



WELCOME

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

MEETING DATES: **6/15/2021** THROUGH **6/25/2021**

Project 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 complies 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:

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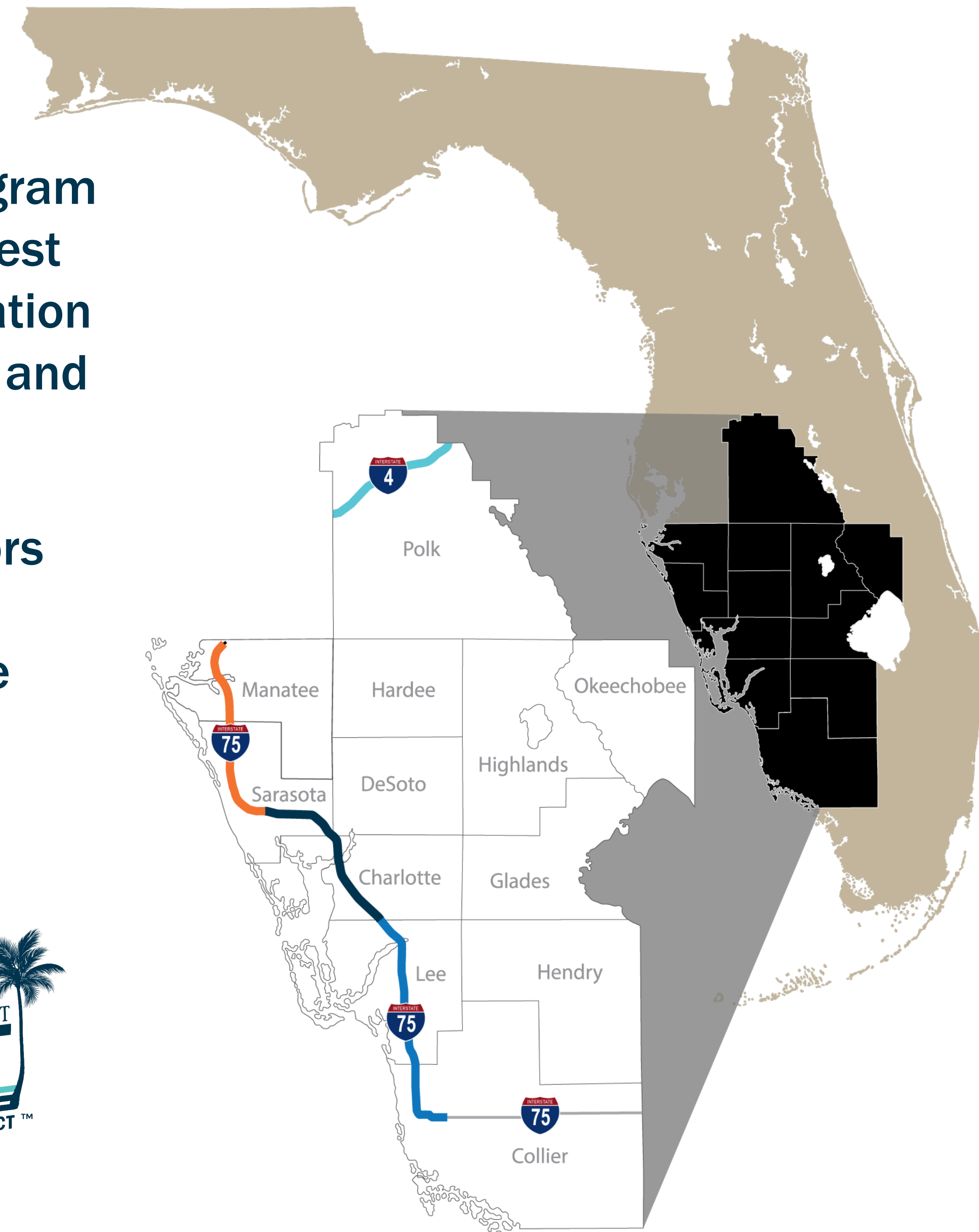
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All inquiries or complaints will be handled according to FDOT procedures and in a prompt and courteous manner.

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. Each 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

WHY IS FDOT STUDYING THESE CORRIDORS?

FDOT is studying the future needs of the corridors to efficiently plan for needed improvements that enhance mobility, reduce congestion, and improve safety.

- I-75 and I-4 have experienced an increase in traffic driven by many factors including population growth, development, additional tourism and special events.
- The Planning and Feasibility phase will document current and future needs of the interstate in corridor Master Plans and provide recommended improvement priorities for implementation.

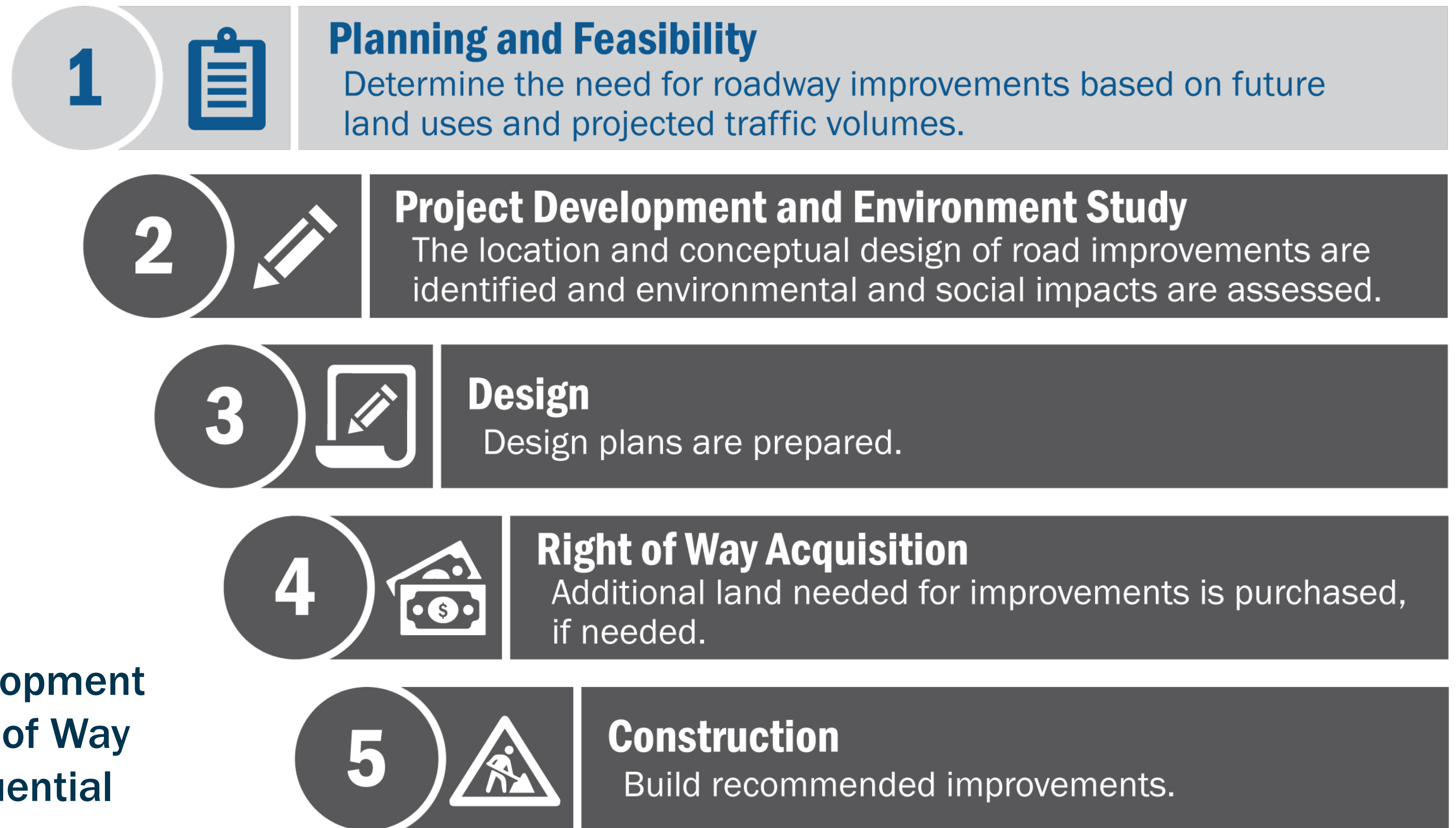


THE PROJECT DEVELOPMENT PROCESS

We are here →

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.

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



WHAT IS A MASTER PLAN?

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.

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.

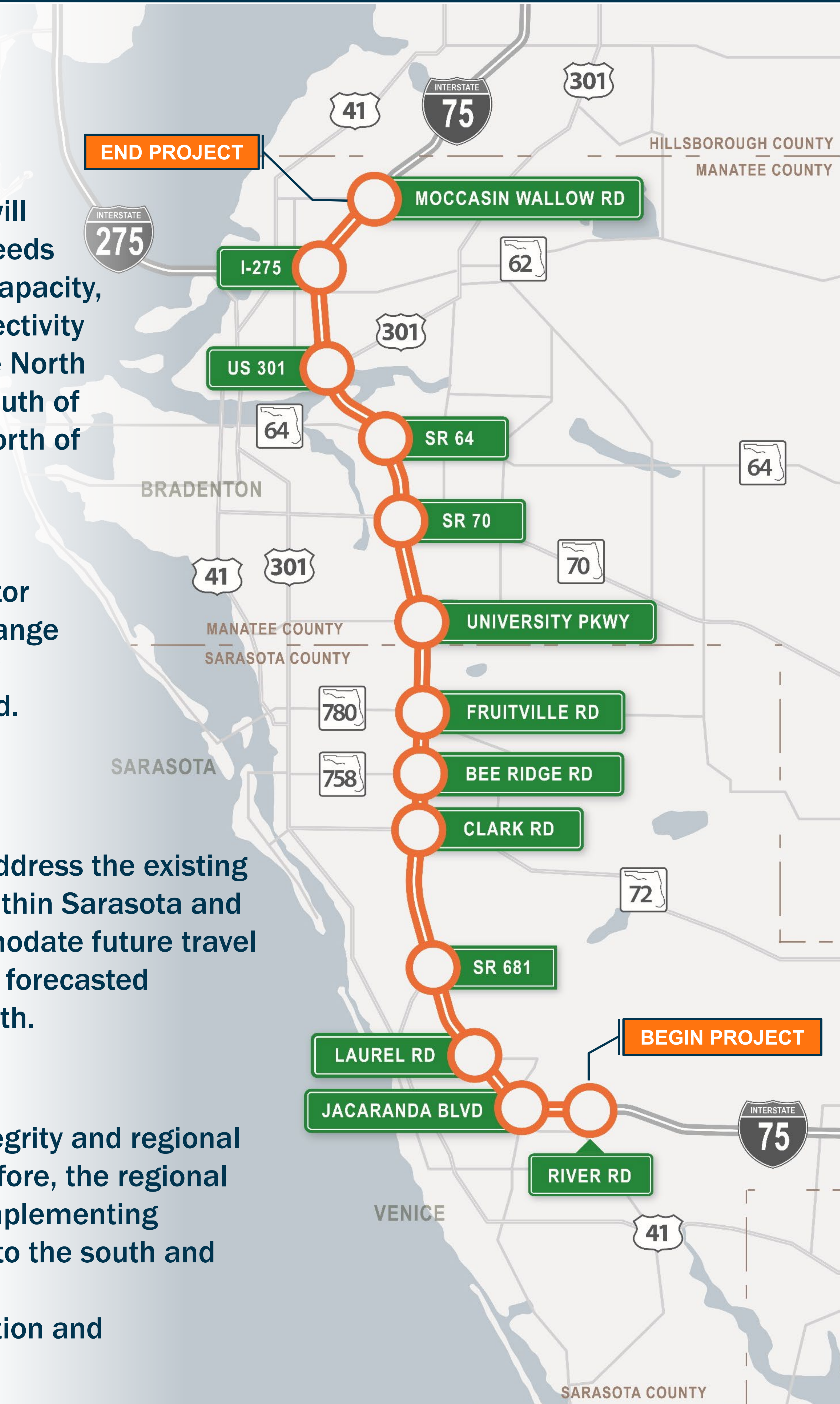
Managed lanes, collector-distributor roadways, auxiliary lanes, interchange operational improvements or new interchanges are being considered.

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

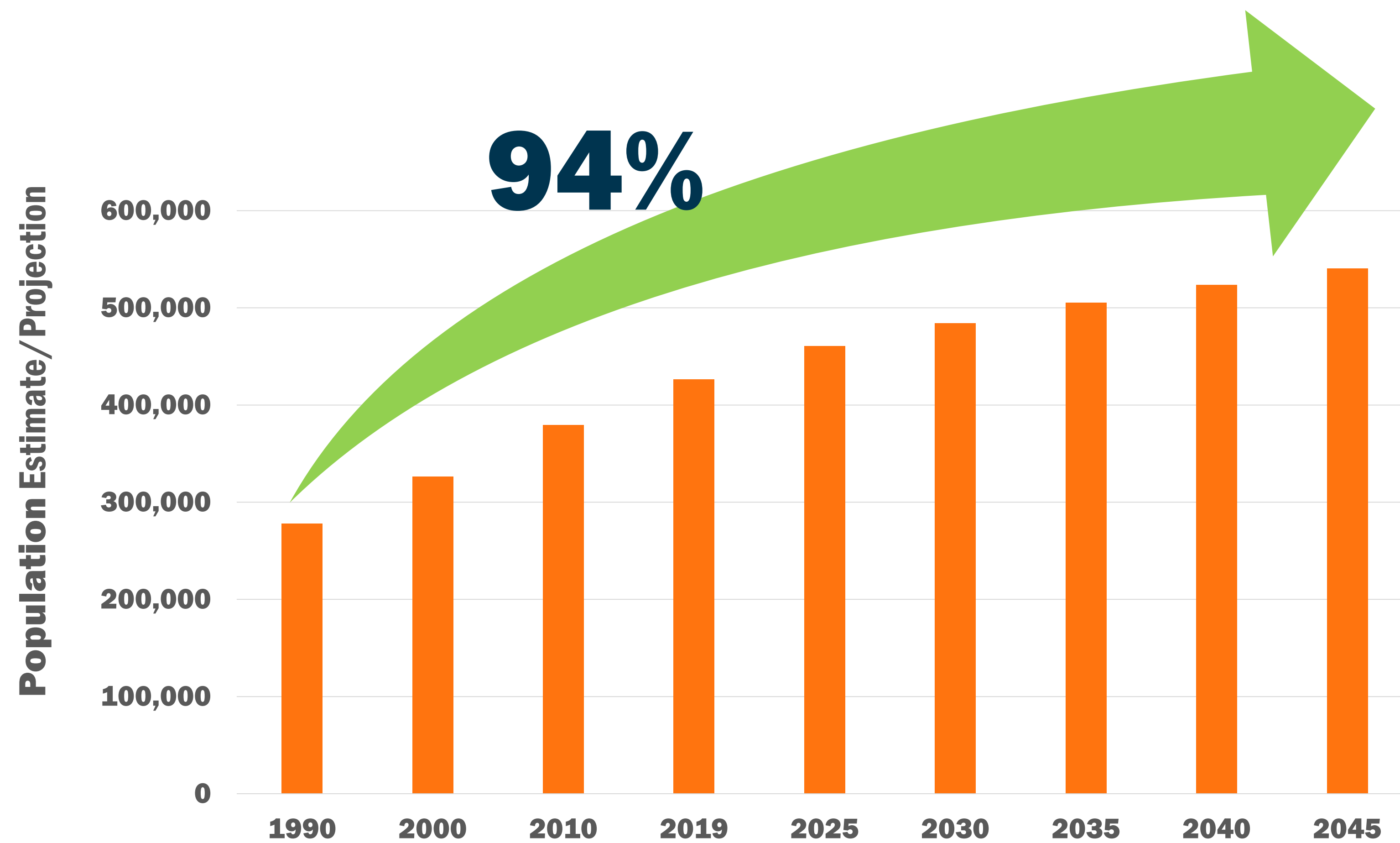
- 1) preserve the operational integrity and regional functionality of I-75 (and, therefore, the regional transportation network) by complementing similar corridor improvements to the south and north on I-75 and
- 2) enhance emergency evacuation and response times.



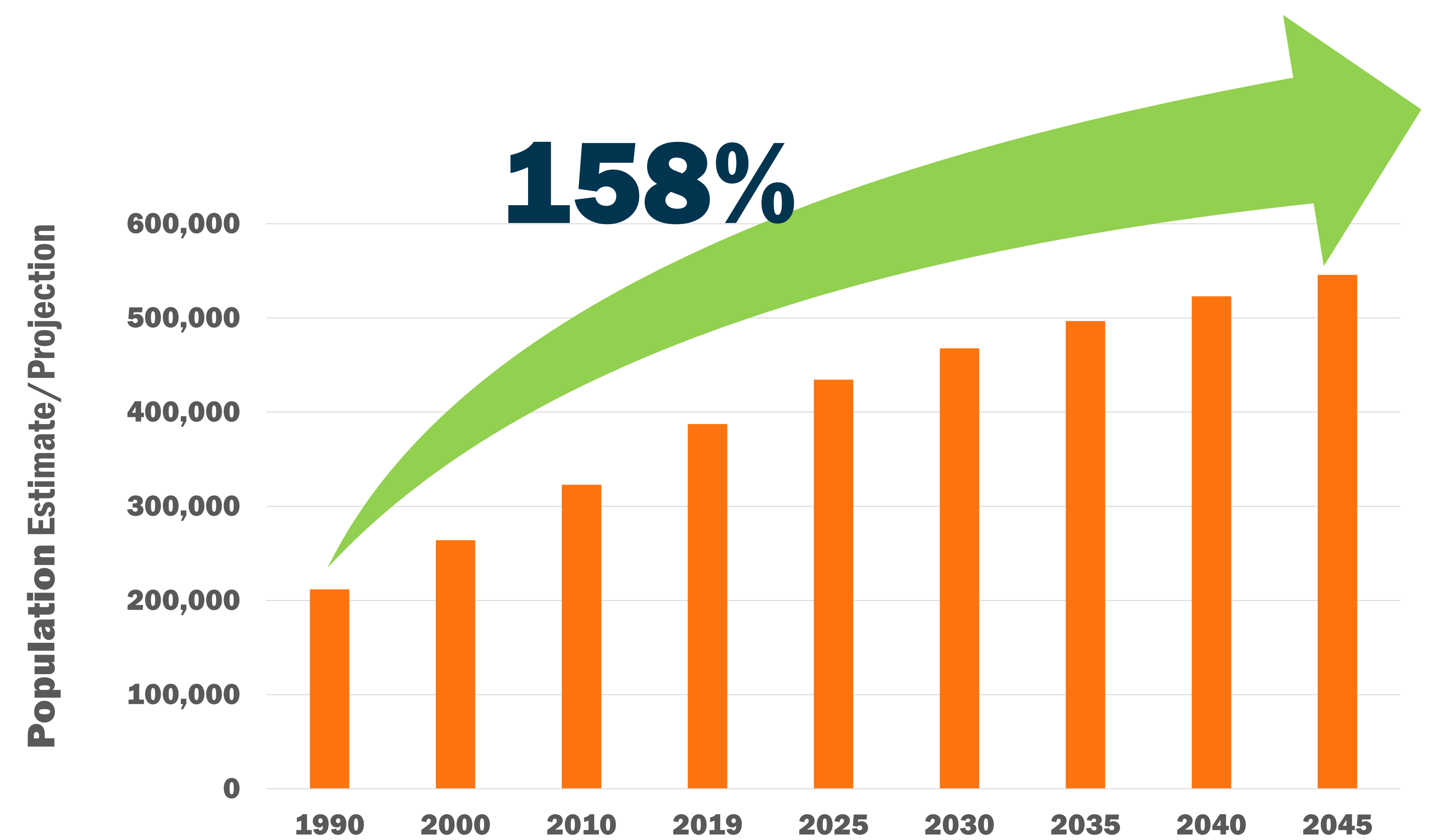
I-75 NORTH CORRIDOR MASTER PLAN

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

Sarasota County Population Growth



Manatee County Population Growth

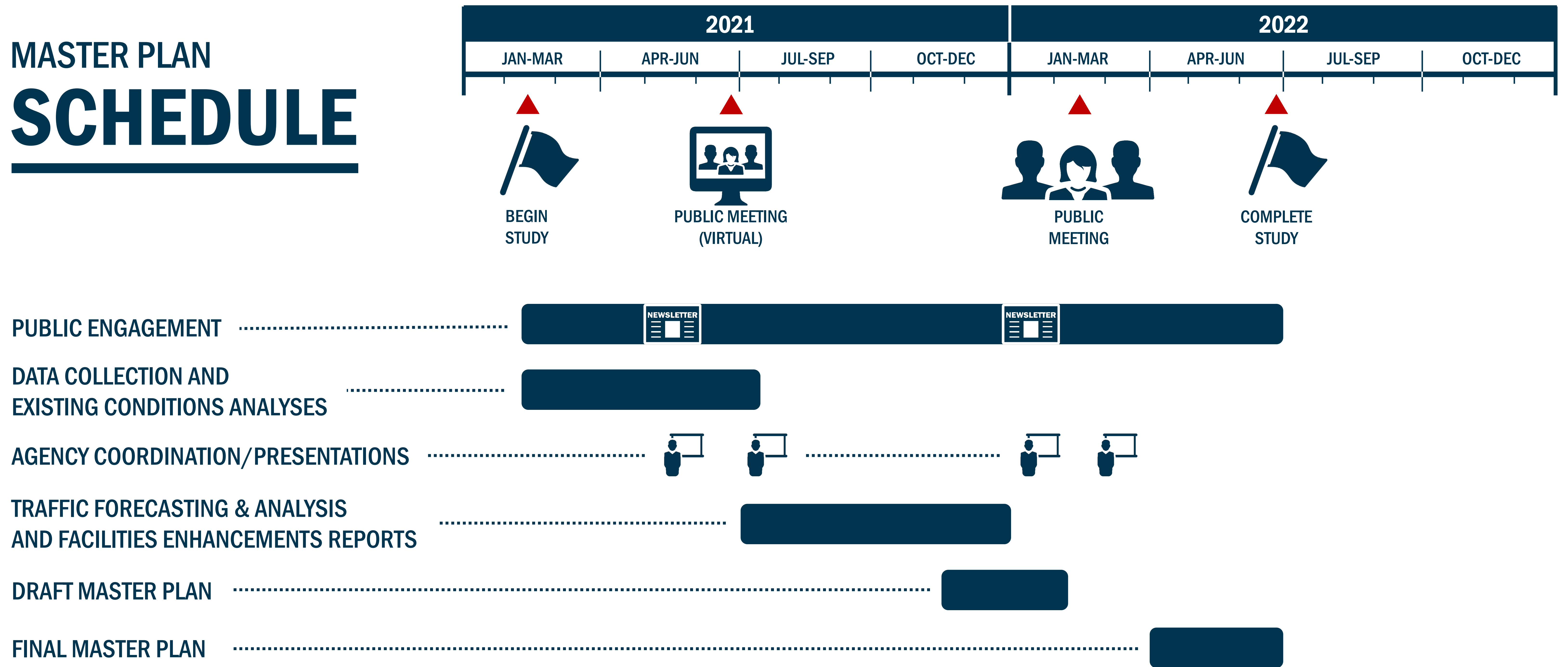


Sources: 1980-2010: U.S. Census Bureau, Population Division, 2020-2040: Bureau of Economics and Business Research, Florida Population Studies, Bulletin 180

I-75 NORTH CORRIDOR MASTER PLAN

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

MASTER PLAN SCHEDULE







I-75 NORTH CORRIDOR MASTER PLAN

PROJECT 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







I-75 NORTH CORRIDOR MASTER PLAN

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

2045

CORRIDOR TRAFFIC DATA

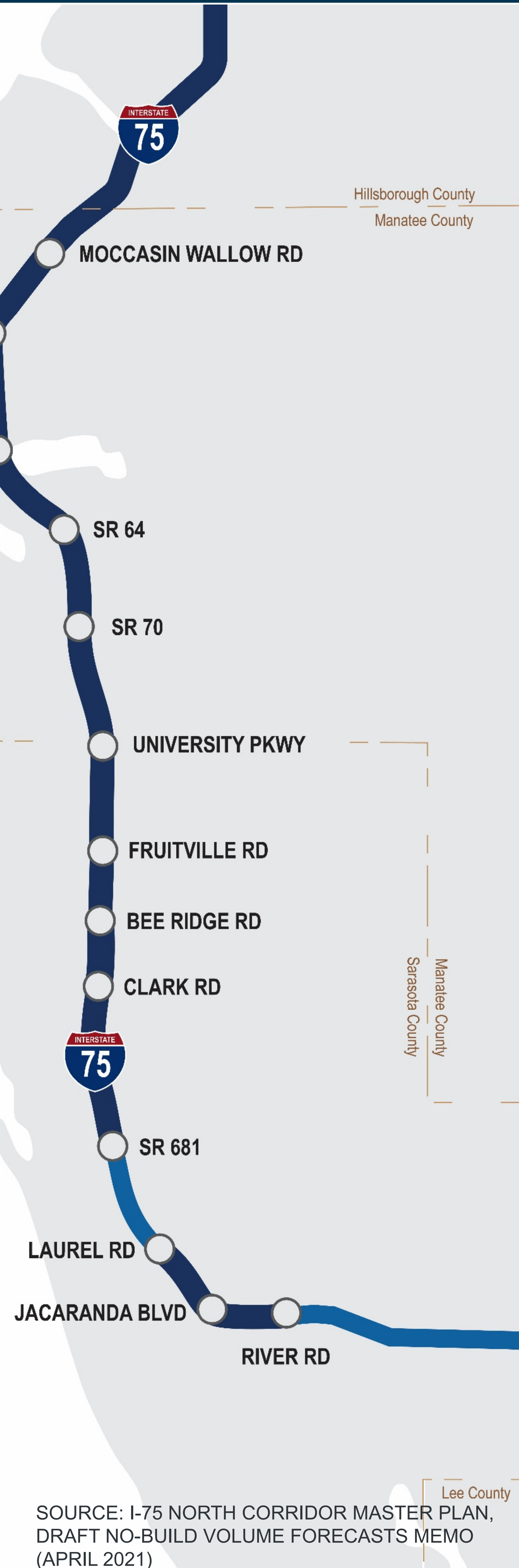
This map depicts the Annual Average Daily Traffic (AADT) at various points within this project's limits.

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

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



ABOUT THE PROJECT

CLICK TO FIND OUT WHAT PERCENTAGE OF THE AVERAGE DAILY TRAFFIC ENTERS AND EXITS THE MAINLINE AT A PARTICULAR INTERCHANGE USING THIS

ORIGIN AND DESTINATION TRAFFIC CALCULATOR

I-75 NORTH CORRIDOR MASTER PLAN

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

WHERE IN THE PROCESS RIGHT OF WAY

This corridor is currently in the Planning and Feasibility Phase.

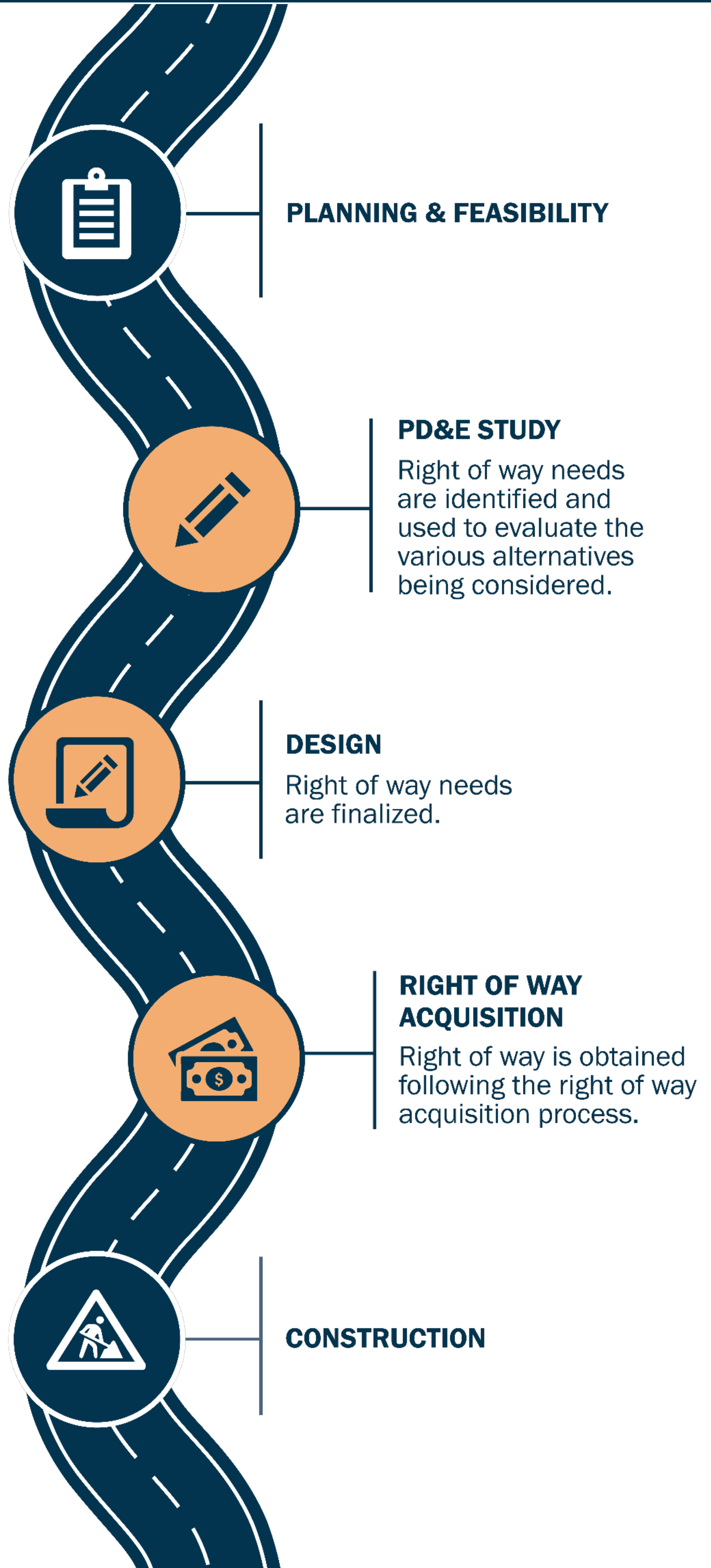
Once a project has been prioritized and funded to move to the next phase, the Project Development and Environment (PD&E) study, the Department will identify any potential right of way needs and use them in the evaluation of the various alternatives being considered.

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.



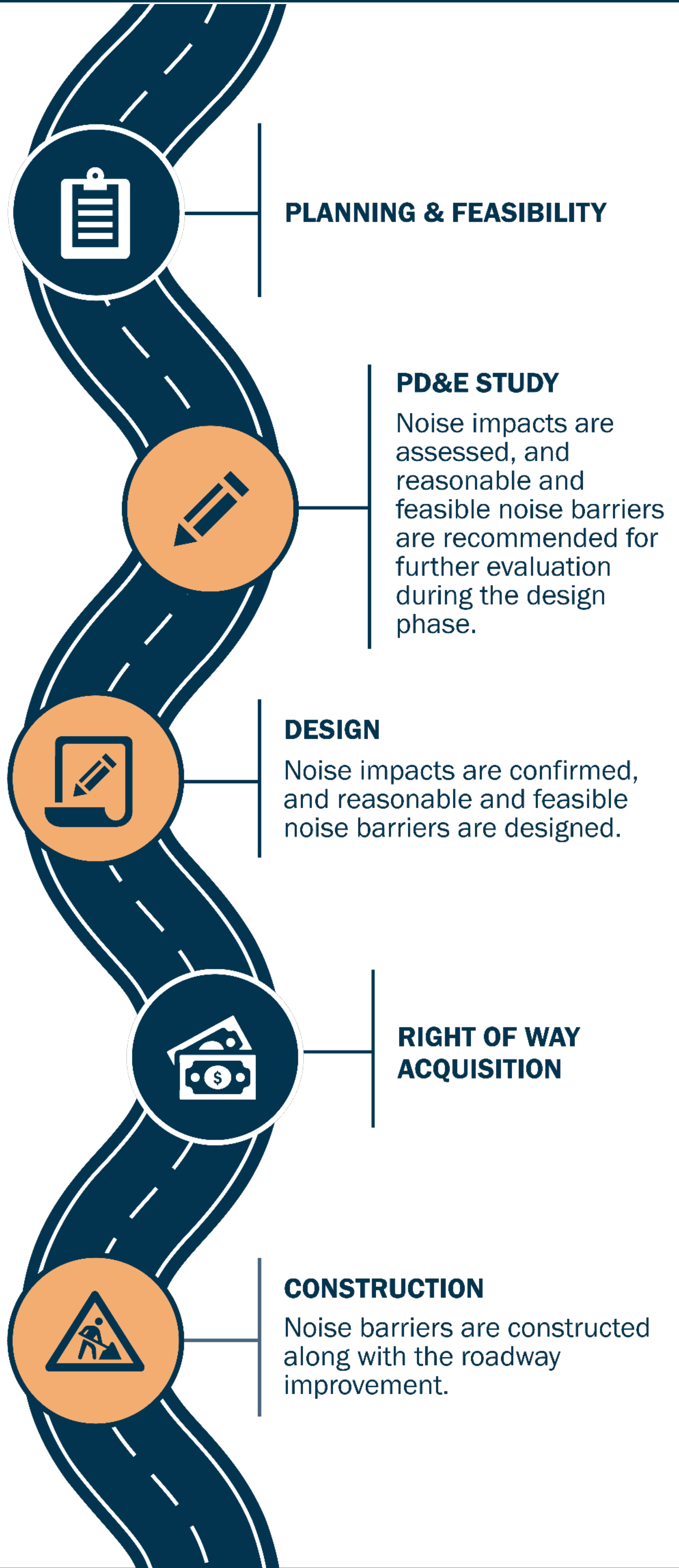
WHERE IN THE PROCESS TRAFFIC NOISE

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*.

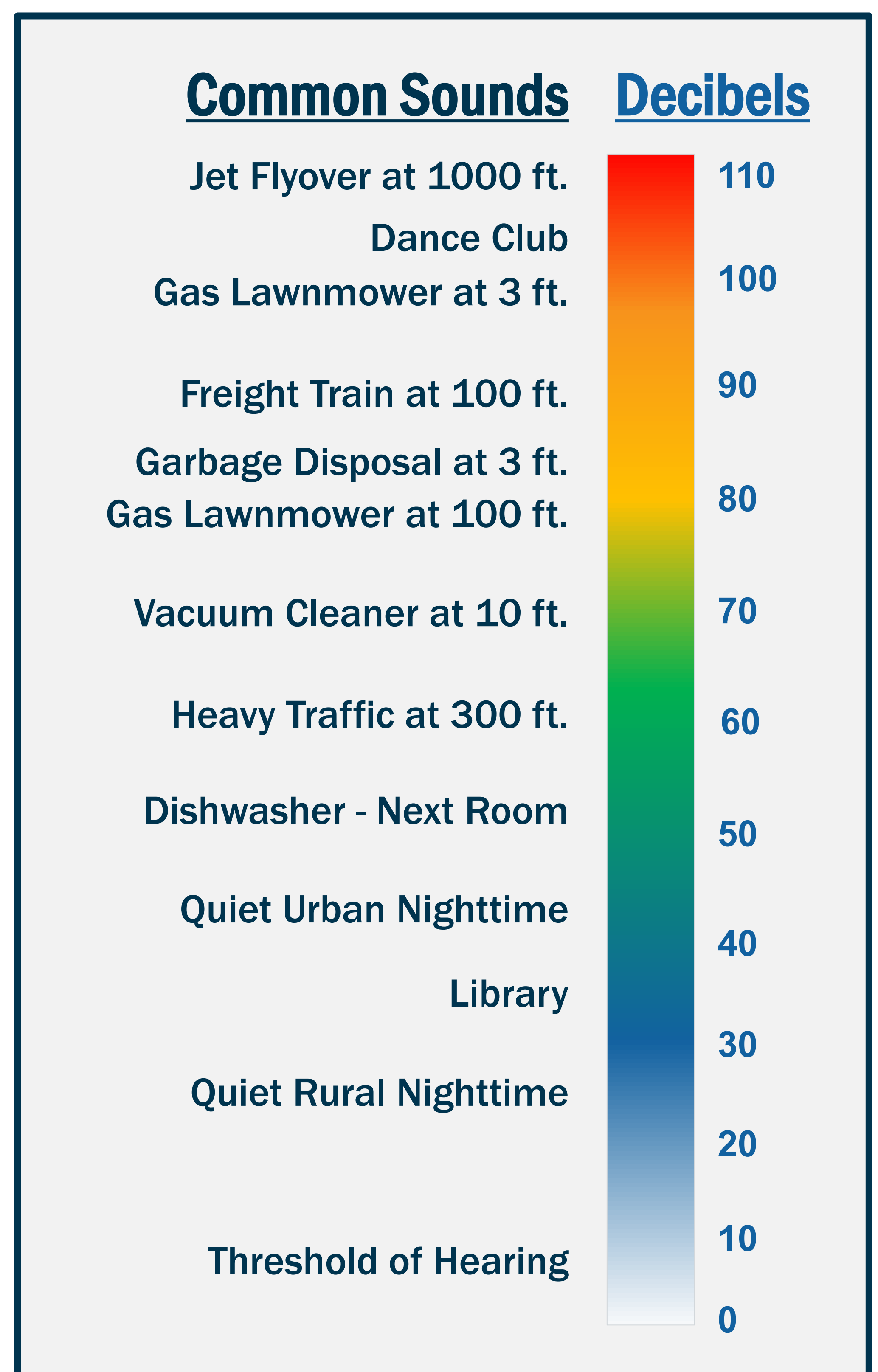
Feasible

- 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