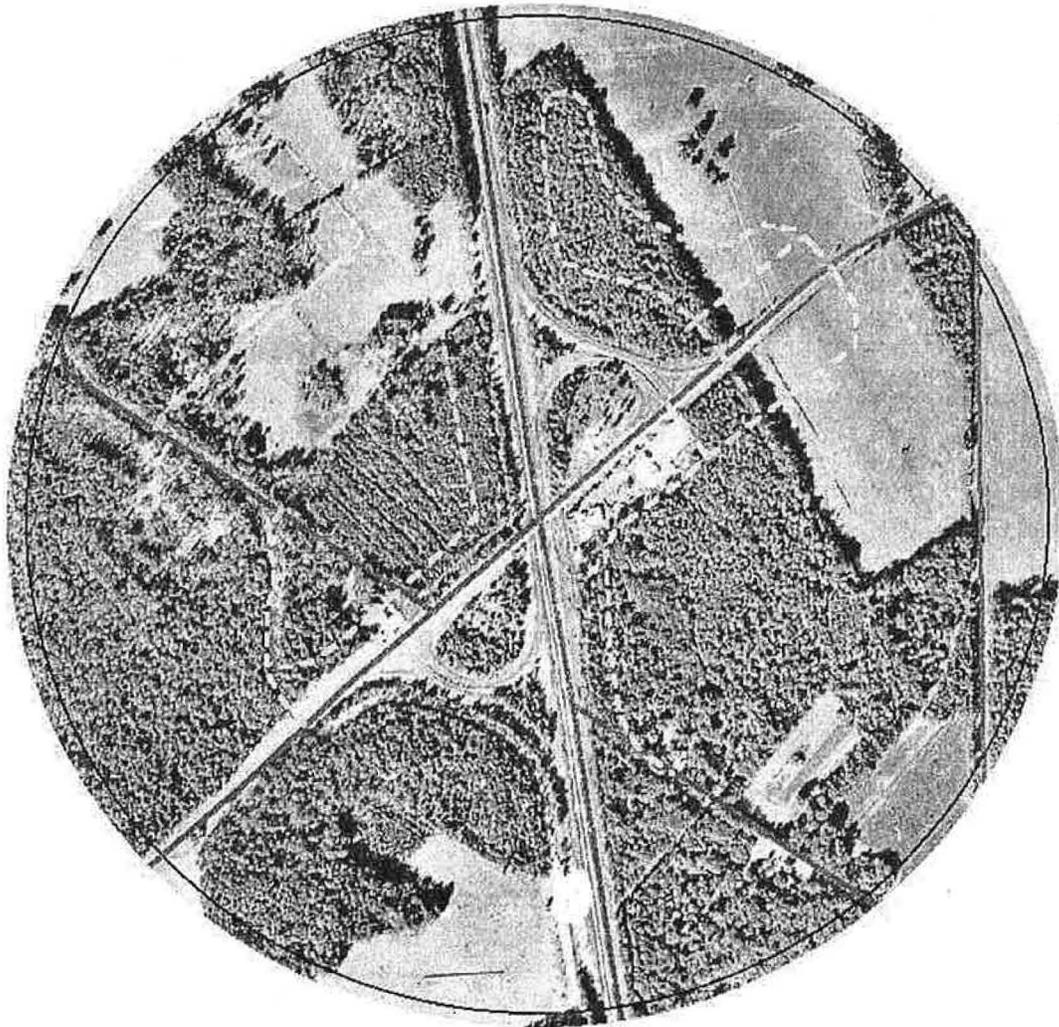


**NORTH CENTRAL FLORIDA AND WITHLACOOCHEE
REGIONAL PLANNING COUNCILS**

**I-75 INTERCHANGE
DEVELOPMENT PROGRAM
FINAL REPORT**



This document was accomplished by staff of the recipient through Economic Development Administration, Project No. 04-49-04885. The statements, findings, conclusions recommendations, and other data in this report are solely those of the recipient and do not necessarily reflect the views of the Economic Development Administration.

December 31, 2002

I-75 INTERCHANGE
DEVELOPMENT PROGRAM
FINAL REPORT

Prepared by

North Central Florida Regional Planning Council

and

Withlacoochee Regional Planning Council

With financial assistance provided by the
U.S. Economic Development Administration

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December 31, 2002

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EXECUTIVE SUMMARY

INTRODUCTION

Most of the interchanges along the segment of I-75 traveling through north central Florida are relatively undeveloped due, in part, to the lack of supporting infrastructure and services. Even those more developed interchanges providing access to the cities of Gainesville, Lake City, and Ocala had developed without the benefit of overall plans designed to maximize utilization of the limited amount of land availability at these interchanges.

This report has two primary objectives: 1) To prepare infrastructure development plans for the primary interchanges; and 2) to prepare a prototypical tourism marketing plan which can be used by local governments and community organizations to promote and inform the public regarding the various services as well as heritage based tourist attractions available near the interchanges. Utilizing both in-kind assistance from local governments and cash needed to match the grant, the two planning councils prepared the following report and recommendations.

ORGANIZATION

This report is organized as follows: The first major section (and largest) contains an inventory of available infrastructure, including access roads (mapped on aerial photos), for each of the 21 interchanges within the corridor planning area. This section also includes proposed new access roads (or realignment of existing roads) which local governments can follow when private property owners come forward to develop their property. The rationale for the development of each interchange is included as part of this section. The plans for future development of the interchanges were developed in conjunction with and reviewed by local government officials. As a local government official representing a county which includes one of the more developed set of interchanges stated, "we should have done this years ago."

Also included in Section I is a listing of potential funding sources for extending water/sewer and other needed infrastructure to serve the interchanges. Heritage tourism themes developed by Lochrane Engineering under a separate contract with the Florida Department of Transportation are listed for each interchange, along with those suggested by local officials.

Section II includes standard agreements for use between local governments and public/private organizations regarding the maintenance and sponsorship of the interchanges. Section III contains a prototypical marketing which provides a framework for the development of a more detailed marketing plan by policy makers and stakeholders of the region to promote the entire length of the interchanges and nearby tourist attractions. Section IV contains a history of the project and an assessment of its applicability to other areas.

CONCLUSIONS/RECOMMENDATIONS

In terms of Objective 1 of this report relating to interchange development, it is concluded that it is not too late to provide in-depth access to properties for future commercial or industrial development within the four quadrants of the more undeveloped interchanges located in rural areas. Therefore, it is recommended that local governments with jurisdiction keep these plans immediately accessible for reference at such time as property owners/developers apply for permits to develop the properties. The plans included in Section I provide general guidance as to what might be done to provide access to properties for in-depth development. The hypothetical development designs take into account existing dirt roads, property boundaries, environmental limitations, and Florida Department of Transportation guidelines on recommended distances between interstate highway access ramps and the nearest intersection for the access roads.

Full implementation of Objective 2 relating to the marketing and promotion of heritage tourism destinations and other activities accessible by the interchanges will take years to complete. It became clear as this study went forward that local governments and/or their sponsors (of interchanges) would have to fund both the landscape and hardscape improvements to the interchanges if they wished to move improvement of their interchange(s) to an earlier date than that scheduled by the Florida Department of Transportation. Otherwise, the state will complete the landscape improvements utilizing federal funds, at which time local governments and sponsors would only have to build and maintain any hardscape improvements promoting their area tourism destinations at their own expense. Therefore, Section II of this report provides a model agreement which can be used by local governments and their sponsors at such time as their interchanges are scheduled for landscape improvements. It is recommended that the local governments and their sponsors begin preparing the agreements and marketing plans 12 to 18 months prior to completion of the Florida Department of Transportation-funded work.

I

INFRASTRUCTURE DEVELOPMENT PLANS AND SURVEYS

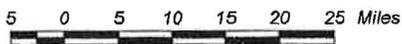
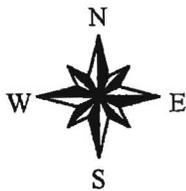
Section I includes a map of the I-75 corridor, plans of detailed interchange access road design proposals for all 21 I-75 corridor interchanges, and interchange surveys (excluding the I-10 interchange). The I-75 map serves to locate the interchanges within the corridor as well as to each other. The proposed interchange access road designs are intended to be used by local governments as a guide when private property owners come forward to develop their property. The interchange surveys note available public infrastructure, roadway congestion levels, existing land cover, land use designations as noted in local government comprehensive plans, and potential public infrastructure funding sources. The surveys also note potential interchange hardscape themes as well as potential sponsors. Projected level of service information was unavailable for some intersections.

Generally, the designs emphasize development “in depth” rather than the “stripping” of the access roads in order to minimize congestion within the interchange areas. The designs emphasize Florida Department of Transportation recommended minimum distance of 750 feet between the interchange on/off-ramps and nearest intersecting road, as well as Florida Department of Transportation recommended minimum distance of 500 feet between intersecting roads within interchange access areas.¹ However, most of the interchanges located within urban areas are already developed, allowing few opportunities to implement the preferred design principles.

The designs avoid development within wetlands and floodable areas. They also take into account proposed roads which are anticipated by local government officials to be developed within the next five years.

¹Managing Interchange Area Access: Workshop Notebook, Center for Urban Transportation Research and Florida Department of Transportation, Tampa, Florida, May 23, 2001.

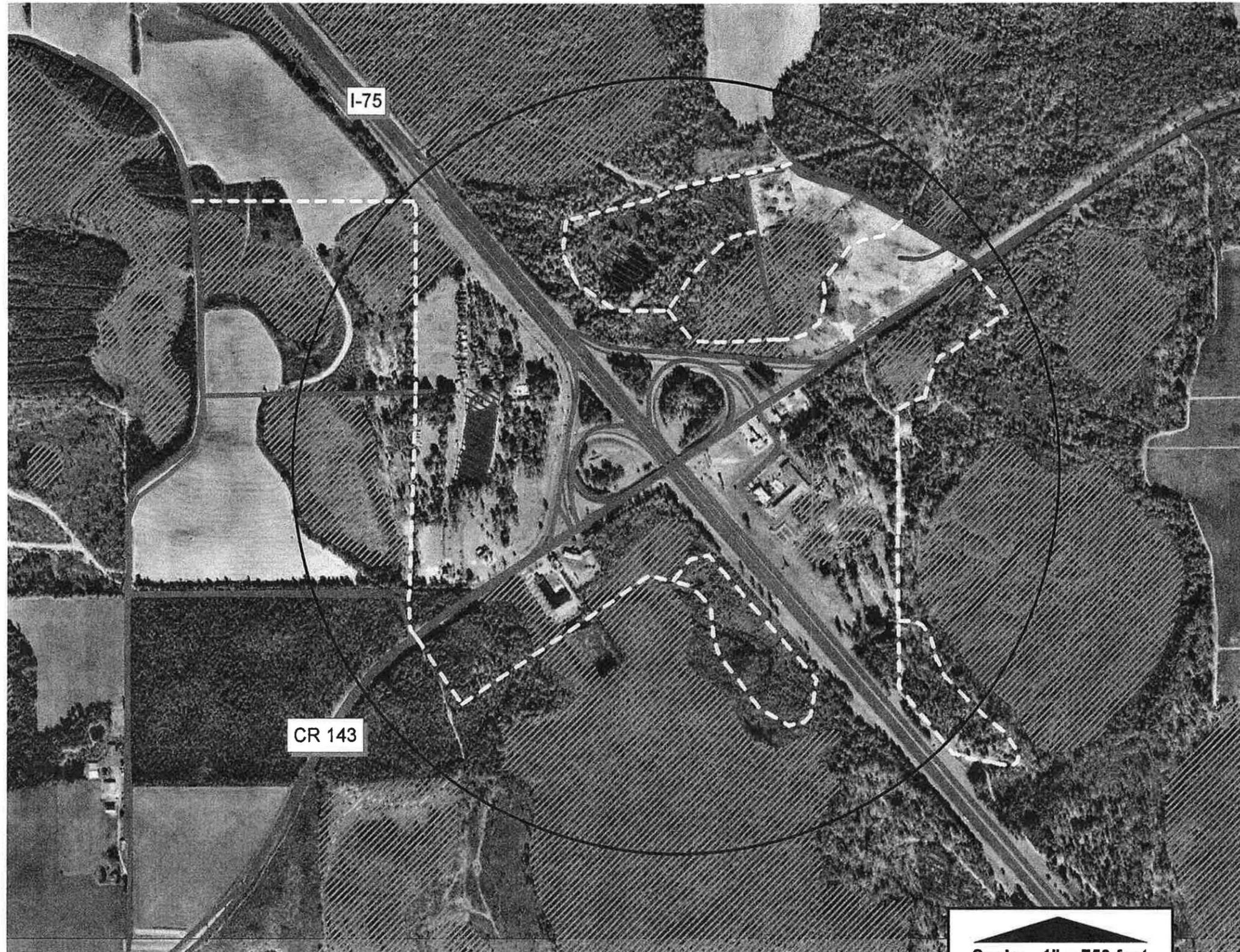
I-75 INTERCHANGES



 Project Area
 Interchange



I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Hamilton County
Florida**

**Interstate 75
and
County Road 143**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	CR 143, Hamilton County
Electricity:	Provided by Florida Power and Light, Inc.
Natural Gas:	Bottled Propane
Potable Water:	Provided by the Town of Jennings. The remaining unused capacity is currently adequate to support significant additional development at this interchange.
Sanitary Sewer:	Provided by the Town of Jennings. The remaining unused capacity is currently adequate to support significant additional development at this interchange.
Closest Fire Station:	The closest responding fire station is located in the Town of Jennings, approximately 1.5 miles from the interchange.
Congestion:	The adopted level of service standard of CR 143 at I-75 is D. The current level of service for this road segment is C.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Agriculture - Forest	328.6	Hamilton County Agriculture - 5	186.2
Commercial	149.5	Hamilton County Highway Interchange	14.1
Recreation	24.3	Town of Jennings Agriculture	52.8
		Town of Jennings Commercial	225.0
		Town of Jennings Recreation	24.3
Total	502.4	Total	502.4

Interchange:	CR 143, Hamilton County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed roads follow existing dirt roads. Intersections of proposed roads with CR 143 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a minimum distance of 500 feet between other intersections on CR 143 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to CR 143 is recommended.. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Cattle Theme Ranching, Florida Crackers

Interchange:	CR 143, Hamilton County
Potential Hardscape Theme Sponsors:	Spirit of the Suwannee Music Park, North Florida Farm and Home Center, Suwannee River Federal Credit Union
Sources:	<p>Marshall Thomas, Town Manager, Town of Jennings</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Roadway level of service information, as well as existing and future land use acreage, are derived from the Hamilton County and Town of Jennings Comprehensive Plans.</p>



Scale: 1" = 750 feet
or .1420 miles

I-75 INTERCHANGE DEVELOPMENT PROJECT

Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Hamilton County
Florida**

**Interstate 75
and
State Road 6**

Interchange:	SR 6, Hamilton County		
Electricity:	Provided by Florida Power and Light, Inc.		
Natural Gas:	Bottled Propane		
Potable Water:	Unavailable		
Sanitary Sewer:	Unavailable		
Closest Fire Station:	The closest responding fire station is located in the City of Jasper, approximately 7 miles from the interchange.		
Congestion:	The adopted level of service standard of SR 6 west of I-75 is C. The current level of service for this road segment is A. The adopted level of service standard of SR 6 east of I-75 is C. The current level of service for this road segment is B. The segment west of I-75 is projected to operate at level of service A in 2020. The segment east of I-75 is projected to operate at level of service B in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Agriculture - Forest	155.2	ESA - I	3.9
Agriculture - Row Crop/Pasture	187.5	Highway Interchange	295.0
Commercial	138.0	Residential - 4	203.5
Industrial	8.5		
Residential - Low Density	13.2		
Total	502.4	Total	502.4

Interchange:	SR 6, Hamilton County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed loop roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed loop roads follow existing dirt roads. Intersections of the proposed loop roads with SR 6 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a minimum distance of 500 feet between other intersections on SR 6 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 6 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>

Interchange:	SR 6, Hamilton County
Proposed Hardscape Theme:	Heritage Village, Alapaha River, Devil's Den Dry Cave System
Potential Hardscape Theme Sponsors:	Spirit of the Suwannee Music Park, North Florida Farm and Home Center, Suwannee River Federal Credit Union
Sources:	<p>Ralph Bowers, City Manager, City of Jasper; Mike Williams, County Coordinator, Hamilton County; and Tony Tuten, City Clerk, City of Jasper</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing and future land use acreage is derived from the <u>Hamilton County Comprehensive Plan</u>.</p> <p>Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u>, June 2002.</p>



I-75 INTERCHANGE DEVELOPMENT PROJECT

Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Hamilton County
Florida**

**Interstate 75
and
State Road 51/U.S. Highway 129**

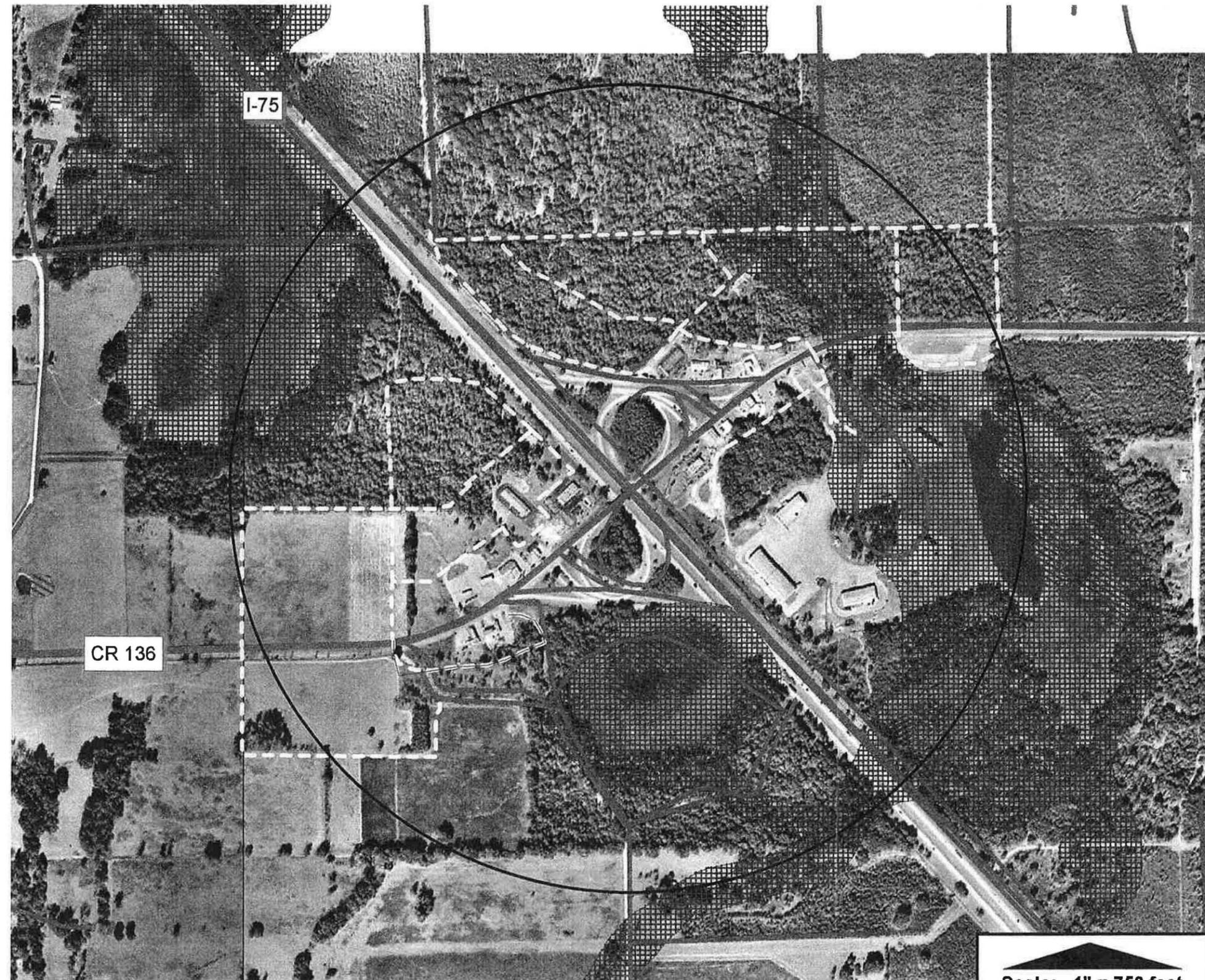
**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	SR 51/US 129, Hamilton County		
Electricity:	Provided by Florida Power and Light, Inc.		
Natural Gas:	Bottled Propane		
Potable Water:	Provided by the City of Jasper. The remaining unused capacity is currently adequate to support significant additional development at this interchange.		
Sanitary Sewer:	Provided by the City of Jasper. The remaining unused capacity is currently adequate to support significant additional development at this interchange.		
Closest Fire Station:	The closest fire station is operated by the City of Jasper and is located approximately 5 miles from the interchange.		
Congestion:	The adopted level of service standard of SR 51/US129 south of I-75 is C. The current level of service for this road segment is B. The adopted level of service standard of SR 51/US 129 north of I-75 is C. The current level of service for this road segment is B. Both segments are projected to operate at level of service C in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	11.5	Agriculture - 1	227.0
Agriculture - Forest	490.9	Agriculture - 4	27.2
		Highway Interchange	248.2
Total	502.4	Total	502.4

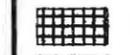
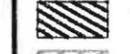
Interchange:	SR 51/US 129, Hamilton County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed loop roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed loop roads follow existing dirt roads. Intersections of the proposed loop roads with SR 15/US 129 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a Florida Department of Transportation recommended minimum distance of 500 feet between other intersections on SR 51/US 129 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 51/US 129 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
<p>Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):</p>	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>

Interchange:	SR 51/US 129, Hamilton County
Proposed Hardscape Theme:	Old Jailhouse, Suwannee River, Revolutionary War
Potential Hardscape Theme Sponsors:	Spirit of the Suwannee Music Park, North Florida Farm and Home Center, Suwannee River Federal Credit Union
Sources:	<p>Ralph Bowers, City Manager, City of Jasper; Mike Williams, County Coordinator, Hamilton County; and Tony Tuten, City Clerk, City of Jasper</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing and future land use acreage is derived from the <u>Hamilton County Comprehensive Plan</u>.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Suwannee County
Florida**

**Interstate 75
and
County Road 136**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	CR 136, Suwannee County
Electricity:	Provided by Suwannee Valley Electric
Natural Gas:	Bottled Propane
Potable Water:	Unavailable
Sanitary Sewer:	Unavailable
Closest Fire Station:	The closest responding (volunteer) fire station is located in Pine Grove, approximately 3.0 miles from the interchange.
Congestion:	The adopted level of service standard of CR 136 at I-75 is D. The current level of service for this road segment is C.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	29.8	Environmentally Sensitive Area - II	9.9
Public	82.9	Public	88.8
Agriculture - Forest	343.9	Agriculture - 1	178.0
Agriculture - Row Crop/Pasture	45.8	Residential - 3	225.7
Total	502.4	Total	502.4

Interchange:	CR 136, Suwannee County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed roads follow existing dirt roads. Intersections of proposed roads with CR 136 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a Florida Department of Transportation recommended minimum distance of 500 feet between other intersections on CR 136 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to CR 136 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
<p>Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):</p>	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>

Interchange:	CR 136, Suwannee County
Proposed Hardscape Theme:	Stephen Foster Monument (mini Stephen Foster Bell Tower), Banks of the Suwannee River, Eco-Heritage
Potential Hardscape Theme Sponsors:	Lawoffice.com, Goldkist, PCS, Suwannee-American Cement, First Federal Savings and Loan, Suwannee Valley Electric
Sources:	<p>Eddie Hillhouse, Suwannee County Chamber of Commerce</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Roadway level of service information, as well as existing and future land use acreage, are derived from the <u>Suwannee County Comprehensive Plan</u>.</p>



I-75 INTERCHANGE DEVELOPMENT PROJECT

Key:

- Proposed Roads
- Existing Roads
- 100-Year Floodplain
- Water
- Wetlands
- Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Columbia County
Florida**

**Interstate 75
and
U.S. Highway 90**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	U.S. 90, Columbia County		
Electricity:	Provided by Florida Power and Light, Inc.		
Natural Gas:	Provided by the City of Lake City. The remaining unused capacity is currently adequate to support significant additional development at this interchange.		
Potable Water:	Provided by the City of Lake City. The remaining unused capacity is currently adequate to support significant additional development at this interchange.		
Sanitary Sewer:	Provided by the City of Lake City. The remaining unused capacity is currently adequate to support significant additional development at this interchange.		
Closest Fire Station:	The closest responding fire station is located in Lake City, approximately 3.5 miles from the interchange.		
Congestion:	The adopted level of service standard of US 90 west of I-75 is C. The current level of service for this road segment is C. The segment is projected to operate at level of service F in 2020. The adopted level of service standard of US 90 east of I-75 is C. The current level of service for this road segment is D. The segment is projected to operate at level of service F in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Low Density Residential	33.8	Columbia County Low Density Residential	76.8
Commercial	296.2	Columbia County Moderate Density Residential	1.3
Agriculture - Row Crop/Pasture	35.9	Columbia County Commercial	51.2
Agriculture - Forest	136.5	Columbia County Highway Interchange	121.5
		City of Lake City Commercial	251.6
Total	502.4	Total	502.4

Interchange:	U.S. 90, Columbia County
Access Roads (Existing and Proposed) Design Considerations:	
<p>Few additional roads are proposed as this interchange is already heavily developed. A road is proposed in the southwest quadrant of US 90/I-75 to link Gateway Center Boulevard to County Road 252B to improve connectivity. Two roads are proposed parallel to US 90 on the east side of I-75 to provide depth for future development and to encourage traffic flow away from U.S. 90. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to US 90 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank;</p>
Potential Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.), Cont'd:	<p>Florida Department of Transportation, Small County Road Assistance Program.</p>

Interchange:	U.S. 90, Columbia County
Proposed Hardscape Theme:	Olustee Monument, Spanish Mission
Potential Hardscape Theme Sponsors:	Aviation Sales, Inc., Homes of Merit, Anderson Columbia, S&S Food Stores
Sources:	<p>Joe Cone, City Manager, City of Lake City; Faye Bowling, Assistant City Manager, City of Lake City; Dale Williams, County Coordinator, Columbia County; Brian Kepner, County Planner, Columbia County</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing and future land use acreage is derived from the Columbia County and City of Lake City Comprehensive Plans.</p> <p>Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u>, June 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Columbia County
Florida**

**Interstate 75
and
State Road 47**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	SR 47, Columbia County
Electricity:	Provided by Florida Power and Light, Inc.
Natural Gas:	Bottled Propane
Potable Water:	Provided by the City of Lake City. The remaining unused capacity is currently adequate to support significant additional development at this interchange.
Sanitary Sewer:	Unavailable. Potential exists for expanding sewerage lines to the interchange from the City-owned package plant at the nearby Cannon Creek Industrial Park (approximately 1.0 miles from the interchange).
Closest Fire Station:	The closest responding fire station is located in Lake City, approximately 5 miles from the interchange.
Congestion:	The adopted level of service standard of SR 47 south of I-75 is C. The current level of service for this road segment is C. The adopted level of service standard of SR 47 north of I-75 is C. The current level of service for this road segment is D. The segment south of I-75 is projected to operate at level of service D in 2020. The segment north of I-75 is projected to operate at level of service E in 2020.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Low Density Residential	96.8	Columbia County Agriculture - 3	1.3
Commercial	27.9	Columbia County Very Low Density Residential	84.9
Agriculture - Row Crop/Pasture	135.9	Columbia County Low Density Residential	92.7
Industrial	49.0	Columbia County Commercial	194.3
Agriculture - Forest	73.5	Columbia County Highway Interchange	83.3
Very Low Density Residential	119.3	Columbia County Industrial	45.9
Total	502.4	Total	502.4

Interchange:	SR 47, Columbia County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed roads follow existing dirt roads. The current CR 242/ SR 47 “T” intersection located on the south side of I-75 is proposed to be relocated approximately 500 feet south of its current location in order to maintain a distance of at least 750 feet between the Intersection and the I-75 on/off-ramps as recommended by the Florida Department of Transportation. The proposed relocation will form a four-way intersection with a proposed loop road. Similarly, the existing CR 242/SR 47 “T” intersection located on the north side of I-75 is proposed to be moved approximately 600 feet north of its current location to form a four-way intersection with Ring Court. The proposed design also establishes a Florida Department of Transportation recommended minimum distance of 500 feet between intersections on SR 47 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 47 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
<p>Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):</p>	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program;</p>

Interchange:	SR 47, Columbia County
Potential Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.), Cont'd:	Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.
Proposed Hardscape Theme:	Old School House, Ichetucknee Springs
Potential Hardscape Theme Sponsors:	Aviation Sales, Inc., Homes of Merit, Anderson Columbia, S&S Food Stores
Sources:	Dale Williams, County Coordinator, Columbia County; Brian Kepner, County Planner, Columbia County Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u> , Tampa, Florida, May 23, 2001. Existing and future land use acreage is derived from the <u>Columbia County Comprehensive Plan</u> . Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u> , June 2002.

I-75 INTERCHANGE DEVELOPMENT PROJECT

Key:

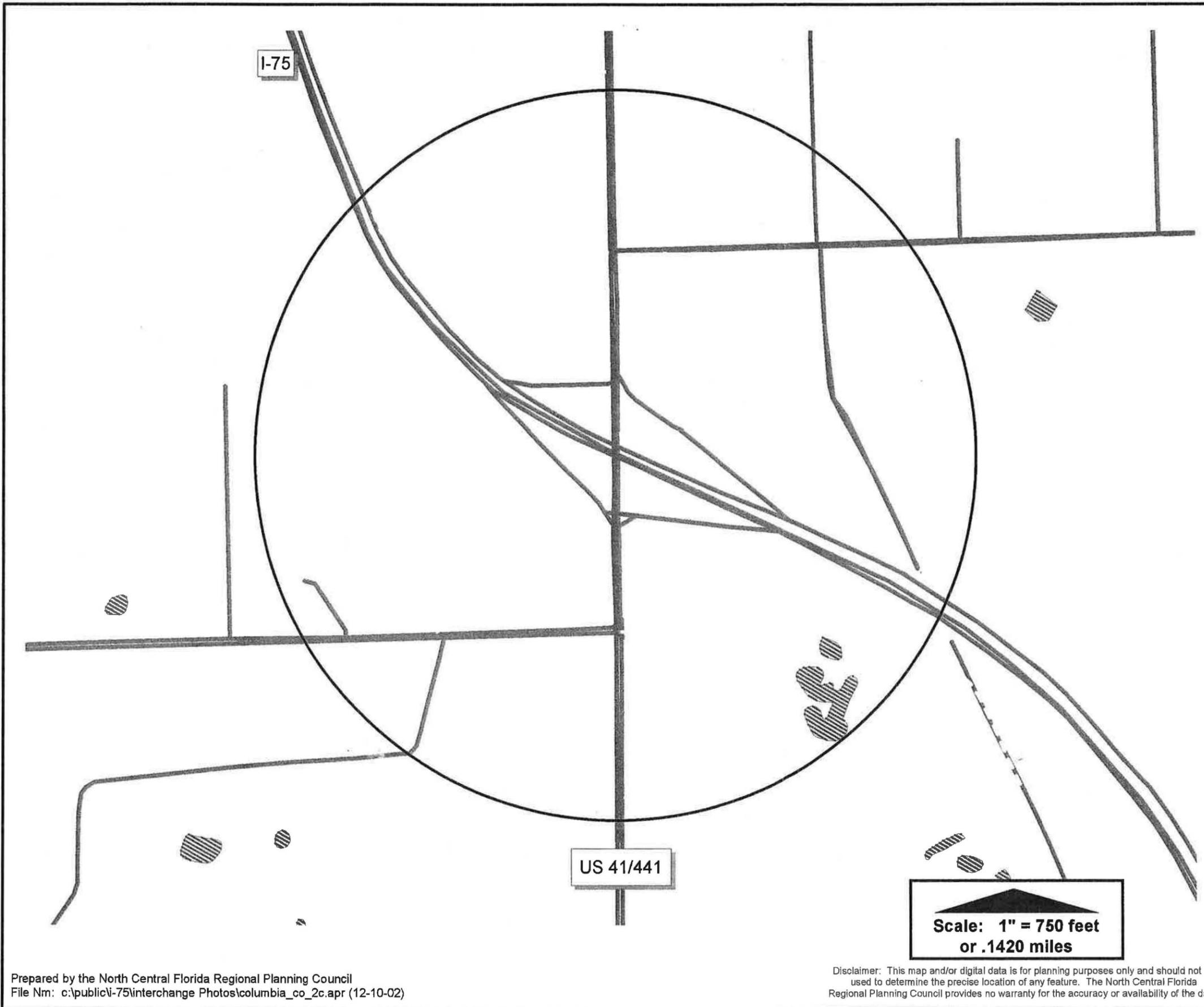
-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Columbia County
Florida**

**Interstate 75
and
U.S. Highway 41/441**



Prepared by the North Central Florida Regional Planning Council
File Nm: c:\public\i-75\interchange Photos\columbia_co_2c.apr (12-10-02)

Disclaimer: This map and/or digital data is for planning purposes only and should not be used to determine the precise location of any feature. The North Central Florida Regional Planning Council provides no warranty for the accuracy or availability of the data.

Interchange:	US 41/441, Columbia County
Electricity:	Provided by Florida Power and Light, Inc.
Natural Gas:	Bottled Propane
Potable Water:	Unavailable
Sanitary Sewer:	Unavailable
Closest Fire Station:	The closest responding (volunteer) fire station is located in Mason, approximately 3 miles from the interchange.
Congestion:	The adopted level of service standard of US 41/441 south of I-75 is C. The current level of service for this road segment is B. The adopted level of service standard of US 41/441 north of I-75 is C. The current level of service for this road segment is C. The segment south of I-75 is projected to operate at level of service C in 2020. The segment north of I-75 is projected to operate at level of service D in 2020

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Agriculture - Row Crop/Pasture	334.5	Agriculture - 3	268.2
Commercial	110.4	Highway Interchange	234.2
Residential - Low Density	57.5		
Total	502.4	Total	502.4

Interchange:	US 41/441, Columbia County
Access Roads (Existing and Proposed) Design Considerations:	
<p>The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed roads follow existing dirt roads. Intersections of the proposed roads with US 441 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a minimum distance of 500 feet between other intersections on US 441 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to US 441 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>

Interchange:	US 41/441, Columbia County
Proposed Hardscape Theme:	Big Tractor, Agricultural Theme, O'Leno State Park, Alligator Lake
Potential Hardscape Theme Sponsors:	CNB National Bank, Hardees, Aviation Sales, Inc., Homes of Merit, Anderson Columbia, S&S Food Stores
Sources:	<p>Dale Williams, County Coordinator, Columbia County; Brian Kepner, County Planner, Columbia County</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing and future land use acreage is derived from the <u>Columbia County Comprehensive Plan</u>.</p> <p>Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u>, June 2002.</p>



I-75 INTERCHANGE DEVELOPMENT PROJECT

Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
County Road 236**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	CR 236 (High Springs Exit), Alachua County		
Electricity:	Florida Power and Light		
Natural Gas:	Bottled Propane		
Potable Water:	Unavailable		
Sanitary Sewer:	Unavailable		
Closest Fire Station:	The closest responding fire station is located in the City of Alachua, approximately 6 miles from the interchange.		
Congestion:	The adopted level of service standard of CR 236 at I-75 is D. The current level of service for this road segment is A.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial and Service	8.2	Alachua Co. Rural/Agricultural	210.8
Hardwood-Conifer Mixed	45.4	Alachua Co. Tourist/Entertainment	203.7
Improved Pasture	81.7	Unclassified (i.e, Public Rights-of-Way)	87.9
Limited Access Highway (Interstate)	27.7		
Oil and Gas Storage	2.6		
Pine Plantation	20.6		
Ranchettes, Fixed (>5 Acres/DU)	4.0		
Ranchettes, Mixed	3.1		
Ranchettes, Mobile	10.0		
Religious Site	2.6		
Row Crop	83.5		
Temperate Hardwood	212.2		

Interchange:	CR 236 (High Springs Exit), Alachua County		
Woodland Pasture	0.8		
Total	502.4	Total	502.4

Access Roads (Existing and Proposed) Design Considerations:

The proposed roads are designed to maximize visibility from I-75. Wetlands do not appear to be an issue at this interchange. Where appropriate, the proposed roads follow existing dirt roads. The design contains both long-term and short-term design solutions. Proposed roads intersecting CR 236 within 750 feet of the on/off ramps are intended as temporary, or short-term solutions necessary to provide access to selected parcels anticipated to soon seek curb cut permits for access to CR 236. The design assumes that, in the long-term, such roads will eventually be closed, with the principal access provided by roads parallel to CR 236, with access points located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. Additionally, the proposed long-term design seeks to maintain a Florida Department of Transportation recommended minimum distance of 500 feet between other intersections on CR 143 within the study area. In the interim, minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to CR 236 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.

Interchange:	CR 236 (High Springs Exit), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program;</p> <p>Community Development Block Grant Program, Economic Development;</p> <p>Enterprise Florida, Rural Infrastructure Fund;</p> <p>Enterprise Florida, Rural Community Development Revolving Loan Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Grant Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program;</p> <p>Florida Department of Transportation, Transportation Outreach Program;</p> <p>Florida Department of Transportation, County Incentive Grant Program;</p> <p>Florida Department of Transportation, Small County Outreach Program;</p> <p>Florida Department of Transportation, Advance/Reimbursement Program;</p> <p>Florida Department of Transportation, Advance Program;</p> <p>Florida Department of Transportation, State Infrastructure Bank;</p> <p>Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Timber Mill, Cave Divers, Canoeists
Potential Hardscape Theme Sponsors:	ERA Trend Realty, Ginnie Springs Resort, Ace Hardware

Interchange:	CR 236 (High Springs Exit), Alachua County
Sources:	<p>Michael Fay, Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department; Bob Phillips, City Manager, City of High Springs</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the <u>Alachua County Comprehensive Plan</u>.</p> <p>Roadway level of service information is from Sam Middleton, Alachua County Public Works Department, October 30, 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
U.S. Highway 441**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	US 441, Alachua County		
Electricity:	City of Alachua		
Natural Gas:	Gainesville Regional Utilities		
Potable Water:	City of Alachua		
Sanitary Sewer:	City of Alachua - capacity constrained/limited		
Closest Fire Station:	The closest responding fire station is located in the City of Alachua, approximately 1.5 miles from the interchange.		
Congestion:	The adopted level of service standard of US 441 at I-75 is B. The current level of service for this road segment is A. The segment is projected to operate at level of service B in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial and Service Site	29.9	City of Alachua Agriculture	246.1
Divided Highway (Federal-State)	16.6	City of Alachua Commercial	123.0
Hardwood - Conifer Mixed	36.8	City of Alachua Industrial	41.0
Improved Pasture	227.4	Unclassified (i.e, Public Rights-of-Way)	92.3
Limited Access Highway (Interstate)	35.6		
Mixed Wetland Hardwoods	8.8		
Motel	9.1		
Other Specialty Farm	63.8		
Pine Plantation	4.1		
Ranchettes, Fixed (>5 Acres/DU)	10.3		
Reservoir <10 Acres	2.0		
Temperate Hardwood	56.3		

Interchange:	US 441, Alachua County		
Wetland Mixed Forest	1.6		
Woodland Pasture	0.1		
Total	502.4	Total	502.4

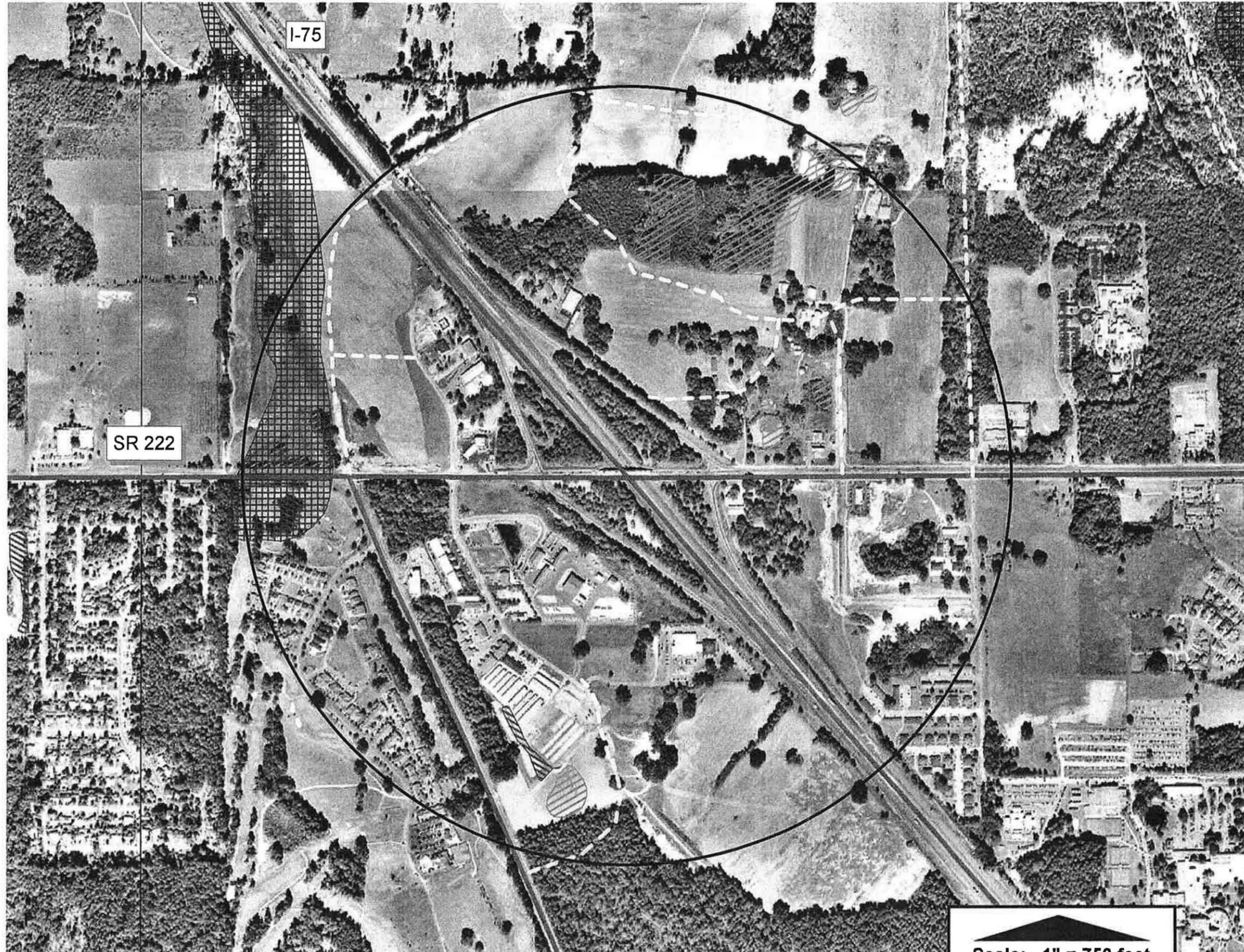
Access Roads (Existing and Proposed) Design Considerations:

The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Where appropriate, the proposed roads follow existing dirt roads. Intersections of proposed roads with US 441 are located at least 750 feet from the on/off ramps as recommended by the Florida Department of Transportation. The proposed design also establishes a Florida Department of Transportation recommended minimum distance of 500 feet between other intersections on US 441 within the study area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to US 441 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.

Interchange:	US 441, Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Train Roundhouse
Potential Hardscape Theme Sponsors:	Alachua Farm and Lumber, Hunter Marine, Tamrock, Driltec, Regeneration Technologies

Interchange:	US 441, Alachua County
Sources:	<p data-bbox="685 268 1386 338">Laura Dedenbach, Planning Director, City of Alachua Planning Department.</p> <p data-bbox="685 380 1398 489">Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p data-bbox="685 531 1398 640">Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p data-bbox="685 682 1349 751">Future land use acreage is derived from the <u>City of Alachua Comprehensive Plan</u>.</p> <p data-bbox="685 793 1382 932">Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u>, June 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
State Road 222**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	State Road 222 (NW 39 th Avenue), Alachua County		
Electricity:	Gainesville Regional Utilities		
Natural Gas:	Gainesville Regional Utilities		
Potable Water:	Gainesville Regional Utilities		
Sanitary Sewer:	Gainesville Regional Utilities		
Closest Fire Station:	The closest responding fire station is City of Gainesville Station 7, approximately 3.5 miles from the interchange.		
Congestion:	The adopted level of service standard is D. The current level of service is D. The road segment is projected to operate at level of service F (failing) in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial, Retail Sales, and Services	30.2	Alachua Co. Commercial	55.5
Disturbed Land	4.5	Alachua Co. Conservation	30.9
Emergent Aquatic Vegetation	0.8	Alachua Co. Institutional	3.1
Field Crops	168.8	Alachua Co. Low Density Residential	0.6
Freshwater Marshes	5.2	Alachua Co. Medium Density Residential	18.0
Golf Courses	27.7	Alachua Co. Medium-High Density Residential	39.4
Hardwood - Conifer Mixed	42.2	Alachua Co. Mixed Use Commercial	67.5
Herbaceous	16.8	Alachua Co. Office	20.9
Mesic Flatwoods	0.7	Alachua Co. Open Space	2.5
Mixed Commercial and Services	39.8	Alachua Co. Recreation	20.8
Mixed Rangeland	18.2	Alachua Co. Tourist/Entertainment	44.5
Mixed Scrub-Shrub Wetland	1.4	Alachua Co. Utility	1.7

Interchange:	State Road 222 (NW 39 th Avenue), Alachua County		
Ornamentals	8.8	Alachua Co. Warehouse/Distribution	96.8
Other Light Industrial	8.4	Unclassified (i.e, Public Rights-of-Way)	100.2
Pine Plantations	15.5		
Professional Services	2.2		
Reservoirs Less Than 10 Acres	1.4		
Residential, High Density	26.5		
Residential, Low Density	13.0		
Residential, Medium Density	0.2		
Roads and Highways	55.5		
Shrub and Brushland	2.3		
Wet Prairies	1.5		
Wetland Forest Mixed	10.8		
Total	502.4	Total	502.4
Access Roads (Existing and Proposed) Design Considerations:			
<p>The proposed roads are those proposed by the Springhills Development of Regional Impact. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 222 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.</p>			

Interchange:	State Road 222 (NW 39 th Avenue), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Timber, Saw Mill, Indian Theme
Potential Hardscape Theme Sponsors:	North Florida Regional Medical Center, Publix Supermarkets, Nationwide Insurance Company

Interchange:	State Road 222 (NW 39 th Avenue), Alachua County
Sources:	<p>Michael Fay, Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department; Steven Dopp, North Central Florida Regional Planning Council.</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the <u>Alachua County Comprehensive Plan</u>.</p> <p>Level of service information is from the Florida Department of Transportation, <u>Florida State Highway System Level of Service Summary, District II, 2001</u>, June 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
State Road 26**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	SR 26 (Newberry Rd), Alachua County
Electricity:	Gainesville Regional Utilities
Natural Gas:	Gainesville Regional Utilities
Potable Water:	Gainesville Regional Utilities
Sanitary Sewer:	Gainesville Regional Utilities
Closest Fire Station:	The closest responding fire station is Alachua County Station 15, located approximately 2.5 miles from the interchange.
Congestion:	The adopted level of service standard of SR 26 west of I-75 is C. The current level of service for this road segment is A. The segment is projected to operate at level of service F in 2020. The adopted level of service standard of SR 26 east of I-75 is D. The current level of service for this road segment is C. The segment is projected to operate at level of service F in 2020.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial, Retail Sales, and Service	266.8	Alachua Co. Commercial	143.5
Emergent Aquatic Vegetation	1.1	Alachua Co. Institutional	4.7
Field Crops	1.0	Alachua Co. Office	24.8
Hardwood - Conifer Mixed	22.4	Alachua Co. Office/Medical	25.6
Inactive Development Land	1.9	Alachua Co. Office/Residential	8.3
Institutional	58.8	Alachua Co. Tourist/Entertainment	38.3
Mesic Flatwoods	18.3	Alachua Co. High Density Residential	12.3
Mixed Rangeland	0.9	Alachua Co. Medium-High Density Residential	7.0
Mixed Scrub-Shrub Wetland	0.7	Alachua Co. Low Density Residential	47.3

Interchange:	SR 26 (Newberry Rd), Alachua County		
Reservoirs Less Than 10 Acres	16.1	City of Gainesville Commercial	53.8
Residential, High Density	16.0	City of Gainesville Conservation	2.3
Residential, Low Density	42.9	City of Gainesville Office	26.9
Roads and Highways	50.8	City of Gainesville Residential Medium Density	4.5
Wetland Forested Mixed	4.7	Unclassified (i.e, Public Rights-of-Way)	103.1
Total	502.4	Total	502.4

Access Roads (Existing and Proposed) Design Considerations:

Due to the highly developed character of this interchange, no alterations/improvements are proposed within the ½ mile radius interchange area. One road is proposed immediately beyond the interchange area in the northwest quadrant. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 26 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.

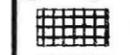
Interchange:	SR 26 (Newberry Rd), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Century Tower, Downtown Clock Tower, Welcome to Gainesville, Florida “Fighting Gator”
Potential Hardscape Theme Sponsors:	North Florida Regional Medical Center, Publix Supermarkets, Nationwide Insurance Company, University of Florida Athletic Association

Interchange:	SR 26 (Newberry Rd), Alachua County
Sources:	<p>Michael Fay, Assistant Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department; Tom Saunders, Director of Community Development, City of Gainesville.</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the Alachua County and City of Gainesville Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, <u>Average Annual Daily Traffic Highway Level of Service Report, Level of Service Tables</u>, September 17, 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
State Road 24**

**Scale: 1" = 750 feet
or .1420 miles**

Disclaimer: This map and/or digital data is for planning purposes only and should not be used to determine the precise location of any feature. The North Central Florida Regional Planning Council provides no warranty for the accuracy or availability of the data.

Prepared by the North Central Florida Regional Planning Council
File Nm: c:\public\i-75\interchange Photos\alachua_co_1z.apr (12-10-02)

Interchange:	SR 24 (Archer Rd), Alachua County		
Electricity:	Gainesville Regional Utilities		
Natural Gas:	Gainesville Regional Utilities		
Potable Water:	Gainesville Regional Utilities		
Sanitary Sewer:	Gainesville Regional Utilities		
Closest Fire Station:	The closest responding fire station is Alachua County Station 15, located approximately 3 miles from the interchange.		
Congestion:	The adopted level of service standard of SR 24 west of I-75 is D. The current level of service for this road segment is B. The segment is projected to operate at level of service F in 2020. The adopted level of service standard of SR 24 east of I-75 is D. The current level of service for this road segment is C. The segment is projected to operate at level of service F in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use*	Acres
Commercial, Retail Sales, and Service	91.8	Alachua Co. Commercial	47.8
Electrical Power Facilities	3.6	Alachua Co. Heavy Industrial	37.0
Filed Crops	22.9	Alachua Co. High Density Residential	20.6
Freshwater Marshes	0.6	Alachua Co. Low Density Residential	18.8
Hardwood - Conifer Mixed	93.7	Alachua Co. Medium Density Residential	143.5
Institutional	3.3	Alachua Co. Medium-High Density Residential	12.2
Mesic Flatwoods	18.0	Alachua Co. Light Industrial	16.2
Open Land	12.3	Alachua Co. Office/Residential	14.8

Interchange:	SR 24 (Archer Rd), Alachua County		
Ornamentals	13.3	Alachua Co. Tourist/Entertainment	52.1
Other Light Industrial	21.2	Unclassified (i.e, Public Rights-of-Way)	139.4
Reservoirs Less Than 10 Acres	1.4		
Residential, High Density	27.0		
Residential, Low Density	22.4		
Residential, Medium Density	52.7		
Roads and Highways	66.8		
Wetland Forested Mixed	30.4		
Woodland Pastures	21.0		
Total	502.4	Total	502.4
*Approximately 93.8 acres of land has been recently annexed by the City of Gainesville. The land retains its Alachua County land use designation until such time as the City amends their Future Land Use Map to reflect City land use classifications.			
Access Roads (Existing and Proposed) Design Considerations:			
An extension of SW 31 st Blvd is proposed in the southeast quadrant as part of the SW 43 rd Street realignment currently under consideration by the MTPO to improve connectivity between Archer Road and SW 20 th Avenue. Additionally, an extension of SW 45 th Street is proposed in the northwest quadrant to improve access to undeveloped lands within the ½ mile radius interchange area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 24 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.			

Interchange:	SR 24 (Archer Rd), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Locomotive (Mattox Foundry, 1853), Birds, Butterflies, and Botanical Gardens
Potential Hardscape Theme Sponsors:	North Florida Regional Medical Center, Publix Supermarkets, Nationwide Insurance Company

Interchange:	SR 24 (Archer Rd), Alachua County
Sources:	<p>Michael Fay, Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department; Tom Saunders, Director of Community Development, City of Gainesville.</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the <u>Alachua County Comprehensive Plan</u>.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, <u>Average Annual Daily Traffic Highway Level of Service Report, Level of Service Tables</u>, September 17, 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
State Road 121/331**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	SR 121/331 (Williston Rd), Alachua County		
Electricity:	Gainesville Regional Utilities		
Natural Gas:	Gainesville Regional Utilities		
Potable Water:	Gainesville Regional Utilities		
Sanitary Sewer:	Gainesville Regional Utilities		
Closest Fire Station:	The closest responding fire station is Alachua County Station 15, located approximately 4 miles from the interchange.		
Congestion:	The adopted level of service standard of SR 121/331 west of I-75 is D. The current level of service for this road segment is C. The segment is projected to operate at level of service C in 2020. The adopted level of service standard of SR 121/331 east of I-75 is C. The current level of service for this road segment is B. The segment is projected to operate at level of service F in 2020.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use*	Acres
Commercial and Services Under Construction	18.1	Alachua Co. Commercial	115.1
Commercial, Retail Sales, and Services	39.6	Alachua Co. Heavy Industrial	93.9
Emergent Aquatic Vegetation	2.3	Alachua Co. Light Industrial	41.4
Field Crops	15.9	Alachua Co. Institutional	11.7
Freshwater Marshes	0.6	Alachua Co. Low Density Residential	41.8
Golf Courses	13.2	Alachua Co. Medium Density Residential	26.9
Governmental	13.0	Alachua Co. Residential (0-2 units per acre)	7.9

Interchange:	SR 121/331 (Williston Rd), Alachua County		
Hardwood - Conifer Mixed	168.4	Alachua Co. Residential (2-4 units per acre)	3.7
Mesic Flatwoods	36.7	Alachua Co. Office/Residential	11.3
Mixed Scrub - Shrub Wetland	5.5	Alachua Co. Tourist/Entertainment	29.4
Pine Plantation	11.2	Alachua Co. Recreation	18.3
Professional Services	24.3	Unclassified (i.e, Public Rights-of-Way)	101.0
Reservoirs Less Than 10 Acres	0.0		
Residential, High Density	0.8		
Residential, Low Density	0.2		
Residential, Medium Density	42.7		
Roads and Highways	44.9		
Rural Land in Transition	11.6		
Wetland Forested Mixed	53.4		
Total	502.4	Total	502.4

*Approximately 91.4 acres of land has been recently annexed by the City of Gainesville. The land retains its Alachua County land use designation until such time as the City amends their Future Land Use Map to reflect City land use classifications.

Access Roads (Existing and Proposed) Design Considerations:

An extension of SW 35th Way into the northwest quadrant is proposed to provide access to undeveloped properties within the study area. Additionally, new roads and extensions of existing roads are proposed in the northeast and southeast quadrants. One new road proposed in the north quadrant intersects with SR 331/CR 121 within 750 feet of the interchange, contrary to Florida Department of Transportation minimum spacing recommendations. The road is proposed to provide access to undeveloped property in the northeast quadrant. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to SR 331/CR 121 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.

Interchange:	SR 121/331 (Williston Rd), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Phosphate Mining, Florida "Fighting Gator"
Potential Hardscape Theme Sponsors:	<p>North Florida Regional Medical Center, Publix Supermarkets, Nationwide Insurance Company. Alachua County Visitors and Conventions Bureau, Knapaha Botanical Gardens, Fred Bear Archery</p>

Interchange:	SR 121/331 (Williston Rd), Alachua County
Sources:	<p>Michael Fay, Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department.</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the <u>Alachua County Comprehensive Plan</u>.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, <u>Average Annual Daily Traffic Highway Level of Service Report, Level of Service Tables</u>, September 17, 2002</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Florida Geographic Data Library, Version 3.0,
Geoplan Center, University of Florida

**Alachua County
Florida**

**Interstate 75
and
County Road 234**

**Scale: 1" = 750 feet
or .1420 miles**

Interchange:	CR 234 (Micanopy Exit), Alachua County
Electricity:	Florida Power Corporation
Natural Gas:	Bottled Propane
Potable Water:	Unavailable; however, a Town of Micanopy water line is located approximately one-half mile from interchange.
Sanitary Sewer:	Unavailable
Closest Fire Station:	The closest responding fire station is located in the Town of Micanopy, approximately 1.5 miles from the interchange.
Congestion:	The adopted level of service standard of CR 234 at I-75 is D. The current level of service for this road segment is A.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial, Retail Sales, and Services	35.8	Alachua Co. Rural/Agricultural	208.0
Field Crops	31.2	Alachua Co. Tourist/Entertainment	206.1
Freshwater Marshes	2.5	Unclassified (i.e, Public Rights-of-Way)	75.2
Hardwood - Conifer Mixed	158.3	Town of Micanopy Commercial	10.1
Herbaceous	6.2	Town of Micanopy Residential	3.0
Improved Pastures	37.7		
Mesic Flatwoods	13.2		
Mixed Scrub - Shrub Wetland	6.5		
Ornamentals	6.0		
Residential Low Density	20.9		
Residential Medium Density	19.0		
Roads and Highways	32.0		

Interchange:	CR 234 (Micanopy Exit), Alachua County		
Shrub and Brushland	60.7		
Wet Prairies	1.2		
Wetland Forested Mixed	71.2		
Total	502.4	Total	502.4

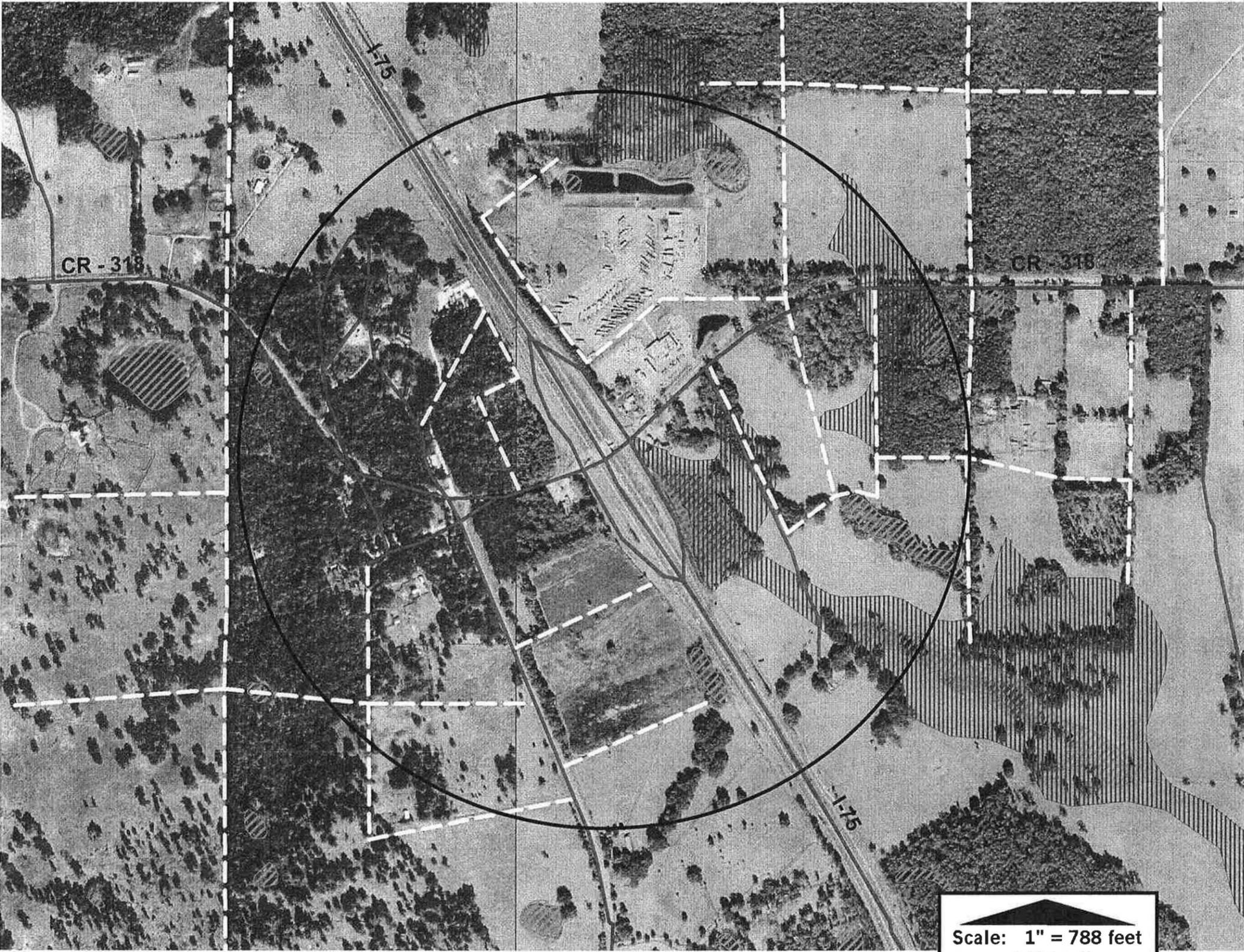
Access Roads (Existing and Proposed) Design Considerations:

The proposed roads are designed to maximize visibility from I-75 and to avoid wetlands. Intersections of proposed roads with CR 234 are located at least 750 feet from the on/off ramps as recommended by FDOT. The proposed design also establishes a minimum distance of 500 feet between other intersections on CR 234 within the 1/2 mile radius interchange area. Minimizing curb cuts and combining/sharing curb cuts among businesses with direct access to CR 234 is recommended. Note: The access road design is not intended to and cannot override any state or local government regulations.

Interchange:	CR 234 (Micanopy Exit), Alachua County
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program;</p> <p>Community Development Block Grant Program, Economic Development;</p> <p>Enterprise Florida, Rural Infrastructure Fund;</p> <p>Enterprise Florida, Rural Community Development Revolving Loan Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Grant Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program;</p> <p>United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program;</p> <p>Florida Department of Transportation, Transportation Outreach Program;</p> <p>Florida Department of Transportation, County Incentive Grant Program;</p> <p>Florida Department of Transportation, Small County Outreach Program;</p> <p>Florida Department of Transportation, Advance/Reimbursement Program;</p> <p>Florida Department of Transportation, Advance Program;</p> <p>Florida Department of Transportation, State Infrastructure Bank;</p> <p>Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Steam Boat, Stage Coach, Indian theme (Tepees, Chief Micanopy, etc.)
Potential Hardscape Theme Sponsors:	Gainesville State Bank (Micanopy Branch), Sprint, Dunmore's Burgers

Interchange:	CR 234 (Micanopy Exit), Alachua County
Sources:	<p>Michael Fay, Director of Transportation and Development, Alachua County Public Works Department; Ed Nolan, Alachua County Fire Rescue Department; Karen Strobles, Town Manager, Town of Micanopy.</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Existing land use acreage is derived from St. Johns River Water Management District, <u>1995 Existing Land Use, Level 3</u>.</p> <p>Future land use acreage is derived from the Alachua County and Town of Micanopy Comprehensive Plans.</p> <p>Roadway level of service information is from Sam Middleton, Alachua County Public Works Department, October 30, 2002.</p>

**I-75 INTERCHANGE
DEVELOPMENT PROJECT**



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
County Road 318**

**Scale: 1" = 788 feet
or .1494 miles**

Prepared by the Withlacoochee Regional Planning Council
FileNm: D:\I75icd\Mar\CR318\I75icd_m318_2.wor (rev. 12-11-02)

Disclaimer: This map and/or digital data is for planning purposes only and should not be used to determine the precise location of any feature. The Withlacoochee Regional Planning Council provides no warranty for the accuracy or availability of the data

Interchange:	CR 318, Marion County
Electricity:	Florida Power and Light, Inc.
Natural Gas:	Bottled Propane
Potable Water:	Unavailable
Sanitary Sewer:	Unavailable
Closest Fire Station:	Lakeside, Fire Station #9 located within 5 miles of interchange.
Congestion:	The adopted level of service standard of CR 318 W/I-75 is D. The current level of service for this road segment is B. The adopted level of standard of CR 318 E/I-75 is D. The current level of service for this road segment is B.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Improved Pastureland	205.0	Marion Co. Specialized Commercial District	175.9
Rural Land in Transition	35.0	Marion Co. Rural Lands	251.2
Hardwood Coniferous Mixed	165.0	Roads and Highways	75.3
Horse Farms	10.0		
Field Crops	25.0		
Residential Low Density	30.0		
Freshwater Marsh	2.0		
Woodland Pastureland	10.0		
Roads and Highways	20.4		
Total	502.4	Total	502.4

Interchange:	CR 318, Marion County
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Citrus, Fishery
Potential Hardscape Theme Sponsors:	Petro PSC Properties LP, Irvine Crate & Basket LTD (Wayside Antiques), Sparr Building & Farm Supply

Interchange:	CR 318, Marion County
Sources:	<p>Ryan Guffey (Transportation Planner) Marion County Planning Department. J.D. Gaines Marion County Utility Department</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Traffic Study Guidelines</u> June 2002.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
State Road 326**

**Scale: 1" = 876 feet
or .1660 miles**

Interchange:	SR 326, Marion County
Electricity:	Florida Power and Light, Inc.
Natural Gas:	Available West of Interchange, TECO Peoples Gas
Potable Water:	Unavailable
Sanitary Sewer:	Unavailable
Closest Fire Station:	North Marion, Fire Station #11 located within 5 miles of interchange.
Congestion:	The adopted level of service standard of SR 326 west of I-75 is C. The current level of service for this road segment is B. The adopted level of service standard of SR 326 east of I-75 is C. The current level of service for this road segment is B. The segment west of I-75 is projected to operate at level of service B in 2010. The segment east of I-75 is projected to operate at level of service F in 2010.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Improved Pastureland	50.0	Marion Co. Specialized Commercial District	391.8
Mesic Flatwoods	35.0	Marion Co. Urban Reserve	59.8
Herbaceous	75.0	Roads and Highways	50.8
Scrub Brushland	40.0		
Residential Low Density	55.0		
Hardwood Coniferous	140.0		
Horse Farms	50.0		
Field Crops	10.0		
Unimproved Pastureland	10.0		
Light Industrial	10.0		
Fallow Cropland	10.0		

Interchange:	SR 326, Marion County		
Roads and Highways	17.4		
Total	502.4	Total	502.4
Access Roads (Existing and Proposed) Design Considerations:			
<p>Due to the undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>			
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>		
Proposed Hardscape Theme:	Horse Farm Theme		

Interchange:	SR 326, Marion County
Potential Hardscape Theme Sponsors:	Williams Travel Centers Inc., Ocala Breeders' Sales Co., Florida Thoroughbred Breeders & Owners Assoc.
Sources:	<p>Ryan Guffey (Transportation Planner) Marion County Planning Department. J.D. Gaines Marion County Utility Department Lee Samaniego, TECO Peoples Gas</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Traffic Study Guidelines</u> June 2002.</p> <p>Projected level of service information is from the Florida Department of Transportation, District V <u>2001 LOS Spreadsheet for Urbanized, Transitioning, and Rural Areas</u>.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
U.S. Highway 27**

**Scale: 1" = 882 feet
or .1671 miles**

Interchange:	US 27, City of Ocala (Marion County)		
Electricity:	Ocala Electric Utility		
Natural Gas:	Available at Interchange, TECO Peoples Gas		
Potable Water:	City of Ocala, unused capacity for development		
Sanitary Sewer:	City of Ocala, unused capacity for development		
Closest Fire Station:	City of Ocala, Fire Station #4 located at SR200 within 3-5 miles of interchange.		
Congestion:	The adopted level of service standard of US 27 west of I-75 is D. The current level of service for this road segment is B. The adopted level of service standard of US 27 east of I-75 is D. The current level of service for this road segment is B. The segment west of I-75 is projected to operate at level of service B in 2010. The segment east of I-75 is projected to operate at level of service C in 2010.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	163.2	Retail Services	125.6
Single Family Residential & Condominium	10.2	Low Density Residential	100.4
Industrial	20.2	Medium Industrial	90.4
Agricultural	50.2		
Mobile Home & Mobile Home Park	5.2	Medium Density Residential	10.4
Commercial MCTY	12.5	Wholesale Other Business	25.1
Undeveloped	160.6	Pending	70.2
Roads and Highways	80.3	Roads and Highways	80.3
Total	502.4	Total	502.4

Interchange:	US 27, City of Ocala (Marion County)
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the semi-undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Indian Heritage/Brick City
Potential Hardscape Theme Sponsors:	Williams Travel Centers Inc., Ocala Breeders’ Sales Co., Florida Thoroughbred Breeders & Owners Assoc.

Interchange:	US 27, City of Ocala (Marion County)
Sources:	<p>Peter Lee (Planning Manager) City of Ocala, Planning Department Bruce Phillips (City Engineer) City of Ocala Lee Samaniego, TECO Peoples Gas</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Transportation Improvement Program, 2003 Priority Projects Report</u></p> <p>Projected level of service information is from the Florida Department of Transportation, District V <u>2001 LOS Spreadsheet for Urbanized, Transitioning, and Rural Areas</u>.</p>

**I-75 INTERCHANGE
DEVELOPMENT PROJECT**



Key:

- Proposed Roads
- Existing Roads
- [Vertical Lines] 100-Year Floodplain
- [Diagonal Lines] Water
- [Cross-hatch] Wetlands
- Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
State Road 40**

**Scale: 1" = 882 feet
or .1671 miles**

Prepared by the Withlacoochee Regional Planning Council
FileNm: D:\I75icd\MarSR40\I75icd_m40_2.wor (rev. 12-11-02)

Disclaimer: This map and/or digital data is for planning purposes only and should not be used to determine the precise location of any feature. The Withlacoochee Regional Planning Council provides no warranty for the accuracy or availability of the data

Interchange:	SR 40, City of Ocala (Marion County)		
Electricity:	Ocala Electric Utility		
Natural Gas:	Available at Interchange, TECO Peoples Gas		
Potable Water:	City of Ocala, unused capacity for development		
Sanitary Sewer:	City of Ocala, unused capacity for development		
Closest Fire Station:	City of Ocala, Fire Station #4 located at SR200 within 3-5 miles of interchange.		
Congestion:	The adopted level of service standard of SR 40 west of I-75 is E. The current level of service for this road segment is C. The adopted level of service standard of SR 40 east of I-75 is E. The current level of service for this road segment is D. The segment west of I-75 is projected to operate at level of service F in 2010. The segment east of I-75 is projected to operate at level of service D in 2010.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	150.7	Retail Services	125.6
Mobile Home & Mobile Home Park MCTY	75.3	Low Density Residential	10.4
Industrial	25.1	Medium Industrial	150.7
Agricultural MCTY	50.2	Light Industrial	75.2
Mobile Home & Mobile Home Park	10.4	Pending	50.1
Commercial MCTY	12.5	Roads and Highways	90.4
Undeveloped	87.8		
Roads and Highways	90.4		
Total	502.4	Total	502.4

Interchange:	SR 40, City of Ocala (Marion County)
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the semi-undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Victorian Gazebo
Potential Hardscape Theme Sponsors:	Cingular Wireless, Merillat Corporation, Silver Springs Attraction, Walmart Corporation

Interchange:	SR 40, City of Ocala (Marion County)
Sources:	<p>Peter Lee (Planning Manager) City of Ocala, Planning Department Bruce Phillips (City Engineer) City of Ocala Lee Samaniego, TECO Peoples Gas</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Transportation Improvement Program, 2003 Priority Projects Report</u></p> <p>Projected level of service information is from the Florida Department of Transportation, District V <u>2001 LOS Spreadsheet for Urbanized, Transitioning, and Rural Areas</u>.</p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
State Road 200**

Scale: 1" = 898 feet
or .1701 miles

Interchange:	SR 200, City of Ocala (Marion County)		
Electricity:	Ocala Electric Utility		
Natural Gas:	Available at Interchange, TECO Peoples Gas		
Potable Water:	City of Ocala, unused capacity for development		
Sanitary Sewer:	City of Ocala, unused capacity for development		
Closest Fire Station:	City of Ocala, Fire Station #4 located near interchange.		
Congestion:	The adopted level of service standard of SR 200 W/I-75 is E. The current level of service for this road segment is D. The adopted level of service standard of SR 200 E/I-75 is D. The current level of service for this road segment is B. The segment west of I-75 is projected to operate at level of service D in 2010. The segment east of I-75 is projected to operate at level of service D in 2010.		
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:			
Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	226.8	Retail Services	271.2
Retention	5.4	Low Density Residential	40.1
Governmental	15.7	Public Buildings & Facilities	25.1
Agricultural	10.4	Professional Services	60.2
Undeveloped	143.7	Pending	5.4
Roads and Highways	100.4	Roads and Highways	100.4
Total	502.4	Total	502.4

Interchange:	SR 200, City of Ocala (Marion County)
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the developed character of this interchange, few alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Ft. King Monument
Potential Hardscape Theme Sponsors:	Del Webb Spruce Creek Country Club, Munroe Regional Medical Center, Home Depot Corporation

Interchange:	SR 200, City of Ocala (Marion County)
Sources:	<p>Peter Lee (Planning Manager) City of Ocala, Planning Department Bruce Phillips (City Engineer) City of Ocala Lee Samaniego, TECO Peoples Gas</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Transportation Improvement Program, 2003 Priority Projects Report</u></p> <p>Projected level of service information is from the Florida Department of Transportation, District V <u>2001 LOS Spreadsheet for Urbanized, Transitioning, and Rural Areas.</u></p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Marion County
Florida**

**Interstate 75
and
County Road 484**

**Scale: 1" = 951 feet
or .1803 miles**

Interchange:	CR 484, Marion County
Electricity:	SECO Electric Company
Natural Gas:	Bottled Propane
Potable Water:	Marion County, unused capacity for development
Sanitary Sewer:	Marion County, unused capacity for development
Closest Fire Station:	South Marion and Marion Oaks, Fire Stations #18 and #24 located within 5 miles of interchange.
Congestion:	The adopted level of service standard of CR 484 W/I-75 is C. The current level of service for this road segment is C. The adopted level of service standard of CR 484 E/I-75 is D. The current level of service for this road segment is B.

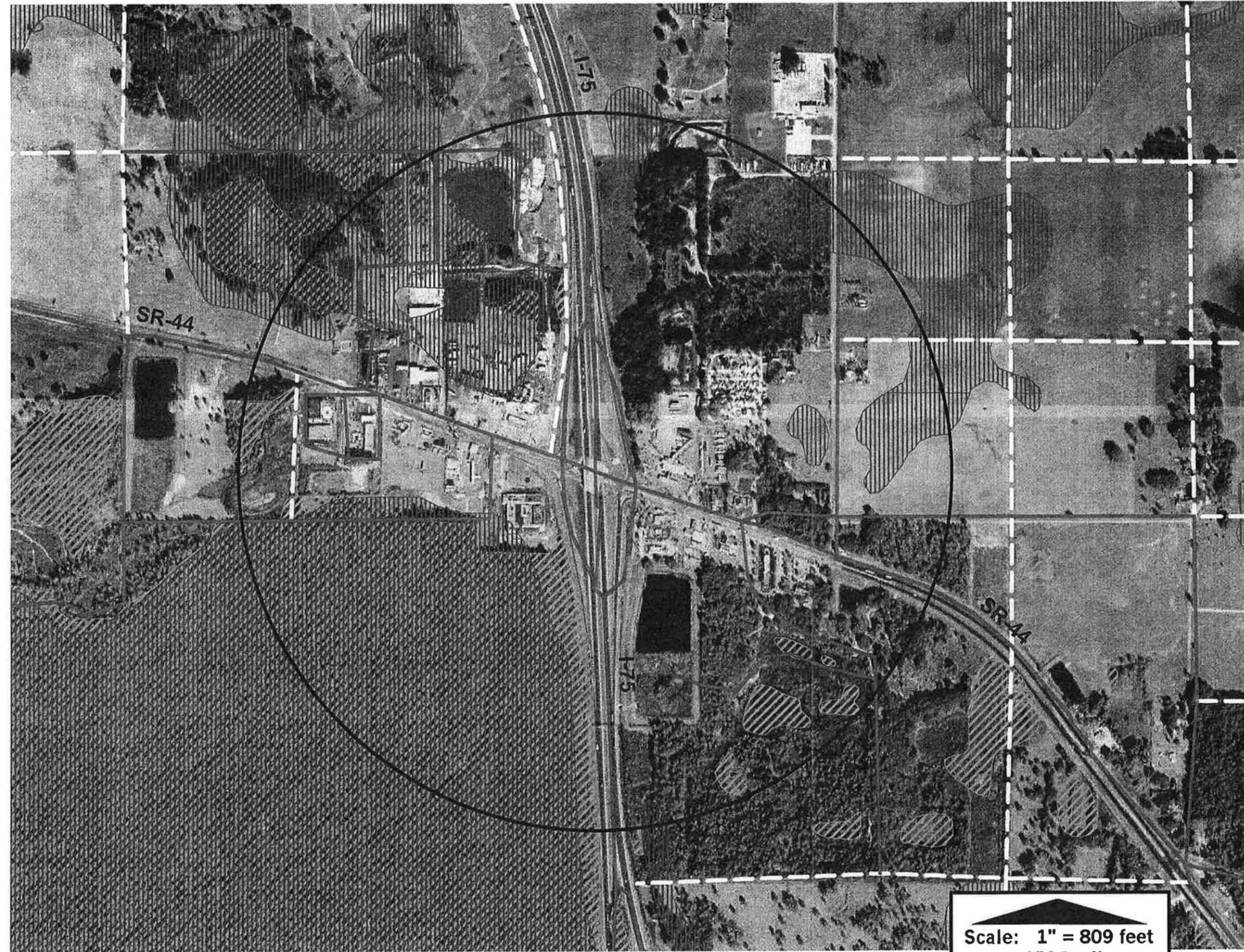
Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Horse Farms	170.0	Marion Co. Specialized Commercial District	251.2
Inactive Development	20.0	Marion Co. Rural Lands	50.2
Mesic Flatwoods	55.0	Marion Co. Commercial	25.2
Field Crops	55.0	Marion Co. Urban Reserve	100.4
Hardwood Coniferous	25.0	Roads and Highways	75.4
Residential Low Density	70.0		
Unimproved Pastureland	5.0		
Open Land	15.0		
Commercial Retail	20.0		
Institutional	4.0		
Roads and Highways	63.4		
Total	502.4	Total	502.4

Interchange:	CR 484, Marion County
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Phosphate Mining
Potential Hardscape Theme Sponsors:	Don Garlits Museum of Drag Racing, The Villages of Marion and Sumter Counties

Interchange:	CR 484, Marion County
Sources:	<p>Ryan Guffey (Transportation Planner) Marion County Planning Department. J.D. Gaines Marion County Utility Department</p> <p>Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p>Future land use acreage is derived from the Marion County and City of Ocala Comprehensive Plans.</p> <p>Level of service information is from the Metropolitan Transportation Planning Organization for the Ocala/Marion County Area, <u>Transportation Improvement Program, 2003 Priority Projects Report</u></p>

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

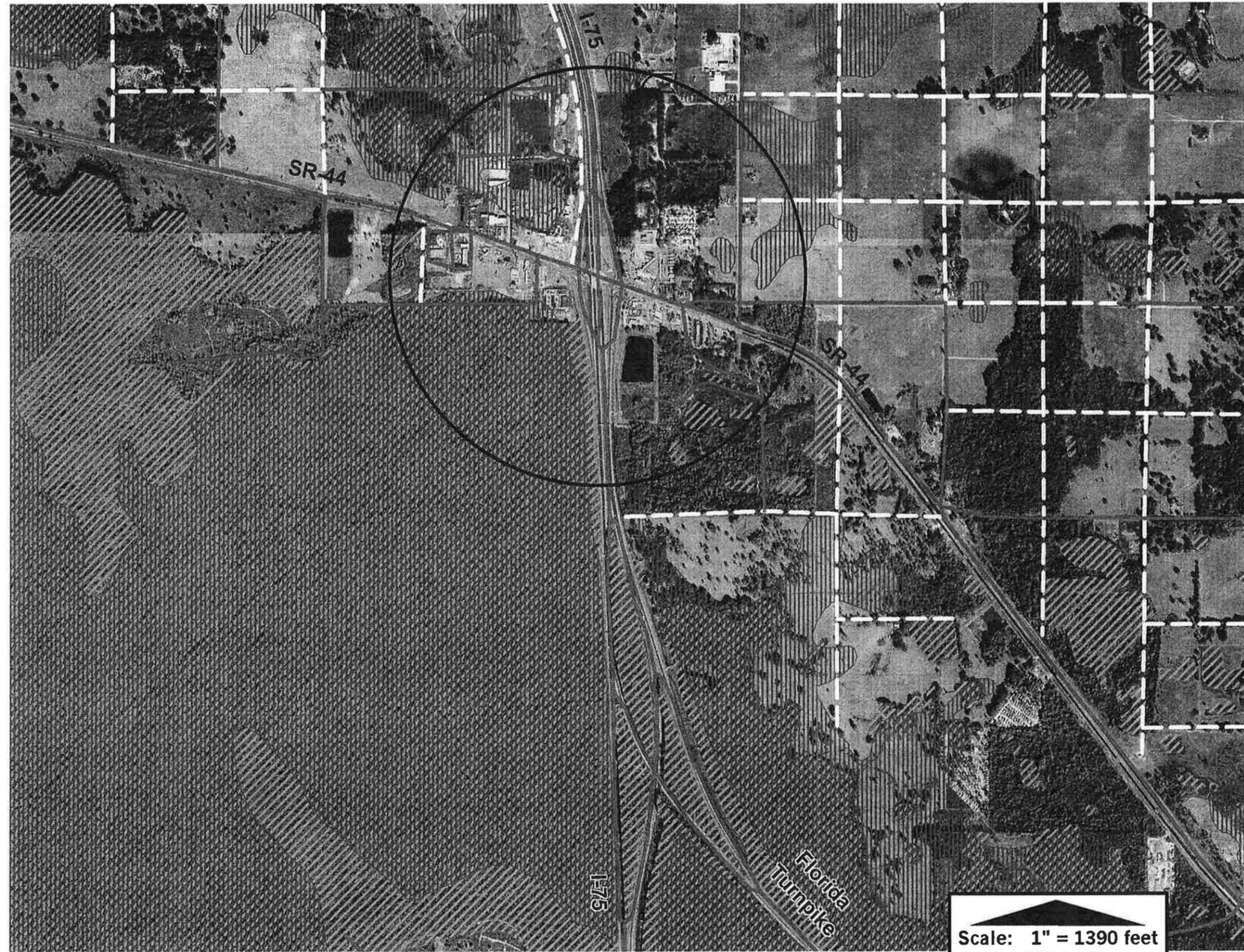
Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Sumter County
Florida**

**Interstate 75
and
State Road 44**

**Scale: 1" = 809 feet
or .1534 miles**

I-75 INTERCHANGE DEVELOPMENT PROJECT



Key:

-  Proposed Roads
-  Existing Roads
-  100-Year Floodplain
-  Water
-  Wetlands
-  Study Area (0.5 mile radius)

Source(s):

Southwest Florida Water Management District Digital Ortho Quarter Quads (photography) and Land Use/Land Cover.

**Sumter County
Florida**

**Interstate 75
and
State Road 44/Florida Turnpike**

**Scale: 1" = 1390 feet
or .2634 miles**

Interchange:	SR 44, Sumter County
Electricity:	SECO Electric Company, Florida Power and Light, Inc.
Natural Gas:	Bottled Propane
Potable Water:	City of Wildwood
Sanitary Sewer:	City of Wildwood
Closest Fire Station:	Former City of Wildwood Station located within 3-5 miles of interchange.
Congestion:	The adopted level of service standard of SR 44 west of I-75 is C. The current level of service for this road segment is B. The adopted level of service standard of SR 44 east of I-75 is C. The current level of service for this road segment is B. The segment west of I-75 is projected to operate at level of service A in 2010. The segment east of I-75 is projected to operate at level of service A in 2010.

Existing and Proposed Future Land Uses Within ½ Mile Radius of Intersection:

Existing		Future	
Land Use	Acres	Land Use	Acres
Commercial	170.1	Agricultural	8.8
Residential	31.6	Commercial	353.1
Institutional	85.6	Conservation	62.7
Agricultural	137.5	Roads and Highways	77.8
Roads and Highways	77.6		
Total	502.4	Total	502.4

Interchange:	SR 44, Sumter County
Access Roads (Existing and Proposed) Design Considerations:	
<p>Due to the undeveloped character of this interchange, numerous alterations/improvements are proposed within the ½ mile radius interchange area. Due to geometry restrictions and in accord with Access Management “Best Practice Standards” limited access points are proposed. Proposed roadways follow along section and parcel lines, and avoid flood plain and known areas of bio-diversity, especially in the South-West interchange quadrant.</p>	
Potential Public Infrastructure Funding Sources (Sewer, Water, Roadway Improvements, Etc.):	<p>Economic Development Administration, Public Works and Economic Development Program; Community Development Block Grant Program, Economic Development; Enterprise Florida, Rural Infrastructure Fund; Enterprise Florida, Rural Community Development Revolving Loan Program; United States Department of Agriculture, Rural Development Community Facilities Grant Program; United States Department of Agriculture, Rural Development Community Facilities Guaranteed Loan Program; United States Department of Agriculture, Rural Development Community Facilities Direct Loan Program; Florida Department of Transportation, Transportation Outreach Program; Florida Department of Transportation, County Incentive Grant Program; Florida Department of Transportation, Small County Outreach Program; Florida Department of Transportation, Advance/Reimbursement Program; Florida Department of Transportation, Advance Program; Florida Department of Transportation, State Infrastructure Bank; Florida Department of Transportation, Small County Road Assistance Program.</p>
Proposed Hardscape Theme:	Train Station (Wildwood Junction)
Potential Hardscape Theme Sponsors:	Walmart Corporation, The Villages of Marion and Sumter Counties, CSX Railroad

Interchange:	SR 44, Sumter County
Sources:	<p data-bbox="683 264 1398 338">Robbie Rogers (Development Director) Sumter County Garry Breeden (Public Works Director) Sumter County</p> <p data-bbox="683 380 1398 485">Florida Department of Transportation and Center for Urban Transportation Research, <u>Managing Interchange Area Access</u>, Tampa, Florida, May 23, 2001.</p> <p data-bbox="683 527 1373 632">Future land use acreage is derived from the Sumter County Property Appraiser received from the Sumter County Public Works, August 2002.</p> <p data-bbox="683 674 1386 747">Level of service information is from the <u>Villages of Sumter Application for Development Approval</u>, 1999.</p> <p data-bbox="683 789 1390 930">Projected level of service information is from the Florida Department of Transportation, District V <u>2001 LOS Spreadsheet for Urbanized, Transitioning, and Rural Areas</u>.</p>

II

MODEL AGREEMENT I-75 INTERCHANGE SPONSORSHIP PROGRAM

The City/County of **(blank)** (hereinafter referred to as the City/County) and **(blank)** corporation, assigns and successors in interest (hereinafter referred to as Corporation) enter into this agreement effective as of **(month, day)**, 2003, to implement the requirements of this Agreement, as follows:

1. The City's/County's Maintenance Agreement between the City/County and the Florida Department of Transportation (hereinafter referred to as Department) is hereby incorporated by reference. The Corporation shall comply with all provisions of the Agreement to the extent such provisions apply to the Corporation.
2. Subject to the receipt of matching funds from the City/County, the Corporation shall provide those funds necessary for the design and construction of the proposed "hardscape" improvement(s) at the following interchange area(s) **(blank)** and upon completion shall henceforth be jointly maintained by the City/County and Corporation in perpetuity.
3. The City/County in cooperation with the Department will construct and erect sign(s) identifying the name of the Corporate sponsor at the interchange, will provide approved safety equipment and training, and will supply litter bags and remove and dispose of the filled bags.
4. The City's/County's obligations under this Agreement are conditioned on the following, which much be established to the satisfaction of the City/County -
 - (a) Provide five (5) sets of engineered construction documents for the proposed "hardscape" improvement(s) that are pre-approved by the Department meeting all Department requirements;
 - (b) Provide a non-refundable one-time payment in the sum of **(blank)** by check or money order made payable to the City/County to cover the Corporation's costs associated with construction of the proposed "hardscape" improvement;
 - (c) Provide a special event waiver form signed by each person participating in "hardscape" maintenance. Each participant is required to attend a semi-annual safety briefing to be jointly held by the City/County and Corporation;

- (d) At a minimum, the Corporation shall coordinate at least four “hardscape” maintenance events per calendar year. All scheduled events shall be coordinated with the City/County and the Department. The Corporation shall at all times have identified six to ten participants on their maintenance working group and shall designate a member as the coordinator. After each event, the coordinator shall return to the City/County a log sheet indicating hours worked, number of participants, and bags of trashed removed; and
 - (e) All maintenance event participants shall carpool to the work site and keep vehicles off the right-of-way of state highway. All participants shall wear safety vests as provided by the Department, shall face oncoming traffic, and shall avoid overexertion. Participants shall stop work in inclement weather and shall not remove hazardous substances. Avoid contact with noxious weeds and areas where herbicides have been applied. Do not pick up items on bridges or on pavement, and do not bring children under 18 or non-authorized participants to the work site.
5. This Agreement is subject to the truth and accuracy of all the information, representations and materials submitted by the Corporation and any subsequent submissions in response to the City’s/County’s request or the request of the Department or authorized agency, including those submissions made after the effective date of this Agreement.
 6. The Corporation, notwithstanding any other provision hereof to the contrary, shall comply with, and the construction contemplated herein shall be effected, in accordance with all applicable local, state, and federal statutes, laws, rules, regulations or other requirements of the City/County, its agencies and instrumentalities, and the State of Florida, its agencies and instrumentalities.
 7. All documentation submitted to the Department by the Corporation or the City/County in any form shall be made a part of this Agreement by reference, and it is understood by all parties that the Department relies on this information as a basis for decision making.
 8. All agreements, contracts, or covenants between the City/County and the Corporation shall be executed and accepted by the City/County only if the City/County receives documentation of corporate action empowering and authorizing an individual to bind the Corporation to that agreement, contract, or covenant, and that the individual is the person executing the agreement, contract or covenant on behalf of the Corporation (see exhibit “A”).

9. The Corporation shall hold the City/County, its employees and agents harmless from any and all liability, claims, damages, attorney's fees paralegal fees, consultant fees, and litigation costs incurred by the City/County, as the result of any breach of the terms of this Agreement by the Corporation or as the result of any negligent or wrongful act by the Corporation, its agents or employees.
10. Venue for any disputes involving this Agreement shall be as provided by law for similar actions. Should either party institute an action to enforce the terms of this Agreement, the prevailing party, whether by order, judgment, stipulations, decree, settlement, voluntary action or otherwise, shall be entitled to recover reasonable costs and attorney's fees, including fees incurred for any appeal, together with fees for law clerks, paralegals and expert consultants.
11. It is specifically understood and agreed that time is of the essence of this Agreement.
12. For the purpose of this Agreement, any notices, records, reports, or papers required to be furnished by the Corporation to the City/County shall be delivered to the **(blank)** of the City/County at the following mailing address:

City/County
Address
City, FL, Zip Code

IN WITNESS WHEREOF, the parties hereto have caused this presents to be executed this **(blank)** day of **(blank month)**, 2003.

CITY/COUNTY

BY: _____
(CHIEF ELECTED OFFICIAL)

ATTEST: (BLANK, CLERK)

BLANK CORPORATION

BY: _____
(CHIEF EXECUTIVE OFFICER)

Witness to Corporation

Witness to Corporation

**SAMPLE RESOLUTION
AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE ALL
AGREEMENTS, CONTRACTS OR COVENANTS**

WHEREAS, the Florida Department of Transportation has executed an agreement with the City/County to construct and maintain a “hardscape” improvement at the following I-75 interchange area(s) **(blank)** and;

WHEREAS, the **(blank)** (hereinafter referred to as Corporation) has expressed interest in providing the required funds to construct and in-part maintain the “hardscape” improvement in perpetuity.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE CORPORATION THAT;

SECTION 1. That the use of funds to construct and maintain the “hardscape” improvement has been deemed a proper use of corporate funds.

SECTION 2. That **(blank)**, Chief Executive Officer be hereby authorized to execute and deliver the “Agreement” attached hereto and made a part hereof, including any other documents required to effectuate such purposes for the benefit of the Corporation.

I **(blank)**, Chairman of the Board of Directors of the City of the Corporation, do hereby certify that the foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of the Corporation at its regular meeting held on the **(blank)** day of **(blank month)**, 2003 as the same appears in records of this office.

IN TESTIMONY WHEREOF, I subscribe my name hereto officially under the corporate seal of the Corporation this **(blank)** day of **(blank month)**, 2003

CHAIRMAN, BOARD OF DIRECTORS

III

PROTOTYPICAL MARKETING PLAN

Goal: To create an integrated system of travel information and directional signage which encourages I-75 travelers to visit attractions accessible from interchanges along the I-75 corridor on their way to and from Florida's major vacation destinations (e.g., Orlando). The system will make information available via the Internet to those travelers who pre-plan vacations, as well as provide information to encourage usage by vacationers who do not pre-plan through the use of radio, information kiosks, and tourist attraction signage.

Investigate Local Interest in Interstate Highway Interchange Hardscape and Landscaping

Contact local governments, chambers of commerce, tourist development councils, and other organizations to discern their interest in promoting the construction of hardscape at interchanges along I-75 to promote a distinctive theme for each interchange which showcases nearby natural, cultural, historical, and other tourist-oriented attractions/resources.

Expand the use of Official Florida Department of Transportation Blue Logo Signs, Tourist Information Signs, Local Interest Directional Signs, as well as Tourist Oriented Directional Signs

Increase the use of interstate highway blue logo signs, interstate highway tourist information signs, as well as off-interstate local information signs and tourist oriented directional signs to inform tourists of area attractions.

Blue Logo Signs

Work with Florida Department of Transportation and Federal Highway Administration officials to allow the placement of blue interstate highway tourist information signs at exits where local tourist information kiosks are located. Work with Florida Department of Transportation and local officials to allow the placement of similar signs located off the interstate to direct tourists to the local tourist information kiosks.

Tourist Information Signs

Work with Florida Department of Transportation and Federal Highway Administration officials to allow the placement of additional tourist information signs at I-75 interchanges to inform the public of significant nearby tourist attractions such as national historic districts, state parks and preserves, etc. Identify existing information signs which are not tourist-oriented for possible replacement with tourist-oriented signs.

Local Information Signs and Tourist Oriented Directional Signs

Work with Florida Department of Transportation and local officials to allow the placement of local information and tourist oriented directional signs on selected roads near Interstate highway interchanges directing tourists to locations such as local natural areas, museums, antique shops, historic districts, springs, campgrounds, etc.

Investigate Local Tourism Group interest in providing information on the I-75 Corridor at the I-75 Florida Welcome Center

Locate a regional information kiosk at the I-75 Florida Welcome Center explaining the I-75 tourist information system, the various services at each interchange within the corridor, as well as attractions and events near each interchange.

Investigate Local Interest in establishing Interstate Interchange Tourism Information Kiosks

Contact local governments and local tourism promotion organizations regarding local tourism information kiosks. Develop a standardized visitor information sign which can be used at all local tourism information kiosks. Develop and install tourism brochure kiosks, which may be manned or unmanned, at each off-ramp highlighting local tourist activities, events, and services. Develop a local tourism information telephone number for additional information, using local chambers of commerce or similar organizations.

Provide Information to Local Governments and Local Tourism Promotion Organizations regarding Florida Travelers Information Radio Network

Utilize radio coverage of I-75 interchange tourism services and attractions through the Florida Tourism Information Radio Network (TIRN). TIRN provides a talk travel radio format designed to provide both visitors and residents with timely traffic and weather information interspersed with commercial and feature presentations of all the fun places to visit, stay, and enjoy both statewide and in the local area.

Investigate Local Interest in the Development of a Website for the I-75 Corridor as well as Websites Specific to each Interstate Highway Interchange

How important is the Internet to tourist vacation planning? Travel Montana, the state's official tourism agency, noted that 80 percent of their tourist-related inquiries in 2001 were made to their website, www.visitmt.com, as opposed to mail and telephone inquiries.²

²Report on the Montana Tourism Industry, Travel Montana, Montana Department of Commerce, Bozeman MT, January, 2002.

Develop a master website for the segment of I-75 located within the region as well as websites specific to each interchange which feature information and links to attractions, dining, lodging at the interchange as well as nearby activities and attractions. Develop links to related websites.

IV

HISTORY OF PROJECT AND APPLICABILITY TO OTHER AREAS

HISTORY OF PROGRAM

During 2001 and 2002, in fulfillment of its EDA project No. 04-49-04885, the two regional planning councils worked with local government officials in all 14 affected local governments to design specific interchange development plans within a ½ mile radius of 21 interchanges as delineated in this report. The report serves as an important reference and guide to help local governments properly develop their interchange areas. As part of the design process, the councils identified needed public facilities at the interchanges as well as potential funding sources for the needed capital improvements. Work activity conducted in fulfillment of EDA project No. 04-49-04885 is outlined as follows:

PROJECT ACTIVITY, JUNE 8, - SEPTEMBER 30, 2001

NCFRPC

Developed infrastructure inventory form, obtained electronic versions of aerial photos of interchanges, printed out hard copies for field work.

Completed an inventory of infrastructure available at the three interchanges located in Hamilton County; discussed with local officials infrastructure needs, obstacles to economic development, and future plans for providing water/sewer, and other infrastructure needs to the interchanges.

Obtained property maps and discussed with local officials the locations of local (access) road improvements to provide depth to future development of the Hamilton County interchanges.

Began preparation of draft conceptual plans for improving access to the Hamilton County interchange areas.

Held initial meeting with local officials re potential heritage tourism themes and sponsors for hardscape improvements/annual maintenance at the three Hamilton County interchanges.

Obtained copies of existing agreements, one type between sponsors and local governments, the other type between local governments and the Florida Department of Transportation, to serve as basis for development of model agreements which can be recommended for use by the various parties (Florida Department of Transportation, local governments, and sponsors).

PROJECT ACTIVITY, OCTOBER 1, 2001 THROUGH DECEMBER 31, 2001

NCFRPC

Completed inventory of infrastructure available at the three interchanges located in Columbia County; discussed with local officials infrastructure needs, obstacles to economic development, and future plans for providing water/sewer, and other infrastructure needs to the interchanges. Obtained property maps for one interchange located in Suwannee County. Conducted existing land use surveys on all four interchanges. Property map collection and land use surveys completed on seven of 14 interchanges located in the north central Florida region (Columbia, Hamilton and Suwannee Counties).

Met with local officials and discussed the locations of local (access) road improvements to provide depth to future development of the Columbia County interchanges.

Began preparing draft conceptual plans for improving access to the Columbia County interchange areas; plans also address possible funding sources for implementation.

Held initial meeting with local officials re potential “heritage tourism themes” and sponsors for hardscape improvements/annual maintenance at the three Columbia County interchanges.

WRPC

Began obtaining electronic parcel data for all seven interchange areas including parcel ownership, wildlife habitat, flood plain, right of way, and soils information.

Began preparing draft conceptual plans for improving access to the interchange areas; plans will also address possible funding sources for implementation.

Began arranging meetings with local government officials and staff to collect additional interchange inventory information.

Developed preliminary list of businesses adjacent to or in proximity to interchanges as potential improvement sponsors.

PROJECT ACTIVITY, JANUARY 1, 2002 THROUGH MARCH 31, 2002

NCFRPC

Completed inventory of infrastructure available at the seven interchanges located in Alachua County; discussed with local officials infrastructure needs, obstacles to economic development, and future plans for providing water/sewer, and other infrastructure needs to the interchanges. Obtained property maps for all interchanges located in Alachua County.

Conducted existing land use surveys on the seven interchanges. Draft conceptual plans for improving access to the interchange areas in Columbia, Hamilton and Suwannee Counties completed. Scheduled meetings with local officials to review draft plans, and to determine which interchanges are likely candidates for completion of Objective 2 of this project.

Arranged follow-up meetings with local officials of Columbia, Hamilton and Suwannee Counties concerning "heritage tourism themes" and sponsors for hardscape improvements/annual maintenance at the interchanges.

WRPC

Completed obtaining electronic parcel data for all seven interchange areas including parcel ownership, wildlife habitat, flood plain, right of way, and soils information.

Continued preparing draft conceptual plans for improving access to the interchange areas; plans will also address possible funding sources for implementation.

Continued to meet with local government officials and staff to collect additional interchange inventory information.

Developed preliminary list of businesses adjacent to or in proximity to interchanges as potential improvement sponsors.

PROJECT ACTIVITY, APRIL 1 THROUGH JUNE 30, 2002

NCFRPC

Draft conceptual plans for improving access to the interchange areas in Alachua, Columbia, Hamilton and Suwannee Counties completed. Continued meeting with local officials to review draft plans and to determine which interchanges are likely candidates for hardscape and landscape enhancements.

Met with Columbia County officials and potential sponsors regarding their interest in pursuing sponsorship of hardscape features to promote local tourism attractions at one or more of the interchanges located within the county. Council staff also met with Suwannee County officials regarding their interest in the one interchange located within that county. Staff will also meet with local officials of Alachua and Hamilton Counties regarding heritage tourism themes and potential sponsors for hardscape improvements/annual maintenance at the interchanges.

WRPC

Continued the preparation of draft conceptual plans for improving access to all seven interchanges located in the region.

Met with City of Ocala, Marion County and Sumter County officials to discuss interchange infrastructure needs, obstacles to economic development, and future plans for providing water/sewer and other infrastructure needs to the interchanges. Final inventory information to be provided by August.

Met with City of Ocala, Marion County, and Sumter County officials to discuss interchange sponsorship opportunities.

PROJECT ACTIVITY, JULY 1 THROUGH SEPTEMBER 30, 2002

NCFRPC

Draft conceptual plans for improving access to the interchange areas in Alachua, Columbia, Hamilton and Suwannee Counties completed. Continued meetings with local officials to review draft plans and to determine which interchanges are likely candidates for hardscape and landscape enhancements.

WRPC

Continued the preparation of draft conceptual plans for improving access to all seven interchanges located in the region.

Completed inventory information for each interchange in Marion County. Withlacoochee Regional Planning Council staff are waiting for same information in digital format from City of Ocala, Marion County, and Sumter County to finalize conceptual plans.

PROJECT ACTIVITY, OCTOBER 1 THROUGH DECEMBER 31, 2002

WRPC

Final inventory information for each interchange received and conceptual plans for improving interchange access completed for City of Ocala, Marion County, and Sumter County. Completed meetings with local officials to discuss plans and review methodologies. Copies of final report will be provided to affected local governments once final plan is completed.

Completed a standardized local government interchange maintenance agreement, whereby a local government agrees to provide an enhanced level of landscape maintenance over and above the minimum maintenance level provided by the Florida Department of Transportation in exchange for hardscape and landscape enhancements.

NCFRPC

Met with representatives of Alachua County local governments to review draft interchange development plans. Completed final conceptual interchange development plans for interchanges in Hamilton, Suwannee, Columbia, and Alachua Counties.

Completed prototypical marketing plan for the I-75 interchanges.

Prepared the final report for submittal to the Economic Development Administration.

WRPC

Completed inventory information for each interchange in Sumter County.

Completed the preparation of conceptual plans for improving access to all seven interchanges located in the region.

Completed a standardized local government interchange maintenance agreement, whereby a local government agrees to provide an enhanced level of landscape maintenance over and above the minimum maintenance level provided by the Florida Department of Transportation in exchange for hardscape and landscape enhancements.

Both regional planning councils are continuing to promote the development of the interchanges, including the construction and maintenance of hardscape and landscape improvements to enhance the visual attractiveness of the interchange areas, with local tourist development organizations.

APPLICABILITY TO OTHER AREAS

The approach taken to is applicable to similar situations where a high-volume interstate highway serves a tourist-oriented single-destination such as I-5 between southern California and Las Vegas, I-40 through Nashville, and I-44 near Branson. The results presented in the report appears applicable to any multi-jurisdictional area where an high-volume highway is located.

North Central Florida Regional Planning Council

Regional and Local Government Programs Staff

Charles F. Justice, Executive Director

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Deborah L. LeVan, Planning Administrative Assistant

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Withlacoochee Regional Planning Council

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*** Primary Responsibility**

