



WELCOME

INTERSTATE 75 (I-75) NORTH CORRIDOR MASTER PLAN PUBLIC OUTREACH MEETING

**Corridor Limits: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road
Sarasota & Manatee Counties, Florida**

FPID No.: 442518-1



The Florida Department of Transportation may adopt this planning product into the environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4), or to the state project development process.



FLORIDA DEPARTMENT OF TRANSPORTATION

TITLE VI

The Florida Department of Transportation is required to comply with various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status.

Persons wishing to express concerns about Title VI may do so by contacting either:

District One

Florida Department of Transportation
District One Title VI Coordinator
Cynthia Sykes
801 N Broadway Avenue, MS 1-40
Bartow, FL 33830
863-519-2287
Cynthia.Sykes@dot.state.fl.us

Tallahassee Office

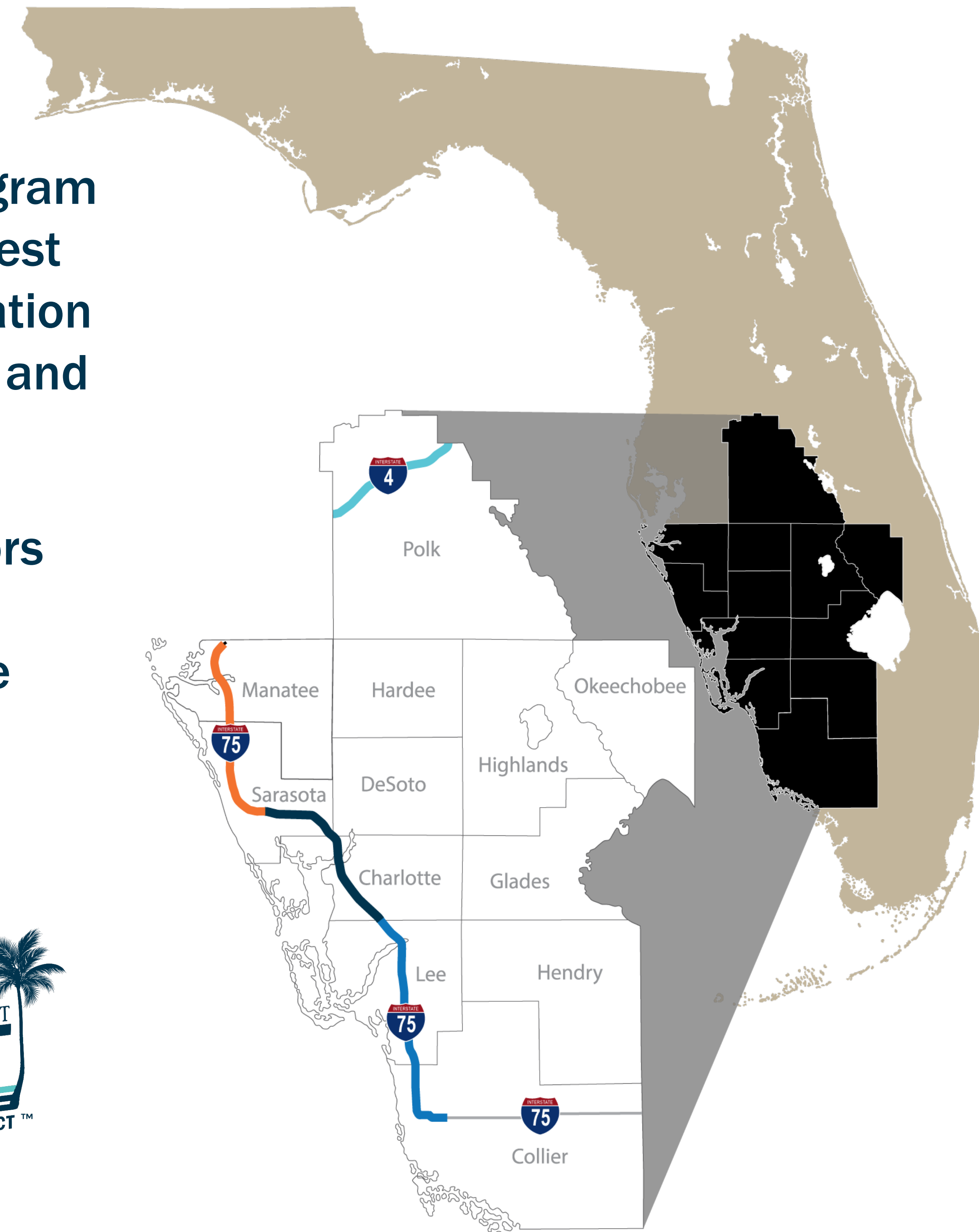
Florida Department of Transportation
State Title VI Coordinator
Stefan Kulakowski, FCCM, CPM
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450
850-414-4742
Stefan.Kulakowski@dot.state.fl.us

All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

PROGRAM DESCRIPTION

Florida Department of Transportation (FDOT) District One is embarking on a program that will lead to the long-term improvement of the interstate corridors in Southwest Florida. This effort will allow District One to analyze and put in place a transportation solution that meets the needs of the near term and accommodates the evolving and innovative transportation solutions of tomorrow.

Within the Southwest Connect™ program, there are currently four project corridors in the Planning and Feasibility phase. This phase is focused on identifying solutions that improve mobility and provide transportation options to support the region's economic development. These solutions are expected to help move people and goods safely and efficiently while balancing regional transportation needs with community concerns.



I-75 (South Corridor)



I-75 (Central Corridor)



I-75 (North Corridor)



I-4 Corridor

ABOUT THE PROJECT

PROJECT DESCRIPTION

I-75 Southwest Connect (North Corridor) is a project that will evaluate the current and future needs that improve safety, operational capacity, functionality, efficiency and connectivity along and across the corridor. The North Corridor project limits are from south of River Road (State Road 777) to north of Moccasin Wallow Road in Sarasota and Manatee counties.

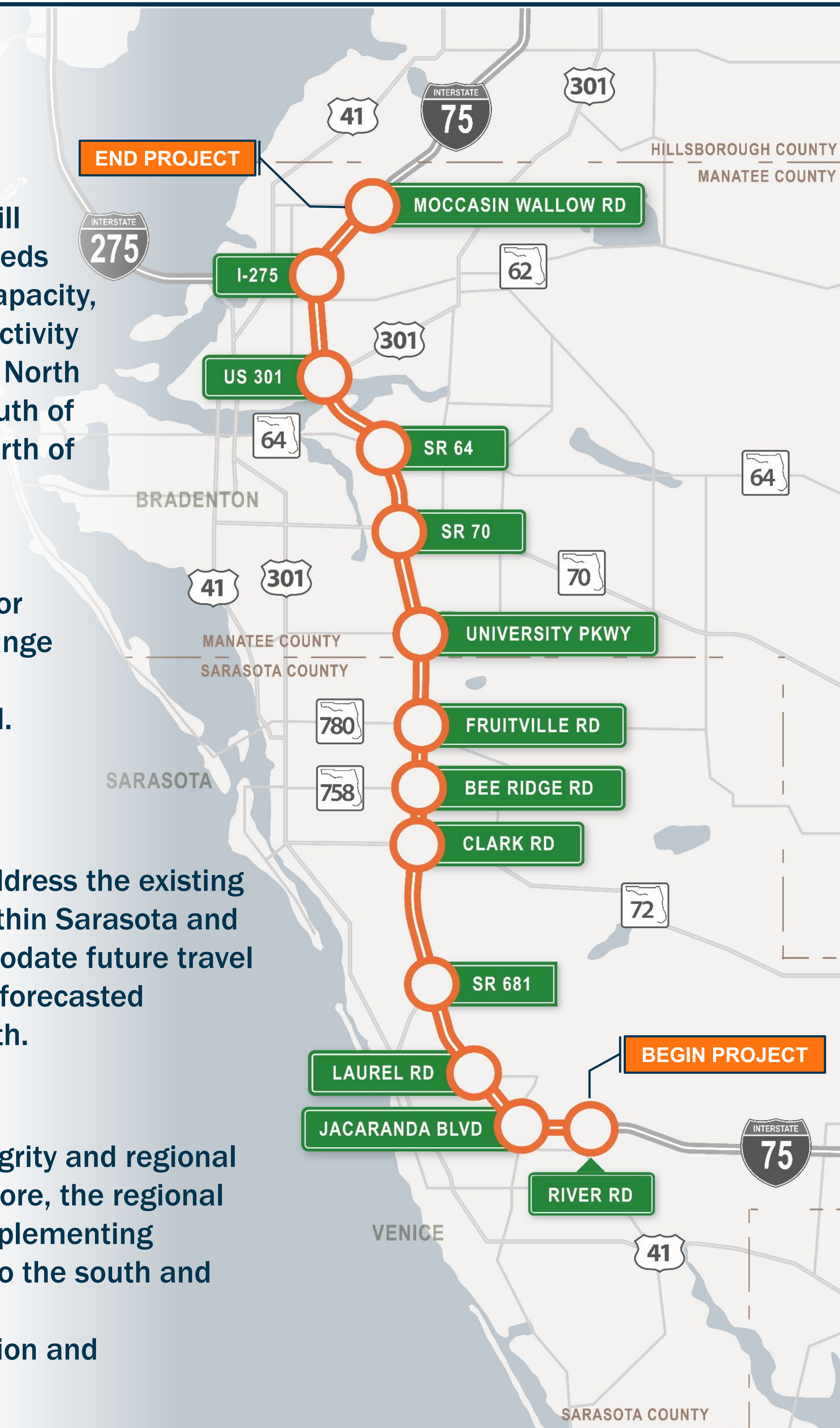
Managed lanes, collector-distributor roadways, auxiliary lanes, interchange operational improvements or new interchanges are being considered.

PURPOSE AND NEED

The purpose of this project is to address the existing operational deficiencies of I-75 within Sarasota and Manatee counties and to accommodate future travel demand projections as a result of forecasted population and employment growth.

Other goals of the project are to

- 1) preserve the operational integrity and regional functionality of I-75 (and, therefore, the regional transportation network) by complementing similar corridor improvements to the south and north on I-75 and
- 2) enhance emergency evacuation and response times.



I-75 NORTH CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road

A Master Plan is a document that summarizes a community's vision for future transportation and provides a set of recommended improvements to enhance safety and mobility.

Development of a Master Plan involves data collection, public outreach, analysis of current and future transportation needs, and the identification and evaluation of potential projects to address those needs.

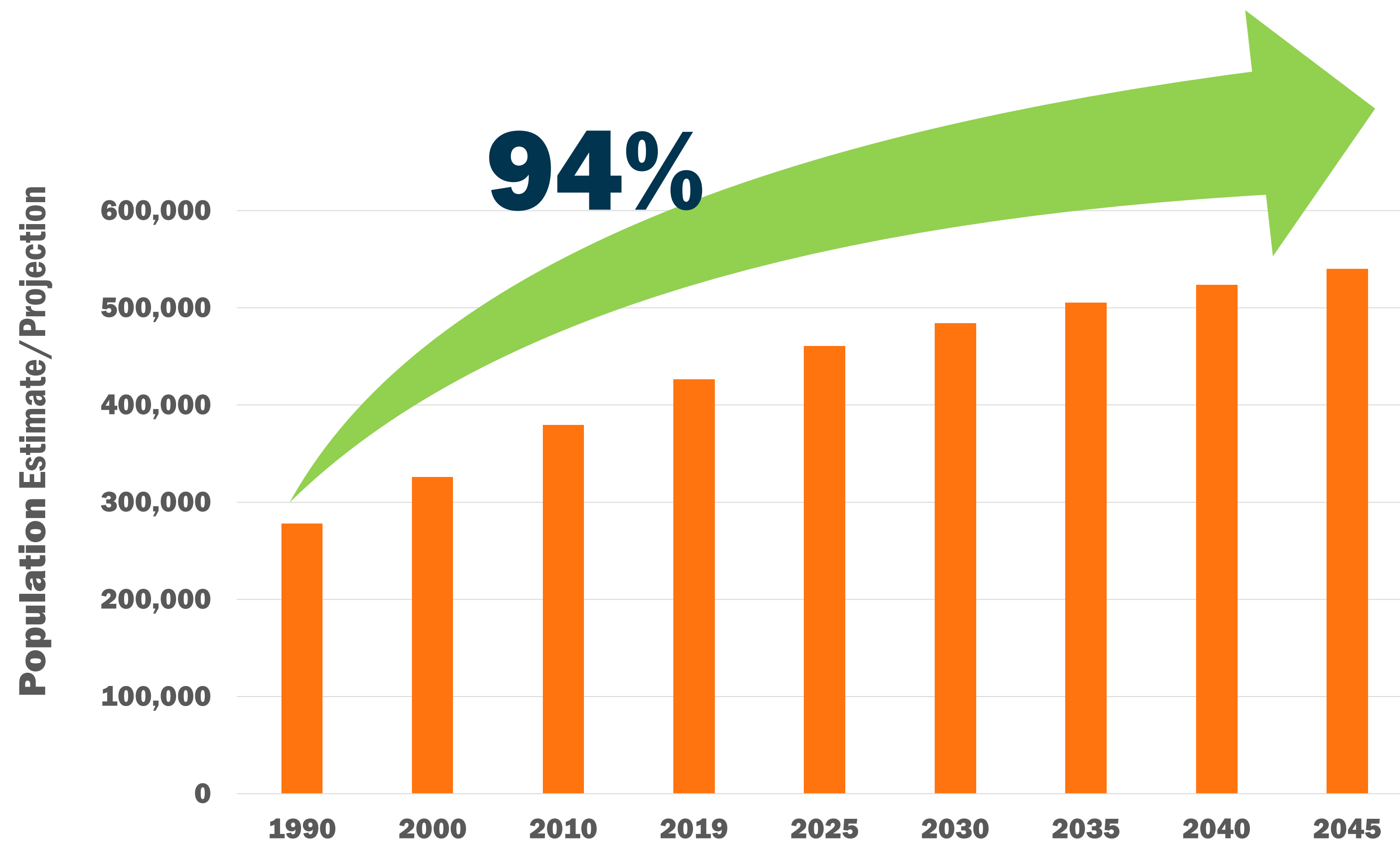
During the Planning and Feasibility phase, an analysis of the interstate system's existing and future transportation challenges is conducted, and the findings of the analysis and recommendations to enhance safety and mobility are documented in a Master Plan.

The planned improvements identified in the Master Plan may include widening, managed lanes, modifying interchanges, and/or evaluating new interchanges.

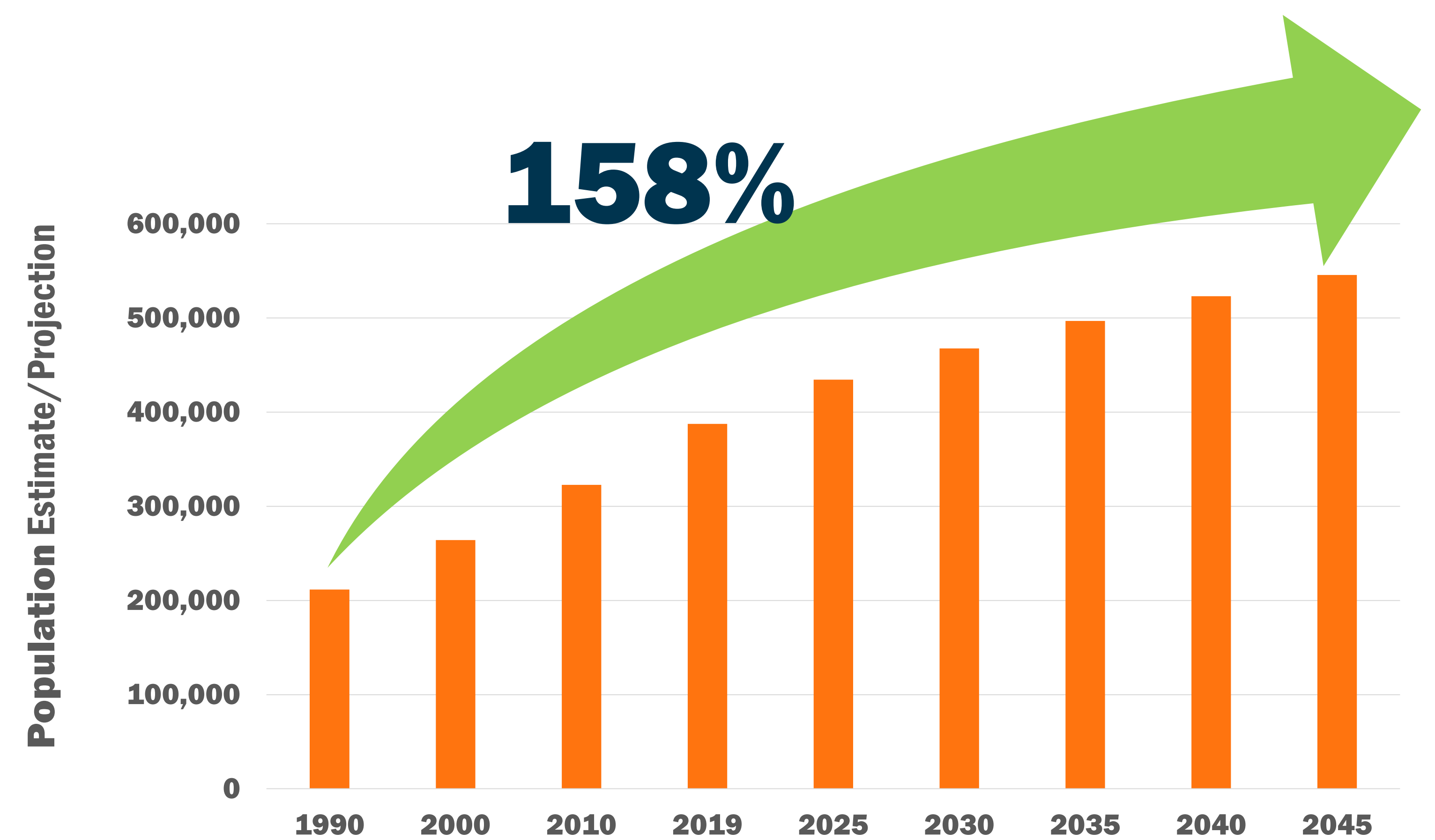
The Master Plan will also include public outreach, which will serve as input in the identification and prioritization of projects to move forward into the Project Development Process.

This long-range approach provides a regional perspective to identify the areas where future demand is predicted and assists in defining subsequent Project Development and Environment (PD&E) Study limits for the project(s). This Master Plan will serve as a guide to allow FDOT to focus future efforts and funding toward the most critical areas first.

Sarasota County Population Growth



Manatee County Population Growth



Sources: 1980-2010: U.S. Census Bureau, Population Division, 2020-2040: Bureau of Economics and Business Research, Florida Population Studies, Bulletin 180

I-75 NORTH CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road

2019 CORRIDOR TRAFFIC DATA

This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.

LEGEND	
	100,000+
	75,000 – 99,999
	50,000 – 74,999
	< 50,000

TOTALS = VEHICLES PER DAY (VPD)

AADT	FROM	TO
74,000	Moccasin Wallow Rd.	Hillsborough County Line
71,500	I-275	Moccasin Wallow Rd.
104,000	US 301	I-275
120,000	SR 64	US 301
127,500	SR 70	SR 64
134,500	University Pkwy.	SR 70
137,500	Fruitville Rd.	University Pkwy.
122,000	Bee Ridge Rd.	Fruitville Rd.
116,000	Clark Rd.	Bee Ridge Rd.
97,000	SR 681	Clark Rd.
83,500	Laurel Rd.	SR 681
85,000	Jacaranda Blvd.	Laurel Rd.
83,000	River Rd.	Jacaranda Blvd.

AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.

SOURCE: FDOT – FLORIDA TRAFFIC ONLINE



2045 CORRIDOR TRAFFIC DATA

This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.

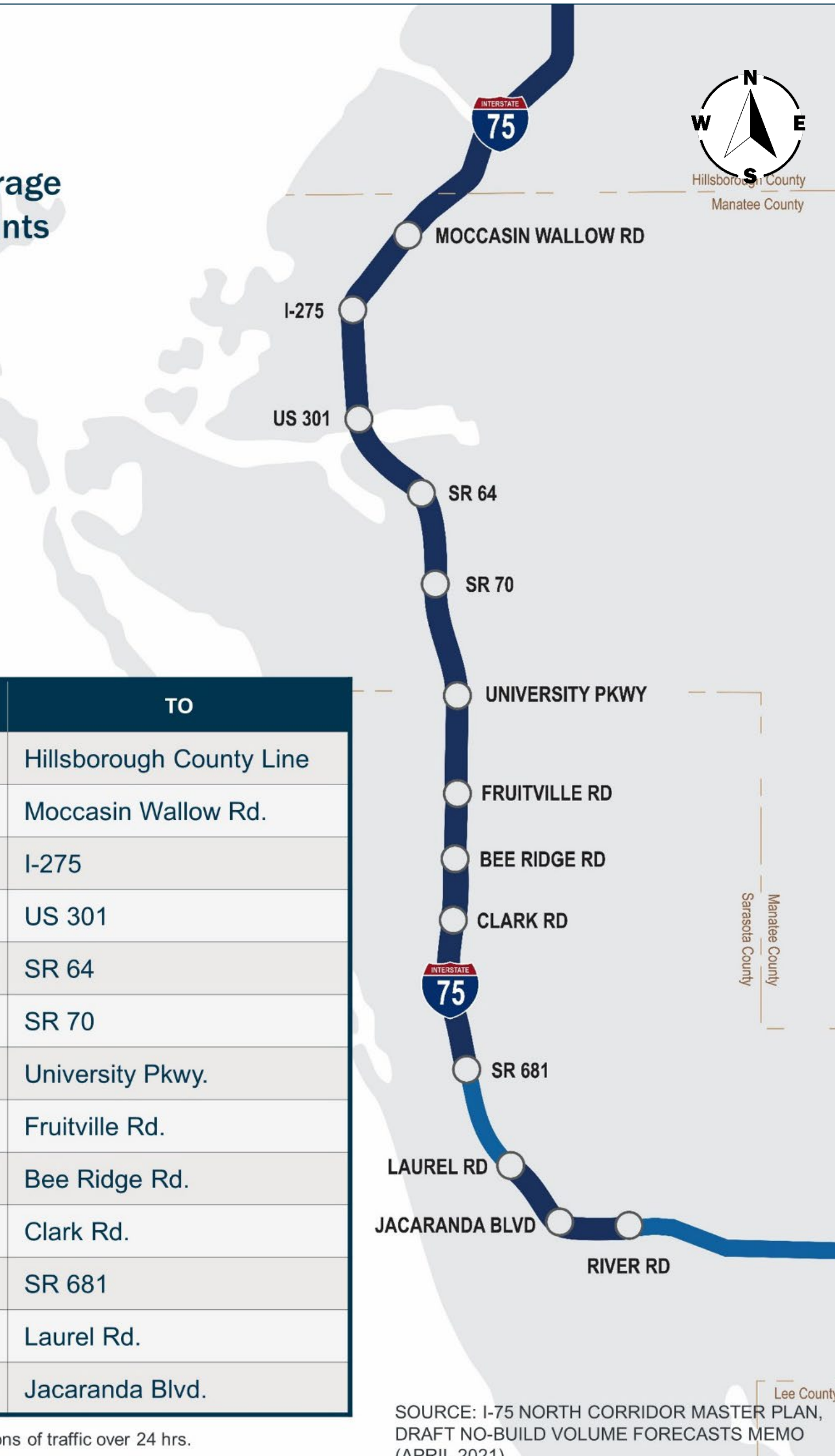
LEGEND	
	100,000+
	75,000 – 99,999
	50,000 – 74,999
	< 50,000

TOTALS = VEHICLES PER DAY (VPD)

AADT	FROM	TO
123,000	Moccasin Wallow Rd.	Hillsborough County Line
123,000	I-275	Moccasin Wallow Rd.
151,000	US 301	I-275
166,000	SR 64	US 301
156,000	SR 70	SR 64
161,000	University Pkwy.	SR 70
169,000	Fruitville Rd.	University Pkwy.
147,000	Bee Ridge Rd.	Fruitville Rd.
134,000	Clark Rd.	Bee Ridge Rd.
113,000	SR 681	Clark Rd.
94,000	Laurel Rd.	SR 681
100,000	Jacaranda Blvd.	Laurel Rd.
103,000	River Rd.	Jacaranda Blvd.

AADT: Totals represent the average of vehicles in both directions of traffic over 24 hrs.

SOURCE: I-75 NORTH CORRIDOR MASTER PLAN, DRAFT NO-BUILD VOLUME FORECASTS MEMO (APRIL 2021)

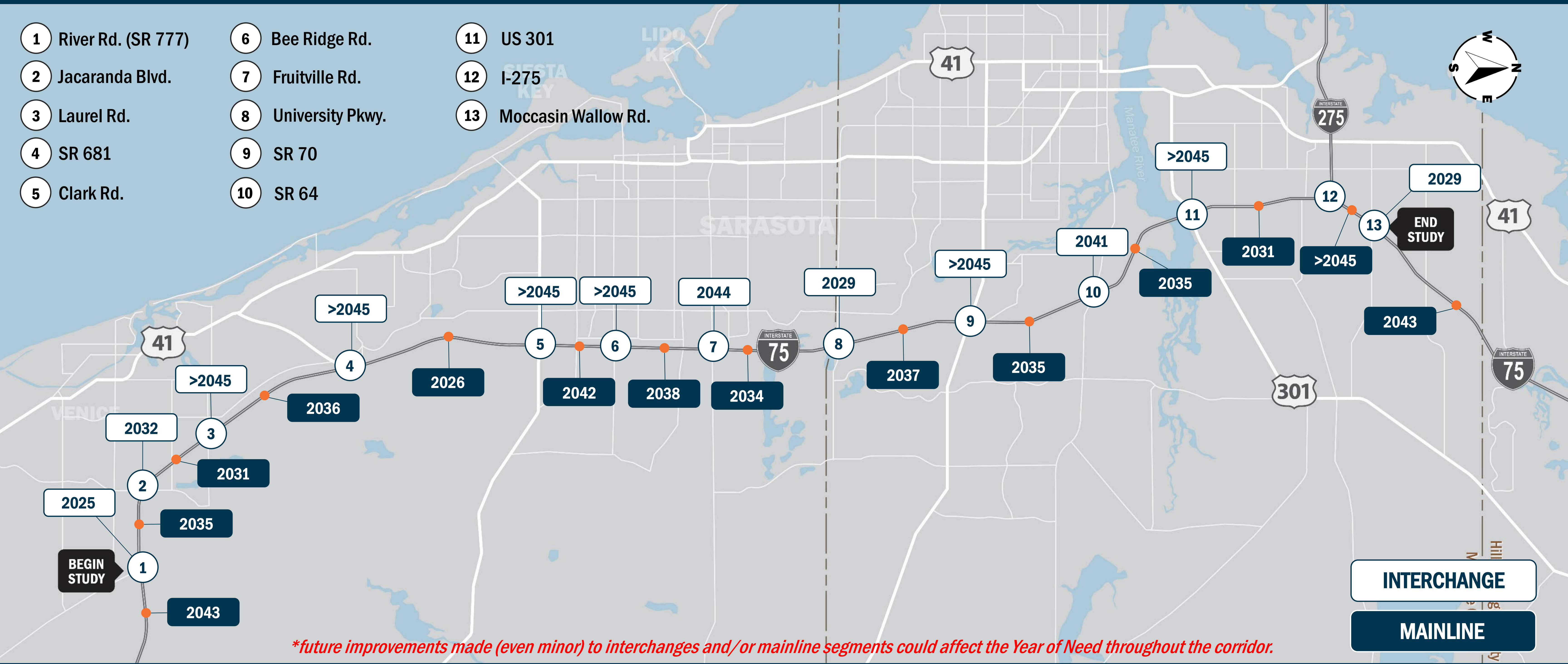


I-75 NORTH CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road

2045 NO BUILD YEAR OF NEED

- 1 River Rd. (SR 777)
- 2 Jacaranda Blvd.
- 3 Laurel Rd.
- 4 SR 681
- 5 Clark Rd.
- 6 Bee Ridge Rd.
- 7 Fruitville Rd.
- 8 University Pkwy.
- 9 SR 70
- 10 SR 64
- 11 US 301
- 12 I-275
- 13 Moccasin Wallow Rd.



I-75 NORTH CORRIDOR MASTER PLAN

CORRIDOR LIMITS: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road

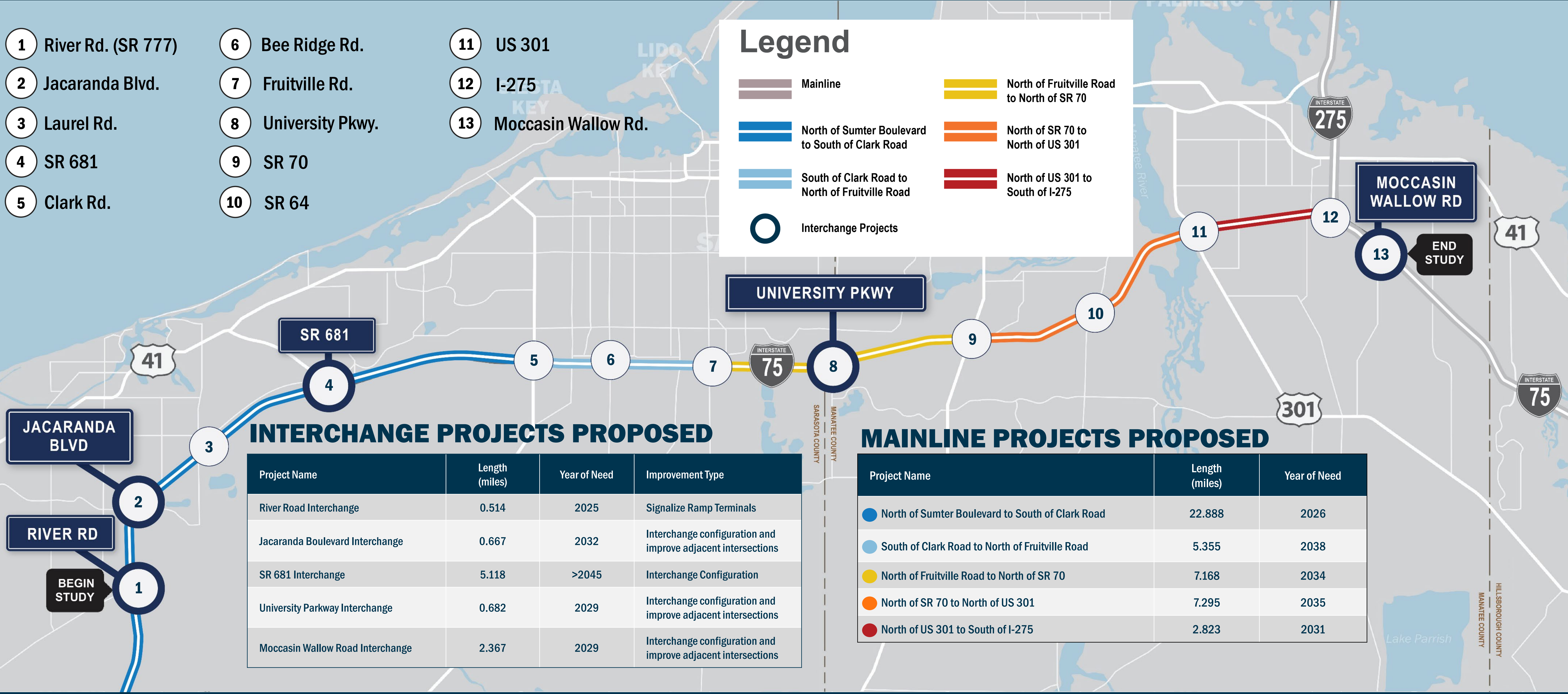


PRELIMINARY LIST OF PROPOSED PROJECTS

- 1 River Rd. (SR 777)
- 2 Jacaranda Blvd.
- 3 Laurel Rd.
- 4 SR 681
- 5 Clark Rd.
- 6 Bee Ridge Rd.
- 7 Fruitville Rd.
- 8 University Pkwy.
- 9 SR 70
- 10 SR 64
- 11 US 301
- 12 I-275
- 13 Moccasin Wallow Rd.

Legend

- Mainline
- North of Sumter Boulevard to South of Clark Road
- South of Clark Road to North of Fruitville Road
- Interchange Projects
- North of Fruitville Road to North of SR 70
- North of SR 70 to North of US 301
- North of US 301 to South of I-275



INTERCHANGE PROJECTS PROPOSED

Project Name	Length (miles)	Year of Need	Improvement Type
River Road Interchange	0.514	2025	Signalize Ramp Terminals
Jacaranda Boulevard Interchange	0.667	2032	Interchange configuration and improve adjacent intersections
SR 681 Interchange	5.118	>2045	Interchange Configuration
University Parkway Interchange	0.682	2029	Interchange configuration and improve adjacent intersections
Moccasin Wallow Road Interchange	2.367	2029	Interchange configuration and improve adjacent intersections

MAINLINE PROJECTS PROPOSED

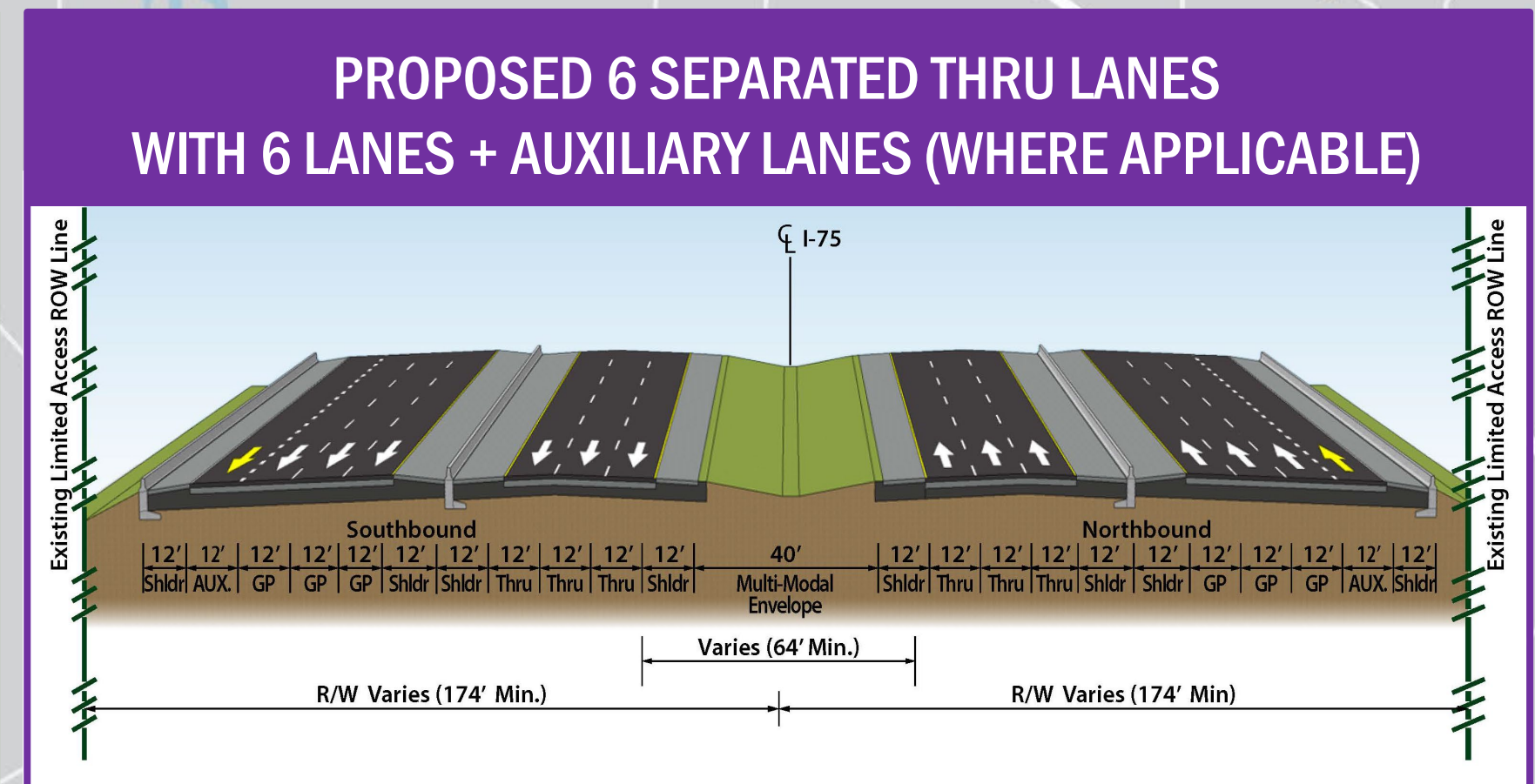
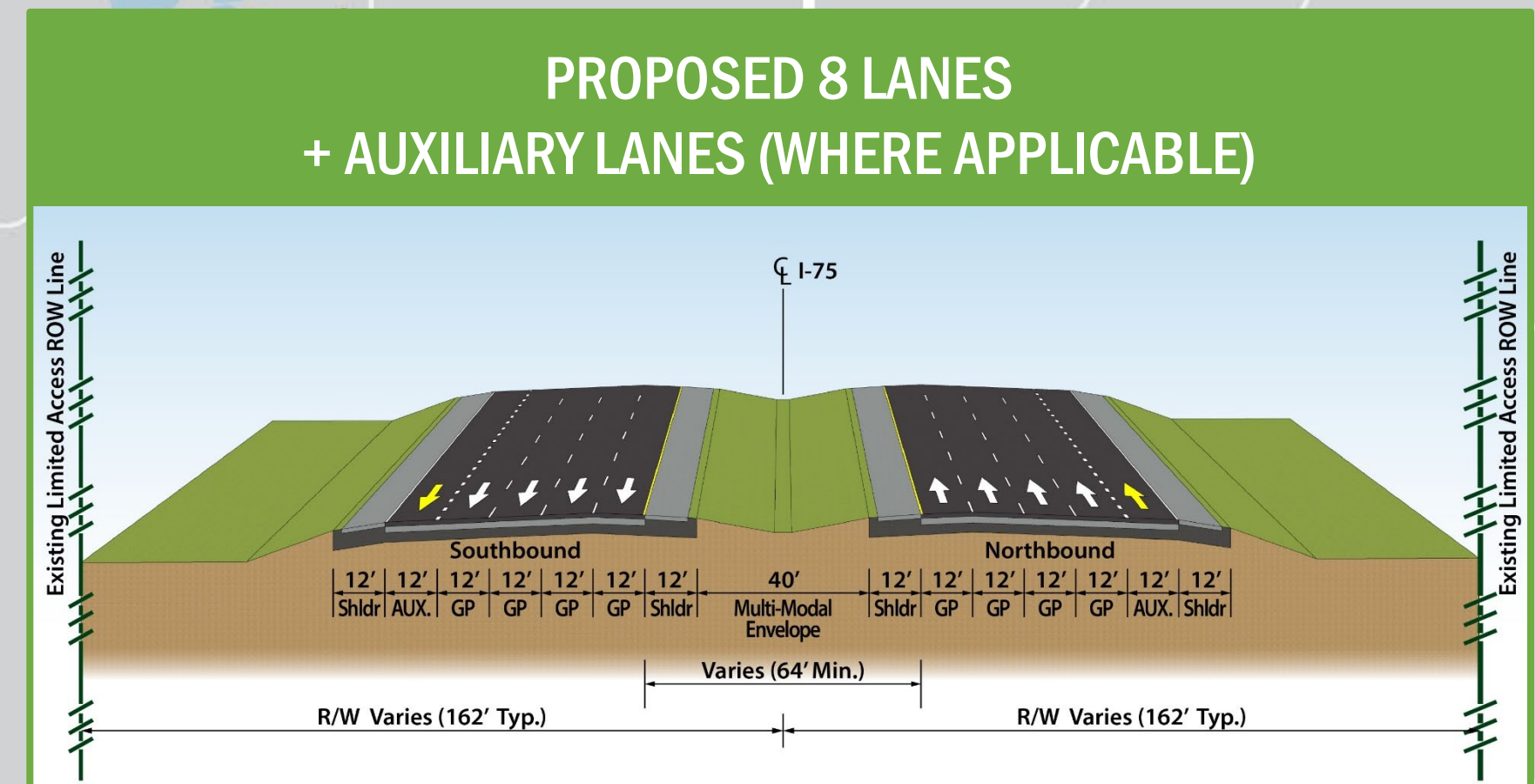
Project Name	Length (miles)	Year of Need
North of Sumter Boulevard to South of Clark Road	22.888	2026
South of Clark Road to North of Fruitville Road	5.355	2038
North of Fruitville Road to North of SR 70	7.168	2034
North of SR 70 to North of US 301	7.295	2035
North of US 301 to South of I-275	2.823	2031

I-75 NORTH CORRIDOR MASTER PLAN

PROJECT LIMITS: I-75 from south of River Road (SR 777) to north of Moccasin Wallow Road

PROPOSED TYPICAL SECTIONS

- 1 River Rd. (SR 777)
- 2 Jacaranda Blvd.
- 3 Laurel Rd.
- 4 SR 681
- 5 Clark Rd.
- 6 Bee Ridge Rd.
- 7 Fruitville Rd.
- 8 University Pkwy.
- 9 SR 70
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I-75 NORTH CORRIDOR MASTER PLAN

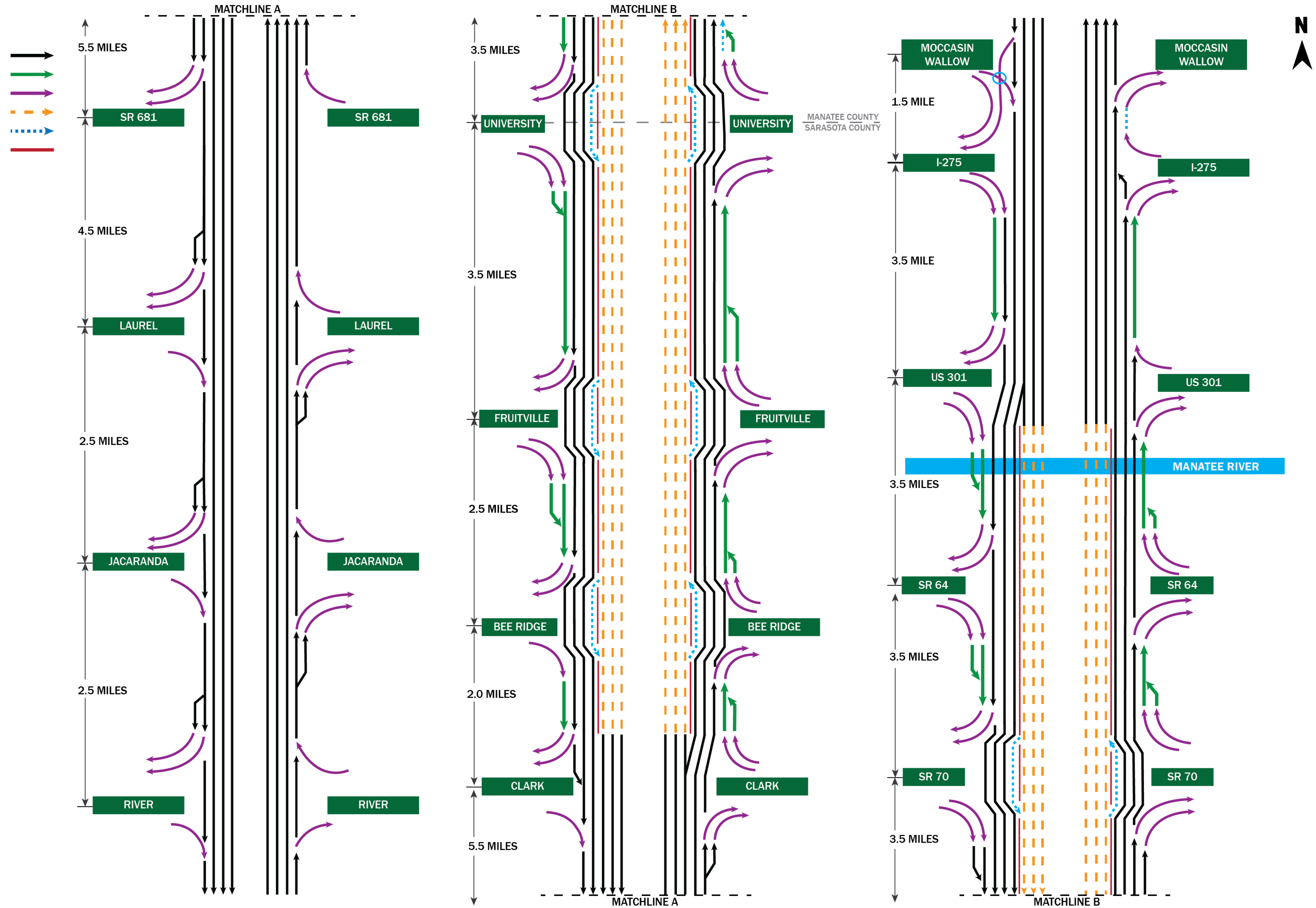
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MANAGED LANES WITH LOCAL LANES ALTERNATIVE LINE DIAGRAM

3 THRU LANES + 3 LOCAL LANES WITH SLIP RAMPS

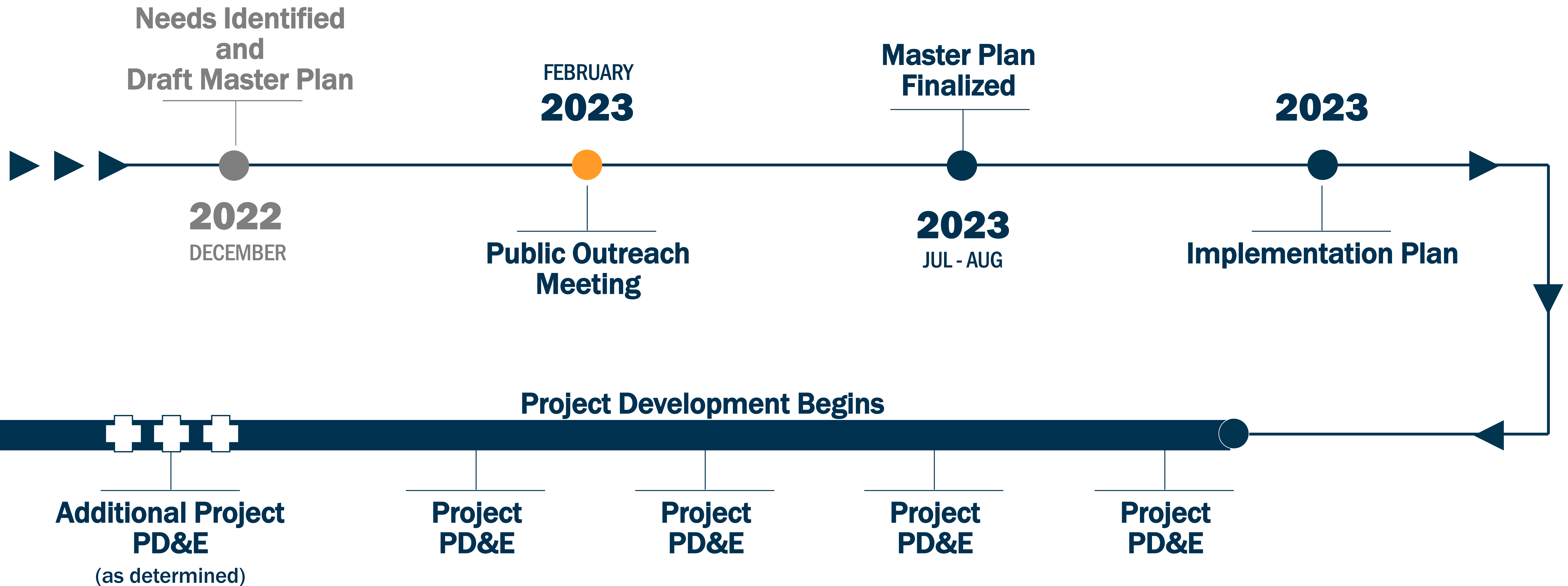
LEGEND

- GENERAL-USE LANE
- AUXILIARY LANE
- INTERCHANGE RAMP LANE
- THRU LANE
- SLIMP RAMP LANE
- BARRIER



I-75 NORTH CORRIDOR MASTER PLAN

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THE PROJECT DEVELOPMENT PROCESS

We are here →



Planning and Feasibility

Determine the need for roadway improvements based on future land uses and projected traffic volumes.

Next Step →



Project Development and Environment Study

The location and conceptual design of road improvements are identified and environmental and social impacts are assessed.

FDOT follows federal and state requirements throughout project development and works closely with governmental agencies, partners and the local communities to identify new projects and move them through the production process.



Design

Design plans are prepared.



Right of Way Acquisition

Additional land needed for improvements is purchased, if needed.

Planning and Feasibility, Project Development and Environment Study, Design, Right of Way Acquisition, and Construction are phases of production for projects.



Construction

Build recommended improvements.

WHERE IN THE PROCESS RIGHT OF WAY

This corridor is currently in the Planning and Feasibility Phase.

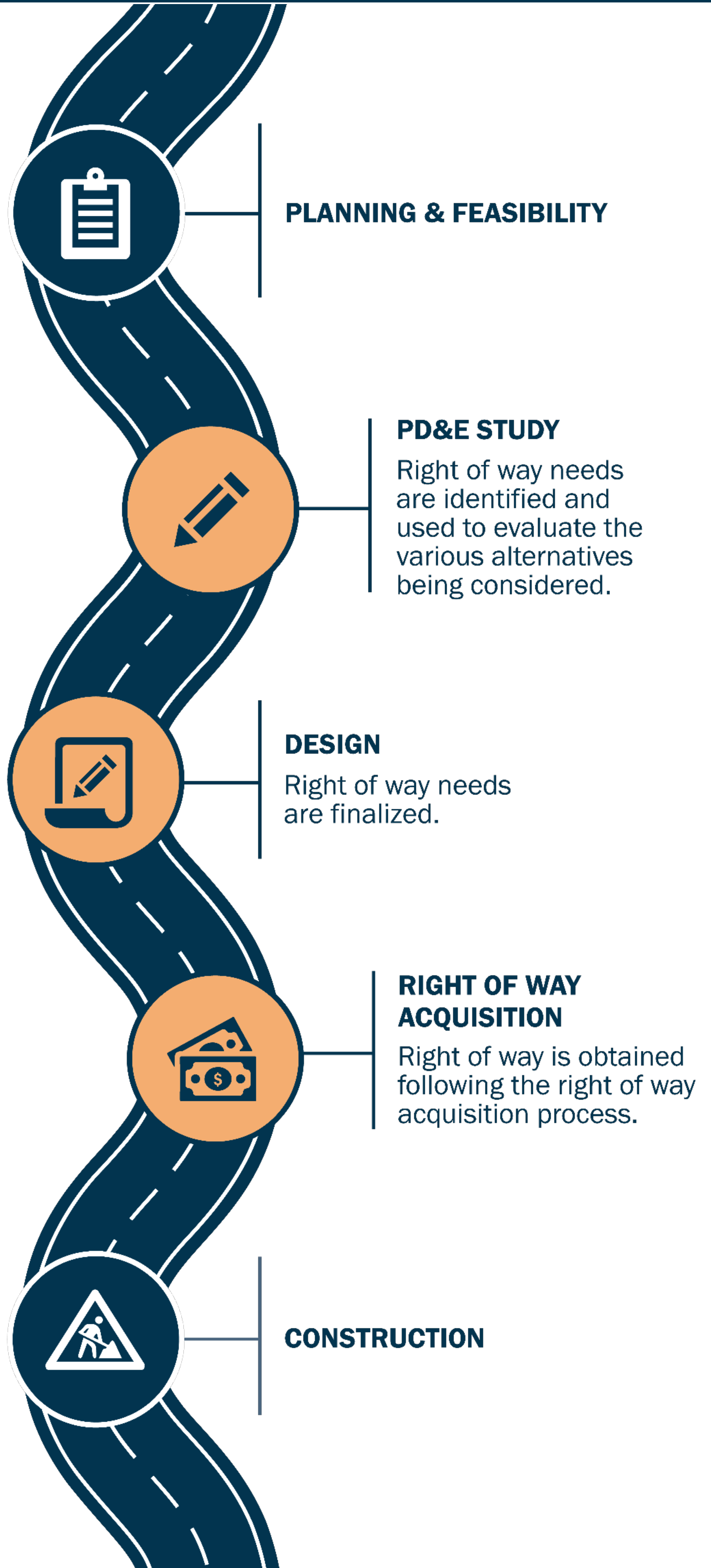
Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will identify any potential right of way needs and use them in the evaluation of the various alternatives being considered.

Once the project is advanced to the Design Phase, all right of way needs are determined and finalized.

If additional land is needed to construct proposed improvements, the Department will notify property owners, explain the acquisition process, their rights and options.

FDOT's Right of Way Acquisition team has developed an informative handout with more details and information.

Click [HERE](#) to view handout.



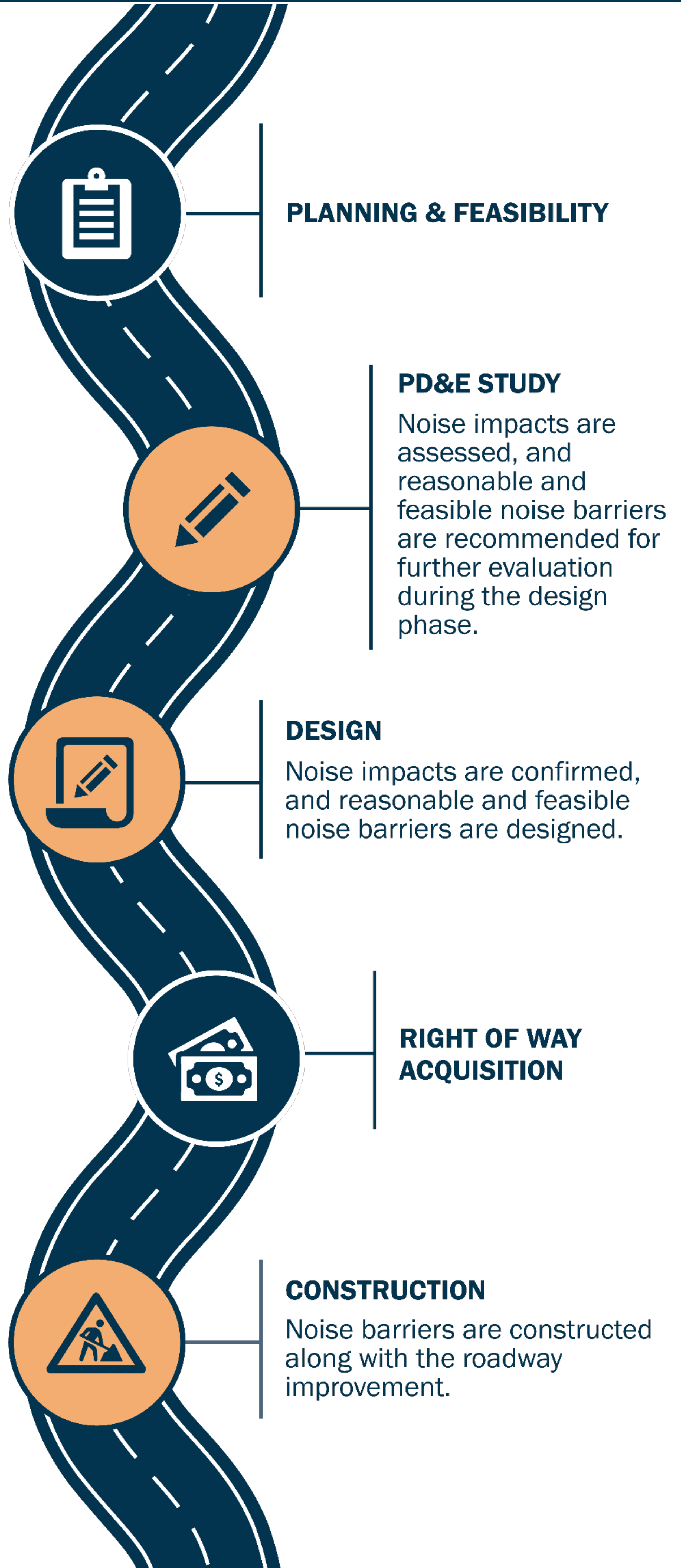
WHERE IN THE PROCESS TRAFFIC NOISE

This corridor is currently in the Planning and Feasibility phase.

Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will determine traffic noise impacts and potential locations that qualify for further consideration of noise abatement measures, including traffic noise barrier walls.

Traffic noise abatement is further evaluated during the Design phase, in accordance with federal and state requirements. For areas that meet feasibility and reasonableness criteria, traffic noise barrier walls are included in the project's design plans and constructed with the roadway improvement project.

A handout detailing the Traffic Noise Evaluation Process can be found by clicking [HERE](#).





NOISE BARRIERS

WHO GETS A NOISE BARRIER?

- When traffic noise impacts are identified during a noise analysis for an FDOT construction project that substantially changes the existing conditions of the typical section (horizontal or vertical alignment, profile, number of lanes, etc.), a noise barrier for that area must be considered.
- Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) require noise barriers to be *feasible and reasonable*.

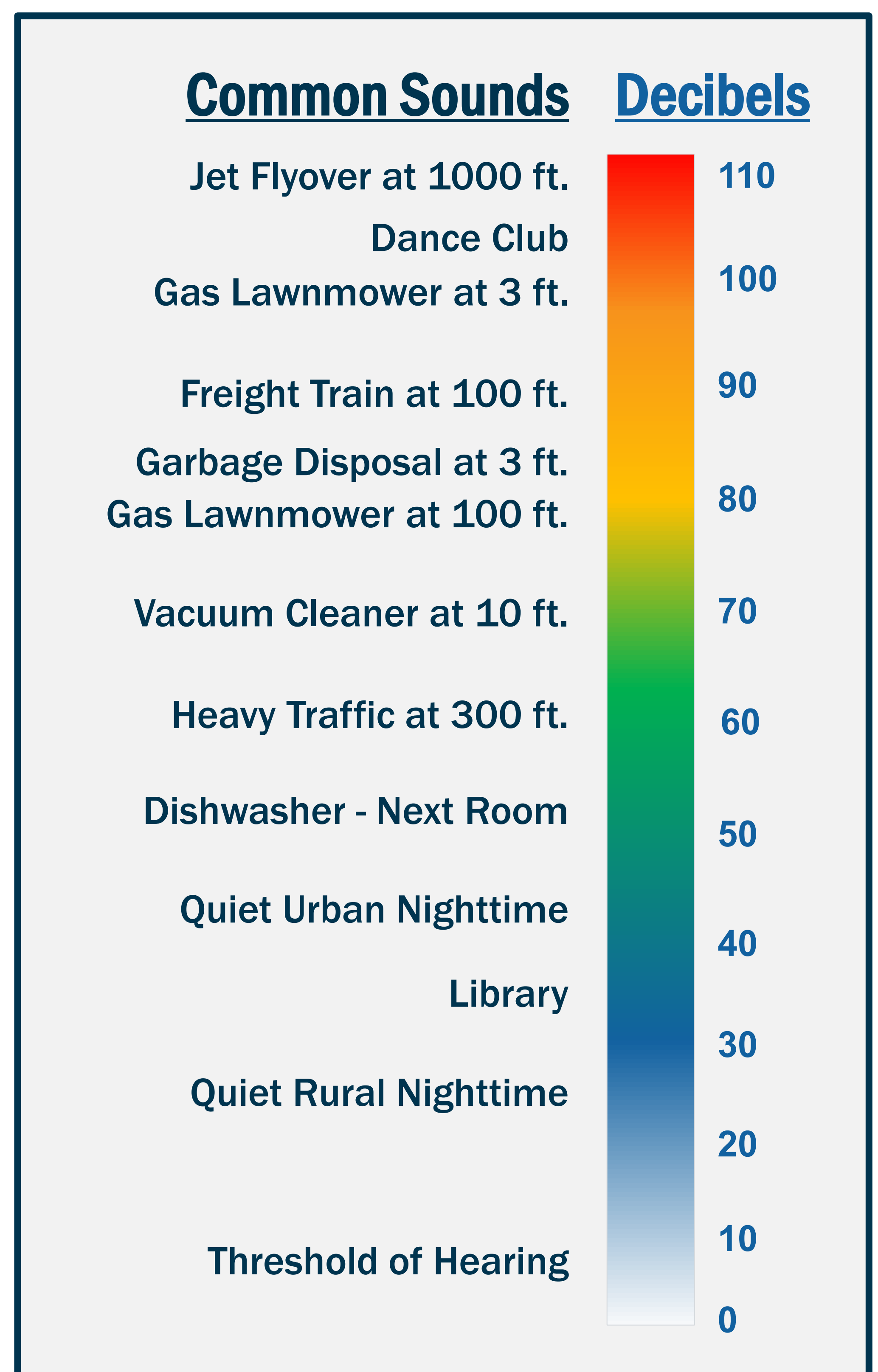
Feasible

- Can be designed and built using standard construction methods and techniques with consideration of safety factors, access, right of way, maintenance, drainage and utilities

Reasonable

- Reduces traffic noise by at least 5 dB at two or more impacted sites and by 7 dB at one site
- Cost to build the noise barrier averages \$42,000 or less per benefited receptor
- Consider the viewpoints of the benefited site owners and residents

Even if previous project(s) determined noise barriers are not feasible and reasonable, they may be feasible and reasonable in the future with the proposed improvements and noise analysis from future studies.



Common Sound Levels

FDOT is evaluating the feasibility of tolling the proposed managed lanes.

The forecasted traffic volumes, distributions, and operational analysis were developed under the assumption of no tolling.

Should tolling be implemented in the future, these forecasted traffic volumes, distributions, and operational analysis will likely change, which in turn may necessitate changes to the line diagrams, typical sections, ingress/egress points/types, and concept plans.



RELATED PROJECTS

- 1 River Rd.
- 2 Jacaranda Blvd.
- 3 Laurel Rd.
- 4 SR 681
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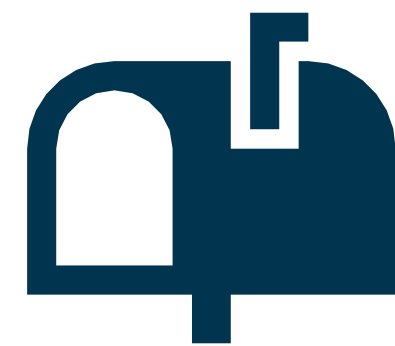
THERE ARE SEVERAL WAYS TO LEAVE A COMMENT

During



Type your
comments or
questions into the
Question pane
of the
control panel.

During Public Outreach Meeting Period (2/20 – 3/06)



Fill out the attached Comment Form and mail a copy to the below address:

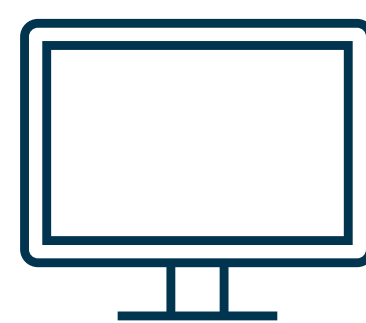
Nicole Harris, P.E., I-75 Project Manager (GEC), MS 1-6

Florida Department of Transportation - District One, 801 N. Broadway Ave, Bartow, FL 33830



Send an email with your comments and/or
questions to the Project Manager at:

Nicole.Harris@dot.state.fl.us



Submit your comment/question to the Project Manager
using our online comment form at:

www.swflinterstates.com/i75-north-vpm-comments/



SCAN ME!

A recording of the Q&A Event will also be posted to the project website: www.swflinterstates.com/i75-north-corridor

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