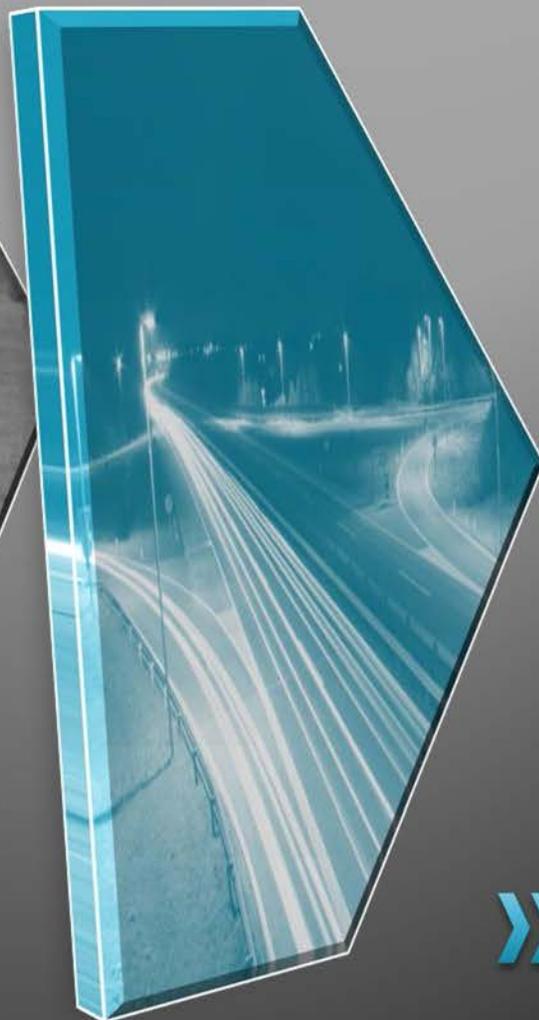


I-75 Sketch Interstate Plan

Existing Conditions

Technical Memorandum



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I-75 SOUTH SKETCH INTERSTATE PLAN EXISTING CONDITIONS TECHNICAL MEMORANDUM

75 SOUTH CORRIDOR SKETCH INTERSTATE PLAN
FROM STATE ROAD 29 IN COLLIER COUNTY
TO COUNTY ROAD 476B IN SUMTER COUNTY

Prepared for:

Florida Department of Transportation
Systems Planning Office



Prepared by:



January 2010

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SECTION 1.0 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) has a Sketch Interstate Plan (SIP) underway for the I-75 South Corridor between State Road (SR) 29 in Collier County and County Road (CR) 476B in Sumter County. The I-75 South Corridor is a principal arterial interstate that traverses nine counties and eight metropolitan planning organizations (MPOs) along Florida's west coast. It acts as the only major north-south limited access road to move people and goods along the central western coast of Florida. This SIP is still in the data collection phase. Future phases will examine the existing interstate system with respect to planned improvements, potential areas of concern, as well as the need and schedule for improvements.

The purpose of this plan is to evaluate operational conditions within the existing I-75 right of way as it pertains to the Strategic Intermodal System/Florida Intrastate Highway System (SIS/FIHS). The overall study purpose is to compile and update the previous studies that have been conducted within the I-75 South Corridor to provide FDOT with a strategic management vision of the entire corridor. By understanding the issues and opportunities within the I-75 South Corridor, FDOT can strategically assess funding needs and coordinate major investments which would result in the most significant improvements to the statewide transportation network support to regional and local needs.

This section provides a summary of existing conditions within the I-75 corridor as documented in Sections 2.0 through 8.0 of this report. Special emphasis is placed on roadway sections that may warrant additional study, are currently deficient, or may require substantial investment in the future. This information will form the basis of the Mainline Vision Report.

1.1 PREVIOUS STUDIES

Nine previous Project Development and Environment (PD&E) studies (see **Table 3-1**) were reviewed as well as the I-75 Master Plan and the I-75 Multi-Modal Master Plan. Following is a brief summary of the findings and recommendations that came out of these studies:



- I-75 Master Plan – This Master Plan was completed in 1989 for the area of I-75 from SR 84 (Alligator Alley) in Collier County to the Georgia state line. Recommendations from this study built upon 2010 traffic projections to identify mainline cross section improvements by county.
- I-75 Multi-Modal Master Plan – The 1998 I-75 Multi-Modal Master Plan updates the 1989 Master Plan and spans a 125-mile long corridor along I-75, from CR 951 in Collier County to the I-75/I-275 interchange in Manatee County. This Master Plan was developed to update the 1989 I-75 Master Plan based on mandates from federal passage of the Intermodal Surface Transport Efficiency Act (ISTEA) of 1991 and recommended multi-modal and geometric alternatives along I-75 that could improve capacity and facilitate interstate and regional long-distance trips for private vehicles as well as freight movements, define a schedule for implementation of recommended improvements, and to provide conceptual alternatives analyses and environmental evaluations to inform future FDOT PD&E studies. The Master Plan was developed using a horizon year of 2020, and recommended eight key upgrades to interchanges and the mainline corridor based on future traffic projections. A multi-modal envelope in the median was preserved in all master plan recommendations for future rail transit service in the corridor. Subsequent PD&E studies throughout the corridor have been conducted and details on these studies are discussed in the next bullet item as well as in **Section 3** of this report.
- PD&E Studies – Within the past ten years FDOT has completed nine PD&E studies within the I-75 Study corridor; two additional studies are nearly complete with FHWA approval expected in the summer of 2010. These studies encompass most of the I-75 study corridor with the following exception: I-75 in Collier County from SR 29 to east of SR 951 (21.5 miles). Brief highlights of each of these previous studies are summarized in **Table 1-1**.
- Managed Lanes Study - In addition to the PD&E study recommendations, a managed lanes study was conducted in Lee and Collier Counties to evaluate proposed express toll lanes on I-75 through Collier and Lee counties. Toll lanes were evaluated over a 35-mile study area along I-75, extending from the new interchange at Golden Gate Parkway (SR 881) to Palm Beach Boulevard (SR 80).



Table 1-1: Summary of PD&E Studies

County	I-75 South Corridor Segment	Length	Recommendations	Completion Date
Collier	SR 29 to East of Collier Boulevard (SR 951)	21.5 mi	N/A	None
Collier	East of Collier Boulevard (SR 951) to Collier/Lee County Line	13.6 mi	Phase 1 Mobility – 6-lanes Phase 2 Ultimate – 8-lanes (CR 886 to Pine Ridge) -- 6/4 managed Lanes (Pine Ridge to CL)	PD&E Study October 2002
Lee	Collier County/Lee County Line to North of Bayshore Road (SR 78)	27.9 mi	Phase 1 Mobility – 6-lanes Phase 2 Ultimate – 6/4 manage lanes (CL to SR 82) -- 8-lanes (SR 82 to Bayshore)	PD&E Study, November 2002
Lee Charlotte	North of Bayshore Road (SR 78) to North of Kings Highway	27 mi	Phase 1 – 6-lanes Phase 2 – 8-lanes -- I/C modification (I-75 @ US 17)	PD&E Study, October 2006
Charlotte Sarasota	North of Kings Highway to North River Road	21 mi.	Phase 1 – 6-Lanes Phase 2 – 8-lanes -- I/C modification (I-75 @ Toledo, @ Sumter, @ North River)	PD&E Study, October 2006
Sarasota	North River Road to SR 681	9.4 mi.	Section 1 – 6-Lanes (North River to Jacaranda) Section 2 – 8-lanes (Jacaranda to SR 681)	PD&E Study, October 2003
Sarasota Manatee	SR 681 to Moccasin Wallow Road (CR 675)	16.2	Short Term – 8-lanes Mid Term – 6/4 managed lanes Long Term -- 6/4 managed lanes w/aux lanes	PD&E Study, September 2008
Manatee Hillsborough	Moccasin Wallow Road (CR 675) to South US 301	25 mi	Pending Recommendations	PD&E Study, In Progress



Table 1-1: Summary of PD&E Studies (cont.)

County	I-75 South Corridor Segment	Length	Recommendations	Completion Date
Hillsborough	South of US 301 to North of Fletcher Avenue (CR 582 A)	15.5 mi	Pending Recommendations	PD&E Study, In Progress
Hillsborough Pasco	South of Fowler Avenue (SR 582) to South of SR 56 South of SR 56 to CR 54 Reevaluation Study	34.6 mi	Section 1 – 6-lanes w/aux lanes (SR 582 to Bruce Downs) Section 2 – 6-lanes (Bruce Downs to I-275) Section 3 – 6-lanes with 4 aux lanes (I-275 to SR 56) Section 4 – 6-lanes w/ 2 aux lanes (SR 56 TO CR 54)	PD&E Study, April 2004
Pasco	South of SR 56 to North of SR 52	10.9 mi	Widen to six through lanes Southbound I-75 bridge at Cypress Creek would be widened to four lanes to accommodate future improvements. Existing bridge at Overpass Road (over I-75) would be replaced.	December 2000
Pasco Hernando Sumter	SR 52 to CR 476B	20.8	Phase 1 – 6-lanes, Bridge replacement @ Croom Rital & Withlacoochee River Phase 2 – 8-lanes, I/C Modifications (I-75 @ CR 41, @ SR 50)	PD& E Study, June 2007



The Southwest Florida Expressway Authority (SWFEA) was created by legislation in 2005 for the sole purpose of adding express toll lanes to I-75 within the geographic area of Lee and Collier counties. Due to the downturn in the economy and the related prediction of reduced traffic flow on I-75 the SWFEA Board voted to suspend active operations and defer the project until such time that expansion is needed.

Based upon a review of these reports and other transportation data collected for the development of this technical memorandum, an understanding of the transportation needs in this corridor and the improvements required to meet these needs is well documented. The transportation needs in this area significantly outstrip available funding – not unlike other areas of the state. However, the combination of natural features, protected lands, and the capacity of parallel facilities indicates a need for a comprehensive investment strategy to complete the identified improvements.

1.2 SUMMARY OF ROADWAY CONDITIONS

The I-75 South Corridor is a principal arterial interstate that traverses nine counties (Collier, Lee, Charlotte, Sarasota, Manatee, Hillsborough, Pasco, Hernando, and Sumter). The total length of the study corridor is approximately 227 miles. A little more than half the corridor is classified as urban; the other half, rural. It is heavily traveled by both passenger and commercial traffic.

1.2.1 Mainline Roadway

The study corridor is designated as either Rural or Urban Principal Arterial Interstate and the posted speed is 70 mph for the entire limits of this study. According to FDOT TranStat GIS data, the entire length of the project corridor's pavement is in good to very good condition.

- The minimum right of way width along the I-75 South Corridor ranges from 300 feet to 348 feet. The right of way is typically wider at areas with horizontal curves, at interchange locations, or independent alignments.
- For all counties, the lane width is 12 feet, and the number of lanes ranges from four to nine.



- The median width varies from a minimum of 23 feet in Charlotte County to a maximum of 975 feet in Sarasota County. While most of the median consists of grass only, some sections have single or double guardrail or barrier walls.

1.2.2 Interchange Conditions

There are more than 50 interchanges of seven different interchange varieties located within the study area. The majority of the interchanges are of a “diamond” type, five interchanges are considered system interchanges which are free flowing with no local access. Twenty interchange studies were reviewed in addition to previous PD&E interchange recommendations, FDOT’s Five Year Work Program, and Transportation Improvement Programs (TIPs) from Metropolitan Planning Organizations in the study area. Based upon a review of these studies, improvement recommendations were included for 25 interchanges. None of the major systems interchanges were identified as requiring future improvements.

1.2.3 Strategic Intermodal System (SIS) Linkages

I-75 is designated as a Strategic Intermodal System (SIS) highway corridor, in part because it supports regional and statewide freight movements. As an SIS Corridor, I-75 promotes Florida’s economic competitiveness by enhancing the linkage of modal facilities - such as airports, seaports, rail, and bus stations. Within the project corridor, there are nine SIS Hubs, including two seaports, three commercial service airports, three intermodal passenger terminals, and one intermodal freight-rail terminal. The SIS Hubs are located in the following counties:

- Lee County includes the LeeTran Passenger Terminal and the Southwest Florida International Airport;
- Sarasota County includes the Sarasota/Bradenton International Airport;
- Manatee County includes Port Manatee;
- Hillsborough County includes the Port of Tampa, the Tampa International Airport, the CSX- Tampa Uteca freight terminal, and two passenger terminals, Tampa Amtrak and Tampa Greyhound; and
- Four counties (Sumter, Hernando, Charlotte and Collier) do not currently contain any SIS-designated hubs.



Freight transport is currently dominated by truck. However, recent fuel price fluctuations have led to closer comparisons of the alternative costs of freight delivery modes. If fuel costs continue to fluctuate widely, over the road trucking may not be feasible as the primary mode for freight movements. In Florida particularly, ready access to ports and rail freight terminals throughout the state could decrease reliance on long-haul freight by truck.

1.2.4 Intelligent Transportation Systems (ITS)

A variety of ITS infrastructure is available along the I-75 South Corridor, including:

- Free Cell Phone Numbers for Reporting Incidents
- Electronic Surveillance of Traffic Flow
- Highway Advisory Radio
- Available Equipment to Provide In-Vehicle Signing Information
- Surveillance Cameras In Use
- Permanent Variable Messaging Signs

The available ITS infrastructure varies across counties; however, all counties are at least equipped with a free cellular telephone number for reporting incidents. Charlotte and Hillsborough counties have invested more heavily in ITS infrastructure; while Manatee, Pasco, Hernando, and Sumter counties have invested the least. Specific ITS infrastructure investments are summarized by county in **Table 1-2** below.

Improving the ITS system and transportation system infrastructure will enhance FDOT's ability to manage traffic flow, reduce congestion, provide information to travelers, enhance efficiency, improve incident management, and most importantly, increase the safety along I-75. Four ITS improvement projects are programmed in the most current MPO Transportation Improvement Plans, and they include: Charlotte County, Hillsborough County from the Manatee County Line to Bloomingdale Avenue, Hillsborough County from Fowler Avenue (SR 582) to the Pasco County Line, and Pasco County.



Table 1-2: ITS Infrastructure by County

County	ITS Infrastructure					
	Free Cell Phone Numbers	Electronic surveillance	Highway Advisory Radio	In-Vehicle Signing	Surveillance Cameras	Variable Message Signs
Collier	√	√	√			
Lee	√	√	√			
Charlotte	√	√	√	√		
Sarasota	√	√	√			
Manatee	√		√			
Hillsborough	√	√			√	√
Pasco	√					
Hernando	√					
Sumter	√					

1.3 BRIDGE CONDITIONS

FDOT performs an inventory of all bridges on a biennial basis, which feeds the National Bridge Inventory. The I-75 South Corridor bridges were last evaluated in 2008 with a focus on typical sections, age and condition, and vertical clearances. A detailed inventory of these bridges by county is shown in **Tables 4-2** through **4-10** of this report. Following is a summary of the findings:



- All bridges in the study corridor are rated as being in fair or better condition. As such, there are no structures identified as being in poor, serious, critical, imminent failure, or failed condition.
- There are four structures in the I-75 South Corridor that should be considered as a priority for improvements due to their structural condition; they are: (1) New Castle Waterway southbound in Sarasota County; (2) Moccasin Wallow Road (CR 675) southbound in Manatee County; (3) 24th Street in Hillsborough County; and (4) SR 52 southbound in Pasco County.
- Numerous bridges do not meet FDOT's minimum vertical clearance standard which is 16.5 feet over a roadway. The most notable structure regarding vertical clearance is Croom Rital Road (SB) in Hernando County. The current vertical clearance is listed as 14.3 feet and, as such, it should be considered as a priority for improvement. Other structures with vertical clearance deficiencies are listed in **Tables 4-2 through 4-10**.

Most bridges are typically widened or replaced along with a major roadway widening project. Exceptions to this would include major bridges over large water bodies, or bridges that are no longer in acceptable condition. Bridges are essential to the operations of the interstate transportation network and improvements or replacements represent significant investments. For these reasons, it is important to understand notable bridge conditions and future investments anticipated in the I-75 South Corridor.

1.4 EXISTING TRAFFIC

Traffic volumes on I-75 vary throughout the study corridor. The section with the lowest amount of existing traffic is found in Collier County where the Average Annual Daily Traffic (AADT) is as low as 19,000 vehicles per day. The most heavily travelled section is in Hillsborough County where the AADT was found to be as high as 152,000 vehicles per day.

A generalized planning level of service analysis was conducted for the I-75 corridor using Florida's Generalized Service Volume Tables for Level of Service. Based on this analysis, seven general areas of the interstate are likely operating at unacceptable levels of service during peak travel periods, as shown in **Table 1-3**. One of these segments is located in Lee County, four segments are located in Sarasota County, one segment is located in



Hillsborough County, and one segment is located in Pasco County. The limits shown in **Table 1-3** may include several adjacent segments as identified in **Table 5-1, Section 5.0 Existing Traffic Conditions.**

Table 1-3: Operating LOS Deficiencies

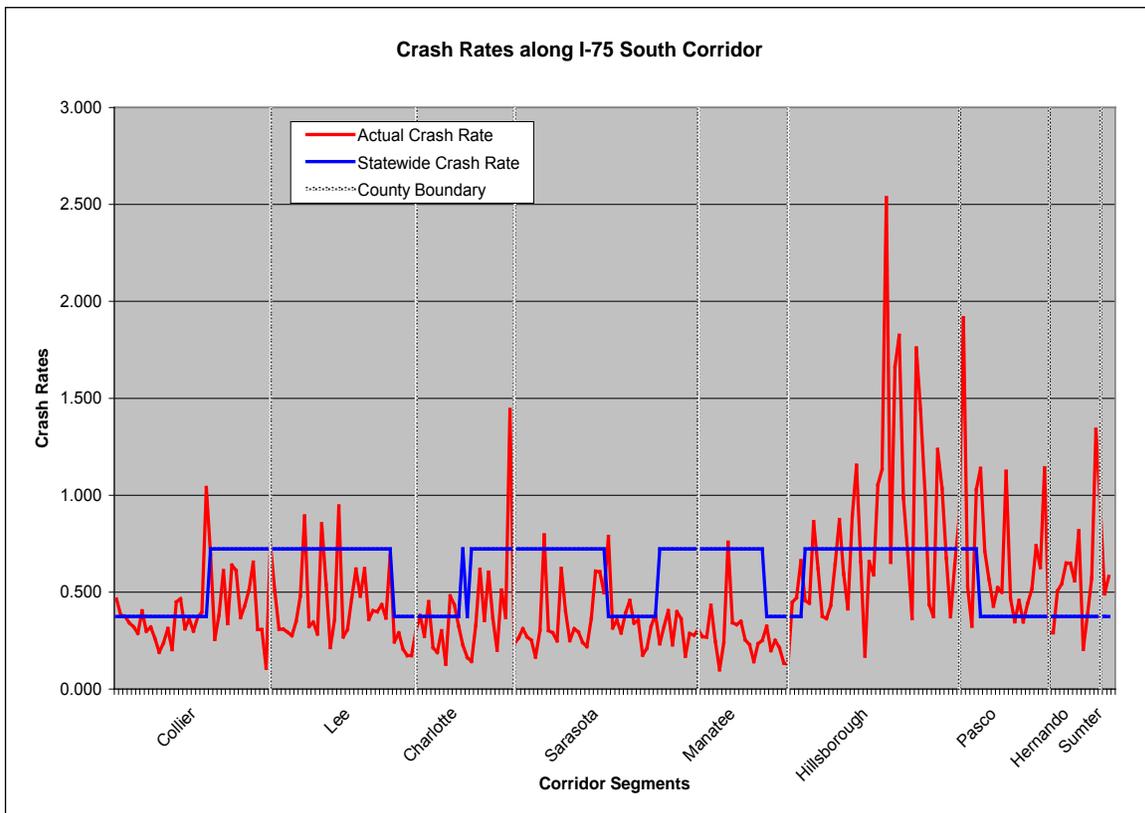
County	From	To	Total Rdwy Miles	Adopted LOS	Operating LOS
Lee	Martin Luther King Rd. (SR 82)	Luckett Road	1.52	D	E
Sarasota	Sumter Boulevard	Jacaranda Boulevard	11.32	C	D
Sarasota	Jacaranda Blvd.	SR 681	6.60	C	F
Sarasota	SR 681	Clark Road (SR 72)	5.46	C	D
Sarasota	Bee Ridge Rd. (SR 758)	Fruitville Rd. (SR 780)	6.21	D	E
Hillsborough	Brandon Blvd. (SR 60)	Bruce B. Downs Blvd. (CR 581)	13.28	D	F
Pasco	SR 56	CR 54	3.47	D	F



1.5 SAFETY

During the five year analysis period from 2004 to 2008, 13,382 crashes occurred on the I-75 South Corridor. Hillsborough County experienced the highest total number of crashes, followed by Lee County and Sarasota County, respectively. Along with crash counts, crash rates are instrumental in determining safety patterns along the corridor. Crash rates were calculated for the I-75 south corridor in one mile segments. **Figure 1-1: Crash Rates by County** compares crash rates for each of the corridor segments within the study corridor compared to the statewide crash rate for urban and rural interstates.

Figure 1-1: Crash Rates by County



Based on the analysis documented in Section 8.0, following is a summary of the findings for both rural and urban crashes:

- Sumter County has the highest rural crash rate (0.671 crashes/MVMT) followed by Pasco County (0.620 crashes/MVMT).



- Even though Pasco County's crash rate is lower than that of Sumter, Pasco had more crashes per mile than Sumter and the most rural interstate crashes of all the counties in the study. Pasco County also had the highest number of injuries for rural interstate and the second highest number of fatalities on rural interstate.
- Hernando County and Hillsborough County both have rural interstate crash rates above the statewide average.
- Pasco County had the highest urban crash rate (0.937 crashes/MVMT) followed by Hillsborough County (0.8760 crashes/MVMT).

Many crashes along the corridor can be attributed to merge/diverge locations associated with interchange movements. This was evident in the higher number of crashes at interchange locations. The causes of other crashes, specifically the number of rear-end crashes, can be attributed to recurring conditions. Further insight into the causes of crashes may be provided within individual crash data, which was not analyzed in detail for the purposes of the Sketch Interstate Plan.



SECTION 2.0 INTRODUCTION

2.1 STUDY PURPOSE

The purpose of this plan is to evaluate operational conditions within the existing I-75 right of way as it pertains to the Strategic Intermodal System/Florida Intrastate Highway System (SIS/FIHS). The overall study purpose is to compile and update the previous studies that have been conducted within the I-75 South Corridor to provide FDOT with a strategic management vision of the entire corridor. By understanding the issues and opportunities within the I-75 South Corridor, FDOT can strategically assess funding needs and coordinate major investments which would result in the most significant improvements to the statewide transportation network support to regional and local needs.

2.2 PURPOSE OF THIS TECHNICAL MEMORANDUM

The existing conditions analysis presented in this technical memorandum updates and summarizes the findings presented in several previous studies. In addition, the review of existing conditions has included the identification of other on-going Project Development and Evaluation (PD&E) studies that have not yet been completed. Study recommendations from on-going PD&E studies have not been incorporated since the Federal Highway Administration (FHWA) has not approved them.

Base year traffic volumes (2008) have also been presented in this technical memorandum to update the findings presented in earlier reports. However, future traffic projections (2035) are not yet presented. A methodology has been developed to forecast future volumes for approval by staff from FDOT District 1, District 7, Systems Planning Office, Environmental Management Office, the Southwest Florida Expressway Authority, and Florida's Turnpike, in addition to other interested state, regional, and local agencies. These 2035 traffic projections will provide a consistent analysis of traffic efficiency and future needs throughout the corridor to identify and prioritize needed improvements.

2.3 NEED FOR THE SKETCH INTERSTATE PLAN

The I-75 South Corridor is a core element of the regional and statewide transportation system. The results of the SIP will serve as a baseline needs analysis to future planning



studies in the SIS/FIHS Plan, as well as the Long Range Transportation Plans (L RTPs) of the Metropolitan Planning Organizations (MPOs) that the I-75 South Corridor traverses. The SIP will provide an implementation plan that identifies the scheduled improvements for the I-75 South Corridor and any segments that are projected to not meet acceptable operational criteria and the timing of improvements to meet acceptable operations.

2.4 ORGANIZATION OF THIS REPORT

Throughout this technical memorandum, existing study area conditions and pertinent information about the data utilized for the analysis are described in detail and illustrated or summarized on maps and tables. For added clarity and consistency with engineering standards, the existing conditions for the I-75 South Corridor are described from south to north throughout this technical memorandum.

2.5 STUDY APPROACH

The ultimate work product emerging from the I-75 SIP will be the Mainline Vision Report. The Mainline Vision Report will discuss previous recommendations, prioritize proposed improvements, and identify deficient roadway segments. This report will function as a standalone document, and will be prepared in 2010.



SECTION 3.0 EXISTING ROADWAY CONDITIONS

3.1 BACKGROUND

The I-75 South Corridor acts as the only major north-south limited access highway to move people and goods along the central western coast of Florida. The Florida Department of Transportation (FDOT) has identified the study limits to include approximately 227 miles from State Road (SR) 29 in Collier County to County Road (CR) 476B in Sumter County.

Previously completed Project Development and Environment (PD&E) studies were reviewed and additional data has been collected and reviewed to develop the I-75 Sketch Interstate Plan (SIP) analysis of existing conditions. Nine PD&E studies for I-75 were obtained from FDOT District 1 and District 7 staff, and included the following segments (organized from south to north of the I-75 South Corridor project limits):

1. From East of Collier Boulevard (SR 951) to Collier/Lee County Line (October 2002)
2. From Collier/Lee County Line to North of Bayshore Road (SR 78) (November 2002)
3. From North of Bayshore Road (SR 78) to North of Kings Highway (October 2006)
4. From North of Kings Highway to North River Road (October 2006)
5. From North River Road to SR 681 (October 2003)
6. From South of SR 681 to North of Moccasin Wallow Road (CR 675) (September 2008)
7. From South of Fowler Avenue (SR 582) to South of Wesley Chapel Boulevard (SR 54) (April 2004)
8. From South of SR 56 to North of SR 52 (December 2000)
9. From North of SR 52 to South of CR 476B (June 2007)



Two previous large scale studies were also reviewed - the I-75 Master Plan and the I-75 Multi-Modal Master Plan.

3.2 ROADWAY CONDITIONS OVERVIEW

The purpose of this section is to provide an overview of existing roadway conditions within the I-75 South Corridor right of way. This technical memorandum presents an analysis of existing conditions in the 227-mile corridor utilizing existing studies conducted in the corridor and readily available transportation data. Specifically, this section:

- Identifies all previous PD&E studies and describes proposed improvements;
- Provides updated roadway characteristic data including existing typical sections, right of way, functional classifications, speed limits, and pavement conditions;
- Describes interchanges and proposed interchange improvements from previous interchange studies;
- Identifies intermodal connections relevant to moving freight and goods;
- Lists relevant Intelligent Transportation System (ITS) infrastructure; and
- Compiles a list of roadway improvements proposed in FDOT's Work Program, Strategic Intermodal System/Florida Intrastate Highway System (SIS/FIHS) Plans, and MPO Transportation Improvement Plans (TIPs).

Maps are provided throughout the report to illustrate conditions utilizing recent available geographic information system (GIS) data obtained from the Florida Geographic Data Library (FGDL). Other data provided by FDOT Central Office and District Staff, including FDOT TranStat GIS data, SIS/FIHS plans, and traffic data, have also been reviewed to determine where conditions may have changed since previous studies were concluded. As appropriate, tables have been used to summarize the existing conditions and maps have been prepared using the typical Efficient Transportation Decision Making (ETDM) project screening GIS data layers to assess the conditions in the corridor.



3.3 STUDY SEGMENTS

For the purposes of the I-75 Sketch Interstate Plan (SIP), the corridor has been divided into eleven study segments, as summarized in **Table 3-1**. These segments were chosen based on the location of previous PD&E studies and to identify areas where PD&E studies have not been conducted or are in progress. In Hillsborough and Pasco Counties, there was some overlap in geographic areas covered by PD&E Studies. For this reason, Segment 9 has been identified in the table in two parts. A Re-Evaluation Study was done for the segment from South of SR 56 to CR 54 in conjunction with the PD&E Study from South of Fowler Avenue to South of SR 56, and the segment from SR 56 to SR 52 is identified in two parts as well to indicate some overlap between. The study limits are also shown on aerial photographs in **Figures 3-1** through **3-13**. Previously conducted studies, existing conditions, and proposed improvements are described within these segments.

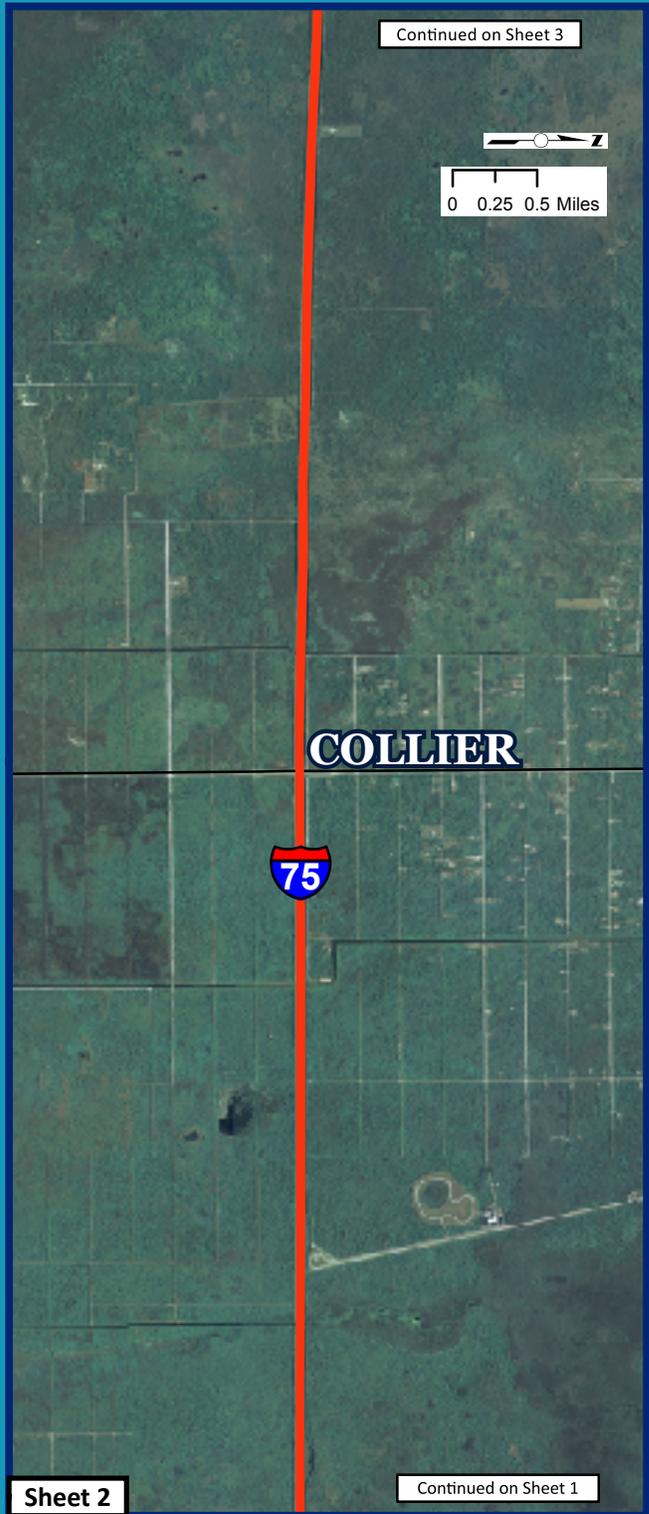
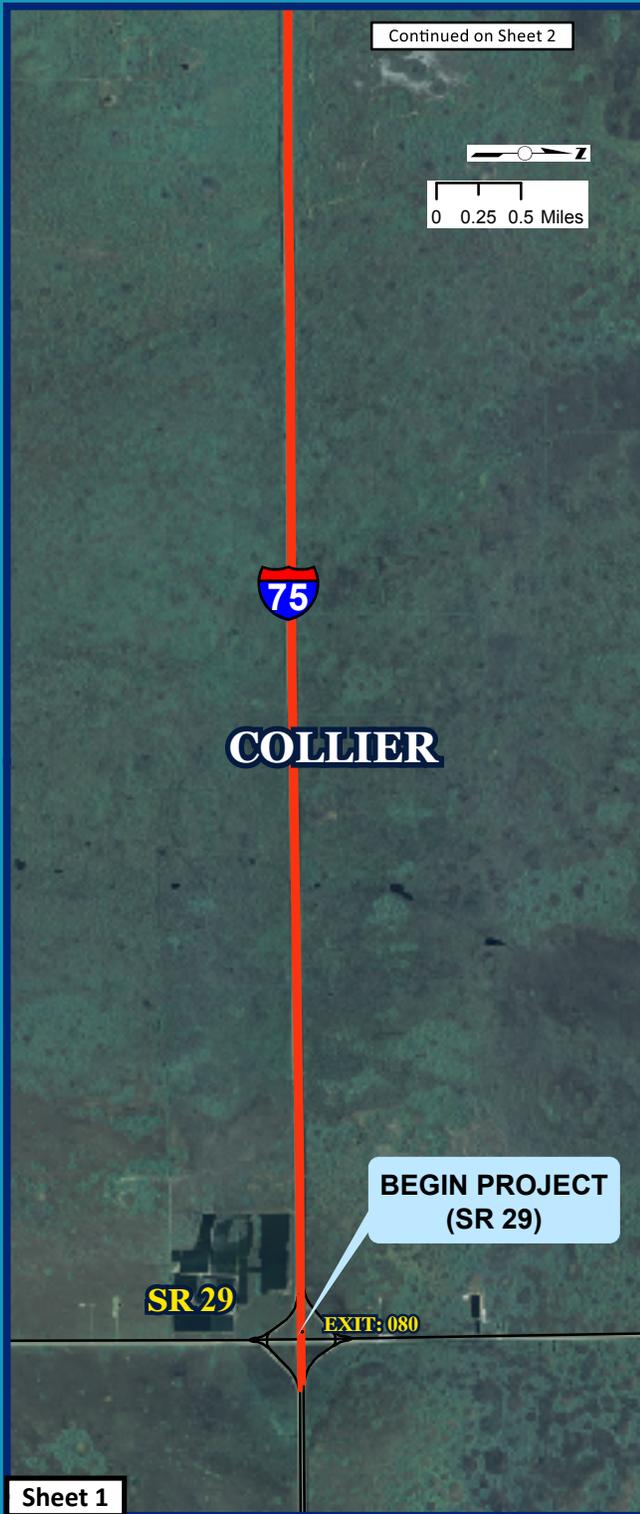
Table 3-1: I-75 South Corridor Previous PD&E Studies

Seg	I-75 South Corridor Segment	County(s)	PD&E Study Date
1	SR 29 to East of Collier Boulevard (SR 951)	Collier	None
2	East of Collier Boulevard (SR 951) to Collier/Lee County Line	Collier	October 2002
3	Collier/Lee County Line to North of Bayshore Road (SR 78)	Lee	November 2002
4	North of Bayshore Road (SR 78) to North of Kings Highway	Lee Charlotte	October 2006
5	North of Kings Highway to North River Road	Charlotte Sarasota	October 2006
6	North River Road to SR 681	Sarasota	October 2003
7	SR 681 to Moccasin Wallow Road (CR 675)	Sarasota Manatee	September 2008
8	<i>Moccasin Wallow Road (CR 675) to South US 301</i>	<i>Manatee Hillsborough</i>	<i>Study, In Progress</i>
9a	<i>South of US 301 to North of Fletcher Avenue (CR 582 A)</i>	<i>Hillsborough</i>	<i>Study, In Progress</i>
9b	South of Fowler Avenue (SR 582) to South of SR 56	Hillsborough Pasco	April 2004



Seg	I-75 South Corridor Segment	County(s)	PD&E Study Date
10a	South of SR 56 to CR 54 Re-evaluation Study	Pasco	April 2004
10b	South of SR 56 to North of SR 52	Pasco	December 2000
11	SR 52 to CR 476B	Pasco Hernando Sumter	June 2007

Two of the PD&E studies listed in **Table 3-1** above are currently being conducted. The Federal Highway Administration (FHWA) had not approved these PD&E studies prior to the conclusion of the data collection phase. As such, final study recommendations were not available for this technical memorandum.



LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-1: I-75 South Corridor (Collier County)

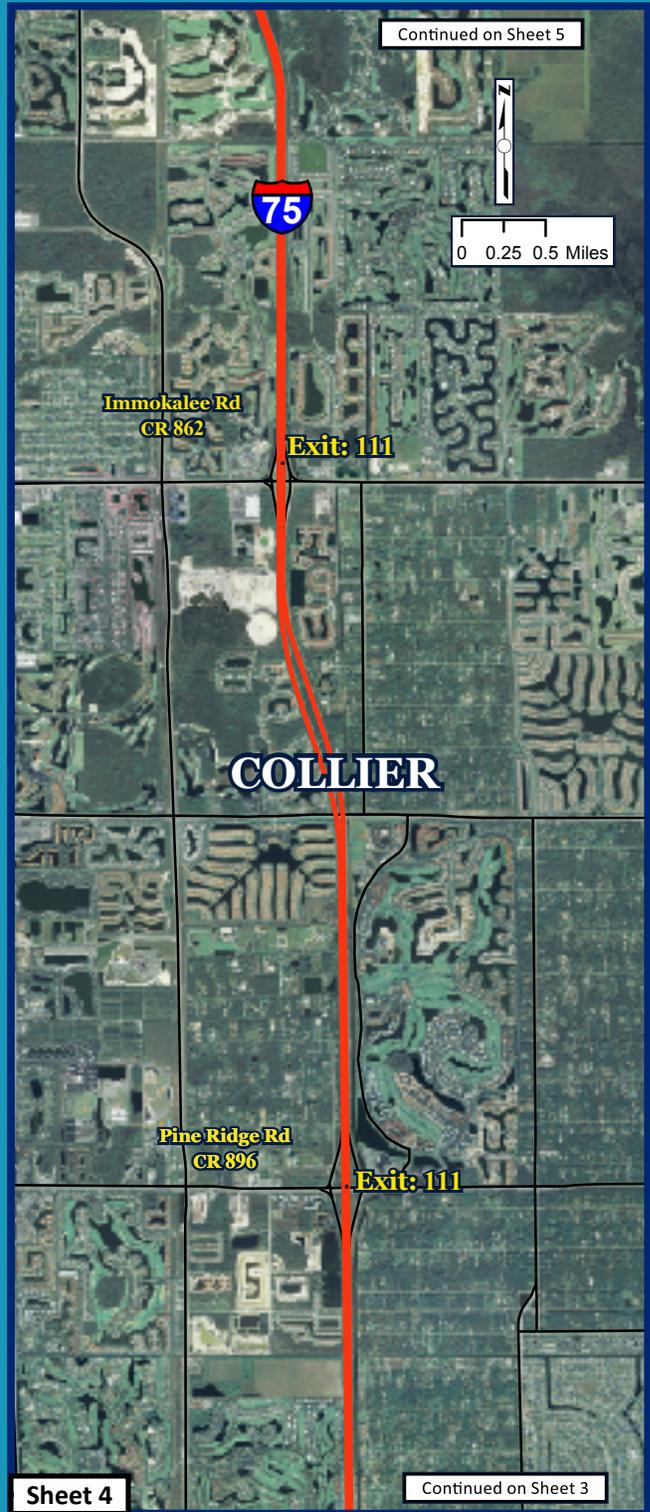
NOTES:

1) Aerials dated 2006

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)
 Figure 3-2: I-75 South Corridor (Collier County Cont'd.)

NOTES:

1) Aerials dated 2006

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-3: I-75 South Corridor (Lee County)

NOTES:

- 1) Collier County aerials dated 2006
- 2) Lee County aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)
 Figure 3-4: I-75 South Corridor (Lee/Charlotte County)

NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)
 Figure 3-5: I-75 South Corridor (Charlotte County)

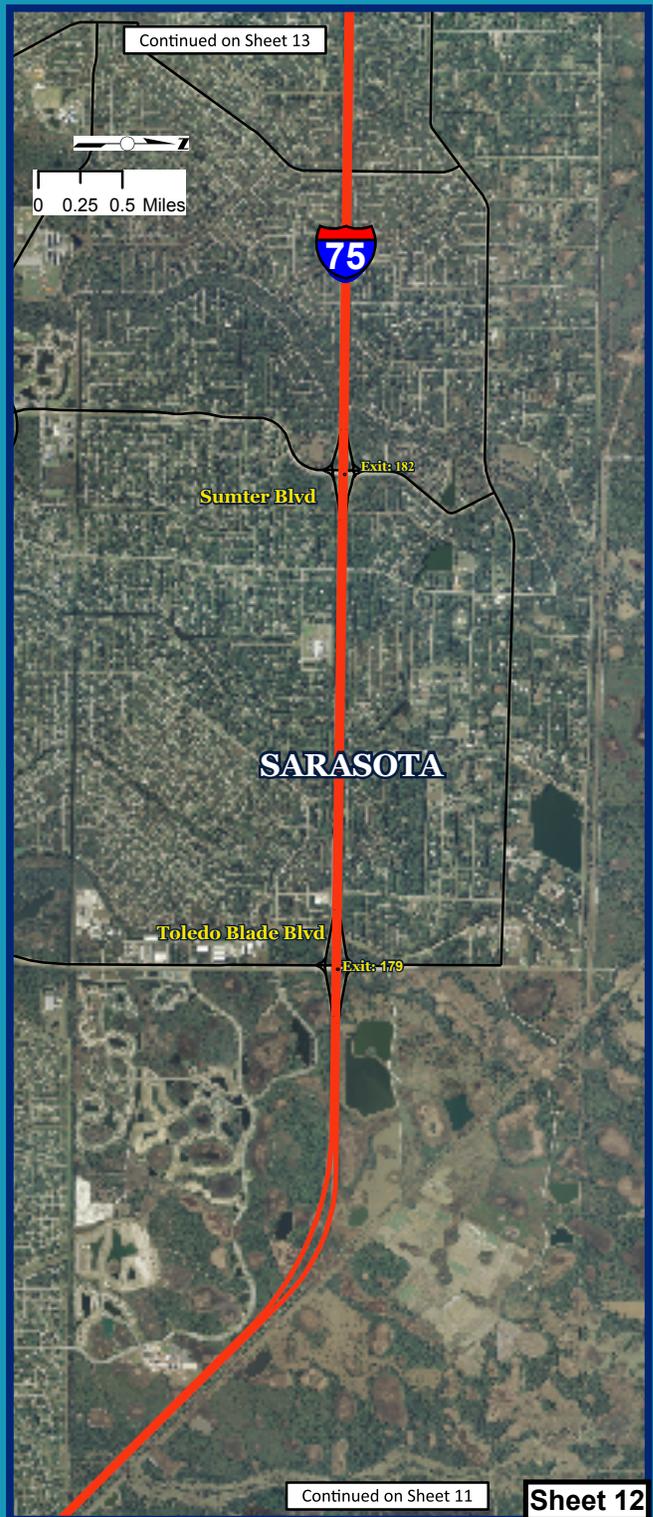
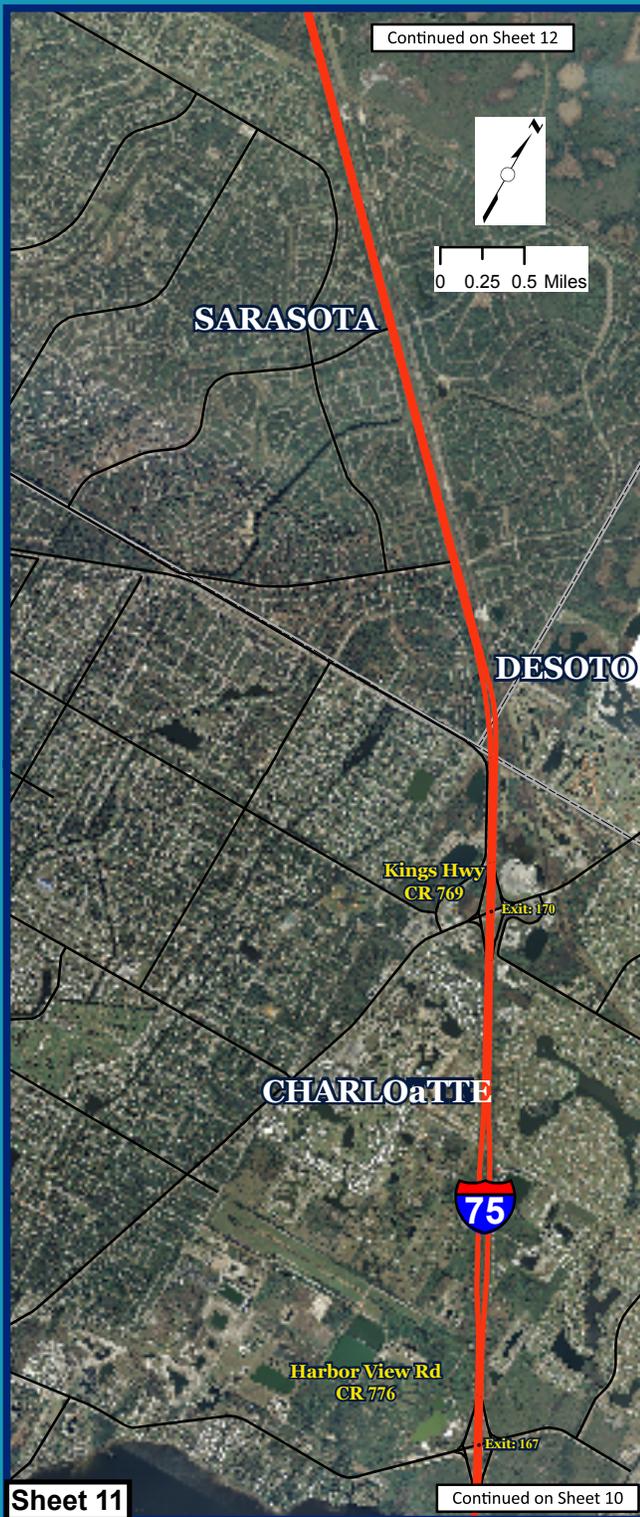
NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-6: I-75 South Corridor (Charlotte/Sarasota)

NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)
 Figure 3-7: I-75 South Corridor (Sarasota County)

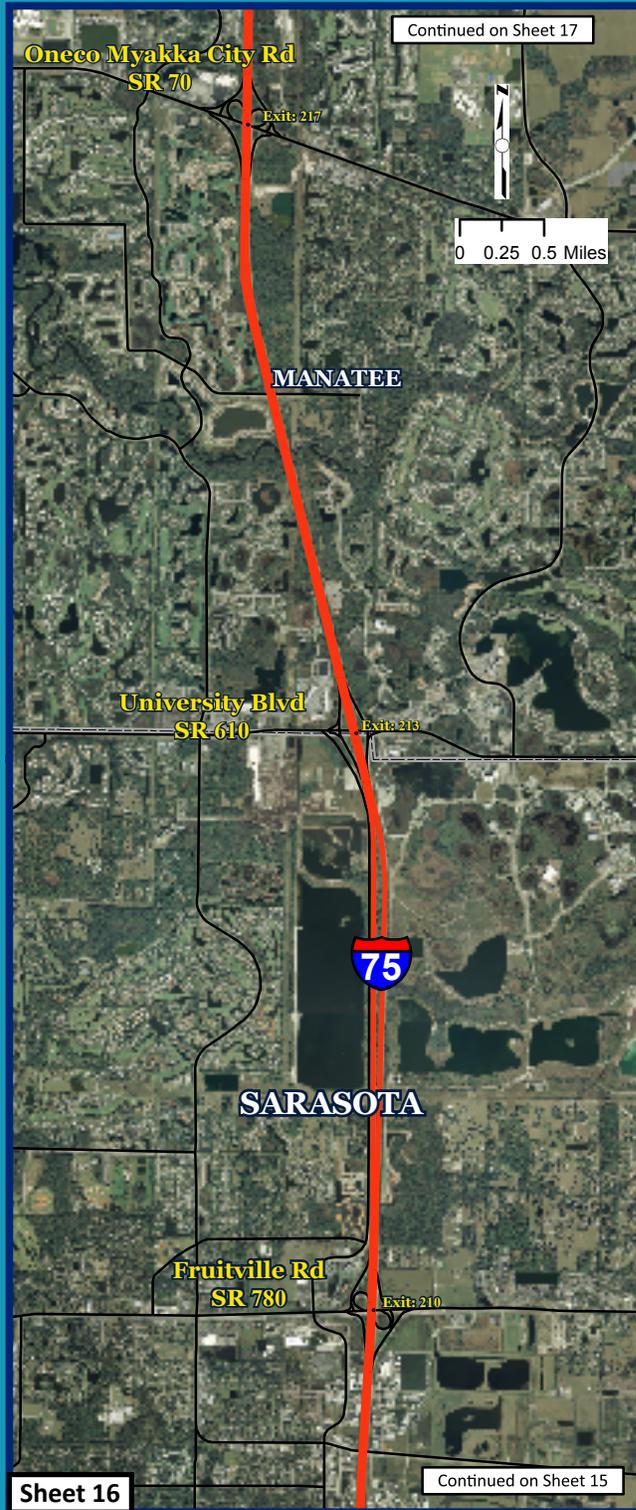
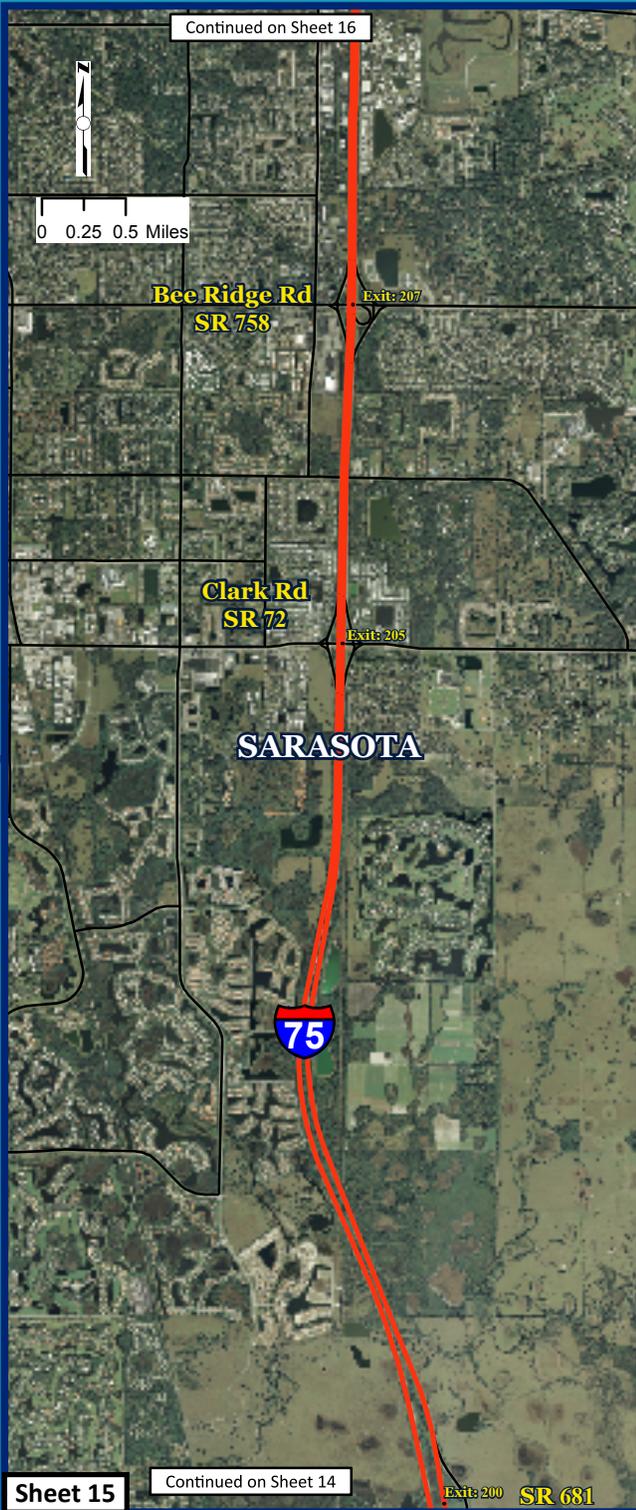
NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-8: I-75 South Corridor (Sarasota/Manatee)

NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)
 Figure 3-9: I-75 South Corridor (Manatee/Hillsborough)

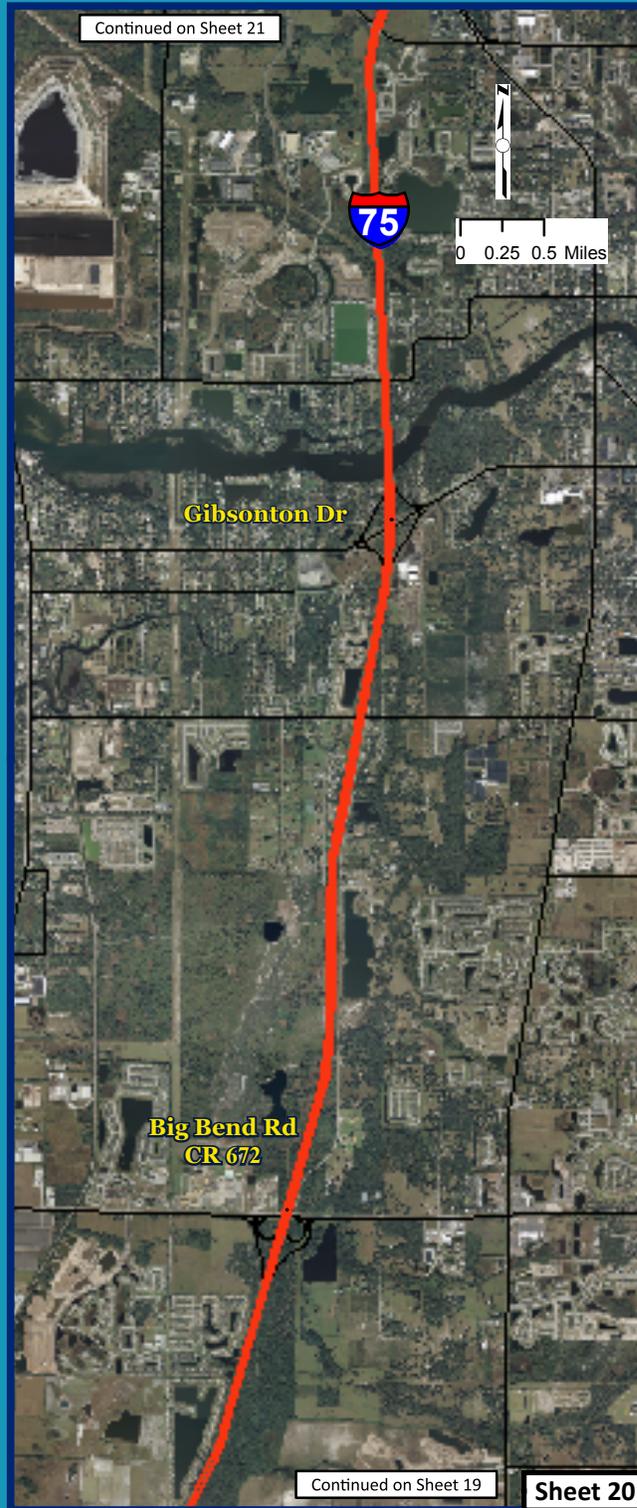
NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- Interstates
- Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-10: I-75 South Corridor (Hillsborough)

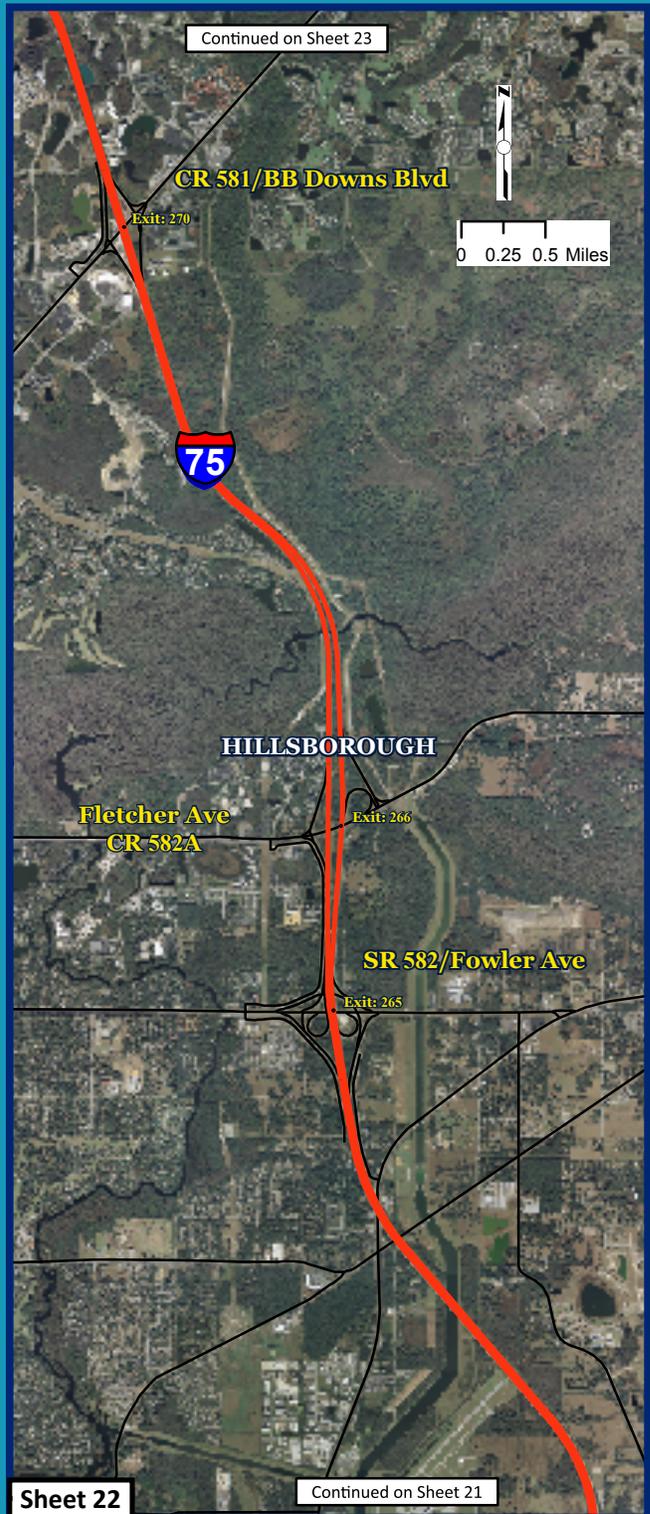
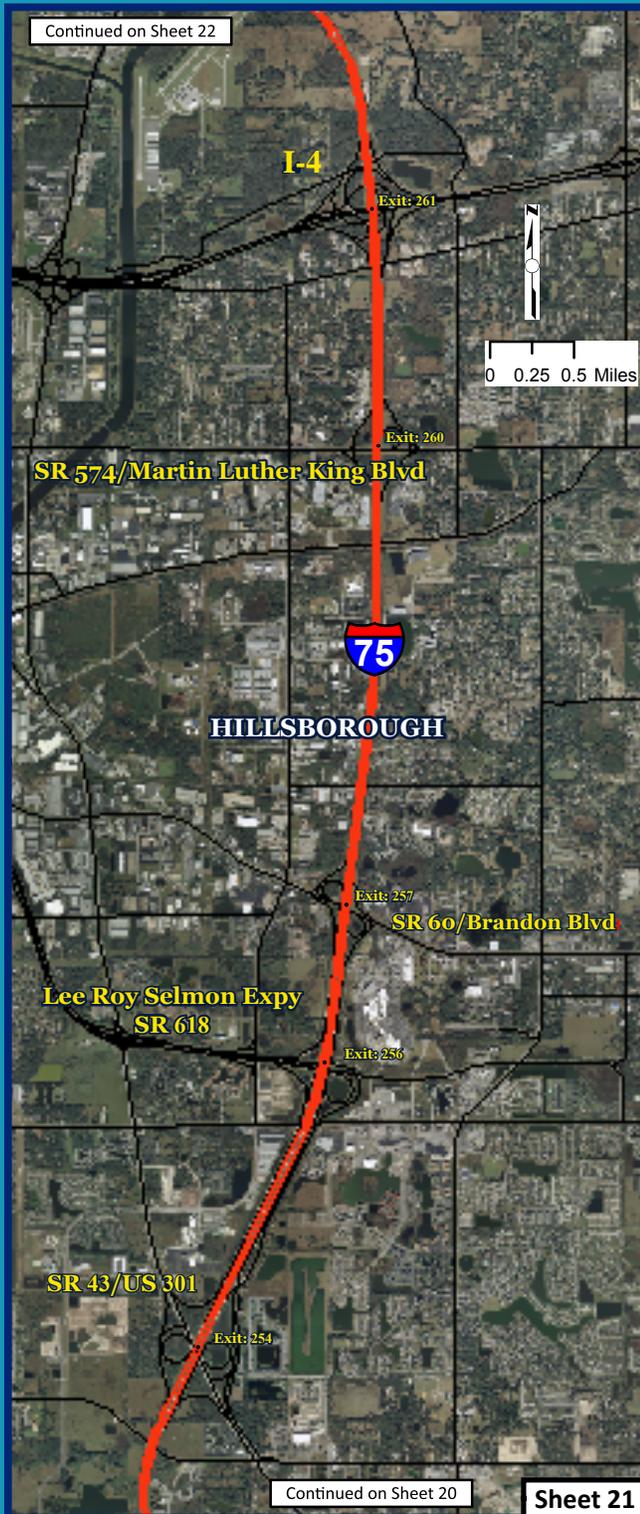
NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-11: I-75 South Corridor (Hillsborough, Cont'd.)

NOTES:

1) Aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-12: I-75 South Corridor (Hillsborough/Pasco)

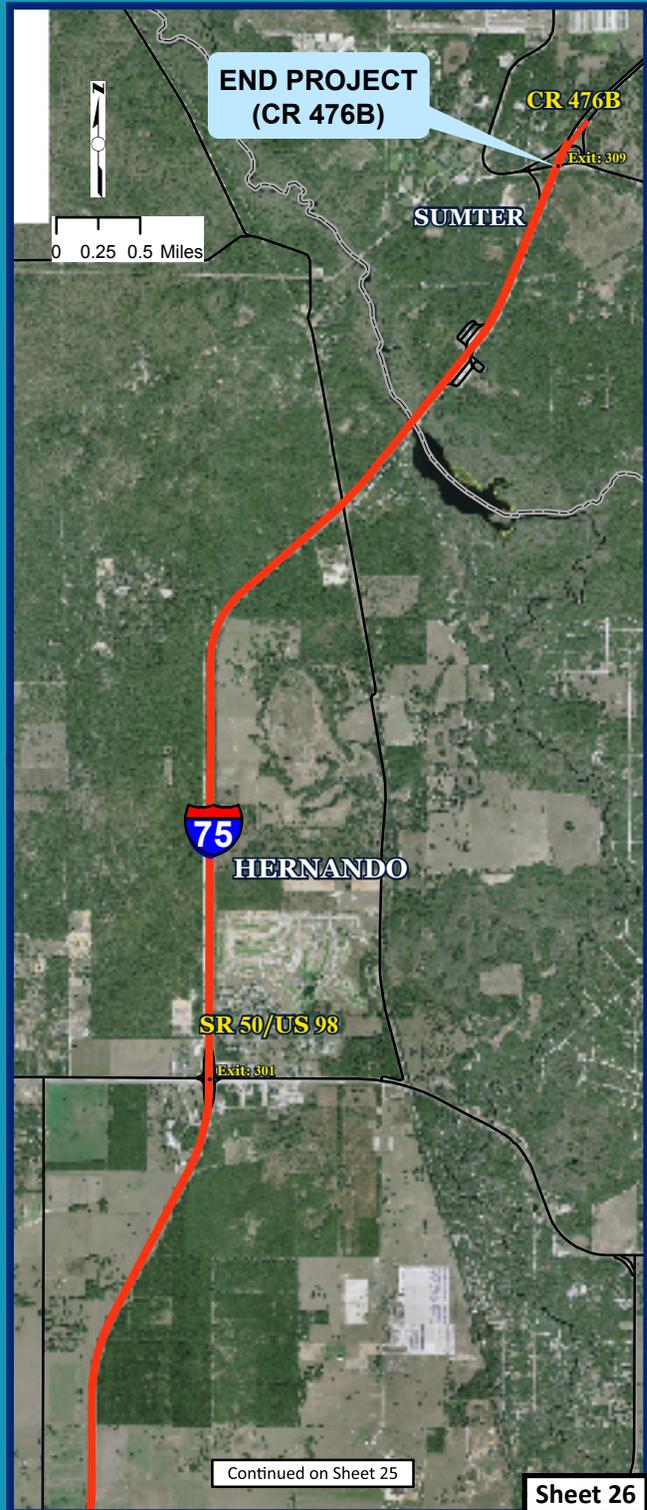
NOTES:

- 1) Hillsborough County aerals dated 2008
- 2) Pasco County aerals dated 2006

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

-  Interstates
-  Roadway Network

I - 75 Sketch Interstate Plan (SIP)

Figure 3-13: I-75 South Corridor
(Pasco, Hernando, Sumter)

NOTES:

- 1) Pasco County aerials dated 2006
- 2) Hernando and Sumter County aerials dated 2008

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





3.4 SUMMARY OF PREVIOUS PD&E RECOMMENDATIONS

A summary of the recommended improvements presented in previous studies is summarized for each of the 11 segments on the following pages. The recommended improvements are only presented for FHWA-approved PD&E studies. Separate interchange studies have also been conducted in the corridor and are summarized in **Section 3.7** of this report.

3.4.1 SR 29 to East of Collier Boulevard (SR 951)

This segment of I-75 is approximately 21.5 miles long and is located in Collier County. In this vicinity, I-75 is oriented east to west and is referred to as both Alligator Alley and Everglades Parkway. There are currently no pending PD&E studies covering this area of the I-75 South Corridor.

3.4.2 East of Collier Boulevard (SR 951) to Collier/Lee County Line

This segment of I-75 is approximately 13.6 miles in length and is located in Collier County. In 2002 a PD& E Study was completed for this segment of I-75, and two phases of transportation improvements were recommended for this segment of I-75 as a result of this study: (1) Mobility 2000 Expansion; and (2) the 2030 Ultimate Improvements. **Table 3-2** and the text below describe the original schedule for funding the recommended improvements, as presented in the PD&E Study (2002).

Table 3-2: Mobility 2000 and 2030 Phasing Schedule

Project	Phase	Fiscal Year
Mobility 2000 Improvements	Design	2002/2003
	Right of Way Acquisition	2006/2007
	Construction	2008/2009
2030 Ultimate Improvements	Design	Not Currently Scheduled
	Right of Way Acquisition	
	Construction	

Source: I-75 PD&E - East of Collier Boulevard (SR 951) to Collier/Lee County Line (October 2002)



Recommended Mobility 2000 Expansion improvements included widening I-75 from four lanes to six lanes. Construction of this six lane segment is underway (detailed as the iRox project below), and it extends from the vicinity of Golden Gate Parkway (CR 886) to the Collier/Lee county line. The recommended 2030 Ultimate Improvements are not funded. If implemented, the 2030 Improvements would include adding local access travel lanes and interchange improvements for all interchanges. Specifically, the 2030 Ultimate Improvements would include:

- Six lanes from Collier Boulevard (SR 951) to Golden Gate Parkway (CR 886)
- Six lanes (with two auxiliary lanes) between Golden Gate Parkway (CR 886) and Pine Ridge Road
- Ten lanes, including express lanes, from Pine Ridge Road to the Collier/Lee county line.

The I-75 bridges over Golden Gate Main Canal, Pine Ridge Road, Vanderbilt Beach Road, Immokalee Road (CR 846), and the Cocohatchee Canal were recommended for widening or replacement in the 2030 Ultimate Improvements. Interchange modifications at Collier Boulevard (SR 951), Golden Gate Parkway (CR 886), Pine Ridge Road, and Immokalee Road (CR 846) were also recommended as part of the second phase of improvements.

No right of way was determined to be required for the six lane improvements. However, right of way would be required for off-site stormwater management facilities. The PD&E Study suggested that stormwater management facilities be designed to accommodate both the initial Mobility 2000 Expansion and the 2030 Ultimate Improvements to I-75 and the interchanges. Additional right of way would be required when the ultimate recommended interchange improvements are implemented during this second phase of improvements.

As part of the iRox Project, construction began in fall 2007 to expand the existing four lane highway to six lanes using existing right of way and widening from the inside area of the interstate. The iRox Project takes advantage of an innovative design/build/finance (DBF) approach to road construction to expand I-75 more quickly. While the conventional approach to road construction involves a time consuming process of first preparing design plans, then purchasing land, and finally hiring a contractor, this new DBF



approach means construction can be done on parts of I-75 while the iRox team finishes design plans for other segments. The decision to widen the interstate to the inside, using existing right of way, also eliminates time and budget needed to purchase land for additional lanes and is consistent with the PD&E Study recommendations.

The iRox Project spans approximately 30 miles from Golden Gate Parkway in Collier County to Colonial Boulevard (SR 884) in Lee County, and implements Mobility 2000 recommendations for this segment of I-75. The project involves resurfacing the existing four lane facility and adding one new 12-foot travel lane in each direction along I-75, with ten-foot shoulders. In addition, six noise walls to control additional traffic noise will be built as part of the iRox project at the following locations:

- Wyndemere (Collier County)
- Village Walk (Collier County)
- Southern Pines Mobile Home Park (Lee County)
- Stoneybrook (Lee County)
- Corkscrew Woodlands (Lee County)
- Three Oaks Community Park (Lee County)

In December 2009, the widening to six lanes was completed, nearly one year ahead of schedule. It is anticipated that the I-75/Immokalee Road interchange will be complete in April 2010, approximately eight months ahead of schedule.

3.4.3 Collier/Lee County Line to North of Bayshore Road (SR 78)

The Collier/Lee County line to north of Bayshore Road (SR 78) segment is approximately 27.9 miles long and is located in Lee County. The PD&E Study for this segment reviewed a no-build scenario, transportation system management (TSM) options, and opportunities for improvements. The proposed improvements for this segment of I-75 would occur in two stages: Mobility 2000 Expansion and 2030 Ultimate Improvements. Mobility 2000 Expansion recommendations included widening the segment from the Collier/Lee County line to north of Daniels Parkway from four to six lanes, and is currently under construction as part of the iRox Project discussed above. The typical section for this improvement would retain the 64-foot “multi-modal” envelope for future improvement options, contain



12-foot inside shoulders, three 12-foot travel lanes in each direction, 12-foot outside shoulders, and 82-foot borders to accommodate open roadside ditches (swales).

The recommendations for the Ultimate 2030 Improvements would include:

- Ten lanes, including two express lanes and three local access lanes in each direction from Collier/Lee county line to North of Martin Luther King Road (SR 82)
- Six lanes with two auxiliary lanes, from north of Martin Luther King Road (SR 82) to north of Bayshore Road (SR 78).

The following six additional considerations were highlighted in the previous studies for this segment:

1. A dual freeway system (i.e., a local access freeway and an express freeway) is warranted between Bonita Beach Road (CR 865) and Martin Luther King Road (SR 82);
2. The current FDOT Plan consisting of a four lane express freeway and a six lane local access freeway will not provide sufficient capacity to avoid LOS F operations on the local access freeway in the areas between Bonita Beach Road and Corkscrew Road and between Daniels Parkway and Colonial Boulevard;
3. Although certain segments of the six lane local access freeway are not expected to operate at LOS D or better in 2030, LOS D or better operations are projected over the entire length of the four lane express freeway (i.e., from Bonita Beach Road (CR 865) to Martin Luther King Road (SR 82));
4. A dual freeway system does not appear to be necessary between Martin Luther King Road (SR 82) and Bayshore Road (SR 78); however, eight lanes are required in these areas to provide LOS D or better operations in 2030;
5. Auxiliary lanes should be provided on the local access freeway between Corkscrew Road and Alico Road and between Colonial Boulevard (SR 884) and Martin Luther King Road (SR 82); and
6. The implementation of a collector/distributor roadway between Alico Road and Daniels Parkway would allow the six lane local access freeway to operate at LOS



D or better in this area and could also facilitate improved access to/from the Southwest Florida International Airport (SWFIA).

Right of way acquisition is expected to be minimal for these improvements. Right of way will be primarily required at interchanges and for stormwater treatment facilities.

3.4.4 North of Bayshore Road (SR 78) to North of Kings Highway

This segment of I-75 spans approximately 27 miles in length and is located in Lee and Charlotte counties. Recommended improvements for this segment consist of widening the mainline from four to eight general-use lanes. These improvements have been recommended for construction in two phases. In Phase One, the existing roadway would be widened to six lanes by adding a lane to the inside in each direction. The second phase would add another lane in each direction along the outside.

The recommendation for the I-75/US 17 Interchange includes a new directional ramp in the northwest quadrant, a dual loop ramp in the southeast quadrant, and modification to the existing traffic control and lanes (provisions for dual right-turn lanes) for the southbound to eastbound and eastbound to northbound right-turn movements.

Relocation of two residences will be required for the US 17 Interchange improvements. A total of 114.11 acres of right of way will be acquired as part of the I-75 improvements along this corridor. Minimal right of way will be required for stormwater treatment facilities.

3.4.5 North of Kings Highway to North River Road

This segment of I-75 is approximately 21 miles in length and is located in both Charlotte and Sarasota counties. FDOT recommends widening I-75 from four lanes to eight lanes in two phases. The first phase would add a lane in each direction, resulting in a six lane section. The second phase of construction would add another lane in each direction resulting in an eight lane section.

Three major interchanges would also be improved within this segment, including Toledo Blade Boulevard, Sumter Boulevard, and North River Road. No additional right of way is anticipated for the mainline widening; however, right of way acquisition would be necessary for stormwater treatment facilities. No new interchanges were evaluated in the PD&E Study.



3.4.6 North River Road to SR 681

This segment of I-75 is approximately 9.4 miles in length and is located in Sarasota County. The proposed improvement for this segment of I-75 included widening North River Road to Jacaranda Boulevard from four lanes to six lanes and widening the segment between Jacaranda Boulevard and SR 681 from four lanes to eight lanes.

A no-build scenario and five build alternatives were considered as part of this PD&E Study as well as transportation system management (TSM) options. The recommended alternative consists of three proposed typical sections:

1. Six Lane Inside Widening from North River Road to Jacaranda Boulevard

The recommendation for this segment includes widening the four lane roadway (two lanes in each direction) to six lanes (three, 12-foot wide lanes in each direction). New lanes will be constructed along the inside of the existing roadway and will not require acquisition of new right of way (except for stormwater retention facilities). The 44-foot multi-modal envelope is preserved within the median.

2. Eight Lane Inside/Outside Widening from Jacaranda Boulevard to Laurel Road

The recommendation for this segment involves widening the four lane roadway to eight, 12-foot travel lanes. Two lanes will be added in each direction, with one lane constructed along the inside of the existing roadway and one lane constructed along the outside of the existing roadway. The proposed widenings will not require additional right of way, except for stormwater retention facilities provisions. The 44-foot multi-modal envelope is preserved within the median.

Three design variances would be necessary in this segment, specifically:

- Vertical bridge clearances at the Border Road and Laurel Road bridge crossings: Although existing clearances can be maintained, the clearances at these bridges are less than 16'-6".



- The widening of the outside lanes: This widening will result in a reduction in the border width¹ below the 94-foot minimum (and existing) requirement.
- The roadway cross slope will include three lanes at 2%.

3. Eight Lane All Inside Widening from Laurel Road to SR 681

The recommendation for this segment also involves widening the four lane roadway. Two lanes would be added at the inside in each direction resulting in an eight lane section with 12-foot travel lanes. The proposed widening would not require additional right of way, except for stormwater retention facilities. The 44-foot multi-modal envelope is preserved within the median.

Two design variances are expected along this segment:

- Vertical bridge clearances at the SR 681 bridge crossings: Although existing clearances can be maintained, the clearances at these bridges are less than 16'-6".
- The roadway cross slope - three lanes at 2%.

3.4.7 SR 681 to Moccasin Wallow Road (CR 675)

This segment of I-75 spans approximately 16.2 miles in length and is located in Sarasota and Manatee counties. Proposed improvements for this segment of the I-75 Southern Corridor are presented for the short-term, mid-term, and long-term below:

1. Existing and Short-Term Needs: (2007-2015)

- Mainline: The mainline would operate at an acceptable level of service with four lanes in each direction. There are currently three lanes in this segment, and widening is recommended.
- Ramps: The existing northbound off-ramp to University Parkway (CR 610), the existing southbound off-ramp to University Parkway (CR 610), the existing southbound off-ramp to Fruitville Road (SR 780), and the existing southbound off-ramp to Clark Road (SR 72) require dual lane ramps.

¹ As indicated in FDOT's *Utility Accommodation Manual* (October 2007), border width refers to the lateral distance required to accommodate roadway infrastructure and is measured from the edge of the traveled-way to establish minimum rights of way requirements beyond the pavement limits.



- Interchanges: Several of the interchanges in the two-county area are already experiencing operational deficiencies. Short-term solutions were identified for interchanges such as US 301, Oneco Myakka City (SR 70), University Parkway (CR 610), and Fruitville Road (SR 780).

2. Mid-Term Needs (2015-2025)

- Mainline: Mid-term horizon improvements emphasize the need for eight lanes prior to 2025, followed by the implementation of a 10-lane segment with three general use lanes and two express lanes in each direction. Between Bee Ridge Road (SR 758) and Clark Road (SR 72) an auxiliary lane would be needed in each direction in addition to the mainline widening.
- Ramps: The following six ramps are need to be widened to dual lane ramps:
 - i. northbound off-ramp to Fruitville Road (SR 780),
 - ii. northbound off-ramp to University Parkway, (CR 610),
 - iii. northbound off-ramp to US 301,
 - iv. southbound off-ramp to University Parkway (CR 610),
 - v. southbound off-ramp to Fruitville Road (SR 780), and
 - vi. southbound two lane off-ramp to Bee Ridge Road (SR 758).
- Interchanges: Major additions of turn lanes will be needed at most intersections, occasionally including triple left and triple right turn lanes.

3. Long-Term Needs (2025-2035)

- Mainline: After 2025, most of the mainline (from I-275 to Clark Road/SR 72) will require lanes beyond what the eight lane system can accommodate to satisfy demand. While some of this demand may be accommodated by the eight lanes and some auxiliary lanes between interchanges, it will also be necessary to consider improvements beyond this configuration. A minimum 10-lane system (6 general use and 4 managed lanes) would be needed, including one additional auxiliary lane in each direction for the general use lanes between Bee Ridge Road (SR 758) and US 301.



- **Ramps:** Eight ramp improvements have been recommended in this segment.
 - i. northbound off-ramp to Bee Ridge Road (SR 758),
 - ii. northbound off-ramp to Fruitville Road (SR 780),
 - iii. northbound off-ramp to University Parkway (CR 610),
 - iv. northbound off-ramp to US 301,
 - v. southbound off-ramp to University Parkway (CR 610),
 - vi. southbound off-ramp to Fruitville Road (SR 780),
 - vii. southbound off-ramp to Bee Ridge Road (SR 758), and
 - viii. southbound off-ramp to Clark Road would require dual lane ramps.
- **Interchanges:** Most interchanges will require multiple turn lane improvements in order to work at LOS E or better. Intersections at the ramp terminals for University Parkway (CR 610), Bee Ridge Road (SR 758), and Clark Road (SR 72) would require triple lefts and/or triple right turn lanes at some movements in order to achieve LOS E conditions. The Fruitville Road (SR 780) interchange will require the addition of a flyover ramp for the eastbound to northbound movement.

3.4.8 Moccasin Wallow Road (CR 675) to South of US 301

This segment of I-75 is approximately 25 miles in length and is located in Manatee and Hillsborough counties. A PD&E Study is currently underway to examine this corridor and offer recommendations for improvements. It is anticipated that this study will go to Public Hearing in spring 2010. Once completed, the results of these studies will be reviewed and considered in the final I-75 Mainline Vision Report.

The Build Alternatives are considering both interim and ultimate improvements. Interim improvements will include adding general use lanes to the mainline as well as interchange improvements. Ultimate improvements may include managed lanes for consistency with the planned managed lanes in Manatee County.



3.4.9 South of US 301 to South of SR 56

This segment of I-75 is approximately 34.6 miles in length and is located in Hillsborough and Pasco counties. At the time of the PD&E Study, this segment was a four lane limited access highway. The existing facility is now a six lane limited access highway.

A PD&E Study was conducted in April 2004 for the segment from south of Fowler Avenue (SR 582) to south of SR 56. Proposed improvements for design year 2028 along this segment of the corridor include:

- *From Fowler Avenue (SR 582) to Fletcher Avenue (CR 582 A):* The section would include a total of six lanes with two auxiliary lanes. Three through travel lanes will be provided in each direction. In addition, a merge/diverge lane is recommended between the exit and entrance ramps in each direction.
- *From Fletcher Avenue (CR 582 A) to Bruce B. Downs Boulevard:* The section would include a total of six lanes with two auxiliary lanes. Three through travel lanes would be provided in each direction.
- *From Bruce B. Downs Boulevard to South of I-275:* The section would include a total of six lanes with three through travel lanes provided in each direction.
- *From South of I-275 to South of SR 56:* The section would include a total of six lanes with four auxiliary lanes. Three through travel lanes would be provided in each direction. One auxiliary lane would be located in the northbound direction and three auxiliary lanes would be provided in the southbound direction.
- *From South of SR 56 to Wesley Chapel Boulevard (CR 54):* The section would include a total of six lanes with two auxiliary lanes. This would include three through lanes in each direction and one auxiliary lane in each direction. This section of I-75 is also referred to as the PD&E Re-evaluation Study for I-75 from south of SR 56 to CR 54.



Another PD&E Study is currently underway for the segment from South of US 301 to North of Fletcher Ave (CR 582 A) to examine this corridor and offer recommendations for improvements.

3.4.10 South of SR 56 to North of SR 52

This segment of I-75 is approximately 11.9 miles long and is located in Pasco County. The PD&E study covering this segment of the I-75 South Corridor was completed in December 2000. The PD&E Study recommended that this section of I-75 be widened to six through lanes. The southbound I-75 bridge at Cypress Creek would be widened to four lanes to accommodate future improvements. The existing bridge at Overpass Road (over I-75) would be replaced.

3.4.11 SR 52 to CR 476B

This segment of I-75 is approximately 20.8 miles in length and is located in Pasco, Hernando, and Sumter counties. It is recommended that the proposed improvements for this segment of the I-75 corridor be implemented in two phases.

In Phase One, the mainline would be widened from four lanes to six lanes by adding an additional travel lane in each direction adjacent to the inside lane. Phase One would also involve widening the existing I-75 bridges over SR 50, including bridges at Croom Rital Road and the Withlacoochee River. The findings of this PD&E Study indicate that I-75 bridges within this corridor would need to be reconstructed at a higher elevation to provide standard FDOT clearances. During Phase One, no other bridges would be affected.

Phase Two improvements would include widening this segment from six lanes to eight lanes by adding an additional travel lane in each direction along the existing outside edge. To provide adequate horizontal clearances, all minor roadway overpass bridges (except for Church Road) would also need to be replaced. Two interchange modifications would be needed to address these roadway improvements:

- *CR 41 Interchange:* Replace with a standard diamond interchange ramp
- *SR 50 Interchange:* Construction of a direct “flyover” interchange, recommended to remove traffic entirely from travelling through the signalized intersection of the SR 50 and I-75 ramps.



Minor right of way acquisition will be needed for stormwater treatment facilities. Some additional right of way will also be required for the CR 41 and SR 50 Interchange improvements.

3.5 COLLIER AND LEE COUNTY MANAGED LANES STUDY

In addition to the PD&E study recommendations, a managed lanes study was also conducted in Lee and Collier counties to evaluate a proposed express toll lane on I-75 through Collier and Lee counties. Toll lanes were evaluated over a 35-mile study area along I-75, extending from the new interchange Golden Gate Parkway (SR 881) to Palm Beach Boulevard (SR 80).

A total of six express toll lane project alternatives were initially considered. Four alternatives were later evaluated in terms of project costs. If implemented, access between general purpose lanes and express toll lanes would be limited to designated areas in each travel direction. A striping buffer was proposed to segregate the travel lanes. Three toll pricing zones were identified as part of this study: north of the Southwest Florida International Airport, between the Airport and Bonita Beach Road, and South of Bonita Beach Road. Toll rates would vary by time of day; however, a flat toll rate would apply to all vehicles using these facilities regardless of specific points of exit.

The Southwest Florida Expressway Authority (SWFEA) was created by legislation in 2005 for the sole purpose of adding express toll lanes to I-75 within the geographic area of Lee and Collier Counties. Due to the downturn in the economy and the related prediction of reduced traffic flow on I-75 the SWFEA Board voted to suspend active operations and defer the project until such time that expansion is needed.

3.6 INVENTORY OF ROADWAY CHARACTERISTICS

A little more than half the corridor is classified as urban; the other half, rural. It is heavily traveled by both passenger and commercial traffic. According to FDOT TranStat GIS data, the entire length of the project corridor's pavement is in good to very good condition.

The following sections provide further detail on the existing roadway conditions and characteristics for the study area. The inventory of characteristics for the Sketch Interstate Plan includes only information within the I-75 South Corridor right of way from



Collier County to Sumter County.

3.6.1 Typical Sections

The description of the typical section for the I-75 South Corridor includes the extent of each cross-section element as defined by beginning and ending mile posts, the number of lanes, the lane widths, and median width and type. For all counties, the lane width is 12 feet, although the number of lanes ranges from four to nine. The median width varies from a minimum of 23 feet in Charlotte County to a maximum of 975 in Sarasota County. Where the median width is smallest, barrier walls are in place to function as the median separator. Guardrails are also in place in several sections. Generally, most of the median has been preserved as a lawn. **Table 3-3** provides details regarding the typical sections of I-75 within the project limits starting at the southern limit in Collier County.



Table 3-3: Typical Sections

County	Roadway ID	Begin M.P.	End M.P.	# of Lanes (L)	# of Lanes (R)	Lane Width (Feet)	Median Width (Feet)	Median Type
Collier	03175000	29.1100	35.6010	2	2	12	90	Lawn
		35.6010	48.8560	2	2	12	95	Lawn
		48.8560	49.4780	2	2	12	90	Lawn
		49.4780	51.0750	3	3	12	88	Lawn
		51.0750	53.2450	3	3	12	353	Lawn
		53.2450	54.5210	3	3	12	170	Lawn
		54.5210	58.3180	3	3	12	92	Lawn
		58.3180	59.8820	3	3	12	350	Lawn
		59.8820	63.5040	3	3	12	92	Lawn
Lee	12075000	0.0000	2.4160	3	3	12	88	Lawn
		2.4160	7.6150	3	3	12	182	Lawn
		7.6150	8.3710	3	3	12	88	Lawn & Guardrail
		8.3710	8.6540	3	3	12	88	Lawn
		8.6540	9.6350	3	3	12	88	Curb > 6" & Lawn
		9.6350	12.6820	3	3	12	80	Curb > 6" & Lawn
		12.6820	12.7410	3	3	12	80	Lawn
		12.7410	16.1390	3	3	12	80	Lawn & Guardrail
		16.1390	16.9450	3	3	12	80	Lawn
		16.9450	19.0140	3	3	12	250	Lawn
		19.0140	21.3180	3	3	12	90	Lawn
		21.3180	29.7620	2	2	12	90	Lawn & Guardrail
		29.7620	30.4040	2	2	12	150	Lawn
		30.4040	33.2610	2	2	12	90	Lawn
		33.2610	34.1380	2	2	12	165	Lawn



Table 3-3: Typical Sections (continued)

County	Roadway ID	Begin M.P.	End M.P.	# of Lanes (L)	# of Lanes (R)	Lane Width (Feet)	Median Width (Feet)	Median Type
Charlotte	01075000	0.0000	1.0900	2	2	12	165	Lawn
		1.0900	4.3040	2	2	12	255	Lawn
		4.3040	8.2630	2	2	12	175	Lawn
		8.2630	15.092	2	2	12	90	Lawn
		15.092	15.423	3	3	12	90	Lawn
		15.423	15.502	3	3	12	67	Lawn
		15.502	17.278	3	3	12	23	Barrier Wall
		17.278	17.538	3	3	12	27	Barrier Wall
		17.538	17.921	2	2	12	76	Lawn
		17.921	18.547	2	2	12	91	Lawn
		18.547	19.862	2	2	12	320	Lawn
		19.862	22.008	2	2	12	90	Lawn
Sarasota	17075000	0.0000	0.5450	2	2	12	119	Lawn & Guardrail
		0.5450	5.8580	2	2	12	88	Lawn
		5.8580	6.7860	2	2	12	381	Lawn
		6.7860	10.7500	2	2	12	115	Lawn
		10.7500	15.3430	2	2	12	115	Lawn & Guardrail
		15.3430	18.3760	2	2	12	393	Lawn
		18.3760	18.9030	2	2	12	240	Lawn
		18.9030	22.5070	2	2	12	89	Lawn & Guardrail
		22.5070	26.2130	2	2	12	975	Lawn
		26.2130	26.7110	2	2	12	400	Lawn
		26.7110	28.5040	2	2	12	119	Lawn
		28.5040	28.9190	2	2	12	900	Lawn
		28.9190	28.9860	3	2	12	900	Lawn
		28.9860	29.4960	4	2	12	900	Lawn
		29.4960	29.6260	3	4	12	900	Lawn
		29.6260	30.1160	3	4	12	342	Lawn
		30.1160	32.8600	3	3	12	290	Lawn
		32.8600	34.4050	3	3	12	113	Lawn & Guardrail
		34.4050	37.1020	3	3	12	113	Lawn
		37.1020	39.6920	3	3	12	113	Lawn & Guardrail
		39.6920	42.6150	3	3	12	87	Lawn & Guardrail



Table 3-3: Typical Sections (continued)

County	Roadway ID	Begin M.P.	End M.P.	# of Lanes (L)	# of Lanes (R)	Lane Width (Feet)	Median Width (Feet)	Median Type
Manatee	13075000	0.0000	5.1900	3	3	12	89	Lawn
		5.1900	5.7600	3	3	12	187	Lawn
		5.7600	7.8000	3	3	12	138	Lawn
		7.8000	9.8000	3	3	12	185	Lawn
		9.8000	12.6000	3	3	12	89	Lawn
		12.6000	13.2190	3	3	12	312	Lawn
		13.2190	13.8170	3	4	12	312	Lawn
		13.8170	14.1080	4	4	12	89	Lawn
		14.1080	14.5200	4	3	12	89	Lawn
		14.5200	15.2920	3	3	12	89	Lawn
		15.2920	15.4820	3	4	12	89	Lawn
		15.4820	15.8680	4	4	12	89	Lawn
		15.8680	16.2000	3	4	12	89	Lawn
		16.2000	17.0060	3	4	12	168	Lawn
		17.0060	17.4980	3	3	12	115	Lawn
		17.4980	18.2000	3	3	12	88	Lawn
18.2000	20.5710	3	3	12	182	Lawn		
Hillsborough	10075000	0.0000	0.4830	3	3	12	173	Lawn
		0.4830	1.3110	3	3	12	125	Lawn/Double Guardrail
		1.3110	2.7190	3	3	12	88	Lawn/ Double Guardrail
		2.7190	3.8150	3	3	12	184	Lawn
		3.8150	4.2730	3	3	12	88	Lawn
		4.2730	8.6100	3	3	12	88	Lawn/ Double Guardrail
		8.6100	10.6680	3	3	12	148	Lawn
		10.6680	16.7100	3	3	12	88	Lawn/ Double Guardrail
		16.7100	16.7840	3	4	12	88	Lawn/ Double Guardrail
		16.7840	18.8450	4	4	12	88	Lawn/ Double Guardrail
		18.8450	19.9630	4	5	12	88	Lawn/ Double Guardrail
		19.9630	21.6760	4	3	12	88	Lawn/ Double Guardrail
		21.6760	30.2120	3	3	12	88	Lawn/ Double Guardrail
30.2120	30.4690	3	2	12	88	Lawn/ Double Guardrail		



Table 3-3: Typical Sections (continued)

County	Roadway ID	Begin M.P.	End M.P.	# of Lanes (L)	# of Lanes (R)	Lane Width (Feet)	Median Width (Feet)	Median Type
Hillsborough (continued)	10075000	30.4690	31.9470	2	2	12	88	Lawn/ Double Guardrail
		31.9470	33.4430	2	2	12	406	Lawn
		33.4430	34.0750	2	2	12	166	Lawn
		34.0750	35.7020	3	2	12	88	Lawn/ Double Guardrail
		35.7020	39.8540	2	2	12	88	Lawn/ Double Guardrail
Pasco	14140000	0.0000	0.1530	2	2	12	653	Other
		0.1530	0.2910	4	2	12	245	Other
		0.2910	0.7910	4	4	12	64	Lawn/ Double Guardrail
		0.7910	1.3750	4	3	12	64	Lawn/ Double Guardrail
		1.3750	1.6700	2	3	12	64	Lawn/ Double Guardrail
		1.6700	17.2960	2	2	12	64	Lawn/ Double Guardrail
		17.2960	17.7380	2	2	12	97	Lawn/ Double Guardrail
		17.7380	19.2140	2	2	12	64	Lawn/ Double Guardrail
		19.2140	20.0740	2	2	12	155	Lawn/ Double Guardrail
		20.0740	20.3520	2	2	12	64	Lawn/ Double Guardrail
		Hernando	08150000	0.0000	0.1760	2	2	12
0.1760	0.4870			2	2	12	116	Lawn/ Double Guardrail
0.4870	0.9090			2	2	12	119	Lawn/ Double Guardrail
0.9090	2.4410			2	2	12	107	Lawn/ Double Guardrail
2.4410	3.0760			2	2	12	92	Lawn/ Double Guardrail
3.0760	3.7390			2	2	12	65	Lawn/ Double Guardrail
3.7390	4.7410			2	2	12	66	Lawn/ Double Guardrail
4.7410	10.1030			2	2	12	64	Lawn/ Double Guardrail
10.1030	11.4680			2	2	12	65	Lawn/ Double Guardrail
Sumter	18130000	0.0000	0.2030	2	2	12	64	Lawn/ Double Guardrail
		0.2030	1.7490	2	2	12	64	Lawn/ Double Guardrail

Source: FDOT TranStat RCI GIS Database, 2009.



3.6.2 Existing Right of Way

The minimum right of way width along I-75 in this study area ranges from 300 feet to 348 feet. The right of way is typically wider at areas with horizontal curves, at interchange locations, or where northbound and southbound travel lanes follow independent alignments. **Table 3-4** summarizes the existing I-75 right of way widths in the study area by county.

Table 3-4: Existing Right of Way Widths

County	Minimum Right of Way Width (feet)
Collier	324
Lee	324
Charlotte	324
Sarasota	324
Manatee	348
Hillsborough	324
Pasco	300
Hernando	300
Sumter	300

Sources:

<i>for Charlotte</i>	<i>I-75 Charlotte & Lee (Carter Burgess)</i>
<i>for Sarasota</i>	<i>I-75 Charlotte, Lee and Desoto</i>
<i>for Collier and Lee</i>	<i>I-75 Lee and Collier PD&E</i>
<i>for Pasco, Hernando, Sumter</i>	<i>I-75 SR 52 to 476B</i>
<i>for Hillsborough</i>	<i>I-75 Fowler Ave to CR 54</i>
<i>for Manatee</i>	<i>FDOT Surveying and Mapping</i>

3.6.3 Pavement Conditions

A summary of the existing pavement conditions for I-75 within the study area is presented in **Table 3-5**. The condition of the pavement was ranked based on FDOT’s Pavement Roughness Index, a measurement of highway pavement smoothness based on the Federal Highway Administration (FHWA) Pavement Roughness Index. An index between 3.0 and 4.0 indicates good pavement condition, while an index between 4.0 and 5.0 indicates very good condition. All sections of the I-75 South Corridor have been rated as being in good or very good condition.



Table 3-5: Pavement Conditions

County	Roadway ID	Begin M.P.	End M.P.	Pavement Roughness Index		Pavement Condition	
				Northbound	Southbound	Northbound	Southbound
Collier	03175000	29.1100	49.4780	4.0	4.0	Very Good	Very Good
		49.4780	53.2450	3.0	3.0	Good	Good
		53.2450	54.5210	4.0	4.0	Very Good	Very Good
		54.5210	63.5040	3.0	3.0	Good	Good
Lee	12075000	0.0000	2.0400	3.5	3.5	Good	Good
		2.0400	2.5850	3.0	3.0	Good	Good
		2.5850	4.8110	4.0	4.0	Very Good	Very Good
		4.8110	8.6390	4.1	3.95	Good	Very Good
		8.6390	16.0350	4.0	3.95	Good	Very Good
		16.0350	27.3210	3.0	3.0	Good	Good
		27.3210	34.1380	4.0	4.0	Very Good	Very Good
Charlotte	01075000	0.0000	15.0920	4.0	4.0	Very Good	Very Good
		15.0920	15.7500	4.0	4.0	Very Good	Very Good
		15.7500	17.2780	4.0	4.0	Very Good	Very Good
		17.2780	17.9210	4.0	4.0	Very Good	Very Good
		17.9210	18.1360	4.0	4.0	Very Good	Very Good
		18.1360	18.5470	4.0	4.0	Very Good	Very Good
		18.5470	22.0080	4.0	4.0	Very Good	Very Good
Sarasota	17075000	0.0000	15.3430	3.5	3.5	Good	Good
		15.3430	19.3010	3.0	3.0	Good	Good
		19.3010	20.6500	3.5	3.5	Good	Good
		20.6500	21.5150	4.0	4.0	Very Good	Very Good
		21.5150	30.1160	3.0	3.0	Good	Good
		30.1160	34.4050	4.0	4.0	Very Good	Very Good
		34.4050	37.1020	4.0	4.0	Very Good	Very Good
		37.1020	39.6920	3.5	3.5	Good	Good
Manatee	13075000	0.0000	15.8680	3.5	3.5	Good	Good
		15.8680	20.5710	4.0	4.0	Very Good	Very Good
Hillsborough	10075000	0.0000	3.8150	4.0	4.0	Very Good	Very Good
		3.8150	18.9780	4.0	4.0	Very Good	Very Good
		18.9780	30.2150	4.0	4.0	Very Good	Very Good
		30.2150	39.8540	3.5	3.5	Good	Good
Pasco	14140000	0.0000	1.6700	3.5	3.5	Good	Good
		1.6700	20.3520	3.0	3.0	Good	Good
Hernando	08150000	0.0000	3.7390	3.5	3.5	Good	Good
		3.7390	11.4680	3.0	3.0	Good	Good
Sumter	18130000	0.0000	1.749	4.5	4.5	Very Good	Very Good

Source: FDOT TranStat RCI GIS Database



3.6.4 Functional Classification and Speed Limits

Functional classification involves the assignment of roads into categories according to the character of service they provide. These categories determine appropriate regulatory controls and roadway design criteria (e.g., setbacks, driveway connections, truck route restrictions) necessary for the facilities to operate as planned. Categorizing roadways by functional classification also prioritizes their importance to the transportation network. As a principal arterial interstate, I-75 ranks highest since it provides continuous limited access connectivity with long trip lengths and higher speed limits.

Table 3-6 identifies the functional classification and speed limit for the I-75 South Corridor study area. The study corridor is designated as either Rural or Urban Principal Arterial Interstate and the posted speed is 70 mph for the entire limits of this study.

Table 3-6: Functional Classification and Speed Limits

County	Roadway ID	Begin M.P.	End M.P.	Functional Classification
Collier	03175000	29.110	50.076	Rural - Principal Arterial - Interstate
Collier	03175000	50.076	63.504	Urban - Principal Arterial Interstate
Lee	12075000	0.000	28.684	Urban - Principal Arterial Interstate
Lee	12075000	28.684	34.138	Rural - Principal Arterial - Interstate
Charlotte	01075000	0.000	11.438	Rural - Principal Arterial - Interstate
Charlotte	01075000	11.438	12.093	Urban - Principal Arterial Interstate
Charlotte	01075000	12.093	13.499	Rural - Principal Arterial - Interstate
Charlotte	01075000	13.499	22.008	Urban - Principal Arterial Interstate
Sarasota	17075000	0.000	34.083	Rural - Principal Arterial - Interstate
Sarasota	17075000	34.083	42.615	Urban - Principal Arterial Interstate
Manatee	13075000	0.000	16.200	Urban - Principal Arterial Interstate
Manatee	13075000	16.200	20.571	Rural - Principal Arterial - Interstate
Hillsborough	10075000	0.000	4.381	Rural - Principal Arterial - Interstate
Hillsborough	10075000	4.381	39.835	Urban - Principal Arterial Interstate
Pasco	14140000	0.000	5.180	Urban - Principal Arterial Interstate
Pasco	14140000	5.180	20.386	Rural - Principal Arterial - Interstate
Hernando	08150000	0.000	11.447	Rural - Principal Arterial - Interstate
Sumter	18130000	0.000	1.749	Rural - Principal Arterial - Interstate

Source: FDOT TranStat RCI GIS Database



3.7 INTERCHANGES

Along the interstate system, interchanges serve as access points to and from connecting roadways. Several factors contribute to the potential for interchanges to increase congestion along the interstate mainline. Vehicles in the interchange area are operating at various speeds and maneuvering onto and off of the interstate. The combination of weaving traffic, varying speeds, and the volume of traffic can contribute to congestion. As such, the number of interchanges and how they operate can have a significant impact on mainline travel conditions.

There are a total of 52 interchanges on I-75 between SR 29 in Collier County and CR 476B in Sumter County. Six different types of interchange designs are located in the 227-mile stretch. The majority of the interchanges are of a “diamond” type, which constitute 34 interchanges. Two of the interchanges are “partial diamond” type, ten are “partial cloverleaf” type, four are “directional interchanges”, one is of a “trumpet” type and one is identified as “other.”

Two System Interchange Modification Reports (SIMRs) have been completed within the I-75 South Corridor, as indicated below. A SIMR analyzes operationally interrelated interchanges that are located relatively close to one another. The Bonita Beach to Colonial Boulevard SIMR and the Colonial Boulevard to SR 78 SIMR were reviewed for this study. The interchange at Exit 136 was evaluated in both SIMRs and is therefore listed in both studies. The following nine (9) interchanges were evaluated as part of the SIMRs.

1. *Bonita Beach Road (CR 865) to Colonial Boulevard (SR 884)*

- Bonita Beach Road/CR 865 (Exit 116)
- Corkscrew Road (Exit 123)
- Alico Road (Exit 128)
- Daniels Parkway/CR 876 (Exit 131)
- Colonial Boulevard/SR 884 (Exit 136)

2. *Colonial Boulevard (SR 884) to North of Bayshore Road (SR 78)*

- Colonial Boulevard/SR 884 (Exit 136)
- Martin Luther King Road/SR 82 (Exit 138)



- Lockett Road (Exit 139)
- Palm Beach Boulevard/SR 80 (Exit 141)
- Bayshore Road/SR 78 (Exit 143)

In addition to these two SIMRs, the following thirteen (13) Interchange Modification Reports (IMRs), Interchange Justification Reports (IJRs), and Interchange Operational Analysis Reports (IOARs) were reviewed:

- Bonita Beach Road (Exit 116))
- Colonial Boulevard (SR 884) (Exit 136)
- Martin Luther King Road/SR 82 (Exit 138)
- Fruitville Road/SR 780 (Exit 210)
- University Parkway/CR 610 (Exit 213)
- Oneco Myakka City Road/SR 70 (Exit 217)
- US 301/SR 43(Exit 224)
- Big Bend Road/CR 672 (Exit 246)
- Gibsonton Drive (Exit 250)
- Brandon Boulevard/SR 60 (Exit 257)
- Wesley Chapel Boulevard/CR 54 (Exit 279)
- Overpass Road (IJR just underway – proposed new interchange)
- SR 52 (Exit 285)

These interchange studies examined interchanges that are currently operating at undesirable levels of service or are likely to experience such conditions in the future. Based upon a review of these studies, the previous PD&E studies conducted in the corridor, MPO Transportation Improvement Programs, and the current FDOT Five Year Work Program, improvement recommendations have been identified for 25 of the 52 interchanges in the study corridor, as shown in **Table 3-7**.



Table 3-7: Existing Interchanges within SIP Project Limits on I-75

County	County/State Road	Local Road	Interchange Type	Exit #	Future Improvements?
Collier	SR 29	SR 29	Diamond	80	No
	SR 951	Collier Boulevard	Diamond	101	Yes
	CR 886	Golden Gate Parkway	Diamond	105	Yes
	N/A	Pine Ridge Road	Diamond	107	Yes
	CR 846	Immokalee Road	Diamond	111	Yes
Lee	CR 865	Bonita Beach Road	Diamond	116	Yes
	N/A	Corkscrew Road	Diamond	123	Yes
	N/A	Alico Road	Partial Cloverleaf	128	No
	CR 876	Daniels Parkway	Diamond	131	Yes
	SR 884	Colonial Boulevard	Diamond	136	Yes
	SR 82	Martin Luther King Rd/ Immokalee Rd	Diamond	138	No
	N/A	Luckett Road	Diamond	139	No
	SR 80	Palm Beach Boulevard	Diamond	141	Yes
	SR 78	Bay Shore Road	Diamond	143	No
Charlotte	N/A	Tuckers Grade Boulevard	Diamond	158	No
	CR 768	N. Jones Loop Road	Diamond	161	No
	SR 35	US 17	Partial Cloverleaf	164	Yes
	CR 776	Harborview Road	Diamond	167	No
	N/A	Kings Highway	Diamond	170	No
Sarasota	N/A	Toledo Blade Boulevard	Diamond	179	Yes
	N/A	Sumter Boulevard	Diamond	182	Yes
	N/A	River Road	Diamond	191	Yes
	N/A	Jacaranda Boulevard	Diamond	193	No
	N/A	Laurel Road	Diamond	195	No
	SR 681	State Highway 681	Directional	200	No
	SR 72	Clark Road	Diamond	205	Yes
	SR 758	Bee Ridge Road	Diamond	207	Yes
	SR 780	Fruitville Road	Diamond	210	Yes
	CR 610	University Parkway	Partial Diamond	213	Yes



Table 3-7: Existing Interchanges within SIP Project Limits on I-75 (continued)

County	County/State Road	Cross Road	Interchange Type	Exit #	Future Improvements?
Manatee	SR 70	Oneco Myakka City Road	Diamond	217	Yes
	SR 64	SR 64	Diamond	220	No
	SR 43	SR 43/US 301	Partial Cloverleaf	224	Yes
	SR 93	I-275	Directional	228	No
	CR 675	Moccasin Wallow Road	Diamond	229	No
Hillsborough	SR 674	College Avenue	Partial Cloverleaf	240	No
	CR 672	Big Bend Road	Partial Cloverleaf	246	No
	N/A	Gibson Drive	Diamond	250	No
	SR 43	US 301	Partial Cloverleaf	254	Yes
	SR 618	Lee Roy Selmon Expressway	Trumpet	256	No
	SR 60	Brandon Boulevard	Partial Cloverleaf	257	No
	SR 574	Martin Luther King Boulevard	Partial Cloverleaf	260	No
	SR 400	I-4	Directional	261	No
	SR 582	Fowler Avenue	Other	265	Yes
	CR 582A	Fletcher Avenue	Partial Cloverleaf	266	Yes
Pasco	CR 581	Bruce B Downs Boulevard	Diamond	270	No
	SR 93	I-275	Directional	274	No
	SR 56	SR 56	Diamond	275	Yes
	CR 54	Wesley Chapel Boulevard	Diamond	279	No
	SR 52	SR 52	Diamond	285	No
	CR 41	Blanton Road	Partial Cloverleaf	293	Yes
Sumter	SR 50	US 98/Cortez Boulevard	Diamond	301	Yes
	CR 476B	CR 476B	Partial Diamond	309	No

Source: FDOT TranStat, 2009.



3.8 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS) encompass a broad range of electronic and wireless communications-based information and control technologies. When integrated into the transportation system infrastructure, and ultimately vehicles, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and most importantly, increase safety. This section describes the basic ITS infrastructure that is currently in place along the I-75 South Corridor.

A variety of ITS infrastructure exists along the I-75 South Corridor:

- Free Cell Phone Numbers for Reporting Incidents
- Electronic Surveillance of Traffic Flow
- Highway Advisory Radio
- Available Equipment to Provide In-Vehicle Signing Information
- Surveillance Cameras
- Permanent Variable Messaging Signs

The available ITS infrastructure varies across counties; however, all counties are at least equipped with a free cellular telephone number for reporting incidents. ITS infrastructure is more developed in the more urbanized counties from Collier County north to Hillsborough County. Several ITS improvement projects are included within Manatee County in the updated Work Program. Specific ITS infrastructure investment details have been listed below in **Table 3-8** by county.



Table 3-8: ITS Infrastructure by County

	<u>Free Cell Phone Number</u>	<u>Electronic Traffic Surveillance</u>	<u>Highway Advisory Radio</u>	<u>In Vehicle Signing</u>	<u>Surveillance Cameras</u>	<u>Permanent Variable Messaging Signs</u>
Collier	√	√	√			
Lee	√	√	√			
Charlotte	√	√	√	√		
Sarasota	√	√	√			
Manatee	√		√			
Hillsborough	√	√			√	√
Pasco	√					
Hernando	√					
Sumter	√					

ITS improvement projects are listed for the following geographic limits in the most current Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIPs):

- Charlotte County (From Lee County Line to Sarasota County Line)



- Hillsborough County (From Manatee County Line to Bloomingdale Avenue)
- Hillsborough County (From Fowler Avenue/SR 582 to Pasco County Line)
- Pasco County (From Hillsborough County Line to Hernando County Line)

As funding becomes available, it may be necessary to increase the available range of electronic and wireless communications-based information and control technologies provided in Manatee, Pasco, Hernando, and Sumter counties.

3.9 FDOT WORK PROGRAM AND MPO PLANS

3.9.1 Purpose of the Strategic Intermodal System (SIS)

In 2003, FDOT developed the SIS, a network of transportation systems and facilities essential to international, interstate, and interregional movement.

This statewide network of high-priority transportation facilities includes the state's largest and most highways, significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, and waterways. This system has been designated as a priority in terms of funding proposed state facility projects and meeting regionally significant and statewide mobility needs.

FDOT designates SIS facilities based on freight/passenger volume, interregional connectivity, and economic influence. These criteria also include standards for "emerging facilities" that do not meet the thresholds for SIS facilities but may in the future.

3.9.2 SIS/FIHS Project Improvements

There are 37 projects listed in the SIS First Five Year Work Program, as shown in **Table 3-8**. Capacity improvements along the existing roadway as well as operational improvements throughout the corridor are planned or have begun construction, including the iRox project (spanning from Golden Gate Parkway in Collier County to Colonial Boulevard in Lee County) to widen I-75 to six lanes. It should be noted that all projects listed herein are at different levels of completion.



Projects in Pasco County are principally located in the I-75 segment between SR 56 and the Pasco/Hernando County Line. Projects in Hillsborough County involve work between the area of Fowler Avenue (SR 582) and Bruce B. Downs Boulevard (CR 581). Projects in Hernando County include the length of I-75 from the Pasco/Hernando County Line to the Hernando/Sumter County Line.

Table 3-9: SIS/FIHS Improvement Projects by Improvement Type

FPN	Limit From	Limit To	Improvement Type	County
4231021	Operational Improvements N/A		Add Lanes and Reconstruct	District 1 (Collier, Lee, Charlotte, Sarasota, Manatee)
4063133	Golden Gate Parkway	South of Bonita Beach Road	Add Lanes and Rehab. Pvmnt.	Collier/Lee
4258431	Collier Boulevard (SR 951)	Exit 101	Interchange Ramp Modification	Collier
4062242	Daniels Parkway	Exit 131	Interchange - Modify	Lee
4062252	South of Bonita Beach Road	South of Corkscrew Road	Add Lanes and Reconstruct	Lee
4062253	Corkscrew Road Interchange	Exit 123	Interchange – Modify	Lee
4062254	South of Corkscrew Road	South of Daniels Parkway	Add Lanes and Reconstruct	Lee
4110351	North of Daniels Parkway	South of Colonial Boulevard	Add Lanes and Reconstruct	Lee
4110361	South of Colonial Boulevard	South of SR 82	Add Lanes and Reconstruct	Lee
4110371	South of SR 82	South of Lockett Road	Add Lanes and Reconstruct	Lee



Table 3-8: SIS/FIHS Improvement Projects by Improvement Type (continued)

FPN	Limit From	Limit To	Improvement Type	County
4110381	South of Lockett Road	South of SR 80	Add Lanes and Reconstruct	Lee
4110421	SR 80 Interchange	Exit 141	Interchange - Modify	Lee
4130412	South of SR 78	Charlotte County Line	Add Lanes and Rehab. Pvmt.	Lee
4130651	SR 884 (Colonial Blvd)	Exit 136	Interchange - Modify	Lee
4130661	North of SR 80	South of SR 78	Bridge	Lee
4267861	Bonita Beach Road	Exit 116	Interchange - Modify	Lee
4063143	North of River Road	North of SR 681	Add Lanes and Rehab. Pvmt.	Sarasota
4084592	South of SR 582 (Fowler Avenue)	North of CR 581 (Bruce B. Downs Boulevard)	Add Lanes and Reconstruct	Hillsborough
4084593	North of Bruce B. Downs Boulevard (CR 581)	SR 56	Add Lanes and Rehab. Pvmt.	Hillsborough /Pasco
4218311	South of I-75/I-275 Interchange	South of SR 56 (Exit 275)	Interchange Ramp - New	Pasco
4084594	South of SR 56	North of Wesley Chapel Boulevard (CR 54)	Add Lanes and Reconstruct	Pasco
2587362	From North of Wesley Chapel Boulevard (CR 54)	To North of SR 52	Add Lanes and Rehab. Pvmt.	Pasco
4110142	North of SR 52	Pasco/Hernando County Line	Add Lanes and Reconstruct	Pasco
4110112	Pasco/ Hernando County Line	North SR 50/Cortez Boulevard	Add Lanes and Reconstruct	Hernando
4110122	North of SR 50	Hernando/Sumter County Line	Add Lanes and Reconstruct	Hernando
2426262	Hernando/Sumter County Line	SR 470	Add Lanes and Rehab. Pvmt.	Sumter
2426263	SR 470	SR 91 (Florida's Turnpike)	Add Lanes and Rehab. Pvmt.	Sumter

Source: FDOT Central Office, SIS First Five Year Work Program, July 2009.

There are a number of SIS/FIHS interchange modification projects scheduled over the five year program throughout the corridor. In Collier County, one interchange ramp



modification is scheduled for the interchange at Collier Boulevard/SR 951 (Exit 101) and one interchange modification is scheduled at Daniels Parkway/CR 876 (Exit 131). In Lee County, interchange modifications are scheduled for Bonita Beach Road/CR 865 (Exit 116), Corkscrew Road (Exit 123), Colonial Boulevard/SR 884 (Exit 136), and Palm Beach Boulevard/SR 80 (Exit 141). In addition to modifications to interchanges, there is one proposed new interchange ramp proposed in Pasco County from south of the I-75/I-275 interchange to south of SR 56 (Exit 275).

In addition to the projects listed above, the SIS/FIHS Work Program also lists a number of PD&E and Interchange Studies, and one Preliminary Engineering Study that will be conducted during the first five years of the Adopted Work Plan. These studies are listed in **Table 3-9** and are at varying levels of completion.

Table 3-10: SIS/FIHS Plan PD&E and Preliminary Engineering Studies

FPN	Limit From	Limit To	Study Type	County
4238221	Everglades Boulevard	Interchange	Interchange	Collier
4063135	Collier Boulevard/ SR 84	Interchange Modification	Interchange	Collier
4062251	S of Bonita Beach Road	SR 78	PD&E	Lee
4130411	SR 78	Charlotte County Line	PD&E	Lee
4130421	Lee County Line	North of Kings Highway	PD&E	Lee Charlotte Sarasota
4130423	Tucker's Grade	North Jones Loop Road	Preliminary Engineering	Charlotte
4130431	North of Kings Highway	Sarasota/Manatee County Line	PD&E	Sarasota
4063141	River Road	SR 681	Under Construction	Sarasota
2010321	University Parkway	Moccasin Wallow Road (CR 675)	PD&E (Underway)	Manatee
4192352	Moccasin Wallow Road (CR 675)	South of US 301	PD&E	Manatee
4192353	South of US 301	North of Fletcher Avenue	PD&E	Hillsborough
2426261	Hernando/Sumter County Line	South of SR 44	PD&E	Sumter

Source: FDOT Central Office, SIS First Five Year Work Program, July 2009.



3.9.3 MPO Transportation Improvement Programs (TIPs)

Because the study area spans nine counties and eight metropolitan planning organizations (MPOs), the project information in the FDOT Work Program was compared to adopted county comprehensive plans, adopted long range transportation plans (LRTPs), and Transportation Improvement Programs (TIPs) obtained in June 2009. A list of MPOs that are located within the I-75 Corridor are provided below.

- Collier County MPO
- Lee County MPO
- Charlotte County MPO
- Sarasota/Manatee MPO
- Hillsborough County MPO
- Pasco County MPO
- Hernando County MPO
- Lake/Sumter MPO

Transportation Improvement Programs (TIPs) were reviewed to identify projects to be completed within the I-75 South Corridor and are summarized in **Tables 3-10** through **3-17**.

Table 3-11: Collier County MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4258431	Collier Boulevard (SR 951)	Exit 101	Interchange Ramp Modification
4224991	Northwest of South Toll Booth	South of Golden Gate Interchange	Resurfacing
4238221	Everglades Boulevard	Interchange	Interchange Study



Table 3-12: Lee County MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4206551	Golden Gate Parkway (CR 886)	South of Colonial Boulevard (SR 884)	Add Lanes and Reconstruct (4-6 Lanes)
4062254	South of Corkscrew Road	South of Daniels Parkway (CR 876)	Add Lanes and Reconstruct (4-6 Lanes)
4110361	South of Colonial Boulevard (SR 884)	South of Martin Luther King Road/Immokalee (SR 82)	Add Lanes and Reconstruct (4-6 Lanes)
4110381	South of Lockett Road	South of Palm Beach Boulevard (SR 80)	Add Lanes and Reconstruct (4-6 Lanes)
4110421	Palm Beach Boulevard (SR 80) Interchange	Exit 141	Interchange - Major
4110371	South of Martin Luther King Road/Immokalee Road (SR 82)	South of Lockett Road.	Add Lanes and Reconstruct (4-6 Lanes)
4130651	Colonial Boulevard (SR 884)	Exit 136	Interchange - Major
4130661	North of Palm Beach Boulevard (SR 80)	North of Bayshore Road (SR 78)	Add Lanes and Bridge Rehab (4 to 6 Lanes)

Table 3-13: Charlotte MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4126911	I-75 NB/SB Ramps at Jones Loop Road	Exit 161	Interchange – Ramp Modify
4147382	Lee County Line	Sarasota County Line	ITS
4234381	South of South Jones Loop Road	North of Airport Road	Guardrail
4254261	North of South Jones Loop Road	South of North Jones Loop Road	Bridge-Painting



Table 3-14: Sarasota/Manatee MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4202401	North of SR 681	Main A Canal	Resurfacing
4202531	North of Mendosa Road	South of Moccasin Wallow Road. (CR 675)	Resurfacing
4202541	North of Oneco Myakka City Road (SR 70)	South of Kay Road	Resurfacing
4206141/4206221	University Parkway (CR 610)	Exit 213	Interchange - Modify
4206161	US 301	Exit 254	Interchange - Modify
4206481	North of Main A Canal	Manatee County Line	Resurfacing
4224981	South of Kay Road	North of Mendosa Road	Resurfacing
4206181	Oneco Myakka City Road (SR 70)	Exit 217	Interchange - Modify
4198041	University Parkway (CR 610)	Curiosity Creek	Guardrail
4206131	Fruitville Rd. (SR 780)	Exit 210	Interchange - Modify
4226701	Charlotte County Line	South of Toledo Boulevard	Add Lanes and Rehab Pvmnt.

Table 3-15: Hillsborough MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
2586611	South of Progress Boulevard	North of Brandon Boulevard (SR 60)	Pvmnt. Rehab.
4084592	South of Fowler Avenue (SR 582)	North of CR 581 (Bruce B. Downs Boulevard)	Add Lanes and Reconstruct (4 to 6 Lanes)
4109092	Fowler Avenue (SR 582)	I-275 (Pasco County Line)	ITS
4109096	Manatee County Line	Bloomingdale Avenue	ITS



Table 3-16: Pasco County MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
2587362	North of Wesley Chapel Boulevard (CR 54)	North of SR 52	Add Lanes and Rehab Pvmt. (4 to 6 Lanes)
4084594	South of SR 56	North of Wesley Chapel Boulevard (CR 54)	Add Lanes and Reconstruct (4 to 6 Lanes)
4109094	I-275 (Hillsborough County Line)	Hernando County Line	ITS
4110142	North of SR 52	Hernando County Line	Add Lanes and Reconstruct (4 to 6 Lanes)
4215041	North of Wesley Chapel Boulevard (CR 54)	SR 52	Resurfacing
4215051	SR 52	Hernando County Line	Resurfacing
4218311	South of I-75/I-275 Interchange	South of SR 56	Interchange Ramp - New
4218314	South of SR 56	Exit 275	Interchange - Modify

Table 3-17: Hernando MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4250851	North End BR #080920	South End Withlacoochee Bridge	Resurfacing
4110112	Pasco/Hernando County Line	North of SR 50/Cortez Boulevard	Add Lanes and Reconstruct (4 to 6 Lanes)
4110122	North SR 50	Hernando/Sumter County Line	Add Lanes and Reconstruct (4 to 6 Lanes)
4224431	Pasco/Hernando County Line	County Line Road/Lockhart	Resurfacing



Table 3-18: Lake/Sumter MPO I-75 Transportation Improvement Projects

FPN	Limit From	Limit To	Improvement Type
4259971	CR 673 /CR 476B	Exit 309	Interchange – Routine Maintenance

3.10 INTERMODAL CONNECTIONS

As a SIS Corridor, I-75 promotes Florida’s economic competitiveness by enhancing linkage of modal facilities - such as airports, seaports, rail, and bus stations. In the study area, not all of the counties have intermodal facilities. Specifically, four counties (Sumter, Hernando, Charlotte and Collier) do not currently contain any SIS-designated hubs. **Table 3-18** lists the designated SIS intermodal hubs.

Freight movements originate from various intermodal facilities including rail, truck, air, and water. The I-75 South Corridor, in particular, is a primary interstate route that provides access to Florida’s Southern Gulf Coast SIS hubs. Within the project corridor, there are two seaports, three commercial service airports, three intermodal passenger terminals, and one intermodal freight-rail terminal.

The maintenance and improvement of these intermodal connections is critical to enhancing the economic competitiveness of Florida and the cost of goods. Recent fuel price fluctuations have led to closer attention to be paid to the alternative costs of freight delivery modes. If fuel costs continue to fluctuate widely, long-haul trucking may not be feasible as the primary mode for freight movements. Ready access to ports and rail freight terminals throughout the state could decrease reliance on long-haul freight. As such, the I-75 South Corridor, with its easy access to ten SIS hubs, would represent a key component of the state’s freight mobility plans.

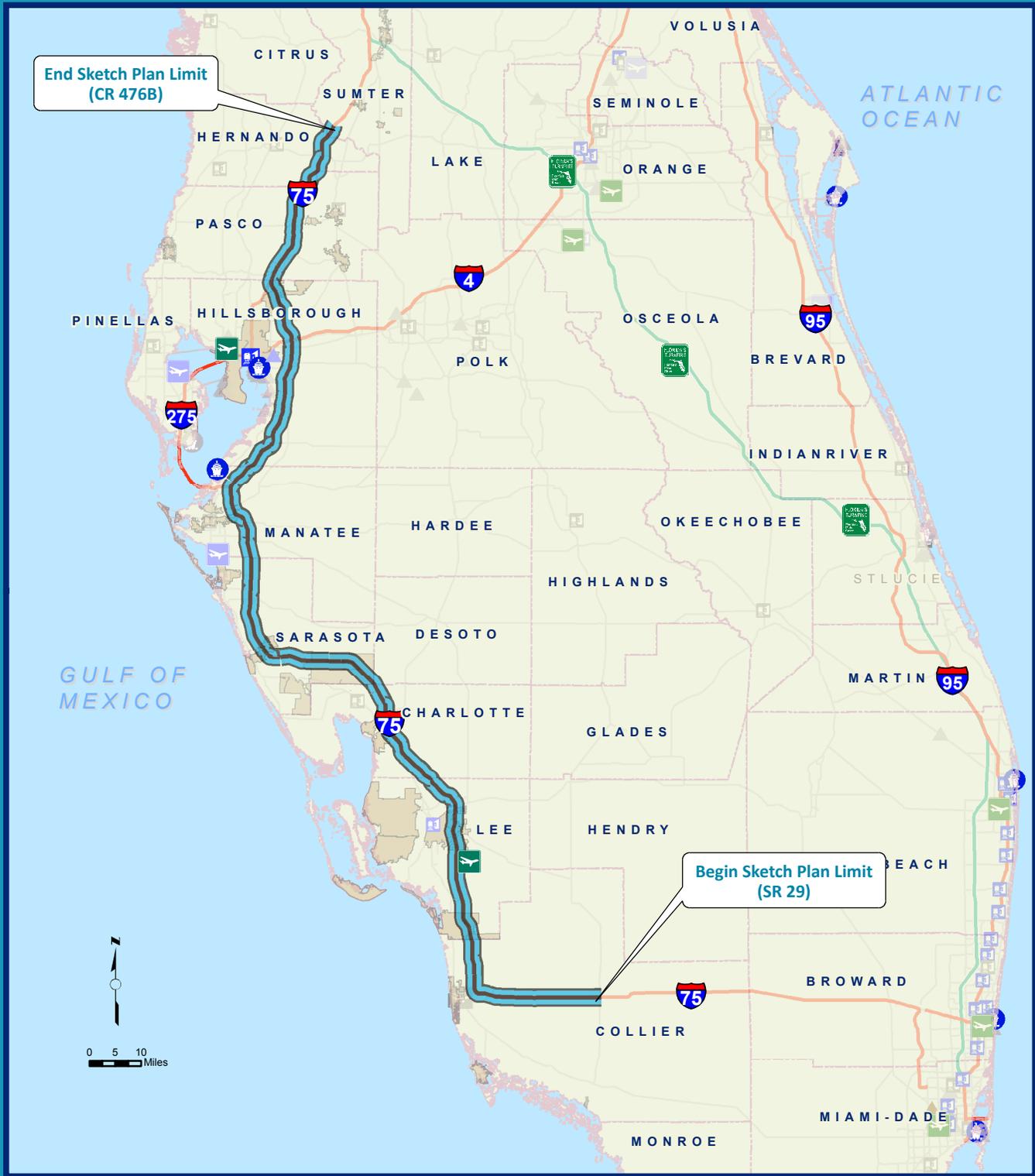


Table 3-19: SIS Hubs

Facility Name	County	Facility Sub-type	Proximate I-75 Route to SIS Hub
LeeTran Intermodal Center	Lee	Terminal-Passenger	I-75 to SR 82 (MLK Blvd) to Jackson Street to entrance; exit to Hendry Street to SR 82 to I-75
Southwest Florida International	Lee	Airport-Commercial Service	I-75 to Alico Road to Ben Hill Griffin Parkway to entrance
Sarasota/Bradenton International	Sarasota	Airport-Commercial Service	I-75 to University Pkwy to entrance at Airport Circle
Port Manatee	Manatee	Seaport	I-75 to Exit 228 to I-275 to US 41 to Piney Point Road to entrance
Port of Tampa	Hillsborough	Seaport	<p><u>Hookers Point:</u> I-75 to Lee Roy Selmon Crosstown Expressway (SR 618) to 20th Street to Maritime Boulevard to entrance</p> <p><u>Ybor Cruise:</u> I-75 to Lee Roy Selmon Crosstown Expressway (SR 618) to 21st Street (SB)/22nd Street (NB) to Adamo Drive to Channelside Drive to entrance</p> <p><u>Port Sutton/Pendola Point:</u> I-75 to Lee Roy Selmon Crosstown Expressway (SR 618) to 20th Street to Causeway Boulevard (US 41) to Port Sutton Road and Pendola Point Road to entrance</p> <p><u>Port Redwing:</u> I-75 to Big Bend Road (CR 672) to US 41 to Pembroke Road to port entrance</p>
CSX-Tampa Uceta Yard	Hillsborough	Terminal-Freight	I-75 to I-4 to Columbus Dr to 62 nd Street entrance
Tampa Amtrak	Hillsborough	Terminal-Passenger	I-75 to Adamo Dr to Channelside Drive to East Kennedy Boulevard to Nebraska Avenue to Amtrak entrance
Tampa International Airport	Hillsborough	Airport-Commercial Service	I-75 to SR 60 directly to passenger entrance; I-75 to I-4 to Hillsborough Avenue (SR 580) to air cargo entrance
Tampa Greyhound	Hillsborough	Terminal-Passenger	I-75 to I-4 to I-275 SB to Jefferson Street exit to Orange Avenue (southbound only) to Cass Street to Nebraska Avenue to Amtrak entrance



In addition to SIS-designated facilities, there are a number of other minor intermodal facilities, not designated as SIS facilities, scattered throughout the corridor. These non-SIS intermodal facilities include general aviation airports, local bus stations, train stations, and small freight-rail facilities or terminals. **Figure 3-14** shows locations of the SIS and non-SIS intermodal facilities and their connections to the I-75 South Corridor.



LEGEND

Airports	Seaports	Passenger Terminals	Freight Rail Terminals
SIS	SIS	SIS	SIS
Emerging SIS	Emerging SIS	Emerging SIS	Emerging SIS
Non-SIS	Non-SIS	Spaceports	I-75 South Corridor Study Limits

I-75 Sketch Interstate Plan (SIP)

Figure 3-14: SIS Facilities

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





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SECTION 4.0 EXISTING BRIDGE CONDITIONS

This section provides an inventory of bridges within the I-75 South Corridor, and identifies typical sections, age, condition, and horizontal and vertical clearances. An inventory of I-75 bridges and crossroad bridges was collected from National Bridge Inventory (NBI) data from the US Department of Transportation, Bureau of Transportation Statistics (BTS). Structural condition ratings are provided using the bridge evaluation descriptions detailed in the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges Guide*². Numerical ratings are described in **Table 4-1**.

Table 4-1: Structural Bridge Evaluation Ratings

Numerical Rating	Condition	Description
9	EXCELLENT	Excellent Condition
8	VERY GOOD	No problems noted.
7	GOOD	Some minor problems.
6	SATISFACTORY	Structural elements show some minor deterioration.
5	FAIR	All primary structural elements are sound but have minor section loss, cracking, spalling, or scour.
4	POOR	Advanced section loss, deterioration, spalling, or scour.
3	SERIOUS	Loss of section, deterioration, spalling or scour has seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1	IMMINENT FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put back in light service.
0	FAILED	Out of service – beyond corrective action.

² US Department of Transportation, Federal Highway Administration, December 1995.



A detailed inventory of these bridges in each county is shown in **Tables 4-2** through **4-10**, and includes the age, lanes on these structures, typical section roadway widths, and vertical and horizontal clearances.

4.1 TYPICAL BRIDGE SECTIONS

The majority of the I-75 South Corridor consists of parallel bridges consisting of two to four lanes in each direction. Structure widths vary along the corridor from approximately 24 feet (ramps) to 120 feet (i.e. Peace River Bridge). **Tables 4-2** through **4-10** provide typical bridge section information in each county. Information such as curb to curb roadway widths and lanes supported on structures provides information necessary to understand potential widening limitations.

4.1.1 Collier County

Within Collier County, the typical section includes two travel lanes on 24 feet of pavement in each direction.

4.1.2 Lee County

In Lee County, the typical pavement width varies between approximately 36 feet and 48 feet. The I-75 structures include three lanes in each direction at Colonial Boulevard, Daniels Parkway, Alico Road, the Imperial River, and Popash Creek. The I-75 structures carry four lanes at Daughtrey Creek, Lost Creek, Bayshore Creek, Imperial River Relief, Corkscrew Canal, and Hicks Crossing Canal.

4.1.3 Charlotte County

The typical bridge section in Charlotte County is a two lane structure with widths varying between approximately 36 feet and 60 feet. The I-75 structures at Alligator Creek, Riverside Drive, and US 17 carry three lanes with widths that vary between 47.6 feet and 64.6 feet. A notable exception is the Peace River Bridge. The six lane structure provides three lanes in each direction with a structure width of approximately 112 feet.

4.1.4 Sarasota County

The typical bridge section in Sarasota County is a two lane structure with widths varying between 37.7 feet and 60 feet. Three lane structures are found at Jacaranda Boulevard,



Eric Creek, the Main A Canal, Palmer Boulevard, the southbound section of Bee Ridge Road (SR 758), Clark Road (SR 72), Sunrise Creek, and Habatowski Creek. The typical structure width is approximately 56 feet. Structures carrying four lanes are located at Fruitville Road (SR 780), the northbound section of Bee Ridge Road (SR 758), and Cosmic Waterway. The structure widths vary between 63.6 feet and 76.1 feet. At Laurel Road, the bridge is a five lane structure with a width of approximately 90 feet in each direction.

4.1.5 Manatee County

The typical bridge section in Manatee County varies between two to three lanes in each direction with structure widths varying between 39.7 feet and 56.4 feet. Four lane structures with typical roadway widths of 64 feet are located at Oneco Myakka City Road (SR 70), SR 64, and the northbound section of Moccasin Wallow Road (CR 675). A five lane facility is located at the southbound section of Buffalo Creek with a width of approximately 83 feet.

4.1.6 Hillsborough County

The typical bridge sections in Hillsborough County along I-75 vary between two and four lanes. The structure width varies between 40 feet and 85 feet. Wider structures, carrying five to seven lanes, are located at the northbound section of US 301, Martin Luther King, Jr. Boulevard (SR 574), Causeway Boulevard, Mango Lake Drain Canal, and Harney Flats Canal. Widths for these structures range from 80 feet to 114 feet. Single laning is present at the I-4 interchange and at a number of exit ramps within the County.

4.1.7 Pasco County

The typical section for structures in Pasco County includes two lanes in each direction with widths ranging from approximately 28 feet to 42 feet. Three to four lane structures are present at the northbound section of Cypress Creek, Stanley Branch, and an abandoned railroad at SR 52. Widths at these structures range between 42 feet and 69 feet.

4.1.8 Hernando County

In Hernando County, the typical section for bridges is a two lane structure with widths varying between 29 feet and 42 feet.



4.1.9 Sumter County

Three structures are located in the Sumter County portion of the I-75 South Corridor. The typical bridge section is a two lane facility. The width at Forestry Road is approximately 25 feet and approximately 16 feet at CR 476B.

4.2 BRIDGE AGE AND CONDITION

Most bridges in the study corridor were built in the 1980s and are rated in fair to very good condition. Four bridges in the study area need to be replaced due to their condition. There are also 19 bridges in the study corridor that were rated as being in either satisfactory or fair condition. While these 23 structures are still in acceptable condition, they have been listed for planning purposes since the horizon year for this study is 2035.

4.2.1 Priority Bridges

As mentioned above, in total there are four structures within the corridor that exhibit some minor section loss, cracking, spalling, or scour:

- New Castle Waterway southbound in Sarasota County,
- Moccasin Wallow Road (CR 675) southbound in Manatee County,
- 24th Street in Hillsborough County, and
- SR 52 southbound in Pasco County.

Because of these “fair” structural ratings, service to these bridges may be considered a priority for reconstruction activities in the future.

4.3 HORIZONTAL AND VERTICAL BRIDGE CLEARANCES

Horizontal and vertical clearances for all bridges and structures along the I-75 South Corridor are provided by county in **Tables 4-2** through **4-10**. FDOT’s minimum vertical clearance standard is 16.5 feet over a roadway, and there are a number of structures within the corridor that do not meet this standard. Techniques to increase vertical clearance at these structures may be implemented, including bridge jacking, raising bridge bearings, or lowering the profile beneath the bridge. In addition, applications for variance at structures not meeting FDOT’s minimum clearance may be submitted.



Structures with a vertical clearance less than 14.5 feet may require replacement to meet minimum standards. Of the structures identified in this inventory, one structure does not meet the 14.5 feet vertical clearance threshold: Croom Rital Road (SB) in Hernando County.



Table 4-2: Collier County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
030001	Golden Gate Canal East of Toll Plaza (SB)	1966	1990	2	39.7	N/A	40.0	7
030002	Faka Union Canal (SB)	1966	1990	2	40.0	N/A	40.0	8
030003	Lucky Lady Strand (SB)	1966	1990	2	40.0	N/A	40.0	7
030005	Kojak Creek (SB)	1990	N/A	2	40.0	N/A	40.0	7
030006	Nunya Creek (SB)	1965	1990	2	40.0	N/A	40.0	7
030007	Firebird Canal (SB)	1965	1989	2	40.0	N/A	40.0	6
030187	CR 846 (SB)	1980	N/A	2	40.0	15.8	40.0	7
030188	CR 846 (NB)	1980	N/A	2	40.0	15.8	40.0	7
030189	Rock Canal (SB)	1980	N/A	2	40.0	N/A	40.0	8
030190	Rock Canal (NB)	1980	N/A	2	45.3	N/A	45.3	8
030195	SR 951 (NB)	1984	N/A	2	40.0	16.3	40.0	7
030196	SR 951 (SB)	1984	N/A	2	40.0	16.2	40.0	7
030197	Golden Gate Canal (SB)	1984	N/A	2	40.0	N/A	40.0	7
030198	Golden Gate Canal (NB)	1984	N/A	2	40.0	N/A	40.0	7
030199	CR 886/Golden Gate Parkway	1984	2006	7	122.0	16.9	32.8	7
030200	CR 896/Pine Ridge Road (SB)	1983	N/A	2	40.0	15.9	40.0	7
030201	CR 896/Pine Ridge Road (NB)	1983	N/A	2	40.0	16.2	40.0	7
030202	CR 862/Vanderbilt Beach Road (SB)	1983	N/A	2	40.0	17.4	40.0	8
030203	CR 862/Vanderbilt Beach Road (NB)	1983	N/A	2	40.0	16.2	40.0	7
030205	Santa Barbara Boulevard	1984	N/A	4	89.9	16.9	89.9	8
030214	Golden Gate Canal East of Toll Plaza (NB)	1990	N/A	2	40.0	N/A	40.0	8
030215	Stumpy Strand Wildlife Crossing (SB)	1990	N/A	2	40.0	N/A	40.0	7
030216	Turnback Slough (SB)	1990	N/A	2	40.0	N/A	40.0	7
030217	Faka Union Canal (NB)	1990	N/A	2	40.0	N/A	40.0	7
030218	Lucky Lady Strand (NB)	1990	N/A	2	40.0	N/A	40.0	8



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
030219	Stumpy Strand Wildlife Crossing (NB)	1990	N/A	2	40.0	N/A	40.0	8
030220	Turnback Slough (NB)	1990	N/A	2	40.0	N/A	40.0	7
030221	Pennington Camp Wildlife Crossing 4 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030222	Pennington Camp Wildlife Crossing 4 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030223	Kojak Creek (NB)	1989	N/A	2	40.0	N/A	40.0	7
030224	Wildlife Crossing 6 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030225	Wildlife Crossing 6 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030226	Wildlife Crossing 7 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030227	Wildlife Crossing 7 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030228	Wildlife Crossing 8 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030229	Wildlife Crossing 8 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030230	Nunya Creek (NB)	1989	N/A	2	40.0	N/A	40.0	7
030231	Sloans Crossing Wildlife Crossing 10 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030232	Sloans Crossing Wildlife Crossing 10 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030233	Firebird Canal (NB)	1989	N/A	2	40.0	N/A	40.0	6
030234	Shannas Crossing Wildlife Crossing 12 (SB)	1989	N/A	2	40.0	N/A	40.0	7
030235	Shannas Crossing Wildlife Crossing 12 (NB)	1989	N/A	2	40.0	N/A	40.0	7
030285	Everglades Boulevard	1990	N/A	2	35.8	16.6	35.8	7
030291	SR 29	1992	N/A	2	65.6	16.5	65.6	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-3: Lee County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
120081	Tidal Creek (SB)	1977	N/A	2	39.4	N/A	39.4	7
120082	Tidal Creek (NB)	1977	N/A	2	39.4	N/A	39.4	7
120083	Caloosahatchee River (SB)	1976	N/A	2	39.4	N/A	39.4	7
120084	Caloosahatchee River (NB)	1976	N/A	2	39.4	N/A	39.4	7
120090	Luckett Road (SB)	1978	N/A	2	35.4	16.3	40.0	8
120091	Luckett Road (NB)	1978	N/A	2	36.4	16.3	40.0	8
120092	Tice Street	1977	N/A	2	40.0	16.3	40.0	8
120093	Palm Beach Boulevard (SR 80) (SB)	1978	2003	2	59.1	16.2	59.1	7
120094	Palm Beach Boulevard (SR 80) (NB)	1978	2003	2	59.1	16.4	59.1	7
120100	Popash Creek (SB)	1978	N/A	3	54.5	N/A	54.5	7
120101	Popash Creek (NB)	1978	N/A	3	58.4	N/A	58.4	7
120102	Tidal Marsh (SB)	1978	N/A	2	39.7	N/A	39.7	7
120103	Tidal Marsh (NB)	1978	N/A	2	39.7	N/A	39.7	7
120104	Gator Crossing Canal (NB)	1977	N/A	2	40.0	N/A	40.0	7
120105	Gator Crossing Canal (SB)	1977	N/A	2	40.0	N/A	40.0	6
120106	Daniels Parkway (SR 876) (SB)	1979	N/A	2	40.0	15.9	40.0	7
120107	Daniels Parkway (SR 876) (NB)	1979	N/A	3	47.9	15.9	47.9	7
120112	Bayshore Road (SR 78) (SB)	1979	N/A	2	39.4	16.1	39.4	7
120113	Bayshore Road (SR 78) (NB)	1979	N/A	2	39.0	16.1	39.0	7
120114	Slater Road	1979	N/A	2	36.1	16.3	40.0	7
120120	Colonial Boulevard (SR 884) (SB)	1978	N/A	2	36.4	16.0	39.7	7
120121	Colonial Boulevard (SR 884) (NB)	1978	N/A	3	44.3	15.9	47.9	7
120122	Martin Luther King Rd (SR 82) (SB)	1978	N/A	2	37.1	16.5	40.0	7
120123	Martin Luther King Rd (SR 82) (NB)	1978	N/A	2	36.4	16.5	40.0	7
120124	Hicks Crossing (SB)	1979	N/A	2	40.0	N/A	40.0	7



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
120125	Hicks Crossing (NB)	1979	N/A	2	40.0	N/A	40.0	7
120126	Alico Road (SB)	1979	N/A	3	47.9	21.0	47.9	7
120127	Alico Road (NB)	1979	N/A	3	47.9	21.0	47.9	7
120130	Monty Run (SB)	1979	N/A	2	40.0	N/A	41.0	7
120131	Monty Run (NB)	1979	N/A	2	40.0	N/A	41.0	7
120132	Daughtrey Creek (SB)	1979	N/A	4	N/A	N/A	39.4	7
120133	Daughtrey Creek (NB)	1979	N/A	4	N/A	N/A	39.4	7
120134	Lost Creek	1980	N/A	4	N/A	N/A	38.1	7
120135	Gilcrest Canal (NB)	1979	N/A	2	N/A	N/A	38.1	7
120136	Gilcrest Canal (SB)	1979	N/A	2	N/A	N/A	38.4	7
120137	Lee Creek (SB)	1979	N/A	2	N/A	N/A	39.4	7
120138	Lee Creek (NB)	1979	N/A	2	N/A	N/A	38.7	7
120139	Bayshore Creek	1979	N/A	4	N/A	N/A	77.1	7
120140	Corkscrew Road (CR 850) (SB)	1981	N/A	2	40.7	16.5	40.7	7
120141	Corkscrew Road (CR 850) (NB)	1981	N/A	2	40.7	16.5	40.7	7
120143	Bonita Beach Road (CR 865) (SB)	1981	N/A	2	35.4	16.4	40.0	7
120144	Imperial River (SB)	1980	N/A	3	55.8	N/A	55.8	7
120145	East Terry Street	1981	N/A	2	40.4	16.3	40.4	7
120146	Imperial River (NB)	1980	N/A	3	52.8	0.0	52.8	7
120147	Bonita Beach Road (CR 865) (NB)	1981	N/A	2	36.4	16.5	40.0	7
120148	Imperial River Relief	1979	N/A	4	N/A	N/A	40.4	7
120149	Stokes Head Slough (SB)	1980	N/A	2	N/A	N/A	99.7	8
120151	Stokes Head Slough (NB)	1980	N/A	2	N/A	N/A	99.7	8
120152	Corkscrew Canal	1979	N/A	4	N/A	N/A	38.4	7
120153	Hicks Crossing Canal	1979	N/A	4	N/A	N/A	38.4	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-4: Charlotte County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
010106	Peace River	2003	N/A	6	111.9	N/A	N/A	8
010064	I-75/SCL Railroad	1980	N/A	2	36.7	16.2	N/A	7
010075	I-75/Carmalite Street	1981	N/A	2	39.4	16.2	N/A	8
010059	CR 776 (SB)	1980	2005	2	55.4	16.1	55.4	8
010060	CR 776 (NB)	1980	2005	2	55.4	16.1	55.4	8
010065	Airport Road	1981	N/A	2	39.7	16.3	39.7	7
010066	CR 768	1981	N/A	2	40.0	16.3	40.0	7
010069	Alligator Creek (SB)	1981	1997	3	47.6	N/A	47.6	7
010070	Alligator Creek (NB)	1981	1997	2	39.4	N/A	39.7	7
010071	CR 769/Kings Highway (SB)	1980	2003	2	56.4	16.2	56.4	8
010072	CR769/Kings Highway (NB)	1980	2003	2	56.4	16.2	56.4	6
010073	Jones Loop Road (SB)	1981	2001	2	39.4	16.2	40.0	7
010074	Jones Loop Road (NB)	1981	2001	2	39.4	16.2	40.0	7
010076	US 17/SR 35 (SB)	1981	2005	3	64.6	16.1	64.6	7
010077	US 17/SR 35 (NB)	1981	2005	3	64.6	16.1	64.6	8
010078	Sandy Hartmans Canal (SB)	1978	N/A	2	39.7	N/A	40.7	7
010079	Sandy Hartmans Canal (NB)	1978	N/A	2	39.7	N/A	40.7	7
010080	Riverside Drive and CSX RR (SB)	1975	2003	2	59.1	21.6	59.7	8
010081	Riverside Drive and CSX RR (NB)	1975	2003	3	59.1	21.6	59.7	8
010082	Tuckers Grade (SB)	1979	2001	2	36.7	15.9	39.4	7
010083	Tuckers Grade (NB)	1979	2001	2	36.4	15.9	39.4	7
010085	Tower Canal (SB)	1979	N/A	2	N/A	N/A	45.9	7
010086	Tower Canal (NB)	1979	N/A	2	N/A	N/A	45.9	7
010088	Rampart Boulevard	1980	N/A	2	39.7	16.3	39.7	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-5: Sarasota County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
170077	Eric Creek (SB)	1979	N/A	3	56.1	N/A	56.1	7
170078	Eric Creek (NB)	1979	N/A	3	56.1	N/A	56.1	7
170079	Main A Canal (SB)	1979	2006	3	56.1	N/A	56.1	7
170080	Main A Canal (NB)	1979	2006	3	56.1	N/A	56.1	7
170081	Palmer Boulevard (SB)	1979	N/A	3	56.1	15.7	56.1	8
170082	Palmer Boulevard (NB)	1979	N/A	3	56.1	15.7	56.1	8
170083	Fruitville Road (SR 780) (SB)	1979	N/A	4	63.6	16.2	63.6	7
170084	Fruitville Road (SR 780) (NB)	1979	N/A	4	63.6	16.2	63.6	7
170085	Clark Road (SR 72) (SB)	1980	2001	3	56.4	16.2	56.4	7
170086	Clark Road (SR 72) (NB)	1980	2001	3	56.4	16.2	56.4	7
170087	Myakka River Relief (NB)	1979	2006	2	55.1	N/A	55.1	7
170088	Myakka River Relief (SB)	1979	2006	2	60.0	N/A	60.0	7
170089	North River Road (NB)	1979	N/A	2	39.7	15.0	39.7	8
170090	North River Road (SB)	1979	N/A	2	39.7	15.0	39.7	8
170091	North Jackson Road (SB)	1979	N/A	2	39.7	16.0	39.7	7
170092	North Jackson Road (NB)	1979	N/A	2	39.7	16.0	39.7	7
170093	North Havana Road (SB)	1979	N/A	2	39.7	16.0	39.7	7
170094	North Havana Road (NB)	1979	N/A	2	39.7	16.0	39.7	8
170095	Jacaranda Boulevard (NB)	1979	N/A	3	47.6	15.9	47.6	7
170096	Jacaranda Boulevard (SB)	1979	N/A	2	39.7	15.9	39.7	7
170101	Curry Creek (SB)	1980	N/A	2	39.7	N/A	39.7	7
170102	Curry Creek (NB)	1980	N/A	2	39.7	N/A	39.7	7
170103	Border Road (SB)	1980	N/A	2	39.7	16.2	39.7	7
170104	Border Road (NB)	1980	N/A	2	39.7	16.4	39.7	7
170105	Laurel Road (SB)	1980	N/A	5	89.6	15.7	89.6	7
170106	Laurel Road (NB)	1980	1996	5	90.2	15.8	90.2	7



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
170107	Salt Creek (SB)	1980	1996	2	40.0	N/A	40.0	7
170108	Salt Creek (NB)	1979	N/A	2	39.7	N/A	39.7	7
170109	Cow Pen Slough (SB)	1980	N/A	2	40.0	N/A	40.0	7
170110	Cow Pen Slough (NB)	1980	N/A	2	37.7	N/A	39.7	7
170111	Fox Creek (SB)	1980	N/A	2	39.7	N/A	39.7	7
170112	Fox Creek (NB)	1980	N/A	2	40.4	N/A	39.7	7
170113	SR 681 (NB)	1980	N/A	2	39.7	15.8	39.7	7
170123	Ponce De Leon Boulevard	1981	N/A	2	39.7	16.2	39.7	7
170124	Deer Prairie Creek (SB)	1981	N/A	2	39.4	N/A	39.4	7
170125	Deer Prairie Creek (NB)	1981	N/A	2	39.4	N/A	39.4	6
170126	South Moon River	1981	N/A	2	39.7	16.1	39.7	7
170127	Myakka River (SB)	1979	2005	2	57.4	N/A	57.4	7
170128	Myakka River (NB)	1979	2005	2	57.4	N/A	57.4	7
170129	Sumter Boulevard (SB)	1981	2004	2	55.8	16.4	55.8	7
170130	Sumter Boulevard (NB)	1981	2004	2	55.4	16.4	55.4	6
170131	Big Slough Canal (SB)	1981	2004	2	55.1	N/A	56.1	7
170132	Big Slough Canal (NB)	1981	2004	2	56.1	N/A	56.1	7
170133	Raintree Boulevard (SB)	1980	N/A	2	39.7	26.0	39.7	7
170134	Raintree Boulevard (NB)	1980	N/A	2	39.7	26.0	39.7	8
170135	Yorkshire Street (SB)	1980	N/A	2	40.0	17.0	40.0	8
170136	Yorkshire Street (NB)	1980	N/A	2	40.0	17.0	40.0	8
170137	New Castle Waterway (SB)	1981	N/A	2	39.7	N/A	39.7	5
170138	New Castle Waterway (NB)	1981	N/A	2	39.7	N/A	39.7	6
170139	Toledo Blade Boulevard (SB)	1981	N/A	2	39.7	16.4	39.7	6
170140	Toledo Blade Boulevard (NB)	1981	2004	2	56.1	16.4	56.1	8
170143	Proctor Road	1980	N/A	2	40.0	16.2	40.0	7
170145	Bee Ridge Road (SR 758) (SB)	1981	2001	3	56.1	15.1	56.1	6
170146	Bee Ridge Road (SR 758) (NB)	1981	2001	4	64.6	15.1	64.6	7



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
170147	Sunrise Creek (SB)	1981	N/A	3	N/A	N/A	56.4	7
170148	Sunrise Creek (NB)	1981	N/A	3	N/A	N/A	62.7	7
170149	Habatowski Creek (SB)	1981	N/A	3	N/A	N/A	56.1	7
170150	Habatowski Creek (NB)	1981	N/A	3	N/A	N/A	56.8	7
170151	Drainage Canal	1981	N/A	8	N/A	N/A	99.7	7
170157	Cosmic Waterway	1981	N/A	4	76.1	N/A	38.4	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008

Table 4-6: Manatee County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
130065	Braden River (SB)	1980	N/A	3	55.8	N/A	55.8	7
130066	Braden River (NB)	1979	N/A	3	55.8	N/A	55.8	8
130067	SR 70 (SB)	1979	N/A	4	64.0	16.7	64.0	6
130068	SR 70 (NB)	1979	N/A	4	65.6	16.4	65.6	6
130069	Linger Lodge Road	1978	N/A	2	40.4	15.7	40.4	7
130070	Foley Creek (SB)	1979	N/A	3	55.1	N/A	0.0	8
130071	Foley Creek (NB)	1979	N/A	3	55.1	N/A	0.0	8
130072	University Parkway (NB)	1979	N/A	3	55.8	16.4	55.8	7
130073	University Parkway (SB)	1979	N/A	3	55.8	16.4	55.8	7
130075	CSX Railroad (SB)	1981	2004	3	55.8	23.2	55.8	7
130076	CSX Railroad (NB)	1981	2004	3	55.8	23.2	55.8	7
130077	Buckeye Road	1981	N/A	2	39.7	16.5	39.7	7
130078	Moccasin Wallow Road (SB)	1980	2003	3	56.4	15.6	56.4	5



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
130079	Moccasin Wallow Road (NB)	1980	2003	4	67.9	15.6	67.9	6
130084	SR 64 (SB)	1980	N/A	4	64.0	15.8	64.0	7
130085	SR 64 (NB)	1980	2004	4	64.0	15.8	64.0	7
130090	I-75/I-275 NB	1981	N/A	2	39.7	16.7	39.7	7
130100	Kay Road	1980	N/A	2	40.0	16.6	40.0	7
130101	Salt Marsh (SB)	1980	N/A	3	55.1	N/A	55.1	7
130102	Salt Marsh (NB)	1980	N/A	3	56.4	N/A	56.4	7
130103	US 301/Manatee River (SB)	1980	N/A	3	55.8	16.1	55.8	7
130104	US 301/ Manatee River (NB)	1980	N/A	3	55.8	16.1	55.8	7
130105	Curiosity Creek (SB)	1980	N/A	3	55.8	N/A	55.8	7
130106	Curiosity Creek (NB)	1980	N/A	3	55.8	N/A	55.8	7
130107	Mendoza Road	1981	N/A	2	39.7	16.0	39.7	7
130108	Buffalo Canal (SB)	1981	N/A	5	82.7	N/A	82.7	7
130109	Buffalo Canal (NB)	1981	N/A	3	55.8	N/A	55.8	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-7: Hillsborough County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
100346	SR 674 (SB)	1982	N/A	3	63.3	16	63.3	7
100347	SR 674 (NB)	1982	N/A	4	63.3	16.4	63.3	8
100348	19th Avenue	1981	N/A	2	40.0	16.4	40.0	7
100351	Valroy Road	1980	N/A	2	44.0	16.7	44.0	8
100352	Little Manatee River (NB)	1981	N/A	3	55.8	N/A	55.8	8
100353	Little Manatee River (SB)	1981	N/A	3	55.8	N/A	55.8	8
100354	21st Avenue	1981	N/A	2	44.3	16.9	N/A	7
100355	24th Street	1980	N/A	2	44.0	16.4	44.0	5
100356	Riverview Drive (SB)	1981	N/A	4	67.9	16.1	67.9	8
100357	Riverview Drive (NB)	1981	N/A	4	67.9	16.7	67.9	8
100358	Alafia River (SB)	1981	N/A	4	68.6	N/A	68.6	7
100359	Alafia River (NB)	1981	N/A	4	68.6	N/A	68.6	7
100363	CR 672 (SB)	1981	2004	4	64.3	16.3	64.3	6
100364	CR 672 (NB)	1981	2004	4	64.3	16.3	64.3	8
100367	CR 581 (SB)	1984	N/A	2	40.4	15.9	40.4	8
100368	CR 581 (NB)	1984	N/A	2	40.4	15.7	40.4	7
100373	Bullfrog Creek (SB)	1983	N/A	3	56.4	N/A	56.4	7
100374	Bullfrog Creek (NB)	1983	N/A	3	56.4	N/A	56.4	7
100375	Symmies Road (SB)	1983	N/A	3	56.4	16.2	56.4	8
100376	Symmies Road (NB)	1983	N/A	3	56.4	16.6	56.4	8
100377	Gibson Drive	1983	N/A	4	89.9	16.4	89.9	8
100381	CR 676A/Progress Boulevard	1984	N/A	2	44.3	17.0	44.3	7
100384	Archie Creek	1985	N/A	2	N/A	N/A	89.9	8
100387	Hillsborough River (SB)	1984	N/A	2	40.4	N/A	40.4	8
100388	Hillsborough River (NB)	1984	N/A	2	40.4	N/A	40.4	8
100391	Fletcher Avenue/CR 582A (SB)	1982	N/A	2	40.7	16.3	40.7	7



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
100393	I-4 and Ramp C-1 (SB)	1984	N/A	3	56.4	16.0	56.4	8
100394	I-4 and Ramp C-1 (NB)	1984	N/A	3	56.4	16.1	56.4	8
100395	I-75 (Northbound TO I-4 Westbound (SB)	1983	N/A	3	55.8	18.7	55.8	8
100396	I-75 (Northbound TO I-4 Westbound (NB)	1983	N/A	3	55.8	18.7	55.8	8
100397	Sligh Avenue and Ramp D-1 (SB)	1984	2004	3	56.8	15.9	56.8	8
100398	Sligh Avenue and Ramp D-1 (NB)	1984	2004	4	73.8	15.9	73.8	8
100400	127th Avenue (SB)	1985	N/A	3	52.2	16.4	52.2	7
100401	127th Avenue (NB)	1985	N/A	3	52.2	16.4	52.2	8
100403	Fowler Avenue (SR 582) (SB)	1985	N/A	2	40.4	18.0	40.4	8
100404	Fowler Avenue (SR 582) (NB)	1985	N/A	3	52.2	16.5	52.2	8
100407	Ramp I-75 Northbound to SR 582 Westbound (SB)	1985	N/A	2	40.0	19.7	40.0	8
100408	Ramp I-75 Northbound to SR 582 Westbound (NB)	1985	N/A	3	52.2	17.6	52.2	8
100411	I-75 (SR-93)	1982	N/A	2	40.4	16.5	40.4	7
100412	Cypress Creek (SB)	1982	N/A	2	40.4	N/A	40.4	7
100413	Cypress Creek (NB)	1982	N/A	2	40.4	N/A	40.4	7
100414	US 92/SR 600 (SB)	1983	N/A	3	56.4	16.0	56.4	8
100415	US 92/SR 600 (NB)	1983	N/A	3	64.0	16.0	64.0	8
100416	I-4 Eastbound to I-75 Northbound (SB)	1983	2004	4	85.0	15.5	85.0	8
100417	I-4 Eastbound to I-75 Northbound (NB)	1983	2004	3	55.8	15.5	55.8	8
100418	Harney Flats Canal	1985	N/A	7	N/A	N/A	85.3	7
100419	Cypress Slough	1984	N/A	4	N/A	N/A	38.4	7
100420	Fletcher Avenue/CR 582A (NB)	1982	N/A	3	62.3	16.1	62.3	8
100421	Memorial Gardens Slough	1985	N/A	3	0.0	N/A	N/A	7
100423	I-75 Northbound to I-4 Westbound (Ramp 1)	1984	N/A	1	27.2	16.1	27.2	7
100425	I-75 Northbound to I-4 Westbound (Ramp 2)	1984	N/A	1	27.2	18.7	27.2	8
100426	I-75 Southbound to I-4 Eastbound (Ramp)	1985	N/A	1	26.9	16.1	26.9	8



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
100427	MLK Jr. Boulevard (SR 574)	1983	N/A	5	98.4	15.9	98.4	7
100428	I-75 Northbound to I-4 Eastbound (Ramp)	1984	N/A	1	27.2	16.8	27.2	8
100430	Sligh Avenue (Ramp I-75 SB to I-4 Westbound)	1985	N/A	1	26.9	16.1	26.9	8
100431	Sligh Avenue (Ramp I-75 NB to I-4 Westbound)	1984	N/A	1	26.9	16.1	26.9	8
100435	CR 574 and CSX Railroad (SB)	1983	N/A	3	56.1	26.7	56.1	7
100436	CR 574 and CSX Railroad (NB)	1983	N/A	3	56.1	27.0	56.1	7
100437	Mango Lake Drain Canal	1983	N/A	6	N/A	N/A	54.8	7
100441	Pasture Creek	1984	N/A	4	N/A	N/A	38.4	7
100468	Woodberry Road (SB)	1983	N/A	3	56.1	18.7	56.1	8
100469	Woodberry Road (NB)	1983	N/A	3	56.1	16.2	56.1	8
100470	CSX Railroad (SB)	1983	N/A	3	56.1	24.0	56.1	8
100471	CSX Railroad (NB)	1983	N/A	3	56.1	22.7	56.1	8
100473	Tampa Bypass Canal (SB)	1984	N/A	3	56.1	N/A	56.1	8
100474	Tampa Bypass Canal (NB)	1985	N/A	3	56.1	N/A	56.1	7
100475	Harney Road (SB)	1983	N/A	3	56.1	16.7	56.1	8
100476	Harney Road (NB)	1983	N/A	3	56.1	16.2	56.1	7
100477	US 301 (SB)	1983	N/A	3	56.1	15.8	56.1	6
100478	US 301 (NB)	1983	N/A	3	56.1	15.8	56.1	8
100480	Cowhouse Creek (Ramp C)	1984	N/A	1	27.6	N/A	27.6	8
100481	Cowhouse Creek (SB)	1984	N/A	2	40.7	N/A	40.7	8
100482	Cowhouse Creek (NB)	1984	N/A	3	52.5	N/A	52.5	8
100484	US 301/SR 43 (Ramp I-75 NB to US 301)	1985	N/A	1	27.9	15.7	27.9	8
100485	US 301/SR 43 (SB)	1985	N/A	4	68.6	15.7	68.6	8
100486	US 301/SR 43 (NB)	1985	N/A	5	80.1	16.5	80.1	7
100487	SR 618 Eastbound Ramp D	1985	N/A	1	26.9	16.7	N/A	7
100488	SR 618 Westbound Ramp C	1985	N/A	2	40.0	16.4	N/A	7



Structure ID	Crossing	Year Built	Year Reconstructed	Lanes On Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
100491	I-75 Northbound Ramp G	1985	N/A	2	40.0	16.3	N/A	7
100492	County Line Road	1985	N/A	2	40.0	16.3	N/A	7
100494	Brandon Boulevard/SR 60 (I-75 SB Ramp from SR 60)	1985	N/A	1	27.2	16.7	27.2	7
100495	Brandon Boulevard (SR 60) (SB)	1985	N/A	3	57.1	17.1	57.1	7
100496	Brandon Boulevard (SR 60) (NB)	1985	N/A	4	64.6	16.4	64.6	8
100497	Causeway Boulevard	1985	N/A	6	114.2	17.1	114.2	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-8: Pasco County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes on Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
140006	CR 41/Blanton Road	1966	N/A	2	28.2	15.7	28.2	7
140038	Cypress Creek (3.8 Miles North of SR 52)	1965	1973	4	0.0	N/A	38.4	6
140042	CR 577/Church Road	1965	N/A	2	28.5	15.7	28.5	7
140046	Darby Road/CR 578A	1965	N/A	2	28.2	15.7	28.2	7
140048	SR 54 (SB)	1964	N/A	2	39.4	15.1	39.4	7
140049	SR 54 (NB)	1964	N/A	2	39.4	15.1	39.4	7
140052	CR 581/Overpass Road	1964	N/A	2	28.5	15.7	28.5	7
140054	SR 52 (SB)	1965	N/A	2	38.4	14.7	37.7	5
140055	SR 52 (NB)	1965	N/A	2	38.1	14.7	38.1	7
140056	Abandoned Railroad (SB)	1965	N/A	2	42.0	N/A	42.0	7
140057	Abandoned Railroad (NB)	1965	N/A	3	42.3	N/A	42.3	7
140058	Stanley Branch	1965	1973	4	0.0	N/A	38.7	7
140061	Cypress Creek (SB)	1963	2007	3	56.1	N/A	56.1	7
140062	Cypress Creek (NB)	1963	1983	4	68.9	N/A	68.9	7
140940	CR 578	1965	N/A	2	27.9	16.0	27.9	7

Source: US Department of Transportation, Bureau of Transportation Statistics. National Bridge Inventory, 2008



Table 4-9: Hernando County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes on Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
080012	Church Road	1966	N/A	2	28.5	15.9	28.5	7
080021	SR 50/US 98/SR700 (SB)	1965	2002	2	42.0	14.7	42.0	6
080022	SR 50/US 98/SR700 (NB)	1965	2002	2	42.0	14.7	42.0	7
080023	Croom Rital Road (SB)	1964	2002	2	42.0	14.3	42.0	7
080024	Croom Rital Road (NB)	1964	2002	2	42.0	15.0	42.0	7
080025	Withlacoochee River (SB)	1965	2002	2	42.0	N/A	42.0	7
080026	Withlacoochee River (NB)	1965	2002	2	42.3	N/A	42.3	7
080920	Hickory Hill Road	1966	N/A	2	28.2	15.9	28.2	7

Source: US Department of Transportation, Bureau of Transportation Statistics, National Bridge Inventory, 2008

Table 4-10: Sumter County Bridges

Structure ID	Crossing	Year Built	Year Reconstructed	Lanes on Structure	Roadway Width (ft)	Vertical Clearance (ft)	Horizontal Clearance (ft)	Rating
180027	Forestry Road (SB)	1965	1999	2	55.4	25.0	55.4	7
180028	Forestry Road (NB)	1965	1999	2	55.1	24.3	55.1	7
180029	CR 476B	1965	N/A	2	24.3	16.1	24.3	6

Source: US Department of Transportation, Bureau of Transportation Statistics, National Bridge Inventory, 2008.



SECTION 5.0 EXISTING TRAFFIC CONDITIONS

To fully understand needs in the corridor, it is essential to identify existing traffic conditions that will help to identify areas where improvements are necessary to enhance the efficiency of the transportation network. These conditions will assist in the identification and prioritization of improvements to the corridor.

This chapter focuses on existing traffic operations and level of service along the I-75 South Corridor, provides a methodology for projecting future traffic trends, and discusses existing freight movements and trends within the project limits.

5.1 EXISTING TRAFFIC OPERATIONS AND LEVEL OF SERVICE (LOS)

Information regarding the traffic volumes currently using the facility was provided using FDOT's 2008 Annual Average Daily Traffic (AADT) data for the I-75 corridor by mile post. Traffic volumes along I-75 vary throughout the project limits, from very low traffic volumes in Collier County (as low as 19,000 vehicles per day) to heavily travelled sections in Hillsborough County (up to 152,000 vehicles per day) .

A generalized planning level of service analysis was conducted for the corridor. As the name suggests, this type of analysis is general in nature and provides a quick but not very detailed determination of the level of service (LOS) and capacity of a facility. The analysis uses Florida's Generalized Service Volume Tables for Level of Service. It is based on facility type, location (area) of the facility, number of lanes on the facility, traffic volumes, and the adopted level of service volume thresholds on each facility type. This analysis looked only at the mainline flow without consideration of the flow on the ramps. **Table 5-1** summarizes the results of the analysis. Improvements to LOS are expected from the iRox project and have been updated accordingly, as shown in red text on **Table 5-1**.

The LOS analysis shows that certain segments of the I-75 corridor are already experiencing operational issues, and the existing AADT has exceeded the adopted LOS volume threshold. Specifically, the following seven segments of the I-75 South Corridor are operating at unacceptable levels of services:



- From Martin Luther King Road (SR 82) to Lockett Road (Mile Post 22.62 to Mile Post 24.14) in Lee County. This segment is a four lane segment located in an urban area. It is operating at LOS E while the adopted LOS standard for the segment is LOS D.
- From Sumter Boulevard to Jacaranda Boulevard (Mile Post 11.00 to Mile Post 22.32) in Sarasota County. This segment is located in a transition area. It has four travel lanes and operates at LOS D. The adopted LOS standard for this segment is LOS C.
- From Jacaranda Boulevard to SR 681 (Mile Post 22.32 to Mile Post 28.92) in Sarasota County. This segment is a four lane section located in a transitioning area. Based on the current AADT, the capacity of the freeway has already been greatly exceeded. The existing mainline is operating at LOS F while the adopted level of service standard is LOS C.
- From SR 681 to Clark Road (SR 72) (Mile Post 28.92 to Mile Post 34.38) in Sarasota County. Laneage within this section varies from 5 to 7 lanes (with auxiliary lanes) and is located in a transition area where the adopted level of service is C. Based on the existing AADT, this section is operating at LOS D and exceeds the adopted level of service standard.
- From Bee Ridge Road (SR 758) to Fruitville Road (SR 780) (Mile Post 36.41 to Mile Post 42.62) in Sarasota County. This six lane section is located in an urban area where the adopted level of service is D. Based on the existing AADT, this section is operating at LOS E and exceeds the adopted level of service standard.
- From Brandon Boulevard (SR 60) to Bruce B. Downs Boulevard (Mile Post 22.87 to Mile Post 36.15) in Hillsborough County. This segment is located in an urban area and has two typical sections. The first section consists of six travel lanes that transition to four at Mile Post 32.10. The entire segment has AADT volumes that exceed the maximum threshold allowed for the facility's level of service in this area. Based on the existing AADT, this segment of I-75 is already operating at LOS F while the adopted level of service standard is LOS D.
- From SR 56 to CR 54 (Mile Post 1.71 to Mile Post 5.18) in Pasco County. This segment of I-75 consists of four travel lanes going through an urban area. The adopted level of service for the freeway in this area is LOS D. Based on the



existing AADT, this section is operating at LOS F and exceeds the adopted level of service standard.

A graphical representation of the existing levels of service is also shown on **Figures 5-1** through **5-3** below.



Table 5-1: Existing Level of Service (LOS) Summary on I-75

County	Begin M.P.	End M.P.	Area Type	# of Lanes	LOS Std.	Max. Service Volume at LOS Std.	2008 AADT	2008 LOS
Collier	29.20	49.10	Transition	4	C	52,500	19,033	A
Collier	49.10	50.43	Urban	4	D	67,200	19,033	A
Collier	50.43	50.50	Urban	6	D	103,600	32,500	A
Collier	50.50	53.40	Urban	6	D	103,600	32,500	A
Collier	53.40	53.70	Urban	6	D	103,600	32,500	A
Collier	53.70	53.73	Urban	6	D	103,600	37,000	B
Collier	53.73	56.28	Urban	6	D	103,600	37,000	B
Collier	56.28	56.30	Urban	6	D	103,600	56,985	B
Collier	56.30	60.55	Urban	6	D	103,600	56,985	B
Collier	60.55	63.50	Urban	6	D	103,600	78,000	C
Lee	0.00	1.03	Urban	6	D	103,600	78,000	C
Lee	1.03	8.40	Urban	6	D	103,600	70,000	C
Lee	8.40	8.68	Urban	6	D	103,600	70,000	C
Lee	8.68	12.61	Urban	6	D	103,600	71,000	C
Lee	12.61	16.45	Urban	6	D	103,600	66,500	C
Lee	16.45	21.07	Urban	6	D	103,600	63,000	C
Lee	21.07	22.62	Urban	4	D	67,200	65,500	D
Lee	22.62	24.14	Urban	4	D	67,200	70,500	E
Lee	24.14	26.05	Urban	4	D	67,200	65,500	D
Lee	26.05	26.31	Urban	4	D	67,100	54,000	C
Lee	26.31	26.34	Urban	4	D	67,100	54,000	C
Lee	26.34	28.40	Urban	4	D	67,100	54,000	C
Lee	28.40	28.43	Urban	4	D	67,100	54,000	C
Lee	28.43	28.66	Urban	4	D	67,200	38,000	C
Lee	28.66	34.14	Transition	4	C	52,500	38,000	B
Charlotte	0.00	8.53	Transition	4	C	52,500	38,000	B
Charlotte	8.53	11.44	Transition	4	C	52,500	43,000	C
Charlotte	11.44	11.80	Urban	4	D	67,200	43,000	C
Charlotte	11.80	15.09	Urban	4	D	67,200	46,440	C
Charlotte	15.09	15.10	Urban	6	D	105,800	46,440	B
Charlotte	15.10	17.54	Urban	6	D	103,600	51,000	B
Charlotte	17.54	17.91	Urban	4	D	67,200	51,000	C
Charlotte	17.91	21.09	Urban	4	D	67,100	46,500	C
Charlotte	21.09	22.01	Urban	4	D	67,200	40,000	C
Sarasota	0.00	8.05	Transition	4	C	52,500	40,000	C
Sarasota	8.05	10.96	Transition	4	C	52,500	46,500	C
Sarasota	10.96	11.00	Transition	4	C	52,500	46,500	C
Sarasota	11.00	20.07	Transition	4	C	52,500	55,500	D
Sarasota	20.07	20.07	Transition	4	C	52,500	55,500	D
Sarasota	20.07	20.15	Transition	4	C	52,500	61,500	D
Sarasota	20.15	22.32	Transition	4	C	52,500	61,500	D

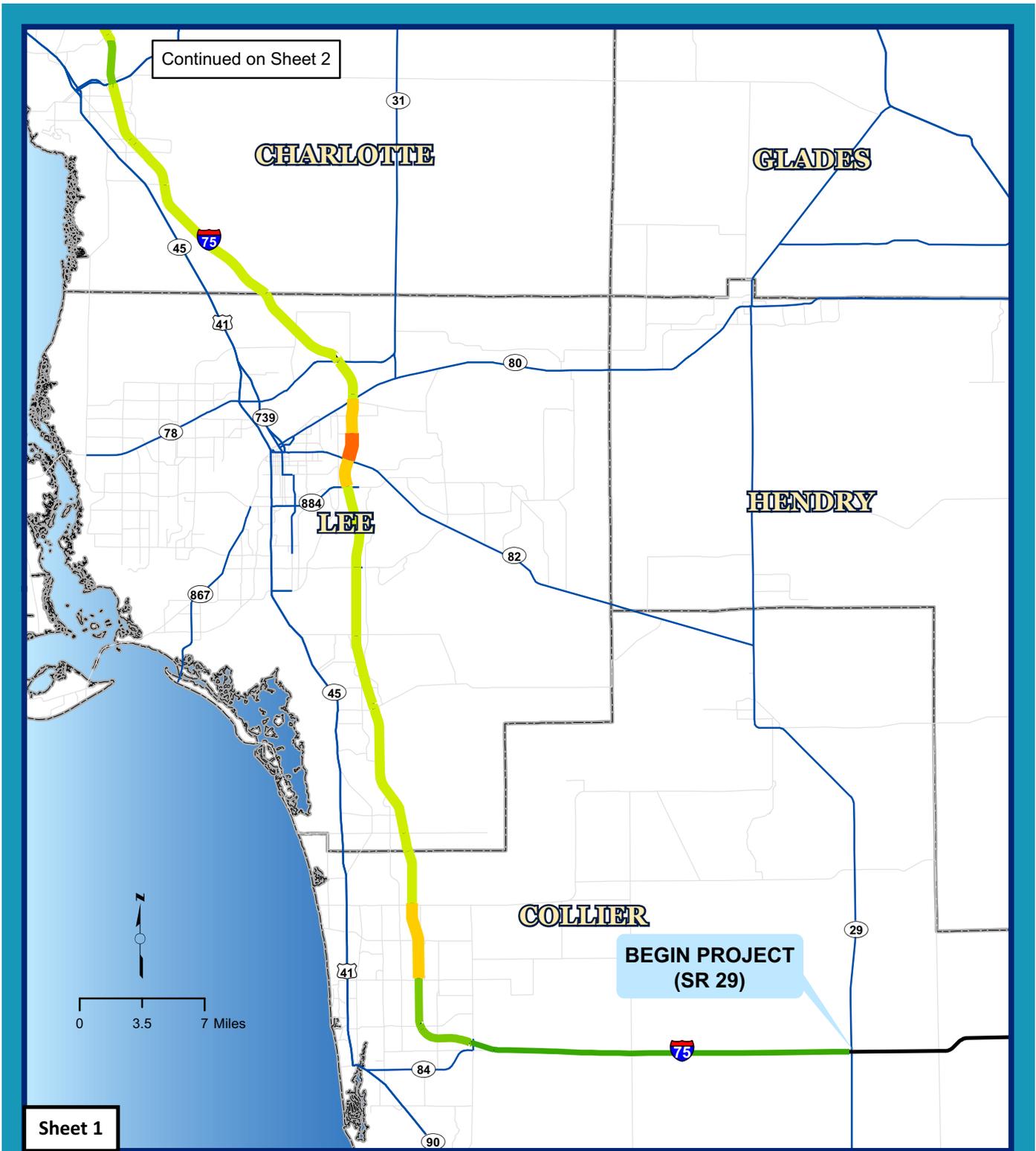


County	Begin M.P.	End M.P.	Area Type	# of Lanes	LOS Std.	Max. Service Volume at LOS Std.	2008 AADT	2008 LOS
Sarasota	22.32	24.62	Transition	4	C	52,500	70,500	F
Sarasota	24.62	24.66	Transition	4	C	52,500	72,000	F
Sarasota	24.66	28.92	Transition	4	C	52,500	72,000	F
Sarasota	28.92	28.99	Transition	5	C	66,800	72,000	D
Sarasota	28.99	29.50	Transition	6	C	81,100	82,000	D
Sarasota	29.50	29.52	Transition	7	C	95,350	82,000	C
Sarasota	29.52	30.12	Transition	7	C	95,350	82,000	C
Sarasota	30.12	34.38	Transition	6	C	81,100	82,000	D
Sarasota	34.38	36.41	Urban	6	D	103,600	88,692	D
Sarasota	36.41	39.12	Urban	6	D	103,600	104,000	E
Sarasota	39.12	42.62	Urban	6	D	103,600	105,500	E
Manatee	0.00	3.72	Urban	6	D	103,600	101,000	D
Manatee	3.72	7.32	Urban	6	D	103,600	94,000	D
Manatee	7.32	11.00	Urban	6	D	103,600	88,500	D
Manatee	11.00	11.00	Urban	6	D	105,800	75,000	C
Manatee	11.00	13.22	Urban	6	D	103,600	75,000	C
Manatee	13.22	13.82	Urban	7	D	125,050	75,000	C
Manatee	13.82	14.11	Urban	8	D	144,300	75,000	B
Manatee	14.11	14.52	Urban	7	D	125,050	75,000	C
Manatee	14.52	14.92	Urban	6	D	105,800	75,000	C
Manatee	14.92	15.29	Urban	6	D	105,800	53,500	B
Manatee	15.29	15.48	Urban	7	D	125,050	53,500	B
Manatee	15.48	15.87	Urban	8	D	144,300	53,500	B
Manatee	15.87	16.16	Urban	7	D	125,050	53,500	B
Manatee	16.16	17.01	Transition	7	C	95,350	51,500	B
Manatee	17.01	20.57	Transition	6	C	81,100	51,500	B
Hillsborough	0.00	6.45	Transition	6	C	81,100	51,500	B
Hillsborough	6.45	6.46	Urban	6	D	103,600	62,500	C
Hillsborough	6.46	12.27	Urban	6	D	103,600	62,500	C
Hillsborough	12.27	12.30	Urban	6	D	103,600	91,000	D
Hillsborough	12.30	16.47	Urban	6	D	103,600	91,000	D
Hillsborough	16.47	16.48	Urban	8	D	140,200	111,000	C
Hillsborough	16.48	20.08	Urban	8	D	140,200	111,000	C
Hillsborough	20.08	20.09	Urban	8	D	144,300	88,500	C
Hillsborough	20.09	21.92	Urban	8	D	144,300	88,500	C
Hillsborough	21.92	22.87	Urban	6	D	105,800	67,500	C
Hillsborough	22.87	25.62	Urban	6	D	103,600	140,500	F
Hillsborough	25.62	25.63	Urban	6	D	105,800	152,500	F
Hillsborough	25.63	25.64	Urban	6	D	105,800	152,500	F
Hillsborough	25.64	25.81	Urban	6	D	105,800	152,500	F
Hillsborough	25.81	27.10	Urban	6	D	105,800	152,500	F
Hillsborough	27.10	27.80	Urban	6	D	103,600	130,500	F



County	Begin M.P.	End M.P.	Area Type	# of Lanes	LOS Std.	Max. Service Volume at LOS Std.	2008 AADT	2008 LOS
Hillsborough	27.80	30.24	Urban	6	D	103,600	130,500	F
Hillsborough	30.24	30.75	Urban	6	D	103,600	130,500	F
Hillsborough	30.75	31.12	Urban	6	D	103,600	130,500	F
Hillsborough	31.12	32.10	Urban	4	D	67,200	108,500	F
Hillsborough	32.10	32.25	Urban	4	D	67,100	87,000	F
Hillsborough	32.25	36.15	Urban	4	D	67,100	87,000	F
Hillsborough	36.15	36.20	Urban	4	D	67,100	63,000	D
Hillsborough	36.20	39.84	Urban	4	D	67,100	63,000	D
Hillsborough	39.84	39.85	Urban	4	D	67,100	63,000	D
Pasco	0.00	0.15	Urban	8	D	144,300	119,000	D
Pasco	0.15	0.29	Urban	8	D	144,300	119,000	D
Pasco	0.29	0.79	Urban	8	D	144,300	119,000	D
Pasco	0.79	0.98	Urban	8	D	144,300	119,000	D
Pasco	0.98	1.71	Urban	8	D	144,300	119,000	D
Pasco	1.71	5.12	Urban	4	D	67,100	77,058	F
Pasco	5.12	5.18	Urban	4	D	67,100	77,058	F
Pasco	5.18	11.75	Transition	4	C	52,500	52,000	C
Pasco	11.75	19.08	Transition	4	C	52,500	45,000	C
Pasco	19.08	19.09	Transition	4	C	52,500	45,000	C
Pasco	19.09	20.35	Transition	4	C	52,500	41,000	C
Hernando	0.00	6.86	Transition	4	C	52,500	41,000	C
Hernando	6.86	7.04	Transition	4	C	52,500	41,000	C
Hernando	7.04	7.05	Transition	4	C	52,500	37,500	B
Hernando	7.05	7.30	Transition	4	C	52,500	37,500	B
Hernando	7.30	11.45	Transition	4	C	52,500	37,500	B
Sumter	0.00	1.86	Transition	4	C	52,500	37,500	B

Note: Roadway segments in red text are segments where LOS improvements resulting from iRox have been taken into account.
 Roadway segments highlighted in yellow exceed the adopted LOS standard.
 Roadway segments highlighted in red are LOS F and exceed the adopted LOS standard.



LEGEND

- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F

I - 75 Sketch Interstate Plan (SIP)

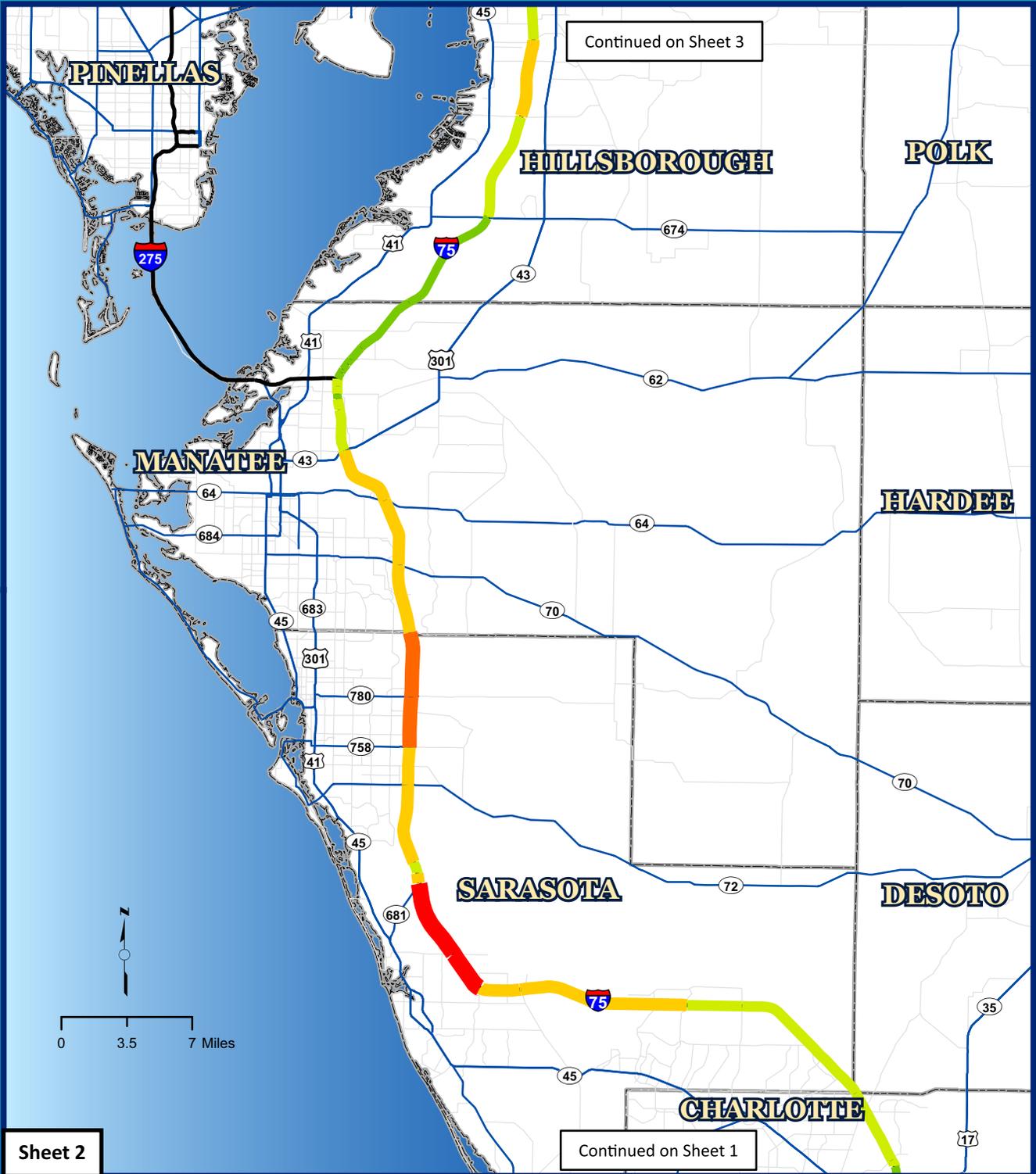
Figure 5-1: Existing Level of Service (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Sheet 2

LEGEND

- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F

I - 75 Sketch Interstate Plan (SIP)

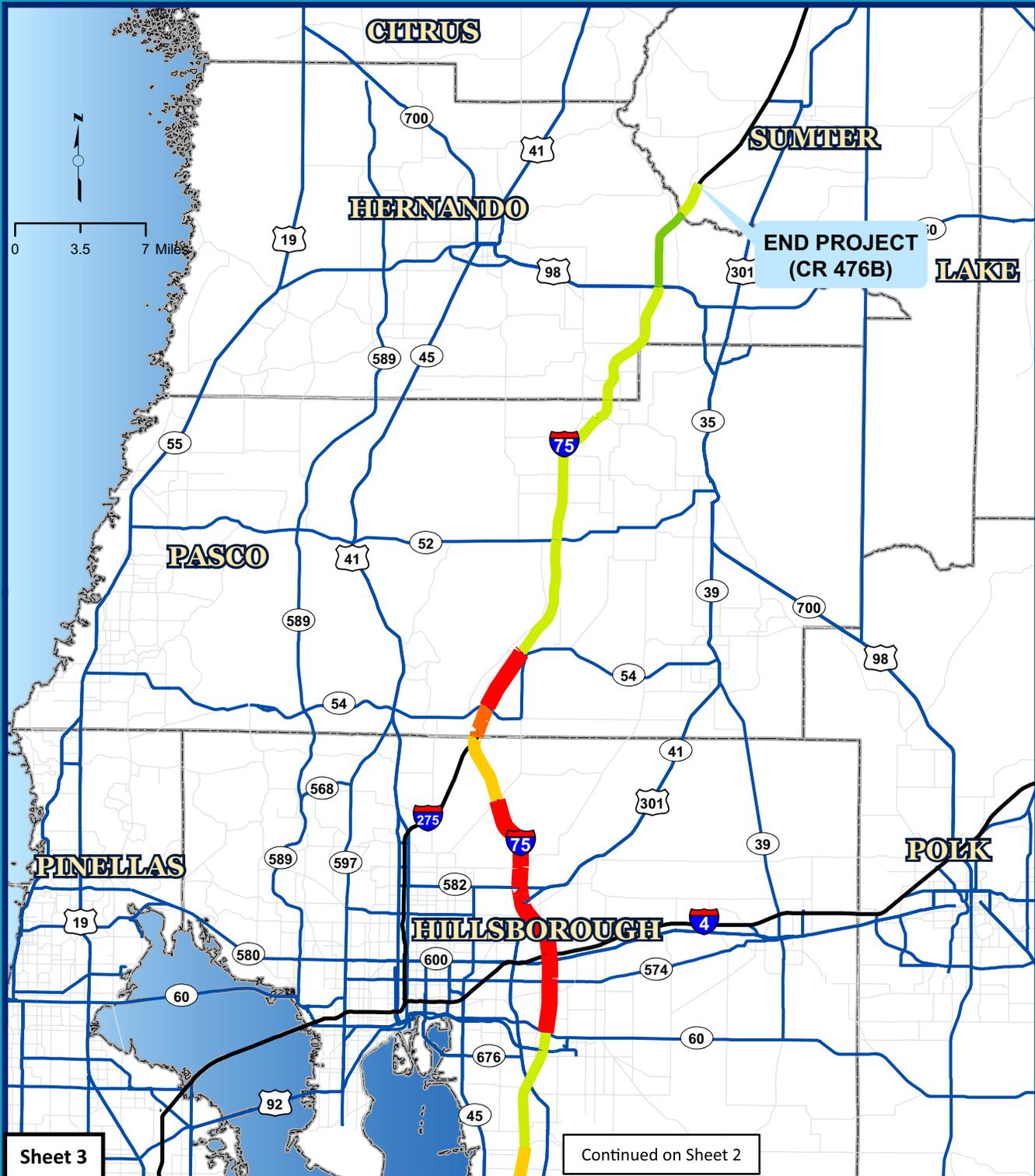
Figure 5-2: Existing Level of Service (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

- Level of Service A
- Level of Service B
- Level of Service C
- Level of Service D
- Level of Service E
- Level of Service F

I - 75 Sketch Interstate Plan (SIP)

Figure 5-3: Existing Level of Service (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





5.2 FREIGHT TRENDS

Freight transportation is an essential component of the economy in each of the counties in the study area and to the statewide economy. The state's most strategic highways, rail lines, and freight terminals, as well as other freight routes, terminals and distribution centers, are crucial for completing door-to-door freight movements between the shipper and receiver. The shipment of freight is also a large source of travel demand for the state. According to the *Trends and Conditions Reports*, prepared by FDOT's Office of Policy Planning, freight travel demand is increasing at rates faster than personal travel demand. Several key state trends were identified:

- Trucks are the dominant mode for freight shipments, in terms of both value and tons. In 2006, trucks handled 85 percent of the freight tonnage and 84.1 percent of the total freight value. Trucks are also a growing share of daily roadway traffic. The shift of the economy to services and high value consumer goods, the change to just-in-time inventory systems, the dispersion of population and the expansion of services, such as overnight delivery, and even internet purchasing, have accentuated the growth of roadway-based truck freight transportation³. The aviation system handles a relatively small share of Florida's total freight trade. The aviation system is typically used to transport valuable, fragile, and/or time sensitive items, such as mail and sophisticated manufactured items. Even with post 9-11 security concerns, airline restructuring, and higher fuel costs, the demand for air cargo has experienced moderate growth⁴. Most international freight arrives by water. In Fiscal Year 2006/2007, Florida seaports handled 121.2 million tons of cargo. Nearly 60% of this tonnage is international, with 19.1 million tons of international exports and 51.3 tons of international imports being handled at the seaports. The international and domestic commodities coming through the seaports included automobiles, apparel, steel, bananas, petroleum, and computer products⁵. Florida's rail system is dominated by bulk commodities and short-haul movements. Intrastate tonnage contributes to nearly half of the yearly tonnage movements. The majority of freight carried on Florida's railroads (as measured by weight) includes nonmetallic minerals, namely phosphates, followed by chemicals

³ Trends and Conditions Report-2008 Travel Demand: Trade and Freight Transportation

⁴ Trends and Conditions Report-2009 Transportation Systems: Air Facilities-Passengers and Freight

⁵ Trends and Conditions Report-2009 Transportation Systems: Seaports-Freight and Cruise Activity



and food products⁶. Rail freight has been gaining market share due to improved rail services and increasing costs of trucking operations.

- Except air deliveries, there were declines in all freight categories in 2007. These declines can be attributed to the slowing economy and the significant slowdown in residential and hurricane recovery construction activities.

The remainder of this section assesses freight trends and the importance of intermodal freight and freight operations in the I-75 South Corridor. This includes truck freight on the interstate itself, as well as rail, air, and water freight and other truck freight that connect to the corridor.

5.3.1 Existing Studies

Four studies were obtained from MPO's and FDOT Districts to assess freight trends for purposes of this study:

- Collier County Freight and Goods Mobility Analysis (Collier County MPO, June 2008)
- Lee County Freight and Goods Mobility Analysis (Lee County MPO, May 2009)
- Sarasota-Bradenton Freight Movement Study (Sarasota-Manatee MPO, 2009)
- Tampa Bay Regional Goods Movement Study (FDOT District 7, July 2005)

The following sections highlight the trends for the corridor as identified by these studies.

Collier County Freight and Goods Mobility Analysis

In this analysis, a regional freight profile was developed that describes Collier County's freight flows; presents key economic and demographic trends that impact freight movements; identifies key freight needs and regional developments impacting freight supply and demand; reviews and identifies zoning and transportation policies affecting

⁶ Trends and Conditions Report-2007 Transportation Systems: Rail Facilities-Freight and Passengers



truck mobility; and provides recommendations for an ongoing freight program and truck routing policies.

Freight Transportation Policy

Building upon existing county goals and objectives, as well as an analysis of state plans and programs, specific language revisions and additions to the proposed Collier County 2030 LRTP objectives were developed. The proposed revisions to the existing LRTP goals and objectives are aimed at balancing freight movement needs with commuter mobility, safety, and local quality of life and effectively serving and improving the movement of people and goods in Collier County. The added goals and objectives:

- Guide the development of freight program enhancement strategies.
- Promote efficiency, reliability, and connectivity of the regional freight system.
- Further address various intersects of freight movements with public welfare and safety.

Help identify additional financing strategies to support the need to improve the movement of people and freight.

Regional Economic and Demographic Profile

The population of Collier County grew more than 700% from 38,000 in 1970 to over 314,000 in 2006. By 2030, Collier County is expected to add an additional 300,000 people, bringing its population total close to 620,000.

Between 1990 and 2005, the number of people employed in Collier County increased by 89 percent, compared to 42 percent and 20 percent, respectively, for Florida and the United States. Adding 56,000 jobs, Collier County accounted for almost one-third of Southwest Florida's net job growth between 1995 and 2005. The county's employment growth rate, 65 percent, was the fastest in Southwest Florida and higher than neighboring Lee (54 percent) and Sarasota (26 percent) counties for the same ten-year period.

Collier County Freight Profile

Due to its location close to the southern tip of the Florida peninsula, Collier County's freight movements are led by origin and destination traffic, rather than through trips. Collier County's freight transportation system is dominated, almost exclusively, by its



highway network. The highest AADT occurs on roadways near the Naples and Marco Island communities, particularly northbound along I-75 and US 41/State Road (SR) 45. A number of roads in western Collier County are operating at LOS E or F; however, I-75 generally operates at LOS C or better in the county.

Truck

The majority of truck trips occurred primarily along coastal Collier County in the Naples and Macro Island areas within Collier County, and most of this truck volume uses I-75. By 2030, truck traffic is anticipated to increase into the central and northwest areas of the county, primarily as a result of various development projects and industrial and airport expansion projects in the Immokalee region.

Rail

Rail service to Southwest Florida is provided by Seminole Gulf Railway, which terminates in North Naples.

Commodity Flow

The top five commodity groups in 2003 accounted for 82 percent of the total flows, or 16.6 million tons, by weight. These top commodity groups consisted of nonmetallic minerals (37 percent); clay, concrete, glass, or stone (18 percent); secondary moves (18 percent); food (5 percent); and petroleum/coal (4 percent).

In 2003, Collier County exported 8.5 million tons, valued at \$14.4 billion. The outbound shipments (by weight) are destined largely for locations elsewhere in Florida or the Southeast United States. In the same year, Collier County imported 3.3 million tons valued at \$12.6 billion. Thus, the County exports more than it imports, due to the higher comparative weight of outbound shipments, such as aggregate and stone, versus the higher value of inbound shipments, such as food and petroleum.

Collier County is almost entirely dependent on trucks for freight movements, and highway and local roadway systems are used to transport freight in, out, and through the county.

Stakeholder Summaries

In-person interviews were conducted with Collier County public and private freight representatives and regional freight stakeholders. Interviews consisted of public planning and economic development agencies and authorities, motor carriers, railroads, airports,



and shippers and receivers. The interviews were designed to gather input on freight operations and needs and to allow all involved parties to participate in the development of a freight program that will guide future transportation investment decisions and truck routing policies in the county. Results from these interviews helped to form the freight program enhancement strategies detailed below.

Truck Management Workshop

A regional workshop was conducted to bring key stakeholders together to discuss the need for a regional truck management program. Lee and Collier MPOs invited more than 55 representatives including state and local planning and law enforcement agencies, city and county representatives, economic development agencies, citizens, trucking and freight advisory groups, and freight-dependent businesses to the Southwest Florida Truck Management Workshop. Results from this workshop, in combination with stakeholder interviews and data analysis helped to form the freight program enhancement strategies detailed below.

Freight Program Enhancement Strategies

The nine strategies listed below facilitate the ongoing development of the Collier County Freight Program. The strategies are focused on procedural- or process-related activities that will provide the necessary structure to the freight program.

1. Incorporate new policy language into appropriate transportation plans and programs that promotes enhanced mobility for people and freight.
2. Incorporate freight-specific investment strategies into future long range transportation plans (LRTPs) and transportation improvement program (TIP) updates to promote an integrated transportation system.
3. Modify LRTP update procedures to ensure freight partners are represented.
4. Designate an official Freight Transportation Advisory Committee for ongoing local public and private input opportunities.
5. Partner with the Southwest Florida Transportation Initiative and the Southwest Florida Regional Stewardship Alliance on national and regional freight transportation issues that affect Collier County.



6. Coordinate with local law enforcement agencies on commercial vehicle law enforcement.
7. Promote and monitor freight-intensive developments, where appropriate.
8. Support land use policies and zoning regulations that balance all community livability concerns including the promotion of land preservation to support continued industrial development and freight transportation.
9. Recommend the development of a formal Truck Management Program.

Lee County Freight and Goods Mobility Analysis

In this analysis, a regional freight profile was developed that describes Lee County's freight flows; presents key economic and demographic trends that impact freight movements; identifies key freight needs and regional developments impacting freight supply and demand; reviews and identifies zoning and transportation policies affecting truck mobility; and provides recommendations for an ongoing freight program and truck routing policies. For consistency, the format for the Lee County Freight and Goods Mobility Analysis is the same as previously discussed for Collier County.

Freight Transportation Policy

Building upon existing county goals and objectives, as well as an analysis of state plans and programs, specific language revisions and additions to the proposed Lee County 2030 LRTP objectives were developed. The proposed revisions to the existing LRTP goals and objectives are aimed at balancing freight movement needs with commuter mobility, safety, and local quality of life and effectively serving and improving the movement of people and goods in Lee County. The added goals and objectives will:

- Guide the development of freight program enhancement strategies.
- Promote efficiency, reliability, and connectivity of the regional freight system.
- Better integrate freight movements with public welfare and safety.
- Help identify additional financing strategies to support the need to improve the movement of freight and goods.



Regional Economic and Demographic Profile

Lee County is the most populous County in Southwest Florida, and its population is now on a decades-long run of exceptionally rapid growth, a pace that is expected to be sustained into the future. Lee County grew more than five times in size from 105,000 in 1970 to over 571,000 in 2006. By 2030, Lee County is expected to add an additional 400,000 people, increasing its total population to slightly less than one million persons.

Until recently (2007), Lee County has been adding jobs faster than most parts of the country. After a brief economic slowdown in the early 1990s with limited jobs growth, the decade between 1995 and 2005 emerged as a period of strong employment growth for the Lee County economy. Conditions currently, however, show that growth in Lee County is leveling as construction slows and foreclosures rise.

Lee County Freight Profile

Lee County is linked to the rest of Florida by I-75, US 41/SR 45, and SR-80. Due to its location close to the southern tip of the Florida peninsula, Lee County's freight movements are led by origin and destination traffic, though some freight is through-traffic bound for Collier County and Southeast Florida.

Lee County's freight transportation system is dominated by its highway network. The highest Annual Average Daily Traffic (AADT) for truck movements occurs along I-75 and US 41, each of which carries over 30,000 AADT. These two corridors are critical for north/south truck and commuter movements, providing access to the most developed part of the County. Traffic is generally more congested in the winter between the last week of January and the end of April. By 2030, congestion is expected to grow substantially with large portions of primary highway connectors, in particular the north-south routes of I-75 and US 41, reaching LOS E and F.

Truck

Given the existing freight infrastructure, the region is dependent on trucks for almost 100 percent of its freight. The majority of truck trips occurred primarily in and around urban areas (Fort Myers) and adjacent to major highways and arterials (I-75, US 41, SR 78, SR 80, SR 82). By 2030, truck traffic is anticipated to increase into the eastern and northwest areas of the County. These are primarily the result of various planned residential and commercial development projects.



Air

Southwest Florida International Airport (RSW) accommodates the largest number of passengers and is the sole airport in the county with regularly scheduled cargo service. In general, air cargo consists of light weight, high value commodities such as fresh flowers, seafood, electronics, and expedited business services.

Rail

Rail freight service to the region is provided by Seminole Gulf Railway (SGLR), which is headquartered in Fort Myers. Building materials, newsprint, beer, LP gas, pulpwood, logs, and stone are among the primary commodities hauled by SGLR in the region. The Fort Myers line spans the area between Vanderbilt Beach and interchanges with CSX Transportation in Arcadia, gaining access to CSX Transportation lines and their markets.

Pipeline

There is one Florida Gas Transmission Pipeline that connects Lee County to the network of pipelines throughout the state.

Commodity Flow Analysis

The top commodities moving into, out of, within, and through Lee County in 2003 by both weight and value consisted of nonmetallic minerals (33 percent); clay, concrete, glass, or stone (17 percent); secondary moves (17 percent); and petroleum/coal (8 percent). These commodities support construction activities as well as energy and consumer products.

Lee County's outbound shipments (by weight) are predominantly destined for locations elsewhere in Florida or the South Atlantic United States. Inbound shipments mirror outbound patterns with 77 percent, (11.4 million tons) coming from other locations in Florida. Cargo passing through the county without stopping makes up the largest single type of movement, consisting of 13.9 million tons.

The majority of freight-dependent industries are centered along the key north-south and east-west highways in the county namely US 41 and I-75 and SR 78, SR 80, and SR 82.



Freight Stakeholder Interviews

In person interviews were conducted with Lee County public and private freight representatives and regional freight stakeholders. These consisted of public planning and economic development agencies and authorities, motor carriers, railroads, airports, and shippers and receivers. The interviews were designed to gather input on stakeholder operations and needs and allow all involved parties to participate in the development of a freight program that will guide future transportation investment decisions and truck routing policies in the county. Results from these interviews helped to form the freight program enhancement strategies detailed below.

Truck Management Workshop

A regional workshop was conducted to bring key stakeholders together to discuss the need for a regional truck management program. Lee and Collier MPOs invited more than 55 representatives including state and local planning and law enforcement agencies, city and county representatives, economic development agencies, citizens, trucking and freight advisory groups, and freight-dependent businesses to the Southwest Florida Truck Management Workshop. Results from this workshop, in combination with stakeholder interviews and data analysis helped to form the freight program enhancement strategies detailed below.

Freight Program Enhancement Strategies

The strategies listed below facilitate the ongoing development of the Lee County Freight Program. The strategies are focused on procedural- or process-related activities that will provide the necessary structure to the freight program.

- Incorporate new policy language into appropriate transportation plans and programs that promotes enhanced mobility for people and freight.
- Incorporate freight-specific investment strategies into future LRTP and TIP updates to promote an integrated transportation system.
- Modify LRTP update procedures to ensure freight partners are represented.
- Designate an official Freight Transportation Advisory Committee for ongoing local public and private input opportunities.



- Partner with the Southwest Florida Transportation Initiative, the Southwest Florida Regional Stewardship Alliance, and the Tampa Bay Area Regional Transportation Authority on national and regional freight transportation issues that affect Lee County.
- Coordinate with local law enforcement agencies on commercial vehicle law enforcement.
- Promote and monitor freight-intensive developments, where appropriate.
- Support land use policies and zoning regulations that balance all community livability concerns including the promotion of land preservation to support continued industrial development and freight transportation.
- Recommend the development of a formal Truck Management Program.

Sarasota-Bradenton Freight Movement Study

The objectives of the Sarasota-Bradenton Freight Movement Study were defined as the development of a database for freight movement characteristics and patterns, the development of both current and future needs facing freight movement, and the development of a recommended set of improvements and actions for freight movement needs. These objectives were tailored to assess the unique impact of heavy truck traffic.

Trucking is one of the most important modes of transportation for freight in the Sarasota-Bradenton area. Nationally tabulated commodity flow data for the Sarasota/Manatee area indicate that as much as 87 percent of the area's freight moves by truck. Trucks also provide the important intermodal link to Port Manatee, the airports, and the rail heads the region.

Truck traffic contributes to and is affected by roadway congestion in the area. This is especially true for large, heavily loaded trucks which have limited acceleration and deceleration characteristics compared to automobiles. Operational characteristics defined in the study effort demonstrate that because of their slower stops and starts, large trucks impede the overall traffic stream, regardless of which lane they use.



Review of Other Freight Transportation Studies

Other recent freight transportation studies were reviewed based on study relevance, scope and scale. These studies show various methodologies for analyzing urban goods and freight movement. The studies selected for review were:

- Indianapolis Intermodal Freight System Study
- Chatham County Intermodal Freight Study
- Portland, OR Area Truck/Commodity Movement Study
- Freight Mobility Action Plan for Puget Sound Region
- Greater Columbus Inland Port Study

Data Collection

Information was tabulated on the origin and destination of commodity shipments to, from, and through Sarasota and Manatee counties by four modes – rail, truck, air, and water. Vehicle classification counts provided information about daily and peak period traffic flows at the count locations as well as the types of vehicles traveling the roads. Land use data was then paired with the classification count information to define potential major truck travel corridors.

Corridors Requiring Further Study

Based on the data collection, ten initial corridors were identified as having conditions requiring more detailed examinations of truck movements. The emphasis was placed on routes connecting to the Interstate system (I-75 and I-275) and those distributing the various “truck carried commodities” to the major origin/destination areas within the two counties. The Freight Mobility Working Group selected four corridors from the ten:

- University Parkway/CR 610 (I-75 to US 301)
- US 41 (US 301 south of Manatee River to US 301 north)
- US 41/Moccasin Wallow Road (I-75 to Port Manatee Entrance)
- US 41 (Bee Ridge Road/SR 758 to Fruitville Road/SR 780)



Freight Movement Patterns

At present, trucks are the primary mode of freight transportation in the Sarasota-Bradenton area and provide a connection between all modes. Approximately 32 percent of truck trips into Sarasota and Manatee counties were through trips passing along Interstate 75, while the other 68 percent are trips either originating or terminating in the area.

The link between current and future freight movement patterns is industrial employment, which accounts for over 70 percent of all truck trips today. The resulting heavy truck trip volumes are generally collocated with areas where there is significant industrial employment.

Improvements / Performance

Ideally, “truck friendly” improvements should be focused on major goods movement routes where flow optimization procedures and design can significantly benefit overall traffic flow. “Truck friendly” evaluation criteria should be applied to those routes accommodating 500 or more heavy trucks per day (FHWA Classes 8 through 13) and which have at least five percent heavy trucks in the traffic stream.

In addition, main intersections leading to and from industrial areas should be designed to accommodate heavy vehicles by sizing curb turning radii to permit heavy truck right turns from the approach curb lane to the exit curb lane. Left- and right-turn storage and the deceleration taper lengths should be sized for future heavy truck traffic volumes. The distance between intersections should be designed to accommodate the turn lane lengths and standard access management criteria.

Tampa Bay Regional Goods Movement Study

The purpose of the *Tampa Bay Regional Goods Movement Study* was to address regional freight mobility concerns and to provide a framework for integrating freight mobility considerations into the regional and local planning processes. The Tampa Bay Regional Goods Movement Study area covers Citrus, Hernando, Pasco, Hillsborough and Pinellas counties.

In the Tampa Bay region, the freight industry plays a tremendous role. Freight providers move all of the goods necessary to sustain the daily lives and businesses of Tampa Bay.

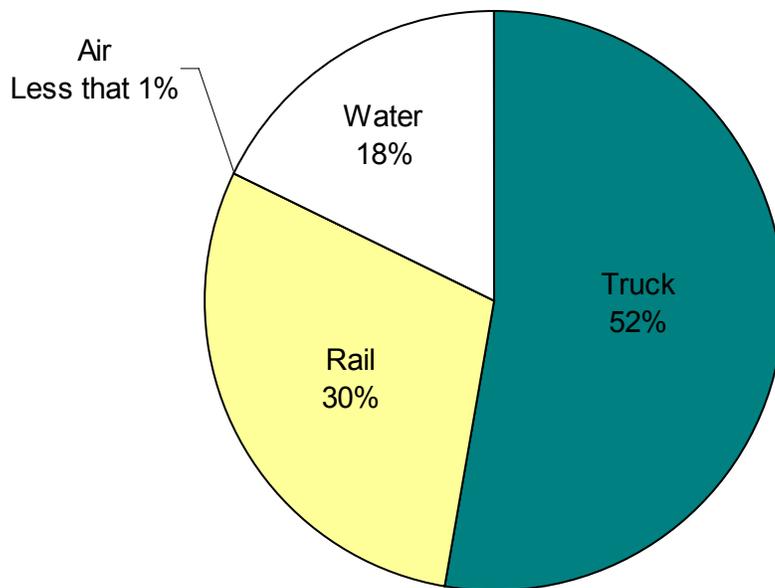


The freight industry provides approximately 26,000 jobs in the region. The value of all world export trade for the Tampa Bay Region, including large volumes of bulk fertilizers, reached \$2.4 billion in 1999.

More than 280 million tons of freight originating, terminating, or passing through the region is transported each year and requires an integrated collection of services provided by trucks, rail cars, airplanes, and ships.

The approximate freight modal breakdown for the region is includes 148 million tons by truck, 83 million tons by rail, 0.13 million tons by air, and 50 million tons by water. This modal split percentage is shown by in the following pie chart:

Figure 5-4: Collier County Freight by Mode



Truck Freight

Truck freight represents over half of the total tonnage moved in the Tampa Bay Region. Freight forecasts indicate a 50 percent increase in Florida truck volumes by the year 2025.



Rail Freight

Tampa Bay's 261-mile regional rail system is operated by CSX Transportation. The region serves more as a destination for rail freight traffic than as a generator. Sixty-seven percent of inbound rail freight shipments to the Tampa Bay Region have Florida origins.

Seaports and Waterways

The Port of Tampa is the largest port by tonnage in the state of Florida, handling 50 percent of all waterborne commerce that passes through the state. The Port of Tampa complex includes more than 110 berths and handles approximately 52 million tons of cargo annually. Cargo is transported to and from the port by approximately 11,200 trucks and 850 rail cars per day. This total is expected to grow to over 17,000 trucks and 1,025 rail cars by 2010.

Air Freight

St. Petersburg-Clearwater International Airport and Tampa International Airport provide air freight services for the Tampa Bay Region.

Other Freight Mobility Considerations

The study identified a number of categories of barriers that decrease efficiency of the industry: physical, operational, institutional, financial and political. New technologies and business concepts will be able to increase the number of trucks operating on roads; however, even with the latest technology in place to improve on-site operations, the biggest challenge to terminal operators is access.

Freight activity centers (FACs) have been identified as an important mobility consideration. These centers are generally major generators of truck trip activity, including long-haul shipments to areas outside of the region. The regional FACs are connected to each other and to the Statewide Strategic Trade Corridors by regional freight mobility corridors. These corridors were designated throughout the region to provide a transportation network for the efficient movement of goods while minimizing potential impacts of trucking to community assets such as neighborhoods and ecosystems. An approach to effectively integrate freight mobility considerations into freight transportation is by establishing a Tampa Bay Regional Goods Movement Management System (GMMS).



Recommendations

The recommendations of the study include a variety of actions, examples of which include the following:

- Incorporate “truck-friendly” design criteria into projects.
- Develop a regional freight signage plan.
- Develop land use and zoning policies that will protect regional freight corridors.
- Encourage the development of freight villages.



SECTION 6.0 NATURAL FEATURES

Because of the location of the I-75 South Corridor along coastal areas and the Everglades in South Florida, the identification and consideration of natural features is essential in understanding potential natural impacts of any proposed improvements along the corridor. This chapter identifies a number of existing natural features, including:

- Sensitive Surface Waters (Outstanding Florida Waters)
- Wetlands and Floodplains
- Drainage Features and Proposed Improvements
- Sensitive Habitats
- Publicly Owned or Managed Lands
- Contaminated Sites

Natural features were identified for areas intersecting the I-75 corridor and where warranted, within ½ mile of the I-75 South Corridor. Previous PD&E study information was used to supplement information concerning the potential impacts of proposed improvements along the corridor.

6.1 OUTSTANDING FLORIDA WATERS

Section 403.061(27), Florida Statutes, designates a special category for the protection of sensitive surface waters. Most of these “Outstanding Florida Waters” (OFWs) are located within publicly-owned conservation or recreation properties and provide a legal boundary for protection.

Table 6-1 lists all OFWs which intersect the I-75 Southern Corridor.



Table 6-1: Outstanding Florida Waters

Type	Name	County
Other	Fakahatchee Strand State Preserve	Collier
Other	Florida Panther National Wildlife Refuge	Collier
Other	Big Cypress National Preserve	Collier
Other	Save Our Everglades	Collier
Special	Estero Bay Tributaries	Lee
Other	Caloosahatchee National Wildlife Refuge	Lee
Special	Myakka Florida Wild and Scenic River Segment	Sarasota
Special	Little Manatee River	Hillsborough
Special	Hillsborough River	Hillsborough/Pasco
Aquatic Preserve	Cockroach Bay Aquatic Preserve	Hillsborough
Other	Chassahowitzka National Wildlife Refuge	Hernando/Sumter
Special	Withlacoochee River System	Sumter

6.2 WETLANDS AND FLOODPLAINS

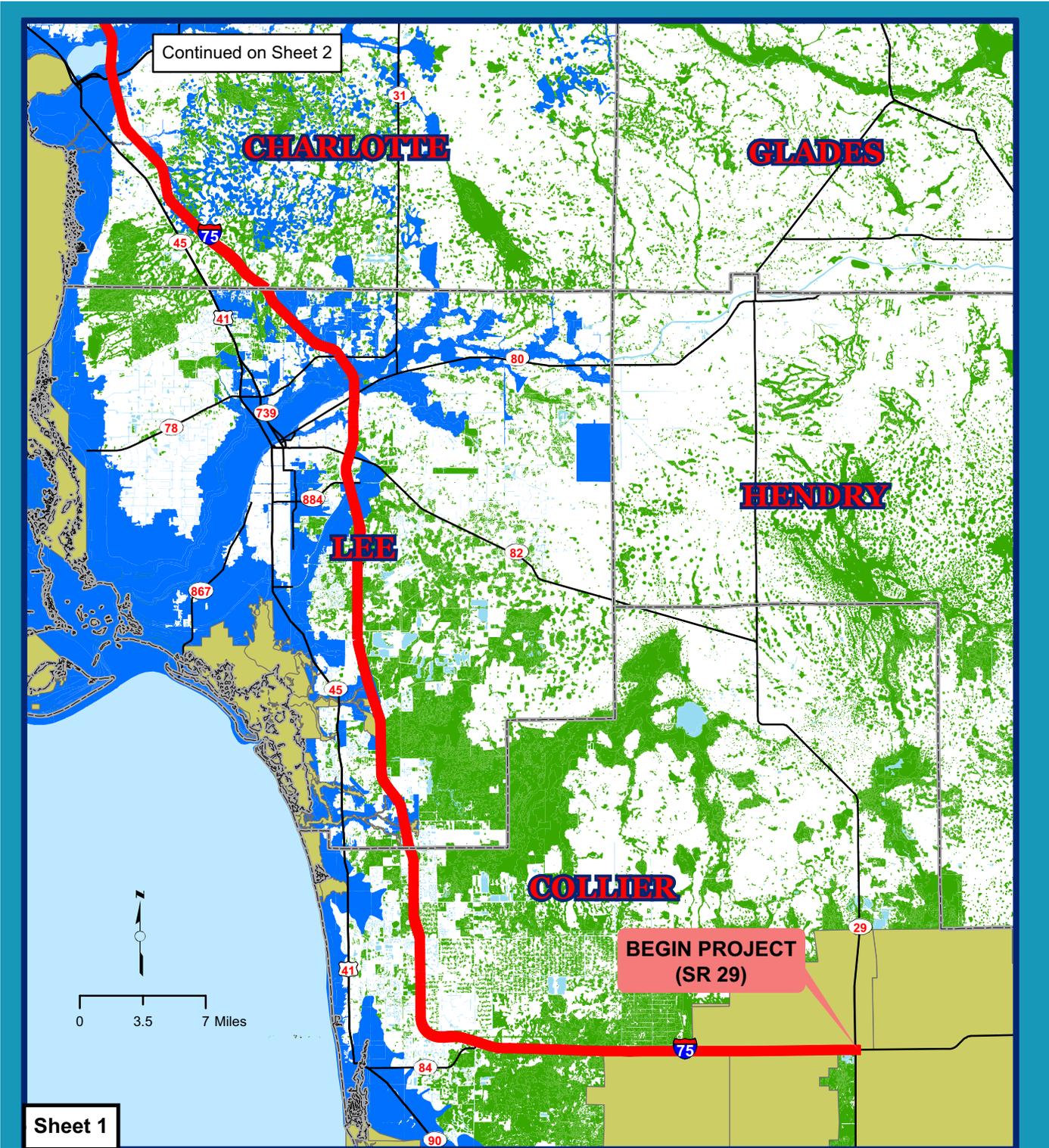
Because of the abundance of wetlands and floodplains in and around the corridor, this analysis identifies areas where wetlands and floodplains are concentrated and where the greatest impacts may be expected. In general, the southern portion of the I-75 South Corridor in Collier and Lee counties can be expected to have the heaviest presence of wetlands and floodplains due to their proximity to the Everglades and a number of publicly owned/managed conservation lands. Wetlands and floodplains throughout the study area are displayed in **Figures 6-1** through **6-3**.

Collier County

The I-75 South Corridor passes through a concentration of wetlands between SR 29 and Collier Boulevard (SR 951) in Collier County. The area south of I-75 between SR 29 and Collier Boulevard (SR 951) is also the location of current Everglades Restoration projects, and therefore heavy wetland impacts may be expected in this area.

Lee County

Wetland and 100-year floodplain impacts are heavy throughout Lee County, with concentrations along I-75 between Bonita Beach Road and Corkscrew Road. This area is also the location of the Corkscrew Swamp Sanctuary. Additional concentrated impacts may be expected between Daniels Parkway and the Charlotte County Line.



LEGEND

- Outstanding Florida Waters
- 100-Year Floodplain
- Wetlands
- Interstate 75

I - 75 Sketch Interstate Plan (SIP)

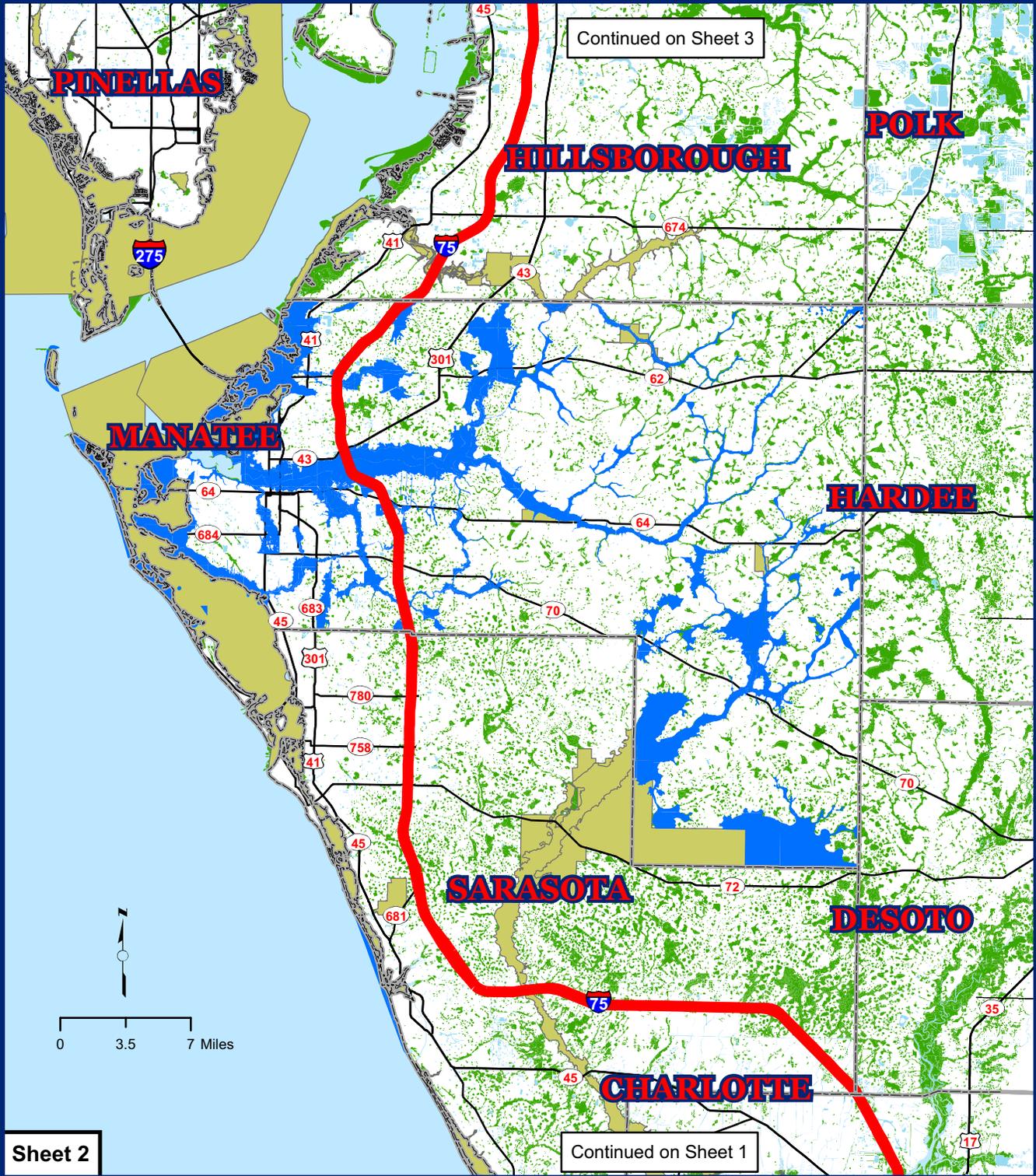
Figure: 6-1: Wetlands and Floodplains (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Sheet 2

LEGEND

-  Outstanding Florida Waters
-  100-Year Floodplain
-  Wetlands
-  Interstate 75

I - 75 Sketch Interstate Plan (SIP)

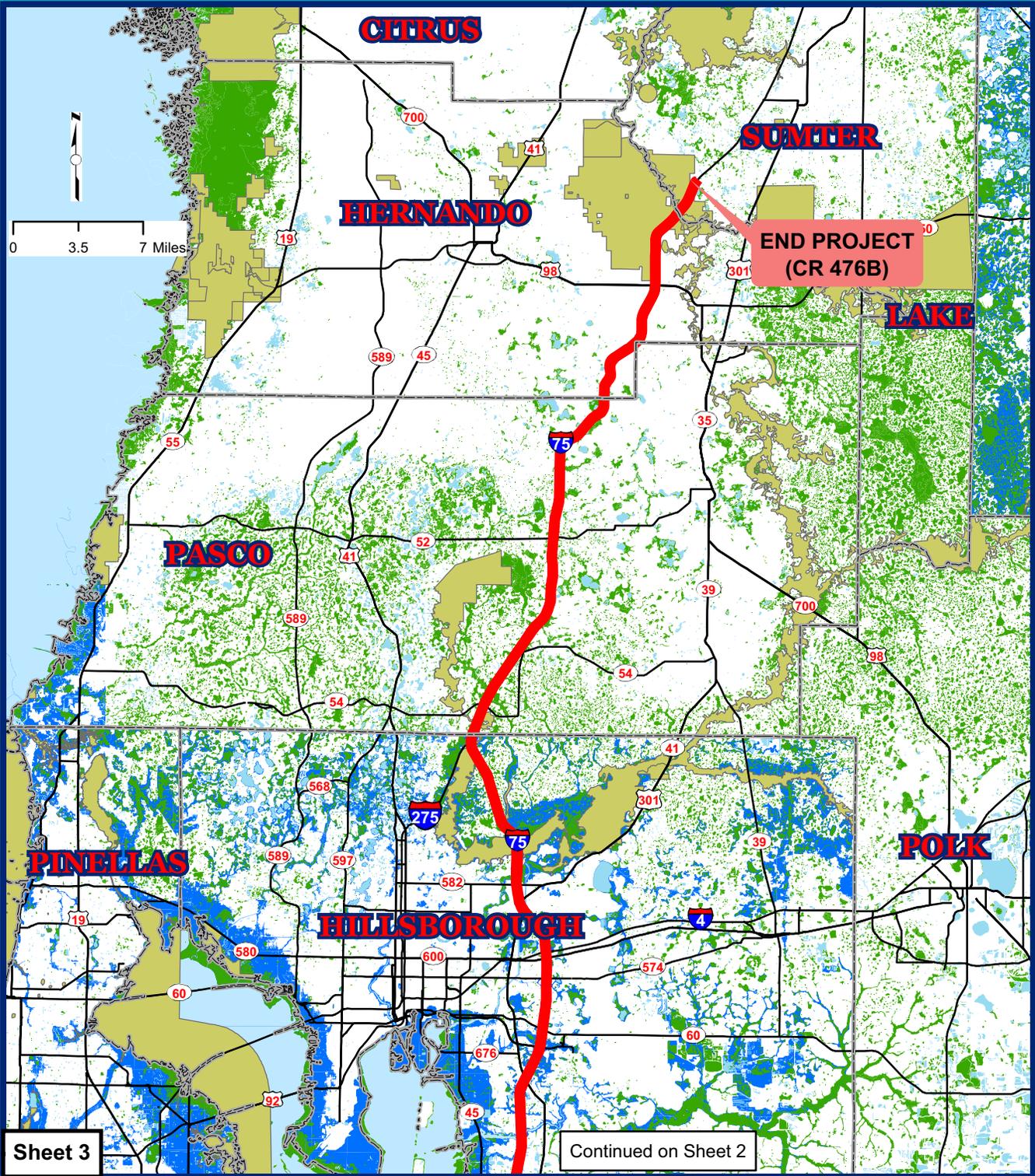
Figure: 6-2: Wetlands and Floodplains (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- Outstanding Florida Waters
- 100-Year Floodplain
- Wetlands
- Interstate 75

I - 75 Sketch Interstate Plan (SIP)

Figure 6-3: Wetlands and Floodplains (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





Charlotte County

Pronounced wetland impacts may be expected between the Charlotte/Lee County Line to US 17/SR 35 (Exit 164), and along I-75 in the northeast quadrant of Charlotte County.

Sarasota County

The area between SR 45 and River Road (Exit 191) lies within the 100-year floodplain and impacts are expected to be heavy in this area. Wetland impacts are minimal through this same area.

Manatee County

The area just south of SR 43/US 301 and I-75 lies on the 100-year floodplain. Wetland impacts are expected to be minimal in this area.

Hillsborough County

Wetland and floodplain impacts are intermittent along I-75 through Hillsborough County. Floodplain impacts are expected between Fletcher Avenue/CR 582 A (Exit 266) and Bruce B. Downs Boulevard/CR 581 (Exit 270), as well as around the Hillsborough/Pasco County Line (Exit 274).

Pasco County

Wetlands and floodplains are intermittent along I-75 through Pasco County. Heavier floodplain impacts may be expected between SR 56 (Exit 275) and SR 52 (Exit 285).

Hernando and Sumter County

Wetland and floodplain impacts are expected to be minimal and intermittent along I-75 through Hernando and Sumter counties to the project limit at CR 476B (Exit 309).

In general, both direct and indirect impacts to wetlands may require mitigation as determined in coordination with State Water Management Districts and the United States Army Corps of Engineers. Mitigation for wetland impacts may be provided through payment to established mitigation banks or by conservation of lands or wetland creation and/or enhancement. Proposed mitigation alternatives and costs will vary as a function of the magnitude and quality of the impact.



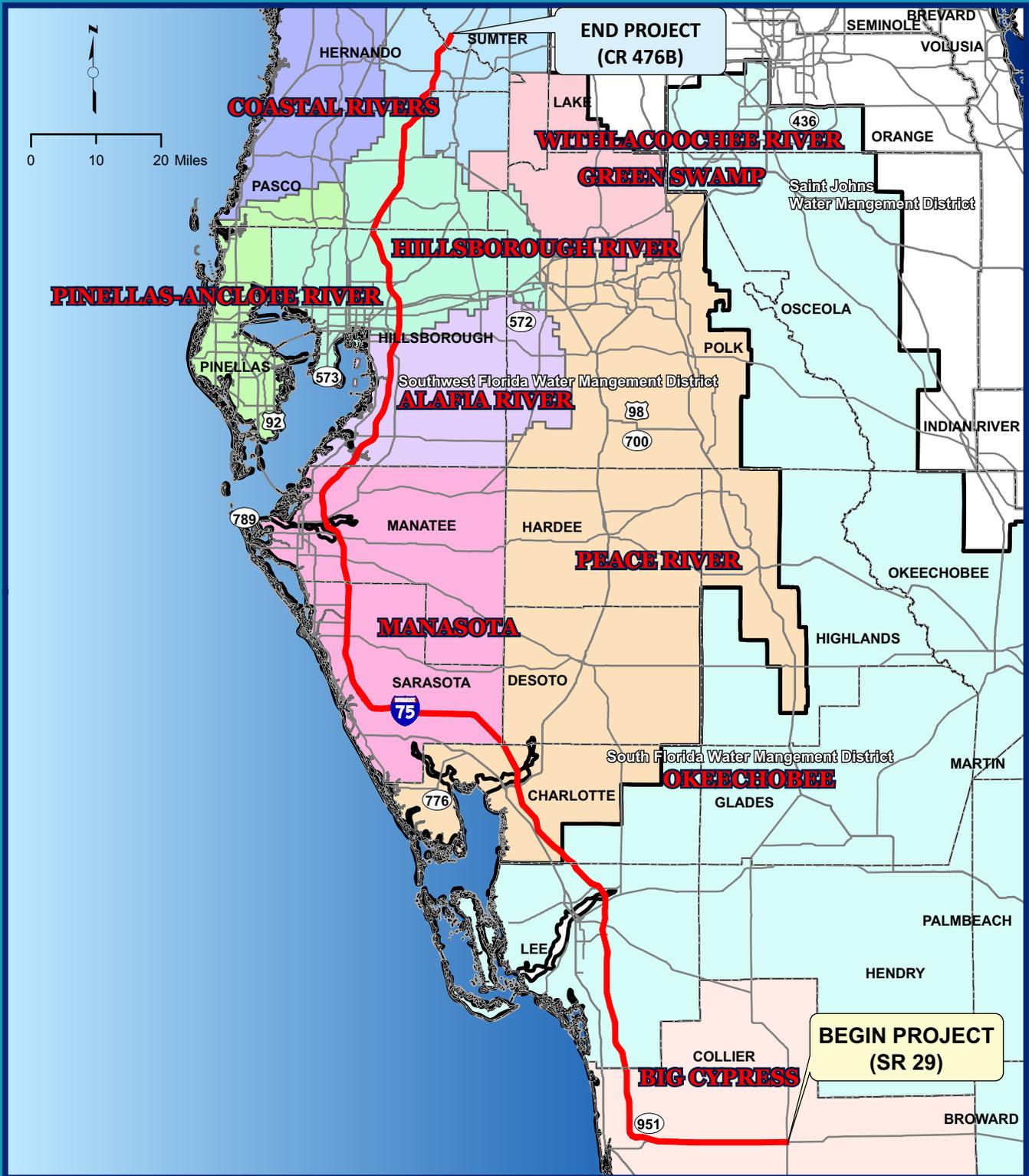
Impacts to FEMA 100-year floodplains will require cup-for-cup compensation. On-site compensation of minor impacts may be a viable alternative, while significant impacts may require additional off-site right of way for floodplain compensation ponds.

6.3 DRAINAGE

This section summarizes the content presented in various PD&E Studies that have been prepared for sections of the project alignment. Review of the PD&E studies indicates that a majority of the alignment has been analyzed with respect to drainage with exception of the portion of I-75 from SR 29 to SR 951 in Collier County and from north of SR 681 in Sarasota County to Fowler Avenue (SR 582) in north Hillsborough County. Drainage information for this area will be documented in PD&E studies currently underway, and supplemental information for these areas will be included in the I-75 South Corridor Mainline Vision Report once these PD&E studies have been completed.

Figure 6-4 shows water management district (WMD) boundaries within the study area as well as major drainage basins.

The following sections present findings for each of the nine counties within the I-75 South Corridor.



LEGEND

- | | |
|--------------------|----------------------------|
| ALAFIA RIVER | PINELLAS-ANCLOTE RIVER |
| COASTAL RIVERS | WITHLACOOCHEE RIVER |
| GREEN SWAMP | BIG CYPRESS |
| HILLSBOROUGH RIVER | OKEECHOBEE |
| MANASOTA | WATER MANAGEMENT DISTRICTS |
| PEACE RIVER | INTERSTATE 75 (STUDY AREA) |

I - 75 Sketch Interstate Plan (SIP)

Figure 6-4: WMDs and Major Drainage Basins

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





6.3.1 Existing Drainage Features

Collier County (SR 951 to Lee County Line)

This portion of the project is located within the jurisdiction of the South Florida Water Management District (SFWMD) in the Big Cypress drainage basin. The topography of this section is relatively flat with ground surface elevations ranging from approximately ten feet to approximately 14 feet.

Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. There are 20 existing cross drains which range in size from a 15"-diameter reinforced concrete pipe to a double 8' x 10' concrete box culvert. There are no formal stormwater management facilities reported within this section.

Three major canals owned and maintained by SFWMD cross the project alignment:

- **Golden Gate Main Canal**, crosses under I-75 south of the Golden Gate Parkway Overpass.
- **I-75 Canal**, parallels I-75 from Immokalee Road (CR 846) south to the Golden Gate Main Canal (CR 886), where it crosses I-75.
- **Cocohatchee Canal**, flows west from the Immokalee Road Interchange.

There are no reported flooding problems with FDOT structures; however, Collier County has requested that additional capacity be added to the existing cross drains to improve outfall conditions for offsite areas that are experiencing extended periods of inundation.

This project is not within the FEMA 100-year base floodplain, and there are no FEMA designated regulatory floodways within the project limits.

Lee County (Collier County Line to North of SR 78)

This portion of the project is located within the jurisdiction of the South Florida Water Management District in the Okeechobee drainage basin. Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. The ditches along the project alignment discharge to a number of local creeks and rivers including Estero River, Mullack Creek, Spring Creek, the Imperial River, Ten Mile Canal, the Caloosahatchee River, Six Mile Cypress Slough, Billy Creek, and Popash Creek. There are 75 existing



cross drains which range in size from a 24"-diameter reinforced concrete pipe to a 12' x 8' concrete box culvert.

According to coordination with FDOT District One maintenance staff, there are no reported flooding problems associated with the I-75 roadway or ramps; however, seasonal flooding is known to occur within the grassed areas of the I-75 right of way.

This project encroaches on the floodplain in south Lee County at the Imperial River and in north Lee County in the vicinity of SR 80. The project crosses a designated regulatory FEMA floodway at the Imperial River.

Lee County and Charlotte Counties (North of Bayshore Road (SR 78) to North of Kings Highway)

This portion of the project is located within the jurisdictions of the South Florida Water Management District and Southwest Florida Water Management District. The portion from north of the Charlotte County line to Kings Highway is located within the Southwest Florida Water Management District in the Peace River drainage basin. The remaining portion to the south is located within the South Florida Water Management District in the Okeechobee drainage basin.

Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. The major receiving water bodies include the Caloosahatchee River, Charlotte Harbor, and the Peace River. There are 67 existing cross drains which range in size from a 24"-diameter reinforced concrete pipe to a bridge opening.

There are no reported flooding or overtopping problems associated with the I-75 roadway or ramps based on coordination with FDOT maintenance staff.

This project encroaches on areas known to be inundated with the FEMA 100-year base flood. The base flood elevation has been determined in the southern portion of the alignment and along the Peace River; has not been determined in the area just south of the Charlotte County line; and has not been determined in the Babcock-Webb Wildlife Management Area north of the Charlotte/Lee County line. The project crosses two designated regulatory FEMA floodways, the Peace River and Alligator Creek.

Charlotte, DeSoto, and Sarasota Counties (North of Kings Highway to North River Road)

This portion of the project is located within the jurisdiction of the Southwest Florida Water Management District within the Peace River and Manasota drainage basins. The portion of the project located within Sarasota County is within the Manasota drainage basin and



the remaining portion to the south located within the Peace River drainage basin. Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. The ditches along the project alignment discharge to canals that ultimately discharge into the Cosmic Waterway, Big Slough Canal, and Deer Prairie Creek which eventually reach the Myakka River and ultimately the Gulf of Mexico. There are 62 existing cross drains which range in size from a 24"-diameter reinforced concrete pipe to a triple 10' x 8' concrete box culvert.

Based on analysis of the existing cross drains, there are no apparent flooding problems associated with the existing cross drains along this portion of the alignment.

This project encroaches on areas inundated by the FEMA 100-year base flood. There are no designated regulatory FEMA floodways within this section of the project alignment.

Sarasota and Manatee Counties (North River Road to SR 681)

This portion of the project is located within the jurisdiction of the Southwest Florida Water Management District within the Manasota drainage basin. The topography along this section of the project alignment is generally flat with ground surface elevations ranging from approximately ten feet NGVD29 at the south end to approximately 15 feet NGVD29 at the north end.

Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. The ditches along the project alignment discharge to canals or existing depressional areas which eventually discharge to the Myakka River, Curry Creek, Shakett Creek, Cow Pen Slough, Fox Creek or South Creek. This discharge then ultimately reaches the Gulf of Mexico. There are 15 existing cross drains which range in size from a 24"-diameter reinforced concrete pipe to a 10' x 6' concrete box culvert.

Based on analysis of the existing cross drains and interviews with FDOT Maintenance staff, there are no apparent flooding problems associated with the existing cross drains along this portion of the alignment. However, Sarasota County indicated that the 1995 construction of the bypass ditch on the west side of I-75 near the Calusa Lakes Subdivision (Station 1525+37) alleviated flooding during major storm events at the existing cross drain located north of Fox Creek (Cross Drain #14).

This project encroaches upon areas inundated by the FEMA 100-year base flood at the confluence of Salt Creek, Cow Pen Slough and Fox Creek; Curry Creek, and the Myakka River. There are no designated regulatory FEMA floodways within this section of the project alignment.



Hillsborough and Pasco Counties (South of Fowler Avenue/SR 582 to Wesley Chapel Boulevard/CR 54)

This portion of the project is located within the jurisdiction of the Southwest Florida Water Management District within the Hillsborough River drainage basin. Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite eventually reaching the Hillsborough River and ultimately the Gulf of Mexico. The ditches along the project alignment discharge to a number of tributaries of the Hillsborough River which either cross I-75 or exist in the vicinity of I-75. These tributaries include Cypress Creek, Trout Creek, Clay Gulley Creek, Cabbage Swamp and Cowhouse Creek. There are 28 existing cross drains which range in size from a 24"-diameter reinforced concrete pipe to a bridge crossing.

Based on field observations and interviews with FDOT maintenance staff, there are no apparent flooding problems associated with the existing cross drains along this portion of the alignment.

This project encroaches upon areas inundated by the FEMA 100-year base flood at the confluence at various creek crossings along the alignment. This area is designated as a regulatory FEMA floodways within the section of the project alignment at Cypress Creek located south of the I-275 interchange.

Pasco, Hernando and Sumter Counties (Wesley Chapel Boulevard (CR 54) to South of CR 476B)

This portion of the project is located within the jurisdiction of the Southwest Florida Water Management District and within the Hillsborough River and Withlacoochee River drainage basins.

Generally, stormwater runoff from the road is collected in open ditches or swales and conveyed to existing cross drains where it discharges offsite ultimately reaching the Gulf of Mexico. There are 46 existing cross drains which range in size from an 18"-diameter reinforced concrete pipe to a concrete bridge crossing.

Based on field observations and interviews with FDOT and county maintenance staff, there are no apparent flooding problems associated with the existing cross drains along this portion of the alignment.

This project encroaches upon areas inundated by the FEMA 100-year base flood at several locations along the project associated with existing creek crossings and isolated depressional areas. There are no designated regulatory FEMA floodways within this section of the project alignment.



6.3.2 Proposed Drainage

The proposed improvements to I-75 will require design of stormwater management systems prepared in accordance with the rules of the Florida Department of Transportation, South Florida Water Management District and the Southwest Florida Water Management District. The following documents provide specific guidance on the criteria for these agencies:

- FDOT Drainage Manual (2009)
- Basis of Review for Environmental Resource Permit Applications with the South Florida Water Management District (November 11, 2009)
- Part B Basis of Review for Environmental Resource Permit Applications within the Southwest Florida Water Management District (November 3, 2009)

In general, the stormwater runoff from the proposed I-75 improvements will require water quality treatment and attenuation to qualify for an Environmental Resource Permit from the South Florida or Southwest Florida Water Management District. Typically, offsite stormwater management ponds are used to satisfy both of these criteria. The ponds can satisfy these criteria through the retention or detention of stormwater to reduce pollutant loads for water quality purposes and with the use of discharge control structures designed to attenuate the post-development discharge rates to levels at or below the existing discharge rate for the design storm event. The manuals listed above describe the criteria for each Water Management District as well as any special basin criteria that are required above and beyond the standard criteria.

Additionally, project improvements which result in the placement of fill within areas inundated by the 100-year FEMA base flood will require cup-for-cup compensation of the impact. The compensation will be required within the impacted floodplain and must be hydraulically connected to the floodplain.

The I-75 South Corridor crosses several designated regulatory FEMA floodways. If these crossings result in improvements such as new pilings within the floodway, then a No-Rise analysis will be required to demonstrate that the improvements will not impact the floodway characteristics.

6.4 SENSITIVE HABITATS

To analyze sensitive habitats along the I-75 South Corridor, a review was conducted of ETDM, and the Florida Natural Areas Inventory (FNAI) Biodiversity Matrix was used to identify a list of “Documented,” “Documented-Historic,” and “Likely” occurrences of rare



species within one square mile of the corridor. The Biodiversity Matrix category definitions of rare species and communities include the following:

DOCUMENTED - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit.

DOCUMENTED-HISTORIC - There is a documented occurrence in the FNAI database of the species or community within this Matrix Unit; however, the occurrence has not been observed/ reported within the last twenty years.

LIKELY - The species or community is known to occur in this vicinity, and is considered likely within this Matrix Unit because:

1. a documented occurrence overlaps this and adjacent Matrix Units, but the documentation isn't precise enough to indicate which of those Units the species or community is actually located in; or
2. there is a documented occurrence in the vicinity and there is suitable habitat for that species or community within this Matrix Unit.

POTENTIAL - This Matrix Unit lies within the known or predicted range of the species or community based on expert knowledge and environmental variables such as climate, soils, topography, and land cover.

Source: FNAI Biodiversity Matrix Website, October 2009

Species and communities listed as "Potential" were not included in the analysis because the probability of these species occurring in any single unit measured is likely to be very small. This level of analysis provides an overview of likely and documented occurrences of rare species and communities surrounding the corridor and should not replace site specific surveys for particular improvement projects.

Table 6-2 summarizes the documented and likely rare species occurrences within ¼ mile of the I-75 South Corridor.

Table 6-2: FNAI Biodiversity Matrix Screening

Common Name	Element Occurrence	Federal Status	State Status	Collier	Lee	Charlotte	Sarasota	Manatee	Hillsborough	Pasco	Hernando	Sumter
American Alligator	Documented	SAT	LS		✓			X				
Bald Eagle	Documented or Likely	N	N	✓	✓	✓	✓	✓		X		
Beautiful Pawpaw	Likely	LE	LE			X						
Bird Rookery	Likely	N	N		X				X			
Brown Pelican	Likely	N	LS		X		X					
Dry Prairie	Likely	N	N				X					
Eastern Diamondback Rattlesnake	Likely	N	N					X			X	
Eastern Indigo Snake	Likely	LT	LT	X	X		X	X	X	X	X	
Florida Black Bear	Likely	N	LT	X								
Florida Bonamia	Likely	LT	LE					X				
Florida Burrowing Owl	Documented-Historic	N	LS			♦						
Florida Goldenaster	Documented or Likely	LE	LE				X	✓				
Florida Long-Tailed Weasel	Likely	N	N				X					
Florida Panther	Likely	LE	LE	X	X							
Florida Sandhill Crane	Likely	N	LT		X	X	X	X	X	X	X	

Source: FNAI Biodiversity Matrix Report, 2009.

Table 6-2 FNAI Biodiversity Matrix Screening (Cont'd.)

Common Name	Element Occurrence	Federal Status	State Status	Collier	Lee	Charlotte	Sarasota	Manatee	Hillsborough	Pasco	Hernando	Sumter
Florida Scrub Jay	Likely	LT	LT		X	X		X				
Ghost Orchid	Documented-Historic	N	LE	♦								
Giant Orchid	Documented	N	LT					√				
Gopher Tortoise	Documented or Likely	N	LT		X		X	√		√		
Great Egret	Likely	N	N				X	X	X			
Little Blue Heron	Likely	N	LS				X	X	X			
Manatee	Likely	LE	LE		X	X		X	X			
Mangrove Fox Squirrel	Documented or Likely	N	LT	X	√							
Mesic Flatwoods	Likely	N	N	X	X	X	X	X	X	X	X	X
Narrow-leaved Carolina Scalystem	Documented or Likely	N	N	√	X	X						
Night-Scented Orchid	Documented -Historic	N	LE	♦								
Prairie Hammock	Documented	N	N	√								
Red-cockaded Woodpecker	Likely	LE	LS	X	X	X					X	X
Roseate Spoonbill	Likely	N	LS					X				
Sand Dune Spurge	Likely	N	LE		X							

Source: FNAI Biodiversity Matrix Report, 2009.

Table 6-2: FNAI Biodiversity Matrix Screening (Cont'd.)

Common Name	Element Occurrence	Federal Status	State Status	Collier	Lee	Charlotte	Sarasota	Manatee	Hillsborough	Pasco	Hernando	Sumter
Sandhill	Likely	N	N							X	X	
Sandhill Upland Lake	Likely	N	N					X	X	X	X	
Scrub	Likely	N	N		X	X		X				
Sherman's Fox Squirrel	Documented	N	LS			✓						
Slough	Documented	N	N	✓								
Snail-Kite	Likely	LE	LE	X								
Snowy Egret	Documented or Likely	N	LS		✓	X	X					
Swallow-tailed Kite	Likely	N	N									X
Upland Hardwood Forest	Likely	N	N						X	X		
Tricolored Heron	Documented	N	LS		✓							
Wet Flatwoods	Documented	N	N	✓								
Wood Stork	Documented or Likely	LE	LE	X	✓	X	X	X	X	X	X	X
Yellow-crowned Night-heron	Likely	N	N			X						

Source: FNAI Biodiversity Matrix Report, 2009.

Legend:	
X	Likely
✓	Documented
⬆	Documented Historic
LE	Listed Endangered
LS	Listed as Species of Special Concern
LT	Listed as Threatened
N	Not Currently Listed
SAT	Threatened Due to Similarity of Appearance to a Threatened Species



Through the majority of the corridor, the Bald Eagle, Eastern Indigo Snake, Florida Sandhill Crane, Mesic Flatwoods, and Wood Stork are documented or likely to occur.

6.5 PUBLICLY OWNED/MANAGED LANDS

There are a number of publicly owned/managed recreation and conservation lands surrounding the I-75 South Corridor. Because of the nature of these lands, possible impacts are worth noting in these locations and have some similarities with locations of possible heavy wetland and floodplain impacts. An analysis was conducted to identify lands within one-mile of the corridor, as shown on **Table 6-3**. Fifty (50) public lands were identified within one-mile of the corridor.

Table 6-3: Public Lands within One Mile of I-75 South Corridor

Public Land Name	Managing Authority	Acreage	County
Big Cypress National Preserve	US Department of Interior National Park Service	720,561	Collier (Broward, Dade, Monroe)
Florida Panther National Refuge	US Department of Interior. US Fish and Wildlife Service	26,605	Collier
Fakahatchee Strand Preserve State Park	FDEP	75,981	Collier
Picayune Strand State Forest	Florida Department of Agriculture and Consumer Services	77,963	Collier
Logan Woods Preserve	Collier County	7	Collier
Corkscrew Regional Ecosystem Watershed	SFWMD	26,025	Collier, Lee
Six Mile Cypress II	SFWMD	120	Lee
Imperial Flow-way	SFWMD	34	Lee
Prairie Pines Wildlife Preserve	Lee County	2,709	Lee
Caloosahatchee Creeks Preserve	Lee County	1,290	Lee
Pine Lake Preserve	Lee County	131	Lee
Orange River Preserve	Lee County	59	Lee
Six Mile Cypress Slough Preserve	Lee County	2,344	Lee
Fred C. Babcock-Cecil M. Webb Wildlife Management Area	FFWCC	80,335	Lee, Charlotte
Charlotte Harbor Preserve State Park	FDEP	42,476	Lee, Charlotte
Yucca Pens Unit	FFWCC	14,577	Lee, Charlotte
RV Griffin Reserve (GDC)	SFWMD	5,932	(Desoto)



Public Land Name	Managing Authority	Acreage	County
Myakkahatchee Creek Environmental Park	Sarasota County	160	Sarasota
Oscar Scherer Buffer	Sarasota County	303	Sarasota
T. Mabry Carlton, Jr. Memorial Reserve	Sarasota County	24,565	Sarasota
Myakka River	SWFWMD	3,994	Sarasota
Deer Prairie Creek	SWFWMD	6,140	Sarasota
Pinelands Reserve	Sarasota County	6,151	Sarasota
Deer Prairie Creek/Churchill and Jordyn Parcels	Sarasota County	895	Sarasota
Colonial Oaks Preserve	Sarasota County	43	Sarasota
Fox Creek	Sarasota County	165	Sarasota
Sleeping Turtles Preserve South	Sarasota County	208	Sarasota
Larry C. Manning Memorial Preserve	Sarasota County	13	Sarasota
Knight Trail Park	Sarasota County	377	Sarasota
Oscar Scherer State Park	FDEP	1,382	Sarasota
Sleeping Turtles Preserve North	Sarasota County	203	Sarasota
Judah P. Benjamin Confederate Memorial at Gamble Plantation Historic State Park	FDEP	33	Manatee
Tampa Bay Estuarine Ecosystem – Terra Ceia	SWFWMD	414	Manatee
Lettuce Lake Regional Park	Hillsborough County	240	Hillsborough
Eureka Springs Park	Hillsborough County	31	Hillsborough
Lower Bullfrog Creek Restoration	Hillsborough County	84	Hillsborough
Little Manatee River	Hillsborough County	1,399	Hillsborough
Golden Aster Scrub Nature Preserve	Hillsborough County	1,236	Hillsborough
New Tampa Flatwoods	Hillsborough County	122	Hillsborough
Bolding Tract	Hillsborough County	65	Hillsborough
Alafia Scrub Preserve	Hillsborough County	78	Hillsborough
Cypress Creek Preserve	Hillsborough County	2,547	Hillsborough
Cockroach Creek Greenway	Hillsborough County	550	Hillsborough
Bullfrog Creek Mitigation Park Wildlife and Environmental Area	FFWCC	833	Hillsborough
Bullfrog Creek Scrub	Hillsborough County	787	Hillsborough
Lower Hillsborough Flood Detention Area	SWFWMD	16,034	Hillsborough
Cypress Creek Flood Detention Area	SWFWMD	7,393	Pasco
Withlacoochee State Trail	FDEP	760	Pasco, Hernando, (Citrus)
Withlacoochee State Forest	Florida Department of Agriculture and Consumer Services	159,542	Pasco, Hernando, Sumter, (Citrus)



6.6 CONTAMINATION SITES

Previous PD&E Studies reported potential contamination sites and their possible impacts on the I-75 South Corridor in Contamination Screening Evaluation Reports (CSERs), and were reviewed for inclusion in this section. CSERs reviewed included the following segments:

- Collier Boulevard (SR 951) to Lee/Collier County Line
- Bonita Beach Road (CR 865) to Bayshore Road (SR 78)
- Bayshore Road (SR 78) to Kings Highway
- Kings Highway to North River Road
- Fowler Avenue (SR 582) to SR 56
- South of SR 56 to North of SR 52
- SR 52 to CR 476B

Each CSER utilized FDOT's hazardous materials rating system to rate the potential risk of contamination at each property identified. This rating system includes four possible values:

- NO:** After reviewing available information, there is nothing to indicate that contamination is a problem at the designated facility. It is possible that contaminants could have been handled on the property, however all available information indicates that problems are not expected.
- LOW:** The former or current operation has a hazardous waste generator identification number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination. This is the lowest rating a gasoline station operating within current regulations could receive.
- MEDIUM:** After a review of all available information, indications are found (reports, Notice of Violation, consent orders, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e., air stripping of the groundwater, etc.) or that continued monitoring is required.
- HIGH:** After a review of all available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action.



For the purposes of establishing existing conditions for the I-75 Southern Corridor, items identified as “Medium” or “High” in previous contamination screenings are detailed in **Table 6-4**.

Table 6-4: Medium to High Risk Contamination Sites

Site Name	Risk Rating	County
Amoco Service Station #4379 8901 Davis Blvd.	High	Collier
Mobil Station 8900 Davis Blvd.	High	Collier
Quail West Golf & Country Club Maintenance Building 6650 Bernwood Farms Rd.	Medium	Collier
Chevron Food Mart 4030 Boatways Rd.	High	Lee
Hess #09460 28070 Quails Nest Lane	Medium	Lee
Hess # 09459 12030 Bonita Beach Rd.	Medium	Lee
Racetrac # 333 9400 Daniels Pkwy.	Medium	Lee
Hess # 09330 9281 Daniels Pkwy	Medium	Lee
Speedway #0391 2241 Park 82 Dr.	Medium	Lee
Racetrac # 399 2240 Park 82 Dr.	Medium	Lee
FRS Fabrications, Inc. 5845 Enterprise Pkwy.	Medium	Lee
Martin’s Garage and Tire Center 5188 Palm Beach Blvd.	Medium	Lee
Racetrac # 387 8640 Bayshore Blvd.	Medium	Lee
Pond SMF 1A	Medium	Lee



Site Name	Risk Rating	County
Pond SMF 10C	Medium	Charlotte
Pond SMF 17	Medium	Charlotte
Charlotte County Fire Department and Fire Academy 7105 Florida St.	Medium	Charlotte
Charlotte County Public Works Department 7000 Florida St.	High	Charlotte
Florida Rock and Tank Lines, Inc. I-75 SB near Exit 182 (Sumter Blvd.)	High	Sarasota
On The Spot Trucking I-75 NB near Exit 191 (North River Rd.)	High	Sarasota
Old Railroad Grade Adjacent to Raintree Blvd.	High	Sarasota
City of Venice 3510 Laurel Rd.	Medium	Sarasota
Florida Rock and Tank Lines I-75 and Salt Creek Bridge	Medium	Sarasota
Pond SMF I-3	Medium	Sarasota
Morris Bridge Landfill Intersection of Morris Bridge Rd.	Medium	Hillsborough
Citrus Country Shell 28009 CR 54	Medium	Pasco
Texaco – Wesley Chapel 28014 (CR 54)	Medium	Pasco
Citgo – Wesley Chapel 27829 (CR 54)	Medium	Pasco
Denny’s-Masters Economy Inn 27807 (CR 54)	Medium	Pasco
Oakley Groves, Inc – CR 54	High	Pasco
Amoco 15016 (CR 54)	Medium	Pasco
Circle K – CR 54	Medium	Pasco
Mobil – SR 52 West	High	Pasco
Roberts & Associates – SR 52	High	Pasco



Site Name	Risk Rating	County
Pasco Fuel and Food Shoppe – SR 52	Medium	Pasco
Brooksville FoodMart (Citgo) and Wareco Station 573 30431 Cortez Blvd.	Medium	Hernando
Exxon # 5285 30435 Cortez Blvd.	Medium	Hernando
Texaco 203-132 30436 Cortez Blvd.	Medium	Hernando
Strawberry Petroleum, Inc. I-75 NB Near Exit 299	Medium	Hernando
Peninsular Oil Co. I-75 and SR 50 Overpass	Medium	Hernando
C&G Transport Co. I-75 NB Rest Area at Exit 307	Medium	Hernando/ Sumter

Additional PD&E Studies are in progress and therefore contamination screenings were not available for the following segments along the I-75 South Corridor:

- From University Parkway (CR 610) to Moccasin Wallow Road (CR 675)
- From Moccasin Wallow Road (CR 675) to South of US 301
- From South of US 301 to North Fletcher Road (CR 582 A)

Results of Contamination Screening Evaluation Reports should supplement this data when it becomes available.



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SECTION 7.0 COMMUNITY FEATURES

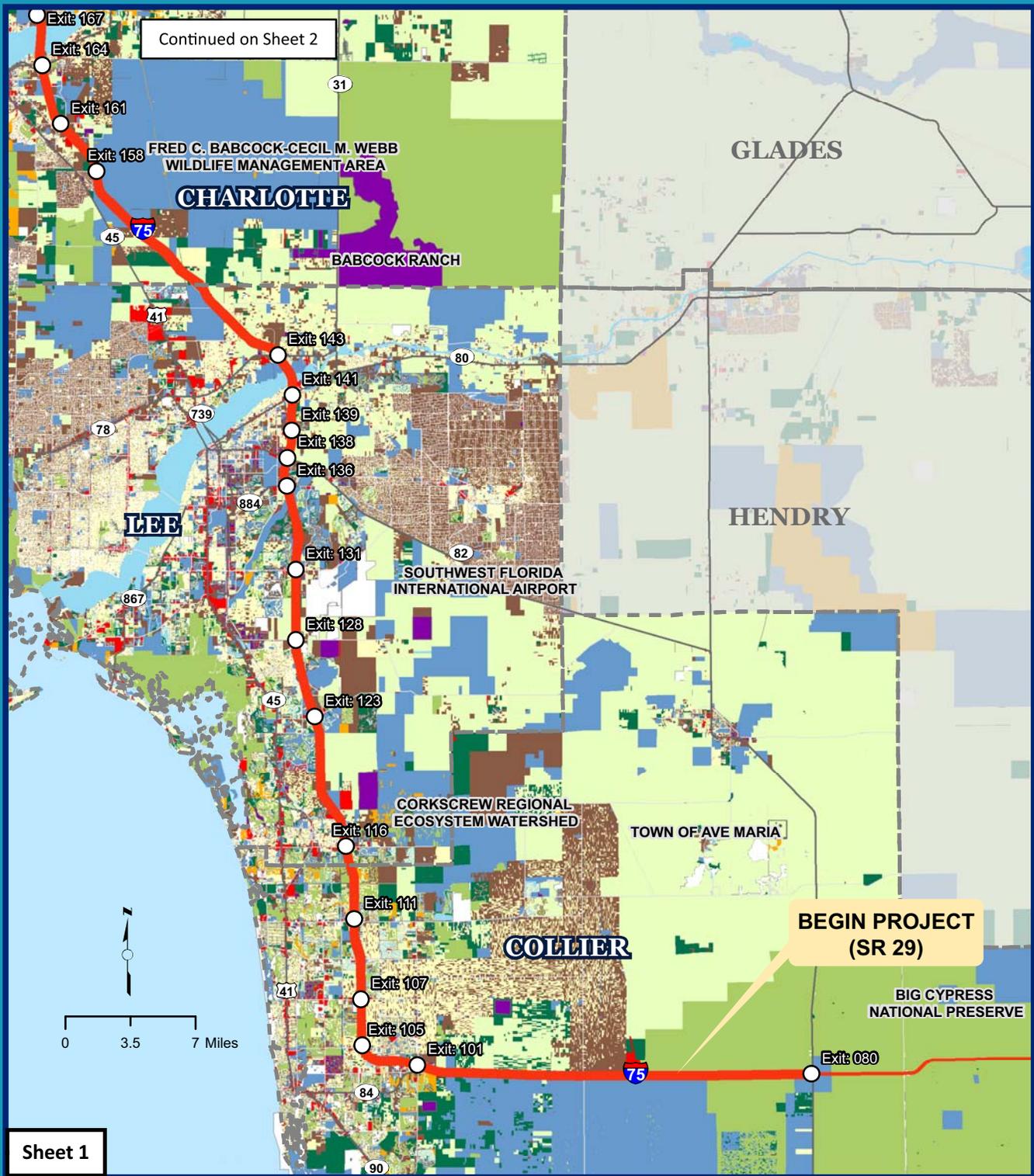
This section identifies existing community features that may experience impacts as a result of possible improvements to the I-75 South Corridor. Community features were reviewed in terms of existing land uses, developments of regional impact (DRIs), activity centers, and cultural features. In addition, potential Section 4(f) properties identified in previous PD&E Studies are summarized in this chapter. Properties categorized as Section 4(f) include publicly owned parks, recreational areas, wildlife refuges, and public and private historical sites where proposed improvements indicate that use of these lands are unavoidable and where all possible planning efforts must be taken to minimize harm to the property from the proposed improvements.

7.1 LAND USE

This section lists relevant land uses within $\frac{1}{2}$ mile of the length of the I-75 South Corridor. Because the corridor spans approximately 227 miles in length, discussions of land use are grouped by county along the $\frac{1}{2}$ mile buffer of the corridor and are discussed in relation to expected impacts to traffic along the corridor. It should be noted that although these land use calculations represent the estimated percentages in acres of land uses found within this $\frac{1}{2}$ mile buffer, land use types may represent a smaller or larger portion of the study area depending upon the area of analysis chosen. The $\frac{1}{2}$ mile distance was chosen for consistency in examining existing conditions for the I-75 South Corridor and to provide specific information related to the corridor.

Land use data was assembled using district generalized land use data, and therefore land uses categories are condensed into 15 major land use types. As such, some land use categories may be combined or categorized differently than site-specific parcel data within each county. Supplemental land use information is also provided, where available, from existing PD&E studies. **Figures 7-1 through 7-3** show the generalized land uses throughout the study area.

For the purposes of this discussion, the I-75 South Corridor land uses are identified by predominant land uses in each of the nine counties within the corridor. A more detailed identification and discussion of prominent residential and commercial uses is provided in **Section 7.2, Developments of Regional Impact (DRIs)**.



Continued on Sheet 2

Sheet 1

LEGEND

- | | |
|----------------------|--------------|
| Interstate 75 | Commercial |
| Study Interchanges | Residential |
| Agriculture | Right of Way |
| Conservation | Other |
| Recreation | Vacant |
| Mining/Industrial | Unknown |
| Institutional/Public | Water |

I - 75 Sketch Interstate Plan (SIP)

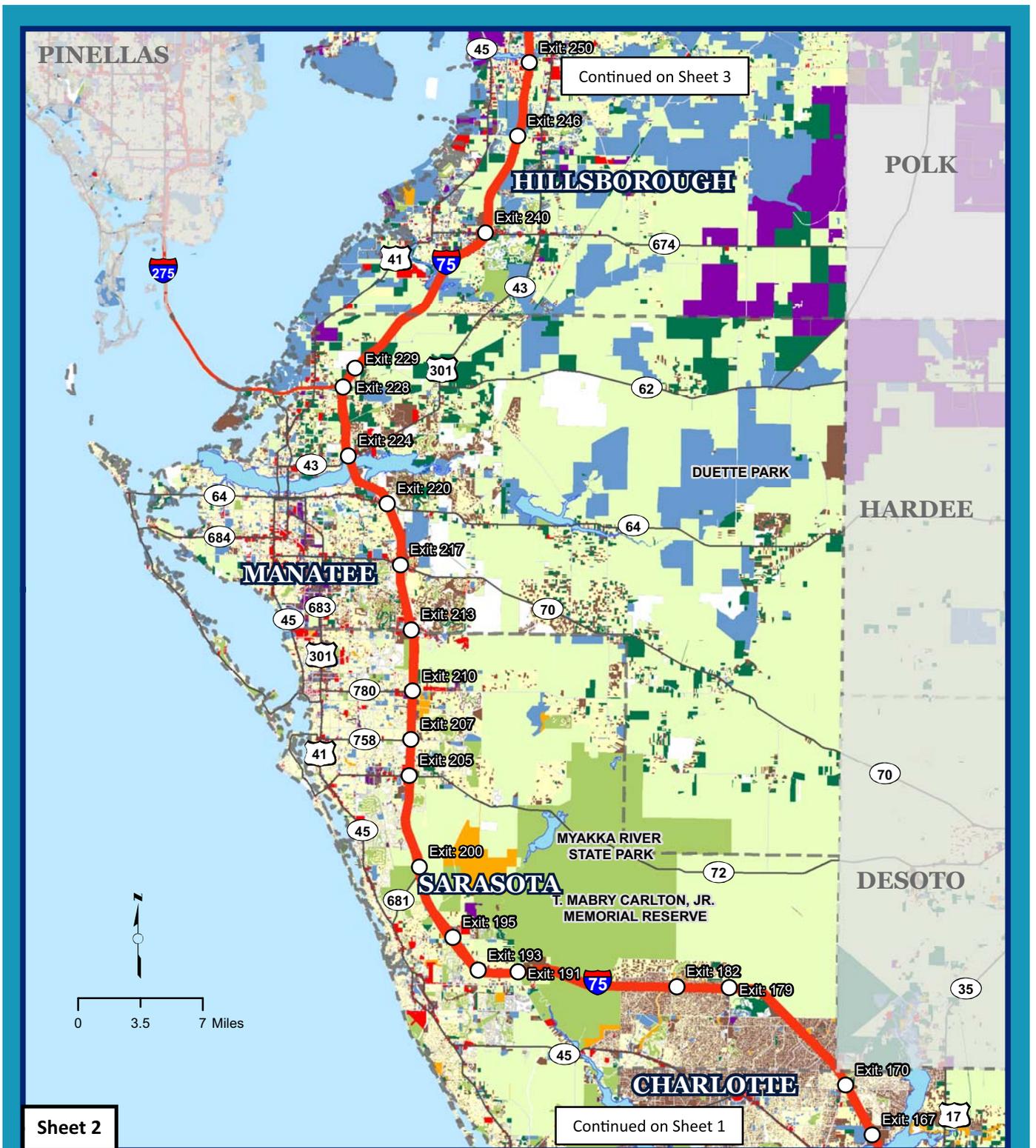
Figure 7-1: Generalized Land Use (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Sheet 2

LEGEND

Interstate 75	Commercial
Study Interchanges	Residential
Agriculture	Right of Way
Conservation	Other
Recreation	Vacant
Mining/Industrial	Unknown
Institutional/Public	Water

I - 75 Sketch Interstate Plan (SIP)

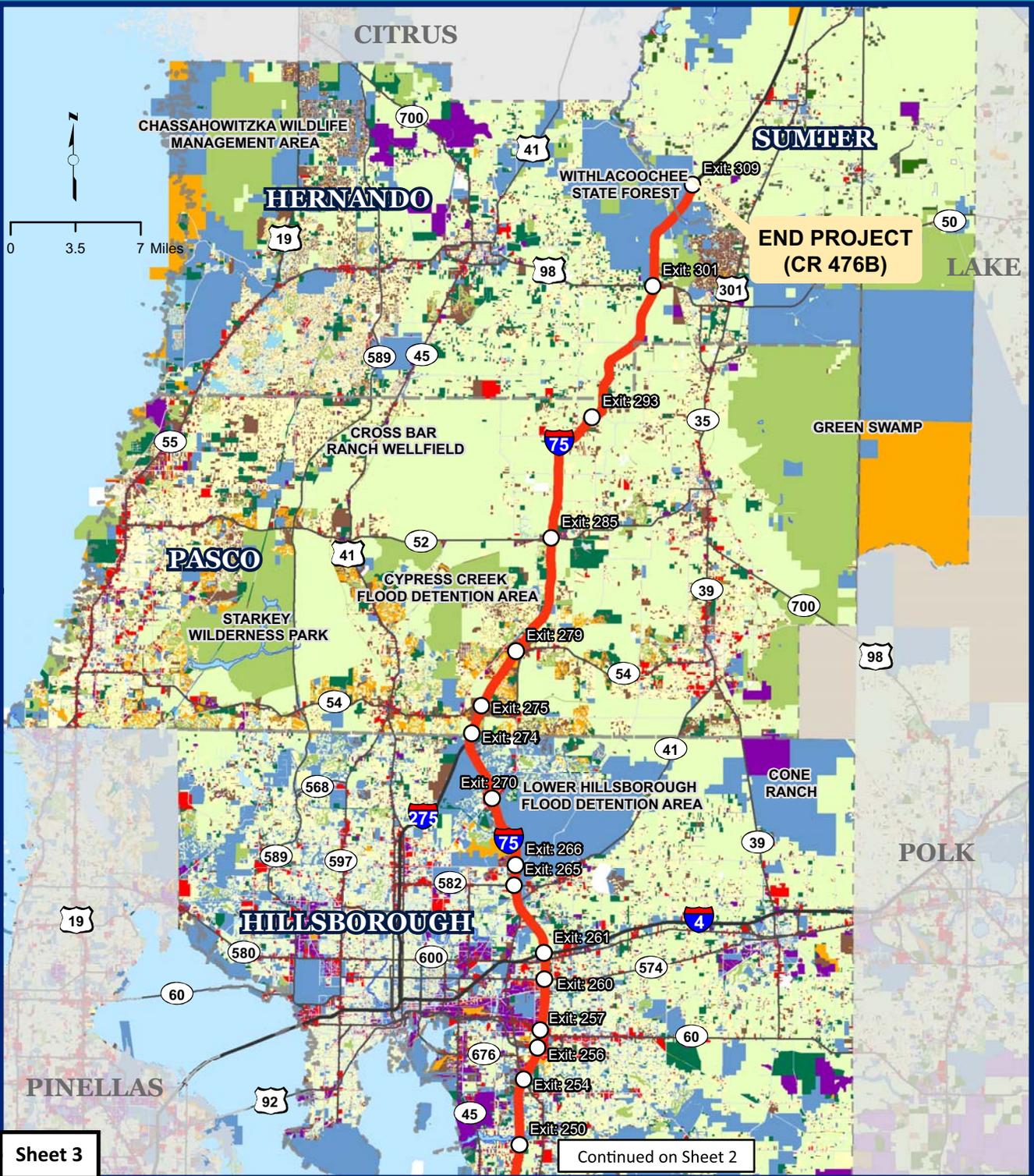
Figure 7-2: Generalized Land Use (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





LEGEND

- | | |
|----------------------|--------------|
| Interstate 75 | Commercial |
| Study Interchanges | Residential |
| Agriculture | Right of Way |
| Conservation | Other |
| Recreation | Vacant |
| Mining/Industrial | Unknown |
| Institutional/Public | Water |

I - 75 Sketch Interstate Plan (SIP)

Figure 7-3: Generalized Land Use (Northern Region)

NOTES:

This map is intended for planning purposes only.
 Source: FDOT, and Wilbur Smith Associates

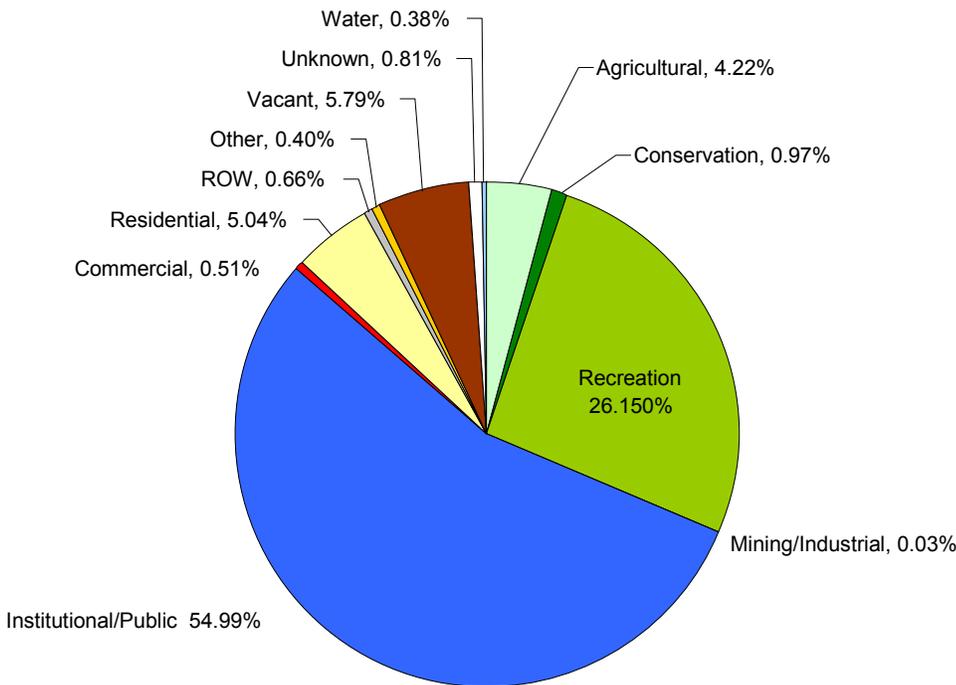




7.1.1 Collier County

Figure 7-4 shows the percentage of land use types within one-half mile of I-75 in Collier County. Institutional/public uses and recreational uses constitute the greatest percentage of land uses within one-half mile of the corridor. These uses largely relate to a number of publicly managed lands in the area (as detailed in Section 6.5). There is one water treatment plant noted in previous studies that is located near the corridor, northeast of the SR 951 interchange.

Figure 7-4: Land Uses within One-Half Mile of I-75 by Acreage – Collier County



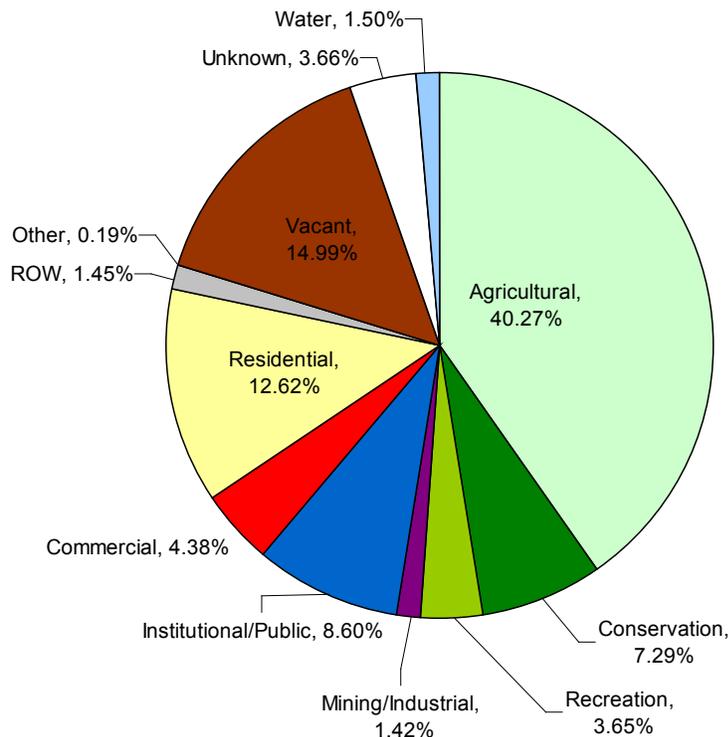
Source: FDOT District Generalized Land Use, 2007



7.1.2 Lee County

Figure 7-5 shows the percentage of land use types within one-half mile of I-75 in Lee County. Agricultural land use is most prevalent around the corridor, and is not likely to be impacted by proposed improvements.

Figure 7-5: Land Uses within One-Half Mile of I-75 by Acreage– Lee County



Source: FDOT District Generalized Land Use, 2007

Previous PD&E studies identify a number of residential and commercial uses. Notably, there are private residences located parallel to I-75 in the northeast quadrant of Bayshore Road (Exit 143).

Several industrial facilities have been identified within the general area, including: Gulf Environmental Services Wastewater Treatment Plant, Bonita Springs Utilities Water Treatment Plant, Bonita Springs Utilities, Aquifer Storage and Recovery, Lee County Wastewater Pump Station No. 481, Lee County DOT facility, Ft. Myers Recycling, BF Industrial Center, as well as a communications tower shed at Bayshore Road (Exit 143).



Recreational facilities within the project area include Three Oaks Community Park, Six-Mile Cypress Slough Preserve, and Caloosahatchee National Wildlife Refuge.

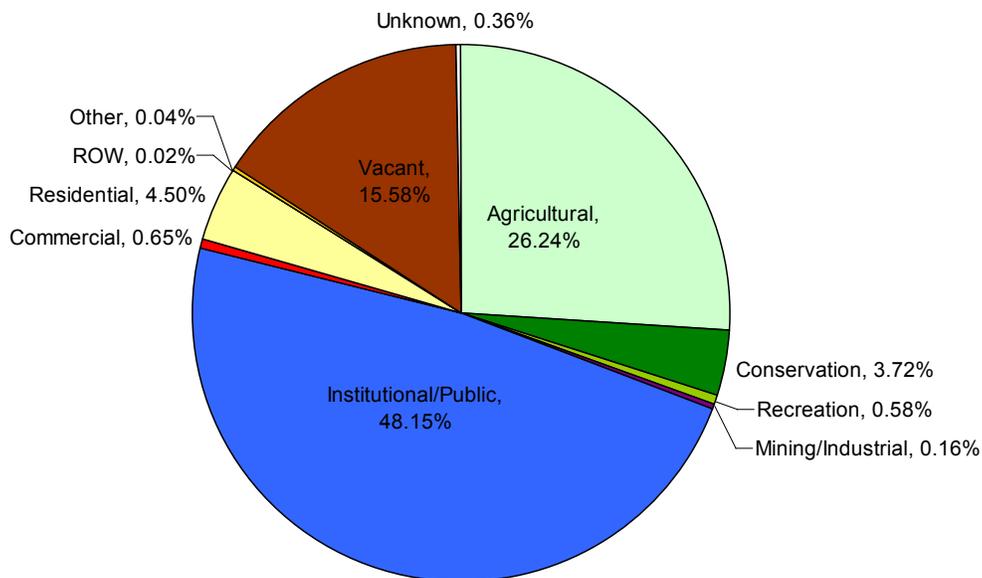
Institutional uses include the Lee County Jail Complex located approximately 1,200 feet west of I-75 south of Martin Luther King, Jr. Boulevard.

One farm property, Suncrest Farms, as well as a number of vacant land are also located adjacent to I-75 in Lee County.

7.1.3 Charlotte County

Figure 7-6 shows the percentage of land use types within one-half mile of I-75 in Charlotte County. Institutional/public land uses and agricultural uses make up the largest percentage of land use types within one-half mile of the corridor.

Figure 7-6: Land Uses within One-Half Mile of I-75 by Acreage– Charlotte County



Source: FDOT District Generalized Land Use, 2007

Previous PD&E studies have identified the following notable land use types surrounding interchanges in Charlotte County:

- Charlotte County Environmental Services Office is located at the Harbor View Road Interchange (Exit 167), along the northwest quadrant.
- Vacant and conservation lands, including the Babcock-Webb Wildlife Management Area, are located at the Tuckers Grade interchange (Exit 158).

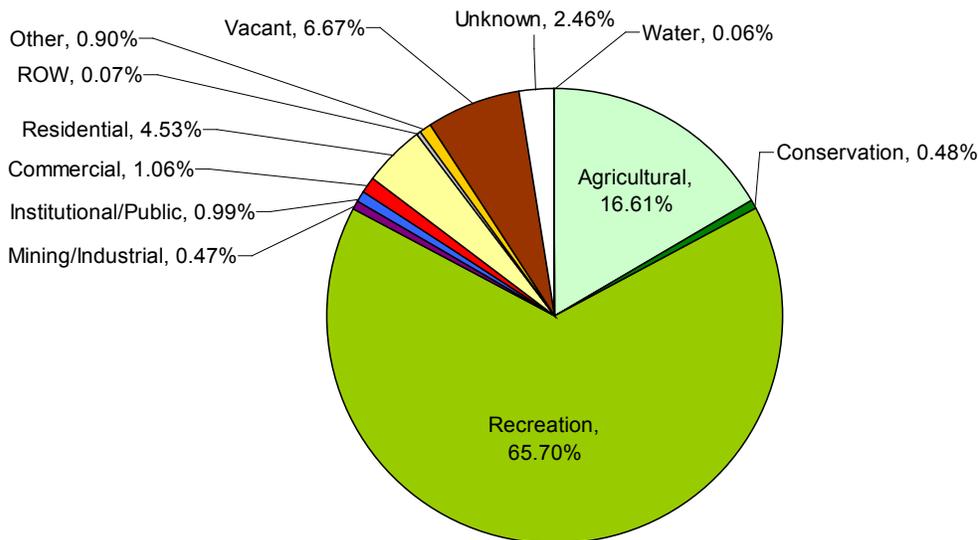


- An FDOT rest area is located in the southwest quadrant of the North Jones Loop Road (Exit 161) interchange.
- Vacant lands as well as a large residential development, scattered intermittently through the County.
- US 17 (Exit 164) is an elevated facility above a canal. Several residential areas are located along the canal adjacent to the southwest quadrant.
- Deep Creek, a recreational park, is located along the Harbor View Road Interchange (Exit 167).
- A cluster of commercial development is found at the Kings Highway Interchange (Exit 170).
- Kings Island Condominiums are located one half-mile east of the interstate at the Kings Highway Interchange (Exit 170).

7.1.4 Sarasota County

Figure 7-7 shows the percentage of land use types within one-half mile of I-75 in Sarasota County. Recreational uses related to natural features make up the majority of land uses adjacent to I-75 in this area, and include the T. Mabry Carlton, Jr. Preserve, Myakka Pines, and a number of lands owned by Southwest Florida Water Management District and the Sarasota County Environmentally Sensitive Lands Protection Priority Program. These land uses are predominantly located between Exit 191 and Exit 195. Much of the remaining land uses consist of agricultural uses.

Figure 7-7: Land Uses Within One-Half Mile of I-75 by Acreage– Sarasota County



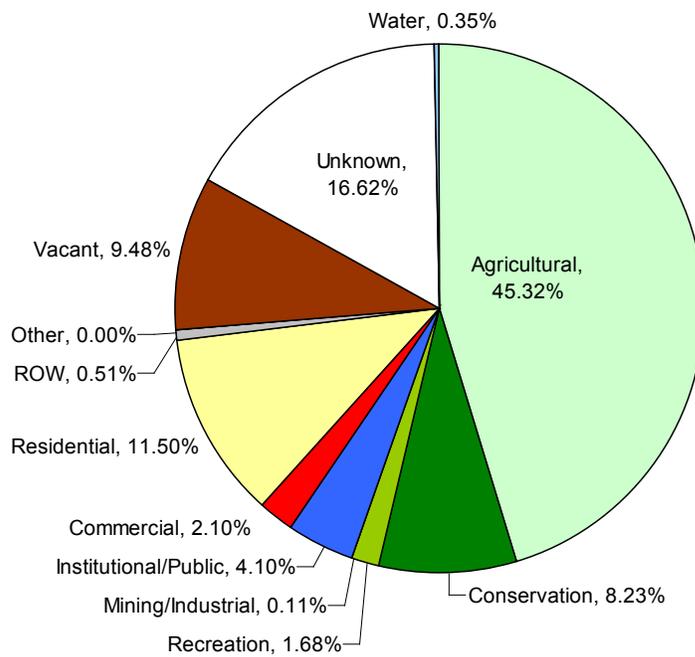
Source: FDOT District Generalized Land Use, 2007



7.1.5 Manatee County

Figure 7-8 shows the percentage of land use types within one-half mile of I-75 in Manatee County. Agricultural and vacant lands make up the most predominant land uses in the County. Residential uses are scattered throughout the study area, predominantly along the western portion of the study area north to Manatee River. Potential future activity centers and growth areas are proposed between I-75 and US 41 in the northern portion of the County, north of the I-275 and I-75 interchange.

Figure 7-8: Land Uses Within One-Half Mile of I-75 by Acreage— Manatee County



Source: FDOT District Generalized Land Use, 2007

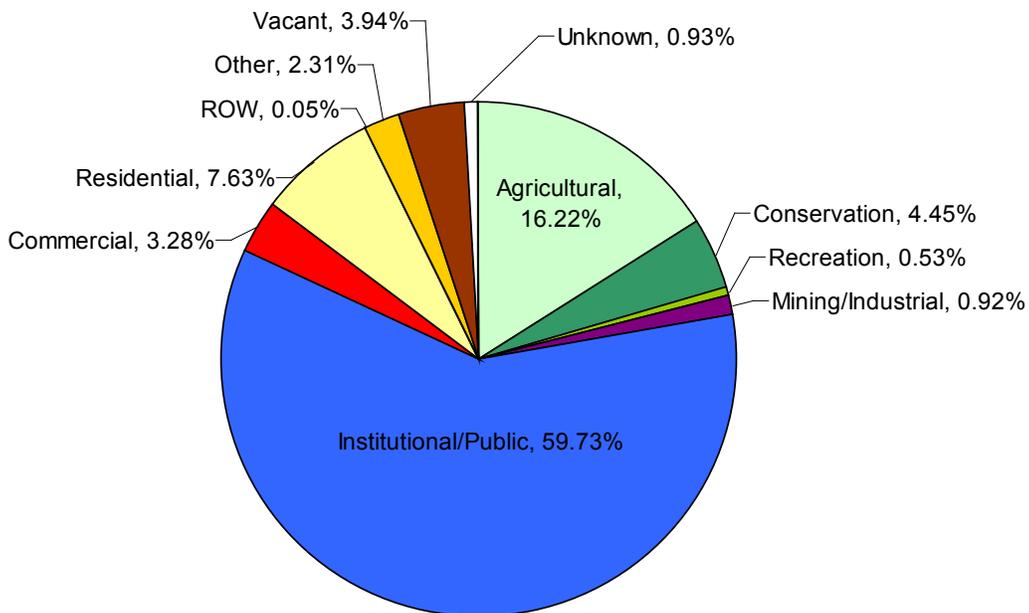


7.1.6 Hillsborough County

Figure 7-9 shows the percentage of land use types within one-half mile of I-75 in Hillsborough County. The predominant land use type within one-half mile of I-75 in Hillsborough County are publicly owned lands and facilities, and includes the City of Tampa Water Treatment Plant, Freedom High School, Liberty Middle School, and sensitive lands maintained by the County and SWFWMD. Wilderness Park, a regional park in Hillsborough County, is the largest recreational and conservation land use within the study area and is located north of Tampa along the eastern portion of I-75.

Agricultural and open lands are scattered throughout the project corridor and are intermixed with residential and commercial properties. The most densely populated residential areas are located between US 301 and Fletcher Avenue and adjacent to the Bruce B. Downs Boulevard Interchange.

Figure 7-9: Land Uses Within One-Half Mile of I-75 by Acreage– Hillsborough County



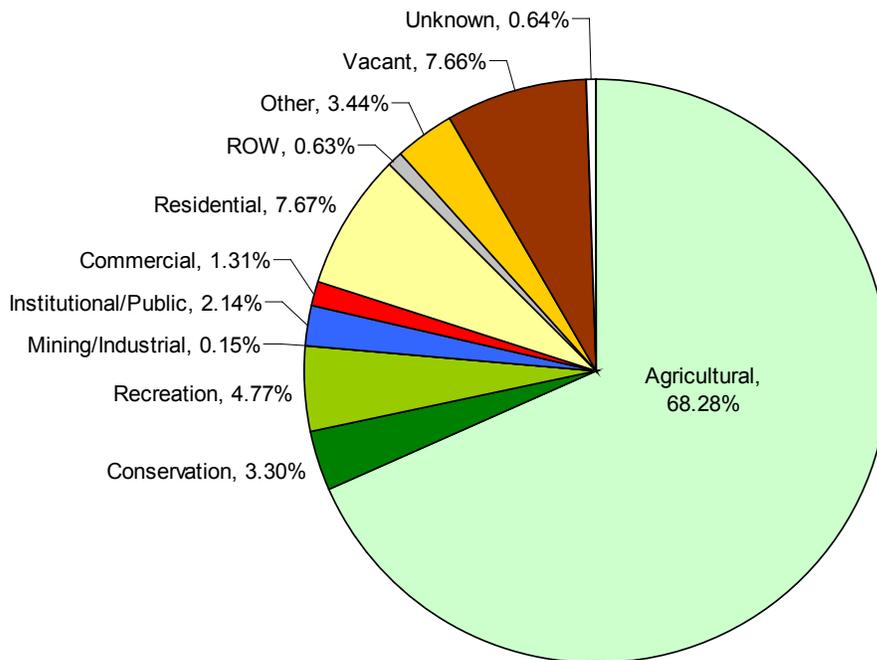
Source: FDOT District Generalized Land Use, 2007



7.1.7 Pasco County

Figure 7-10 shows the percentage of land use types within one-half mile of I-75 in Pasco County. Agricultural and vacant land uses make up the majority of the study area, and are scattered and intermixed with residential and commercial uses throughout I-75 in Pasco County. Previous PD&E studies have identified the following public facilities: a small water treatment plant on the east side of I-75 north of SR 56, and public facilities at the Pasco County rest area. The Wesley Chapel District Park, opened in 2008, is located east of I-75 and south of Overpass Road. The Tampa Bay Aero Park, located west of I-75 between SR 56 and Wesley Chapel Boulevard (CR 54) has been identified as the only industrial use in this area.

Figure 7-10: Land Uses Within One-Half Mile of I-75 by Acreage– Pasco County



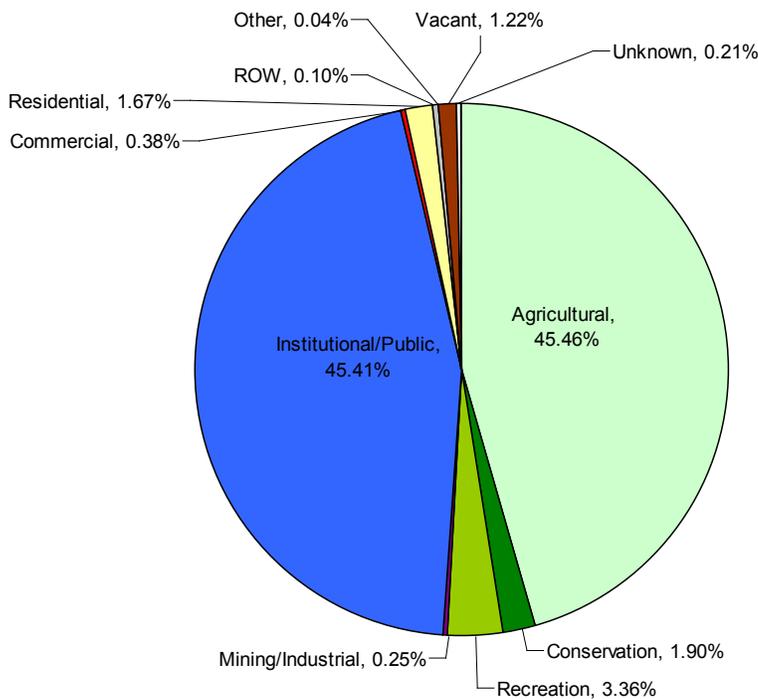
Source: FDOT District Generalized Land Use, 2007



7.1.8 Hernando County

Figure 7-11 shows the percentage of land use types within one-half mile of I-75 in Hernando County. Publicly owned lands and agricultural uses are predominant within this area. The Croom Tract of the Withlacoochee State Forest is located north of SR 50, and makes up a significant portion of the study area. Industrial uses include an electronics manufacturing facility along Power Line Road (north of the Pasco/Hernando County Line) and the Cortex Crossing Industrial Park along SR 50. Agricultural uses are scattered throughout the study area and are intermingled with residential and commercial uses.

Figure 7-11: Land Uses Within One-Half Mile of I-75 by Acreage– Hernando County



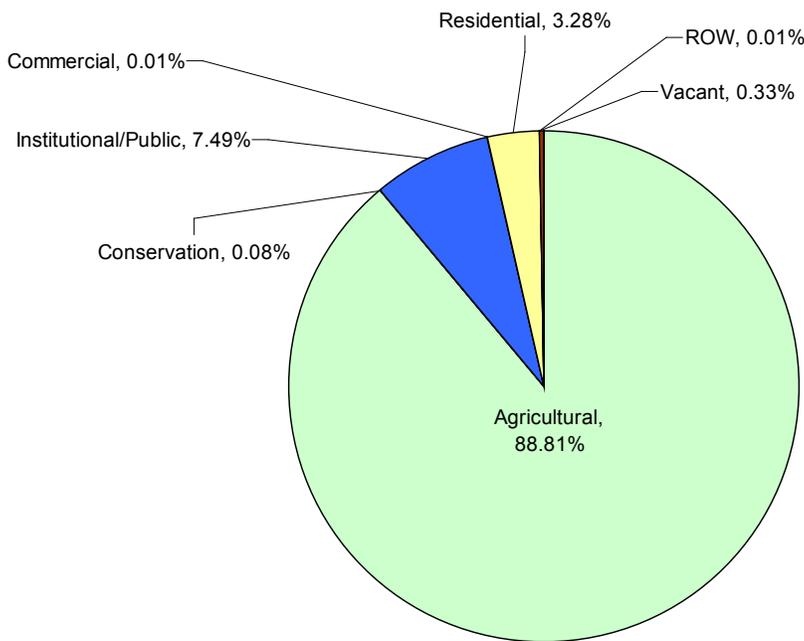
Source: FDOT District Generalized Land Use, 2007



7.1.9 Sumter County

Figure 7-12 shows the percentage of land use types within one-half mile of I-75 in Sumter County. The land use along the corridor in Sumter County is predominantly agricultural. No impacts have been identified for proposed improvements in this area.

Figure 7-12: Land Uses Within One-Half Mile of I-75 by Acreage– Sumter County



Source: FDOT District Generalized Land Use, 2007

7.2 DEVELOPMENTS OF REGIONAL IMPACT (DRIS)

Chapter 380.06, Florida Statutes (F.S.), defines a DRI as “any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county.” The most recently available DRI information was obtained from the Department of Community Affairs (DCA) GIS data files, and DRIs within five miles of the I-75 Corridor were identified for inclusion in the inventory of existing conditions based upon size and proximity. Although some discussion is included on pending DRIs, this analysis focuses upon approved DRIs in the I-75 South Corridor.



7.2.1 Collier County

There are a total of 23 approved DRIs within five miles of I-75 in Collier County, which are summarized in **Table 7-1**. A number of these DRIs are located south of the corridor close to SR 951 (Exit 101), including: Winding Cypress, Lely Resort Community, City Gate Commerce Park, Green Heron, Bretonne Park, King’s Lake, Bridle Path, and Tollgate Commercial Center. The Toll-Rattlesnake DRI, located on 2,209 acres south of the I-75 Corridor along SR 951 is currently pending a development order. Other concentrations are located between Pine Ridge Road (Exit 107) and Immokalee Road/CR 846 (Exit 111), and include the following significant DRIs: The Vineyards, Island Walk, Pelican Marsh, Pelican Bay, Heritage Bay, Olde Cypress, Pelican Strand, Collier Tract 22, and Tuscany Reserve.

Table 7-1: Approved Collier County DRIs

Approval Year	Development Name	Type	Acreage
1984	Lely Resort Community	Residential	2,895
2001	Heritage Bay	Residential/Retail	2,570
1976	Pelican Bay	Residential	2,210
1994	Pelican Marsh	Residential/Retail	2,140
1999	Winding Cypress	Residential/Office	1,999
1984	The Vineyards	Residential	1,891
1989	Halstatt	Office/Retail	1,606
1996	Island Walk	Residential/Retail	767
1984	Palmiera	Residential	632
1989	Pelican Strand	Residential/Retail	597
1990	Collier Tract 22	Residential/Office	516
1985	Olde Cypress	Residential	491
1975	Krehling New Community	Residential	453
2000	Tuscany Reserve	Residential/Golf	437
1976	Lely Country Club	Residential	428
1974	Kings Lake	Residential	319
1987	City Gate Commerce Park	Hotel/Retail	307
1974	Bridle Path	Residential	302
1986	Bretonne Park	Residential	299
1983	Green Heron	Residential	203
1982	Emerald Lakes	Residential	152
1985	Pine Air Lakes	Multi-Use	149
1984	Tollgate Commercial Center	Commercial	78



7.2.2 Lee County

There are 32 approved DRIs located within five miles of I-75 in Lee County which are summarized in **Table 7-2**. The majority of these DRIs are concentrated between Corkscrew Road (Exist 123) and Alico Road (Exit 128) and between Daniels Parkway (Exist 131) and Colonial Boulevard (Exit 136). Approved and significant DRIs between Corkscrew Road and Alico Road include Stoneybrook, Coconut Point, North Point, Bella Terra (aka The Habitat), Miromar Lakes, The Villages at San Carlo, and Alico Park Interchange. DRIs pending development order approval in this area include the Gulf Coast Town Center, Florida Gulf Coast Technology and Research Park, Timberland & Tiburon. Approved DRIs in the Daniels Parkway to Colonial Boulevard area include Southwest Florida International Airport, Airside Plaza, Arborwood, Gateway, Pelican Preserve, The Forum, and Jetport Interstate Commerce Park. In addition, The Fountains, a 2,777 acre DRI located off Martin Luther King Road (SR 82), is currently pending development order approval.

Table 7-2: Approved Lee County DRIs

Approval Date	Development Name	Type	Acreage
1984	Gateway	Residential	4,339
1976	Southwest Florida International Airport	Airport	3,519
1997	Brooks OF Bonita Springs	Residential/Retail	2,525
1993	Pelican Landing	Multi-Use	2,236
2003	Arborwood	Residential/Office	2,005
2000	Pelican Preserve	Residential/Retail	1,340
1991	Miromar Lakes	Multi-Use	1,316
1987	Hérons Glen	Residential	1,145
1986	Bella Terra (The Habitat)	Residential	994
1984	Stoneybrook	Residential	866
1983	The Oaks/The Forest	Residential	633
1981	Villages at San Carlos	Residential	553
2001	Coconut Point	Retail/Office	467
1985	Alico Interchange Park	Residential/Hotel	357
1989	Colonial Properties	Office/Retail	277
1989	Indian Oaks Trade Centre	Office/Retail	267
1985	Metro Park	Residential/Retail	258
1987	The Forum	Office/Retail	247
1986	Leisure Village DRI	Residential/Retail	212
1987	Jetport Interstate Commerce Park	Industrial/Retail	155
1988	Airside Plaza	Retail/Office	122
1987	Diamond Ridge	Residential/Retail	113
2003	North Point	Residential/Retail	110



Approval Date	Development Name	Type	Acreage
1990	Merchant's Crossing	Retail	100
1990	Lee County Sports Complex	Recreation	95
1985	Cypress Lake Center	Commercial	76
1991	Ft. Myers Petroleum Storage Terminal	Petroleum	68
1974	The Villas South	Commercial	66
1983	Buccaneer Mobile Home Estates Expansion	Residential	59
1985	Cypress Trace	Commercial	58
1991	Market Square	Retail	57
1990	Tamalico Center	Retail/Industrial	25

7.2.3 Charlotte County

There are eight approved DRIs located within five miles of I-75 in Charlotte County which are summarized in **Table 7-3**. DRI locations of note due to proximity and size include the Charlotte County Airport between CR 768 (Exit 161) and US 17 (Exit 168) and around Sandhill Boulevard (Exit 170). In addition, Victoria Estates is a pending DRI located adjacent to Sandhill Boulevard and I-75.

Table 7-3: Approved Charlotte County DRIs

Approval Date	Development Name	Type	Acreage
2007	Babcock Ranch	Residential/Retail	17,711
1979	Improvements to Charlotte County Airport	Airport	1,813
1991	Caliente Springs/Tern Bay Country Club	Residential/Retail	1,631
1981	Sandhill Properties	Residential	692
1986	Murdock Center	Residential/Retail	640
1978	Maple Leaf Estates	Residential	274
1988	Deep Creek Gardens	Residential	49
1997	Punta Gorda Harbor	Residential/Retail	39

7.2.4 Sarasota County

There are 18 approved DRIs located within five miles of I-75 in Sarasota County which are summarized in **Table 7-4**. DRI locations of note due to their proximity to the corridor and size include: the Palmer Ranch located just west of I-75 between State Road 681 (Exit 200) and Clark Road (Exit 205); a concentration of DRIs between Jacaranda Boulevard (Exit 193) and Laurel Road (Exit 195); and the Panacea Properties located just west of I-75 at Toledo Boulevard (Exit 179). There is one DRI pending Development Order Approval adjacent to Panacea Properties: North Port Gardens. An additional concentration area for DRIs is located at the Sarasota/Manatee County Line (Exit 213),



and includes the Lakewood Ranch Corporate Park as well as other DRIs located in Manatee County.

Table 7-4: Approved Sarasota County DRIs

Approval Date	Development Name	Type	Acreage
1986	Palmer Ranch Increment 3-I (M-984-009)	Residential	5,494
1993	Palmer Ranch Increment VI (M-984-009)	Residential	5,494
1989	Palmer Ranch Increment V	Residential/Office	5,494
1984	Palmer Ranch Increment XIX	Residential	5,494
1986	Palmer Ranch Increment I (M-984-009)	Residential/Office	5,494
1985	Panacea	Residential	2,234
1992	Lakewood Ranch Corporate Park	Office/Industrial	1,381
1974	Waterford	Residential	1,002
1984	Hatchett Creek at Jacaranda	Residential	995
1997	Heron Creek	Residential/Retail	937
1975	Jacaranda West	Residential	856
1986	Venice Center	Residential/Retail	264
1993	Sarasota County Interstate Business Center	Industrial Park/Retail	251
1984	Woodmere Village at Jacaranda	Residential	203
1992	Sarasota Gateway	Multi-Use	93
1974	Sarasota Square	Commercial	92
1984	Woodmere at Jacaranda	Commercial	83
1991	The Care Centre East	Hospital/Office	80

7.2.5 Manatee County

There are 15 approved DRIs located within five miles of I-75 in Manatee County which are summarized in **Table 7-5**. A number of these DRIs are located along University Parkway/CR 610 (Exit 213), including: University Lakes, River Club, Cooper Creek Center, University Commons, and Woodland's Exclusive Gold and Country Club. DRIs are also concentrated around Oneco Myakka City Road/SR 70 (Exit 217), including Tara, Creekwood, Lakewood Centre, and the Northwest Sector. Pending DRIs in this area include Cypress Banks, A DRI located on 3,832 acres along Oneco Myakka City Road/SR 70 on the east side of I-75, and Lakewood Ranch Corporate Park located on the east side of I-75 along University Parkway/CR 610 (Exit 213), and The Meadows located on the west side of I-75 between Exit 210 and 213. Heritage Harbor located around Manatee Avenue/SR 64 (Exit 220) and Gateway North at Moccasin Wallow Road/CR 675 (Exit 229) should also be noted.



Table 7-5: Approved Manatee County DRIs

Approval Date	Development Name	Type	Acreage
1991	University Lakes	Petroleum	4,186
1999	Heritage Harbour	Retail/Office	2,790
1989	River Club	Residential	1,795
2005	Northwest Sector	Residential/Retail	1,534
1980	Tara	Residential	1,155
1991	Gateway North	Residential/Office	1,050
1990	Woodlands Exclusive Golf & Country Club	Residential/Retail	936
1984	Creekwood	Residential	841
2006	Lakewood Centre	Residential/Retail	722
1985	Cooper Creek Center	Commercial	621
1989	University Commons	Residential/Hospital	221
1999	Riviera Dunes Resorts	Retail/Attraction	220
1997	Prime Outlets - Ellenton	Retail	65
1988	Bradenton Marina Expansion	Port	16
1974	Port of Manatee	Petroleum	13

7.2.6 Hillsborough County

There are 26 approved DRIs located within five miles of I-75 in Hillsborough County which are summarized in **Table 7-6**. A heavy concentration of DRIs is located just west of I-75 between SR 674 (Exit 240) and /CR 672 Road (Exit 246) and includes: South Shore Corporate Park, Wolf Creek Branch, Apollo Beach, (All Phases) Southbend, and the Big Bend Sulfur Handling Facility. DG Farms and Summerfield Crossing are also located between Exit 240 and Exit 246, just east of I-75. Another concentration of DRIs is located between Gibsonton Drive (Exit 250) and Brandon Boulevard/SR 60 (Exit 257). Significant DRIs include Cargill Gypsum Stack, Parkway Center, Pavilion, Crosstown Center (Great Mall of Tampa) to the west of I-75, and Lake Brandon and Brandon Town Center to the east of I-75. A final concentration of DRIs within five miles of I-75 can be found between Fowler Avenue/SR 582 (Exit 265) and Bruce B. Downs Boulevard/CR 581 (Exit 270). DRIs in this area include Tampa Telecom Park, Hidden River Corporate Park, Tampa Palms, Tampa Technology Park, Cross Creek, and Hunter’s Green. In addition, Hunter’s Green has the distinction of being one of the eighteen Florida Quality Developments within the state.



Table 7-6: Approved Hillsborough County DRIs

Approval Date	Development Name	Type	Acreage
1980	Tampa Palms	Residential	5,673
2000	Riverview Facility	Residential/Retail	3,084
1975	Bloomingtondale	Residential	2,673
1990	Apollo Beach – Phase II, III, IV	Residential	2,279
1986	Hunter’s Green	Residential/Retail	1,992
1986	Tampa Technology Park	Industrial/Office	1,869
1982	Summerfield Crossing	Residential/Retail	1,836
1989	Wolf Creek Branch	Residential/Retail	1,832
1980	Cargill Gypsum Stack (Mosaic)	Industrial	1,528
1989	DG Farms	Retail/Office	1,525
1986	Southbend	Residential	1,255
1987	Parkway Center	Industrial/Retail	1,216
2005	Lake Hutto	Residential/Retail	1,117
2001	South Shore Corporate Park	Retail/Office	1,046
1988	Cross Creek	Residential/Retail	1,033
1977	Apollo Beach	Residential	920
1985	Hidden River Corporate Park	Office	631
1983	Lake Brandon	Retail/Office	526
1986	Vandenberg Airport	Airport	423
1985	Tampa Telecom Park	Office/Industrial	336
1981	Busch Gardens	Attraction/Hotel	307
1983	Brandon Town Center	Commercial/Office	281
1974	Big Bend Sulfur Handling Facility	Petroleum	274
1987	Crosstown Center (Great Mall of Tampa)	Retail/Hotel	272
1987	Breckenridge	Industrial/Office	251
1988	Pavilion	Industrial/Office	249

7.2.7 Pasco County

There are ten approved DRIs within five miles of I-75 in Pasco County which are summarized in **Table 7-7**. The greatest concentration of DRIs adjacent to I-75 is located between the Pasco County Line (Exit 274) and SR 54 (Exit 279). Significant DRIs in this area include Meadow Pointe, Wesley Chapel Lakes, Wiregrass Ranch, Seven Oaks, Cypress Creek, Cypress Creek Town Center, and The Grove at Wesley Chapel. In addition, Northwood is currently listed as a pending DRI located on 980 acres on the east side of I-75 close to County Line Road. Epperson Ranch and Cannon Ranch DRIs are located just north of these developments, close to SR 52 (Exit 285). In addition, Pasco Town Center is listed as a pending DRI located just south of Exit 285.



Table 7-7: Approved Pasco County DRIs

Approval Date	Development Name	Type	Acreage
2005	Wiregrass Ranch	Residential/Retail	5,120
1974	Lake Padgett Pines	Residential	3,352
1986	Seven Oaks	Residential/Industrial	2,600
1989	Wesley Chapel Lakes	Residential/Retail	2,047
1988	Cannon Ranch	Residential/Retail	1,911
1974	Meadow Pointe	Residential	1,823
2005	Epperson Ranch	Residential/Retail	1,757
2002	Cypress Creek Town Center	Retail/Office	540
2000	Cypress Creek	Office/Retail	492
2003	Grove at Wesley Chapel	Residential/Retail	126

7.2.8 Hernando County

There are two approved DRIs within five miles of I-75 in Hernando County which are summarized in **Table 7-8**. Hickory Hill covers 3,247 acres of land and is located in the northern portion of Hernando County, on the east and west side of I-75 between Exit 293 and Exit 301. The Sunrise DRI covers 1,386 acres of land, and is located just north of the Hickory Hill DRI on the east side of I-75 and just south of Exit 301.

Table 7-8: Approved Hernando County DRIs

Approval Date	Development Name	Type	Acreage
2005	Hickory Hill	Residential/Retail	3,247
2005	Sunrise	Residential/Retail	1,386

7.2.9 Sumter County

There are no DRIs within five miles of the project limits in Sumter County.

7.3 CULTURAL RESOURCES

To determine cultural resource impacts along the I-75 Southern Corridor, a desktop analysis of the historic and archeological resources was conducted in addition to a review of previous studies to identify any notable cultural resources that might be impacted by the I-75 Corridor. Where needed, the Florida Master Site File (FMSF), a database of



recorded historical cultural resources in Florida, was also utilized. The Florida Master Site File contains records for archaeological sites, historical structures, historical cemeteries, historical bridges and historic districts. Sites were reviewed for designations from the Florida Division of Historical Resources, the state historic preservation officer (SHPO) for the state of Florida.

7.3.1 Archeological Sites

Background research, review of the FMSF, and field surveys conducted as part of previous studies indicate that there are no archeological sites recorded within the right of way or adjacent to the I-75 Southern Corridor, with the exception of the area between Fowler Avenue (SR 582) and SR 56 in Hillsborough and Pasco counties and between SR 52 and CR 476B in Pasco, Hernando and Sumter counties. Coordination with SHPO completed during previous studies resulted in an initial finding that these resources would not be impacted by any proposed improvements to I-75 located within existing right of way.

Findings in Collier, Lee, Charlotte, Sarasota, and Manatee counties indicated that there is a low to moderate probability for the occurrence of prehistoric sites within the affected area of the corridor. Findings in Hillsborough, Pasco, Hernando and Sumter counties indicated that there is a moderate to high probability for the occurrence of prehistoric sites within the affected area of the corridor. If present at all, sites would most likely be a prehistoric camp or village site (small lithic or artifact scatters).

Previous field surveys conducted in these areas did not find archeological sites. However, shovel testing between Kings Highway and North River Road in Charlotte and Sarasota counties evidenced severely disturbed stratigraphy, especially in proximity to I-75. The outer edges of the fenced right of way are less disturbed.

7.3.2 Historic Sites

Historical background research, review of the FMSF and National Register of Historic Places (NRHP), and field surveys conducted as part of previous studies indicate that there are no NRHP registered historic properties (50 years of age or older) recorded along or adjacent to the corridor in Collier, Lee, Charlotte, Sarasota, and Manatee counties. Although several historic resources were identified in Hillsborough, Pasco, Hernando, and Sumter counties, coordination with SHPO has indicated that proposed improvements to I-75 will not have any effect on historic resources.

7.4 POTENTIAL SECTION 4(F) SITES

Based on previous PD&E studies, Section 4(f) properties are located adjacent or within a short distance of I-75. These properties are summarized in **Table 7-9**.



Table 7-9: Potential Section 4(f) Sites

Site Name	County	Status
Palm Springs Park	Collier	Outside of right of way
Golden Gate Community Park & Pool	Collier	Outside of right of way
Vineyards Community Park	Collier	Outside of right of way
North Naples Regional Park	Collier	Outside of right of way
Three Oaks Community Park	Lee	Not Applicable by FHWA
Six-Mile Cypress Slough Preserve	Lee	Not Applicable by FHWA
Caloosahatchee National Wildlife Refuge	Lee	Not Applicable by FHWA
Nomination 108 Site	Lee	Not Applicable by FHWA
Carmalita Athletic Park/Punta Gorda Athletic Complex	Charlotte	Statement of Significance (FWC)
Fred C. Babcock/Cecil Webb Wildlife Management Area	Charlotte	Statement of Significance (FWC)
Deer Prairie Creek Protection Priority Site	Sarasota	Potential Section 4(f)
North River Road Protection Priority Site	Sarasota	Potential Section 4(f)
Flatwoods Park	Hillsborough	Potential Section 4(f)
Cypress Creek Preserve Environmental Lands Acquisition and Protection Program (ELAPP) Area	Hillsborough	Potential Section 4(f)
New Tampa Nature Park	Hillsborough	Potential Section 4(f)
Croom	Hernando	Section 4(f)



Site Name	County	Status
Tract/Withlacoochee State Forest		
Sherman Hills Golf Club	Hernando	Potential Section 4(f)
Withlacoochee River Canoe Trail	Hernando	Potential Section 4(f)
Withlacoochee State Trail	Hernando	Potential Section 4(f)
Croom Tract/Withlacoochee State Forest	Sumter	Section 4(f)
Withlacoochee River Canoe Trail	Sumter	Potential Section 4(f)
Withlacoochee State Trail	Sumter	Potential Section 4(f)

All four recreational sites in Collier County are outside the existing I-75 right of way. In a letter dated August 22, 2001, FHWA determined that Section 4(f) does not apply to the following four sites in Lee County: Three Oaks Community Park, Six-Mile Cypress Slough Preserve, Caloosahatchee National Wildlife Refuge, and Nomination 108 Site.

Statements of Significance were issued from the Florida Wildlife Commission (FWC) for the Carmalita Athletic Park/Punta Gorda Athletic Complex and the Fred C. Babcock/Cecil Webb Wildlife Management Area (BWWMA) in Charlotte County. The Croom Tract/Withlacoochee State Forest is a Section 4(f) resource.

Other potential Section 4(f) sites include the Deer Prairie Creek Protection Priority Site and the North River Road Protection Priority Site in Sarasota County; Flatwoods Park, the Cypress Creek Preserve Environmental Lands Acquisition and Protection Program (ELAPP) Area, and the New Tampa Nature Park in Hillsborough County; Sherman Hills Golf Club and the Withlacoochee River Canoe Trail in Hernando and Sumter counties.

No Section 4(f) properties were identified in Manatee or Pasco counties.



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SECTION 8.0 SAFETY CONDITIONS

The safety of the I-75 South Corridor is of the utmost concern because any accidents or crashes could impede the flow of traffic and commerce. To prevent such disruptions, it is necessary to identify any safety challenges and concerns along the corridor. The goal of this crash analysis is not only to report information, but also to indicate the potential for system improvements.

This section of the I-75 South Corridor Sketch Interstate Plan (SIP) Technical Memorandum discusses existing safety conditions in the project corridor. This section provides a summary analysis of safety data and illustrates the crash history and rates for the study corridor. The analysis utilizes crash data from FDOT Crash Analysis Reporting System (CARS) Database for the years 2004 to 2008. Certain planning level decisions, based on the history, location, and rates of crashes, can be developed and prioritized with regard to potential system improvements and regulation changes.

8.1 CRASH COUNTS

During the five year analysis period from 2004 to 2008, 13,382 crashes occurred along the I-75 South Corridor. Hillsborough County experienced the highest total number of crashes, followed by Lee County and Sarasota County, respectively. **Table 8-1** lists the number of crashes by county by year.

Table 8-1: Number of Crashes by County

County	2004	2005	2006	2007	2008	Total
Collier	140	170	169	200	191	870
Lee	358	380	430	376	338	1,882
Charlotte	127	158	129	108	112	634
Sarasota	377	406	413	369	308	1,873
Manatee	200	172	183	185	187	927
Hillsborough	951	1,015	1,076	1,150	909	5,101
Pasco	292	305	303	299	296	1,495
Hernando	76	66	113	114	85	454
Sumter	26	29	42	26	23	146
Total	2,547	2,701	2,858	2,827	2,449	13,382

Source: CARS Database (2004-2008)



It is important to note that rear-end collisions make up the largest percentage of crashes along the corridor. The causes of rear-end collisions may be attributed to recurring conditions such as congestion, which could lead to speed fluctuations and abrupt braking. **Table 8-2** includes major types of crashes, counts, and percentages by type of crash.

Table 8-2: Major Types of Crashes

Type of Crash	Count	Percent
Rear-End	3,707	28%
All Other Types	1,614	12%
Sideswipe	1,603	12%
Angle	1,122	8%
Overtaken	1,092	8%
Hit Guardrail	971	7%
Hit Tree/Shrubbery	618	5%

Source: CARS Database (2004-2008)

8.2 CRASH RATES

Along with crash counts, crash rates are instrumental in determining crash patterns along the corridor. While crash counts show specific numbers of crashes that have occurred on a given segment in a given timeframe, crash rates take into account the segment length, and annual average daily traffic (AADT).

The rates for the I-75 South Corridor were calculated by one-mile segments and then averaged by county. The crash rate for each segment was calculated based on the exposure of the segment in million vehicle miles traveled (MVMT) for the years 2004 to 2008. The standard equation for calculating segment crash rates is displayed below:

$$\text{Crash Rate} = \frac{\text{Number of Crashes} \times 1,000,000}{\text{AADT} \times 365 \text{ days/year} \times \text{Number of Years} \times \text{Segment Length}}$$

The individual county crash rates were calculated and compared to the statewide rates provided by FDOT. The statewide rates are distinguished by rural or urban interstate



classifications. The statewide crash rates are shown in **Table 8-3**. The urban interstate crash rate for the state is nearly double the rural interstate rate.

Table 8-3: Statewide Crash Rates

Interstate Type	Crash Rate (Per MVMT)
Rural Interstate	0.374
Urban Interstate	0.723

The county crash rates for the I-75 South Corridor are shown in **Table 8-4**. The classification of urban interstate and rural interstate crash rates has been applied, in the same manner, to each of the counties in the corridor study area.

Table 8-4: County Crash Rates and Safety Data

County	Interstate Type	Length	Crashes	Average AADT	Crash Rate	Fatalities	Injuries
Collier	Rural	22.00	304	20,636	0.367	26	351
	Urban	13.50	566	55,599	0.436	21	522
Lee	Rural	5.00	81	40,934	0.217	1	55
	Urban	29.00	1,801	73,627	0.462	63	1424
Charlotte	Rural	12.00	283	42,822	0.302	14	212
	Urban	10.01	351	55,461	0.379	11	261
Sarasota	Rural	12.00	617	78,090	0.361	11	488
	Urban	30.62	1,256	68,888	0.333	40	1050
Manatee	Rural	4.57	122	67,998	0.234	4	98
	Urban	16.00	805	91,711	0.301	21	590
Hillsborough	Rural	4.00	182	58,625	0.425	5	103
	Urban	35.84	4,919	86,144	0.876	43	2631
Pasco	Rural	15.35	844	50,333	0.620	20	961
	Urban	5.00	651	76,108	0.937	8	608
Hernando	Rural	11.47	454	42,768	0.530	16	435
	Urban	-	-	-	-	-	-
Sumter	Rural	3.00	146	39,725	0.671	5	116

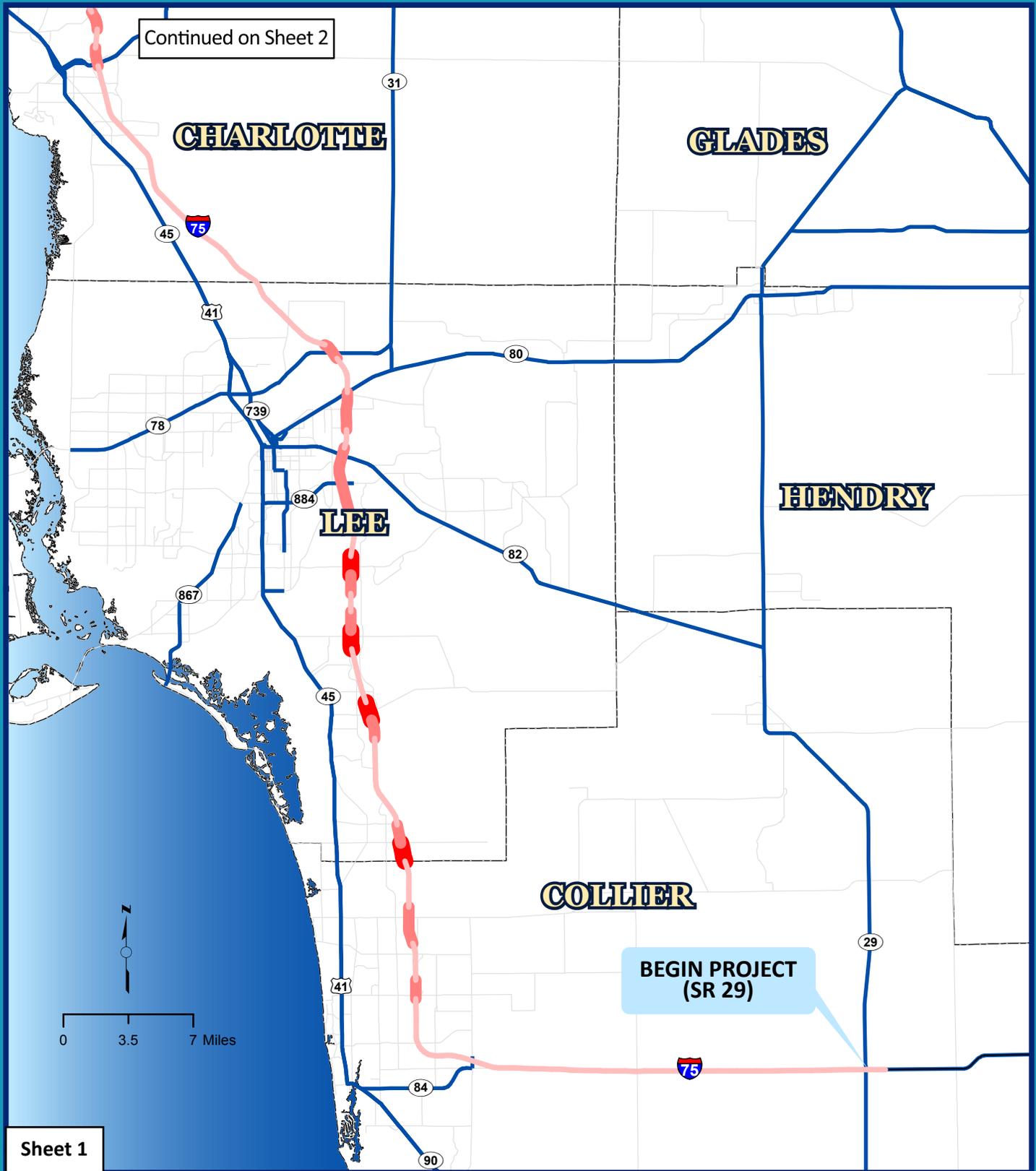


Sumter County has the highest rural crash rate (0.671 crashes/MVMT) followed by Pasco County (0.620 crashes/MVMT). Even though Pasco County's crash rate is lower than that of Sumter, Pasco had more crashes per mile than Sumter and had the most rural interstate crashes of all the counties in the study. Pasco County also had the highest number of injuries for rural interstate and the second highest number of fatalities on rural interstate. Hernando County and Hillsborough County both have rural interstate crash rates above the statewide average.

Counties that exceeded the statewide urban interstate crash rate include Pasco County (0.937 crashes/MVMT) and Hillsborough County (0.876 crashes/MVMT). Conversely, Manatee County has the lowest urban interstate crash rate of all the counties at 0.301/MVMT, but the highest AADT. This trend in Manatee County indicates that other factors, in addition to high volume, may contribute to the higher crash rates in Pasco and Hillsborough counties.

8.2 CRASH LOCATIONS

As indicated in **Section 7.2**, the number of crashes and crash rates for the I-75 South Corridor were calculated in one-mile segments. From these segments, the locations of crashes and corresponding crash rates have been identified. **Figures 8-1** through **8-3** map the number of crashes by location. **Figures 8-4** through **8-6** depict crash rates by location.



LEGEND

Number of Crashes per Mile over 5 years
(2004-2008)

- 101 - 387
- 51 - 100
- 0 - 50

I - 75 Sketch Interstate Plan (SIP)

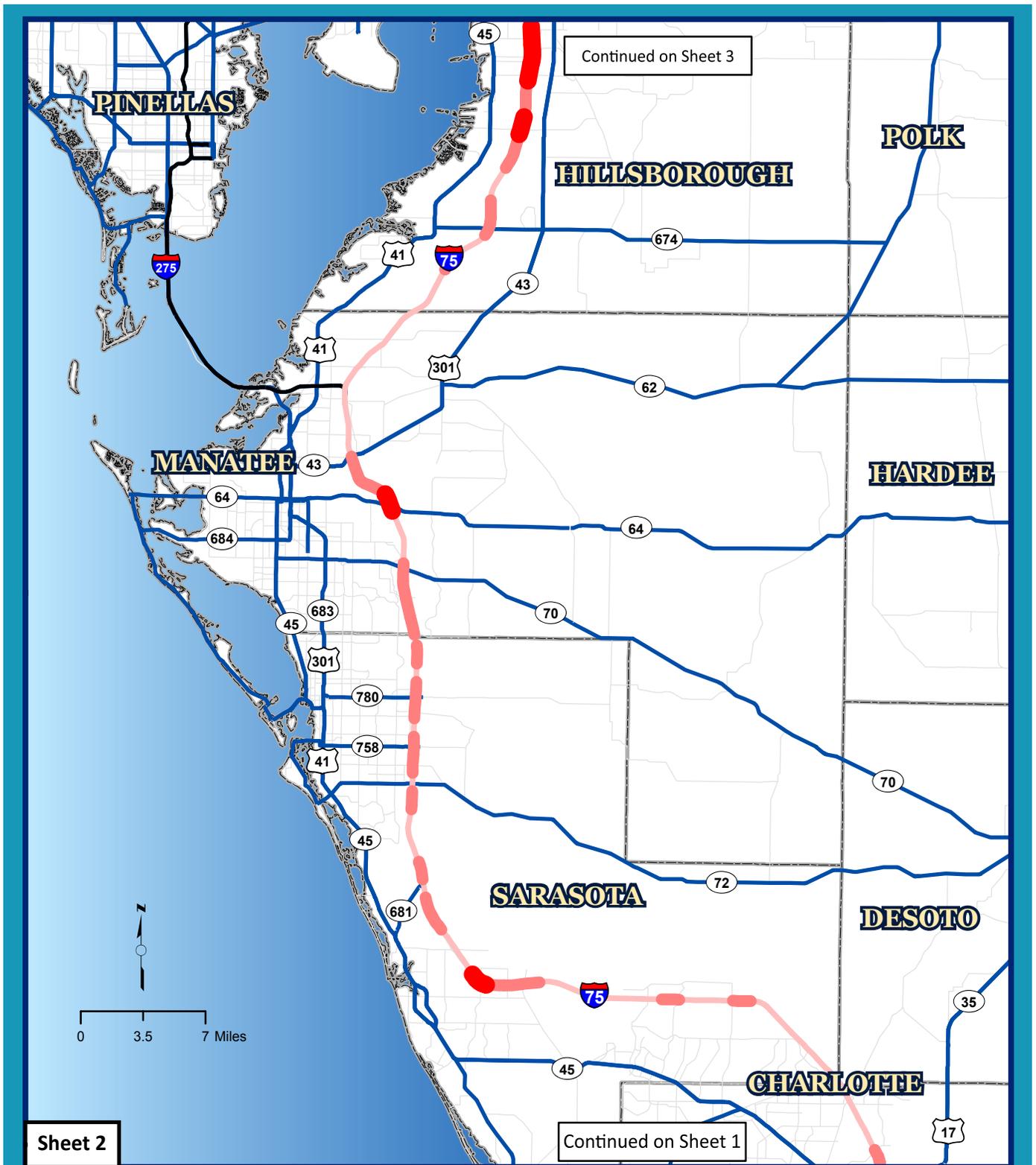
Figure 8-1: Crash Counts by Location (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Sheet 2

LEGEND

Number of Crashes per Mile over 5 years (2004-2008)

- 101 - 387
- 51 - 100
- 0 - 50

I - 75 Sketch Interstate Plan (SIP)

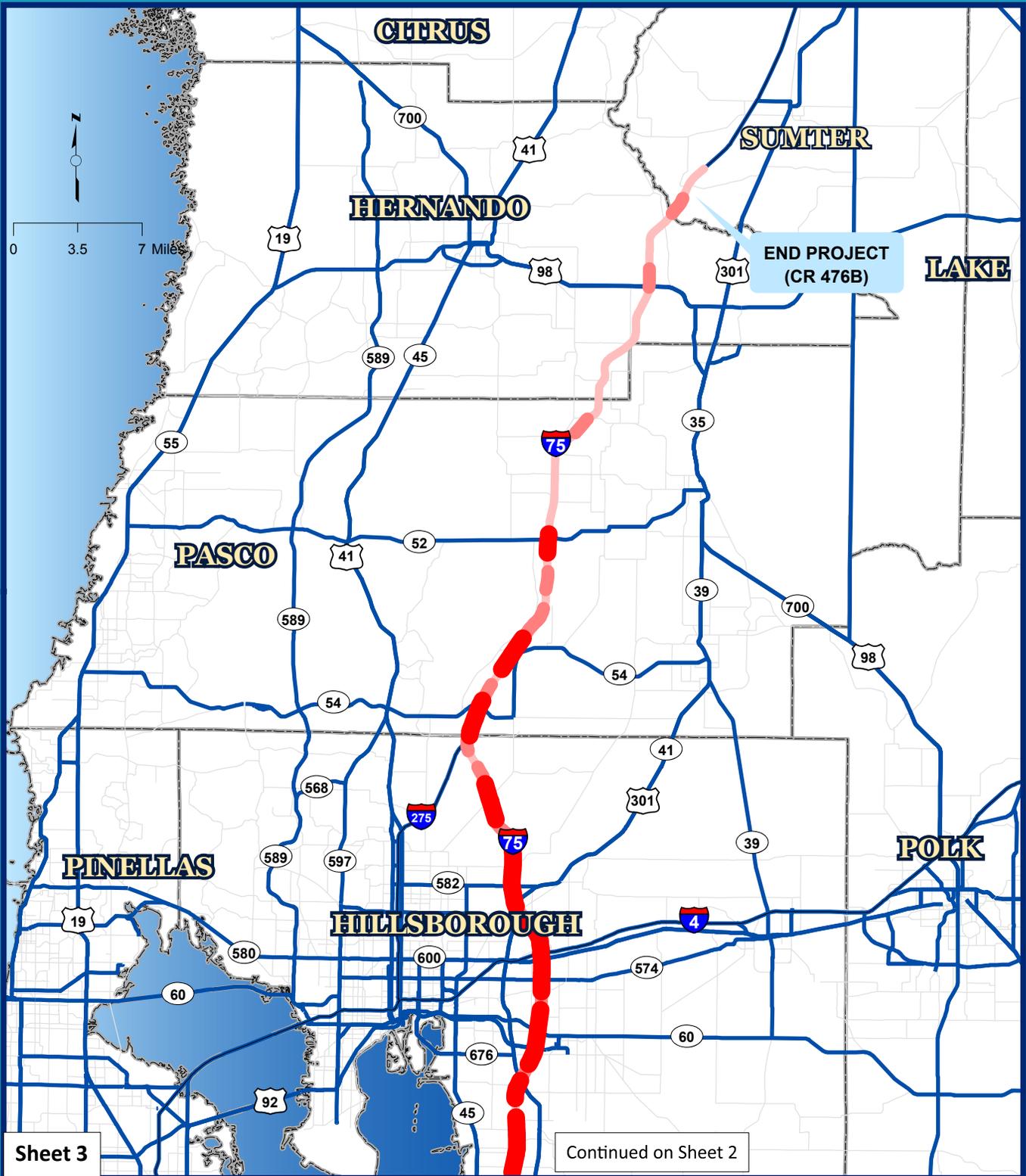
Figure 8-2: Crash Counts by Location (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





LEGEND

Number of Crashes per Mile over 5 years (2004-2008)

- 101 - 387
- 51 - 100
- 0 - 50

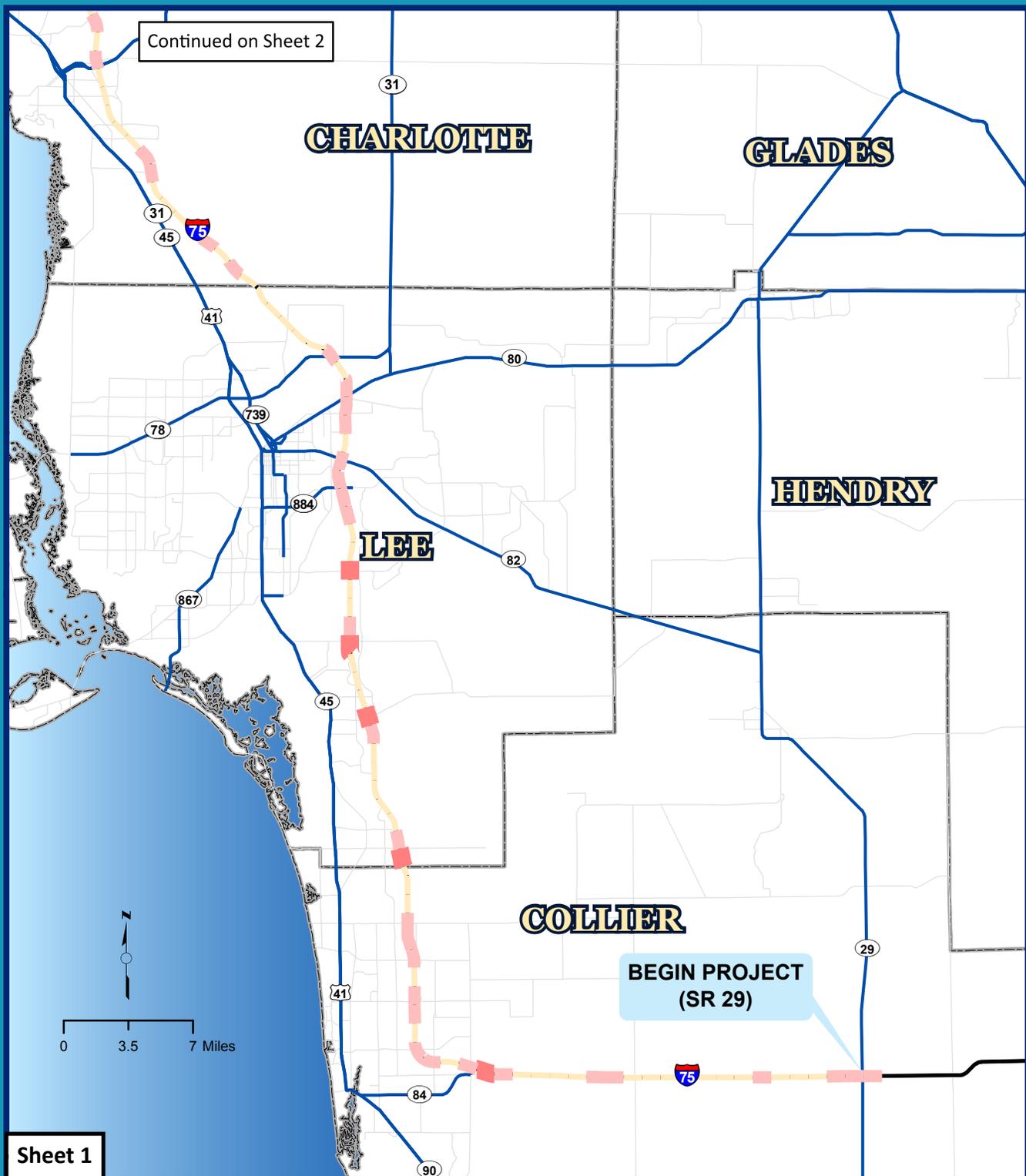
I - 75 Sketch Interstate Plan (SIP)

Figure 8-3: Crash Counts by Location (Northern Region)

NOTES:

This map is intended for planning purposes only.
 Source: FDOT, and WilburSmith Associates





Continued on Sheet 2

CHARLOTTE

GLADES

HENDRY

LEE

COLLIER

**BEGIN PROJECT
(SR 29)**

Sheet 1

LEGEND

CRASH RATE (CRASHES/MVMT)

- 1.501 - 2.534
- 0.744 - 1.500
- 0.374 - 0.743
- 0 - 0.373

I - 75 Sketch Interstate Plan (SIP)

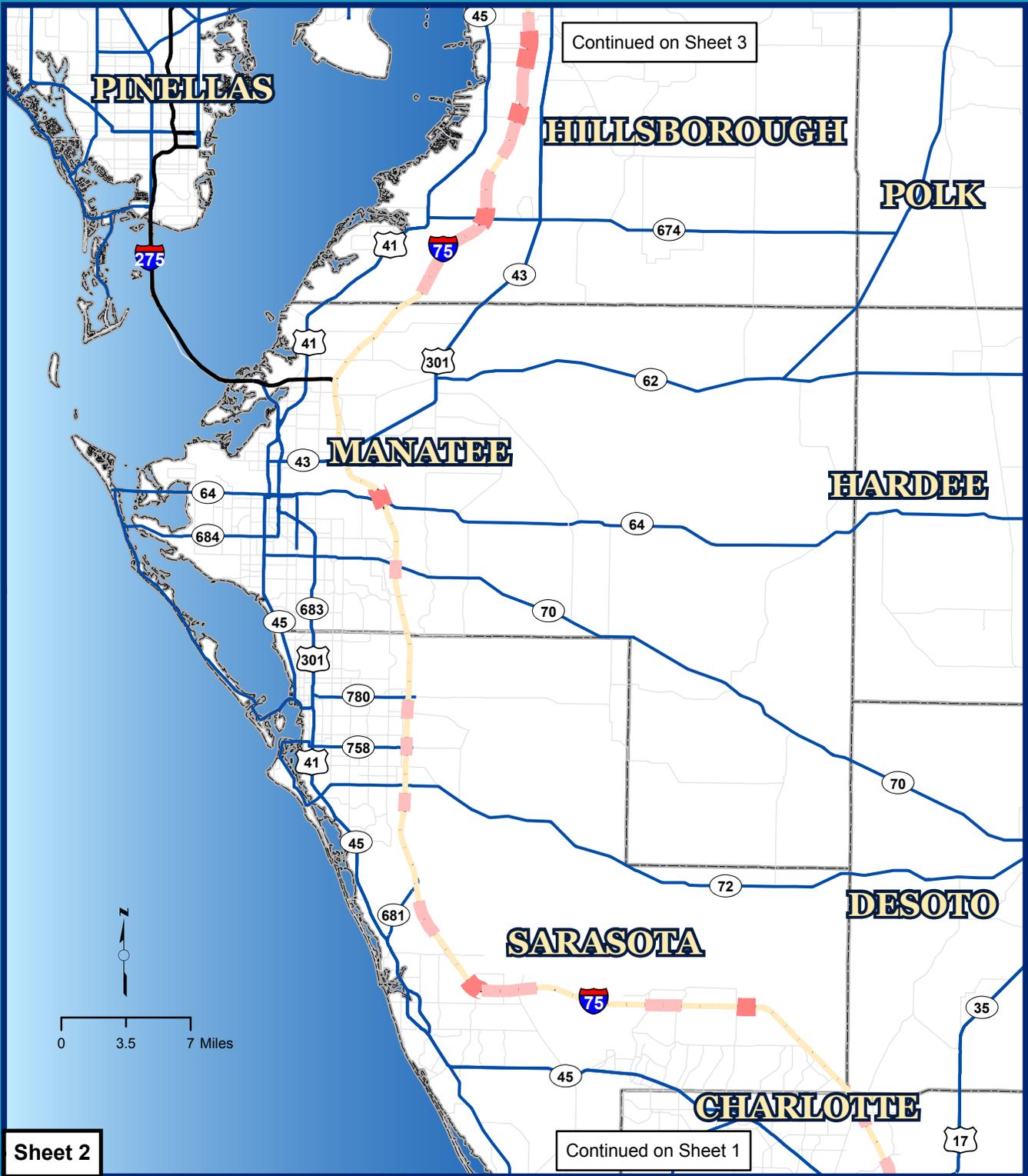
Figure 8-4: Crash Rates by Location (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates





Sheet 2

LEGEND

CRASH RATE (CRASHES/MVMT)

- 1.501 - 2.534
- 0.744 - 1.500
- 0.374 - 0.743
- 0 - 0.373

I - 75 Sketch Interstate Plan (SIP)

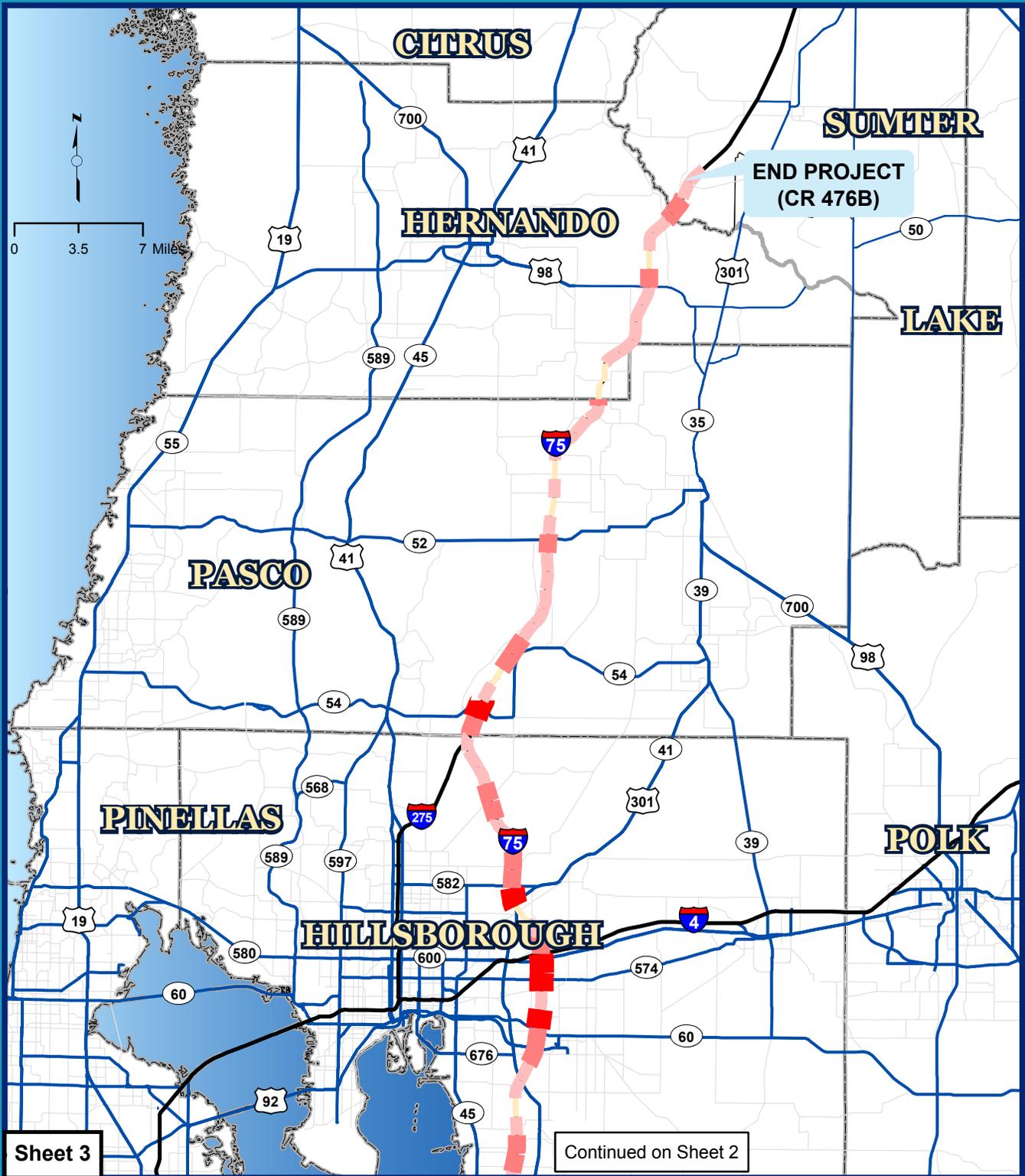
Figure 8-5: Crash Rates by Location (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Sheet 3

Continued on Sheet 2

LEGEND

CRASH RATE (CRASHES/MVMT)

- 1.501 - 2.534
- 0.744 - 1.500
- 0.374 - 0.743
- 0 - 0.373

I - 75 Sketch Interstate Plan (SIP)

Figure 8-6: Crash Rates by Location (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and WilburSmith Associates





Based on a review of the data and the information provided in these maps, several areas may present safety concerns. As anticipated, crash counts were higher at interchanges, especially in more urban areas. Interchange density in conjunction with higher volumes are likely to be a contributing factor. The higher crash rates are located in Pasco and Hillsborough counties. In Hillsborough County, the highest frequency of crashes appears to be located around the major urban interchanges between Brandon Boulevard (SR 60) and Fowler Ave.(SR 582). Hillsborough County also has the highest density of crashes per mile around those same locations. This pattern necessitates a further look into the nature of these crashes and crash rates. In southern Pasco County, I-75 and I-275 merge, presenting opportunities for vehicle conflicts. **Figure 8-7** illustrates the frequency of crashes for each individual segment along the corridor. Segments with the highest frequency are located in Hillsborough County, followed by Pasco County. Again, these crashes are located around the high congestion urban interchanges in Hillsborough and near the I-75/I-275 interchange in Pasco County.

Figure 8-7: Frequency of Crashes by Segment

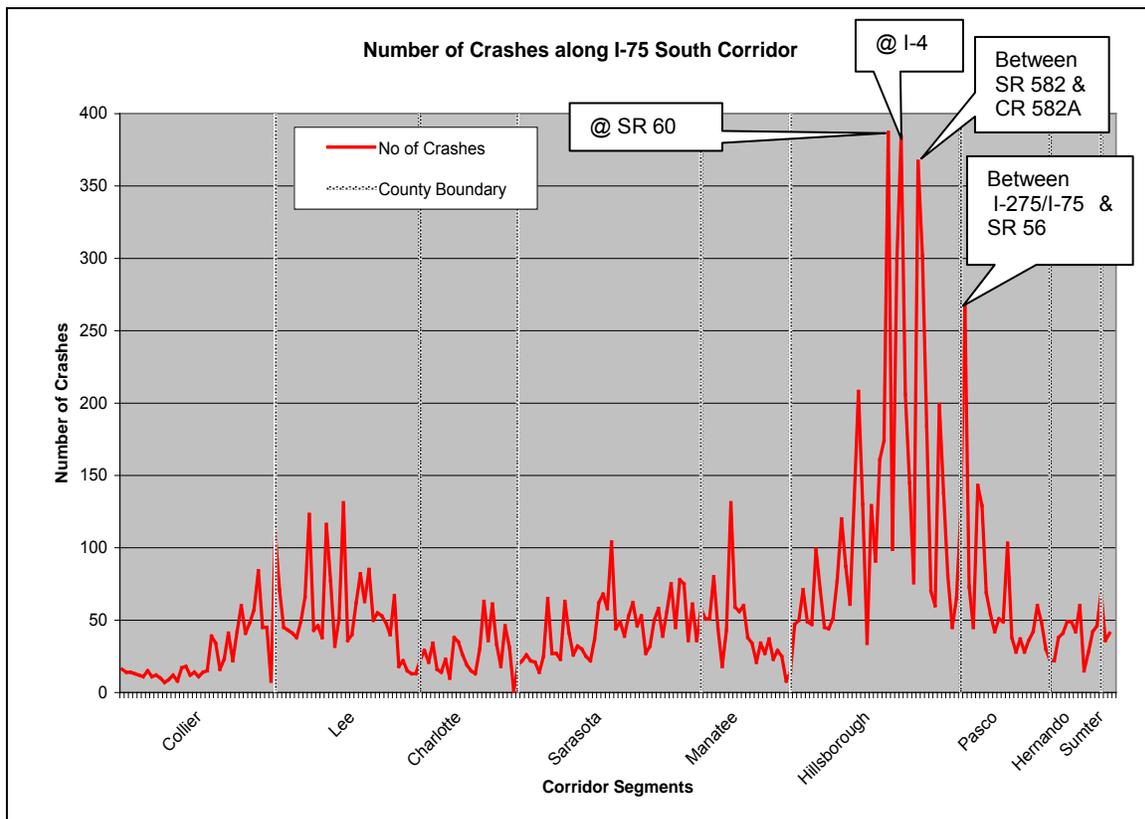
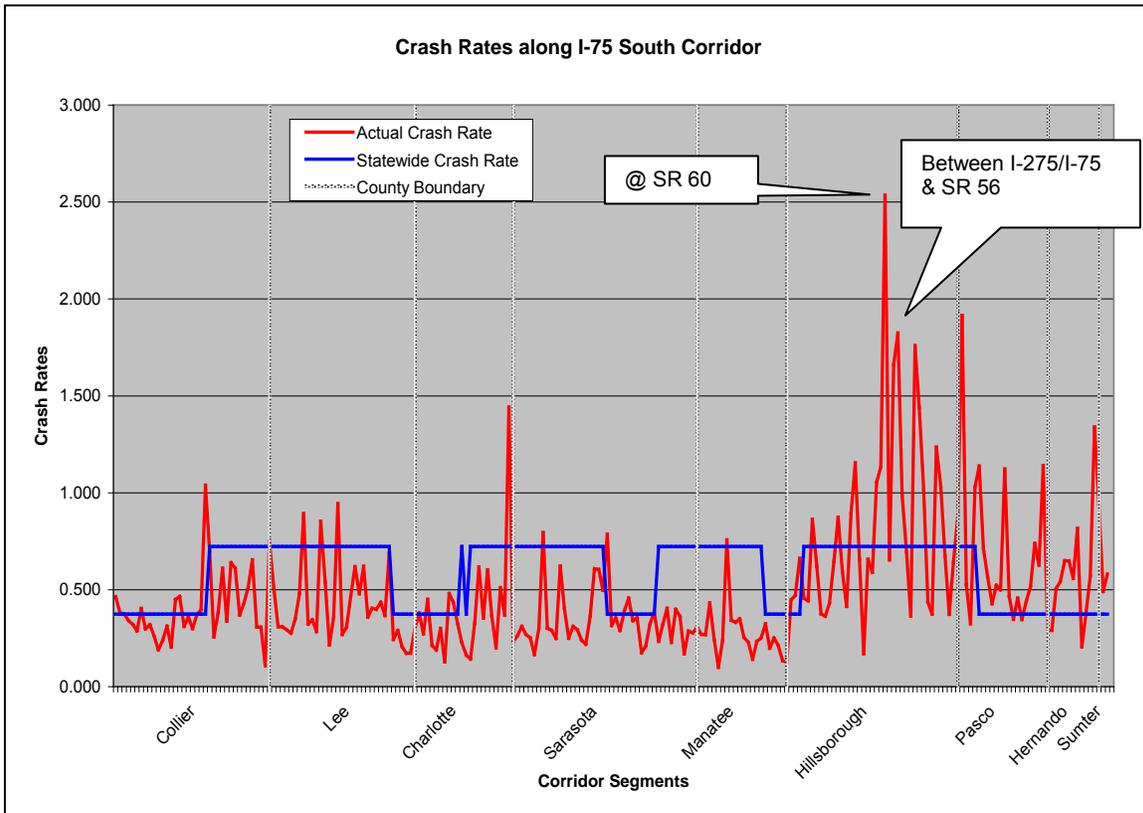




Figure 8-8 indicates the actual crash rate for each of the corridor segments relative to the statewide crash rate for urban and rural interstates. In this figure, there are a number of outliers; however, the two highest are Hillsborough and Pasco counties. The crash rate for the segments in Hillsborough are just over 2.5/MVMT; the rate for Pasco County is approaching 2.0/MVMT. Both of these rates are over twice the statewide urban interstate crash rate (0.723/MVMT).

Figure 8-8: Crash Rates by Segment



8.4 SAFETY CONCLUSIONS

The purpose of this safety section was to analyze crash data reported for the I-75 South Corridor. The crash statistics provide valuable information that can be used to identify potential safety challenges and concerns.

Many crashes along the corridor can be attributed to merge/diverge locations associated with interchange movements. This is evident in the higher number of crashes at



interchange locations. The causes of other crashes, specifically the number of rear-end crashes, can be attributed to recurring conditions. Further insight into the causes of crashes may be provided within individual crash data, which was not analyzed in detail for the purposes of the Sketch Interstate Plan.

Hillsborough County and Pasco County have the highest crash rates of all the counties in the I-75 South Corridor; both counties are above the statewide urban interstate crash rate. The majority of crashes in these counties span from just above the I-275/I-75 interchange in Pasco County to Brandon Boulevard (SR 60) just below I-4 in Hillsborough County. The density and frequency of crashes in these counties involves a number of factors: driver behavior, inadequate capacity, and traffic conflicts.

These safety data provide insights into the congestion and safety concerns for the I-75 South Corridor. The data indicate that the most severe constraints are centered in urban districts. These crashes degrade service, travel times and reduce quality of life, which ultimately can compromise economic security. As discussed earlier, FDOT has already taken steps to address the existing crash rates in the corridor through more detailed PD&E studies and programmed improvements along the corridor.

