

**I-75 at Moccasin
Wallow Road**

**Project Development
and Environment
(PD&E) Study**

FPID No.: 454096-1

PUBLIC HEARING

February 3, 2026 (Live Online)
February 5, 2026 (In-Person)

Good evening, everyone. Thank you for joining us for the public hearing for the Project Development and Environment Study or PD&E Study for the I-75 at Moccasin Wallow Road in Manatee County.

I'm Nicole Harris, the Florida Department of Transportation Project Manager for this study.

This study covers the corridor from north of I-275 to north of Moccasin Wallow Road.

We appreciate your participation. Our team, including FDOT representatives and consultants, is here to hear your feedback.

Anyone who wishes to make a verbal statement regarding the project will now have the opportunity to speak. You may fill out a speaker request card to speak at the microphone when your name is called, or you may give your comment directly to the Court Reporter, after the hearing is concluded.

Elected Officials



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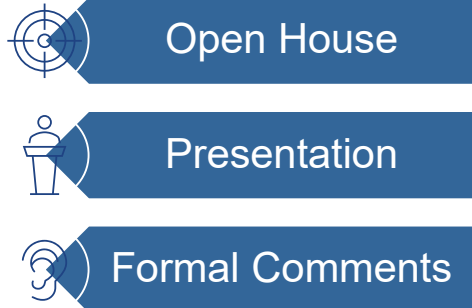


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We would like to acknowledge and thank any elected officials present for your attendance and participation in this hearing. We encourage you to sign in with your name and the office you represent for the project record.

Now we will listen to the project video.

Hearing Agenda



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The agenda for tonight's public hearing are:

- First, the open house where you are invited to review project materials and provide comments in writing.
- Second, listen to a presentation, and
- Third a formal comment period following the presentation, where you will have the opportunity to provide oral statements.

For the Project Record

I-75 at Moccasin Wallow Road

PD&E Study

from North of I-275 to North of Moccasin Wallow Road

Manatee County, Florida

Financial Project Identification Number: 454096-1-21-01

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Now I will read the following information for the record: This is the public hearing for the I-75 At Moccasin Wallow Road PD&E Study, from north of I-275 to north of Moccasin Wallow Road in Manatee County, Florida, Financial Project identification number 454096-1-21-01. This public hearing is being conducted by the Florida Department of Transportation, with the Office of Environmental Management as the approving authority.

It is being held at the First Baptist Church of Gillet located at 3301 Moccasin Wallow Road, Palmetto, FL 34221, on Thursday, February 5, 2026, at 6 p.m.

This project is described as a PD&E Study to evaluate and document potential engineering and environmental effects of proposed interchange modifications.

Title VI Compliance

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting Cynthia Sykes or Aldrin Sanders

Cynthia Sykes
FDOT District One Title VI Coordinator
801 N Broadway Avenue, MS 1-40
Bartow, FL 33830
(863) 519-2287
Cynthia.Sykes@dot.state.fl.us

Aldrin Sanders
State Title VI Coordinator
Florida Department of Transportation
Equal Opportunity Office
605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450
(850) 414-4764
Aldrin.Sanders@dot.state.fl.us

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This public hearing was advertised consistent with state and federal requirements, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Persons wishing to express their concerns about Title VI may do so by contacting Cynthia Sykes , District One Title VI Coordinator, by mail at 801 North Broadway Avenue Mail Station 1-40, Bartow, FL 33830, by phone at 863-519-2287, or email at Cynthia.Sykes@dot.state.fl.us

You may also contact Aldrin Sanders, State Title VI Coordinator, Florida Department of Transportation Equal Opportunity Office, by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399-0450 by phone at 850-414-4764 or email at Aldrin.Sanders@dot.state.fl.us

This information is shown on a sign at the in-person location, on the project website, and in the hearing notifications.

National Environmental Policy Act (NEPA)

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

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This PD&E Study has been conducted by FDOT, District 1, in compliance with all applicable federal environmental laws and pursuant to 23 United States Code section 327 and the implementing memorandum of understanding between FDOT and the Federal Highway Administration signed on May 26, 2022; the FDOT Office of Environmental Management in Tallahassee is the approving authority.

Hearing Purpose



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FDOT

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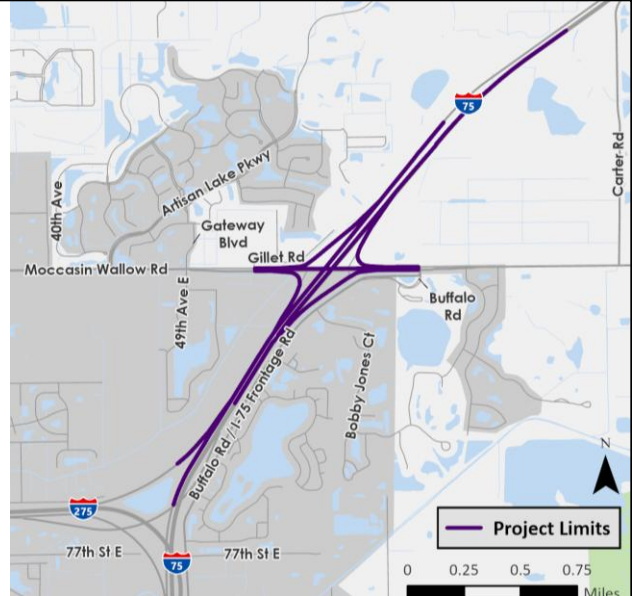
The purpose of tonight's hearing is to present the proposed improvements and share the analysis conducted to date. This hearing also serves as an official forum for you to express your opinions regarding the proposed improvements and their potential impacts on social, economic, cultural, natural, and physical environment. We hold this hearing because your input is critical. It is important that you share your views at this stage of the project, when flexibility still exists to incorporate your feedback into the study documents. Final decisions will base on these documents.

The purpose of this Project Development and Environment—or PD&E—study is to evaluate engineering and environmental data and document information that will assist the Florida Department of Transportation, District One, and the FDOT Office of Environmental Management in determining what types of improvements are needed, where they should be located, and how they should be designed.

Project Location

Project Limits

I-75 from north of I-275 to north of Moccasin Wallow Road in Manatee County



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The project limits along I-75 extend from I-275 to north of Moccasin Wallow Road in Manatee County. Along Moccasin Wallow Road, the project limits extend from Gillet Road to Buffalo Road.

Purpose and Need



Accommodate future transportation demand



Enhance safety of the I-75 and Moccasin Wallow Road interchange

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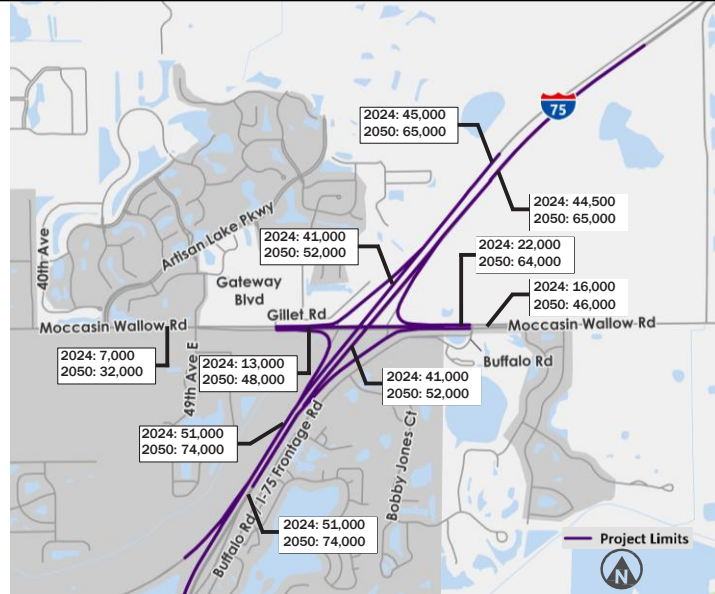


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The project aims to enhance safety and accommodate future transportation demand, including pedestrian and bicycle needs.

Daily Volumes (from 2024 to 2050)

The project area is experiencing substantial growth in traffic demand



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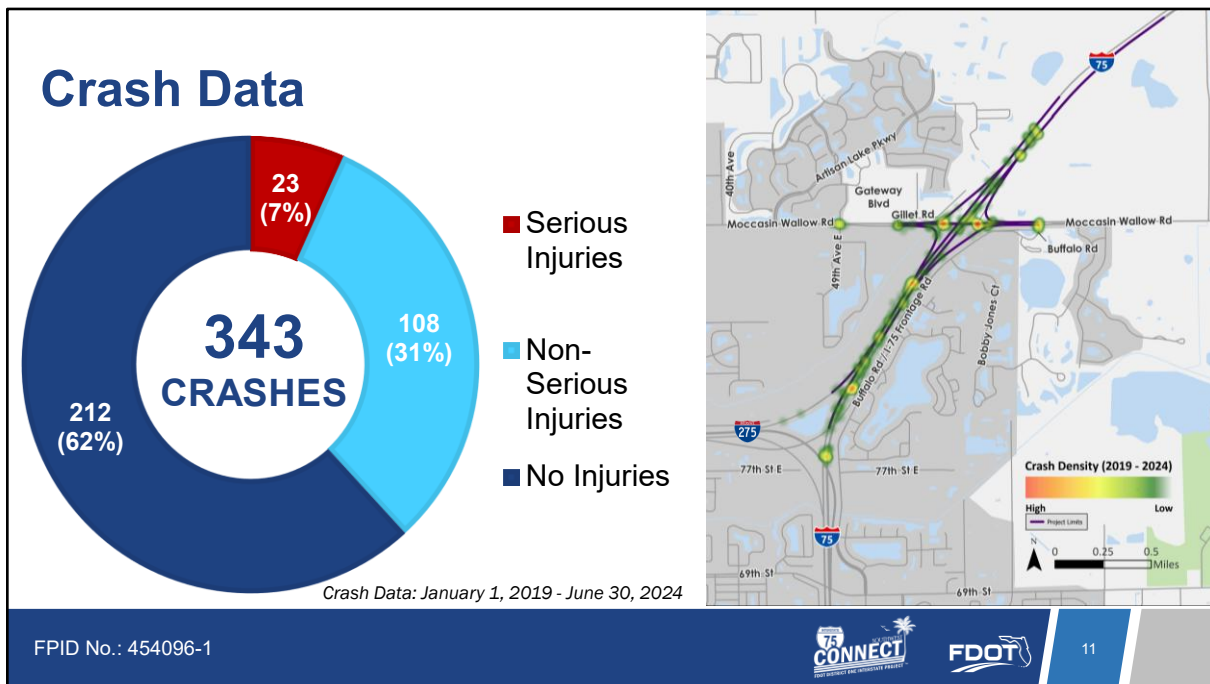
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Traffic volumes along the project roadways are projected to increase substantially by 2050 compared to 2024 levels.

For example, Moccasin Wallow Road westbound is projected to grow from about 13,000 vehicles per day in 2024 to nearly 48,000 by 2050. On the eastbound direction, traffic is projected to rise from 22,000 to 64,000 vehicles per day.

On the I-75 northbound direction, south of the interchange, volumes will increase from 51,000 to 74,000 vehicles per day, and north of the interchange, from 44,500 to 65,000. Southbound volumes will experience similar growth.

This level of increase is unprecedented—and it highlights why planning for future capacity and operational improvements at the interchange is absolutely critical.

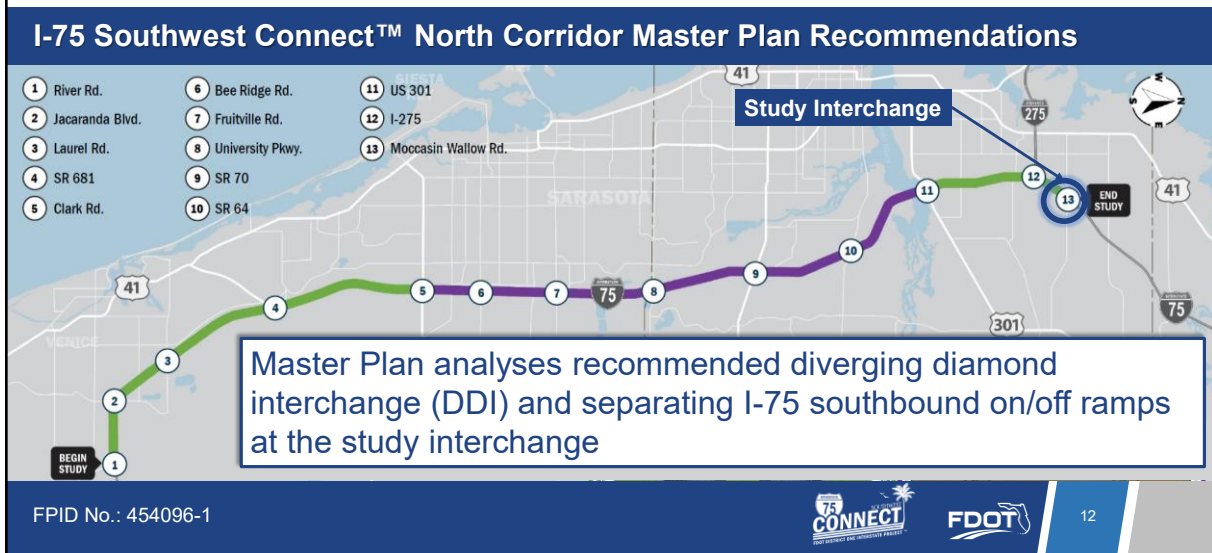


Crash data collected between January 1, 2019, and June 30, 2024, shows a total of 343 reported crashes occurred within the project area. Of those crashes: 23 resulted in serious injuries, 108 involved non-serious injuries, and 212 were property damage only.

This distribution of crash severity highlights reoccurring safety concerns, particularly at the interchange and along Moccasin Wallow Road.

These findings reinforce the need for improvements, including better roadway geometry, upgraded signal systems, and enhanced accommodations for pedestrians and bicyclists.

Project History



The I-75 at Moccasin Wallow Road Interchange PD&E Study was recommended as Project 13 in the I-75 Southwest Connect North Corridor Master Plan completed by FDOT in 2023.

Based on traffic analysis conducted during the Master Plan, a Diverging Diamond Interchange (or DDI) concept was recommended to address the high volume of turning movements on Moccasin Wallow Road. Additionally, the Master Plan recommended separating I-75 southbound on ramp traffic from Moccasin Wallow Road and I-75 southbound off ramp traffic to I-275 to eliminate weaving and improve traffic operations and safety.

Alternatives Considered

No Build Alternative



Build Alternative



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As part of the PD&E Study, we evaluated two options: the No-Build Alternative, and the Build Alternative.

No Build Alternative



Maintains existing number of lanes



Maintains existing I-75 interchange configuration



Retains existing I-75 bridge

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The No-Build Alternative, also referred to as the No-Action Alternative, means retaining the existing roadways and interchange as they are today with routine maintenance.

While this alternative preserves existing infrastructure, it does not address the future traffic growth, recurring congestion, or safety concerns identified in the study.

Build Alternative



Modifies the I-75 interchange to a diverging diamond interchange concept



Constructs braided ramps along southbound I-75



Reconstructs I-75 bridges



Expands capacity along Moccasin Wallow Road



Adds stormwater ponds

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The Build Alternative, on the other hand, includes several improvements designed to address projected traffic demands, enhance safety, and accommodate all users—drivers, pedestrians, and bicyclists, which are:

- Converting the existing I-75 interchange to a Diverging Diamond Interchange: This innovative design reduces congestion and makes it easier and safer to enter and exit the highway.
- Adding braided ramps on southbound I-75 will keep traffic that's entering the highway separate from traffic that's exiting. This reduces driver conflicts and helps traffic move more safely and smoothly.
- Reconstructing bridges along I-75: Upgrades will bring bridges up to current standards and provide capacity needed for increased traffic volumes.
- Widening Moccasin Wallow Road: This will add capacity and reduce delays during peak hours. The widening also includes shared-use paths, sidewalks, and bike lanes to support multimodal travel.
- Installing stormwater ponds: These will help manage rainwater runoff and reduce the risk of flooding in nearby areas. Together, these improvements will enhance mobility and safety for the entire corridor.

I-75 Interchange Improvements

- Retains existing number of lanes
- Two-lane ramps
- Emergency stopping areas on off-ramps
- Bridge replacements



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- Along I-75, the Build Alternative will maintain four lanes heading north and three lanes heading south, each 12 feet wide.
- Both on-ramps and the southbound off-ramp will have two lanes, while the northbound off-ramp will have one.
- Both off-ramps will include emergency stopping areas for added safety.
- Existing bridges will be replaced, eliminating current design limitations caused by bridge piers. This change allows for a more efficient Diverging Diamond Interchange layout within the existing right of way.

I-75 Southbound Ramp Improvements

Braided ramp features:

- One ramp crosses over the other
- Separate ramps
- Improves safety and traffic flow



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- The build alternative includes braided ramps along southbound I-75 to support safer and more efficient access to I-275 and from I-75.
- Braided ramps are designed to eliminate crossing conflicts where traffic enters and exits the highway close together. Instead of drivers weaving across each other, one ramp passes over or under the other—similar to how strands in a braid cross without touching.
- By eliminating crossing conflicts, this design improves safety and helps traffic flow more smoothly by separating vehicles going in different directions.

Moccasin Wallow Road Improvements

- Diverging diamond interchange
- Additional lanes
- Intersection turn lanes
- Sidewalk and shared use path
- Bicycle lanes



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- Along Moccasin Wallow Road, the Build Alternative proposes a diverging diamond interchange to improve traffic flow and safety. This design reduces conflict points and accommodates high turning volumes, making it easier for vehicles to move through the interchange efficiently.
- To further improve mobility, the diverging diamond interchange will include additional through lanes and turn lanes at the intersection, helping keep traffic moving during peak hours.
- For pedestrians, a new sidewalk will be constructed on the south side of the corridor, while a shared use path will be added on the north side.
- Dedicated bicycle lanes will also be provided on both sides of the roadway, providing safer, separate spaces for cyclists.

Environmental Considerations

Social and economic

- Social
- Economic
- Land use
- Mobility
- Farmlands

Cultural

- Historic and archaeological sites
- Recreational areas and protected lands

Natural

- Wetlands and surface waters
- Floodplains
- Protected species and habitat
- Water resources

Physical

- Noise
- Contamination
- Air quality

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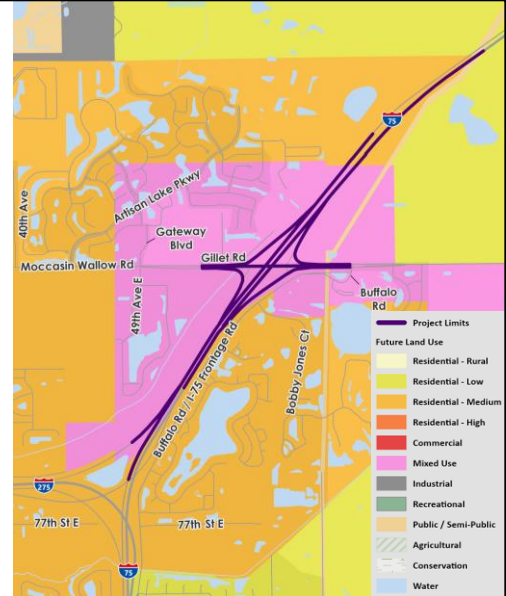


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FDOT evaluated effects of the proposed improvements with respect to social and economic, cultural, natural, and physical resources in accordance with the National Environmental Policy Act, or NEPA of 1969, as amended.

Social and Economic

- No demographic change
- No land use change
- Enhanced mobility
- Minor farmland impacts



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Results of the social and economic analysis showed that no changes to population, demographic characteristics, or land use in the study area are anticipated from the implementation of this project.

The project will enhance mobility along I-75 and Moccasin Wallow Road.

It is anticipated that the project may result in minor impacts to prime farmlands adjacent to the project.

Cultural Resources

- No anticipated impacts
- No historic resources eligible for listing in the National Register
- State Historic Preservation Officer concurred with these findings



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A cultural resource assessment survey was conducted in accordance with the National Historic Preservation Act of 1966 and Florida Statutes. The findings from the survey did not identify any impacts to archaeological sites or historic resources within the project study area that are eligible for listing in the National Register of historic places. The State Historic Preservation Officer concurred with these findings.

Protected Species

Federal Listed Species



Wood stork



Eastern indigo snake



Crested caracara

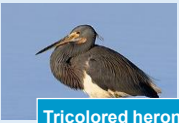
State Listed Species



Gopher tortoise



Little blue heron



Tricolored heron



Redmargin zephyrlily



Giant airplant

Coordination with environmental resource agencies will continue throughout design and construction phases

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FDOT has evaluated species and their habitats within the project limits and continues to coordinate with environmental agencies, including the U.S. Fish and Wildlife Service and the Florida Department of Agriculture and Consumer Services.

Based on this evaluation, the proposed project “may affect, but is not likely to adversely affect” the following federally listed species:

- Wood stork
- Eastern indigo snake
- Crested caracara

Additionally, the project is anticipated to have “no adverse effect” on the following state-listed species:

- Gopher tortoise
- Little blue heron
- Tricolored heron
- Redmargin zephyrlily

However, the project may have potential for adverse effects on the Giant airplant.

Coordination with environmental resource agencies will continue throughout the next phases of the project, including design and construction.

Wetlands and Surface Waters

- FDOT evaluated wetlands limits in accordance with Executive Order 11990, “Protection of Wetlands”
- Potential impacts:
 - 14 acres of wetlands
 - 4 acres of other surface waters
- FDOT will mitigate unavoidable wetland impacts



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FDOT has evaluated wetlands within the project limits in accordance with Executive Order eleven nine ninety, “Protection of Wetlands.”

The proposed improvements will affect approximately 14 acres of wetlands and 4 acres of other surface waters.

FDOT will mitigate unavoidable wetland impacts resulting from this project’s construction to meet requirements of Florida statutes and the United States code.

Drainage and Stormwater

- Water quality impact was evaluated
- Stormwater ponds were proposed
- Ponds designed to meet Southwest Florida Water Management District requirements



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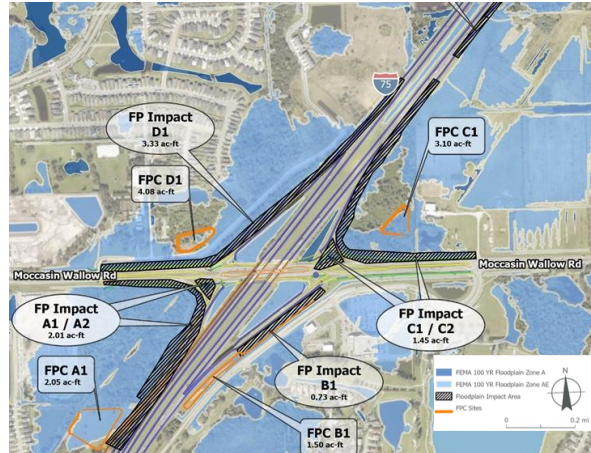
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FDOT has evaluated potential water quality impacts associated with the project. To protect water resources, the proposed stormwater management facilities will be designed in full compliance with the current requirements of the Southwest Florida Water Management District. These facilities are intended to manage runoff effectively, improve water quality, and reduce flooding risks.

The pond locations shown on the concept plans are preliminary and will continue to be refined during the design phase and coordinated with property owners.

Floodplains

- Project is located within 100-year floodplain
- Floodplain encroachments are anticipated
- Floodplain compensation sites are proposed



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FDOT has evaluated the project for potential floodplain involvement in accordance with Executive Order 11-9-88, Floodplain Management.

Project impacts to the 100-yr floodplain are unavoidable due to the locations of waterbodies and low-lying areas where the project widening must occur.

There are six areas within the proposed project footprint where floodplain impacts will occur, resulting in approximately 7.89 acre-feet of floodplain impacts. Four off-site floodplain compensation sites were identified to offset potential impacts

There is no significant change in flood risk nor is there significant change in the potential for interruption or termination of emergency services or emergency evacuation routes due to flooding.

Highway Traffic Noise

- Study evaluated predicted future noise levels
- Noise Study Report documented results
- Potential feasible and reasonable noise barrier locations were identified



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FDOT evaluated current and future traffic noise levels as part of the PD&E Study. Preliminary findings indicate that noise barriers may be feasible and reasonable for several residential and recreational areas near the roadway, including:

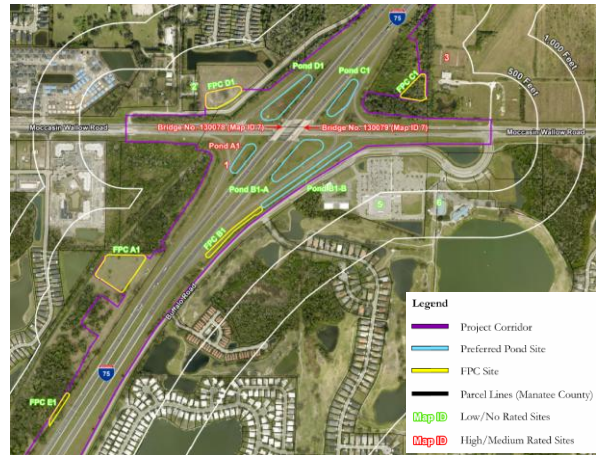
- Imperial Lakes
- Spanish Point Villas
- Stafford at Artisan Lakes Apartments, and
- Portions of Moccasin Wallow Golf Club

These barriers would help reduce traffic noise for nearby homes and outdoor spaces.

FDOT is committed to considering these noise-reduction measures. A more detailed review will take place during the final design phase to confirm safety, engineering feasibility, cost-effectiveness, and community support. Public input will play an important role in this process.

Contamination

- Five low-risk sites
- Four medium-risk sites
- No high-risk sites



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Results of the environmental contamination screening identified nine potential contamination sites within the project area. Of these, four were ranked medium, with the hazards linked to petroleum-related spills, asbestos, former agricultural use, and industrial operations involving hazardous materials. These four sites will undergo a Level II testing during the design phase.

Alternatives Evaluation Matrix

Evaluation Criteria	No Build Alternative	Build Alternative
Address the Project's Purpose and Need ¹	No	Yes
Number of Parcels (Acres of new land)	0 (0)	3 (10.98)
Cultural Resources	None	Low
Wetlands and Other Surface Waters (Acres)	None	18.63
Floodplains (Acre-feet)	None	7.89
Protected Species	None	Low
Contamination Sites (Medium or High Risk)	0	4
Additional Noise Sensitive Sites	0	6
Utility Conflicts	None	Minor
Total Estimated Project Cost ²	\$0	\$250M

¹The No Build Alternative does not meet the project's purpose and need

²Project costs are subject to change

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- The evaluation matrix compares benefits, impacts, and costs for each alternatives. When compared to the no build alternative, the Build Alternative meets the purpose and need by addressing future traffic demand and improving safety, unlike the No-Build Alternative.
- Three vacant parcels are needed for stormwater ponds, requiring about 10.98 Acres of new right of way to be acquired.
- Low impacts to cultural resources, including archaeological sites and historic resources.
- Environmental impacts include about 18.6 acres of wetlands and 7.89 acre-feet of floodplain, with mitigation planned. 25 protected species could potentially be present, but adverse impacts are low.
- Four contamination sites have medium risk, requiring additional evaluation during design phase; six additional noise-sensitive sites may be affected by the build alternative; and two noise walls are recommended to help reduce traffic noise impacts. Some utilities relocations will be necessary to accommodate the proposed improvements.
- The estimated total project cost is about \$250 million, including design, right-of-way, mitigation, and construction

Preferred Alternative

Preferred Alternative
was selected based on:

- Project's purpose and need
- Comparative analysis
- Public input



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The Build Alternative was selected as the Preferred Alternative based on an evaluation of the project's purpose and need, as well as environmental and engineering factors associated with both the No-Build and Build Alternatives.

The decision also considered the results of the comparative alternatives analysis and input received throughout the PD&E Study process.

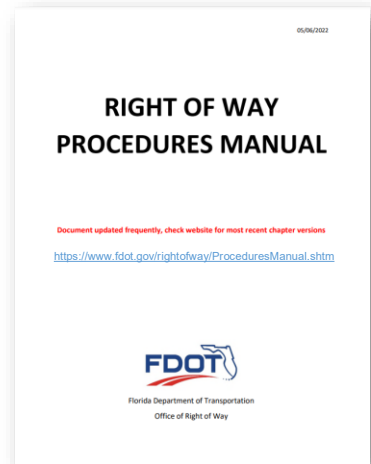
Required Right of Way



Southbound braided ramp



Floodplain compensation sites







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- Most of the roadway improvements are within existing right of way, except at southbound braided ramp, where additional right of way is needed. Additional right of way will be needed for floodplain compensation sites that have been placed on vacant parcels.
- This project will not cause any relocation of families or businesses. All right of way acquisitions will be conducted in accordance with Florida Statute 339.09 and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, commonly known as the Uniform Act.
- Right of way specialists are here tonight and available to talk with you about the process.

PD&E Schedule

Activity / Milestone	2024			2025				2026		
	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Public Engagement										
Traffic Analysis										
Alternatives Analysis										
Draft Documents										
Public Hearing										
Final Documents										
Study Approval										

Schedule is subject to change

 Newsletter

 Public hearing

 Study approval



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- The PD&E study began in Spring 2024, and it is expected to be completed by the end of June this year.
- The next step after today's Public Hearing is to incorporate your input into the decision-making process. After the comment period closes and your input has been considered, a decision will be made, and the final PD&E document will be sent to the FDOT Office of Environmental Management for approval.

Project Documents

Materials available for review until February 16, 2026



Physical Location

Rocky Bluff Branch Library
6750 US Highway 301 North,
Ellenton, FL 34222

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Project documents are available for viewing at
Rocky Bluff Branch Library
6750 US Highway 301 North, Ellenton, FL 34222,

until February 16.

You may also visit the project website at www.swflinterstates.com/i75-north-corridor/454096-1 for the latest study information, schedule and upcoming events.

Get Involved



In-Person



Virtually



Email or Mail



Telephone

Comments received or postmarked by February 16, 2026 will be included in the public hearing record

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We encourage your input and feedback about this project, and there are multiple ways for you to participate.

All comments and questions become part of the public hearing record, and every way of submitting them is treated equally. Comments are accepted at any time, but those received or postmarked by February 16, 10 days after the hearing, will be included in the official hearing record.

Ways to Submit Comments

In-person



- Submit a written comment form
- Provide your comment directly to the court reporter
- Written comments are part of the public hearing record

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Attendees are encouraged to speak with project team members to ask questions and provide input. To submit a comment for the public hearing record, please complete a printed Comment Form and return it to project staff. You may also provide your comment directly to the court reporter.

Ways to Submit Comments

Contact the Project Manager, Nicole Harris, PE



Nicole.Harris@dot.state.fl.us



801 North Broadway Avenue MS 1-41
Bartow, Florida 33830



(863) 519-2335

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- You may also contact the project manager, Nicole Harris, directly by email at Nicole.Harris@dot.state.fl.us
- Or by U.S. Mail at the Florida Department of Transportation, 801 North Broadway Avenue Mail Station 1-41, Bartow, Florida 33830
- You may also call 863-519-2335 to provide verbal comments during normal business hours.
- This contact information is also available on the public hearing notification that you may have received by mail.

Stay Connected

Visit www.swflinterstates.com/i75-north-corridor/454096-1 for the latest updates

The screenshot displays the website www.swflinterstates.com/i75-north-corridor/454096-1/ in a Chrome browser. The page features a dark blue header with the FDOT logo and a palm tree graphic. Below the header, the text "DISTRICT ONE | SOUTHWEST CONNECT™ INTERSTATE PROGRAM" and "I-75 NORTH CORRIDOR" are visible. The main content area is titled "I-75 at Moccasin Wallow Rd Interchange Modification" and includes a map of the project location. A sidebar on the left contains navigation links: Home, Interstate Corridors, Interstate Projects, Understanding Traffic Noise, Get Involved, and Contact Us. The footer of the page is dark blue and contains the FPID No.: 454096-1, the SWFL CONNECT logo, the FDOT logo, and the page number 36.

We encourage you to stay connected with this project by regularly visiting www.swflinterstates.com/i75-north-corridor/454096-1 for the latest updates.

Thank You for Participating



Nicole Harris, PE

FDOT District One Project Manager

801 North Broadway Avenue MS 1-41

Bartow, Florida 33830

Telephone: (863) 519-2335

Email: Nicole.Harris@dot.state.fl.us



www.swflinterstates.com/i75/454096-1

*Please submit questions or comments by
February 16, 2026*

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- On behalf of the Florida Department of Transportation, thank you for attending this public hearing and providing your input on this project.
- If you have comments or questions after the hearing, please submit them by February 16, 2026.
- Contact information, this presentation, project documents and other exhibits displayed at the public hearing are posted on the project website at www.swflinterstates.com/i75-north-corridor/454096-1.
- Have a good evening.