

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

January 2009

Fact Sheet

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

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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 15.5 miles. The Project Location Map is on the back page.

The purpose of this study is to:

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

I-75 is 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

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
Posted Speed Limit	70 miles per hour
Minimum Right-of-Way Width	250 feet
Interchanges	US 301, Selmon Expressway, SR 60, Martin Luther King, Jr. Blvd., I-4, Fowler Ave., Fletcher Ave.

Proposed Improvements

The Build Alternatives will consider both interim and ultimate improvements. Interim improvements could include adding general use lanes to the mainline as well as interchange improvements. The ultimate improvements could include adding:

- Special use lanes such as express lanes to serve regional travelers
- Lanes for bus rapid transit or other transit modes
- High occupancy toll lanes
- Interchange modifications or reconfigurations

The FDOT expects the mainline widening improvements to be contained within the existing right-of-way of I-75, but additional right-of-way could be required for stormwater treatment, floodplain impact mitigation sites and interchange improvements. Proposed typical sections are shown inside.

The on-going engineering and environmental analyses will help define the recommended improvements.



Recommended Alternative

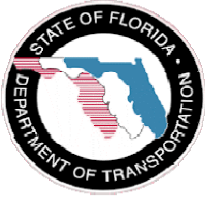
The FDOT will recommend a preferred alternative after the formal Public Hearing.

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 Workshop	Spring 2009
Public Hearing	Fall 2009
Complete PD&E Study	Winter 2009



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

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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 at Moccasin Wallow Road in Manatee County and extend to south of US 301 in Hillsborough County. The project length is approximately 25 miles. You can find the Project Location Map on the next page (Figure 1).

The purpose of this study is to:

- Identify and analyze alternative design concepts to include other modes of transit
- Meet the future traffic needs
- Evaluate environmental effects of the alternatives

I-75 serves as a major trade and tourism corridor within the Tampa Bay region and 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 movement. SIS is a statewide network of high-priority transportation facilities including highways, airports, seaports, railroads and bus stations.

Motorists regularly experience traffic congestion along portions of I-75 and traffic 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 *Programming Summary Report* documents comments received from several public and permitting agencies. The Federal Highway Administration determined that this project qualifies as a Type 2 Categorical Exclusion.

Existing Facility

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

Proposed Improvements

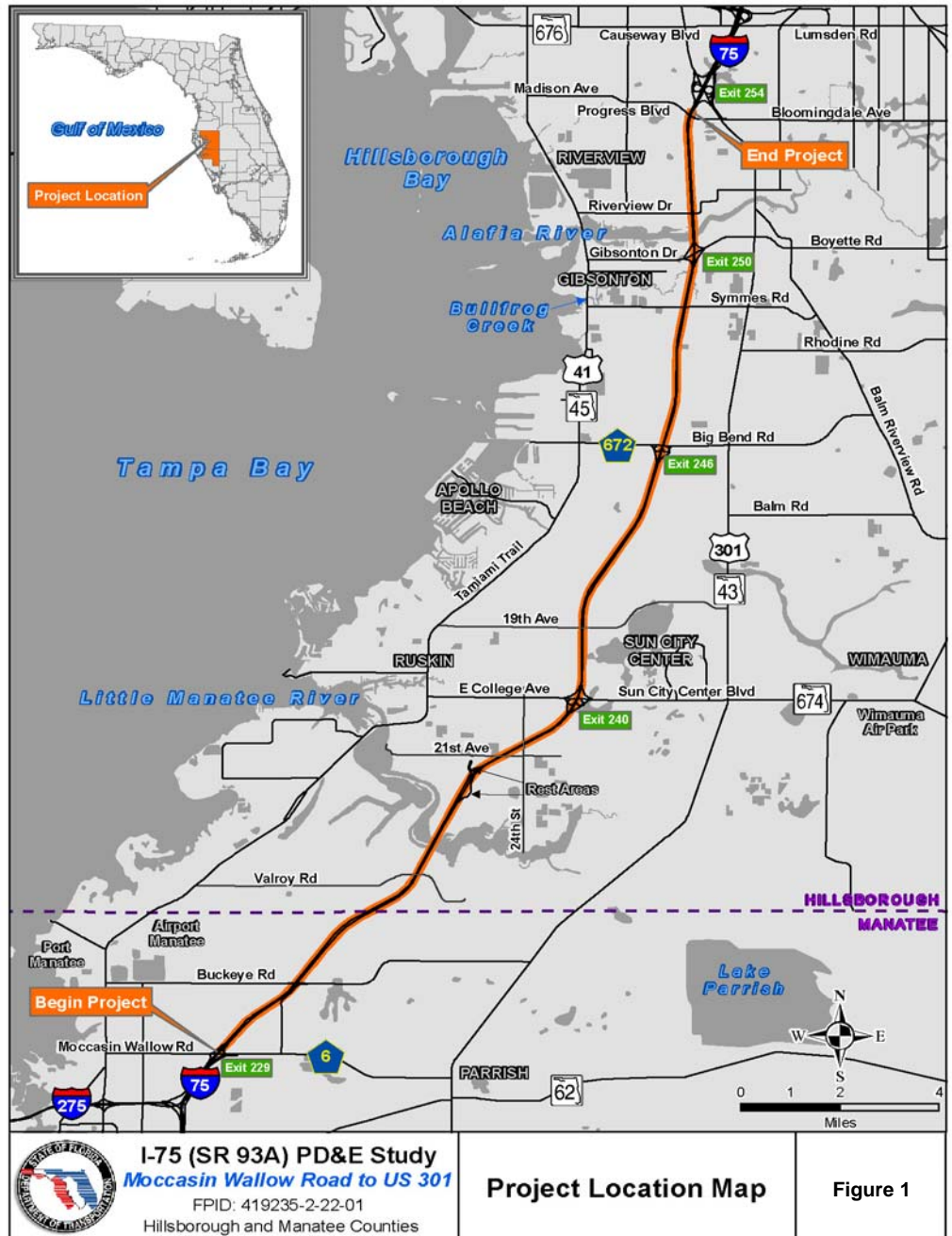
The Build Alternatives will consider both interim and ultimate improvements. Interim improvements could include adding general use lanes to the mainline as well as interchange improvements.

The ultimate improvements could include adding:

- Special-use lanes such as express lanes to serve regional travelers
- Lanes for bus rapid transit or other transit modes
- High occupancy toll lanes
- Interchange modifications or reconfiguration

The FDOT expects that the mainline widening improvements will be contained within the existing right-of-way footprint; however additional right-of-way could be required for stormwater or floodplain sites and interchange improvements.

The on-going engineering and environmental analyses will help define the recommended improvements.



Recommended Alternative

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

Adjacent PD&E Projects Underway by FDOT

FDOT District	WPI Segment No.	Project Limits
Seven	419235 3	From US 301 to Fletcher Avenue
One	201032 1	From University Parkway to Moccasin Wallow Road

Project Schedule

PD&E Study Initiated	May 2007
Alternatives Public Workshop	Spring 2009
Public Hearing	Summer / Fall 2009
Complete PD&E Study	Fall / Winter 2009