



Interstate 75 (SR 93A) PD&E STUDY
From South of US 301 to North of Fletcher Avenue in Hillsborough County
Work Program Item Segment No: 419235 3

Fact Sheet

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Project Description

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study on I-75 (SR 93A). The study limits begin south of US 301 and extend to north of Fletcher Avenue in Hillsborough County. The project length is approximately 15.4 miles. The Project Location Map is on the next page (Figure 1).

The purpose of this study is to:

- Identify and analyze alternative design concepts
- Meet future transportation needs
- Evaluate environmental effects of the alternatives

I-75 is a north-south limited access freeway linking the Tampa Bay region with the remainder of the state and the nation and supporting commerce, trade and tourism within the western regions of Florida. It is part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS). The FIHS is a statewide highway network for high-speed and high-volume traffic movement. The SIS is a statewide network of high-priority transportation facilities including highways, airports, seaports, railroads, and bus stations. I-75 also serves as a major evacuation route throughout the state.

Motorists regularly experience traffic congestion along portions of I-75 due to high traffic demand, which will continue to increase into the future. Improvements are necessary to ensure that I-75 operates efficiently and meets regional mobility needs. The proposed improvements will relieve present and future traffic congestion on I-75, improve safety and emergency evacuation and reduce emergency response time.

This project was screened through the FDOT's Efficient Transportation Decision Making process. The *Programming Summary Report* documents comments received from several public and permitting agencies. The Federal Highway Administration (FHWA) determined that this project qualifies as a Type 2 Categorical Exclusion.

Existing Facility

Classification	Rural/Urban Principal Arterial - Interstate
Number of Lanes	In general 6 lanes Collector-Distributor System between US 301 and SR 60
Lane Width	12 feet
Inside/Outside Shoulder Width	12 feet (in general)
Posted Speed Limit	70 miles per hour
Minimum Right-of-Way Width	348 feet
Interchanges	US 301, Selmon Expressway, SR 60, Martin Luther King, Jr. Boulevard, I-4, Fowler Avenue, Fletcher Avenue

Proposed Improvements

The Preferred Build Alternative includes the widening or reconstruction of the existing I-75 to the inside. Space for multi-modal uses, should they be desired, will be provided to the outside on either side of I-75. Each direction of travel will include three General Use Lanes (GULs) and three Special Use Lanes (SULs). A 6-foot buffer separates the SULs and GULs, and a median barrier separates the northbound and southbound lanes. Access to the SULs will be provided less frequently than the existing interchanges to ease travel for regional travelers. SULs may be managed using tolling options, access, vehicle type, or vehicle occupancy. Widening to the inside will reuse much of the existing lanes, thereby saving construction costs. Interchange modifications at the seven interchanges in the project limits are also under consideration. The on-going engineering and environmental analyses will help define the recommended improvements. A No-Build Alternative is also being considered. The FDOT expects the mainline widening improvements to be contained within the existing right-of-way of I-75. Additional right-of-way, however, could be required for stormwater treatment, floodplain impact mitigation sites, and interchange improvements.



Recommended Alternative

The FDOT will recommend a preferred alternative after the formal Public Hearing.

Adjacent Projects Underway by FDOT

FDOT District	WPI Segment No.	Project Limits
Seven	419235 2	PD&E Study From Moccasin Wallow Road to US 301
Seven	408459 2	Design from Fowler Avenue to Bruce B Downs Boulevard

Project Schedule

PD&E Study Initiated	May 2007
Alternatives Public Workshops	June 15 and June 17, 2009
Public Hearing	Winter 2009
Complete PD&E Study	Spring 2010

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