

WHAT IS THE INTERSTATE 75 (I-75) MASTER PLAN?

The Florida Department of Transportation (FDOT) is preparing a master plan for Interstate 75 (I-75) in Sumter and Marion Counties (FPIDs 443623-1 & 443624-1) to analyze the corridor's existing and future transportation needs. The I-75 Master Plan will be completed in two phases: Phase 1 (interim, short-term improvements) and Phase 2 (long-term improvements). Interim, short-term improvements to the I-75 corridor and its interchanges have been evaluated and recommendations are being made for advancement to the next step in Project Development, known as a Project Development and Environment (PD&E) Study. Phase 2 of the Master Plan will analyze and recommend improvements for the corridor's long-term build-out. The purpose of the I-75 Master Plan is to evaluate short and long-term improvements or enhancements to the I-75 interstate corridor and its interchanges to help improve safety, reliability, and mobility. The master plan will allow FDOT to focus its future efforts and funding by prioritizing the most critical sections for improvement.

The I-75 Master Plan, which extends approximately 47.8 miles, begins at Florida's Turnpike in Sumter County and ends south of C.R. 234 in Alachua County. Interchanges to be evaluated as part of I-75 Forward include Florida's Turnpike, S.R. 44, County Road (C.R.) 484, S.R. 200, S.R. 40, U.S. 27, Northwest 49th Street (planned), S.R. 326, and C.R. 318.

The I-75 Master Plan includes:

- Accessibility improvements that consider deficiencies and needs of existing interchanges to promote system connectivity and local traffic operations.
- Identification and expansion of short-term improvement strategies including:
 - Traffic Incident Management, which involves detection, verification, clearance, and traffic management associated with incidents on the highway and arterials (ex. Road Rangers)
 - Active Traffic Management, which [involves continuous monitoring of facility operations with adjustments to lane controls and speeds on a real time basis (ex. overhead dynamic messaging signs)]
- Interstate improvements that optimize long-term capacity needs, long-term mobility needs, travel reliability and travel options for drivers.

WHAT IS A MASTER PLAN?

Prepared during the Planning and Feasibility Phase, which is the first phase of FDOT's Project Development Process, a Master Plan is a document that summarizes a vision for future transportation and provides a set of recommended improvements or enhancements to improve safety, reliability, and mobility. Development of a Master Plan involves data collection, public engagement, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs. The findings of the analysis and recommendations developed during the Planning and Feasibility Phase are documented in a Master Plan report.

Improvements recommended in a Master Plan may include widening, managed lanes, auxiliary lanes, collector-distributor roads, modifying interchanges, and/or evaluating new interchanges. A Master Plan also includes public engagement, which serves as input in the identification and prioritization of projects to move forward in the Project Development Process. This long-range approach provides a regional perspective to identify the areas where future demand is predicted and assists in defining subsequent PD&E Studies.

WHY DO WE NEED THE I-75 MASTER PLAN?

I-75 is one of Florida's important transportation corridors, critical to the state's economic competitiveness and quality of life. As the primary north-south corridor in the Central Florida region, I-75 provides essential movement of people and freight, evacuation, mobility between regional employment and population centers, system connectivity to Florida's Turnpike, and a thoroughfare for tourism and trade in Florida. In partnership with the local communities, FDOT wants to be proactive in planning for a safe and efficient corridor. FDOT is developing the I-75 Master Plan, which will serve as a guide to focus future efforts and funding toward the most critical segments of I-75 first.

The goals of the I-75 Master Plan are to identify and recommended solutions that improve safety, reliability,

mobility, operational capacity, efficiency, and connectivity along and across the I-75 corridor through Sumter and Marion Counties. The Master Plan will document the highway's needs, define and prioritize necessary improvements, and identify ways to fund these enhancements. As part of the Master Plan process, FDOT will develop an Implementation Plan based on priorities identified in the Master Plan. Funded priorities will become individual projects, which would then progress through the Project Development Process.

WHAT ARE THE STEPS IN THE PROJECT DEVELOPMENT PROCESS?

The FDOT Project Development Process is a comprehensive method involving five phases:

1. **Planning and Feasibility:** During this phase, FDOT evaluates the long-range transportation needs. Results are documented in a Master Plan and related Implementation Plan that will identify, evaluate, and prioritize individual projects to proceed to the next phase.
2. **PD&E Study:** During this phase, design concept options and their social and environmental effects are examined.
3. **Design:** During this phase, detailed design plans are prepared.
4. **Right of Way Acquisition:** This phase entails acquisition of any necessary right of way, based on the design plans developed during the design phase.
5. **Construction:** Roadway improvements are built and put into service during this phase.

Depending on transportation priorities, available funding, and complexities of the needed improvements, a project's progression from planning to construction may take up to 10 years. FDOT follows federal and state requirements throughout the Project Development Process and works closely with governmental agencies, partners, and the local community to identify improvement priorities and move each one through the production pipeline. Planning, PD&E Study, Design, Right of Way Acquisition, and Construction are sequential phases of production for projects.



WHERE ARE WE IN THE PROCESS?

FDOT is preparing the I-75 Master Plan as part of the first phase of the Project Development Process. During this Planning and Feasibility Phase, FDOT is evaluating a wide-range of long-range needs for the future of I-75 through Sumter and Marion Counties. The I-75 Master Plan will define a vision for future transportation and provide a set of recommended improvements or enhancements to the mainline interstate and interchanges to improve safety, reliability, and mobility. Development of the I-75 Master Plan involves data collection, public engagement, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs. The findings of the analysis and recommendations developed during the Planning and Feasibility Phase will be documented in a Master Plan report that includes an Implementation Plan. Proposed improvements will advance to the PD&E Study phase and/or the design phase as funding becomes available.

WHAT IMPROVEMENTS WILL BE EVALUATED FOR I-75 IN THE PLANNING & FEASIBILITY PHASE?

During this preliminary phase of the Project Development Process, the I-75 Master Plan will identify the future needs to improve safety, reliability, mobility, operational capacity, efficiency, and connectivity along and across the corridor. Recommended improvements or enhancements to I-75 could include widening, adding managed lanes, changes to collector-distributor roadways, adding auxiliary lanes, making interchange operational improvements, evaluating new interchanges, and/or reconfiguring existing interchanges. The recommended improvements or enhancements would be further evaluated in the next phases of the Project Development Process.

HOW CAN I GET INVOLVED?

FDOT will hold a series of Public Informational Meetings to allow the public to view the proposed Master Plan recommendations. The informational meetings will be held at various locations within the project limits. A virtual meeting option will also be made available for those unable to attend in-person.

Comments can be submitted anytime to:

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