



Florida Department of Transportation
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Interstate 75 at Colonial Boulevard (State Road 884) Interchange Improvements

CONTACT US

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**CONSTRUCTION
 STARTS
 JANUARY 11, 2021**



Financial Project ID Number: 201032-2-52-01

Interstate 75 at Colonial Boulevard (State Road 884) Interchange Improvements



CONSTRUCTION PROJECT

The Florida Department of Transportation will begin construction on the Interstate 75 (I-75) at Colonial Boulevard (State Road 884) interchange to provide improvements to the interchange.

Improvements include:

- Reconfiguration of the I-75 at Colonial Boulevard interchange to a Diverging Diamond Interchange
- Construct a Continuous Flow Intersection (CFI) at the intersection of Colonial Boulevard and Six Mile Cypress Parkway/Ortiz Avenue
- Redirected Crossing U-Turn (RCUT) Intersection at the intersection of Colonial Boulevard/Forum Boulevard
- Replacement and widening of interstate entrance and exit ramps
- Adding emergency stopping sites on the exit ramps
- Widen I-75 from Colonial Boulevard to SR 82/Dr. Martin Luther King, Jr Boulevard to provide for a six-lane divided roadway plus an auxiliary lane in each direction
- Resurface Colonial Boulevard from just west of Colonial Gardens Circle to just east of Dynasty Drive
- Install 5-foot sidewalks with high emphasis crosswalks on Colonial Boulevard
- Install 6.5-foot buffered bike lanes on Colonial Boulevard



PROJECT SCHEDULE*

Stage I: Start early 2021
 Widen I-75

Stage II: Start mid 2021
 Construct DDI

Stage III: Start early 2022
 Construct CFI

Stage IV: Start late 2022
 Construct RCUT

* Note: Schedule is tentative, subject to change, and weather permitting

PROJECT COST

Construction costs are estimated at \$52.7 M

PROJECT CONTRACTOR

Ajax Paving Industries of Florida, LLC

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 FOR CONSTRUCTION ALERTS**
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FDOT VISION

The Florida Department of Transportation's Vision is to provide a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. To help us achieve our Vision, FDOT embraces modern solutions through innovation in planning and design and implementing the latest in safety practices in design and construction.

INNOVATION, SAFETY, & EFFICIENCY

The I-75 at Colonial Boulevard (SR 884) Interchange Improvement project includes three innovative intersection and interchange types to assist FDOT in achieving the goals of increased safety and efficient roadways. Please see the information boxes below briefly describing each of the three innovative designs included in this project - Diverging Diamond Interchange, Continuous Flow Intersection, and Redirected Crossing U-Turn Intersection.



Please visit our website at www.swflroads.com/i75/atcolonialblvd to learn more about each innovation.

What is a Continuous Flow Intersection (CFI) ?

Implements unopposed left turns at intersections by moving traffic over to the other side of the road in advance of signalized intersections

Traffic crosses opposing through lanes at a separate signalized intersection before the main intersection

At the main intersection, left turning and through traffic move simultaneously, increasing efficiency and safety

Traffic signals at the advance crossovers are coordinated with the main intersection to minimize stops

Why?

Increased to safety: fewer conflict points than conventional intersections, and lower delay and fewer stops on major street could reduce rear-end crash rates.

Efficiency of intersection: increase in capacity due to efficient signal phasing, compatible with high-volume turning movements, and more green time for major movements offers better traffic flow



What is a Diverging Diamond Interchange (DDI) ?

DDI crossings eliminate all turning movements from the signalized intersections

All left turn movements occur without crossing oncoming traffic

Results in fewer traffic signal phases and greater traffic capacity

Results in far fewer conflict points, reducing number and severity of crashes

Why?

Increases to safety: reduced conflict points over other interchange types, reduces conflicts between vehicles and pedestrians for most movements, opportunity to safely accommodate pedestrians and bicyclists through interchange with shorter pedestrian crossing distance for some movements and two-stage crossings.

Efficiency of intersection: compatible with high-volume left turning movements, signal phasing allows for more green time for major movements and reduces time at interchange which increases capacity, left-turns onto freeway may be free-flowing, potential for significant delay and travel time savings over standard diamond.



What is a Redirected Crossing U-Turn (RCUT) Intersection?

Safe and efficient management of high traffic volume at intersections with many approaches

Redirects through and left turn traffic from the side street to a right turn and U-turn

Why?

Increased to safety: reduces turning and angle crashes, reduces conflicts between vehicles and pedestrians for most crossing movements, offers shorter crossing distances, potential for mid-block signalized crossings

Efficiency of intersection: Provides travel time reduction from shorter signal cycle lengths, reduce delay and travel time for through traffic, increases intersection capacity

