

ADMINISTRATIVE ACTION
TYPE 2 CATEGORICAL EXCLUSION

Florida Department of Transportation

I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

District: FDOT District 1

County: Manatee County

ETDM Number: 14552

Financial Management Number: 454096-1-21-01

Federal-Aid Project Number: N/A

Project Manager: Nicole B. Harris

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (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.

This action has been determined to be a Categorical Exclusion, which meets the definition contained in 23 CFR 771.115(b), and based on past experience with similar actions and supported by this analysis, does not involve significant environmental impacts.

Signature below constitutes Location and Design Concept Acceptance:

A handwritten signature in blue ink, appearing to be 'K. Harris', is written over a solid black horizontal line.

June 8, 2026

Director Office of Environmental Management
Florida Department of Transportation

For additional information, contact:

Nicole Harris
Corridors Program Office Project Manager
Florida Department of Transportation
District 1
801 N. Broadway Ave.
Bartow, FL 33830

(863) 519-2335
nicole.harris@dot.state.fl.us

This document was prepared in accordance with the FDOT PD&E Manual.

This project has been developed without regard to race, color or national origin, age, sex, religion, disability or family status (Title VI of the Civil Rights Act of 1964, as amended).

On [10/16/2024](#) the State of Florida determined that this project is consistent with the Florida Coastal Zone Management Program.

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1. Project Information

1.1 Project Description

The Interstate 75 (I-75) (State Road 93) at Moccasin Wallow Road (County Road 683) interchange in unincorporated Manatee County is proposed for modification to address travel demand, capacity and safety needs. **Figure 1.1.1** shows the location of the project. The project was identified from a needs assessment performed as part of the Southwest Connect I-75 North Corridor Master Plan (Master Plan), completed by FDOT in June 2023. Consistent with the Master Plan, this Project Development and Environment (PD&E) Study evaluated increasing capacity, improving traffic operations, and enhancing safety along the I-75 mainline, its ramps, and the Moccasin Wallow Road interchange.

Key project elements evaluated in the study include construction of braided ramps between the I-275 interchange at Mile Post 229 and the Moccasin Wallow Road interchange at Mile Post 230; conversion of the I-75 at Moccasin Wallow Road interchange from a traditional diamond configuration to a diverging diamond interchange (DDI); capacity improvements along Moccasin Wallow Road, extending from Gillette Drive intersection to the west to Buffalo Road intersection to the east; addition of buffered bicycle lanes on both sides of the roadway, a shared use path on the north side, and a sidewalk on the south side; and stormwater management features, including ponds and floodplain compensation (FPC) sites.

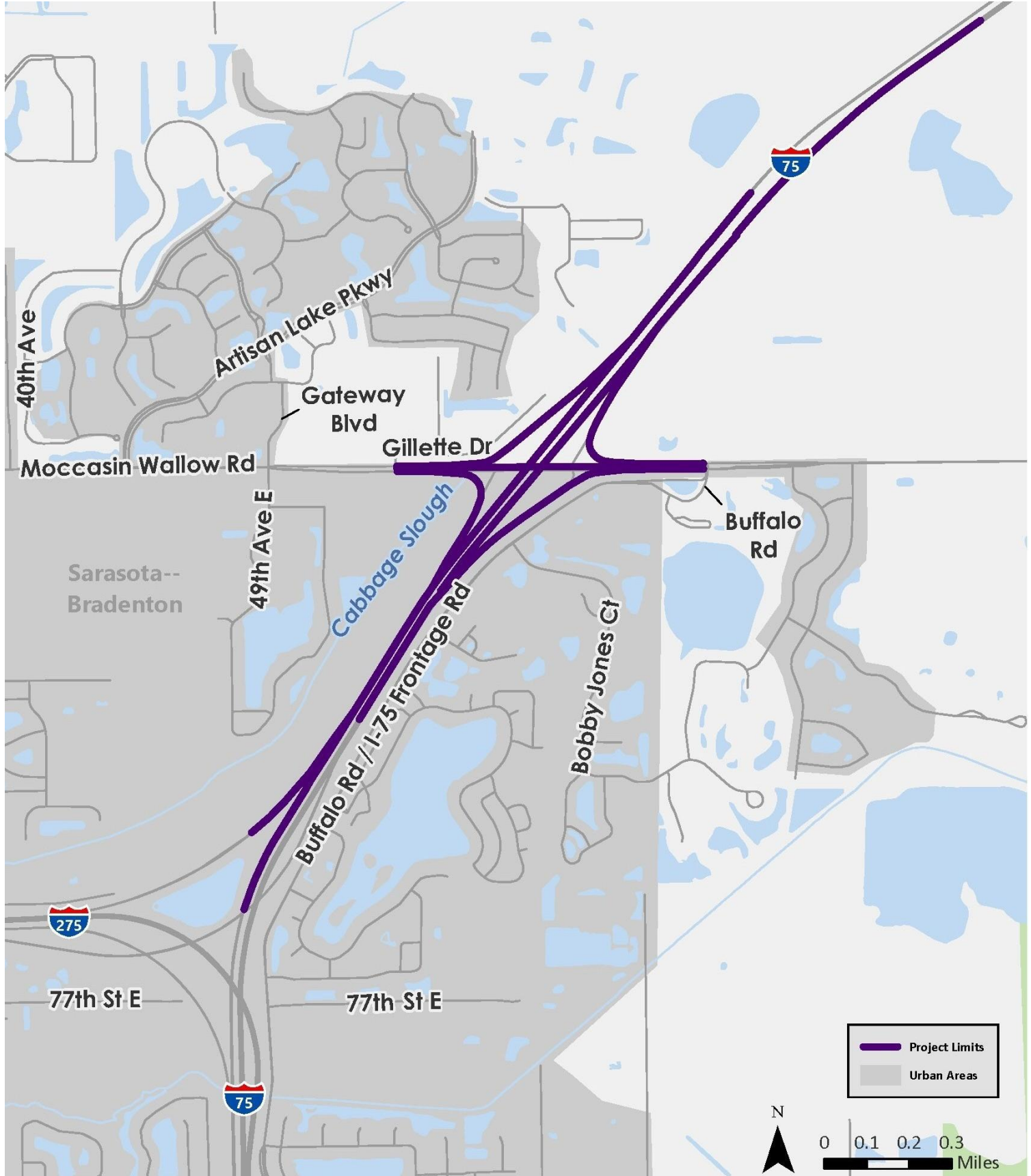
The project is 2.75 miles in length along I-75 from north of I-275 to north of Moccasin Wallow Road and 0.75 miles in length along Moccasin Wallow Road from Gillette Drive to Buffalo Road.

I-75 is a limited access facility that is part of Florida's Strategic Intermodal System (SIS), a statewide network of high priority facilities providing the highest degree of mobility for people and goods throughout Florida. I-75 is also a primary limited access highway of the National Highway Freight Network (NHFN) and an evacuation route designated by the Florida Division of Emergency Management (FDEM). The primary functions of I-75 are to facilitate high-speed traffic movements, accommodate longer distance travels, and serve as a critical freight route. The functional classifications of I-75 within the project limits are "Urban Principal Arterial - Interstate" south of Moccasin Wallow Road and "Rural Principal Arterial - Interstate" north of Moccasin Wallow Road. I-75 within the project limits includes six travel lanes (three 12-foot lanes in each direction separated by a grass median) with an additional 12-foot auxiliary lane in the northbound direction, as shown in **Figure 1.1.2**. The posted speed limit is 70 miles per hour (mph).

Within the project limits, Moccasin Wallow Road is classified as an Arterial based on the Manatee County Comprehensive Plan. It consists of four 12-foot travel lanes (two in each direction) separated by a grass median and includes five-foot to 10-foot paved shoulders designated as bicycle lanes, as shown in **Figure 1.1.3**. This roadway serves as an important east-west roadway within northern unincorporated Manatee County, providing direct connections to US 41, I-75, and US 301, which are major north-south transportation corridors along Florida's west coast.

The posted speed limit on Moccasin Wallow Road is 45 mph, except westbound direction between the ramp terminals where it is 40 mph. There are no sidewalks along Moccasin Wallow Road within the project limits. Sidewalks and bicycle lanes also exist intermittently along Gillette Drive and Buffalo Road. No Manatee County Area Transit (MCAT) routes operate within the project limits.

Figure 1.1.1 Project Location



Right-of-way (ROW) width along the I-75 project segment varies between 385 feet and 410 feet. The existing ROW width along the Moccasin Wallow Road segment is approximately 267 feet. The existing ROW is constrained by environmental and existing infrastructure features, including Cabbage Slough, a small creek located along the west side of the interchange underneath Moccasin Wallow Road, as well as existing stormwater ponds located adjacent to I-75 and Moccasin Wallow Road. Additional ROW acquisition will be required for stormwater management facilities and construction of the braided ramp system between I-275 and Moccasin Wallow Road.

The Preferred Alternative was selected 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 development process.

The Preferred Alternative involves modifications to the I-75 at Moccasin Wallow Road interchange, implementing a DDI. This innovative design concept accommodates high volumes of left-turning traffic to and from Moccasin Wallow Road by allowing vehicles to make left turns onto I-75 ramps from the left side of the roadway. This design reduces conflict points, improves traffic flow, and enhances safety throughout the interchange.

Key features of the Preferred Alternative along Moccasin Wallow Road outside of the interchange are shown in **Figure 1.1.4**, and include:

- Widening Moccasin Wallow Road to three 12-foot through lanes in each direction between Gillette Drive and Buffalo Road,
- Seven-foot buffered bicycle lanes on both sides,
- Within the interchange area, an additional lane in each direction,
- A 12-foot shared use path on the north side, and
- A six-foot sidewalk on the south side.

Within the core of the DDI, along Moccasin Wallow Road between the ramp terminal intersections, the sidewalk and shared use path are routed through the center median, where they are protected by barriers. The bicycle lanes within the DDI core follow the path of vehicular traffic and are separated from travel lanes by a concrete separator.

Along I-75, the Preferred Alternative retains four 12-foot lanes in the northbound direction and three 12-foot lanes and up to two auxiliary lanes in the southbound direction, as shown in **Figure 1.1.5**. The Preferred Alternative will reconstruct the existing I-75 bridges with two two-span bridges. Proposed ramp configurations are contained in the Typical Section Package and listed as follows.

- Two-lanes southbound off-ramp.
- Two-lanes southbound on-ramp.
- One-lane northbound off-ramp.
- Two-lanes northbound on-ramp.
- Emergency stopping sites along both off-ramps.

A braided ramp system is proposed to separate traffic on the southbound off-ramp from I-75 to I-275 and the southbound on-ramp traffic from Moccasin Wallow Road to I-75, improving operational efficiency and enhancing safety.

Implementation of the Preferred Alternative will require five stormwater pond sites for a total of 7.48 acres within existing ROW associated with the interchange in-field areas, and five FPC sites within existing and proposed ROW. Additionally, nine cross drains have been identified for replacement or extension. Approximately 10.98 acres of ROW from three parcels are required to accommodate FPC sites and the construction of the braided ramp system.

Implementation of the Preferred Alternative will require design variations for border width on ramps and the number of lanes sloped in one direction along the I-75 mainline. Per Section 211.6.1 of the FDOT Design Manual (FDM), a design variation for border width is not necessary if no additional ROW is needed; however, since ROW acquisition is currently anticipated, a design variation will be required unless future project phases determine that ROW acquisition is unnecessary. Additionally, the proposed design includes four lanes sloped in one direction with a design speed of 70 mph to match existing conditions, but this configuration does not meet the cross slope requirements specified in FDM Figure 211.2.1 Note 4.

Figure 1.1.2 Existing I-75 Mainline Typical Section

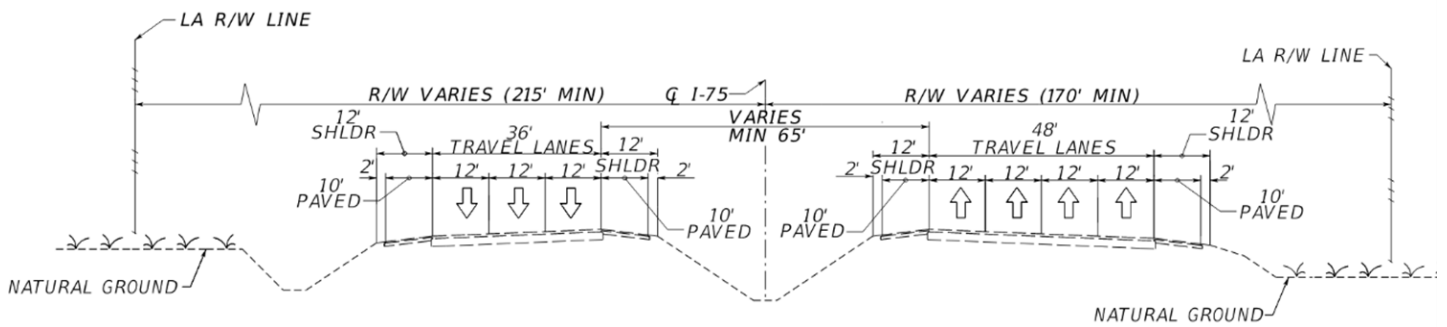


Figure 1.1.3 Existing Moccasin Wallow Road Typical Section

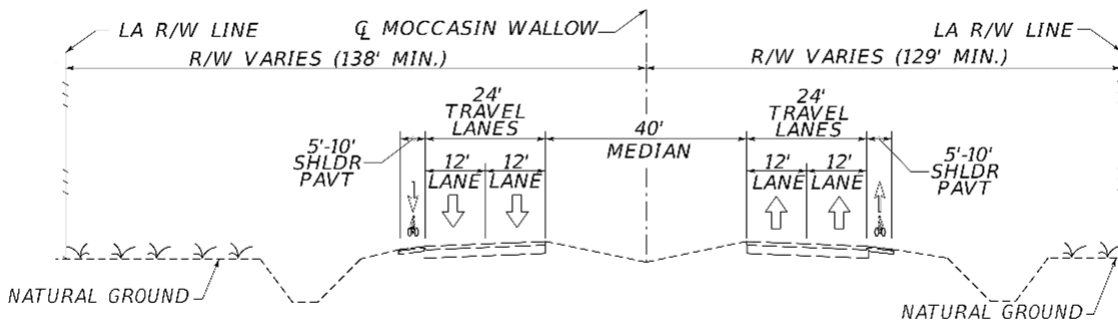


Figure 1.1.4 Preferred Alternative Moccasin Wallow Road Typical Section

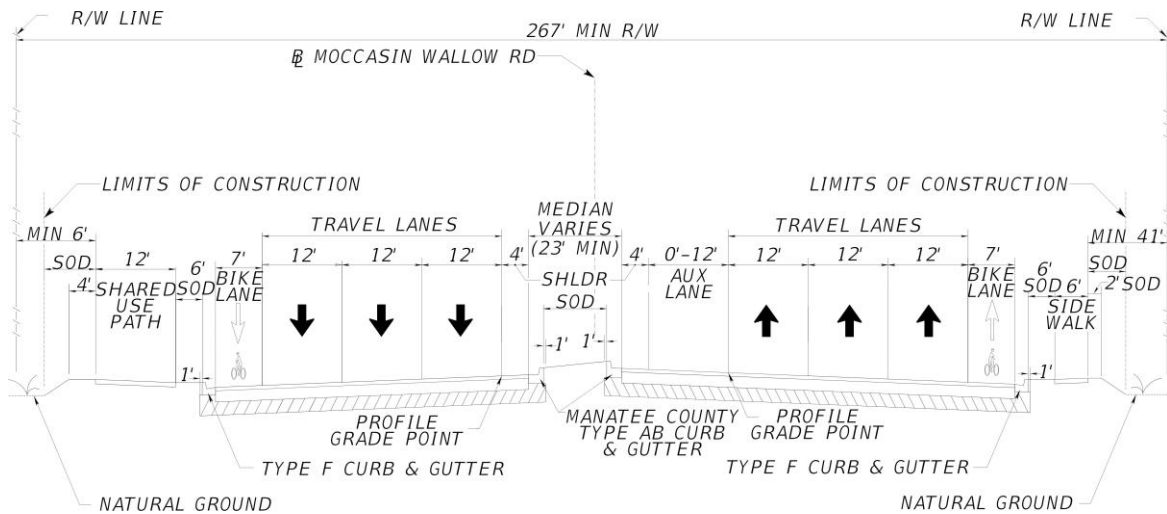
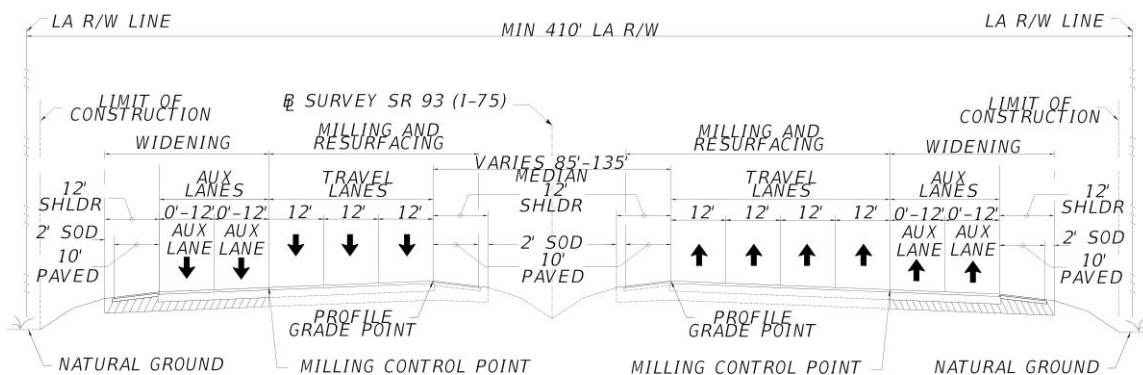


Figure 1.1.5 Preferred Alternative I-75 Typical Section



Note: Approximately 1500' in the southbound direction and 1300' in the northbound direction include full roadway reconstruction due to raising the profile.

1.2 Purpose and Need

The purpose of this project is to accommodate future traffic demand through capacity and operational improvements, as well as to enhance safety along I-75 mainline from north of I-275 to north of Moccasin Wallow Road, including the I-75 and Moccasin Wallow Road interchange. The need for this project is based on the following factors:

Project Status

The FDOT Master Plan prepared for the entire I-75 corridor traversing Manatee and Sarasota Counties was finalized in June 2023. The Master Plan identified a need for capacity improvements along several mainline segments and subareas of I-75, including the segment between I-275 and Moccasin Wallow Road as well as the interchange at Moccasin Wallow Road. The Efficient Transportation Decision Making (ETDM) Programming Screen (ETDM #14552) was completed with a publication of the Final Programming Screen on July 25, 2025.

The I-75 at Moccasin Wallow Road Interchange is being advanced as part of the I-75 Managed Lane Project from north of University Parkway to Moccasin Wallow Road. The PD&E Study was funded in prior years under FPID 442518-2 and 442518-3. In the Sarasota/Manatee Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP) Cost Feasible Plan, the interchange is listed as project ID 3972 and is funded for construction in the 2031 - 2050 timeframe. The project is also included in the FDOT SIS Cost Feasible Plan for 2035 - 2050, with funding programmed for Preliminary Engineering and Construction. However, the project is not listed in the FDOT 2026 - 2030 Five Year Work Program, the State Transportation Improvement Program (STIP), or the Sarasota/Manatee MPO Transportation Improvement Program (TIP). FDOT District One received concurrence from Sarasota/Manatee MPO regarding using the remainder of the funds from FPID 442518-2 to support the design phase (Phase 32).

Transportation Demand

I-75 supports vital commerce and tourism of the state by connecting major employment centers, residential areas and tourist destinations along Florida's west coast. The 2024 Annual Average Daily Traffic (AADT) volumes along the I-75 project segments range between 82,000 and 102,000 vehicles per day (vpd). AADT volumes along Moccasin Wallow Road within the project limits range approximately 7,000 to 22,000 vpd. According to the FDOT District One Regional Planning Model, Manatee County's population is projected to grow from 377,171 in 2015 to 558,820 in 2045, a 48.2% increase. Employment is expected to grow from 119,680 jobs in 2015 to 193,306 jobs in 2045, a 61.5% increase. Manatee County has the eighth highest growth rate among Florida's 67 counties according to the 2020 United States Census. The design year (2050) AADT volumes along the I-75 project segments are projected to range from 104,000 to 148,000 vpd, while AADT volumes along Moccasin Wallow Road are expected to range from 32,000 to 46,000 vpd.

I-75 is an essential north-south freight corridor within Manatee County and Florida. In 2024, the percent of trucks along the I-75 project segment represented 11.1% to 17.7% of the total traffic volumes, while truck traffic along Moccasin Wallow Road segment comprised 5.4% to 5.6%. Truck volumes using the I-75 mainline and Moccasin Wallow Road interchange are expected to increase as freight distribution and logistics activities continue to expand throughout Southwest Florida and adjacent regions.

Capacity

As part of the Master Plan, a traffic operational analysis was performed for I-75, its ramps, and at each I-75 interchange within the Master Plan limits. Results of the 2045 No-Build condition analysis indicated that the I-75 at Moccasin Wallow Road interchange is expected to experience delays up to 10 minutes at the study intersection within the area of influence.

An operational analysis of existing conditions (2024) performed for the I-75 and Moccasin Wallow Road interchange using a calibrated Vissim model indicates that the southbound ramp terminal operates at Level of Service (LOS) F, with queues exceeding available storage during the AM peak hour. The I-75 southbound weaving segment between the Moccasin Wallow Road on-ramp and the I-275 off-ramp operates at 59 mph during the AM peak and 65 mph during the PM peak.

In the Design Year 2050 No-Build Alternative, off-ramp queues are projected to back up onto I-75, resulting in LOS F operations in both directions approaching the interchange, with speeds deteriorating to between 7 and 32 mph along I-75 segments within the analysis area of influence. Southbound bottlenecks and congestion on Moccasin Wallow Road would limit traffic flow, with only 57% to 61% of southbound demand reaching the weaving segment. In the northbound direction, queue spillback from the ramp terminal intersection propagates upstream, causes the off-ramp to operate below capacity, allowing it to serve only 68% of the traffic demand in the AM peak hour and 52% in the PM peak hour.

Safety

An analysis of crash data collected from Signal 4 Analytics showed that between January 1, 2019, and June 30, 2024, 343 crashes were reported within the interchange analysis area of influence. Of 343 crashes, 205 occurred along the I-75 mainline, 55 occurred on the I-75 interchange ramps, 38 occurred at the I-75 ramp terminal intersections, seven occurred along Moccasin Wallow Road segments outside the intersection influence area (250 feet), and 38 occurred at Moccasin Wallow Road intersections at 49th Avenue East, Gillette Drive and Buffalo Road. With respect to severity levels, 23 were serious injury crashes, 108 were non-serious injury crashes, and 212 were no-injury crashes. There were no fatal crashes reported during this period.

The I-75 northbound off ramp to Moccasin Wallow Road had the highest number of reported crashes (14), followed by the I-75 southbound off ramp to I-275 westbound (13 crashes). The I-275 eastbound off ramp to I-75 northbound reported the fewest crashes (5).

An analysis of crash rates for roadway segments along I-75 mainlines and Moccasin Wallow Road (**Table 1.2.1**) indicated that all segments had crash rates lower than the statewide average of similar facilities, except for the segment of I-75 north of Moccasin Wallow Road northern ramps, which exhibited a higher crash rate than the statewide average crash rate. The crash rate analysis used the total number of crashes over a five-year period, from January 1, 2019, to December 31, 2023.

I-75 is critical in facilitating traffic during emergency evacuation periods, serving as the primary north-south route within Manatee County and along Florida's west coast and connecting to other major evacuation routes, including I-275 and US 301.

Table 1.2.1 Crash Rate (2019-2023) Analysis Results

Location	Length (miles)	Total Crashes (2019-2023)	Crash Frequency (crashes/year)	Average AADT	Crash Rate*	2018-2022 Statewide Average Crash Rate*
I-75 between I-275 ramps and Moccasin Wallow Road southern ramps	0.39	43	8.6	90,900	0.6646	0.8677
I-75 between Moccasin Wallow Road ramps	0.82	45	9.0	87,900	0.3421	0.8677
I-75 north of Moccasin Wallow Road northern ramps	0.22	33	6.6	84,900	0.9681	0.8677
Moccasin Wallow Road	1.20	7	1.4	11,912	0.2683	0.9972
I-75 NB Off-Ramp to Moccasin Wallow Rd	0.46	13	2.6	5,340	2.8999	0.5114
I-75 NB On-Ramp from Moccasin Wallow Rd	0.39	6	1.2	3,100	2.7193	0.5114
I-75 SB Off-Ramp to Moccasin Wallow Rd	0.43	6	1.2	3,140	2.4350	0.5114
I-75 SB On-Ramp from Moccasin Wallow Rd	0.33	8	1.6	5,440	2.4418	0.5114
I-75 SB Off-Ramp to I-275 WB	0.91	11	2.2	9,480	0.6987	0.5114
I-275 EB Off-Ramp to I-75 NB	1.37	5	1	10,420	0.1919	0.5114

*Crash rate is presented as number crashes per million vehicle-miles traveled

1.3 Planning Consistency

Sarasota-Manatee MPO concurred with the FDOT funding approach of using the remaining contract CA431 (FPID 442518-2-22-01) funds for the PE (Phase 32) effort through Project Cost Redistribution to FPID 454096-1. See email concurrence attached.

Currently Adopted LRTP-CFP	COMMENTS			
Yes	<p>The I-75 at Moccasin Wallow Road Interchange is being implemented as part of I-75 Managed Lane Project from north of University Parkway to Moccasin Wallow Road. The PD&E Study was funded in prior years through FPID 442518-2 and 442518-3. The Design Phase will be funded through 442518-2 funds in FY 2027.</p> <p>The I-75 at Moccasin Wallow Road Interchange has been identified in the 2050 LRTP CFP as project ID 3972 and is funded for construction through 2031- 2050. It is also identified in the SIS CFP (2035 - 2050).</p>			
	Currently Approved	\$	FY	COMMENTS
PE (Final Design)				
TIP	N			\$3.3M has been identified for PE funding. The TIP/STIP will be updated as needed.
STIP	N			\$3.3M has been identified for PE funding. The TIP/STIP will be updated as needed.
R/W				
TIP	N			
STIP	N			
Construction				
TIP	N			SIS Long Range Cost Feasible Plan shows \$459,462M for construction funding in FY2035-2050
STIP	N			SIS Long Range Cost Feasible Plan shows \$459,462M for construction funding in FY2035-2050

2. Environmental Analysis Summary

Issues/Resources	Significant Impacts?*			
	Yes	No	Enhance	NoInv
3. Community Effects				
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Economic	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Aesthetic Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Relocation Potential	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Farmland Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Cultural Resources				
1. Section 106 of the National Historic Preservation Act	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Section 4(f) of the USDOT Act of 1966, as amended	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Section 6(f) of the Land and Water Conservation Fund	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Recreational Areas and Protected Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Natural Resources				
1. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Essential Fish Habitat (EFH)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Sole Source Aquifer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Water Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Aquatic Preserves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outstanding Florida Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Physical Resources				
1. Highway Traffic Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Contamination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Utilities and Railroads	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

USCG Permit

- A USCG Permit IS NOT required.
- A USCG Permit IS required.

* **Impact Determination:** Yes = Significant; No = No Significant Impact; Enhance = Enhancement; NoInv = Issue absent, no involvement. Basis of decision is documented in the following sections.

3. Community Effects

The project will not have significant community impacts. Below is a summary of the evaluation performed.

3.1 Social

Land uses surrounding the project are primarily residential followed by agricultural, recreation, and vacant nonresidential lands. The demographics of the study area were obtained through the FDOT's ETDM Environmental Screening Tool (EST) Sociocultural Data Report (SDR) using the American Community Survey (ACS) 2018-2022 census data. The SDR was prepared on August 8, 2025, and is available in the project file. The study area is a 500-foot buffer from the project. The SDR showed that the population composition of the study has lower minority, low-income, disabled, and limited English population than Manatee County, as shown in **Table 3.1.1**. Additionally, the SDR identified the North River Fire Department Station 5 and Imagine Charter School at North Manatee as community facilities in the study area.

Table 3.1.1 Demographic Characteristics

Demographic Characteristic	Study Area	Manatee County
Median Household Income	\$85,598	\$71,385
Median Family Income	\$107,669	\$88,147
Percent Population Below Poverty	4.37%	10.17%
Percent Households Below Poverty	8.15%	9.36%
Percent Households Receiving Public Assistance	0.85%	1.89%
Percent Minority	15.34%	30.23%
Black or African American (Race)	1.44%	8.11%
Other (Race)*	9.10%	13.64%
Hispanic or Latino of Any Race (Ethnic Group)	9.35%	16.87%
Under Age 18	14.45%	17.63%
Over Age 65	27.84%	28.20%
Persons Age 20 to 64 who have a Disability	4.63%	10.05%
Owner Occupied Housing Units	79.00%	58.08%
Housing Units with No Vehicle	0%	3.95%
Speaks English Less than Very Well	2.89%	6.72%

Source: SDR, 2018 - 2022 ACS, 5-Year Estimates
 * Other includes Asian, American Indian or Alaska Native, Native Hawaiian & Other Pacific Islander, Some Other Race, and Two or More Races.

The proposed improvements will not further divide established neighborhoods or result in changes to population or demographics. The Preferred Alternative would not impact community facilities. Emergency services, including the fire station, would benefit from reduced travel delays. The project is compatible with the Manatee County Comprehensive Plan, including the future land use map and transportation goals. There is no known controversy associated with the project. The project will have positive effects on the social environment and cohesion of adjacent communities by enhancing regional mobility and safety conditions within the vicinity of the interchange.

3.2 Economic

I-75 and Moccasin Wallow Road are important to the economy for providing access to employment centers, residential areas, and freight facilities. I-75 is part of Florida's SIS highway network and is a primary highway of the National Highway Freight Network. Within Manatee County, the I-75 project corridor facilitates the movement of significant commuter, visitor, and freight traffic [Southwest I-75 North Corridor Master Plan (June 2023)]. Moccasin Wallow Road facilitates east-west movement of freight/goods between US 41 and I-75, including access to the Port Manatee Freight Activity Center located west of US 41. Both I-75 and Moccasin Wallow Road are Freight Mobility Corridors as denoted in the FDOT District One Freight Mobility and Trade Plan and are part of the Regional Freight Network identified by the Sarasota/Manatee MPO.

I-75 serves as a regional through route for long-haul truck volumes and provides access to industrial/commercial areas and other intensive freight activity centers throughout Florida, including within Manatee County. The percentage of trucks in the 2024 AADT along the I-75 project segment ranged from 11.1% to 17.7%, while trucks accounted for 5.4 to 5.6% of the total traffic volume along Moccasin Wallow Road. Truck volumes accommodated by the I-75 mainline and Moccasin Wallow Road interchange are expected to increase as freight distribution and logistics activities continue to gain economic significance in Southwest Florida and adjacent counties through the rapid growth occurring along the I-75 corridor and within the broader region. According to the 2020 United States Census, Manatee County has the eighth highest growth rate of the 67 counties in Florida. The logistics and manufacturing employment centers in the region are also anticipated to continue to grow with the increase in jobs in freight-related industry sectors for the period 2023 - 2031 [including transportation and warehousing (12.4% growth), construction (10.1%), and manufacturing (2.6%)] as identified by Florida Commerce Florida Insight, 2023 - 2031. These indicators suggest the need for an integrated freight and roadway network that enables the region to capitalize on the opportunity to grow as a trade hub.

Overall, the Preferred Alternative is expected to support economic conditions of the area by increasing the overall reliability and performance of the interstate system, thereby better facilitating the movement of local and regional freight as well as improving an important transportation corridor for several growing communities that depend on it for access to employment and essential services. Minimal economic impacts are anticipated as access to local businesses along the corridor may be modified or temporarily affected because of project construction. The Preferred Alternative will not require any business relocations.

3.3 Land Use Changes

The project is located in unincorporated Manatee County and does not traverse any U.S. Census Designated Places. Land uses surrounding the project are primarily residential followed by agricultural, recreation, and vacant nonresidential with smaller areas of retail/office, vacant residential, industrial, institutional, and public/semi-public, as shown in **Figure 3.2.1**. Two Developments of Regional Impact (DRI) [Gateway North (ADA No: 1991-017 - Approved with Conditions) and Robinson Gateway (ADA No: 2010-002 - Approved with Conditions)] are located immediately north of Moccasin Wallow Road and adjacent to I-75; one additional DRI [Parrish Lakes (ADA No: 2009-004) - Pending] is located to the east of the interchange area. In addition, seven Planned Unit Developments (PUDs) are present within a quarter-mile of the project; five are located south of Moccasin Wallow Road and two are north of the interchange area. The DRIs and PUDs are designated for residential, commercial, or mixed uses. One golf course (Imperial Lakes Golf Course and Club - now Moccasin Wallow Golf Course and Club) is located adjacent to the interchange in the southeast quadrant. A portion of the land within the Robinson DRI is currently in agricultural use but outside of the designated prime farmland. All other agricultural lands in the study area are considered prime farmland and are discussed in the Farmlands section. The Preferred Alternative will convert 10.98 acres of vacant land to a transportation or floodplain compensation use.

The Preferred Alternative is consistent with the Manatee County Comprehensive Plan and furthering community development goals and objectives. According to the Manatee County Future Land Use Map, the project area is expected to continue to support residential and mixed uses, as supported by the number of DRIs and PUDs identified within the area. Growth is expected to occur with or without the project given these ongoing developments. The project is not anticipated to disrupt area land use patterns or induce growth. Future land uses are mapped in **Figure 3.3.2**.

Figure 3.3.1 Existing Land Use

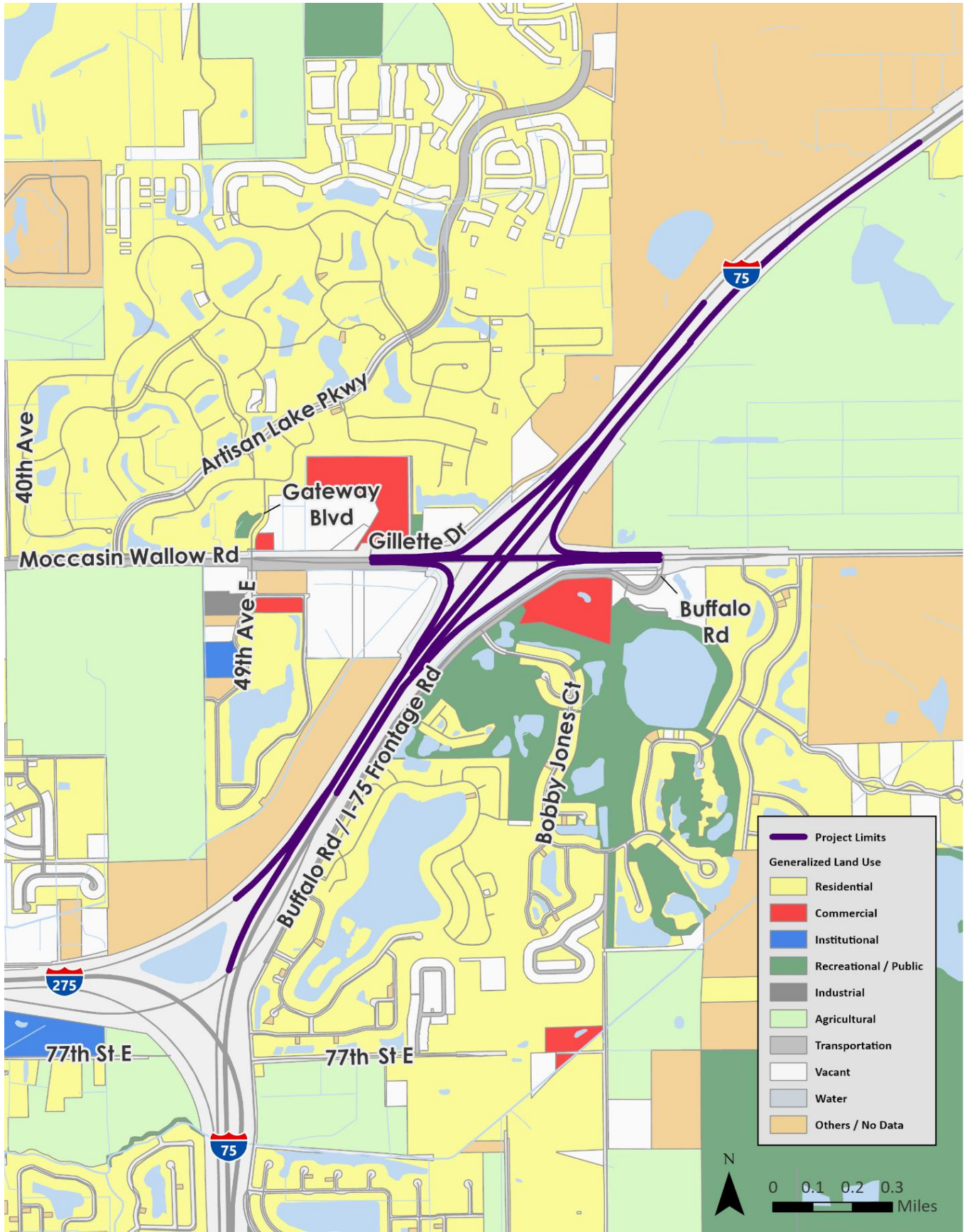
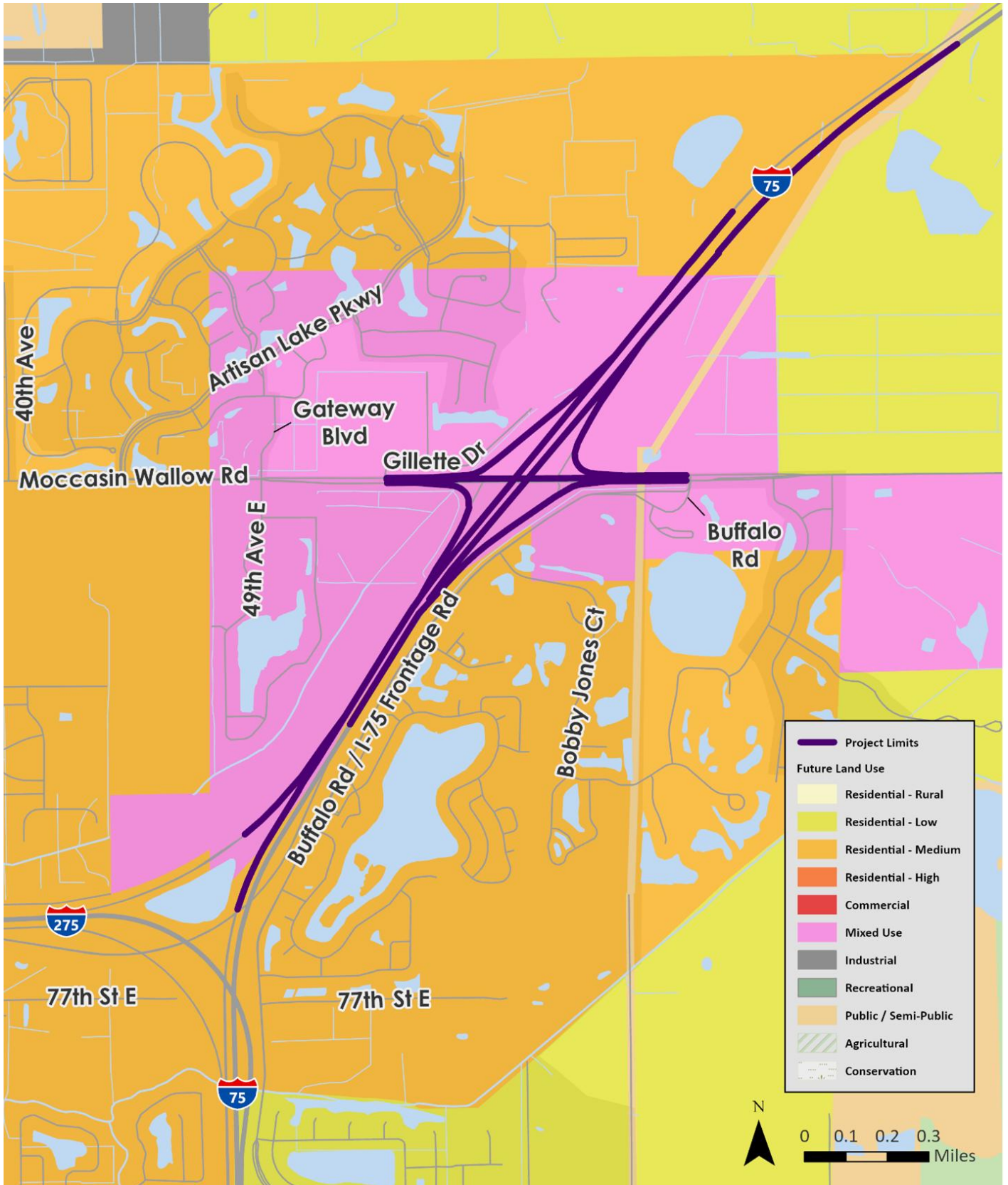


Figure 3.3.2 Future Land Use



3.4 Mobility

The Interchange Modification Report (IMR), approved on December 2, 2025, located in the project file, confirms that the Preferred Alternative is expected to operate better than the No-Build Alternative because it will enhance safety and improve traffic operations. In the Design Year 2050, the No-Build Alternative network would experience significant latent demand while the Preferred Alternative network is projected to show a 91% and 89% improvement in latent demand in the AM and PM peak hours, respectively. In the Design Year 2050 under the No-Build Alternative, queuing from the off-ramps is expected to impact I-75 operations, resulting in LOS F operations and average speeds that range from 9 to 18 mph on southbound I-75 and from 23 to 43 mph on northbound I-75 approaching the interchange in the PM peak hour. With the Preferred Alternative, I-75 in both directions is expected to operate at LOS D or better with average speeds ranging from 65 mph to 74 mph in the AM peak hour. The heavier traffic volumes in the PM peak hour result in LOS F operations in the I-75 northbound weaving segment between I-275 and I-75 off-ramp and southbound I-75 approaching the interchange with an average speed between 36 and 38 mph. The rest of the I-75 corridor in both directions is expected to operate at LOS D or better with average speeds ranging between 59 and 73 mph in the PM peak hour. On Moccasin Wallow Road in Design Year 2050, the No-Build Alternative ramp terminal intersections are expected to operate at LOS F in both AM and PM peak hours. The operations of ramp terminals are expected to improve to LOS C or better in the Preferred Alternative.

The proposed DDI reduces the number of conflict points which enhances safety for all users. Cumulatively (Opening Year 2030 - Design Year 2050), the Preferred Alternative is expected to provide a total crash reduction of 15.8% for I-75 facilities and 13.4% for Moccasin Wallow Road. It would also reduce the amount of fatal and incapacitating injury crashes on both facilities.

Overall, the Preferred Alternative will improve area mobility through added capacity and enhanced traffic operations, while improving safety conditions (including emergency evacuation capabilities) within the interchange area.

Additionally, the project includes pedestrian and bicycle accommodation on Moccasin Wallow Road and will therefore enhance mobility for non-motorized users. Designated bicycle lanes, ranging from five to six feet in width, exist from the Gillette Drive intersection to approximately 350 feet west of the Buffalo Road intersection. There are no pedestrian facilities currently located within project limits. The Preferred Alternative will provide seven-foot buffered bicycle lanes in each direction, a sidewalk on the south side, and a 12-foot shared use path on the north side of Moccasin Wallow Road. Within the DDI, six-foot physically separated bicycle lanes are provided for continuity, and the median area provides continuity of the shared use path and sidewalk.

3.5 Aesthetic Effects

Features associated with aesthetics in the project area include residential areas, open land, agricultural land, and the Moccasin Wallow Golf Course and Club. The surrounding agricultural and open lands have approved developments planned. There are no scenic highways designated in the study area.

Two noise barrier walls were determined to be potentially reasonable and feasible for reducing traffic noise levels for two residential communities. Further coordination with these communities and Manatee County will occur during the design phase to document their color and texture preferences.

These proposed noise barrier walls and the braided ramps will change the viewshed in these areas. While introducing a new visual element, the noise barrier walls provide the benefit of traffic noise reduction. The visual impact of the proposed braided ramps is anticipated to be minimal because their vertical profile is similar to that of the existing elevated structures.

The roadway widening and modification to the I-75 interchange will cause the relocation of the existing lighting system. Additionally, the project may require new lighting systems. These will conform with the latest FDM requirements, which is anticipated to minimize any potential impacts. There will be tree removal associated with the stormwater pond sites. Landscape opportunities and aesthetic enhancements will be evaluated in the subsequent design phase.

The Preferred Alternative is not expected to have a significant impact on the aesthetics of the project area.

3.6 Relocation Potential

The Preferred Alternative requires ROW acquisition at three parcels to accommodate the FPC sites and the braided ramps; however, the improvements do not result in relocations. A summary of the additional ROW needed at the three parcels is shown in **Table 3.6.1**.

Table 3.6.1 Right-of-Way Impacts

Parcel ID	Purpose	Parcel Size (Acres)	New ROW Needed (Acres)
612100008	FPC	11.27	1.97
611500109	FPC	6.28	1.74
647300269	FPC and Ramp	50.62	7.27
Total		68.17	10.98

The proposed project, as presently conceived, will not displace any residences or businesses within the community. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Section 421.55, Florida Statutes, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

3.7 Farmland Resources

There are prime farmland soils in the project area. The proposed ROW converts 0.4 acres of prime farmland soils to transportation use. As the improvements are for the existing I-75 corridor, there is not a viable alternative corridor. A NRCS-CPA-106 form was submitted to the Natural Resource Conservation Service (NRCS) on April 10, 2025, and then returned with applicable parts (II, IV, and V) completed on April 18, 2025. Completion of the form resulted in a total score of 75.9, which is less than 160. Therefore, farmlands need not be given further consideration. The NRCS-CPA-106 form is attached.

4. Cultural Resources

The project will not have significant impacts to cultural resources. Below is a summary of the evaluation performed.

4.1 Section 106 of the National Historic Preservation Act

A Cultural Resource Assessment Survey (CRAS), conducted in accordance with 36 CFR Part 800, was performed for the project, and the resources listed below were identified within the project Area of Potential Effect (APE). FDOT found that these resources do not meet the eligibility criteria for inclusion in the National Register of Historic Places (NRHP), and State Historic Preservation Officer (SHPO) concurred with this determination on 08/05/2025. Therefore, FDOT, in consultation with SHPO has determined that the proposed project will result in No Historic Properties Affected.

A CRAS, dated July 22, 2025, was prepared for this project and is included in the project file. A Pond Report was prepared as an addendum and is included as Appendix B in the CRAS. SHPO concurred with the findings on August 5, 2025, and the letter is attached.

Based on the project type and location of the proposed work, the archaeological APE was limited to the footprint of construction within the existing and proposed ROW. The historic/architectural APE was limited to the footprint of construction as well as parcels where ROW acquisition is proposed. For the pond/FPC sites, the archaeological APE was limited to the footprint of construction of the pond sites, and the historical/architectural APE is defined as the footprint of construction and resources within 100 feet from the edge of the pond sites.

Archaeological background research revealed that no archaeological sites have been recorded within the archaeological APE, but seven previously recorded sites were recorded within one mile. These sites consist of a lithic scatter (8MA01167), burial mound (8MA00044), earthworks (8MA00049), and campsites (8MA01291, 8MA01375, 8MA01495) as well as a multicomponent site with a pre-Contact period component and a homestead (8MA01494). One of these campsites was also a specialized site for procuring raw materials (8MA01291). Five of these sites were determined ineligible for listing in the NRHP by the SHPO (8MA01167, 8MA01291, 8MA01375, 8MA01494, 8MA01495), while the remaining sites were either not evaluated for listing in the NRHP or did not have sufficient information for the SHPO to make a determination of eligibility. A review of relevant site locational information for environmentally similar areas within Manatee County and the surrounding region indicated a low potential for the occurrence of pre-Contact and historic archaeological sites within the archaeological APE due to disturbance caused by roadway construction, the presence of poorly drained soils, agricultural activity, and recent residential development as well as the project being substantially limited to the ROW. The background research indicated that pre-Contact period sites, if present, would most likely be small campsites or lithic/artifact scatters; and any historic sites, if located, would probably be associated with the naval stores or timber industries during the early 20th century. The archaeological field survey included 57 shovel tests (including the APEs for the corridor and pond/FPC sites), all of which were negative. Additionally, previous surveys of the area were reviewed and revealed 46 previously excavated shovel tests in the APE, all of which were negative. As a result of field survey and the negative results of 46 previously excavated shovel tests, no historic or pre-Contact period archaeological sites were identified within the APE for the corridor or pond/FPC sites.

Historic background research and field survey resulted in the identification and evaluation of two historic resources (8MA02042 and 8MA02582) within the historic APE. These include one previously recorded Masonry Vernacular style building (8MA02042) constructed ca. 1965 and a newly identified segment of a previously recorded linear resource,

Cabbage Slough (8MA02582), constructed ca. 1912. Overall, the updated building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resource is not eligible for listing in the NRHP, either individually or as a part of a historic district. The newly identified segment of Cabbage Slough is a common example of a drainage ditch found throughout Florida and does not have any historic associations with significant persons and/or events; however, there is insufficient information to evaluate the resource as a whole. Since there is insufficient information to determine NHRP eligibility, the proposed project effects were evaluated as if Cabbage Slough has been determined NRHP eligible. The proposed work near Cabbage Slough is limited to the construction of FPC A1 approximately 19 feet from its eastern edge. The undertaking will not adversely result in physical destruction, damage, or alternation of all or part of Cabbage Slough (8MA02582).

4.2 Section 4(f) of the USDOT Act of 1966, as amended

There are no properties in the project area that are protected pursuant to Section 4(f) of the USDOT Act of 1966.

4.3 Section 6(f) of the Land and Water Conservation Fund Act of 1965

There are no properties in the project area that are protected pursuant to Section 6(f) of the Land and Water Conservation Fund of 1965.

4.4 Recreational Areas and Protected Lands

There are no other protected public lands in the project area

5. Natural Resources

The project will not have significant impacts to natural resources. Below is a summary of the evaluation performed:

5.1 Protected Species and Habitat

The following evaluation was conducted pursuant to Section 7 of the Endangered Species Act of 1973 as amended as well as other applicable federal and state laws protecting wildlife and habitat.

A Natural Resources Evaluation (NRE), dated August 26, 2025, was prepared in accordance with the NRE Outline and Guidance document (August 2022), and is included in the project file. The NRE was submitted to U.S. Fish and Wildlife Service (USFWS) and Florida Fish and Wildlife Conservation Commission (FWC) on October 31, 2025, and Florida Department of Agriculture and Consumer Services (FDACS) on November 3, 2025.

A Florida Natural Areas Inventory (FNAI) Standard Data Report, the USFWS Information for Planning and Consultation (IPaC) resource list, and available geographic information system data were reviewed for the study area. The FNAI report and IPaC list are attached to the NRE. Field reconnaissance was conducted December 16th to 20th, 2024 for the roadway study area and February 13, 2025, for the pond and FPC sites. A probability of occurrence was designated for each species based on the species range, habitat type, location, patch size, and connectivity, as defined below. The probability of occurrence for each species was designated as No, Low, Moderate, or High.

A probability of occurrence designation of No was given to species not known to occur in Manatee County, with no suitable habitat present in the study area, without historic recorded occurrences in the study area, for which surveys have confirmed a lack of presence, and/or precluded from the study area based on habitat preferences or life history. A probability of occurrence designation of Low was given to species known to occur in Manatee County, but for which suitable habitat is limited in the study area, or the species is rare or has been extirpated. A probability of occurrence designation of Moderate was given to species known to occur in Manatee County, and for which suitable habitat is well represented within the area, but no observations or positive indications exist to verify their presence. A probability of occurrence designation of High was given to species suspected within the study area based on known ranges and existence of sufficient suitable habitat within the vicinity of the project, known to occur adjacent to the area, that have been observed, or that have been previously observed or documented in the vicinity.

A total of seven federally listed species and two species proposed for listing were evaluated for their potential for occurrence within the study area as summarized in **Table 5.1.1**. Effect determinations were also provided for the federally listed species based upon their probability to occur and be potentially impacted by the project. The study area was also evaluated for Designated Critical Habitat as defined by 50 CFR 17.94. No designated critical habitat is located within the study area. USFWS agreed to defer Section 7 consultation in the attached letter dated December 15, 2025.

Table 5.1.1 Federal Listed Species Potentially Occurring within the Study Area

Project Effect	Federal Listed Species	Probability of Occurrence	Status
May Affect, Not Likely to Adversely Affect	Birds		
	Crested caracara (<i>Caracara plancus</i>) ²	Moderate	Threatened
	Reptiles		
	Eastern indigo snake (<i>Drymarchon couperi</i>)	Low	Threatened
No Effect	Birds		
	Florida scrub-jay (<i>Aphelocoma coerulescens</i>)	No	Threatened
	Eastern black rail (<i>Laterallus jamaicensis jamaicensis</i>)	Low	Threatened
	Everglade snail kite (<i>Rostrhamus sociabilis plumbeus</i>)	Low	Endangered
	Plants		
	Pygmy fringe-tree (<i>Chionanthus pygmaeus</i>)	None	Endangered
	Lichens		
	Florida perforate cladonia (<i>Cladonia perforate</i>)	None	Endangered
Not Applicable¹	Mammals		
	Tricolored bat (<i>Perimyotis subflavus</i>)	Moderate	Proposed Endangered
	Insects		
	Monarch butterfly (<i>Danaus Plexippus</i>)	Moderate	Proposed Threatened

Notes:

1 Effect determinations are not provided for species proposed for listing under the ESA.

2 Section 7 consultation is being deferred until the completion of surveys.

The Florida scrub-jay (*Aphelocoma coerulescens*), eastern black rail (*Laterallus jamaicensis jamaicensis*), Everglade snail kite (*Rostrhamus sociabilis plumbeus*), pygmy fringe-tree (*Chionanthus pygmaeus*), and Florida perforate cladonia (*Cladonia perforate*) were given a **No Effect** determination because the species is not present in the study area based on desktop and field reviews and similarly, suitable habitat is not present.

A species key was used for the eastern indigo snake (*Drymarchon couperi*). There is potential for the eastern indigo snake to be present within the area due to the presence of other cavities and refugia. Use of the Eastern Indigo Snake Programmatic Effect Determination Key leads to a determination (A>B>C>D>E) that the proposed project **may affect, not likely to adversely affect** the eastern indigo snake. FDOT has committed to implement the USFWS Standard Protection Measures for the Eastern Indigo Snake (2021) during construction.

The project area east of I-75 falls within the consultation area for crested caracara (*Caracara plancus*) and small areas of potentially suitable foraging habitat are present within agricultural fields bordering the I-75 ROW. Marginal nesting habitats are present within areas that border these agricultural fields; therefore, the crested caracara has a moderate probability of occurrence. Based on coordination with FWS to comply with Section 7 of the ESA, FDOT commits to reinitiate consultation and perform surveys for the crested caracara during the design phase. The attached letter from FWS is intended to provide reasonable assurance, per 23 CFR 771.133, that requirements of the ESA are able to and will be met prior to construction. The status of this commitment will be updated in any subsequent re-evaluations. Any measures for avoidance or mitigation resulting from the Section 7 consultation will be incorporated into the project. As such, a **may affect, not likely to adversely affect determination is anticipated** for the crested caracara.

The tricolored bat (*Perimyotis subflavus*) is proposed for federal listing as endangered. The study area includes suitable foraging and roosting habitat; therefore, the tricolored bat has a moderate probability of occurrence. If the tricolored bat is listed, FDOT will adhere to the applicable commitment below:

1. Upon listing of the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
2. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted in the first bullet, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.

Table 5.1.2 summarizes the probability of occurrence and effect determinations for 16 state listed species that were identified as having the potential to occur within the study area. FWC stated their agreement with the effect determinations for the state species discussed in the NRE on November 25, 2025. For species with a "no effect anticipated" determination, it was found based on desktop and field surveys that there is no suitable habitat for these species and no evidence of the species to potentially occur.

For the gopher tortoise (*Gopherus polyphemus*), there is low quality habitat present within the study area; however, no burrows were identified during field reconnaissance. Therefore, the gopher tortoise has a low probability of occurrence. Surveys for gopher tortoise burrows, as well as commensal species, will be conducted prior to construction and permits to relocate tortoises and commensals, as appropriate, will be obtained from the FWC, in compliance with Rule 68A-27.003 of the Florida Administrative Code and the FWC Gopher Tortoise Permitting Guidelines (April 2023). For these reasons,

there is **no adverse effect anticipated** on the gopher tortoise.

For the little blue heron (*Egretta caerulea*) and the tricolored heron (*Egretta tricolor*), there is suitable habitat present in the study area that has the potential to be utilized for foraging; however, no individuals of these species were observed during field reconnaissance. Therefore, there is **no adverse effect anticipated** on the little blue heron or the tricolored heron.

USFWS removed the Southeast U.S. distinct population segment of the wood stork (*Mycteria americana*) from the Federal List of Endangered and Threatened Wildlife, effective March 12, 2026; however, it remains a state listed species. FDOT will provide mitigation for all wetland impacts to prevent a net loss of wetland habitat functions and values. Therefore, there is **no adverse effect anticipated** on the wood stork.

For the redmargin zephyrlily (*Zephyranthes simpsonii*) there is marginal suitable habitat present within the study area; however, these areas have been heavily affected by historic development and are dominated by exotic species. In addition, no individuals of this species were observed during field reconnaissance. Therefore, while the redmargin zephyrlily has a high probability of occurrence, there is **no adverse effect anticipated**.

There are documented occurrences of giant airplant (*Tillandsia utriculate*) within Manatee County and it was identified within the study area during field reconnaissance. FDOT will survey for the presence of the giant airplant within the project area prior to the construction phase and coordinate the results with the FDACS. Therefore, it has been determined that there is **potential for adverse effect** on the giant airplant. FDACS concurred with the proposed effect determinations in its review dated December 2, 2025 (attached).

Table 5.1.2 State Listed Species Potentially Occurring within the Study Area

Project Effect	State Listed Species	Probability of Occurrence	Status
Potential for adverse effect	Plants		
	Giant airplant (<i>Tillandsia utriculate</i>)	High	Endangered
No adverse effect anticipated	Reptiles		
	Gopher tortoise (<i>Gopherus polyphemus</i>)	Low	Threatened
	Birds		
	Little blue heron (<i>Egretta caerulea</i>)	Moderate	Threatened
	Tricolored heron (<i>Egretta tricolor</i>)	Moderate	Threatened
	Wood stork (<i>Mycteria americana</i>)	Moderate	Threatened
	Plants		
	Redmargin zephyrlily (<i>Zephyranthes simpsonii</i>)	Moderate	Threatened
No effect anticipated	Plants		

Project Effect	State Listed Species	Probability of Occurrence	Status
	Pinewoods bluestem (<i>Andropogon arctatus</i>)	None	Threatened
	Florida bonamia (<i>Bonamia grandiflora</i>)	Low	Endangered
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)	Low	Threatened
	Sand butterfly pea (<i>Centrosema arenicola</i>)	Low	Endangered
	Florida goldenaster (<i>Chrysopsis floridana</i>)	Low	Endangered
	Nodding pinweed (<i>Lechea cernua</i>)	Low	Threatened
	Florida spiny-pod (<i>Matelea floridana</i>)	Low	Endangered
	Celestial lily (<i>Nemastylis floridana</i>)	None	Endangered
	Giant orchid (<i>Pteroglossaspis ecristata</i>)	Low	Threatened
	Large-plumed beaksedge (<i>Rhynchospora megaplumosa</i>)	Low	Endangered
	Many-flowered grass-pink (<i>Calopogon multiflorus</i>)	Low	Threatened
	Sand butterfly pea (<i>Centrosema arenicola</i>)	Low	Endangered
	Florida goldenaster (<i>Chrysopsis floridana</i>)	Low	Endangered
	Nodding pinweed (<i>Lechea cernua</i>)	Low	Threatened
	Florida spiny-pod (<i>Matelea floridana</i>)	Low	Endangered
	Celestial lily (<i>Nemastylis floridana</i>)	None	Endangered
	Giant orchid (<i>Pteroglossaspis ecristata</i>)	Low	Threatened
	Large-plumed beaksedge (<i>Rhynchospora megaplumosa</i>)	Low	Endangered

Protected, non-listed species were also evaluated in the NRE. These include the bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), Florida black bear (*Ursus americanus floridanus*), and non-listed rare plants. The implementation measures to survey bald eagle and osprey nests will identify any nests that may be impacted by the project. Two bald eagle nests, MN074 and MN954, are listed as active in the 2024 breeding season by the Audubon EagleWatch mapper but are located more than 660 feet from the roadway study area and the FPC sites. Nest MN063 is within 660 feet of the roadway study area but, it has not been documented as being active since 2014. If an active bald eagle nest may be impacted by the project, FDOT will initiate coordination with USFWS. Two osprey nests were observed south of Moccasin Wallow Road within the I-75 median atop light poles. If work near an active osprey nest cannot be avoided, coordination with FWC and a potential permit for removal or relocation will be required. The study area falls within the occasional black bear range but the nearest documented Florida black bear-related calls to FWC or mortality records are greater than five miles from the study area. No non-listed rare plants have been identified within the study area, and none were observed during field reviews.

5.2 Wetlands and Other Surface Waters

The following evaluation was conducted pursuant to Presidential Executive Order 11990 of 1977 as amended, Protection of Wetlands and the USDOT Order 5660.1A, Preservation of the Nation's Wetlands.

An NRE, dated August 26, 2025, located in the project file, was prepared to evaluate the anticipated impacts of the Preferred Alternative on wetlands and other surface waters (non-wetland waters). To estimate the jurisdictional limits of wetlands and other surface waters, field reconnaissance was conducted December 16th to 20th, 2024 within the roadway study area, and on February 13, 2025, for the preferred pond and FPC sites located outside of existing FDOT ROW. Herbaceous wetlands were common in the roadway study area primarily as roadside ditches or low wet areas on historic hydric soils within the interchange infields. Forested wetlands were present along the I-75 ROW and were particularly common north of the interchange and within the highway median. Other surface waters were associated with existing ponds excavated for fill or as part of adjoining developments or previous roadway projects that serve as stormwater treatment and attenuation facilities. No wetlands or other surface waters/ponds were identified within the FPC sites.

It was assumed that the Preferred Alternative would result in impacts to all of the existing wetlands and other surface waters occurring within the ROW portion of the roadway study area. Thus, the Preferred Alternative will result in direct, permanent impacts to 41 wetlands totaling 14.63 acres, of which 4.74 acres are forested wetlands and 9.89 acres are herbaceous wetlands, and one other surface water/pond totaling 4.03 acres. The Uniform Mitigation Assessment Method (UMAM) was used to assess all potential wetland impact areas to provide a preliminary estimate of total wetland functional loss resulting from the project. The UMAM functional loss that would result from the project for forested wetland impacts totals 2.46 and for herbaceous wetland impacts totals 3.75. **Table 5.2.1** summarizes the wetland impacts.

Table 5.2.1 Summary of Anticipated Direct Wetland and Other Surface Water Impacts

Type	Number of Impact Areas	Total Impact Acreage	UMAM Functional Loss
Wetlands	41	14.63	6.21
Forested	9	4.74	2.46
Herbaceous	32	9.89	3.75
Other Surface Waters/Ponds	1	4.03	Not Applicable¹

Notes:

1 Typically, there is no UMAM functional loss assessment required for other surface waters unless it is vegetated and overlays hydric soils. The other surface waters that would be impacted are stormwater ponds without wetland vegetation and would not require mitigation.

Short-term and long-term impacts to water quality, and the resultant effects on wetland resources caused by construction and the final project, are anticipated to be low with the use of best management practices (BMPs) during construction. Efforts have been made during the preliminary design to minimize and keep direct impacts within existing roadway ROW where wetland and upland habitats provide reduced habitat values. Indirect/secondary impacts as a result of the proposed project will be assessed during the design and permitting phase of the project to determine additional mitigation required.

Wetland impacts which will result from the construction of this project will be mitigated pursuant to Section 373.4137, F.S., to satisfy all mitigation requirements of Part IV of Chapter 373, F.S., and 33 U.S.C. Section 1344. The project falls within the Southwest Florida Water Management District (SWFWMD) Tampa Bay Drainage watershed. Generally, waters in the project area drain to the southwest as part of the Cabbage Slough Canal into Terra Ceia Bay and Tampa Bay. The Tampa Bay Mitigation Bank has federal Wetland Rapid Assessment Procedure (WRAP) credits available for freshwater non-forested impacts. However, a WRAP analysis has not yet been performed for this project. As of the date of this document, state-required non-forested mitigation (3.75 credits), state-required forested mitigation (2.46 credits) and federal-required forested mitigation (2.46 credits) were unavailable and will need to be purchased from other nearby mitigation banks. Other mitigation banks outside the project area watershed include Nature Coast Mitigation Bank, Manatee Mitigation Bank, and Braden River Mitigation. These banks will be investigated during design. If FDOT chooses to use a mitigation bank that uses another assessment method (such as WRAP), then the project impact areas will be assessed using the same method that the bank uses. In the event the purchase of mitigation credits from an approved mitigation bank is not available, an alternate mitigation plan will be devised to meet the requirements.

The NRE was submitted to the Florida Department of Environmental Protection (FDEP), SWFWMD, and U.S. Army Corps of Engineers (USACE) on September 29, 2025. USACE stated to include the following in permitting: USACE accepted terms for other surface waters (e.g. non-wetland waters, ponds), the assessment methodology of the bank that will be used (once determined), separate assessment sheets for each area and impact type, a detailed impact table for non-wetland waters, and a Section 404(b)(1) alternatives analysis. FDEP stated that they had no comments. SWFWMD did not respond. Agency correspondence is in the project file.

Wetlands Finding

The Preferred Alternative was evaluated for impacts to wetlands in accordance with EO 11990 and USDOT Order 5560.1A. The Preferred Alternative includes all practicable measures to minimize harm to wetlands which may result from such use. The proposed project will have no significant short-term or long-term adverse impacts to wetlands. There is no practicable alternative to construction in wetlands.

5.3 Essential Fish Habitat (EFH)

There is no Essential Fish Habitat (EFH) in the project area.

5.4 Floodplains

Floodplain impacts resulting from the project were evaluated pursuant to Executive Order 11988 of 1977, Floodplain Management.

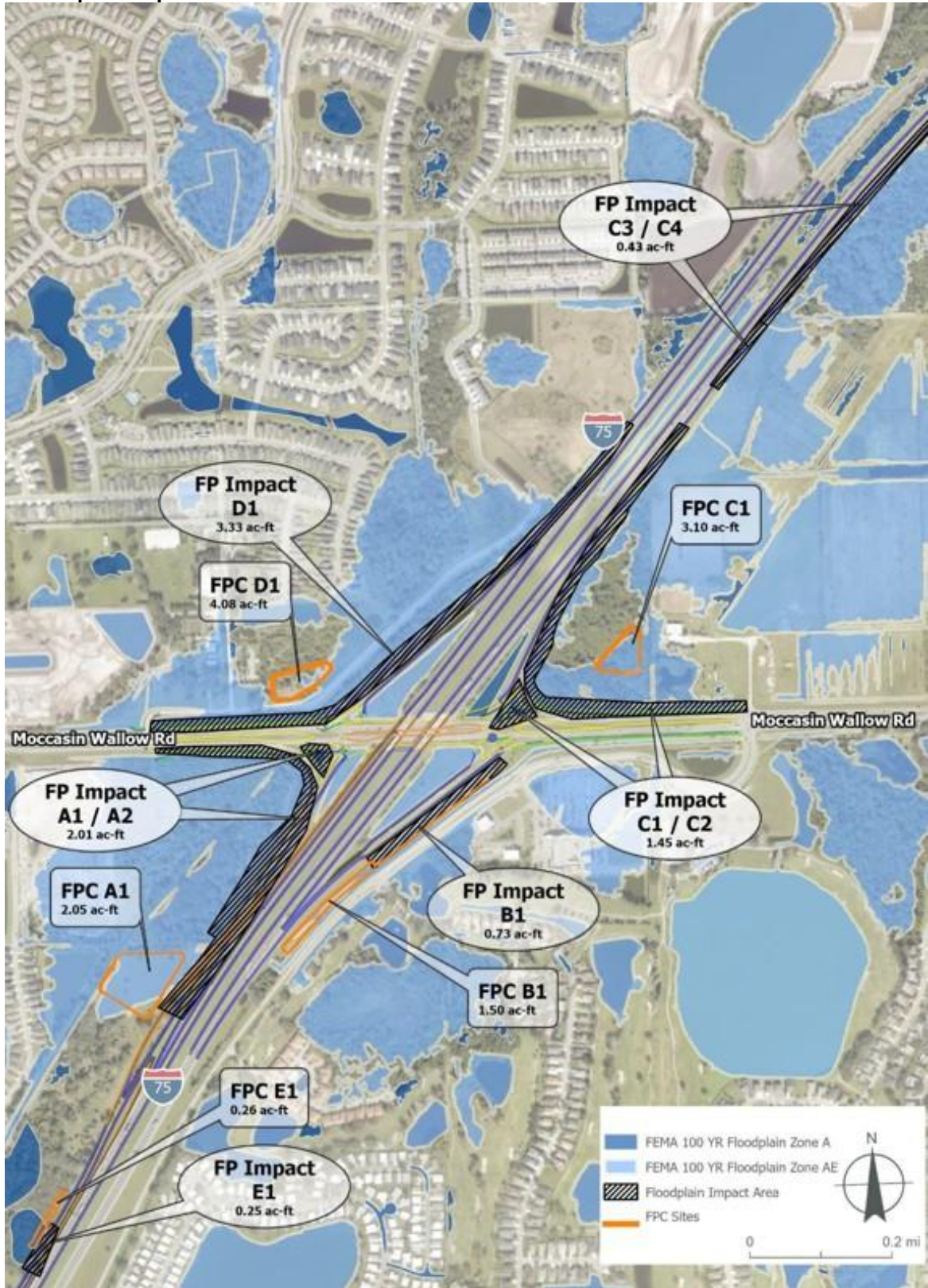
A Location Hydraulics Report (LHR), dated May 29, 2025, was prepared under separate cover and can be found in the project file. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels relevant to the project include Map No. 12081C, Panels 0159E, 0157E and 0176E dated March 17, 2014. FEMA flood maps show nine instances of floodplain encroachment throughout the limits of this project. These include flood zones A and AE, with ground elevations varying throughout the project area. No portion of the project lies within a regulatory floodway.

The Preferred Alternative will have both longitudinal and transverse impacts to the 100-year floodplain due to increase in the number of travel lanes proposed in the conceptual design. Longitudinal impacts have been minimized by utilizing the maximum allowable roadway embankment slope. Additionally, barrier walls are proposed in several locations to reduce the impact from tie down slopes encroaching the 100-year floodplain. Transverse impacts to the 100-year floodplain are unavoidable due to the proposed widening of Moccasin Wallow Road and I-75. Cross drains in the proposed conditions will need to be lengthened to harmonize with the proposed conceptual improvements. Proposed cross drains will be required to perform hydraulically in a manner equal to or greater than the existing conditions and demonstrate no increase in headwater elevations, or if increases exist, demonstrate they are contained within the FDOT ROW and cause no adverse impact to adjacent properties. As a result, there will be no significant change in flood risk or overtopping due to the Preferred Alternative.

A total floodplain impact volume of 7.89 acre-feet is estimated. Compensating cup for cup storage will provide equivalent storage of volume due to any proposed encroachments. Five FPC sites are proposed to compensate for the nine areas of impact to the 100-year FEMA floodplain, as shown in **Figure 5.4.1**. It is assumed that the entire volume between the existing ground and the base flood elevation will be fully impacted and does not account for a tie down slope. This methodology results in a slightly conservative value for potential impacts to the 100-year floodplain and leaves room for refinement of the profile during the design phase. Two impact areas in Basin C (FP Impact C3 and C4, shown on **Figure 5.4.1**) do not have an associated floodplain compensation site, as volume will be recovered from re-grading of roadside ditches.

The proposed structures or modifications to structures will perform hydraulically in a manner equal to or greater than the existing structures, and backwater surface elevations are not expected to increase. Thus, there will be no significant adverse impacts on natural and beneficial floodplain values. There will be no significant change in flood risk and there will not be a significant change in the potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Figure 5.4.1 Floodplain Impacts



5.5 Sole Source Aquifer

There is no Sole Source Aquifer associated with this project.

5.6 Water Resources

Drainage and water quality impact evaluation are documented in the Pond Siting Report (PSR), dated May 29, 2025, and Water Quality Impact Evaluation (WQIE), dated July 7, 2025, are available in the project file. The study area was divided into six drainage sub basins, basins A-F, shown in **Figure 5.6.1**. Five sub basins (basins A-E) discharge directly to the Cabbage Slough system and one basin (F) discharges to an existing stormwater management facility (SMF) servicing I-75 at the southern limit of the project. Cabbage Slough is a 2.6-mile stream associated with waterbody ID (WBID) 1816 and located within the Coastal Lower Tampa Bay Watershed. Though not classified as impaired, WBID 1816 is located within the Tampa Bay Estuary Program (TBEP) Reasonable Assurance Plan (RAP) area.

The preferred stormwater management system (Alternative 1 in the PSR) was developed to meet the design and performance criteria established in the SWFWMD Environmental Resource Permit (ERP) Applicant's Handbook Volumes I and II. Because the project falls within the TBEP RAP area, a net improvement analysis was performed using BMP Trains 2020 version 5.3.2. The preferred stormwater management system will meet net nutrient removal requirements to demonstrate nutrient loads do not exceed that of the existing condition.

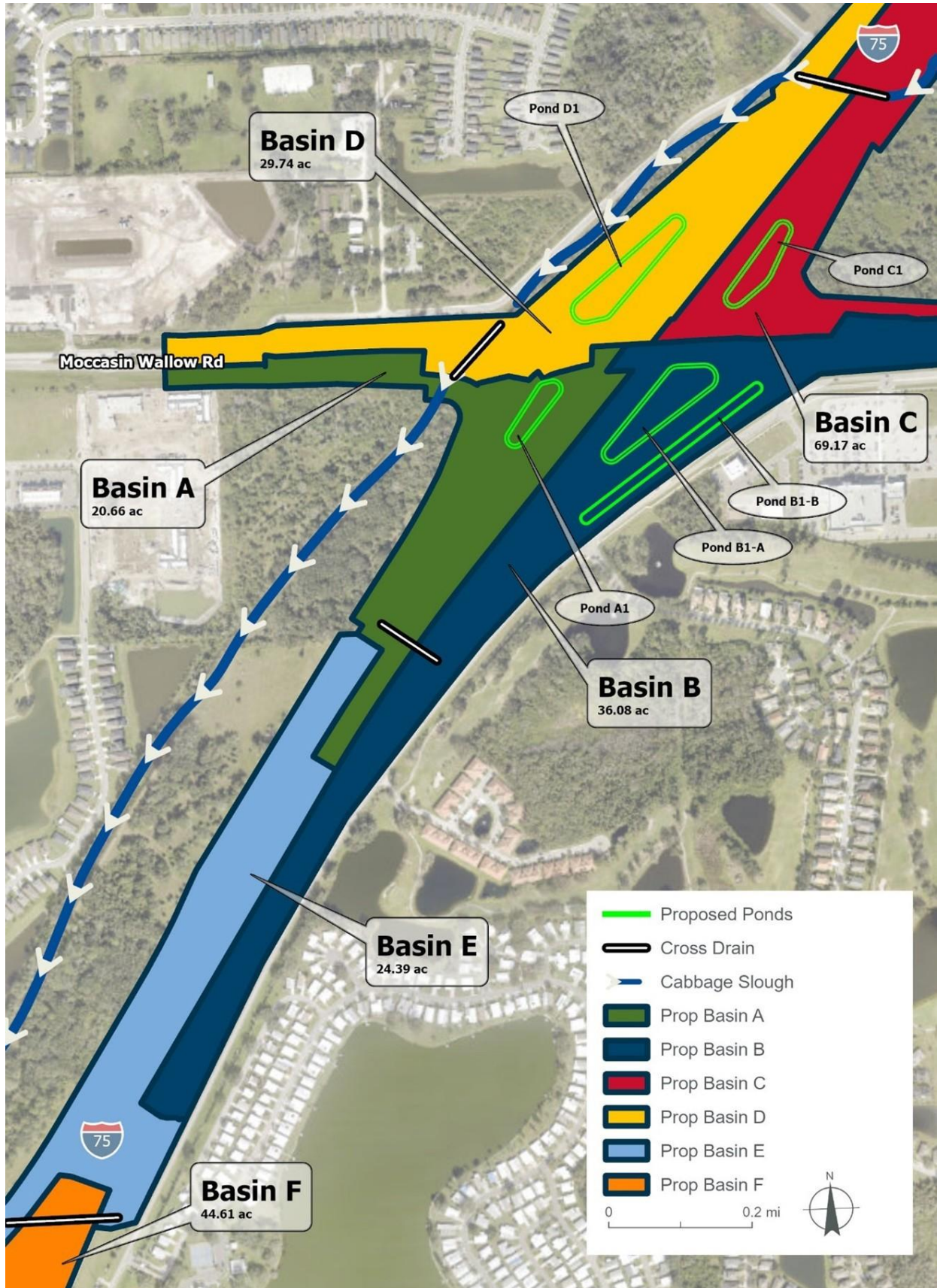
The preferred stormwater management system was approached by utilizing the infield areas of the proposed interchange. It demonstrates a net nutrient load improvement from pre to post conditions in accordance with the TBEP RAP. Two wet detention ponds serve Basins B and D, providing needed attenuation upstream of major cross drains (CD-02 and CD-03 in the PSR). Three dry retention ponds serving Basins A, B, and C provide sufficient water quality removal to meet presumptive criteria as well as net nutrient improvement. Basin E's increase in runoff volume is compensated for with attenuation provided upstream; existing drainage conditions will be maintained in this basin therefore no stormwater management is proposed for Basin E. The minor increase in runoff in Basin F is accommodated by the existing SMF and therefore, no stormwater improvements are proposed for Basin F. The preferred stormwater system ponds are listed in **Table 5.6.1** and mapped in **Figure 5.6.1**.

Table 5.6.1 Preferred Ponds

Basin	Pond Name	Pond Size (acres)
A	Pond A1	0.84
B	Pond B1-A	2.17
B	Pond B1-B	1.34
C	Pond C1	1.17
D	Pond D1	1.96
Total		7.48

During the design phase, an ERP will be required for pond construction. Water quality impacts resulting from erosion and sedimentation during construction activities will be controlled in accordance with FDEP's National Pollutant Discharge Elimination System (NPDES) Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP); the latest edition of the FDOT Standard Specification for Road and Bridge Construction; and through the use of BMPs including temporary erosion features (e.g. silt fencing, turbidity barriers) during construction. The Preferred Alternative is expected to have no significant impact on water quality and quantity.

Figure 5.6.1 Preferred Stormwater System Map



5.7 Aquatic Preserves

There are no aquatic preserves in the project area.

5.8 Outstanding Florida Waters

There are no Outstanding Florida Waters (OFW) in the project area.

5.9 Wild and Scenic Rivers

There are no designated Wild and Scenic Rivers or other protected rivers in the project area.

5.10 Coastal Barrier Resources

It has been determined that this project is neither in the vicinity of, nor leads directly to a designated coastal barrier resource unit pursuant to the Coastal Barrier Resources Act of 1982 (CBRA) and the Coastal Barrier Improvement Act of 1990 (CBIA).

6. Physical Resources

The project will not have significant impacts to physical resources. Below is a summary of the evaluation performed for these resources.

6.1 Highway Traffic Noise

The following evaluation was conducted pursuant to 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise, and Section 335.17, F.S., State highway construction; means of noise abatement.

A Noise Study Report (NSR), dated February 20, 2026, was prepared and is in the project file. The NSR identified noise sensitive land uses for which there are FHWA Noise Abatement Criteria (NAC), evaluated existing (2024) and future (2050) traffic noise levels at the sites with and without the Preferred Alternative, and evaluated the need for and effectiveness of noise abatement measures. Within the project limits, 484 noise sensitive uses were identified consisting of 474 residences (NAC Activity Category B) and 10 recreation uses (NAC Activity Category C).

The evaluation predicts that with the Preferred Alternative, 97 residences in the Waterford, Imperial Lakes, Spanish Point Villas, and Stafford at Artisan Lakes Apartments communities would experience future traffic noise levels that approach, meet, or exceed the NAC for Activity Category B. One recreation use, the Moccasin Wallow Golf Club golf course, is predicted to experience future traffic noise levels that would approach, meet, or exceed the NAC for Activity Category C at holes 11 and 12. Traffic management, roadway alignment modifications, buffer zones, and noise barriers were given consideration as potential abatement measures for the impacted receptors. Traffic management and roadway alignment modification were determined to be unreasonable methods of reducing predicted traffic noise impacts. Buffer zones can be an effective abatement measure when used in conjunction with land use planning. To facilitate this measure, noise contours were prepared that delineate the distance from the improved roadways where traffic noise impacts are anticipated to occur and can be used to provide appropriate setback distances for the future development of noise sensitive land uses.

Results of the noise barrier analysis indicate that noise barriers are a potentially feasible and reasonable abatement measure for up to 80 of the impacted residential receptors and one recreation use. Noise barrier 1 (North) is potentially feasible and reasonable for impacted residences in the Imperial Lakes and Spanish Point Villas communities, as well as impacted portions of the Moccasin Wallow Golf Club golf course. Noise barrier 2 is potentially feasible and reasonable for impacted residences in the Stafford at Artisan Lakes Apartments. Details for the potentially feasible and cost reasonable noise barriers are provided in **Table 6.1.1**, and their locations are provided in the attached Noise Maps. Based on the noise analyses performed to date, there are no feasible solutions available to mitigate the noise impacts for the remaining 17 impacted residences, also shown in the attached Noise Maps.

Table 6.1.1 Summary of Potentially Feasible and Reasonable Noise Barriers

Barrier ID	Adjacent Community / Communities	Evaluated Location	Maximum Number of Benefited Receptors			Maximum Number of Receptors Achieving Noise Reduction Design Goal	Maximum Average Noise Reduction – Leq dB(A) ²	Total Estimated Cost	Cost per Benefited Receptor
			Impacted	Other ¹	Total				
1 (North)	Imperial Lakes, Spanish Point Villas, Moccasin Wallow Golf Club	12' Inside ROW	26.57 ³	20	46.57 ³	18.49 ³	7.4	\$2,793,120	\$59,977
2	Stafford at Artisan Lakes Apartments	12' Inside ROW	54	26	80	39	7.8	\$1,936,880	\$24,211

¹ Other = Receptors determined to not be impacted by the project (traffic noise levels less than 66 dB(A)) but benefited by the noise barrier.
² Average noise reduction applies only to “impacted” receptors that would receive at least a five dB(A) benefit from the barrier.
³ Includes “equivalent receptors” evaluated at Moccasin Wallow Golf Club golf course.

The FDOT is committed to the construction of the potentially feasible and reasonable noise abatement measures, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process; and
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement; and
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FDOT; and
- Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

6.2 Air Quality

This project is not expected to create adverse impacts on air quality because the project area is in attainment for all National Ambient Air Quality Standards (NAAQS) and because the project is expected to improve the Level of Service (LOS) and reduce delay and congestion on all facilities within the study area.

Construction activities may cause short-term air quality impacts in the form of dust from earthwork and unpaved roads. These impacts will be minimized by adherence to applicable state regulations and to applicable FDOT Standard Specifications for Road and Bridge Construction.

6.3 Contamination

A Contamination Screening Evaluation Report (CSER), dated May 19, 2025, was prepared for the project and is in the project file. Field reconnaissance was conducted on March 12, 2025. A total of nine sites with contamination risk were identified within the applicable search buffers of 500 feet, 1,000 feet, and 0.5 mile from the project. The assigned risk ratings included zero High risk sites, four Medium risk sites, five Low risk sites, and zero No risk sites. Contamination sites are summarized in **Table 6.3.1**.

No further action is required for sites rated No or Low because these locations have presently been determined to have little contamination risk to the study area. Four Medium rated contamination sites along the mainline and one Medium rated pond will undergo a Level II assessment. Level II assessment work will be coordinated with the District Contamination Impact Coordinator during future project phases.

Table 6.3.1 Risk Ratings for Contamination Sites

Site ID	Site Information	Distance from ROW	Contaminants of Concern	Risk Rating	Pond Sites within 500'
1	McKenzie Tanker Spill I-75 & SR 683 Manatee County, FL	Within	Petroleum	Medium	Pond A1, Pond B1-A
2	Manatee County - Artisan Lakes Master Pump Station 9760 Gillet Road Palmetto, FL	Within the FPC parcel	Petroleum	Low	FPC D1
3	Pursley Inc #2-Pioneer/Former Moccasin Wallow Tree Farm 6750 Moccasin Wallow Road Palmetto, FL	Adjoining	Arsenic, B(a)P TEQs, lead, petroleum	Medium	FPC C1, Pond B1-B, Pond C1
4	G&S Construction Services Inc/Captain Jack's Hauling, LLC/Commodity's Resources, LLC 11315 Carter Road Palmetto, FL	Adjoining	Construction debris, waste tires	Low	None
5	Publix Supermarket #1666 9520 Buffalo Road Palmetto, FL	Approximately 80' southeast	Petroleum	Low	Pond B1-A, Pond B1-B
6	Imperial Lakes Golf Club Inc 6807 Buffalo Road Palmetto, FL	Approximately 420' south	Petroleum	Low	None
7	Bridges I-75, I-275	Within	Asbestos, metal-based coatings	Medium	Pond A1, Pond B1-A, Pond B1-B, Pond C1, Pond D1
8	Agricultural Land/Citrus Groves	Within/adjoining	Pesticides, herbicides	Low	Pond A1, Pond B1-A, Pond B1-B, Pond C1, FPC A1, FPC C1
9	Railroad Corridor	Within	Herbicides, petroleum	Medium	None

6.4 Utilities and Railroads

A Utility Assessment Package (UAP), dated June 11, 2025, was prepared and is in the project file. Existing Utility Agency/Owners (UAOs) within the project limits are listed in **Table 6.4.1**. The Preferred Alternative may require relocation of utility lines currently located within the roadway ROW. The details of utility locations are marked up in the UAP. Most of

the UAOs have the capability to adjust their facilities without causing major inconvenience to their customers. Mitigation measures will include minimizing service disruptions, allowing service disruptions only during periods of minimum usage, and installing an alternative or new service before disconnecting the existing service.

Table 6.4.1 Utility Agency Owners

Utility Agency/Owner	Facility Type(s)
Florida Power & Light Distribution	Electric
Florida Power & Light Transmission	Electric
Frontier Florida LLC	Communication Lines, Fiber
Hotwire Communications	Communication Lines, Fiber
Manatee County Transportation	Communication Lines, Fiber
Manatee County Utilities	Water and Sewer
MCI	Communication Lines, Fiber
Peace River Electric Coop.	Electric
Spectrum Sunshine State, LLC	Communication Lines, Fiber
TECO Peoples Gas	Gas

Although a former railroad corridor once existed, it was no longer visible by 1973, as documented in the CSER. Based on the above considerations, the Preferred Alternative is anticipated to have no significant impact to utilities or railroads.

6.5 Construction

Construction activities for the Preferred Alternative may cause minor short-term air quality, noise, vibration, water quality, traffic congestion, and visual impacts for nearby residents and the traveling public. The air quality effect will be temporary, localized, and will primarily be in the form of construction exhaust emissions and fugitive dust generated from equipment during project construction. Air pollution associated with the creation of airborne particles will be effectively controlled through the use of watering or the application of other controlled materials.

The construction of the Preferred Alternative would result in temporary noise and vibration increases within the project area. The noise and vibration would be generated primarily from heavy equipment used in hauling materials and building roadway improvements. Sensitive areas located close to the construction area may temporarily experience increased noise and vibration levels. Construction and demolition noise will be minimized to the greatest extent practicable through the adherence to controls listed in the latest edition of the FDOT's Standard Specifications for Road and Bridge Construction.

Potential impacts resulting from the actual construction of the Preferred Alternative with respect to water resources, access to businesses and residences, stockpiling of construction materials, disposal of debris will be avoided or minimized by following the standard construction practices and the FDOT Standard Specifications for Road and Bridge Construction and obtaining and adhering to relevant environmental permits. A NPDES permit will be obtained from FDEP along with the development of the required SRCC during the design phase.

Maintenance of traffic and sequence of construction will be planned and scheduled to minimize traffic delays throughout the project. Signage will be used as appropriate to provide pertinent information to the traveling public. The local news media will be notified in advance of road closings and other construction related activities to allow for the planning of alternate routes. Access to local properties, businesses and residences will be maintained to the extent practical through controlled construction scheduling and the implementation of the project's specific Traffic Control Plan(s). Visual impacts will be temporary and could consist of the staging of construction equipment and materials.

7. Engineering Analysis Support

The engineering analysis supporting this environmental document is contained within the Preliminary Engineering Report .

8. Permits

The following environmental permits are anticipated for this project:

Federal Permit(s)

USACE Section 10 or Section 404 Permit

Status

To be acquired

State Permit(s)

DEP or WMD Environmental Resource Permit (ERP)

DEP National Pollutant Discharge Elimination System Permit

Status

To be acquired

9. Public Involvement

The following is a summary of public involvement activities conducted for this project:

Summary of Activities Other than the Public Hearing

A Public Involvement Plan (PIP) was prepared in July 2024 and is in the project file. Public engagement for this study continued the outreach efforts initiated during the Master Plan development phase. The Master Plan public meetings and the PD&E engagement activities are summarized below. PD&E engagement activities are documented in the Comments and Coordination Report, located in the project file.

2021 Master Plan Public Meeting

A virtual public meeting for the Master Plan was held from June 15 through June 25, 2021, with a live Q&A session conducted via GoToWebinar on June 15. FDOT provided project information and opportunity for public comments during this period. Public comments generally stated that there is a need for improvements along I-75. One comment specifically requested noise barriers near the I-75 and Moccasin Wallow Road interchange.

2023 Master Plan Public Meeting

A hybrid public meeting (virtual and in-person) for the Master Plan was held from February 20 through March 6, 2023. This included a live online session on February 21, 2023, and an in-person open house on February 22, 2023. Information shared during these meetings included Master Plan recommendations such as proposed typical sections, the identified year of need, and planned projects-including this PD&E Study which was presented as Project 13. The in-person open house featured 18 exhibit boards, with staff available to answer questions. There were no specific comments or questions about the I-75 and Moccasin Wallow Road interchange project.

PD&E Study Kickoff Newsletter

FDOT initiated the I-75 at Moccasin Wallow Road PD&E Study with a kickoff newsletter in September 2024. The newsletter was sent to elected and public officials, Environmental Technical Advisory Team members, businesses and residents within the project area, and other interested parties. The newsletter outlined project objectives, scope, schedule, and the importance of public participation.

A project website was available at <https://www.swflinterstates.com/i75-north-corridor/454096-1/>. The website was routinely updated to keep the public informed about the project's progress. It featured a project location map, project goals, schedule, key documents, and public meeting materials. The site also included a form for submitting comments and an option to join the project contact list.

Public Comments During the Study

During the PD&E Study, public comments were received through the project website, by mail, and via email throughout the course of the study.

Public comments received were reviewed, responded to, and considered in the development and refinement of the Preferred Alternative. Refer to the project's Comments and Coordination Report, available in the project file, for details. Generally, the public is in favor of the proposed improvements. A common theme among the comments received is the need to signalize the I-75 ramp terminals at Moccasin Wallow Road due to ongoing delays experienced by vehicles making a left turn movement at the interchange. In response to these concerns, FDOT and Manatee County implemented a standalone project in January 2026 that installed signals at both the northbound and southbound ramp terminals as a

temporary measure until permanent improvements from this PD&E Study are in place.

Feedback from the public helped the project team to understand community concerns and clarify local priorities. This feedback informed refinements to the Preferred Alternative and design elements to better address stakeholder needs while maintaining consistency with project goals.

Public Hearing

Date of Public Hearing: 02/03/2026

Summary of Public Hearing

A Public Hearing was held to present the Preferred Alternative and give the public a chance to provide comments. The Public Hearing consisted of a Virtual Public Hearing, held on February 3, 2026, via GoToWebinar, and an In-Person Public Hearing, held on February 5, 2026, at the First Baptist Church of Gillette at 3301 97th St E, Palmetto, FL 34221.

Hearing invitations were distributed to elected and appointed officials by email on January 6, 2026, and to property owners and tenants within 300 feet of the project by mail on January 9, 2026). Additional invitations were sent to ETAT members on January 7, 2026, and to interested parties on January 9, 2026. All invitations included information for both the virtual and in-person hearings.

Public advertisements were placed on the FDOT Notice website on January 5, 2026; in the Florida Administrative Register on January 26, 2026; and in the *Bradenton Herald* on January 14 and 28, 2026. A press release was distributed on February 2, 2026.

Public Hearing materials were available on the project website (www.swflinterstates.com/i75-north-corridor/454096-1) prior to the Hearing. Project documents were also on display from January 13, 2026, to February 16, 2026, at the Rocky Bluff Branch Library, located at 6750 US 301 North Ellenton, FL 34222.

The Virtual Public Hearing started at 5:00 p.m. with a presentation directing attendees to review the display boards available on the website or within the GoToWebinar control panel. The project team engaged with the attendees online throughout this period by answering their questions or responding to their comments. At 5:30 p.m., the FDOT Project Manager welcomed the attendees and presented a 20-minute project video. Following the presentation, a formal comment period was held. The virtual hearing had 31 registrants and 18 people logged in during the event.

The In-Person Public Hearing began at 5:00 p.m. with an informal open house during which attendees reviewed project display boards and spoke directly with project staff. The formal portion of the Public Hearing commenced at 6:00 p.m. and included a project presentation followed by a formal comment period. The In-Person Public Hearing had 13 attendees.

The hearing venue provided ample parking to accommodate all the attendees, including designated accessible parking for individuals with disabilities. Signs were placed at the key intersections to guide attendees to the meeting location, as well as from the parking lot to the meeting room.

Display boards were available for public review at the Virtual Hearing, the In-Person Hearing, and on the project website. These boards included welcome and NEPA Assignment, Title VI, project overview, floodplains, typical sections, interchange modifications concept plans, evaluation matrix, and project schedule.

A total of six comments were received at the hearings. No additional comments were submitted during the 10-day public comment period that ended on February 16, 2026. Of these, two were virtual oral comments during the virtual hearing, two were in-person oral comments, one was submitted via written comment form, and one was provided to the court reporter at the in-person hearing.

Responses to all questions were provided following the Public Hearing. The key themes from the comments included support for the project and the DDI improvements, noise concerns, funding questions, and interest in a potential new interchange at the Buckeye Road overpass. Overall, the public input received reflects a high level of engagement and will help guide FDOT in refining the design while considering community priorities in the upcoming phases of the project, including final design.

The Public Hearing certification and transcripts are attached. Additional information about the Public Hearing is located in the Comments and Coordination Report, available in the project file.

10. Commitments Summary

1. Upon listing the tricolored bat, if the project contains suitable habitat and requires tree trimming and/or clearing, FDOT will not conduct tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) and when bats may be in torpor (when temperatures are below 45 degrees Fahrenheit).
2. Upon listing of the tricolored bat, if the project contains suitable habitat and FDOT needs to trim or clear trees or perform work on bridges/culverts during the maternity season and/or when the temperature is below 45 degrees Fahrenheit, then FDOT will survey the project area for evidence of the tricolored bat. The Indiana Bat and Northern Long-eared Bat Survey Guidance (USFWS), Appendix J acoustic survey protocol in the year-round range (mist netting is not being conducted in Florida at this time), will be used for areas with tree trimming/clearing. For bridges and culverts, the Indiana Bat and Northern Long-eared Bat Survey Guidance, Appendix K, Assessing Bridges and Culverts for Bats, will be used.
 - If the surveys result in no tricolored bats detected, then FDOT can proceed with the project activities. Negative results from bridge/culvert surveys are valid for 2 years. Negative results for acoustic surveys are valid for 5 years. However, negative results for either survey may be invalidated if additional tricolored bat survey data is submitted to USFWS showing presence of the species within the vicinity of the project area. Additional survey work by FDOT, or application of the avoidance and minimization measures noted above, may be required if updated detections are reported, and may result in reinitiation of consultation with USFWS.
 - If the surveys result in positive detections of the tricolored bat, FDOT will implement conservation measures such as: not conducting tree trimming/clearing activities during the tricolored bat pup season (May 1st to July 15th) when pups are not volant and not able to escape disturbance; similarly avoid tree trimming/clearing activities when the temperatures are below 45 degrees Fahrenheit when bats may be in torpor and unresponsive to disturbance.
3. Section 7 coordination will be re-initiated with the USFWS the Audubon's crested caracara during the design phase of the project.
4. A survey will be conducted for the Audubon's crested caracara per USFWS protocol during the design phase.
5. A survey for the giant airplant will be performed during the design phase and coordination with FDACS will occur if impacts to the species are anticipated.
6. The most recent version of the USFWS Standard Protection Measures for the Eastern indigo snake will be utilized during construction
7. Surveys for gopher tortoise burrows, as well as commensal species, will be conducted prior to construction and permits to relocate tortoises and commensals, as appropriate.
8. If work near an active osprey nest cannot be avoided, coordination with FWC and a potential permit for removal or relocation will be required.

9. The FDOT is committed to the construction of the potentially feasible and reasonable noise abatement measures identified in Table 6.1.1, contingent upon the following conditions:

- Final recommendations on the construction of abatement measures are determined during the project's final design and through the public involvement process; and
- Detailed noise analyses during the final design process support the need, feasibility, and reasonableness of providing abatement; and
- Cost analysis indicates that the cost of the noise barrier(s) will not exceed the cost reasonable criterion;
- Community input supporting types, heights, and locations of the noise barrier(s) is provided to FDOT; and
- Safety and engineering aspects have been reviewed, and any conflicts or issues resolved.

11. Technical Materials

The following technical materials have been prepared to support this Environmental Document and are included in the Project File.

Sociocultural Data Report (SDR)
Cultural Resource Assessment Survey (CRAS)
Natural Resources Evaluation (NRE)
Water Quality Impact Evaluation (WQIE)
Location Hydraulics Report
Pond Siting Report (PSR)
Contamination Screening Evaluation Report (CSER)
Utility Assessment Package (UAP)
Noise Study Report (NSR)
Design Variations and Exceptions Package for Border Width
Design Variations and Exceptions Package for Cross Slope
Interchange Access Request Report
Typical Section Package
Preliminary Engineering Report
Preliminary Engineering Report-Appendices
Draft Type 2 CE Displayed for Public Hearing
Draft PER Displayed for Public Hearing
Comments and Coordination Report
Public Involvement Plan

Attachments

Planning Consistency

MPO LRTP and SIS Plan Pages

Sarasota-Manatee MPO Email Concurrence

Community Effects

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

Cultural Resources

State Historic Preservation Officer Concurrence

Natural Resources

FDACS Correspondence

USFWS Species Concurrence Letter

FWC Response

Physical Resources

Noise Maps

Public Involvement

Virtual Public Hearing Transcript 02032026

In Person Public Hearing Transcript 02052026

Virtual Public Hearing Certification

In Person Public Hearing Certification

Planning Consistency Appendix

Contents:

MPO LRTP and SIS Plan Pages

Sarasota-Manatee MPO Email Concurrence

SARASOTA-MANATEE MPO 2050 LRTP



SHS/Local Road	ID	Facility	From	To	Improvement	Location	Source	Const. Year
SHS	CFP_91*	SR 72/CLARK RD	MIDNIGHT PASS RD	I-75	ITS INFRASTRUCTURE	SARASOTA CO	SU / SHS	2035
SHS	CFP_137**	US 41/TAMIAMI TR	BENEVA RD	PROCTOR RD	ITS INFRASTRUCTURE	SARASOTA CO	SHS	2035
SHS	WP_74	US 41	MAGELLAN DR	63RD AVE	SAFETY	MANATEE CO	SHS	2035
SHS	CFP_77	SR 64/MANATEE AVE	AT E BAY DR	N/A	ROUNDAABOUT	HOLMES BEACH	SHS	2035
SHS	2012775	I-75	AT BEE RIDGE RD		INTERCHANGE – ADD LANES		SIS	2035
SHS	CFP_94	SR 780/ FRUITVILLE RD	US 301	COBURN RD	ITS INFRASTRUCTURE	SARASOTA/ SARASOTA CO	SHS / SU	2035
Local Roads	CFP_1.1	10TH AVE (US41 DIV.)	RIVERSIDE DR	11TH ST	CONTEXT SENSITIVE DESIGN	PALMETTO	SU	2035
Local Roads	MISC_7	BOULEVARD OF THE ARTS	DEAD END	E OF N ORANGE AVE	CONTEXT SENSITIVE DESIGN	SARASOTA	OTHER RDS, BUILD	2035
Local Roads	MISC_38	10TH ST	US 41	LEMON AVE	CONTEXT SENSITIVE DESIGN (W/ ROUNDAABOUT)	SARASOTA	SU / OTHER RDS / TA	2035
Local Roads	ITS_1	ATMS MASTER PLAN	N/A	N/A	ITS INFRASTRUCTURE	REGIONAL	SU / SHS	2035
Local Roads	LOPP_4	15TH ST E	S OF 56TH AVE E	51ST AVE E	CONTEXT SENSITIVE DESIGN	MANATEE CO	SU / SHS	2035
Local Roads	LCM_1	9TH ST	9TH AVE	26TH AVE	CONTEXT SENSITIVE DESIGN	BRADENTON	SU / OTHER RDS / TA	2035
Local Roads	CFP_20	9TH ST W	CORTEZ RD	26TH AVE	CONTEXT SENSITIVE DESIGN	MANATEE CO	SU / OTHER RDS	2035
SHS	CFP_98	SR 789	ON LBK	N/A	OFF ROAD SHARED-USE PATH	LONGBOAT KEY	SU / TA	2040
SHS	LOPP_2	SR 789/E BAY DR	AT GULF DR	N/A	ROUNDAABOUT	HOLMES BEACH	SHS	2040
SHS	CFP_127	US 41/TAMIAMI TR	SR72/STICKNEY PT RD	N OF WOOD ST	ITS INFRASTRUCTURE	SARASOTA/ SARASOTA CO	SHS	2040
Local Roads	LOPP_3	15TH ST E	S OF 59TH AVE E	S OF 56TH AVE DR E	CONTEXT SENSITIVE DESIGN	MANATEE CO	SU	2040
Local Roads	CFP_5	15TH ST E	S OF 63RD AVE	S OF 60TH AVE DR E	CONTEXT SENSITIVE DESIGN	MANATEE CO	SU	2040
Local Roads	LCM_8	VOTA BIKE BLVD (10TH, 11TH, 12TH ST, 12TH AVE)	9TH AVE/9TH ST	26TH AVE/5TH ST	BIKE BLVD	BRADENTON	SU	2040
Local Roads	CFP_42	ELLENTON GILLETTE RD	MEMPHIS RD	MENDOZA RD	CONTEXT SENSITIVE DESIGN	MANATEE CO	SU / OTHER RDS / TA	2040
SHS	WR_68	GULF DR	85TH ST N/WHITE AVE	S OF COQUINA BEACH PARK	CONTEXT SENSITIVE DESIGN	BRADENTON BEACH/ HOLMES BEACH	SU / SHS	2050
SHS	3966	I-75	S OF SR 681	S OF SR 72	ADD 1 AUXILLIARY LANE	SARASOTA CO	SIS	2050
SHS	3972	I-75	MOCCASIN WALLOW		MODIFY INTERCHANGE	MANATEE CO	SIS	2050
SHS	3974	I-75	US 301	MOCCASIN WALLOW RD	ADD 4 LANES	MANATEE CO	SIS	Partially Funded
SHS	3978	I-75	N OF SR 70	N OF US 301	MANAGED LANES	BRADENTON/ MANATEE Co	SIS	Partially Funded
SHS	3979	I-75	FRUITVILLE RD	N OF SR 70	MANAGED LANES	SARASOTA CO	SIS	Partially Funded
SHS	3980	I-75	N OF SR 72	FRUITVILLE RD	MANAGED LANES	SARASOTA CO	SIS	Partially Funded
SHS	3981	I-75	SUMTER BLVD	N OF SR 72	ADD 4 LANES	NORTH PORT/ VENICE/SARASOTA CO	SIS	Partially Funded
SHS	3679	PINEY POINT RD	US 41	REEDER RD	ADD 2 LANES	MANATEE CO	SIS	Partially Funded
SHS	3360	SR 70	CR 675	DESOTO CO LINE	ADD 2 LANES	MANATEE CO	SIS	Partially Funded
SHS	3956	UNIVERSITY PKWY	E OF LOCKWOOD RIDGE RD	CATTLEMEN RD	STUDY	MANATEE CO/ SARASOTA CO	SIS	Partially Funded

*A portion of the project from US 41 to Derek Ave is funded for construction in the 2026-2030 timeband

Table 11-3: Projects Funded through Construction in 2031-2050



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	
3962	I-4	at Socrum Loop Road / Lakeland Hills Boulevard		3,000	3,000	6,000	30,000	178,400	208,400				M-INCH
3986	I-4	East of US 98	West of Polk Parkway (East) (SR 570)	3,000	8,400	11,400							MGLANE
3985	I-4	West of Polk Parkway (West) (SR 570)	East of US 98	3,000	6,000	9,000							MGLANE
4049	I-4	West of Polk Parkway (East) (SR 570)	West of US 27	3,000	13,600	16,600							MGLANE
3982	I-4	at US 98		1,800	3,000	4,800							M-INCH
3963	I-75	at Immokalee Road			2,200	2,200		74,928	74,928				M-INCH
3966	I-75	South of SR 681 (Venice Connector)	South of SR 72 (Clark Road)		6,700	6,700	8,000	251,901	259,901				A1-AUX
3974	I-75	US 301	Moccasin Wallow Road	2,800	4,700	7,500							A4-10
3978	I-75	North of SR 70	North of US 301 (SR 43)	3,000	7,300	10,300							MGLANE
3964	I-75	at Alico Road / Terminal Access Road		3,000	6,800	9,800	144,000	262,248	406,248				M-INCH
3979	I-75	Fruitville Road	North of SR 70	3,000	7,200	10,200							MGLANE
4048	I-75	at SR 80		1,800		1,800							M-INCH
3976	I-75	at Corkscrew Road		1,800	3,000	4,800							M-INCH
3971	I-75	at SR 78 (Bayshore Road)			3,287	3,287							M-INCH
3975	I-75	at US 17 (Duncan Road)		1,800	3,000	4,800							M-INCH
3968	I-75	North of SR 884 (Colonial Boulevard)	South of SR 80 (Palm Beach Boulevard)	2,700	4,450	7,150	51,300	202,037	253,337				MGLANE
3967	I-75	SR 82 / MLK Boulevard	North of Lockett Road		3,000	3,000	30,000	136,370	166,370				M-INCH
3983	I-75	at Bonita Beach Road		1,800	3,000	4,800							M-INCH
3969	I-75	North of Corkscrew Road	North of SR 884 (Colonial Boulevard)	3,000	12,600	15,600	145,300	572,754	718,054				MGLANE
3980	I-75	North of SR 72 (Clark Road)	Fruitville Road	3,000	5,400	8,400							MGLANE
3981	I-75	Sumter Boulevard	North of SR 72 (Clark Road)	3,000	5,700	8,700							A4-10
3972	I-75	at Moccasin Wallow Road			10,100	10,100		459,462	459,462				M-INCH
3679	Piney Point Road	US 41	Reeder Road		1,100	1,100	565		565				A2-4
1383	SR 29	North of CR 80-A (Cowboy Way)	Whidden Rd (CR 731) / Hendry County Line					246,326	246,326				A2-4
3348	SR 31	SR 80 (Palm Beach Boulevard)	SR 78 (Bayshore Road)				20,478	295,390	315,868				A4-6
3351	SR 31 Extension	SR 70	US 17				10,504		10,504				NR
3954	SR 60	CR 676	Jenkins Road	2,000	10,000	12,000							GRASEP
3605	SR 60	Grape Hammock Road	E. of Kissimmee River Bridge		4,000	4,000	1,370		1,370				A2-4
3604	SR 60	CR 630	Grape Hammock Road				14,345	94,153	108,498				A2-4
3953	SR 60	Bonnie Mine Road	Mosaic Entrance Road		7,500	7,500							GRASEP
3359	SR 64	Hardee / Highlands County Line	US 27	1,200	4,700	5,900							A2-4
3952	SR 70	Lonesome Island Road	CR 721		9,900	9,900	7,488	62,624	70,112				A2-4
3365	SR 70	CR 29	Lonesome Island Road		7,000	7,000	4,363	44,962	49,325				A2-4
3364	SR 70	US 27	CR 29		2,256	2,256	3,566	49,199	52,765				A2-4
3987	SR 70	CR 721	NW 128th Avenue		14,500	14,500	7,567	98,098	105,665				A2-4
3361	SR 70	Manatee County Line	West of Peace River (American Legion Road)	1,000		1,000							A2-4
3961	SR 70	CR 760	County Line Road	2,000	7,800	9,800							A2-4
3615	SR 70	NW 128th Avenue	US 98	1,575	4,090	5,665							A2-4
3958	SR 70	East of SR 31	CR 760	2,000	3,000	5,000	2,649		2,649				A2-4
3957	SR 70	County Line Road	Jefferson Avenue	2,000	7,100	9,100							A2-4
3360	SR 70	CR 675	DeSoto County Line	4,000	9,652	13,652							A2-4
3363	SR 70	Jefferson Avenue	US 27		6,396	6,396	2,491	53,417	55,908				A2-4
3960	SR 710	US 98	US 441	2,000	2,100	4,100	1,055		1,055				NR
3959	SR 710 (Western By-Pass)	SR 70	US 98	2,000	3,300	5,300	1,657		1,657				NR
3370	SR 80	SR 31 / Arcadia Road	Buckingham Road	1,900	5,000	6,900	3,750	50,041	53,791				A2-6

LEGEND

(A) FY 2034/2035 - 2039/2040	(A) 1.561
(B) FY 2040/2041 - 2044/2045	(B) 1.784
(C) FY 2045/2046 - 2049/2050	(C) 2.098
Mega Projects Phased Over Time	Inflation Factors

NOTES

- (1) All values in thousands of Year of Expenditure dollars to the midpoint of year bands.
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.
- (6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3
 A2-4: Add 2 Lanes to Build 4
 A2-6: Add 2 Lanes to Build 6
 A2-8: Add 2 Lanes to Build 8
 A2-10: Add 2 Lanes to Build 10
 A4-6: Add 4 Lanes to Build 6
 A4-8: Add 4 Lanes to Build 8
 A4-10: Add 4 Lanes to Build 10
 A4-12: Add 4 Lanes to Build 12
 A1-AUX: Add 1 Auxiliary Lane
 A2-AUX: Add 2 Auxiliary Lanes
 A2-SUL: Add 2 Special Use Lanes
 A4-SUL: Add 4 Special Use Lanes
 A2-MGL: Add 2 Managed Lanes
 ACCESS: Access Change
 BRIDGE: New / Modify Bridge
 FRTCAP: Freight Capacity
 GRASEP: Grade Separation
 HWYCAP: Highway Capacity
 ITS: Intelligent Transp. System
 MGLANE: Managed Lanes
 M-INCH: Modify Interchange
 M-INT: Modify Intersection
 N-INCH: New Interchange
 NR: New Road
 PDE: Project Dev. and Envt.
 PTERM: Passenger Terminal
 SERVE: Add Svc/Front/CD System
 STUDY/PLAN: Planning Study
 TRUKPK: Truck Parking
 TURN: Add Turn Lane
 UP: Ultimate Plan

Muchuruza, Victor

From: Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Sent: Thursday, May 21, 2026 4:41 PM
To: Muchuruza, Victor
Cc: nicole.harris; Harris, Nicole; Joyner, Melody
Subject: PLEASE SUBMIT: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Importance: High

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see MPO concurrence below for 454096-1. This will need to be included in the Type 2 documentation for OEM submittal. Must be submitted by tomorrow 05/22/26.

Sincerely,
Kathern Cothern
Project Manager IV
Corridors Program Office – D1
801 North Broadway Ave., MS 1-41
Bartow, Florida 33830
☎ (863) 519-2331
✉ Kathern.cothern@dot.state.fl.us

From: Ryan Brown <ryan@mympo.org>
Sent: Thursday, May 21, 2026 4:33 PM
To: Smith, Kristi <Kristi.Smith@dot.state.fl.us>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Scarpelli, David <David.Scarpelli@dot.state.fl.us>; Megan Lui <megan@mympo.org>; Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Subject: Re: ACTION REQUEST: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

No, the MPO has no objection to the redistribution of funds at this time.

Thanks,
Ryan

From: Smith, Kristi <Kristi.Smith@dot.state.fl.us>
Sent: Thursday, May 21, 2026 4:22:30 PM
To: Ryan Brown <ryan@mympo.org>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Scarpelli, David <David.Scarpelli@dot.state.fl.us>; Megan Lui <megan@mympo.org>; Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Subject: Re: ACTION REQUEST: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Does the MPO have any objections to the funding scenario as outline?

KristiA.Smith, CPM, PLS

Community Liaison Manager
Metropolitan Planning Office
Florida Department of Transportation - District One
(office) 863-519-2358
(cell) 863-370-5191
kristi.smith@dot.state.fl.us

From: Ryan Brown <ryan@mympo.org>
Sent: Thursday, May 21, 2026 4:20:34 PM
To: Smith, Kristi <Kristi.Smith@dot.state.fl.us>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Scarpelli, David <David.Scarpelli@dot.state.fl.us>; Megan Lui <megan@mympo.org>; Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Subject: Re: ACTION REQUEST: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

EXTERNAL SENDER: Use caution with links and attachments.

Kristi,

We will work to incorporate the appropriate project in the LRTP. I'm currently out of office. Let me know if you need any further confirmation at this time.

Thanks,
Ryan

From: Smith, Kristi <Kristi.Smith@dot.state.fl.us>
Sent: Thursday, May 21, 2026 4:01:57 PM
To: Ryan Brown <ryan@mympo.org>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Scarpelli, David <David.Scarpelli@dot.state.fl.us>; Megan Lui <megan@mympo.org>; Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Subject: Re: ACTION REQUEST: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Good afternoon, Ryan:

I wanted to follow up on this item. Today is the deadline for our Corridors folks and their planning consistency efforts.

Thank you,

Kristi

KristiA.Smith, CPM, PLS
Community Liaison Manager

Metropolitan Planning Office
Florida Department of Transportation - District One
(office) 863-519-2358
(cell) 863-370-5191
kristi.smith@dot.state.fl.us

From: Smith, Kristi
Sent: Wednesday, May 13, 2026 5:49:59 PM
To: Ryan Brown <ryan@mympo.org>
Cc: Gaither, Wayne <Wayne.Gaither@dot.state.fl.us>; Scarpelli, David <David.Scarpelli@dot.state.fl.us>; Megan Lui <megan@mympo.org>
Subject: ACTION REQUEST: 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Good evening, Ryan:

District One's Corridors Department is pursuing planning consistency for Project 454096-1 I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD.

Approval of the approach outlined below by the Sarasota Manatee MPO is respectfully requested along with a written response on or before May 21, 2026.

DI Corridors is pursuing alternative funding to support Phase 32 of the subject referenced project. The design work will be completed under Contract CA431, FPID 442518-2-22-01 instead of the project specific FPID 454096-1. We propose to use all remaining funds within the existing contract. Contract CA431 is currently being utilized to complete the PD&E Study for FPID 454096-1. Upon completion of the PD&E phase, anticipated on or before June 26, 2026, the remaining contract funds will be applied to the PE (Phase 32) effort through Project Cost Redistribution to FPID 454096-1.

PE (Phase 32) will not be separately programmed in the Work Program because of this approach. *No updates to the TIP or STIP are anticipated*, as this effort utilizes existing contract funds and does not introduce a new programmed phase. The funding being utilized originates from FY 2019 funds currently within the HDR contract. As such, these funds must remain within Contract FPID 442518-2 and cannot be transferred. This approach will include the use of all available Optional Services under the contract. This approach will support achieving LDCA prior to the new stormwater rule taking effect. Advancing design would preserve flexibility for a potential alternative delivery approach in the future if needed.

MPO/LRTP Information:

Below reflects what is currently shown in the MPO LRTP for the Moccasin Wallow Road interchange. The LRTP still lists the interchange as part of the SIS Cost Feasible Plan in the outer years. [Sarasota-Manatee MPO 2050 Long Range Transportation Plan](#), page 152 of 201 and page 76 of 201.

The LRTP shows two related projects:

- Mainline improvements from US 301 to Moccasin Wallow Road
- Interchange improvements at Moccasin Wallow Road – This is the project being referenced in this request

If you would like to meet with the Liaison team and/or DI Corridors, please let me know and I will arrange it.

Thank you for your time in reviewing this proposal. Again, approval of this alternative approach is requested by way of a written response by 5/21/2026.

Reach out if you have any questions,

Kristi

Best regards,

KRISTI A. SMITH, CPM, PLS

Community Liaison Manager



<i>phone</i>	863.519.2358
<i>cell</i>	863.370.5191
<i>email</i>	kristi.smith@dot.state.fl.us
<i>website</i>	Metropolitan Planning Office
<i>address</i>	801 N Broadway Ave, Bartow, FL 33830

Click for: [District MPO Liaison Handbook](#)

Planning Team Mission: To provide the foundation for programming and project delivery through innovative planning and effective outreach that will strategically advance the best transportation solutions at the right time.

Community Effects Appendix

Contents:

Farmland Conversion Impact Rating Form (NRCS-CPA-106 or Form AD 1006)

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 4/10/25	4. Sheet 1 of 1
1. Name of Project I-75 at Moccasin Wallow Road PD&E Study		5. Federal Agency Involved Department of Transportation	
2. Type of Project Interchange Improvements		6. County and State Manatee, Florida	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 4/15/25	2. Person Completing Form Josue Aceituno
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated 41,236	Average Farm Size 317
5. Major Crop(s) Vegetables	6. Farmable Land in Government Jurisdiction Acres: 118,026 % 24.89	7. Amount of Farmland As Defined in FPPA Acres: 51,365 % 0.10	
8. Name Of Land Evaluation System Used None	9. Name of Local Site Assessment System Soil Potential Rating	10. Date Land Evaluation Returned by NRCS 4/18/25	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	0.47			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0			
C. Total Acres In Corridor	0.47			

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.4			
B. Total Acres Statewide And Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0003			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	42.7			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	47.9			
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15	10		
2. Perimeter in Nonurban Use	10	10		
3. Percent Of Corridor Being Farmed	20	0		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	5		
8. On-Farm Investments	20	3		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	28		

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	47.9		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	28		
TOTAL POINTS (Total of above 2 lines)	260	75.9		

1. Corridor Selected: I-75 at Moccasin Wallow Road DDI	2. Total Acres of Farmlands to be Converted by Project: 0.4	3. Date Of Selection: 7/2/25	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	--	---

5. Reason For Selection:
Satisfaction of the project purpose and need; minimization of impacts

Signature of Person Completing this Part: **Aubyn Bell** DATE **7/2/25**

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points *67.12% per WMD FLUCCFS = 10 points*

90 to 20 percent - 14 to 1 point(s)

Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points *95.32% per WMD FLUCCFS = 10 points*

90 to 20 percent - 9 to 1 point(s)

Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points *17.01 acres / 224.14 acres (existing + proposed ROW) = 7.6% = 0 points*

90 to 20 percent - 19 to 1 point(s)

Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points

The site is not protected. It is to be developed = 0 points

Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points

Manatee County average 317 acres (USDA, 2022), Site is 52.167 acres = 16.46% = 0 points

Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points

No loss of access to the remaining farmland will occur as a result of the taking for ROW = 0 points

Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)

Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points

Availability of support services and market is unknown. Assumed that all needed for pasture land are available so 5 points were used to be conservative.

Some required services are available - 4 to 1 point(s)

No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points

There are no structures on the site. The site is fenced. 3 points assigned.

Moderate amount of on-farm investment - 19 to 1 point(s)

No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points

No reduction in demand for farm support services is anticipated as a result of the conversion of farmland = 0 points

Some reduction in demand for support services if the site is converted - 1 to 24 point(s)

No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

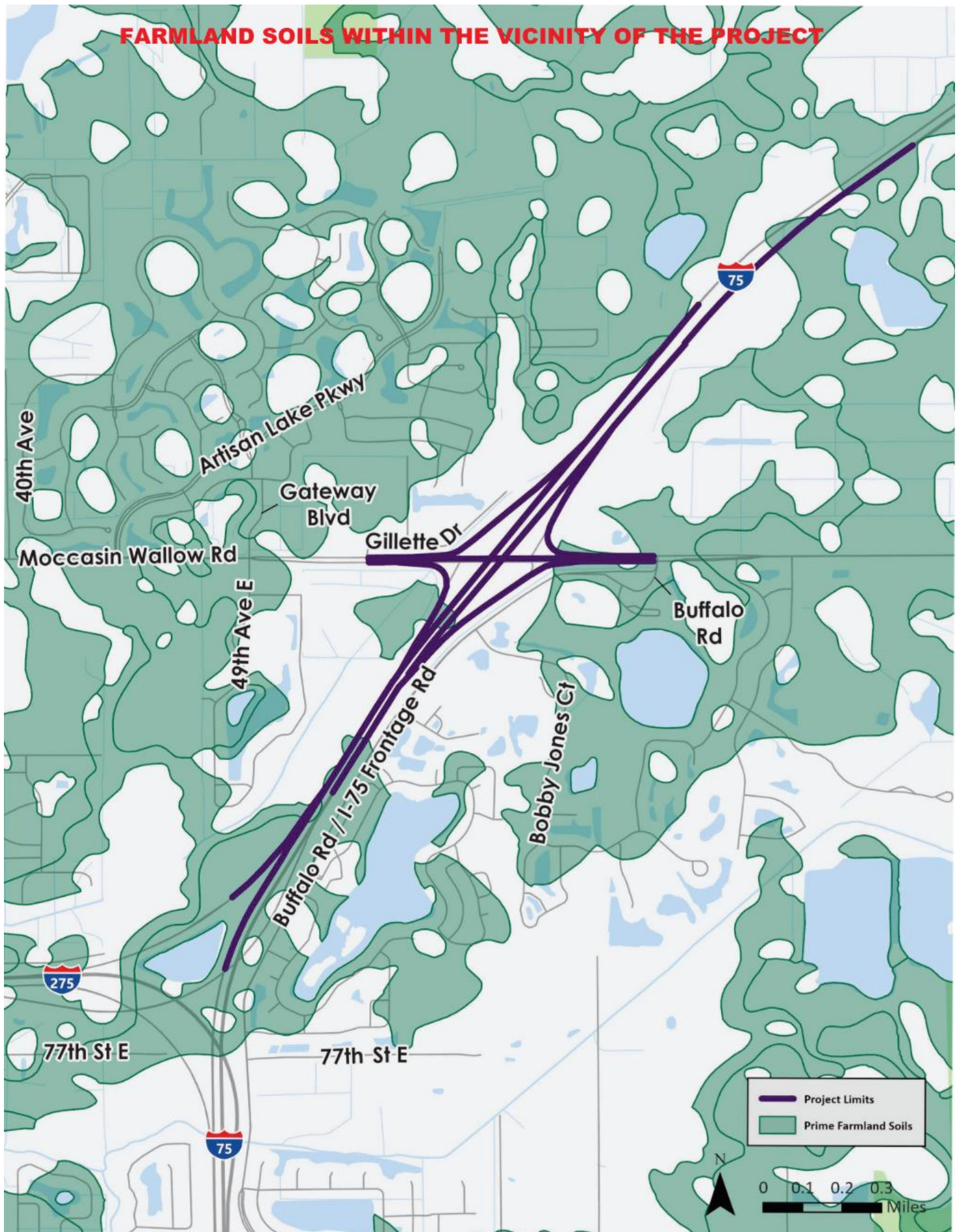
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points

The proposed use is for floodplain compensation. And the rest of the property was already planned to be

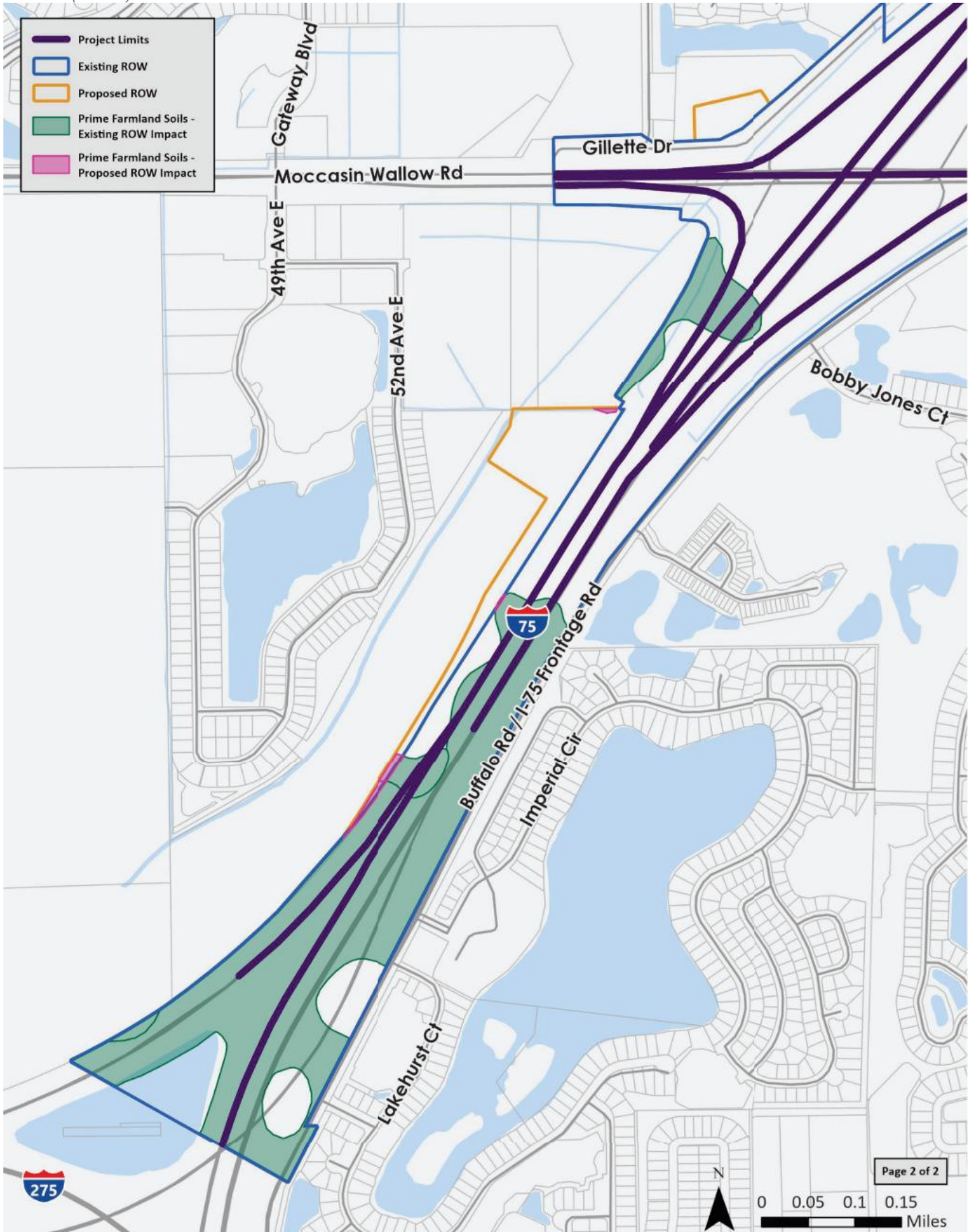
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)

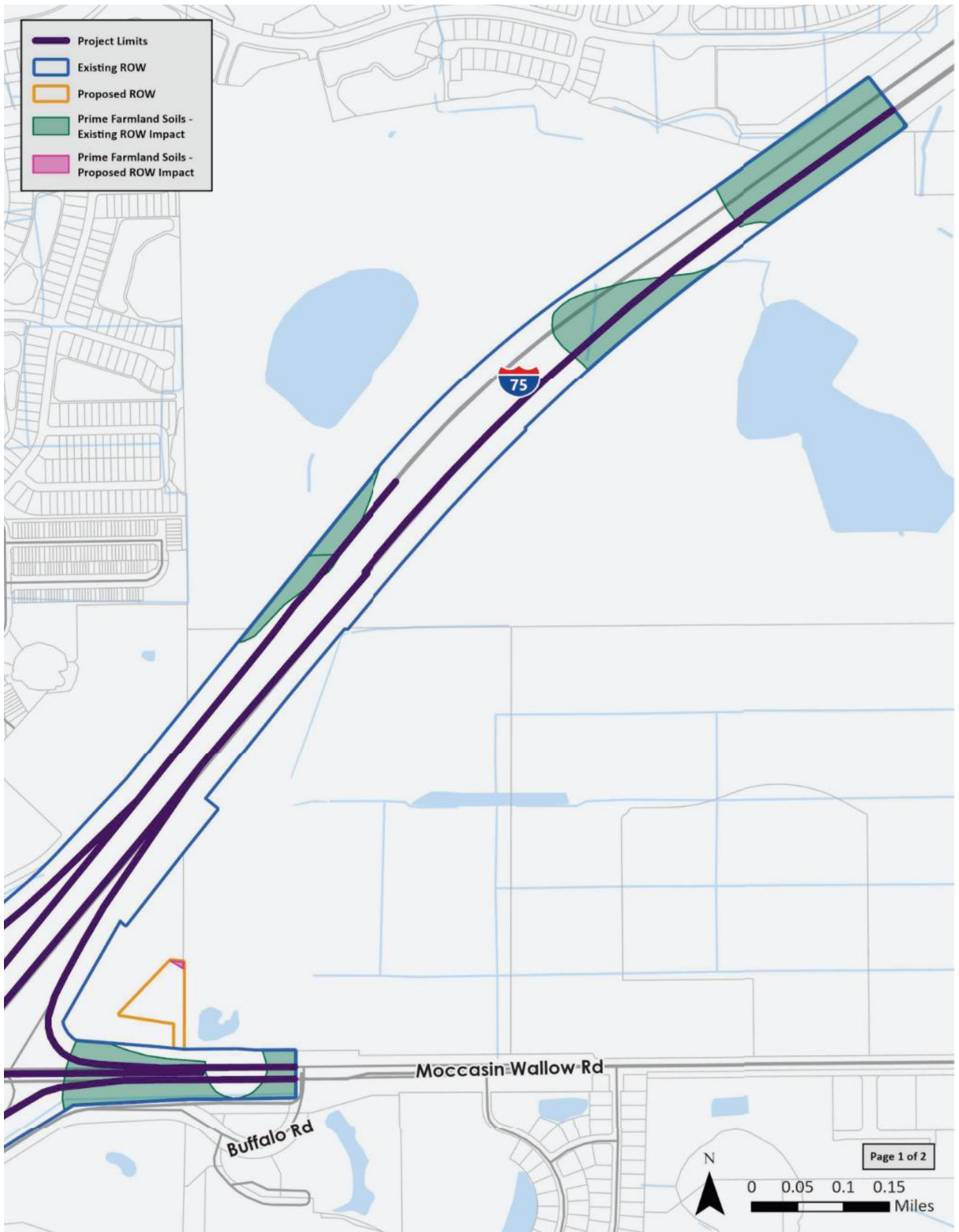
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

FARMLAND SOILS WITHIN THE VICINITY OF THE PROJECT



I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD // 454096-1-21-01



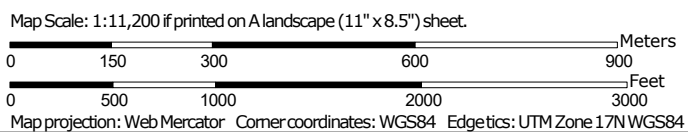


I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD // 454096-1-21-01

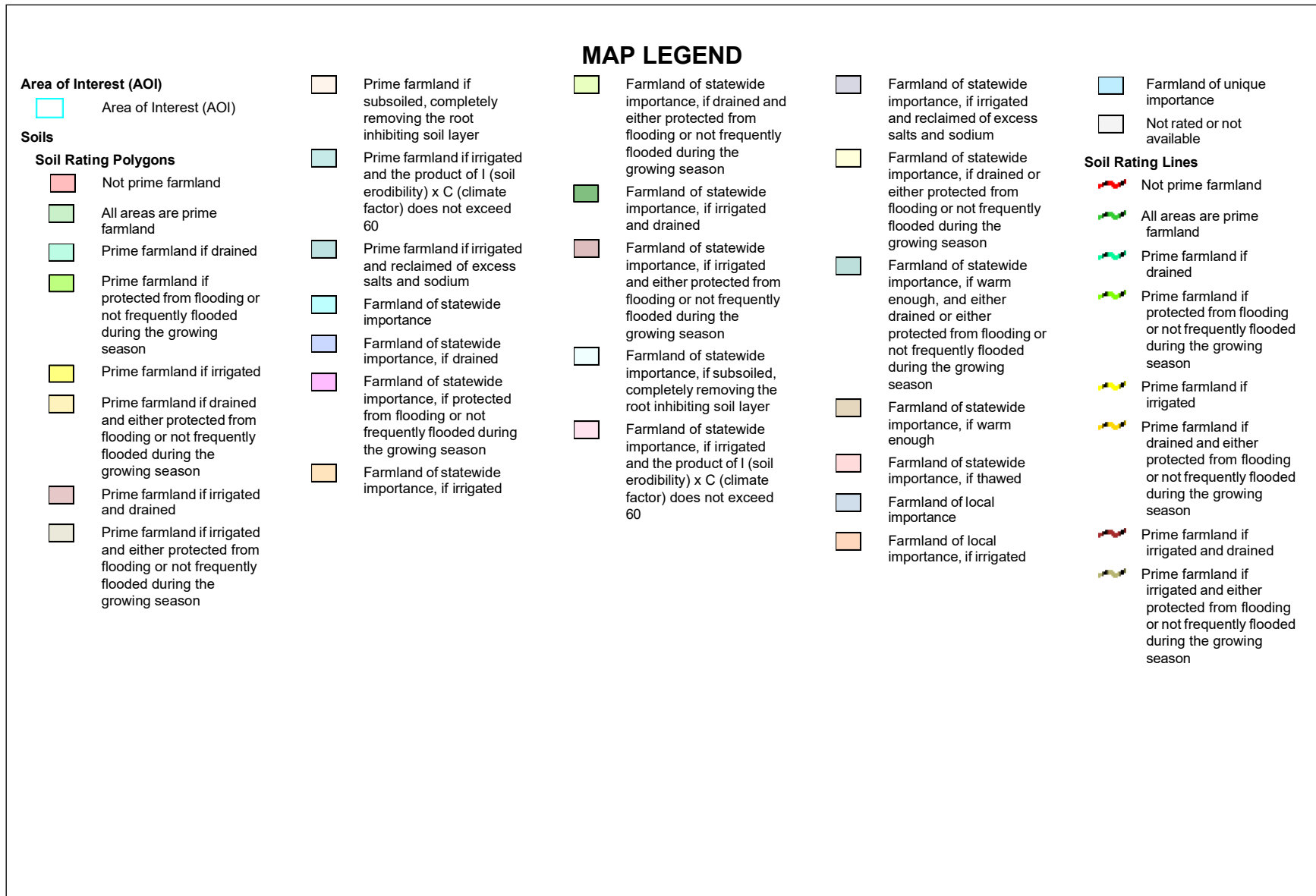
Farmland Classification—Manatee County, Florida
(Proposed ROW)





































Soil Map may not be valid at this scale.



Farmland Classification—Manatee County, Florida
(Proposed ROW)



Farmland Classification—Manatee County, Florida
(Proposed ROW)

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season	Soil Rating Points			Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if irrigated		Farmland of statewide importance
	Farmland of statewide importance, if irrigated				Farmland of local importance		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if drained
					Farmland of local importance, if irrigated		Prime farmland if irrigated and drained		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
							Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated

Farmland Classification—Manatee County, Florida
(Proposed ROW)

<p> Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if irrigated and drained</p> <p> Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer</p> <p> Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p> Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium</p> <p> Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough</p> <p> Farmland of statewide importance, if thawed</p> <p> Farmland of local importance</p> <p> Farmland of local importance, if irrigated</p>	<p> Farmland of unique importance</p> <p> Not rated or not available</p> <p>Water Features</p> <p> Streams and Canals</p> <p>Transportation</p> <p> Rails</p> <p> Interstate Highways</p> <p> US Routes</p> <p> Major Roads</p> <p> Local Roads</p> <p>Background</p> <p> Aerial Photography</p>	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Warning: Soil Map may not be valid at this scale.</p> <p>Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.</p> </div> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Manatee County, Florida Survey Area Data: Version 21, Aug 21, 2024</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Feb 5, 2020—Mar 10, 2020</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
4	Bradenton fine sand, 0 to 2 percent slopes	Not prime farmland	0.6	4.9%
20	EauGallie-EauGallie wet, fine sand, 0 to 2 percent slopes	Farmland of unique importance	0.2	2.0%
22	Felda fine sand, 0 to 2 percent slopes	Not prime farmland	2.9	23.5%
25	Floridana fine sand, 0 to 2 percent slopes	Not prime farmland	2.5	20.2%
26	Floridana-Immokalee-Okeelanta association	Not prime farmland	0.2	2.0%
39	Parkwood variant-Chobee, limestone substratum-Parkwood complex	Not prime farmland	5.7	45.6%
48	Wabasso-Wabasso, wet, fine sand, 0 to 2 percent slopes	Farmland of unique importance	0.2	1.9%
Totals for Area of Interest			12.5	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Cultural Resources Appendix

Contents:

State Historic Preservation Officer Concurrence



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

July 24, 2025

Alissa S. Lotane
Director and State Historic Preservation Officer
Florida Division of Historical Resources
Florida Department of State
R. A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Section 106 Stipulation VII Submission
I-75 (SR 93) FROM NORTH OF US 301 TO NORTH OF MOCCASIN WALLOW RD
Manatee County
FM # 454096-1-21-01
DHR CRAT Number: 202505270

Dear Ms. Lotane:

Enclosed please find one copy of the report titled *Cultural Resource Assessment Survey I-75 at Moccasin Wallow Road PD&E Study I-75 (SR 93) from I-275 to Moccasin Wallow Road, Manatee County, Florida*; this report also contains the survey of pond and Floodplain Compensation (FPC) sites included as an appendix. The project was identified from a needs assessment performed as part of the Southwest Connect I-75 North Corridor Master Plan (Master Plan), completed by FDOT in June 2023. Consistent with the Master Plan, this PD&E Study evaluates increasing capacity, improving traffic operations, and enhancing safety along the I-75 mainline, its ramps, and the Moccasin Wallow Road interchange. Key elements under evaluation include: construction of braided ramps between the I-275 interchange (Mile Post 229) and Moccasin Wallow Road interchange (Mile Posts 230); conversion of the I-75 at Moccasin Wallow Road interchange from a traditional diamond interchange to a diverging diamond interchange (DDI); and capacity improvements along Moccasin Wallow Road, including the adjacent intersections at Gillette Drive (to the west) and Buffalo Road (to the east of the interchange). The project is 2.75 miles in length along I-75 from north of I-275 to north of Moccasin Wallow Road and 0.75 miles in length along Moccasin Wallow Road from Gillette Drive to Buffalo Road and includes pond and FPC sites. This is a federally-funded project.

This CRAS was conducted in accordance with the requirements set forth in Section 106 of the National Historic Preservation Act of 1966, as amended, found in 36 *Code of Federal Regulations (CFR)* Part 800 (Protection of Historic Properties). The studies also comply with Chapter 267 of the *Florida Statutes (FS)* and Rule Chapter 1A-46, *Florida Administrative Code (FAC)* and Section 267.12, *FS*, Chapter 1A-32. All work was performed in accordance with Part 2, Chapter 8 of the Florida Department of Transportation (FDOT's) PD&E Manual, FDOT's Cultural Resources Management Handbook, and the standards

stipulated in the Florida Division of Historical Resources' (FDHR) *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The Principal Investigator for this project meets the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716). This study also complies with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended.

As defined in 36 *CFR Part 800.16(d)*, the Area of Potential Effect (APE) is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." Based on the scale and nature of the activities, the project has a limited potential for any direct (physical, visual, or audible) or indirect effects outside the immediate footprint of construction. Because of the project type and location of the proposed work, for the corridor, the archaeological APE was limited to the footprint of construction within the existing and proposed right-of-way (ROW). The historic/architectural APE was limited to the footprint of construction as well as parcels where ROW acquisition is proposed. For the pond/FPC sites the archaeological APE was limited to the footprint of construction of the pond sites and the historical/architectural APE is defined as the footprint of construction and resources within 100 feet (ft) from the edge of the pond sites.

Portions of the APE were previously surveyed in the 2005 *Final Cultural Resource Assessment Survey Project Development and Environment (PD&E) Study I-75 (SR 93A) from Moccasin Wallow Road to South of US Highway 301 (SR 43), Manatee and Hillsborough Counties, Florida (ACI 2009b)* and the *I-75 Manatee County PD&E Study from North of University Parkway to North of Moccasin Wallow Road*. The CRAS documents were submitted to and approved by the State Historic Preservation Officer (SHPO) (Florida Division of Historical Resources [FDHR] Project Nos. 2008-6947, 2009-7635, and 2009-7642).

Archaeological background research revealed that no archaeological sites have been recorded within the archaeological APE, but seven previously recorded sites were recorded within one mile. These sites consist of a lithic scatter (8MA01167), burial mound (8MA00044), earthworks (8MA00049), and campsites (8MA01291, 8MA01375, 8MA01495) as well as a multicomponent site with a pre-Contact period component and a homestead (8MA01494). One of these campsites was also a specialized site for procuring raw materials (8MA01291). Five of these sites were determined ineligible for listing in the NRHP by the SHPO (8MA01167, 8MA01291, 8MA01375, 8MA01494, 8MA01495), while the remaining sites were either not evaluated for listing in the NRHP or did not have sufficient information for the SHPO to make a determination of eligibility. A review of relevant site locational information for environmentally similar areas within Manatee County and the surrounding region indicated a low potential for the occurrence of pre-Contact and historic archaeological sites within the archaeological APE due to disturbance caused by roadway construction, the presence of poorly drained soils, agricultural activity, and recent residential development as well as the project being substantially limited to the ROW. The background research indicated that pre-Contact period sites, if present, would most likely be small campsites or lithic/artifact scatters; and any historic sites, if located, would probably be associated with the naval stores or timber industries during the early 20th century. As a result of field survey, no historic or pre-Contact period archaeological sites were identified within the APE for the corridor or pond/FPC sites.

Historic background research indicated that one historic resource was previously recorded within the historic APE (8MA02042). A circa (ca.) 1965 Masonry Vernacular style building (8MA02042) was

recorded by Janus Research in 2016 and determined ineligible for listing in the NRHP by the SHPO (Survey No. 22952). In addition, an unrecorded segment of Cabbage Slough (8MA02582) is located within the historic APE.

Historic/architectural field survey resulted in the identification and evaluation of two historic resources (8MA02042 and 8MA02582) within the historic APE. These include one previously recorded Masonry Vernacular style building (8MA02042) constructed ca. 1965 and a newly identified segment of a previously recorded linear resource, Cabbage Slough (8MA02582), constructed ca. 1912. Overall, the updated building has been altered, lacks sufficient architectural features, and is not a significant embodiment of a type, period, or method of construction. In addition, background research did not reveal any historic associations with significant persons and/or events. Thus, the resource does not appear eligible for listing in the NRHP, either individually or as a part of a historic district. The newly identified segment of the previously recorded linear resource is a common example of a drainage ditch found throughout Florida and does not have any historic associations with significant persons and/or events; however, there is insufficient information to evaluate the resource as a whole.

Based on the review summarized above, FDOT has determined that this project, 454096-1, will result in *no historic properties affected*.

In accordance with Stipulation III.B of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of the Principal Investigator meeting the Secretary of the Interior's Professional Qualification Standards (36 CFR/Part 61, Appendix A and 48 FR 44716) in the fields of History, Archaeology, and Architectural History.

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

If you have any questions or need further assistance, please contact Jeffrey W. James, District Environmental Manager, at (863) 519.2625 or Jeffrey.James@sot.state.fl.us.

Based on the review summarized above, FDOT has determined that this project 454096-1-21-01 will result in **No Historic Properties Affected**. In accordance with Stipulation III.B. of the Section 106 Programmatic Agreement (PA), this review was conducted by or under the supervision of a person(s) meeting the *Secretary of the Interior's Professional Qualifications Standards (36 C.F.R. Part 61, Appendix A and 48 FR 44716)* in the fields of History, Archaeology, and Architectural History. The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the FHWA and FDOT.

Sincerely,

Electronically signed by Emily Barnett **FOR** Jeffrey James on July 24, 2025

The Florida State Historic Preservation Officer (SHPO) reviewed the submission referenced above and finds the document contains sufficient information and concurs with the information provided for the above referenced project.

In accordance with the *Programmatic Agreement Among the FHWA, the FDOT, the ACHP, and the SHPO Regarding Implementation of the Federal-Aid Highway Program in Florida* (2023 PA), and appended materials, if providing concurrence with a finding of **No Historic Properties Affected** for a whole project, or to **No Adverse Effect** on a specific historic property, SHPO shall presume that FDOT may pursue a *de minimis* use of the affected historic property in accordance with Section 4(f) as set forth within 23 CFR. 774 and its implementing authorities, as amended, and that their concurrence as the official with jurisdiction (OWJ) over the historic property is granted.

SHPO/FDHR Comments



August 5, 2025

Signed

Date

Alissa S. Lotane, Director

Florida Division of Historical Resources

cc: Lindsay Rothrock, Cultural & Historical Resource Specialist
FDOT Office of Environmental Management

Submitted Documents

- [45409612101-CE2-D1-454096-1 Rev July 2025 CRAS I-75 Moccasin Wallow-2025-0722.pdf](#) (Cultural Resources Assessment Survey (CRAS))
454096-1 Rev_July 2025 CRAS I-75_Moccasin_Wallow
- [45409612101-CE2-D1-454096-1 I-75 SHPO files-2025-0724.zip](#) (Florida Master Site File Forms)
454096-1 I-75 SHPO files

Natural Resources Appendix

Contents:

FDACS Correspondence

USFWS Species Concurrence Letter

FWC Response

Bell, Aubyn

From: Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Sent: Tuesday, December 2, 2025 4:58 PM
To: Muchuruza, Victor
Cc: nicole.harris; Harris, Nicole; Bell, Aubyn; Joyner, Melody
Subject: FW: Document Review Confirmation for Natural Resource Evaluation for Review
Importance: High

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see below.

Sincerely,
Kathern Cothern
Project Manager IV
Corridors Program Office – D1
801 North Broadway Ave., MS 1-41
Bartow, Florida 33830
☎ (863) 519-2331
✉ Kathern.cothern@dot.state.fl.us

From: admin@fla-etat.org <admin@fla-etat.org>
Sent: Tuesday, December 2, 2025 4:54 PM
To: Mark.Kiser@fdacs.gov
Cc: Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>; william.kiser@fdacs.gov
Subject: Document Review Confirmation for Natural Resource Evaluation for Review

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: 454096-1 I-75 (SR 93) at Moccasin Wallow NRE
Document: Natural Resource Evaluation for Review
Submitted By: Mark Kiser
Global: Yes
Comments:

FDACS/Florida Forest Service staff has reviewed the Natural Resources Evaluation and finds it to be satisfactory. The FFS commends the use of BMPs and commitments (section 7.2 of NRE) to protect listed fauna, and the use of mitigation to offset impacts to wetlands.

Best management practices, including containment booms and silt fencing, should be used to protect wetlands and significant surface waters from contaminants, erosion, and other construction impacts. If any listed plants are present, they should be protected to the degree possible, or translocated to a suitable alternative site by an organization such as the Florida Native Plant Society. Caution should be exercised around invasive plants so as not to cause further spread; decontaminating equipment and machinery, and revegetating disturbed areas with plants native to the area to prevent the spread of non-native plants is recommended.

FFS/FDACS concurs with the proposed effect determinations for state and federal listed plant species, supports the project implementation measures and commitments described in section 7.2 of the NRE to protect wildlife, and recommends all BMPs be followed to protect surrounding wetlands and water quality. FFS / FDACS staff are willing to assist with listed plant relocation efforts if needed.

Bell, Aubyn

From: Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Sent: Monday, December 15, 2025 9:10 AM
To: Muchuruza, Victor; nicole.harris; Harris, Nicole
Cc: Joyner, Melody; Bell, Aubyn
Subject: FW: Document Review Confirmation for NRE_454096-1

Importance: High

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please see below.

Sincerely,
Kathern Cothern
Project Manager IV
Corridors Program Office – D1
☎ (863) 519-2331
✉ Kathern.cothern@dot.state.fl.us

From: admin@fla-etat.org <admin@fla-etat.org>
Sent: Monday, December 15, 2025 9:05 AM
To: zakia_williams@fws.gov
Cc: Cothern, Kathern <Kathern.Cothern@dot.state.fl.us>
Subject: Document Review Confirmation for NRE_454096-1

EXTERNAL SENDER: Use caution with links and attachments.

A review was received for the following:

Event: 454096-1 I-75 (SR 93) at Moccasin Wallow NRE
Document: NRE_454096-1
Submitted By: Zakia Williams
Global: Yes
Comments:

The Service has reviewed our Geographic Information Systems (GIS) database for recorded locations of federally listed threatened and endangered species on or adjacent to the project study area. The GIS database is a compilation of data received from several sources. Based on review **of our GIS database, the Service notes that the following federally listed species may occur in or** near the project area.

Audubon's crested caracara

The project is located in the geographic range of the threatened Audubon's crested caracara (*Caracara cheriway* = *Polyborus plancus audubonii*; caracara). If suitable nesting habitat occurs in or within 985 feet of the project footprint, the Service recommends that the Florida Department of Transportation (FDOT) conduct surveys, based on the Service's guidance, to determine the status of active caracara nests in or near the project corridor. The Service acknowledges that the FDOT will perform surveys in the design phase of the project.

The project corridor is located in the Core Foraging Area (CFA; all lands within 18.6 miles) of active nesting colonies of the threatened wood stork (*Mycteria americana*). The Service believes that the loss of wetlands within a CFA due to an action could result in the loss of foraging habitat for the wood stork. To minimize adverse effects to the wood stork, we recommend that any lost foraging habitat resulting from the project be replaced within the CFA of the affected nesting colony. Moreover, wetlands provided as mitigation should adequately replace the wetland functions lost because of the action. The Service does not consider the preservation of wetlands, by itself, as adequate compensation for impacts to wood stork foraging habitat, because the habitat lost is not replaced. Accordingly, any wetland mitigation plan proposed should include a restoration, enhancement, or creation component. In some cases, the Service accepts wetlands compensation located outside the CFA of the affected wood stork nesting colony. Specifically, wetland credits purchased from a "Service Approved" mitigation bank located outside of the CFA would be acceptable to the Service, provided that the impacted wetlands occur within the permitted service area of the bank.

For projects that impact 5 or more acres of wood stork foraging habitat, the Service requires a functional assessment be conducted using our "Wood Stork Foraging Analysis Methodology" (Methodology), and this document is available upon request.

Eastern Indigo Snake

The Service acknowledges the FDOT's commitment to using the Eastern Indigo Snake Standard Protection Measures.



Florida Fish and Wildlife Conservation Commission

Commissioners

Rodney Barreto
Chairman
Coral Gables

Steven Hudson
Vice Chairman
Fort Lauderdale

Preston Farris
Tampa

Gary Lester
Oxford

Albert Maury
Coral Gables

Gary Nicklaus
Jupiter

Sonya Road
St. Augustine

Office of the Executive Director

Roger A. Young
Executive Director

Charles "Rett" Boyd
Assistant Executive Director

George Warthen
Chief Conservation Officer

Jessica Crawford
Chief of Staff

Division of Habitat and Species Conservation
Melissa Tucker
Director

850-488-3831

Managing fish and wildlife resources for their long-term well-being and the benefit of people.

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: 850-488-4676

Hearing/speech-impaired:
800-955-8771 (T)
800 955-8770 (V)

MyFWC.com

November 25, 2025

Kathern Cothern
Florida Department of Transportation District 1
801 North Broadway Avenue
Bartow, Florida 33830
kathern.cothern@dot.state.fl.us

Re: I-75 at Moccasin Wallow Road, Natural Resource Evaluation, Manatee County

Dear Ms. Cothern:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the above-referenced Natural Resources Evaluation (NRE) report in accordance with FWC's authorities under Chapter 379, Florida Statutes, and Chapter 68A-27, Florida Administrative Code.

The Florida Department of Transportation District One (FDOT D1) is conducting a Project Development and Environment (PD&E) study (ETDM 14552) for the Interstate 75 (I-75)/State Road 93 at Moccasin Wallow Road interchange in Manatee County. The study evaluates increasing capacity, improving traffic operations, and enhancing safety along I-75, its ramps, and the Moccasin Wallow Road interchange. The preferred alternative includes construction of braided ramps between the I-275 interchange and Moccasin Wallow Road interchange, conversion of the I-75 at Moccasin Wallow Road interchange from a traditional diamond to a diverging diamond interchange, and capacity improvements along Moccasin Wallow Road, including the adjacent intersections at Gillette Drive and Buffalo Road. The project is 2.75 miles in length along I-75 from north of I-275 to north of Moccasin Wallow Road and 0.75 miles in length along Moccasin Wallow Road from Gillette Drive to Buffalo Road, and some additional right-of-way acquisition will be required. Stormwater management ponds and floodplain compensation sites will be included.

The NRE report was prepared as part of the PD&E study to document and summarize the wetlands, surface waters, protected species, critical habitat, and essential fish habitat within the project's corridor; evaluate potential impacts associated with the proposed project; provide effect determinations for protected species; identify mitigation needs, and coordinate with federal and state regulatory and resource agencies. FWC staff agrees with the effect determinations and supports the project implementation measures and commitments for protected species. Further coordination could be required during future species-specific surveys and project permitting.

For specific technical questions regarding the content of this letter, please contact Kristee Booth at (850) 363-6298 or Kristee.Booth@MyFWC.com. All other inquiries may be directed to ConservationPlanningServices@MyFWC.com.

Sincerely,

Laura DiGruttolo
Land Use Planning Supervisor
Office of Conservation Planning Services

ld/kb
I-75 at Moccasin Wallow Road NRE_64244_11252025

Physical Resources Appendix

Contents:

Noise Maps



Draft Noise Study Report Appendix B: Project Aerials
 I-75 at Moccasin Wallow Road PD&E Study
 From North of I-275 to North of Moccasin Wallow Road,
 Manatee County
 FPID: 454096-1
 Page 1 of 4

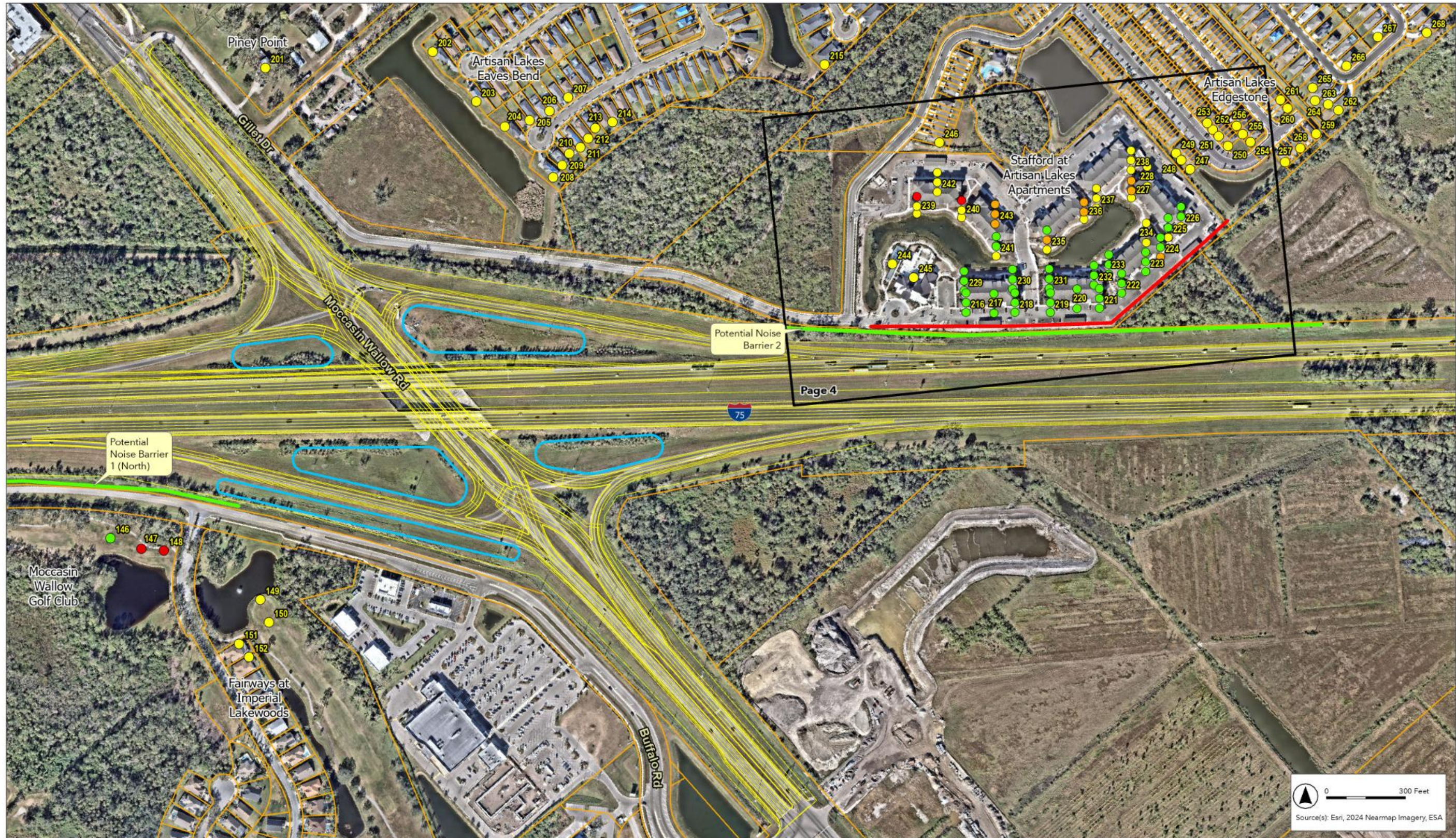


Evaluated Receptors

- Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited
- Not Impacted & Benefited
- Validation Monitoring Sites

- Potentially Feasible and Cost Reasonable Noise Barrier
- Preferred Alternative
- Preferred Ponds
- Parcels





Draft Noise Study Report Appendix B: Project Aerials
 I-75 at Moccasin Wallow Road PD&E Study
 From North of I-275 to North of Moccasin Wallow Road,
 Manatee County
 FPID: 454096-1
 Page 2 of 4



Evaluated Receptors

- Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited
- Not Impacted & Benefited
- Validation Monitoring Sites

— Potentially Feasible and Cost Reasonable Noise Barrier

- Preferred Alternative
- Existing Privacy Wall
- Preferred Ponds
- Parcels





Draft Noise Study Report Appendix B: Project Aerials
 I-75 at Moccasin Wallow Road PD&E Study
 From North of I-275 to North of Moccasin Wallow Road,
 Manatee County
 FPID: 454096-1
 Page 3 of 4



Evaluated Receptors

- Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited
- Not Impacted & Benefited
- Validation Monitoring Sites

- Potentially Feasible and Cost Reasonable Noise Barrier
- Preferred Alternative
- Preferred Ponds
- Parcels





Evaluated Receptors

- Impacted & Benefited
- Impacted & Not Benefited
- Not Impacted & Not Benefited
- Not Impacted & Benefited

- (A) First Floor
- (B) Second Floor
- (C) Third Floor

- Potentially Feasible and Cost Reasonable Noise Barrier
- Preferred Alternative
- Existing Privacy Wall
- Parcels



Public Involvement Appendix

Contents:

Virtual Public Hearing Transcript 02032026

In Person Public Hearing Transcript 02052026

Virtual Public Hearing Certification

In Person Public Hearing Certification

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FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

VIRTUAL

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

I-75 AT MOCCASIN WALLOW ROAD

FPID NO: 454096-1

5:00 p.m. to 6:00 p.m.

February 3, 2026

Reported by:

Brett Rickel, Court Reporter

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P R O C E E D I N G S

February 3, 2026

5:06 p.m.

MS. SMITH: Good evening, everyone.

Welcome to 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.

Tonight, FDOT is hosting this hearing online. We appreciate your participation. We'll begin the formal hearing shortly, but first, let me walk through how to participate and submit comments online.

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 statements verbally.

The purpose of tonight's hearing is to present the proposed improvements, share the analysis conducted to date and receive your feedback. We encourage you to review the materials, ask questions and provide comments.

1 You may review the project materials and
2 submit your comments or questions by accessing
3 the GoToWebinar control panel. This is located
4 on the right-hand side of your screen. If it is
5 minimized, click on the orange arrow at the top
6 to open it up.

7 If you would like to make a formal comment
8 tonight, please type your name, organization, if
9 you are affiliated with one, and address into
10 the Questions pane at the bottom of the control
11 panel. Once you are asked to un-mute to speak,
12 you will click on the microphone near the top of
13 the control panel and turn it green. You can
14 enter your request to speak at any point in the
15 hearing tonight.

16 If you are joining us by phone this
17 evening, you will see the panel at the top of
18 your screen, if you are on a tablet, it will be
19 at the top of your screen. If you would like to
20 request to speak, please click on the question
21 mark icon, and it will open the field to type in
22 your name, address and organization if you are
23 affiliated with one. If you happen to have any
24 technical difficulties, please visit
25 support.goto.com for help.

1 In a moment, the FDOT Project Manager,
2 Nicole Harris, will begin the hearing. Once the
3 formal hearing begins, the project video will
4 play, before the formal comment period. We will
5 begin the hearing momentarily.

6 If you wish to make a verbal comment during
7 the formal comment period, you may type "I wish
8 to speak" in the questions box on the control
9 panel at any time. After the hearing
10 presentation, we will call on participants to
11 provide their comments in the order in which the
12 request was received.

13 As a reminder the formal hearing
14 presentation will begin at 5:30 p.m. At this
15 time, I will pass to Victor Muchuruza, the
16 Consultant Project Manager for this project, who
17 will go over the exhibit materials prepared to
18 support this project. After you have a chance
19 to review the hearing materials, please submit
20 any written questions or comments you may have
21 and our technical staff should be able to
22 respond to you online.

23 MR. MUCHURUZA: Now I'm going to walk you
24 through the exhibits available in the
25 GoToWebinar control panel Handouts pane. You'll

1 find the following handouts: The project
2 overview, typical sections, interchange
3 modification concept that is presented in four
4 different 3D views, floodplains details, the
5 evaluation matrix and the project schedule.

6 Once you've had a chance to look over the
7 exhibits, feel free to send in any written
8 questions or comments in the question box on the
9 GoToWebinar control panel. Our technical staff
10 will be ready to respond to you online.

11 The first exhibit is the project overview
12 board. That describes the purpose and need for
13 this project, along with the key design features
14 of the proposed improvements. This project area
15 is experiencing rapid growth in traffic demand,
16 which is shown by comparing 2024 and 2050, which
17 is the design year, daily traffic volumes.

18 The exhibit also highlights the safety
19 issues in the project area using crashes that
20 occurred between January 1, 2019, through June
21 30, 2024. Three hundred forty three total
22 crashes that occurred in the project area during
23 this period. The crash density image, on the
24 right, identifies areas with a high frequency of
25 crashes, marked in dark orange. You will also

1 find contact information for the Project
2 Manager, Nicole Harris. By scanning the QR
3 code, it will take you to the project page on
4 the Southwest Connect website.

5 The typical sections board highlights the
6 four proposed typical sections which include:
7 Cross sections for Moccasin Wallow Road, I-75
8 bridges, I-75 north of the Moccasin Wallow Road
9 interchange and I-75 south of the interchange.

10 For Moccasin Wallow Road, the plan includes
11 widening to six lanes, three in each direction,
12 adding a shared-use path on the north side and a
13 sidewalk on the south side. The I-75 cross
14 sections will generally stay the same for the
15 through lanes like in existing conditions, with
16 the main change being additional auxiliary
17 lanes, including the elevated section of the
18 southbound off-ramp to I-275. Both bridges will
19 be replaced, and the new southbound bridge will
20 include an extra lane to accommodate the
21 elevated off-ramp to I-275.

22 The interchange modifications board present
23 four different views of the 3D rendered concepts
24 illustrating the proposed improvements. Each
25 concept is shown in context with existing

1 businesses, existing residential communities and
2 regional connections to Sarasota and Tampa. The
3 first view which is shown here is prepared with
4 the camera positioned at the I-75 southbound
5 off-ramp to I-275, looking northeast. It shows
6 the braided-ramp improvements that separate I-75
7 southbound on-ramp traffic from Moccasin Wallow
8 Road and the I-75 southbound off-ramp traffic to
9 I-275. New I-75 bridges are visible near the
10 center of the view of this board, along with the
11 diverging diamond interchange along Moccasin
12 Wallow Road.

13 The second board is a zoomed 3D-rendered
14 view of the braided ramp improvements at the
15 I-75 and Moccasin Wallow Road interchange. As
16 you can see, I-75 runs north-south, with the
17 southbound lanes labeled to Sarasota and the
18 southbound lanes labeled to Tampa. The image
19 highlights the braided ramp configuration, where
20 the elevated I-75 southbound to I-275 passes
21 over the I-75 southbound on-ramp from Moccasin
22 Wallow Road. An arrow labeling braided ramp
23 points to the elevated ramp structure.

24 The third board presents a south-to-north
25 3D view of the proposed improvements,

1 illustrating how they connect to the I-275
2 ramps. Farther to the north, the board
3 highlights the proposed new I-75 bridges and the
4 diverging diamond interchange at Moccasin Wallow
5 Road. The fourth view of the interchange
6 modification, the camera is tilted to show
7 closeup of the braided ramp, new bridges and
8 diverging diamond interchange.

9 The floodplains board presents a detailed
10 map of the study area, showing the project's
11 beginning and ending points. It includes key
12 elements such as parcel boundaries and roadway
13 names to provide spatial context. The extents
14 of the 100-year flood areas are highlighted in
15 blue, making it easier to identify locations at
16 high risk of potential flood.

17 The map also labels all proposed stormwater
18 ponds and floodplain compensation or FPC sites
19 for the project. These include Pond A1, Pond
20 B1-A, Pond B1-B, Pond C1, Pond D1, FPC A1, FPC
21 C1, and FPC D1. These features are specifically
22 called out to illustrate the planned
23 improvements and their relationship to mitigate
24 potential floodplain impacts.

25 The comparative evaluation matrix board

1 presents the criteria used to assess and compare
2 the No-Build Alternative and Build Alternative
3 along with their potential impacts, for the
4 project. The evaluation criteria cover several
5 areas including the purpose and need, social and
6 economic, cultural, natural and physical
7 resources. It also presents estimated project
8 cost, in the millions.

9 The project schedule board outlines the
10 activities and milestones for the Project
11 Development and Environmental Study. Starting
12 in April 2024, where the project began, running
13 through June 2026, where we expect to receive
14 approval for this study. Key project activities
15 include public engagement, traffic analysis,
16 alternatives analysis, draft documents, Public
17 Hearing, final documents and study approval.

18 We are currently at the Public Hearing
19 stage. You'll also find contact information for
20 the Project Manager, Nicole Harris, along with a
21 QR code that links directly to the project
22 website.

23 MS. SMITH: As a reminder the formal
24 hearing presentation will begin at 5:30 p.m. In
25 the meantime, continue to review the exhibits

1 available in the handout section of the
2 GoToWebinar control panel. After you have a
3 chance to review the hearing materials, please
4 submit any written questions or comments you may
5 have and our technical staff should be able to
6 respond to you online.

7 Our first question is, is this similar to
8 the Universal Parkway Project?

9 MR. MUCHURUZA: The answer is yes. This
10 interchange improvement at Moccasin Wallow Road
11 is a proposed diverging diamond concept as
12 similar to University Parkway. This design will
13 improve traffic flow and safety while reducing
14 congestion and delay.

15 MS. SMITH: Thank you, Victor. We'll give
16 everyone a few more moments to ask any questions
17 that may arise.

18 Our next question is, what is the estimated
19 start or end time of construction?

20 MS. HARRIS: Here, I can answer that on
21 behalf of Victor. Currently, the construction
22 phase is not funded, so exact timing is not
23 known. The next phase of the project is design,
24 which is after the PD&E is approved.

25 MS. SMITH: Thank you, Nicole.

1 And as a reminder, the formal hearing
2 presentation will begin at 5:30. Our team is
3 working to formulate answers to any questions
4 that come up during this time.

5 Our next question is, how will traffic flow
6 be impacted during construction? Will we be
7 able to get off at Moccasin Wallow?

8 MR. MUCHURUZA: Okay. So I will answer
9 that. Any traffic disruption during
10 construction will be minimized by following the
11 FDOT standard protocols for construction.
12 Moccasin Wallow is expected to remain open
13 during construction, so there won't be any need
14 to -- or road closure.

15 MS. SMITH: Thank you, Victor.

16 Our next question is, what plans are in
17 place to build a sound barrier along this area?
18 It is already noticeably loud from my house, but
19 this looks like it will increase the noise
20 level.

21 MR. MULBARGER: Thank you for your
22 question. I understand that you are concerned
23 with the Woods of Moccasin Wallow community, and
24 the traffic noise study was conducted as part of
25 this overall PD&E Study for the project. And

1 just to give you a little bit of background, we
2 use a computer model to predict traffic noise
3 levels at residences and other noise-sensitive
4 land uses adjacent to the project area because,
5 obviously, the roadway has not been improved
6 yet. So we want to make sure we're evaluating
7 the future condition once the roadway has been
8 improved with the concepts you've seen here
9 tonight and is operating at its maximum
10 capacity.

11 The results of that study did not predict
12 any traffic noise impacts within the Woods of
13 Moccasin Wallow community. That does not mean
14 that you cannot hear it. I'm sure you can. But
15 the predicted traffic noise levels are below the
16 threshold at which the Department is required to
17 consider noise abatement measures. So at this
18 time, there is currently no noise abatement plan
19 for the Woods of Moccasin Wallow community.

20 MR. MUCHURUZA: I also want to expand to
21 that. In the handouts area, there are two
22 brochures. One is related to FDOT noise
23 evaluation process as well as a right-of-way
24 acquisition process for sure. So you may take a
25 look on those.

1 MS. SMITH: Thank you, Mike, and Victor.

2 MR. MUCHURUZA: Michael, there's a
3 follow-up on what year was the noise study
4 conducted?

5 MR. MULBARGER: So again, the analysis
6 itself has been conducted within the last year
7 as part of the overall PD&E Study. But as I
8 stated previously, the Department is required to
9 use a computer model that performs sound-level
10 predictions at noise-sensitive land uses based
11 on the roadway geometry, topography, terrain,
12 shielding, and other factors in the area that
13 influence noise levels.

14 So we don't go out and measure noise levels
15 at everybody's house because that is not
16 feasible. So the analysis is based on the
17 design year traffic, which is the year 2050 for
18 the project.

19 MS. SMITH: Thank you, Mike.

20 And so in just a moment, the formal
21 presentation will begin at 5:30, in which, after
22 the presentation is completed, you'll have a
23 chance to speak any other comments aloud.

24 MS. HARRIS: Good evening, everyone. Thank
25 you for joining us for the Public Hearing for

1 the Project Development and Environment Study or
2 PD&E Study for the I-75 at Moccasin Wallow Road
3 in Manatee County. I'm Nicole Harris, the
4 Florida Department of Transportation Project
5 Manager for this study.

6 This study covers the corridor from north
7 of I-275 to north of Moccasin Wallow Road. We
8 appreciate your participation. Our team,
9 including FDOT representatives and consultants,
10 is here to hear your feedback. We would like to
11 acknowledge and thank any elected officials
12 present for your attendance and participation in
13 this hearing. We encourage you to sign in with
14 your name and the office you represent for the
15 project record.

16 Now we will listen to the project video.

17 RECORDING: The open house where you are
18 invited to review project materials and provide
19 comments and writing. Second, listen to a
20 presentation. And third, a formal comment
21 period following the presentation where you will
22 have the opportunity to provide oral statements.

23 Now I will read the following information
24 for the record. This is the Public Hearing for
25 the I-75 at Moccasin Wallow Road PD&E Study.

1 From north of I-275 to north of Moccasin Wallow
2 Road in Manatee County, Florida. Financial
3 Project Identification Number 454096-1-21-01.

4 This Public Hearing is being conducted by
5 the Florida Department of Transportation with
6 the Office of Environmental Management as the
7 approving authority. It is being held virtually
8 online on the GoToWebinar platform on Tuesday,
9 February 3, 2026, at 5:30 p.m. This project is
10 described as a PD&E Study to evaluate and
11 document potential engineering and environmental
12 effects of proposed interchange modifications.

13 This Public Hearing was advertised
14 consistent with state and federal requirements,
15 including Title VI of the Civil Rights Act of
16 1964. Public participation is solicited without
17 regard to race, color, national origin, age,
18 sex, religion, disability or family status.

19 Persons wishing to express their concerns
20 about Title VI may do so by contacting Cynthia
21 Sykes, District 1, Title VI Coordinator, by mail
22 at 801 North Broadway Avenue, Mail Station 1-40.
23 Bartow, Florida 33830, by phone at 863-519-2287
24 or email at cynthia.sykes@dot.state.fl.us. You
25 may also contact Aldrin Sanders, State Title VI

1 Coordinator, Florida Department of
2 Transportation Equal Opportunity Office by mail
3 at 605 Suwannee Street, Mail Station 65
4 Tallahassee, Florida, 32399-0450, by phone at
5 850-414-4764 or email at aldrin.sanders@
6 dot.state.fl.us. This information is shown on a
7 sign at the in-person location, on the project
8 website and in the hearing notifications.

9 This PD&E Study has been conducted by FDOT
10 District 1 in compliance with all applicable
11 federal environmental laws and pursuant to 23
12 United States Code Section 327 and the
13 Implementing Memorandum of Understanding between
14 FDOT and the Federal Highway Administration
15 signed on May 26, 2022. The FDOT Office of
16 Environmental Management in Tallahassee is the
17 approving authority.

18 The purpose of tonight's hearing is to
19 present the proposed improvements and share the
20 analysis conducted to date. This hearing also
21 serves as an official forum for you to express
22 your opinions regarding the proposed
23 improvements and the potential impacts on
24 social, economic, cultural, natural and physical
25 environment. We hold this hearing because your

1 input is critical. It is important that you
2 share your views at this stage of the project
3 when flexibility still exists to incorporate
4 your feedback into the study documents. Final
5 decisions will be based on these documents.

6 The purpose of this Project Development and
7 Environment, or PD&E Study, is to evaluate
8 engineering and environmental data and document
9 information that will assist the Florida
10 Department of Transportation, District 1, and
11 the FDOT Office of Environmental Management in
12 determining what type of improvements are
13 needed, where they should be located, and how
14 they should be designed.

15 Project limits along I-75 extend from I-275
16 to north of Moccasin Wallow Road in Manatee
17 County. Along Moccasin Wallow Road, the project
18 limits extend from Gillet Road to Buffalo Road.
19 The project aims to enhance safety and
20 accommodate future transportation demand,
21 including pedestrian and bicycle needs.

22 Traffic volumes along the project roadways
23 are projected to increase substantially by 2050
24 compared to 2024 levels. For example, Moccasin
25 Wallow Road westbound is projected to grow from

1 about 13,000 vehicles per day in 2024 to nearly
2 48,000 by 2050. On the eastbound direction,
3 traffic is projected to rise from 22,000 to
4 64,000 vehicles per day. On the I-75 northbound
5 direction south of the interchange, volumes will
6 increase from 51,000 to 74,000 vehicles per day
7 and north of the interchange from 44,500 to
8 65,000. Southbound volumes will experience
9 similar growth. This level of increase is
10 unprecedented, and it highlights why planning
11 for future capacity and operational improvements
12 at the interchange is absolutely critical.

13 Crash data collected between January 1st,
14 2019 and June 30, 2024, shows a total of 343
15 reported crashes occurred within the project
16 area. Of those crashes, 23 resulted in serious
17 injuries, 108 involved non-serious injuries and
18 212 were property damage only. This
19 distribution of crash severity highlights
20 reoccurring safety concerns, particularly at the
21 interchange and along Moccasin Wallow Road.
22 These findings reinforce the need for
23 improvements, including better roadway geometry,
24 upgraded signal systems, and enhanced
25 accommodations for pedestrians and bicyclists.

1 The I-75 at Moccasin Wallow Road
2 Interchange PD&E Study was recommended as
3 Project 13 and the I-75 Southwest Connect North
4 Corridor Master Plan completed by FDOT in 2023.
5 Based on traffic analysis conducted during the
6 master plan, a diverging diamond interchange, or
7 DDI, concept was recommended to address the high
8 volume of turning movements on Moccasin Wallow
9 Road. Additionally, the master plan recommended
10 separating I-75 southbound on-ramp traffic from
11 Moccasin Wallow Road and I-75 southbound off
12 ramp traffic to I-275 to eliminate weaving and
13 improve traffic operations and safety.

14 As part of the PD&E Study, we evaluated two
15 options. The No-Build Alternative and the Build
16 Alternative. The No-Build Alternative, also
17 referred to as the no action alternative, means
18 retaining the existing roadways and interchange
19 as they are today with routine maintenance.
20 While this alternative preserves existing
21 infrastructure, it does not address the future
22 traffic growth, recurring congestion or safety
23 concerns identified in the study.

24 The Build Alternative, on the other hand,
25 includes several improvements designed to

1 address projected traffic demands, enhance
2 safety, and accommodate all users, drivers,
3 pedestrians, and bicyclists, which are,
4 converting the existing I-75 interchange to a
5 diverging diamond interchange. This innovative
6 design reduces congestion and makes it easier
7 and safer to enter and exit the highway. Adding
8 braided ramps on southbound I-75 will keep
9 traffic that's entering the highway separate
10 from traffic that's exiting. This reduces
11 driver conflicts and helps traffic move more
12 safely and smoothly.

13 Reconstructing bridges along I-75.

14 Upgrades will bring bridges up to current
15 standards and provide capacity needed for
16 increased traffic volumes. Widening moccasin
17 Wallow Road. This will add capacity and reduce
18 delays during peak hours. The widening also
19 includes shared use paths, sidewalks and bike
20 lanes to support multimodal travel. Installing
21 stormwater ponds. This will help manage
22 rainwater runoff and reduce the risk of flooding
23 in nearby areas. Together, these improvements
24 will enhance mobility and safety for the entire
25 corridor.

1 Along I-75, the Build Alternative will
2 maintain four lanes heading north and three
3 lanes heading south, each 12 feet wide. Both
4 on-ramps and the southbound off ramp will have
5 two lanes, while the northbound off-ramp will
6 have one. Both off-ramps will include emergency
7 stopping areas for added safety. Existing
8 bridges will be replaced, eliminating current
9 design limitations caused by bridge peers. This
10 change allows for a more efficient, diverging
11 diamond interchange layout within the existing
12 right-of-way.

13 The Build Alternative includes braided
14 ramps along southbound I-75 to support safer and
15 more efficient access to I-275 and from I-75.
16 Braided ramps are designed to eliminate crossing
17 conflicts where traffic enters and exits the
18 highway close together. Instead of drivers
19 weaving across each other, one ramp passes over
20 or under the other, similar to how strands and a
21 braid cross without touching. By eliminating
22 crossing conflicts, this design improves safety
23 and helps traffic flow more smoothly by
24 separating vehicles going in different
25 directions.

1 Along Moccasin Wallow Road, the Build
2 Alternative proposes a diverging diamond
3 interchange to improve traffic flow and safety.
4 This design reduces conflict points and
5 accommodates high turning volumes, making it
6 easier for vehicles to move through the
7 interchange efficiently. To further improve
8 mobility, the diverging diamond interchange will
9 include additional through lanes and turn lanes
10 at the intersection, helping keep traffic moving
11 during peak hours.

12 For pedestrians, a new sidewalk will be
13 constructed on the south side of the corridor,
14 while a shared use path will be added on the
15 north side. Dedicated bicycle lanes will also
16 be provided on both sides of the roadway,
17 providing safer, separate spaces for cyclists.

18 FDOT evaluated effects of the proposed
19 improvements with respect to social and
20 economic, cultural, natural and physical
21 resources in accordance with the National
22 Environmental Policy Act, or NEPA, of 1969 as
23 amended. Results of the Social and Economic
24 Analysis showed that no changes to population,
25 demographic characteristics, or land use in the

1 study area are anticipated from the
2 implementation of this project. The project
3 will enhance mobility along I-75 and Moccasin
4 Wallow Road. It is anticipated that the project
5 may result in minor impacts to prime farmlands
6 adjacent to the project.

7 A Cultural Resource Assessment Survey was
8 conducted in accordance with the National
9 Historic Preservation Act of 1966 and Florida
10 Statutes. The findings from the survey did not
11 identify any impacts to archaeological sites or
12 historic resources within the project study area
13 that are eligible for listing in the National
14 Register of Historic Places. The State Historic
15 Preservation Officer concurred with these
16 findings.

17 FDOT has evaluated species and their
18 habitats within the project limits and continues
19 to coordinate with environmental agencies,
20 including the U.S. Fish and Wildlife Service and
21 the Florida Department of Agriculture and
22 Consumer Services. Based on this evaluation,
23 the proposed project may affect, but is not
24 likely to adversely affect the following
25 federally listed species: Sood stork, eastern

1 indigo snake and crested caracara.

2 Additionally, the project is anticipated to have
3 no adverse effect on the following State listed
4 species: Gopher tortoise, little blue heron,
5 tricolored heron and red margin zephyrlily.

6 However, the project may have potential for
7 adverse effects on the giant airplant.

8 Coordination with Environmental Resource
9 Agencies will continue throughout the next phase
10 of the project, including design and
11 construction.

12 FDOT has evaluated wetlands within the
13 project limits in accordance with Executive
14 Order 11990 Protection of Wetlands. The
15 proposed improvements will affect approximately
16 14 acres of wetlands and 4 acres of other
17 surface waters. FDOT will mitigate unavoidable
18 wetland impacts resulting from this project's
19 construction to meet requirements of Florida
20 Statutes and the United States Code.

21 FDOT has evaluated potential water quality
22 impacts associated with the project. To protect
23 water resources, the proposed stormwater
24 management facilities will be designed in full
25 compliance with the current requirements of the

1 Southwest Florida Water Management District.
2 These facilities are intended to manage runoff
3 effectively, improve water quality and reduce
4 flooding risks. The pond locations shown on the
5 concept plan are preliminary and will continue
6 to be refined during the design phase and
7 coordinated with property owners.

8 FDOT has evaluated the project for
9 potential floodplain involvement in accordance
10 with Executive Order 11988 floodplain
11 management. Project impacts to the 100-year
12 floodplain are unavoidable due to the locations
13 of water bodies and low-lying areas where the
14 project widening must occur. There are six
15 areas within the proposed project footprint
16 where flood plain impacts will occur, resulting
17 in approximately 7.89 acre feet of floodplain
18 impacts. Four off-site floodplain compensation
19 sites were identified to offset potential
20 impacts. There is no significant change in
21 flood risk, nor is there a significant change in
22 the potential for interruption or termination of
23 emergency services or emergency evacuation
24 routes due to flooding.

25 FDOT evaluated current and future traffic

1 noise levels as part of the PD&E Study.
2 Preliminary findings indicate that noise
3 barriers may be feasible and reasonable for
4 several residential and recreational areas near
5 the roadway, including Imperial Lakes, Spanish
6 Point Villas, Stafford at Artisan Lakes
7 Apartments, and portions of Moccasin Wallow Golf
8 Club. These barriers would help reduce traffic
9 noise for nearby homes and outdoor spaces. FDOT
10 is committed to considering these noise
11 reduction measures. A more detailed review will
12 take place during the final design phase to
13 confirm safety, engineering feasibility,
14 cost-effectiveness and community support.
15 Public input will play an important role in this
16 process. Please refer to the FDOT noise
17 brochure available in the handouts pane.

18 Results of the environmental contamination
19 screening identified nine potential
20 contamination sites within the project area. Of
21 these, four were ranked medium, with the hazards
22 linked to petroleum-related spills, asbestos,
23 former agricultural use, and industrial
24 operations involving hazardous materials. These
25 four sites will undergo a level two testing

1 during the design phase.

2 The evaluation matrix compares benefits,
3 impacts, and costs for each alternatives. When
4 compared to the No-Build Alternative, the Build
5 Alternative meets the purpose and need by
6 addressing future traffic demand and improving
7 safety, unlike the No-Build Alternative. Three
8 vacant parcels are needed for stormwater ponds,
9 requiring about 10.98 acres of new right-of-way
10 to be acquired. Low impacts to cultural
11 resources, including archaeological sites and
12 historic resources. Environmental impacts
13 include about 18.6 acres of wetlands and 7.89
14 acre feet of floodplain with mitigation planned.

15 Twenty five protected species could
16 potentially be present, but adverse impacts are
17 low. Four contamination sites have medium risk,
18 requiring additional evaluation during design
19 phase. Six additional noise sensitive sites may
20 be affected by the Build Alternative and two
21 noise walls are recommended to help reduce
22 traffic noise impacts. Some utilities'
23 relocations will be necessary to accommodate the
24 proposed improvements. The estimated total
25 project cost is about \$250 million, including

1 design, right-of-way, mitigation and
2 construction.

3 The Build Alternative was selected as the
4 preferred alternative based on an evaluation of
5 the project's purpose and need, as well as
6 environmental and engineering factors associated
7 with both the No-Build and Build Alternatives.
8 The decision also considered the results of the
9 comparative alternatives analysis and input
10 received throughout the PD&E Study process.
11 Most of the roadway improvements are within
12 existing right-of-way, except at southbound
13 braided ramp where additional right-of-way is
14 needed. Additional right-of-way will be needed
15 for floodplain compensation sites that have been
16 placed on vacant parcels.

17 This project will not cause any relocation
18 of families or businesses. All right-of-way
19 acquisitions will be conducted in accordance
20 with Florida Statute 339.09 and the Federal
21 Uniform Relocation Assistance and Real Property
22 Acquisition Policies Act of 1970, commonly known
23 as the Uniform Act. The FDOT right-of-way
24 brochure can be found in the handouts pane.

25 The PD&E Study began in Spring 2024 and is

1 expected to be completed by the end of June this
2 year. The next step after today's Public
3 Hearing is to incorporate your input into the
4 decision-making process. After the comment
5 period closes and your input has been
6 considered, a decision will be made, and the
7 final PD&E document will be sent to the FDOT
8 Office of Environmental Management for approval.

9 Project documents are available for viewing
10 at Rocky Bluff Branch Library 6750 US Highway
11 301 North, Ellenton, Florida 34222 until
12 February 16th. You may also visit the project
13 website at [www.swflinterstates.com/
14 i75-north-corridor/454096-1](http://www.swflinterstates.com/i75-north-corridor/454096-1) for the latest study
15 information, schedule, and upcoming events.

16 We encourage your input and feedback about
17 this project, and there are multiple ways for
18 you to participate. All comments and questions
19 become part of the Public Hearing record, and
20 every way of submitting them is treated equally.
21 Comments are accepted at any time, but those
22 received or postmarked by February 16th, 10 days
23 after the hearing, will be included in the
24 official hearing record.

25 To submit a comment or question online,

1 please type the comment or question in the
2 question box on the GoToWebinar control panel.
3 Written comments may also be submitted on the
4 project website at [www.swflinterstates.com/
5 i75-north-corridor/454096-1](http://www.swflinterstates.com/i75-north-corridor/454096-1). You may also
6 contact the project manager Nicole Harris
7 directly by email at [nicole.harris@
8 dot.state.fl.us](mailto:nicole.harris@dot.state.fl.us) or by US Mail at the Florida
9 Department of Transportation 801 North Broadway
10 Avenue, Mail Station 1-41, Bartow, Florida
11 33830. You may also call 863-519-2335 to
12 provide verbal comments during normal business
13 hours. This contact information is also
14 available on the Public Hearing notification
15 that you may have received by mail.

16 We encourage you to stay connected with
17 this project by regularly visiting
18 [www.swflinterstates.com/i75-north-corridor/
19 454096-1](http://www.swflinterstates.com/i75-north-corridor/454096-1), for the latest updates.

20 MS. SMITH: This concludes our
21 presentation. We'll now enter the formal public
22 comment period for this hearing. All questions
23 and comments will become part of the Public
24 Hearing record. Please note that the Department
25 will respond to all questions in writing, after

1 the hearing.

2 Anyone who wishes to make a verbal
3 statement regarding the project will now have
4 the opportunity to speak. Please know that
5 tonight's Public Hearing is being recorded. You
6 can request to speak using the GoToWebinar
7 control panel by typing your name and I wish to
8 speak in the questions box on the control panel.
9 When it is your turn, we will call your name and
10 your microphone will be unmuted. Please note
11 that dial-in attendees are in listen only mode.

12 To ensure all who wish to speak today are
13 able to, speakers will have a maximum of three
14 minutes to make a statement, and the Department
15 will respond to all questions in writing after
16 the hearing.

17 When your name is called, you will need to
18 unmute your microphone using the GoToWebinar
19 control panel buttons shown on the slide. If
20 the microphone button is orange, that means you
21 need to unmute yourself. If the microphone
22 button is green, it means that your microphone
23 is unmuted and you may speak at any time.

24 Please state your name and address before
25 making your comment. If you represent an

1 organization, a municipality or other public
2 body, please provide that information as well.

3 To ensure all who wish to speak today are
4 able to, speakers will have a maximum of three
5 minutes to make a statement, and the Department
6 will respond to all questions in writing after
7 the hearing. The timer on the screen will
8 reflect each speaker's remaining time.

9 We are now ready for our first speaker.

10 The first speaker we will call is,
11 Mr. Gates. Please unmute your microphone and
12 start to speak.

13 MR. GATES: Yes, this is Eric Gates at 9225
14 52nd Avenue East, Palmetto.

15 My comment is that the traffic coming from
16 the east to the west, getting on to I-75 south.
17 A lot of times, the left turn lane is full, and
18 they extend into the inside lane of the new
19 two-lane highway. And this turns it back into a
20 one-lane Moccasin Wallow Road. So I have been
21 down to University Parkway many times, and I
22 find the divergent -- diverging diamond
23 interchange to be very -- very accommodating for
24 left-hand turns. And this is what I would vote
25 for.

1 Thank you.

2 MS. SMITH: Thank you for your comment,
3 Mr. Gates. The Department will respond to your
4 question writing after the hearing.

5 So at this time, we don't have any other
6 speakers. We'll give everyone just a few
7 moments to think of any questions you might have
8 and type in, I wish to speak in the questions
9 pane of your control panel.

10 Our next speaker is Malcolm Tenet [ph].
11 Please unmute your microphone and start to
12 speak.

13 MR. TENET: Yes, my question is, is there
14 any proposal for an interchange at Buckeye or is
15 all the traffic from all the new development
16 going to be focused through the Moccasin Wallow
17 interchange?

18 MS. SMITH: Thank you, Mr. Tenet. At this
19 time, the Department will respond to your
20 question in writing after the hearing, but we've
21 taken your comment for the formal record.

22 It doesn't look like we have any other
23 comments or questions at this time. So we're
24 going to give another three minutes or so just
25 to let people collect their thoughts and make

1 any comments as needed.

2 MS. HARRIS: Brianna, I don't see any
3 additional comments coming in. Do you want to
4 go ahead and advance the slide?

5 MS. SMITH: Yep.

6 If there are no other speakers, I'm going
7 to push it back to Nicole to close the hearing.

8 MS. HARRIS: So on behalf of the Florida
9 Department of Transportation, thank you for
10 attending this Public Hearing and providing your
11 input on this project. If you have questions or
12 comments after the hearing, please submit them
13 by February 16th, 2026.

14 Contact information, this presentation,
15 project documents and other exhibits displayed
16 at the Public Hearing are posted on the project
17 website at [www.swflinterstates.com/
18 i75-north-corridor/454096-1](http://www.swflinterstates.com/i75-north-corridor/454096-1).

19 It is now 5:59, and I hereby officially
20 close the Public Hearing for the I-75 at
21 Moccasin Wallow Road PD&E Study.

22 Have a good evening and thank you.

23 (The hearing concluded at 5:59 p.m.)

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C E R T I F I C A T E

STATE OF FLORIDA)

COUNTY OF POLK)

I, BRETT S. RICKEL, Court Reporter, certify that I was authorized to report and transcribe the aforementioned Public Hearing and that the transcript is a true and complete record of the recording.

I further certify that I am not a relative, employee, attorney or counsel of any of the parties, nor am I financially interested in the outcome of the foregoing action.

DATED this 16th day of February, 2026.

Brett S. Rickel

BRETT S. RICKEL, Court Reporter
Notary Public, State of Florida
(electronic signature)

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FLORIDA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

FIRST BAPTIST CHURCH OF GILLETTE

3301 MOCCASIN WALLOW ROAD

PALMETTO, FLORIDA 34221

PROJECT DEVELOPMENT AND

ENVIRONMENT (PD&E) STUDY

I-75 AT MOCCASIN WALLOW ROAD

FPID NO: 454096-1

5:00 p.m. to 6:30 p.m.

February 5, 2026

Reported by:

Cindy R. Green, Court Reporter

* * * * *

P R O C E E D I N G S

February 3, 2026

5:06 p.m.

MS. HARRIS: Good evening, everyone. Thank you for joining us for the Public Hearing for the Project Development and Environment Study or the 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. The study covers the corridor from north of I-75 to north of Moccasin Wallow Road.

We appreciate your participation. Our team, including FDOT representatives and consultants, are here to hear your feedback. Anyone who wishes to make a verbal statement regarding this project will now have the opportunity to speak.

You will fill out the 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.

We would like to acknowledge and thank any elected officials present for your attendance

American Court Reporters
407.896.1813

1 and participation in this hearing. We encourage
2 you to sign in with your name and office to
3 represent for the public record. We now will
4 listen to the project video. Our audio isn't
5 working, so I'll be talking.

6 The agenda for tonight's public hearing
7 are: First, the open house where you're invited
8 to review project materials and provide comments
9 in writing. Second, listen to a presentation.
10 And third, a formal comment period following the
11 presentation where you will have the opportunity
12 to provide oral statements.

13 Now I will read the following information
14 for the record. This is the public hearing for
15 the I-75 at Moccasin Wallow Road PD&E Study from
16 north of I-275 to north of Moccasin Wallow Road
17 in Manatee County, Florida. Financial Project
18 Identification Number 454096-1-21-01.

19 This public hearing is being conducted by
20 the Florida Department of Transportation with
21 the Office of Environmental Management as the
22 approving authority. It is being held at the
23 First Baptist Church of Gillette, located at
24 3301 Moccasin Wallow Road, Palmetto, Florida
25 34221, on Thursday, February 5th, 2026, at 6:00

1 p.m.

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

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

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

19 You may also contact Aldrin Sanders,
20 Title 6 Coordinator, Florida Department of
21 Transportation, Equal Opportunity Office by mail
22 at 605 Suwannee Street, Mail Station 65,
23 Tallahassee, Florida 32399-0450, by phone at
24 850-414-4764, or email at [aldrin.sanders@](mailto:aldrin.sanders@dot.state.fl.us)
25 dot.state.fl.us.

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

4 This PD&E study has been conducted by FDOT
5 District 1 in compliance with all applicable
6 federal environmental laws and pursuant to 23
7 United States Code Section 327 and the
8 implementing memorandum of understanding between
9 FDOT and the Federal Highway Administration
10 signed on May 26, 2022. The FDOT Office of
11 Environmental Management in Tallahassee is the
12 approving authority.

13 The purpose of tonight's hearing is to
14 present the proposed improvements and share the
15 analysis conducted to date. The hearing also
16 serves as an official forum for you to express
17 your opinions regarding the proposed
18 improvements and their potential impacts on
19 social, economic, cultural, natural, and
20 physical environments.

21 We hold this hearing because your input is
22 critical. It is important that you share your
23 views at this stage of the project when
24 flexibility still exists to incorporate your
25 feedback into the study documents. Final

1 decisions will be based on these documents.

2 The purpose of this Project Development and
3 Environment, or PD&E study is to evaluate
4 engineering and environmental data and document
5 information that will assist the Florida
6 Department of Transportation, District 1, and
7 the FDOT Office of Environmental Management in
8 determining what types of improvements are
9 needed, where they should be located, and how
10 they should be designed.

11 The project limits along I-75 extend from
12 I-275 to north of Moccasin Wallow Road in
13 Manatee County. Along Moccasin Wallow Road, the
14 project limits extend from Gillette Road to
15 Buffalo Road.

16 The project aims to enhance safety and
17 accommodate future transportation demand,
18 including pedestrian and bicycle needs. Traffic
19 volumes along the project roadways are projected
20 to increase substantially by 2050 compared to
21 2024 levels.

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

1 rise from 22,000 to 64,000 vehicles per day.

2 On the I-75 northbound direction, south of
3 the interchange, volumes will increase from
4 51,000 to 74,000 vehicles per day and north of
5 the interchange from 44,500 to 65,000.

6 Southbound volumes will experience similar
7 growth.

8 This level of increase is unprecedented,
9 and it highlights by planning for future
10 capacity and operational improvements at the
11 interchange is absolutely critical.

12 Crash data collected between January 1st,
13 2019 and July -- I'm sorry -- and June 30th,
14 2024, shows a total of 343 reported crashes
15 occurred within the project area. Of those
16 crashes, 23 resulted in serious injuries, 108
17 involved non-serious injuries and 212 were
18 property damage only.

19 This distribution of crash severity
20 highlights reoccurring safety concerns,
21 particularly at the interchange and alongside
22 Moccasin Wallow Road. These findings reinforce
23 the need for improvements, including better
24 roadway geometry, upgraded signal systems, and
25 enhanced accommodations for pedestrian and

1 bicyclists.

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

6 Based on traffic analysis conducted during
7 the Master Plan, a Diverging Diamond
8 Interchange, or DDI, concept was recommended to
9 address the high volume of turning movements on
10 Moccasin Wallow Road. Additionally, the Master
11 Plan recommended separating I-75 southbound on
12 ramp traffic from Moccasin Wallow Road and I-75
13 southbound off ramp traffic to I-275 to
14 eliminate weaving and improve traffic operations
15 and safety.

16 As part of the PD&E study, we evaluated two
17 options, the no-build alternative and the build
18 alternative. The no-build alternative, also
19 referred to as the no action alternative, means
20 retaining the existing roadways and interchange
21 as they are today with routine maintenance.
22 While this alternative preserves existing
23 infrastructure, it does not address the future
24 growth, recurring congestion, or safety concerns
25 identified in the study.

1 The build alternative, on the other hand,
2 includes several improvements designed to
3 address projected traffic demands, enhance
4 safety, and accommodate all users, drivers,
5 pedestrians, and bicyclists, which are
6 converting the existing I-75 interchange to a
7 Diverging Diamond Interchange. This innovative
8 design reduces congestion and makes it easier
9 and safer to enter and exit the highway.

10 Adding braided ramps on southbound I-75
11 will keep traffic that enters the highway
12 separate from the traffic that's exiting. This
13 reduces driver conflicts and helps traffic move
14 more safely and smoothly.

15 Reconstructing bridges along I-75 upgrades
16 will bring bridges up to current standards and
17 provide capacity needed for increased traffic
18 volumes.

19 Widening Moccasin Wallow Road. This will
20 add capacity and reduce delays during peak
21 hours. The widening also includes shared use
22 paths, sidewalks, and bike lanes to support
23 multimodal travel.

24 Installing stormwater ponds. These will
25 help manage rainwater runoff and reduce the risk

1 of flooding in nearby areas. Together, these
2 improvements will enhance mobility and safety
3 for the entire corridor.

4 Along I-75, the build alternative will
5 maintain four lanes heading north and three
6 lanes heading south, each 12 feet wide.

7 Both on-ramps and the southbound off-ramp
8 will have two lanes, while the northbound
9 off-ramp will have one.

10 Both off-ramps will include emergency
11 stopping areas for added safety.

12 Existing bridges will be replaced
13 eliminating current design limitations caused by
14 bridge piers. This change allows for a more
15 efficient Diverging Diamond Interchange layout
16 with the existing right-of-way.

17 The build alternative includes braided
18 ramps along southbound I-75 to support safer and
19 more efficient access to I-275 from I-75.

20 Braided ramps are designed to eliminate crossing
21 conflicts where traffic enters and exits the
22 highway close together. Instead of drivers
23 weaver across each other, one ramp passes over
24 or under the other, similar to how strands in a
25 braid cross without touching.

1 By eliminating crossing conflicts, this
2 design improves safety and helps traffic flow
3 more smoothly by separating vehicles going in
4 different directions.

5 Along Moccasin Wallow Road, the build
6 alternative proposes a Diverging Diamond
7 Interchange to improve traffic flow and safety.
8 This design reduces conflict points and
9 accommodates high turning volumes, making it
10 easier for vehicles to move through the
11 interchange efficiently.

12 To further improve mobility, the Diverging
13 Diamond Interchange will include additional
14 through lanes and turn lanes at the
15 intersection, helping keep traffic moving during
16 peak hours.

17 For pedestrians, a new sidewalk will be
18 constructed on the south side of the corridor,
19 while a shared use path will be added to the
20 north side.

21 Dedicated bicycle lanes will also be
22 provided on both sides of the roadway, providing
23 safer, separate spaces for cyclists.

24 FDOT evaluated effects of the proposed
25 improvements with respect to social and

1 economic, cultural, natural, and physical
2 resources in accordance with the National
3 Environmental Policy Act or NEPA of 1969 as
4 amended.

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

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

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

15 A cultural resource assessment survey was
16 conducted in accordance with the National
17 Historic Preservation Act of 1966 and Florida
18 Statute. The findings from the survey did not
19 identify any impacts to archaeological sites or
20 historic resources within the project study area
21 that are eligible for listing in the National
22 Register of Historic Places. The State Historic
23 Preservation Officer conferred with these
24 findings.

25 FDOT has evaluated species and their

1 habitats within the project limits and continues
2 to coordinate with the environmental agencies,
3 including the U.S. Fish and Wildlife Service and
4 the Florida Department of Agriculture and
5 Consumer Services. Based on this evaluation,
6 the proposed project may affect, but is not
7 likely to adversely affect the following
8 federally listed species: Wood stork. Eastern
9 Indigo snake. And crested caracara.

10 Additionally, the project is anticipated to
11 have no adverse effect on the following
12 state-listed species: Gopher tortoise. Little
13 blue heron. Tricolored heron. And redmargin
14 zephyrlily.

15 However, the project may have potential for
16 adverse effects on the giant airplant.
17 Coordination with environmental resource
18 agencies will continue throughout the next
19 phases of the project, including design and
20 construction.

21 FDOT has evaluated wetlands within the
22 project limits in accordance with Executive
23 Order 11 990, Protection of Wetlands.

24 The proposed improvements will affect
25 approximately 14 acres of wetlands and 4 acres

1 of other surface waters.

2 FDOT will mitigate unavoidable wetland
3 impacts resulting from this project's
4 construction to meet requirements of Florida
5 statutes and the United States Code.

6 FDOT has evaluated potential water quality
7 impacts associated with the project. To protect
8 water resources, the proposed stormwater
9 management facilities will be designed in full
10 compliance with the current requirements of the
11 Southwest Florida Water Management District.

12 These facilities are intended to manage
13 water runoff effectively, improve water quality,
14 and reduce flooding risk.

15 The pond location shown on the concept
16 plans are preliminary and will continue to be
17 refined during the design phase and coordinated
18 with property owners.

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

23 Project impacts to the 100-year floodplain
24 are unavoidable due to the locations of water
25 bodies and low-lying areas where the project

1 widening must occur.

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

8 There is no significant change in flood
9 risk, nor is there significant change in the
10 potential for interruption of termination of
11 emergency services for emergency evacuation
12 routes due to flooding.

13 FDOT evaluated current and future traffic
14 noise levels as part of the PD&E study.
15 Preliminary findings indicate that noise
16 barriers may be feasible and reasonable for
17 several residential and recreational areas near
18 the roadway, including Imperial Lakes, Spanish
19 Point Villas, Stafford at Artisan Lakes
20 Apartments, and portions of Moccasin Wallow Golf
21 Club.

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

24 FDOT is committed to considering these
25 noise reduction measures. A more detailed

1 review will take place during the final design
2 phase to confirm safety, engineering
3 feasibility, cost-effectiveness, and community
4 support.

5 Public input will play an important role in
6 this process.

7 Results of the environmental contamination
8 screening identified nine potential
9 contamination sites within the project area. Of
10 these, four were ranked medium with the hazards
11 linked to petroleum-related spills, asbestos,
12 former agricultural use, and industrial
13 operations involving hazardous materials.

14 These four sites will undergo a Level II
15 testing during the design phase.

16 The evaluation matrix compares benefits,
17 impacts, and costs for each alternative. When
18 compared to the no-build alternative, the build
19 alternative meets the purpose and need by
20 addressing future traffic demand and improving
21 safety, unlike the no-build alternative.

22 Three vacant parcels are needed for
23 stormwater ponds requiring about 10.98 acres of
24 new right-of-way to be acquired.

25 Low impacts to cultural resources,

1 including archaeological sites and historic
2 resources.

3 Environmental impacts include about 18.6
4 acres of wetlands and 7.89 acre feet of flood
5 plain. With mitigation planned, 25 protected
6 species could potentially be present, but
7 adverse impacts are low.

8 Four contamination sites have medium risk
9 requiring additional evaluation during design
10 phase. Six additional noise sensitive sites may
11 be affected by the build alternative and two
12 noise walls are recommended to help reduce
13 traffic noise impacts. Some utilities
14 relocations will be necessary to accommodate the
15 proposed improvements.

16 The estimated total project cost is about
17 250 million, including design, right-of-way,
18 mitigation, and construction.

19 The build alternative was selected as the
20 preferred alternative based on an evaluation of
21 the project's purpose and need, as well as
22 environmental and engineering factors associated
23 with both the no-build and the build
24 alternatives.

25 The decision also considered the results of

1 the comparative analysis and input received
2 through the PD&E study process. Most of the
3 roadway improvements are within existing
4 right-of-way, except that southbound braided
5 ramp, where additional right-of-way is needed.

6 Additional right-of-way will be needed for
7 floodplain compensation sites that have been
8 placed on vacant partials. This project will
9 not cause any relocation of families or
10 businesses. All right-of-way acquisitions will
11 be conducted in accordance with the Florida
12 Statute 339.09 and the Federal Uniform
13 Relocation Assistance and Real Property
14 Acquisition Policies Act of 1970, commonly known
15 as the Uniform Act.

16 Right-of-way specialists are here tonight
17 and available to speak with you about the
18 process.

19 The PDE study began in Spring 2024 and is
20 expected to be complete by the end of June this
21 year. The next step after today's public
22 hearing is to incorporate your input into the
23 decision-making process. After the comment
24 period closes and your input has been
25 considered, a decision will be made and the

1 final PD&E document will be sent to the FDOT
2 Office of Environmental Management for approval.

3 Project documents are available for viewing
4 at Rocky Bluff Branch Library, 6750 US Highway
5 301 North, Ellington, Florida 34222 until
6 February 16th.

7 You may also visit the project website at
8 [www.swflinterstates.com/i75-north-corridor/
9 454096-1](http://www.swflinterstates.com/i75-north-corridor/454096-1) for the latest study information,
10 schedule and upcoming events.

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

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

21 Attendees are encouraged to speak with the
22 project team members to ask questions and
23 provide input. To submit a comment for the
24 public hearing record, please complete a printed
25 comment form and return it to the project staff.

1 You might also provide your comment
2 directly to the court reporter.

3 You may also contact the project manager,
4 Nicole Harris, directly by mail, email, at
5 nicole.harris@dot.state.fl.us, or by US Mail at
6 the Florida Department of Transportation, 801
7 North Broadway Avenue, Mail Station 1-41,
8 Bartow, Florida 33830.

9 You may also call 863-519-2335 to provide
10 verbal comments during normal business hours.
11 This contact information is also available on
12 the public hearing notification that you may
13 have received in the mail.

14 We encourage you to stay connected with
15 this project by regularly visiting [www.swfl](http://www.swflinterstates.com/i-75-north-corridor/454096-1)
16 interstates.com/i-75-north-corridor/454096-1 for
17 the latest updates. This concludes our
18 presentation.

19 We'll now enter the formal public comment
20 period for this hearing. All questions and
21 comments will become part of the public hearing
22 record. Please note that the Department will
23 respond to all questions in writing after the
24 hearing.

25 Anyone who wishes to make a verbal

1 statement regarding the project will now have
2 the opportunity to speak. You may fill out a
3 speaking request card to provide your statement
4 on the microphone when called upon, or you may
5 provide your statement directly to the court
6 reporter after the hearing is concluded.

7 To ensure all who wish to speak today are
8 able to, speakers will have a maximum of three
9 minutes to make a statement, and the Department
10 will respond to all questions in writing after
11 the hearing.

12 We will now call upon participants who have
13 requested to speak. Has anyone requested to
14 speak? Does anyone have interest in speaking?

15 MR. LACORE: Sure, I'll give it a shot.

16 MS. HARRIS: All right. Okay.

17 If you don't mind, please, we ask that you
18 limit your comments to three minutes. The timer
19 on the screen will reflect your time remaining.

20 Remember that all questions will be
21 responded to in writing after the hearing. And
22 if you could please state your name and
23 organization if you're affiliated with one.

24 MR. LACORE: My name is Robert Lacore. I
25 live over in the Esplanade in Artisan Lakes.

1 MS. HARRIS: Can you please use the
2 microphone, sir.

3 THE REPORTER: Yes, I can't hear.

4 MR. LACORE: Can you hear me now?

5 THE REPORTER: Yes, sir. Thank you.

6 MR. LACORE: My name is Bob Lacore. I live
7 over at Artisan Lakes, 5614 Certa Place, and
8 very encouraged to see that FDOT has been
9 looking at this since 2024.

10 We moved in here about two-and-a-half years
11 ago, and it's amazing the amount of traffic, the
12 amount of residents that have moved into this
13 area. And as we look around from Buckeye Street
14 down to Moccasin Wallow, down to 301, there's
15 thousands of homes going in.

16 So I was very encouraged to see the
17 (unintelligible). And then tonight, looking at
18 all of the renditions of what's going to happen,
19 it looks like an amazing plan. When I look at
20 how much traffic is moved down over to UTC, this
21 is going to have the same type of configuration.

22 So myself, I'm very excited what's going
23 on, and I look forward to the start of the
24 discussion.

25 Thank you.

1 MS. HARRIS: Thank you for your comment.

2 As a reminder, the Department will respond to
3 your question in writing after the hearing.

4 Do we have anyone else who wishes to make a
5 statement?

6 Please come to the microphone.

7 MS. RUSHER: Hi, I'm Kim Rusher. I live in
8 Imperial Lakes.

9 You brought up the thing about the traffic
10 noise reduction, and I thought it was kind of a
11 little bit unclear. So I wanted to ask, is this
12 something that's going to for sure be part of
13 this project? And if so, would it happen prior
14 to the construction, during the construction, or
15 after the construction? That's it.

16 MS. HARRIS: Thank you for your comment.
17 The Department will respond to your question in
18 writing after the hearing.

19 Do we have anyone else that wishes to make
20 a statement? (No response.)

21 On behalf of the Florida Department of
22 Transportation, thank you for attending the
23 public hearing and providing your input for this
24 project.

25 If you have comments or questions after the

1 hearing, please submit them by February 16th,
2 2026.

3 Contact information, this presentation,
4 project documents, and other exhibits displayed
5 at the public hearing are posted on the project
6 website at [www.swflininterstates.com/
7 i75-north-corridor/454096-1](http://www.swflininterstates.com/i75-north-corridor/454096-1).

8 It is now 6:30, and I hereby officially
9 close the public hearing for the I-75 of
10 Moccasin Road PD&E Study.

11 MS. PETTINGER: Can I comment to you, or do
12 I have to fill out one of the cards?

13 THE REPORTER: You can comment to me, but
14 if you would kind of stand near those
15 microphones, that would be very helpful.

16 MS. PETTINGER: Stand by the microphone.

17 THE REPORTER: If you would, because I
18 can't -- with all the acoustics.

19 MS. PETTINGER: No problem.

20 THE REPORTER: Thank you. Oh, and make
21 sure you state your name.

22 MS. PETTINGER: Marilyn Pettinger, Imperial
23 Lakes Estates.

24 My question is about funding. How much
25 funding is needed to start the project? Where

1 is the funding coming from? Federal? State?
2 County?

3 I'm just trying to understand the timeframe
4 of how much funding is needed to start and then
5 to continue.

6 Thank you.

7 THE REPORTER: Thank you.

8 (The public hearing concluded at 6:30 p.m.)

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C E R T I F I C A T E

STATE OF FLORIDA)

COUNTY OF ORANGE)

I, CYNTHIA R. GREEN, Court Reporter,
certify that I was authorized to report and
transcribe the aforementioned Public Hearing and
that the transcript is a true and complete record of
the recording.

I further certify that I am not a relative,
employee, attorney or counsel of any of the parties,
nor am I financially interested in the outcome of
the foregoing action.

DATED this 16th day of February, 2026.

Cindy R. Green

CYNTHIA R. GREEN, Court Reporter
Notary Public, State of Florida
(electronic signature)

Commission Expiration: 07/02/28
Commission No.: HH 567524

PUBLIC HEARING CERTIFICATION

I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Project Development and Environment (PD&E) Study

from N. of US 301 to N. of Moccasin Wallow Road

Manatee County, Florida

Financial Management No.: 454096-1-21-01

I certify that a public hearing was conducted on 02/03/2026, beginning at 05:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Nicole B. Harris

(Name)

February 20, 2026

Date

SWEPT Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on February 20, 2026 10:14:01 AM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - 45409612101-CE2-D1-020326_VIRTUAL_FINAL_TRANSCRIPT-2026-0217.pdf

PUBLIC HEARING CERTIFICATION

I-75 (SR 93) FROM NORTH OF I-275 TO NORTH OF MOCCASIN WALLOW ROAD

Project Development and Environment (PD&E) Study

from N. of US 301 to N. of Moccasin Wallow Road

Manatee County, Florida

Financial Management No.: 454096-1-21-01

I certify that a public hearing was conducted on 02/05/2026, beginning at 05:00 PM for the above project. A transcript was made and the document attached is a full, true, and complete transcript of what was said at the hearing.

Nicole B. Harris

(Name)

February 20, 2026

Date

SWEPT Project Manager

(Title of FDOT Representative)



Electronically signed within SWEPT
on February 20, 2026 10:18:12 AM EST
(electronic signature on file)

Link to Public Hearing Transcript

1 - 45409612101-CE2-D1-020526_IN_PERSON_PALMETTO_FINAL_TRANSCRIPT-2026-0217.pdf