

## Purpose and Need

The purpose and need for the interchange modifications were identified in the previously approved 2017 IMR and are summarized below:

- To help serve travel demands created by anticipated countywide population and employment growth and is anticipated to contribute to better traffic operation.
- To enhance overall safety, capacity, and mobility within Lee County, since SR 884 is a major principal arterial and the future land use designation along this corridor is intensive commercial.
- SR 884, a regional facility, is part of the evacuation route network established by the Florida Division of Emergency Management. The improvements to interchange of I-75 and SR 884 are anticipated to enhance evacuation capacity and traffic circulation, which will improve evacuation and response times

## Compliance with FHWA Policy Points

**Policy Point 1:** *An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, and ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (Title 23, Code of Federal Regulations (CFR), paragraphs 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).*

### **Response:**

As demonstrated in the study analysis results, the proposed improvements under the Build alternative provide traffic operational benefit over the No Build alternative within the study area. Based on safety analysis, the Build alternative is anticipated to have a similar or a better safety profile compared to the No Build