

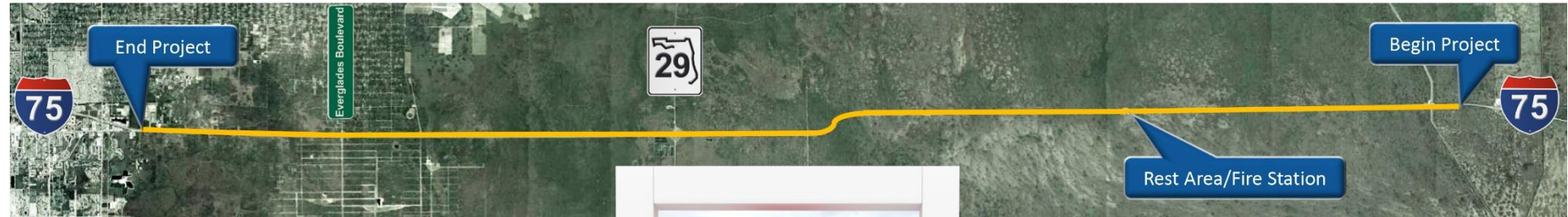
Stakeholder Meeting

I-75/SR 93 from Broward County Line to Toll Booth in Collier County

FPIDs

444008-1-32-01
444008-1-32-02

Presented:
February 25, 2020



- FDOT
 - ITS system
 - Maintenance
 - District 4
- Collier County
 - Sheriff's Office District 2
 - Wildfire/Emergency access at Everglades Boulevard
- SFWMD
 - L-28 Interceptor Canal access
- Florida Highway Patrol Troop F
 - Median crossovers
 - Other
- Ochopee Fire Control District Station No. 63
 - Median crossovers
 - Other
- Road Rangers
 - Median crossovers
 - Other
- Collier County Rest Area
 - Keep open during MOT
- Florida's Turnpike Enterprise
 - Toll booth operations during MOT
- DBI Services - interstate maintenance
 - Other
- Florida Panther National Wildlife Refuge
 - Access
- Big Cypress Wildlife Management Area
 - Access
- L-28 Interceptor Canal boat ramp
 - Maintain access during MOT
- Florida Forest Service
 - Other
- Miccosukee/Seminole Indian Tribe
 - Notification

- Resurface I-75 from Broward County Line to Toll Booth
 - Extend the service life of the pavement
 - Crash review and improve safety
 - Correct deficiencies
- FPID 444008-1 Resurfacing
 - Travel lanes and paved shoulders
 - New ITS fiber optic line
- FPID 444008-2 Safety
 - Widen median paved shoulders
 - Median crossover evaluation
 - Median cable barrier at reverse curves
 - Guardrail updates
 - Curve warning signs
 - Loop activated “Trucks Entering Highway” signs



Extend Pavement Life



Median Crossovers



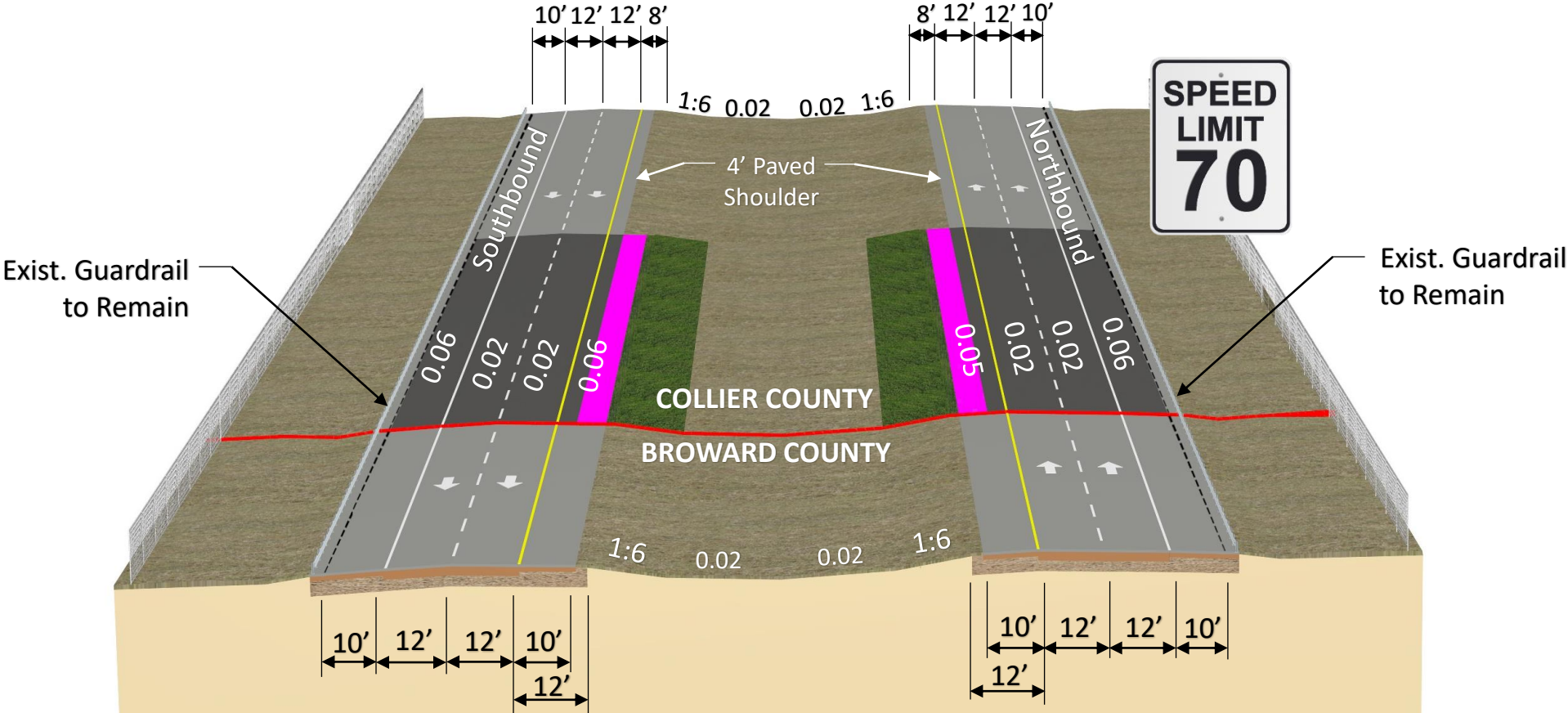
- SIS roadway
- Evacuation route
 - Emergency shoulder use
- Toll booth
- Interchanges
 - SR 29
 - Rest area/fire station
- Ramps
 - Everglades Boulevard
 - Recreation areas (former rest stop sites)
 - Boat ramp

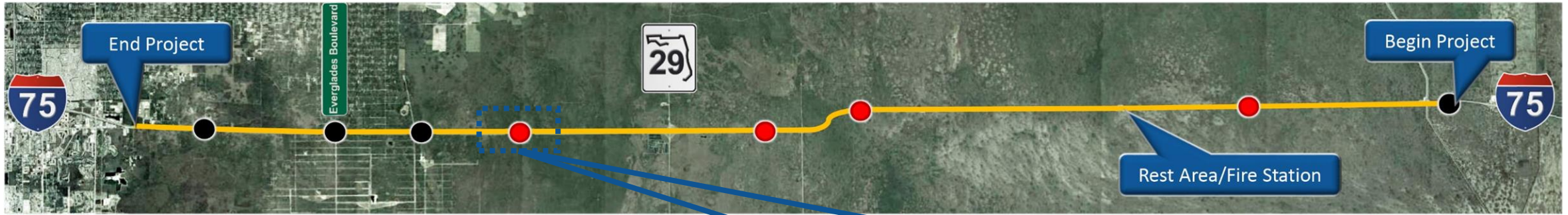


- Other access
 - Florida Panther National Wildlife Refuge
 - L-28 Interceptor Canal
 - American cell tower

Proposed Typical Section

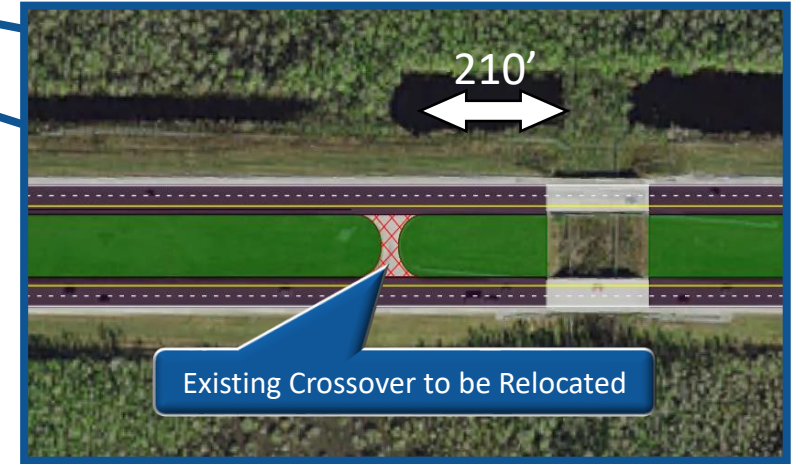
- Mill and resurface travel lanes and paved shoulders
- Save existing 4' inside shoulder pavement
- Widen inside shoulders to 12', 10' paved

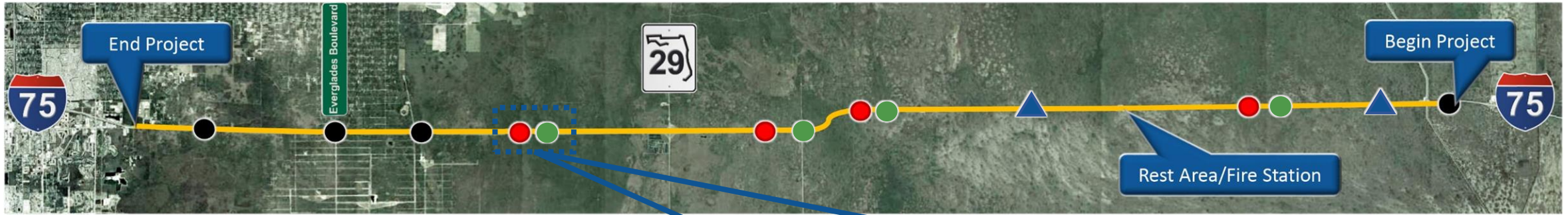




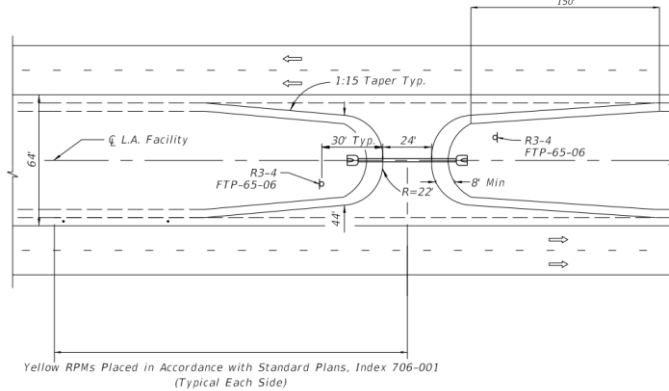
Deficient Median Crossover Locations

- Existing median crossover locations
- Deficient (<300' to structure)
 - Turnback Slough
 - Wildlife Crossing #14
 - Wildlife Crossing #19
 - Wilson Cypress Canal Crossing
- AASHTO requires minimum 1,500' from any structure
- Not located within 1.5 miles of interchange, FDM Section 211.3.2
- Where continuous median barrier is present, crossovers should not be greater than five miles apart, FDM Section 211.3.2
 - Wet ditches preventing vehicles from turning around in median act as “median barrier” throughout corridor





Relocated/Proposed Median Crossover Locations



- Existing median crossover locations (to remain)
- Deficient locations (to be relocated)
- Relocated locations
- ▲ New locations

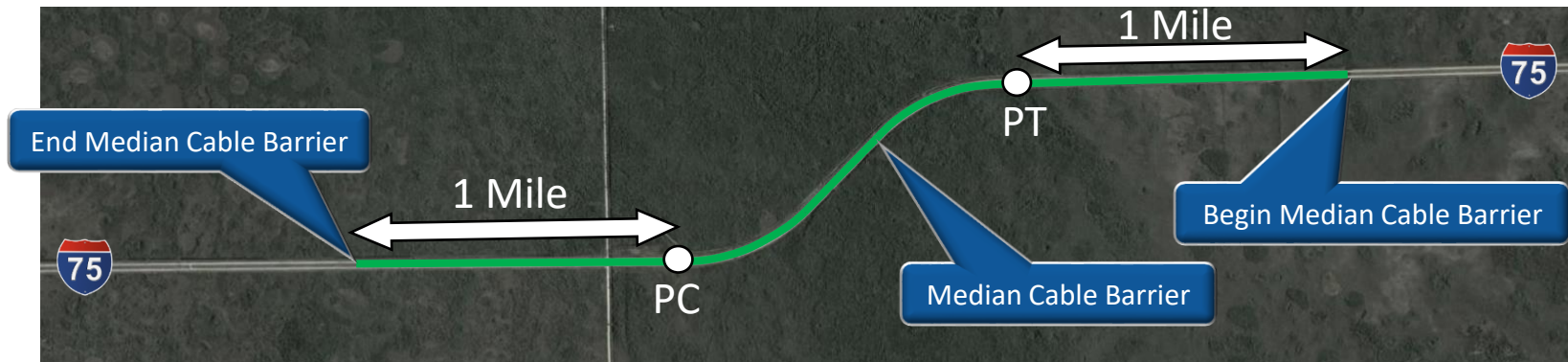
- Reduce emergency response time
- Improved sight distance
- Together with median paved shoulders widening will provide acceleration and deceleration distances
- Use AutoTurn to ensure accommodation of fire trucks

Issues

- Existing median barrier only at SR 29 interchange
- 25% of median crossover crashes occurred within 1 mile of reverse curves

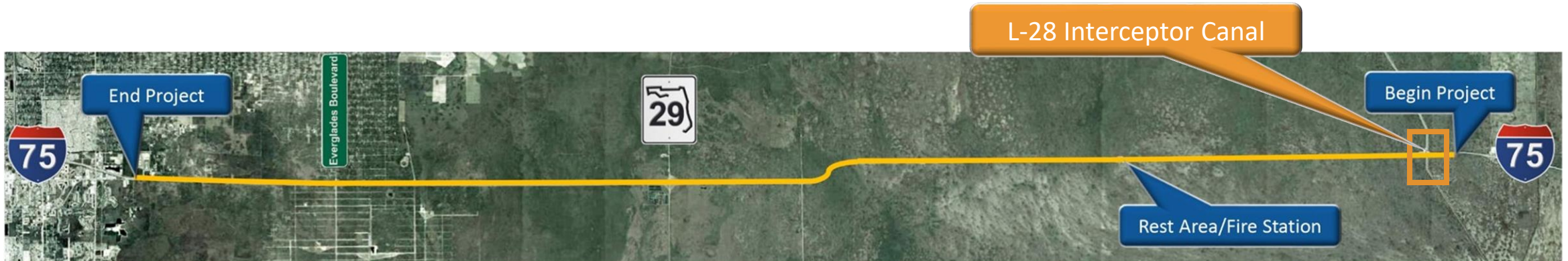
Recommendations

- Install median cable barrier through reverse curves
 - 1 mile in advance of reverse curves

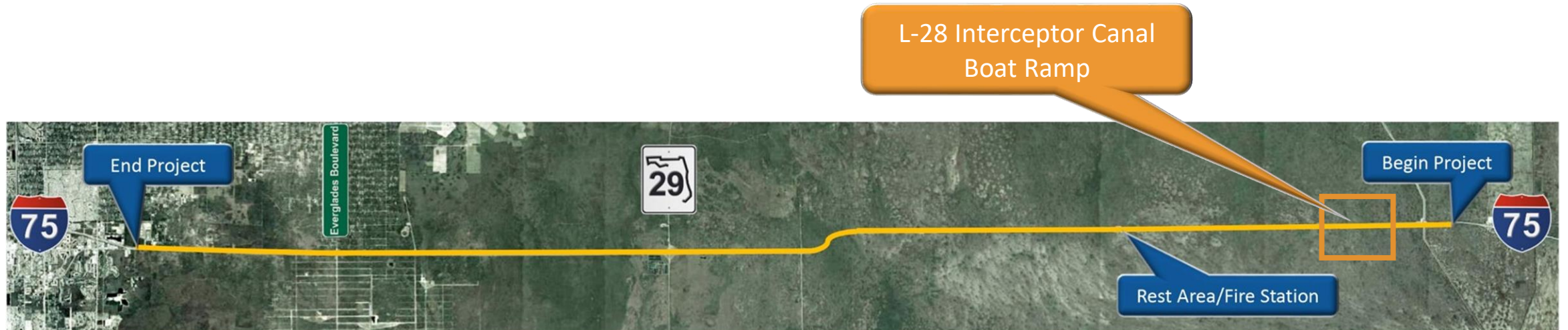


Reverse Curves

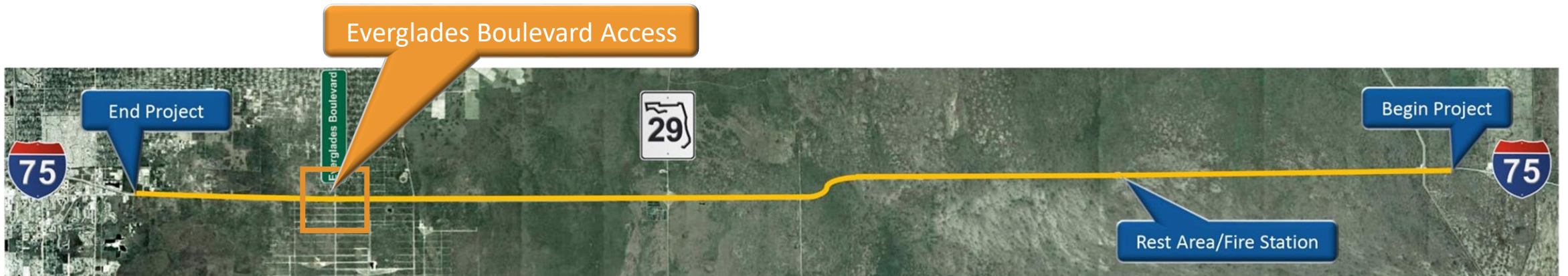
- L-28 Interceptor Canal
 - NB and SB turnout at MP 0.90
 - SFWMD maintenance access
 - Miccosukee and Seminole Tribe access
 - Residential access
- Replace turnouts due to drop off and erosion
- Improve profile
- Loop activated “trucks entering highway” sign with flashing beacon



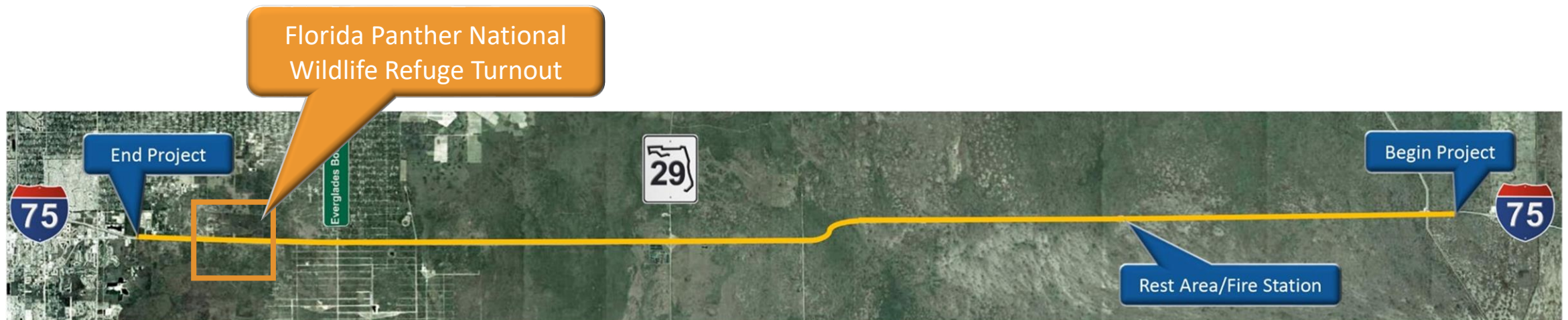
- L-28 Interceptor Canal boat ramp
 - NB on-ramps and off-ramps
- Monitor - no affect anticipated



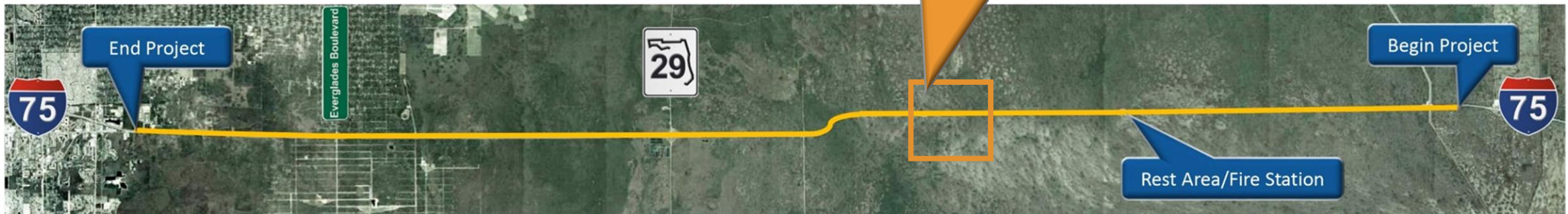
- Everglades Boulevard Access
 - NB on-ramp gated with keypad access
 - SB off-ramp gated with padlock
 - County prefers permanent access
- Monitor - no affect anticipated
 - On/off ramp usage?



- Florida Panther National Wildlife Refuge turnout
 - Maintenance access
 - Gated with padlock
- Relocate gate?
- Loop activated “truck entering highway” sign with flashing beacon



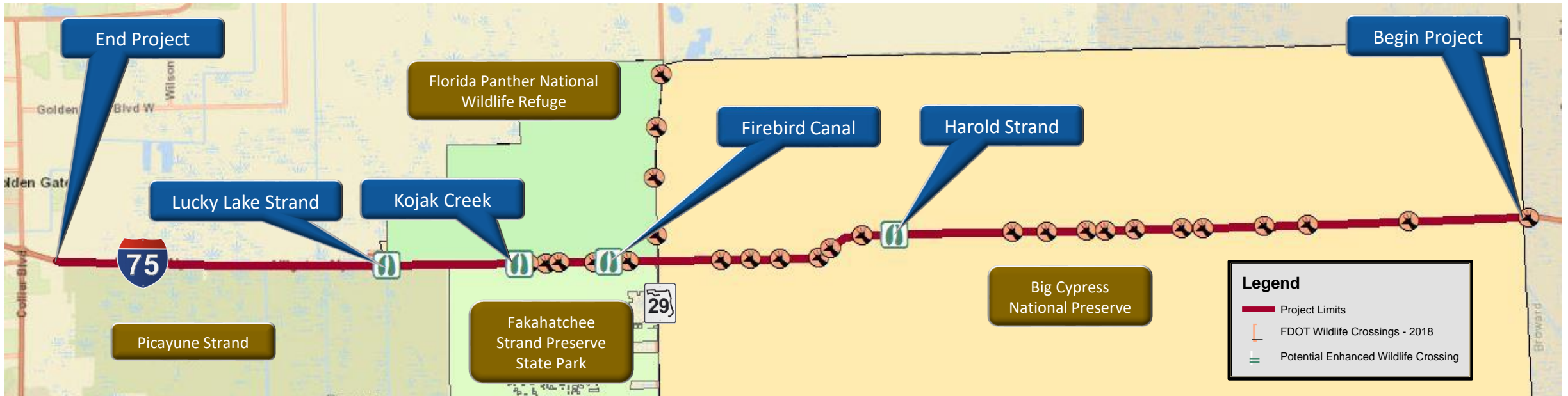
- Big Cypress Wildlife Management Area
 - Original rest area sites
 - Low volume use
- Restrict truck access to rear parking area?



- Retrofit existing bridge
- Pursue enhanced crossing at Lucky Lake Strand



**Recently Constructed
Enhanced Wildlife
Crossing at Miller Canal**

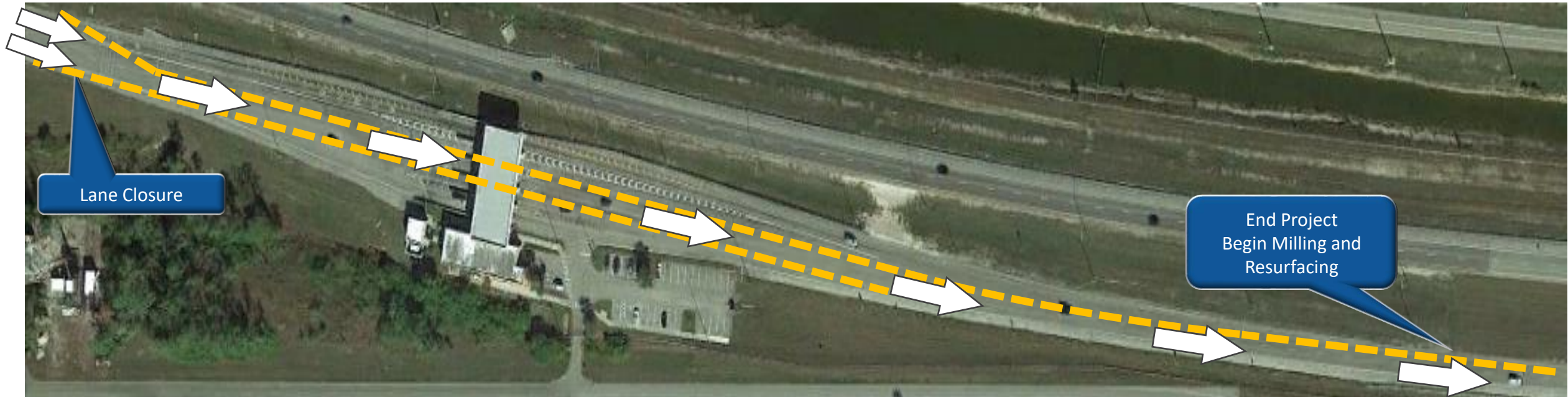


- TCP Level I
- Maximize lane closure times
 - Nighttime lane closures for milling and resurfacing
 - Motorist Awareness System (MAS)
 - Speed and law enforcement officer
 - Suspend work during evacuations



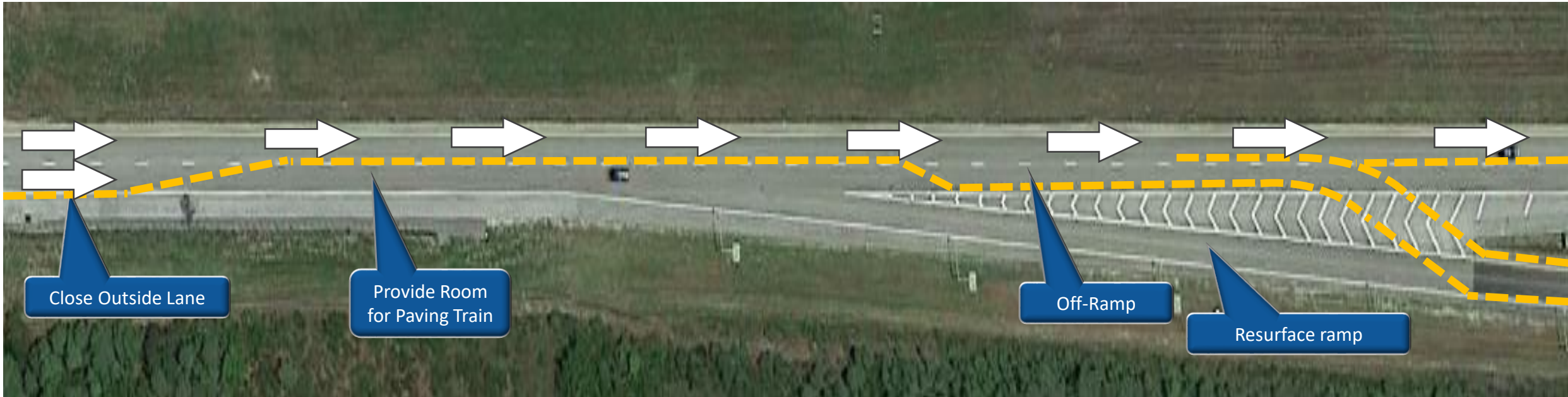
Toll Plaza

- Coordinate with toll plaza
- Close strategic toll lanes
- Account for paving train
- Additional message signs will be provided to clearly communicate to motorists



Resurfacing ramps

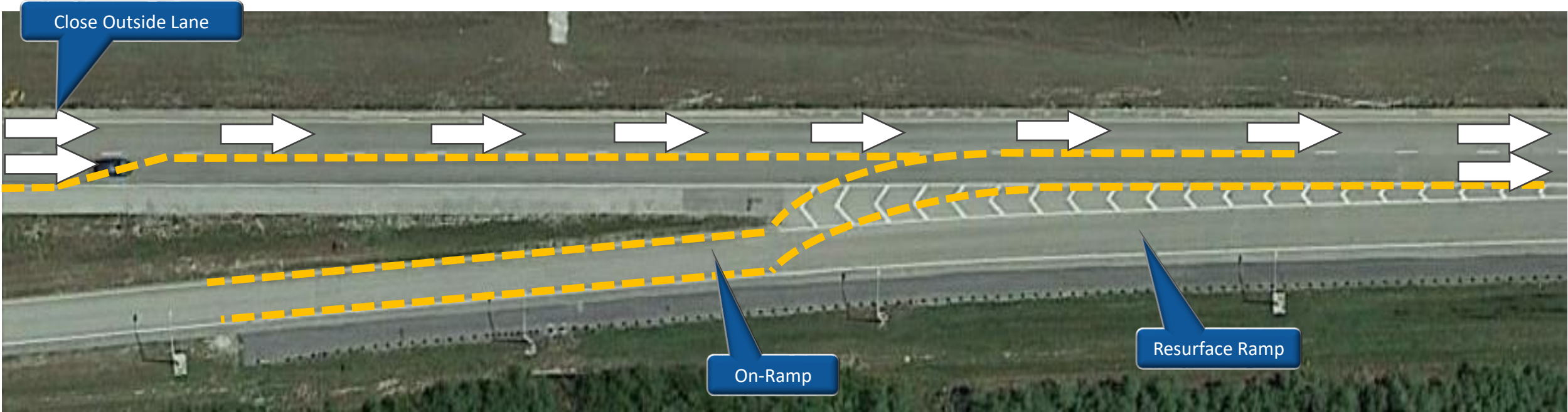
- Typical off-ramp
 - SR 29 interchange
 - Maintain access to SR 29
 - Collier County Rest Area/fire station
 - Keep rest area open at all times
- No detours anticipated



Off-Ramp

Resurfacing ramps

- Typical on-ramp
 - SR 29 interchange
 - Collier County Rest Area/fire station



On-Ramp

- First Stakeholder Meeting
 - February 25, 2020
- Phase II (60%) Plans
 - July 2020
- Second Stakeholder Meeting
 - September 2020
- Phase IV (100%) Plans
 - January 2021
- Final Plans
 - April 2021
- Letting (contract awarded)
 - July 2021 (subject to change)

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Thank you for your time and participation!