



**MOVING FLORIDA
FORWARD**
Infrastructure Initiative



I-75

**FROM NORTH OF GOLDEN GATE PARKWAY
TO SOUTH OF ALICO ROAD**

WELCOME

**to the Public Meeting for I-75
from north of Golden Gate Parkway in Collier County
to south of Alico Road in Lee County**



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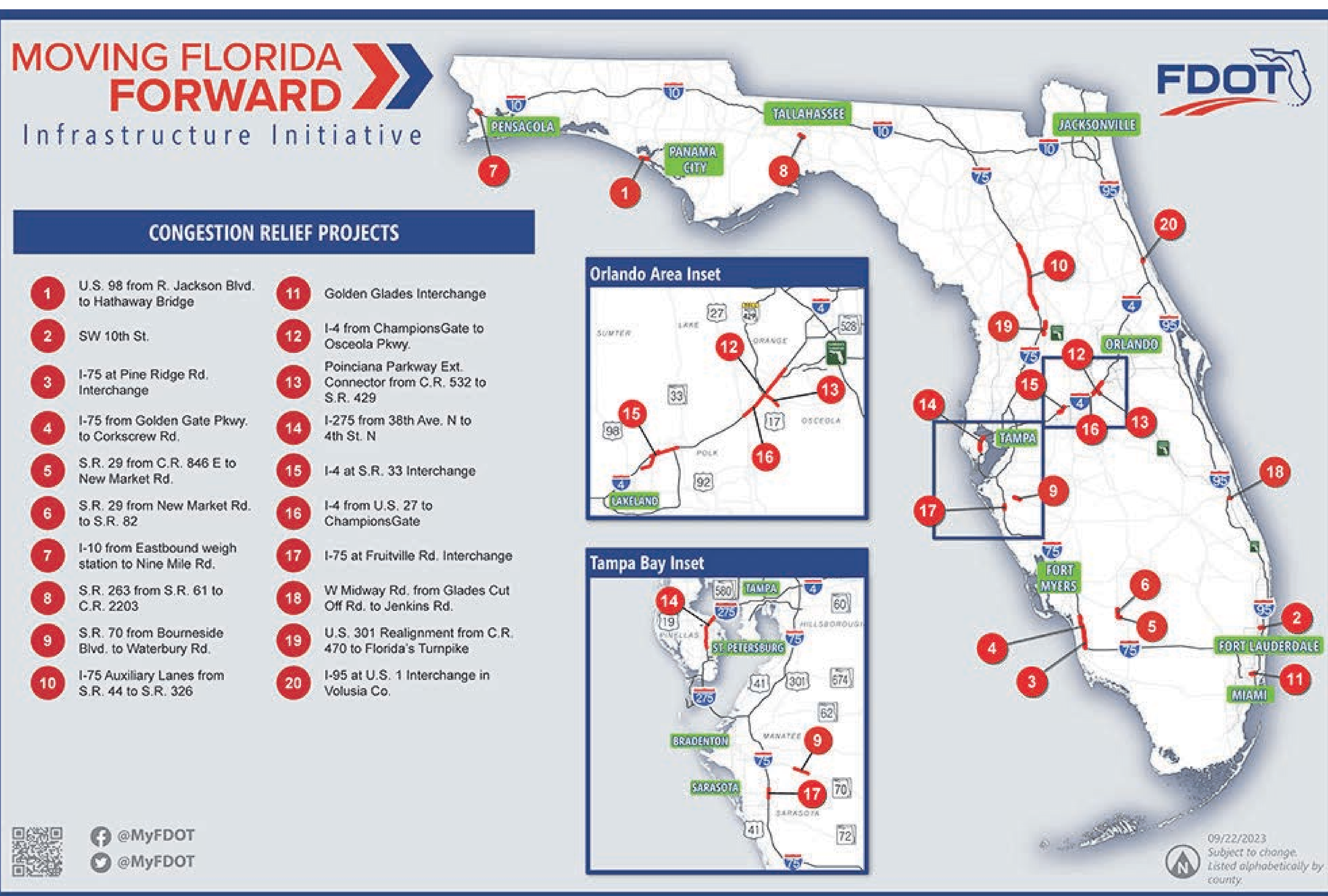


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MOVING FLORIDA FORWARD INFRASTRUCTURE INITIATIVE





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MOVING FLORIDA FORWARD INFRASTRUCTURE INITIATIVE

- The 2023 Florida Legislature approved the **Moving Florida Forward Infrastructure Initiative** to address critical state roadway needs.
- FDOT selected **key projects**, including previously approved but unfunded ones with community support.
- **\$4 billion** from the state surplus is dedicated to accelerate construction and improve safety, congestion, and resiliency.
- The initiative responds to **rapid population growth**, projected at 1,000 new residents per day for 30 years.
- Investments focus on **major interstates and arterial roads** to support the movement of people and goods.
- Combined with FDOT's ongoing work program, Florida's five-year transportation budget now totals **\$66.1 billion**.
- In Southwest Florida, this includes the **I-75 at Pine Ridge Road Interchange Improvements** in Naples, and **I-75 from Golden Gate Parkway to Alico Road**.



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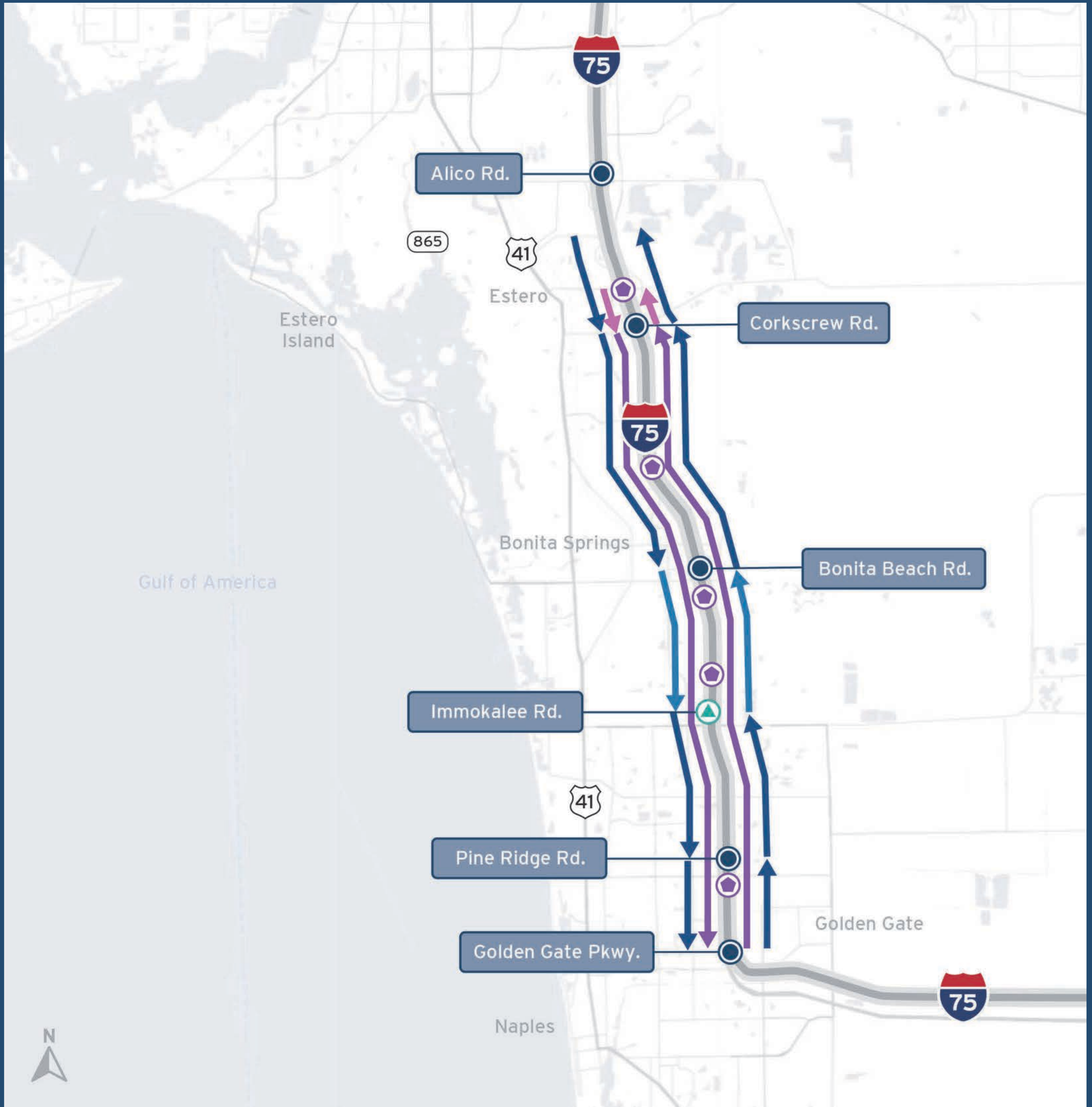
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PROJECT LOCATION



PROPOSED IMPROVEMENTS LEGEND



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PROPOSED IMPROVEMENTS

- Resurfacing I-75 from Golden Gate Parkway to Alico Road
- Adding express lanes in both directions:
 - Two express lanes from Golden Gate Parkway to Corkscrew Road
 - One express lane through the Corkscrew Road interchange
- New auxiliary lanes in both directions between Golden Gate Parkway and Alico Road
- Adding accelerated congestion relief lanes in both directions between Immokalee Road and Bonita Beach Road
- New diverging diamond interchange (DDI) at Immokalee Road
- Provides direct access to the express lanes at Vanderbilt Beach Road
- New noise walls in qualifying locations
- Ramp modifications at key interchanges



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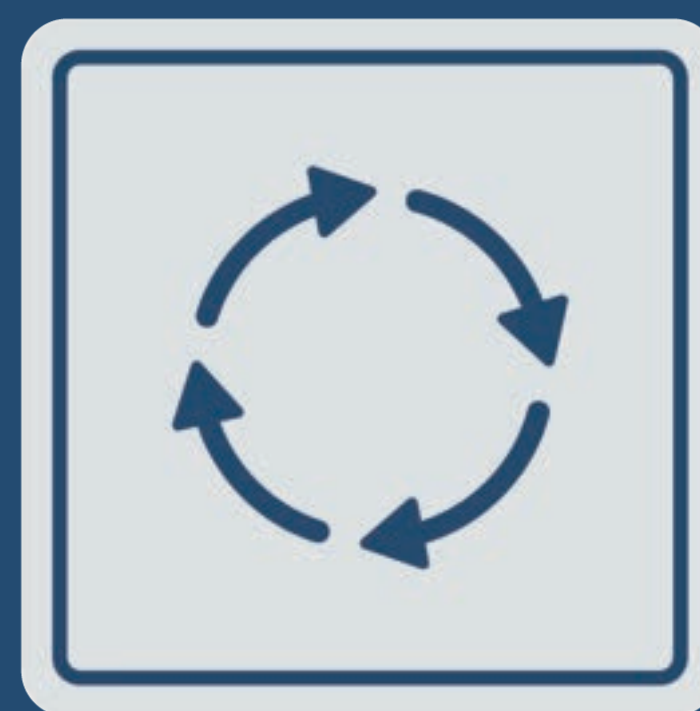
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PROJECT BENEFITS



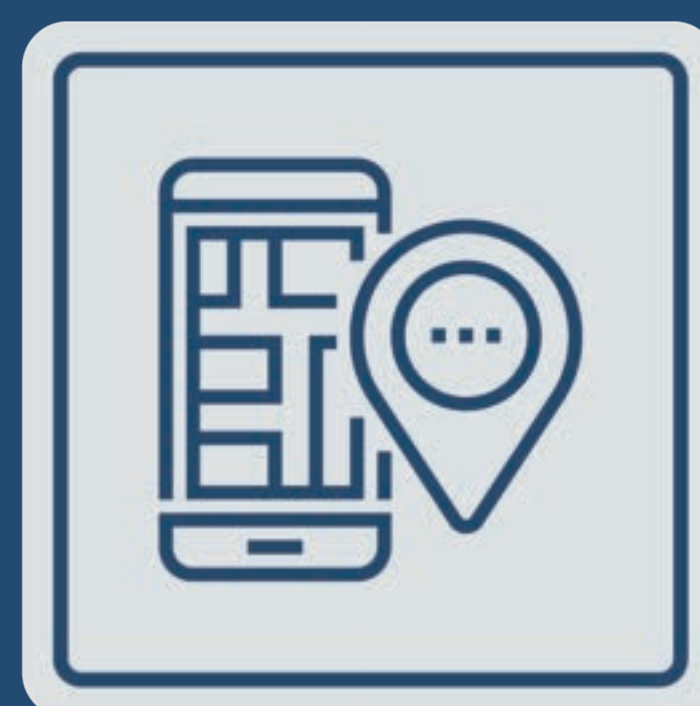
Improve Traffic Flow
& Reduce Delays



Increase Safety
for Drivers



Support Local Businesses
& Economic Development



Strengthen
Transportation Network



Enhance Travel
Time Reliability



Reduce Evacuation & Emergency
Response Times



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AUXILIARY LANES

WHAT ARE AUXILIARY LANES?

An auxiliary lane allows you to travel from one entrance ramp to the next exit ramp without entering the main flow of traffic.

AUXILIARY LANE BENEFITS



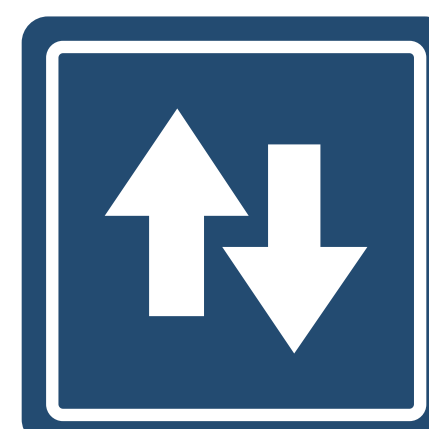
Smoother merging: Gives entering and exiting drivers more room to adjust their speed and merge.



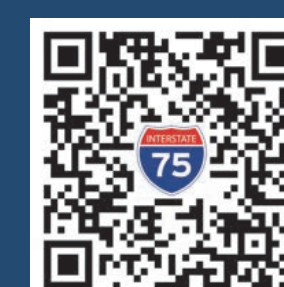
Better traffic flow: Helps keep through traffic moving by separating some merging and exiting movements from the main travel lanes.



Less weaving: Reduces the need for vehicles entering and exiting the interstate to cross paths in a short distance.



Improved mobility: Provides additional roadway capacity between interchanges and helps manage traffic in busy areas.



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EXPRESS LANES

WHAT ARE EXPRESS LANES?

Express lanes are optional toll lanes added to an existing highway to provide drivers with a more reliable travel option during periods of congestion. General-purpose lanes remain free and available to everyone.

EXPRESS LANE BENEFITS



**Congestion relief
for all drivers**



**Funding and long-term
sustainability**



**Environmental
benefits**



**Faster and more
reliable travel**



**Encouraging carpooling
and shared trips**



**Flexible traffic
management**



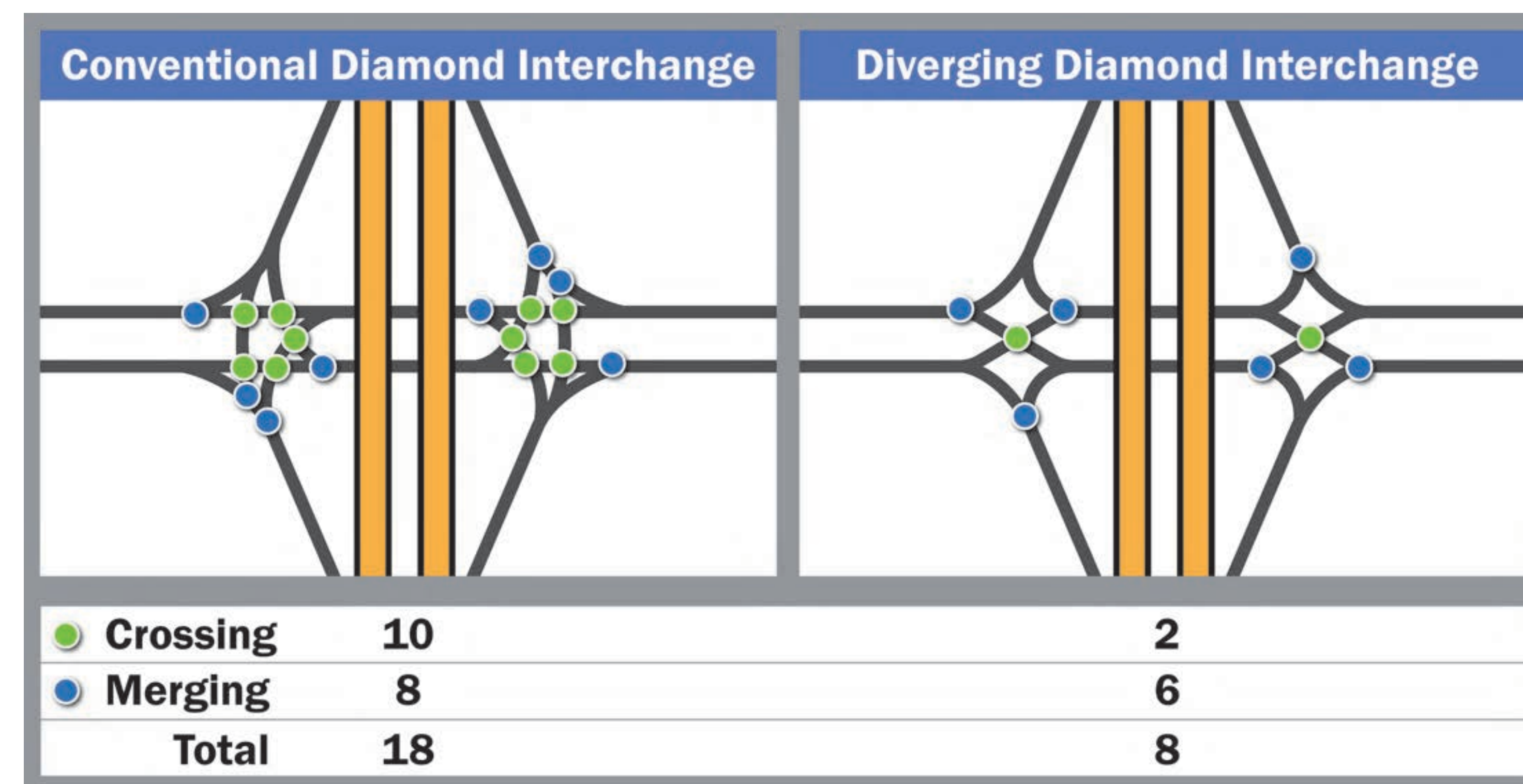
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DIVERGING DIAMOND INTERCHANGE (DDI) BENEFITS

A Diverging Diamond Interchange (DDI) allows free flowing turns when entering and exiting an interstate. All left turn movements occur without crossing oncoming traffic, resulting in fewer traffic signal phases and greater traffic capacity.

SAFETY AND EFFICIENCY BENEFITS OF A DDI INCLUDE:

- Signal phasing allows for more green time for major movements and reduces time at interchange which increases capacity
- Promotes efficient movement
- Compatible with high-volume left turning movements
- Reduces vehicle and pedestrian conflict points over other interchange types



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IMMOKALEE ROAD DDI RENDERING



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VANDERBILT BEACH ROAD IMPROVEMENTS



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NOISE WALLS

- Noise walls are used to reduce traffic noise for neighborhoods located near highways.
- Noise walls reduce traffic noise. They do not eliminate it.
- Noise wall height and placement are carefully engineered.
- Noise walls are assessed in accordance with federal and state regulations by:
 - Identifying receptors (residences, schools, places of worship, hospital, libraries, recreational areas, etc).
 - Determining existing and future projected noise levels and comparing to determine if noise abatement should be considered.
 - Considering if future noise levels increase by 15 decibels or approach or exceed adopted thresholds.
 - Noise wall consideration is then based on feasible and reasonable criteria.
 - Feasible criteria include: will 2 or more receptors have a future noise reduction of at least 5 decibels, design, safety, access, right-of-way, maintenance, drainage, and utility factors.
 - Reasonable criteria include: effected receptors opinion, design goals, and cost effectiveness (cost cannot exceed \$64,000 per benefited receptor).



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NOISE WALL MAP - LEE COUNTY



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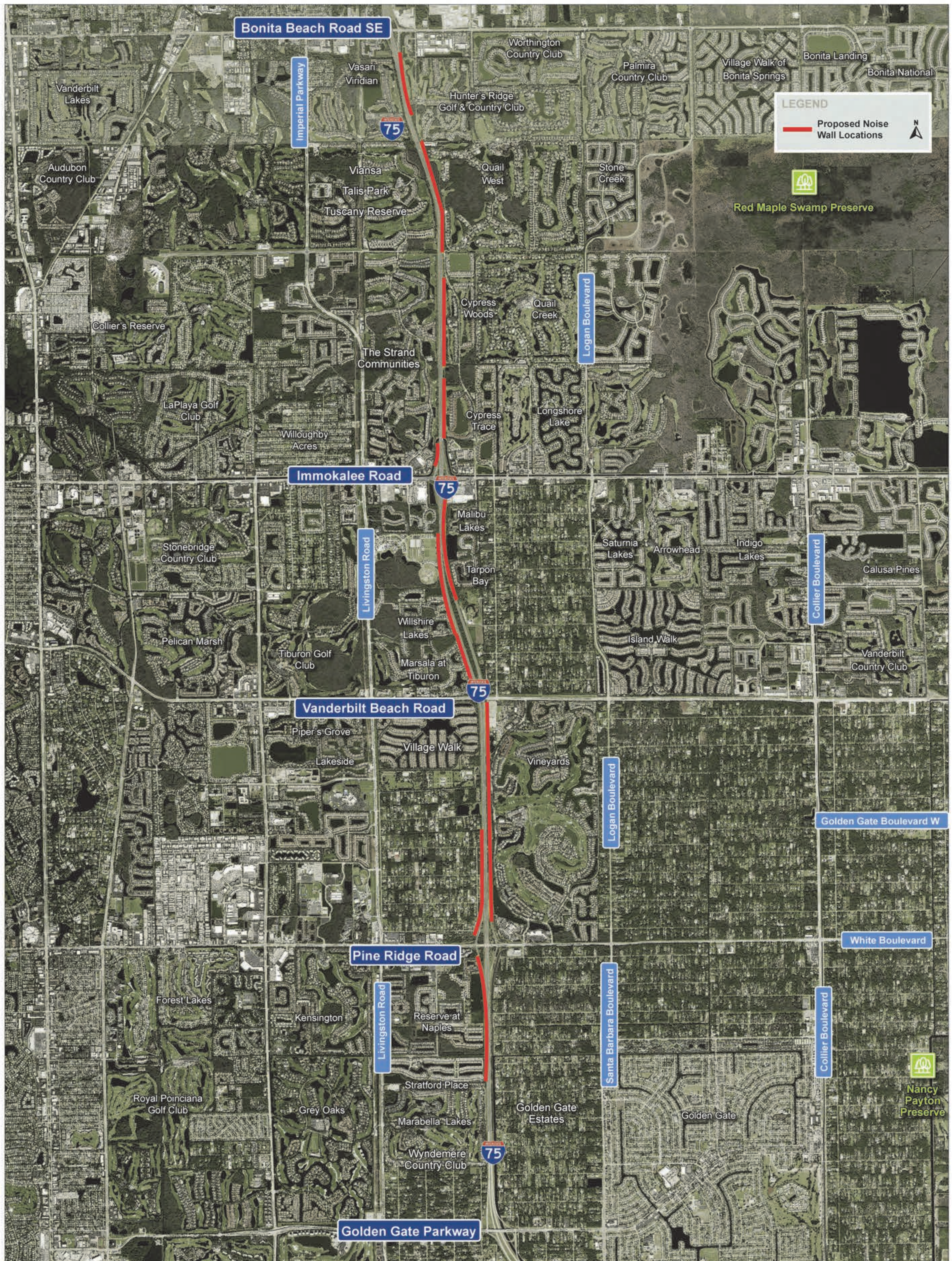
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NOISE WALL MAP - COLLIER COUNTY



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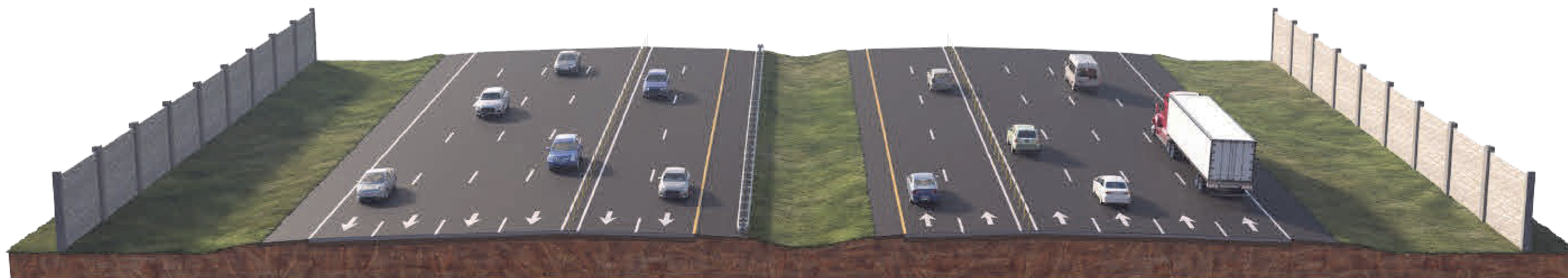


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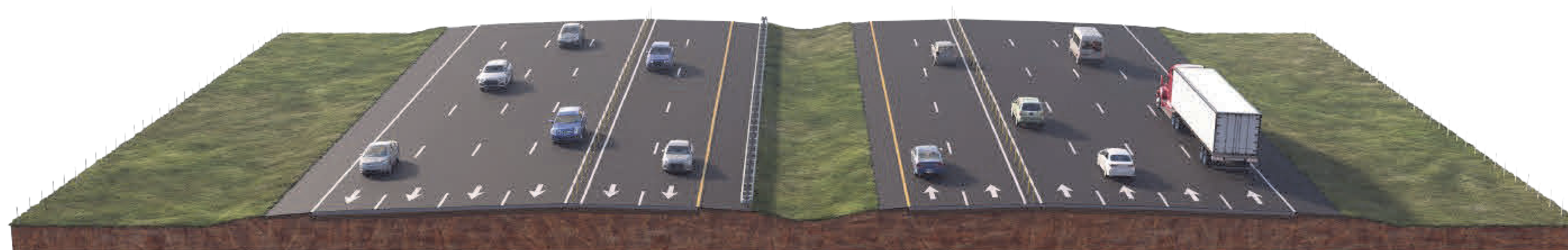
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PROPOSED TYPICAL SECTIONS: GOLDEN GATE PARKWAY TO CORKSCREW ROAD

WITH NOISE WALL



WITHOUT NOISE WALL



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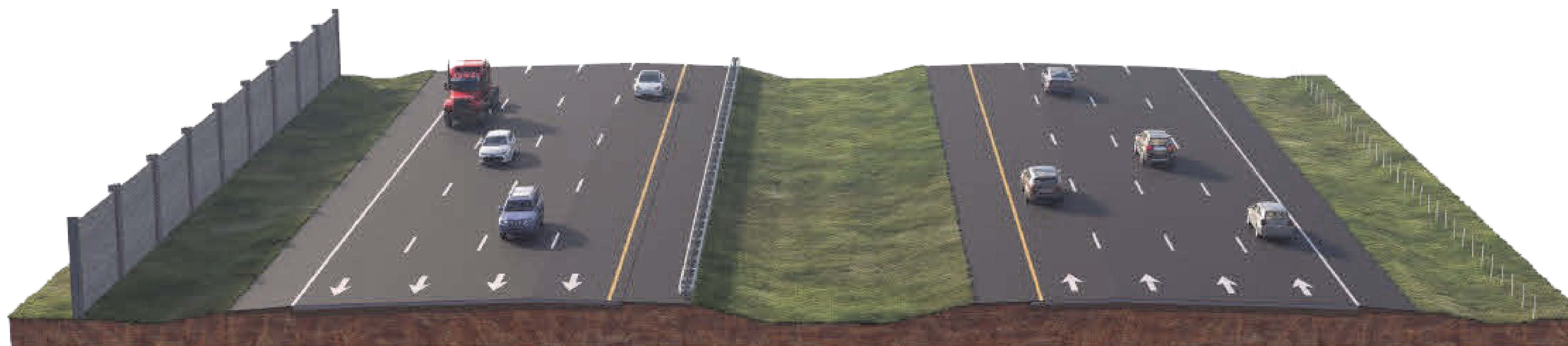
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PROPOSED TYPICAL SECTIONS: CORKSCREW ROAD TO ALICO ROAD

WITH NOISE WALL



WITHOUT NOISE WALL



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PROPOSED TYPICAL SECTION: NOISE WALL SCALE



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