

## Interchange Justification Report (IJR) Re-Evaluation

### Interstate 10 at Antioch Road

#### 1.3 Purpose and Need

The purpose and need for the project is provided below from the Efficient Transportation Decision Making (ETDM) Summary Report for Project 14237.

**Purpose:** The purpose of this project is to improve regional mobility and increase local accessibility to the transportation network that supports the planned Crestview Bypass.

**Need:** The SR 85 corridor carries nearly twice the annual average daily traffic (AADT) of I-10 and provides access between the Alabama state line to the north, and Ft. Walton Beach to the south, which includes Eglin Air Force base and surrounding beach communities. At present, the interchange between I-10 and SR 85 is the one and only access serving the Crestview urban area. The alternate access to I-10 from the proposed new interchange has potential to improve operations within the adjacent network by relieving congestion.

#### 1.4 Re-Evaluation Reasons

There are three primary reasons necessitating the re-evaluation of the IJR. These are listed below.

**Reason 1 – Design Change Due to Design-Build Alternative Concept:** A design modification to the approved I-10 at Antioch Road interchange concept was proposed during the Design-Build selection process. The approved IJR concept includes PJ Adams Parkway over the existing I-10. The proposed Design-Build concept raises I-10 over PJ Adams Parkway causing changes to ramp lengths and gore points while maintaining the Original IJR geometry and intersection control at the PJ Adams Parkway ramp terminal intersections. Per the 2020 Interchange Access Request Users Guide (IARUG), the re-evaluation shall show that the Design-Build concept satisfies the SO&E acceptability requirements and FHWA's policy points. This means the re-evaluation shall demonstrate that the proposed Design-Build concept satisfies the MOEs used in the evaluation of the approved IJR concept.

**Reason 2 – New Traffic Pattern from Southwest Crestview Bypass (SW Bypass) and East-West Connector:** Since the approval of the IJR, Okaloosa County has advanced funding for construction of the SW Bypass and East-West Connector projects (see Figure 1) which will provide connection to north leg of the proposed I-10 at Antioch Road interchange. These projects were not funded for right-of-way and construction during the development of the Original I-10 at Antioch Road interchange IJR and PD&E and, thus, not included in the Original IJR. Completion of these projects are anticipated to bring additional traffic to the subject interchange. As such, an update to the traffic and safety analysis is needed to reflect this background condition change.

**Reason 3 – Design Change at I-10 at Antioch Road:** The following intersections within the area of influence (AOI) for the Original IJR were modified by the County since the approval of the IJR. These changes will be evaluated in this re-evaluation, as follows:

- PJ Adams Parkway and Arena Road changed from stop-controlled intersection to a traffic signal as a part of the SW Bypass construction.
- PJ Adams Parkway and Antioch Road changed from roundabout to a traffic signal.