

1. INTRODUCTION

This Interchange Modification Report (IMR) for the I-75/US 301 Interchange in Manatee County has been developed in accordance with FDOT Policy No. 000-525-015: Approval of New or Modified Access to Limited Access Highways on the Strategic Intermodal System, FDOT Topic No. 525-030-160: New or Modified Interchanges, and the FDOT Project Traffic Forecasting Handbook Procedure Topic No. 525-030-120.

1.1 Applicant Information

The applicant for this Interchange Modification Report (IMR) is:

FDOT District One
801 N. Broadway Avenue.
Bartow, Florida 33830

1.2 Background

The Florida Department of Transportation (FDOT) proposes to reconstruct the interchange at US 301 (SR 43) to accommodate the future general use lanes and to add auxiliary lanes to I-75 (SR 93) from north of SR 64 to north of US 301 (SR 43). The existing bridge over the Manatee River will be retained and used for the future express lanes. A portion of the ultimate general use lanes and ultimate ramp bridges will be constructed to accommodate a new tight diamond interchange. Additionally, US 301 will be widened to accommodate future traffic demand. The total project length is 3.896 miles.

Interchange improvements at this location were previously studied in the Final Interchange Alternatives Analysis Addendum and the Traffic Technical Memorandum as part of the I-75 FDOT District One Project Development and Environmental (PD&E) Study completed in July 2009, FPID No. 201032-1-22-01. In addition to this PD&E study, interchange improvements at this interchange were studied as part of the I-75 SIMR from Laurel Road to Moccasin Wallow Road which was approved in May 2012.

1.3 Purpose

The purpose of this IMR is to analyze and document the modifications needed to the interchange of I-75 at US 301 in order to accommodate future traffic demand of the Design Year 2038. This IMR reevaluated the preferred interchange concept as developed during the PD&E study that was completed in 2009. Other alternative concepts have also been evaluated based on existing 2012 traffic counts and updated 2038 traffic projections. The PD&E study used the outdated 2030 FSUTMS SMC (Sarasota-Manatee-Charlotte) regional travel demand model. This IMR will use the recently developed 2035 SMC model. This model was adjusted to reflect currently planned projects with construction funding through 2014 and those built since 2007. The model used the current projections for the 2035 socioeconomic data and land uses. This IMR will support the on-going design project to reevaluate the configurations of the interchange and the signalized intersections along US 301, within the project limits.