

Interchange Modification Report (IMR)



Figure 27: Build Alternative Lane Geometry and Traffic Control

6.2.5 Recommended Build Alternative

FDOT District Seven proposes to modify southbound I-75 from SR 56 to the I-275/I-75 Apex to alleviate existing traffic congestion, improve safety, and provide the necessary roadway capacity to allow for future growth and economic development within the study area. The Build Alternative consists of modifying the lane geometry of southbound I-75 from SR 56 to the I-275/I-75 Apex as follows:

- Providing a three-lane C-D road parallel to southbound I-75 that is fed by the SR 56 southbound on ramp. The three-lane C-D road would run from SR 56 to south of the Hillsborough and Pasco County line, at which point two lanes would be provided in each direction to southbound I-75 and southbound I-275. The center lane of the three-lane C-D road would be a choice lane. The southbound I-275 on ramp, south of the C-D road diverge, would merge down to one lane before merging onto the southbound I-275 mainline. The southbound I-75 on ramp would remain two lanes through the gore on the southbound I-75 mainline, at which point both lanes would merge into the mainline; and
- Restriping the southbound I-75 mainline south of SR 56 such that the two existing auxiliary lanes from SR 56 to I-275 would instead be developed on the right side of the mainline with a taper, and then dropped into the I-275 off ramp.

Figure 28 provides a graphical depiction of the lane geometry assumed for the recommended Build Alternative. A conceptual roadway design plan and cost estimates for the recommended Build Alternative can be found in **Appendix H**. The estimated cost for ROW, wetlands mitigation, and construction of the recommended Build Alternative is \$93.3 million.

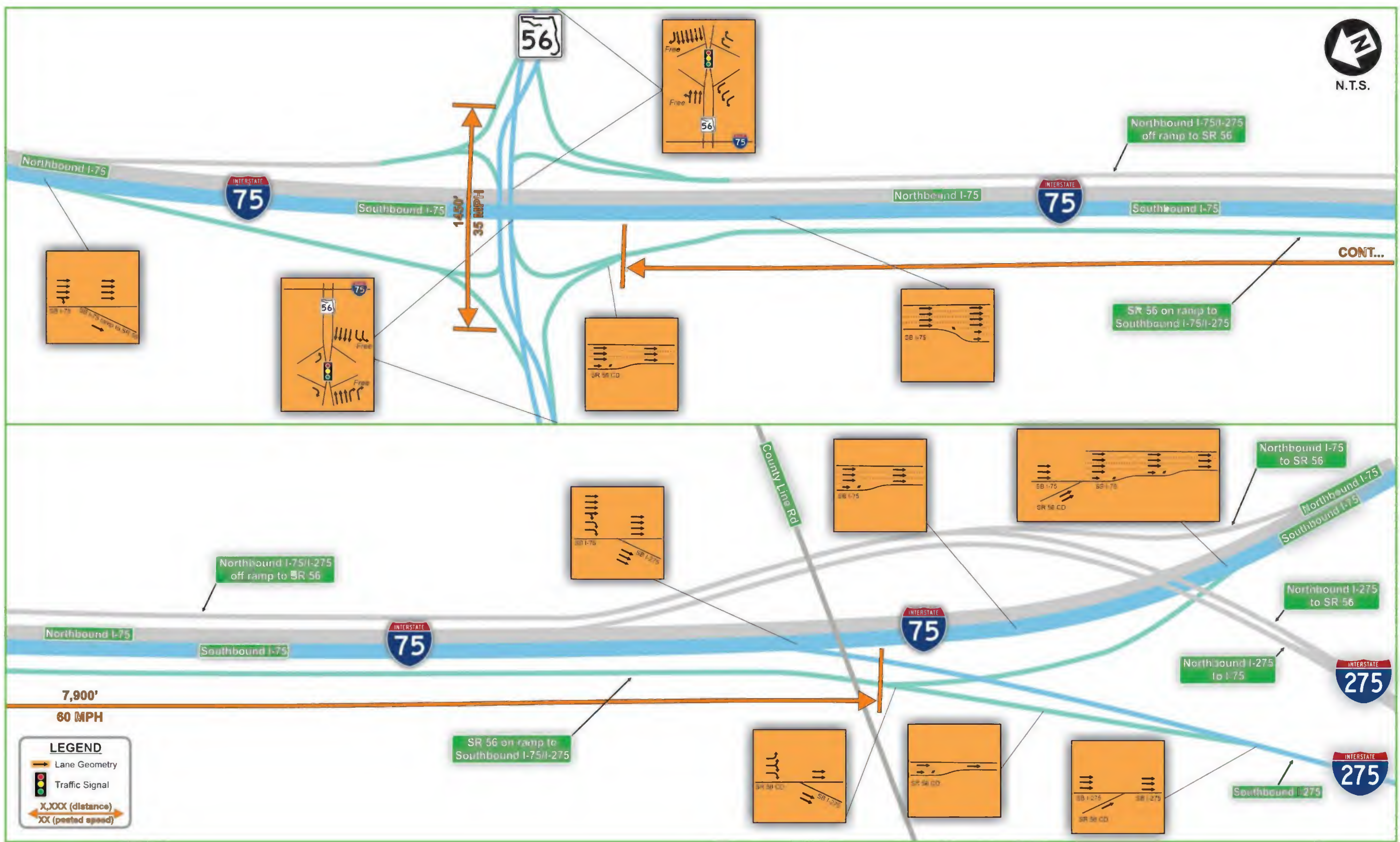


Figure 28: Build Alternative Lane Geometry and Traffic Control