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**Task Work Order 2 and 10**  
**I-75 (SR 93) Median Crossover Plan**

**Final Technical Memorandum**

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**Prepared for:**



**FLORIDA DEPARTMENT OF TRANSPORTATION**  
**DISTRICT 1**

**Prepared by:**



**PB FARRADYNE**  
**A PARSONS BRINCKERHOFF COMPANY**

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## 1.0 INTRODUCTION

Interstate 75 (State Road 93) is a limited access freeway serving the southwest Florida counties of Collier, Lee, Charlotte, Sarasota and Manatee in the Florida Department of Transportation (FDOT) District One. Along this freeway are crossovers that allow emergency response, law enforcement and maintenance vehicles to reverse direction. The ability of emergency response vehicles to reverse direction through crossovers instead of a distant interchange often reduces critical response time to incidents. This allows the injured to be attended to and the incident to be quickly cleared. Also traffic queues are reduced or eliminated; frequently reducing the potential for secondary crashes. Thus, in both cases, lives can often be saved.

Today, while there are median crossovers along Interstate 75 in District One, often either their location does not provide adequate response time for emergency vehicles needing to reverse direction or their design does not allow use by some types of response vehicles. This situation has become clear given numerous comments by emergency response agencies who are now meeting regularly as part of the District One sponsored Traffic Incident Management (TIM) meetings.

District One's TIM team, composed of various emergency response agencies including FDOT, has focused on current median crossovers condition, location and their accessibility when responding to major incidents on I-75. The inadequate location of crossovers and substandard conditions no longer meet the needs of incident responders to respond safely and effectively. Feedback based on their experiences as responders, demonstrated the need to implement additional, strategically placed standard crossovers to reduce incident response time. Ultimately the Plan is to be submitted to the Federal Highway Administration for review and concurrence and become the I-75 Median Crossover Master Plan for use in future Department roadway improvement projects.

### 1.1 PURPOSE

Given the comments to add and improve median crossovers along I-75 by emergency response agencies, District One authorized the preparation of a Median Crossover Plan. This Plan was to be based on an inventory of existing crossovers, the identification of stakeholders and their crossover needs, guidelines, an analysis and recommendations resulting in a proposed Median Crossover Plan for the I-75 Corridor.

On one hand the Plan has to be sensitive to the needs of the emergency responders and, on the other, the Plan has to recognize that the function of I-75 is to move high volumes of traffic at high speeds in an environment where traffic movement is carefully controlled. The Master Plan will be a benefit to FDOT District One, FHWA and response agencies to document the individual median crossover improvements needed. The plan also provides the individual improvements into the many roadway improvement projects that are planned or currently under design.

The following sections are used to develop the Median Crossover Plan

- Section 2.0 Inventory of Existing Median Crossovers
- Section 3.0 Stakeholder Agencies

- Section 4.0 Standards and Guidelines
- Section 5.0 Analysis and Recommendations
- Section 6.0 Typical Layout

## **2.0 INVENTORY OF EXISTING MEDIAN CROSSOVERS**

### **2.1 I-75 PROJECT CORRIDOR**

The I-75 Median Crossover Master Plan includes the corridor starting at the Broward-Collier County Line, continuing westerly into Collier County, then northerly through Lee, Charlotte, Sarasota and Manatee Counties to the Manatee-Hillsborough County Line. In general, I-75 in the District 1 region is a four-lane divided interstate roadway facility separated by a median of varying width. Primarily a four-lane facility in the counties of Collier, Lee and Charlotte, the interstate was recently widened to a six-lane facility from Exit 164 to Exit 167 over the Peace River in Punta Gorda. In Sarasota County, the interstate widens from a four-lane to a six-lane roadway north of Exit 200 State Road 681 and continues as a six-lane divided freeway through Manatee County.

The total length of the I-75 corridor in District 1 is approximately 183 miles, and includes 33 freeway interchanges. Table 1 shows the length of I-75 and the number of interchanges in each county. In Collier County, in addition to the 4 interchanges, a rest area located approximately 10 miles west of the Broward-Collier County Line also provides full-interchange access. The distance between interchanges varies significantly in the District 1 region. The average distance between interchanges calculated for the entire project corridor is 5.6 miles; however, the spacing between interchanges ranges from a low of 0.8 miles between Exits 228 and 299 in northern Manatee County to a high of 30.4 miles in the rural area along Alligator Alley between Exit 49 in Broward and Exit 80 in Collier County.

Also in Table 1, for each county listed, the county lines to the south and to the north are identified by two reference measurements: mile marker and mile point. The mile marker indicates the distance (in miles) along the roadway measured from the start of the corridor, which is Mile 0, or mile marker 0.0. While Interstate 75 begins in Miami-Dade County, mile marker references are continuously visible along the entire corridor by the exit numbers for interchanges, the green mile post signs and the call boxes installed approximately a mile apart along the freeway. All of these are identified and labeled with mile marker references and provide to the traveling public an approximate location along the roadway.

### **2.2 TYPES OF MEDIAN CROSSOVER LOCATIONS**

The inventory was developed from information received from FDOT District 1 Safety-Access Management which provided an initial listing of existing median crossovers in each county by approximate mile marker location and by type of crossover. Table 1 lists, the total number of median crossovers inventoried, and also the number of different types of crossovers located within each county. During a field survey, coordinates of the existing median crossovers were recorded with a handheld GPS (Global Positioning System) unit to provide a more accurate

location. The mapped GPS coordinates for the existing median crossovers, shown in Figure 1, were used in conjunction with field data and the straight line diagrams for each county to provide the mile point location for each existing median crossover as a more accurate reference point for preparation of inventory maps and analysis. A total of 49 median crossover locations were field surveyed for the inventory.

Median crossovers are categorized by FDOT into four types. They range from paved median crossovers marked with signs to less distinct grass-dirt median openings within the median area. The four categories are identified as:

- FDOT Type 1: Standard Sign and Paved Median Crossover
- FDOT Type 2: Non-Standard Paved Median Crossover
- FDOT Type 3: Shell-Rock Median Crossover
- FDOT Type 4: Grass-Dirt Median Crossover

FDOT Type 1: Standard Sign and Paved category includes wider-width, paved median crossovers clearly signed for “Official Use Only” for authorized vehicles, as shown in Figure 2. These standard crossovers are generally located on level terrain on tangent sections of the interstate providing adequate line-of-sight for all authorized vehicles to safely reverse direction.

FDOT Type 2: Non-Standard category includes narrower, paved median crossovers; many are located underneath freeway overpasses, as shown in Figure 3. FDOT Type 2 crossovers are generally characterized by narrow widths, varying pavement conditions, steep slopes and limited line-of-sight. Although paved, authorized users with heavy equipment, such as fire-rescue responders, are unable to use some of these crossovers due to geometric and sight restrictions.

FDOT Type 3: Shell-Rock and FDOT Type 4: Grass-Dirt categories both include non-paved crossovers which provide less distinct access point openings in the freeway median, as shown in Figures 4 and 5, respectively. Even though the crossovers are unpaved, authorized personnel, including law enforcement, maintenance and emergency responders use these openings for daily operations. However, these crossovers provide limited use because surface conditions at these openings are variable and easily impacted by weather and may not be accessible at the time of the crossing. Unknown surface conditions at a crossover is a concern for authorized vehicles carrying heavy equipment; thereby restricting their use of these types of crossovers to periods of good weather.

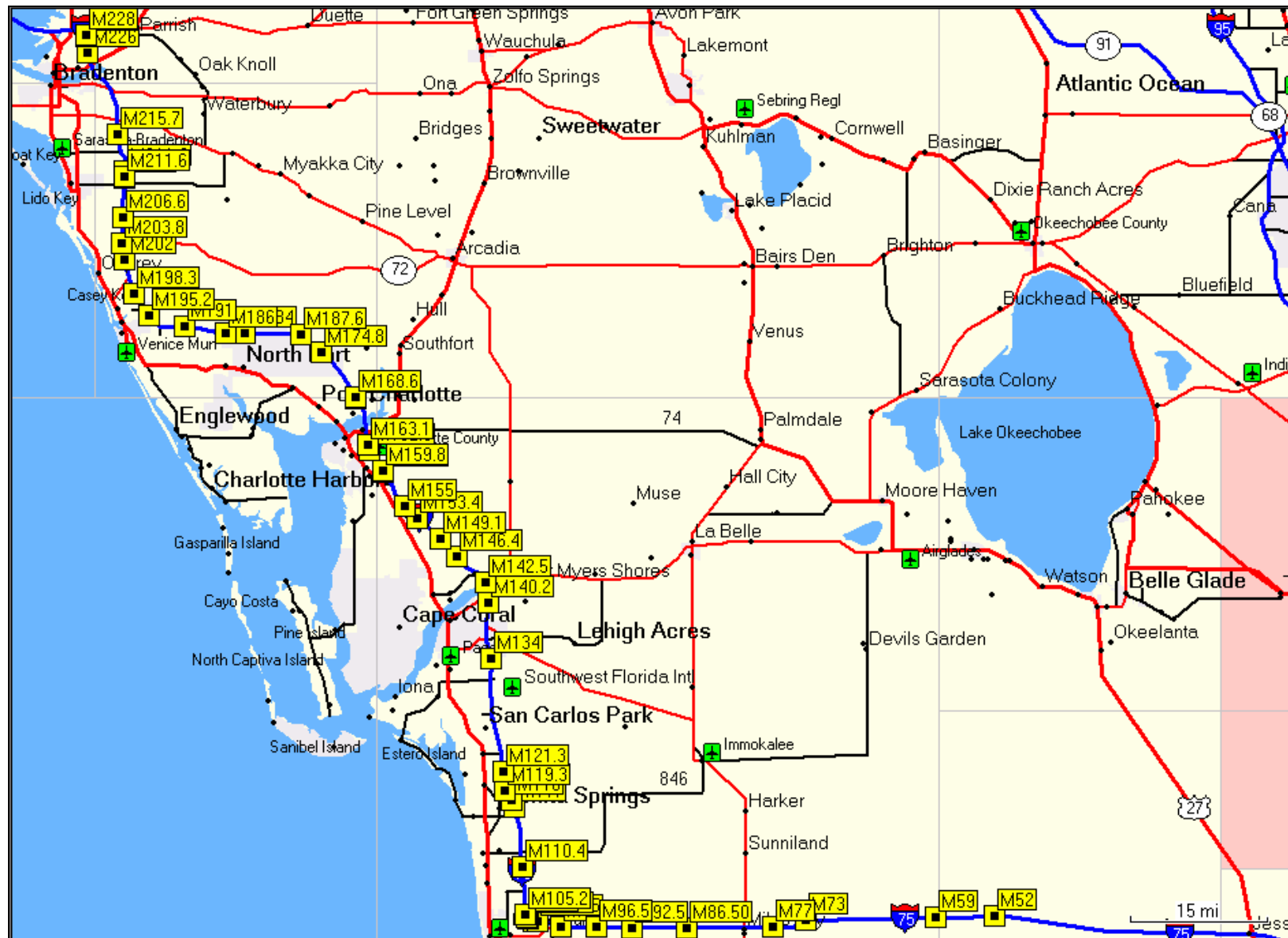
Evaluation of the effectiveness of existing median crossovers to support the needs of the authorized users is based on an understanding of the following:

- Location of median crossover in relation to adjacent interchanges,
- FDOT Type of median crossover,
- Jurisdictions of the authorized users

Inventory maps and tables were generated for each county from field survey data to identify the freeway interchanges, travel distance between interchanges, median crossover locations and types, and distances between these access points.

**Table 1. Summary of Existing I-75 Corridor and Median Crossovers in District 1**

<b>COUNTY</b>	<b>I-75 CORRIDOR (Miles)</b>	<b>No. of EXITS</b>	<b>COUNTY LINE (to the south)</b>	<b>COUNTY LINE (to the north)</b>	<b>MEDIAN CROSSOVERS TOTAL</b>	<b>TYPE OF CROSSOVERS</b>			
			<b>Mile Marker</b>	<b>Mile Marker</b>		<b>FDOT TYPE 1: Std. Sign and Paved</b>	<b>FDOT TYPE 2: Non-Std. Paved</b>	<b>FDOT TYPE 3: Shell- Rock</b>	<b>FDOT TYPE 4: Grass- Dirt</b>
Collier	63.5	4	50.9	114.4	14	6	1	2	5
Lee	34.1	9	114.4	148.5	9	2	4	3	
Charlotte	22.0	5	148.5	170.5	8		1	1	6
Sarasota	42.6	9	170.5	213.1	13	2	5	1	5
Manatee	20.6	6	213.1	233.7	5		1		4
DISTRICT 1	182.8	33			49	10	12	7	20



**Figure 1. GPS Based Locations of Existing Median Crossovers**



**Figure 2. FDOT Type 1: Standard Sign and Paved Median Crossover**



**Figure 3. FDOT Type 2: Non-Standard Paved Median Crossover**





**Figure 4. FDOT Type 3: Shell-Rock Median Crossover**



**Figure 5. FDOT Type 4: Grass-Dirt Median Crossover**



## 2.3 COUNTY INVENTORY MAPS AND TABLES

For each county, scaled (1:135,000) inventory maps and tables were developed to document the interchanges and existing median crossover locations along. The inventory maps are referenced as Figures 6 through 13, and included in Appendix A.

In addition to interchange spacing, the table also identifies the median crossover locations and types; and for each crossover, the approximate distance to the adjacent interchange located to the south and to the north. The distance between interchanges and the distance from an existing median crossover to the nearest interchange connecting to the local roadway network are key factors affecting the response time of emergency vehicles to incidents along I-75. The following sections describe the I-75 corridor within each county and the associated inventory maps and tables.

### 2.3.1 Collier County (mile marker 50.9 – 114.4)

The I-75 corridor in Collier County begins at the Broward-Collier County Line at mile marker 50.9 extending westerly across the Everglades, then northerly to the Collier-Lee County Line at mile marker 114.4. The section of I-75 between the toll plaza located west of Exit 23, US 27 in Broward County, and the toll plaza in Collier County at mile marker 100.5 is referred to as Alligator Alley. Along the 63.5 miles of I-75 in Collier County, there are four (4) interchanges and a Rest Area at mile marker 63.1 providing full interchange access and fourteen (14) median crossover locations. Figures 6 and 7 show the east and west sections of Collier County, respectively.

Figure 6 shows the Rest Area at mile marker 63.1 and four (4) median crossovers located in the east section of Collier County, from the Broward County Line to just west of Exit 80, State Road (SR) 29. Figure 7 shows all four (4) interchanges in the county and the other ten (10) median crossovers located in the west section of Collier, east of Exit 80 to the Lee County Line.

The average spacing of the interchanges in Collier County, including the interchanges in the neighboring counties closest to the County line, is 13.2 miles. The maximum spacing of interchanges is 30.4 miles between Exit 49, Government Road/Snake Road in Broward County and Exit 80, State Road (SR) 29. The minimum distance between interchanges is 4.1 miles between Exit 111 CR 846 Immokalee Rd. and Exit 116 Bonita Beach Rd. in Lee County.

Table 2 lists the 14 median crossover locations in Collier by mile marker from south to north. The median crossovers are grouped in the table based on their location between interchanges; for example, the three median crossovers located at mile markers 86.5, 92.5, and 96.5 are grouped together because the crossovers are all located along the 21.2 miles between Exit 80, SR 29 and Exit 101, CR 951, shown on the left side of Table 2. Six (6) of the crossovers are signed and constructed of asphalt, one (1) crossover is non-standard paved, and the other seven (7) are constructed of grass or shell/rock. The Rest Area at mile marker 63.1, which allows for the reversal of travel direction, is listed.

The table identifies for each median crossover, the distance in miles between the nearest interchanges to the south and north, respectively. The maximum distance between an interchange and median crossover is 28.0 miles between the grass-dirt median crossover at mile marker 52 and Exit 49 Government Rd./Snake Rd. in Broward County. The minimum

distance between an interchange and median crossover is 0.3 miles between the shell/rock median crossover at mile marker 52 and Exit 49 Government Rd./Snake Rd. in Broward County.

**Table 2. Collier County Interchanges and Median Crossovers**

County	Exit #	Interchange Arterials	Mile Marker Location	Type of Median Crossover	Distance to Exit located South of Crossover (Miles)	Distance to Exit located North of Crossover (Miles)
Broward	49	Government Rd. / Snake Rd. Broward / Collier County Line MM 50.9				
Collier	30.4 Miles between Exit 49 & Exit 80 Rest Area located at mile marker 63.1		52.0	4 – Grass-Dirt	2.5	28.0
			59.0	1 - Standard	9.5	21.0
			73.0	1 - Standard	23.5	7.0
			77.0	1 - Standard	27.5	3.0
	80	SR 29				
	21.2 Miles between Exit 80 & Exit 101		86.5	1 - Standard	6.5	14.7
			92.5	1 - Standard	12.5	8.7
			96.5	1 - Standard	16.5	4.7
			100.5	3 – Shell- Rock	0.3	5.5
	101	CR 951 Collier Blvd.				
	5.8 Miles between Exit 101 & Exit 107		103.5	4 – Grass- Dirt	2.3	3.5
			103.7	2 - Non-Standard	2.5	3.3
			104.5	4 – Grass- Dirt	3.3	2.5
			105.0	4 – Grass-Dirt	3.8	2.0
			105.2	3 - Shell/ Rock	4.0	1.8
	107	CR 896 Pine Ridge Rd.				
	4.3 Miles between Exit 107 & Exit 111		110.4	4 – Grass- Dirt	3.4	0.9
	111	CR 846 Immokalee Rd.				
	4.1 Miles between Exit 111 & Exit 116		No Median Crossovers Between Exits			
Lee	116	Collier / Lee County Line MM 114.4 Bonita Beach Rd.				

### **2.3.2 Lee County (mile marker 114.4 – 148.5)**

Table 3 lists the I-75 freeway interchanges in Lee County. The table includes the nearest interchange in the adjacent counties of Collier and Charlotte and the distance in miles between adjacent interchanges. The average spacing of the interchanges in Lee County, including the interchanges in the neighboring counties, is 4.6 miles. The maximum interchange spacing is 7.4 miles between Exit 116 Bonita Beach Rd. and Exit 123 Corkscrew Rd. The minimum distance between interchanges is 1.5 miles between Exit 138 SR 82 Dr. Martin Luther King Jr. Blvd. and Exit 139 Lockett Rd. Figure 8 shows the existing median crossover and interchange spacing for the Lee County section.

Table 3 lists the nine (9) median crossover locations in Lee in order by mile marker. The median crossovers are grouped in the table based on their location between interchanges; for example, the four median crossovers located at mile markers 117, 118, 119.3, and 121.3 are grouped together because the crossovers are all located along the 7.4 miles between Exit 116 Bonita Beach Rd and Exit 123 Corkscrew Rd. Six (6) of the median crossovers are permanent paved openings, while the other three crossovers are grass-dirt openings.

The maximum distance between an interchange and median crossover is 10.6 miles between the non-standard median crossover at mile marker 146.4 and Exit 158 Tuckers Rd. in Charlotte County. The minimum distance between an interchange and median crossover is 0.2 miles between Exit 141 SR 80 Palm Beach Blvd. and the grass-dirt median crossover at mile marker 104.4 to the north and Exit 143 SR 78 Bayshore Rd. and the signed and paved median crossover at mile marker 142.5.

**Table 3. Lee County Interchanges and Median Crossovers**

FREEWAY INTERCHANGES (listed from South to North)			MEDIAN CROSSOVER LOCATIONS (listed from South to North)			
County	Exit #	Interchange Arterials	Mile Marker	Type of Median Crossover	Distance to Exit located South of Crossover (Miles)	Distance to Exit located North of Crossover (Miles)
Collier	111	CR 846 Immokalee Rd. Collier / Lee County Line MM 114.4				
Lee		4.1 Miles between Exit 111 & Exit 116			No Median Crossovers Between Exits	
	116	Bonita Beach Rd.				
		7.4 Miles between Exit 116 & Exit 123	117.0	4 - Grass/ Dirt	1.6	5.7
			118.0	2 - Non-Standard	2.6	4.7
			119.3	2 - Non-Standard	3.9	3.4
			121.3	2 - Non-Standard	5.9	1.4
	123	Corkscrew Rd.				
		4.3 Miles between Exit 123 & Exit 128			No Median Crossovers Between Exits	
	128	Alico Rd.				
		3.8 Miles between Exit 128 & Exit 131			No Median Crossovers Between Exits	
	131	Daniels Pkwy.				
		4.6 Miles between Exit 131 & Exit 136	134.0	4 - Grass/ Dirt	3.2	1.4
	136	SR 884 Colonial Blvd.				
		1.6 Miles between Exit 136 & Exit 138			No Median Crossovers Between Exits	
	138	SR 82 Dr. ML King Jr Blvd.				
		1.5 Miles between Exit 138 & Exit 139			No Median Crossovers Between Exits	
	139	Luckett Rd.				
		1.9 Miles between Exit 139 & Exit 141	140.2	4 - Grass- Dirt	1.7	0.2
	141	SR 80 Palm Beach Blvd.				
		2.4 Miles between Exit 139 & Exit 141	142.5	1 - Standard	2.1	0.2
	143	SR 78 Bayshore Rd.				
		14.3 Miles between Exit 143 & Exit 158	146.4	2 - Non-Standard	3.7	10.6
			149.1	1 - Standard	6.4	7.9
Charlotte	158	Lee / Charlotte County Line MM 148.5 Tuckers Grade				

### **2.3.3 Charlotte County (mile marker 148.5 – 170.5)**

I-75 in Charlotte County begins at mile marker 148.5 extending to the Charlotte-Sarasota County Line at mile marker 170.5. Along the 22.0 miles of I-75 in Charlotte County, there are five (5) interchanges and eight (8) median crossover locations as shown in Figure 9.

Table 4 lists the I-75 freeway interchanges in Charlotte County from south to north. The table includes the nearest interchange in the adjacent counties of Lee and Sarasota and the distance in miles between adjacent interchanges. The average spacing of the interchanges in Charlotte County including the interchanges in the neighboring counties is 6.0 miles. The maximum spacing of interchanges is 14.9 miles between Exit 143 SR 78 Bayshore Rd. in Lee County and Exit 158 Tuckers Grade. The minimum distance between interchanges is 2.8 miles between Exit 164 US 17 Duncan Rd. and Exit 167 CR 776 Harbor View Rd.

Table 4 also lists the eight (8) median crossover locations in Charlotte by mile marker from. Six (6) of the crossovers locations are grass/dirt openings in the median, while the other two (2) crossovers are shell/rock and non-standard paved. The maximum distance between an interchange and median crossover is 12.3 miles between the shell/rock median crossover at mile marker 155 and Exit 143 SR 78 Bayshore Rd. in Lee County. The minimum distance between an interchange and median crossover is 0.5 miles between Exit 161 CR 768 North Jones Loop Rd. and the grass-dirt median crossover location at mile marker 159.8.

**Table 4. Charlotte County Interchanges and Median Crossovers**

FREEWAY INTERCHANGES (listed from South to North)			MEDIAN CROSSOVER LOCATIONS (listed from South to North)			
County	Exit #	Interchange Arterials	Mile Marker	Type of Median Crossover	Distance to Exit located South of Crossover (Miles)	Distance to Exit located North of Crossover (Miles)
Lee	143	SR 78 Bayshore Rd. Lee / Charlotte County Line MM 148.5				
Charlotte	14.3 Miles between Exit 143 & Exit 158		153.4	4 - Grass/ Dirt	10.7	3.6
			155	3 - Shell/Rock	12.3	2.0
	158	Tuckers Grade				
	3.3 Miles between Exit 158 & Exit 161		159.5	2 - Non-Standard	2.5	0.8
			159.8	4 - Grass/ Dirt	2.8	0.5
	161	CR 768 North Jones Loop Rd.				
	3.3 Miles between Exit 161 & Exit 164		162.5	4 - Grass/ Dirt	2.2	1.1
			163.1	4 - Grass/ Dirt	2.8	0.5
	164	US 17 Duncan Rd.				
	2.8 Miles between Exit 164 & Exit 167		No Median Crossovers Between Exits			
	167	CR 776 Harbor View Rd.				
	3.2 Miles between Exit 167 & Exit 170		168.4	4 - Grass/ Dirt	2.0	1.2
			168.6	4 - Grass/ Dirt	2.2	1.0
	170	CR 769 Kings Hwy.				
	8.9 Miles between Exit 170 & Exit 179		No Median Crossovers Between Exit 170 & Charlotte / Sarasota County Line			
Sarasota	179	Charlotte / Sarasota County Line MM 170.5 Toledo Blade Blvd.				

### **2.3.4 Sarasota County (mile marker 170.5 – 213.1)**

I-75 corridor in Sarasota County begins at the Charlotte-Sarasota County Line at mile marker 170.5 extending east-west and north-south to the Sarasota-Manatee County Line at mile marker 213.1. Along the 42.6 miles of I-75 in Sarasota County, there are nine (9) interchanges and twelve (12) median crossover locations. Figures 10 and 11 show the east and west sections of Sarasota County, respectively. Figure 10 shows the three (3) interchange and four (4) median crossovers located in the east section of Sarasota County, from the Charlotte Line to just west of Exit 191, CR 777 River Rd. Figure 11, overlapping a portion of Figure 10, shows the other six (6) interchanges in the county and eight (8) of the total twelve (12) median crossovers located in the west section of Sarasota, east of Exit 193 to the Manatee Line.

Table 5 lists the I-75 freeway interchanges in Sarasota County. The table also includes the nearest interchange in the adjacent counties of Charlotte and Manatee. The table also lists the distance in miles between adjacent interchanges. The average spacing of the interchanges in Sarasota County, including the interchanges in the neighboring counties, is 4.4 miles. The maximum spacing of interchanges is 9.1 miles between Exit 182 Sumter Blvd. and Exit 191 CR 777 River Rd. The minimum distance between interchanges is 2.3 miles between Exit 191 CR 777 River Rd. and Exit 193 Jacaranda Blvd.

Table 5 lists the twelve (12) median crossover locations in Sarasota in order by mile marker in the northbound direction from south to north. The median crossovers are grouped in the table based on their location between interchanges; for example, the median crossovers located at mile markers 184, 186, and 187.6 are grouped together because the crossovers are all located along the 9.1 miles between Exit 182 Sumter Blvd. and Exit 191 CR 777, River Rd. Six (6) of the 12 median crossovers are constructed of shell/rock or grass-dirt openings in the median, while the six (6) are more permanent paved openings.

The maximum distance between an interchange and median crossover is 6.1 miles between the grass-dirt median crossover at mile marker 187.6 and Exit 182 Sumter Blvd. The minimum distance between an interchange and median crossover is less than one-tenth (0.1) miles between Exit 195 Laurel Rd. and the grass-dirt median crossover at mile marker 195.2.



**Table 5. Sarasota County Interchanges and Median Crossovers**

FREEWAY INTERCHANGES (listed from South to North)			MEDIAN CROSSOVER LOCATIONS (listed from South to North)			
County	Exit #	Interchange Arterials	Mile Marker	Type of Median Crossover	Distance to Exit located South of Crossover (Miles)	Distance to Exit located North of Crossover (Miles)
Charlotte	170	CR 769 Kings Hwy. Charlotte/ Sarasota County Line MM 170.5				
Sarasota		8.9 Miles between Exit 170 & Exit 179	174.8	1 - Standard	5.2	3.7
	179	Toledo Blade Blvd.				
		2.9 Miles between Exit 179 & Exit 182		No Median Crossovers Between Exits		
	182	Sumter Blvd.				
		9.1 Miles between Exit 182 & Exit 191	184	2 - Non-Standard	2.5	6.6
			186	1 - Standard	4.5	4.6
			187.6	4 - Grass/ Dirt	6.1	3.0
	191	CR 777 River Rd.				
		2.3 Miles between Exit 191 & Exit 193	191	2 - Non-Standard	0.4	1.8
	193	Jacaranda Blvd.				
		2.4 Miles between Exit 193 & Exit 195		No Median Crossovers Between Exits		
	195	Laurel Rd.				
		4.4 Miles between Exit 195 & Exit 200	195.2	4 - Grass/ Dirt	0.0	4.4
			198.3	4 - Grass/ Dirt	3.1	1.3
			199.3	2 - Non-Standard	4.1	0.3
	200	SR 681				
		5.3 Miles between Exit 200 & Exit 205	202	4 - Grass/ Dirt	2.4	2.9
			203.8	3 - Shell / Rock	4.2	1.1
	205	SR 72 Clark Rd.				
		2.0 Miles between Exit 205 & Exit 207	206.6	2 - Non-Standard	1.7	0.3
	207	Bee Ridge Rd.				
		2.7 Miles between Exit 207 & Exit 210		No Median Crossovers Between Exits		
	210	CR 780 Fruitville Rd.				
		3.5 Miles between Exit 210 & 213	211	4 - Grass/ Dirt	1.3	2.1
			211.6	2 - Non-Standard	1.9	1.5
Manatee	213	Sarasota /Manatee County Line MM 213.1 University Parkway				

### **2.3.5 Manatee County (mile marker 213.1- 233.7)**

I-75 corridor in Manatee County begins at the Sarasota-Manatee County Line at mile marker 213.1 extending northerly to the Manatee-Hillsborough County Line at mile marker 233.7. Along the 20.6 miles of I-75 in Manatee County, there are six (6) interchanges and four (4) median crossovers as shown in Figure 12.

Table 6 lists the I-75 freeway interchanges in Manatee County from. The table also includes the nearest interchange in the adjacent counties of Sarasota and Hillsborough. The table also lists the distance in miles between adjacent interchanges. The average spacing of the interchanges in Manatee County, including the interchanges in the neighboring counties, is 4.4 miles. The maximum spacing of interchanges is 10.8 miles between Exit 229 Moccasin Willow Rd. and Exit 240 State Road 674 in Hillsborough County. The minimum distance between interchanges is 0.8 miles between Exit 228 I-275 and Exit 229 Moccasin Willow Rd.

Table 6 lists the 4 median crossover locations in Manatee. The median crossovers are grouped in the table based on their location between the interchanges; for example, the three median crossovers located at mile markers 226, 227.4, and 228 are grouped together because the crossovers are located along the 4.4 miles between Exit 224 US 301 and Exit 228, I-275. Three (3) of the crossovers are grass / dirt openings, while the other location is non-standard paved.

The maximum distance between an interchange and median crossover is 3.9 miles between Exit 224 US 301 and the non-standard median crossover at mile marker 228. The minimum distance between an interchange and median crossover is at the same crossover at mile marker 228 to Exit 228 I-275 interchange, located 0.5 miles to the north.

**Table 6. Manatee County Interchanges and Median Crossovers**

FREEWAY INTERCHANGES (listed from South to North)			MEDIAN CROSSOVER LOCATIONS (listed from South to North)			
County	Exit #	Interchange Arterials	Mile Marker	Type of Median Crossover	Distance to Exit located South of Crossover (Miles)	Distance to Exit located North of Crossover (Miles)
Sarasota	210	CR 780 Fruitville Rd. Sarasota /Manatee County Line MM 213.1				
Manatee	3.5 Miles between Exit 210 & Exit 213		No Median Crossovers Between Sarasota/Manatee County Line & Exit 213			
	213	University Pkwy.				
	3.7 Miles between Exit 213 & Exit 217		215.7	4 - Grass/ Dirt	2.6	1.1
	217	SR 70 53 <sup>rd</sup> Ave.				
	3.6 Miles between Exit 217 & Exit 220		No Median Crossovers Between Exits			
	220	SR 64				
	3.7 Miles between Exit 220 & Exit 224		No Median Crossovers Between Exits			
	224	US 301				
	4.4 Miles between Exit 224 & Exit 228		226	4 - Grass/ Dirt	1.9	2.5
			227.4	4 - Grass/ Dirt	3.3	1.1
			228	4 - Black Top	3.9	0.5
	228	I-275				
	0.8 Miles between Exit 228 & Exit 229		No Median Crossovers Between Exits			
	229	Moccasin Willow Rd.				
	0.8 Miles between Exit 229 & Exit 240		No Median Crossovers Between Exits			
Hillsborough	240	Manatee/Hillsborough County Line MM 233.7 SR 674				

### 3.0 STAKEHOLDER AGENCIES

Multiple agencies use the existing median crossovers during their daily operations along I-75. Many of these agencies have become active participants in the Traffic Incident Management (TIM) Teams initially formed in February, 2004 for the purpose of improving cooperation in the management of traffic incidents along the I-75 corridor. Stakeholders needs have been collected from fire-rescue departments, Florida Highway Patrol, local public safety and FDOT.

Fire rescue and emergency medical services typically respond to motorist 911 calls when vehicle crashes and other emergencies are reported on I-75. Within each county, separate fire districts share the responsibility of providing fire rescue and emergency response to incidents along the interstate. These fire district jurisdictions are shown in Figures 13 through 19.

Response time to an incident scene on a freeway can be critically impacted by limited access onto the freeway and also along the corridor. Reversing travel directions at interchanges may cause adverse and excessive travel for emergency responders, particularly when interchanges are spaced far apart; therefore the provision of emergency median openings in areas not directly accessible by emergency responders is crucial.

FDOT Type 1 median crossovers are full-width paved and signed for “Official Use Only” that provide an adequate location for emergency response vehicles to reverse direction. Types 2, 3 and 4 median crossovers generally do not provide an adequate turnaround location given the type of surface material, limited sight-distance due to location, and steep side slopes. Reliable, safe and efficient use of the median crossovers, particularly by emergency response vehicles, is provided only by FDOT Type 1 median crossovers.

Sections 3.1 through 3.5 summarize jurisdiction information for Fire/Rescue and EMS response along I-75 from Collier up to Manatee counties. Median crossover and corresponding Fire/Rescue/EMS jurisdiction information can be used to conduct further analysis. The data can be found in these sections as well as in Figure 6 through Figure 19 and on appendices A and B.

Consider the existing median crossover information on Figure 7 and jurisdiction information found on Figure 14. The responsible Fire/Rescue agency along I-75, between Golden Gate Parkway and SR 29 (Exit 80) is Golden Gate Fire Rescue. When responding to an incident located on opposite side of travel direction between crossovers at MM 86.5 and MM 92.5 it requires an additional six (6) miles of travel or approximately nine (9) additional minutes of delay time for the corresponding response agency to arrive. The recommended new median crossover at MM 89.5 will save that additional delay in response time. Similar delay time will be experienced by Ochopee Fire Rescue when requested to assist in a major incident west of its jurisdiction.

Mutual aid agreements exists among adjacent or neighboring agencies to improve incident response but even with those in place responders are faced with a lack of crucial turn around points along the I-75 corridor. Further analysis of existing median crossover location and types on remaining figures shows crossover distribution in the five county region. In Collier County for example, almost half of the corridor on the West end has only one Shell-Rock crossover while the rest are Grass-Dirt and non standard crossovers. These typically deteriorate due to

weather conditions vehicle traffic. In addition, they require more maintenance and when not properly maintained can cause damage to emergency response equipment.

### 3.1 COLLIER COUNTY

Fire rescue and emergency medical services are provided along I-75 in Collier County by three (3) Fire Control and Rescue Districts.

The jurisdictions for Fire/Rescue and EMS response on I-75 in Collier are listed below by direction of travel. For each direction, the limits of each station's jurisdiction are defined by mile marker numbers and reference locations, such as County Line, Exit Arterials or Overpass; the response agency is identified and the length of the response zone.

**Table 7. Collier County Fire Control and Rescue Districts**

Starting Mile Marker	Location / Exit		Ending Mile Marker	Location / Exit	Response Agency	Response Zone Length (Miles)
<b>Westbound</b>						
50.9	Broward County Line	to	80.0	SR 29	Ochopee	29.1
80.0	SR 29	to	104.6	Golden Gate Pkwy. Overpass	Golden Gate	24.6
<b>Northbound</b>						
104.6	Golden Gate Pkwy. Overpass	to	114.4	Lee County Line	North Naples	9.8
<b>Southbound</b>						
114.4	Lee County Line	to	104.6	Golden Gate Pkwy. Overpass	North Naples	9.8
<b>Eastbound</b>						
104.6	Golden Gate Pkwy. Overpass	to	80.0	SR 29	Golden Gate	24.6
80.0	SR 29	to	50.9	Broward County Line	Ochopee	29.1

Response vehicles from Ochopee entering the freeway at Exit 80, SR 29 would have direct access to incidents located on the southbound side of Alligator Alley between Exit 80 and Broward County Line. Emergency response access to incidents located on the northbound side along Alligator Alley is dependent on the number and placement of median crossovers in this area allowing a reversal of travel. Four median crossovers, located at mile markers 77, 73, 59 and 52, and a rest area that provides full interchange access are located along the 29.1 miles of Ochopee's response zone jurisdiction. The interval spacing between the four existing median crossovers is approximately 4 miles, 14 miles and 7 miles, respectively.

### 3.2 LEE COUNTY

Fire rescue and emergency medical services are provided along I-75 in Lee County by seven agencies. Six (6) are Fire Control and Rescue Districts and one is a City Fire Department.

**Table 8. Lee County Fire Control and Rescue Districts**

<b>South to North</b>						
<b>Starting Mile Marker</b>	<b>Location / Exit</b>		<b>Ending Mile Marker</b>	<b>Location / Exit</b>	<b>Response Agency</b>	<b>Response Zone Length (Miles)</b>
114.4	Collier County Line	to	123.0	Corkscrew Rd.	Bonita Springs	8.6
120.5		to	128.0	Alico Rd.	Estero	7.5
125.5		to	131.0	Daniels Pkwy.	San Carlos	5.5
129.0		to	136.0	SR 884 Colonial Blvd.	South Trail	7.0
136.0	SR 884 Colonial Blvd.	to	138.0	SR 82 Dr. ML King Jr Blvd.	Fort Myers	2.0
138.0	SR 82 Dr. ML King Jr Blvd.	to	143.0	SR 78 Bayshore Rd.	Tice	5.0
143.0	SR 78 Bayshore Rd.	to	148.5	Charlotte County Line	Bayshore	4.5
<b>North to South</b>						
<b>Starting Mile Marker</b>	<b>Location / Exit</b>		<b>Ending Mile Marker</b>	<b>Location / Exit</b>	<b>Response Agency</b>	<b>Response Zone Length (Miles)</b>
148.5	Charlotte County Line	to	141.0	SR 80 Palm Beach Blvd.	Bayshore	7.5
141.0	SR 80 Palm Beach Blvd.	to	138.0	SR 82 Dr. ML King Jr Blvd.	Tice	3.0
138.0	SR 82 Dr. ML King Jr Blvd.	to	136.0	SR 884 Colonial Blvd.	Fort Myers	2.0
136.0	SR 884 Colonial Blvd.	to	128.0	Alico Rd.	South Trail	8.0
129.0		to	123.0	Corkscrew Rd.	San Carlos	6.0
125.5		to	116.0	Bonita Beach Rd.	Estero	9.5
120.5		to	114.4	Collier County Line	Bonita Springs	6.1

The fire districts of Lee County previously requested emergency median crossovers at the following locations:

- Between Exit 111 Immokalee Rd in Collier County and Exit 116 Bonita Beach Road in Lee County
- Between Exit 123 Corkscrew Road and Exit 128 Alico Road,
- Between Exit 128 Alico Rd. and Exit 131 Daniels Parkway,
- Between Exit 131 Daniels Parkway and Exit 136 Colonial Boulevard

For all the locations identified above, the spacing between the adjacent interchanges is less than 5.0 miles. Additional median crossovers at these locations will improve response time significantly in comparison to national fire rescue response time.

### 3.3 CHARLOTTE COUNTY

Fire rescue and emergency medical services are provided along I-75 in Charlotte County by the Charlotte County Fire and Emergency Medical Services Department. Of the fourteen (14) Fire/EMS Stations located in the county, six (6) provide service along I-75.

**Table 9. Charlotte County Fire Control and Rescue Districts**

South to North						
Starting Mile Marker	Location / Exit		Ending Mile Marker	Location / Exit	Response Agency	Response Zone Length (Miles)
148.5	Lee County Line	to	161	CR 768 North Jones Loop Rd	Station 5	11.8
161	CR 768 North Jones Loop Rd.	to	164	US 17 Duncan Rd.	Station 7	3.3
164	US 17 Duncan Rd.	to	167	CR 776 Harbor View Rd.	Station 6	2.8
167	CR 776 Harbor View Rd.	to	170	CR 769 Kings Hwy.	Station 11	3.2
170	CR 769 Kings Hwy.	to	170.5	Sarasota County Line	Station 12	0.9
North to South						
Starting Mile Marker	Location / Exit		Ending Mile Marker	Location / Exit	Response Agency	Response Zone Length (Miles)
170.5	Sarasota County Line	to	167	CR 776 Harbor View Rd.	Station 12	4.1
167	CR 776 Harbor View Rd.	to	164	US 17 Duncan Rd.	Station 11	2.8
164	US 17 Duncan Rd.	to	161	CR 768 North Jones Loop Rd.	Station 6	3.3
161	CR 768 North Jones Loop Rd.	to	158	Tuckers Grade	Station 7	3.3
158	Tuckers Grade	to	170.1	Lee County Line	Station 5	8.5

There are two sections along I-75 where the emergency response vehicles entering the freeway at the nearest interchange would not have direct access to that section of the corridor and would need to reverse direction in order to arrive at an incident scene in that section of I-75. The northbound section of I-75 from the Lee County Line to Exit 158, Tuckers Grade is not directly accessible to emergency response vehicles from Station 5 entering the freeway at Exit 158 and heading southbound. The nearest median crossover allowing reverse travel direction is at mile marker 149.1 and ultimately the nearest interchange at Exit 143 in Lee County. The second section along I-75 is the southbound segment from the Sarasota County Line to Exit 170 Kings Hwy is not directly accessible to emergency response vehicles from Station 12 entering the freeway at Exit 170 and heading northbound. The nearest interchange to reverse direction and head southbound is Exit 179 in Sarasota County. The nearest median crossover is located in Sarasota County at mile marker 174.8.

### 3.4 SARASOTA COUNTY

Fire rescue and emergency medical services are provided along I-75 in Sarasota County by three Fire Control Districts, North Port Fire District, Nokomis Fire District, Venice Fire District and Sarasota County Fire Department.

**Table 10. Sarasota County Fire Control and Rescue Districts**

<u>South to North</u>						
Starting Mile Marker	Location / Exit		Ending Mile Marker	Location / Exit	Response Agency	Response Zone Length (Miles)
170.5	Charlotte County Line	to	191	CR 777 River Rd.	North Port	20.5
191	CR 777 River Rd.	to	195		Sarasota Co.	3.9
195		to	195	Laurel Rd.	Venice	0.1
195	Laurel Rd.	to	201		Nokomis	6.0
201		to	213.1	Manatee County Line	Sarasota Co.	12.1
<u>North to South</u>						
Starting Mile Marker	Location / Exit		Ending Mile Marker	Location / Exit	Response Agency	Response Zone Length (Miles)
213.1	Manatee County Line	to	207	Bee Ridge Rd.	Sarasota Co	5.9
207	Bee Ridge Rd.	to	201		Sarasota Co.	6.0
201		to	195	Laurel Rd.	Nokomis	5.9
195	Laurel Rd.	to	195		Venice	0.1
195		to	184		Sarasota Co.	11.0
184		to	170.5	Charlotte County Line	North Port.	13.5

### 3.5 MANATEE COUNTY

Fire rescue and emergency medical services are provided along I-75 in Manatee County by two Fire Control Districts, Braden River Fire District and North River Fire District. (The fire districts provide basic life support (BLS); advanced life support (ALS) is provided by Manatee County.) Braden River Fire District's jurisdiction on I-75 extends from Sarasota-Manatee County Line north to the middle of the Manatee River, just south of Exit 224. The North River Fire District's jurisdiction on I-75 extends from the middle of the Manatee River north to the Manatee-Hillsborough County Line.



**Table 11. Manatee County Fire Control and Rescue Districts**

<b>South to North</b>						
<b>Starting Mile Marker</b>	<b>Location / Exit</b>		<b>Ending Mile Marker</b>	<b>Location / Exit</b>	<b>Response Agency</b>	<b>Response Zone Length (Miles)</b>
213.1	Sarasota County Line	to	224	US 301	Braden River Fire Stations: 1, 2, 3	11.0
224	US 301	to	233.7	Hillsborough County Line	North River Fire Stations: 1, 2, 3, 4	9.5
<b>North to South</b>						
233.7	Hillsborough County Line	to	224	US 301	North River Fire Stations: 1, 2, 3, 4	9.5
224	US 301	to	213.1	Sarasota County Line	Braden River Fire Stations: 1, 2, 3	11.0

## 4.0 STANDARDS AND GUIDELINES

Median crossovers are provided on limited access divided roadways to permit authorized vehicles, including fire and rescue, law enforcement and maintenance, to reverse travel direction to respond to an incident. The ability of public safety responders to reach victims of traffic crashes more quickly directly correlates to their mission of saving lives. However, since the placement of crossovers on a high-speed, high-volume interstate facility can have a significant impact on traffic operation, the location must satisfy defined criteria. Standards and guidelines are necessary to ensure a reasonable number and placement of median openings are installed along a divided corridor providing effective access points for the authorized users while minimizing impacts to operation and safety.

The Federal Highway Administration (FHWA) approval process for installation of median crossovers along an interstate is based on the criteria in A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials (AASHTO).

The 2004 AASHTO's guidelines for rural freeways state the following:

- Emergency median crossovers are normally provided where interchange spacing exceeds 5 miles.
- Between interchanges, emergency median crossovers should be spaced at 3 to 4 miles intervals.
- Emergency median crossovers generally should not be located closer than 1,500 to the end of a speed-change taper of a ramp or any structure.
- Crossovers should be located only where above-minimum stopping sight distance is provide and preferably not located on superelevated curves.
- The width of the crossover should be sufficient to provide safe turning movements and should have a surface capable of supporting maintenance equipment on it.
- Crossovers should not be place in restricted-width medians unless the median width is sufficient to accommodate the vehicle length of 25 feet o more.
- Crossover should be depressed below shoulder level to be inconspicuous to traffic with a 1V:10H or flatter side slope to minimize its effects as an obstacle to uncontrolled vehicles.
- Where median barriers are employed, each end of the barriers at the median opening may need a crashworthy terminal.

The 2004 AASHTO's guidelines for urban freeways states:

- Median crossovers for emergencies or maintenance purposes are generally not warranted on urban freeways due to the close spacing of interchange facilities and the extensive development of the abutting street network.

FDOT District 1 Safety-Access Management has an established procedure for the permitting and approval process for installation of a median crossover along the freeway within the jurisdiction of District 1. This procedure is directly cited from information received from the Assistant Traffic Operations Engineer in FDOT Safety-Access Management:

1. Emergency responders, usually Fire Rescue, forward a written request to the FDOT to install an emergency crossover in a particular area.
2. The Department compares the criteria in the A Policy on Geometric Design of Highways and Streets, by AASHTO 2001 (Urban Freeways, page 517 and Rural Freeways, page 514) with the locations of existing interchanges and vicinity of the proposed emergency crossover location. Field conditions are reviewed to determine if the location is conducive to an emergency crossover. Note: just because a location may meet the criteria in this policy, it may still not be approved due to physical constraints, actual field conditions, and other safety considerations.
3. The Requestor is asked to seek the endorsement of this proposal from the Community Traffic Safety Team (CTST). The Chair of the CTST will send a letter to the FDOT supporting the proposal.
4. The Requestor is asked to provide statistics from the Emergency Responders. The information requested may include number of calls to the area to be serviced and response times.
5. Opportunities are evaluated for ways to construct the emergency median crossovers. Sometimes there may be a project in the area, other times a stand alone project may be needed. It should be noted that emergency median crossover construction may not be as immediate as desired due to lack of funding.
6. If the FDOT concurs with the proposal, the FDOT will forward to FHWA for approval. The FDOT package will include a description of the request in a cover letter with the following attachments: project location map, photos of the area, proposed design, supporting request from Emergency Responding Agencies, statistics and CTST endorsement letter.

## 5.0 ANALYSIS AND RECOMMENDATIONS

The analysis and recommendations for the median crossovers included in the Median Crossover Plan are presented in Table 12.

The approach taken was to analyze each need, in the context of:

- Existing interchanges
- Time and difficulty to reversing direction at the interchanges due to geometric configurations and traffic volumes
- Jurisdictions of emergency response agencies in each county
- Estimate of response time saved by the recommended crossover from each direction
- A 45 mph average speed was assumed for the response time calculations with an additional 3 minutes for turning around and re-entering traffic.

If the requested crossover meets the AASHTO criteria and/or provides significant improvement in response time, the recommendation is to include the new crossover in the Median Crossover Plan. Crossover locations not meeting the AASHTO criteria are being recommended as an exception to the criteria. Requests made by emergency response agencies and significant improvement in response time as shown in Table 12 is the basis of such recommendation to include them as part of the Master Crossover Plan for FHWA approval. In general, all of the recommended crossings provided significant improvements in estimated response times as compared with national fire rescue response times that are on the order of five minutes. In some cases, additional data is available from public safety agencies' CADD systems, but no threshold criteria have been developed to apply to this data.

An outcome of the median crossover recommendation if approved, will be a standardized network of crossovers along the I-75 Corridor. It is further recommended that median conditions at abandoned crossovers need to be restored to meet both environmental and structural requirements. The restoration of such median locations will prevent emergency responders from crossing at locations under substandard conditions causing vehicle equipment damage or in some cases injuries. This additional construction effort can be added to ongoing I-75 roadway improvement construction projects without incurring significant cost for mobilization and contract administration.

The recommendations also address the standards of the current and recommended new crossovers. Uniform standards are recommended for all approved and new crossovers. A proposed standard for these is presented in Chapter 6 of this report. Current crossovers that are meeting stakeholder needs and AASHTO criteria are recommended for upgrading to the proposed standard.

**Table 12. Analysis and Summary of Recommended Crossovers**

Recommended Median Crossover Locations  Bold Text – New Locations <i>Italicized</i> – Upgrade Locations Normal – Existing Locations County Line / Interchange *** - Non-AASHTO Compliant	Approximate Mile Marker Location	NORTHBOUND – WESTBOUND DIRECTION				SOUTHBOUND – EASTBOUND DIRECTION			
		Distance to Exit North of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)	Distance to Exit South of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)
Exit 49 Government / Snake Rd.	49.5								
Broward / Collier CL (50.9)	50.9								
<i>Median Crossover Location</i>	<i>52.0</i>	<i>11.1</i>	<i>625</i>	<i>94</i>	<i>14.4</i>	<i>2.5</i>	<i>593</i>	<i>79</i>	<i>6.3</i>
<b>Median Crossover Location</b>	<b>55.5</b>	<b>7.6</b>	<b>625</b>	<b>94</b>	<b>10.1</b>	<b>6</b>	<b>593</b>	<b>79</b>	<b>11.0</b>
Median Crossover Location	59.0	4.1	625	94	8.4	9.5	593	79	15.6
Rest Area Interchange	63.1								
<b>Median Crossover Location</b>	<b>66.3</b>	<b>13.7</b>	<b>625</b>	<b>94</b>	<b>18.2</b>	<b>3.2</b>	<b>593</b>	<b>79</b>	<b>7.3</b>
<b>Median Crossover Location</b>	<b>69.7</b>	<b>10.3</b>	<b>625</b>	<b>94</b>	<b>12.3</b>	<b>6.6</b>	<b>593</b>	<b>79</b>	<b>11.8</b>
Median Crossover Location	73.0	7.0	625	94	12.3	9.9	593	79	16.2
Median Crossover Location	77.0	3.0	625	94	7.0	13.9	593	79	21.5
Exit 80 SR 29	80.0								
<b>Median Crossover Location</b>	<b>83.0</b>	<b>18.2</b>	<b>621</b>	<b>96</b>	<b>27.2</b>	<b>3</b>	<b>631</b>	<b>61</b>	<b>7.0</b>
Median Crossover Location	86.5	14.7	621	96	22.6	6.5	631	61	11.6
<b>Median Crossover Location</b>	<b>89.5</b>	<b>11.7</b>	<b>621</b>	<b>96</b>	<b>18.56</b>	<b>9.5</b>	<b>631</b>	<b>61</b>	<b>15.6</b>
Median Crossover Location	92.5	8.7	621	96	12.9	12.5	631	61	19.6
Median Crossover Location	96.5	4.7	621	96	9.25	16.5	631	61	24.9
Exit 101 CR 951 Collier Blvd.	101.2								
<b>Median Crossover Location</b>	<b>103.3</b>	<b>3.7</b>	<b>839</b>	<b>41</b>	<b>7.9</b>	<b>2.1</b>	<b>863</b>	<b>30</b>	<b>5.8</b>
<i>Median Crossover Location</i>	<i>105.0</i>	<i>2.0</i>	<i>839</i>	<i>41</i>	<i>5.7</i>	<i>3.8</i>	<i>863</i>	<i>30</i>	<i>8.1</i>
Exit 107 CR 896 Pine Ridge Rd.	107.0								
Median Crossover Location ***	109.0	2.3	1,384	47	6.1	2	1,431	46	5
Exit 111 CR 846 Immokalee Rd.	111.3								
Collier / Lee County Line	114.4								
<b>Median Crossover Location ***</b>	<b>115.0</b>	<b>0.4</b>	<b>1,180</b>	<b>29</b>	<b>3.5</b>	<b>3.7</b>	<b>1,180</b>	<b>21</b>	<b>7.9</b>

Recommended Median Crossover Locations  Bold Text – New Locations <i>Italicized</i> – Upgrade Locations Normal – Existing Locations County Line / Interchange *** - Non-AASHTO Compliant	Approximate Mile Marker Location	NORTHBOUND – WESTBOUND DIRECTION				SOUTHBOUND – EASTBOUND DIRECTION			
		Distance to Exit North of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)	Distance to Exit South of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)
Exit 116 Bonita Beach Rd.	115.4								
<b>Median Crossover Location</b>	<b>120.6</b>	<b>2.1</b>	<b>1,415</b>	<b>114</b>	<b>5.8</b>	<b>5.2</b>	<b>1,462</b>	<b>85</b>	<b>9.9</b>
Exit 123 Corkscrew Rd.	122.7								
<b>Median Crossover Location ***</b>	<b>125.5</b>	<b>1.5</b>	<b>1,534</b>	<b>69</b>	<b>5.0</b>	<b>2.8</b>	<b>1,558</b>	<b>53</b>	<b>6.7</b>
Exit 128 Alico Rd.	127.0								
<b>Median Crossover Location ***</b>	<b>129.5</b>	<b>1.3</b>	<b>1,846</b>	<b>66</b>	<b>4.7</b>	<b>2.5</b>	<b>1,894</b>	<b>65</b>	<b>6.3</b>
Exit 131 Daniels Pkwy.	130.8								
<b>Median Crossover Location ***</b>	<b>133.5</b>	<b>1.9</b>	<b>1,486</b>	<b>71</b>	<b>5.5</b>	<b>2.7</b>	<b>1,558</b>	<b>63</b>	<b>6.6</b>
Exit 136 SR 884 Colonial Blvd.	135.4								
Exit 138 SR 82 Dr. ML King Jr Blvd.	137.0								
Exit 139 Luckett Rd.	138.5								
<i>Median Crossover Location ***</i>	<i>140.2</i>	<i>0.2</i>	<i>1,558</i>	<i>23</i>	<i>3.3</i>	<i>1.7</i>	<i>1,558</i>	<i>29</i>	<i>5.3</i>
Exit 141 SR 80 Palm Beach Blvd.	140.4								
<b>Median Crossover Location ***</b>	<b>142.0</b>	<b>0.7</b>	<b>1,199</b>	<b>31</b>	<b>3.9</b>	<b>1.6</b>	<b>1,175</b>	<b>33</b>	<b>5.1</b>
Exit 143 Bayshore Rd.	142.7								
<b>Median Crossover Location</b>	<b>145.0</b>	<b>12.0</b>	<b>887</b>	<b>31</b>	<b>18.96</b>	<b>2.3</b>	<b>887</b>	<b>35</b>	<b>6.1</b>
<b>Median Crossover Location</b>	<b>147.5</b>	<b>9.5</b>	<b>887</b>	<b>31</b>	<b>15.6</b>	<b>4.8</b>	<b>887</b>	<b>35</b>	<b>9.4</b>
Median Crossover Location	149.1	7.9	887	31	13.5	6.4	887	35	11.5
Lee / Charlotte CL	148.5								
<b>Median Crossover Location</b>	<b>152.0</b>	<b>5.0</b>	<b>887</b>	<b>53</b>	<b>9.65</b>	<b>3.5</b>	<b>887</b>	<b>57</b>	<b>7.7</b>
Exit 158 Tuckers Grade	157.0								
<i>Median Crossover Location ***</i>	<i>159.5</i>	<i>0.8</i>	<i>1,159</i>	<i>22</i>	<i>4.1</i>	<i>2.5</i>	<i>1,159</i>	<i>14</i>	<i>6.3</i>
Exit 161 CR 768 N. Jones Loop Rd.	160.3								
<b>Median Crossover Location ***</b>	<b>162.1</b>	<b>1.5</b>	<b>1,137</b>	<b>14</b>	<b>5.0</b>	<b>1.8</b>	<b>1161</b>	<b>13</b>	<b>5.4</b>
Exit 164 US 17 Duncan Rd.	163.6								
Exit 167 CR 776 Harbor View Rd.	166.4								

Recommended Median Crossover Locations  Bold Text – New Locations <i>Italicized</i> – Upgrade Locations Normal – Existing Locations County Line / Interchange *** - Non-AASHTO Compliant	Approximate Mile Marker Location	NORTHBOUND – WESTBOUND DIRECTION				SOUTHBOUND – EASTBOUND DIRECTION			
		Distance to Exit North of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)	Distance to Exit South of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)
<b>Median Crossover Location ***</b>	<b>168.3</b>	<b>1.3</b>	<b>1,058</b>	<b>18</b>	<b>4.7</b>	<b>1.9</b>	<b>1,130</b>	<b>23</b>	<b>5.5</b>
Exit 170 CR 769 Kings Hwy.	169.6								
Charlotte / Sarasota CL (170.5)	170.5								
<b>Median Crossover Location</b>	<b>171.8</b>	<b>6.7</b>	<b>962</b>	<b>49</b>	<b>11.9</b>	<b>2.2</b>	<b>1,010</b>	<b>44</b>	<b>5.9</b>
Median Crossover Location	174.8	3.7	962	49	7.9	5.2	1,010	44	9.9
Exit 179 Toledo Blade Blvd.	178.5								
Exit 182 Sumter Blvd.	181.5								
<i>Median Crossover Location</i>	<i>184.0</i>	<i>6.6</i>	<i>1,178</i>	<i>84</i>	<i>11.8</i>	<i>2.5</i>	<i>1,154</i>	<i>67</i>	<i>5.5</i>
<i>Median Crossover Location</i>	<i>187.6</i>	<i>3.0</i>	<i>1,178</i>	<i>84</i>	<i>7.0</i>	<i>6.1</i>	<i>1,154</i>	<i>67</i>	<i>9.1</i>
Exit 191 CR 777 Rover Rd.	190.6								
Exit 193 Jacaranda Blvd.	192.8								
Exit 195 Laurel Rd.	195.2								
<b>Median Crossover Location ***</b>	<b>198.3</b>	<b>2.1</b>	<b>1,587</b>	<b>53</b>	<b>4.7</b>	<b>2.3</b>	<b>1,684</b>	<b>47</b>	<b>6.3</b>
Exit 200 SR 681	199.6								
<i>Median Crossover Location</i>	<i>202.0</i>	<i>2.9</i>	<i>1,026</i>	<i>72</i>	<i>6.9</i>	<i>2.4</i>	<i>1,170</i>	<i>55</i>	<i>11.1</i>
Exit 205 SR 72 Clark Rd.	204.9								
Exit 207 Bee Ridge Rd.	206.9								
Exit 210 CR 780 Fruitville Rd.	209.7								
<i>Median Crossover Location ***</i>	<i>211.0</i>	<i>2.1</i>	<i>1,571</i>	<i>44</i>	<i>5.8</i>	<i>1.3</i>	<i>1,667</i>	<i>53</i>	<i>4.7</i>
Sarasota / Manatee Co. Line	213.1								
Exit 213 University Parkway	213.1								
<b>Median Crossover Location ***</b>	<b>215.3</b>	<b>1.5</b>	<b>1,487</b>	<b>48</b>	<b>5.0</b>	<b>2.2</b>	<b>1,407</b>	<b>45</b>	<b>5.9</b>
Exit 217 SR 70 53rd Ave.	216.8								
<b>Median Crossover Location ***</b>	<b>218.5</b>	<b>1.9</b>	<b>1439</b>	<b>61</b>	<b>5.5</b>	<b>5.5</b>	<b>1358</b>	<b>57</b>	<b>5.3</b>
Exit 220 SR 64	220.4								
<b>Median Crossover Location ***</b>	<b>222.0</b>	<b>2.1</b>	<b>1,390</b>	<b>76</b>	<b>5.8</b>	<b>1.6</b>	<b>1,310</b>	<b>37</b>	<b>5.1</b>

Recommended Median Crossover Locations  Bold Text – New Locations <i>Italicized</i> – Upgrade Locations Normal – Existing Locations County Line / Interchange *** - Non-AASHTO Compliant	Approximate Mile Marker Location	NORTHBOUND – WESTBOUND DIRECTION				SOUTHBOUND – EASTBOUND DIRECTION			
		Distance to Exit North of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)	Distance to Exit South of Crossover (Miles)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	Response Time Saved (Minutes)
Exit 224 US 301	224.1								
<i>Median Crossover Location ***</i>	<i>226.0</i>	<i>2.5</i>	<i>1,099</i>	<i>27</i>	<i>6.3</i>	<i>1.9</i>	<i>1,148</i>	<i>31</i>	<i>5.5</i>
Exit 228 I-275	228.5								
Exit 229 Moccasin Willow Rd.	229.3								
<b>Median Crossover Location</b>	<b>234.6</b>	<b>5.5</b>	<b>872</b>	<b>30</b>	<b>10.3</b>	<b>5.3</b>	<b>647</b>	<b>23</b>	<b>10.0</b>
Manatee / Hillsborough CL	233.7								
Exit 240 SR 674	240.1								

**Assumptions:**

Travel speed on I-75 for emergency response fire-rescue vehicles (mph): 45 MPH  
Travel Time (min.) at interchange: 3 Minutes  
Travel Time (min.) at crossover: 1 minute



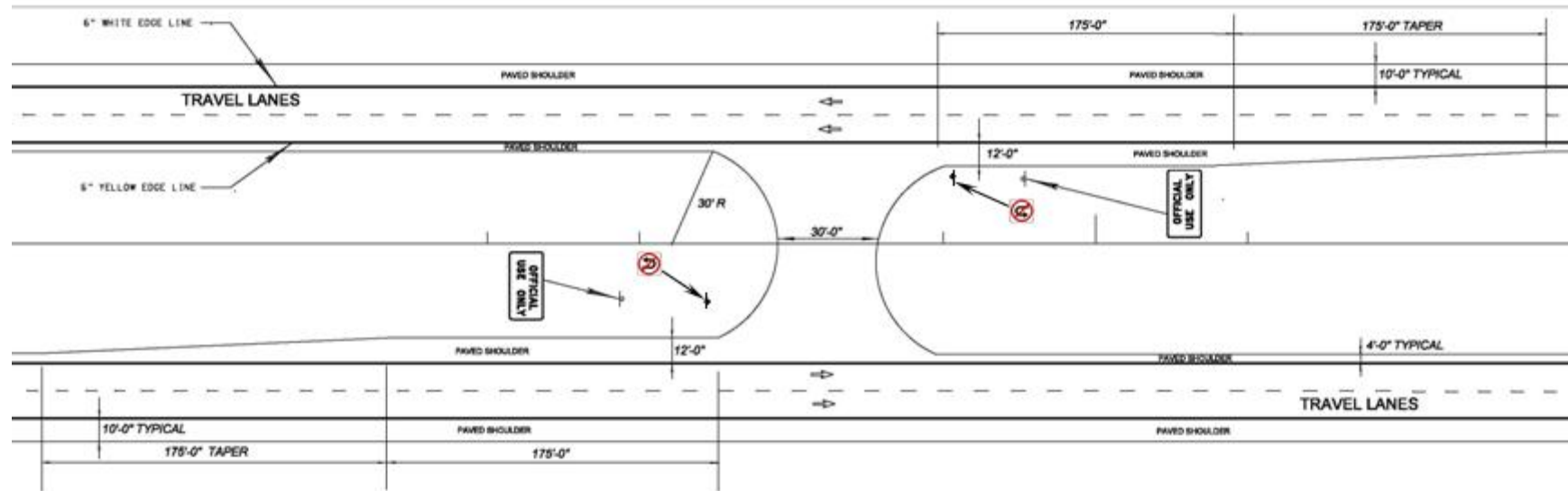
## 6.0 TYPICAL LAYOUT

The Florida DOT does not currently have an approved standard index design of rural median crossovers. Typical designs from other state DOTs were reviewed in addition to the existing Type 1 crossovers. The design criteria for the crossovers, based on needs for emergency vehicles should consider:

- Deceleration of response vehicles from full highway speed
- Sight Distance to and from the crossover for response vehicles
- Turning radius requirements for the largest response vehicles
- Profile and grade for response vehicles using the crossover
- Night time visibility of the crossover locations
- Drainage of the median area adjacent to the crossover

In order to satisfy these general requirements, a typical layout for a median crossover has been developed as shown in Figure 20. This proposed standard should be further developed under the FDOT processes for development of Roadway and Traffic Design Standards for Design, Construction, Maintenance and Utility Operation on the State Highway System.

A national initiative is planned to address this issue further under the National Cooperative Highway Research Program, Project 15-30, FY 2005, Median and Median Intersection Design for High-Speed Facilities. The objective of this research is to review the current AASHTO median and median intersection design information for high-speed divided highways with partial or no control of access and to recommend appropriate modifications to the AASHTO Green Book. The research will address the following: median design and landscaping, including plantings for attenuation of errant vehicles such as crossover intrusions; truck accommodation in median designs and crossovers; design of the median crossover itself (width and configuration); and turn lane design associated with the crossover. The results of this research should be considered as FDOT further develops the standard.



**Figure 21. Proposed Median Crossover Standard**

## 7.0 CONCLUSION

Roadway improvement projects on State highways are generally thought of as measures taken by the Florida Department of Transportation to improve traffic flow by increasing highway capacity. However, as the lead agency responsible for the operation of the State Highway System<sup>1</sup>, the Department must look at other types of roadway improvements necessary for incident management. The use of median crossovers is critical to the effectiveness of incident responders.

The Department of Transportation has established Traffic Incident Management teams to assess the Incident Management Program throughout I-75. TIM meetings and workshops held have provided FDOT and other response agency stakeholders with an interactive forum to improve interagency communication and coordination. Through these efforts, needs for improved median crossovers have been confirmed and their request justified by stakeholders. Responders have demonstrated interest and provided invaluable insight in the approval process for median crossovers. Efforts such as the Florida Highway Patrol's ride-along sessions provided a responder's field operations perspective to identify areas of high demand for median crossovers.

The majority of traffic congestion on state highways is associated with traffic related incidents.<sup>2</sup> The response and clearance time of these incidents is a performance measure that both the Department and response agencies are judged by. The Department's completion of Incident Management Study, ITS Master Plan and ongoing design build projects including a new Regional Transportation Management Center is a step towards achieving transportation improvement and incident response goals set by stakeholders. The Department's approval of the Median Crossover master plan will improve response time, improve responders and motorist safety, reduce economic costs and continue to strengthen the Department's relationship response agency stakeholders.

For all of the reasons above and in consideration of the data analysis contained in this study the recommendations in Table 12 are made. These can be summarized as:

- An analysis was performed of 49 locations;
- 10 of which meet a standard over the 183 mile corridor;
- 41 locations are recommended for approval. Of these;
  - 23 require new construction;
  - 9 require upgrading;
  - 9 are to remain.
  - Of the 41 locations, 16 do not meet the AASHTO criteria for interchange spacing of 5 miles or greater.

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<sup>1</sup> Florida Statutes, 2004 Chapter 334.044(13)

<sup>2</sup> *Best Practices for Traffic Incident Management in Florida*, Pg 3 - CUTR

## **APPENDIX A: INVENTORY MAPS AND FIRE RESCUE JURISDICTIONS**

- Figure 6. Existing Median Crossovers – Collier County (East)
- Figure 7. Existing Median Crossovers – Collier County (West)
- Figure 8. Existing Median Crossovers – Lee County
- Figure 9. Existing Median Crossovers – Charlotte County
- Figure 10. Existing Median Crossovers – Sarasota County (East)
- Figure 11. Existing Median Crossovers – Sarasota County (West)
- Figure 12. Existing Median Crossovers – Manatee County

**Figure 6. Collier County (East) Existing Median Crossovers**



**Figure 7. Collier County (West) Existing Median Crossovers**



### Figure 8. Lee County Existing Median Crossovers





**Figure 9. Charlotte County Existing Median Crossovers**



**Figure 10. Sarasota County (East)** Existing Median Crossovers



**Figure 11. Sarasota County (West) Existing Median Crossovers**



**Figure 12. Manatee County Existing Median Crossovers**

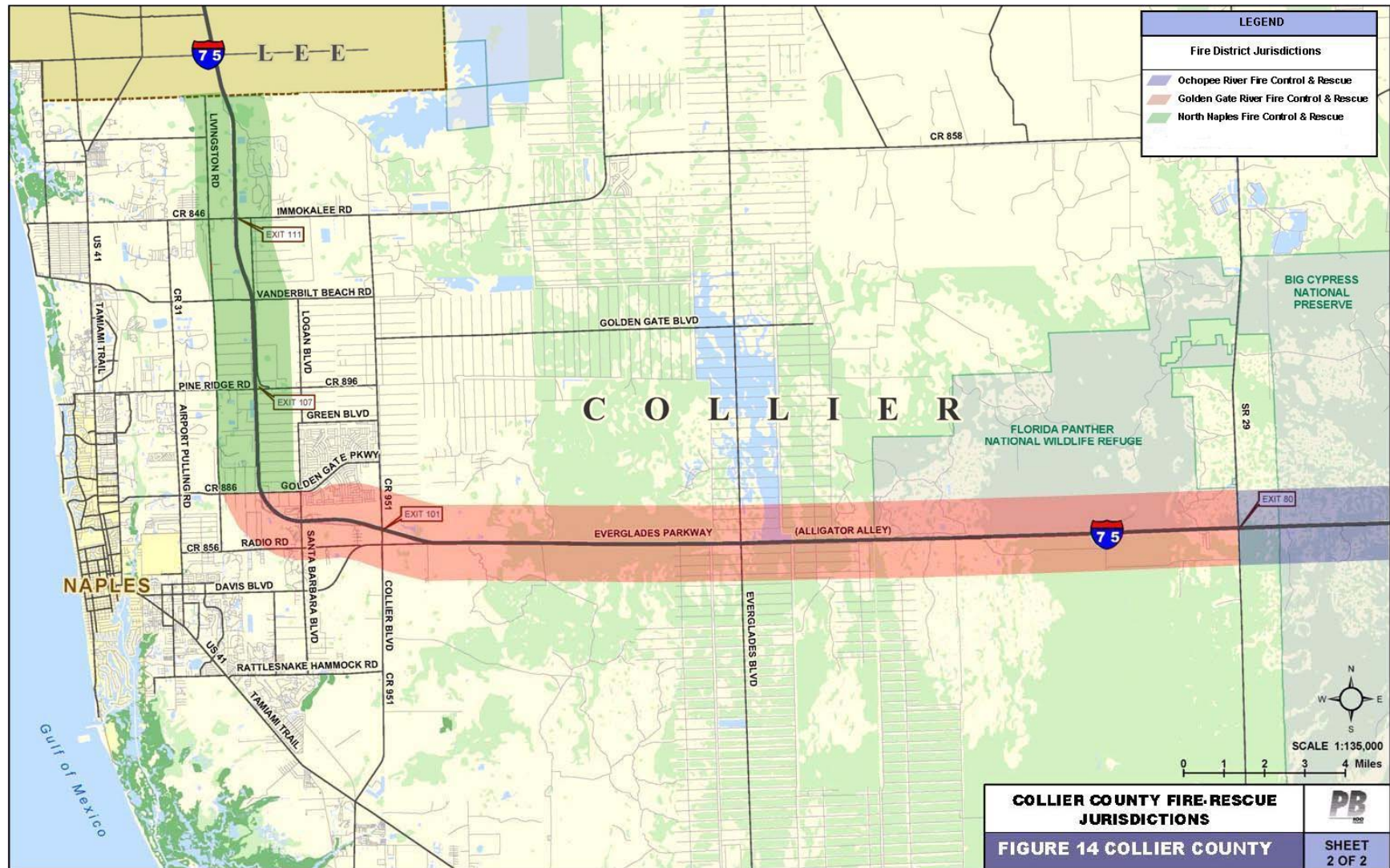
**APPENDIX B: FIRE RESCUE JURISDICTIONS**

- Figure 13. Collier County (East) Fire-Rescue Jurisdictions
- Figure 14. Collier County (West) Fire-Rescue Jurisdictions
- Figure 15. Lee County Fire Rescue Jurisdictions
- Figure 16. Charlotte County Fire Rescue Jurisdictions
- Figure 17. Sarasota County (East) Fire-Rescue Jurisdictions
- Figure 18. Sarasota County (Central) Fire-Rescue Jurisdictions
- Figure 19. Sarasota County (West) Fire-Rescue Jurisdictions
- Figure 20. Manatee County Fire-Rescue Jurisdictions



**Figure 13. Collier County (East) Fire-Rescue Jurisdiction**

**Figure 14. Collier County (West) Fire-Rescue Jurisdiction**





**Figure 15. Lee County Fire-Rescue Jurisdiction**



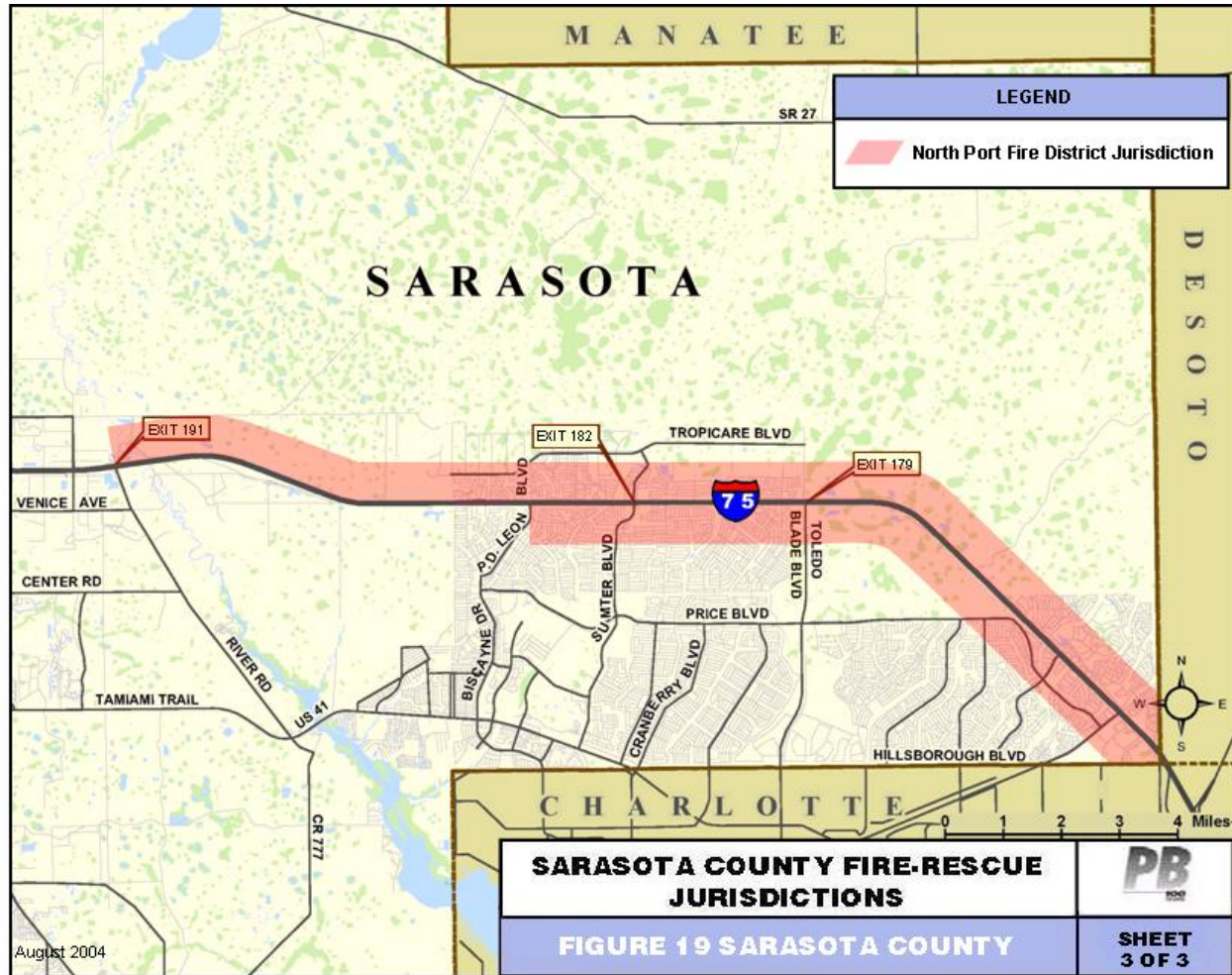
**Figure 16. Charlotte County Fire-Rescue Jurisdiction**



**Figure 17. Sarasota County (West) Fire-Rescue Jurisdiction**

**Figure 18. Sarasota County (Central) Fire-Rescue Jurisdiction**



**Figure 19. Sarasota County (East) Fire-Rescue Jurisdiction**

**Figure 20. Manatee County Fire-Rescue Jurisdiction**





**APPENDIX C: I-75 CORRIDOR TRAFFIC VOLUME & CRASH DATA**

I-75 CORRIDOR INTERSTATE SECTIONS (SOUTH TO NORTH)		LENGTH INTERSTATE SECTION (Miles)	NORTHBOUND & WESTBOUND DIRECTION		EASTBOUND & SOUTHBOUND DIRECTION	
FROM:	TO:		2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)
	<i>Total Accidents for Collier County</i>			316		240
Broward / Collier County Line	Exit 80 SR 29	29.1	625	94	593	79
Exit 80 SR 29	Exit 101 CR 951 Collier Blvd.	21.2	621	96	631	61
Exit 101 CR 951 Collier Blvd.	Exit 107 CR 896 Pine Ridge Rd.	5.8	839	41	863	30
Exit 107 CR 896 Pine Ridge Rd.	Exit 111 CR 846 Immokalee Rd.	4.3	1,384	47	1,413	46
Exit 111 CR 846 Immokalee Rd.	Collier / Lee County Line	3.1	1,798	38	1,798	24
	<i>Total Accidents for Lee County</i>			467		420
Collier / Lee County Line	Exit 116 Bonita Beach Rd.	1.0	1,180	29	1,180	21
Exit 116 Bonita Beach Rd.	Exit 123 Corkscrew Rd.	7.4	1,415	114	1,462	85
Exit 123 Corkscrew Rd.	Exit 128 Alico Rd.	4.3	1,534	69	1,558	53
Exit 128 Alico Rd.	Exit 131 Daniels Pkwy.	3.8	1,846	66	1,894	65
Exit 131 Daniels Pkwy.	Exit 136 SR 884 Colonial Blvd.	4.6	1,486	71	1,558	63
Exit 136 SR 884 Colonial Blvd.	Exit 138 SR 82 Dr. ML King Jr Blvd.	1.6	1,558	18	1,606	12
Exit 138 SR 82 Dr. ML King Jr Blvd.	Exit 139 Luckett Rd.	1.5	1,630	15	1,702	24
Exit 139 Luckett Rd.	Exit 141 SR 80 Palm Beach Blvd.	1.9	1,558	23	1,558	29
Exit 141 SR 80 Palm Beach Blvd.	Exit 143 Bayshore Rd.	2.3	1,199	31	1,175	33
Exit 143 Bayshore Rd.	Lee / Charlotte County Line	5.8	887	31	887	35
	<i>Total Accidents for Charlotte County</i>			160		164
Lee / Charlotte County Line	Exit 158 Tuckers Grade	8.5	887	53	887	57
Exit 158 Tuckers Grade	Exit 161 CR 768 N. Jones Loop Rd.	3.3	1,159	22	1,159	14
Exit 161 CR 768 N. Jones Loop Rd.	Exit 164 US 17 Duncan Rd.	3.3	1,137	14	1,161	13
Exit 164 US 17 Duncan Rd.	Exit 167 CR 776 Harbor View Rd.	2.8	886	47	867	47
Exit 167 CR 776 Harbor View Rd.	Exit 170 CR 769 Kings Hwy.	3.2	1,058	18	1,130	23
Exit 170 CR 769 Kings Hwy.	Charlotte / Sarasota County Line	0.9	962	6	1,010	10

I-75 CORRIDOR INTERSTATE SECTIONS (SOUTH TO NORTH)		LENGTH INTERSTATE SECTION (Miles)	NORTHBOUND & WESTBOUND DIRECTION		EASTBOUND & SOUTHBOUND DIRECTION	
FROM:	TO:		2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)	2003 Traffic Volume on Interstate Section (Veh/Ln/Hr)	Number of Crashes on Mainline (3 Years)
	<i>Total Accidents for Sarasota County</i>			462		411
Charlotte / Sarasota County Line	Exit 179 Toledo Blade Blvd.	8.0	962	49	1,010	44
Exit 179 Toledo Blade Blvd.	Exit 182 Sumter Blvd.	2.9	1,010	22	1,058	14
Exit 182 Sumter Blvd.	Exit 191 CR 777 Rover Rd.	9.1	1,178	84	1,154	67
Exit 191 CR 777 Rover Rd.	Exit 193 Jacaranda Blvd.	2.3	1,299	30	1,251	27
Exit 193 Jacaranda Blvd.	Exit 195 Laurel Rd.	2.4	1,539	38	1,611	33
Exit 195 Laurel Rd.	Exit 200 SR 681	4.5	1,587	53	1,684	47
Exit 200 SR 681	Exit 205 SR 72 Clark Rd.	5.3	1,026	72	1,170	55
Exit 205 SR 72 Clark Rd.	Exit 207 Bee Ridge Rd.	2.0	1,436	35	1,439	23
Exit 207 Bee Ridge Rd.	Exit 210 CR 780 Fruitville Rd.	2.7	1,619	35	1,603	48
Exit 210 CR 780 Fruitville Rd.	Sarasota / Manatee County Line	3.5	1,571	44	1,667	53
	<i>Total Accidents for Manatee County</i>			247		196
Charlotte / Sarasota County Line	Exit 213 University Pkwy.	0.1	1,571	1	1,667	0
Exit 213 University Pkwy.	Exit 217 SR 70 53rd Ave.	3.7	1,487	48	1,407	45
Exit 217 SR 70 53rd Ave.	Exit 220 SR 64	3.6	1,439	61	1,358	57
Exit 220 SR 64	Exit 224 US 301	3.7	1,390	76	1,310	37
Exit 224 US 301	Exit 228 I-275	4.4	1,099	27	1,148	31
Exit 228 I-275	Exit 229 Moccasin Willow Rd.	0.8	841	4	792	3
Exit 229 Moccasin Willow Rd.	Manatee / Hillsborough County Line	4.4	872	30	647	23

## APPENDIX D: STAKEHOLDER INPUT

County	Mile Marker	Ranking	Comment / Justification
Collier	52.0	HIGH	<ul style="list-style-type: none"> <li>Time saved for EMS. "There is nothing more frustrating than being on the 'other side' of an accident, and having to pass it up, to get to an emergency crossover before we can get to patients." (Captain Les Williams, CCEMS)</li> </ul>
Collier	55.5	HIGH	
Collier	59.0	HIGH	
Collier	66.3	HIGH	
Collier	69.7	HIGH	
Collier	73.0	HIGH	
Collier	77.0	HIGH	
Collier	83.0	HIGH	
Collier	86.5	HIGH	
Collier	89.5	HIGH	
Collier	92.5	HIGH	
Collier	96.5	HIGH	
Collier	101.5	HIGH	
Collier	103.3	HIGH	<ul style="list-style-type: none"> <li>Time saved for EMS. "There is nothing more frustrating than being on the 'other side' of an accident, and having to pass it up, to get to an emergency crossover before we can get to patients." "I urge that we do not abandon these until the Golden Gate Parkway Exit for I-75 is complete. The reason for this is that stretch of road is heavily wooded in that area, preventing anyone from crossing the median if the wanted (or needed) to do so. Once the exit ramp is complete, the abandonment" will be fine." (Captain Les Williams, CCEMS)</li> </ul>
Collier	103.5	HIGH	
Collier	103.7	HIGH	
Collier	104.5	HIGH	
Collier	105.0	HIGH	<ul style="list-style-type: none"> <li>Time saved for EMS. "There is nothing more frustrating than being on the 'other side' of an accident, and having to pass it up, to get to an emergency crossover before we can get to patients." "I urge that we do not abandon these until the Golden Gate Parkway Exit for I-75 is complete. The reason for this is that stretch of road is heavily wooded in that area, preventing anyone from crossing the median if the wanted (or needed) to do so. Once the exit ramp is complete, the abandonment" will be fine." (Captain Les Williams, CCEMS)</li> <li>"Due to the number of calls we respond to on I-75, (well over 600 incidents the past 3 years). It will also eliminate the need for us to dispatch 2 and sometimes even 3 trucks to the same call simply because we would have better access to both northbound and southbound traffic. I would expect that your response times will see a significant reduction from almost 5 minutes average per call to less than 3 minutes." (Battalion Chief of Special Operations, Joe Hessling, North Naples Fire Department)</li> </ul>
Collier	105.2	HIGH	<ul style="list-style-type: none"> <li>Time saved for EMS. "There is nothing more frustrating than being on the 'other side' of an accident, and having to pass it up, to get to an emergency crossover before we can get to patients." "I urge that we do not abandon these until the Golden Gate Parkway Exit for I-75 is complete. The reason</li> </ul>

County	Mile Marker	Ranking	Comment / Justification
			for this is that stretch of road is heavily wooded in that area, preventing anyone from crossing the median if the wanted (or needed) to do so. Once the exit ramp is complete, the abandonment" will be fine." (Captain Les Williams, CCEMS)
Collier	109.0	HIGH	<ul style="list-style-type: none"> <li>Time saved for EMS. "There is nothing more frustrating than being on the 'other side' of an accident, and having to pass it up, to get to an emergency crossover before we can get to patients." (Captain Les Williams, CCEMS)</li> </ul>
Collier	110.4	HIGH	
Collier/Lee	113.5/ 114.0	HIGH	<ul style="list-style-type: none"> <li>Chief Orly Stoltz indicated that "over 5 miles between last crossover in Collier County and the first crossover in Lee County. Requested to construct a new one ½ way between the two points.</li> </ul>
Lee	115.0	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Dan Taylor, FHP</li> <li>Response time and traffic enforcement (Lt. Billy Rippy - FHP)</li> </ul>
Lee	117.0	LOW	
Lee	118.0	MEDIUM	
Lee	119.0	HIGH	
Lee	120.6	HIGH	<ul style="list-style-type: none"> <li>"While you are determining the priority of these crossovers, please keep in mind Estero Fire Rescue's Board of Commissioners has established a response time goal of 4 minutes to incidents as recommended by the National Fire Protection Association. Having the ability to access north and southbound lanes in our district is imperative." "The proposed crossover at mile marker 120.6 is located south of Corkscrew Road. Estero Fire Rescue rates this a high due to the fact that Estero Fire Rescue will cease to have any ability to crossover over and gain access to incidents in the northbound lanes without making use of Bonita Beach Road. This creates a 14 mile distance to turn around." (Fire Chief Dennis J. Merrifield, Estero Fire Rescue).</li> <li>Dan Taylor, FHP</li> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> </ul>
Lee	120.6	MEDIUM	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> </ul>
Lee	121.3	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> </ul>
Lee	125.5	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> <li>"While you are determining the priority of these crossovers, please keep in mind Estero Fire Rescue's Board of Commissioners has established a response time goal of 4 minutes to incidents as recommended by the National Fire Protection Association. Having the ability to access north and</li> </ul>



County	Mile Marker	Ranking	Comment / Justification
			<p>southbound lanes in our district is imperative. The proposed crossover at mile marker 125.5 is located north of Corkscrew Road approximately 2.5 miles. Currently Estero Fire Rescue does not have any crossover access between Corkscrew Road and Alico Road. The distance of 5 miles one way resulting in a 10 mile turn around significantly increases response time to incidents on Interstate 75 in the southbound lanes. As indicated in your crossover analysis spreadsheet, this would be a "response time saved" of 9.7 minutes. Estero Fire Rescue ranks this crossover <u>high</u> and requests that it be given special priority. (Fire Chief Dennis Merrifield, Estero Fire Rescue)</p> <ul style="list-style-type: none"> <li>"I would like to give both of these locations a HIGH ranking as the growth in our district is expanding rapidly. Along with growth, Florida Gulf Coast University is reaching records enrollment numbers and with the Regional Airport Terminal entrance to be opened on Alico Road, and Gulf Coast Towne Center Mall to be allocated at Alico Road and Ben Hill Griffin Parkway, our traffic volume will be growing incredibly. With this large increase, our response time to calls on I-75 and back off for other alarms to our area in a timely manner for protection of the citizens in this zone will be difficult at best. As it is at this time, our units have to travel north to Daniels Parkway or south to Corkscrew Road in order to turn around and respond to another call in this area. As you know, the conditions near an accident scene rapidly make travel difficult for the motoring public and a nightmare for us. With the time that would be saved by adding the crossovers shown on the plan, this would dramatically reduce our response times and reduce the risk of further danger to the Public and Fire Department Responders (Phil Blanc, Deputy Fire Chief)</li> </ul>
Lee	125.5	MEDIUM	<ul style="list-style-type: none"> <li>Dan Taylor, FHP</li> </ul>
Lee	129.5	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippey - FHP)</li> </ul>
Lee	129.5	MEDIUM	<ul style="list-style-type: none"> <li>Dan Taylor, FHP</li> </ul>
Lee	133.5	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippey - FHP)</li> <li>Dan Taylor, FHP</li> </ul>
Lee	134.0	HIGH	<ul style="list-style-type: none"> <li>Better response times and traffic enforcement (Lt. Billy Rippey - FHP)</li> </ul>
Lee	134.0	MEDIUM	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> </ul>
Lee	140.2	HIGH	<ul style="list-style-type: none"> <li>Better response times and traffic enforcement (Lt. Billy Rippey - FHP)</li> </ul>
Lee	140.2	MEDIUM	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and</li> </ul>

County	Mile Marker	Ranking	Comment / Justification
			<ul style="list-style-type: none"> <li>future increases to traffic or construction on the interstate.</li> <li>Dan Taylor - FHP</li> </ul>
Lee	142.0	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy -Rippy - FHP)</li> <li>"A crossover is needed between the Caloosahatchee River and Exit 143. We have a high volume of calls in this area due to it being the base of a large bridge and there is an exit to the north of this area. If there is an incident in the northbound lanes we would have to travel south to exit 141, which is another agencies jurisdiction, to turn around which would greatly extend our response time. Our fire engine can not cross through the median without getting stuck especially during the rainy season. There is an existing crossover near this location and we currently use it extensively." (Jason Snyder, Bayshore Fire Protection)</li> </ul>
Lee	142.0	MEDIUM	<ul style="list-style-type: none"> <li>Dan Taylor. FHP</li> </ul>
Lee	142.5	HIGH	<ul style="list-style-type: none"> <li>Better response times and traffic enforcement (Lt. Billy -Rippy - FHP)</li> </ul>
Lee	142.5	MEDIUM	<ul style="list-style-type: none"> <li>Dan Taylor, FHP</li> </ul>
Lee	142.5	LOW	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety.</li> </ul>
Lee	145.0	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> <li>"A crossover is needed at MM 145 due to the high volume of calls in this area of the interstate, currently the nearest crossover is over 3 miles to the north of exit 143, again, our engine can not cross through the median without getting stuck so our response times to incidents in this area are extended. There once was a crossover in this general area but it was removed some time ago." (Jason Snyder, Bayshore Fire Protection)</li> <li>Dan Taylor. FHP</li> </ul>
Lee	146.4	HIGH	<ul style="list-style-type: none"> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> </ul>
Lee	146.4	MEDIUM	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety</li> </ul>
Lee	147.5	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippy - FHP)</li> <li>"A crossover is needed at mm 147.5 because the cross over at mm 146.4 is being abandoned. Once</li> </ul>

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			again we run a high volume of calls on the interstate and our engine can not cross the median without getting stuck, especially during the rainy season." (Jason Snyder, Bayshore Fire Protection)
Lee	147.5	MEDIUM	<ul style="list-style-type: none"> <li>Dan Taylor, FHP</li> </ul>
Lee	149.1	HIGH	<ul style="list-style-type: none"> <li>Lee County EMC &amp; Communications (emergency dispatch) supervisors at Lee County Division of Public Safety gave a high ranking based on EMS call volume, distances for a quick turn around and future increases to traffic or construction on the interstate.</li> <li>Better response times and traffic enforcement (Lt. Billy Rippey - FHP)</li> <li>"A crossover already exists at mm 149.1 and we use it extensively. This is the county line and the next crossover is well into Charlotte County's jurisdiction. This is also another section of the interstate where we run a high volume of calls. (Jason Snyder, Bayshore Fire Protection)</li> <li>"MM 149.1 used on a routine basis. This is a jurisdictional boundary of Charlotte and Lee County. It is not currently listed on your spreadsheet. (Richard Beveridge, FDOT)</li> <li>Dan Taylor, FHP</li> </ul>
Charlotte	152.0	HIGH	<ul style="list-style-type: none"> <li>"MM 152. Could use one during rainy season. However, very poor sight distance with vegetation. Will require extensive amount of clearing." (Richard Beveridge, FDOT)</li> <li>"Of the 4 median crossover points proposed or being upgraded in Charlotte County all crossover points would be high priority because of the few turn arounds we have on I-75 for emergency vehicles to use. MM 152 is a high priority because of the long distances to turn around in that area, this one would save responders valuable response time." (Max Lopez, Deputy Chief, Charlotte County Fire &amp; EMS)</li> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	153.4	MEDIUM	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	155.0	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	159.5	HIGH	<ul style="list-style-type: none"> <li>"MM 159.5. This crossover is used by our Motor Carrier Compliance Personnel." (Richard Beveridge, FDOT)</li> <li>"Of the 4 median crossover points proposed or being upgraded in Charlotte County all crossover points would be high priority because of the few turn arounds we have on I-75 for emergency vehicles to use. MM 159.5 is a high priority because of its proximity to the DOT truck stop and check point and it is a high traffic area." (Max Lopez, Deputy Chief, Charlotte County Fire &amp; EMS)</li> </ul>
Charlotte	159.5	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	159.8	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	162.1	HIGH	<ul style="list-style-type: none"> <li>"MM 162.1. This would move the crossover presently under the bridge structure and provide better sight distance." (Richard Beveridge, FDOT)</li> <li>"Of the 4 median crossover points proposed or being upgraded in Charlotte County all crossover points would be high priority because of the few turn arounds we have on I-75 for emergency vehicles to use. MM 162.1 is a high priority because of its proximity to the Punta Gorda Airport, this</li> </ul>

County	Mile Marker	Ranking	Comment / Justification
			area is a high traffic area because of Edison Community College." (Max Lopez, Deputy Chief, Charlotte County Fire & EMS)
Charlotte	162.1	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	162.5	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	163.1	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	168.3	HIGH	<ul style="list-style-type: none"> <li>"Of the 4 median crossover points proposed or being upgraded in Charlotte County all crossover points would be high priority because of the few turn arounds we have on I-75 for emergency vehicles to use. MM 168.3 is a high priority because it would be the only turn around on I-75 in the Port Charlotte area. (Max Lopez, Deputy Chief, Charlotte County Fire &amp; EMS)</li> </ul>
Charlotte	168.3	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Charlotte	168.3	LOW	<ul style="list-style-type: none"> <li>"MM 168.3. This crossover is seldom used." (Richard Beveridge, FDOT)</li> </ul>
Charlotte	168.4	MEDIUM	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	171.8	HIGH	<ul style="list-style-type: none"> <li>"Long stretch between exits (8+ miles). Low swampy area impassible 6 months of the year." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	171.8	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	174.8	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> <li>"Long stretch between exits (8+ miles). Low swampy area impassible 6 months of the year." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	184.0	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	184.0	MEDIUM	<ul style="list-style-type: none"> <li>Sumpter Blvd. Only 1.5 miles away. (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	186.0	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	187.6	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> <li>"Long stretch between exits (8+ miles). Low swampy area impassible 6 months of the year." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	191.0	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	195.2	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> <li>"MM 195.2 is rated as low priority due to its proximity to the Laurel Road Interchange at MM 195. It is slated for abandonment according to your spreadsheet and I concur." Bob Eairheart, Assistant Chief, Venice Fire Rescue)</li> </ul>
Sarasota	197.5	MEDIUM	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	197.5	LOW	<ul style="list-style-type: none"> <li>"MM 197.5 is an enigma for me. Upon driving this area, I find this proposed crossover either on a bridge on in a very low spot. I cannot believe that a crossover in the immediate area of Cowpen Slough is cost effective. Would like to see a map if this proposal. From what I see of this area, I would rate it a 'low.'" (Bob Eairheart, Assistant Chief, Venice Fire Rescue)</li> <li>"Crossover at MM 199 only 1.8 miles away." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>

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Sarasota	198.3	HIGH	<ul style="list-style-type: none"> <li>"MM 198.3 is slated for abandonment but may provide better access than MM 197.5. This area is flatter and more accessible and would provide a better placement. As of now, it would receive a 'high' recommendation: at least until the situation at 197.5 is clarified." (Bob Eairheart, Assistant Chief, Venice Fire Rescue).</li> </ul>
Sarasota	198.3	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	199.3	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP "MM 199.3 receives a 'high' ranking. It needs to be paved, and have slowdown and merge lanes added as part of upgrade to proposed standards." (Bob Eairheart, Assistant Chief, Venice Fire Rescue)</li> <li>"331 incidents during 12 month period at MM 197-200." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	202.0	HIGH	<ul style="list-style-type: none"> <li>"I find five potential crossovers that impact our responses on the interstate. We have a station allocated near the interchange at MM 195. Our response area has been increased in a northerly direction along I- 75 due to this proximity. The problem area is southbound I-75 from Interchange MM 200 (SR 681) to the Lure1 Road Interchange at 195. I-75 narrows from 4 lanes to 2 lanes at MM 200 and there are frequent cases of hydroplaning at this point also. Consequently, crossovers are required to access the southbound land. MM 202 would receive a 'high' rating but needs to be upgraded to proposed standards. Both 199.3 and 202 would dramatically improve responses to the area cited in my previous paragraph. The interchange at MM 200 results in numerous accidents due to traffic flow constrictions. Crossovers at MM 199.3 and MM 202 would facilitate operations and enhance response times." (Bob Eairheart, Assistant Chief, Venice Fire Rescue)</li> <li>"449 incidents during 12 month period at MM 201-205." (Mike Tobias. Battalion Chief. Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	202.0	MEDIUM	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	203.8	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	206.6	LOW	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Sarasota	211.0	HIGH	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> <li>"Traffic congestion makes the interchange unusable for turnarounds. 207 incidents during 12 months at MM 211-213." (Mike Tobias, Battalion Chief, Sarasota County Fire &amp; EMS)</li> </ul>
Sarasota	211.6	MEDIUM	<ul style="list-style-type: none"> <li>Lt. Daniel D. Bernosky, FHP</li> </ul>
Manatee	215.3	HIGH	<ul style="list-style-type: none"> <li>"In 2003 and 2004 we have had 15 fatal crashes on I-75 that we investigated. These will all help in responding to crashes, especially this time of year when we can not cross the median due to most areas having standing water and soft making it impossible to cross to respond to emergencies or calls for service." (George Alec - FHP)</li> <li>"The reason I rank the two proposed crossovers and the additional crossover at mm 218.5 as a 'HIGH' is due to the fact Braden River Fire Control and Rescue District has only four apparatus to cover over 100 square mile fire district, with the I-75 corridor on our most western side of the fire district. It is not uncommon for the stated located on University Parkway to travel to SR 64 turn</li> </ul>

County	Mile Marker	Ranking	Comment / Justification
			<p>around then travel back southbound to an incident just north of SR 70. This is a tremendous amount of travel time to get to an emergency scene. Unlike some of the other emergency responders equipped with 4x4 capabilities, our apparatus has no choice but to travel on paved road only." (Byron Teates, Interim Fire Chief, Braden River Fire Control &amp; Rescue)</p> <ul style="list-style-type: none"> <li>• 2002 Volume 87,000; 2003. Volume 92,000 (two way) (Patrick Medina, Manatee County)</li> </ul>
Manatee	215.7	HIGH	<ul style="list-style-type: none"> <li>• 2002 Volume 87,000; 2003. Volume 92,000 (two way) (Patrick Medina, Manatee County)</li> </ul>
Manatee	218.5	HIGH	<ul style="list-style-type: none"> <li>• "The reason I rank the two proposed crossovers and the additional crossover at mm 218.5 as a 'HIGH' is - -due to the fact Braden River Fire Control and Rescue District has only four apparatus to cover over 100 square mile fire district, with the I-75 corridor on our most western side of the fire district. It is not uncommon for the stated located on University Parkway to travel to SR 64 turn around then travel back southbound to an incident just north of SR 70. This is a tremendous amount of travel time to get to an emergency scene. Unlike some of the other emergency responders equipped with 4x4 capabilities, our apparatus has no choice but to travel on paved road only." (Byron Teates, Interim Fire Chief, Braden River Fire Control &amp; Rescue)</li> </ul>
Manatee	222.0	HIGH	<ul style="list-style-type: none"> <li>• "In 2003 and 2004 we have had 15 fatal crashes on I-75 that we investigated. These will all help in -responding to crashes, especially this time of year when we can not cross the median due to most areas having standing water and soft making it impossible to cross to respond to emergencies or calls for service." (George Alec - FHP)</li> <li>• "The reason I rank the two proposed crossovers and the additional crossover at mm 218.5 as a 'HIGH' is due to the fact Braden River Fire Control and Rescue District has only four apparatus to cover over 100 square mile fire district, with the I-75 corridor on our most western side of the fire district. It is not uncommon for the stated located on University Parkway to travel to SR 64 turn around then travel back southbound to an incident just north of SR 70. This is a tremendous amount of travel time to get to an emergency scene. Unlike some of the other emergency responders equipped with 4x4 capabilities, our apparatus has no choice but to travel on paved road only." (Byron Teates, Interim Fire Chief, Braden River Fire Control &amp; Rescue)</li> </ul>
Manatee	226.0	HIGH	<ul style="list-style-type: none"> <li>• "In 2003 and 2004 we have had 15 fatal crashes on I-75 that we investigated. These will all help in responding to crashes, especially this time of year when we can not cross the median due to most areas having standing water and soft making it impossible to cross to respond to emergencies or calls for service." (George Alec - FHP)</li> <li>• "Crossovers at MM 226 and 234.6 on I-75 are both rated as 'high' due to the high accident rates in that area, as well as the lengthy and delayed response areas." (Michael Johnson, Chief, North River Fire District).</li> <li>• 2002 Volume 67,500; 2003, Volume 71,000 (two way) (Patrick Medina, Manatee County)</li> </ul>
Manatee	227.4	HIGH	<ul style="list-style-type: none"> <li>• 2002 Volume 49,000; 2003, Volume 52,000 (two way) (Patrick Medina, Manatee County)</li> </ul>
Manatee	228.0	HIGH	<ul style="list-style-type: none"> <li>• 2002 Volume 49,000; 2003. Volume 52,000 (two way) (Patrick Medina, Manatee County)</li> </ul>
Manatee	234.6	HIGH	<ul style="list-style-type: none"> <li>• "In 2003 and 2004 we have had 15 fatal crashes on I-75 that we investigated. These will all help in</li> </ul>

County	Mile Marker	Ranking	Comment / Justification
			<p>responding to crashes, especially this time of year when we can not cross the median due to most areas having standing water and soft making it impossible to cross to respond to emergencies or calls for service." (George Alec - FHP)</p> <ul style="list-style-type: none"><li>• "Crossovers at MM 226 and 234.6 on I-75 are both rated as 'high' due to the high accident rates in that area, as well as, the lengthy and delayed response areas. (Michael Johnson, Chief, North River Fire District).</li><li>• 2002 Volume 49,000; 2003, Volume 52,000 (two way) (Patrick Medina, Manatee County)</li></ul>