



Section 1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study in 2008 along I-75 in Sarasota County to determine the ultimate needs for the interstate and interchanges. This study was updated in 2012 as part of a Systems Interchange Modification Report (SIMR). Both reports concluded the Preferred Alternative for the I-75 and Fruitville Road (SR 780) interchange to be Arterial Separation along with adding turn lanes to the on and off-ramp approaches at Fruitville Road. A new interchange reevaluation has developed an additional alternative which is a Diverging Diamond Interchange (DDI). The DDI reduces overall delay along the Fruitville Road corridor, including adjacent intersections as well as the interstate ramp terminals.

1.1 PURPOSE AND NEED

The purpose of this Interchange Modification Report (IMR) is to reevaluate the future traffic operations at the I-75 and Fruitville Road interchange, based on the revised population/traffic growth projections and reevaluate the need for the improvements recommended by the PD&E study and the SIMR. The need for this IMR is to identify the most suitable interchange configuration to meet the demands of future travelers while minimizing project costs and impacts, and improving safety for all modes of travel.

I-75, a north/south facility, is an integral part of the Strategic Intermodal System (SIS) providing for high-speed, high-volume traffic movements within the State. The Project Development Summary Report (PDSR) that was submitted in July 2009 as part of the I-75 Sarasota County PD&E Study from south of SR 681 to north of University Parkway recommended improvements to the Fruitville Road interchange. These improvements included arterial separation along Fruitville Road to manage traffic, as well as the addition of a second lane to the eastbound to northbound loop-ramp. On Fruitville Road, additional travel lanes were recommended in both directions, as well as improvements to the intersection with Cattlemen Road.

The Final I-75 SIMR from Laurel Road to North of Moccasin Wallow Road, dated May 2012, re-analyzed the I-75 and Fruitville Road interchange and recommended improving the interchange to the PD&E Ultimate Build configuration by year 2018. This includes arterial separation at the ramp terminal intersections, a second eastbound to northbound on-ramp lane, a second northbound and southbound off-ramp lane, the addition of auxiliary lanes on I-75 north and south of the interchange, two additional westbound thru lanes on Fruitville Road between I-75 and Cattlemen Road, and a third southbound left turn lane at the Cattlemen Road intersection.

The objective of this study is to alleviate congestion, improve overall safety and reduce delay within the influence area of the SR 780 (Fruitville Road) and I-75 interchange. This IMR summarizes the existing and projected traffic levels, lane configurations, and basic operating conditions for the interchange area.