

## Study Schedule

Task / Activity	2006	2007	2008	2009
Public Involvement		◊	◊ ◊	◊
Data Collection & Analysis	←	→		
Tier 1 & Tier 2 Analysis		←	→	
Tier 3 Interstate Master Plan			←	★

◊ Public Meetings      📄 Newsletters      ★ End Project

## Public Involvement

Public Involvement is an important aspect of the study process. We view the public as a member of the study team and we need input. Our goal is to inform and educate the public about the project status, encourage a positive and open interaction between stakeholders and respond to any questions that may arise.

A Kick-Off Meeting was held July 2007 in Gainesville. Travel Lane (Tier 1) and Interchange (Tier 2) Alternative Meetings were held in June 2008 and November 2008 in Lake City and Gainesville. Newsletters and other materials from these meetings are available on the project website.

Public Involvement will occur throughout the study. Each of the meetings will contain updated information about the project. Coordination will occur with the Gainesville Metropolitan Transportation Planning Organization (MTPO), it's Technical and Citizens Advisory Committees, and the Bicycle/Pedestrian Advisory Board. A newsletter will be provided to interested parties along the project corridor. The newsletter will provide updated information at key milestones of the project. Project information will also be available on our website.

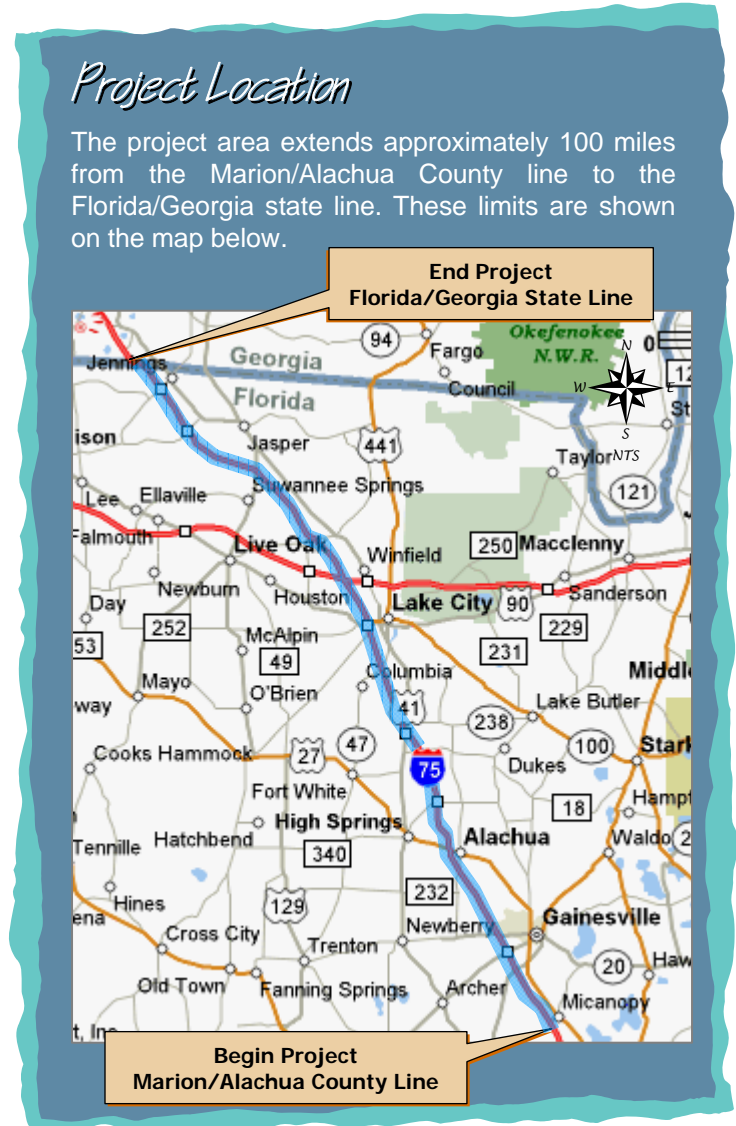
We invite you to visit our web site at [www.i75northflorida.com](http://www.i75northflorida.com)

## Who to Contact

This study is being conducted by the Florida Department of Transportation, District Two. All inquiries concerning this project should be addressed to:



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# Interstate 75 Master Plan Study



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## About the Study

The Florida Department of Transportation has an Interstate Master Plan Study underway for the I-75 corridor. The study evaluates the I-75 corridor through Alachua, Columbia, Suwannee, and Hamilton counties.

The Interstate Master Plan Study will identify potential improvements along the I-75 corridor from now through 2035. An improved interstate will better serve the travel needs of people and freight, encourage economic growth and development, and decrease travel related fuel consumption and air pollution.

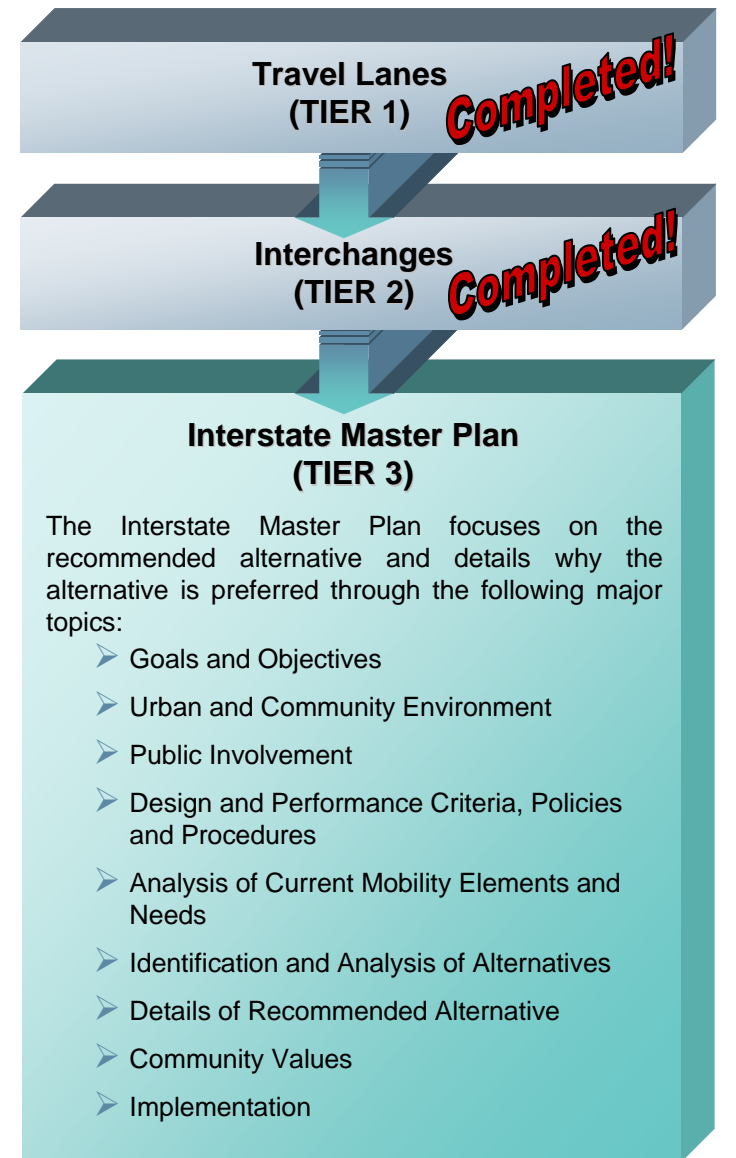
## Study Objectives

The primary goal of the I-75 Master Plan Study is to develop a plan to improve travel along the I-75 corridor. There are five objectives to the I-75 Master Plan Study.

1. **Enhance overall travel along I-75** and identify potential improvements at interchanges.
2. **Develop a reasonable schedule** for building proposed short-term and long-term improvements.
3. **Present alternatives** that will increase mobility while minimizing impacts to the environment and surrounding communities.
4. **Identify any additional right-of-way** needed for proposed improvements.
5. **Coordinate with other ongoing projects** that would affect the I-75 corridor.

## Tier Selection Process

As part of the Master Planning Process, there are three Tiers or phases of the study. Tier 1 focuses on the travel lanes of I-75 and determines the number, type and configuration of those lanes. Tier 2 focuses on the interchanges and determines the number, location, and configuration of those interchanges. Tier 3 combines the recommended alternatives of Tier 1 and Tier 2.



*A key to the success of the I-75 Interstate Master Plan Study will be the continued involvement of the local community. Public Involvement will occur throughout the study.*



## Interstate Master Plan (Tier 3)

The Interstate Master Plan is the result of the Travel Lane and Interchange evaluations.

**Travel Lanes:** A Travel Lane evaluation was conducted to identify current and anticipated interstate deficiencies and potential solutions (alternatives). Seven initial alternatives for improving travel lane efficiency were identified to meet the goals of the I-75 Interstate Master Plan. These alternatives were reduced to four alternatives considered to be reasonable and feasible concepts. The four alternatives were then used in the Interchange evaluation.

**Interchanges:** An Interchange evaluation was conducted to identify the appropriate number, type and configuration of interchanges in the I-75 corridor. Keeping with the needs of the I-75 corridor and compatibility with the four possible alternatives for travel lanes, alternatives were developed for each interchange in the corridor. A specific Interchange alternative that meets the study's objectives and is a reasonable and feasible concept for each interchange is referred to as the Recommended Alternative.

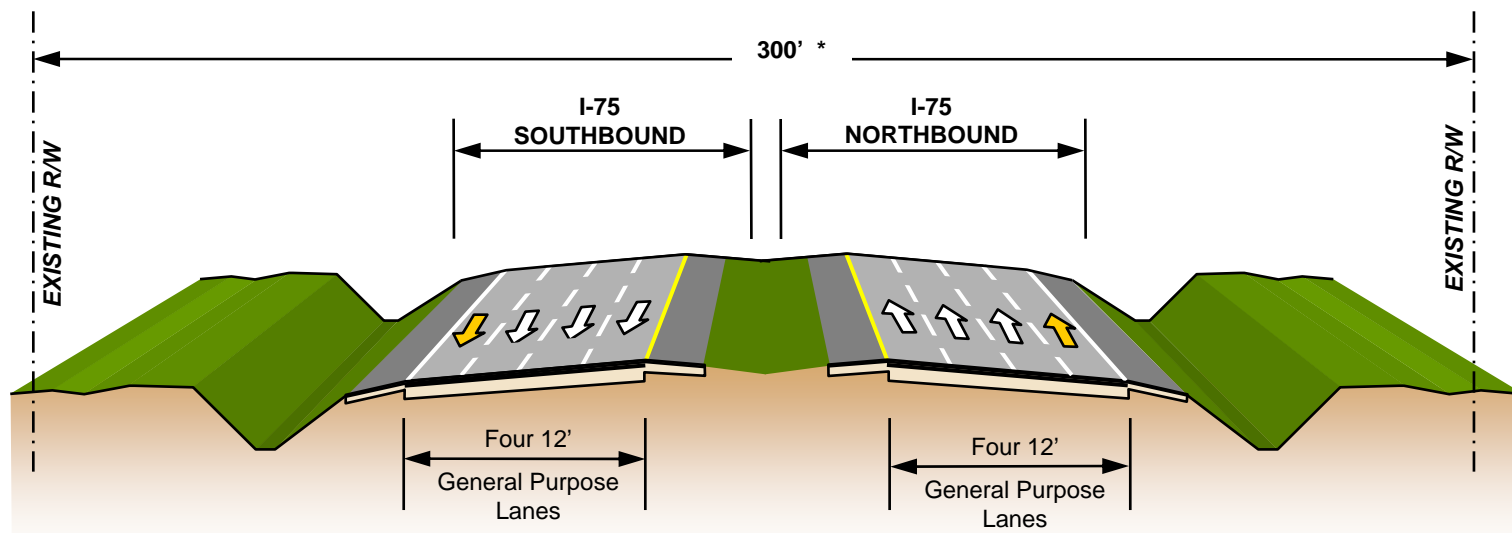
Recommended alternatives are identified through further assessment, including coordination with local and regional agencies, public input collected at public workshops, and presentation to the Metropolitan Transportation Planning Organization (MTPO) – Technical and Citizens Advisory Committees.

Below are key factors used to measure each alternative:

- Right of way impacts, residential/business relocations
- Environmental impacts
- Right of way and construction costs
- Drainage and permitting impacts
- Traffic/transit operation and capacity
- Maintenance of traffic
- Interchange geometry

**Interstate Master Plan:** The recommended alternatives from the Travel Lane and Interchange evaluation are combined in the Interstate Master Plan to identify the recommended alternative to improve the I-75 corridor. The Recommended Travel Lane Alternative is shown in the graphic below. Recommended Interchange Alternatives are listed in the table on the following page.

### Recommended Travel Lane Alternative



## Interchanges Considered in the I-75 Master Plan

The following table lists the interchanges considered in the I-75 Master Plan.

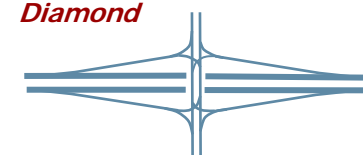
No.	Interchange Location	County	Urban/Rural	Interchange Types	
				Existing	Recommended Alternative
1	CR 234	Alachua	Rural	Diamond	Diamond
2	SR 331 / SR 121 / Williston Road	Alachua	Urban	Partial Cloverleaf (2 loops)	Partial Cloverleaf (2 loops)
3	SR 24 / Archer Road	Alachua	Urban	Diamond	Partial Cloverleaf (1 loop)
4	SR 26 / Newberry Road	Alachua	Urban	Partial Cloverleaf (1 loop)	Partial Cloverleaf (2 loops)
5	SR 222 / NW 39 <sup>th</sup> Avenue	Alachua	Urban	Partial Cloverleaf (1 loop)	Partial Cloverleaf (1 loop)
6	CR 236	Alachua	Rural	Partial Cloverleaf (2 loops)	Partial Cloverleaf (2 loops)
7	US 41 / US 441 / SR 25	Columbia	Rural	Diamond	Diamond
8	SR 47	Columbia	Rural	Diamond	Diamond
9	US 90 / SR 10	Columbia	Urban	Diamond	Single Point Urban Interchange
10	SR 136	Suwannee	Rural	Partial Cloverleaf (2 loops)	Partial Cloverleaf (2 loops)
11	US 129 / SR 51	Hamilton	Rural	Partial Cloverleaf (2 loops)	Partial Cloverleaf (2 loops)
12	SR 6	Hamilton	Rural	Diamond	Diamond
13	SR 143 / CR 143	Hamilton	Rural	Partial Cloverleaf (2 loops)	Partial Cloverleaf (2 loops)

NOTE: The interchanges at US 441 in Alachua County and I-10 in Columbia County are being or have been considered in other studies.

### Interchange Types

Interchange types may vary from single ramps connecting local streets to complex and comprehensive layouts involving two or more highways. Basic interchange types are shown below.

**Diamond**



**Partial Cloverleaf (1 Loop)**



**Partial Cloverleaf (2 Loops)**



**Single Point Urban Interchange**

