1.3).

Stormwater treatment systems developed and permitted as part of the initial expansion of segments of the I-75 project corridor (ERP Permit Nos.: 36-03802-P and 11-00396-S) accounted for additional stormwater

treatment needs associated with future roadway widenings. However, additional treatment areas and expansions of existing treatment areas will be required to accommodate many of the proposed roadway typical sections. As a result, additional offsite treatment areas will likely be needed.

During project construction, a Storm Water Pollution Prevention Plan (SWPPP) in accordance with National Pollution Discharge Elimination System guidelines will also be required to control the effects of construction related stormwater runoff.

During the project's PD&E phase, stormwater management alternatives which meet SFWMD ERP and FDEP NPDES criteria will be assessed and required stormwater treatment requirement identified in accordance with Part 2, Chapters 3 and 11 of the FDOT PD&E Manual.

7.3.7 Aquatic Preserves

There are no designated Aquatic Preserves in or adjacent to the project area.

7.3.8 Outstanding Florida Waters

The project's *Existing Conditions Report* identified two Outstanding Florida Waters (OFWs) within 200 feet of the I-75 project corridor. These two OFWs include the Caloosahatchee National Wildlife Refuge and Estero Bay Tributaries, which are located in the northern and central segments of the project, respectively. Both OFWs are also designated by the National Oceanic and Atmospheric Administration (NOAA) as Marine Protection Areas. Any direct discharge of stormwater runoff from the project area into these two OFWs will require an additional fifty percent of the SFWMD ERP required treatment volume (SFWMD ERP Applicant's Handbook, Volume II, Section 4.1.3).

During the project's PD&E phase, stormwater management alternatives will be assessed and required stormwater treatment requirement identified in accordance with Part 2, Chapters 3 and 11 of the FDOT PD&E Manual.

7.3.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers in or adjacent to the project area.

7.3.10 Coastal Barrier Resources

There are no Coastal Barrier Resources in or adjacent to the project area.

7.4 Physical

7.4.1 Highway Traffic Noise

Potential noise sensitive sites are present along the I-75 corridor, including residential and business properties, community centers, a hospital, recreation sites, cultural centers, golf courses, emergency services, schools, and religious centers. Increased capacity on I-75 and at the 14 project area interchanges has the potential to impact some of these sites. Currently, 17 FDOT precast concrete noise barriers exist along the corridor to mitigate existing traffic noise. With anticipated increases in traffic volumes resulting from widening of the I-75 corridor, it will be important to determine how future build conditions may impact those areas with existing noise barriers, as well as areas currently without noise barriers. Traffic noise will be evaluated during the PD&E process in accordance with Part 2, Chapter 18 of the FDOT PD&E Manual.

7.4.2 Air Quality

According to the *Existing Conditions Report*, Collier and Lee Counties are in a designated attainment area as defined by the US Environmental Protection Agency (EPA), for all National Ambient Air Quality Standards (NAAQS). Therefore, the Clean Air Act conformity requirements do not apply to this project at this time. During the project's PD&E phase, an evaluation of project level air quality effects will be assessed in accordance with Part 2, Chapter 19 of the FDOT PD&E Manual.

During construction activities, project level air quality impacts may occur from dust as a result of earthwork and unpaved roads. The PD&E Manual, Part 2, Chapter 19 addresses ways to minimize these impacts by adherence to applicable state regulations and applicable FDOT Standard Specifications for Road and Bridge Construction.

7.4.3 Contamination

The project's *Existing Conditions Report* identified two brownfields, 31 US Environmental Protection Agency (EPA) Conservation and Recovery Act (RCRA) facilities, 48 storage tank contamination monitoring sites, 23 Super Act risk sources, and two waste cleanup responsible party sites (one open and one closed) within 200 feet of the project corridor. The approximate location of these sites is provided in the *Existing Conditions Report*.

To better identify sites which may affect the proposed project, a desktop search was performed for contamination sites using the Florida Department of Environmental Protection's MapDirect databases. Within 500 feet of the study corridor, 32 regulatory listings were identified. **Table 7.4** summarizes the number of sites identified using each database reviewed.

These databases are suggestive of sites with a "potential" for contamination issues. Two sites listed on the FDEP Cleanup database have reported discharges in the past and have not completed site rehabilitation. These sites are located at the southwest corner of Lockett Road and I-75, and include:

- Pilot Travel Center #352, 6050 Plaza Drive, Fort Myers, and
- Budd Tire and Truck Repair, 6050 Plaza Drive, Fort Myers

The remainder of the listed sites are not expected to impact the project. Based on preliminary research, they are operating in compliance with environmental regulations, have only minor administrative violations, or are no longer associated with potential contaminants.

During the project's PD&E phase, further evaluation of the project corridor will be undertaken, including supplemental regulatory research, site reconnaissance, and other desktop literature reviews, in accordance with Part 2, Chapter 20 of the FDOT PD&E Manual.

Table 7.4: Potential Contamination Sites Adjacent to the I-75 South Corridor

Name of Database	Number of listed sites within 500 feet
FDEP Cleanup	2
Registered Petroleum Storage Tanks	23
Dry-cleaning Solvent Cleanup Program	0
Organics Processing	2
Brownfield Sites	0
Solid Waste Test Sites	0
Institutional Controls Registry	0
Florida Superfund	0
Florida State Funded Cleanup	0
Site Investigation Section Sites	0
Hazardous Waste Transfer Facilities	0
Hazardous Waste Transporter Facilities	1
Used Oil Transfer Facilities	1
Large Quantity Hazardous Waste Generators	0
Closed Hazardous Waste Facilities	3
Hazardous Waste TSDs	0
Oil and Gas Wells	0
State-Owned Land Cleanup Program	0
Waste Cleanup Responsible Party	0
Wastewater Residual Application	0

7.4.4 Utilities and Railroads

7.4.4.1 Utilities

Potential conflicts associated with the 23 identified utility agency owners (UAOs) utilities include water, sewer, buried fiber, buried copper, and power poles. If Florida Power & Light or Lee County Electric Co-Op is in conflict, then joint users on their poles will also be in conflict. The City of Bonita Springs has three facilities between East Terry Street and Miami Fields that cross I-75. There are no known compensable utilities.

During the project's PD&E phase, analysis of existing utilities along and crossing the project corridor will be undertaken, including coordination with UAOs and the development of a Utilities Assessment Package in accordance with Part 2, Chapters 3 and 21 of the FDOT PD&E Manual.

7.4.4.2 Railroads

The Seminole Gulf Railway extends from North Naples to Arcadia via Punta Gorda. This railway is located west of the I-75 corridor and runs parallel and adjacent to I-75 from north of Bayshore Road in North Fort Myers to south of Tuckers Grade near Punta Gorda. Within this segment of the project corridor, the distance between the railway and I-75 varies approximately 100 and 1,500 feet. While the proposed I-75 project is not anticipated to affect the railway, coordination with this railway will be undertaken during the project's PD&E phase.

7.4.5 Construction

Construction activities for the proposed improvements may have minor air, noise, vibration, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project.

The air quality impact will be temporary and will be primarily in the form of emissions from diesel-powered construction equipment. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" as directed by the FDOT Project Engineer.

Noise and vibrations impacts will be from the heavy equipment movement and bridge pile driving. Noise control measures will include those contained in FDOT's "Standard Specifications for Road and Bridge Construction". Adherence to local construction noise and/or construction vibration ordinances by the contractor will also be required where applicable.

Water quality impacts resulting from erosion and sedimentation will be controlled in accordance with FDOT's "Standard Specifications for Road and Bridge Construction" and through the use of Best Management Practices.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signs will be used as appropriate to provide notice of road closures and other pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction-related activities which could excessively inconvenience the community. A sign providing the name, address, and telephone of a FDOT contact person will be displayed onsite to assist the public in obtaining immediate answers to questions and logging complaints about project activity.

Construction of the proposed improvements is not anticipated to result in significant construction impacts.

7.4.6 Navigation

The proposed project crosses over the Caloosahatchee River which is part of the Okeechobee Waterway via the I-75 southbound and northbound bridges (Bridge Numbers 120083 & 120084). The Okeechobee Waterway is classified as a navigable waterway that extends from Lake Okeechobee to the east and opens to San Carlos Bay to the west. As such, any modifications to the existing bridge structures would require a permit or permit modification from the US Coast Guard (USCG) pursuant to the General Bridge Act of 1946 (33 USC 525) and Section 10 permit pursuant to the Rivers and Harbors Act, and Section 404 from the US Army Corps of Engineers (USACE) pursuant to the Clean Water Act. The Okeechobee Waterway is also a federal public works project governed under Section 408 of the Clean Water Act and would require a letter of permission from the USACE for any modifications to the waterway.

During the project's PD&E phase, additional assessment of the Caloosahatchee River bridge crossing will be completed, and coordination with the USCG and other appropriate agencies will be undertaken, in accordance with Part 1, Chapters 12 & 16 of the FDOT PD&E Manual.

7.5 Summary

7.5.1 Anticipated Environmental Permits and Approvals

Anticipated project-related environmental permits and approvals and the primary regulatory/resource agency involved in their approvals are shown in **Table 7.5**.

Table 7.5: Anticipated Project-related Environmental Permits and Approvals

Regulatory/Resource Agency	Permit/Approval
US Army Corps of Engineers	Section 404 Dredge and Fill Permit (retained waters)
US Army Corps of Engineers/South Florida Water Management District	Section 408 Alteration of a USACE Civil Works Project, Letter of Approval
US Army Corps of Engineers	Section 10 Permit
US Coast Guard	Bridge Permit (or modification)
US Fish and Wildlife Service	Section 7 Consultation
US Fish and Wildlife Service	Take Permit
National Marine Fisheries Service	Section 7 Consultation
National Park Service/Florida Department of Environmental Protection	Land and Water Conservation Act Fund Act, Conversion Approval
Florida Department of Environmental Protection	Section 404 Dredge and Fill Permit (assumed waters)
Florida Department of Environmental Protection	Sovereign Submerged Lands Easement (or modification)
Florida Department of Environmental Protection	National Pollutant Discharge Elimination System Permit
South Florida Water Management District	Environmental Resource Permit
Florida Fish and Wildlife Conservation Commission	Gopher Tortoise Relocation Permit
Florida Fish and Wildlife Conservation Commission	Incidental Take Permit

7.6 Public Involvement

7.6.1 Communications Plan

A Communications Plan prepared under separate cover was created for this project outlining community outreach efforts. It presents the approach used to involve the public, public officials, the media, and government agencies throughout the project.

7.6.2 Public Meetings

7.6.2.1 Postponed Public Kickoff Meeting

Due to limitations on public meetings during the COVID-19 pandemic, FDOT created a Virtual Preview in place of the in-person kickoff meetings.

FDOT scheduled Public Kickoff Meetings for March 24, 2020, in Collier County and March 31, 2020 in Lee County, but these meetings were postponed due to Covid-19 restrictions. The project team felt that since notifications had been sent for the originally scheduled meeting, and the materials were ready for public viewing, it was important to follow through with sharing the information with the public. The in-person meetings were reformatted as a Virtual Preview where all the materials planned for the Public Kickoff Meeting were posted on the project website for the public to review and provide comment.

7.6.2.2 RESCHEDULED Public Kickoff Meeting - Virtual Preview

The virtual preview was hosted on the project website, www.swflinterstates.com and was available to the public from April 9 - April 22, 2020. The information provided introduced the project and the study process. This preview was consistent with the information that was to be shown at the in-person public meeting and was posted on the project website. The public was also able to contact the project team with any questions or comments.

FDOT distributed email notifications on April 9, 2020 with a link to enter the preview. Emails with an invite were sent to elected/appointed officials and interested parties. Information was also posted on social media by FDOT. In addition, the Lee County Metropolitan Planning Organization posted the information on their website.

A total of 896 people visited the project website from April 9 – April 22, 2020. This meeting sought the public's input on the study in general, the study's schedule, and a preview of the next steps to be taken. No formal presentation was made, but project display boards, traffic data, as well as information on the noise evaluation process were available. Additionally, a video describing managed lanes was available for viewing and download. A handout was also available for attendees to download when they entered the virtual preview on the website. Visitors could provide their comments through this site, and request to receive future project updates.

7.6.2.3 Virtual Public Outreach Meeting

A Virtual Public Outreach Meeting was held June 8 through June 18, 2021, with a live, online question and answer session held on June 8, 2021, from 5:00 PM to 6:30 PM through GoToWebinar. FDOT held the public meeting to provide information on the project and to collect any comments attendees wanted to submit into public record during its initial phase. Attendees were led through multiple interactive

stations containing video and other static displays all designed to update the public on the status of the project and changes in its development direction.

Emails inviting elected and appointed officials and the public were sent on May 11, 2021. A postcard invite was mailed to property owners whose property lies, in whole or part, within at least 300 feet of the right of way of each project alternative, 300 feet from the centerline of cross streets, and 1,000 feet on either side of I-75 at interchanges, as well as other local citizens who may be impacted by the construction of this project. This postcard also listed how to request project information in Spanish.

A total of 116 attendees logged on to the live question and answer session on June 8, 2021. During the live session, eight questions were received from the public. During the virtual meeting, eight questions or comments were received. Common comment topics included noise, safety, and general support for improvements to I-75.

7.6.2.4 Public Information Meeting

Both a live, online meeting and an in-person meeting were held in February 2023 for the study. Both meeting formats presented the same meeting materials and provided the public an opportunity to ask questions to the project team. The meetings were held to provide the public with an update of the Master Plan to date, and to provide the opportunity to discuss the study and provide comments. The meeting materials were also available for viewing and comment online at www.swflinterstates.com/i75-south-corridor/ from Monday, February 13 through Monday, February 27. The online public outreach meeting materials included a virtual tour with multiple interactive stations containing video and other static displays all designed to introduce the project and study process, present information regarding existing conditions, and receive feedback.

The live, online meeting was held on Wednesday, February 15, 2023, at 6 p.m. on GoToWebinar. The meeting began with a presentation of the meeting displays, including broadcasting a video describing Managed Lanes. The meeting handout, FDOT noise brochure and Right of way information were accessible to attendees in the control panel as meeting handouts. For the remainder of the meeting, the attendees were able to type questions into the question panel and the project team answered them while referring to project display boards. The online meeting had 74 attendees. Over 20 attendees asked questions during the online meeting. Attendees were directed to submit formal comments through the project website or by email to Nicole.Harris@dot.state.fl.us. A total of 40 comments were emailed by February 27, 2023. Many comments received were about noise concerns and existing operational concerns. There were no comments received that were against improving I-75.

The in-person meeting was held as an "open house" from 5 – 7 p.m. on Thursday, February 16, 2023, at the North Collier Regional Park, Exhibition Hall, 15000 Livingston Road, Naples, FL 34109. Upon arrival, attendees were provided with a meeting handout and comment sheet. The FDOT Noise Brochure and Right of way information were also available. A video describing Managed Lanes played continuously throughout the evening. Display boards were available for attendees to view and FDOT representatives were available to discuss the project. There were a total of 54 attendees. A total of 16 written comments were received at the in-person meeting. Most of these comments were regarding noise issues and existing operational concerns. Again, there were no comments against improving I-75.

7.6.3 Public Outreach

7.6.3.1 Project Website

A project website is available at www.swflinterstates.com/i75-south-corridor. The website was updated monthly to keep the public apprised of the project's status. The parent website also featured information for the other I-75 Master Plan study corridors and I-4.

7.6.3.2 Additional Public Comment

Additional public comment was received through the website and by mail/email throughout the course of the study. These comments and the responses generated to address these comments are included in the project file. Common comment topics included noise, safety, congestion, access, schedule, and general support for improvements to I-75.

7.6.3.3 Other Outreach Methods

Additional outreach methods used to notify and involve the public in the project include social media posts. This was done in conjunction with the public meetings and the posts.

7.6.4 Agency and Local Government Coordination

7.6.4.1 Efficient Transportation Decision Making (ETDM)

Consistent with FDOT's ETDM process, the proposed project was evaluated during the ETDM programming screen, (ETDM Project Number 14400 published on August 8, 2019). Through ETDM, early agency and public comments were obtained to provide project information on potentially environmentally sensitive areas and identification of project issues. The ETDM Programming Screen Summary Report (republished on February 27, 2020) is available on the ETDM public web site (<https://etdmpub.flas-estat.org/est/>).

7.6.4.2 Agency and Local Government Presentations

Numerous agencies and local governments were identified that would have an interest in the I-75 Master Plan. The project team presented information on the Plan to the City of Marco Island on November 13, 2022, the City of Cape Coral on November 18, 2019, the City of Bonita Springs and the City of Fort Myers on November 19, 2019, and the City of Naples on December 12, 2019. The project team provided updates to the local Metropolitan Planning Organizations (MPOs). Update presentations were made to the Collier MPO on February 12, 2021, and to the Lee County MPO on February 19, 2021. Additional presentations were made to the Lee County Technical and Citizen Advisory committees (TAC and CAC) on January 5, 2023, Lee County MPO on January 20, 2023, Collier Technical and Citizen Advisory committees (TAC and CAC) on January 23, 2023, and to the Collier MPO Board on February 10, 2023.

7.6.4.3 Planning Consistency

The Collier County 2040 Growth Management Plan (also called Plan Jesyon Kwasans) identifies the following improvements related to I-75:

- Major intersection improvements at Golden Gate Parkway, Pine Ridge Road, and Immokalee Road;

- Interchange or flyover improvements at Collier Boulevard (SR 951); and,
- Ten lanes on I-75 from north of Golden Gate Parkway to the Collier/Lee County Line.

The Lee County Comprehensive Plan Future Transportation Map series from the Lee Plan (as amended through January 2023) identifies the following roadway improvements related to I-75: (1) intersection or interchange improvements at Daniels Parkway, Colonial Boulevard, and Bayshore Road (SR 78); (2) roadway improvements to I-75 from Palm Beach Boulevard (SR 80) to Bayshore Road (SR 78); and (3) a 10-lane freeway on I-75 from the Lee/Collier County Line to Palm Beach Boulevard (SR 80).

Projects within this study's limits identified in the Strategic Intermodal System (SIS) FY 2022/23 - FY 2026/27 Adopted First Five-Year Plan include ongoing interchange modifications at I-75 at Collier Boulevard (SR 951); a PD&E Study on I-75 from the Collier/Lee County Line to Bayshore Road (SR 78); adding lanes on I-75 from south of Corkscrew Road to south of Daniels Parkway; and interchange modifications at I-75 at Daniels Parkway.

Projects within this study's limits identified in the SIS Long Range Cost Feasible Plan FY 2029 - 2045 include preliminary engineering and right of way acquisition on I-75 from the Collier/Lee County Line to Bayshore Road (SR 78) and on I-75 from east of Collier Boulevard (SR 951) to the Collier/Lee County Line.

Projects within this study's limits identified in the FY 2023 - 2028 FDOT Five Year Work Program include ongoing interchange improvements at I-75 at Collier Boulevard (SR 951); a PD&E Study on I-75 from east of Collier Boulevard (SR 951) to the Collier/Lee County Line; interchange improvements at I-75 at Pine Ridge Road; interchange improvements at I-75 at Daniels Parkway; adding lanes at the I-75 at Colonial Boulevard interchange; a PD&E Study on I-75 from the Collier/Lee County Line to Bayshore Road (SR 78); add lanes and reconstruct I-75 from south of Corkscrew Road to south of Daniels Parkway; adding turn lanes at the interchange of I-75 at Corkscrew Road; and interchange improvements at I-75 at Daniels Parkway. These projects are also contained in the current FDOT State Transportation Improvement Program (STIP).

Projects within this study's limits identified in the Collier MPO FY 2023 - FY 2027 Transportation Improvement Program (TIP) - the Collier County portion only, include interchange improvements at I-75 at Collier Boulevard (SR 951) and at I-75 at Pine Ridge Road. Highway priorities submitted by Collier MPO to FDOT for consideration of future funding in the FDOT FY 2023 - FY 2027 Work Program include interchange improvements at I-75 at Golden Gate Parkway and at I-75 at Immokalee Road.

Projects within this study's limits identified in the FY 2022/23 - FY 2026/27 Lee County MPO's TIP - the Lee County portion only, include interchange improvements at I-75 at Daniels Parkway.

Adding four managed lanes to I-75 from east of Collier Boulevard (SR 951) to the Collier/Lee County Line is identified as a SIS Cost Feasible Plan Project in the Collier MPO's 2045 Long Range Transportation Plan (LRTP), and adding four lanes to I-75 from the Collier/Lee County Line to Palm Beach Boulevard (SR 80) and interchange modifications at Colonial Boulevard and Daniels Parkway, are identified as Cost Feasible Roadway Projects in the Lee County 2045 Transportation Plan (Lee County MPO's LRTP).

8.0 Recommendations

8.1 Preliminary Master Plan Projects List

For each of the initial segments of the I-75 South Corridor, the Design Year 2045 No Build Year of Need was developed in isolation from the other segments. For mainline segments, the Year of Need is the forecasted year at which the mainline segment reaches Level of Service (LOS) E. For interchanges, the Year of Need is the year at which the queues on the interchange ramps are forecasted to spillback onto the I-75 mainline during peak periods. **Figure 8-1** depicts the Year of Need for each of the segments.

Additionally, the study team identified locations where improvements could be deferred by making minor improvements and other considerations such as continuity and staged/standalone implementation. Based on this approach, the study team developed a Preliminary Master Plan Projects List for the I-75 South Corridor combining segments into projects yielding construction packages of appropriate size (generally \$450 million maximum construction cost) to facilitate funding availability and the size and capabilities of the contractors in the region and prioritized based on Year of Need. The Preliminary Master Plan Projects List for the I-75 South Corridor is provided in **Table 8.1**.

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2045 No-Build Year of Need (I-75 South Corridor)

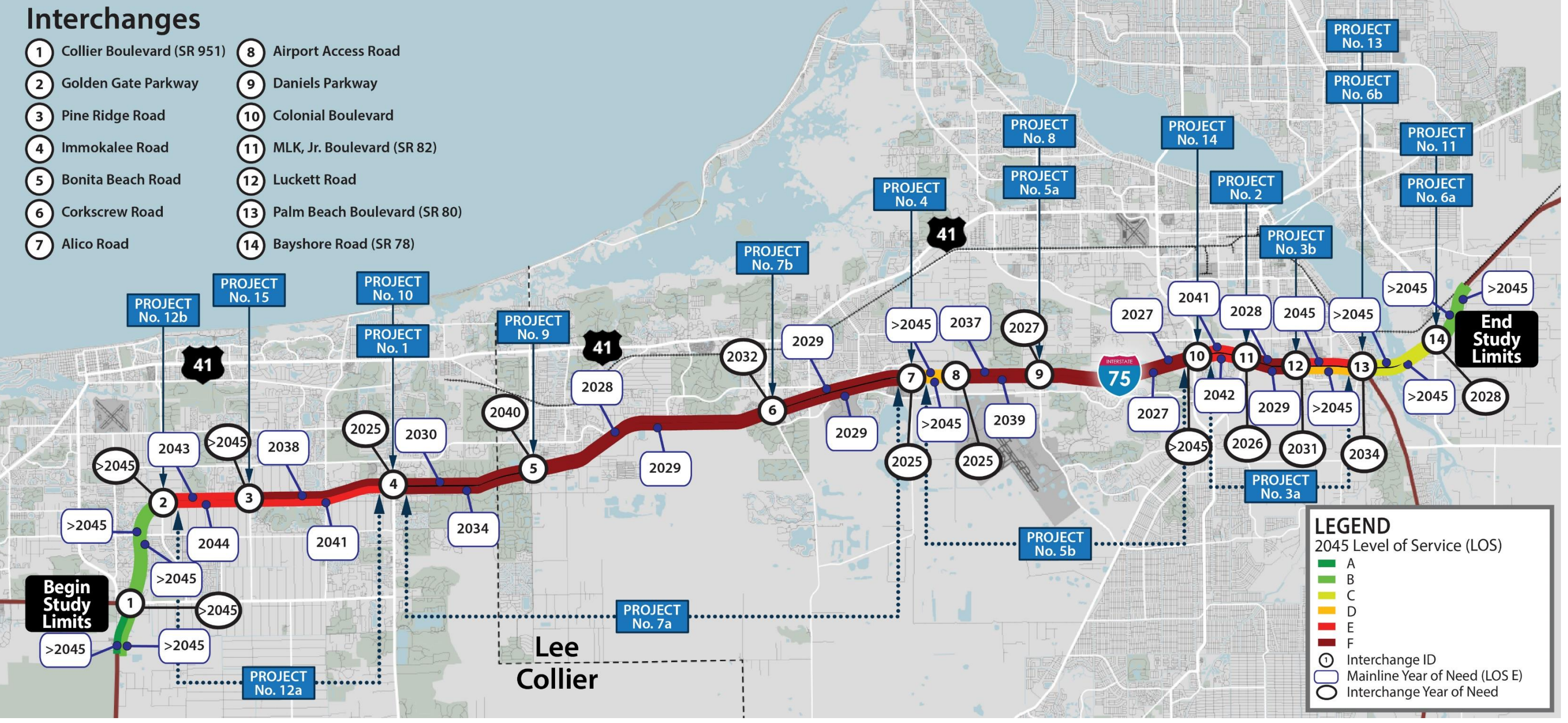


Figure 8-1: No Build Year of Need (South Corridor)

Table 8.1: I-75 South Corridor – Preliminary Master Plan Projects List

Project #	Segment*	Interchange/I-75	Description	Construction Cost
1	7	Immokalee Rd	Interim DDI under existing structure and adjacent intersection improvements	\$233.2M
2	21	MLK Blvd (SR 82)	Major reconstruction of interchange and adjacent intersection improvements (possible grade separation and a two- or three-level interchange)	\$418.4M
3a	19-25	I-75	Mainline improvements from Colonial Blvd to Palm Beach Blvd (SR 80)	\$105.3M
3b		Luckett Rd	DDI and adjacent intersection improvements, including signal at Country Lakes Dr.	\$158.3M
4	13	Alico Rd	Major reconstruction of interchange and adjacent intersection improvements (possible grade separation and two- or three-level interchange)	\$457.5M
5a	13-18	Daniels Pkwy	Re-evaluate proposed County improvements at Fiddlesticks Blvd as part of Three Oaks Extension project	TBD
5b		I-75	Mainline improvements from Alico Rd to Colonial Blvd	\$356.9M
6a	27	Bayshore Rd (SR 78)	DDI and add one lane to I-75 NB exit-ramp at Bayshore Rd. (total of 2 lanes at gore point).	TBD
6b	25	Palm Beach Blvd (SR 80)	Adjacent intersection improvements at Orange River Blvd	TBD
7a	7-12	I-75	Mainline improvements from Immokalee Rd to Alico Rd	\$392.3M
7b		Corkscrew Rd	DDI and adjacent intersection improvements	\$98.3M
8	17	Daniels Pkwy	Revisit interim DDI for additional improvements if needed after mainline bridges are reconstructed	TBD
9	9	Bonita Beach Rd	DDI and adjacent intersection improvements	\$95.0M
10	7	Immokalee Rd	Revisit interim DDI for additional improvements if needed after mainline bridges are reconstructed	TBD
11	27	Bayshore Rd (SR 78)	DDI and adjacent intersection improvements (reconstruct I-75 bridges if needed)	\$176.5
12a	3-6	I-75	Mainline improvements from Golden Gate Pkwy to Immokalee Rd	\$138.1M
12b		Golden Gate Pkwy	Displaced Left Diamond and adjacent intersection improvements	\$161.9M
14	25	Palm Beach Blvd (SR 80)	Displaced Left Diamond and adjacent intersection improvements	\$176.5
15	5	Pine Ridge Rd	Revisit interim DDI for additional improvements if needed after mainline bridges are reconstructed	TBD

Note: Construction estimates include 15% for Maintenance of Traffic, 15% for Mobilization and 10% for Contingencies.

TBD = To Be Determined

*- Segment Numbers from Table 6.4. and depicted on Figure 8.1

8.2 Preliminary Proposed Projects Implementation List

FDOT District 1's Interstate Program Office (IPO) team met and reviewed the list of prioritized projects identified by the study team. Their review included proposed segmentation, safety data, years of need, typical sections, scopes of work, project requested by local agencies, existing programmed and/or recently constructed project, among other considerations. The IPO team then generated a list of potential projects for implementation that covered most of the needs identified. The IPO team has reached out to the MPOs for comments and recommendations on priorities on these potential projects to further refine this list. The proposed projects will also be considered in development of the SIS Cost Feasible Plan (CFP) update. **Table 8.2** lists the potential projects for

implementation on the I-75 South Corridor. This list will continue to be refined and updated based on coordination with the local agencies, FDOT District 1 leadership, and FDOT Central Office. The list was also presented to the public at Public Information Meetings held on February 15 and 16, 2023.

Table 8.2: I-75 South Corridor – Preliminary Proposed Projects Implementation List

Mainline or Interchange	Project Name	Corridor	Begin of Segment			End of Segment			Segment Length (miles)	Year of Need
			Location	Interchange	County	Location	Interchange	County		
Interchange	I-75 (SR 93) at Immokalee Road Interchange	I-75 South	South of	Immokalee Road	Collier	North of	Immokalee Road	Collier	0.491	2025
Interchange	I-75 (SR 93) at Alico Road Interchange	I-75 South	South of	Alico Road	Lee	South of	Terminal Access Road	Lee	2.760	2025
Interchange	I-75 (SR 93) at Terminal Access Road Interchange	I-75 South	South of	Terminal Access Road	Lee	North of	Terminal Access Road	Lee	0.193	2025
Interchange	I-75 (SR 93) at Dr. Martin Luther King, Jr. Boulevard (SR 82) Interchange	I-75 South	South of	Dr. Martin Luther King, Jr. Boulevard (SR 82)	Lee	North of	Dr. Martin Luther King, Jr. Boulevard (SR 82)	Lee	0.553	2026
Mainline	I-75 (SR 93) from S. Corkscrew Road to N. Colonial Road	I-75 South	North of	Corkscrew Road	Lee	North of	Colonial Road	Lee	12.611	2027
Mainline	I-75 (SR 93) from N. Colonial Road to S. Palm Beach Boulevard (SR 80)	I-75 South	North of	Colonial Road	Lee	South of	Palm Beach Boulevard (SR 80)	Lee	4.452	2028
Mainline	I-75 (SR 93) from S. Golden Gate Parkway to S. Bonita Beach Road	I-75 South	South of	Golden Gate Parkway	Collier	South of	Bonita Beach Road	Lee	11.072	2030
Mainline	I-75 (SR 93) from S. Bonita Beach Road to N. Corkscrew Road	I-75 South	South of	Bonita Beach Road	Lee	North of	Corkscrew Road	Lee	7.922	2030
Interchange	I-75 (SR 93) at Bayshore Road (SR 78) Interchange	I-75 South	South of	Bayshore Road (SR 78)	Lee	North of	Bayshore Road (SR 78)	Lee	0.501	2028
Interchange	I-75 (SR 93) at Lockett Road Interchange	I-75 South	South of	Lockett Road	Lee	North of	Lockett Road	Lee	0.496	2031
Interchange	I-75 (SR 93) at Corkscrew Road Interchange	I-75 South	South of	Corkscrew Road	Lee	North of	Corkscrew Road	Lee	0.585	2032
Interchange	I-75 (SR 93) at Palm Beach Boulevard (SR 80) Interchange	I-75 South	South of	Palm Beach Boulevard (SR 80)	Lee	North of	Palm Beach Boulevard (SR 80)	Lee	0.517	2034
Interchange	I-75 (SR 93) at Bonita Beach Road Interchange	I-75 South	South of	Bonita Beach Road	Lee	North of	Bonita Beach Road	Lee	0.558	2040

9.0 References

Collier Area Transit, Ten-Year Transit Development Plan 2021-2030. October 2020

Lee County MPO, Rail Corridor Feasibility Study. October 2013.

LeeTran, Transit Development Plan Final Report. November 2020.

FDOT, SR 78 (Bayshore Road) PD&E Study from I-75 to SR 31 (FPID 444937-1)

FDOT, I-75 Multimodal Master Plan. August 1998.

FDOT, Traffic Incident Management Team Notification & Agency Resource Guide. June 2011.

10.0 Appendices

Appendix A – Concept Plans

Appendix B – Construction Cost Estimate

Appendix C – Right of Way Cost Estimate

Appendix A

Concepts Plans



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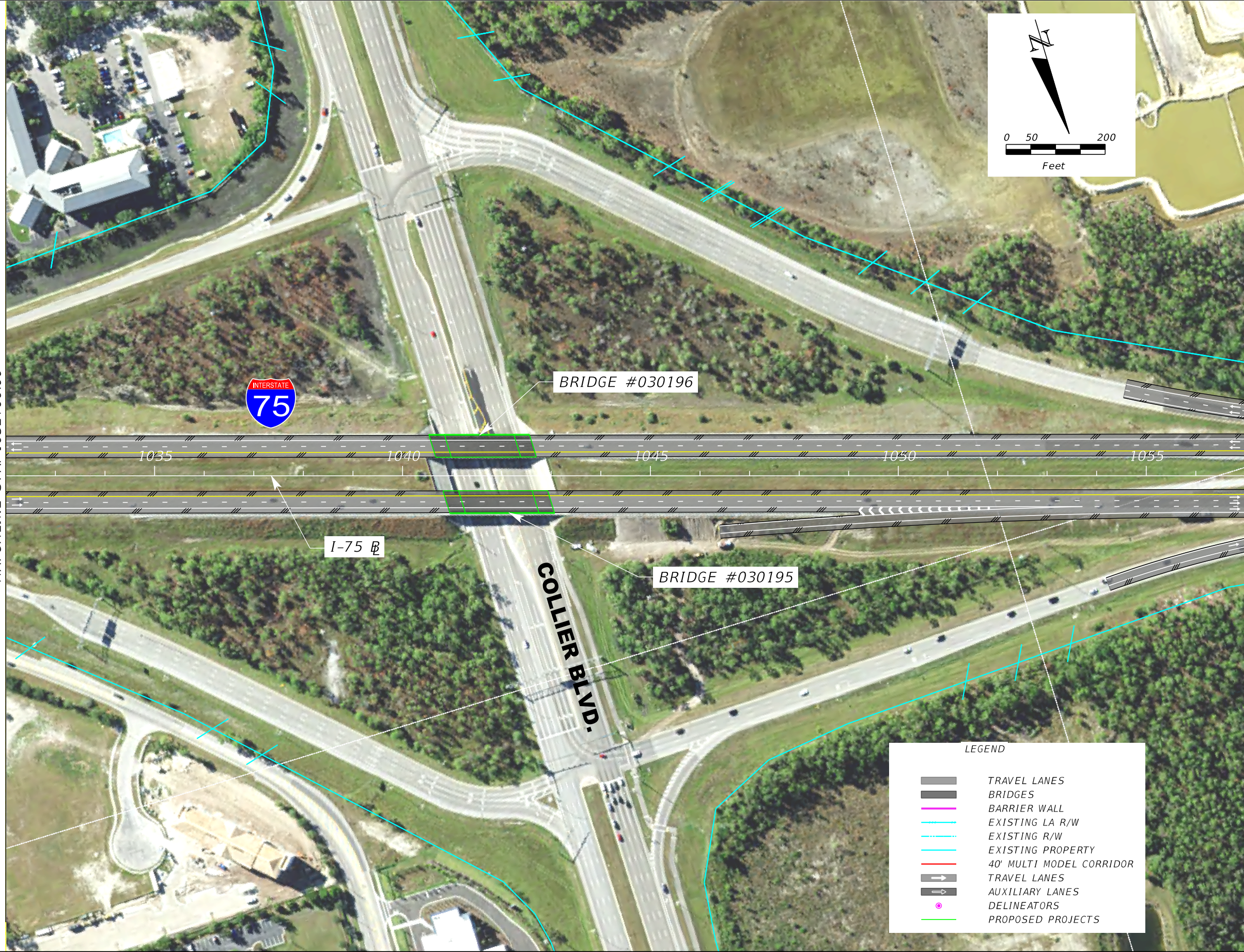
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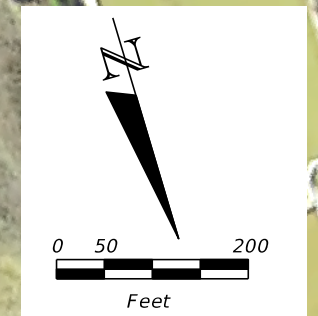
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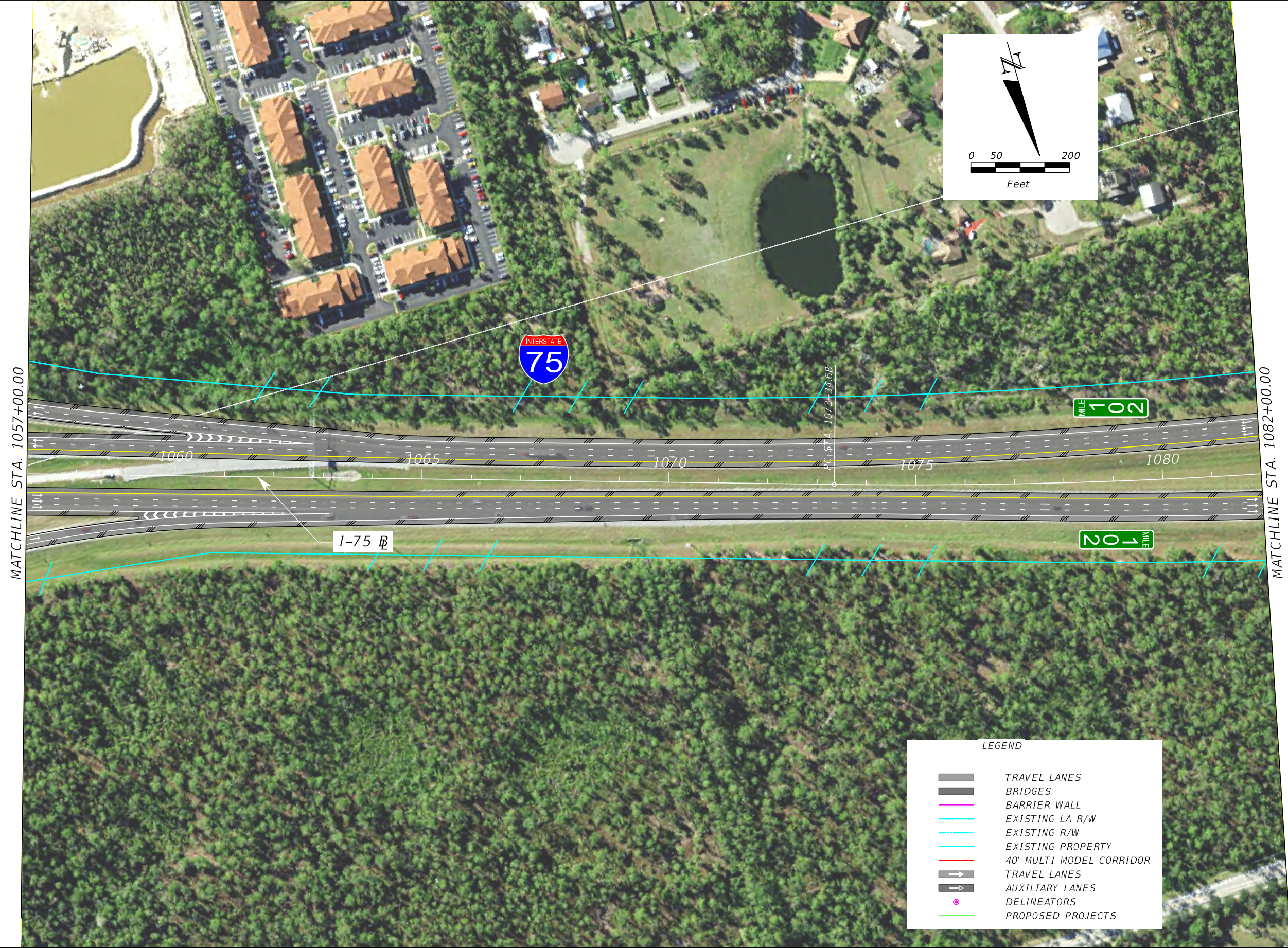
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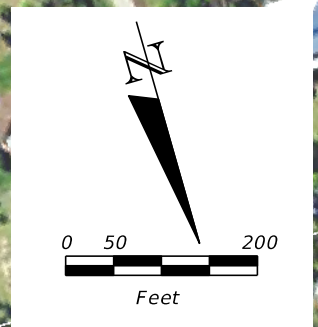
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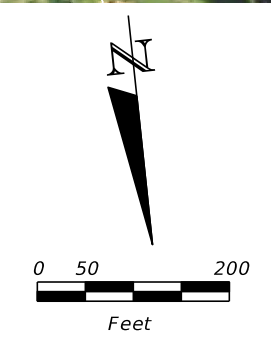
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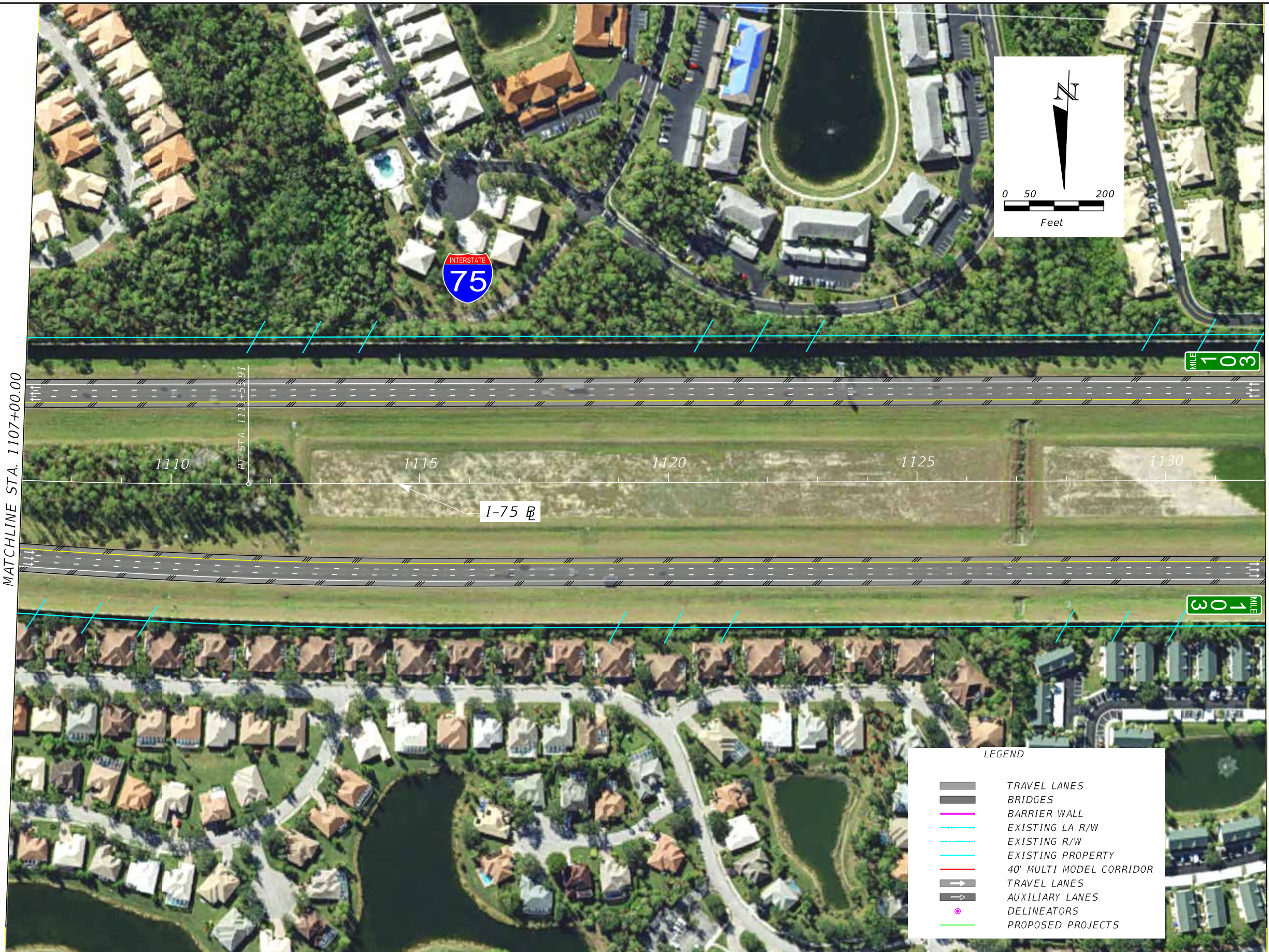
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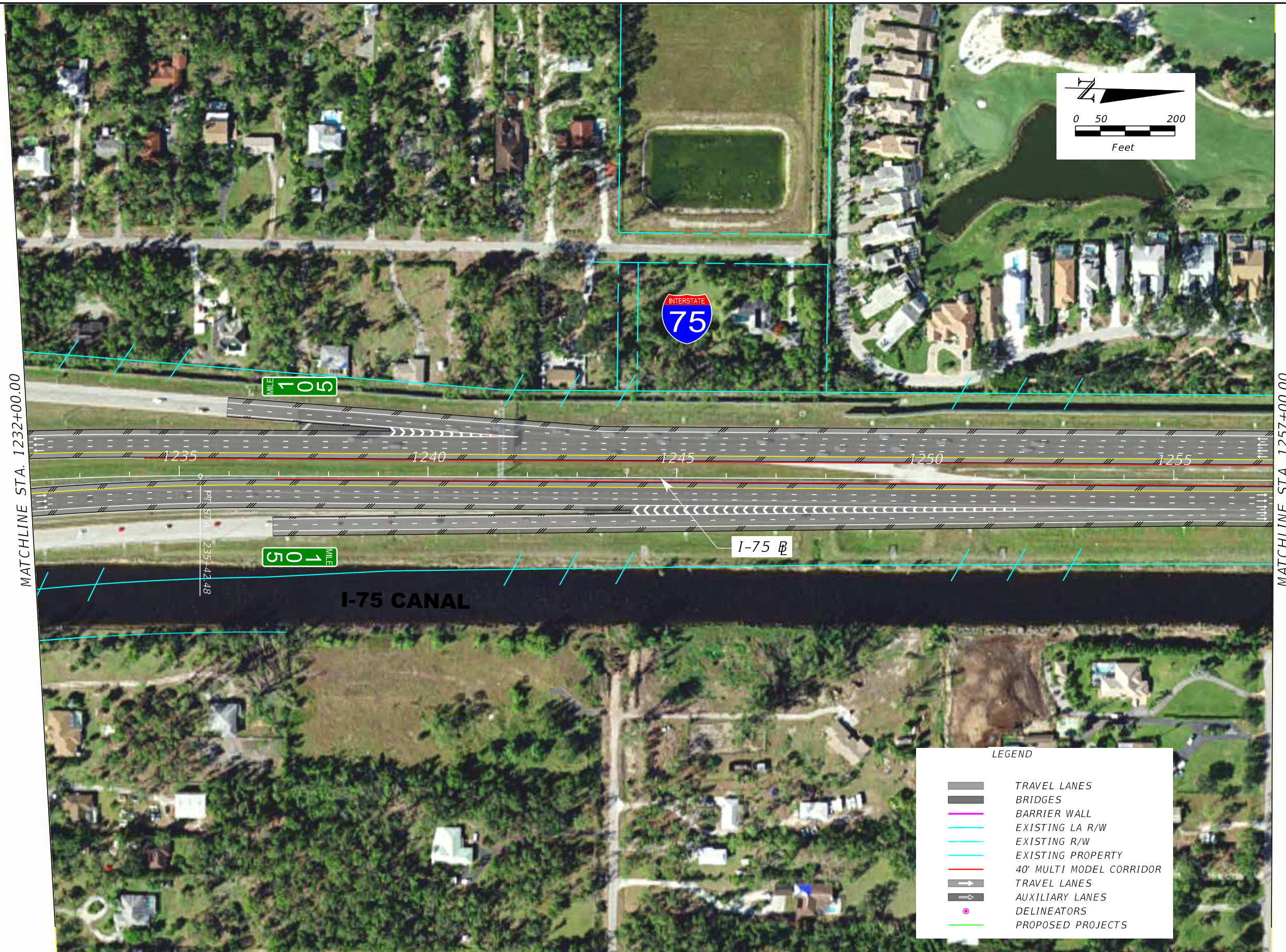
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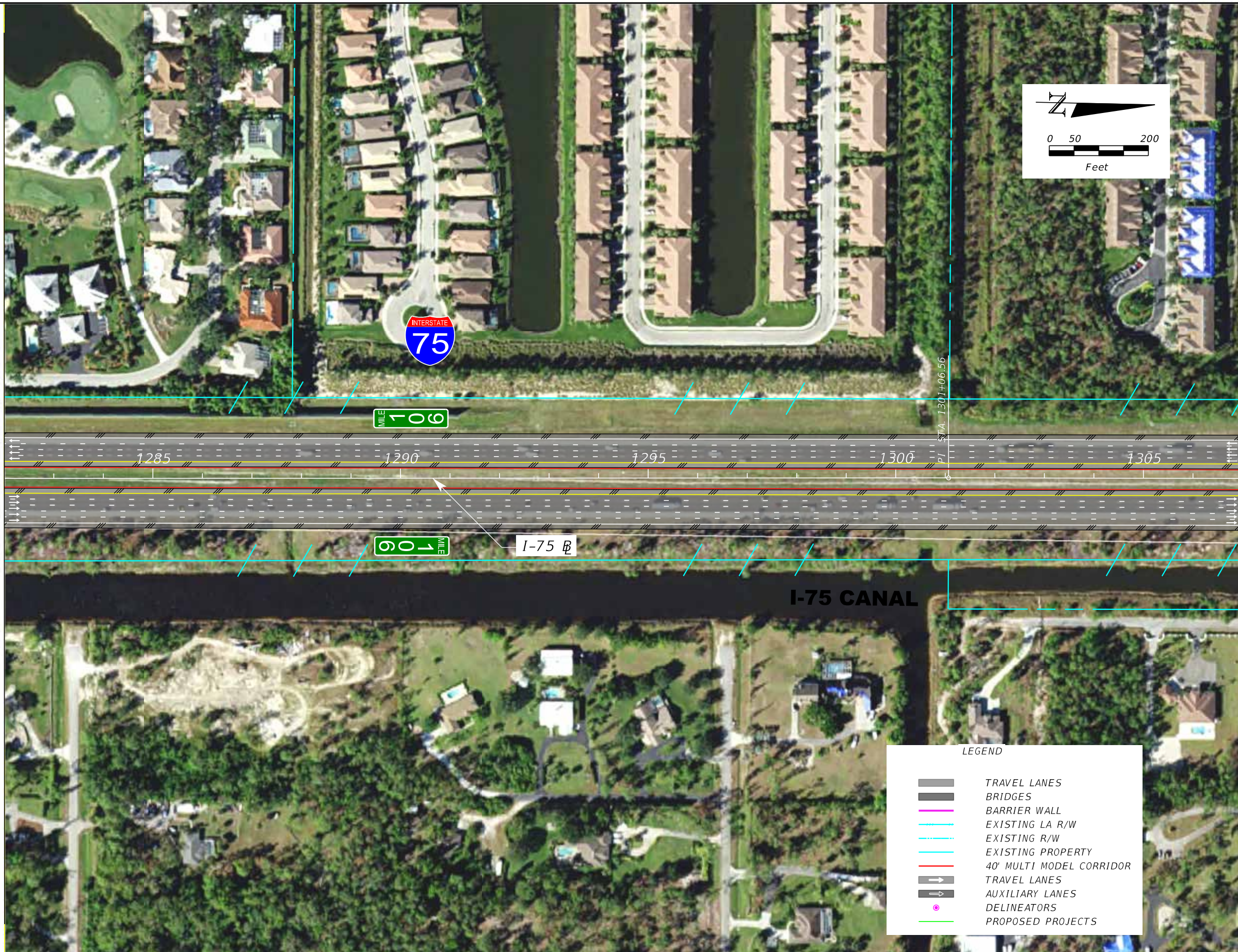
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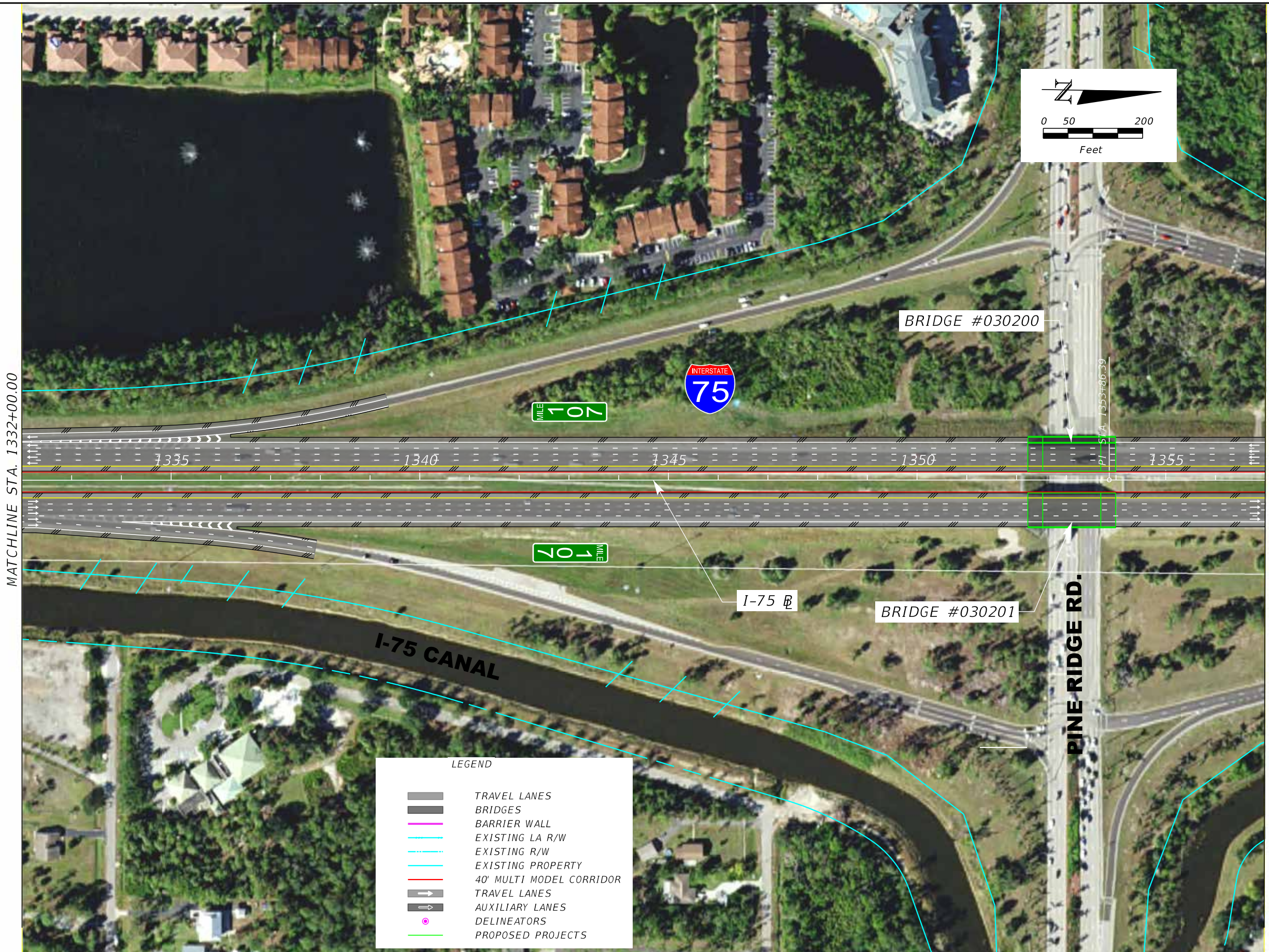
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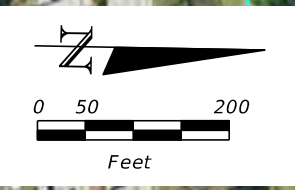
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MATCHLINE STA. 1357+00.00

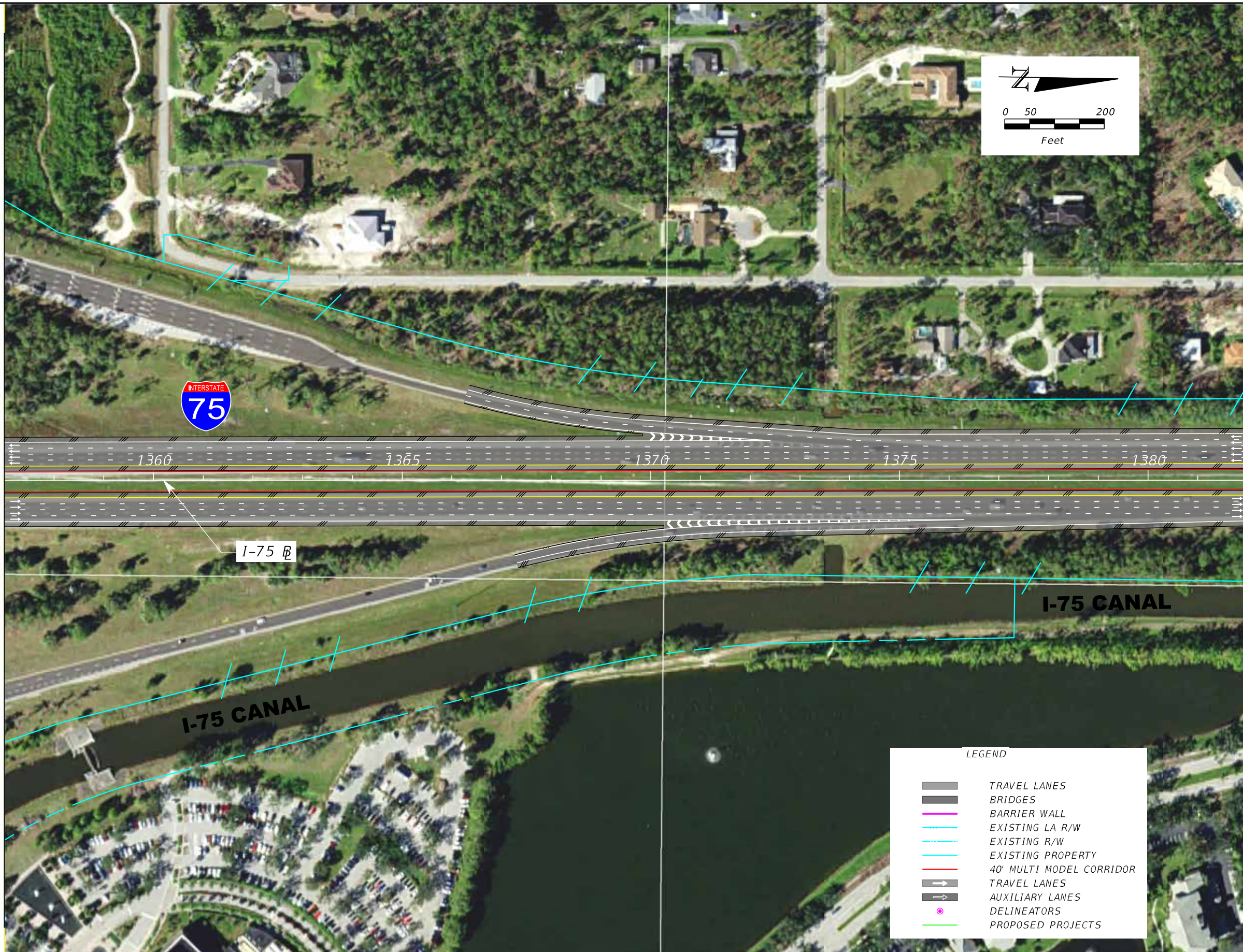


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		14
					SR 93	COLLIER	442519-1-32-01		

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MATCHLINE STA. 1357+00.00

MATCHLINE STA. 1382+00.00



I-75 B

I-75 CANAL

I-75 CANAL

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

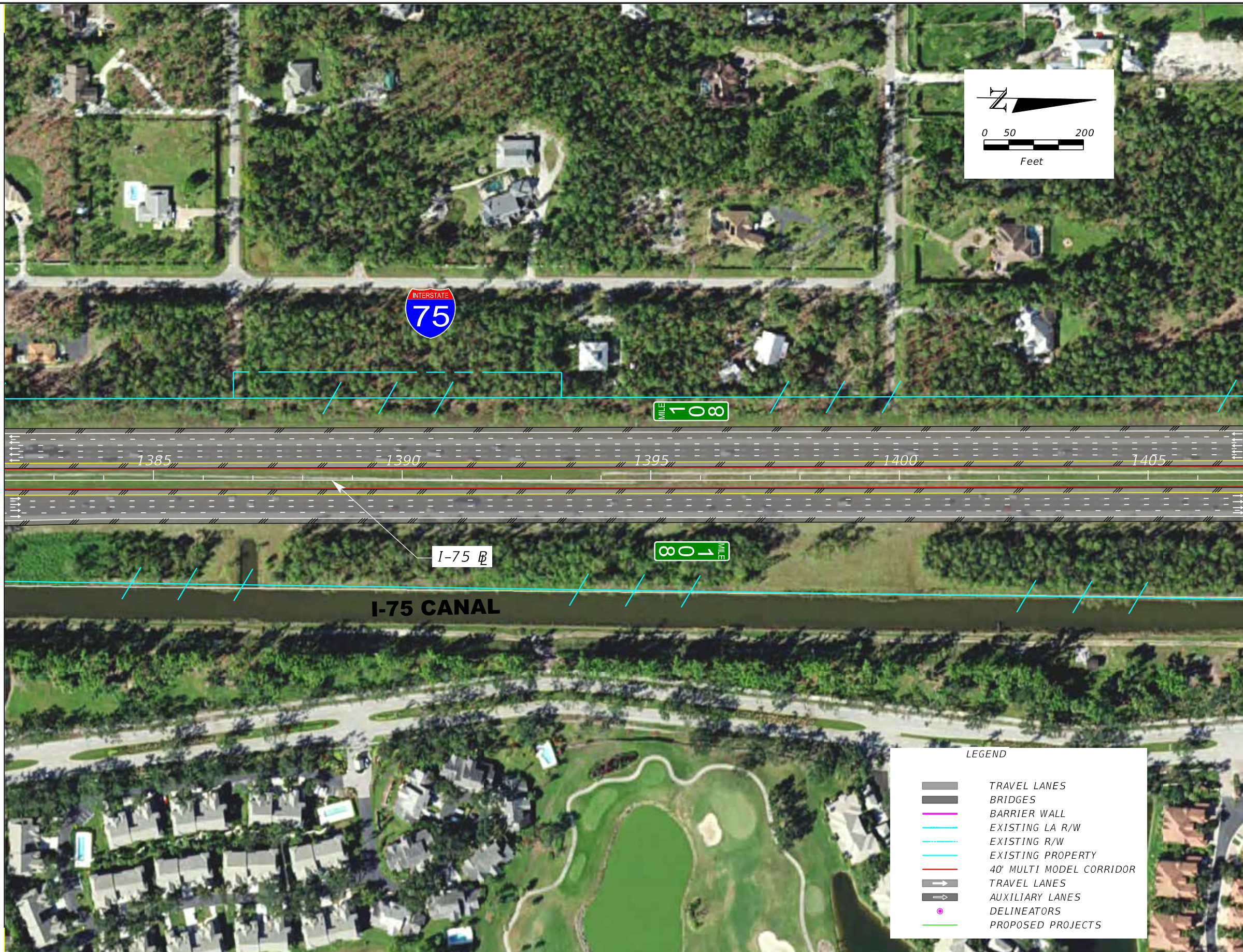
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

I-75 MASTER PLAN
 CONCEPT PLAN

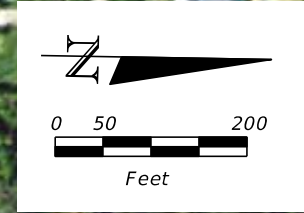
SHEET NO.
 15

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MATCHLINE STA. 1382+00.00

MATCHLINE STA. 1407+00.00



LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
 CONCEPT PLAN**

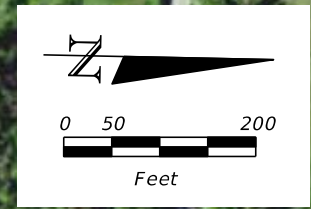
SHEET NO.
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THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 1407+00.00

MATCHLINE STA. 1432+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
17



LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

MATCHLINE STA. 1432+00.00

MATCHLINE STA. 1457+00.00

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		18
					SR 93	COLLIER	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



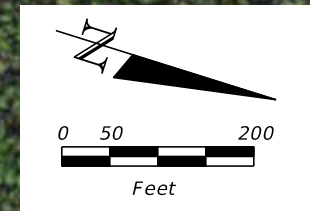
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		19
					SR 93	COLLIER	442519-1-32-01		



MATCHLINE STA. 1482+00.00

MATCHLINE STA. 1507+00.00



LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

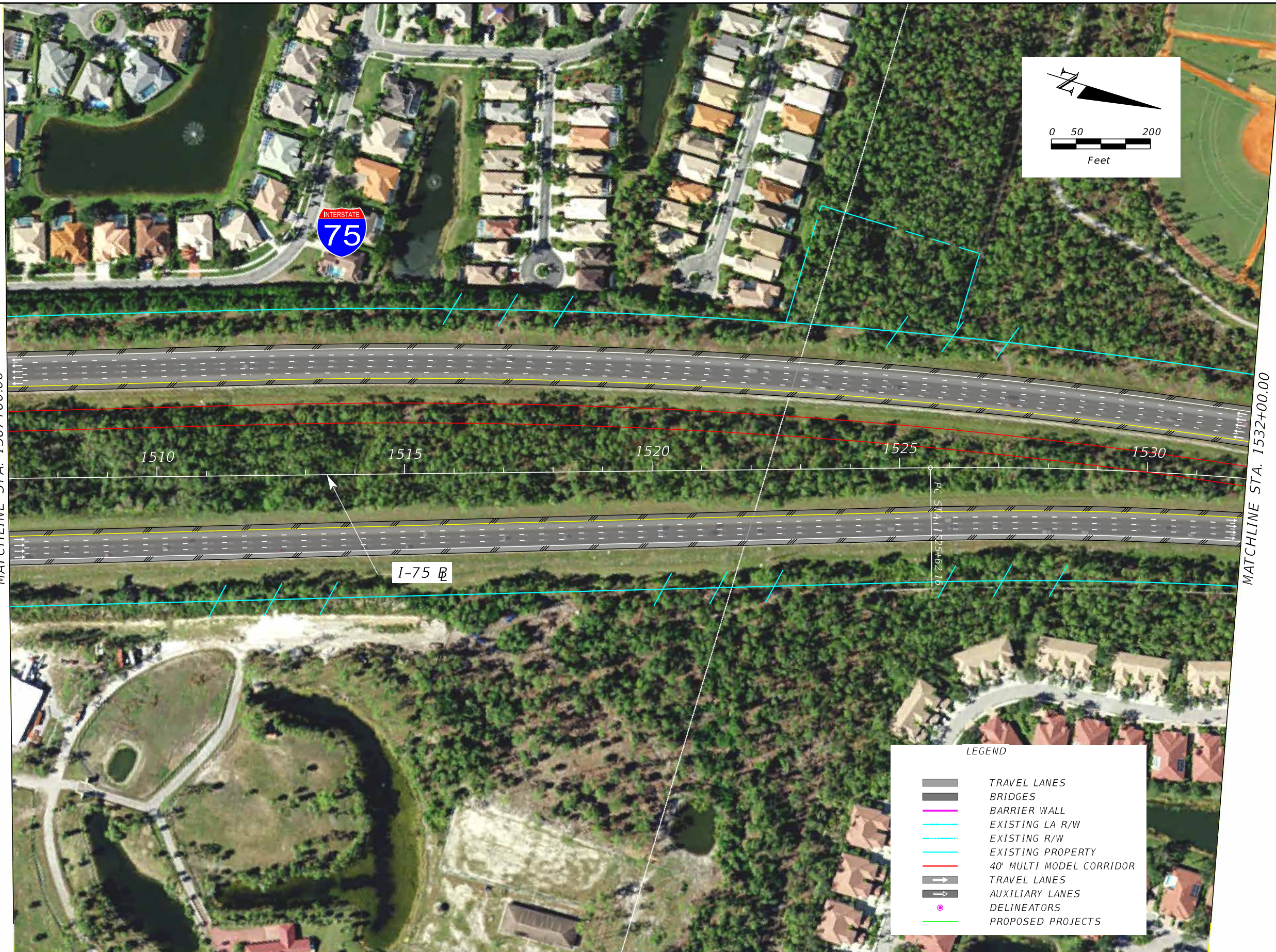
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

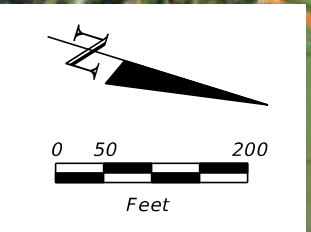
SHEET NO.
20

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MATCHLINE STA. 1507+00.00

MATCHLINE STA. 1532+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

I-75 MASTER PLAN
CONCEPT PLAN

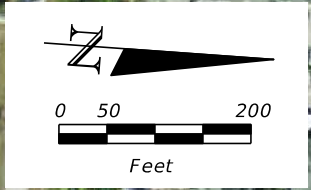
SHEET NO.
21

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MATCHLINE STA. 1532+00.00

MATCHLINE STA. 1557+00.00

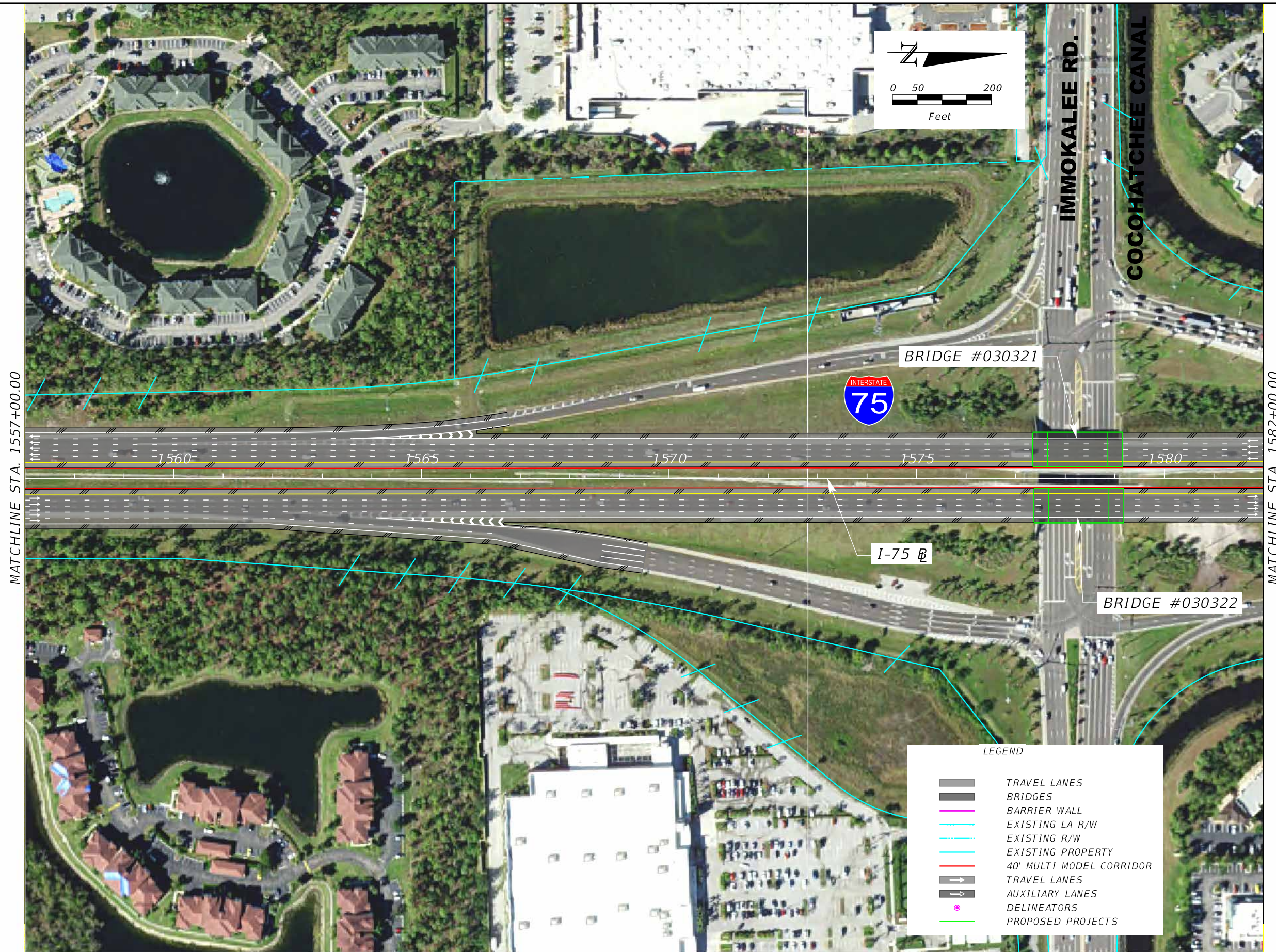


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		22
					SR 93	COLLIER	442519-1-32-01		

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MATCHLINE STA. 1557+00.00

MATCHLINE STA. 1582+00.00

BRIDGE #030321



I-75 B

BRIDGE #030322

IMMOKALEE RD.

COCO HATCHEE CANAL

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

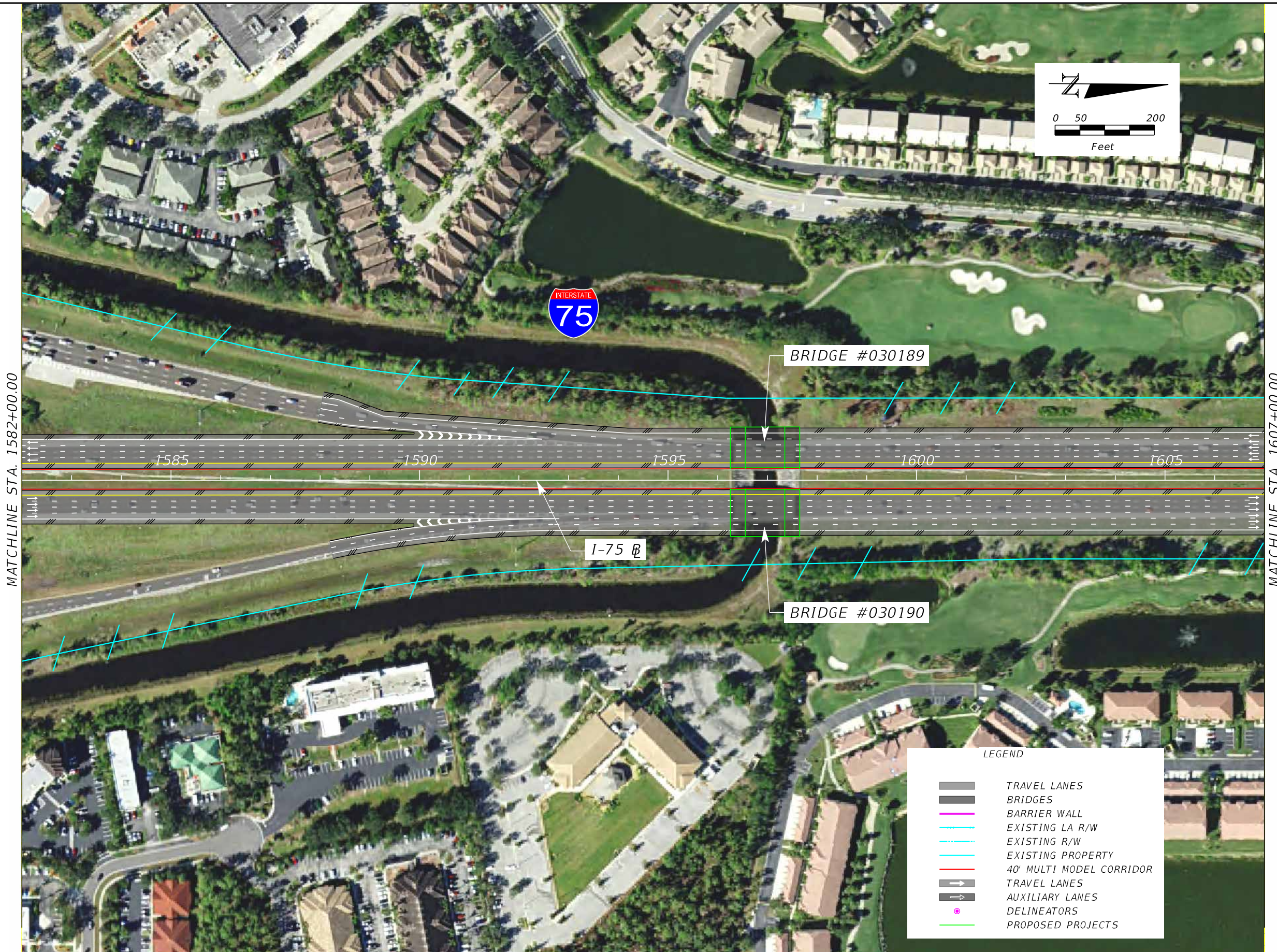
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

I-75 MASTER PLAN
 CONCEPT PLAN

SHEET NO.
 23



MATCHLINE STA. 1582+00.00

MATCHLINE STA. 1607+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
24

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MATCHLINE STA. 1607+00.00

MATCHLINE STA. 1632+00.00



I-75 B

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		25
					SR 93	COLLIER	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 1632+00.00

MATCHLINE STA. 1657+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET
NO.
26



MATCHLINE STA. 1657+00.00

MATCHLINE STA. 1682+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

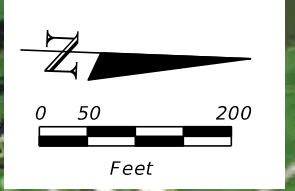
SHEET NO.
27

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MATCHLINE STA. 1682+00.00

MATCHLINE STA. 1707+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

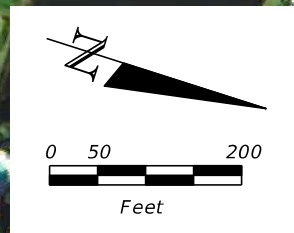
<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>SR 93</td> <td>COLLIER</td> <td>442519-1-32-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 93	COLLIER	442519-1-32-01	I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 28
REVISIONS																			
DATE	DESCRIPTION																		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																	
SR 93	COLLIER	442519-1-32-01																	

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MATCHLINE STA. 1707+00.00

MATCHLINE STA. 1732+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		I-75 MASTER PLAN CONCEPT PLAN		SHEET NO.
REVISIONS																
DATE	DESCRIPTION															
<table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>SR 93</td> <td>COLLIER</td> <td>442519-1-32-01</td> </tr> </tbody> </table>		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 93	COLLIER	442519-1-32-01	29								
ROAD NO.	COUNTY	FINANCIAL PROJECT ID														
SR 93	COLLIER	442519-1-32-01														

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MATCHLINE STA. 1732+00.00

MATCHLINE STA. 1757+00.00

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

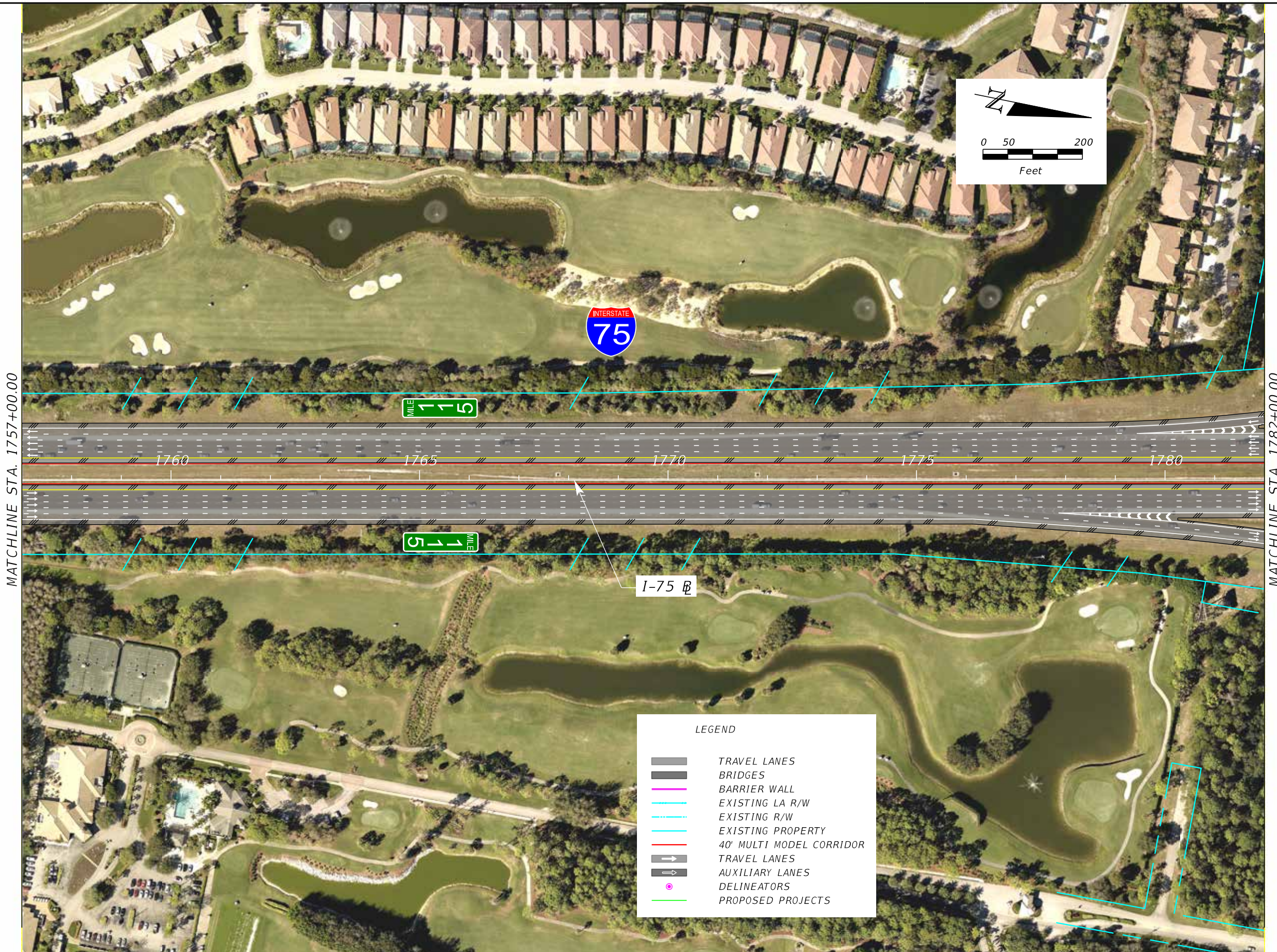
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	COLLIER LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET
NO.
30

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

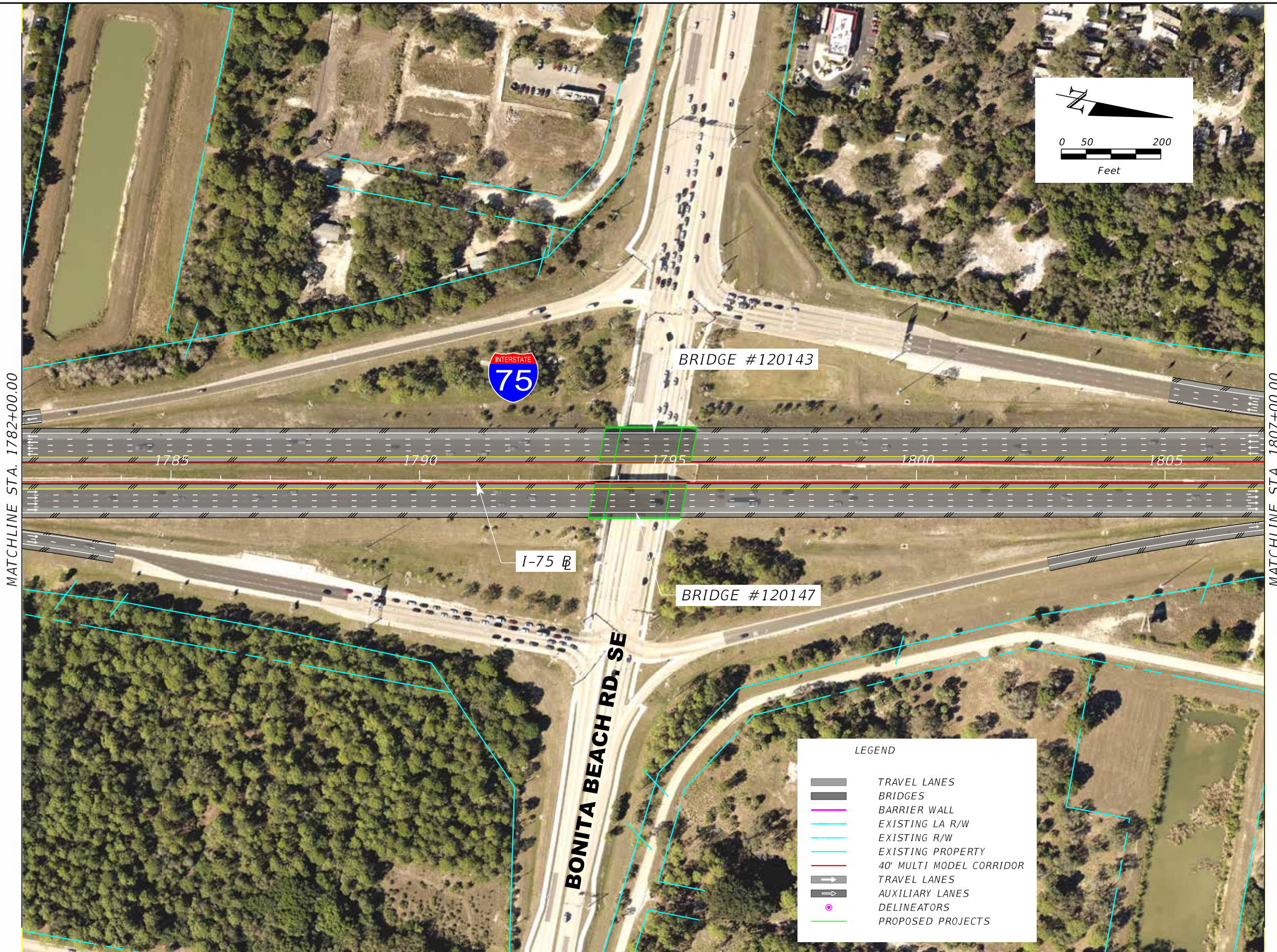


MATCHLINE STA. 1757+00.00

MATCHLINE STA. 1782+00.00

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 31
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 93	LEE	442519-1-32-01		

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MATCHLINE STA. 1782+00.00

MATCHLINE STA. 1807+00.00



BRIDGE #120143

I-75 B

BRIDGE #120147

BONITA BEACH RD. SE

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

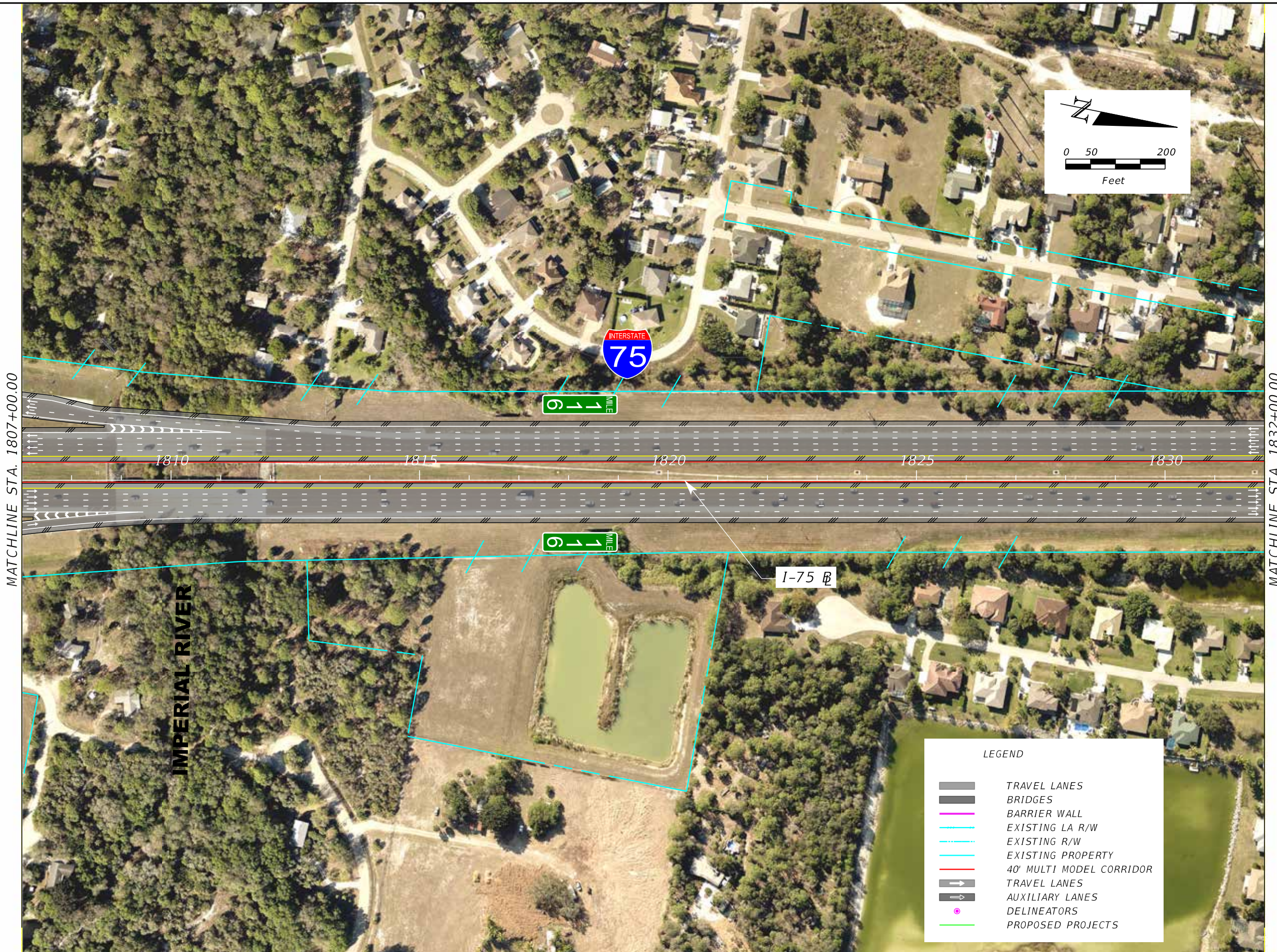
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

I-75 MASTER PLAN
 CONCEPT PLAN

SHEET NO.
 32



MATCHLINE STA. 1807+00.00

MATCHLINE STA. 1832+00.00

IMPERIAL RIVER



I-75 β

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
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H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

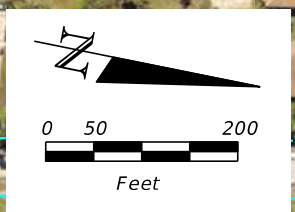
**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
33



MATCHLINE STA. 1832+00.00

MATCHLINE STA. 1857+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		34
					SR 93	LEE	442519-1-32-01		

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H. W. LOCHNER, INC.
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 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
35



MATCHLINE STA. 1882+00.00

MATCHLINE STA. 1907+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

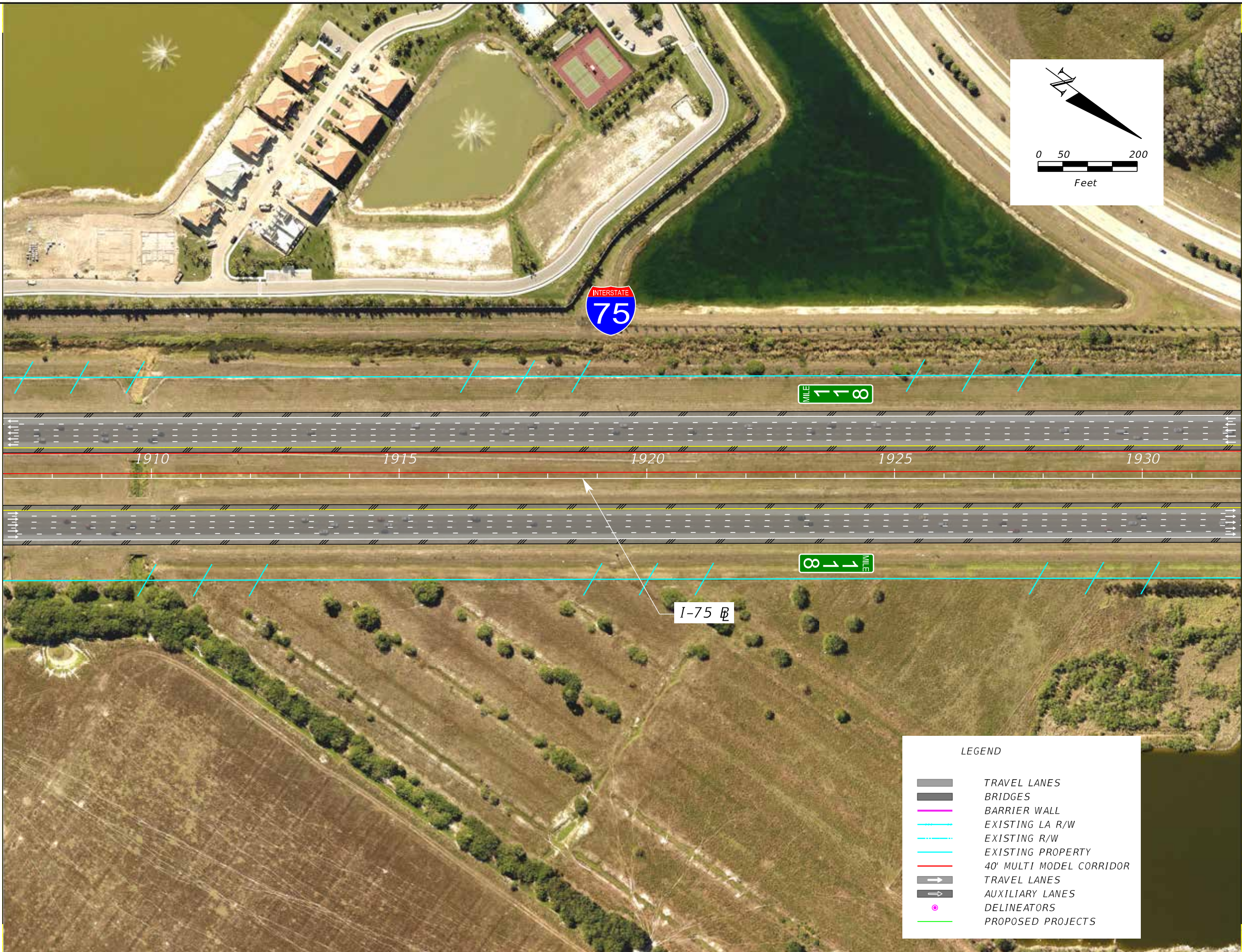
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET
NO.
36



MATCHLINE STA. 1907+00.00

MATCHLINE STA. 1932+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
37

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MATCHLINE STA. 1932+00.00

MATCHLINE STA. 1957+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		38
					SR 93	LEE	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

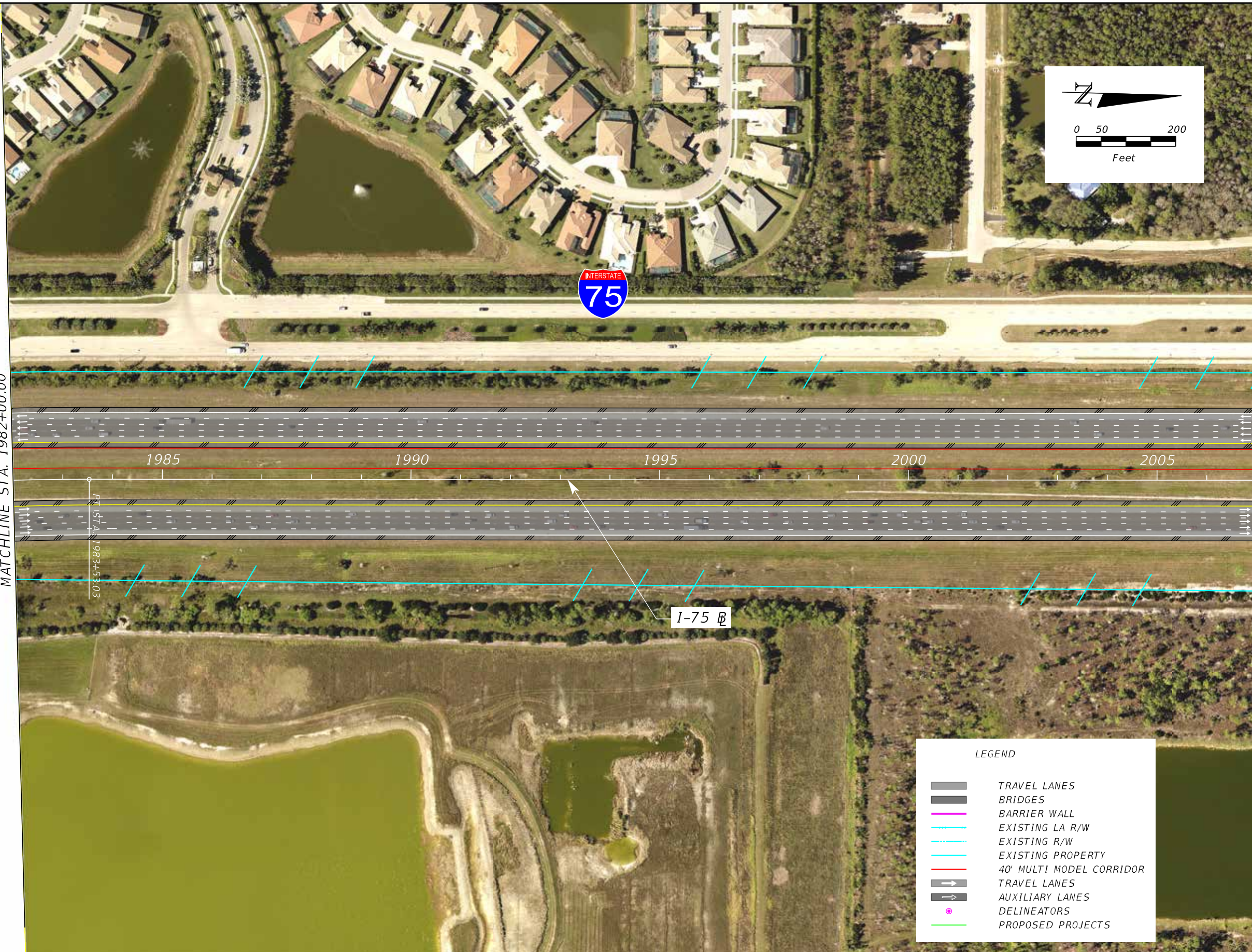
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

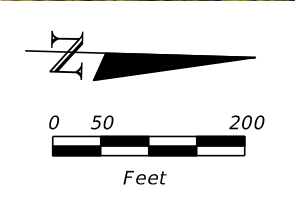
SHEET NO.
39

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 1982+00.00

MATCHLINE STA. 2007+00.00

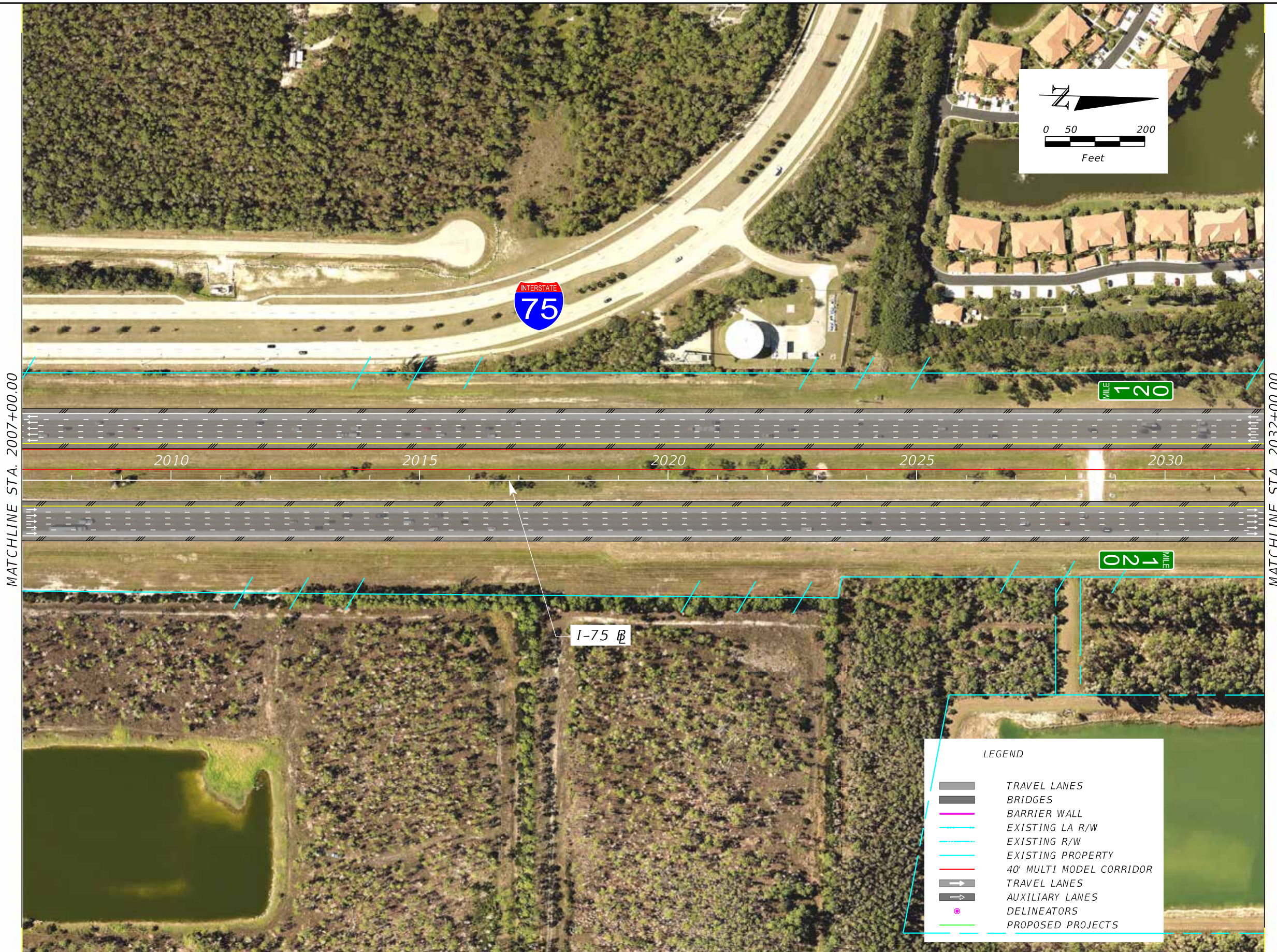


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		40
					SR 93	LEE	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2007+00.00

MATCHLINE STA. 2032+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
41

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2032+00.00

MATCHLINE STA. 2057+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
42

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2057+00.00

MATCHLINE STA. 2082+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		43
					SR 93	LEE	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2082+00.00

MATCHLINE STA. 2107+00.00

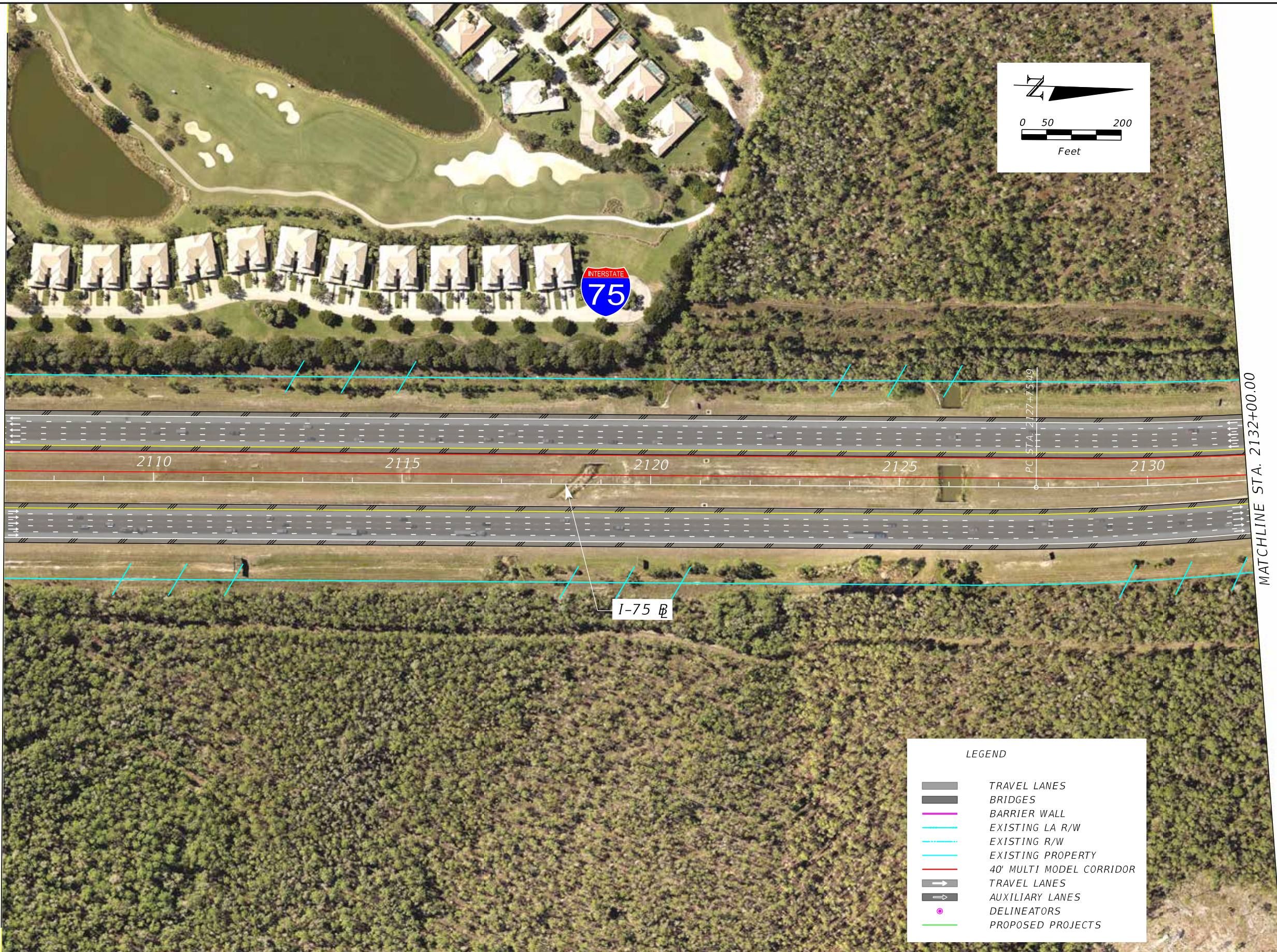
LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 44
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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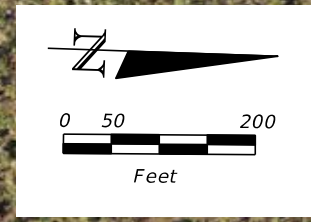
H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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MATCHLINE STA. 2107+00.00

MATCHLINE STA. 2132+00.00



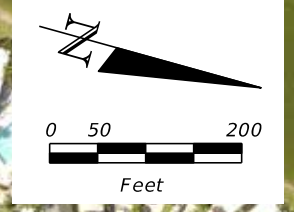
LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	442519-1-32-01		45

H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

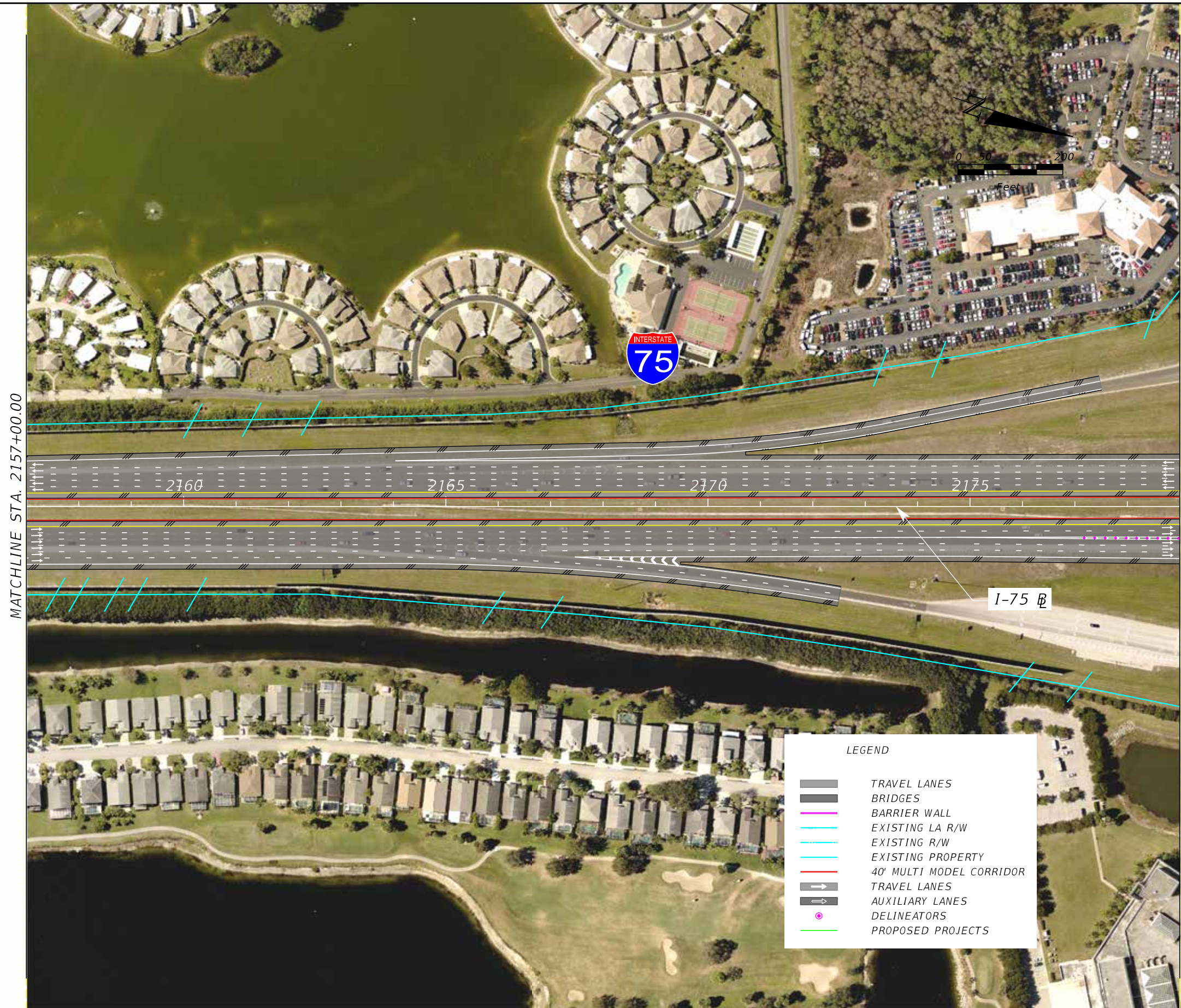
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
46

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



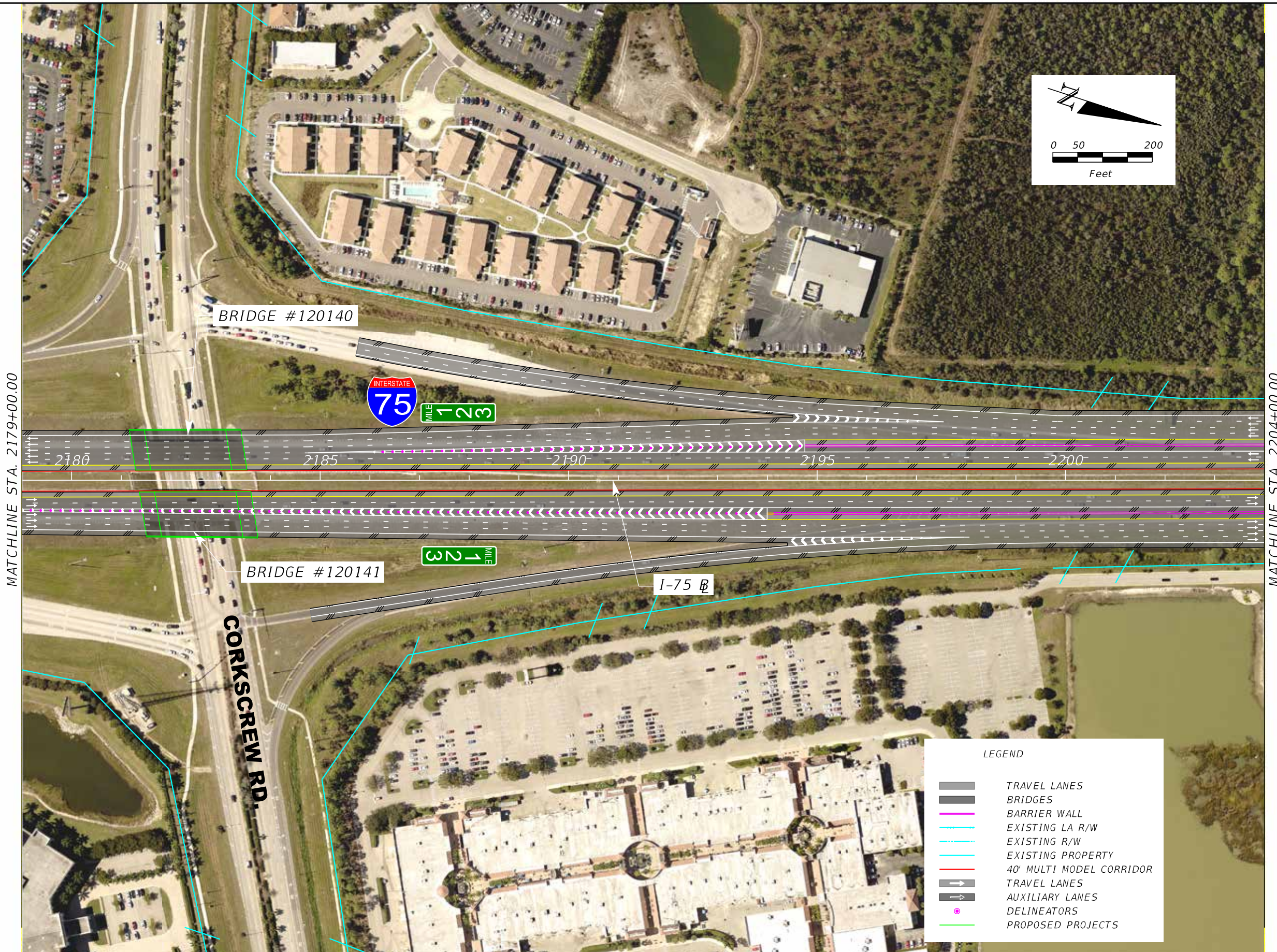
MATCHLINE STA. 2157+00.00

MATCHLINE STA. 2179+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		I-75 MASTER PLAN CONCEPT PLAN		SHEET NO.
REVISIONS																
DATE	DESCRIPTION															
<table border="1"> <thead> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> </thead> <tbody> <tr> <td>SR 93</td> <td>LEE</td> <td>442519-1-32-01</td> </tr> </tbody> </table>		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 93	LEE	442519-1-32-01	47								
ROAD NO.	COUNTY	FINANCIAL PROJECT ID														
SR 93	LEE	442519-1-32-01														

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MATCHLINE STA. 2179+00.00

MATCHLINE STA. 2204+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
48

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

MATCHLINE STA. 2204+00.00

MATCHLINE STA. 2229+00.00

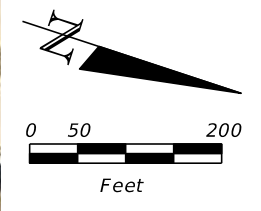
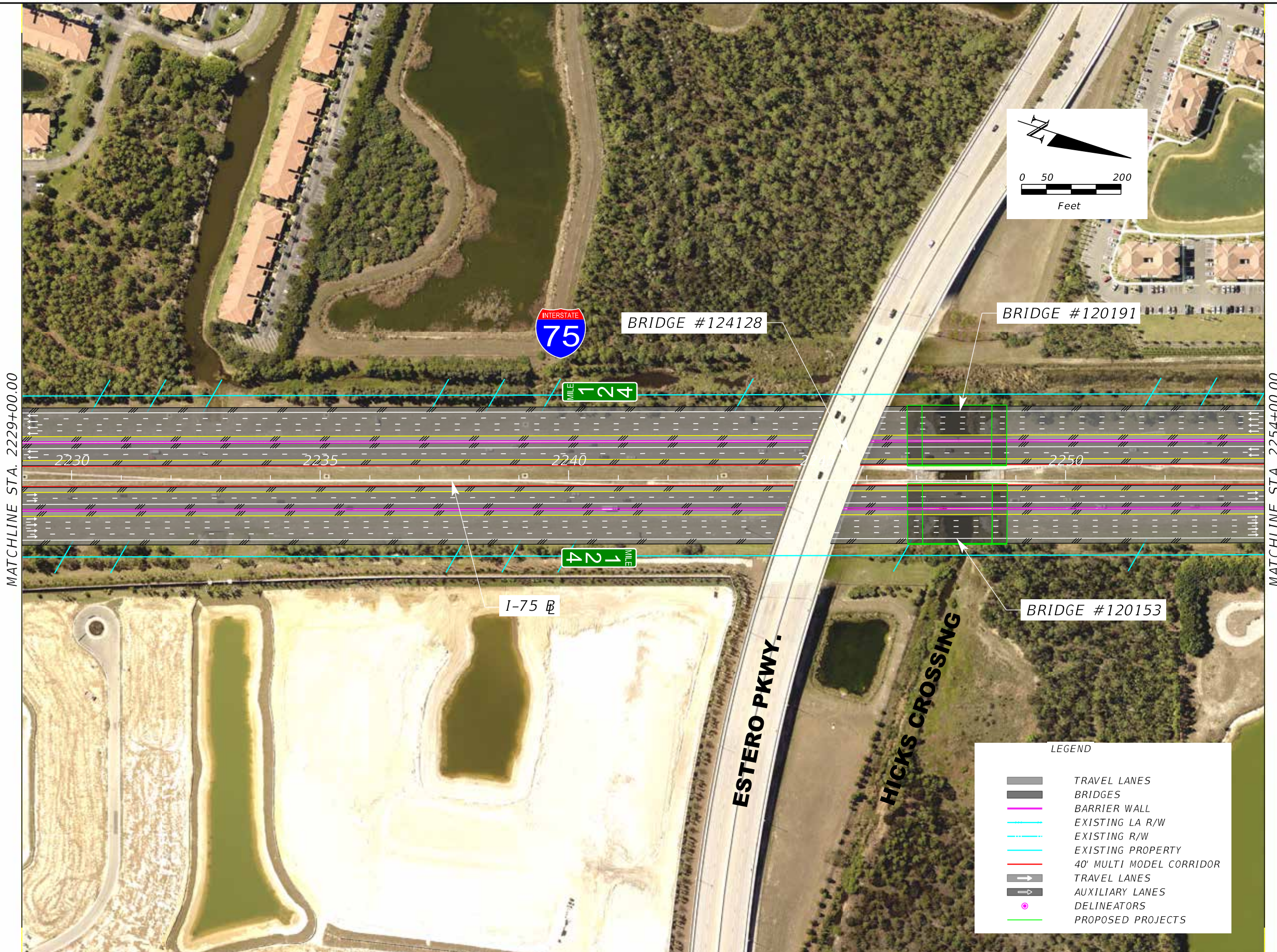


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th colspan="2"></th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS				DATE	DESCRIPTION	DATE	DESCRIPTION					H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN		SHEET NO.
REVISIONS																								
DATE	DESCRIPTION	DATE	DESCRIPTION																					
ROAD NO.		COUNTY	FINANCIAL PROJECT ID		SR 93		LEE	442519-1-32-01		49														

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MATCHLINE STA. 2229+00.00

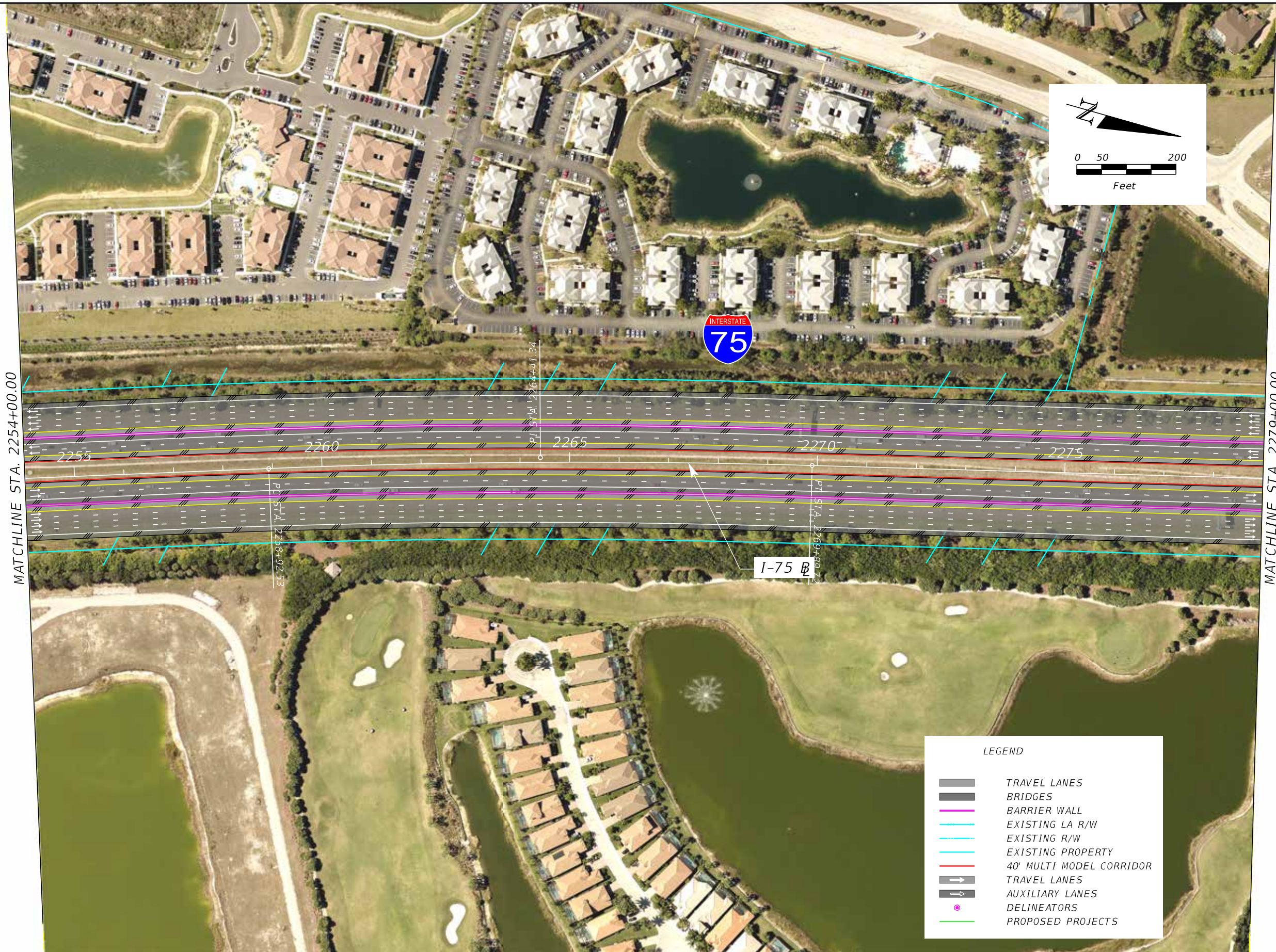
MATCHLINE STA. 2254+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

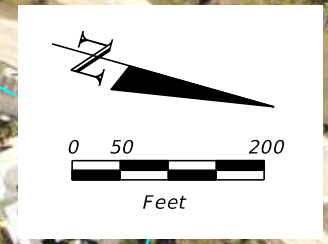
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 50
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	COLLIER	442519-1-32-01		
H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894								

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MATCHLINE STA. 2254+00.00

MATCHLINE STA. 2279+00.00



LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

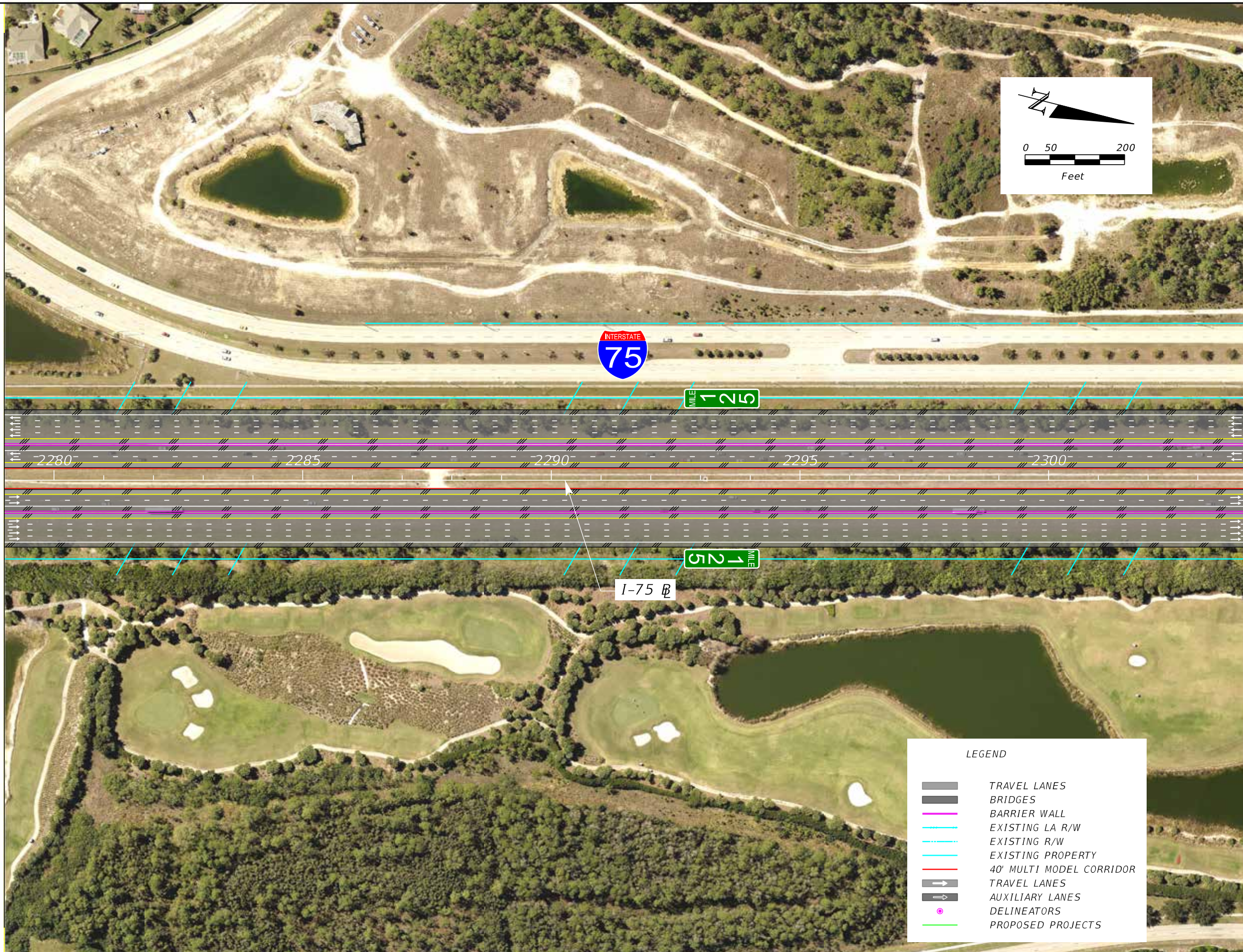
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
51

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MATCHLINE STA. 2279+00.00

MATCHLINE STA. 2304+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

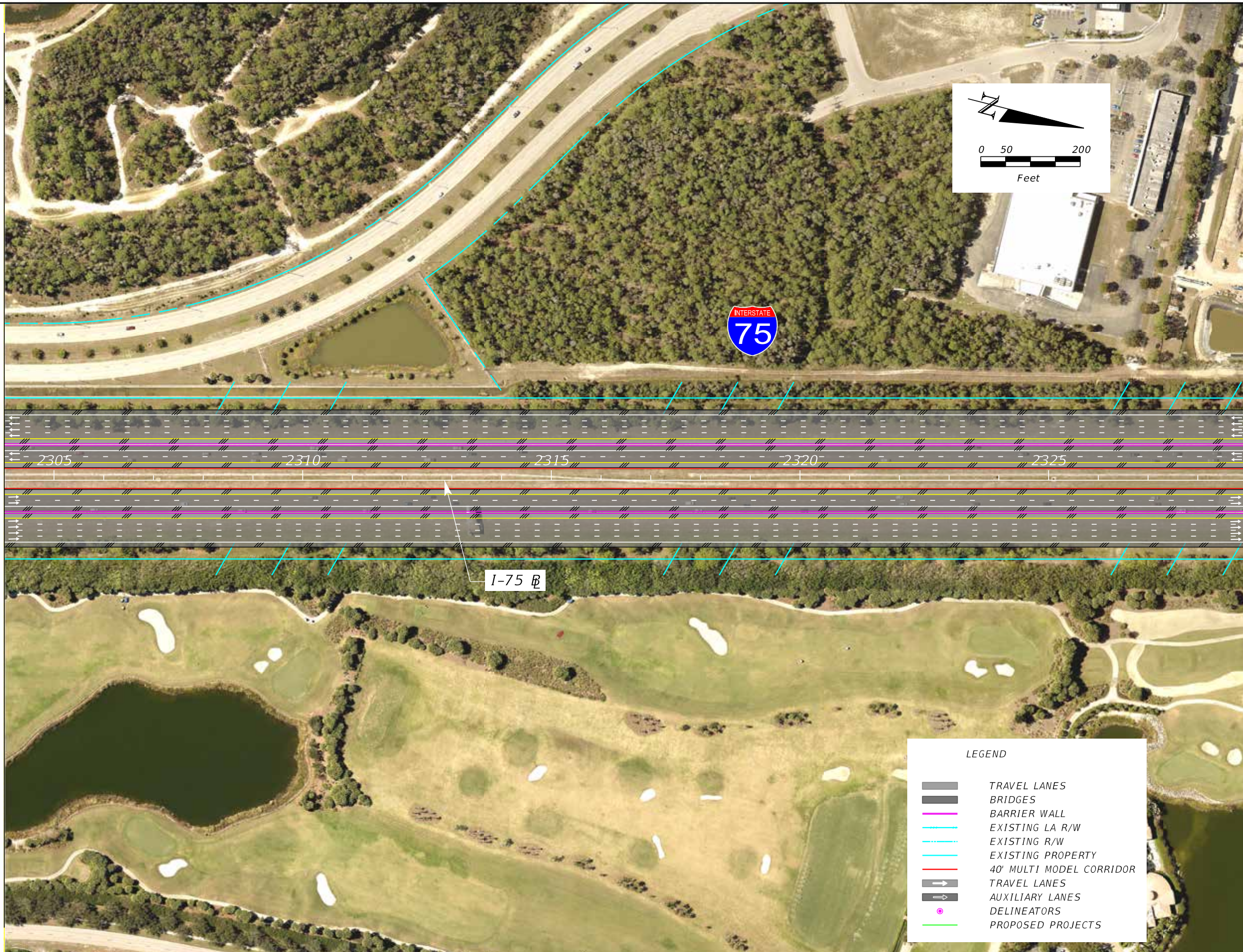
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET
NO.
52

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2304+00.00

MATCHLINE STA. 2329+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

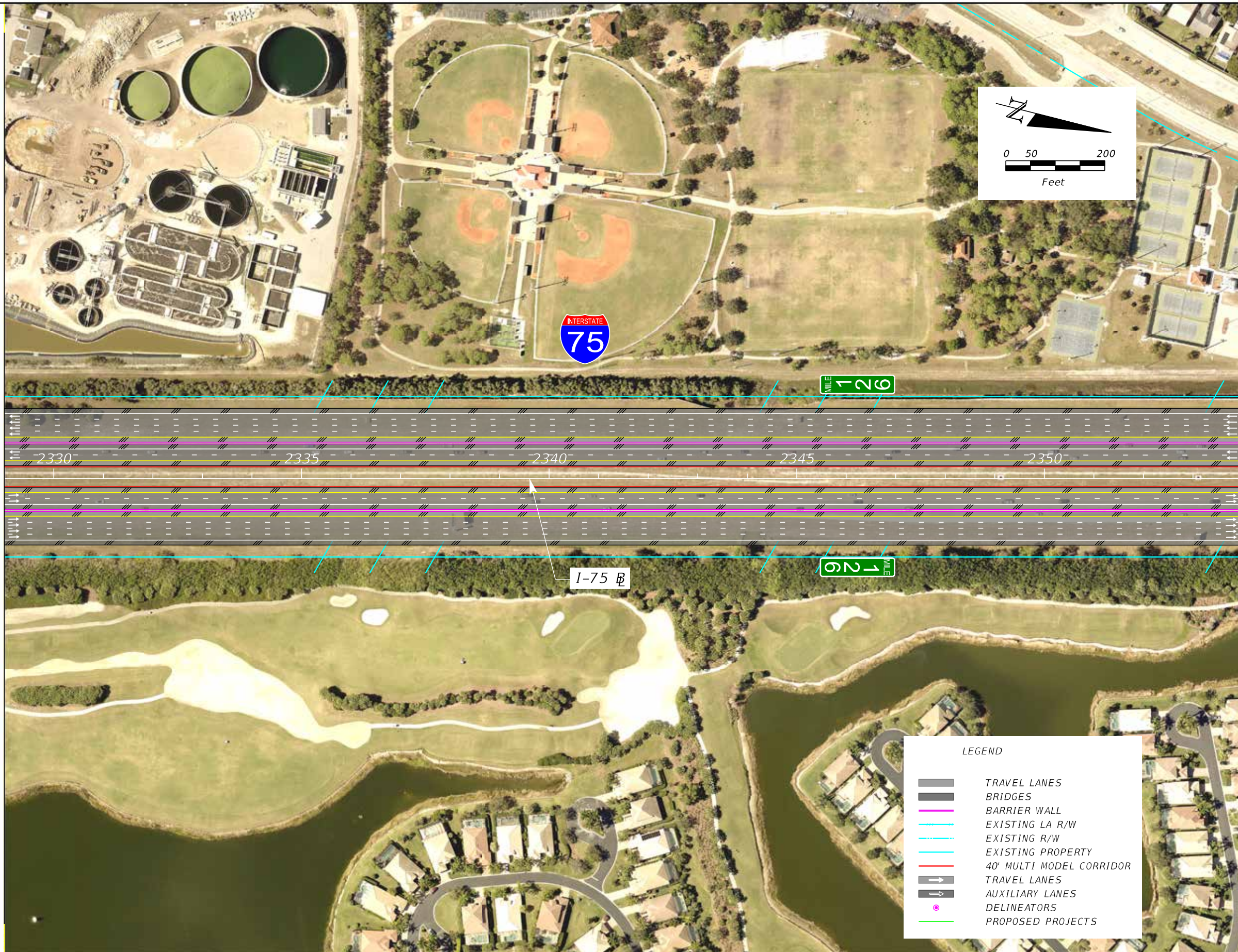
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET
NO.
53

MATCHLINE STA. 2329+00.00



MATCHLINE STA. 2354+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

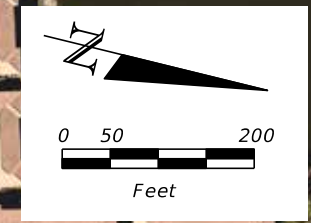
**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
54



MATCHLINE STA. 2354+00.00

MATCHLINE STA. 2379+00.00



LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

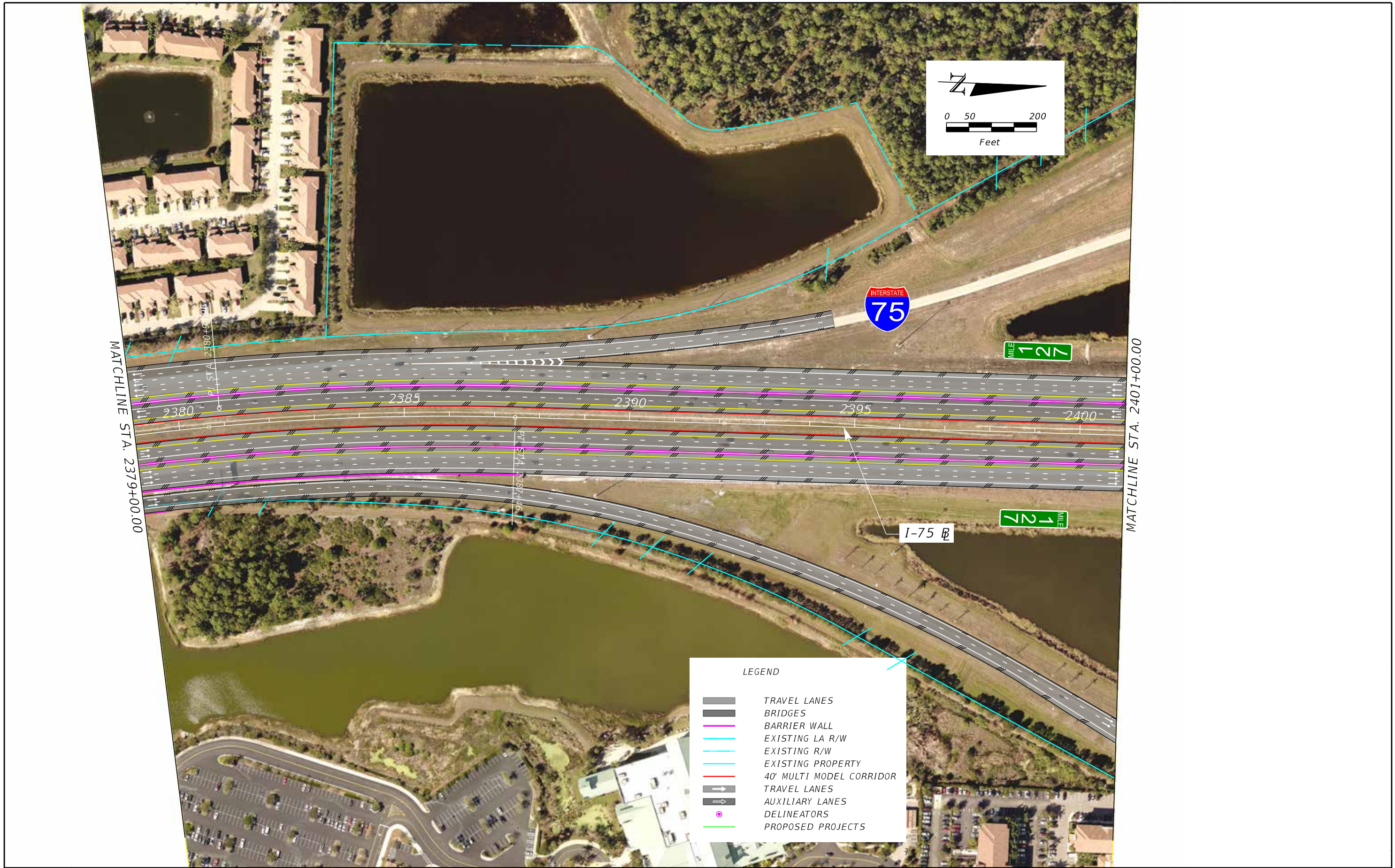
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
55

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MATCHLINE STA. 2379+00.00

MATCHLINE STA. 2401+00.00

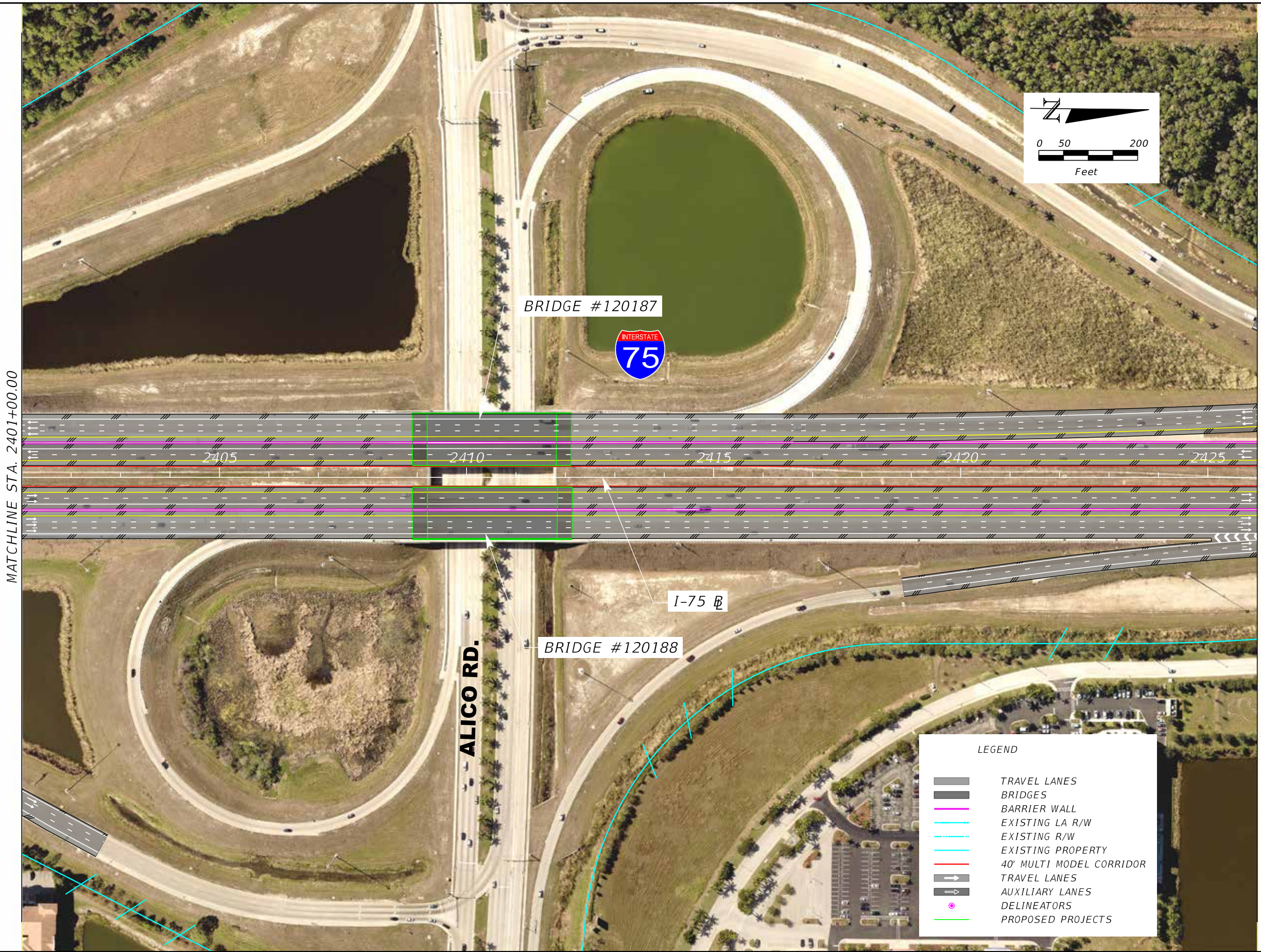
LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		56
				SR 93	LEE	442519-1-32-01		

H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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MATCHLINE STA. 2401+00.00

MATCHLINE STA. 2426+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

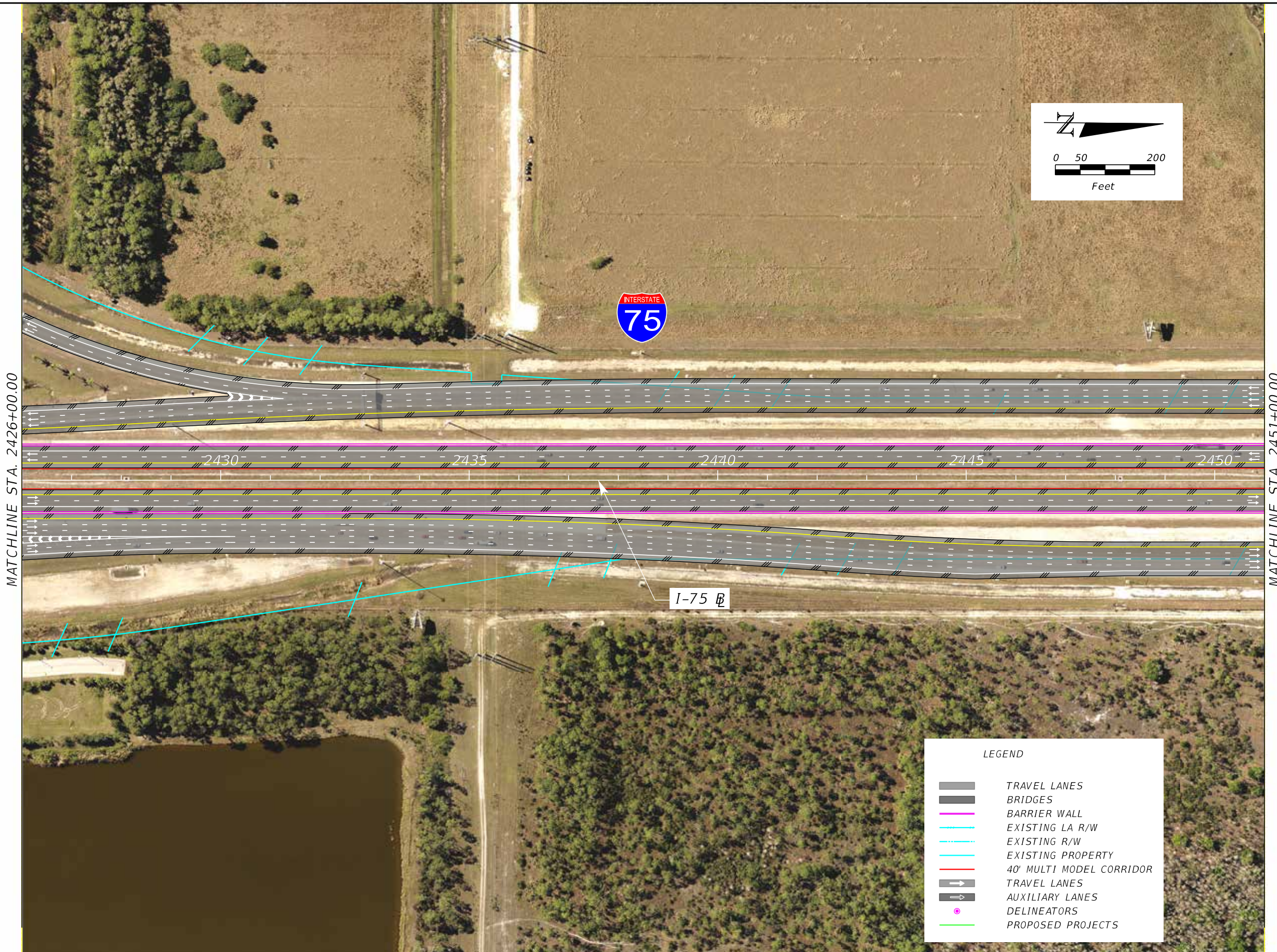
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
57

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2426+00.00

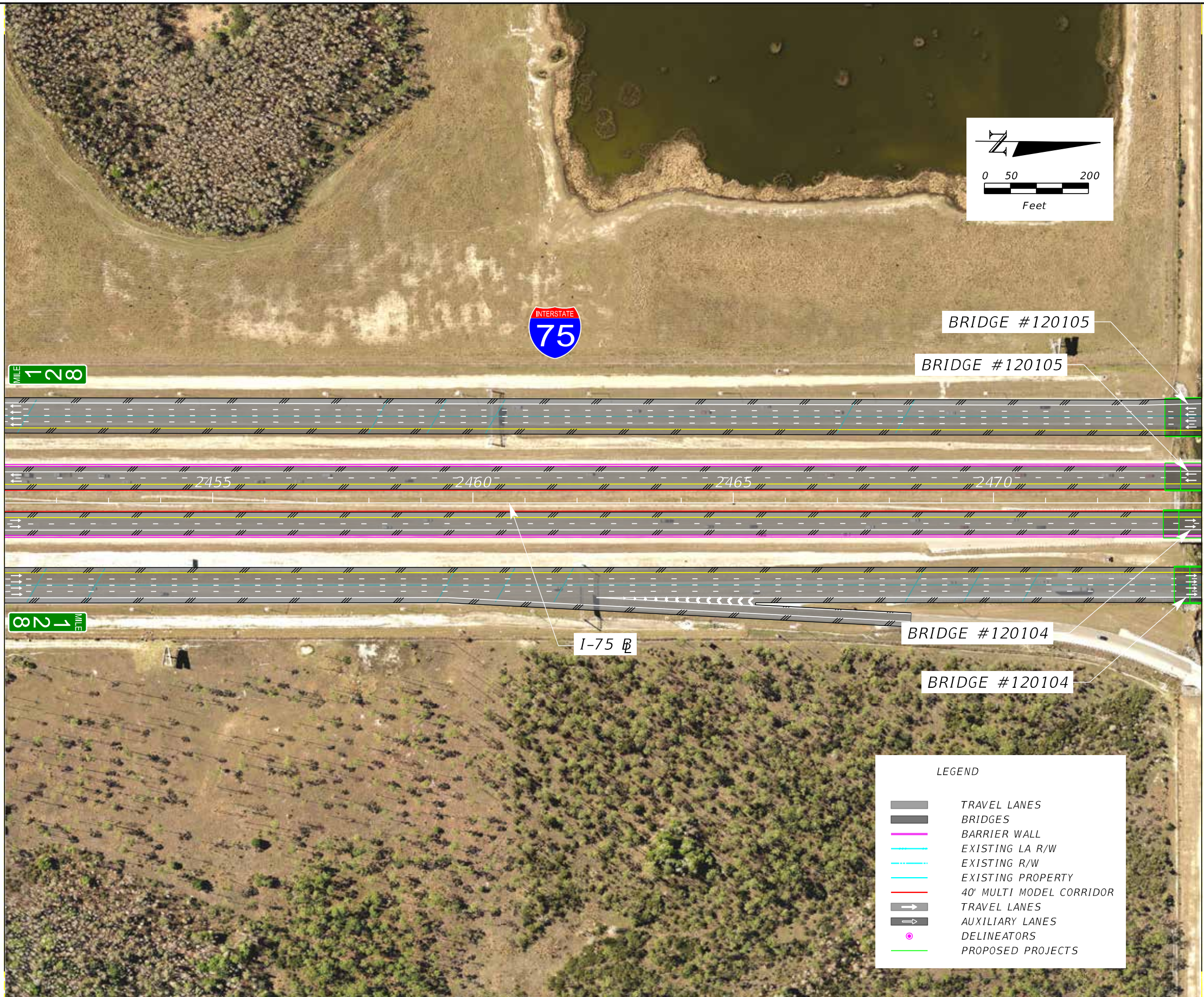
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I-75

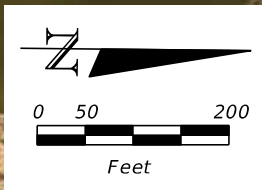
LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>				REVISIONS		DATE	DESCRIPTION			H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION <table border="1"> <tr> <th>ROAD NO.</th> <th>COUNTY</th> <th>FINANCIAL PROJECT ID</th> </tr> <tr> <td>SR 93</td> <td>LEE</td> <td>442519-1-32-01</td> </tr> </table>	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SR 93	LEE	442519-1-32-01	I-75 MASTER PLAN CONCEPT PLAN <table border="1"> <tr> <th>SHEET NO.</th> </tr> <tr> <td>58</td> </tr> </table>	SHEET NO.	58
REVISIONS																				
DATE	DESCRIPTION																			
ROAD NO.	COUNTY	FINANCIAL PROJECT ID																		
SR 93	LEE	442519-1-32-01																		
SHEET NO.																				
58																				



MATCHLINE STA. 2451+00.00

MATCHLINE STA. 2474+00.00



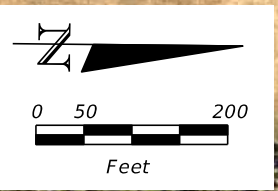
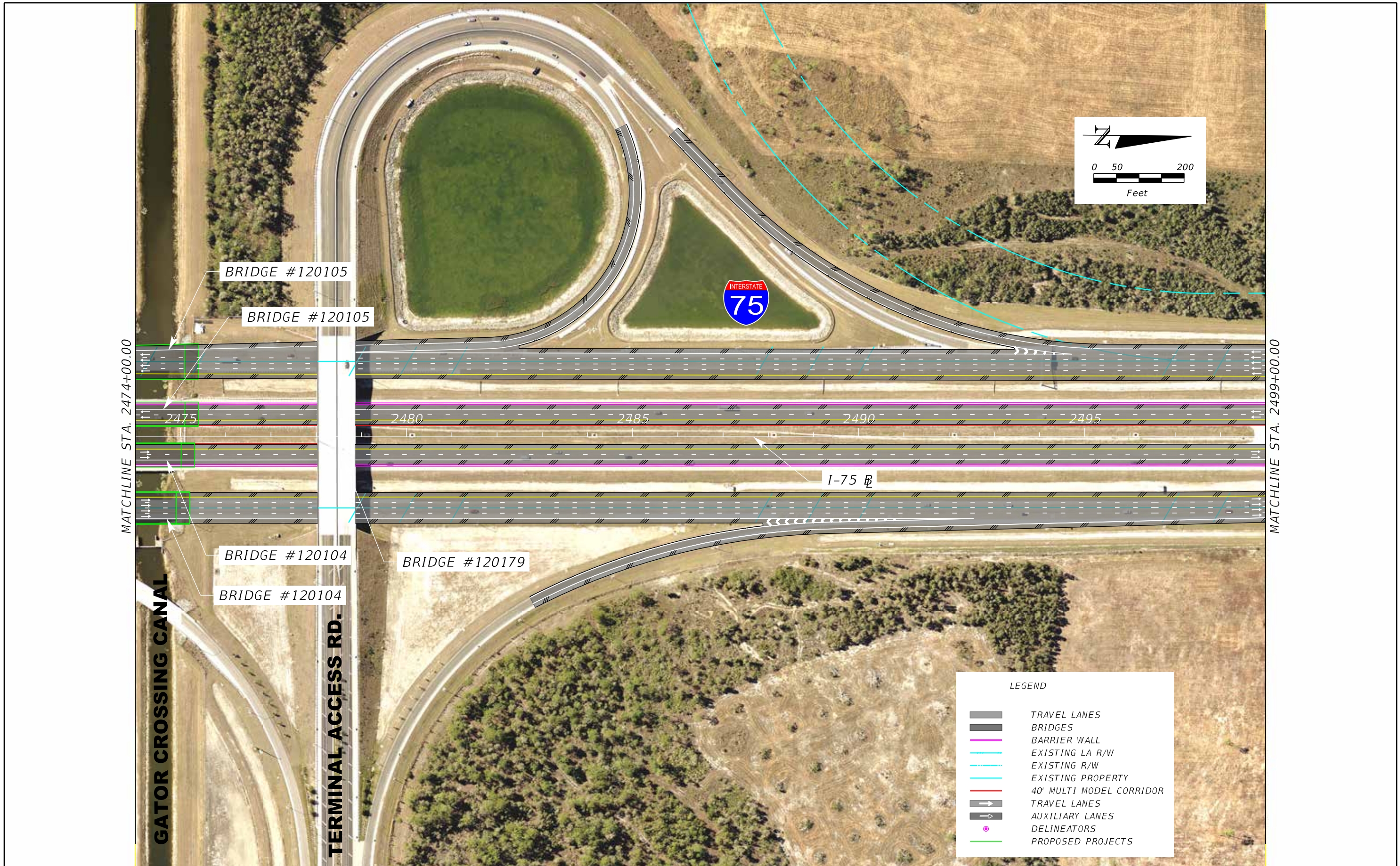
LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		59
				SR 93	LEE	442519-1-32-01		

H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 60
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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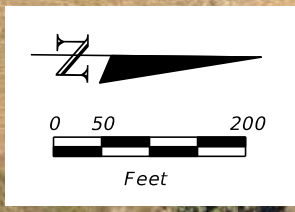
H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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MATCHLINE STA. 2499+00.00

MATCHLINE STA. 2524+00.00

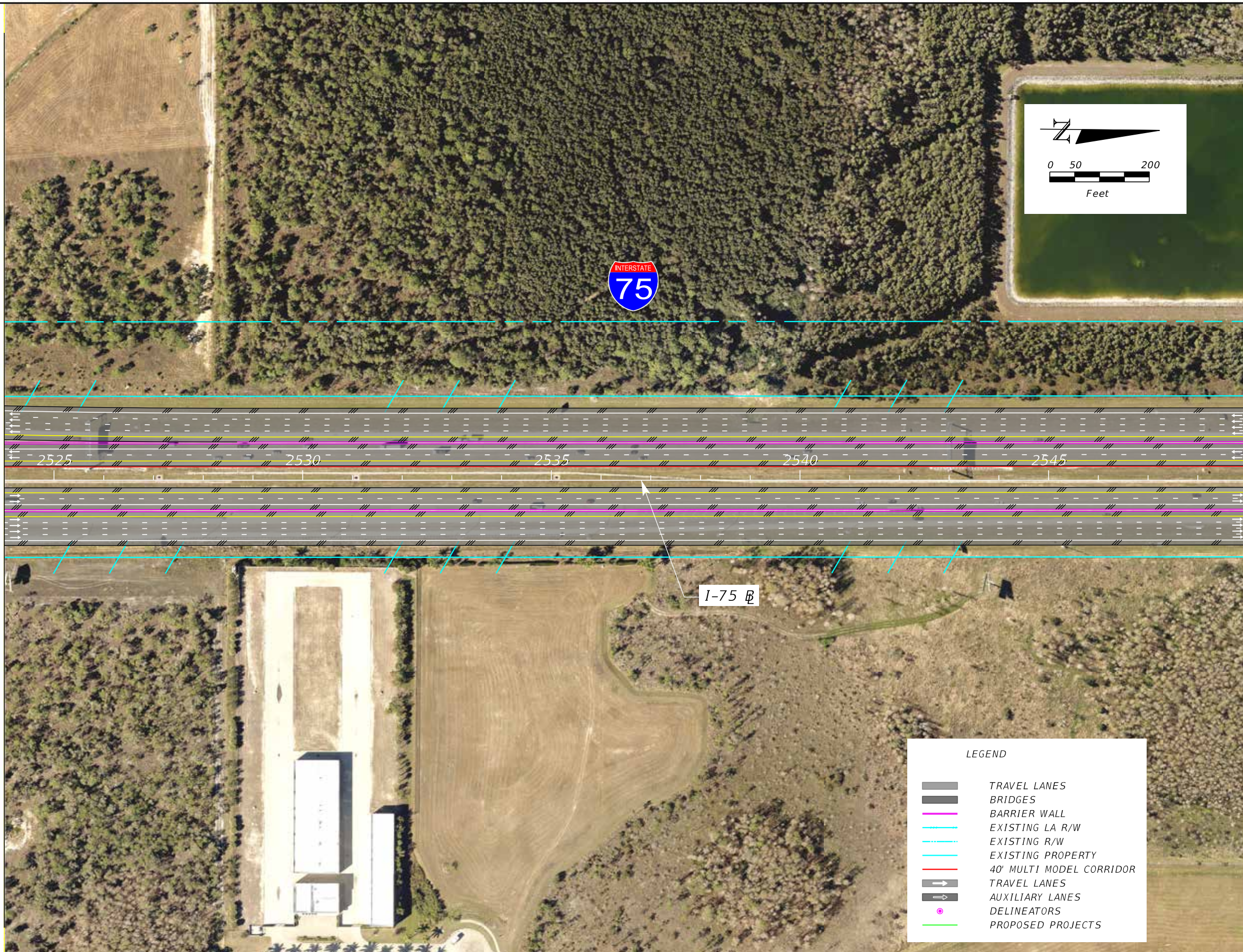


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID			61
				SR 93	LEE	442519-1-32-01			
				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894					

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MATCHLINE STA. 2524+00.00

MATCHLINE STA. 2549+00.00

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

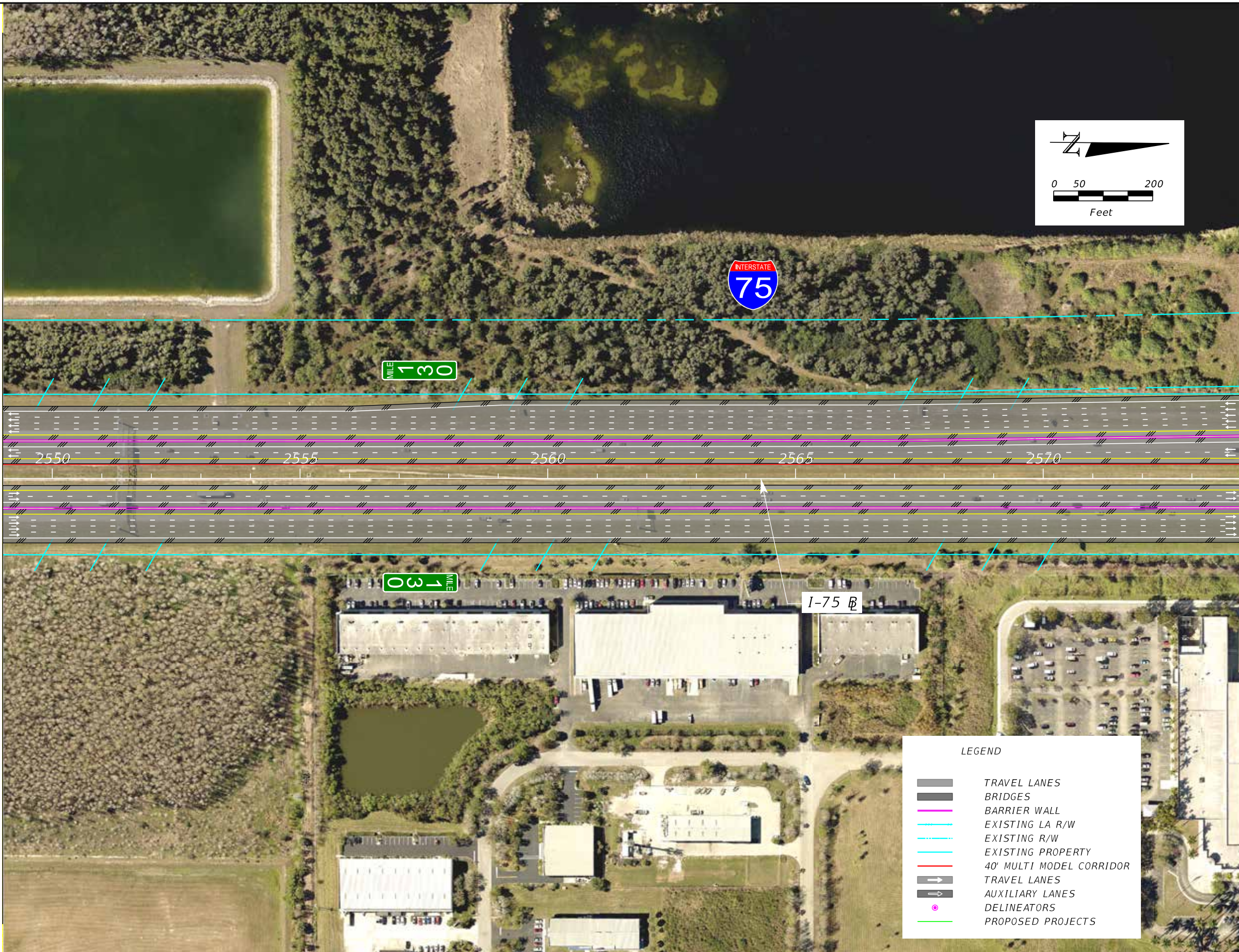
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
62

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MATCHLINE STA. 2549+00.00



MATCHLINE STA. 2574+00.00

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

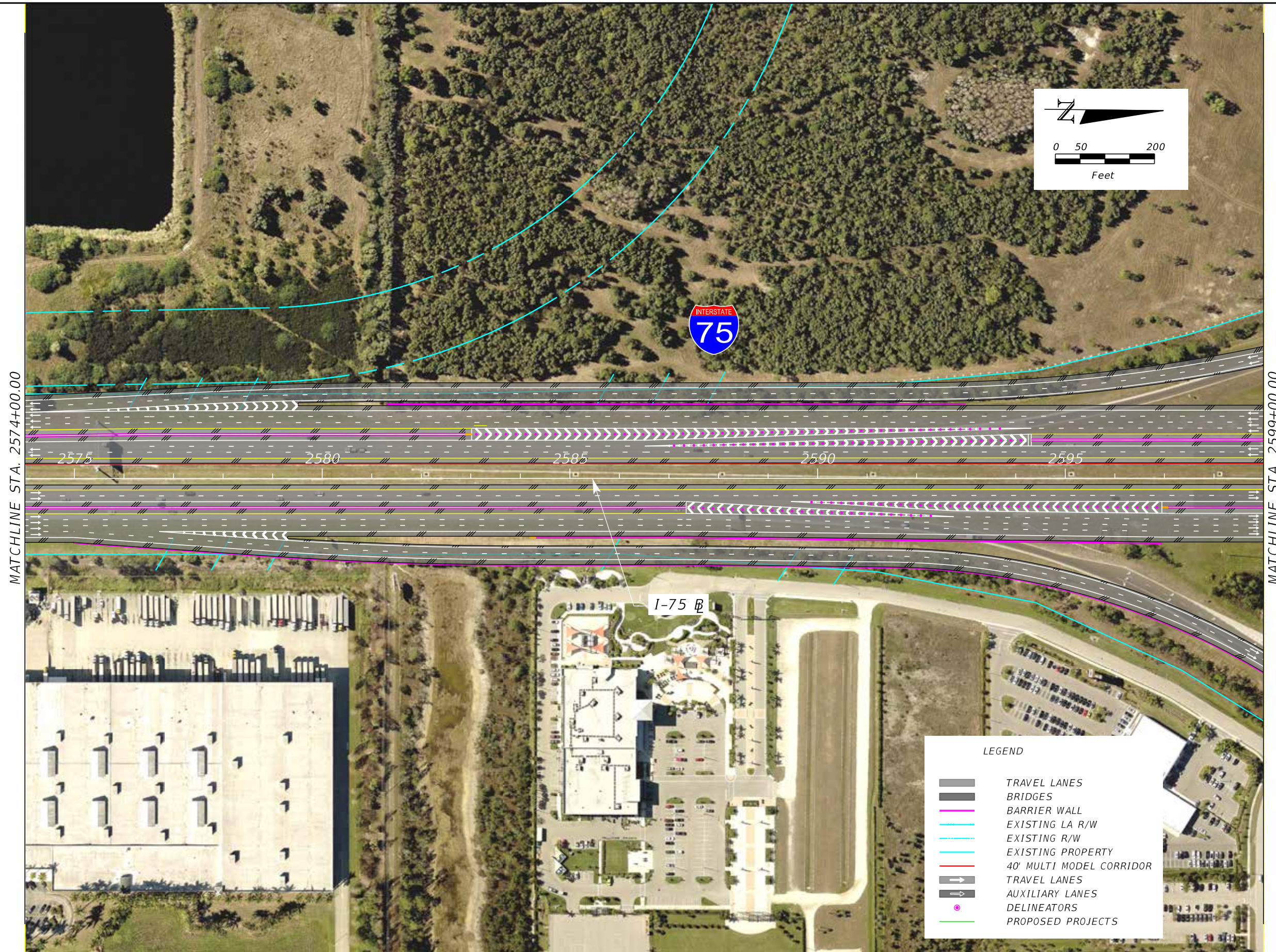
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

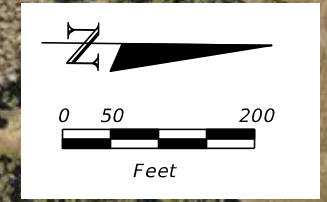
**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
63



MATCHLINE STA. 2574+00.00

MATCHLINE STA. 2599+00.00

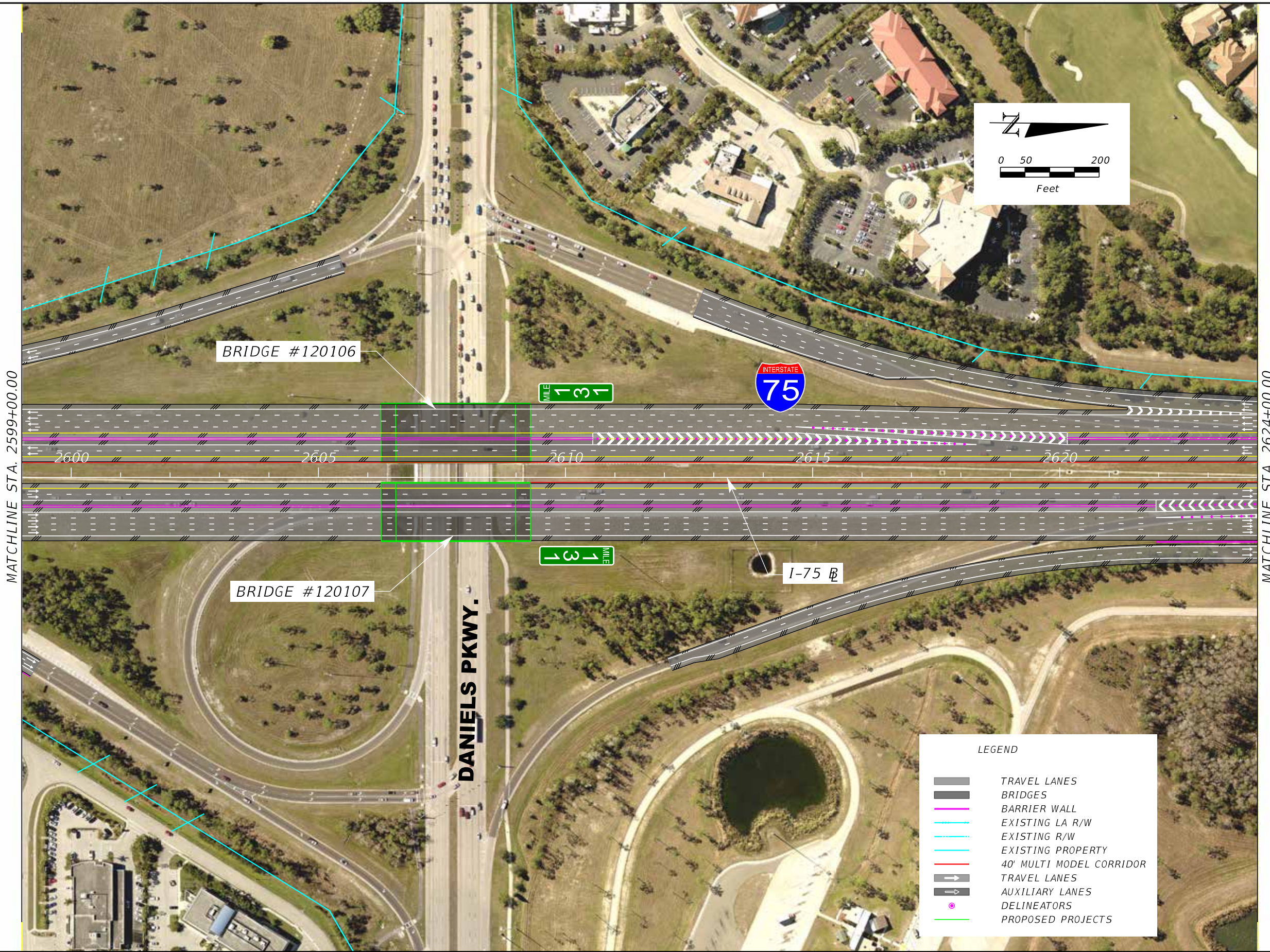


LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		64
					SR 93	LEE	442519-1-32-01		

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MATCHLINE STA. 2599+00.00

MATCHLINE STA. 2624+00.00

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
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 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
 CONCEPT PLAN**

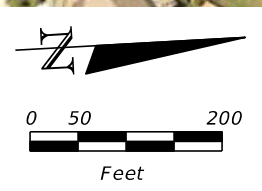
SHEET NO.
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MATCHLINE STA. 2624+00.00

MATCHLINE STA. 2649+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
 CONCEPT PLAN**

SHEET NO.
66

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MATCHLINE STA. 2649+00.00

MATCHLINE STA. 2674+00.00

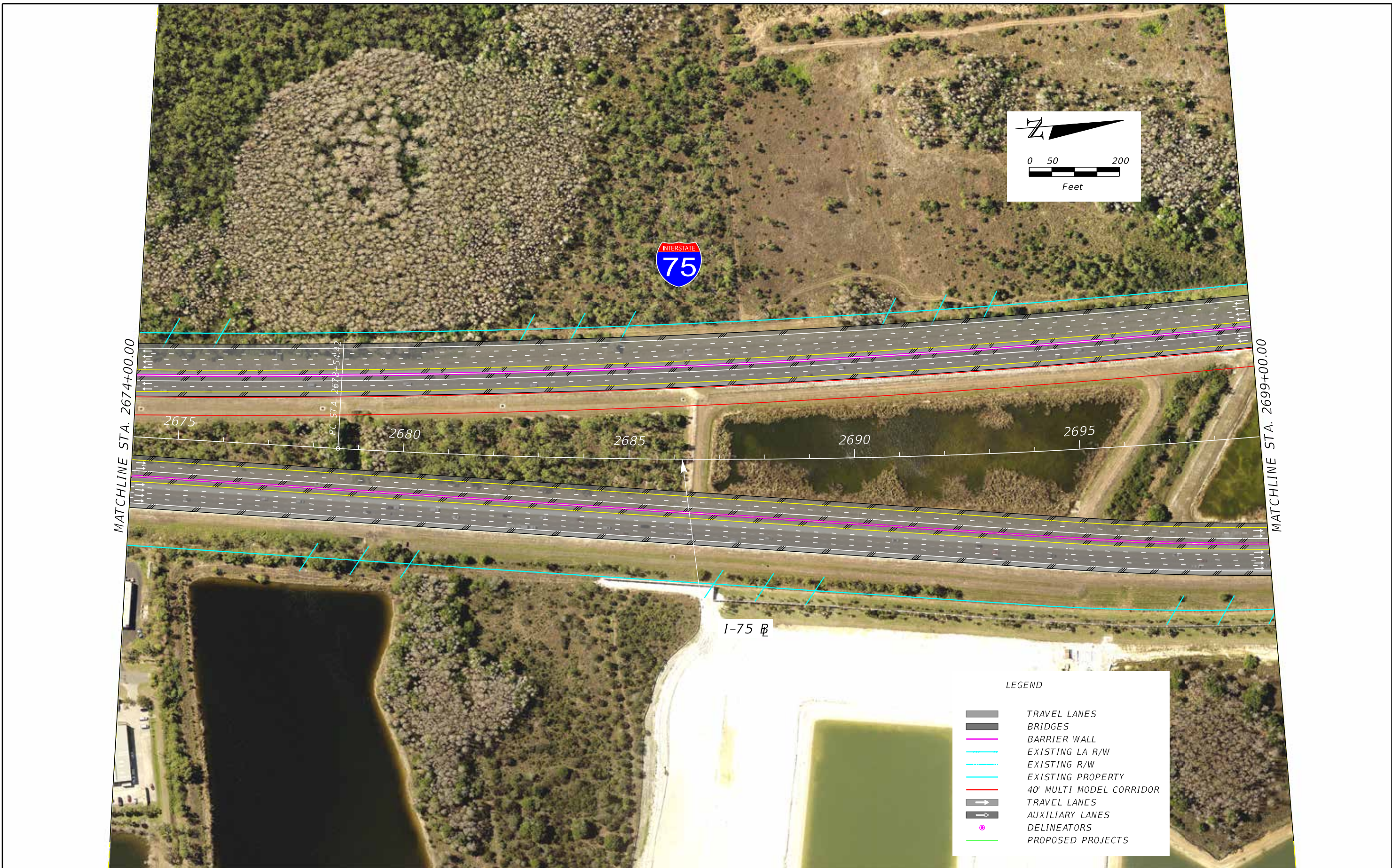
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
67



MATCHLINE STA. 2674+00.00

MATCHLINE STA. 2699+00.00



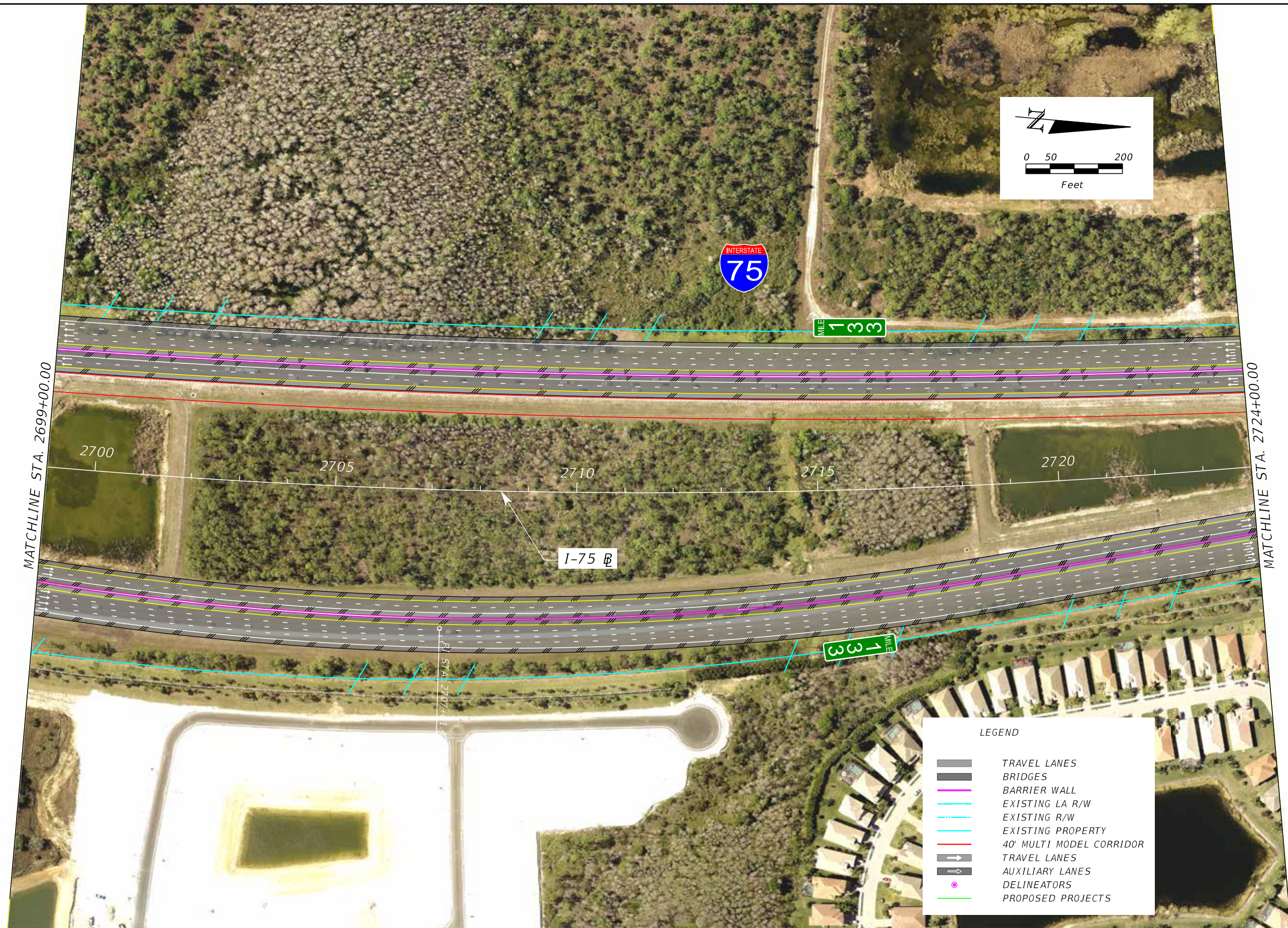
LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 68
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	442519-1-32-01		

H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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MATCHLINE STA. 2699+00.00

MATCHLINE STA. 2724+00.00

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

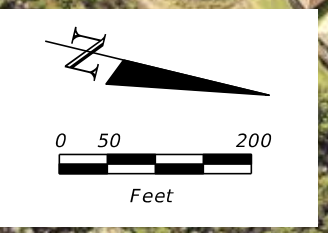
SHEET
NO.
69

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MATCHLINE STA. 2724+00.00

MATCHLINE STA. 2749+00.00



LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO. 70
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 93	LEE	442519-1-32-01		

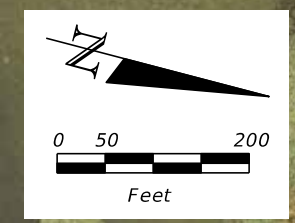
H. W. LOCHNER, INC.
4350 W. CYPRESS STREET - SUITE 800
TAMPA, FL 33607
CERTIFICATE OF AUTHORIZATION NO. 894

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MATCHLINE STA. 2749+00.00

MATCHLINE STA. 2772+00.00

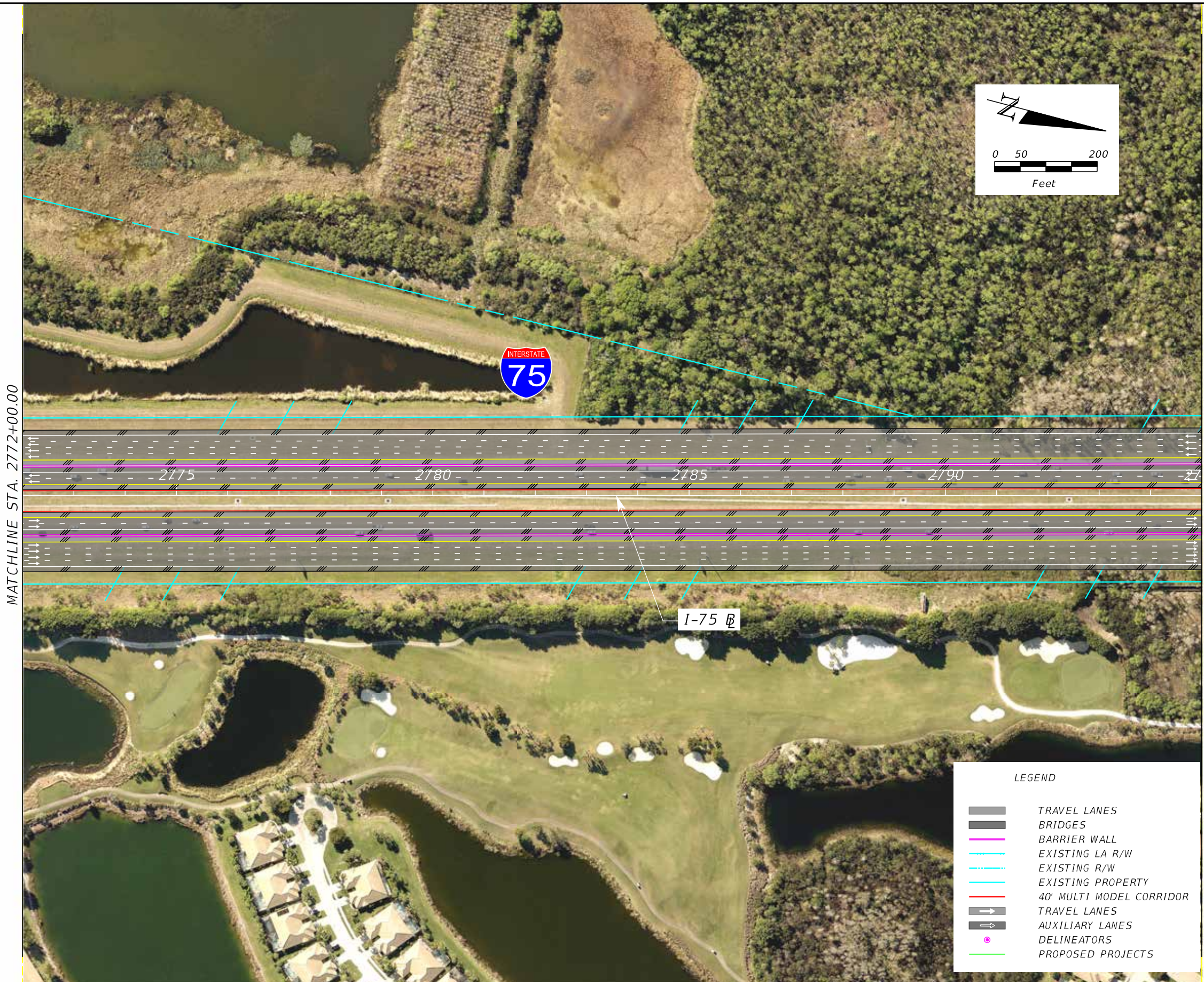


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		71
					SR 93	LEE	442519-1-32-01		

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MATCHLINE STA. 2772+00.00

MATCHLINE STA. 2795+00.00



I-75

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

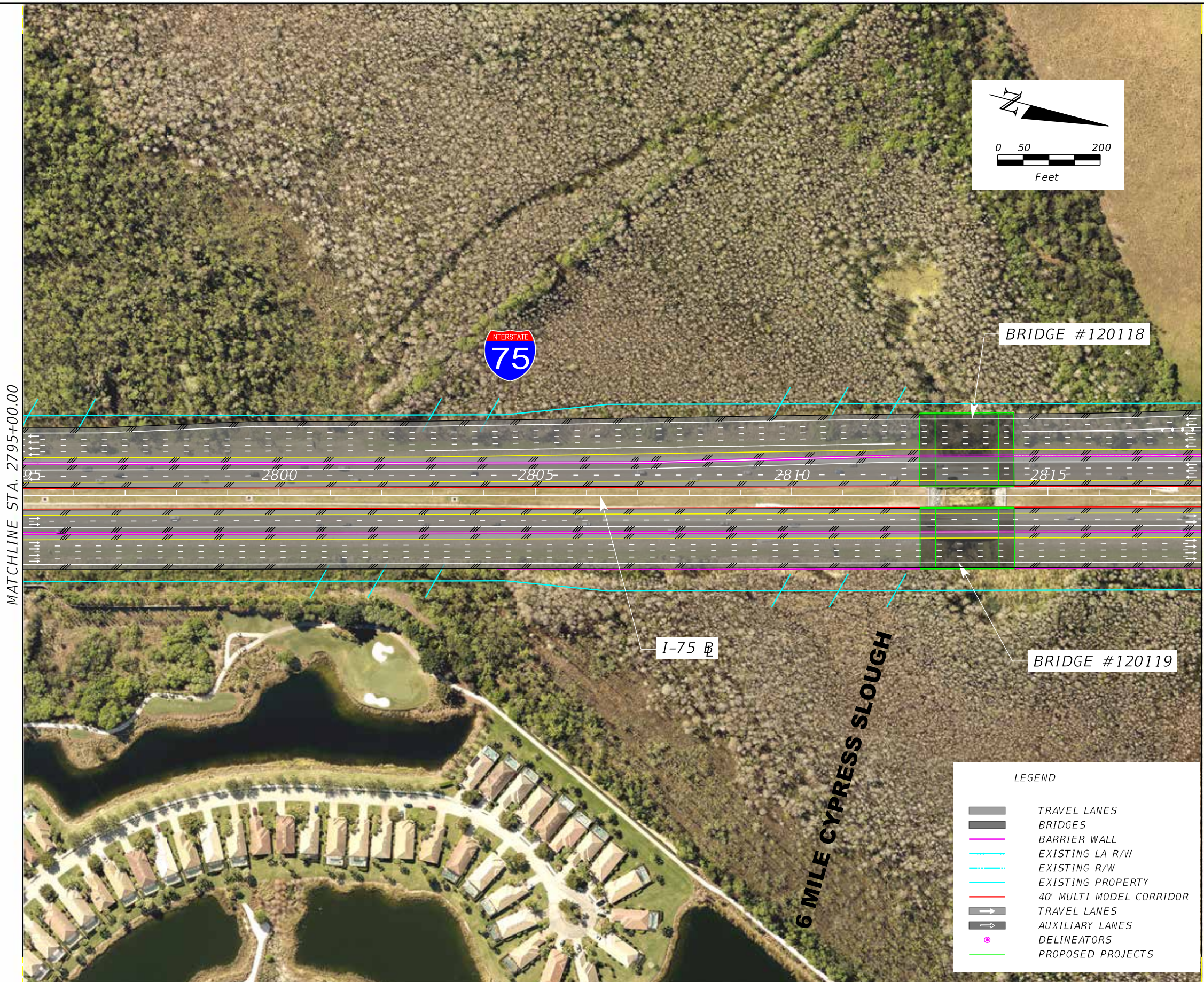
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

I-75 MASTER PLAN
CONCEPT PLAN

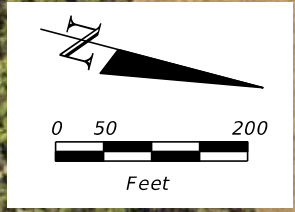
SHEET NO.
72

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MATCHLINE STA. 2795+00.00

MATCHLINE STA. 2818+00.00



BRIDGE #120118

I-75 B

BRIDGE #120119

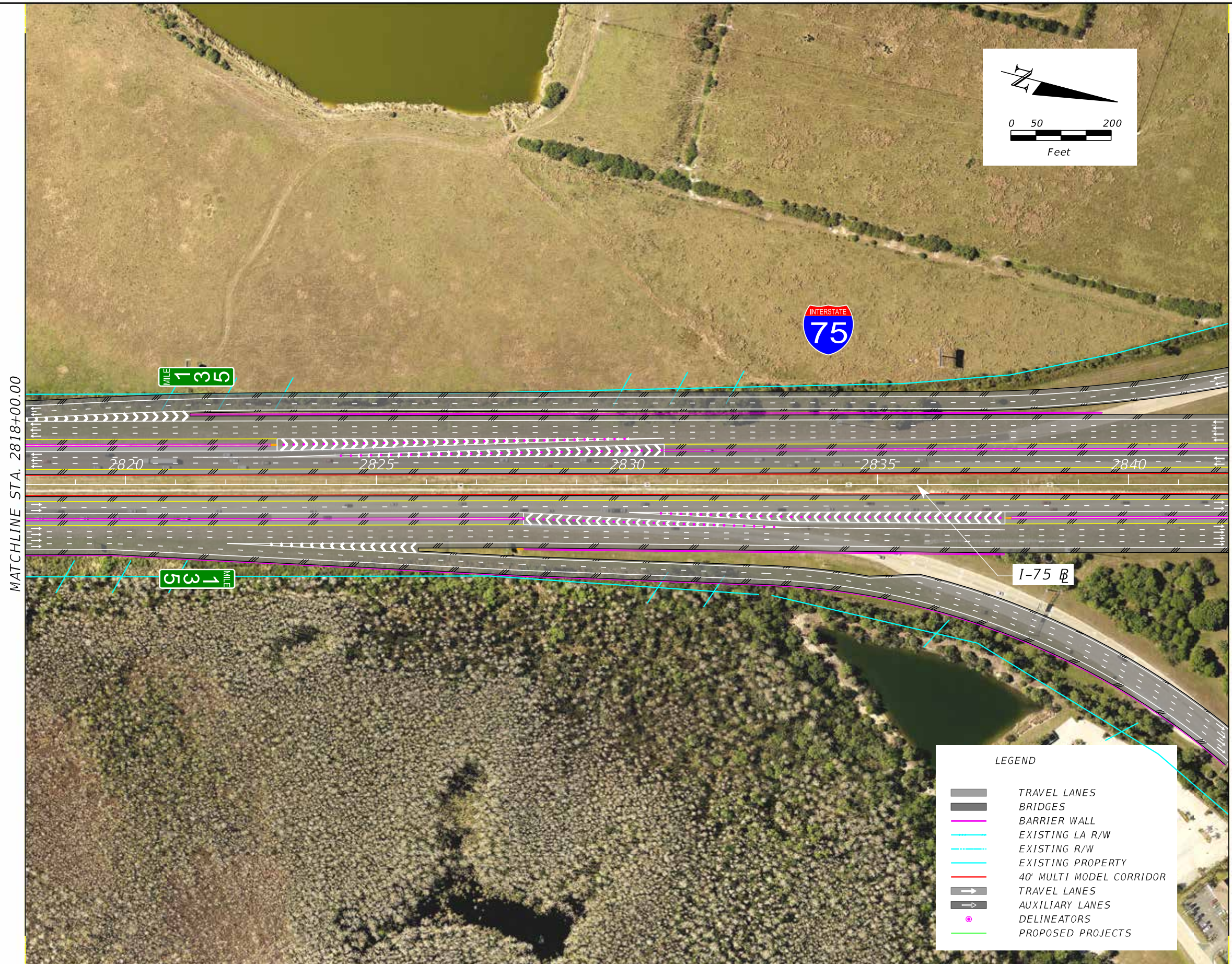
6 MILE CYPRESS SLOUGH

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		73
					SR 93	LEE	442519-1-32-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



MATCHLINE STA. 2818+00.00

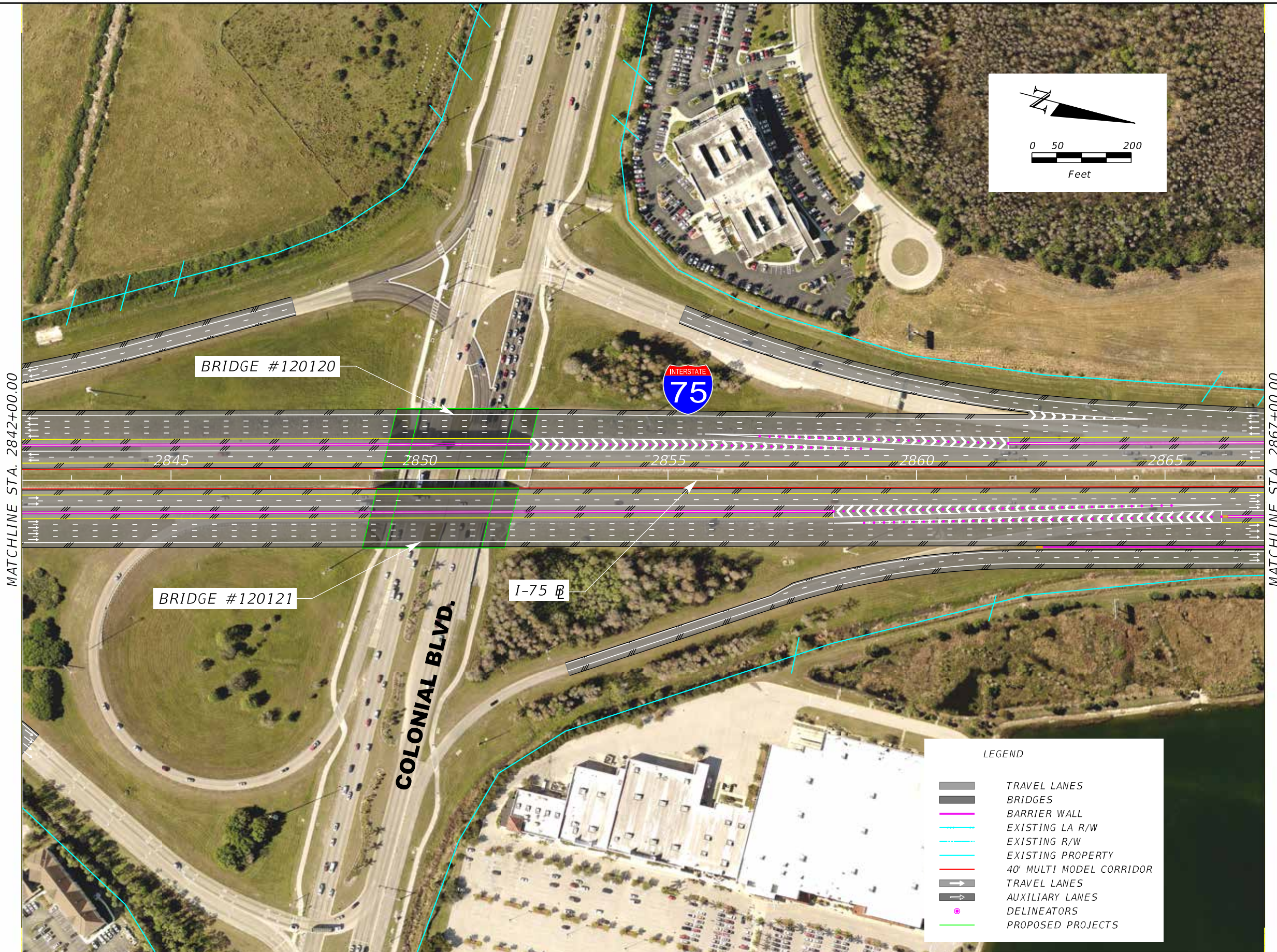
MATCHLINE STA. 2842+00.00

LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
				SR 93	LEE	442519-1-32-01			74
				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894					

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

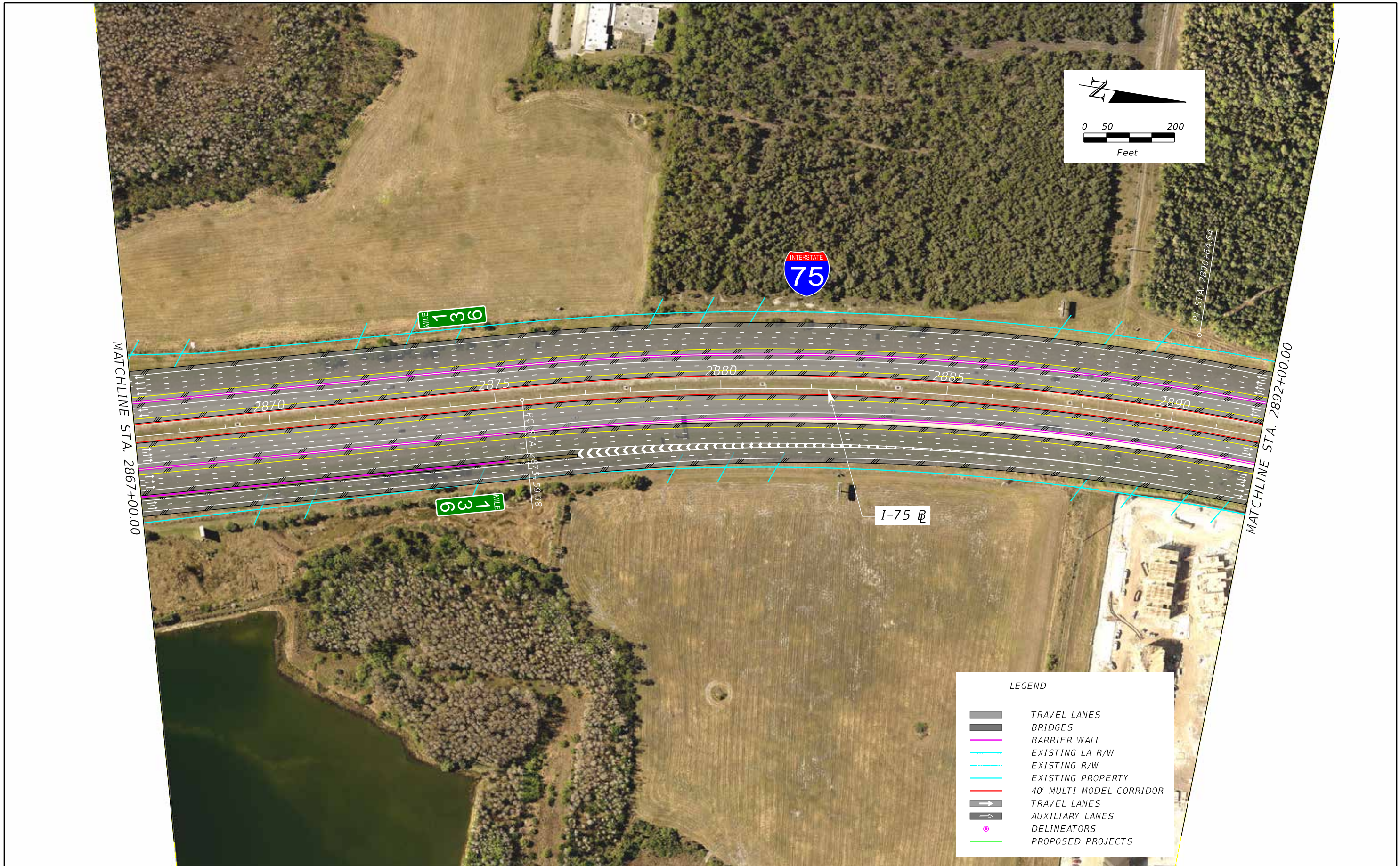


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

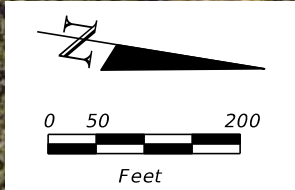
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REVISIONS															
DATE	DESCRIPTION														
		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	75										
		SR 93	LEE	442519-1-32-01											

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MATCHLINE STA. 2867+00.00

MATCHLINE STA. 2892+00.00

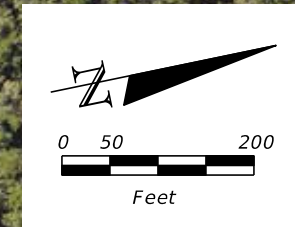


LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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REVISIONS																									
DATE	DESCRIPTION	DATE	DESCRIPTION																						
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		SR 93	LEE		442519-1-32-01																				

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MATCHLINE STA. 2892+00.00

MATCHLINE STA. 2917+00.00



I-75 B

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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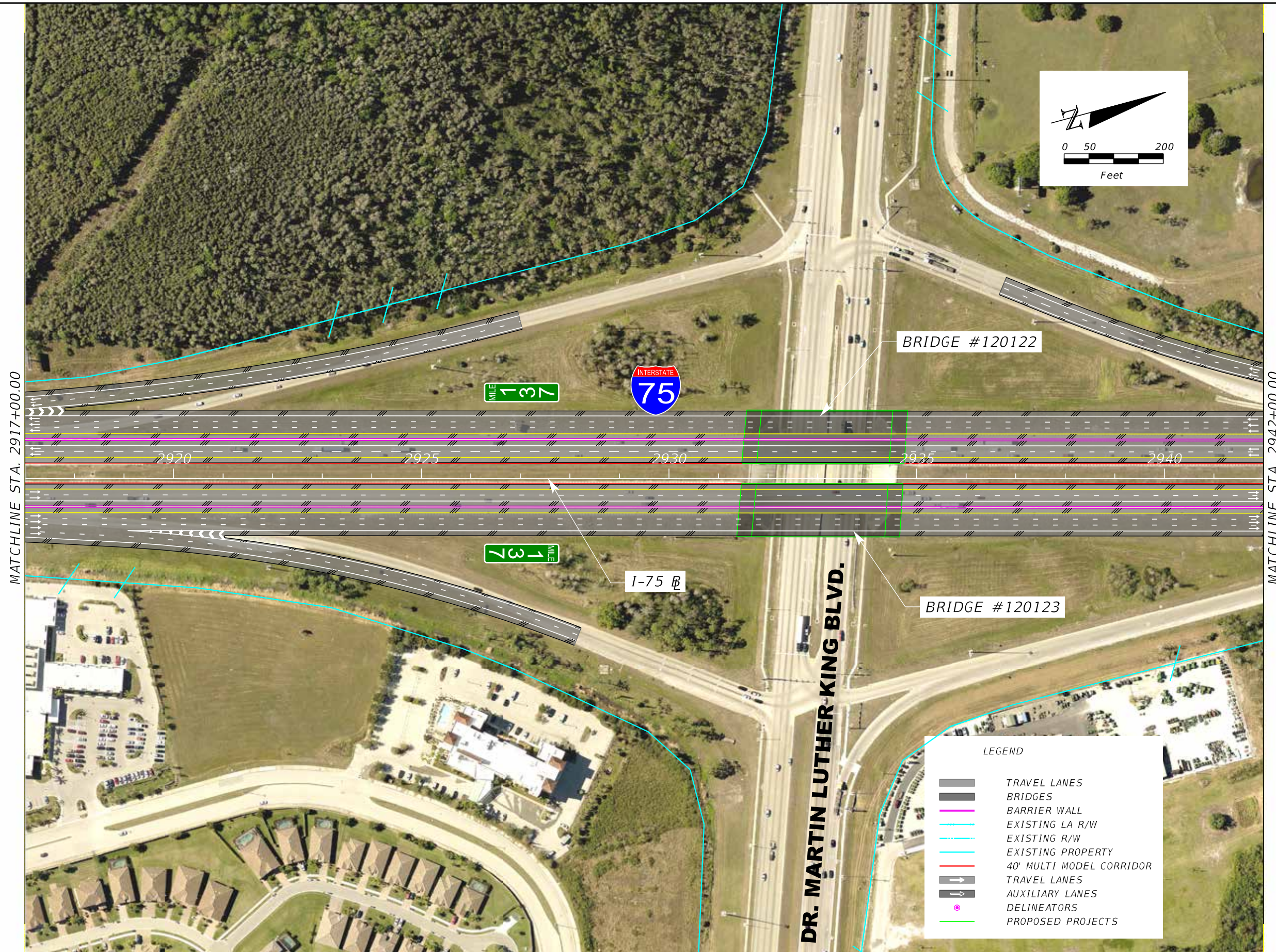
H. W. LOCHNER, INC.
 4350 W. CYPRESS STREET - SUITE 800
 TAMPA, FL 33607
 CERTIFICATE OF AUTHORIZATION NO. 894

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

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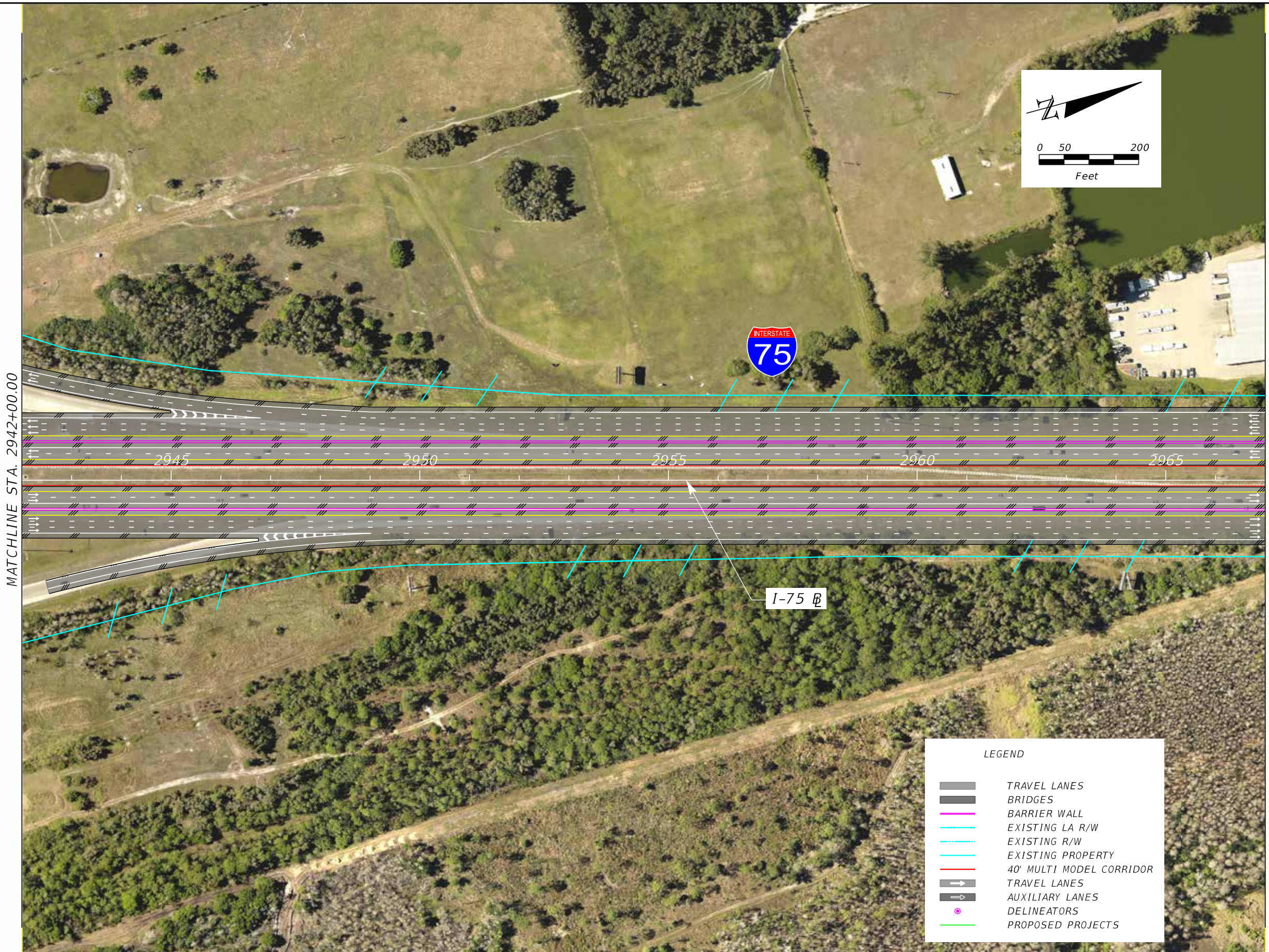
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REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
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MATCHLINE STA. 2942+00.00

MATCHLINE STA. 2967+00.00

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	BARRIER WALL
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	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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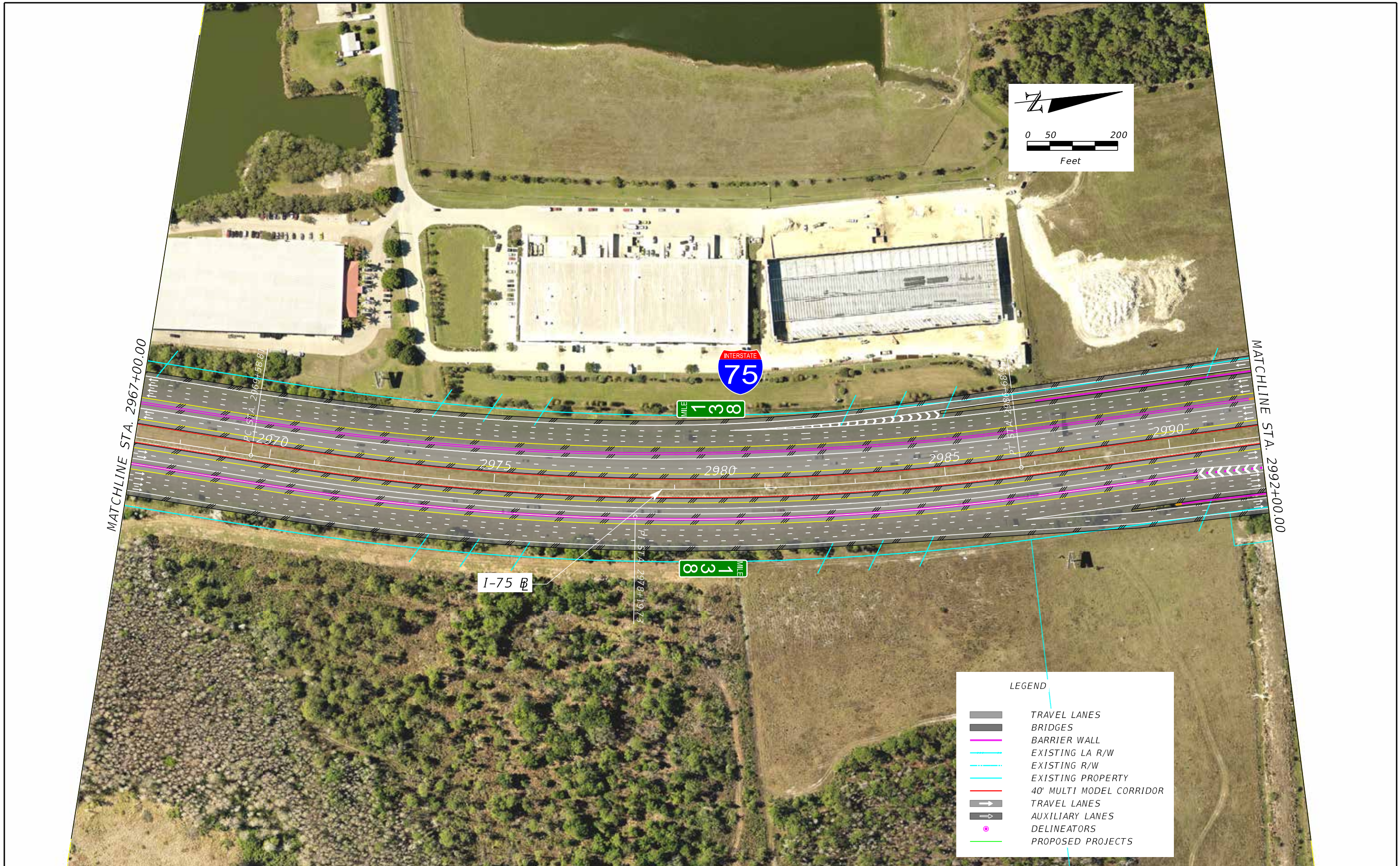
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

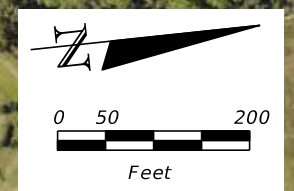
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MATCHLINE STA. 2967+00.00

MATCHLINE STA. 2992+00.00



LEGEND

- TRAVEL LANES
- BRIDGES
- BARRIER WALL
- EXISTING LA R/W
- EXISTING R/W
- EXISTING PROPERTY
- 40' MULTI MODEL CORRIDOR
- TRAVEL LANES
- AUXILIARY LANES
- DELINEATORS
- PROPOSED PROJECTS

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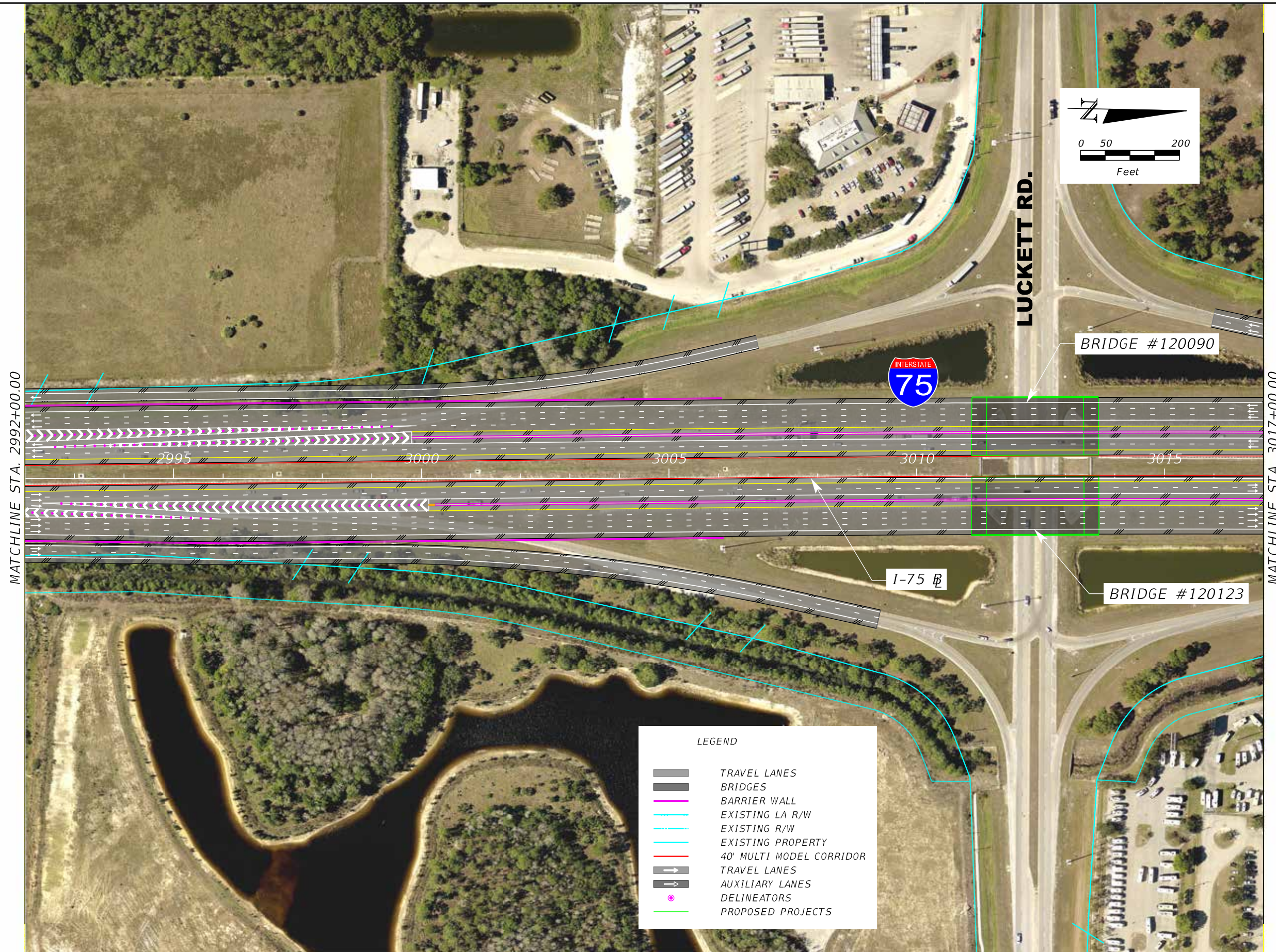
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SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
80

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MATCHLINE STA. 2992+00.00

MATCHLINE STA. 3017+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
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	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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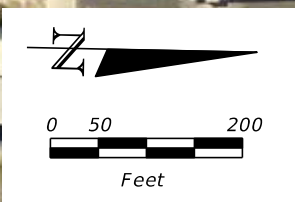
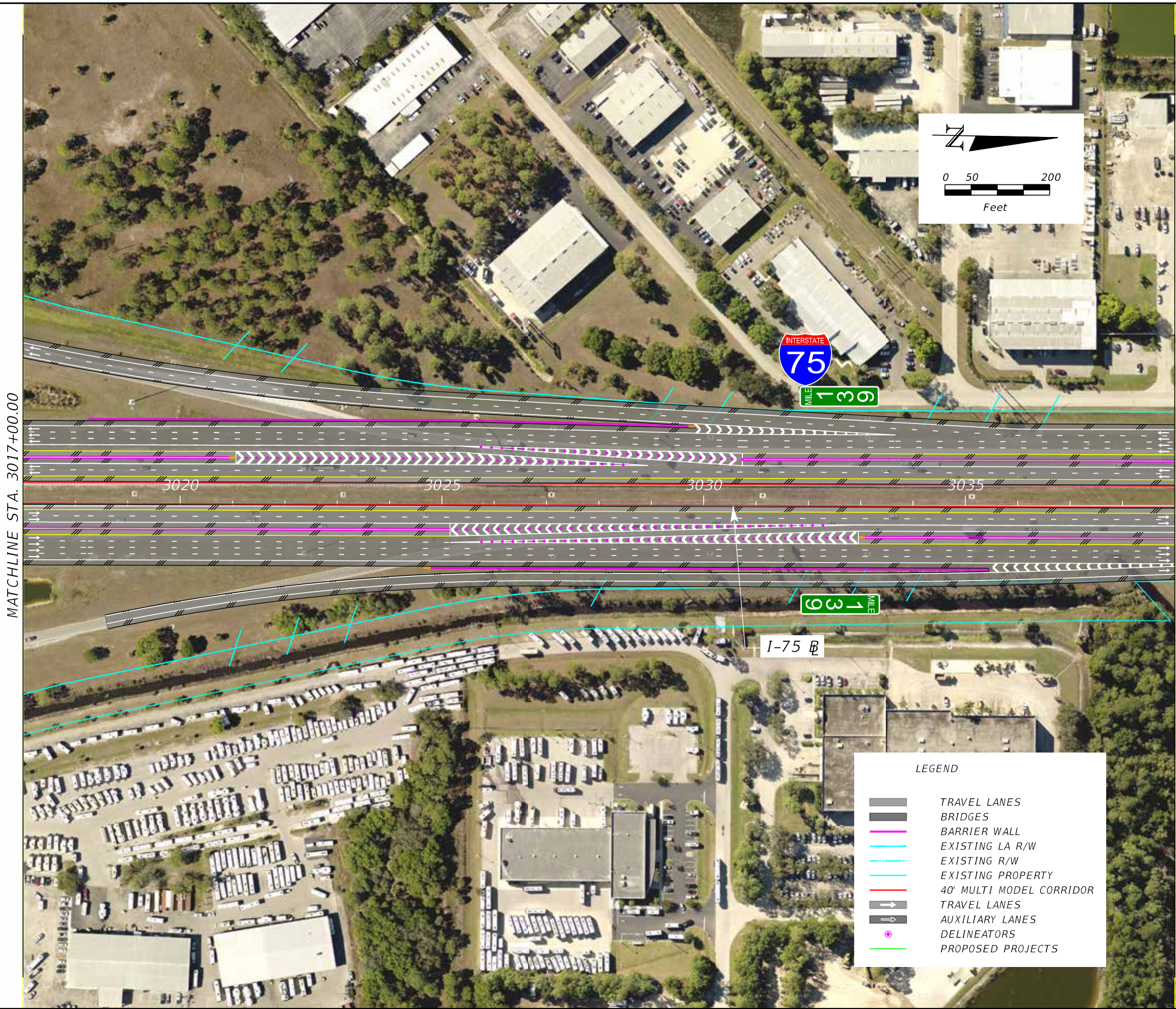
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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**I-75 MASTER PLAN
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81

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MATCHLINE STA. 3017+00.00

MATCHLINE STA. 3039+00.00

LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

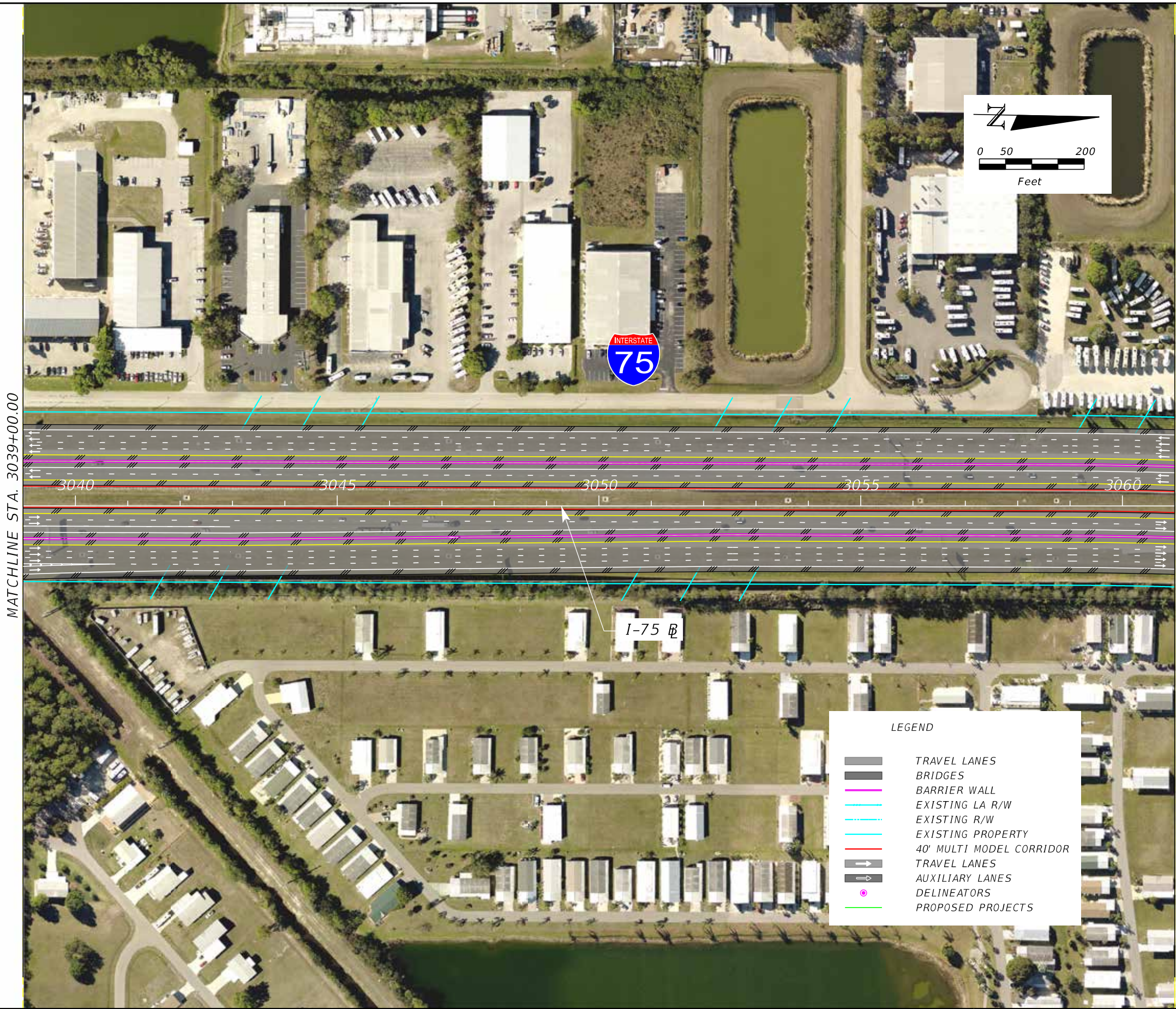
H. W. LOCHNER, INC.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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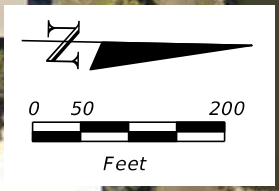
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MATCHLINE STA. 3039+00.00

MATCHLINE STA. 3061+00.00



LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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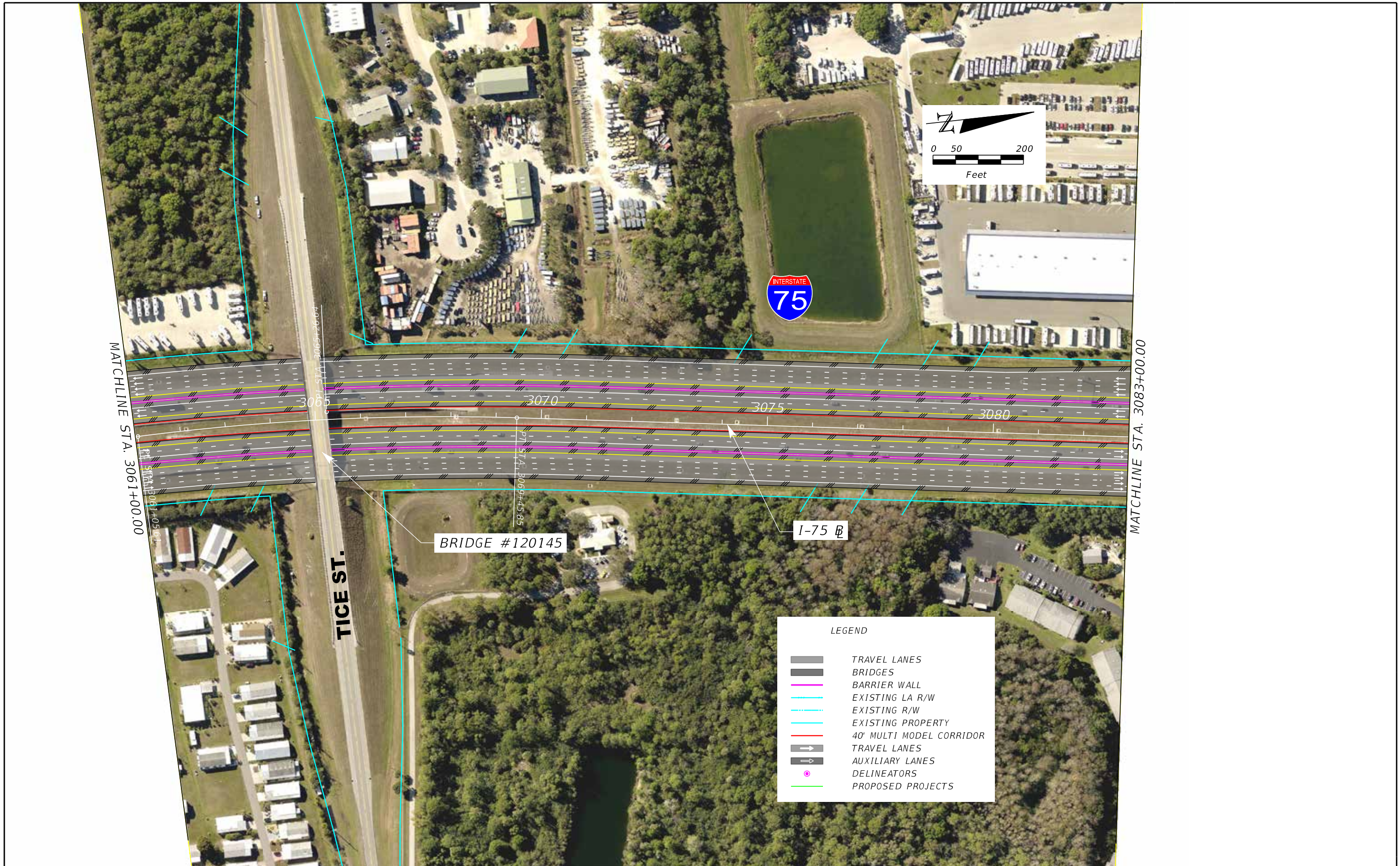
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83

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MATCHLINE STA. 3061+00.00

MATCHLINE STA. 3083+00.00

TICE ST.

BRIDGE #120145

I-75 B

LEGEND	
	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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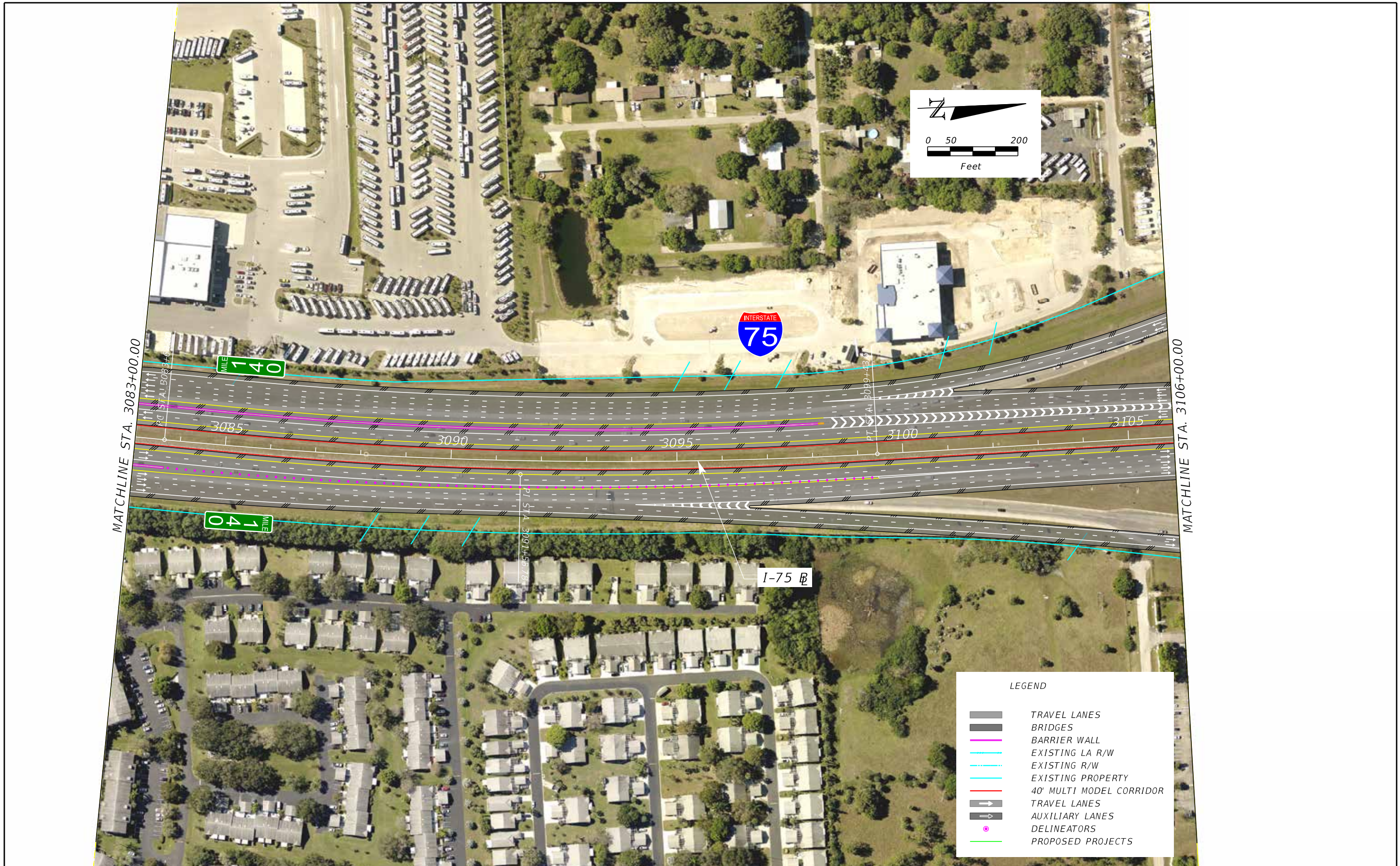
H. W. LOCHNER, INC.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
 CONCEPT PLAN**

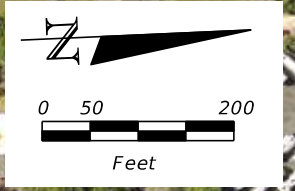
SHEET NO.
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MATCHLINE STA. 3083+00.00

MATCHLINE STA. 3106+00.00



LEGEND

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	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

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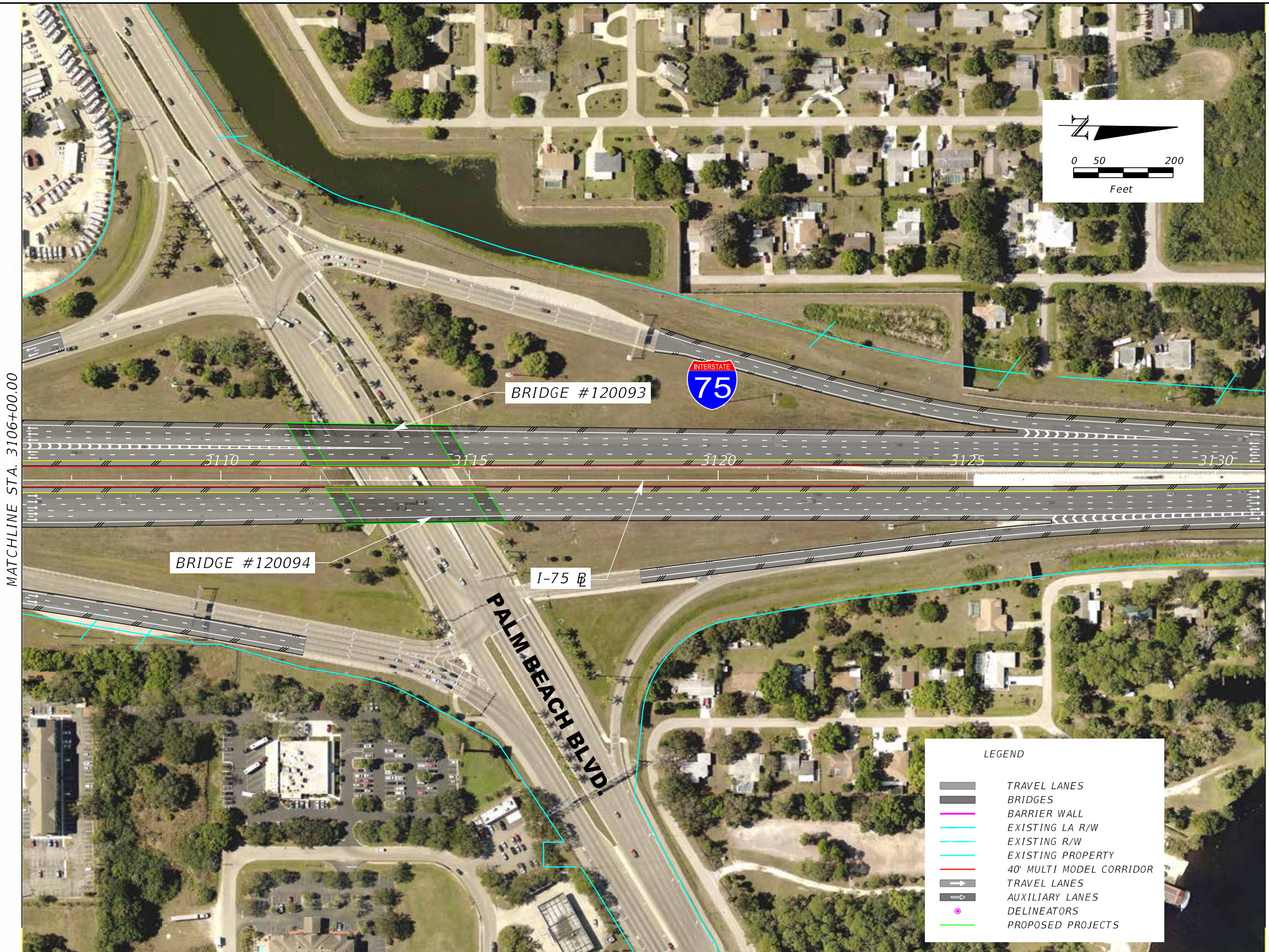
H. W. LOCHNER, INC.
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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**I-75 MASTER PLAN
CONCEPT PLAN**

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MATCHLINE STA. 3106+00.00

MATCHLINE STA. 3131+00.00

LEGEND

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	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

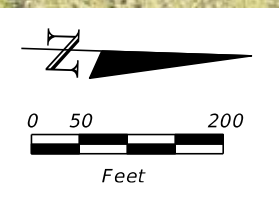
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H. W. LOCHNER, INC.
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 TAMPA, FL 33607
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
86



LEGEND

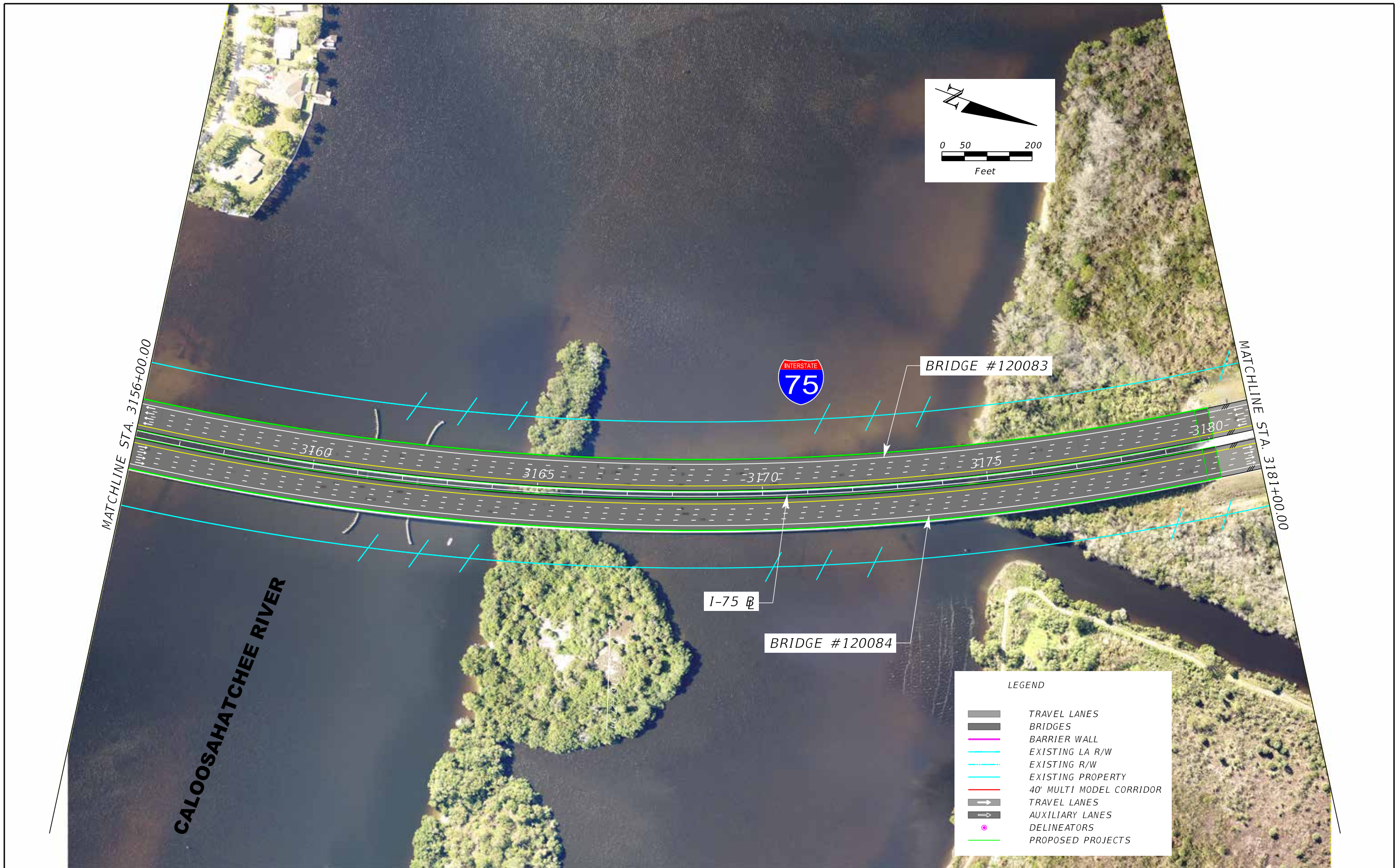
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[Black line]	BRIDGES
[Pink line]	BARRIER WALL
[Cyan line]	EXISTING LA R/W
[Dashed cyan line]	EXISTING R/W
[Light blue line]	EXISTING PROPERTY
[Red line]	40' MULTI MODEL CORRIDOR
[Grey arrow]	TRAVEL LANES
[Black arrow]	AUXILIARY LANES
[Pink dot]	DELINEATORS
[Green line]	PROPOSED PROJECTS

MATCHLINE STA. 3131+00.00

MATCHLINE STA. 3156+00.00

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REVISIONS																								
DATE	DESCRIPTION	DATE	DESCRIPTION																					
ROAD NO.		COUNTY	FINANCIAL PROJECT ID		SR 93	LEE	442519-1-32-01	87																

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MATCHLINE STA. 3156+00.00

MATCHLINE STA. 3181+00.00

CALOOSAHATCHEE RIVER



BRIDGE #120083

I-75

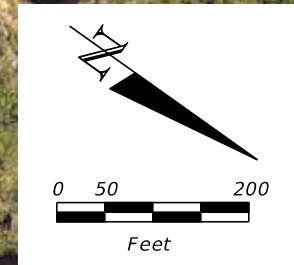
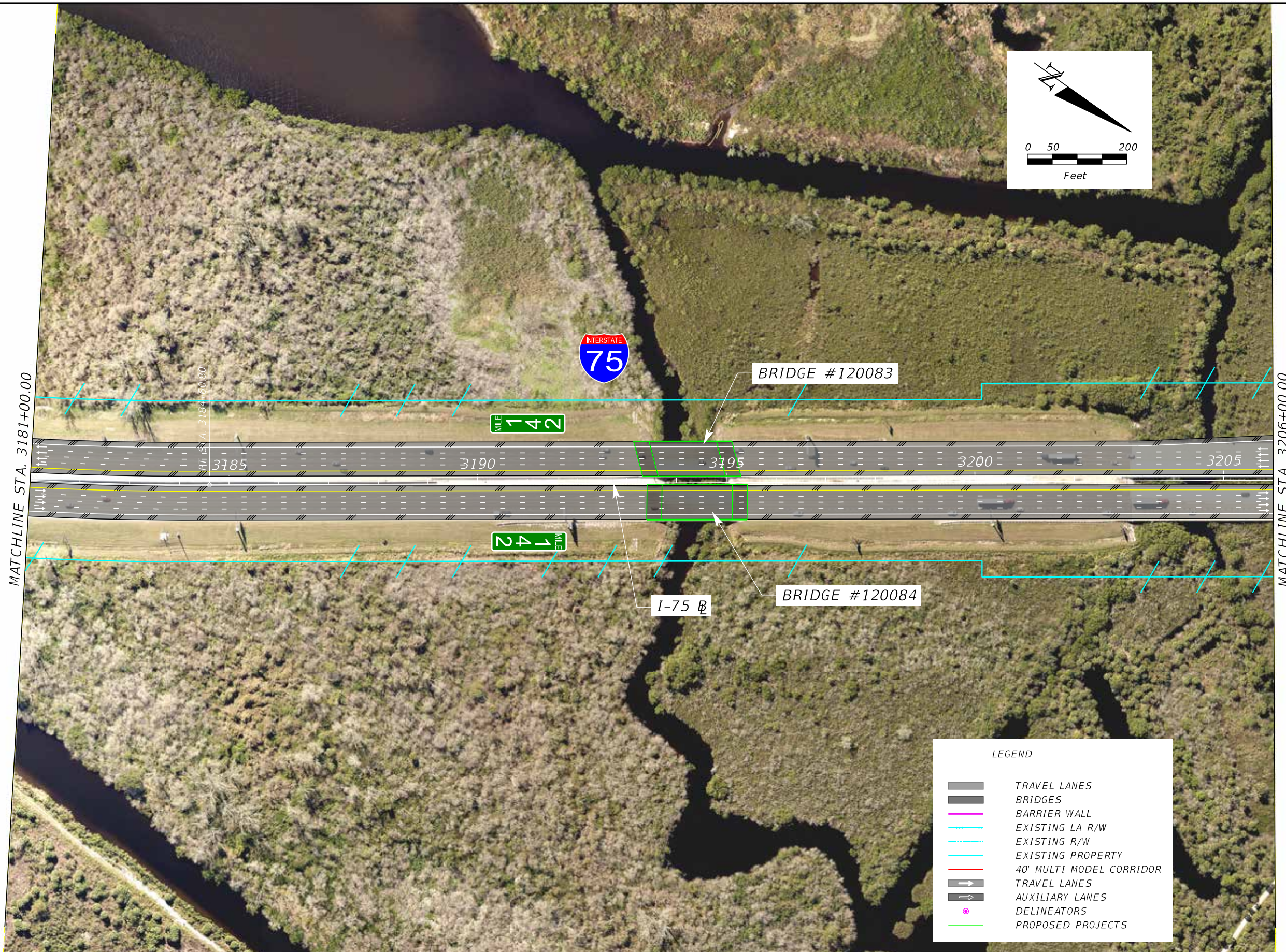
BRIDGE #120084

LEGEND

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	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		88
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LEGEND

	TRAVEL LANES
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	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

MATCHLINE STA. 3181+00.00

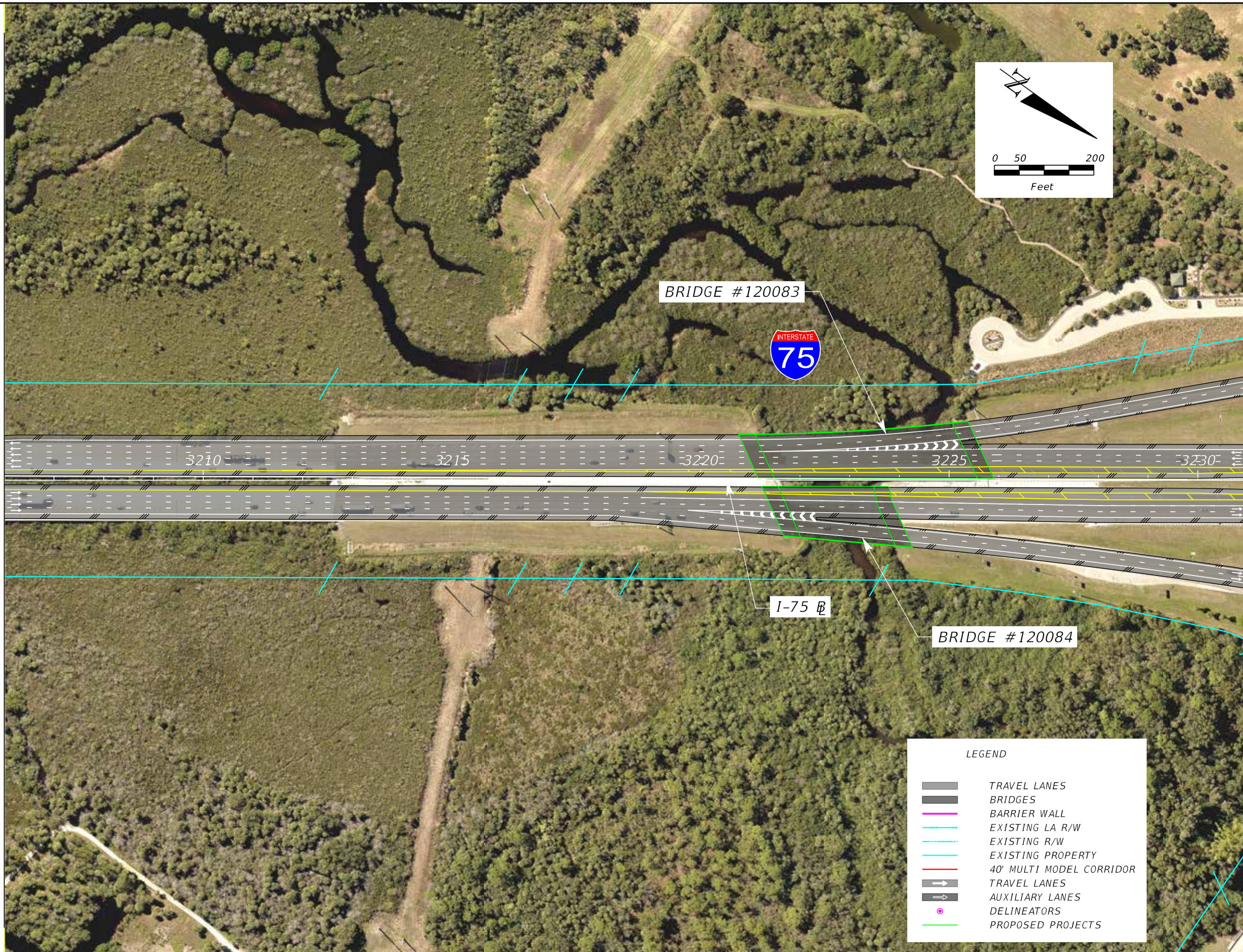
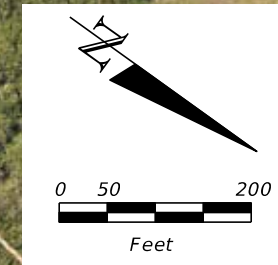
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MATCHLINE STA. 3206+00.00

MATCHLINE STA. 3231+00.00



BRIDGE #120083



I-75

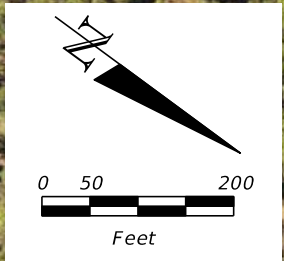
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LEGEND

	TRAVEL LANES
	BRIDGES
	BARRIER WALL
	EXISTING LA R/W
	EXISTING R/W
	EXISTING PROPERTY
	40' MULTI MODEL CORRIDOR
	TRAVEL LANES
	AUXILIARY LANES
	DELINEATORS
	PROPOSED PROJECTS

REVISIONS				H. W. LOCHNER, INC. 4350 W. CYPRESS STREET - SUITE 800 TAMPA, FL 33607 CERTIFICATE OF AUTHORIZATION NO. 894	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			I-75 MASTER PLAN CONCEPT PLAN	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		90
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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**I-75 MASTER PLAN
CONCEPT PLAN**

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93	LEE	442519-1-32-01

**I-75 MASTER PLAN
CONCEPT PLAN**

SHEET NO.
92

Appendix B

Construction Cost Estimate

A spreadsheet of the overall study cost estimate was prepared and includes a detailed look at all necessary components. As discussed in Section 4.1.1, the study corridor utilizes four typical sections. Through each of the segments, certain costs associated with the applicable typical section were applied over the full length. In this case, the FDOT Cost Per Mile templates were used to approximate the cost per mile of items including Earthwork, Erosion and Sediment Control, Roadway and Shoulder Pavement, and Right of Way. Quantities were then calculated based on the concept plans for items from the Roadway, Signing, Pavement Markings, Drainage, Bridge, Lighting and ITS components. For these items, a cost was applied from either the FDOT Statewide average unit costs or the Area 10 average unit costs. A description of the various components and the assumptions made is included below.

For the Roadway component, in addition to the items calculated using the Cost Per Mile approach, several peripheral items were quantified based on the concepts including shoulder barriers, median barriers, retaining walls and noise barriers. The shoulder and median barriers were based on the typical section applied over the length of each segment. The retaining walls were estimated to be 50% of the total shoulder barrier length with an assumed average height of 15 feet. Noise barriers with a height of 22 feet were assumed at all locations where a residential subdivision backs up to or is reasonably close to the limited access right of way and there are no existing noise barriers present.

The Bridge component used an inventory of the structures identified in the Straight Line Diagram. Based on the concept plans and typical sections, bridge widening quantities were gathered. Additionally, a few bridges were earmarked for replacement based on the existing condition.

The Drainage component was divided into three main categories: Stormwater Management Ponds, Storm Sewer System, and Cross Drains and Culverts. For the Stormwater Management Ponds, based on the basin area per segment broken down by an associated number of ponds and pond area, quantities for items such as pond excavation, control structures, pipes and mitered end sections were calculated. For the Storm Sewer System, based on the length per segment and each associated typical section, various pipe sizes and inlet spacings were used to calculate quantities. Finally, for the Cross Drains and Culverts, an inventory of the structures identified in the Straight Line Diagrams allowed for a compilation of the various pipe and endwall sizes. Also included in this section were quantities for Box Culvert extensions. All these items utilized appropriate FDOT Historical Unit Costs available.

For the Signing component, quantities were tallied based on assumptions of the number of overhead signs and panels necessary at each exit, entrance, and slip ramp to or from the “Thru Lanes”. Pavement Markings were tallied based on the lengths of each segment and number of lanes with the addition of markings and messages at each exit, entrance, and slip ramp.

The Lighting component accounts for all proposed lighting needed at each interchange including the use of Conventional LED Lighting, high mast light poles, and associated lengths of conduit, conductors, pull boxes, etc.

The ITS component used a combined approach of assumptions for areas between interchanges, needing items such as DMS Structures, CCTV Structures, MVDS, Fiber and more, while meeting the needs specific to the interchange areas to account for additional ADMS structures, Wrong Way Detection Systems and Power Stations.

BRIDGE	DRAINAGE	SIGNING	PAVEMENT MARKINGS	LIGHTING	ITS	INTERCHANGE IMPROVEMENTS	SEGMENT SUBTOTAL	MAINLINE SUBTOTALS WITHOUT INTERCHANGE IMPROVEMENTS				
\$0	\$5,025,173	\$1,416,000	\$37,117	\$1,335,531	\$1,352,000	\$0	\$0	\$10,826,192			Excluded	
\$0	\$11,274,324	\$669,000	\$65,195	\$0	\$1,820,000	\$0	\$0	\$19,934,703			Excluded	
\$0	\$5,621,842	\$1,428,000	\$41,489	\$1,207,853	\$1,115,000	\$0	\$0	\$11,274,944	\$42,035,838		Excluded	
\$0	\$8,031,556	\$406,000	\$36,207	\$0	\$1,015,000	\$0	\$27,707,911	\$27,707,911				
\$1,723,800	\$7,780,552	\$1,392,000	\$60,778	\$1,483,964	\$1,015,000	\$0	\$16,647,858	\$16,647,858				
\$2,163,600	\$19,891,144	\$884,000	\$76,711	\$0	\$2,470,000	\$0	\$50,538,654	\$50,538,654				
\$1,211,200	\$3,769,311	\$1,368,000	\$52,584	\$851,688	\$880,000	\$150,000,000	\$160,367,019	\$10,367,019				
\$856,000	\$22,132,243	\$872,000	\$80,435	\$0	\$2,400,000	\$0	\$44,993,944	\$44,993,944	\$139,888,367			
\$4,124,800	\$5,253,665	\$1,380,000	\$86,356	\$830,562	\$995,000	\$50,000,000	\$65,327,989	\$15,327,989				
\$6,406,299	\$42,712,597	\$1,565,000	\$147,003	\$0	\$4,000,000	\$0	\$89,852,104	\$89,852,104				
\$4,031,700	\$4,801,653	\$2,855,000	\$89,736	\$961,193	\$925,000	\$50,000,000	\$67,635,885	\$17,635,885	\$122,815,978			
\$6,213,880	\$31,679,519	\$848,000	\$158,657	\$0	\$2,300,000	\$0	\$101,891,333	\$101,891,333				
\$0	\$16,531,687	\$1,440,000	\$108,472	\$768,478	\$1,330,000	\$250,000,000	\$314,518,964	\$64,518,964				
\$0	\$3,123,024	\$179,000	\$14,874	\$0	\$485,000	\$0	\$8,687,263	\$8,687,263				
\$4,190,900	\$9,774,482	\$1,392,000	\$53,998	\$1,454,413	\$1,045,000	\$0	\$34,732,470	\$34,732,470	\$107,938,696			
\$0	\$12,645,821	\$406,000	\$64,454	\$0	\$1,305,000	\$0	\$40,704,706	\$40,704,706				
\$6,791,400	\$13,624,334	\$4,366,000	\$192,458	\$1,211,594	\$1,260,000	\$0	\$71,560,531	\$71,560,531				
\$3,764,900	\$34,363,387	\$860,000	\$168,573	\$0	\$2,460,000	\$0	\$89,599,442	\$89,599,442				
\$7,697,600	\$13,650,903	\$4,366,000	\$191,408	\$1,341,105	\$1,195,000	\$0	\$70,991,420	\$70,991,420	\$374,747,433			
\$0	\$6,031,185	\$203,000	\$31,293	\$0	\$955,000	\$0	\$18,270,321	\$18,270,321				
\$6,318,000	\$7,043,889	\$1,368,000	\$53,386	\$1,169,686	\$910,000	\$250,000,000	\$287,601,332	\$37,601,332				
\$0	\$6,178,737	\$203,000	\$29,748	\$0	\$655,000	\$0	\$18,622,343	\$18,622,343				
\$5,304,000	\$12,145,897	\$4,354,000	\$178,163	\$1,267,010	\$1,185,000	\$50,000,000	\$108,758,628	\$58,758,628				
\$0	\$9,964,210	\$227,000	\$49,580	\$0	\$835,000	\$0	\$35,491,803	\$35,491,803	\$72,384,467			
\$3,506,800	\$4,505,037	\$2,867,000	\$79,437	\$1,020,320	\$1,045,000	\$100,000,000	\$121,319,621	\$21,319,621				
\$7,099,600	\$3,686,981	\$215,000	\$21,892	\$0	\$1,115,000	\$0	\$13,681,616	\$13,681,616				
\$0	\$3,292,759	\$1,368,000	\$38,771	\$969,458	\$910,000	\$50,000,000	\$57,929,238	\$7,929,238				
\$0	\$2,184,162	\$191,000	\$11,474	\$0	\$628,000	\$0	\$3,701,738	\$3,701,738	\$17,383,354			
SOUTH CORRIDOR SUBTOTAL							\$1,921,134,131					
MOT (15% of Subtotal)							\$288,170,120					
Mobilization (15% of Subtotal + MOT)							\$331,395,638					
Contingency (10% of Subtotal + MOT + Mobilization)							\$254,069,989					
SOUTH CORRIDOR GRAND TOTAL							\$2,794,769,878					
										Collier	Urban	Rural
										Lee	\$30M / mile	\$2M / Mile
											\$15M / Mile	\$5M / Mile



Appendix C

Right of Way Cost Estimate

SEGMENT	DESCRIPTION	SEGMENT LENGTH		Proposed LA R/W (ROADWAY ONLY)(AC)		Proposed LA R/W (DRAINAGE ONLY)(AC)			INTERCHANGE AND ADJACENT INTERSECTION IMPROVEMENTS (AC)		
		(LF)	(MI)	(AC)	Cost	SMF (AC)	FPC (AC)	Cost	AC	Cost	
1	Collier Interchange	5800	1.10								
2	from Collier interchange to Golden Gate interchange	12500	2.37								
3	Golden Gate interchange	6500	1.23								
4	from Golden Gate interchange to Pine Ridge interchange	7000	1.33				9.6	\$ 9,583,425.41			
5	Pine Ridge interchange	5000	0.95				6.8	\$ 6,845,303.87			
6	from Pine Ridge interchange to Immokalee interchange	18500	3.50				25.3	\$ 25,327,624.31			
7	Immokalee interchange	3500	0.66				4.8	\$ 4,791,712.71	5	\$ 5,000,000.00	
8	from Immokalee interchange to Bonita Beach interchange	18000	3.41			15.0	24.6	\$ 39,616,545.25			
9	Bonita Beach interchange	4000	0.76			3.3	5.5	\$ 8,803,676.72	30	\$ 30,000,000.00	
10	from Bonita Beach interchange to Corkscrew interchange	34500	6.53			28.7	47.2	\$ 75,931,711.73			
11	Corkscrew interchange	4000	0.76						30	\$ 30,000,000.00	
12	from Corkscrew interchange to Alico interchange	16000	3.03			28.9	26.0	\$ 54,978,723.40			
13	Alico interchange	8500	1.61	1.99	\$ 1,990,000.00	15.4	13.8	\$ 29,207,446.81	30	\$ 30,000,000.00	
14	from Alico interchange to Airport access interchange	1500	0.28			2.7	2.4	\$ 5,154,255.32			
15	Airport access interchange	5000	0.95			9.0	8.1	\$ 17,180,851.06			
16	from Airport access interchange to Daniels interchange	6500	1.23	0.34	\$ 340,000.00	11.8	10.6	\$ 22,335,106.38			
17	Daniels interchange	7000	1.33	3.06	\$ 3,060,000.00	12.7	11.4	\$ 24,053,191.49			
18	from Daniels interchange to Colonial interchange	17000	3.22			30.7	27.7	\$ 58,414,893.62			
19	Colonial interchange	7000	1.33	2.55	\$ 2,550,000.00	12.7	11.4	\$ 24,053,191.49			
20	from Colonial interchange to MLK interchange	3000	0.57			5.4	4.9	\$ 10,308,510.64			
21	MLK interchange	3500	0.66	0.49	\$ 490,000.00	6.3	5.7	\$ 12,026,595.74	30	\$ 30,000,000.00	
22	from MLK interchange to Lockett interchange	3000	0.57	0.07	\$ 70,000.00	5.4	4.9	\$ 10,308,510.64			
23	Lockett interchange	6000	1.14	2.43	\$ 2,430,000.00	10.9	9.8	\$ 20,617,021.28	30	\$ 30,000,000.00	
24	from Lockett interchange to Palm Beach Blvd interchange	5000	0.95	0.99	\$ 990,000.00	9.0	8.1	\$ 17,180,851.06			
25	Palm Beach Blvd interchange	5000	0.95	0.13	\$ 130,000.00	9.0	8.1	\$ 17,180,851.06	5	\$ 5,000,000.00	
26	from Caloosahatchee Bridge to Bayshore interchange	4000	0.76					\$ -			
27	Bayshore interchange	3500	0.66					\$ -	30	\$ 30,000,000.00	
28	from Bayshore interchange to end of project	2200	0.42								
				12.1	\$ 12,050,000.00	217.0	276.9	\$ 493,900,000.00	\$	190	\$ 190,000,000.00
									TOTAL ROW Cost:		\$ 695,950,000.00

		R/W Cost	
		Urban	Rural
Collier		\$1M / acre	\$0.5M / acre
Lee		\$1M / acre	\$0.5M / acre

