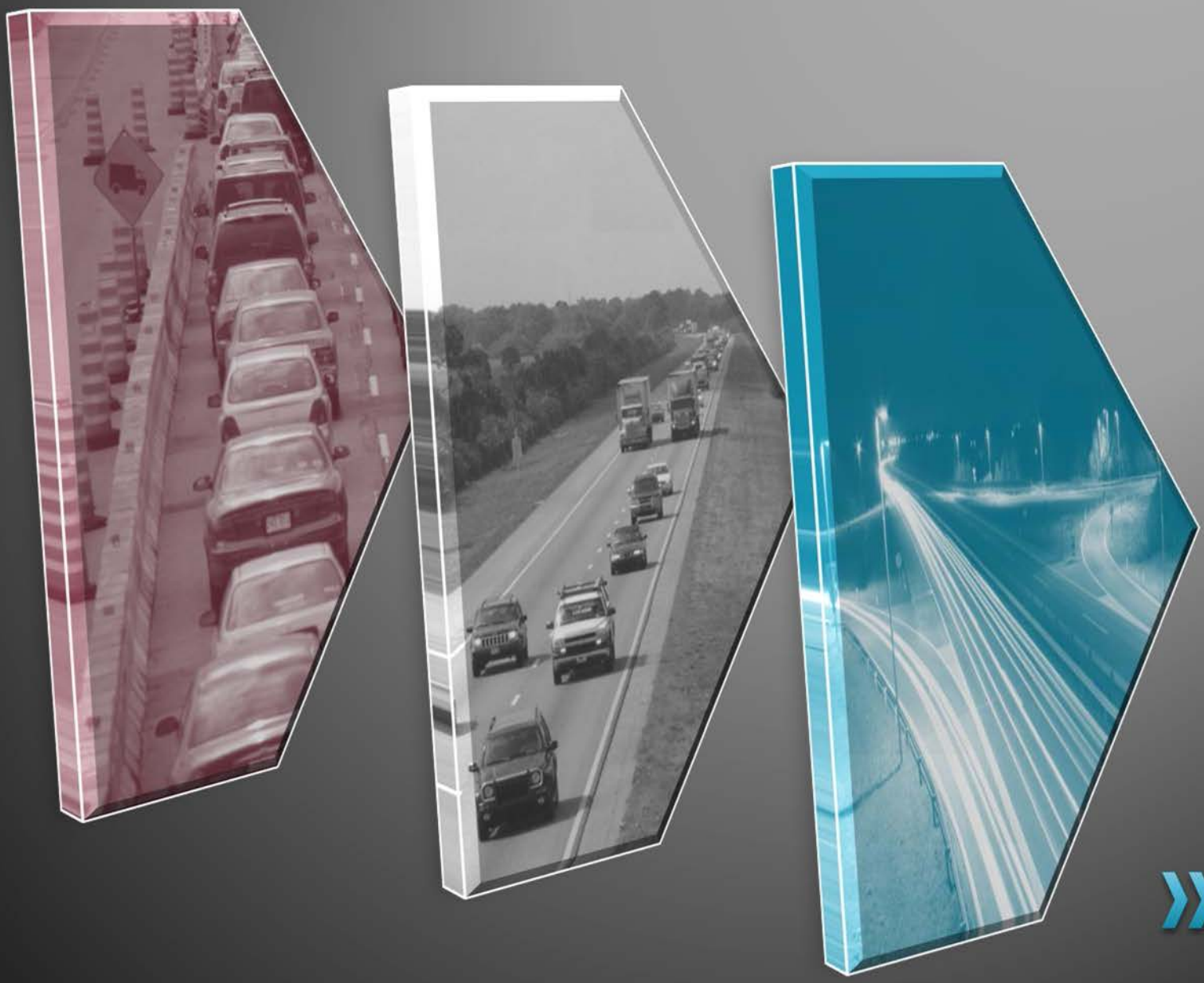
I-75 Sketch Interstate Plan

Future Conditions Technical Memorandum



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I-75 SOUTH SKETCH INTERSTATE PLAN FUTURE CONDITIONS TECHNICAL MEMORANDUM

I-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:

CDM Smith

November 2011

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SECTION 1.0 INTRODUCTION

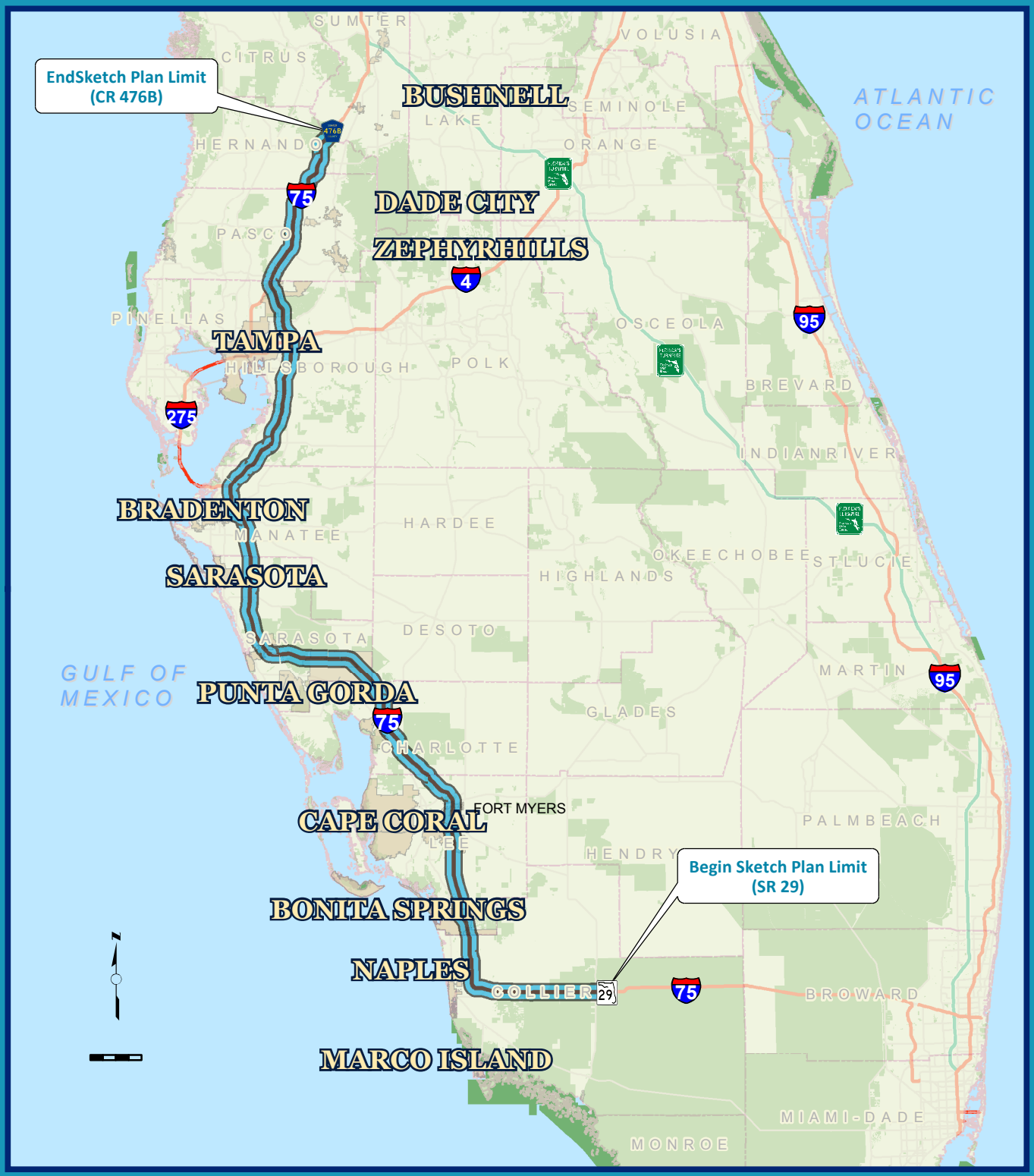
1.1 STUDY PURPOSE

The Florida Department of Transportation (FDOT) is preparing a Sketch Interstate Plan (SIP) for the I-75 South Corridor between State Road (SR) 29 in Collier County and County Road (CR) 476B in Sumter County (see **Figure 1-1**). Since the last I-75 Master Plan was completed in 1989, a number of Project Development and Environment (PD&E) and other studies have been completed within the corridor, and changes have occurred in both traffic conditions and design standards. The goal of the SIP is to evaluate mainline conditions within the existing I-75 corridor for both base year 2008 conditions and the future year 2035, document current and future capacity deficiencies in the mainline, and to identify projects compiled from previous studies to satisfy these needs.

More generally, the study's purpose is to compile and update the previous studies that have been conducted within the I-75 South Corridor and to provide FDOT with a strategic management vision of the mainline corridor. By understanding the issues and opportunities within the I-75 South Corridor, FDOT can assess funding needs and coordinate major investments that will provide the most significant improvements to the statewide transportation network and support regional and local needs. It should be noted that this analysis was conducted in 2010, with the most recently available data at that time. As plans and programs are continually updated, it is understood that conditions on the corridor continue to evolve.

1.2 PURPOSE OF THIS TECHNICAL MEMORANDUM

The purpose of this technical memorandum is to identify potential mainline capacity deficiencies and additional needs for the corridor through 2035. To provide a cohesive understanding of conditions along the I-75 South Corridor, this technical memorandum summarizes the findings of several previous studies as well as future planned and programmed improvements for the corridor. A methodology and forecast of future travel demand in the corridor is also presented. Base year 2008 and projected 2035 traffic conditions were then compared against planned improvements to identify lane needs within the corridor. The results of this technical memorandum will help to provide a strategic "mainline vision" for the corridor.



LEGEND

- I-75 South CorridorStudy Limits
- Interstates
- Toll Roads
- Parks
- City Limits
- County Boundaries

I - 75 Sketch Interstate Plan (SIP)

Figure 1-1: Location Map

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

WilburSmith ASSOCIATES

1.3 BACKGROUND

The I-75 South Corridor is a core element of the regional and statewide transportation system. Traversing nine counties and eight metropolitan planning organizations (MPO's), the I-75 South Corridor is a principal arterial interstate approximately 227 miles in length located along Florida's west coast. It serves as the major north-south limited access road to move people and goods along the central western coast of Florida.

1.4 NEED FOR THE SKETCH INTERSTATE PLAN (SIP)

The SIP will identify mainline segments that may not meet operational standards, identify the proposed improvements, and suggest an implementation strategy of improvements to maintain acceptable operations. The ultimate work product emerging from the I-75 South SIP will be the Mainline Vision Report. The Mainline Vision Report will identify deficient roadway segments, discuss previous recommendations, and identify proposed improvement alternatives. The results of the SIP will serve as a management tool for the Strategic Intermodal System/ Florida Intrastate Highway System (SIS/FIHS) Plan for this critical corridor.

1.5 ORGANIZATION OF THIS REPORT

Throughout this technical memorandum, the 2035 future projected study area conditions are described in detail and illustrated, as appropriate, on maps. Base year 2008 conditions are summarized in **Section 2.** Planned and programmed transportation improvements are compiled from numerous sources, including the SIS Work Program, MPO Transportation Improvement Programs adopted in 2009 and the most recent 2035 Long Range Transportation Plans (**Section 3**). A future traffic methodology, utilizing previous traffic forecasts from various sources, is also summarized herein and a separate *Technical Memorandum 2: Future Traffic Methodology* was presented to and approved by FDOT District staff. The future traffic forecast forms the basis for the capacity analysis of the mainline (**Section 4**). Mainline requirements through the year 2035 are identified for four, six, or eight lanes, and deficient segments are identified. Other planned or programmed improvements in addition to the mainline, such as interchanges, bridges, or connections to intermodal centers are also summarized (**Section 5**).

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SECTION 2.0 EXISTING ROADWAY CONDITIONS

A detailed analysis of 208 base year conditions along the I-75 South Corridor was documented in *Technical Memorandum Number 1: Existing Conditions*. A summary of those findings is contained in this section and includes:

- Traffic and levels of service,
- Roadway conditions including mainline roadway, interchanges, and bridges,
- SIS linkages and ITS infrastructure
- Freight movements, and
- Safety.

These findings will form the basis of the 2035 future conditions analysis and subsequent Mainline Vision Report.

2.1 2008 TRAFFIC VOLUMES AND LEVELS OF SERVICE

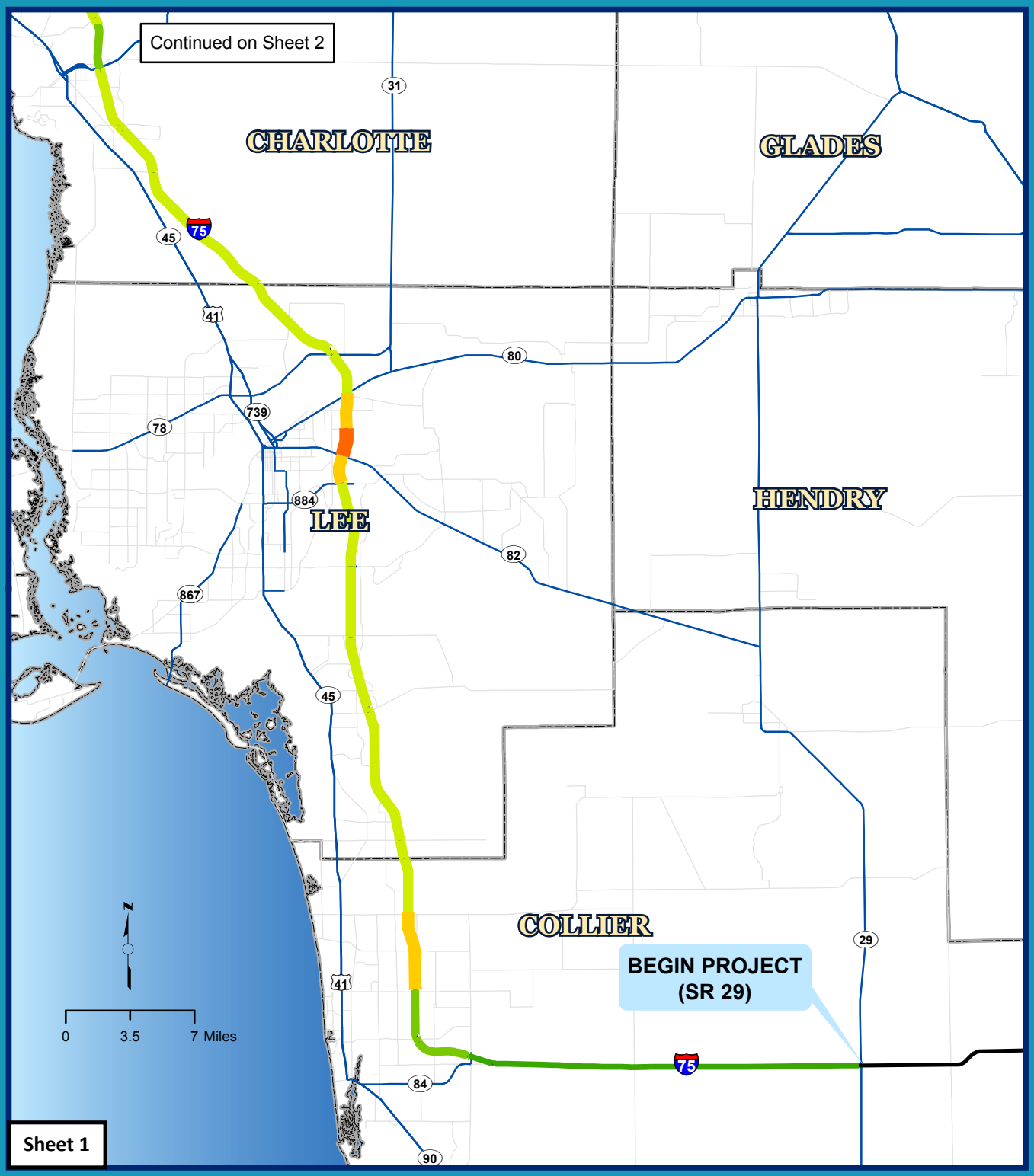
2008 traffic volumes along I-75 vary throughout the study corridor. The section with the lowest amount of existing traffic is found in Collier County where annual average daily traffic (AADT) is as low as 19,000 vehicles per day (vpd). The most heavily travelled section is in Hillsborough County where AADT is as high as 152,000 vpd. The number of travel lanes ranges from four to eight lanes throughout the corridor.

A planning level of service analysis was conducted for the I-75 corridor using Florida's 2007 Generalized Service Volume Tables for Level of Service. Based on this analysis, seven general areas of the corridor are likely operating at unacceptable levels of service during peak travel periods, as shown in **Table 2-1**. 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 2-1** may include several adjacent segments due to slight variations between milepost versus segment data.

Table 2-1: I-75 Base Year 2008 LOS Deficiencies

County	From	To	Length (Miles)	Number of Lanes	Adopted LOS	Operating LOS
Lee	Martin Luther King Road (SR 82)	Luckett Road	1.52	4	D	E
Sarasota	Sumter Boulevard	Jacaranda Boulevard	11.32	4	C	D
Sarasota	Jacaranda Boulevard	SR 681	6.60	4	C	F
Sarasota	SR 681	Clark Road (SR 72)	5.46	6	C	D
Sarasota	Bee Ridge Road (SR 758)	Fruitville Road (SR 780)	6.21	6	D	E
Hillsborough	Brandon Boulevard (SR 60)	Bruce B. Downs Boulevard (CR 581)	13.28	4-6	D	F
Pasco	SR 56	CR 54	3.47	4	D	F

A graphical representation of the base year LOS (2008) for I-75 through the study corridor is also shown on **Figures 2-1** through **2-3** on the following pages.



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 2-1: 2008 Level of Service (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

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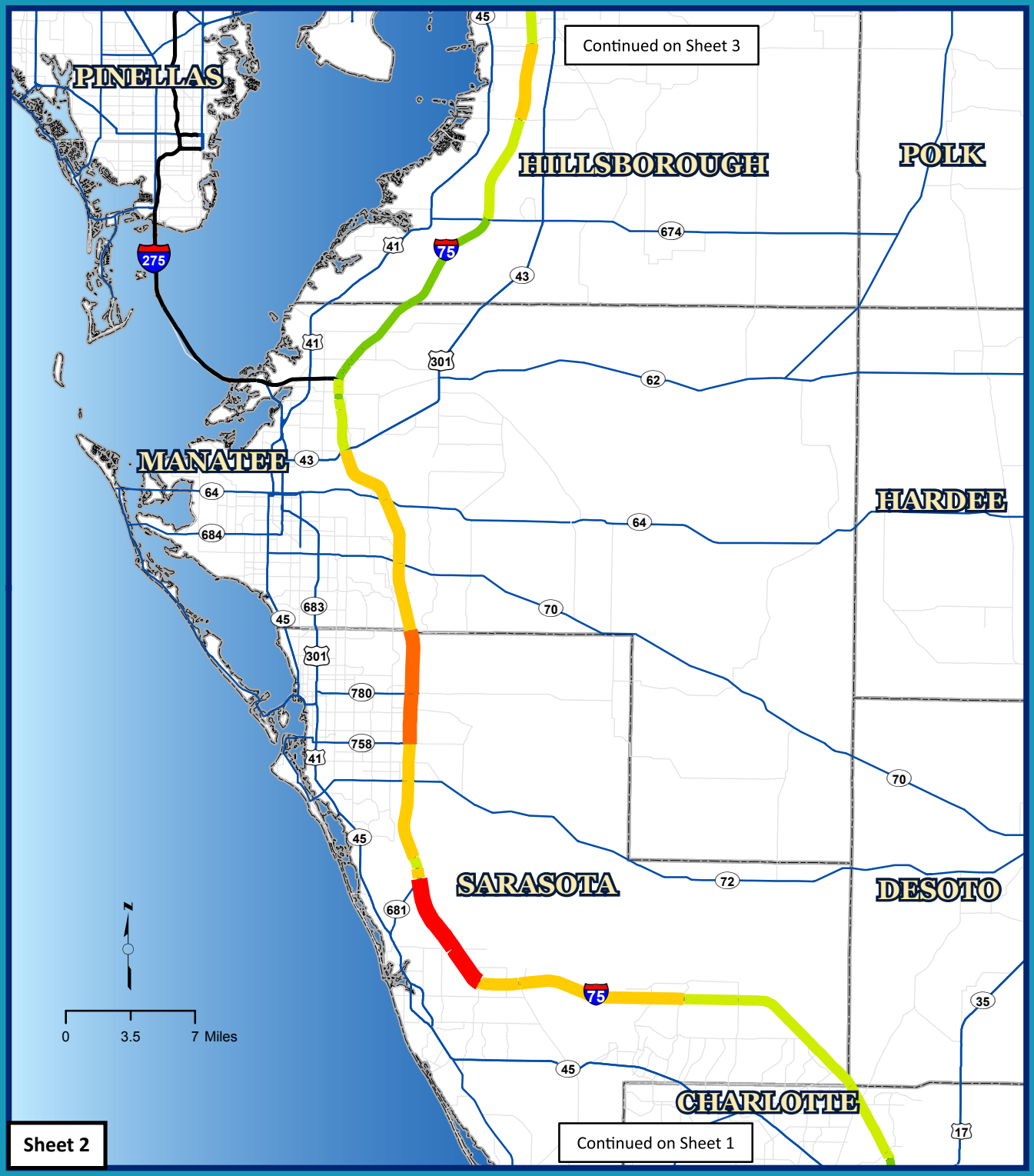
WilburSmith ASSOCIATES



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 2-2: 2008 Level of Service (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

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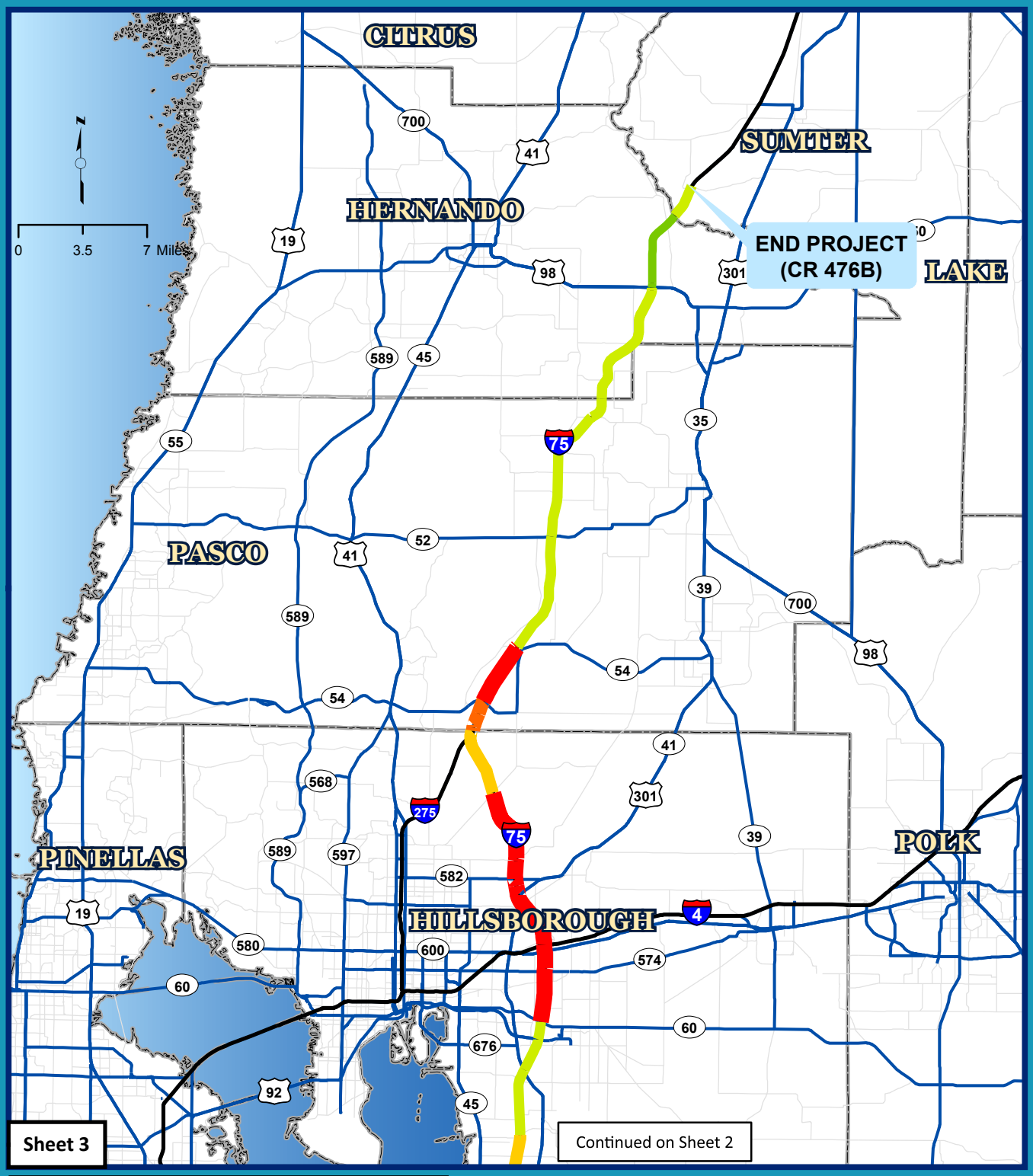


LEGEND

- 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 2-3: 2008 Level of Service (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

WilburSmith ASSOCIATES

2.2 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 and is heavily utilized by both individuals and commercial traffic as a primary north-south connection. A little more than half of the corridor is classified as urbanized and the other half is classified as transitioning or rural.

2.2.1 *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 study limits. According to FDOT TranStat GIS data, pavement along the entire length of the project corridor is in good to very good condition. The roadway is also characterized by the following:

- 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 where independent alignments are located.
- 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 in Sarasota County. While most of the median consists of grass only, some sections are protected by guardrail, double guardrail, or barrier walls.

2.2.2 *Interchange Conditions*

There are 52 interchanges with six interchange types located within the study area. The majority of the interchanges are a “diamond” type, which constitute 34 of the total interchanges in the study area. Five interchanges are considered “system interchanges”, which are free flowing with no local access. These include I-75 at the following crossroads: SR 681, I-275 (south), Lee Roy Selmon Expressway, I-4, and I-275 (north).

Twenty interchange studies were reviewed in addition to previous PD&E studies, interchange evaluations, the FDOT Work Program, and improvement priorities from

MPOs in the study area. Improvement recommendations for 25 interchanges were identified as part of this review and were based on the best available information at the time of the review. None of the major system interchanges were identified as requiring improvements through the 2035 horizon year.

2.2.3 *Bridge Conditions*

FDOT performs an inventory of all bridges on a biennial basis, using 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 the *I-75 South Corridor Existing Conditions Technical Memorandum*. The following is a summary of those findings:

- All bridges in the study corridor are rated 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 fair structural condition rating (i.e. exhibits some minor section loss, cracking, spalling, or scour): (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 of 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 for improvement.

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

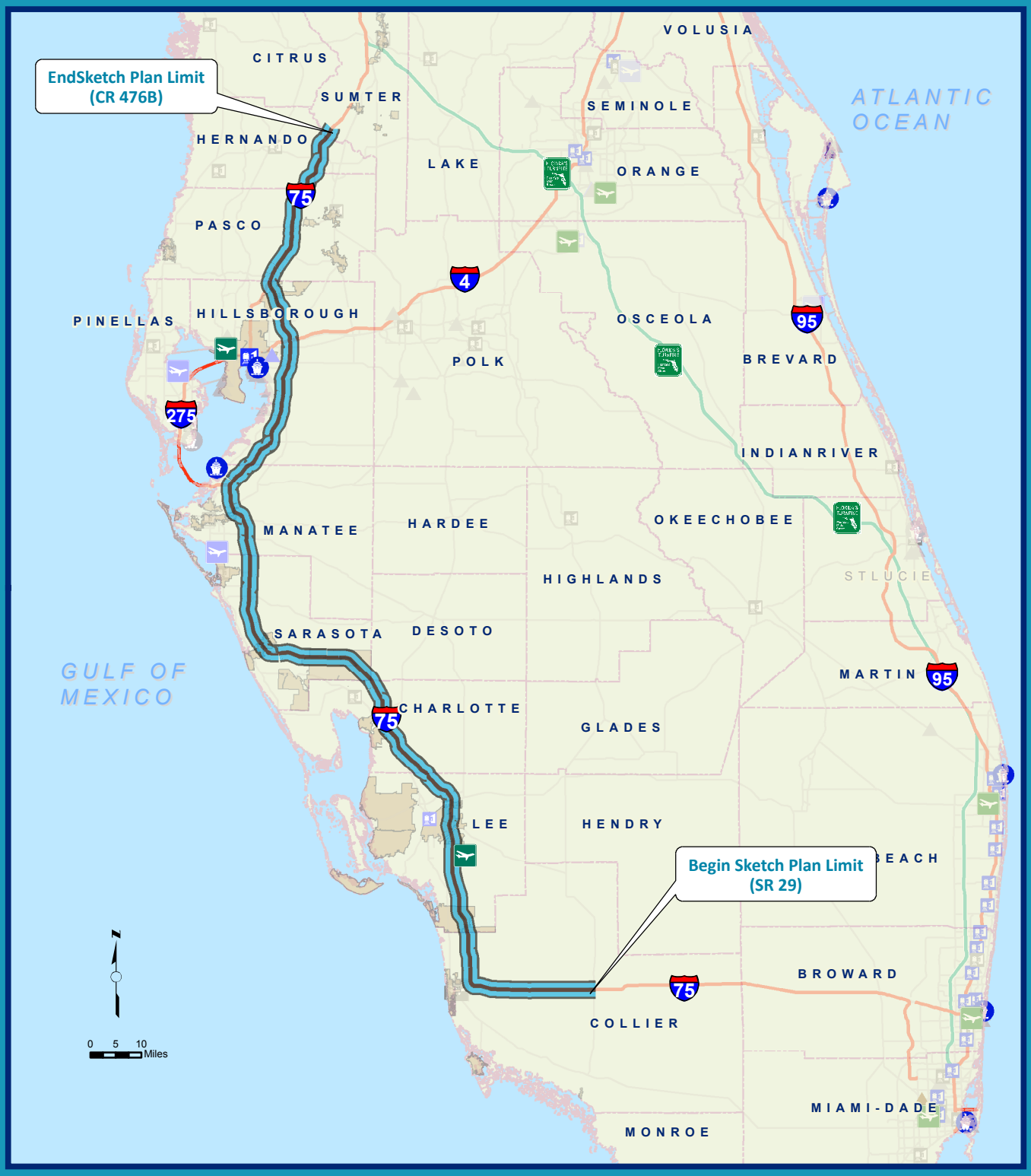
2.3 STRATEGIC INTERMODAL SYSTEM (SIS) LINKAGES

I-75 is designated as a Strategic Intermodal System (SIS) highway corridor, and as such, is considered essential to international, interstate, and interregional movement. This statewide network of high-priority transportation facilities includes the state's largest and most significant commercial service airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways.

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. Within the project corridor, there are ten SIS Hubs, including two seaports, four commercial service airports, three intermodal passenger terminals, and one intermodal freight-rail terminal, as shown on **Figure 2-4**. 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;
- Pinellas County includes the St. Petersburg–Clearwater International Airport;
- 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

Five counties (Sumter, Hernando, Pasco, Charlotte and Collier) do not currently contain any SIS-designated hubs.



LEGEND

Airports
- SIS
- Emerging SIS
- Non-SIS

Seaports
- SIS
- Emerging SIS
- Non-SIS

Passenger Terminals
- SIS
- Emerging SIS
- None
- Spaceports

Freight Rail Terminals
- SIS
- Emerging SIS
- None
- I-75 South CorridorStudy Limits

I-75 Sketch Interstate Plan (SIP)

Figure 2-4: SIS Facilities

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

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2.4 FREIGHT CONDITIONS

Freight transportation is an essential component of the economy in each of the counties in the study area and throughout the state. 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. Since trucks are the predominant mode of transportation for the shipment of freight within Florida, trucks account for a large source of travel demand on state roads. According to the 2008 and 2009 *Trends and Conditions Reports*, prepared by FDOT's Office of Policy Planning, freight travel demand is increasing at faster rates than personal travel demand growth. Several key state trends were identified:

- Trucks are the dominant mode for freight shipments in 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 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 transportation.[1]

- 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 growth.[2]

- Most international freight arrives by water. In Fiscal Year (FY) 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 million 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 products.[3]

[1] Trends and Conditions Report-2008 Travel Demand: Trade and Freight Transportation
[2] Trends and Conditions Report-2009 Transportation Systems: Air Facilities-Passengers and Freight
[3] A Five-Year Plan to Achieve the Mission of Florida's Seaports: 2007/2008-2011/2012, p 22, as cited in Trends and Conditions Report-2009 Transportation Systems: Seaports-Freight and Cruise Activity

- 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 and food products.[4] 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.

2.5 INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

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 safety along I-75. The available ITS infrastructure varies across counties; however, all counties are at least equipped with a free cellular telephone number for reporting incidents. Specific ITS infrastructure investments are summarized by county in **Table 2-2**.

Four ITS improvement projects are programmed in the most current MPO Transportation Improvement Programs, and 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.

[4] Trends and Conditions Report-2007 Transportation Systems: Rail Facilities-Freight and Passengers

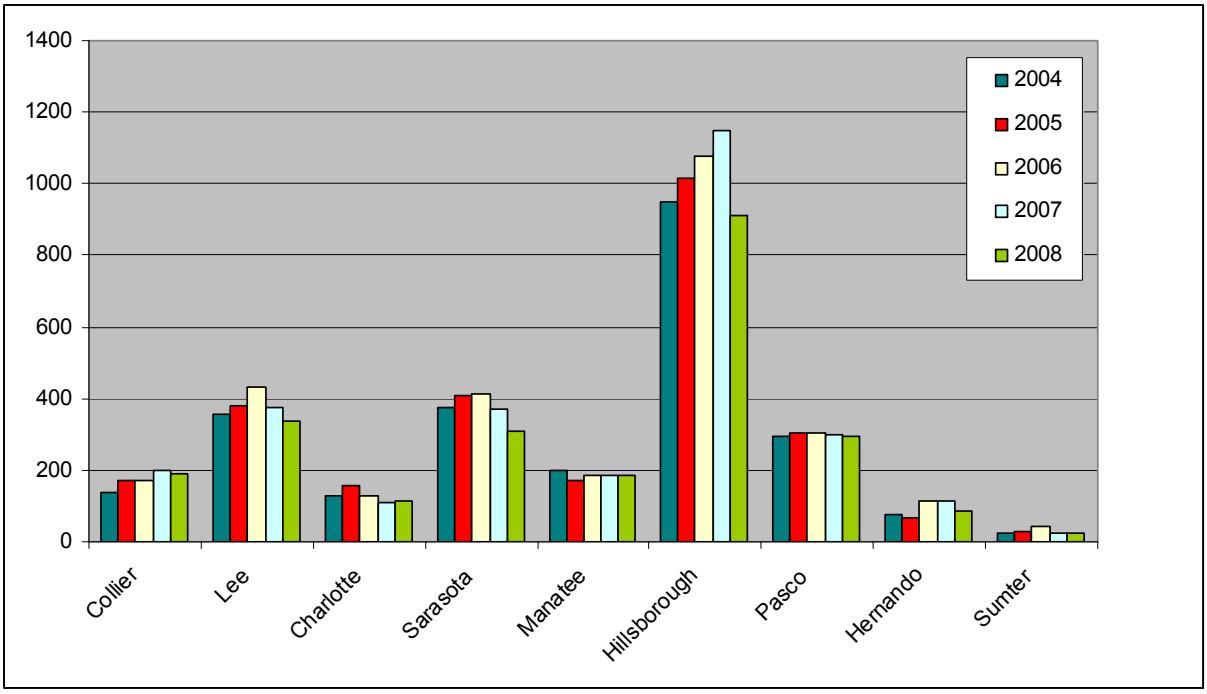
Table 2-2: ITS Infrastructure by County

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	√					

2.6 SAFETY

During the five year analysis period from 2004 to 2008, 13,382 crashes occurred on the I-75 South Corridor. A complete summary of accidents by county for the five-year period is shown in **Figure 2-5**. Hillsborough County experienced the highest total number of crashes, followed by Lee County, and Sarasota County. Overall, the number of crashes per year has remained fairly stable.

Figure 2-5: Number of Crashes by County (2004-2008)



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, annual average daily traffic (AADT), timeframe and counts. As such, crash rates help reveal the true magnitude of crash incidences.

Typical crash rates for this type of facility in Florida are 0.374 crashes per million vehicles miles traveled (MVMT) within a rural area and 0.723/MVMT within an urban area. Roadway segments that exceed these average crash rates are highlighted in yellow in **Table 2-3**. As identified in **Table 2-3**, crash rates in Hillsborough, Pasco, Hernando and Sumter all exceeded the average rates for both rural and urban areas.

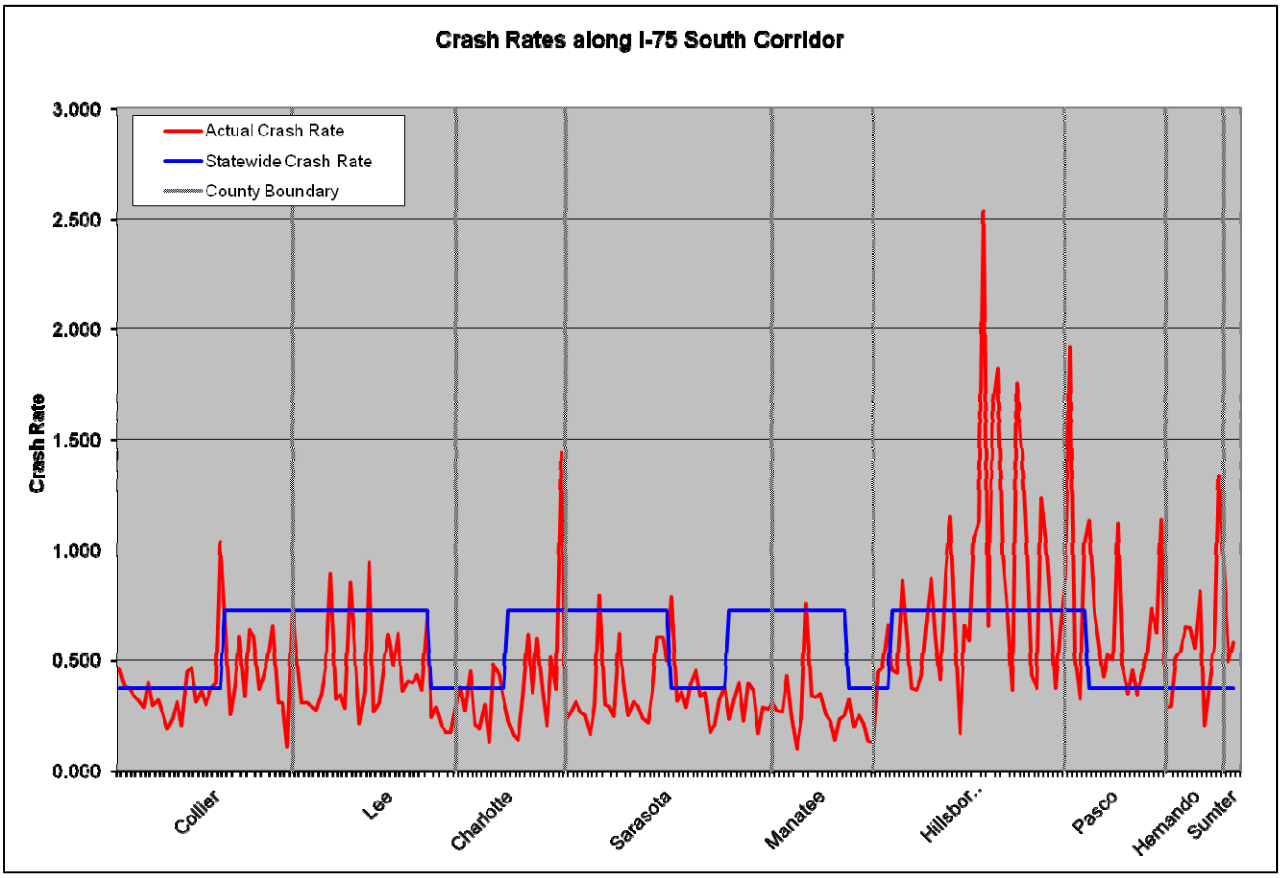
Table 2-3: County Crash Rates and Safety Data

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
	Urban	-	-	-	-	-	-

Crash rates were also calculated for the I-75 South Corridor in one-mile segments. **Figure 2-6** compares crash rates for each county within the study corridor compared to the statewide crash rate for urban and rural interstates.

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, may be attributed to recurring conditions such as congestion that can lead to speed fluctuations and abrupt braking. 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 SIP.

Figure 2-6: Crash Rates by County



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SECTION 3.0 FUTURE PLANNED AND PROGRAMMED IMPROVEMENTS

In developing a mainline vision for the I-75 South Corridor, a full listing (to date) of potential transportation improvements along the corridor is needed. These potential improvements are classified in two categories: (1) programmed/committed projects, and (2) planned projects. Programmed/committed projects include projects with available funding for implementation. FDOT's 2010 Five Year Work Program as well as FY 2011 to FY 2015 Transportation Improvement Programs (TIPs) from all MPOs within the corridor forms the basis for the programmed/committed projects.

Planned projects include projects not yet funded through the FDOT 2010 Five Year Work Program or FY 2011 to FY 2015 TIP but which have been identified in 2035 long range transportation plans (LRTPs). These projects are included in either FDOT's 2010 Second Five Year Plan or an MPO's 2035 Cost Feasible Plan. The MPOs' 2035 Financially Feasible Plan and Needs Plan form the basis for planned projects within the urbanized areas. A discussion of the various projects, both programmed and planned, that are under consideration for the I-75 South Corridor follows.

3.1 PREVIOUS STUDIES

The I-75 Master Plan and the I-75 Multi-Modal Master Plan as well as nine Project Development and Environment (PD&E) studies (see **Table 3-1**) and a managed lanes study for Collier and Lee counties were reviewed for this analysis. The following is a brief summary of the findings and recommendations of these studies. Additional information on each of these studies may be found in the Existing Conditions Technical Memorandum and the Future Conditions Technical Memorandum.

- **I-75 Master Plan** – This Master Plan was completed in 1989 for the section 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 based on mandates from federal passage of the 1991 Intermodal Surface Transport Efficiency Act (ISTEA). This plan recommended multi-modal and geometric alternatives along I-75 to improve capacity, facilitate interstate and regional long-distance trips for private vehicles and freight, define a schedule for implementation of recommended improvements, and provided conceptual alternatives analyses and environmental evaluations for future PD&E studies. This 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 a number of their recommended improvements have already been completed.

- **PD&E Studies** – Within the past 10 years, FDOT has completed nine PD&E studies along the I-75 South Study corridor. In addition, two other studies are currently in progress, with FHWA approval expected in 2012. These studies encompass most of the I-75 study corridor with the following exceptions: I-75 in Collier County from SR 29 to east of SR 951 (21.5 miles); and I-75 in Pasco County from SR 56 to SR 52 (10 miles). Brief highlights of each of these previous studies are summarized in **Table 3-1**.

- **Managed Lanes Study** - In addition to the PD&E study recommendations, a managed lanes study was conducted to evaluate proposed express toll lanes along 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). 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 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 warranted.

Table 3-1: Summary of PD&E Studies

County	I-75 South Corridor Segment	Length	Recommendations	PD&E 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)	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)	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)	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)	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)	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	September 2008
Manatee Hillsborough	Moccasin Wallow Road (CR 675) to South US 301	25 mi	6/4 Managed Lanes	Expected Completion in 2012

Table 3-1: 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	6/6 Managed Lanes	Expected Completion in 2012
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)	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 and Withlacoochee River Phase 2 – 8-lanes, I/C Modifications (I-75 @ CR 41, @ SR 50)	June 2007

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.

3.1 2010 FDOT WORK PROGRAM

The FDOT Systems Planning Office is responsible for development of the SIS Needs, SIS Cost Feasible, SIS First Five Year Plan and the SIS Second Five Year Plan. The following is a summary of the SIS Plans relevant to this study effort.

3.1.1 *SIS First Five Year Plan*

The FY 2010/2011 to FY 2013/2014 Adopted SIS 5-Year Plan, also referred to as the First Five, was approved in July 2010. This plan was reviewed for proposed capacity and interchange improvements along the I-75 corridor. There are 40 projects listed in the First Five, as shown in **Table 3-2**. Twenty-two (22) of these projects are located in District 1 and eighteen (18) projects are located in District 7. Operational improvements throughout the corridor are also planned. Not all of the capacity improvement projects, however, include construction. Many of the projects are in the early stages of development and include design, ROW acquisition, or environmental analysis. Capacity related construction projects that involve adding lanes to the I-75 mainline during the First Five Year Work Program were identified as follows:

- Widening in Lee County from South of Colonial Boulevard to SR 80
- Widening I-75 in Sarasota County from north of River Road to north of SR 681
- Widening in Hillsborough County from south of SR 582 to SR 56
- Widening in Pasco County from south of SR 56 to north of CR 54

Table 3-2: SIS First Five Year Plan Projects

FPN	Limit From	Limit To	Improvement Type	Activity			
				PD&E	PE	ROW	CST
Collier County							
4063135	Collier Boulevard/SR 84		Modify Interchange	●			
4238221	Everglades Boulevard Interchange		New Interchange	●	●		
4258431	SR 951 Exit 101		Modify Interchange				●
4258432	SR 951 Exit 101		Future Capacity Interchange	●	●		
Lee County							
2009661	At Alico Road Exit 128		Interchange Add Lanes			●	
4062242	At Daniels Parkway Exit 131		Modify Interchange		●		
4062251	South of Bonita Beach Road	SR 78	PD&E Study	●			
4062254	South of Corkscrew Road	South of Daniels Parkway	Add Lanes and Reconstruct			●	
4110351	North of Daniels Parkway	South of Colonial Boulevard	Add Lanes and Reconstruct		●	●	
4110361	South of Colonial Blvd	South of SR 82	Add Lanes and Reconstruct		●	●	●
4110371	South of SR 82	South of Luckett Road	Add Lanes and Rehab. Pavement		●		●
4110373	South of SR 82	South of Luckett Road	ROW Future Capacity			●	
4110381	South of Luckett Road	South of SR 80	Add Lanes Reconstruct		●	●	●

FPN	Limit From	Limit To	Improvement Type	Activity			
				PD&E	PE	ROW	CST
Lee County (cont'd)							
4110421	At SR 80 Interchange Exit 141		Modify Interchange		●	●	●
4130661	North of SR 80	South of SR 78	Add Lanes and Rehab. Pavement		●	●	
4166492	I-75 Airport Access	At SWF	Int Airport CD System			●	
4267861	At Bonita Beach Road Exit 116		Modify Interchange		●		●
Charlotte County							
4130423	Tuckers Grade	North Jones Loop Road	Add Lanes and Reconstruct		●		
Sarasota County							
2012771	SR 681	University Parkway	PD&E	●			
4063143	North of River Road	North of SR 681	Add Lanes and Rehab. Pavement		●	●	●
4130441	Charlotte County Line	River Road	PD&E	●			
4130444	Sumter Boulevard	River Road	Add Lanes and Reconstruct		●		
4206131	SR 780/Fruitville Road Exit 210		Modify Interchange		●		●
4206141	University Parkway		Modify Interchange		●		●
Manatee County							
2010321	University Parkway	Moccasin Wallow Road	PD&E	●			
4206221	University Parkway		Modify Interchange		●		●
Hillsborough County							
4084592	South of SR 582 (Fowler Avenue)	North of CR 581 (BB Downs Boulevard)	Add Lanes and Reconstruct		●	●	●
4084593	North of CR 581 (BB Downs Blvd.)	SR 56	Add Lanes and Rehab. Pavement		●		●
4192351	Moccassin Wallow Road	Fletcher Avenue	PD&E	●			

FPN	Limit From	Limit To	Improvement Type	Activity			
				PD&E	PE	ROW	CST
4192352	Moccassin Wallow Road	US 301	PD&E	●			
4192353	US 301	Fletcher Avenue	PD&E	●		●	
Pasco County							
2587362	North of CR 54 (Wesley Chapel Blvd.)	North of SR 52	Add Lanes and Rehab. Pavement		●	●	
4084594	South of SR 56	North of CR 54	Add Lanes and Reconstruct		●	●	●
4110141	North of SR 52	South of CR 476B	PD&E	●			
4110142	From North of SR 52	To the Pasco/ Hernando County Line	Add Lanes and Reconstruct		●	●	
4218311	South of I-75/I-275 Interchange	South of SR 56	New Interchange				●
4218314	South of SR 56	North of SR 54/CR 54	Modify Interchange				●
Hernando County							
4110112	Pasco/ Hernando County Line	North SR 50/Cortez Boulevard	Add Lanes and Reconstruct		●		
4110122	North of SR 50	Hernando/ Sumter County Line	Add Lanes and Reconstruct		●		
Sumter County							
2426261	Hernando County Line	South of SR 44	PD&E	●			
2426262	Hernando/ Sumter County Line	SR 470	Add Lanes and Rehab. Pavement		●	●	
2426263	SR 470	SR 91 (Florida's Turnpike)	Add Lanes and Rehab. Pavement		●	●	

There are seven interchange modification projects identified in the SIS First Five Year Plan:

- In Collier County, ramp modifications are underway at SR 951/Collier Boulevard (Exit 101) and at Collier Boulevard/SR 84
- In Lee County, interchange modifications are scheduled for Alico Road, Bonita Beach Road/CR 865 (Exit 116), Daniels Parkway, and SR 80
- In Pasco County, from south of SR 56 to north of SR 54/CR 54

The SIS First Five Year Plan also lists a number of PD&E Studies that will be conducted during the first five years of the adopted work program. These studies are listed above and identified separately in **Table 3-3**.

Table 3-3: SIS First Five Year Plan Studies

FPN	Limit From	Limit To	Study Type	County
4063135	At Collier Boulevard/ SR 84		Interchange	Collier
4238221	At Everglades Boulevard		Interchange	Collier
4062251	S of Bonita Beach Road	SR 78	PD&E	Lee
4063141	River Road	SR 681	PD&E	Sarasota
2012771	SR 681	University Parkway	PD&E	Sarasota
4130441	Charlotte County Line	River Road	PD&E	Sarasota
2010321	University Parkway	Moccasin Wallow Road (CR 675)	PD&E	Manatee
4192351	Moccasin Wallow Road (CR 675)	North of Fletcher Avenue	PD&E	Hillsborough
4192352	Moccasin Wallow Road (CR 675)	South of US 301	PD&E	Hillsborough
4192353	South of US 301	North of Fletcher Avenue	PD&E	Hillsborough
4110141	North of SR 52	South of CR 476B (Sumter County)	PD&E	Pasco Hernando Sumter
2426261	Hernando/Sumter County Line	South of SR 44	PD&E	Sumter

3.1.2 *SIS Second Five Year Plan*

The FY 2014/2015 to FY 2018/2019 Approved SIS Second Five Year Plan was approved in September 2009. The Second Five Year Plan covers the period from 2015 to 2019 and includes 10 projects in the I-75 corridor (**See Table 3-4**). Among those projects that would increase mainline capacity are the following:

- Collier County operational improvements;
- Lee County from SR 82 to south of Luckett Road would add 2 lanes to the existing section;
- Lee County from south of Luckett Road to south of SR 80 would add 2 lanes to the existing section; and
- Hillsborough County from south of SR 582 to SR 56 would add 2 lanes to the existing section.

There are two interchange modification projects identified in the SIS Second Five Year Plan: the Work Program: the SR 80 interchange and the interchange to the Southwest Florida International Airport, both of which are located in Lee County. The intermodal connection to the SWF Airport also includes construction of a collector-distributor (CD) system in phase 2 of the project.

Table 3-4: SIS Second Five Year Plan Projects

FPN	Limit From	Limit To	Improvement Type	Activity			
				PD&E	PE	ROW	CST
Collier County							
N/A							
Lee County							
4110371	South of SR 82	South of Luckett Road	Add Two Lanes to Build Six Lanes				●
4110421	At SR 80 Interchange Exit 141		Modify Interchange		●		●
4130651	At SR 884 (Colonial Blvd.) Exit 136		Modify Interchange		●		
4130661	North of SR 80	South of SR 78	Add Two Lanes to Build Six Lanes		●		
4166492	I-75 Airport Access	At SWF International Airport	Modify Interchange				●

FPN	Limit From	Limit To	Improvement Type	Activity			
				PD&E	PE	ROW	CST
4166493	I-75 Airport Access	At SWF International Airport	Int Airport CD System				●
Charlotte County							
N/A							
Sarasota County							
4130444	North of Sumter Blvd.	North of River Road	Preliminary Engineering		●	●	
4206132	Fruitville Road/ SR 780 Exit 210		Preliminary Engineering		●		
Manatee County							
N/A							
Hillsborough County							
4084592	South of SR 582 (Fowler Ave.)	North of CR 581 (BB Downs Blvd.)	Add Two Lanes to Build Six Lanes				●
4084593	North of CR 581 (BB Downs Blvd.)	SR 56	Add Two Lanes to Build Six Lane				●
Pasco County							
N/A							
Hernando County							
4110122	North of SR 50	Hernando/ Sumter County Line	Add Lanes and Reconstruct			●	
Sumter County							
2426262	Hernando/ Sumter County Line	SR 470	Add Lanes and Rehab. Pavement			●	
2426263	SR 470	SR 91 (Florida's Turnpike)	Add Lanes and Rehab. Pavement			●	

3.1.3 *SIS 2035 Cost Feasible Plan*

FDOT also prepares a longer range planning tool referred to as the SIS 2035 Highway Component Cost Feasible Plan. The most recent update to this plan was completed in December 2009. Major projects identified in this document are divided into three phases: fiscal years 2020 to 2025; fiscal years 2025 to 2030; and fiscal years 2030 to 2035.

Table 3-5 below includes those projects within the I-75 corridor that are contained in the SIS 2035 Cost Feasible Plan.

Table 3-5: SIS 2035 Cost Feasible Plan

County	Limit From	Limit To	Improvement Type	Est Cost (Millions)	Phase
2020 to 2025					
Lee	SR 80	SR 78	Add Two lanes (To Build 6)	$133	CON
Sarasota	Sumter Boulevard	River Road	Add Two lanes (To Build 6)	$112	CON
Sarasota	Fruitville Road/SR 780 Exit 210		Modify Interchange	$172	ROW/CON
Hillsborough	At I-4 Exit 261		Modify Interchange	$12	ROW/PE
Hillsborough	At SR 56 Exit 275		Modify Interchange	$26	PDE/PE/ROW
Pasco	South of SR 56	North of CR 54	Add Two lanes (To Build 6)	$33	CON
Pasco	North of CR 54	North of SR 52	Add Two lanes (To Build 6)	$194	ROW/CON
Pasco	North of SR 52	Pasco/Hernando County Line	Add Two lanes (To Build 6)	$126	CON
2026 to 2030					
Manatee	SR 70 Exit 217		Modify Interchange	$38	PE/ROW
Hernando	SR 50	Hernando/Sumter County Line	Add Two lanes (To Build 6)	$37	ROW
Hernando	SR 50/US 98 Exit 301		Modify Interchange	$16	ROW
2031 to 2035					
Collier County	SR 951	Golden Gate Parkway	Add Two lanes (To Build 6)	$10	PE
Sarasota	University Parkway/SR 610 Exit 213		Modify Interchange	$49	PE/ROW
Manatee	US 301/SR 43 Exit 224		Modify Interchange	$8	PE
Manatee	US 41	I-75	New Road – "Port Manatee Connector"	$20	ROW/CON
Hillsborough	North of I-4	South of Fowler Avenue	Add Four lanes (Managed Lanes)	$30	PE/ROW
Hernando	Pasco/Hernando County Line	SR 50	Add Two lanes (To Build 6)	$190	ROW/CON

Note: Estimated costs in 2009 dollars

3.2 MPO TRANSPORTATION PLANS

Metropolitan Planning Organizations (MPOs) are responsible for developing and maintaining three primary documents: a Unified Work Program; the Transportation Improvement Program (TIP); and a Long Range Transportation Plan (LRTP) for the urbanized areas within the counties. Resource data from these documents were collected from the following eight MPOs that cover the nine county areas through which I-75 passes:

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

The following is a discussion of the potential improvement projects to be considered for the I-75 SIP, as presented in the TIPs and LRTPs.

3.2.1 *Transportation Improvement Programs (TIP)*

The TIP contains a list of projects for which funds are available within a five year period, and were reviewed to identify projects to be included within the I-75 South Corridor committed network. TIPs for the period from FY 2010/2011 to 2014/2015 were adopted in June 2010 for each of the MPOs and reviewed for this analysis. These projects are relatively consistent with the FDOT Five Year Work Program, with exceptions for additional discretionary funding allocations made by FDOT. The TIPs were reviewed to ensure consistency with the FDOT Work Program.

A summary of TIP projects is shown in **Table 3-6**. There are 27 projects within the I-75 South Corridor listed in the adopted TIPs of the eight MPOs. Many projects involve studies, environmental assessments, renewal/replacement, or major maintenance of existing roadways which will not have a significant effect on capacity in the near term. In particular, it should be noted that resurfacing and general repair projects have been omitted from this list intentionally to focus on improvements to the mainline corridor and interchanges.

Table 3-6: MPO I-75 Transportation Improvement Program

FPN	Limit From	Limit To	Improvement Type	Activity	Timeline
Collier County					
4238221	At Everglades Boulevard		Interchange Study (new)	PD&E	2014/15
4258431	At SR 951/Collier Boulevard (Exit 101)		Interchange Ramp Modification	ENV CST	2012/13- 2013/14
4258432	At SR 951 Collier Boulevard		Ultimate Interchange Improvement for Future Capacity	ENV PE	2010/11 2012/13
Lee County					
4062254	South of Corkscrew Road	South of Daniels Parkway	Add Lanes and Reconstruct	ROW	2010/11
4110373	South of SR 82	South of Luckett Road	Add Lanes and Reconstruct	ROW	2010/11- 2012/13
4110381	South of Luckett Road	South of SR 80	Add Lanes and Reconstruct	RRU CST	2010/11
4110421	SR 80 Interchange		Interchange Modification	ENV RRU CST	2010/11
4130661	North of SR 80	North of SR 78	Add lanes and Rehabilitate Bridge	ENV ROW	2010/11 2014/15
4166492	Airport Access Interchange		New Interchange	ENV	2013/14
Charlotte County					
N/A					
Sarasota County					
4130444	North of Sumter Boulevard	North of River Road	Preliminary Engineering	Design	2010/11
4147301 4147302	Charlotte County Line	Manatee County Line	ITS	Design DSB	2011/12

FPN	Limit From	Limit To	Improvement Type	Activity	Timeline
Manatee County					
4147361	Traffic Management Center		ITS	DSB	2011/12
4147321 4147322	Sarasota County Line	I-275	ITS	Design DSB	2011/12
4109097	I-275	Hillsborough County Line	ITS	Design CST	2011/12 2014/15
Hillsborough County					
4084592	From South of SR 582 (Fowler Ave.)	To North of CR 581 (Bruce B. Downs Blvd.)	Add Lanes and Reconstruct	CST	2010/11
4084593	From North of Bruce B. Downs Boulevard	SR 56	Add Lanes and Rehabilitate Pavement	CST	2010/11
4109092	SR 582/Fowler Avenue	I-275	ITS Improvements	PE CST	2010/11 2013/14
4109096	Manatee County Line	Bloomingdale Avenue	ITS Improvements	PE	2010/11-2011/12
Pasco County					
4218314	South of SR 56	North of SR 54/CR 54	Interchange Modification	INC	2010/11
2587362	From North of Wesley Chapel Blvd. (CR 54)	To North of SR 52	Add Lanes & Rehab. Pavement, includes SR 52 I/C Modifications	ENV	2010/11
4110142	From North of SR 52	To the Pasco/ Hernando County Line	Add Lanes and Reconstruct	ROW	2012/13
Hernando County					
4110112	From Pasco/ Hernando County Line	To North SR 50/Cortez Blvd	Add Lanes and Reconstruct	PE	2010/11
4110122	From North of SR 50	To Hernando/ Sumter County Line	Add Lanes and Reconstruct	PE	2010/11

FPN	Limit From	Limit To	Improvement Type	Activity	Timeline
Sumter County					
2426262	From Hernando/ Sumter County Line	To SR 470	Add Lanes and Rehabilitate Pavement	PE ROW	2010/11 2014/15
2426263	From SR 470	To SR 91 (Florida's Turnpike)	Add Lanes and Rehabilitate Pavement	ROW	2009/10 2011/12 2012/13 2013/14

3.2.2 *Cost Feasible and Needs Plans*

The Long Range Transportation Plans (LRTPs) for the urban areas within the study corridor were recently updated by each of the MPOs and extend through the Year 2035 Horizon Year. These newly updated LRTPs were used to identify the most recent proposed improvements along I-75 and are detailed in this section. It should be noted that a number of these plans are awaiting adoption by the MPO; draft documents were used in cases where the 2035 LRTPs have not yet been adopted to provide the most up to date information on the corridor.

These LRTPs are comprised of two primary components: the Cost Feasible Plan, a listing of projects for which potential funding has been identified; and the Needs Plan, which identifies those transportation improvements needed to satisfy projected demand regardless of costs. Projects are summarized by MPO/County in **Tables 3-8** though **3-14**. A brief summary of these long range plans are included below. In reviewing these plans, it was noted that some of the MPO plans identify project lengths and improvement costs while others did not; for consistency, these details are not included in the tables. More specific information regarding the MPO Financially Feasible or Needs Plans can be obtained from the individual MPO plans.

- The **Collier County MPO** Needs Plan indicates no change to the existing four-lane facility between SR 29 and SR 951/Collier Boulevard; six lanes from SR 951/Collier Boulevard to Golden Gate Parkway; widening from six to eight-lanes from Golden Gate Parkway to Pine Ridge Road; and adding four lanes to construct ten lanes (six regular/four managed lanes) from Pine Ridge Road to the Lee County line. Ultimate interchange improvements at SR 951/Collier Boulevard and a

new interchange at Everglades Boulevard have also been identified for improvement through 2035. Only the new interchange at Everglades Boulevard is currently listed in the Cost Feasible Plan. Interim improvements at SR 951/Collier Boulevard are included in the FDOT Work Program, however ultimate improvements are not cost feasible at this time.

- **Lee County MPO** has identified the need for widening to ten lanes (six existing lanes and adding four managed lanes) from the Collier County line to north of SR 82, and widening from four to eight lanes from north of SR 82 to the Charlotte County Line. The Cost Feasible Plan includes widening from four to eight lanes from north of SR 80 to south of SR 78; no other capacity improvements are currently funded. ITS improvements throughout Lee County are included in the Needs Plan as well as six interchange improvements. Of these six interchange improvements, only one (Colonial Boulevard/SR 884) is currently listed in the Cost Feasible Plan.

  In addition to the I-75 improvements, a new two-lane, collector/distributor road is listed in the Needs Plan and would be built on east and west sides of I-75 between Alico Road and Daniels Parkway. Although not specifically an I-75 improvement, it is worth noting as some local traffic and airport traffic at the Southwest Florida International Airport may be relieved in this area with the addition of this new roadway.

- **Charlotte County MPO** has identified the need for widening from four to eight lanes throughout the county along with ITS improvements throughout these counties; six lanes from River Road to the Sarasota/Charlotte County line is also identified. Of these lane improvement needs, the expansion from four to six lanes from Sumter Boulevard to River Road is also included in the Cost Feasible Plan. The Cost Feasible Plan also identifies several interchange improvements: a new interchange at Yorkshire Street, interchange upgrades at SR 780/Fruitville Road and SR 70/Oneco Myakka City Road, and conversion to a full interchange at SR 681. Two new limited access facilities are also included in the Cost Feasible Plan at US 301/SR 43 and the new Port Manatee Connector.

- **Sarasota/Manatee County MPO** has identified the need for widening I-75 to ten lanes (six general purpose lanes/four managed lanes) in the 2035

Needs Plan. The LRTP calls for six general purpose lanes and four "special use" lanes that could be used to promote more effective regional traffic movement such as freight movement, high occupancy vehicles, or public transportation options. Although 2030 traffic projections from the LRTP indicate that growth would necessitate eight lanes throughout the Sarasota/Manatee area, the financially feasible list of projects for Sarasota/Manatee Counties does not include needed eight lane widening improvements to I-75.

- **Hillsborough County MPO** has identified the need for widening I-75 to 10 lanes (six general use/four managed lanes) between the Manatee/Hillsborough County line and Gibsonton Drive and 12 lanes (eight general use/four managed lanes) from Gibsonton Drive to I-4. The Cost Feasible Plan for lane improvements include 10 lanes (six general use/four managed lanes) from I-4 to Fowler Avenue and six lanes between Fowler Avenue and SR 56. The ten lane improvement is listed as partially funded, and construction funding has yet to be secured. ITS improvements from the Manatee/Hillsborough County line to I-275 are also included in the Cost Feasible Plan; the section from the county line to Bloomingdale Avenue is currently listed as partially cost feasible. Interchange modifications at Big Bend Road, Gibsonton Drive, and I-4 are also included in the Cost Feasible Plan.

- **Pasco County MPO** has identified the need for widening I-75 to 14 lanes from the Hillsborough/Pasco County line to CR 54, 10 lanes from CR 54 to SR 52, and eight lanes from SR 52 to the Pasco/Hernando County line. Six lane improvements between SR 56 and the Pasco/Hernando County line are included in the Cost Feasible Plan. Interchange improvements listed in the Cost Feasible Plan include reconstruction at SR 56 and SR 52 and a new interchange to be constructed as part of the Overpass Road extension project.

- **Hernando County MPO** has identified the need for widening I-75 to eight lanes throughout the county, and six lane improvements throughout the county are included in the Cost Feasible Plan. A new interchange is also included in the Cost Feasible Plan at SR 50/Cortez Boulevard.

- **Lake/Sumter MPO** has not identified any improvements within the study limits in the current LRTP.

Table 3-7: Excerpts from Collier MPO 2035 LRTP

From	Limit	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	6-Lane Freeway	Needs
CR 886/Golden Gate Parkway	Pine Ridge Road	8-Lane Freeway	Needs
Pine Ridge Road	Lee County Line	Add 4-Lane HOV	Needs
CR 951/Collier Boulevard		Ultimate Improvements Interchange	Needs
Everglades Boulevard		New Interchange	FF

Table 3-8: Excerpts from Lee County MPO 2035 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Collier County Line	North of SR 82	10-Lane Freeway(6/4 Express Lanes)	Needs
North of SR 82	Charlotte County Line	8-Lane Freeway	Needs
CR 865/Bonita Beach Road		Interchange Improvement	Needs
Corkscrew Road		Interchange Improvement	Needs
CR 876/Daniels Parkway		Interchange Improvement	Needs
SR 82		Interchange Improvement	Needs
Luckett Road		Interchange Improvement	Needs
SR 78/Bayshore Road		Interchange Improvement	Needs
Collier County Line	Charlotte County Line	ITS Dynamic and Message Signs	Needs
North of SR 80/Palm Beach Boulevard	South of SR 78/Bayshore Road	Widen 4 to 8 Lanes (Construction)	FF
Colonial Boulevard/SR 884		Interchange Improvement (Preliminary Engineering)	FF
Airport C-D System (Phase 1 & 2)		New Interchange	FF

Table 3-9: Excerpts from Charlotte County MPO 2035 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Lee County Line	Sarasota County Line	8-Lane Freeway	Needs
North of Sarasota County Line to Connect to Veterans Boulevard		New Interchange	Needs

Table 3-10: Excerpts from Sarasota/Manatee County MPO 2035 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Charlotte County Line	Sumter Boulevard	6-Lane Freeway	Needs
Charlotte County Line	Hillsborough County Line	4-Managed Lanes	Needs
Charlotte County Line	Hillsborough County Line	ITS Improvements	Needs
Sumter Boulevard	River Road	6-Lane Freeway	FF
Fruitville Road		Interchange Upgrade	FF
SR 70		Interchange Upgrade	FF
University Parkway		Interchange Upgrade	FF
US 301		New Limited Access Facility	FF
Port Manatee Connector		New Limited Access Facility	FF
SR 681		Convert to Full Interchange	FF
Yorkshire Street		New Interchange	FF

Table 3-11: Excerpts from Hillsborough County MPO 2035 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Gibsonton Drive	I-4/SR 400	12 Lanes: 8-lane general purpose/4-lane special purpose	Needs
Manatee County Line	Gibsonton Drive	10 Lanes: 6-lane general purpose/4-lane special purpose	Needs
I-4/SR 400	SR 582/Fowler Avenue	10 Lanes: 6-lane general purpose/4-lane special purpose	Partially FF (Design and ROW funded; CST unfunded)
SR 582/Fowler Avenue	CR 581/Bruce B. Downs Boulevard	6-Lane Freeway	FF
North of Bruce B. Downs Boulevard	South of SR 56	6-Lane Freeway	FF
CR 672/Big Bend Road		Modify Interchange	FF
Gibsonton Drive		Modify Interchange	FF
I-4		Modify Interchange	Partially FF (Design and ROW funded; CST unfunded)
Manatee County Line	Bloomingdale Avenue	ITS	Partially FF
SR 582/Fowler Avenue	I-275/SR 93	ITS	FF

Table 3-12: Excerpts from Pasco County MPO 2035 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Hillsborough County Line	CR 54/Wesley Chapel Boulevard	14-Lane Freeway	Needs
CR 54/Wesley Chapel Boulevard	SR 52	10-Lane Freeway	Needs
SR 52	Hernando County Line	8-Lane Freeway	Needs
SR 56	Hernando County Line	6-Lane Freeway	FF
SR 56		Interchange Reconstruction	FF
SR 52		Interchange Reconstruction	FF
Overpass Road Extension		New Interchange	FF

Table 3-13: Excerpts from Hernando County MPO 2025 LRTP

From	To	Improvement Type	Cost Feasible (FF) or Needs Plan (Needs)
Pasco County Line	Sumter County Line	8-Lane Freeway	Needs
Pasco County Line	Sumter County Line	6-Lane Freeway	FF
SR 50/Cortez Boulevard		New Interchange	FF

3.3 TBARTA

The Tampa Bay Area Regional Transportation Authority, or TBARTA, is a transportation authority within the state of Florida. TBARTA was created on July 1, 2007 for the stated purpose "to plan, develop, finance, construct, own, purchase, operate, maintain, relocate, equip, repair, and manage multi-modal systems in Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota Counties."

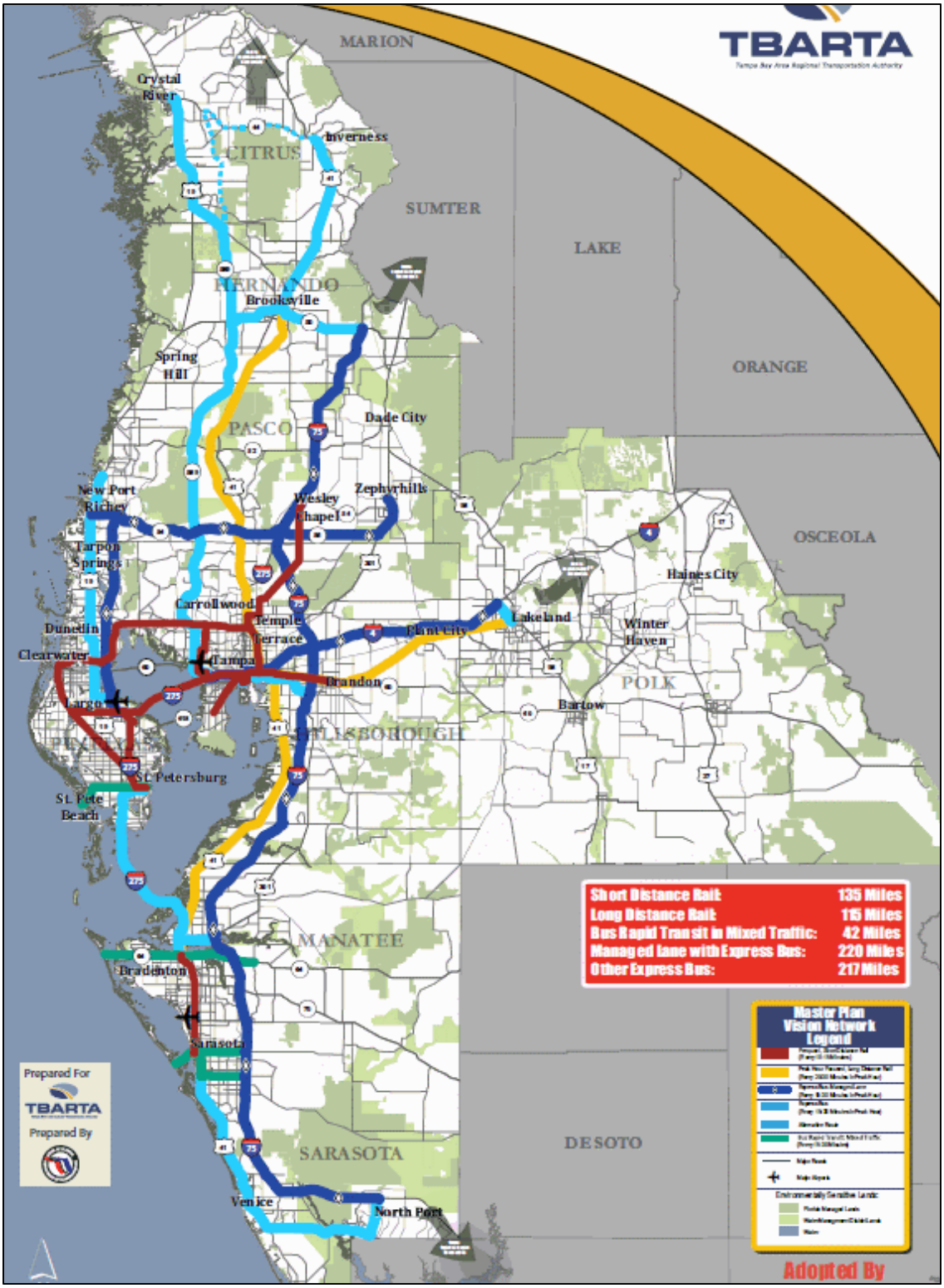
The agency coordinates its efforts with the Florida Department of Transportation and various MPOs within the planning area to improve transportation in the Tampa Bay area.

On May 22, 2009, the TBARTA adopted its Master Plan Vision for the Tampa Bay Region. The plan consists of an interconnected transit network and a managed lanes program (See **Figure 3-1**). Key elements of the plan are highlighted in **Table 3-14**, shown below.

Table 3-14: TBARTA Vision Plan

Plan Elements	Mid Term Regional Network for 2035	Long Term Regional Network for 2035
Short-Distance Rail	116 miles	135 miles
Long-Distance Rail	-	115 miles
Bus Rapid Transit • Exclusive Lanes • Mixed Traffic	 12 miles 42 miles	 - 42 miles
Managed Lanes with Express Bus	159 miles	220 miles
Other Express Bus	226 miles	217 miles

Figure 3-1: TBARTA Vision Plan



The plan envisions 220 miles of managed lanes - special lanes on highways for buses and carpool vehicles, with tolls for other vehicles. These types of lanes are also referred to as HOT (high occupancy toll) lanes. In addition, managed lanes with special lanes for buses and carpool vehicles are envisioned along I-4 from I-275 to US 98 in Lakeland;

Additionally, the Vision Plan includes 115 miles of commuter rail service between Bradenton and Brooksville. The service, if implemented, could serve to divert vehicular traffic from the I-75 corridor. In the near term, several corridor studies will be underway to refine these concepts including:

- I-75 Regional Express Bus from Downtown Tampa to SR 54 in Hillsborough and Pasco Counties will begin in 2011 with FDOT funding; and
- I-75 Regional Bus (Cross town Expressway to Bradenton and Sarasota via SR 64 and Fruitville/Bee Ridge Road) in Sarasota, Manatee, and Hillsborough Counties will also begin in 2010 with FDOT funding. This project concept consists of an express bus service in managed lanes combined with BRT in mixed traffic.

Currently only the corridor studies are funded; additional funding for design and construction is not available. However, if implemented, these and the other transit projects previously highlighted have the potential to divert vehicular traffic, particularly commuter traffic, from I-75 to transit thereby relieving congestion within the corridor. The extent to which this can occur has not yet been determined.

3.4 INTERMODAL HUBS

Florida's Strategic Intermodal System Strategic Plan was updated and adopted by FDOT on January 29, 2010. This document represents the first comprehensive update of the SIS Strategic Plan since its adoption in 2005, although the Plan was revised in 2008. Florida statutes require FDOT to update the SIS Strategic Plan at least once every five years, subsequent to updates of the Florida Transportation Plan.

The basis for the SIS Plan update was the year 2025 Long Range Goals as established in the Florida Transportation Plan (FTP). The goals include:

- A safer and more secure transportation system for residents, businesses and visitors;
- Enriched quality of life and responsible environmental stewardship;

- Adequate and cost-efficient maintenance and preservation of transportation assets;
- A stronger economy through enhanced mobility for people and freight; and
- Sustainable transportation investments for Florida's future.

The 2010 SIS Strategic Plan provides a broad policy framework to guide SIS planning and investment activities over the next five years. To help ensure successful implementation of this policy framework, FDOT will strive to accomplish the following:

- **Interregional connectivity** – Develop or update multi-modal corridor plans for key interregional travel corridors on the SIS;
- **Efficiency** – Continue to identify and evaluate bottlenecks on the SIS and develop strategies to reduce delay and improve reliability;
- **Choices** – Implement SIS designation policy changes to add selected urban fixed guideway transit corridors and to plan for future additions of integrated logistics centers and commercial spaceports. Continue to coordinate with modal partners to provide more alternatives for moving people and freight on the SIS, consistent with the statewide modal plans for aviation, space, seaports, waterways, rail, and transit;
- **Intermodal connectivity** – Reevaluate SIS connector designations and investment needs to ensure safe and efficient transfers between modes at all SIS hubs. Work with partners to designate "hub-to-hub" transit and freight connectors where appropriate;
- **Economic competitiveness** – Strengthen partnerships with Enterprise Florida and other regional and local economic development organizations to coordinate SIS investments with statewide and regional economic development strategies and to obtain continuing input on market conditions and strategic investment opportunities. Continue coordination with seaports, airports, and other partners to position Florida for anticipated growth in international trade. Continue proactive planning for emerging SIS facilities;
- **Energy, air quality, and climate** – Work with partners through updates to the Florida Transportation Plan (FTP) to consider how transportation decisions can

help meet statewide goals for reducing energy consumption, air pollution, and greenhouse gas emissions; and

- **Emergency management** – Complete the designation of access facilities linking the SIS to the state's strategic military installations, and begin working with base commanders and other military partners to identify access needs and the roles of the state, federal, and local governments in meeting these needs. Strengthen coordination with emergency management agencies to ensure the SIS can support emergency evacuation and response needs.

As reflected in this SIS Strategic Plan, the state places considerable emphasis on mode choice, intermodal connectivity, and economic competiveness. Within the project corridor, there are two seaports, three commercial service airports, three intermodal passenger terminals, and one intermodal freight-rail terminal. A summary and description of each SIS and Emerging SIS Hub is contained in **Table 3-13** and **Figure 3-2.**

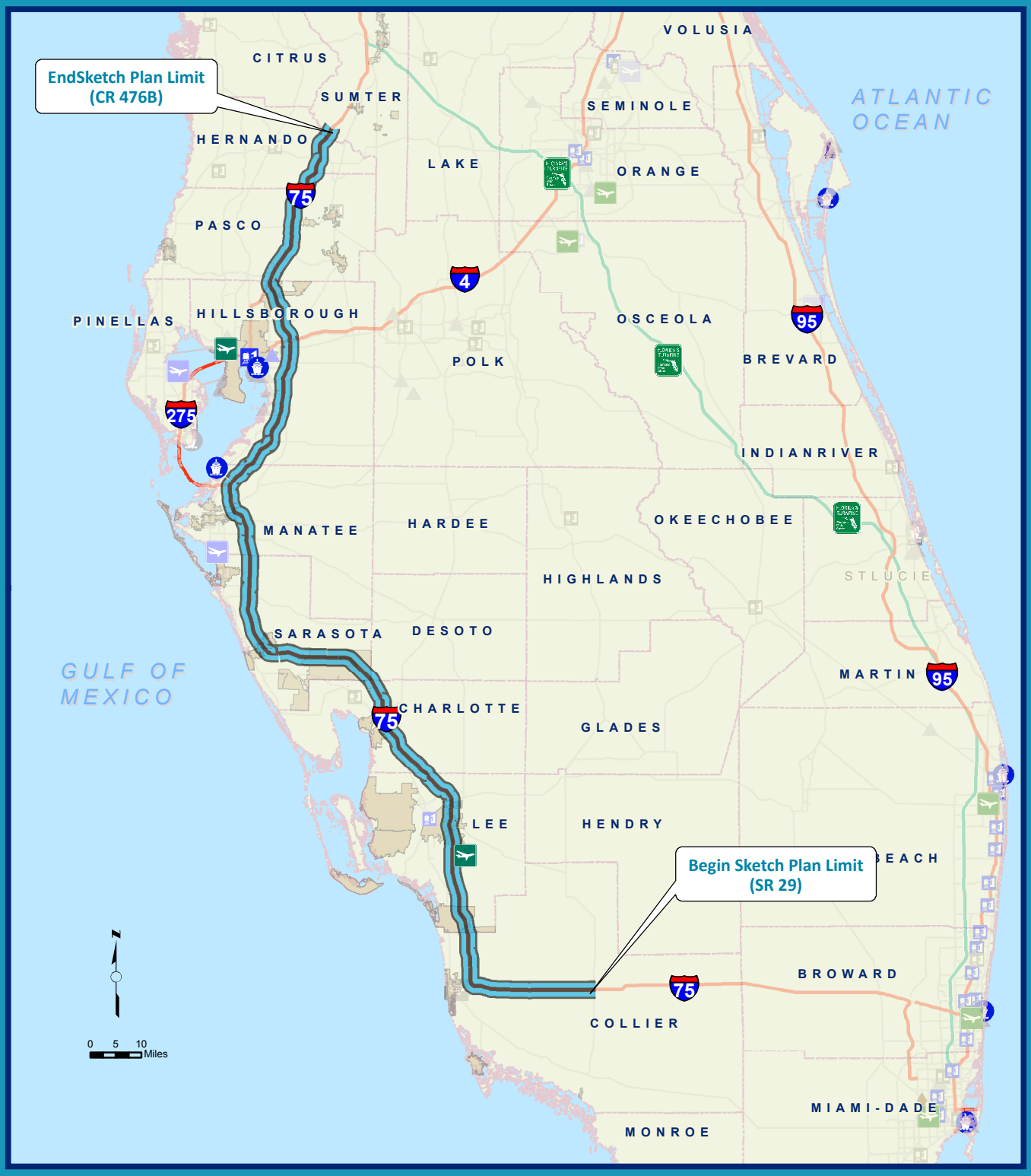
Maintaining and strengthening the intermodal connections which serve these hubs are critical to enhancing the economic competiveness of Florida. Following is a brief overview of the planning efforts initiated by local agencies along the I-75 Corridor pertaining to SIS and Emerging SIS Hubs, freight and mobility.

Table 3-15: SIS Hubs

Hub Facility Name	County	Facility Sub-type	Mode	Highway Connectors
Lee Tran Intermodal Center (Emerging SIS)	Lee	Terminal-Passenger	Highway	*Lee Tran Intermodal Center to I-75*: 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 Airport	Lee	Airport-Commercial Service	Air	*Southwest Florida International Airport to I-75 (Planned Add)*: I-75 direct connector to new terminal *Southwest Florida International to I-75 (Planned Drop)*: I-75 to Alico Road to Ben Hill Griffin Parkway to entrance
Sarasota/Bradenton International Airport (Emerging SIS)	Sarasota/Manatee	Airport-Commercial Service	Air	*Sarasota/Bradenton International Airport to I-75*: I-75 to University Pkwy to entrance at Airport Circle
Port Manatee	Manatee	Seaport	Water	*Port Manatee to I-275*: I-275 to US 41 to Piney Point Road to entrance
Port of Tampa	Hillsborough	Seaport	Water	*Hookers Point*: Lee Roy Selmon Cross-town Expressway (SR 618) to 20th Street to Maritime Boulevard to entrance *Port Redwing*: I-75 to Big Bend Road to US 41 to Pembroke Road to port entrance *Port Sutton/Pendola Point*: I-75 to Lee Roy Selmon Cross-town Expressway (SR 618) to 20th Street to Causeway Boulevard (US 41) to Port Sutton Road and Pendola Point Road to entrance *Ybor Cruise*: Lee Roy Selmon Cross-town Expressway (SR 618) to 21st Street (SB)/22nd Street (NB) to Adamo Drive to Channelside Drive to entrance
Tampa CSXI Uceta Intermodal Terminal (Emerging SIS)	Hillsborough	Terminal-Freight	Rail	*Tampa CSXI Uceta Intermodal Terminal to I-4*: I-4 to Columbus Dr and 50th St (US 41, SR 599) to 62nd Street to entrance; Tampa CSXI Uceta TOFC/COFC Yard/Intermodal Terminal to I-4

Hub Facility Name	County	Facility Sub-type	Mode	Highway Connectors
Tampa Amtrak (Planned Drop) (Emerging SIS)	Hillsborough	Terminal-Passenger	Rail	*Tampa Amtrak Station to I-275 (Planned Drop*: (NB) I-275 NB to Ashley exit to Scott to Orange to Cass to Nebraska to Amtrak entrance, exit to Nebraska to Cass to Orange to I-275 NB. (SB) I-275 to Jefferson exit to Orange to Cass to Nebraska to Cass to Pierce to Polk to Ashley to I-275 SB
Tampa International Airport	Hillsborough	Airport-Commercial Service	Air	*Tampa International Airport to SR 60 (Passenger)*: SIS Corridor (SR 60) directly to passenger entrance *Tampa International Airport to Veteran's Expressway (SR 589) (Freight)*: SR 589 to SR 580 (W Hillsborough Ave) to air cargo entrance at Hoover Blvd, Air Cargo road
Tampa Greyhound	Hillsborough	Terminal-Passenger	Highway	*Tampa Greyhound to I-275*: I-275 to Scott St (NB) or I-275 to Jefferson St (SB) to Orange Ave to Pierce St to Polk St to Morgan St to entrance, exit to Pierce St to Polk St to Ashley Dr to I-275

Source: FDOT, eSIS, 2011



LEGEND

Airports	Seaports	Passenger Terminals	Freight Rail Terminals
SIS	SIS	SIS	SIS
Emerging SIS	Emerging SIS	Emerging SIS	Emerging SIS
Non-SIS	Non-SIS	None	None
		Spaceports	I-75 South CorridorStudy Limits

I-75 Sketch Interstate Plan (SIP)

Figure 3-2: SIS Facilities

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and Wilbur Smith Associates

STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

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WilburSmith ASSOCIATES

3.4.1 *Seaports*

Two seaports are located within the I-75 study area: Port Manatee in Manatee County and the Port of Tampa in Hillsborough County.

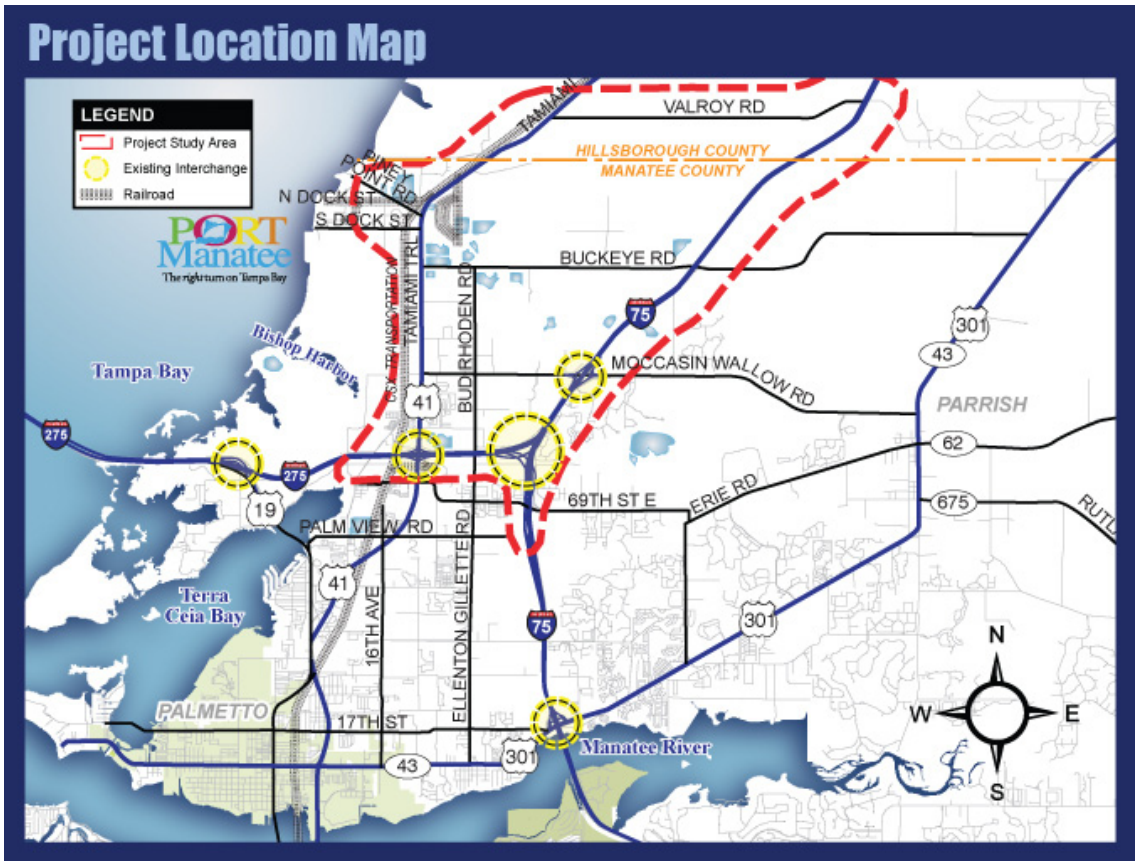
Port Manatee

Port Manatee is located on Tampa Bay in Manatee County approximately 12 miles from Bradenton. Port Manatee is one of Florida's largest deepwater ports and handles approximately 9 million tons of cargo each year. Primary cargoes include: tropical fruits and vegetables; citrus fruits and beverages; forestry products; refined petroleum products; finished phosphate fertilizers; non-ferrous materials, cement; and steel.

Port Manatee has highway access to a number of multi-lane roadways including I-75, I-275, US 41 and US 19. Primary access to I-75 is via Exit 228 to I -275 to US 41 to Piney Point Road. Rail access is via Port Manatee's Class III railroad which connects to the CSX rail line.

FDOT, in cooperation with the Federal Highway Administration (FHWA), initiated the Port Manatee Connector Project Development and Environment (PD&E) Study in 2008. The Port Manatee Connector will provide access to Port Manatee and connect to a new or modified interchange with I-75 within the study area (See **Figure 3-3**). The PD&E Study involves the analysis of a range of alternatives for enhanced access between Port Manatee and I-75 to improve the movement of goods and traffic flow to and from Port Manatee and provide the necessary transportation infrastructure to support economic development at Port Manatee, thus enhancing the regional economy. To meet the purpose and need objectives of the project, the proposed improvements may include upgrades to existing roadways and/or alternatives on a new east-west alignment. Construction of the proposed connection is contained in the SIS Second Five Year Plan at a cost of $40 million (2009 $).

Figure 3-3: Port Manatee Connector Road



Source: Port Manatee Website, 2010.

The need for the Port Manatee Connector is supported by local, state, and national growth objectives based on the following factors:

- I-75 and Port Manatee are both included in Florida's Strategic Intermodal System (SIS) plan;
- The proposed facility is identified in the 2030 SIS Multi-Modal Unfunded Needs Plan;
- The proposed facility is identified in the 2030 Sarasota-Manatee Metropolitan Planning Organization's Long Range Transportation Plan (LRTP) Cost-Feasible Plan;
- The proposed facility promotes statewide and international trade transportation networks; and

- Port Manatee is the closest deep-water U.S. port to the Panama Canal (under expansion).

With the planned expansion of Port Manatee, in conjunction with the anticipated population and employment growth in the vicinity of the port, the Port Manatee Connector will play a critical role in accommodating travel demands and improving the movement of goods and people.

Port of Tampa

The Port of Tampa is Florida's largest and most diversified seaport and 14th largest nationwide. The port handled nearly 50 million tons of cargo and nearly 800,000 cruise passengers in 2009. An economic impact study, based on 2005 activity, concluded that the Port of Tampa impacted virtually all industries of the Tampa Bay region. The port contributes nearly $8 billion to Tampa Bay's economy and is responsible for over 96,000 direct and indirect jobs. Port-related income and consumption exceeds $6 billion.

Primary cargoes include:

- INBOUND: Petroleum Products, Coal, Liquid Sulphur, Steel Products, Anhydrous Ammonia, Limestone, Cement, Vehicles, Containerized Cargo; and
- OUTBOUND: Bulk Phosphate, Scrap Metal, Citrus Pellets, Containerized Cargo, and Vehicles.

Rail and road capacity to support the port's future growth was cited as one of the challenges in the 2008 Master Plan. Primary access from I-75 is via the Lee Roy Selmon Crosstown Expressway to the local road network and then to the different port areas. Intermodal access will be strengthened by completion of construction of the I-4 Crosstown Connector, which connects to Lee Roy Selmon and would include truck only lanes to/from I-4.

3.4.2 *Commercial Airports*

There are four commercial airports located in the I-75 study area: Southwest Florida International in Lee County; Sarasota/Bradenton International in Sarasota County; St. Petersburg-Clearwater International located in Pinellas County; and Tampa International Airport in Hillsborough County.

Southwest Florida International Airport

Southwest Florida International Airport (RSW) served more than 8 million passengers in 2007, making it one of the top 50 airports in the U.S. for passenger traffic. The airport's service market is southwest Florida, particularly Fort Myers, Sanibel Island, Captiva Island, Bonita Springs and Naples. Today, more than 20 airline partners serve RSW with nonstop service throughout the United States and international service to Canada and Germany. The Lee County Port Authority was established in 1987 to operate Southwest Florida International Airport and a general aviation airport.

Current airport access is via I-75 to Alico Road, although a direct connection from I-75 is being planned. The SIS Second Five Year Plan (2015 to 2019) includes improved access to the airport via I-75 through interchange improvements and a Collector distributor system. The projected cost is approximately $235 million (2009 $).

Sarasota/Bradenton International Airport

Sarasota-Bradenton International Airport, (SRQ), is located in Sarasota, just south of Bradenton, Florida. The airport is shared by both Manatee County (airfield) and Sarasota County (terminal). A large portion of the airport's commercial airline service occurs during the winter and spring months, when the area is a popular tourist destination and seasonal home for snowbirds. Primary airport access from I-75 is via University Parkway (Exit 213) to Airport Circle.

St. Petersburg-Clearwater International Airport

St. Petersburg-Clearwater International Airport, (PIE) is a joint civil-military airport located in unincorporated Pinellas County, six miles north of St. Petersburg. PIE serves St. Petersburg, Clearwater, and the surrounding Tampa Bay area. While most scheduled commercial airline traffic in the Tampa Bay area uses Tampa International Airport, discussed below, St. Petersburg-Clearwater remains a destination airport for low-cost and charter carriers, notably several from Canada. The airport also serves as the gateway airport to Pinellas County. Access from I-75 is via I-4 to I-275 to Roosevelt Boulevard.

Tampa International Airport

Tampa International Airport, (TPA) is one of four general aviation airports operated by the Hillsborough Aviation Authority. The airport, located west of the Tampa Central Business District, serves the entire Tampa region. The airport handles over 18 million passengers

and 90,000 tons of cargo per year. TPA is considered the 26th busiest airport in North America by passenger volume. Primary access from I-75 is via I-4 to Hillsborough Avenue or SR 60 directly to the passenger entrance.

3.4.3 *Intermodal Passenger Facilities*

Three intermodal passenger terminals are located in the I-75 study area: the LeeTran Intermodal Center in Lee County; the Tampa Amtrak station located in Hillsborough County; and the Tampa Greyhound Terminal, also located in Hillsborough County.

LeeTran Intermodal Center

The LeeTran Intermodal Center is an emerging SIS HUB which serves Greyhound inter-city bus service, LeeTran fixed route transit service, and local Taxi service. LeeTran is connected to I-75 via SR 82 (Martin Luther King Blvd).

Tampa Amtrak Station

The Tampa Amtrak Station, also known as Union Station, is an historic depot near the Crosstown Expressway in downtown Tampa. Tampa Union Station operates as an Amtrak station for the Silver Star line. It also provides Amtrak Thruway Motorcoach services to Orlando, Lakeland, Pinellas Park-St. Petersburg, Bradenton, Sarasota, Port Charlotte and Fort Myers. Access from I-75 is via the local street network.

Tampa Greyhound Terminal

The Tampa Greyhound Station is located on Polk Street near the central business district area of Tampa. The Tampa Greyhound Station serves as a passenger terminal for intercity bus service. Access from I-75 is via I-4 to I-275 to the local street network.

3.4.4 *Intermodal Freight*

CSX-Tampa Uceta Yard

One freight terminal is located in the I-75 study area: the CSX-Tampa Uceta Yard in Hillsborough County. Uceta Yard is a rail yard located nearly halfway between downtown Tampa and suburban Brandon, on the City of Tampa's easternmost edge. Its borders include Tampa city limits to the north, Tampa Bypass Canal to the east, Palm River-Clair Mel to the South and East Ybor to the west. Uceta was the primary yard for the former

Atlantic Coast Line Railroad prior to its merger with Seaboard Air Line. Today it serves CSX and houses a storage yard, car shops, and the CST Intermodal Tampa Terminal. Primary access from I-75 is via I-4 to Columbus Drive to Second Street entrance.

3.5 FREIGHT PLANNING

Trucks are the predominant mode of transport for the movement of freight in southwest Florida and, not surprisingly, I-75 is the predominant truck route for hauling freight goods within the study area. In recent years there have been a number of freight studies – some initiated by FDOT Central Office and/or the FDOT Districts, and some initiated by the MPOs. Highlights of these planning efforts follow.

3.5.1 *FDOT I-75 SIS Development Freight Mobility Report*

In 2010, the FDOT Central Office, in coordination with district staff, prepared the *I-75 SIS Development Freight Mobility Report*[5]. This report describes trends in existing and future year 2035 trucking patterns along I-75, from the southern limits of Collier County north to Sumter County. As part of this study, a review and analysis was conducted of existing truck patterns and freight-oriented industries, as well as existing and future projected commodity flows to determine freight mobility trends and implications along the I-75 corridor. This analysis is incorporated into the I-75 Sketch Interstate Plan to further extrapolate the needs for this corridor into the planning horizon year 2035.

Travel data from this study indicate that, because of its ability to link south Florida and Tampa and the number of freight destinations along the corridor, freight most efficiently utilizes the I-75 corridor for shorter and intrastate trips rather than for interstate travel. In contrast, most interstate freight trips utilize I-95 or the Florida Turnpike. Long haul freight travel is primarily conducted along the corridor to link South Florida and Tampa. This is an important link within the state as both Tampa and Miami-Dade are both primary shipping hubs that import and export goods internationally.

Significant increased freight tonnage on I-75 is expected by 2035. The commodity flow analysis revealed that Georgia is projected to be the state's top national trading partner by 2035, and I-75 provides a direct link between Atlanta, Tampa, and South Florida. Total inbound tonnage to the Tampa and South Florida regions are expected to increase 168

[5] A copy of this report may be found at http://www.dot.state.fl.us/planning/systems/sm/corridor/Sketch/I-75%20North/Freight%20Mobility_Final.pdf

percent by 2035 while outbound tonnage is expected to increase by 44 percent, indicating much heavier truck weight moving into the regions than from these regions. In this same time, total tonnage originating from Tampa is expected to increase by nearly 100 percent. Of the freight originating in Tampa, goods destined for south Florida are expected to increase by over 100 percent by 2035. Goods originating from south Florida and destined for Tampa are expected to increase by 5 percent in this same time, indicating that freight movements from Tampa to South Florida are expected to be much greater than freight movements from south Florida to Tampa along the I-75 corridor. In addition, it should be noted that findings indicate that southbound truck volumes are predominately loaded trucks while northbound trucks consist of both loaded and unloaded trucks.

In addition to increased freight tonnage, truck volumes are also projected to increase significantly by 2035. Existing 2009 and 2035 future truck traffic projections were also calculated for the eight FDOT maintained count stations along I-75, and indicate that I-75 is expected to generate truck volumes ranging from 2,000 and 16,000 trucks per day. It should be noted that these projected truck volumes were calculated based on general traffic conditions, and therefore these projections may underestimate the true truck demand given commodity flow trends and future conditions.

In sum, the projected increases in freight tonnage and truck traffic may not be sustainable given existing lane configurations and pavement design along the corridor. As the report notes, alternative mobility options such as rail offer an opportunity to integrate truck freight and rail freight in order to reduce impacts to the state and interstate system, including the I-75 corridor. Unlike I-10 and I-95, there are currently no parallel rail facilities extending the length of the I-75 corridor to provide such an opportunity. However, a new transfer station is proposed in Polk County which could impact the demand for freight rail in the region and the ability to integrate freight modes. Investment in transportation infrastructure is needed to support the growth projections indicated in this report, and further insights are needed to identify ways to integrate freight modes to utilize the I-75 corridor in the most efficient way possible.

3.5.2 *FDOT District 7 Tampa Bay Regional Goods Movement Study*

The *Tampa Bay Regional Goods Movement Study*[6] identifies goods movement issues in the five counties that make up FDOT District Seven, namely Citrus, Hernando, Hillsborough, Pasco, and Pinellas Counties. The study is being conducted by District Seven of the Florida Department of Transportation. The study focuses not only on truck travel, the current predominate mode of freight transport, but also the collective opportunities and challenges of truck, rail, maritime and air freight modes. The goals of the study are as follows:

- Enhance freight mobility;
- Sustain and stimulate the economy;
- Preserve communities; and
- Create an effective freight planning network.

A website was established as part of this study to provide local governments, freight stakeholders, and the public with information regarding the efficient movement of goods, from, to, through, and within the Tampa Bay region. Information within this website is displayed via regional and county maps that show diverse datasets including: regional and local truck routes, current and future truck traffic, gross freight tonnage and estimated freight value traveling through a corridor, location of *Freight Activity Centers* (FACs), freight "*Hot Spots*", accident locations involving trucks, local land use, planned road improvement projects, and more. Also included are links to regional freight research *"White Papers"*, a “Freight Library”, various state and national freight related websites, general statistical information, *Freight Facts* and the *Freight Story*.

The current *Tampa Bay Goods Movement Study* is a follow-up study to a previous long term freight study effort. The first study resulted in the identification of regional freight activity centers (large areas that contain businesses which generate significant truck and rail traffic), regional freight corridors (as opposed to local truck routes), freight "hot spots" (locations with operational or safety related problems for trucks), and key components and issues related to the regional freight rail network. The previous study also identified freight related trends, resources, challenges, and opportunities.

[6] A website was developed for this study and a copy of the report may be found at http://www.tampabayfreight.com/

The current study is designed to take the recommendations presented within the first study and develop a freight action strategy. Tools to assist FDOT, local planning agencies, and consultants in implementing the strategy were also developed, and include the following elements:

- The Regional Goods Movement Database;
- An active regional Goods Movement Advisory Committee, a Freight Advisory Group consisting of stakeholders, local MPO-level Freight Advisory Committees, or other means of establishing freight as a key component of the local transportation system; and
- A long range Regional Goods Movement Strategic Plan, including a vision for goods movement throughout the region and recommended medium and long range system improvement projects.

3.5.3 *Collier County Freight and Goods Mobility Study*

The *Collier County Freight and Goods Mobility Study* was completed in June, 2008. The objectives of the analysis were to help:

- Identify the freight transportation investment needs in Collier County;
- Establish an ongoing freight program for Collier County;
- Enhance the integration of freight into the existing transportation program;
- Evaluate the need for truck routing policies in Collier County; and
- Promote the development of key freight partnerships between the State, MPO, the county, cities, other major public agencies, and the private sector.

In 2003, 20 million tons of freight worth over $38 billion was transported to, from, within, and through Collier County via truck. In terms of SIS Corridors, I-75 serves as the lone facility running east-west through the length of the county, then moving north to Tampa and beyond.

While no major SIS-eligible airports or freight terminals are located within the county, Collier County is served by major freight hubs located within 100 miles from its borders on both coasts of Florida. The ports of Palm Beach, Everglades, and Miami, Palm Beach

International, Fort Lauderdale-Hollywood International, and Miami International Airports, as well as the FEC Intermodal Rail Terminals in Fort Lauderdale and Miami are located within 60 miles to the east. The ports of Manatee and Tampa, Tampa International Airport, and the CSX Intermodal Rail Terminal also in Tampa lie approximately 90 to 100 miles to the north.

3.5.4 *Lee County Freight Mobility Study*

The objectives of the *Lee County Freight and Goods Mobility Analysis* were identical to the Collier County Study.

In 2003, 36.2 million tons of freight worth nearly $79 billion was transported to, from, within, and through Lee County via truck, rail, and air. Freight flow for Lee County is dominated by through movement, representing almost 14 million tons, or over 38 percent of all the tonnage handled by the County's infrastructure. Through movement represents traffic that neither originates nor terminates in the County, but takes up significant capacity. This is primarily due to the I-75 corridor and the large consuming markets to the south and east. Other general movements include:

- **Outbound** movements accounted for 24 percent, or 8.6 million tons, by weight; 36 percent, or $28.7 billion, by value; and 28 percent of the truck movements, or approximately 880,529 trucks;
- **Inbound** movements accounted for 32 percent, or 11.4 million tons, by weight; 22 percent, or $17.6 billion, by value; and 838,522 trucks, amounting to 27 percent of total truck movements;
- **Intra-county** (internal) movements accounted for 7 percent, or 2.4 million tons, by weight; 0.2 percent, or $155 million, by value; and 11 percent of the truck movements, or approximately 349,000 trucks; and
- **Through** movements accounted for 38 percent, or 13.9 million tons, by weight; 42 percent, or $33 billion, by value; and over 1 million trucks, amounting to 34 percent of total truck movements.

Currently, Lee County is almost completely dependent on trucks for the movement of freight. Most of the freight that moves through the county originates or is destined for other parts of Florida. Recognizing the need to diversify freight movement, the Freight

Plan states that "Continued investments in key freight corridors and hubs but also in passenger and transit will be critical to meeting long-term freight mobility goals." These include but are not limited to air and rail capacity.

A set of key strategies was developed to facilitate the ongoing development of the Lee County Freight Program. These strategies focused on procedural- or process-related activities to provide the necessary structure to the freight program. Each strategy included several key action items to support implementation:

- **Strategy 1:** Incorporate new policy language into appropriate transportation plans and programs that promote enhanced mobility for people and freight;
- **Strategy 2:** Incorporate freight-specific investment strategies into future LRTP and TIP updates to promote an integrated transportation system;
- **Strategy 3:** Modify long-range transportation plan update procedures to ensure freight partners are represented;
- **Strategy 4:** Designate an official freight transportation advisory committee for ongoing local public and private input opportunities;
- **Strategy 5:** 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;
- **Strategy 6:** Coordinate with local law enforcement agencies on commercial vehicle law enforcement;
- **Strategy 7:** Promote and monitor freight-intensive developments, where appropriate;
- **Strategy 8:** Support land use policies and zoning regulations that balance all community livability concerns including the promotion of land acquisition to support continued industrial development and freight transportation; and,
- **Strategy 9:** Recommend the development of a formal truck management program.

3.6 SUMMARY OF TRANSPORTATION IMPROVEMENTS

The previous sections contained a discussion of committed projects and planned projects for the years specified, including the sources of each type of project and how they would be incorporated into this study.

Committed projects, derived from the FDOT SIS First Five Plan and the MPOs FY 2010 to FY 2015 TIPs, are summarized in **Tables 3-1** through **3-6**. Committed projects will be combined with the existing network (referred to as the E+C Network) to form the basic roadway network that future traffic forecasts are based upon. Capacity deficiencies or additional needs will then be noted. Planned or programmed Interchange improvements as well as planned or programmed improvements to bridges, freight movements, or intermodal facilities will also identified, in addition to mainline needs.

Planned projects, derived from the adopted MPO 2035 Financially Feasible or Needs Plans, are summarized in **Tables 3-7** through **3-16**.

These planned mainline improvements, compiled from FDOT and other agency plans and studies, will be evaluated against projected lane needs along the I-75 corridor, forming the basis for the mainline vision for the corridor. Consideration will be given to transit, rail, or other means of satisfying the projected needs, in addition to highway improvements. This approach, along with the findings of 2035 future projected traffic conditions, will be discussed in more detail in the following sections.

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SECTION 4.0 FUTURE TRAVEL DEMAND

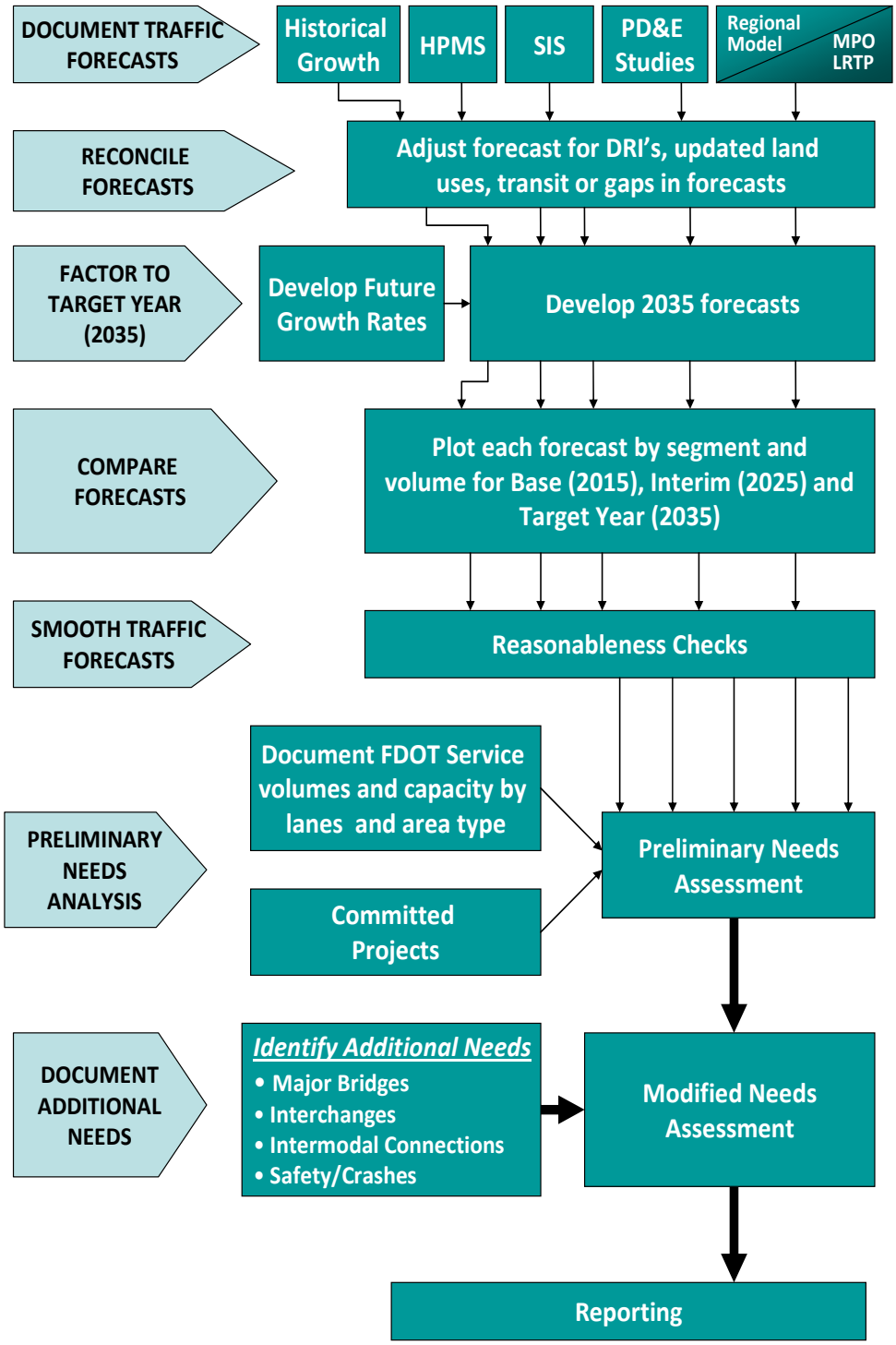
4.1 TRAFFIC FORECAST METHODOLOGY

An important component of the I-75 Sketch Interstate Plan (SIP) is to project traffic data out to the year 2035. Interim years 2015 and 2025 will also be projected. These traffic forecasts will be used to identify 2035 future transportation deficiencies and needs, including the number of required lanes. These forecasts will also be used to prioritize the transportation projects necessary to address existing and projected system needs. This section describes the methodology to be used to forecast the year 2035 traffic, to document the traffic forecasting process, and to identify future transportation needs.

Prior to performing the traffic analysis, a technical memorandum documenting the methodology for forecasting and analyzing future traffic volumes was prepared and submitted to FDOT for concurrence in January 2010. The methodology was approved by staff from FDOT District 1, District 7, the Systems Planning Office, and the Environmental Management Office, in addition to other interested state, regional, and local agencies. The traffic forecasting process is highlighted in the flow chart shown in **Figure 4-1**.

It should be noted that at the time of this future traffic forecast, updated 2035 traffic forecasts from MPO LRTPs were not available for use. Further information on the data sources and analysis procedures is discussed in the following sections or can be found in the *I-75 South Corridor Future Traffic Methodology Technical Memorandum, February 2010*.

Figure 4-1: Traffic Forecast Methodology



4.2 TRAVEL DEMAND FORECASTS DATA SOURCES

This section summarizes the process used to develop the 2035 forecasted traffic for the I-75 South Corridor. Detailed tables and descriptions of the forecasting process may be found in the Appendix to this technical memorandum.

In order to assess the future travel demand on I-75, it was first necessary to identify and gather traffic data from a variety of sources. Through meetings with staff from FDOT Systems Planning Office and review and analysis of base year 2008 traffic data for the corridor, five data sources were identified to serve as the basis for future traffic forecasts for the I-75 South Corridor:

- Historical Trend Analysis;
- HPMS Trend Line Analysis;
- SIS Forecasts;
- PD&E Traffic Forecasts; and
- Regional Models/MPO Urban Area LRTPs.

The following sections provide an overview of these data sources and relevant information about the traffic forecasting results for the I-75 South Corridor.

4.2.1 *Historical Trend Analysis*

The Florida Traffic Information (FTI) website contains a graphical interface to assess traffic data collected for over 7,500 traffic count locations on the State Highway System. The FTI data also provides site-based ten-year future annual average daily traffic (AADT) forecasts based on the past traffic history of that site in DVD format. Traffic count data from the Florida Traffic Information website for the year 2008 was used and supplemented with the historical information from the 2008 Florida Traffic Information DVD (not available on-line) as the basis for this analysis.

Using the 2008 data set, 51 FDOT count stations were identified within the study limits. The site locations are either permanent or portable count stations along both urban and rural sections of the interstate. Traffic forecasts were then computed using ten-year historical traffic counts and FDOT's Trends Analysis Spreadsheet, which uses a regression analysis method, for each of the count stations identified. The existing traffic volumes were then factored up to the base year (2015), interim year (2025) and target year (2035) using these historical trends.

4.2.2 *VMT Trend Line Analysis from HPMS Data*

A second database was developed using vehicle miles of travel (VMT) projections from the Highway Performance Management System (HPMS) data. This data file utilizes the same base data, 2008 existing traffic counts derived from FDOT count stations, as the historical trend line analysis discussed in the preceding section. The existing traffic volumes were then factored up to the base year (2015), interim year (2025) and target year (2035) using VMT forecasts as growth factors.

The HPMS provides data that reflects the extent, condition, performance, use, and operating characteristics of the nation's highways. HPMS data is collected in collaboration with state highway agencies, local governments, and metropolitan planning organizations (MPOs) working in partnership to collect, assemble, and report the necessary information. HPMS data provides VMT projections. VMT is a statistic representing the total number of vehicles multiplied by the total number of miles travelled by those vehicles. VMT data is used on a regional basis as a measure of effectiveness to compare system performance to other urbanized areas and is grouped by county and functional classification. VMT growth rates were used in conjunction with existing traffic counts to project future traffic for each roadway segment.

4.2.3 *SIS Data*

FDOT Central Office also maintains traffic projections for SIS facilities. Current and projected AADT data is provided by each local FDOT district where it is compiled and verified by FDOT Systems Planning Office. Projected data from the districts are currently available through 2030. The data were then extrapolated to the 2035 project horizon year by FDOT Central Office.

In reviewing the SIS forecasts, it was noted that minor inconsistencies appear to exist in the forecasts between the district boundaries and at county lines where no interchanges exist. FDOT Central office, supported by the Study Consultant, coordinated with the District staff in smoothing these anomalies. Traffic forecasts that have been adjusted or smoothed are discussed in Section 4.3.

4.2.4 *Previous PD&E Studies*

Nine previously approved PD&E studies were identified within the I-75 south Corridor study limits. Two additional PD&E Studies are currently in progress. Collectively, these studies provide traffic forecasts for most of the I-75 study corridor, with exceptions at the south end of the corridor in Collier County and a small segment of Hillsborough County.

The traffic projections in these PD&E studies are based on the historical FDOT counts, local travel demand models, and previous studies. The base year for these studies varied from 2002 to 2006 and the target or design year varied from 2028 to 2035. Where target or design years differed from the 2035 target year for this study, PD&E projections were extrapolated to the 2035 target year using traffic projection procedures consistent with FDOT's *Project Traffic Forecasting Handbook*. Minor additional adjustments were also made as needed to smooth traffic projections at the ends of each of the PD&E study limits to provide consistency between studies.

4.2.5 Regional (District-Wide) Traffic Models/MPO LRTP s

Finally, future traffic forecasts from the Regional (District wide) Traffic Models for Districts 1 and 7 and the adopted Long Range Transportation Plans (LRTPs) from the eight MPOs within the study corridor were reviewed for possible inclusion in the future traffic forecasting for this corridor. The regional models were reviewed and discussed with district staff to determine how accurately these models reflect regional travel demands and how current or up to date the data inputs are.

Traffic forecasts from the MPOs' adopted LRTPs were also reviewed. The eight MPOs within the I-75 South Corridor are in the process of updating their LRTPs to the year 2035; the most recent adopted Long Range Plans were completed around the year 2005 with a target year of 2025 and 2030. Based on information provided by the MPOs, it was determined that 2035 Plan Updates would not be consistently adopted and available for use until after the conclusion of this SIP.

Therefore, based on this review of the Region (District wide) traffic models and the MPO LRTPs, it was concluded that neither of these two data sources would be available in a timely manner for use in the forecast process. Further it was determined that the four data sources currently available, and previous described, would provide adequate data to perform the needs analysis.

4.3 RECONCILIATION OF FORECASTS

To reconcile the traffic forecasts from each of the data sources discussed above, projections from each of these sources were compared for each of the three target years. The forecasts were then reviewed for reasonableness and consistency.

Consideration was also given to potential modifications in future land uses that may affect these traffic forecasts. Recent modifications in land use patterns as well as uses which may not have been considered in the previously completed traffic forecast were reviewed and are summarized in the following sections.

4.3.1 MPO/Regional Land Use Adjustments

Since neither of the traffic forecasting models which require extensive land use forecasts were used, (i.e., the Regional or the MPO LRTP models), it was determined that an extensive microanalysis of existing and forecast land uses would not be necessary.

4.3.2 Major Developments/DRI's

Under Chapter 380.06, Florida Statutes (F.S.), a DRI is defined 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. Over 125 DRIs dating back to 1974 were identified within five miles of the I-75 Corridor, and are documented in Tables 6-1 to 6-8 in the I-*75 South Corridor Existing Conditions Technical Memorandum*.

Due to the length of time that many of the identified DRI projects have been in existence, land uses surrounding these areas have largely been incorporated into the MPO and County land use forecasts. However, some of the more recent projects may not have been incorporated into the long range plans. A list of the more recent projects, including some that are pending approval, are documented in **Table 4-1**.

Table 4-1: Recent DRIs in the I-75 South Corridor

Approval Date	Development Name	Type	Acreage	County
Pending	Toll-Rattlesnake		2,209	Collier Co.
Pending	The Fountains		2,777	Lee Co.
Pending	Victoria Estates			Charlotte Co.
2007	Babcock Ranch	Residential /Retail	17,711	Charlotte Co.
Pending	Isles of Athena			Sarasota Co.
Pending	North Port Gardens			Sarasota Co.
Pending	Cypress Banks		3,832	Manatee Co.
Pending	Lakewood Ranch Corporate Park			Manatee Co.
Pending	The Meadows			Manatee Co.
2005	Northwest Sector	Residential/ Retail	1,534	Manatee Co.
2006	Lakewood Centre	Residential/ Retail	722	Manatee Co.
2005	Lake Hutto	Residential/ Retail	1,117	Hillsborough Co.
Pending	Northwood		980	Pasco Co.
Pending	Pasco Center			Pasco Co.
2005	Wiregrass Ranch	Residential/ Retail	5,120	Pasco Co.
2005	Epperson Ranch	Residential/ Retail	1,757	Pasco Co.
2005	Hickory Hill	Residential/ Retail	3,247	Hernando Co.
2005	Sunrise	Residential/ Retail	1,386	Hernando Co.

Traffic volumes in these areas along the I-75 South Corridor were reviewed to determine whether the forecasts sufficiently incorporated the DRIs into the projections. This review indicated that the traffic forecasts were reasonable to accommodate these land uses, indicating that the traffic projections data sources address these DRIs. As such, no adjustments were made to the projections based on DRIs.

4.4 COMPARISON OF TRAFFIC FORECASTS

Once the traffic forecasts were developed from the various traffic data sources discussed in the previous sections, the forecasts were compared to identify any anomalies or significant variations between the forecasts.

Tables 4-2 through **4-4** provide a comparison of the traffic volumes from each of the five data sources for each of the projection years previously identified. Specifically, **Table 4-2** provides a comparison of each of the five data sources for the Year 2015 traffic and **Tables 4-3** and **4-4** provide comparisons for the Years 2025 and 2035 traffic forecasts, respectively.

Overall the forecasts appeared to be reasonable when compared to one another. Minor adjustments were made to reflect any anomalies. These adjustments are highlighted in yellow in the tables. Specific changes include the following:

- Inconsistencies in base traffic volumes were noted and adjusted at the north end of the study corridor between Hernando and Sumter counties.
- Inconsistencies in traffic forecasts were noted when going from one county to the next at several locations due to the use of different growth rates. Forecast volumes between Collier/Lee counties, Lee/Charlotte counties, Charlotte/Sarasota counties, Manatee/Hillsborough counties and Pasco/Hernando counties were modified by smoothing the growth rates to provide a consistent traffic forecast.
- The SIS forecasts showed a very high growth rate in Hillsborough County just north of the Manatee County line. Forecasts were reduced to reflect a more reasonable growth rate and to be consistent with forecast volumes slightly south of the Manatee County line.
- Several gaps were noted in the PD&E Study forecasts because no PD&E was performed for a number of segments along the corridor. Additionally, growth rates sometimes varied at the location between PD&E studies and were smoothed accordingly.

Table 4-2: 2015 AADT Volume Comparisons

Section		2015 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
Collier County					
SR 29	SR 951/Collier Boulevard	21,800	24,700	25,500	23,000
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	36,100	42,200	47,500	47,300
CR 886/Golden Gate Parkway	Pine Ridge Road	41,100	48,000	58,800	59,900
Pine Ridge Road	CR 846/Immokalee Road	67,900	73,900	75,200	78,100
CR 846/Immokalee Road	Lee County Line	94,300	99,800	93,100	100,800
Lee County					
Collier County Line	CR 865/Bonita Beach Road	94,300	99,800	93,100	100,800
CR 865/Bonita Beach Road	Corkscrew Road	87,900	87,000	89,100	98,200
Corkscrew Road	Alico Road	82,900	88,200	86,600	94,400
Alico Road	CR 876/Daniels Parkway	72,400	82,700	77,400	82,300
CR 876/Daniels Parkway	SR 884/Colonial Boulevard	73,000	78,300	74,300	80,000
SR 884/Colonial Boulevard	SR 82/Martin Luther King Rd	78,200	81,400	79,600	85,800
SR 82/Martin Luther King Rd	Luckett Road	85,600	87,600	82,600	88,300
Luckett Road	SR 80/Palm Beach Boulevard	78,400	81,400	79,200	84,200
SR 80/Palm Beach Boulevard	SR 78/Bayshore Boulevard	64,200	67,100	74,900	74,400
SR 78/Bayshore Boulevard	Charlotte County Line	46,600	47,000	46,600	57,900
Charlotte County					
Lee County Line	Tuckers Grade Boulevard	46,600	47,000	46,600	57,900
Tuckers Grade Boulevard	CR 768/N. Jones Loop Road	51,900	53,000	52,900	62,100
CR 768/N. Jones Loop Road	SR 35/US 17	54,800	57,200	59,600	64,200
SR 35/US 17	CR 776/Harborview Road	61,700	62,900	68,400	67,900
CR 776/Harborview Road	Kings Highway	55,000	57,300	59,400	62,000
Kings Highway	Sarasota County Line	48,300	50,800	52,400	54,700
Sarasota County					
Charlotte County Line	Toledo Blade Boulevard	48,300	50,800	52,400	54,700
Toledo Blade Boulevard	Sumter Boulevard	57,800	60,700	59,600	60,700
Sumter Boulevard	River Road	70,900	72,500	69,400	69,300

Section		2015 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
River Road	Jacaranda Boulevard	78,700	80,300	78,600	72,800
Jacaranda Boulevard	Laurel Road	86,200	92,100	84,000	83,400
Laurel Road	SR 681/State Highway 681	87,100	94,000	84,300	84,200
SR 681/State Highway 681	SR 72/Clark Road	97,700	107,100	99,000	95,900
SR 72/Clark Road	SR 758/Bee Ridge Road	104,600	115,800	99,400	102,900
SR 758/Bee Ridge Road	SR 780/Fruitville Road	126,800	135,800	110,000	118,500
SR 780/Fruitville Road	CR 610/University Parkway	131,200	137,800	114,200	120,500
Manatee County					
CR 610/University Parkway	SR 70/Oneco Myakka City Road	124,300	121,800	111,700	118,000
SR 70/Oneco Myakka City Road	SR 64	114,400	113,300	106,600	109,800
SR 64	SR 43/SR 43/US 301	105,700	106,700	103,400	105,800
SR 43/SR 43/US 301	SR 93/I-275	84,100	90,400	87,500	90,100
SR 93/I-275	CR 675/Moccasin Wallow Road	60,900	64,500	68,500	63,200
CR 675/Moccasin Wallow Road	Hillsborough County Line	63,400	61,400	65,900	65,500
Hillsborough County					
Manatee County Line	SR 674/College Avenue	63,400	61,400	65,900	65,500
SR 674/College Avenue	CR 672/Big Bend Road	73,400	74,200	80,000	78,400
CR 672/Big Bend Road	Gibsonton Drive	117,100	108,000	116,500	117,500
Gibsonton Drive	SR 43/US 301	151,200	131,700	142,100	136,700
SR 43/US 301	SR 618/Lee Roy Selmon Expressway	111,100	105,000	113,300	124,800
SR 618/Lee Roy Selmon Expressway	SR 60/Brandon Boulevard	84,700	80,100	86,400	82,200
SR 60/Brandon Boulevard	SR 574/Martin Luther King Boulevard	172,200	166,800	167,500	159,300
SR 574/Martin Luther King Boulevard	SR 400/I-4	205,000	181,000	171,300	176,800
SR 400/I-4	SR 582/Fowler Avenue	179,200	154,900	154,000	141,600
SR 582/Fowler Avenue	CR 582A/Fletcher Avenue	145,000	128,800	144,500	120,700
CR 582A/Fletcher Avenue	CR 581/Bruce B Downs Boulevard	120,900	103,300	128,800	101,600
CR 581/Bruce B Downs Boulevard	SR 93/I-275	90,400	74,800	100,600	76,800
Pasco County					
SR 93/I-275	SR 56	148,200	133,300	150,600	139,500
SR 56	CR 54/Wesley Chapel Boulevard	89,900	86,300	114,300	87,100
CR 54/Wesley Chapel Boulevard	SR 52	57,000	58,300	87,000	60,500

Section		2015 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
SR 52	CR 41/Blanton Road	50,400	50,400	68,000	58,100
CR 41/Blanton Road	Hernando County Line	46,700	46,700	66,500	51,400
Hernando County					
Pasco County Line	SR 50/US 98	46,700	46,700	66,500	51,400
SR 50/US 98/Cortez Boulevard	Sumter County Line	43,000	45,500	60,200	48,900
Sumter County					
Hernando County Line	CR 476B	43,000	45,500	60,200	48,900

Table 4-3: 2025 AADT Volume Comparisons

Section		2025 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
Collier County					
SR 29	SR 951/Collier Boulevard	25,700	32,800	34,600	28,700
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	41,300	56,000	68,900	68,400
CR 886/Golden Gate Parkway	Pine Ridge Road	47,000	63,700	89,900	92,700
Pine Ridge Road	CR 846/Immokalee Road	83,500	98,200	101,100	108,300
CR 846/Immokalee Road	Lee County Line	117,600	131,000	114,600	133,500
Lee County					
Collier County Line	CR 865/Bonita Beach Road	117,600	131,000	114,600	133,500
CR 865/Bonita Beach Road	Corkscrew Road	113,400	111,300	116,400	138,500
Corkscrew Road	Alico Road	100,000	112,900	108,900	127,900
Alico Road	CR 876/Daniels Parkway	80,900	105,700	92,900	104,800
CR 876/Daniels Parkway	SR 884/Colonial Boulevard	87,200	100,200	90,600	104,400
SR 884/Colonial Boulevard	SR 82/Martin Luther King Rd	96,200	104,100	99,800	114,900
SR 82/Martin Luther King Rd	Luckett Road	107,100	112,100	99,800	113,600
Luckett Road	SR 80/Palm Beach Boulevard	96,900	104,100	98,800	110,800
SR 80/Palm Beach Boulevard	SR 78/Bayshore Boulevard	78,700	85,900	104,800	103,500
SR 78/Bayshore Boulevard	Charlotte County Line	58,800	60,000	59,000	86,200
Charlotte County					
Lee County Line	Tuckers Grade Boulevard	58,800	60,000	59,000	86,200
Tuckers Grade Boulevard	CR 768/N. Jones Loop Road	64,600	67,300	67,000	89,400
CR 768/N. Jones Loop Road	SR 35/US 17	66,700	72,700	78,400	89,700
SR 35/US 17	CR 776/Harborview Road	76,900	79,800	93,300	92,100
CR 776/Harborview Road	Kings Highway	67,100	72,700	77,700	84,100
Kings Highway	Sarasota County Line	60,100	66,200	70,100	75,600
Sarasota County					
Charlotte County Line	Toledo Blade Boulevard	60,100	66,200	70,100	75,600
Toledo Blade Boulevard	Sumter Boulevard	73,900	81,000	78,300	81,100

Section		2025 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
Sumter Boulevard	River Road	93,000	96,700	89,300	88,900
River Road	Jacaranda Boulevard	103,200	107,200	103,000	88,900
Jacaranda Boulevard	Laurel Road	108,600	122,900	103,300	101,900
Laurel Road	SR 681/State Highway 681	108,700	125,500	101,900	101,700
SR 681/State Highway 681	SR 72/Clark Road	120,200	142,900	123,400	115,800
SR 72/Clark Road	SR 758/Bee Ridge Road	127,400	154,600	114,700	123,100
SR 758/Bee Ridge Road	SR 780/Fruitville Road	159,400	181,300	118,600	139,300
SR 780/Fruitville Road	CR 610/University Parkway	168,000	183,900	126,600	141,900
Manatee County					
CR 610/University Parkway	SR 70/Oneco Myakka City Road	157,500	151,500	127,000	142,400
SR 70/Oneco Myakka City Road	SR 64	143,500	141,000	124,600	132,500
SR 64	SR 43/SR 43/US 301	130,300	132,700	124,700	130,600
SR 43/SR 43/US 301	SR 93/I-275	97,200	112,500	105,300	111,600
SR 93/I-275	CR 675/Moccasin Wallow Road	71,500	80,200	89,900	76,900
CR 675/Moccasin Wallow Road	Hillsborough County Line	80,500	75,600	86,500	85,400
Hillsborough County					
Manatee County Line	SR 674/College Avenue	80,500	75,600	86,500	85,400
SR 674/College Avenue	CR 672/Big Bend Road	88,900	90,900	105,000	101,100
CR 672/Big Bend Road	Gibsonton Drive	154,400	132,300	152,900	155,400
Gibsonton Drive	SR 43/US 301	208,600	161,400	186,500	173,400
SR 43/US 301	SR 618/Lee Roy Selmon Expressway	143,400	128,700	148,700	176,700
SR 618/Lee Roy Selmon Expressway	SR 60/Brandon Boulevard	109,400	98,100	113,400	103,200
SR 60/Brandon Boulevard	SR 574/Martin Luther King Boulevard	217,400	204,300	206,200	186,200
SR 574/Martin Luther King Boulevard	SR 400/I-4	280,000	221,700	198,300	211,400
SR 400/I-4	SR 582/Fowler Avenue	248,900	189,700	187,600	157,500
SR 582/Fowler Avenue	CR 582A/Fletcher Avenue	197,200	157,700	195,900	138,200
CR 582A/Fletcher Avenue	CR 581/Bruce B Downs Boulevard	169,300	126,500	188,400	122,400
CR 581/Bruce B Downs Boulevard	SR 93/I-275	129,400	91,600	154,400	96,500
Pasco County					
SR 93/I-275	SR 56	189,800	153,800	195,700	168,800
SR 56	CR 54/Wesley Chapel Boulevard	108,300	99,600	167,400	101,500

Section		2025 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
CR 54/Wesley Chapel Boulevard	SR 52	64,200	67,200	137,000	72,700
SR 52	CR 41/Blanton Road	58,100	58,200	100,800	76,900
CR 41/Blanton Road	Hernando County Line	54,900	54,900	103,000	66,200
Hernando County					
Pasco County Line	SR 50/US 98	54,900	54,900	103,000	66,200
SR 50/US 98/Cortez Boulevard	Sumter County Line	49,000	55,200	90,800	63,800
Sumter County					
Hernando County Line	CR 476B	49,000	55,200	90,800	63,800

Table 4-4: 2035 AADT Volume Comparisons

Section		2035 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
Collier County					
SR 29	SR 951/Collier Boulevard	29,600	40,900	43,800	34,400
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	46,500	69,800	90,300	89,500
CR 886/Golden Gate Parkway	Pine Ridge Road	52,900	79,500	121,100	125,400
Pine Ridge Road	CR 846/Immokalee Road	99,100	122,400	127,100	138,500
CR 846/Immokalee Road	Lee County Line	141,000	162,200	136,100	166,100
Lee County					
Collier County Line	CR 865/Bonita Beach Road	141,000	162,200	136,100	166,100
CR 865/Bonita Beach Road	Corkscrew Road	139,000	135,600	143,700	178,800
Corkscrew Road	Alico Road	117,000	137,500	131,300	161,300
Alico Road	CR 876/Daniels Parkway	89,300	128,800	108,500	127,300
CR 876/Daniels Parkway	SR 884/Colonial Boulevard	101,400	122,000	106,800	128,700
SR 884/Colonial Boulevard	SR 82/Martin Luther King Rd	114,300	126,900	120,100	143,900
SR 82/Martin Luther King Rd	Luckett Road	128,600	136,600	117,000	139,000
Luckett Road	SR 80/Palm Beach Boulevard	115,400	126,900	118,400	137,500
SR 80/Palm Beach Boulevard	SR 78/Bayshore Road	93,200	104,600	134,700	132,600
SR 78/Bayshore Road	Charlotte County Line	71,000	72,900	71,300	114,600
Charlotte County					
Lee County Line	Tuckers Grade Boulevard	71,000	72,900	71,300	114,600
Tuckers Grade Boulevard	CR 768/N. Jones Loop Road	77,400	81,500	81,100	116,700
CR 768/N. Jones Loop Road	SR 35/US 17	78,500	88,100	97,300	115,100
SR 35/US 17	CR 776/Harborview Road	92,200	96,700	118,300	116,300
CR 776/Harborview Road	Kings Highway	79,300	88,200	96,100	106,200
Kings Highway	Sarasota County Line	71,900	81,600	87,800	96,600
Sarasota County					
Charlotte County Line	Toledo Blade Boulevard	71,900	81,600	87,800	96,600
Toledo Blade Boulevard	Sumter Boulevard	89,900	101,400	97,000	101,400
Sumter Boulevard	River Road	115,000	121,000	109,300	108,600

Section		2035 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
River Road	Jacaranda Boulevard	127,800	134,100	127,300	105,000
Jacaranda Boulevard	Laurel Road	131,000	153,700	122,600	120,400
Laurel Road	SR 681/State Highway 681	130,300	157,000	119,600	119,200
SR 681/State Highway 681	SR 72/Clark Road	142,700	178,800	147,700	135,700
SR 72/Clark Road	SR 758/Bee Ridge Road	150,200	193,300	130,000	143,400
SR 758/Bee Ridge Road	SR 780/Fruitville Road	191,900	226,700	127,200	160,100
SR 780/Fruitville Road	CR 610/University Parkway	204,800	230,000	138,900	163,400
Manatee County					
CR 610/University Parkway	SR 70/Oneco Myakka City Road	190,700	181,200	142,300	166,700
SR 70/Oneco Myakka City Road	SR 64	172,600	168,600	142,600	155,100
SR 64	SR 43/SR 43/US 301	154,800	158,800	146,000	155,300
SR 43/SR 43/US 301	SR 93/I-275	110,200	134,500	123,100	133,200
SR 93/I-275	CR 675/Moccasin Wallow Road	82,100	96,000	111,300	90,700
CR 675/Moccasin Wallow Road	Hillsborough County Line	97,500	89,700	107,100	105,400
Hillsborough County					
Manatee County Line	SR 674/College Avenue	97,500	89,700	107,100	105,400
SR 674/College Avenue	CR 672/Big Bend Road	104,400	107,600	130,000	123,900
CR 672/Big Bend Road	Gibsonton Drive	191,700	156,600	189,300	193,200
Gibsonton Drive	SR 43/US 301	265,900	191,000	230,900	210,000
SR 43/US 301	SR 618/Lee Roy Selmon Expressway	175,700	152,300	184,100	228,600
SR 618/Lee Roy Selmon Expressway	SR 60/Brandon Boulevard	134,000	116,200	140,400	124,100
SR 60/Brandon Boulevard	SR 574/Martin Luther King Boulevard	262,700	241,800	244,800	213,000
SR 574/Martin Luther King Boulevard	SR 400/I-4	355,000	262,400	225,200	246,100
SR 400/I-4	SR 582/Fowler Avenue	318,500	224,600	221,200	173,300
SR 582/Fowler Avenue	CR 582A/Fletcher Avenue	249,400	186,700	247,300	155,700
CR 582A/Fletcher Avenue	CR 581/Bruce B Downs Boulevard	217,700	149,700	248,000	143,200
CR 581/Bruce B Downs Boulevard	SR 93/I-275	168,500	108,400	208,100	116,200
Pasco County					
SR 93/I-275	SR 56	231,500	174,300	240,700	198,100
SR 56	CR 54/Wesley Chapel Boulevard	126,700	112,800	220,600	115,900
CR 54/Wesley Chapel Boulevard	SR 52	71,300	76,100	186,900	84,900

Section		2035 Alternative Traffic Forecast			
From	To	Historical Trends	VMT Trends	SIS Forecasts	PD&E Forecasts
SR 52	CR 41/Blanton Road	65,700	65,900	133,600	95,600
CR 41/Blanton Road	Hernando County Line	63,100	63,100	139,500	81,000
Hernando County					
Pasco County Line	SR 50/US 98	63,100	63,100	139,500	81,000
SR 50/US 98/Cortez Boulevard	Sumter County Line	55,000	64,800	121,400	78,600
Sumter County					
Hernando County Line	CR 476B	55,000	64,800	121,400	78,600

4.4.2 Summary of Level of Service with Existing (2008) plus Committed Projects

The four alternative forecasts were compared to acceptable adopted service volumes at 4-, 6-, and 8-lanes, respectively, to identify any capacity needs or laneage requirements. Service volumes for 4-, 6-, and 8-lane facilities were derived using the FDOT's 2007 Generalized Level of Service (LOS) Tables. Accepted LOS for each area type and number of lanes are presented in **Table 4-5**.

Table 4-5: LOS Thresholds (AADT) for 4, 6, and 8 Lane Freeways

Area Type	Acceptable LOS	Number of Lanes		
		4-Lanes	6-Lanes	8-Lanes
Rural Undeveloped	B	35,300	54,300	73,600
Transitional Area	C	52,500	81,000	109,600
Urbanized	D	67,100	85,300	104,200

Source: FDOT level of Service Tables, 2007

4.5 TRAFFIC FORECAST RESULTS

Using the traffic forecast methodology described above and a comparison of traffic forecasts, average traffic volumes were obtained for each of the segments. These traffic volumes for years 2015, 2025, and 2035, along with acceptable LOS standards for corridor segments are provided in **Table 4-6**. Accepted LOS standards were determined based on 2007 FDOT standards regarding area type. It should be noted that a small number of segments along the corridor were identified as "rural/developed" and were located adjacent to transition or urban sections. In addition, one segment in Sumter County was identified as "rural/undeveloped". LOS standards do not differentiate between these two categories of rural area types; therefore, for the purposes of the analysis, "rural/developed" area types were assumed at transition area type LOS standards and "rural/undeveloped" was assumed at rural area type LOS standards.

These projections, along with known existing conditions, form the basis for the identification of potential capacity deficiencies and additional needs for the corridor through 2035, discussed in Section 5.0 of this technical memorandum. The results of this analysis will help to provide the strategic mainline vision for the corridor.

Table 4-6: Traffic Forecast Results and Level of Service Standards (2015-2035)

Section		Area Type	Accepted LOS	Lanes		Average Forecast Volume		
From	To			Existing	E+C	2015	2025	2035
Collier County								
SR 29	SR 951/Collier Boulevard	Transition	**C**	4	4	23,250	30,150	37,075
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	Urbanized	**D**	4	6	43,425	59,125	74,850
CR 886/Golden Gate Parkway	Pine Ridge Road	Urbanized	**D**	6	6	55,025	78,225	101,450
Pine Ridge Road	CR 846/Immokalee Road	Urbanized	**D**	6	6	72,900	96,750	120,625
CR 846/Immokalee Road	Lee County Line	Urbanized	**D**	6	6	92,675	118,82	145,000
Lee County								
Collier County Line	CR 865/Bonita Beach Road	Urbanized	**D**	6	6	92,675	118,82	145,000
CR 865/Bonita Beach Road	Corkscrew Road	Urbanized	**D**	6	6	85,825	113,90	141,975
Corkscrew Road	Alico Road	Urbanized	**D**	6	6	84,175	107,85	131,500
Alico Road	CR 876/Daniels Parkway	Urbanized	**D**	6	6	75,125	91,225	107,275
CR 876/Daniels Parkway	SR 884/Colonial Boulevard	Urbanized	**D**	6	6	72,775	90,725	108,675
SR 884/Colonial Boulevard	SR 82/Martin Luther King Rd	Urbanized	**D**	4	4	73,900	94,525	115,175
SR 82/Martin Luther King Rd	Luckett Road	Urbanized	**D**	4	4	77,525	97,625	117,725
Luckett Road	SR 80/Palm Beach Boulevard	Urbanized	**D**	4	4	75,225	95,575	115,925
SR 80/Palm Beach Boulevard	SR 78/Bayshore Road	Urbanized	**D**	4	4	63,625	84,650	105,700
SR 78/Bayshore Road	Charlotte County Line	Transition	**C**	4	4	44,275	59,700	75,150
Charlotte County								
Lee County Line	Tuckers Grade Boulevard	Transition	**C**	4	4	44,275	59,700	75,150
Tuckers Grade Boulevard	CR 768/N. Jones Loop Road	Transition	**C**	4	4	49,500	65,300	81,125
CR 768/N. Jones Loop Road	SR 35/US 17	Urbanized	**D**	4	4	56,750	74,025	91,325
SR 35/US 17	CR 776/Harborview Road	Urbanized	**D**	6	6	61,150	80,500	99,875
CR 776/Harborview Road	Kings Highway	Urbanized	**D**	4	4	54,175	70,250	86,325
Kings Highway	Sarasota County Line	Urbanized	**D**	4	4	48,375	63,925	79,550

Section		Area Type	Accepted LOS	Lanes		Average Forecast Volume		
From	To			Existing	E+C	2015	2025	2035
Sarasota County								
Charlotte County Line	Toledo Blade Boulevard	Transition	**C**	4	4	48,375	63,925	79,550
Toledo Blade Boulevard	Sumter Boulevard	Transition	**C**	4	4	55,125	72,825	90,550
Sumter Boulevard	River Road	Transition	**C**	4	4	62,850	82,575	102,275
River Road	Jacaranda Boulevard	Transition	**C**	4	**6**	74,275	96,375	118,475
Jacaranda Boulevard	Laurel Road	Transition	**C**	4	**6**	83,600	105,47	127,275
Laurel Road	SR 681	Transition	**C**	4	**6**	83,100	104,07	125,050
SR 681	SR 72/Clark Road	Transition	**C**	6	6	95,375	120,20	144,950
SR 72/Clark Road	SR 758/Bee Ridge Road	Urbanized	**D**	6	6	102,30	125,42	148,550
SR 758/Bee Ridge Road	SR 780/Fruitville Road	Urbanized	**D**	6	6	118,77	144,30	169,775
SR 780/Fruitville Road	CR 610/University Parkway	Urbanized	**D**	6	6	124,20	152,05	179,925
Manatee County								
CR 610/University Parkway	SR 70/Oneco Myakka City Road	Urbanized	**D**	6	6	112,37	136,30	160,225
SR 70/Oneco Myakka City Road	SR 64	Urbanized	**D**	6	6	110,65	134,32	157,950
SR 64	SR 43/SR 43/US 301	Urbanized	**D**	6	6	101,85	124,95	148,025
SR 43/SR 43/US 301	SR 93/I-275	Urbanized	**D**	6	6	83,000	100,42	117,925
SR 93/I-275	CR 675/Moccasin Wallow Road	Urbanized	**D**	8	8	67,275	86,875	106,475
CR 675/Moccasin Wallow Road	Hillsborough County Line	Transition	**C**	6	6	61,175	79,075	96,930
Hillsborough County								
Manatee County Line	SR 674/College Avenue	Transition	**C**	6	6	61,175	79,075	96,930
SR 674/College Avenue	CR 672/Big Bend Road	Urbanized	**D**	6	6	79,450	100,20	120,950
CR 672/Big Bend Road	Gibsonton Drive	Urbanized	**D**	6	6	108,47	140,95	173,400
Gibsonton Drive	SR 43/US 301	Urbanized	**D**	8	8	136,87	179,15	221,425
SR 43/US 301	SR 618/Lee Roy Selmon	Urbanized	**D**	8	8	119,75	162,62	205,525
SR 618/Lee Roy Selmon	SR 60/Brandon Boulevard	Urbanized	**D**	6	6	110,60	140,77	170,975
SR 60/Brandon Boulevard	SR 574/Martin Luther King	Urbanized	**D**	6	6	163,35	199,77	236,175

Section		Area Type	Accepted LOS	Lanes		Average Forecast Volume		
From	To			Existing	E+C	2015	2025	2035
SR 574/Martin Luther King	SR 400/I-4	Urbanized	**D**	6	6	174,05	220,80	267,525
SR 400/I-4	SR 582/Fowler Avenue	Urbanized	**D**	6	6	148,25	187,05	225,850
SR 582/Fowler Avenue	CR 582A/Fletcher Avenue	Urbanized	**D**	4	4	129,40	164,25	199,075
CR 582A/Fletcher Avenue	CR 581/Bruce B Downs Boulevard	Urbanized	**D**	4	4	110,52	143,90	177,250
CR 581/Bruce B Downs Boulevard	SR 93/I-275	Urbanized	**D**	4	4	75,700	101,00	126,325
Pasco County								
SR 93/I-275	SR 56	Urbanized	**D**	8	8	130,35	161,72	193,150
SR 56	CR 54/Wesley Chapel Boulevard	Urbanized	**D**	4	4	81,150	102,20	123,275
CR 54/Wesley Chapel Boulevard	SR 52	Transition	**C**	4	4	61,500	80,700	99,850
SR 52	CR 41/Blanton Road	Transition	**C**	4	4	48,225	61,925	75,600
CR 41/Blanton Road	Hernando County Line	Transition	**C**	4	4	48,625	62,150	75,650
Hernando County								
Pasco County Line	SR 50/US 98	Transition	**C**	4	4	48,625	62,150	75,650
SR 50/US 98/Cortez Boulevard	Sumter County Line	Transition	**C**	4	4	41,475	53,525	64,775
Sumter County								
Hernando County Line	CR 476B	Rural	**B**	4	4	41,475	53,525	64,775

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SECTION 5.0 CONCLUSIONS

The purpose of this technical memorandum was to provide an understanding of conditions within the corridor; futures planned improvements, and provide future traffic forecasts to identify mainline deficiencies and lane needs for the I-75 South Corridor. The conclusions identified in this technical memorandum will be used in support of the upcoming *I-75 South Corridor Mainline Vision Report*, where the mainline needs identified will be prioritized to provide a strategic vision for the I-75 South Corridor through 2035. This final *I-75 South Corridor Mainline Vision Report* will serve as an integral part of the continuing process for development of the SIS/FIHS, and will feed into the next phase of study for this corridor as a baseline needs analysis for maximizing the use of this corridor into the future.

The following chapter presents the lane needs identified through the future traffic forecasting years and provides a comprehensive summary of lane deficiencies and needs identified within the I-75 study corridor by segment. This includes not only existing needs but also future long term needs through the year 2035. Other planned or programmed improvements, including interchanges, bridges, and connections to intermodal centers are presented as well to provide an overview of the future planned/programmed corridor.

5.1 TRAFFIC FORECAST PRIORITY IMPROVEMENTS

In order to identify the mainline requirements for future conditions in the corridor, an analysis of traffic projections for all data sources for each projection year was first conducted to determine the number of mainline lanes needed to satisfy future AADT demand.

Mainline lane deficiencies and needs were then analyzed in more detail, and the estimated timeframes and levels of service for the additional lanes were documented. As described in **Section 3** of this report, capacity improvements to mainline sections documented in the FDOT 5-Year Work Program or the MPOs' TIPs (i.e. existing plus committed (E+C) projects) were assumed to have been implemented and existing laneage was adjusted accordingly. A summary of this analysis is shown in **Figure 5-1**.

Table 5-1: I-75 South Corridor Lane Requirements and Level of Service (2015-2035)

Section		Acceptable LOS	Laneage					Level Of Service					
								2015		2025		2035	
From	To		Existing	E+C	Laneage Needs (2015)	Laneage Needs (2025)	Laneage Needs (2035)	W/ E+C	W/ Needed Lanes	W/ E+C	W/ Needed Lanes	W/ E+C	W/ Needed Lanes
SR 29	SR 951/Collier Boulevard	**C**	4	4	4	4	4	A	A	B	B	B	B
SR 951/Collier Boulevard	CR 886/Golden Gate Parkway	**D**	4	6	6	6	6	B	B	B	B	C	C
CR 886/Golden Gate Parkway	Pine Ridge Road	**D**	6	6	6	6	6	B	B	C	C	D	D
Pine Ridge Road	CR 846/Immokalee Road	**D**	6	6	6	6	8	C	C	D	D	F	D
CR 846/Immokalee Road	Collier/Lee County Line	**D**	6	6	6	8	10	D	D	F	D	F	C
Collier/Lee County Line	CR 865/Bonita Beach Road	**D**	6	6	6	8	10	D	D	F	D	F	C
CR 865/Bonita Beach Road	Corkscrew Road	**D**	6	6	6	8	10	D	D	E	C	F	C
Corkscrew Road	Alico Road	**D**	6	6	6	8	8	C	C	E	C	F	D
Alico Road	CR 876/Daniels Parkway	**D**	6	6	6	6	8	C	C	D	D	E	C
CR 876/Daniels Parkway	SR 884/Colonial Boulevard	**D**	6	6	6	6	8	C	C	D	D	E	C
SR 884/Colonial Boulevard	SR 82/Martin Luther King Rd	**D**	4	4	6	8	8	E	C	F	C	F	C
SR 82/Martin Luther King Rd	Luckett Road	**D**	4	4	6	8	8	F	C	F	C	F	D
Luckett Road	SR 80/Palm Beach Boulevard	**D**	4	4	6	6	8	F	C	F	D	F	D
SR 80/Palm Beach Boulevard	SR 78/Bayshore Road	**D**	4	4	4	6	8	D	D	F	C	F	C
SR 78/Bayshore Road	Lee/Charlotte County Line	**C**	4	4	4	6	6	C	C	D	B	F	C
Lee/Charlotte County Line	Tuckers Grade Boulevard	**C**	4	4	4	6	6	C	C	D	B	F	C
Tuckers Grade Boulevard	CR 768/N. Jones Loop Road	**C**	4	4	4	6	8	C	C	E	C	F	C
CR 768/N. Jones Loop Road	SR 35/US 17	**D**	4	4	4	6	6	D	D	E	C	F	D
SR 35/US 17	CR 776/Harborview Road	**D**	6	6	6	6	6	D	D	C	C	D	D
CR 776/Harborview Road	Kings Highway	**D**	4	4	4	6	6	C	C	E	C	F	D
Kings Highway	Sarasota County Line	**D**	4	4	4	4	6	C	C	D	D	F	C
Charlotte County Line	Toledo Blade Boulevard	**C**	4	4	4	6	6	C	C	E	C	F	C
Toledo Blade Boulevard	Sumter Boulevard	**C**	4	4	6	6	8	D	B	F	C	F	C
Sumter Boulevard	River Road	**C**	4	4	6	8	8	E	C	F	C	F	C
River Road	Jacaranda Boulevard	**C**	4	**6**	6	8	10	C	C	E	C	F	C
Jacaranda Boulevard	Laurel Road	**C**	4	**6**	8	8	10	D	C	E	C	F	C
Laurel Road	SR 681	**C**	4	**6**	8	8	10	D	C	E	C	F	C
SR 681	SR 72/Clark Road	**C**	6	6	8	10	12	D	C	F	C	F	C
SR 72/Clark Road	SR 758/Bee Ridge Road	**D**	6	6	6	8	10	D	D	F	D	F	D
SR 758/Bee Ridge Road	SR 780/Fruitville Road	**D**	6	6	8	10	10	F	D	F	C	F	D
SR 780/Fruitville Road	CR 610/University Parkway	**D**	6	6	8	10	12	F	D	F	D	F	D
CR 610/University Parkway	SR 70/Oneco Myakka City Road	**D**	6	6	8	8	10	E	C	F	D	F	D
SR 70/Oneco Myakka City Road	SR 64	**D**	6	6	8	8	10	E	C	F	D	F	D
SR 64	SR 43/SR 43/US 301	**D**	6	6	6	8	10	D	D	F	D	F	D
SR 43/SR 43/US 301	SR 93/I-275	**D**	6	6	6	6	8	C	C	D	D	F	D
SR 93/I-275	CR 675/Moccasin Wallow Road	**D**	8	8	8	8	8	B	B	C	C	C	C
CR 675/Moccasin Wallow Road	Manatee/Hillsborough County Line	**C**	6	6	6	6	8	C	C	C	C	E	C
Manatee/Hillsborough County Line	SR 674/College Avenue	**C**	6	6	6	6	8	C	C	C	C	E	C
SR 674/College Avenue	CR 672/Big Bend Road	**D**	6	6	6	6	8	C	C	D	D	F	D
CR 672/Big Bend Road	Gibsonton Drive	**D**	6	6	8	10	10	E	C	F	C	F	D
Gibsonton Drive	SR 43/US 301	**D**	8	8	8	12	12	D	D	F	D	F	E
SR 43/US 301	SR 618/Lee Roy Selmon Expressway	**D**	8	8	8	10	12	D	D	F	D	F	D
SR 618/Lee Roy Selmon Expressway	SR 60/Brandon Boulevard	**D**	6	6	8	10	12	E	C	F	C	F	D
SR 60/Brandon Boulevard	SR 574/Martin Luther King Boulevard	**D**	6	6	10	12	12	F	D	F	D	F	F
SR 574/Martin Luther King Boulevard	SR 400/I-4	**D**	6	6	10	12	12	F	D	F	E	F	F

Section		Acceptable LOS	Laneage					Level Of Service					
								2015		2025		2035	
From	To		Existing	E+C	Laneage Needs (2015)	Laneage Needs (2025)	Laneage Needs (2035)	W/ E+C	W/ Needed Lanes	W/ E+C	W/ Needed Lanes	W/ E+C	W/ Needed Lanes
SR 400/I-4	SR 582/Fowler Avenue	**D**	6	6	10	12	12	F	D	F	D	F	E
SR 582/Fowler Avenue	CR 582A/Fletcher Avenue	**D**	4	4	8	10	12	F	D	F	D	F	D
CR 582A/Fletcher Avenue	CR 581/Bruce B. Downs Boulevard	**D**	4	4	8	10	12	F	C	F	C	F	D
CR 581/Bruce B Downs Boulevard	SR 93/I-275	**D**	4	4	6	6	8	F	C	F	D	F	D
SR 93/I-275	SR 56	**D**	8	8	8	10	12	D	D	F	D	F	D
SR 56	CR 54/Wesley Chapel Boulevard	**D**	4	4	6	6	8	F	C	F	D	F	D
CR 54/Wesley Chapel Boulevard	SR 52	**C**	4	4	6	6	8	D	C	F	C	F	C
SR 52	CR 41/Blanton Road	**C**	4	4	4	6	6	C	C	D	C	F	C
CR 41/Blanton Road	Pasco/Hernando County Line	**C**	4	4	4	6	6	C	C	D	C	F	C
Pasco/Hernando County Line	SR 50/US 98	**C**	4	4	4	6	6	C	C	D	C	F	C
SR 50/US 98/Cortez Boulevard	Hernando/Sumter County Line	**C**	4	4	4	6	6	C	C	D	B	E	C
Hernando/Sumter County Line	CR 476B	**B**	4	4	4	6	6	C	C	D	B	F	C

Notes:

1. Blue shade refers to lane increase versus previous condition.
2. Yellow shade indicates that LOS is less that accepted LOS and greater than LOS
3. Red shade indicates that LOS is less than LOS E
4. Pink shade indicates that PD&E Results are not yet complete.

According to the analysis, by 2015 approximately 46 miles of I-75 within the study corridor will operate at LOS F, similar to today's operating conditions. By 2025, additional capacity needs will increase to 130 miles if no additional improvements beyond those identified in the E+C network are made; and by 2035, the additional capacity needs will increase to nearly 186 miles, out of the total 229 mile study corridor.

The lane requirements contained in this analysis are an indication of the magnitude of needs along the I-75 corridor and should not be construed as a recommendation. Recommended improvements to meet the expected demand will be discussed in the Mainline Vision Report and will not be limited to additional lanes but may include other considerations such as expanding alternative corridors, transit, alternative modes for freight shipping, and demand management.

It should be noted that in some instances the projected lane requirements discussed exceed ten lanes. Where the number of lanes is in excess of ten lanes, FDOT guidance and Florida Statutes[7] dictate that before FDOT may determine the number of lanes should exceed this criteria, the availability of right of way and the capacity to accommodate other modes of transportation within existing rights of way must be considered. Exceptions to this policy may be considered on a case by case basis, with final approval resting with the Secretary of Transportation.

The following findings are generally consistent with previous FDOT PD&E studies which indentified the need for managed lanes as part of the ultimate improvement for some sections of the I-75 corridor. Where differences were identified between long range plans and PD&E recommendations, adjacent segment recommendations were used to determine which data source to use and to ensure a relatively consistent corridor vision. The specific findings are summarized by forecast year below.

By 2015, the following improvements will be needed to maintain LOS standards:

- **Six lanes** from SR 884/Colonial Boulevard to SR 80/Palm Beach Boulevard, Toledo Blade Boulevard to River Road, and from CR 581/Bruce B. Downs Boulevard to SR 56

- **Eight lanes** from Jacaranda Boulevard to CR 72/Clark Road, Bee Ridge Road to SR 64, CR 672/Big Bend Road to Gibsonton Drive, SR 618/Lee Roy Selmon Expressway to SR 60/Brandon Boulevard, SR 582/Fowler Avenue to CR 581/Bruce B. Downs Boulevard, and from SR 56 to SR 52

[7] See *Florida Intrastate Highway System Program Development Procedure* (*Topic No. 525-030-255*), and *Section 335.02(3)* F.S.

- **Ten lanes** from SR 681 to SR 72/Clark Road and from SR 60/Brandon Boulevard to SR 582/Fowler Avenue.

By 2025, the following improvements will be needed to maintain LOS standards:

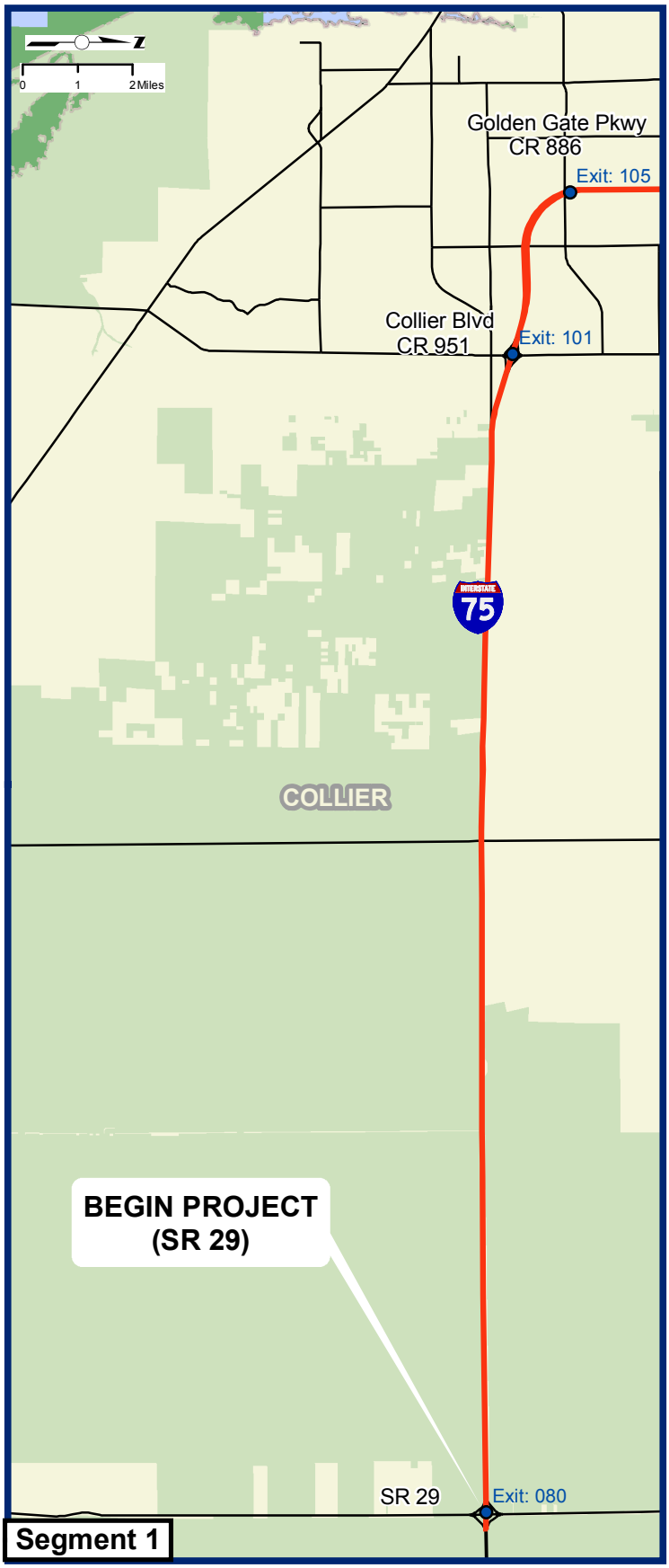
- **Six lanes** from Luckett Road to Kings Highway, Charlotte/Sarasota County line to Sumter Boulevard, and from SR 52 to CR 476B
- **Eight lanes** from CR 846/Immokalee Road to Alico Road, SR 884/Colonial Boulevard to SR 82/Martin Luther King Road, Sumter Boulevard to SR 681, SR 72/Clark Road to SR 758/Bee Ridge Road, and from CR 610/University Parkway to SR 43/US 301
- **Ten lanes** from SR 681 to SR 72/Clark Road, SR 758/Bee Ridge Road to CR 610/University Parkway, CR 672/Big Bend Road to Gibsonton Drive, SR 43/US 301 to SR 60/Brandon Boulevard, SR 582/Fowler Avenue to CR 581/Bruce B. Downs Boulevard, and from SR 93/I-275 to SR 56
- **Twelve lanes** from Gibsonton Drive to SR 43/US 301 and from SR 60/Brandon Boulevard to SR 582/Fowler Avenue.

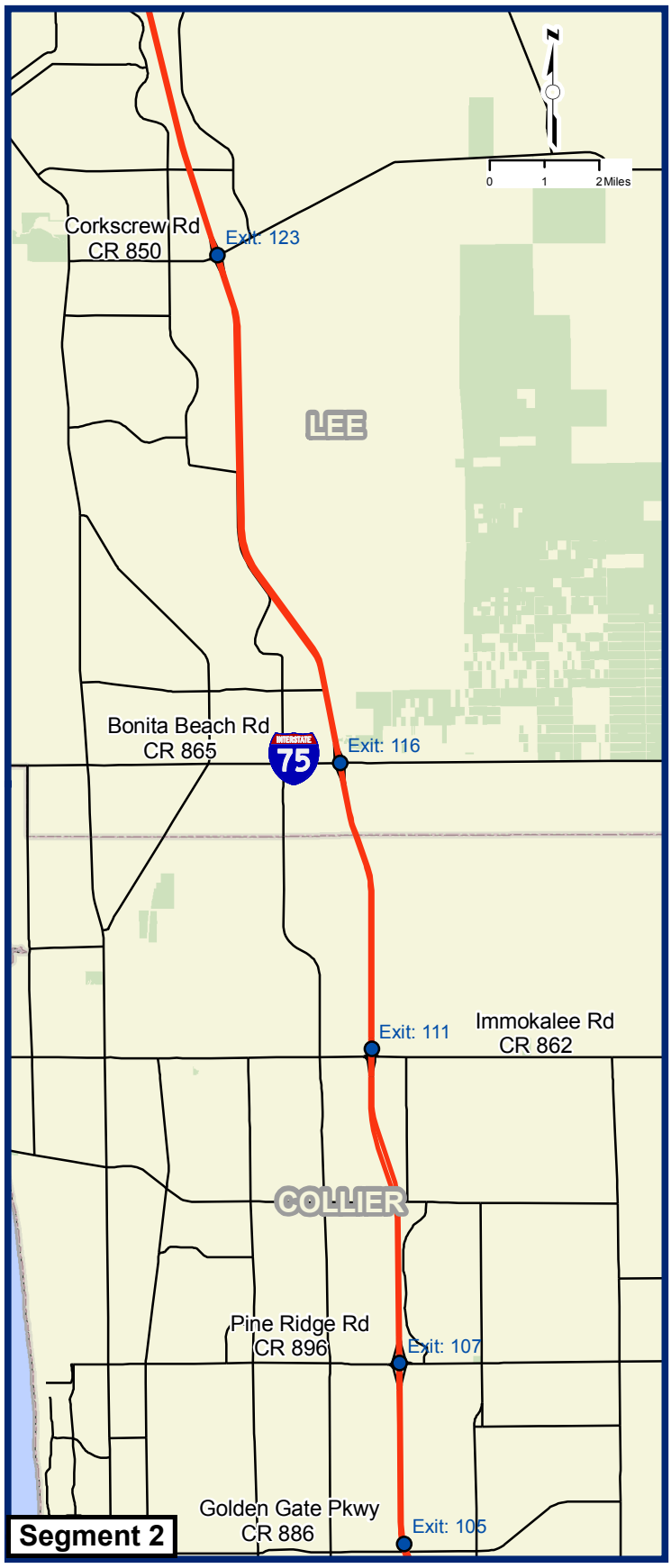
By 2035, the following improvements will be needed to maintain LOS standards:

- **Six lanes** from Kings Highway to the Charlotte/Sarasota County line
- **Eight lanes** from Pine Ridge Road to CR 846/Immokalee Road, Alico Road to SR 884/Colonial Boulevard, Luckett Road to SR 78/Bayshore Road, Tuckers Grade Boulevard to CR 768/N. Jones Loop Road, Toledo Blade Boulevard to Sumter Boulevard, SR 43/US 301 to SR 93/I-275, CR 675/Moccasin Wallow Road to CR 672/Big Bend Road, CR 581/Bruce B. Downs Boulevard to SR 93/I-275, and from SR 56 to SR 52
- **Ten lanes** from CR 846/Immokalee Road to Corkscrew Road, River Road to SR 681, SR 72/Clark Road to SR 758/Bee Ridge Road, and from CR 610/University Parkway to SR 43/US 301
- **Twelve lanes** from SR 681 to SR 72/Clark Road, SR 780/Fruitville Road to CR 610/University Parkway, SR 43/US 301 to SR 60/Brandon Boulevard, SR 582/Fowler Avenue to CR 581/Bruce B. Downs Boulevard, and from SR 93/I-275 to SR 56.

5.1 IDENTIFICATION OF NEEDS AND DEFICIENCIES

The results of the existing conditions, programmed improvements, and future traffic forecasts provide the basis for the identification of capacity deficiencies and additional lane needs for the I-75 South Corridor, as described in detail above. Based upon the findings of this analysis, six corridor segments have been identified to guide the discussion of lane deficiencies and needs. The identification of these segments was based on the roadway area type, traffic volumes, horizon year LOS, needed lanes in the horizon year, and emphasis was also given to the project limits for previous studies. The segments identified are shown in **Table 5-1** and graphically in **Figures 5-2** through **5-6**. Each segment description below includes planned or programmed improvements identified for lane capacity, interchanges, bridges, and freight movements.





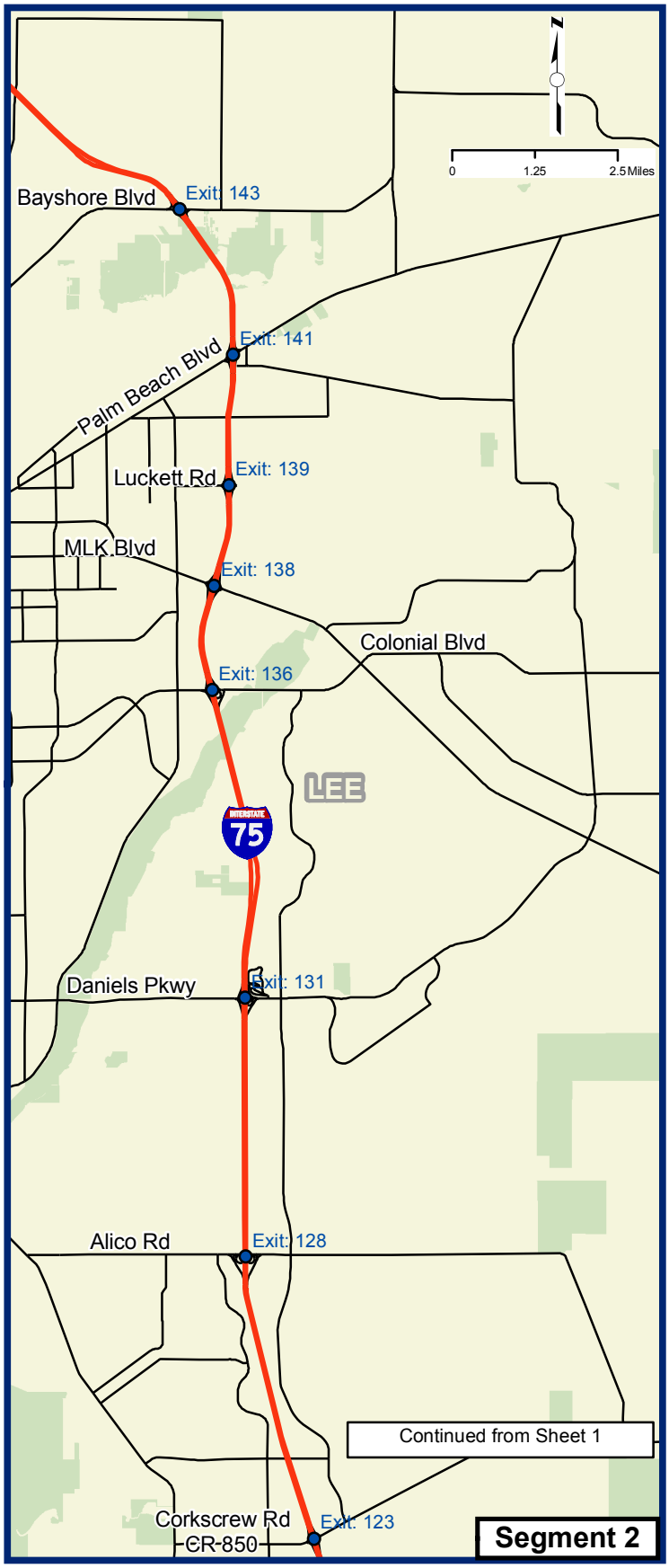
LEGEND

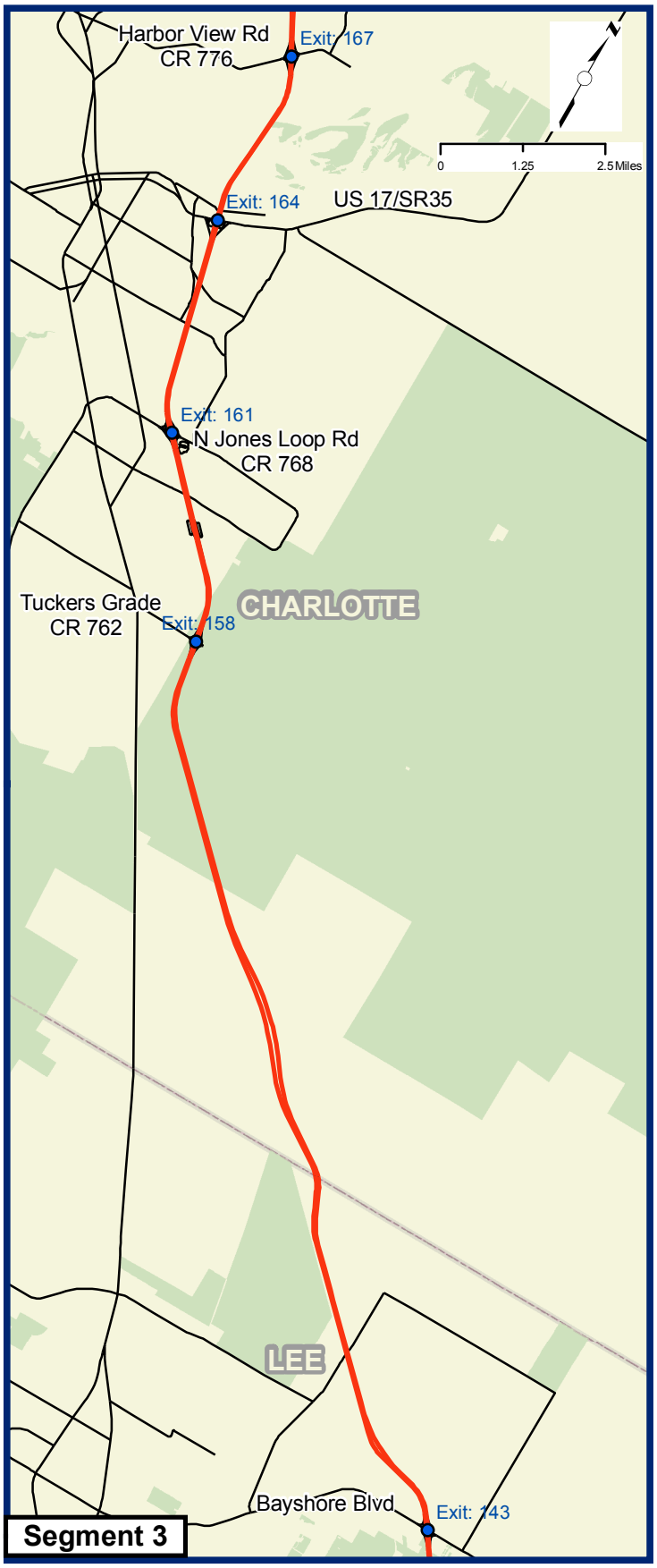
- Interstates
- Interchanges
- Parks
- County Boundaries

Interstate 75 South Corridor

Sketch Interstate Plan (SIP)

Segments 1 and 2





LEGEND

- Interstates
- Interchanges
- Parks
- County Boundaries

Interstate 75 South Corridor

Sketch Interstate Plan (SIP)

Segments 2 and 3

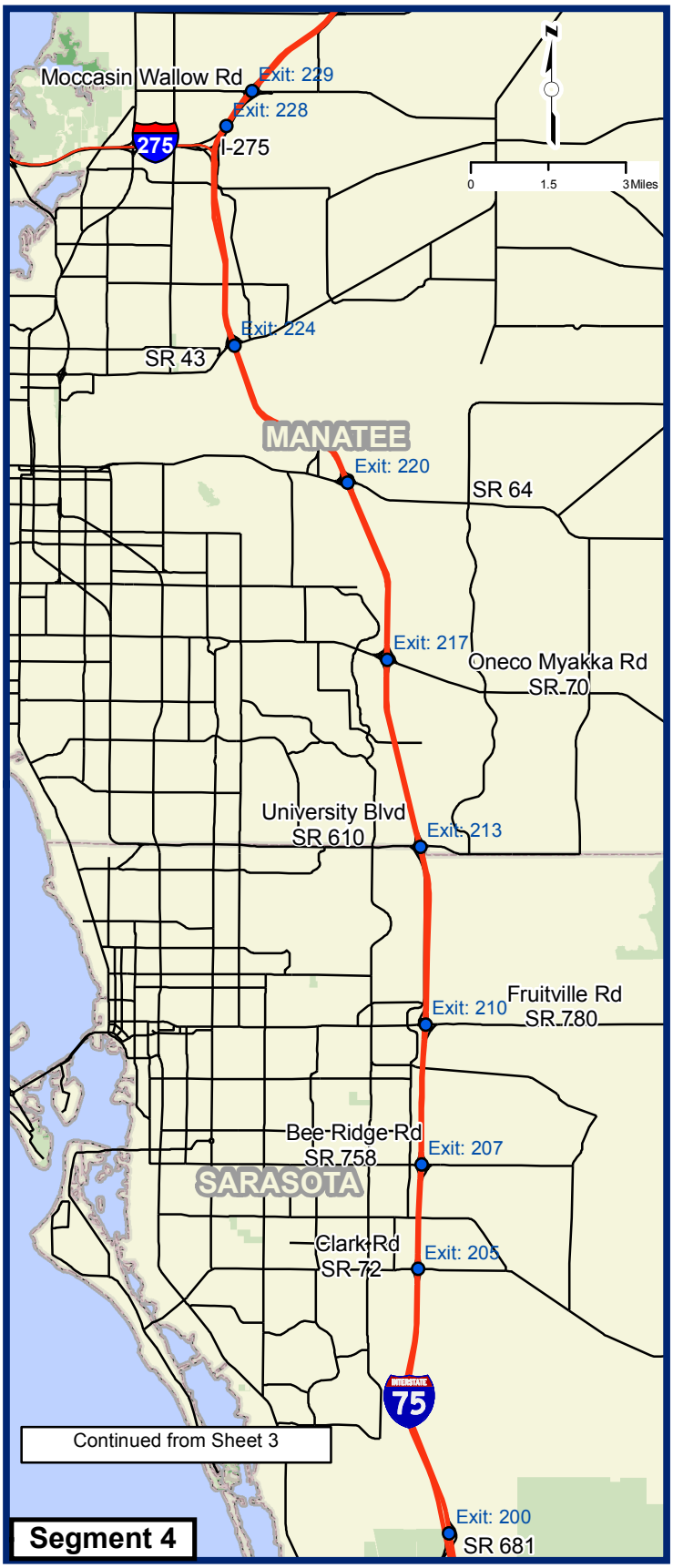
LEGEND

- Interstates
- Interchanges
- Parks
- County Boundaries

Interstate 75 South Corridor

Sketch Interstate Plan (SIP)

Segments 3 and 4



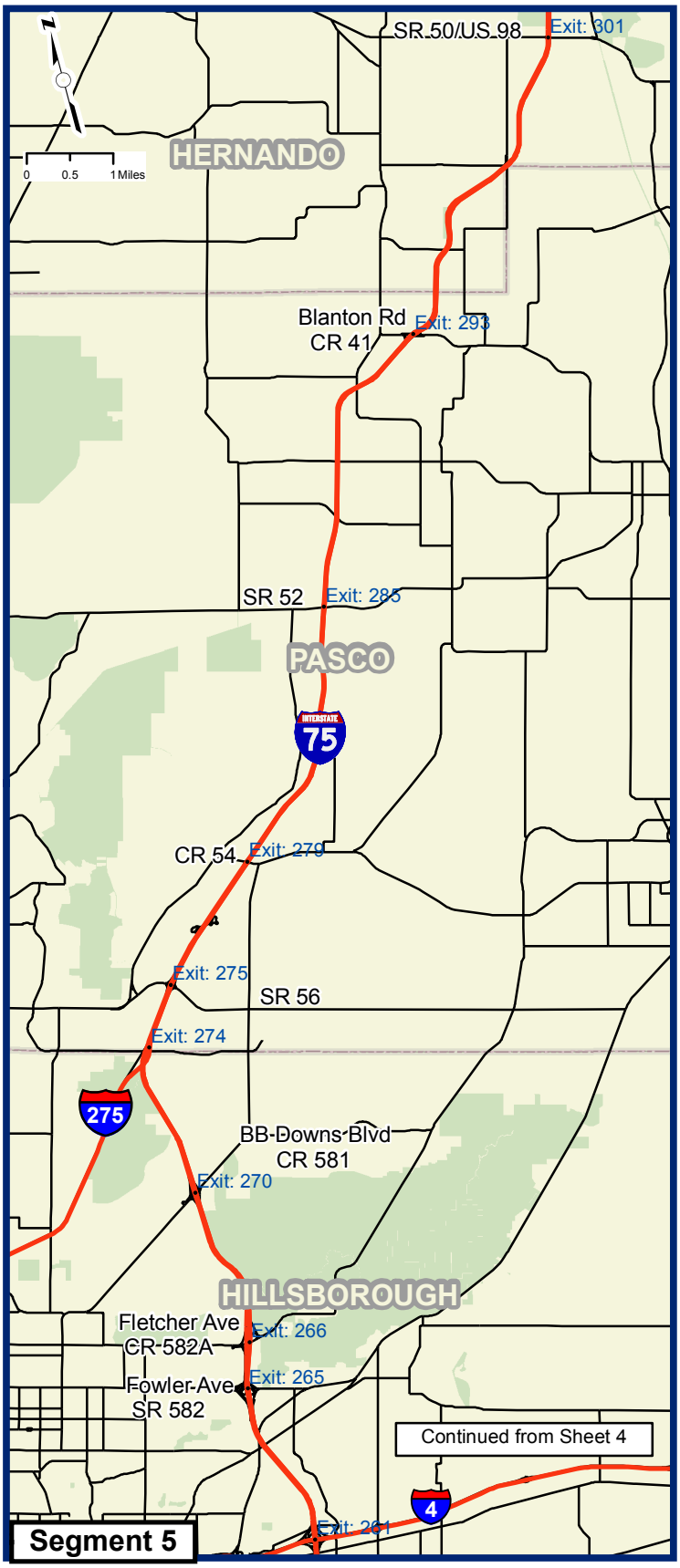
LEGEND

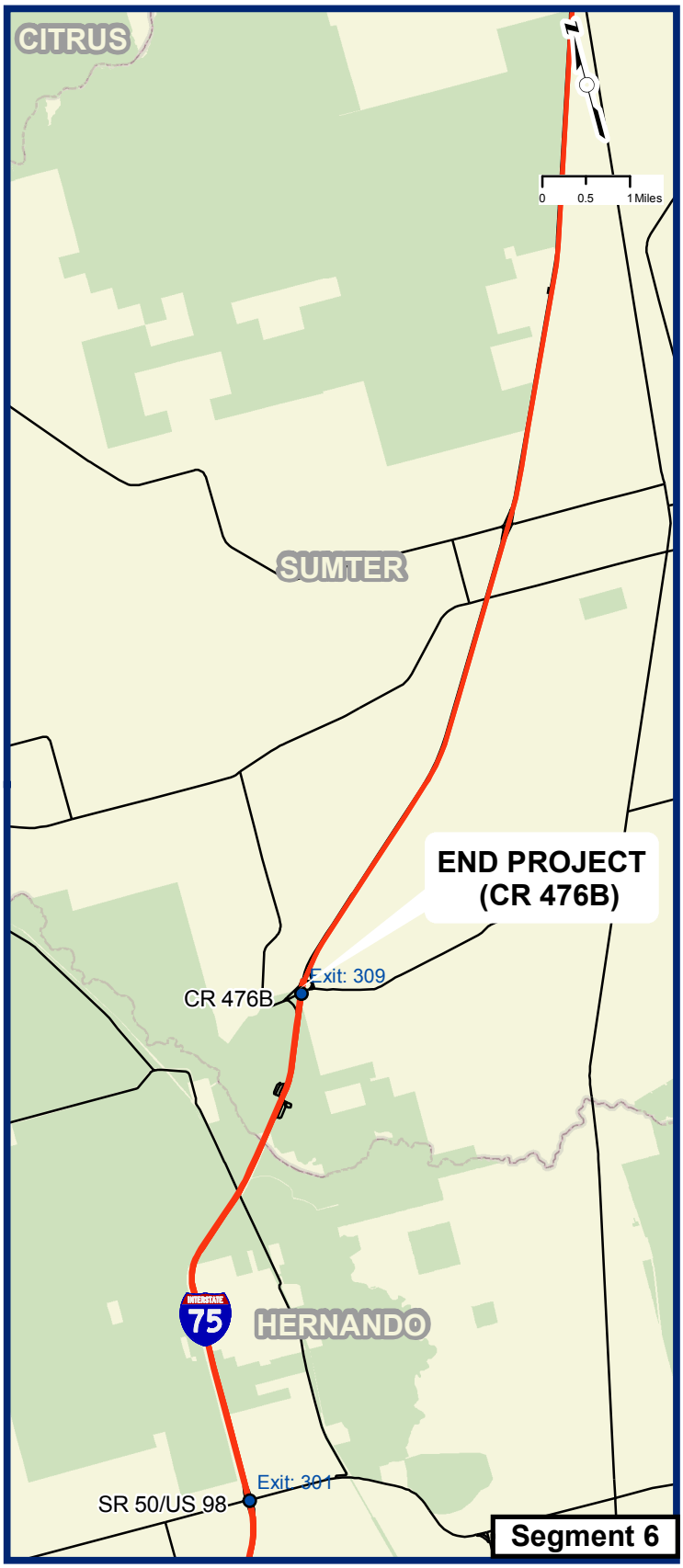
- Interstates
- Interchanges
- Parks
- County Boundaries

Interstate 75 South Corridor

Sketch Interstate Plan (SIP)

Segments 4 and 5





LEGEND

- Interstates
- Interchanges
- County Boundaries
- Parks
- County Boundaries

Interstate 75 South Corridor

Sketch Interstate Plan (SIP)

Segments 5 and 6

Table 5-1: I-75 South Corridor Improvement Segments

Segment	From	To
1	SR 29 (Collier County)	CR 886/Golden Gate Parkway (Collier County)
2	CR 886/Golden Gate Parkway (Collier County)	SR 78/Bayshore Road (Lee County)
3	SR 78/Bayshore Road (Lee County)	Sumter Boulevard (Sarasota County)
4	Sumter Boulevard (Sarasota County)	Moccasin Wallow Road/CR6 (Manatee County)
5	Moccasin Wallow Road/CR6 (Manatee County)	SR 50/US 98 (Hernando County)
6	SR 50/US 98 (Hernando County)	CR 476B (Sumter County)

It should be noted that virtually all sections of the I-75 South Corridor have been rated by FDOT as having pavement being in good or very good condition; as such, roadway improvements are not included in the segment analysis.

ITS improvements were included in number of the MPO Needs and Cost Feasible Plans reviewed, but are not included in the segment descriptions since the span of these ITS improvements are much larger than the individual segments. ITS improvements, such as dynamic messaging, within the I-75 South Corridor have been identified as needed throughout Lee, Sarasota, and Manatee Counties and in Hillsborough County from the Manatee/Hillsborough County line to I-275.

Finally, an essential element of the TBARTA Vision Plan indicates the use of managed lanes to promote premium transit options along the entire corridor. All managed lane provisions are included in the segment analysis below, and the potential impact of these improvements will be considered in the Mainline Vision Report.

5.1.1 Segment 1: SR 29 to CR 886/Golden Gate Parkway (Collier County)

The long range plans for this segment include widening from a four to six lane freeway; this widening is included in the FDOT SIS Cost Feasible Plan for 2031-2035 improvements, which will meet traffic forecast needs identified for this project along the segment.

There are two existing interchanges along this segment: SR 29 and SR 951/Collier Boulevard. Ultimate improvements to the interchange at SR 951/Collier Boulevard are proposed in the long range plan; however, these ultimate improvements are not yet funded through the FDOT Work Program or SIS Cost Feasible Plan. In addition, construction of a new interchange at Everglades Boulevard is proposed and funding is included in the FDOT Five Year Work Program for a PD&E study and preliminary engineering. Right of way and construction funding has not yet been secured, but are identified in the Needs Plan. Both SR the 951/Collier Boulevard and the Everglades Boulevard interchanges are identified as critical needs interchanges. No additional interchange improvements are proposed at SR 29.

No improvements to bridges, freight movements, or intermodal facilities are proposed along this segment in any of the reviewed plans. It should be noted that SR 29 has been identified as an emerging SIS Highway Corridor; although traffic volumes in this segment of the corridor do not indicate improvements needed at this time, connections between SR 29 and I-75 should continue to be reviewed for needed improvements.

5.1.2 Segment 2: CR 886/Golden Gate Parkway to SR 78/Bayshore Boulevard (Collier and Lee Counties)

It should be noted that a portion of this segment of the I-75 South Corridor was included in the recent iROX Expansion Project, completed in late 2010, which widened capacity from four to six lanes from Pine Ridge to Colonial Boulevard. This segment is currently six lanes from Golden Gate Parkway to Colonial Boulevard and four lanes from Colonial Boulevard to SR 78/Bayshore Road. The long range plans for this segment include widening to eight lanes from Golden Gate Parkway to Pine Ridge Road, ten lanes (six general use lanes and four express lanes) from Pine Ridge Road to SR 82, and eight lanes from SR 82 to SR 78/Bayshore Road. The FDOT Work Program currently identifies the following lane improvements in this segment:

1) A PD&E study to add lanes from Bonita Beach Road to SR 78
2) Right of way acquisition from Corkscrew Road to Daniels Parkway
3) Preliminary engineering and right of way acquisition to add lanes from Daniels Parkway to Colonial Boulevard
4) Preliminary engineering, right of way acquisition, and construction of six lanes between Colonial Boulevard and SR 82

5) Preliminary engineering and construction for six lanes between SR 82 and Luckett Road

6) Preliminary engineering, right of way acquisition, and construction of six lanes between Luckett Road and SR 80

7) Preliminary engineering and right of way acquisition for six lanes between SR 80 and SR 78. Construction to build six lanes along this roadway is included in the 2020 to 2025 SIS Cost Feasible Plan.

Increasing capacity to six lanes between Colonial Boulevard and SR 80/Palm Beach Boulevard is needed by 2015 to continue to meet acceptable LOS along this section of roadway; FDOT is currently funding these needed improvements as indicated above. The traffic forecasts completed for this study support the eight to ten lane capacity improvement proposed in the long range plans for the majority of this segment. According to these forecasts, priority improvements to maintain acceptable LOS should be considered to widen CR 846/Immokalee Road to Alico Road from six to eight lanes by 2025. By 2035, ten lanes will be needed between CR 846/Immokalee Road and Corkscrew Road and eight lanes will be needed from Pine Ridge Road to CR 846/Immokalee Road and from Corkscrew Road to SR 78/Bayshore Road. Additional funding will be needed in this corridor to support these improvements.

Interchange improvement needs have been identified from the LRTP at: SR 865/Bonita Beach Road, Corkscrew Road, Alico Road, the Terminal Access Road to the airport, CR 876/Daniels Parkway, SR 884/Colonial Boulevard, SR 82/Immokalee Road, Luckett Road, SR 80/Palm Beach Boulevard, SR 78/Bayshore Road, and at the future Del Prado extension. The following includes details on the status of these improvements:

- ***SR 865/Bonita Beach Road:*** Funding has been allocated in the FDOT Five Year Work Program for design build and construction phases at this interchange. This interchange was identified as a critical need interchange in the LRTP.

- ***Corkscrew Road:*** Funding has been allocated in the FDOT Five Year Work Program for preliminary engineering at this interchange. This interchange was identified as a critical need interchange in the LRTP.

- ***Alico Road:*** Funding has been allocated in the FDOT Five Year Work Program for right of way to add lanes at this interchange.

- ***Terminal Access Road:*** Funding has been allocated in the FDOT Second Five Year Work Program for preliminary engineering and construction at this interchange in FY 2018 and FY 2019.
- ***CR 876/Daniels Parkway:*** Funding has been allocated in the FDOT Five Year Work Program for preliminary engineering and environmental analysis at this interchange. This interchange was identified as a critical need interchange in the LRTP.
- ***SR 884/Colonial Boulevard:*** Funding has been allocated in the FDOT Second Five Year Work Program for preliminary engineering in FY 2017 at this interchange. This interchange was identified as a critical need interchange in the LRTP.
- ***SR 82/Immokalee Road:*** This interchange was identified as a critical need interchange in the LRTP. It is identified in the Needs Plan, but not the Financially Feasible Plan.
- ***Luckett Road:*** This interchange was identified as a critical need interchange in the LRTP. It is identified in the Needs Plan, but not the Financially Feasible Plan.
- ***SR 80/Palm Beach Boulevard:*** Preliminary engineering and construction funding has been allocated in the Five Year Work Program for this interchange. Funding has been allocated in the FDOT Second Five Year Work Program for preliminary engineering to modify this interchange in FY 2016 at this interchange.
- ***SR 78/Bayshore Road:*** This interchange was identified as a critical need interchange in the LRTP. It is identified in the Needs Plan, but not the Financially Feasible Plan.
- ***Del Prado Extension:*** This interchange is identified in the Needs Plan, and is shown as partially funded in Financially Feasible Plan.

Two SIS hubs are located within this segment: the Southwest Florida International Airport and LeeTran Intermodal Center. Strengthening intermodal connections to the Southwest Florida International Airport (located between Alico Road and Daniels Parkway in Lee County) through an interchange modification and collector-distributor system at the SWF International Airport has been identified in the FDOT Five Year Work Program. Construction of this connector system is included in the Second Five

Year Work Program for FY 2019. No improvements to the existing LeeTran Intermodal Center were noted in the review of MPO and FDOT planning documents.

5.1.3 Segment 3: SR 78/Bayshore Road to Sumter Boulevard (Lee, Charlotte, and Sarasota Counties)

Eight lane widening for the segment from the Lee/Charlotte County line to the Charlotte/County line as well as six lanes from Charlotte/Sarasota County line to Sumer Boulevard are identified in the Needs Plans; in addition, adding four managed lanes to the section between the Charlotte/Sarasota County line and Sumter Boulevard is also identified in the Needs Plan; however, capacity improvements are not currently funded for these improvements in either the FDOT Work Program or in the SIS Cost Feasible Plan. Preliminary engineering for adding lane capacity between Tuckers Grade and North Jones Loop Road is the only currently funded improvement in the FDOT Work Program. According to the traffic forecasts conducted as part of this study, six lanes will be needed by 2015 in the section between Toledo Blade Boulevard and Sumter Boulevard to meet acceptable LOS. Six lanes will be needed throughout almost all of this segment by 2025 to meet acceptable LOS standards, and eight lanes will be needed between Tuckers Grade Boulevard and CR 768/North Jones Loop Road and between Toledo Blade Boulevard and Sumter Boulevard by 2035.

In addition to lane capacity improvements, interchange improvements have been identified as needed from previous interchange studies at SR 35/I-17 in Charlotte County and at Toledo Blade Boulevard and Sumter Boulevard in Sarasota County. These improvements are not currently funded. The Charlotte MPO Needs Plan also identifies a new interchange at I-75 just north of the Charlotte/Sarasota County line to connect to Veterans Boulevard in Sarasota County.

5.1.4 Segment 4: Sumter Boulevard to CR 675/Moccasin Wallow Road (Sarasota and Manatee Counties)

The LRTP identifies the need for 10 lanes (six general use/four managed lanes) throughout Sarasota and Manatee Counties which would cover this segment area. The section between Sumter Boulevard and SR 681 is currently a four lane facility and funding has been identified in the FDOT Work Program and SIS Cost Feasible Plan for widening from four to six lanes between Sumter Boulevard and SR 681. To address the need for a 10-lane facility into the future, four additional lanes would be needed between Sumter Boulevard and SR 93/I-275 and two additional lanes would be needed between SR 93/I-275 and CR 675/Moccasin Wallow Road. These improvements are not

currently funded. A number of roadway sections within this segment are expected to exhibit unacceptable LOS by 2015 unless I-75 is widened to at least eight lanes. By 2025, eight to ten lanes are needed throughout the corridor. By 2035, the majority of roadway sections in this segment are expected to exhibit failing LOS unless widened to ten or twelve lanes.

Due to identified bridge conditions, bridge improvements are also recommended at New Castle Waterway southbound in Sarasota County (four miles north of the Sarasota/Charlotte County Line) and to CR 675/Moccasin Wallow Road southbound in Manatee County. These improvements may be included in lane capacity improvements, and are noted separately as they were identified in the existing conditions analysis but not included in the review of MPO and FDOT planning documents.

In addition to lane capacity improvements, interchange improvement needs have been identified and determined financially feasible at SR 681, SR 780/Fruitville Road, CR 610/University Parkway, and SR 70/Oneco Myakka City Road. Preliminary engineering and construction for the SR 780/Fruitville Road and the CR 610/University Parkway interchange improvements are included in the FDOT Five Year Work Program, and additional interchange modification funding is programmed for 2020 to 2025 in the SIS Cost Feasible Plan for SR 780/Fruitville Road. Funding for the SR 70/Oneco Myakka City Road interchange improvement is included in the SIS Cost Feasible Plan for 2026 to 2030 and for CR 610/University Parkway between 2031 and 2035. Interchange improvements at US 301/SR 43 are also programmed in the SIS Cost Feasible Plan for 2031 to 2035. Conversion of SR 681 to a full interchange is listed in the MPO's Cost Feasible Plan, but is not included in the FDOT Work Program or SIS Cost Feasible Plan at this time. Finally, a new interchange is proposed in the Cost Feasible Plan at Yorkshire Street; this improvement is not yet funded in the FDOT Work Program or SIS Cost Feasible Plan.

Improvements to strengthen intermodal and other important connections to I-75 have also been identified along this segment. Two SIS hubs are located in this segment: Sarasota/Bradenton International Airport with access from University Parkway and Port Manatee. New limited access facilities that will help connections to and from I-75 are also included in the financially feasible plan at US 301 and from Port Manatee to I-75 (Port Manatee Connector). The new facility at US 301 is not yet funded in the FDOT Work Programs or SIS Coast Feasible Plan; however, interchange modifications at this location have been programmed into the SIS Cost Feasible Plan (as mentioned above).

The new Port Manatee Connector is included in the SIS Cost Feasible Plan for 2031 to 2035.

5.1.5 Segment 5: CR 675/Moccasin Wallow Road to SR 50/US 98 (Manatee, Hillsborough, Pasco, and Hernando Counties)

A review of the long range needs previously identified for this section indicates the following: widening to ten lanes (six general use/four managed lanes) between CR 675/Moccasin Wallow Road and Gibsonton Drive, twelve lanes (eight general use/four managed lanes) between Gibsonton Drive and SR 400/I-4, ten lanes (six general use/four managed lanes) between SR 400/I-4 and SR 582/Fowler Avenue, and six lanes from SR 582/Fowler Avenue to north of the Hillsborough/Pasco County line. Long range needs also include fourteen lanes from the Hillsborough/Pasco County line to CR 54/Wesley Chapel Boulevard, 10 lanes from CR 54/Wesley Chapel Boulevard to SR 52, and eight lanes from SR 52 to SR 50/US 98. Six lanes have been identified as cost feasible between the Pasco/Hernando County Line to SR 50 50/US 98. The FDOT Work Program indicates construction funding for six lanes in Hillsborough County between SR 582/Fowler Avenue and Bruce B. Downs Boulevard, in Pasco County for preliminary engineering and right of way acquisition to add lanes between SR 56 and the Pasco/Hernando County line, and preliminary engineering for adding lanes from the Pasco/Hernando County line to SR 50/US 98. Six lane improvements are included in the SIS 2035 Cost Feasible Plan between SR 56 and the Pasco/Hernando County Line, adding four lanes between I-4 and Fowler Avenue between 2031 and 2035, and construction to widen to six lanes between the Pasco/Hernando County line and SR 50/US 98. A number of PD&E studies for sections along this segment have also been identified in the FDOT Work Program, but construction funding is not currently allocated for further development phases.

Based on future traffic forecasts, I-75 in Hillsborough County will require in excess of 8-lanes (10 to 12-lanes) throughout the county to maintain acceptable LOS. An exception to this is in the south end of the county between CR 675 and CR 672 where 8-lanes will be required. I-75 in Pasco County will require in excess of 8-lanes (10- lanes) between I-275 and CR 54 and 6-lanes between CR 54 and the Hernando county line by 2015 and 8 lanes by 2025. I-75 in Hernando County will require 6-lanes throughout the county by 2025 and 8-lanes by 2035. I-75 from the Pasco Hernando County line to SR50/US 98 will require 6-lanes.

Based on current bridge conditions, improvements have been recommended for CR 672 southbound in Hillsborough County (two miles east of US 41) and at SR 52 southbound in Pasco County.

In addition to lane capacity improvements, there is an IJR currently in progress for a new interchange at Overpass Road. Other interchange improvement needs have been identified by the MPOs in their LRTPs at CR 672/Big Bend Road, Gibsonton Drive, SR 400/I-4, SR 56, and SR 52. Of these interchange improvement needs identified, cost feasible improvements include CR 672/Big Bend Road, Gibsonton Drive, SR 56, and SR 52. Improvements to the I-4 interchange are partially cost feasible; design and right of way funding have been identified, but construction is currently unfunded. Construction of a new interchange ramp from the I-75/I-275 interchange to SR 56 and construction of an interchange modification from SR 56 to SR 54 are included in the FDOT Five Year Work Program. Funding for the I-4 interchange and SR 56 interchange improvements are currently included in the SIS Cost Feasible Plan for 2020 to 2025.

Intermodal connections are essential along this segment in Hillsborough County, where five SIS hubs are accessible from various I-75 interchanges: Port of Tampa (via Lee Roy Selmon Expressway or CR 672/Big Bend Road), CSX-Tampa Uceta Yard (via I-4), Tampa Amtrak (via Adamo Drive), Tampa International Airport (via SR 60 or I-4), and Tampa Greyhound (via I-4). It was noted in the review of intermodal plans that there is a planned I-4 connector to Lee Roy Selmon planned which may strengthen intermodal connections in this segment. No I-75 improvements are proposed in the plans reviewed specifically for these intermodal connections; however, interchange improvements at CR 672/Big Bend Road and SR 400/I-4 will aid intermodal connectivity in these areas.

5.1.6 Segment 6: SR 50/US 98 to CR 476B (Hernando and Sumter Counties)

Eight lanes are identified in the Needs Plan between SR 50/US 98 and the Hernando/Sumter County line, with six lanes listed in the Cost Feasible Plan. According to the traffic forecasts conducted as part of this study, six lanes will be needed from SR 50/US 98 in Hernando County to CR 476B in Sumter County by 2025, and eight lanes will be needed by 2035 to meet acceptable LOS standards. The FDOT Work Program indicates preliminary engineering and right of way acquisition for adding new lanes between SR 50/US 98 and the Hernando/Sumter County line and between the Hernando/Sumter County line and SR 470. Completion of six lane widening between

SR 50 and the Hernando/Sumter County line is included in the SIS Cost Feasible Plan for 2026 to 2030.

Modification of an existing interchange at SR 50/US 98 has been identified in the SIS 2035 Cost Feasible Plan. In addition, interchange improvements have been identified from previous interchange studies for CR 476B in Sumter County.

Based on noted vertical clearance, improvements to the bridge at Croom Rital Road southbound in Hernando County have been identified. No improvements to freight movements or intermodal facilities are proposed along this segment in any of the reviewed plans.

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INTERSTATE 75 SOUTH SIP