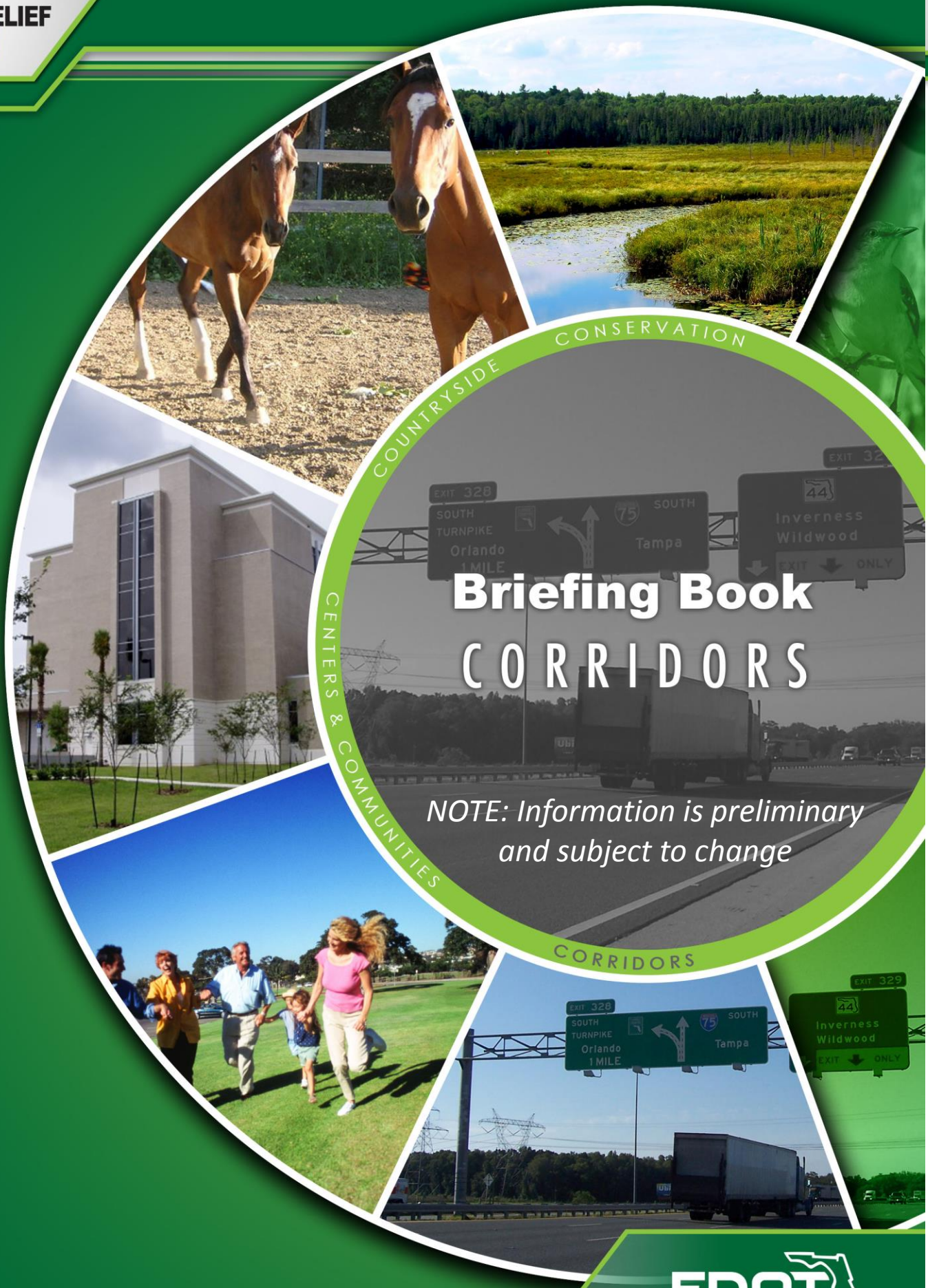
I-75 RELIEF



Briefing Book

CORRIDORS

NOTE: Information is preliminary and subject to change

FDOT

This page is intentionally blank.

TABLE OF CONTENTS

INTRODUCTION 1

POLICY FRAMEWORK 4

EXISTING TRANSPORTATION SYSTEM 4

LOCAL AND REGIONAL INITIATIVES 12

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS 16

REFERENCES 18

APPENDIX LIST 18

APPENDIX 1 MAJOR 2040 LRTP COST FEASIBLE PROJECTS

Transportation Corridors

The I-75 Relief Study was initiated to evaluate the potential for enhanced and new multi-modal and multi-use transportation corridors within the Initial Focus Area between the Tampa Bay region and I-75 including Alachua, Citrus, Levy, Hernando, Marion, and Sumter Counties. For the purpose of this booklet, this area is referred to as the Initial Focus Area. A future study will evaluate new and enhanced multi-modal transportation corridors extending from I-75 continuing to Northeast Florida.

Sources: Florida Geographic Data Library (FGDL)

INTRODUCTION

Overview of the Study

The Florida Department of Transportation (FDOT) has appointed the I-75 Relief Task Force to develop consensus recommendations on maximizing existing and developing new high-capacity transportation corridors serving the Tampa Bay, North Central Florida, and Northeast Florida regions.

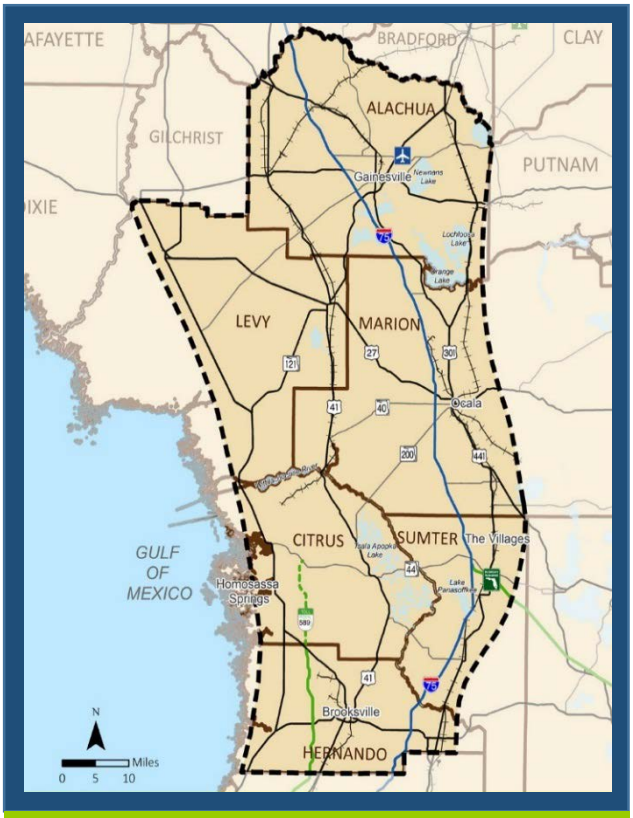
The Task Force's **Initial Focus Area** comprises six counties to the north of Tampa Bay and along and to the west of Interstate 75 (I-75): Alachua, Citrus, Hernando, Marion, Levy, and Sumter. The Task Force also is considering broader connectivity issues over 19 counties between Tampa Bay and Northeast Florida.

Among other activities, the Task Force is charged to:

- **Identify opportunities and constraints** related to environmental resources, land use and development, property rights, economic development, quality of life, and other statewide and regional issues that should be considered in planning for future transportation corridors in the Initial Focus Area;
- **Recommend the purpose and need** for high-capacity, high-speed transportation corridors in the Initial Focus Area with emphasis on providing relief to I-75, increasing safety, improving statewide and regional connectivity, and enhancing economic development opportunities;
- **Recommend a range** of alternatives for accomplishing the purpose and need and the approach that should be used for narrowing these alternatives;
- **Recommend corridors** to be incorporated into regional and local long-range plans and to be advanced into future stages of project development; and
- **Recommend a proposed implementation plan** for moving forward with the recommended corridors.

The 4 Cs Framework

The I-75 Relief Task Force is modeled after the East Central Florida Corridor Task Force (ECFCTF), which was created by Executive Order in 2014 to develop



Initial Focus Area

recommendations for future transportation corridors in Brevard, Orange, and Osceola counties. One of the objectives is to build on the ECFCTF best practices, by following **a framework for well-planned transportation corridors to improve mobility and connectivity for people and freight, while helping to preserve Florida's natural resources and environmentally sensitive lands, support economic development, promote high-quality development patterns aligned with local visions, and facilitate emergency evacuation and response.** The I-75 Relief Task Force also builds on the vision and goals of the recently updated Florida Transportation Plan (FTP), the long-range transportation plan for all of Florida.

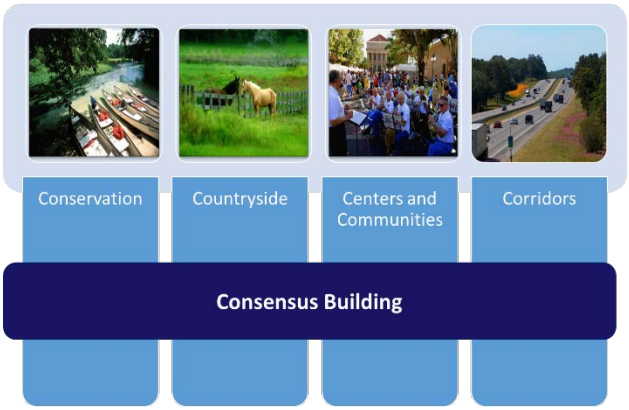
Drawing from both of these efforts, the I-75 Relief Task Force has adopted a framework organized around four themes, known as the 4Cs:

- **Conservation** – including lands, wildlife and habitat, waters, air, and other natural resources;
- **Countryside** – including small towns, villages, and other rural settlements as well as farms, forests,

mines, and other economically valuable rural lands;

- **Centers and Communities** — including population centers ranging from small towns to large cities, as well as economic activity centers; and
- **Corridors** – including roads, rail, trails, pipelines, utilities, and other ways of connecting centers and communities.

The Task Force, supported by public input, will build consensus across all four of these areas.



Definition of Corridors

Florida Statutes 334.03 (29) defines a transportation corridor as "any land area designated by the state, a county, or a municipality which is between two geographic points and which is used or is suitable for the movement of people and goods by one or more modes of transportation."

Overview of this Briefing Book

This Briefing Book is one of four in a series that provides an overview of each "C" for the I-75 Relief Task Force Initial Focus Area. The briefing book is intended to help identify opportunities, constraints, and alternatives to support the Task Force's deliberations, as well as to support the Task Force's efforts to solicit and consider input from government agencies, property owners, agricultural interests, business and economic development organizations, environmental organizations, and residents of the Initial Focus Area.

The Briefing Book is organized with these key sections:

- **Policy Framework** documenting established federal, state, regional and local policies that are essential to the planning for the region's transportation corridors;
- **Existing Transportation System** with a brief description and inventory of key Initial Focus Area features;
- **Local and Regional Initiatives** specific to the Initial Focus Area are outlined; and
- **Summary of Opportunities and Constraints**, highlighting opportunities and issues that may impact the work of the Task Force.

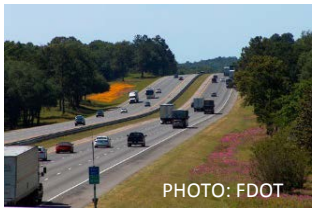
Throughout this document, hyperlinks to online resources are included. The hyperlinks are indicated by an underlined blue text. For example, clicking on I-75 Relief will route you to the project website.

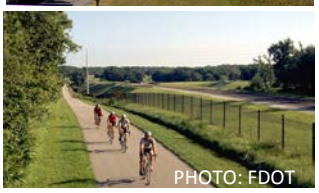
Content Development

This Briefing Book was developed through:

- Review of federal, state, regional, and local policies and plans;
- Research of prior studies conducted in this area;
- Coordination with staff of state, regional, and local agencies; and
- Input received from the Task Force at its initial meetings.

Information in this report may support involvement of resource agencies, public and other stakeholders in development of purpose and need and range of alternatives. This document is available to the public and is intended to serve as support documentation for collaborative planning decisions which may be adopted in future analysis under the National Environmental Policy Act (NEPA).





Guiding Principles

The Florida Transportation Plan (FTP), developed by FDOT in collaboration with state, regional, and local partners, defines the state's transportation vision and policy framework. The FTP Policy Element identifies goals related to supporting Florida's global economic competitiveness and supporting quality places to live, learn, work, and play. Specific objectives include:

- Provide transportation infrastructure and services to support job growth in transportation-dependent industries and clusters;
- Increase transportation connectivity between Florida's economic centers and regions;
- Increase transportation connectivity between Florida and global and national trading partners and visitor origin markets;
- Plan and develop transportation systems that reflect regional and community values, visions, and needs; and
- Provide convenient, accessible access to the transportation system for Florida's residents and visitors.

The Florida Transportation Plan is the single overarching plan guiding Florida's transportation future. The FTP is a collaborative effort of state, regional, and local transportation partners in the public and private sectors. The Policy Element is organized around seven long-range goals. The first four goals focus on the performance of Florida's transportation system:

- *Safety and security for residents, visitors and businesses;*
- *Agile, resilient and quality infrastructure;*
- *Efficient and reliable mobility for people and freight; and*
- *More transportation choices for people and freight.*

The next three goals focus on how transportation supports statewide priorities for solutions that support and enhance:

- *Global economic competitiveness;*
- *Quality places to live, learn, work, and play; and*
- *Environmental and energy conservation*

Guiding Principles for Planning the Future of Florida's Transportation Corridors:

Corridors Needs and Location

The ECFCTF Guiding Principles for planning the future of the region's transportation corridors were reviewed by the FTP Steering Committee for statewide application. The elements include:

- Make optimal use of existing transportation facilities before adding new capacity to existing facilities or developing new facilities.
- Where possible, give preference to enhancing existing corridors, recognizing that new corridors may be needed to meet current or future mobility and connectivity needs.
- Direct strategic investments to transportation corridors that will provide better access to regional employment centers and other economic assets or provide better connectivity to global markets.
- Make early decisions about the location of enhanced or new corridors to ensure effective coordination with conservation and land use decisions and to enable timely preservation, management, or acquisition of property necessary to accommodate existing and planned transportation facilities.

POLICY FRAMEWORK

This section describes the policy framework including state, regional, and local government plans that provide an overview of strategic policies on comprehensive transportation planning for the focus area.

The Future Corridors initiative is a statewide effort led by the FDOT to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan (FTP) which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Why Are We Considering Future Statewide Corridors?

- Better coordinate long-range transportation and development visions and plans to identify long-range solutions to support statewide and regional goals for economic development, quality of life, and environmental stewardship.
- Provide solutions for or alternatives to major highways that already are congested today.
- Meet growing demand for moving people and freight using all modes.
- Improve connectivity between Florida and other states and nations, and among Florida's regions, to better support economic development opportunities consistent with regional visions and the Florida Department of Economic Opportunity's Strategic Plan for Economic Development.

What Types of Corridors Are We Planning?

A statewide corridor that connects Florida to other states or connects broad regions within Florida, generally via high-speed, high-capacity transportation facilities such as major rail lines, waterways, air service, and Interstate or other limited access highways. These corridors may involve multiple modes of transportation as well as other linear infrastructure such as pipelines and utility transmission lines.

There are two approaches to planning for our future corridors:

- Transforming existing facilities in a corridor to maximize their function, such as adding tolled express lanes, truck-only lanes, or bus rapid transit systems to an existing highway, or adding passenger service to an existing freight rail line.
- Identifying study areas for potential new parallel facilities to provide alternatives to existing congested facilities or potential new multimodal corridors in regions not well served by statewide corridors.

EXISTING TRANSPORTATION SYSTEM

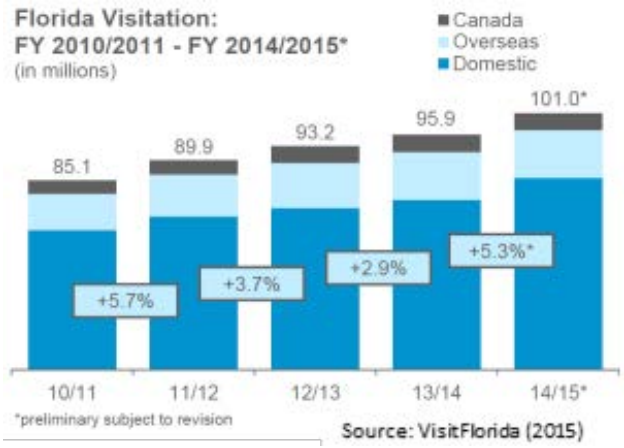
Roads, airports and seaports, railroads, and trails make up the transportation infrastructure. The connections among these resources serve for passenger and freight movement and the colocation of utilities. The existing use of the infrastructure assets includes the:

- Roadway system,
- Passenger rail and transit routes,
- Freight rail structure,
- Domestic and international gateways network,
- Greenways and trails linkages, and
- Utility paths.

Roadway System

I-75 is a critical gateway for tourism and trade in Florida, providing interstate connectivity to the eastern United States and Canada. As of December 2014, Florida was the third most populous state in the nation, with approximately 20 million residents. In 2014, nearly 100 million tourists visited the Sunshine State, in

addition to nearly 20 million intrastate vacation trips by Florida residents. The region's airports and highways are the primary means for bringing visitors to the Initial Focus Area, with approximately 50% of the tourists traveling by automobile.



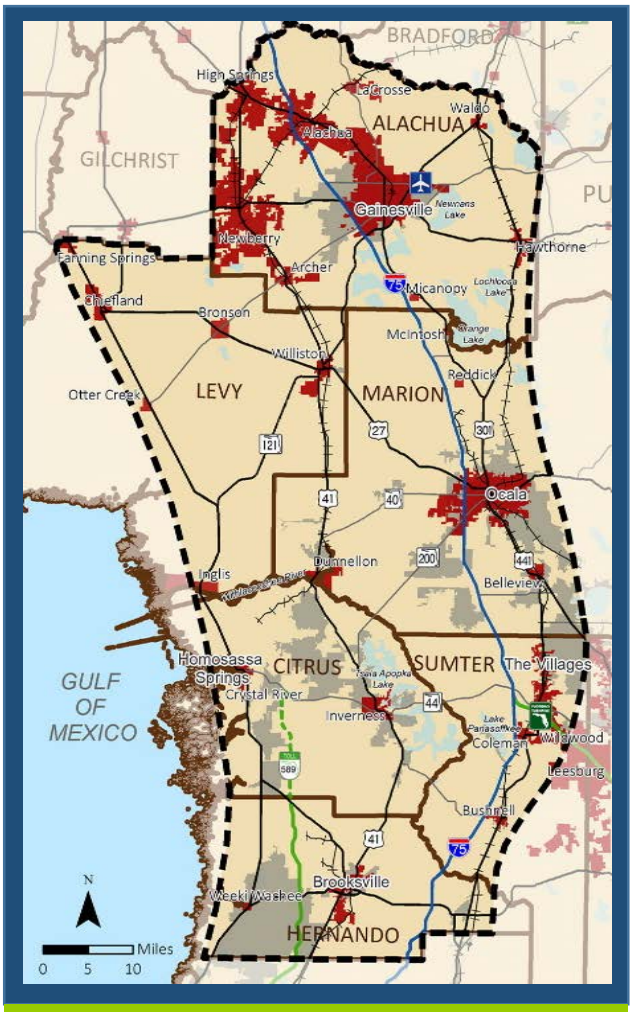
The map to the right shows the roadway system that connects the urban areas (shown in gray) and incorporated cities and towns (shown in red). I-75 is an important connection between the centers.

I-75 is the only continuous, high-speed and limited access facility traversing the entire Initial Focus Area between Alachua and Hernando counties. As the primary north-south corridor in the North Central Florida region, I-75 provides:

- Essential mobility between regional employment centers including Gainesville and Ocala as well as access to rural counties.
- Critical system connectivity to Interstate 10 (I-10) and US 301, connecting two of Florida's largest metropolitan areas, Tampa and Jacksonville.
- Integral system connectivity with the Florida's Turnpike in Sumter County serves travelers to Central Florida, the nation's largest visitor destination, and south Florida.

I-75 is the primary freight corridor in the state, serving regional shipments and providing interstate access to nationwide trade routes. The freight corridor further supports freight routes for the intermodal distribution centers at the two major deepwater seaports of Port of Tampa and the Port of Jacksonville.

Overall, I-75 is critical to Florida's economic competitiveness and quality of life.



Roadway System Connecting Population Centers

I-75 Within the Initial Focus Area

Existing Conditions

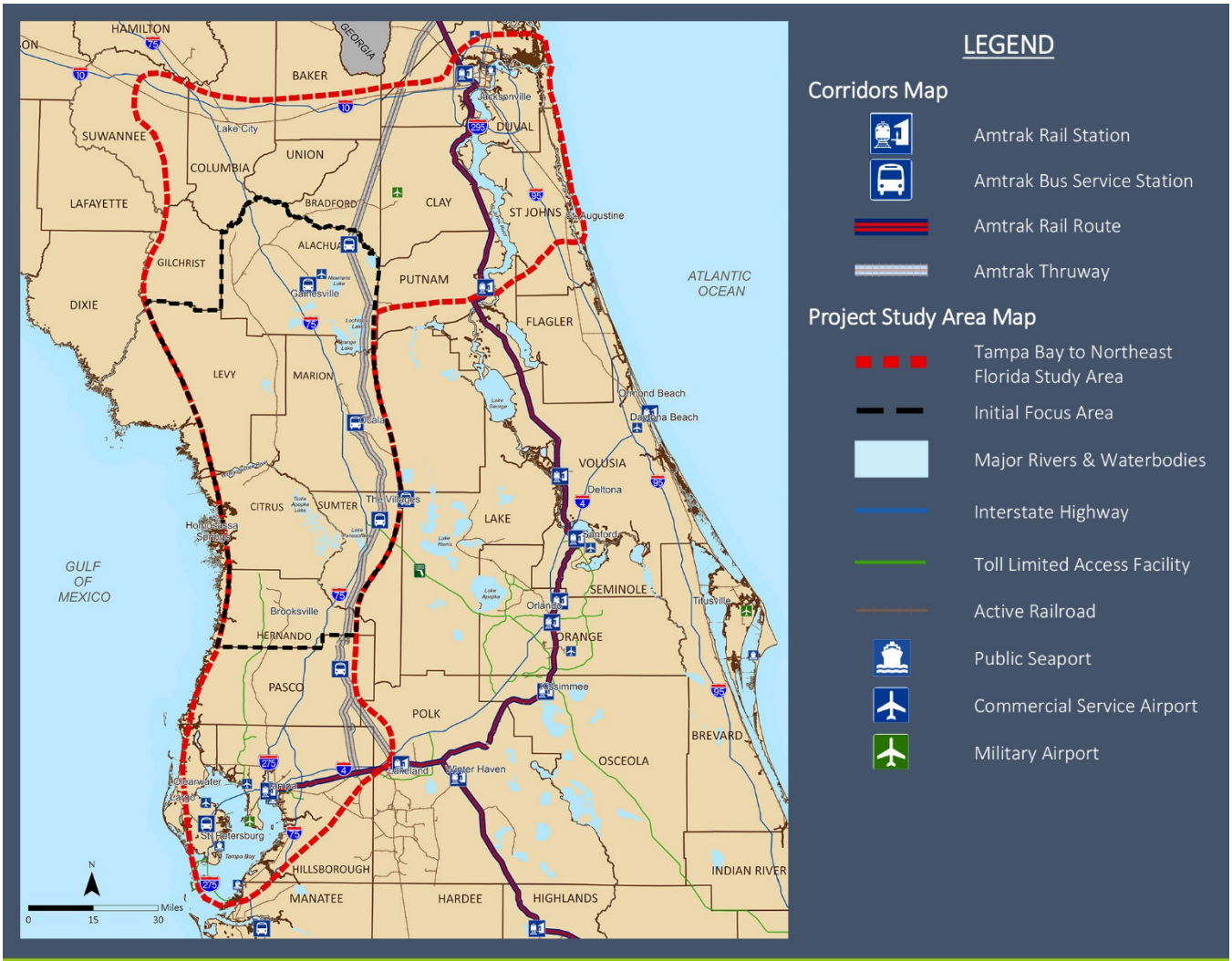
- **Traverses six counties**
- **103 miles**
- **Limited-access (19 interchanges)**
- **Six lanes**
- **High-Speed (70 mph speed limit)**
- **Major Waterbody Crossings – Lake Panasoffkee and Withlacoochee River**
- **Major Trail Crossings – Marjorie Harris Carr Cross Florida Greenway and Withlacoochee State Trail**
- **Major Railway Crossings – CSX Railway**

Passenger Rail, Intercity Bus, and Transit

Passenger rail, intercity bus, and local transit systems provide alternatives to the highway system in Florida:

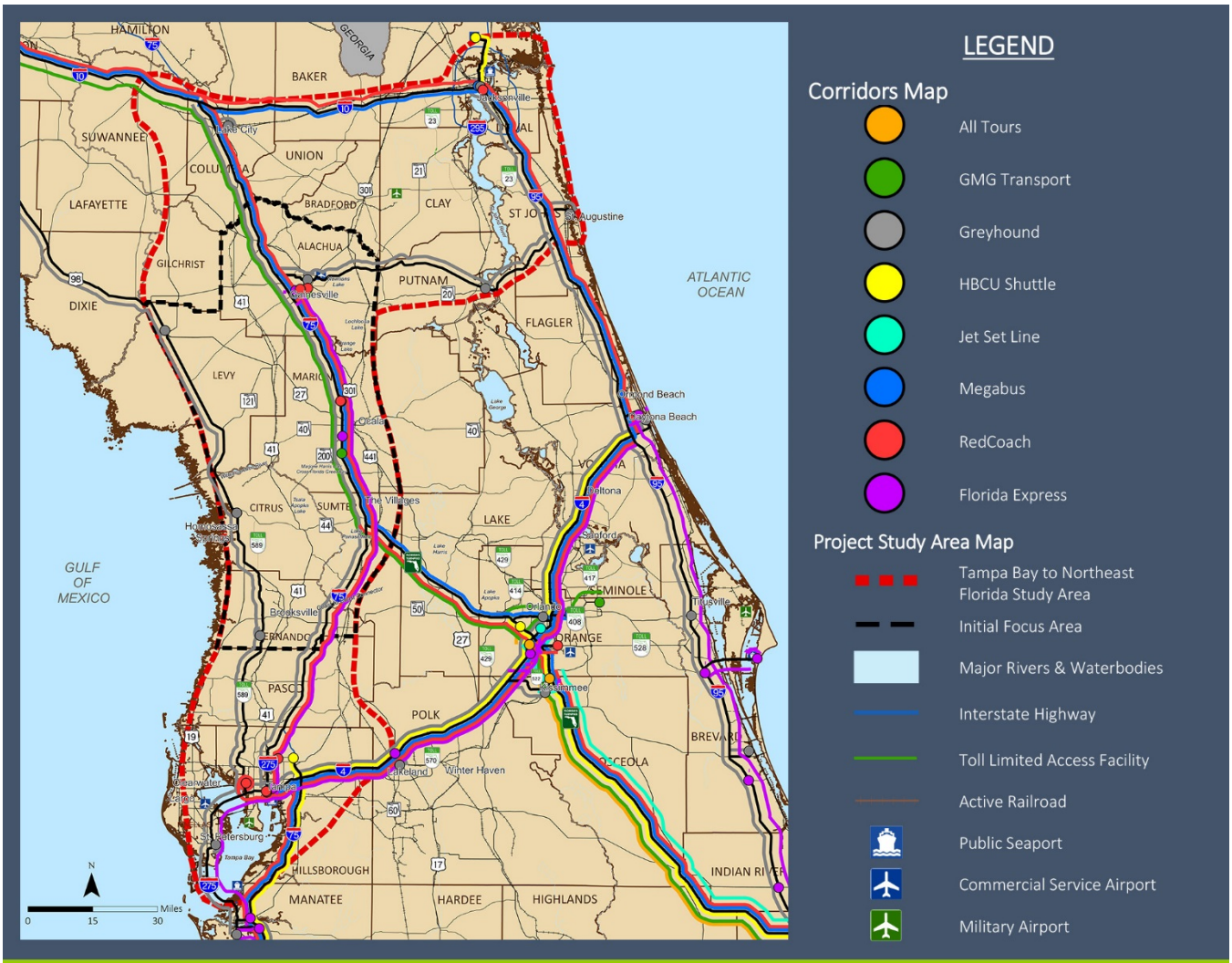
- Amtrak operates two long distance, intercity passenger trains per day between New York City and Miami, the "Silver Star" and the "Silver Meteor." Until 2004, the Silver Star operated through the Initial Focus Area along the historic Seaboard Air Line Railroad route (now owned by CSX Railroad and referred to as the CSX "S" Line), stopping at Jacksonville, Waldo, Ocala, Wildwood, Dade City, and Tampa, before continuing to Miami.

After 2004, the Silver Star was rerouted over a more easterly route originally built by the Atlantic Coast Line Railroad (now referred to as the "A" Line) from Jacksonville to Tampa via Palatka, Orlando, and Lakeland. Amtrak replaced rail service in the Initial Focus Area with its "Thruway" connecting bus service, which currently stops at Jacksonville, Waldo, Gainesville, Ocala, The Villages, Wildwood, Dade City, and Lakeland. Bus schedules are timed to meet northbound and southbound trains at Jacksonville and Lakeland, respectively. The map below shows the Thruway stations and relationship to the Amtrak service lines.



Passenger Rail and Transit

- Intercity bus services operated by a growing number of private operators allow people to connect between large centers, small towns, and rural areas. Intercity buses also serve major passenger transportation hubs, including airports and rail stations. For example, Greyhound offers scheduled service twice per day each way between Northwest Florida and Tampa, stopping along U.S. 19 in Crystal River and Spring Hill; and four times per day from Orlando to Lake City and points north and west, stopping at Ocala and Gainesville. Greyhound's Tampa to Jacksonville service runs via Orlando and Daytona Beach; people making trips from Gainesville or Ocala to Jacksonville must change buses in Lake City or Orlando. Red Coach connects Tampa to Ocala and Gainesville. Several operators connect Ocala and Gainesville to Lake City, Tallahassee, and Orlando. This is shown in the intercity bud map shown below.
- Three fixed route transit systems operate in the Initial Focus Area, including Gainesville Regional Transit System (RTS), Hernando County's THE Bus, and SunTran (Ocala). Hernando County's fixed route transit connects with fixed route transit in Pasco County and demand responsive transit operated by Citrus County. RTS and SunTran do not connect with other services. The Tampa Bay Area Regional Transit Authority (TBARTA) was created in 2007 to coordinate transit planning in Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota counties. TBARTA's current Master



Intercity Bus Service

Plan proposes a multi-county express bus, bus rapid transit, light rail, and commuter rail system connecting regional centers and desired development areas identified in the ONE BAY regional vision, including a rail line connecting central Tampa to Brooksville and express bus services from Hillsborough to Hernando and Citrus Counties. The Orange Blossom Express is a proposed 36 mile commuter rail project that would run along existing Florida Central Railroad tracks along the U.S. 441 corridor from the City of Eustis in Lake County to Downtown Orlando in Orange County. The Orange Blossom Express is included in the MetroPlan Orlando 2040 Transit Blueprint (needs) component of the Long Range Transportation Plan (LRTP) and in the Cost Feasible component of the 2035 Lake-Sumter MPO LRTP. A proposed express bus or bus rapid transit line would connect the end of the Orange Blossom Express train line to Ocala via Wildwood and The Villages.

The roadway network supports the existing passenger rail and transit components of travel within the Initial Focus Area.

Freight Rail System

Rail provides an alternative for moving freight to, from, and through the Initial Focus Area. Three major freight rail operators in Florida have tracks that converge in Jacksonville: CSX Transportation (CSX), Norfolk Southern Corporation (NS), and Florida East Coast Railroad, Inc. (FEC).

CSX: CSX, a national railroad based in Jacksonville, is the largest freight railroad in Florida. CSX's I-95 Corridor and Southeastern Corridor converge at Waycross, Georgia before entering Florida to cross the Initial Focus Area on the way to Winter Haven and Tampa. As a continuation of these CSX national rail corridors, CSX's primary north-south rail line in Florida, nicknamed the "S" line, runs from Callahan south through Baldwin and Ocala, and then it splits into two branches that intersect another CSX main line (the "A" Line) near Plant City and Lakeland. The S line has seen significant growth in freight traffic, and CSX has committed to making major improvements to this line. As CSX develops a major new intermodal facility in Winter Haven and expands operations in Southeast Florida, the S line will see increased long-distance train traffic.

The CSX A line runs from Jacksonville south along the west bank of the St. Johns River to DeLand and then passes through Sanford, Orlando, and Lakeland on its way to Tampa. CSX sold the portion of this line between DeLand and Poinciana to FDOT in 2011; this 61-mile stretch now hosts the SunRail commuter rail service in Central Florida, with CSX freight trains running limited services to Central Florida customers and interchanging rail cars with regional short-line railroads like Florida Central Railroad during overnight hours. Amtrak intercity passenger rail services also use the A line between Jacksonville and Tampa.

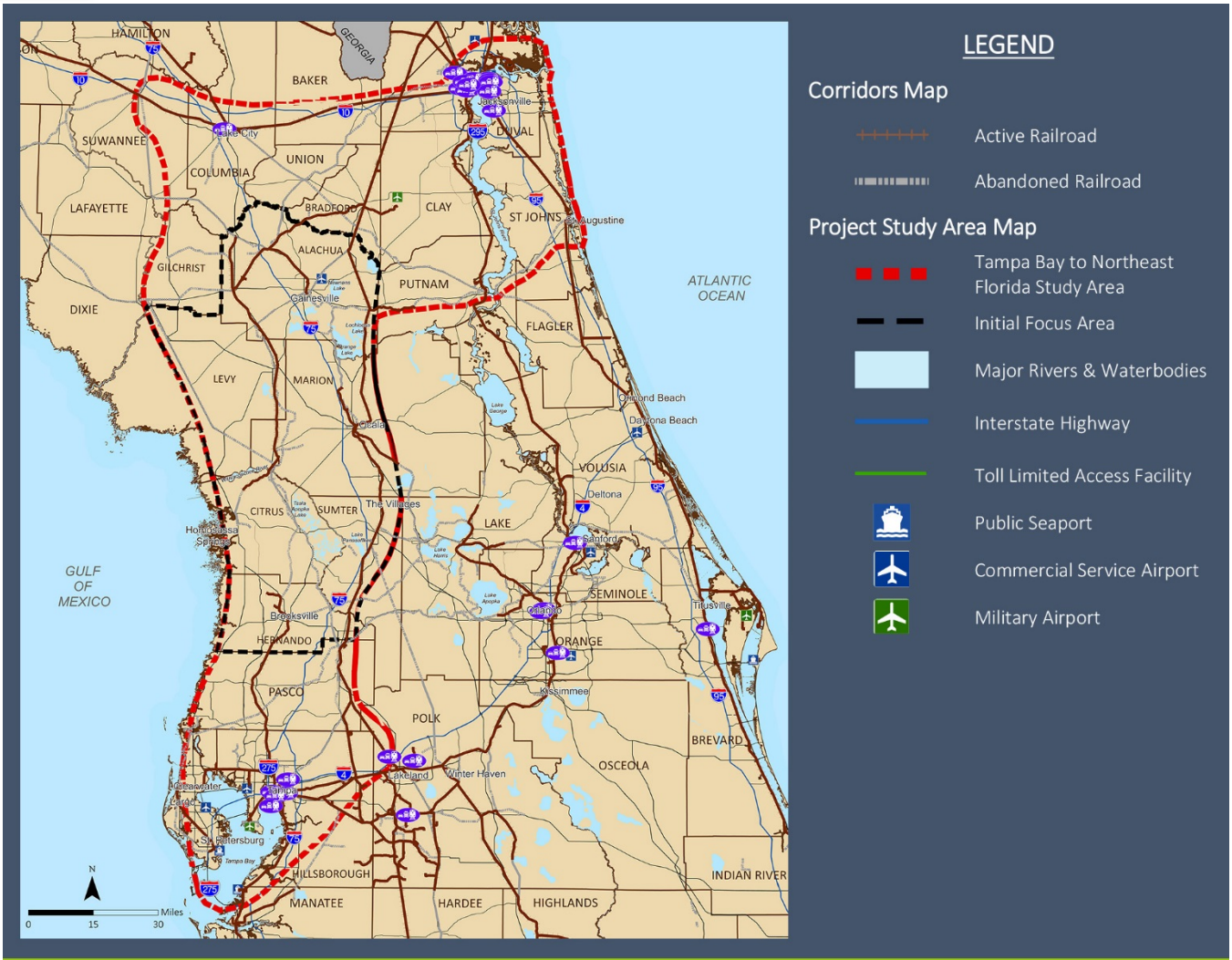
Other major CSX lines in Florida include an east-west line paralleling I-10 from Jacksonville to Pensacola, connecting to and points west, and a north-south line from Lakeland to Miami via Winter Haven, Sebring, Okeechobee, and West Palm Beach.

CSX also operates several significant rail spurs in the Initial Focus Area. One spur runs from the "S" line at Starke to Newberry. Another spur runs north from Tampa to the Broco mine northwest of Brooksville.

NS: NS operates freight rail services on its own tracks that connect Jacksonville to the NS national rail network via Valdosta and Macon, Georgia. From Valdosta, a second NS line enters Florida near Jennings and ends just southwest of Lake City. NS operates a major intermodal truck-to-rail transfer point in Jacksonville and also serves the Port of Jacksonville.

FEC: Florida East Coast Railway (FEC) operates its own freight rail services along the east coast of Florida from Jacksonville to Miami. FEC interchanges cars with both CSX and NS in Jacksonville, and NS has the right to operate its own locomotives and trains over the Florida East Coast Railway tracks from Jacksonville to Titusville (where NS is developing a new intermodal terminal) and Miami.

This Jacksonville hub is critical to future freight rail development within the Initial Focus Area and the entire state.



Active and Abandoned Rail Infrastructure

In addition to the three major freight railroads, the Florida Northern Railroad (FNOR) is a local or shortline railroad serving customers in Alachua, Citrus, Levy, and Marion counties. FNOR operates 24.3 route miles between Lowell and Candler in Marion County with an interchange with CSX at Ocala; 76 miles of track between High Springs and Red Level, with an interchange with CSX at Newberry; and 2.7 miles of industrial track in Ocala.

There are several existing and planned intermodal truck-to-rail transfer points surrounding the Initial Focus Area. Key rail terminals include:

- CSX intermodal truck-to-rail transfer terminals in Winter Haven, Tampa and Jacksonville;
- NS intermodal terminal in Jacksonville;
- FEC intermodal terminal in Jacksonville;
- Intermodal ship to rail loading points in and near Port Tampa Bay and the Port of Jacksonville; and
- Bulk transfer terminals serving individual customers and operated by CSX, NS, FEC, and the short-line railroads throughout the Initial Focus Area.

The region also includes significant segments of abandoned rail infrastructure (mapped on previous page) that could be reactivated for future service or used as right-of-way for future transportation corridors. For example, there are abandoned but mostly intact rail rights of way between Brooksville and

Dunnellon, between Brooksville and Wildwood, between Trenton and Newberry, and between Candler and Umatilla (the northwest terminus of the Florida Central Railroad line that connects to Orlando). Some of the abandoned rail right-of-way has been converted to multi-use trails or other purposes.

Domestic and International Gateways

Deepwater seaports in Tampa and Jacksonville, plus 10 other major ports in Florida, connect Florida businesses to global trading partners. Rail lines and highways connections between the Initial Focus Area and deepwater seaports are important for the continued viability of mining, agriculture, manufacturing, and other industries in the Initial Focus Area that ship bulk and intermodal cargo.

Commercial service airports, including Gainesville Regional Airport in the Initial Focus Area, offer passenger services that provide critical connections to domestic and international destinations for professional services firms and sales-oriented industries. Regional general aviation airports in Brooksville, Inverness, Ocala, Marion County, and Williston serve private and charter aircraft and are being targeted for economic development opportunities through co-location of aviation-related or aviation-dependent businesses.

Time-sensitive and high-value packages and other freight move into and out of the region primarily by truck, connecting to flights at major air cargo hubs in Tampa, Jacksonville, Orlando, Miami, and Atlanta.

Trail Systems

Trails offer an additional option for both local and longer-distance personal travel in many parts of the Initial Focus Area. The Florida Department of Environmental Protection's Greenways and Trail Plan outlines the vision for the Florida Greenways and Trails System to focus on priorities and identify the gaps that need to be closed. The plan established land trail and paddling trail opportunities. The priorities within the Initial Focus Area are: the Marjorie Harris Carr Cross Florida Greenway; the Withlacoochee State Trail, and the Florida National Scenic Trail. Trails are shown on the adjacent map. The Florida National Scenic Trail is is co-located with portions of the Withlacoochee State Trail and continues east along the Marjorie Harris Carr Cross Florida Trail.

The Suncoast Parkway offers an example of incorporating trails into a transportation corridor right of way. The Suncoast Trail is a 42-mile paved, shared-use path owned by Florida's Turnpike Enterprise, and operated and maintained by the Hillsborough, Pasco, and Hernando county parks and recreation departments. The Suncoast Trail provides for alternative travel modes through developing urban areas and increases statewide interconnectivity of recreation and nature facilities. Plans are in progress to link the Suncoast Trail to the Upper Tampa Bay Trail to the south and the Good Neighbor Trail, Withlacoochee State Trail, Cross Florida Greenway, and Lake County Heritage Trail to the north and east.

Existing Trails

Utility Infrastructure

Utility infrastructure, including pipelines, power transmission lines, and telecommunications infrastructure, is another common form of linear infrastructure in the Initial Focus Area [see map of existing and proposed pipelines below]. Utility right of way may provide some alternatives for transportation corridors, and utility infrastructure could be incorporated into transportation corridor right of way.

Existing and Proposed Pipelines

LOCAL AND REGIONAL INITIATIVES

Comprehensive Plans

Florida Statutes 163.3177 requires local governments to establish a local comprehensive plan that provides the principles, guidelines, standards and strategies for balanced future economic, social, physical, environmental, and fiscal development. The goals, objectives, and policies in the comprehensive plan are intended to guide local decisions on programs, activities, and land development regulations. An important component of the comprehensive plan is the transportation element, which addresses mobility and includes a plan for a **multimodal transportation system coordinated with future land use**.

Florida Statutes 163.3180 requires that land use and transportation facilities be coordinated to ensure there is adequate transportation capacity to support the future land use adopted in the Comprehensive Plan. Key components of the local comprehensive plans within the Initial Focus Area are summarized below. The local comprehensive plans are included in the **References** section for further detail on the transportation elements for each of the six counties within the focus area.

Alachua County

The Transportation Mobility Element of the Alachua County Comprehensive Plan 2011-2020 (*Updated* January 21, 2016) establishes a **"multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, motorized-vehicle users, users of rail and aviation facilities, and is sensitive to the cultural and environmental amenities"** of the county. Key principles of the mobility element include efficient mobility of people and goods, reduction of vehicle miles traveled through livable communities and increased transit options, encouraging efficient use of the urban centers for multimodal transportation development, and implementing viable alternative modes of transportation along congested corridors. Policy 1.1.6.2 of the mobility element requires that roadway capacity projects focus on the development of an interconnected roadway system "that provides alternatives to the State Road system, including the provision of additional lanes over I-75."

Citrus County

The goal of the Traffic Circulation Element of the Citrus County Comprehensive Plan (Updated December 2014) is to **"achieve an efficient, safe, integrated, economically, and socially feasible multimodal transportation system."** Specific transportation infrastructure policies within the plan include basing the design of new transportation facilities on reduction of accidents, congestion or for maintenance; improved level of service; and to meet future travel demand. Policy 10.3.4 states that improvements to existing facilities such as Transportation System Management (TSM), Transportation Demand Management (TDM) improvements, pedestrian facilities, bicycle facilities, and multiuse trails are a preferred alternative over new facilities. Furthermore, the plan encourages dedication of right-of-way for areas designated for future road corridors. Another key policy indicates no new arterial, major collector roadway, or new bridge construction is permitted west of US 19. To help accelerate travel time from Citrus County to the Hillsborough-Pinellas County Region, the comprehensive plan includes the proposed Suncoast Parkway 2, a four-lane limited access toll facility from US 98 to SR 44. Construction of the Suncoast Parkway 2 is included in FDOT's Adopted Five Year Work Program (2016-2020).

Hernando County

The Transportation Element of the Hernando County Comprehensive Plan, adopted in December 2015, includes nine transportation goals for future transportation needs, which **emphasize safety, prioritization of people and goods, and multimodal facilities including transit, aviation, port, and bicycle and pedestrian facilities**. Consistent with Florida Statutes, the comprehensive plan requires transportation planning be coordinated with the Future Land Use plan. Goal 2.04 requires transportation planning activities be conducted to ensure adequate future transportation capacity to accommodate planned growth and economic development. Within a 20-year horizon, the comprehensive plan includes a Buildout Thoroughfare Plan Map for the future transportation system based on projected traffic volumes and future land use characteristics. The buildout plan assumes future I-75 widening up to a maximum of eight lanes. Additionally, SR 50 is planned

as an ultimate 8-lane divided major arterial from McIntyre Road to US 98 (just east of I-75). Proposed premium bus service (Tampa Bay Area Regional Transportation Authority) is also planned for the stretch of I-75 that passes through Hernando County.

Levy County

The Levy County Comprehensive Plan focuses the transportation element on **maintaining a safe and efficient transportation network and providing adequate transportation facilities to ensure that roadways operate above acceptable level of service standards in the future.** Additionally, provisions for bicycle and pedestrian facilities must be considered for new or improved transportation facilities. While I-75 does not pass through Levy County, major roadways including US 19 and US 41 provide north-south mobility while US 27 provides east-west connectivity for local and regional travel needs. A main function of the comprehensive plan is preserving the functional integrity of the Florida Intrastate Highway System (FIHS) including US 19, Alternate US 27 and US 27 in Levy County. The plan establishes that right-of-way be preserved for the transportation needs for these FIHS facilities.

Marion County

The overall goal of the Transportation Element of the Marion County Comprehensive Plan is to **"establish and maintain greater economic competitiveness by improving efficiency and safety for the movement of people and goods between multiple modes of transportation that is responsive to the needs of the community and consistent with Future Land Use policies**." The comprehensive plan goals involve improving efficiency and accessibility while protecting quality of life; efficient mobility and functionality of all transportation modes (automobiles, freight, cyclists, pedestrians and transit); ensuring adequate transportation infrastructure within the Urban Growth Boundary; implementing cost-effective transportation facilities; enhancing the freight transportation network; and improving transit and aviation facilities.

Sumter County

The Unified Comprehensive Plan (October 2012) for Sumter County is a unified venture between Sumter County and the cities of Center Hill and Webster. The overarching goal of the Transportation Element is to "provide for a **safe, convenient and efficient multimodal transportation system"** coordinated with other elements of the comprehensive plan including future land use. A key objective of the plan is to enhance multimodal transportation options. The Sumter County Comprehensive Plan Future Land Use Element includes development of the Monarch Industrial Park adjacent to I-75. The Monarch development is proposed to integrate industrial, warehousing, manufacturing, and commercial and office uses. The comprehensive plan encourages implementation of a coordinated transportation system, both on-site and off-site, at the industrial park consistent with the goals of providing mobility. As shown on the Primary Economic Centers Map, the majority of the county's existing and future economic centers are adjacent to I-75.

Long Range Transportation Plans

The Long Range Transportation Plans (LRTPs) were reviewed for the Transportation Planning Organizations (TPOs) and Metropolitan Planning Organizations (MPOs) within the Initial Focus Area to identify the existing network and future planned projects determined as part of the long-range transportation planning process. The 2040 Cost-Feasible Transportation Projects included in the Hernando/Citrus Metropolitan Planning Organization (MPO), Lake-Sumter MPO, Metropolitan TPO for the Gainesville Urbanized Area, and the Ocala/Marion County TPO LRTPs are summarized in **Appendix A**.

Statewide Transportation Plans

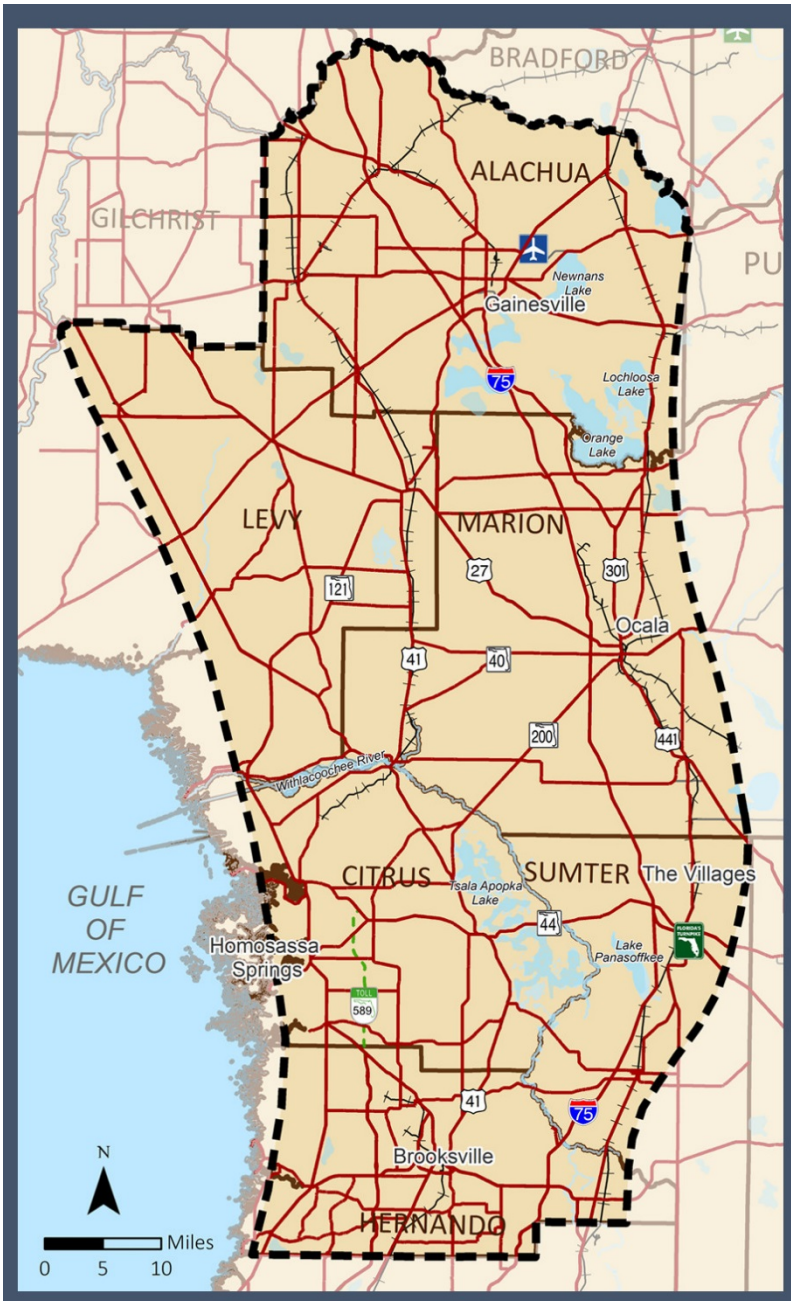
In addition to the FTP, statewide transportation plans were reviewed to identify existing and planned major FDOT multimodal projects. FDOT's Strategic Intermodal System (SIS) Policy Plan describes the SIS network initiated by legislature and includes a high-priority network of transportation facilities critical to Florida's economic competitiveness and quality of life.

The SIS includes the major transportation hubs, corridors, and connectors that are critical to Florida's economic competitiveness. The SIS is Florida's highest statewide priority for transportation capacity improvements.

SIS Facilities

The SIS transportation network involves Florida's most strategic transportation facilities, including major air, space, water, rail, and highway facilities. I-75 is the only SIS facility traversing the entire six counties within the Initial Focus Area. Other major north-south SIS roadways include Florida's Turnpike, US 301 and the Suncoast Parkway as shown on this map.

Sources: FDOT and FGDL



LEGEND

Corridors Map

- Emergency Evacuation Routes

Project Study Area Map

- Task Force Focus Area
- Major Rivers & Waterbodies
- Interstate Highway
- Toll Limited Access Facility
- Future Toll Limited Access Facility
- Major Road
- Active Railroad
- Public Seaport
- Commercial Service Airport
- Military Airport

Emergency Evacuation Routes

Florida's Emergency Evacuation Routes are based upon regional evacuation studies coordinated by local Regional Planning Councils (RPCs). The studies provide data that local emergency management programs use to establish and update the emergency routes in their areas. I-75 is identified by the Florida Department of Emergency Management (FDEM) as a critical link evacuation route and as containing a potential critical bottleneck at the interchange with Florida's Turnpike in Sumter County. I-75 is the only high-speed designated evacuation route that traverses the six counties within the Initial Focus Area and is critical for emergency access to the north.

Sources: FDOT and FGDL

SUMMARY OF OPPORTUNITIES AND CONSTRAINTS

The I-75 Relief Study presents tremendous opportunities for improvements to the statewide transportation network. Existing transportation corridor investments such as I-75 widening, US 301 improvements, and the extension of the Suncoast Parkway will provide enhanced mobility within the Initial Focus Area. Improvements to maximize existing facilities will need to be considered as opportunities are evaluated. System connectivity will be critical in identifying options that provide relief to traffic congestion along I-75 and connectivity from Tampa to Jacksonville. Identifying commodity flows will be vital to long-term solutions along I-75. In addition, existing rail lines within the Initial Focus Area, including CSX, will need further evaluation as potential multimodal/multiuse options for freight, passenger mobility, and utility corridors. The existing and proposed trails, including the Cross Florida Greenway, provide significant opportunities for enhanced connectivity to promote livable communities.

While many opportunities for relief to I-75 exist, the review of local, regional, and statewide transportation plans and the Tampa Bay to Northeast Florida Concept Study Report identified several constraints including:

- **Limited Capacity** - Most of the major existing roadways within the Initial Focus Area do not have the necessary capacity to accommodate the anticipated future growth in population, employment and visitors.
- **Highway Safety** - Crash rates are significant along I-75 within the focus area (refer to Task Force Presentations). Corridor improvements should be evaluated for enhanced safety and travel reliability.
- **Alternate Mobility Options** - The lack of alternative high-speed facilities or SIS routes that parallel I-75 within the Initial Focus Area results in constrained mobility for freight and automobiles as well as a limited emergency evacuation network.

FTP Guiding Principles
Corridor Function & Design

- Plan enhanced or new transportation corridors, where appropriate, to accommodate multiple modes of transportation, including opportunities for active transportation, and to accommodate multiple uses, including utility infrastructure.
- Plan highway elements of future transportation corridors to be limited access, with interchange locations identified to provide access to economic development activities dependent on long-distance transportation and to support growth in areas targeted for economic development. Plan rail and transit elements of future transportation corridors to support compact development locations and to encourage public transportation ridership.
- Protect the integrity of statewide and interregional corridors by developing and maintaining strong regional and local transportation networks to accommodate demand for regional and local trips.
- Plan, design, construct, and operate transportation corridors to reflect the context of the communities and environment through which the corridors pass to the fullest extent possible.
- Use state-of-the-art and energy-efficient infrastructure, vehicles, materials, technologies, and methodologies, where economically feasible, to develop and operate transportation corridors.
- Plan, design, construct, and operate transportation corridors to be safe and secure for all users.
- Plan, design, construct, and operate transportation corridors to support emergency evacuation, emergency response, and post-disaster recovery activities; ensure that corridor improvements intended to enhance emergency evacuation and response are not used to promote additional development in hazardous areas or areas not planned for growth.

- **Increased Travel Time** - Travel from Tampa to Jacksonville is not efficient due to the constraints on I-75 and the lack of high-speed east-west connections for system connectivity.
- **Freight Mobility** - Freight and trade flows are anticipated to grow rapidly, reflecting the strong anticipated socioeconomic growth and the overall growth anticipated in global trade through Florida's seaports and airports. This will place greater pressure on the region's major truck routes, freight rail system, seaports, air cargo facilities, and intermodal logistics centers. Strategic investments in the capacity and connectivity of these systems will be critical.

INTERSTATE 75

FTP Florida Transportation Plan

SIS Strategic Intermodal System

REFERENCES

Overview

I-75 Relief Study

East Central Florida Corridor Task Force (ECFCTF)

Guiding Principles

Existing Transportation System

Marjorie Harris Carr Cross Florida Greenway

Coast to Coast Connector

Policy Framework

Alachua County's Comprehensive Plan

Citrus County's Comprehensive Plan

Hernando County's Comprehensive Plan

Levy County's Comprehensive Plan

Marion County's Comprehensive Plan

Sumter County's Comprehensive Plan

North Central Florida Regional Planning Council SRPP

Tampa Bay Regional Planning Council SRPP

GIS Data

http://fnai.org/gisdata.cfm

http://www.fgdl.org/

APPENDIX LIST

Appendix 1 – Major 2040 LRTP Cost Feasible Projects

APPENDIX 1

Major 2040 LRTP Cost-Feasible Projects

County	Description	Location	Limits (From/To)
Alachua	Add Lanes and Reconstruct	SR 20	East of US 301 to Putnam C/L
Alachua	New Road Construction	SR 26 Corridor	from Gilchrist C/L to CR 26A E of Newberry
Alachua	Interchange Improvement	I-75 (SR 93)	SR 222 (39th Ave)
Alachua	Interchange Improvement	I-75(SR 93)	SR 121
Alachua	Interchange Improvement	I-75 (SR 93)	SR 24/ Archer Road
Alachua	Interchange Improvement	I-75 (SR 93)	SR 331/ Williston Road
Alachua	Intersection Improvement	SR 226 (SE 16th Ave)	Main St and SR 331 (Williston RD)
Alachua	Interchange Improvement	I-75 (SR 93)	US 441
Alachua	New Road Construction	SW 40th Blvd	From SR 121 (SW 34th ST) to SR 24 (Archer Road)
Alachua	Add Lanes and Reconstruct	SR 24 (Archer Road)	From US 27A/Bronson to SW 75th St/Tower Road
Alachua	Multimodal Emphasis Corridor Study and implementation	US 441 (W 13th St)	NW 33rd Ave to Archer Rd
Alachua	Multimodal Emphasis Corridor Study and implementation	SR 26 (University Ave)	Gale Lemerand Dr to Waldo Rd
Alachua	Construct Bike/Ped Trail	SW 27th St	SR 331 (Williston Rd) to SW 35th Pl
Alachua	Construct Bike/Ped Trail	Norton Elementary Trail	SR 222 (NW 39th Ave) to NW 45th Ave
Alachua	Reconstruct Corridor	Depot Ave	US 441 (SW 13th St) to SR 331 (Williston Rd)
Alachua	Bridge Construction	SW 30th Ave	SW 45th St to SW 30th Ave
Alachua	Connector Road	SW 62nd Blvd	SR 24 (Archer Rd) to SR 26 (Newberry Rd)
Alachua	Redesign to support BRT, multi-trail and corridor redevelopment	Waldo Road	University Ave to NE 39th Ave
Alachua	BRT Corridor Infrastructure	Santa Fe Village to GNV (Airport)	

APPENDIX 1

Major 2040 LRTP Cost-Feasible Projects

County	Description	Location	Limits (From/To)
Alachua	BRT Lanes / Lane Management	SR 24 (Archer Road)	MTPO Boundary to SW 45th St
Alachua	Greenway	Cross Campus	Archer Rd to SW 34th St
Alachua	Trail	Lake Kanapaha	Tower Rd to I-75
Levy	Widen and Resurface Lanes	CR 343/NE 60th St	From CR 241 to SR 500 (US 27)
Levy	Widen and Resurface Lanes	CR 40	From Bird Creek Boat Ramp to US 19
Citrus	Add Lanes and Reconstruct	US 41 (SR 45)	SR 44 to E Arlington ST
Citrus	New Road Construction	Suncoast Pkwy 2-Hernando C/L	South of W Grover Cleveland Blvd
Citrus	New Road Construction	Suncoast Pkwy 2	From South of West Grover Blvd to SR 44
Citrus	New Road Construction	Suncoast Pkwy 2	From SR 44 to US 19
Citrus	Add Lanes and Rehabilitate Pavement	US 19 (SR 55)	W Jump Ct
Citrus	Add Lanes and Reconstruct	US 19 (SR 55)	W Fort Island Trail
Citrus	Add Lanes and Reconstruct	US 19 (SR 55)	From Cardinal St to Green Acres St
Hernando	New Road Construction	Suncoast Pkwy 2	US 98 To Hernando C/L
Hernando	Add Lanes and Reconstruct	I-75 (SR 93)	From N of SR 50 To Hernando/Sumter C/L
Hernando	Add Lanes and Reconstruct	I-75 (SR 93)	From Pasco/HernandoCo/L To S of US 98/SR 50/Cortez
Hernando	Add Lanes and Reconstruct	I-75 (SR 93)	From S of US 98/SR 50/Cortez To N of US 98/SR 50/Cortez
Hernando	New Road Construction	CR 578 (CO Line Road)	From Suncoast Pkwy To US 41 At Ayers Road
Hernando	Intersection Improvement	CR 578 At Mariner INT	From Springtime St to East of Mariner Blvd
Hernando	Add Lanes and Reconstruct	SR 50 (Cortez Blvd)	From CR 587 (Mariner Blvd) to SR 589 (Suncoast Pkway)

APPENDIX 1

Major 2040 LRTP Cost-Feasible Projects

County	Description	Location	Limits (From/To)
Hernando	Add Lanes and Rehabilitate Pavement	SR 50 (Cortez Blvd)	From US 19 (SR 55) to W of CR 587 (Mariner Blvd)
Hernando	Intersection Improvement	SR 50A/Jefferson Road	At SR 700/Ponce De Leon Blvd
Hernando	Add Lanes and Reconstruct	SR 50	From Lockart Road to East of Remington Road
Hernando	Add Lanes and Reconstruct	SR 50	From Cobb Road to Broad St
Hernando	Add Lanes and Rehabilitate Pavement	SR 50	From US 98/McKenthan Road to US 301
Hernando	Add Lanes and Rehabilitate Pavement	SR 50	From Windmere Road/Bronson Blvd to Us 98/Mckethan Road
Hernando	Planned Multiuse Trails	Various	
Hernando	Commuter Rail	TBARTA Regional Rail System	Pasco County to Brooksville, on CSX Corridor
Marion	Add Lanes and Reconstruct	SR 200	From Citrus C/L to CR 484
Marion	Add Turn Lanes	SR 40	From Southwest 40th Ave to Southwest 27th Ave
Marion	Intersection Improvement	SR 40	From US 441 to Northwest 1st Ave
Marion	Add Lanes and Reconstruct	SR (US 41)	From 111 Place Lane to SR 40
Marion	Add Turn Lanes	SR 200	I-75 West of I-75 to E I-75
Marion	Resurfacing	I-75	I-75 (SR 93) North of SR 500/US 27 Interchange to Alachua County Line
Marion	PD&E	I-75	I-75 Interchange at Southwest 95th ST and Southwest 95th From 49th Ave to Cr 475A
Marion	PD&E	I-75	I-75 From End of Northwest 35th St to Northwest 49th St
Marion	New Interchange	I-75	NW 49th St
Marion	Interchange Improvements	I-75	SR 40
Marion	Interchange Improvements	I-75	CR 484
Marion	Interchange Improvements	I-75	US 27
Marion	Trail Study	Belleview to Greenway Trail	Lake Lilian Park to Cross Florida Greenway
Marion	New Multiuse Trail	Downtown Ocala to Silber Springs Trail	

APPENDIX 1

Major 2040 LRTP Cost-Feasible Projects

County	Description	Location	Limits (From/To)
Marion	At-Grade Rail Crossing Improvements	Various	
Sumter	Add Lanes and Reconstruct	US 301	From CR 470 to SR 44
Sumter	Add Turn Lanes	US 301	AT SR 44
Sumter	Widen Road	US 301	Turnpike to CR 468
Sumter	Widen Road	US 301	Turnpike to CR 470 W
Sumter	Road Construction	CR 673	From US 301 to I-75
Sumter	Widen and Resurface Exit Lanes	CR 478	From US 301 to SR 471
Sumter	Add Turn Lanes	SR 471	At CR 528
Sumter	Add Lanes and Rehabilitate Pavement	CR 470	From CR 527 to SR 91
Sumter	Interchange (NEW) PD&E	I-75	CR 514 From 0.5 Miles West of I-75 to US 301
Sumter	Add Lanes and Reconstruct	Turnpike	Widening Turnpike From Lake/Sumter C/L to CR 468 Interchange
Sumter	Add Lanes and Reconstruct	Turnpike	Widening Turnpike From CR 468 Interchange to I-75 Interchange
Sumter	Add Lanes and Reconstruct	Turnpike	I-75/Turnpike Interchange (I-75 Widening 4 to 6 Lanes, MP 20.8-SR 44)
Sumter	Add Lanes and Rehabilitate Pavement	SR 48	From East of I-75 Ramps to CR 475 (Main St)
Sumter	Add Lanes and Reconstruct	I-75	From Hernando C/L to CR 470
Sumter	Add Lanes and Reconstruct	I-75	From CR 470 to SR 91
Sumter	New Interchange	I-75	SR 93
Sumter	New Interchange	Turnpike	CR 468