



## Information Sheet

March 20, 2007

In 2003, the Florida Department of Transportation (DOT) approved a plan to widen Interstate 75 to 10 lanes in portions of Collier and Lee Counties, with lanes for general purpose traffic (operating much as the existing lanes do today), and lanes for express traffic. Under phase one, FDOT plans to construct one new lane in each direction from Golden Gate Parkway to Colonial Boulevard (30 miles). Construction is scheduled to start in May 2007 and be completed by late 2010. A total of \$470 million in State and Federal dollars is budgeted for this project. The bids received by Florida DOT do not allow the construction of the two new lanes from Colonial Boulevard to SR 80.

- ◆ According to a traffic study, some sections of I-75 will have Levels of Service E, which is below the regionally adopted Levels of Service for I-75, when the six lanes open in 2010. As a result, motorists will travel at speeds well below the posted speed limits and experience frequent “stop and go” traffic.
- ◆ Two independent traffic studies indicate that by 2015 much of I-75 between Immokalee Road to Colonial Boulevard will experience unacceptable levels of service.
- ◆ Conventional State and Federal funding sources are not available through 2030 to add more than the two new lanes.
- ◆ Without some alternative funding source such as tolls, I-75 will remain six lanes for the next two decades.

The Southwest Florida Expressway Authority (SWFEA) was created in 2005 by the Florida Legislature with the sole purpose of advancing construction of additional tolled lanes on I-75 in Collier and Lee Counties.

- ◆ SWFEA’s traffic and revenue consultant and the Florida Turnpike Enterprise (FTE) (the State’s tolling agency) conducted evaluations concurrently on a variety of lane configurations for the expansion of I-75 to 10 lanes.
- ◆ Both the SWFEA consultant and FTE concluded that the required configuration to generate enough toll revenue to finance and best serve future traffic is four (4) general purpose (non-tolled) lanes on the outside and six (6) tolled express lanes on the inside. A 44-foot multi-modal envelope will be maintained in the median consistent with State policy.



- ◆ This configuration will allow drivers a choice to travel in the four (4) general purpose (non-tolled) lanes or pay a toll to travel in the six (6) express lanes. The express lanes will also help relieve traffic congestion in the general purpose lanes.
- ◆ The SWFEA Consultant and FTE have both recommended initially financing/constructing 10 lanes on I-75 from Immokalee Road to Alico Road (highest traffic volume). This 10-lane section could be completed by 2014.
- ◆ The SWFEA consultant is recommending that the two new inside lanes be tolled upon completion. This would start a revenue stream that would allow SWFEA to immediately begin the design, finance and construction process to complete this first phase of the additional four (4) lanes (ultimate 10 lane section).
- ◆ The revenues generated from tolling the two new inside lanes could be used to finance the completion of the six-laning from Colonial Boulevard to SR 80 and make improvements to the Daniels Parkway interchange.
- ◆ If under the jurisdiction of the SWFEA, the revenues generated from tolling the two new inside lanes could also be used for “quick response” road ranger/tow trucks to efficiently remove vehicles after a traffic accident or other incident to minimize additional congestion. This service would be available to vehicles using any lane, not just the toll lanes.
- ◆ All toll options involve electronic toll collection, using open road tolling and transponders. THERE WOULD NOT BE ANY TOLL BOOTHS ON THE INTERSTATE!

The SWFEA Board has NOT made any decisions or endorsed any of the recommendations. Additional information and detailed evaluations on the various lane configurations, financial feasibility and staging options will be presented to the SWFEA Board at upcoming meetings.

- ◆ The SWFEA has initiated a Public Involvement Program to provide information about the I-75 Express Toll Lanes concept and to receive public input from Southwest Florida. Public support is essential for the advancement of the 10-laning of I-75.