



Florida Department of Transportation  
District Seven  
11201 N. McKinley Drive  
MS 7-500  
Tampa, FL 33612-6456

*This newsletter is one in a series prepared by the Florida Department of Transportation to keep the public informed about the I-75 Project Development and Environment Studies.*

## INTERSTATE 75 PD&E STUDIES NEWSLETTER

### We want your comments!

A successful PD&E study depends on public participation in the study process. We encourage your input throughout these studies.

To get more information, ask questions, and make suggestions about these studies, please contact Manuel Santos, Project Manager, at (813) 975-6173, (800) 226-7220, or email to [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us).

Send written comments to:

Ming Gao, P.E.  
Intermodal Systems  
Development Manager  
FDOT, District Seven  
11201 N. McKinley Drive  
MS 7-500  
Tampa, FL 33612-6456  
[ming.gao@dot.state.fl.us](mailto:ming.gao@dot.state.fl.us)

— or —

Marian Scorza  
Public Information Officer  
FDOT District Seven  
11201 N. McKinley Drive  
MS 7-100  
Tampa, FL 33612-6456  
(813) 975-6038  
(800) 226-7220  
[marian.scorza@dot.state.fl.us](mailto:marian.scorza@dot.state.fl.us)

Written comments will be accepted throughout the PD&E studies, but to become part of the public workshop record, comments should be submitted by June 29, 2009 so that project development can continue.

#### Non-Discrimination Laws and Regulations

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disability Act or persons who require translation services (free of charge) should contact Manuel Santos, Project Manager, at (813) 975-6173 or (800) 226-7220 at least seven days prior to the meeting.

#### Para preguntas en Español

Valoramos la opinión del público sobre este proyecto. Si usted tiene preguntas o comentarios o si simplemente desea mas información en Español, favor ponerse en contacto con el ingeniero a cargo de este proyecto, el señor Manuel Santos, E.I. al teléfono (813) 975-6173 o correo electronico [manuel.santos@dot.state.fl.us](mailto:manuel.santos@dot.state.fl.us).

You can also make comments on the website at [www.mytbi.com](http://www.mytbi.com), click on "Future Projects" then "I-75 PD&E Studies."

## INTERSTATE 75

## ALTERNATIVES PUBLIC WORKSHOP NEWSLETTER

### PROJECT DEVELOPMENT & ENVIRONMENT STUDIES

May 2009



NORTHERN STUDY - FROM SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE IN HILLSBOROUGH COUNTY

(WPI Segment No. 419235-3)

SOUTHERN STUDY - FROM MOCCASIN WALLOW ROAD IN MANATEE COUNTY TO SOUTH OF US 301 IN HILLSBOROUGH COUNTY

(WPI Segment No. 419235-2)

### Alternatives Public Workshops Scheduled

You are invited to attend and participate in the I-75 Alternatives Public Workshops. To facilitate your participation, the Florida Department of Transportation (FDOT) will hold these workshops on two evenings in June 2009 at two different locations. The same materials will be presented at both workshops. The first workshop will be held on Monday, June 15, 2009 from 5:00 to 7:00 p.m. at the United Methodist Church of Sun City Center, 1210 Del Webb Boulevard West, Sun City Center, FL. The second workshop will be held on Wednesday, June 17, 2009 from 5:00 to 7:00 p.m. at the Florida State Fairgrounds in the Florida Center Building, located at 4800 US 301, Tampa, FL. Enter the Fairgrounds from the Dr. Martin Luther King, Jr. Boulevard entrance. Gates open by 4:30 p.m. Parking is free.

Pursuant to Florida Statutes 339.155(6), this newsletter also serves as notice to some property owners that all or a portion of their property is within 300 feet of the centerline of one of the project alternatives. However, the property may not be directly affected by the proposed projects. Other property owners receiving this may be outside the 300 feet.

Exhibits on display will show project alternatives and related information at the workshops. FDOT representatives will be in attendance to answer questions and solicit your comments.

You may provide written comments by completing the enclosed comment form that can be dropped in one of the comment boxes at the Alternatives Public Workshop. You may also mail your comments to the address on the back of the form; or provide them on the "Send us Your Comments" page on the website listed below. Written comments will be accepted throughout the PD&E studies, but to become part of the public workshop record, comments should be submitted by June 29, 2009 so that project development can continue.

We look forward to seeing you at the Public Workshops!

Sincerely,

Ming Gao, P.E.

Intermodal Systems Development Manager



### Alternatives Public Workshops

**Date:** Monday, June 15, 2009  
**Time:** 5:00 p.m. to 7:00 p.m.  
**Location:** United Methodist Church of Sun City Center  
Creason Hall  
1210 Del Webb Boulevard West  
Sun City Center, FL 33573

**Date:** Wednesday, June 17, 2009  
**Time:** 5:00 p.m. to 7:00 p.m.  
**Location:** Florida State Fairgrounds  
Florida Center Building  
4800 US 301, Tampa, FL 33610

Enter from Dr. Martin Luther King, Jr. Boulevard entrance.  
Gates open by 4:30 p.m. Parking is free.

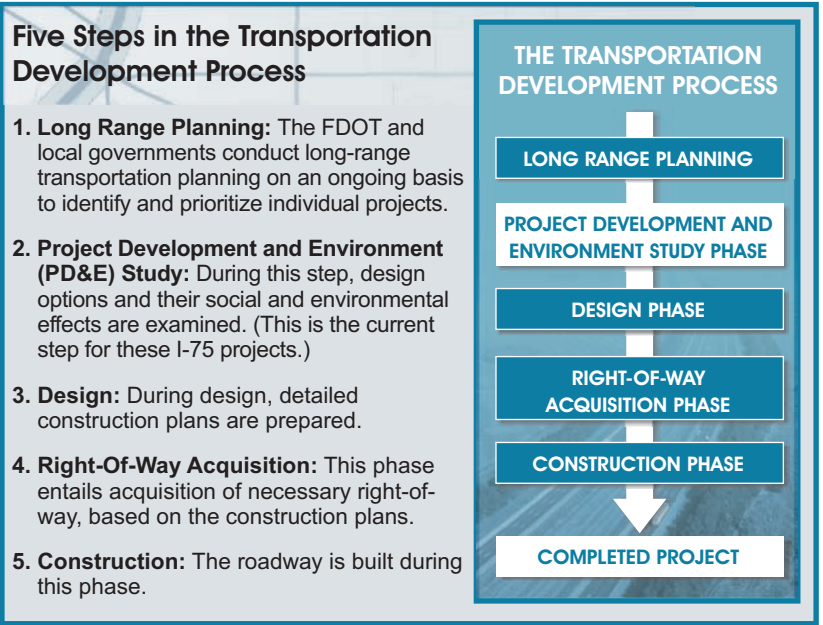
Go to [www.mytbi.com](http://www.mytbi.com) and click on "Future Projects" then "I-75 PD&E Studies" for more information!



### What is a PD&E Study?

The FDOT conducts a PD&E study to meet the requirements of the National Environmental Policy Act. During the study, we determine the location and conceptual design of feasible build alternatives for roadway improvements and their social, economic, and environmental effects. A No-Build Alternative, which assumes leaving the roadways in their present state with routine maintenance, also remains a viable alternative throughout the study. The intent of the PD&E study process is to study each viable alternative and its potential impacts and to recommend the preferred alternatives. This process is required by federal and state laws.

A PD&E study is finalized when the Federal Highway Administration (FHWA) reviews the documentation and recommendations then provides a Location and Design Concept Acceptance (LDCA). If the study results in a Build Alternative selection, the project may proceed to the next phase, which is the Design Phase.



### Project Purpose and Description

The FDOT is conducting two Project Development and Environment (PD&E) studies to consider proposed improvements on two segments of Interstate 75 (I-75) (State Road 93A) in Manatee and Hillsborough Counties. The southern segment extends approximately 25.0 miles from Moccasin Wallow Road in Manatee County to south of US 301 in Hillsborough County. The northern segment extends about 15.4 miles from south of US 301 to north of Fletcher Avenue in Hillsborough County.

EXISTING FACILITY	NORTHERN STUDY	SOUTHERN STUDY
Classification	Rural/Urban Principal Arterial - Interstate	Rural/Urban Principal Arterial - Interstate
Number of Lanes	In general 6-lanes Collector-Distributor System between US 301 and SR 60	8-lanes north of Gibsonton Drive 6-lanes south of Gibsonton Drive
Lane Width	12 feet	12 feet
Inside/Outside Shoulder Width	12 feet	12 feet
Posted Speed Limit	70 miles per hour	70 miles per hour
Minimum Right-of-Way Width	250 feet	348 feet
Interchanges	US 301, Selmon Expressway, SR 60, Martin Luther King, Jr. Boulevard, I-4, Fowler Avenue, Fletcher Avenue	SR 674, Big Bend Road and Gibsonton Drive

These PD&E studies will analyze feasible alternatives to meet projected future mobility needs based on environmental, engineering, and socioeconomic effects. Mainline improvements are anticipated to occur within the existing right-of-way. Additional right-of-way may be needed under Alternative 1A in the southern segment. In addition, right-of-way will be required for stormwater management facilities, slip ramps and interchange improvements.

Currently, I-75 generally has six travel lanes (three northbound and three southbound). I-75 is a major trade and tourism corridor within the Tampa Bay region and the state of Florida. Existing levels of congestion, along with anticipated traffic growth, require us to consider options to ensure that I-75 continues to operate efficiently and meets future regional mobility needs through the year 2035. The improvements we are studying will relieve traffic congestion on I-75, improve safety and emergency evacuation, and reduce emergency response times. I-75 is part of the Florida Intrastate Highway System (FIHS) and the Strategic Intermodal System (SIS). FIHS is a statewide highway network for high speed and high volume traffic movements. SIS is a statewide network of high priority transportation facilities, including highways, airports, seaports, railroads, and bus stations.

### Study Alternatives

These PD&E studies are analyzing the No-Build Alternative and several build alternatives for I-75. The mainline alternatives for the southern and northern segments are similar, with general use lanes (GULs) and special use lanes (SULs) in each segment. Since the travel demand in the southern segment is lower than in the northern segment, the southern segment alternatives have five travel lanes (three GULs and two SULs) in each direction while the northern segment has six travel lanes (three GULs and three SULs). General use lanes can be used by any vehicle. Access to the special use lanes will be provided less frequently than the existing interchanges to ease travel for those making longer regional trips. SULs may be managed using tolling options, access, vehicle type, and/or vehicle occupancy. Additional future studies would evaluate issues and potential effectiveness.

**FDOT TENTATIVE 5-YEAR WORK PROGRAM**  
Fiscal Year 2009/2010 to 2013/2014

PROJECT	TASK	FISCAL YEAR
I-75 from Moccasin Wallow Road to south of US 301	Design	Not Currently Funded
	Right-of-Way Acquisition	Not Currently Funded
	Construction	Not Currently Funded
I-75 from south of US 301 to north of Fletcher Avenue	Design	Not Currently Funded
	Right-of-Way Acquisition	Not Currently Funded
	Construction	Not Currently Funded

### Right-of-Way Acquisition Procedure

We understand that when a transportation project proposes the acquisition of private property, you may have questions and concerns. To better educate and inform you about the right-of-way acquisition process and your rights, the FDOT has created real estate acquisition and relocation brochures. These brochures and other education materials will be available at the public hearing.

Copies of the brochures may also be found on our website: <http://www.dot.state.fl.us/rightofway/Documents.shtm>.

We are interested in hearing your concerns and answering your questions. We also encourage you to speak with the FDOT's Project Manager or a Right-of-Way Representative at your convenience either at the workshop or by phone at 1-800-226-7220.

### Interim Improvements

The proposed build improvements for these projects are being considered to address future traffic projections for year 2035. Once the preferred alternatives are selected through the PD&E process, we will look for opportunities for interim operational projects to ease existing or near-term traffic issues. Building the ultimate projects at one time will be very costly; therefore, FDOT will consider building interim or separate parts of these projects over time, as smaller amounts of funds become available. These types of improvements could range from adding new lanes along certain sections of I-75 or the ramps, to altering traffic configuration or movements within some interchanges. These interim improvements will be coordinated with the ultimate conceptual designs to minimize reconstruction when the ultimate preferred alternatives are constructed.

### Project Schedule

Activity	2009			
	Spring	Summer	Fall	Winter
<b>Alternatives Public Workshops</b> Newsletter announces Alternatives Public Workshops. Will present the various design concepts for the I-75 improvements that have been developed and allow the public an opportunity to comment on the project.	★			
<b>Develop Preferred Alternatives</b> Based on public input and further analysis, project team selects preferred alternatives.				
<b>Public Hearing</b> Newsletter announces Public Hearing. The Public Hearing is a formal meeting at which public comments are solicited for the public record regarding the findings of the study, including preferred concepts.			★	
<b>Final Documents and Location and Design Concept Acceptance</b> Project team incorporates comments from Public Hearing into preferred alternative, finalizes documents, and forwards documents to Federal Highway Administration for review. Final newsletter announces decision and the end of the study.				

\*Dates are subject to change.



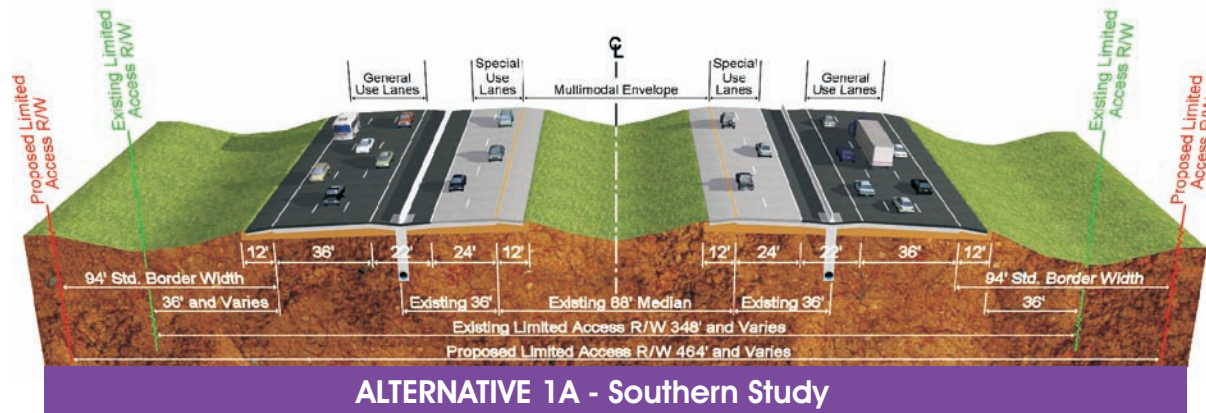




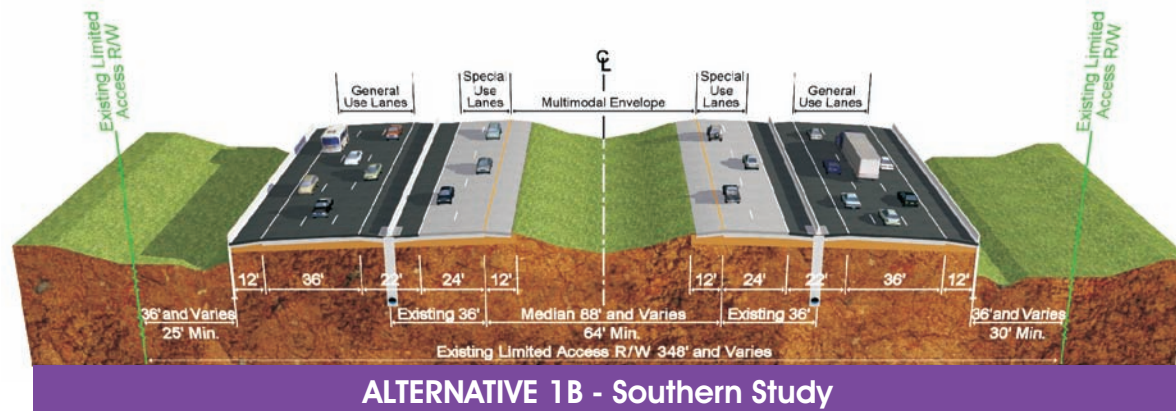
### Southern Study (from Moccasin Wallow Road to South of US 301)

Three Build Alternative typical sections are being evaluated for widening the I-75 mainline from Moccasin Wallow Road to south of US 301. These alternatives, known as 1A, 1B and 2, are described below. These typical sections provide 10 lanes along I-75 with five travel lanes in each direction. These five travel lanes consist of three general use lanes (GULs) in each direction and two special use lanes (SULs) in each direction. The main difference between alternative 1A/1B and 2 is the type of separation between the GULs and the SULs and whether the widening would take place mainly within the median or to the outside.

The Alternative 1A typical section (shown to the right) contains three 12-foot GULs in each direction on the outside and two 12-foot SULs in each direction on the inside. The GULs and the SULs are separated by a 2-foot barrier with 10-foot shoulders on each side. The travel lanes are separated by an 88-foot grassed median. Each side contains a 12-foot shoulder to the outside. The majority of this widening will be done to the outside of the existing lanes. This alternative requires right-of-way acquisition.



ALTERNATIVE 1A - Southern Study



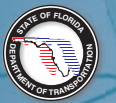
ALTERNATIVE 1B - Southern Study

required in many areas in combination with outside barrier walls. This alternative would cost more to construct, but it would result in lower right-of-way costs.

The Alternative 2 typical section (shown below) contains three 12-foot GULs in each direction on the outside and two SULs in each direction on the in side. The GULs and the SULs are separated by a 6-foot buffer in each direction. For most of the corridor, the border width would be the same as the existing and equal to or greater than the standard 94-foot border. Most of this widening will be done to the inside of the existing lanes.



ALTERNATIVE 2 - Southern Study



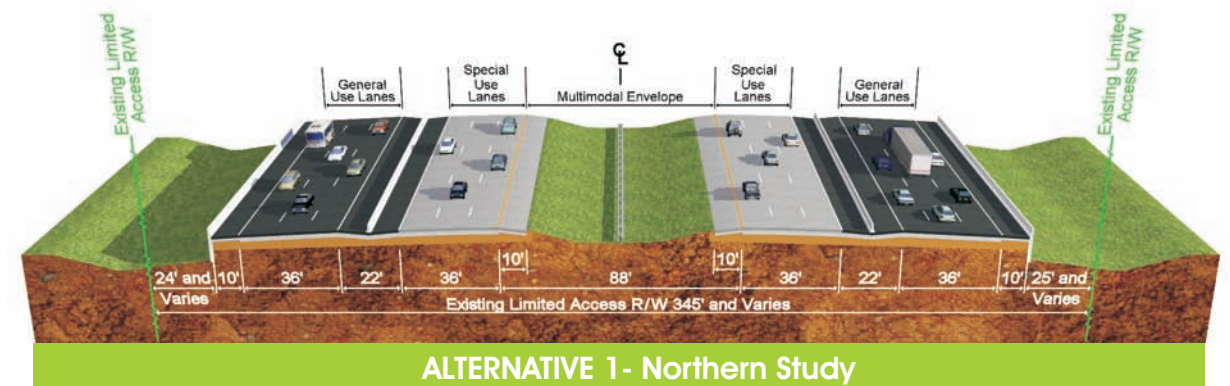
### No-Build Alternative

The No-Build Alternative assumes that, with the exception of routine maintenance activities, no new improvements will occur along I-75. The projected No-Build Alternative year 2035 Annual Average Daily Traffic volumes for I-75 are expected to range from 89,700 to 207,900 vehicles per day (vpd). The No-Build traffic analysis indicates that by the year 2035, about a quarter of the mainline freeway segments in the project area should be expected to operate below acceptable levels of service. Also, all interchanges would have ramp areas and/or ramp intersections that do not meet acceptable levels of service. Nonetheless, the No-Build Alternative will remain a viable alternative through the study process.

### Northern Study (from South of US 301 to North of Fletcher Avenue)

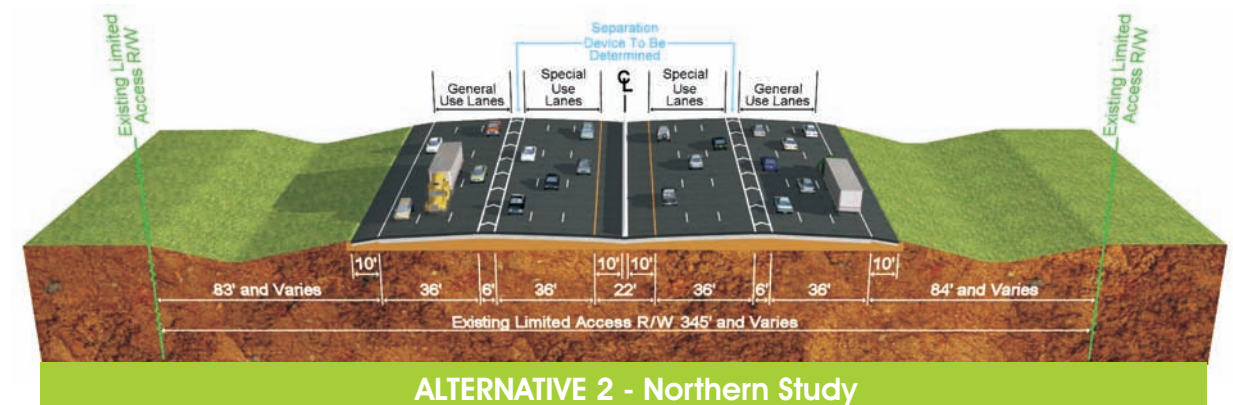
Two Build Alternative typical sections are being evaluated for widening the I-75 mainline from south of US 301 to north of Fletcher Avenue. These alternatives, known as Alternatives 1 and 2, are described below. Both typical sections provide 12 lanes along I-75 with six travel lanes in each direction. These six travel lanes consist of three general use lanes (GULs) and three special use lanes (SULs). The main difference between the two alternatives is the type of separation between the GULs and the SULs and whether the widening would take place mainly within the median or to the outside.

The Alternative 1 typical section (shown below) contains three 12-foot GULs in each direction on the outside and three 12-foot SULs in each direction on the inside. The GULs and the SULs are separated by a barrier wall with a 10-foot shoulder on each side. The travel lanes are separated by an 88-foot grassed median. Each side contains a 10-foot shoulder to the outside. Most of this widening will be done to the outside of the existing lanes using retaining walls within the existing right-of-way.



ALTERNATIVE 1 - Northern Study

The Alternative 2 typical section (shown below) contains three 12-foot GULs in each direction on the outside and three 12-foot SULs in each direction on the in side. The GULs and the SULs are separated by a 6-foot buffer. The travel lanes are separated by a barrier wall with 10-foot shoulders on each side. Each side contains a 10-foot shoulder to the outside. Most of this widening will be done to the inside of the existing lanes within the existing right-of-way.



ALTERNATIVE 2 - Northern Study



# INTERSTATE 75

## PROJECT DEVELOPMENT & ENVIRONMENT STUDIES



NORTHERN STUDY - FROM SOUTH OF US 301 TO NORTH OF FLETCHER AVENUE IN HILLSBOROUGH COUNTY (WPI Segment No. 419235-3)  
SOUTHERN STUDY - FROM MOCCASIN WALLOW ROAD IN MANATEE COUNTY TO SOUTH OF US 301 IN HILLSBOROUGH COUNTY (WPI Segment No. 419235-2)

Alternatives Public  
Workshop Newsletter  
May 2009

### Interchange Concepts

There are 10 interchanges within the project limits, three in the southern segment and seven in the northern segment. FDOT is analyzing design concepts for each interchange. Potential improvements include modifications to the exit and entrance ramps, addition of turn lanes at intersections, or reconfiguration. These alternatives will be on display at the Alternatives Public Workshops.

### “What if This is our Last Chance to Get it Right?”

During the PD&E study, the FDOT is preparing a “vision” for the I-75 corridor. The vision will also be consistent with the 2025 Florida Transportation Plan which identifies goals, objectives, and strategies to guide transportation decisions in Florida. The I-75 vision will ensure FDOT accounts for Tampa Bay’s ultimate needs, above and beyond the shorter PD&E studies’ timeframe of 2035, and that interim actions are consistent as we implement improvements that collectively shape our vision.

“What if this is our last chance to get it right?” This basic question is the founding principle behind the vision. The six vision ideals are:

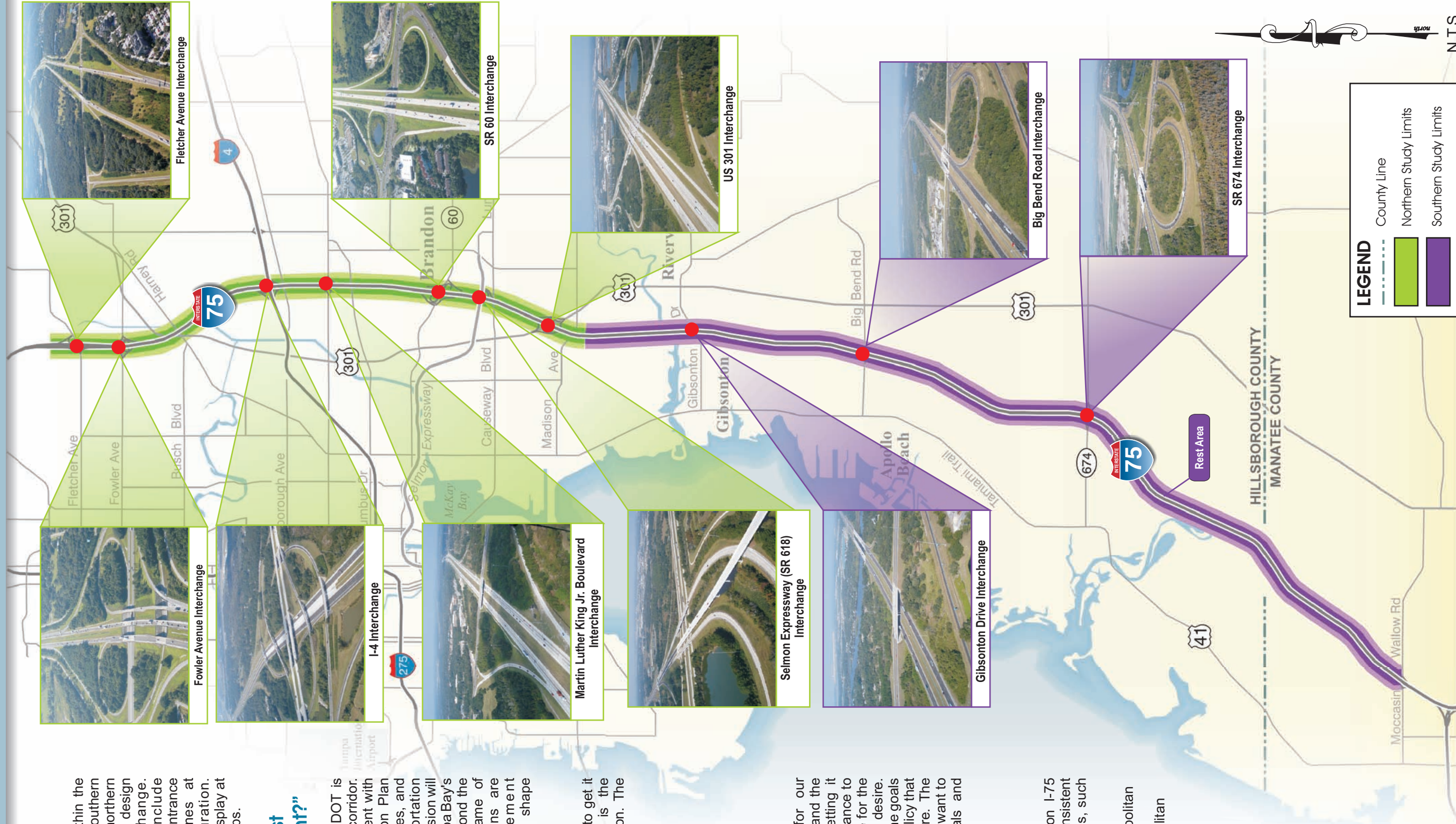
- a safe multimodal network
- economic development
- infrastructure investment
- quality of life
- environmental stewardship
- public participation

These lay the groundwork for our supporting goals. This vision and the supporting goals focus on “getting it right.” If this truly is the last chance to get it right, we need to prepare for the future to create the region we desire. The purpose of this vision and the goals and objectives is to establish policy that will help us work toward that future. The vision lets us picture where we want to be in 50 years, and the goals and objectives help us get there.

### Our Partners

The proposed improvements on I-75 have considered and are consistent with the plans of other agencies, such as:

- Hillsborough County Metropolitan Planning Organization
- Sarasota/Manatee Metropolitan Planning Organization
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Hillsborough County
- Manatee County



Go to [www.mytbi.com](http://www.mytbi.com) and click on “Future Projects” then “I-75 PD&E Studies” for more information!