



**Interstate 75 (SR 93A) PD&E Study**  
*From Moccasin Wallow Road in Manatee County to South of US 301 in Hillsborough County*  
*Work Program Item Segment No: 419235-2*

**Fact Sheet**

September 2010

**Contacts**

Manuel Santos, E.I., Project Manager  
[Manuel.Santos@dot.state.fl.us](mailto:Manuel.Santos@dot.state.fl.us)  
 Florida Department of Transportation, District Seven  
 11201 N. McKinley Drive, MS 7-500  
 Tampa, Florida 33612-6456  
 813-975-6173

Marian Scorza, Public Information Officer  
[Marian.Scorza@dot.state.fl.us](mailto:Marian.Scorza@dot.state.fl.us)  
 Florida Department of Transportation, District Seven  
 11201 N. McKinley Drive, MS 7-110  
 Tampa, Florida 33612-6456  
 813-975-6038 or Toll Free: 1-800-226-7220

**Project Description**

The Florida Department of Transportation (FDOT) District Seven conducted a Project Development and Environment (PD&E) Study on I-75 (SR 93A). The study limits begin at Moccasin Wallow Road in Manatee County and extend to south of US 301 in Hillsborough County. The project length is approximately 25 miles. The Project Location Map on the next page (**Figure 1**).

The purpose of this study was to:

- Identify and analyze alternative improvement 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 (ETDM) process. The ETDM *Programming Screen Summary Report (#8001)* documents comments received from several agencies.

The Federal Highway Administration (FHWA) determined that this project qualifies as a Type 2 Categorical Exclusion.

**Existing Facility**

<b>Classification</b>	Rural/Urban Principal Arterial Interstate
<b>Number of Lanes</b>	8-lanes north of Gibsonton Drive 6-lanes south of Gibsonton Drive
<b>Lane Width</b>	12 feet
<b>Inside/Outside Shoulder Width</b>	12 feet
<b>Posted Speed Limit</b>	70 miles per hour
<b>Minimum Right-of-Way Width</b>	348 feet
<b>Interchanges</b>	SR 674, Big Bend Road and Gibsonton Drive

**Proposed Improvements**

The Preferred Build Alternative includes the widening or reconstruction of the existing I-75 in general 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 two General Use Lanes (GULs) and three Special Use Lanes (SULs). A 6-foot buffer will separate the SULs and GULs, and a median barrier will separate 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 three interchanges in the project limits were also considered. The engineering and environmental analyses helped define the preferred improvements. A No-Build Alternative was also 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.

