

Additionally, please check the balancing between the ramp terminal intersections at SR 29 in the PM peak hour.

Response: The turning movement volumes illustrated in Figure 3-6 will be reviewed and revised where necessary.

Comment 21: Figure 3-6: Please add the peak hour volumes for the EB to NB and WB to NB ramps at Golden Gate Parkway to the figure.

Response: The peak hour volumes for the EB to NB and WB to NB ramps at the Golden Gate Parkway interchange will be added to Figure 3-6.

Comment 22: Page 3-14, Paragraph 4: The paragraph states that the traffic factors were developed using unadjusted traffic count data. Axle correction factors should be applied, where appropriate, before calculating existing traffic factors. In locations with high truck volumes, unadjusted traffic counts (no axle correction) could be significantly different than axle corrected volumes.

Response: The peak hour-to-daily volume ratios for the I-75 mainline segment between CR 951 and Golden Gate Parkway will be recalculated using 24-hour volumes that are axle adjusted. The peak hour-to-daily volume ratios that were calculated for the I-75 mainline segment between SR 29 and CR 951 will not be revised because the average 24-hour mainline volume calculated from the unadjusted traffic count data was very close to the AADT volume (i.e., within 2.0%) recorded at the permanent count station located on this segment and the permanent count station data is based on a vehicle classification count.

Comment 23: Page 3-19, Table 3-5: Please add the 2008 FDOT FTI traffic factors to the table.

Response: The 2008 FDOT FTI traffic factors will be added to this table.

Comment 24: Page 3-22, Section 3.7: Is the 6% heavy vehicle input derived from the average daily value of 12.2% stated on page 3-20? If so, please briefly discuss for clarity.

Response: Yes. This will be briefly discussed for clarity.

Comment 25: Page 3-24: The document states that a PHF of 0.90 was used for the freeway analysis. The mainline counts provided in Appendix B have PHFs ranging from 0.87 to 0.99 with an average PHF of 0.93. Please provide an explanation of how this PHF was selected.

Response: Many of the Peak Hour Factors (PHF's) that are provided on the I-75 mainline count data print-outs in Appendix B were calculated based on 60-minute time periods that occurred outside of the traditional a.m. and p.m. peak periods (i.e., 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). A review of the hourly traffic count data during these four hours indicated that the higher volumes usually occurred between 8:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 5:00 p.m. The a.m. and p.m. Peak Hour Factors (PHF's) were calculated using the mainline traffic count data between 8:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 5:00 p.m. The average a.m. PHF was approximately equal to 0.89 while the average p.m. PHF was approximately equal to 0.91. Therefore, an overall average value of 0.90 was used for the freeway analysis.

Comment 26: Page 3-25, Tables 3-8 and 3-9: Please add text in this Section clarifying why the existing year analysis was done using 2 lanes on the freeway in each direction. The existing year for the IJR is 2008. The IROX project for I-75 widening to 6 lanes was completed in August 2010. Therefore it is ok for the analysis to be done using 2 lanes on the freeway in each direction but this should be highlighted in the report to avoid confusion.

Response: Additional text will be included in this section to clarify why the existing year freeway analysis was conducted using two lanes in each direction.

Comment 27: General – Intersection Analysis: The intersection analysis tables report an overall v/c ratio for study intersections that are signalized. However, the HCS documentation provided does not include this MOE. Please provide backup documentation which includes the overall v/c or provide an explanation in the text as to how this value was derived.

Response: Unfortunately, the short form HCS summary output sheets for signalized intersections do not contain the overall intersection v/c ratios. These ratios are only printed out on the long form summary reports and the detailed summary reports. The short form HCS summary output sheets will be replaced with the detailed HCS summary output sheets for the signalized intersection analyses.

Comment 28: Page 3-26, Table 3-10: Based on comparison with results provided in Appendix C, please correct the following typos:

- Golden Gate Parkway NB On/Off Ramps WB TH AM Avg. delay is reported as 6.7, this value should be 8.2
- Golden Gate Parkway NB On/Off Ramps EB TH AM Avg. delay is reported as 8.2, this value should be 6.7
- Golden Gate Parkway SB On/Off Ramps EB TH PM v/c is reported as 0.56, this value should be 0.92
- Golden Gate Parkway SB On/Off Ramps SB LT PM v/c is reported as 0.19, this value should be 0.91
- Golden Gate Parkway SB On/Off Ramps SB RT PM v/c is reported as 0.19, this value should be 0.77

Response: The typos in Table 3-10 will be corrected.

Comment 29: Existing Conditions Section: Existing crash data is required to be part of this section as per FDOT's Interchange Handbook. Please provide the required historical crash analysis for I-75 within the project area of influence.

Additionally, typically there is discussion of existing environmental constraints that could potentially impact project implementation. While there is a brief discussion of existing land use types and conservation areas, there should also be an inspection of existing wetlands, flood plains and cultural features included.

Response: Historical crash data for I-75 within the project area of influence will be requested from the FDOT's Safety Office and included in the Existing Conditions Section of the document if provided. The FDOT is currently conducting a detailed environmental study to evaluate the cumulative environmental effects anticipated to occur if a new interchange were to be implemented at Everglades Boulevard. The purpose of and results of this Cumulative Effects Evaluation (CEE) Study are discussed in Section 8.7 (Environmental Considerations) of the document. Information regarding the existing wetlands, floodplains and cultural features will be obtained from the FDOT's ETDM website and included in the Existing Conditions Section of this document.

Comment 30: Page 4-1, last paragraph: The paragraph discusses growth in the county between 2000 and 2007. Census data from 2010 is now available. Furthermore, the 2010 census information reflects a downward trend in population growth in Collier County between 2007 and 2010 (2010 Census Population: 321,520). Additionally, employment for Collier County (as reported in the BEBR 2011 Florida Statistical Abstract) decreased significantly between 2000 and 2010 with reported employment of 100,292 in 2009 and 99,912 in 2010. This represents a net decrease in employment in Collier County in the 10 year period. Please provide an explanation as to why the latest available population and employment information was not utilized in this IJR.

Response: The future year land use data that was developed by the Collier Metropolitan Planning Organization (MPO) and approved by the MPO Board was developed back in 2009 before the 2010 census was conducted. The purpose of the discussion in Section 4.2 was to point out that the study area had seen a higher rate of growth than the overall County and was also projected to experience higher future growth rates than the overall County because this is one of the only remaining areas within the County where vacant developable land still exists. The 2007 study area population and employment data that is documented in the report and compared to the corresponding Countywide values is the land use data that is contained in the Collier MPO's base year validated model.

Comment 31: Page 4-2, Table 4-1: Please add a footnote to this table sourcing the information provided.

Response: A footnote will be added to this table identifying the source of the information provided.

Comment 32: Page 4-2: Have Collier County's population projections been revised to account for the economic downturn? The first sentence of the paragraph states that the 2019 population is projected to be 407,100 by 2019; however, BEBR population projections indicate that this population would not be reached in Collier County until after 2023. Additionally, the employment projection of 200,000 would require 2010 employment levels to more than double which is highly unlikely given the current economic climate.

The second paragraph goes on to state very high population and employment growth rates projected for the study area between 2007 and 2019 (4.1% and 10.5% respectively). Given that this area, under existing conditions, is almost completely undeveloped east of CR 951 and includes several designated conservation lands, is it appropriate to assume such high growth rates in this rural area?

The third paragraph discusses the growth in the county between 2019 and 2039 and states that the projected population within Collier County is expected to be 542,500 by 2039; however current BEBR medium forecasts estimate the Collier County population at 506,300 in 2040. Extrapolating from BEBR forecasts, the Collier County population is not expected to reach 542,500 until after 2046.

The introduction of this IJR states that Golden Gates Estates was platted for single family dwelling development in the 1950s and 1960s; based on review of aerial photograph, it has seen little to no development east of CR 951 in the last 50 years. Additionally, Collier and Lee Counties were some of the hardest hit counties in the nation in terms of the economic downturn. There are currently many vacant homes in both counties. Is it reasonable to assume that this area is expected to suddenly have a burst of both residential and commercial development that would support the growth rates assumed for this IJR?

Response: The population projections developed by the County/MPO have not been revised as of yet and will not be revised until the next LRTP update. This information remains as the best information that is available at the present time. These projections served as the basis for the development of the MPO's adopted 2035 Financially Feasible Long Range Transportation Plan which was used as the "base" network in the IJR.

The anticipated future growth in residential and commercial development is not solely related to the pre-platted lots in the Golden Gate Estates, but is also due in large part to the Rural Lands Stewardship Area (RLSA) Overlay, which allows for compact urban development in the area immediately east of the proposed interchange area. The build-out population for the RLSA is projected to be approximately 230,000 with a wide array of commercial and light industrial land uses provided for this future population. The majority of the population growth projected to occur within the County after the year 2020 is projected to occur east of CR 951 and the largest percentage of this projected growth is expected to occur within the RLSA sub-district.

Comment 33: Page 4-3, Tables 4-2 and 4-3: Please add the source of information to these tables.

Response: A footnote will be added to these tables identifying the source of the information provided.

Comment 34: Figures 4-1 through 4-6: Please add the source of the data to each figure's legend.

Response: A footnote will be added identifying the source of the information provided.

Comment 35: Figure 5-1: It is recommended to increase the font size and/or symbology of the road labels in this figure, especially in regards to the subject roadways for Alternatives 3A and 3B.

Response: The road names in Figure 5-1 will be revised to look like Figure 5-2 so they are easier to see.

Comment 36: Figures 6-3 to 6-5: Please add road labels for Green Boulevard and White Lake Boulevard to these figures.

Response: Green Boulevard and White Lake Boulevard will be labeled on Figures 6-3, 6-4 and 6-5.

Comment 37: Page 6-10, Paragraph 1: Correct the typo in the fourth sentence, "...trips on I-75 that exit/enter Collier Collier..."

Response: This typo will be corrected by changing the second "Collier" to "County".

Comment 38: Page 6-10, Paragraph 3: The paragraph states that the average screenline volumes were used as the metric of comparison to determine the reasonableness of traffic variation between alternatives. Using the average volume in effect reduces the magnitude of the variance between alternatives. The no-build scenario (Alternative 1) should be used for comparison as it includes identical network geometry to the other alternatives except for the "build" scenario under study. Additionally, the MLOU specifically states that comparison of model volumes would be No-Build Alternative vs. New Interchange Alternatives. Comparison of the screenline volumes against Alternative 1 indicates that there are several screen lines with volume differences greater than the stated ± 11 percent with some as much as 20% difference. Please provide a discussion as to why the average screenline volume was used for criteria or revise this paragraph.

Response: This paragraph will be revised to reflect comparisons against Alternative 1.

Comment 39: Page 6-12, Table 6-3: Please correct the heading of the table as it states "2019 AADT Volumes" and the table shows 2039 volumes.

Response: The reference to 2019 AADT Volumes in Table 6-3 will be revised to 2039.

Comment 40: Future Year AADTs: Page ix of the Executive Summary states "The implementation of a new interchange is expected to improve the peak period traffic operations on the study area's primary roadways (i.e., CR 951, Immokalee Road, and Golden Gate Boulevard). This suggests that traffic is likely to divert off local roadways to the interstate given the opportunity of an additional interchange. However, there is no discussion of the AADT volumes on these arterials. Please provide this discussion and revise figures to include AADTs on arterial roadways to support this claim.

Response: The Executive Summary will be revised to include a summary discussion of the impact of a new interchange on the study area arterial roadways. This summary will be extracted from the original discussion that was provided in Section 8.1 and Table 8-1 of the draft document. Additional figures will be added to this section to illustrate the arterial roadway AADT volumes.

Comment 41: Page 6-21, Paragraph 2: The paragraph states that the AADTs indicate a demand for a new interchange between SR 29 and CR 951. However, review of the AADT changes between Alternative 1 and Alternatives 4 and 5 indicate that more than 70% of the traffic accessing the new interchange will likely exit the freeway at either CR 951 or Golden Gate Parkway, resulting in as few as 5,000 daily trips utilizing the interchange for long distance trips. This indicates that the demand utilizing the new interchange will likely be accessing the same local arterial network that the proposal is said to relieve. Additionally, the AADT volumes clearly indicate that the new interchange would have an adverse affect on the other service interchanges within the project study area.

Response: Traffic that would enter I-75 via the Everglades Boulevard interchange and exit via the CR 951 interchange or the Golden Gate Parkway interchange would travel approximately 9.0 miles or 12.0 miles. Traffic that would enter I-75 via the Everglades Boulevard interchange and exit via the SR 29 interchange would also travel approximately 12.0 miles. Traffic that would enter I-75 via the Desoto Boulevard interchange and exit via the CR 951 interchange or the Golden Gate Parkway interchange would travel either 10.7 miles or 14.0 miles, while traffic that would enter I-75 via the Desoto Boulevard interchange and exit via the SR 29 interchange would travel 10.5 miles. We do not feel that trips of these lengths are "short distance" trips.

The existing spacing between the CR 951 interchange and the Golden Gate Parkway interchange is approximately 3.3 miles and the existing spacing between the Golden Gate Parkway and interchange and the Pine Ridge Road interchange is approximately 2.6 miles. The existing spacing between the Pine Ridge Road interchange and the Immokalee Road interchange is approximately 4.2 miles while the existing spacing between the Immokalee Road interchange and the Bonita Beach Road interchange (which is located in Lee County) is approximately 4.1 miles. The spacing between the proposed interchange and the immediately adjacent interchanges (i.e., CR 951 and SR 29) is more than double the spacing between any of the other existing interchanges in Collier County or south Lee County and consequently, the trip lengths associated with the new interchange would be more than double the trip lengths associated with the other four interchanges discussed above.

Trips made between the CR 951 interchange and the Immokalee Road interchange are approximately 10.0 miles in length and basically traverse the entire existing urbanized portion of the County. Trips that would be made between the Everglades Boulevard interchange and the CR 951 interchange would only be 1.0 mile shorter in length than these trips. Regional trips made between the CR 951 interchange in Collier County and the Bonita Beach Road interchange in Lee County would be approximately 14.0 miles in length. This trip length is only 2.0 miles longer than the trip length associated with trips made between the Everglades Boulevard interchange and the Golden Gate Parkway interchange.

The trips that are projected to use the new interchange are not expected to access the same local arterial network that the proposal is intended to relieve. Trips that use the new interchange will not need to travel on Golden Gate Boulevard to access CR 951 and on portions of CR 951 to access Golden Gate Parkway, Pine Ridge Road, or Immokalee Road. The implementation of a new interchange is expected to increase the volumes on the SR 29 ramps to/from the west, CR 951 ramps to/from the east, and Golden Gate Parkway ramps to/from the south

(compared to the alternatives that do not include a new interchange). However, the existing volumes on these ramps are extremely low and the future volumes on these ramps for the non-interchange alternatives are in the range of 2,400 vpd to 7,200 vpd. These ramps are underutilized because the only vehicles using these ramps are vehicles that desire to travel between SR 29 and CR 951 (or Golden Gate Parkway) or vehicles that have origins on the east coast of Florida.

The implementation of a new interchange at Everglades Boulevard or Desoto Boulevard is expected to result in a shift in the traffic flows through the CR 951 and Golden Gate Parkway interchanges. Without a new interchange, there is expected to be a heavier north/south through volume on CR 951 at the interchange. With a new interchange, the north/south through volume is expected to decrease while the volumes associated with the movements to/from CR 951 via the westbound off-ramp and the eastbound on-ramp are projected to increase. Without a new interchange, there is expected to be a heavier east/west through volume on Golden Gate Parkway at the interchange. With a new interchange, the east/west through volume is expected to decrease while the volumes associated with the movements to/from Golden Gate Parkway via the northbound off-ramp and the southbound on-ramp are projected to increase.

Comment 42: Page 6-32, Paragraph 3: Traffic factors are typically selected through the review of historical traffic factors and project calculated traffic factors. Please provide additional discussion on how these factors were developed for the IJR.

Response: The traffic factors that were used in the IJR were selected based on a review of the urban and rural traffic factors that were included in the FHWA-approved MLOU for the District One I-75/SR 951 IMR/PD&E Study, as well as the K- and D-factors that were recorded at the two I-75 permanent count stations located within Collier County (i.e., Count Station No. 030351 and Count Station No. 030191).

Comment 43: Figure 6-20: Review of the peak hour volumes versus the AADTs reveal several locations where rounding is a bit off. However, at the ramps to/from the north at Golden Gate Parkway seem to have the peak direction switched. Please revise the peak hour volumes at this location or provide an explanation as to why the peak direction would change north of this interchange.

Response: The peak and off-peak directions for the I-75/Golden Gate Parkway interchange ramps were established based on the existing (2008) peak and off-peak directions. Since the Golden Gate Parkway interchange is the closest interchange to the City of Naples, the ramps to/from the north accommodate a large number of trips from home to work in the a.m. peak and from work to home in the p.m. peak hour.

Comment 44: Figure 6-21: Similar to Figure 6-20, the peak hour volumes on Figure 6-21 have several rounding inconsistencies. In addition to rounding errors, the peak hour volumes on the ramps north of Golden Gate Parkway seem to have calculation errors. The peak and off peak direction volumes as reported on Figure 6-21 are 1,588 and 2,107 respectively. However, calculation of the peak hour volumes using K and D result in the following:

- Ramp AADT = 16,800 per ramp
- AM Peak Hour Volume (northbound) = $16,800 \times 2 \times 0.56 \times 0.11 = 2,070$
- PM Peak Hour Volume (northbound) = $16,800 \times 2 \times (1 - 0.56) \times 0.11 = 1,626$

Please correct these calculation errors.

Response: The peak and off-peak direction volumes on the Golden Gate Parkway interchange ramps to/from the north will be reviewed and revised where necessary.

Comment 45: Figures 6-22 to 6-32: Rounding inconsistencies are present throughout and similar calculation errors to those described in Comment 44 seem to be present at the ramps north of Golden Gate Parkway. Please correct.

Response: The peak and off-peak direction volumes on the Golden Gate Parkway interchange ramps to/from the north will be reviewed and revised where necessary.

Comment 46: Section 6, Future Year Traffic: Were peak hour traffic volumes developed for Alternatives 3a and 3b for the Interim Year? If so, please provide these volumes in figures. If not, please provide an explanation as to why.

Response: As stated on Page 6-21, since there were no significant differences in the 2019 or 2039 AADT volumes projected for I-75 for the three alternatives that did not include a new interchange (i.e., Alternatives 1, 3A and 3B), the 2029 travel demand modeling was only conducted for Alternatives 1, 4 and 5.

Comment 47: Section 6, Future Year Traffic: Please provide figures with peak hour turning movement volumes for all years and all alternatives in this section.

Response: The peak hour turning movement volume graphics that are provided in Section 7.0 will be relocated to Section 6.0.

Comment 48: Future Year Traffic Operations: Analysis results for the future year mainline operations are only provided for the peak direction. However, the signed MLOU states “Level of service analyses will be conducted for both the am and pm peak hours for all three analysis years – 2019, 2029, and 2039.” Please explain the deviation from the approved methodology.

Response: The future year mainline levels of service for the off-peak directions will be added to this section.

Comment 49: Page 7-5, Table 7-3: The correct volume for the I-75 mainline segment between SR 29 and CR 951 in Alternative 5 is 2,106, please correct this typo.

Response: The typo in Table 7-3 will be corrected.

Comment 50: Page 7-6, Paragraph 2: This paragraph states that the CR 951 eastbound off ramp was assumed to be two lanes because the peak hour demand exceeded capacity. This demand is stated to be 2,107 vph however, based on the figures provided; this ramp never serves that traffic volume.

Additionally, no assumptions should be made about future improvements to adjacent interchanges. The alternatives analysis portion of the IJR is what supports the claim that the interchange proposal does not negatively impact the surrounding system. If these impacts are mitigated by capacity improvement assumptions, it negates the intention of the analysis. Geometry for adjacent interchanges should be determined by current planned and programmed improvements.

Response: The approximate capacity of this ramp is expressed in terms of passenger cars per hour. The peak hour peak direction volume of 2,170 is also expressed in terms of passenger cars per hour – not vehicles per hour. Some of the analysis results indicated that overcapacity conditions were projected to occur with or without the implementation of a new interchange. The future year analyses of the alternatives that did not include a new interchange were conducted to provide an indication as to what types of improvements would likely be necessary in the future to provide acceptable operations at these locations. The future year analyses of the new interchange alternatives were conducted to determine if the improvements at the existing interchanges would still yield acceptable operations with the implementation of a new interchange – or would additional improvements be necessary.

Comment 51: Future year ramp analyses: For locations with lane adds/drops, HCM specifies that the operations are determined by capacity checks not only upstream and downstream of the merge/diverge but also the capacity of the ramp itself. Please provide volume to capacity information for the merging/diverging movements at the applicable ramps.

Response: The ramp capacities were checked during the course of conducting these analyses. The volumes and capacities will be provided.

Comment 52: Future year ramp analyses: Based on existing geometry, the SB Off Ramp at Golden Gate Parkway should be analyzed as a typical two lane off ramp – using HCS merge/diverge module. The lane drop does not occur at the ramp, therefore a major merge/diverge or ramp roadway capacity check is not applicable. Please revise the future year analyses and provide updated results.

Response: The southbound off-ramp at Golden Gate Parkway was analyzed as a typical two-lane off-ramp in 2029 and 2039. No lane drop was assumed for this location in these analyses. The footnote in the Merge/Diverge Area Level of Service Tables indicating a drop lane for this ramp was a typo and will be removed. However, based on the existing geometry, we do believe that a major diverge analysis is appropriate for this location in the opening year (2019). North of the Golden Gate Parkway interchange, the three existing southbound mainline lanes are widened to four (to provide the two-lane southbound off-ramp). At the same location the second off-ramp lane is being

developed, there are pavement markings on the inside travel lane indicating that this lane is going to merge. Approximately 1,066 feet north of the off-ramp gore area, the skip striping for the inside mainline lane stops. The last set of pavement markings indicating the need for vehicles to merge right is located approximately 144 feet north of the off-ramp gore area. Since there is not three travel lanes immediately south of the diverge area, this location can essentially be considered to be a lane drop (i.e., either four lanes splitting two (off-ramp)/two (mainline) or three lanes splitting two/two).

Comment 53: Page 7-11, Table 7-5: The analysis results reported for the CR 951 EB Off Ramp for the PM peak hour is D; however, the backup documentation provided in Appendix H shows LOS C. Please correct this typo.

Response: The typo in Table 7-5 will be corrected.

Comment 54: Page 7-15, Section 7.2.2: This section states assumptions of laneage on I-75 and interchanges within the project study area. All mainline and interchange geometry (except for the proposed interchange) should be based on planned and programmed improvements. See Comment 50.

Response: Some of the analysis results indicated that overcapacity conditions were projected to occur with or without the implementation of a new interchange. The future year analyses of the alternatives that did not include a new interchange were conducted to provide an indication as to what types of improvements would likely be necessary in the future to provide acceptable operations at these locations. The future year analyses of the new interchange alternatives were conducted to determine if the improvements at the existing interchanges would still yield acceptable operations with the implementation of a new interchange – or would additional improvements be necessary.

Comment 55: Page 7-32, First Bullet: The bullet only mentions the PM peak hour. However, the southbound off ramp to Golden Gate Parkway is expected to operate at LOS D during both peaks in 2029 under Alternative 4.

Response: The intent of the bullets on the bottom of page 7-25 and the top of page 7-32 was to identify the additional ramps that were operating at Level of Service D with Alternative 4 that were not operating at Level of Service D with Alternative 1. Since the southbound off-ramp to Golden Gate Parkway is projected to operate at Level of Service D in the a.m. peak hour for both Alternatives 1 and 4, our intent was to point out that this ramp is projected to operate at Level of Service D in the p.m. peak hour with Alternative 4 and not with Alternative 1.

Comment 56: Figures 7-11 through 7-15, 7-17 through 7-24: Please provide the turning movement volumes for the northbound ramps at Golden Gate Parkway (i.e. EBR to I-75 NB, and WBR to I-75 Northbound).

Response: These turning movement volumes will be provided.

Comment 57: Figure 7-11: The NBR and reciprocal WBL turning movements at the Golden Gate Parkway interchange are very low and are, in fact, lower than the existing counts. The westbound through movement at the northbound ramp terminal is also lower than the existing counts. Additionally, the NBR at the CR 951 eastbound ramp terminal intersection is lower than the existing count in the PM peak hour. Please provide an explanation for the negative growth in these turning movements.

Response: Historically, the Collier MPO model has always yielded very low volumes for the northbound-to-eastbound and westbound-to-southbound movements. Given the geographical orientation of I-75, Golden Gate Parkway and CR 951; these two movements are somewhat of a U-turn movement and have been extremely low volume movements since the initial opening of the Golden Gate Parkway interchange. Although the a.m. and p.m. peak hour volumes that were derived from the model output are slightly lower than the 2008 peak hour volumes, the model is basically indicating that these two movements are not expected to increase in the future. The volumes for these two movements will be adjusted (increased) to reflect a minor increase compared to the existing counts. In addition, the westbound through movement volume will be corrected.

The northbound right-turn volume at the CR 951 eastbound ramp terminal intersection is lower than the existing count in the p.m. peak hour due to the difference between the directional distribution that was used to derive the future year peak hour volumes and the existing directional distribution. A 56%/44% directional distribution was used to derive the future year peak and off-peak hour volumes. The existing p.m. peak hour directional distribution for the northbound-to-eastbound and westbound-to-southbound movements is approximately 60%/40%. Since the daily volumes for these two movements were not projected to increase significantly by the

year 2019, the 2019 peak direction volume in the p.m. peak hour is slightly lower (i.e., six vehicles lower) than the existing peak direction volume in the p.m. peak hour.

Comment 58: Figures 7-12 and 7-13: The NBR and reciprocal WBL turning movements at the Golden Gate Parkway interchange are very low and are, in fact, lower than the existing counts. The westbound through movement at the northbound ramp terminal is also lower than the existing counts. Please provide an explanation for the negative growth in these turning movements.

Response: Historically, the Collier MPO model has always yielded very low volumes for the northbound-to-eastbound and westbound-to-southbound movements. Given the geographical orientation of I-75, Golden Gate Parkway and CR 951; these two movements are somewhat of a U-turn movement and have been extremely low volume movements since the initial opening of the Golden Gate Parkway interchange. Although the a.m. and p.m. peak hour volumes that were derived from the model output are slightly lower than the 2008 peak hour volumes, the model is basically indicating that these two movements are not expected to increase in the future. The volumes for these two movements will be adjusted (increased) to reflect a minor increase compared to the existing counts. In addition, the westbound through movement volume will be corrected.

Comment 59: Figure 7-14: The NBR turning movement in the PM peak and the eastbound and westbound through movements in the AM Peak at the Golden Gate Parkway interchange are lower than the existing counts. Please provide an explanation for the negative growth in these turning movements.

Response: The 2019 p.m. peak hour northbound right-turn volume at the Golden Gate Parkway ramp terminal intersection is lower than the existing count due to the difference between the directional distribution that was used to derive the future year peak hour volumes and the existing directional distribution. A 56%/44% directional distribution was used to derive the future year peak and off-peak hour volumes. The existing p.m. peak hour directional distribution for the northbound-to-eastbound and westbound-to-southbound movements is approximately 83%/17%. Since the daily volumes for these two movements were not projected to increase significantly by the year 2019, the 2019 peak direction volume in the p.m. peak hour is slightly lower (i.e., two vehicles lower) than the existing peak direction volume in the p.m. peak hour.

The eastbound and westbound through movements at the Golden Gate Parkway interchange will be reviewed and corrected if necessary. With the implementation of a new interchange at Everglades Boulevard, some of the study area vehicles that would otherwise travel westbound on Golden Gate Boulevard, southbound on CR 951 and westbound on Golden Gate Parkway (across I-75) to access the western portion of Collier County, are projected to travel westbound/northbound on I-75 and then westbound on Golden Gate Parkway (after exiting the interstate).

Comment 60: Figure 7-14: The EBL turning volume from the eastbound off ramp at the proposed interchange should be shown as the northbound through movement at the westbound ramp terminal intersection.

Response: The eastbound left-turn volume from the eastbound off-ramp at the proposed interchange will also be shown as the northbound through movement at the westbound ramp terminal intersection.

Comment 61: General Comparison of Alternative 1 volumes vs. Alternative 4 Volumes: Comparison of AADTs and peak hour volumes between Alternatives 1 and 4 reveal the following:

1. The addition of a new interchange between SR 29 and CR 951 will increase volumes on the I-75 mainline. While some increase in volumes is expected with a new interchange, the magnitude of increase in volumes constitutes a lane call change on I-75 between the existing interchanges. In the Design Year 2039, the AADTs on I-75 between SR 29 and CR 951 are expected to be 41,500 in the No Build (Alternative 1), and 65,900 in Build Alternative 4 (Everglades Blvd interchange).
2. In addition to increased demand on the interstate mainline, adjacent interchanges within the study area see an increase in volumes on ramps to/from the east. In 2039, the CR 951 ramps to/from the east experience an AADT increase of 14,600 vehicles per day over the No Build. Similarly, Golden Gate Parkway experiences an AADT increase of 5,800 vehicles per day over the No Build. Peak hour volumes follow the same trends as AADTs. Typically, adding new access to the interstate is expected to relieve adjacent interchanges, but the proposed interchange has the opposite effect.

3. Review of network-wide link AADTs indicate that the proposed interchange will provide some relief to the local roadway network, specifically on CR 951 and Golden Gate Boulevard; however increased demand on the freeway negatively impacts operations over the No Build alternative.
4. AADTs on the freeway links at the eastern and western-most ends of the project are consistent between alternatives. This indicates that the trips accessing the interstate at the proposed interchange are exiting locally. This increase in short-distance trips on the freeway is contrary to FDOT and FHWA policies of maintaining the interstate as a primary route for regional and interstate trips.

If the proposed interchange is to be approved, the resulting changes in travel patterns would require additional capacity to be added to the I-75 mainline and at the I-75/CR 951 interchange ramps. Many assumptions have been made in the study about capacity improvements on I-75 as well as on the local roadway network. However, it must be noted that any capacity improvement necessitated by this proposal above and beyond currently planned and programmed improvements must have a funding source identified. Currently, funding for the proposed interchange and widening of Everglades Boulevard is covered under Collier County MPO's 2035 LRTP Cost Feasible Plan.

Response: As discussed in Section 10.1 of this document, there is a firm financial commitment on the part of Collier County to fund subsequent phases of this interchange project. A total of \$64.2 million is allocated to this improvement and this includes PD&E, final design, right-of-way and construction in the years 2016 to 2020. In addition, the four-laning of Everglades Boulevard from I-75 to Golden Gate Boulevard is also currently funded through right-of-way acquisition for \$19.2 million.

At the present time, the widening (six-laning) of I-75 between the new interchange location and the CR 951 interchange is not currently programmed or included in the Collier MPO's 2035 Financially Feasible LRTP. This improvement is not currently included in the MPO's 2035 Financially Feasible LRTP because until the IJR analyses were conducted, the need for additional capacity on this portion of I-75 was not identified. However, now that the results of the IJR are documented, Collier County is fully committed to working with FDOT to identify and secure the additional funding that would be needed to widen this portion of I-75. As discussed in Section 10.1 of this document, the portion of I-75 east of the CR 951 interchange is currently tolled and; therefore, toll revenues could be used to fund a portion of the cost of the I-75 widening. Multiple alternative tolling scenarios exist which could include tolling both the westbound on-ramp and the eastbound off-ramp or possibly all four ramps. Until a traffic and revenue study is conducted, the portion of the total I-75 widening cost that could potentially be funded from toll revenues cannot be determined. Once this revenue is quantified, the magnitude of the remaining funding that would be required can also be quantified and potential funding strategies can be developed. We believe that the PD&E study is the appropriate mechanism to use to conduct this type of financial evaluation. During the PD&E study, coordination between the District, Central Office and Florida's Turnpike Enterprise will be undertaken and a request will be made for the Turnpike Enterprise to conduct a traffic and revenue study.

Comment 62: Figure 7-15: The NBR turning movement, the reciprocal WBL turning movement and the eastbound and westbound through movements in the AM Peak at the Golden Gate Parkway interchange are lower than the existing counts. Please provide an explanation for the negative growth in these turning movements.

Response: Historically, the Collier MPO model has always yielded very low volumes for the northbound-to eastbound and westbound-to-southbound movements. Given the geographical orientation of I-75, Golden Gate Parkway and CR 951; these two movements are somewhat of a U-turn movement and have been extremely low volume movements since the initial opening of the Golden Gate Parkway interchange. Although the a.m. and p.m. peak hour volumes that were derived from the model output are slightly lower than the 2008 peak hour volumes, the model is basically indicating that these two movements are not expected to increase in the future. The volumes for these two movements will be adjusted (increased) to reflect a minor increase compared to the existing counts.

Comment 63: Figure 7-15: The EBL turning volume from the eastbound off ramp at the proposed interchange should be shown as the northbound through movement at the westbound ramp terminal intersection.

Response: The eastbound left-turn volume from the eastbound off-ramp at the proposed interchange will also be shown as the northbound through movement at the westbound ramp terminal intersection.

Comment 64: Figure 7-20: The SBL at the Golden Gate Parkway southbound ramp terminal is lower than the 2019 volume in the AM peak hour. Please provide an explanation for the negative growth.

Response: The 2039 southbound left-turn volume at the Golden Gate Parkway ramp terminal intersection will be revised.

Comment 65: Figures 7-20 and 7-21: The EBL turning volume from the eastbound off ramp at the proposed interchange should be shown as the northbound through movement at the westbound ramp terminal intersection.

Response: The eastbound left-turn volume from the eastbound off-ramp at the proposed interchange will also be shown as the northbound through movement at the westbound ramp terminal intersection.

Comment 66: Figure 7-22: The following 2029 peak hour volumes are lower than the existing year peak hour volumes:

- NBR at Golden Gate Parkway NB Ramps (AM and PM)
- WBL at Golden Gate Parkway SB Ramps (AM and PM)
- NBR at CR 951 EB Ramps (PM)

The following 2029 peak hour volumes are lower than the 2019 peak hour volumes:

- SBL at Golden Gate Parkway SB Ramps (AM and PM)
- WBL at CR 951 WB Ramps (AM and PM)
- NBR at CR 951 EB Ramps (AM and PM)
- NBR at SR 29 EB Ramps (AM and PM)
- WBL at SR 29 EB Ramps (AM and PM)

Please provide an explanation of the negative growth rates under the No Build alternative for the interim year.

Response: These peak hour volumes will be reviewed and corrected where necessary.

Comment 67: Figure 7-23: The following 2029 peak hour volumes are lower than the existing year peak hour volumes:

- EBT at Golden Gate Parkway NB Ramps (AM)

The following 2029 peak hour volumes are lower than 2019 peak hour volumes:

- NBR at SR 29 EB Ramps (AM and PM)
- WBL at SR 29 WB Ramps (AM and PM)

The following 2029 peak hour volumes are higher than 2039 peak hour volumes:

- SBL at Golden Gate Parkway SB Ramps (AM)

Please provide an explanation for the inconsistent growth between forecast years.

Response: These peak hour volumes will be reviewed and corrected where necessary.

Comment 68: Figure 7-23: The EBL turning volume from the eastbound off ramp at the proposed interchange should be shown as the northbound through movement at the westbound ramp terminal intersection.

Response: The eastbound left-turn volume from the eastbound off-ramp at the proposed interchange will also be shown as the northbound through movement at the westbound ramp terminal intersection.

Comment 69: Figure 7-24: The following 2029 peak hour volumes are lower than the existing year peak hour volumes:

- EBT at Golden Gate Parkway NB Ramps (AM)

The following 2029 peak hour volumes are lower than 2019 peak hour volumes:

- NBR at SR 29 EB Ramps (AM and PM)
- WBL at SR 29 WB Ramps (AM and PM)

The following 2029 peak hour volumes are equal to the 2039 peak hour volumes:

- SBL at CR 951 EB Ramps (AM and PM)
- WBR at CR 951 WB Ramps (AM and PM)

The following 2029 peak hour volumes are higher than 2039 peak hour volumes:

- SBL at Golden Gate Parkway SB Ramps (AM)

Response: These peak hour volumes will be reviewed and corrected where necessary.

Comment 70: Figure 7-24: The EBL turning volume from the eastbound off ramp at the proposed interchange should be shown as the northbound through movement at the westbound ramp terminal intersection.

Response: The eastbound left-turn volume from the eastbound off-ramp at the proposed interchange will also be shown as the northbound through movement at the westbound ramp terminal intersection.

Comment 71: Figure 7-10: Please add language to the text stating the resource used to determine the future year intersection geometry for the analysis. Review of the proposed short-term improvements to the CR 951 interchange does not match the assumed geometry at CR 951 for this study. If additional intersection improvements were assumed at the study area intersections, these need to be specifically stated in the text.

The westbound off ramp at CR 951 shows dual WBL and dual WBR for the opening year. However, documentation of analysis and lane calls reported in Table 7-17 vary by alternative. Please clarify which alternatives are shown in the figure or revise analysis and figure accordingly.

Response: Additional language will be added to the text explaining how the future year intersection geometry that was analyzed was determined. The additional intersection improvements that were assumed will be identified in the text. The analysis of the CR 951 WB On-/Off-ramp terminal intersection will be revised and either Figure 7-10 or Table 7-17 will be revised accordingly.

Comment 72: Figure 7-10: The Desoto Boulevard interchange is not depicted in this figure. Please provide a note on the figure that indicates the interchange was omitted due to free-flow conditions at the ramp terminals.

Response: A note will be added to Figure 7-10 indicating that the Desoto Boulevard interchange was omitted due to free-flow conditions at the ramp terminals.

Comment 73: General – Opening Year Intersection Analysis: HCS Documentation provided shows that the PHFs used in the analysis are inconsistent. For example, a PHF of 0.95 was used for the CR 951 NB Ramp terminal and a PHF of 0.90 was used for the CR 951 SB Ramp terminal. Please provide an explanation for the inconsistency or revise the analysis as necessary.

Response: The analysis will be revised where necessary.

Comment 74: General – Opening Year Intersection Analysis: HCS Documentation for the Golden Gate Parkway SB Ramp terminal intersection indicates that the EBR turning movement was included in the analysis. However, this movement was not included in the report tables. Additionally, this movement is free-flow under the existing condition. Was the assumption made for the future conditions that this movement would be under signal control? If so please provide that discussion in the text. If not, the analysis should be revised omitting the movement so that it does not contribute to overall intersection delay.

Response: The eastbound right-turn movement was included in the HCS analysis; however, the right-turn-on-red volume was set equal to the right-turn volume to reflect the fact that this movement is not signal controlled. The eastbound right-turn movement was not included in the report tables because in reality, there is no vehicle delay due to the traffic signal. This movement does not affect the average vehicle delay and level of service for the eastbound approach or the overall intersection.

Comment 75: General – Opening Year Intersection Analysis: Please add a statement to the text about the free-flow operations of the Desoto Boulevard interchange (Alternative 5) to clarify why there are no results for the proposed interchange in Alternative 5.

Response: A statement about the free-flow operations at the Desoto Boulevard interchange will be added to the text to clarify why there are no intersection analysis results provided for the proposed interchange in Alternative 5.

Comment 76: Table 7-17: The Alternative 4 analysis for Golden Gate Parkway SB On/Off Ramps was coded with three (3) SBR turn lanes. However, Table 7-17 and Figure 7-10 report two (2) lanes for the SBR movement. Please revise the analysis and correct the results in the table.

Response: The Alternative 4 analysis for the Golden Gate Parkway SB On-/Off-ramps will be revised and the results in Table 7-17 will be revised.

Comment 77: Table 7-18: Please correct the following Typos:

- Golden Gate Parkway NB Off Ramps – WB TH: Alternative 3B LOS is reported as “A” this value should be “B”.
- Golden Gate Parkway SB On/Off Ramps – WB LT: The v/c ratio for Alternative 3B is reported as “0,60”, please correct the typo.
- Golden Gate Parkway SB On/Off Ramps – WB TH: Alternative 3B delay is reported as 19.0, this value should be 19.2 according to HCS documentation provided.

Response: These typos will be corrected.

Comment 78: Page 7-41: The discussion on the results for signalized intersections is very brief. Please provide a short discussion of how the signal timings for these intersections were modified, if at all, from the existing condition to accommodate future year traffic (i.e. optimized cycle lengths, phase splits, etc.).

Response: Additional text will be added to indicate that the signalized intersection timings were modified in an attempt to optimize the cycle lengths, signal phasings and green times.

Comment 79: Page 7-41, Paragraph 3: This paragraph discusses intersection geometry for Golden Gate Parkway and CR 951 and provides a reference to Figure 7-16 which depicts the discussed geometry. However, the geometry for SR 29 and the proposed interchange is not discussed. Does this imply that the geometry at these two interchanges is expected to stay the same between 2019 and 2039? If so, please add a statement to the text. If not, please provide a discussion and figure for the geometric changes. Additionally, please briefly state the sources used or assumptions made for the future year intersection geometry at Golden Gate Parkway and CR 951 and describe the capacity improvements made between the analysis years.

Response: A statement will be added to the text that indicates that the geometry at the SR 29 interchange was assumed to be the same in 2019 and 2039. The EB Everglades Boulevard On-/Off-ramp terminal intersection was initially analyzed as an un-signalized intersection in 2039 assuming a single eastbound left-turn lane. A single eastbound left-turn lane was also analyzed in 2019. Based on the high v/c ratios and average delays projected for this movement in 2039, a second analysis was conducted assuming dual eastbound left-turn lanes and traffic signal control. A sentence will be added to the text to clarify that the initial 2039 analysis of this ramp terminal intersection was conducted assuming a single eastbound left-turn lane. The assumptions made for the future year intersection geometry at the Golden Gate Parkway and CR 951 interchanges will be stated and the capacity improvements made between the analysis years will be described.

Comment 80: Figure 7-16: Please make the following revisions to the figure:

- Add the geometry for the southbound approach of the Golden Gate Parkway/I-75 SB ramp terminal intersection to the figure.
- The HCS documentation and Tables 7-19 and 7-20 indicate that three (3) EBL turn lanes were coded for the CR 951/I-75 EB Ramp terminal intersection. Revise the figure to show the correct number of turn lanes.
- Add the NBR turn lane at the CR 951/I-75 EB Ramp terminal intersection to the figure.

Response: Figure 7-16 will be revised as requested.

Comment 81: Table 7-19: HCS documentation for the Alternative 1 analysis of SR 29 EB On/Off Ramps EB LT movement shows a delay of 1016 seconds. Please revise the table to include the actual delay reported instead of “>999”.

Response: Table 7-19 will be revised to denote a delay of 1,016 seconds for the eastbound left-turn movement at the SR 29 interchange.

Comment 82: Table 7-19 and 7-20: Please add overall intersection delay and LOS for the signalized intersections to these tables. Additionally, please include all signalized right turn movements to the tables (i.e. Golden Gate Parkway NBR at the northbound off ramp) as these contribute to overall intersection delay and LOS.

Response: The overall intersection average delays and levels of service will be added to these two tables for the signalized intersections. The Golden Gate Parkway northbound right-turn movement will be included in these two tables.

Comment 83: General – Design Year Intersection Analysis: HCS Documentation provided shows that the PHFs used in the analysis are inconsistent. For example, a PHF of 0.95 was used for the Golden Gate Parkway NB Ramp terminal and a PHF of 0.97 was used for the Golden Gate Parkway SB Ramp terminal. Please provide an explanation for the inconsistency or revise the analysis as necessary.

Response: The peak hour intersection analyses indicated that some of the signalized intersections were projected to operate very close to (or slightly over) capacity. When intersections are operating at or very near capacity, vehicle arrivals are usually relatively uniform (constant) during consecutive 15-minute time periods and exhibit only minor (if any) fluctuations. A PHF of 0.97 was used for these intersections to account for this condition.

Comment 84: General – HCS Analysis: Documentation of the HCS analysis shows that version of HCS+ used in the analysis is not the same across all documentation. Based on the documentation, both HCS+ Version 5.21 and version 5.6 were used. It is important to use the latest version of the software especially since there were some major changes with patch 5.3. Because there are sometimes changes in algorithms between software versions, it is important to use the same version across all analyses in order to provide an accurate comparison of results. It is recommended that all analyses completed in HCS+ version 5.21 be converted to the latest version and revise results as necessary.

Response: The analyses completed in HCS+ version 5.21 will be converted to version 5.6 and the analysis results revised where necessary.

Comment 85: Table 7-20: HCS documentation for the Alternative 1 analysis of SR 29 EB On/Off Ramps EB LT movement shows a delay of 1763 seconds. Please revise the table to include the actual delay reported instead of ">999".

Response: Table 7-20 will be revised to denote an Alternative 1 delay of 1,763 seconds for the eastbound left-turn movement at the SR 29 interchange.

Comment 86: Table 7-20: HCS documentation for the Alternative 3A analysis of SR 29 EB On/Off Ramps EB LT movement shows a delay of 1364 seconds. Please revise the table to include the actual delay reported instead of ">999".

Response: Table 7-20 will be revised to denote an Alternative 3A delay of 1,364 seconds for the eastbound left-turn movement at the SR 29 interchange.

Comment 87: Table 7-20: HCS documentation for the Alternative 3B analysis of SR 29 EB On/Off Ramps EB LT movement shows a delay of 1466 seconds. Please revise the table to include the actual delay reported instead of ">999".

Response: Table 7-20 will be revised to denote an Alternative 3B delay of 1,466 seconds for the eastbound left-turn movement at the SR 29 interchange.

Comment 88: Table 7-19: The v/c ratio for Alternative 4 Golden Gate Parkway SB On/Off Ramps EB TH movement is reported as 0.65, this value should be 0.69 based on the HCS documentation provided.

Response: Table 7-19 will be revised to correct this typo.

Comment 89: Table 7-19: Please correct the typo for the number of lanes for the Golden Gate Parkway NB Off-Ramp EB TH movement under Alternative 5. This value is shown as 2 but should be 3. Additionally, the NB LT movement should have 2 lanes. The value shown in the table is 3.

Response: Table 7-19 will be revised to correct this typo.

Comment 90: Table 7-19: Please correct the typos for the number of lanes for the Golden Gate Parkway SB Off/On Ramp movements under Alternative 5 as follows:

- WB LT is shown as 4 lanes, this should be 1 lane
- WB TH is shown as 1 lane, this should be 3 lanes
- SB LT is shown as 3 lanes, this should be 2 lanes

Response: Table 7-19 will be revised to correct these typos.

Comment 91: Table 7-19: Please remove the "(1)" note for the signalized analysis of the Everglades Boulevard EB On/Off Ramps.

Response: The "(1)" will be removed from Table 7-19.

Comment 92: Page 7-50, Paragraph 2: This paragraph states "Only one movement (the southbound left-turn movement at the CR 951 interchange) is projected to operate at LOS F in the am peak hour..." This statement is not true; the SBR turning movement is also expected to operate at LOS F in the AM peak hour for all alternatives. This paragraph also states that the v/c ratio for the SBL turning movement at the CR 951 interchange remains under 1.0. While this is true, the v/c ratio experiences a significant increase (nearly double) under Alternatives 4 and 5. Delay for this movement is also increased by almost 10s/vehicle.

Response: This sentence was intended to state that only one movement at the CR 951 interchange (the southbound left-turn movement) is projected to operate at LOS F in the a.m. peak hour. The wording of this sentence will be corrected. A second sentence will be added that states that the southbound right-turn movement at the Golden Gate Parkway interchange is also projected to operate at LOS F in the a.m. peak hour for all of the alternatives. It is true that the v/c ratio for the southbound left-turn movement is projected to increase from 0.42 (with Alternative 1) to either 0.75 (with Alternative 5) or 0.84 (with Alternative 5) and the average delay for this movement is projected to increase between 4 and 10 seconds/vehicle.

Comment 93: Page 7-50, Paragraph 3: Please state whether the 2019 or 2029 assumed geometry was used for the Interim Year analysis.

Response: The geometry that was used in the interim year analyses will be documented in this section.

Comment 94: Page 7-56, Paragraph 2: While it is true that, in general, no significant differences in overall LOS occur between alternatives, there are significant differences in delay, v/c, and LOS for some movements at the ramp terminal intersections under Alternatives 4 and 5. For example, the EB Off ramp movements at CR 951 degrade from LOS D to LOS E under the Build alternatives. Please consider revising the text.

Response: It is true that the LOS for the eastbound right-turn movement at the CR 951 interchange is projected to decrease from LOS D to LOS E with Alternatives 4 and 5, however, it is also true that the average vehicle delay for the eastbound left-turn movement is projected to decrease by 12-13 seconds/vehicle for Alternatives 4 and 5. In addition, reductions in average delay and improvements in LOS are also projected to occur for the eastbound and westbound left-turn movements at the SR 29 interchange with Alternatives 4 and 5. This text will be expanded to talk more specifically about the analysis results.

Comment 95: Page 7-56, Paragraph 3: This paragraph states that the peak hour queue estimates were obtained from the HCS Back of Queue Worksheets. Please provide these sheets as an appendix so that the information in Section 7.4 and specifically Table 7-23 can be verified.

Response: The HCS Back of Queue Worksheets will be provided in an Appendix.

Comment 96: Page 7-56, Paragraph 4: The queues listed in the paragraph for the Everglades Boulevard interchange seem to be PM peak hour queues, based on Table 7- 23. Please add text to this paragraph stating that the maximum projected queues at the proposed interchange occur in the PM peak hour.

Response: Additional text will be added to this paragraph stating that the maximum projected queues at the Everglades Boulevard interchange occur in the p.m. peak hour.

Comment 97: Page 7-58: Please clarify the first sentence by adding "the p.m. peak hour" before "95th percentile queue".

Response: This sentence will be clarified by adding the phrase "the p.m. peak hour" immediately before the "95th-percentile queue".

Comment 98: Page 8-1: The portions of Section 8.1.1 dealing with development of Daily Traffic for study area roadways should be moved to Chapter 6.0 of the document. Analysis of study area roadways and intersections should be moved to Chapter 7.0 of the document.

Response: The portions of Section 8.1.1 dealing with the development of daily traffic for study area roadways will be moved to Chapter 6.0 of the document. The analysis of study area roadways and intersections will be moved to Chapter 7.0 of the document.

Comment 99: Section 8.1.2: This section should be moved to Chapter 7.0 so that all future year operational analysis is contained in one chapter of the document.

Response: The information in this section will be moved to Chapter 7.0 as requested.

Comment 100: Section 8.1.1 and Tables 8-1 and 8-2: It would be helpful to the reader to show these AADTs on the roadway network. This would provide for easier comparison of AADTs between alternatives as well as visualization of how traffic patterns change based on the proposed interchange.

Response: The AADT volumes included in Tables 8-1 and 8-2 will be illustrated on a roadway network graphic.

Comment 101: Tables 8-1 and 8-2: Please provide link AADTs on either side of I-75 at CR 951, SR 29, and Golden Gate Parkway.

Response: These AADT's will be provided in Tables 8-1 and 8-2.

Comment 102: Tables 8-1 and 8-2: Review of the link AADTs in the table indicate that the proposed interchange would benefit the local roadway network only. The addition of the proposed interchange is expected to increase volumes on the I-95 mainline and adjacent interchanges leading to an increase in short distance trips on the interstate. This goes against FHWA policies. It is clear from the traffic distribution presented in the tables, that improvements to the local roadway network would benefit future growth in the area without degrading the interstate.

Response: It is true that improvements to the local roadway network would provide some benefit to the study area; however, the magnitude of the benefits are not expected to be as great as the benefits that could be realized with the implementation of a new interchange. Study area residents living along Everglades Boulevard south of Golden Gate Boulevard must travel over 27 miles to access the I-75/SR 29 interchange. Given the location of the Florida Panther National Wildlife Refuge and the other environmentally sensitive land located to the east of Desoto Boulevard, it is extremely unlikely that Golden Gate Boulevard would ever be extended eastward over to SR 29 to provide study area residents with a more direct route to access this interchange.

Study area residents living along Everglades Boulevard south of Golden Gate Boulevard must currently also travel over 14 miles to access the I-75/CR 951 interchange. The information documented in Section 8.4 of this report indicated that the preliminary costs and impacts (including mitigation costs) associated with constructing a new four-lane east/west arterial roadway connecting Everglades Boulevard to CR 951 were estimated to be higher than the costs and impacts associated with constructing a new interchange at Everglades Boulevard.

Given the locations of the existing I-75 interchanges at SR 29, CR 951 and Golden Gate Parkway, as well as the two possible locations for the new interchange, trips using the new interchange to travel to/from SR 29, CR 951 and Golden Gate Parkway would travel between 9 and 14 miles on I-75. We do not feel that trips of these lengths are "short distance" trips.

Comment 103: Page 8-4, Paragraph 3: Please state in the text whether Class I, Class II, or Class III Arterial criteria was assumed for the analysis in Table 8-3.

Response: The text in this paragraph will be revised to indicate that a Class I arterial was assumed for this analysis.

Comment 104: Table 8-3: Footnotes for Table 8-3 include the LOS threshold for LOS E/F, however the generalized service volume tables do not provide LOS E thresholds for Class I arterials (all other thresholds are based on 4 lane divided Class I arterial). Please provide the source for the LOS E/F threshold as the table indicates "Not applicable for the level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached."

Response: The LOS E maximum volume threshold was estimated by calculating the ratio of the maximum LOS E volume and the maximum LOS D volume for a Class II arterial and then multiplying the Class I maximum LOS D volume by this ratio.

Comment 105: Table 8-3: The AADT volumes shown for all segments except Desoto Blvd to Everglades Blvd to not match the volumes provided in Table 8-2. Please revise these tables to match or provide an explanation for the inconsistency.

Response: The AADT volumes contained in Table 8-3 represent the average AADT volumes across the entire roadway segment, while the AADT volumes contained in Table 8-2 represent the AADT volumes at specific locations.

Comment 106: Table 8-3: Based on the guidance provided in the footnote to the generalized service volume tables (see quote in Comment 103) all LOS values in Table 8-3 below LOS D should be re-assigned as LOS F.

Response: The LOS E values currently contained in Table 8-3 will be changed to LOS F.

Comment 107: Page 8-6, Paragraph 2: The paragraph states “It should be noted that some of the intersections located within the study area were projected to operate over capacity with their existing geometry for one of more of the alternatives. Consequently, the approach that was taken in this study was to determine the minimum at-grade geometric improvements required at each intersection for each alternative analyzed.” Typically, each alternative is analyzed using the existing plus committed roadway network to determine the proposed project’s expected impact on the network. Analyzing the future year demand on an improved network mitigates the impact of the proposed project. Additionally, analyzing different geometry for each alternative makes comparison of results across alternatives impossible. It is recommended that the all future year analysis be conducted with the existing plus committed roadway network (plus the proposed project under the build alternatives) so that a true comparison between alternatives can be made.

Response: Since many of the intersections were projected to operate over capacity with their existing geometry for one or more of the alternatives, we did not feel that providing a series of summary tables containing a large number of overcapacity conditions for multiple alternatives would be that beneficial. A review of this table would only indicate the relative degree of overcapacity that was projected to occur at these intersections for the different alternatives.

The approach that was taken in this study was to first determine whether the existing plus committed geometry would be sufficient to allow the intersections to operate under capacity in the future with the No-Build Alternative. If the analysis results indicated that additional geometry would be needed, additional analyses were conducted to determine the minimum amount of additional geometry that would be needed at each location. Then, the intersections were analyzed for the other alternatives to determine whether the same amount of additional improvements would also be required at these locations for the other alternatives or whether more (or less) geometric improvements would be needed. The objective here was to identify the total amount of intersection improvements that would be required for the study area roadways in the future for each of the alternatives. This assumes that the overall goal of the County is to have a transportation network that provides sufficient capacity to accommodate future year traffic volumes.

By comparing the intersection geometrics that were included in the analyses of each location for the different alternatives, one can get an indication as to how many additional geometric improvements will be needed overall within the study area for each alternative (including the alternative that does not include any new roadways or interchanges) and the total cost associated with the improvements. The results of the analyses that were conducted indicate that the implementation of the Everglades Boulevard interchange is expected to result in the need for fewer improvements at the study area intersections when compared to the other Build Alternatives. In addition, for those locations that are projected to operate over capacity with maximum at-grade geometry for all alternatives, the magnitude of the overcapacity conditions is projected to be less with the Everglades Boulevard interchange alternative than with the other alternatives. Consequently, the implementation of the Everglades Boulevard interchange is expected to have a greater positive impact on the overall study area than any of the

other alternatives. Three tables will be added to the document for the No-Build Alternative summarizing the 2019, 2029 and 2039 peak hour intersection operations with the existing plus committed geometry.

Comment 108: Section 8.1.2: Peak hour volumes were used in the analysis of study area intersections, however these volumes are not presented anywhere in the document. Please provide figures showing the peak hour volumes at the key study area intersections.

Response: Figures will be added depicting the peak hour volumes at the key study area intersections.

Comment 109: Page 8-6, Last Paragraph: The paragraph states that a PHF of 0.90 was used at most intersections in 2019 and a PHF of 0.95 was used at most intersections in 2039. Please explain why some intersections vary from these assumed PHFs.

Response: Some intersections varied based on the overall level of saturation that was projected to occur. As stated earlier, when intersections are operating at, or very near capacity, vehicle arrivals are usually relatively uniform (constant) during consecutive 15-minute time periods and exhibit only minor (if any) fluctuations. For those intersections where the overall v/c ratio was projected to be 0.93 or greater in 2019, a PHF of 0.95 was used. For those intersections where the overall v/c ratio was projected to be 0.95 or greater in 2039, a PHF of 0.97 was used.

Comment 110: Page 8-6, Paragraph 2: The paragraph states that the minimum at-grade geometric improvements were implemented at the study intersections; however, review of the associated tables shows that there are several movements operating at LOS E or LOS F. Please explain the criteria used to determine the "minimum" improvements.

Response: Additional turn lanes (and in some cases through lanes) were added in an attempt to obtain an overall intersection level of service of LOS D in 2019 with v/c ratios less than or equal to 1.00 and levels of service of E or better for individual movements. For 2029 and 2039, an overall intersection level of service of E was the target goal. A maximum of three through lanes in each direction and a maximum of three turn lanes were used; however, the number of turn lanes was less than or equal to the number of receiving lanes. There were several locations where LOS F was projected to occur for individual movements and LOS F was projected to occur for the overall intersection. In these cases, either the maximum number of lanes was already included in the analysis or the addition of another lane was not projected to reduce the level of service below LOS F.

Comment 111: Page 8-7, Paragraph 2: Remove the word "respectively" from the following sentence: "Table 8-8 summarizes the results of the Golden Gate Boulevard signalized intersection analyses, respectively."

Response: The word "respectively" will be deleted from this sentence.

Comment 112: General Future Year Conditions – This document assumes many roadway improvements to the I-75 mainline, study area interchange ramps, and study area intersections. Is there a funding source for these improvements? No unfunded improvements should be assumed for the alternatives analysis.

Response: See response to Comment No. 107.

Comment 113: Page 8-29, Paragraph 1: This paragraph states that based on the analysis, a new interchange is expected to improve roadway network operations. However, all analysis was conducted under assumed roadway geometry that provides capacity improvements beyond the existing plus committed roadway network. This claim cannot be made for the condition unless funding is available for the assumed improvements.

Response: We believe this statement to be true. The analysis that was conducted to date indicates that (a.) less additional geometry is needed on the study area roadway network with the Everglades Boulevard interchange alternative than with any of the other alternatives and (b.) better operations are projected to occur with the Everglades Boulevard interchange alternative for those intersections where the exact same additional improvements are needed. Given these results, if the study area intersections were analyzed with only the existing plus committed geometrics, the level of overcapacity conditions projected to occur with the Everglades Boulevard interchange alternative would be lower than any of the other alternatives.

Since many of the intersections were projected to operate over capacity with their existing geometry for one or more of the alternatives, we did not feel that providing a series of summary tables containing a large number of

overcapacity conditions for multiple alternatives would be that beneficial. A review of this table would only indicate the relative degree of overcapacity that was projected to occur at these intersections for the different alternatives. The implementation of a new interchange is expected to improve the study area roadway network operations regardless of whether the intersections are analyzed with existing geometry or with additional geometry; therefore the funding issue is irrelevant.

Comment 114: Page 8-29, Paragraph 2: The paragraph states that implementation of a new interchange would significantly reduce average trip length for study area residents traveling east of SR 29 on I-75. However, the magnitude of trips to/from the east utilizing the new interchange under the Build alternatives is only approximately 3,000 vehicles daily, which is significantly lower than those traveling to/from the west within the study area. As such, reducing travel times for trips to/from the east is not a significant need.

Response: The statement that was made regarding this average trip length reduction is still valid. In the event that a major evacuation to the east (via I-75) is required in the future, the number of vehicles that would benefit from this average trip length/time reduction would be significantly higher.

Comment 115: Page 8-29, Paragraph 5: This paragraph states that the travel time comparisons represent the total time required to reach the SR 29 interchange to the east or the CR 951 interchange to the west. However, based on the roadway network, it seems that the more logical path to the west would have residents accessing I-75 at the Pine Ridge Road interchange, this interchange is a shorter distance from the TAZs shown in the referenced figures and has fewer signalized intersections along the travel route (with the exception of Alternative 3B). Perhaps this interchange should be used as the western interchange for travel time comparisons.

Response: Since there are a lot of trips projected to travel between the new interchange and the CR 951 interchange, it was felt that a comparison of the projected travel times associated with reaching the CR 951 interchange would be appropriate.

Comment 116: Section 8.2: All travel time analysis is based on TAZs 526 and 145, however no information is provided on the percentages of study area trips originating from these zones. Under No-Build conditions, AADTs north of I-75 on Everglades Boulevard and Desoto Boulevard are very low (3,200 vpd, and 6,700 vpd respectively in 2039). Based on the information provided, it seems that the majority of the trips that would be served by the new interchange would be originating from TAZs outside of those used for the travel time analysis. Please provide details on the trips from the selected TAZs as well as a discussion on why these TAZs were chosen.

Response: There was no specific reason why these TAZ's were chosen. The only reason why any TAZ's were chosen to conduct the travel time comparison was simply to provide a visual example of the travel time differences. Other TAZ's could have been used to illustrate the point.

Comment 117: Table 8-16: Review of the table shows that there is very little difference in VMT, VHT, and the ratio of VMT/VHT between Alternatives 3A, 3B, and 4 for both 2019 and 2039. For example, the differences in 2039 VMT and VHT between Alternative 3A and Alternative 4 are approximately 0.6% and 1.5%, respectively. Differences of this magnitude are statistically insignificant and indicate that Alternatives 3A, 3B, and 4 would basically provide the same benefit in terms of reduction in VMT and VHT over the No-Build scenario.

Response: The VMT and VHT values summarized in Table 8-16 are only for one day. The differences in VMT and VHT values for the various alternatives are significantly greater when viewed on a yearly basis and on a 20-year basis. For example, the difference in the yearly vehicle-hours of travel for Alternatives 3A and 4 is estimated to be $(220,500 - 217,300) \times 365 = 1,168,000$ hours.

Comment 118: Page 8-37: Discussion of the different interchange concepts along with concept drawings should be included in Chapter 5.

Response: The discussion of the different interchange concepts and the concept drawings will be moved to Chapter 5.0.

Comment 119: A conceptual signing plan should also be included in Chapter 5 for each of the interchange alternatives.

Response: As stated in the first full paragraph on Page 11-3, if a new interchange were to be constructed at Everglades Boulevard, the interchange would be located approximately 12.3 miles to the west of SR 29 and approximately 8.9 miles to the east of CR 951. If a new interchange were to be constructed at Desoto Boulevard, the interchange would be located approximately 10.5 miles to the west of SR 29 and approximately 10.7 miles to the east of CR 951. These large distances between interchanges will allow for proper advanced signing of the exit ramps. The proposed interchange would be located on a tangent section of I-75 and since there are no vertical curves upstream or downstream of either potential interchange location, there will not be any problem with sight distance. All of the alternative interchange concepts documented in this report provide four separate single lane ramps (two on-ramps and two off-ramps) at the merge and diverge areas on I-75. We do not feel that there are any “fatal flaws” associated with any of these interchange concepts with respect to their ability to be signed in accordance with FDOT standards. A conceptual plan indicating the types and locations of the signs on I-75 will be included for each of the preliminary interchange concepts.

Comment 120: Page 8-48, Paragraph 3: This paragraph seems unfinished. It states that a GIS review was conducted to determine mitigation for wetland impacts and impacts to panther habitats however it does not provide the results of the GIS review or any other information. Please expand on this paragraph or remove it from the document.

Response: This paragraph will be removed from the document. A sentence will be added to the text on Page 8-41 to indicate that the preliminary estimates of the acres of wetland impacts and panther habitat impacts were determined by overlaying the interchange concept footprints onto GIS layers that delineated wetlands and panther habitat.

Comment 121: Section 10.1: The conceptual funding plan identifies funding sources for construction of a new interchange and widening of Everglades Boulevard, however, no funding sources are identified for the network-wide improvements necessitated by the proposed interchange (i.e. widening the I-75 mainline, widening ramps at CR 951, providing additional turn lanes on the local roadway network, etc.). Also please include a table listing all needed improvements for each alternative (for example, additional 2 lanes needed on I-75 from CR 951 to Everglades).

Response: A table will be added listing all of the needed improvements for each alternative. The conceptual funding plan in Section 10.1 identifies the funding commitments that are currently in place. As stated previously, the widening of I-75 between the proposed interchange and the CR 951 interchange is not currently included in the Collier MPO’s Financially Feasible LRTP. This improvement is not currently included in the MPO’s 2035 Financially Feasible LRTP because until the IJR analyses were conducted, the need for additional capacity on this portion of I-75 was not identified. However, now that the results of the IJR are documented, Collier County is fully committed to working with FDOT to identify and secure the additional funding that would be needed to widen this portion of I-75. As discussed in Section 10.1 of this document, the portion of I-75 east of the CR 951 interchange is currently tolled and; therefore, toll revenues could be used to fund a portion of the cost of the I-75 widening. Multiple alternative tolling scenarios exist which could include tolling both the westbound on-ramp and the eastbound off-ramp or possibly all four ramps. Until a traffic and revenue study is conducted, the portion of the total I-75 widening cost that could potentially be funded from toll revenues cannot be determined. Once this revenue is quantified, the magnitude of the remaining funding that would be required can also be quantified and potential funding strategies can be developed. We believe that the PD&E study is the appropriate mechanism to use to conduct this type of financial evaluation. During the PD&E study, coordination between the District, Central Office and Florida’s Turnpike Enterprise will be undertaken and a request will be made for the Turnpike Enterprise to conduct a traffic and revenue study.

The FDOT is currently constructing some minor operational improvements to the eastbound and westbound off-ramps at the I-75/CR 951 interchange. The eastbound off-ramp is being widened to provide dual left-turn lanes and triple right-turn lanes, while the westbound off-ramp is being widened to provide dual left-turn and right-turn lanes. This construction is occurring simultaneously with the widening (i.e., eight-laning) of CR 951 from SR 84 to north of the interchange and the widening (i.e., six-laning) of SR 84 from Radio Road to CR 951. In addition, the FDOT is also conducting an Interchange Modification Report/PD&E study for the entire interchange to determine the geometric improvements that should be provided at this location to accommodate the traffic demand in the year 2035. The funding for the IMR/PD&E Study that is currently ongoing is approximately \$896,000 while the funding for the final design is approximately \$5.75 million. Lastly, the FDOT will also be adding one additional turn

lane on the southbound off-ramp at the I-75/Golden Gate Parkway interchange. The design phase is scheduled to start in 2013 and the FDOT's budget for the design is approximately \$200,000. Construction is scheduled to occur after the design plans are finished (i.e., in 2014) and the FDOT's construction budget is approximately \$1.7 million.

As stated earlier in the response to Comment No. 107, the approach that was taken in this study was to first determine whether the existing plus committed geometry would be sufficient to allow the intersections to operate under capacity in the future with the No-Build Alternative. If the analysis results indicated that additional geometry would be needed, additional analyses were conducted to determine the minimum amount of additional geometry that would be needed at each location. Then, the intersections were analyzed for the other alternatives to determine whether the same amount of additional improvements would also be required at these locations for the other alternatives or whether more (or less) geometric improvements would be needed. The objective here was to identify the total amount of intersection improvements that would be required for the study area roadways in the future for each of the alternatives. This assumes that the overall goal of the County is to have a transportation network that provides sufficient capacity to accommodate future year traffic volumes.

There is no funding currently identified by Collier County for the specific at-grade intersection improvements that were analyzed in this IJR since the need for most of these improvements had not been identified prior to conducting this study. However, there is approximately \$3.6 million (in the year 2016) and \$3.4 million (in the year 2017) included in the FDOT's current Five-Year Work Program for the construction of operational improvements at intersections to be identified/prioritized by the Collier MPO.

Comment 122: Page11-1 and 11-2: The numbering on the eight FHWA policy points starts at 3, please correct this formatting error.

Response: The formatting error with respect to the numbering of the eight FHWA policy points will be corrected.

FHWA 8 POINTS

E.1.1 Existing system is incapable of accommodating the traffic

The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

E.1.2 All reasonable alternatives to a new interchange have been considered

The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).

E.1.3 Proposal does not adversely impact operational safety of the existing freeway

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, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 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, shall 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 must 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 must 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)).

E.1.4 A full interchange with all traffic movements at a public road is provided

The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards for federal aid projects on the interstate system (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)).

E.1.5 The proposal is consistent with local and regional plans

The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

E.1.6 Consistency with State Highway Master Plans

In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111).

E.1.7 Coordinated with the area's development

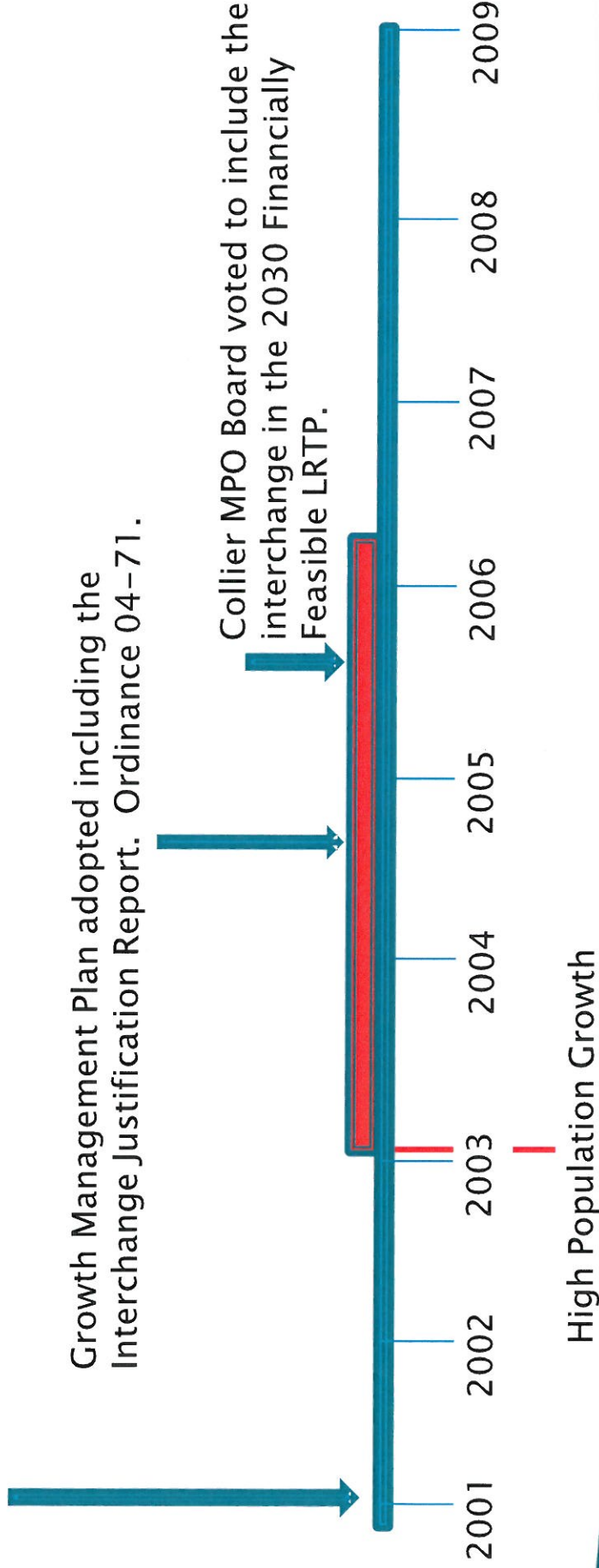
When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).

E.1.8 Request needs to consider planning and environmental constraints

The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).

I-75 Interchange Justification Time Line

BCC directed a restudy of the Growth Management Plan (GMP) including the Golden Gate Area Master Plan (GGAMP) to place a strong emphasis on mobility improvements for the residents of Golden Gate Estates.

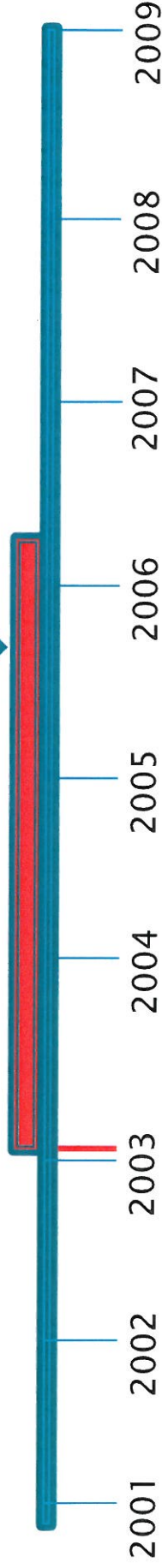


I-75 Interchange Justification Time Line

Collier County budgets \$750K for Interchange Justification Report (IJR) and project begins.

Public Information Meeting held at University Extension Services.

Collier MPO Board voted to include the interchange in the 2030 Financially Feasible LRTP.



High Population Growth

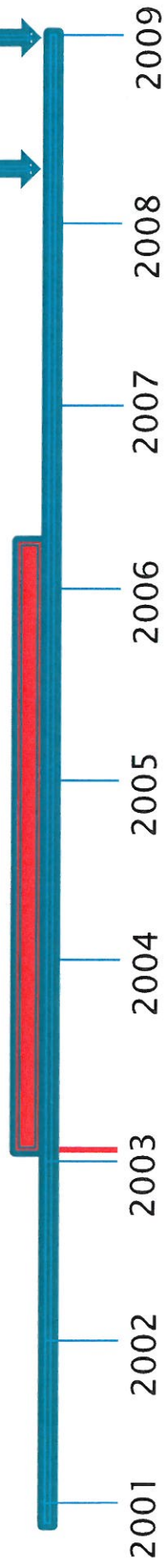


I-75 Interchange Justification

Time Line

Notice of funding from OMNIBUS appropriations bill. This project received \$245,000 in federal funding for fiscal year 2008.

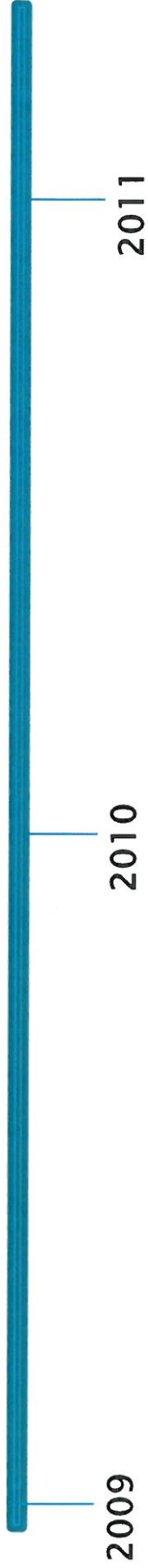
First MLOU signed by FHWA.



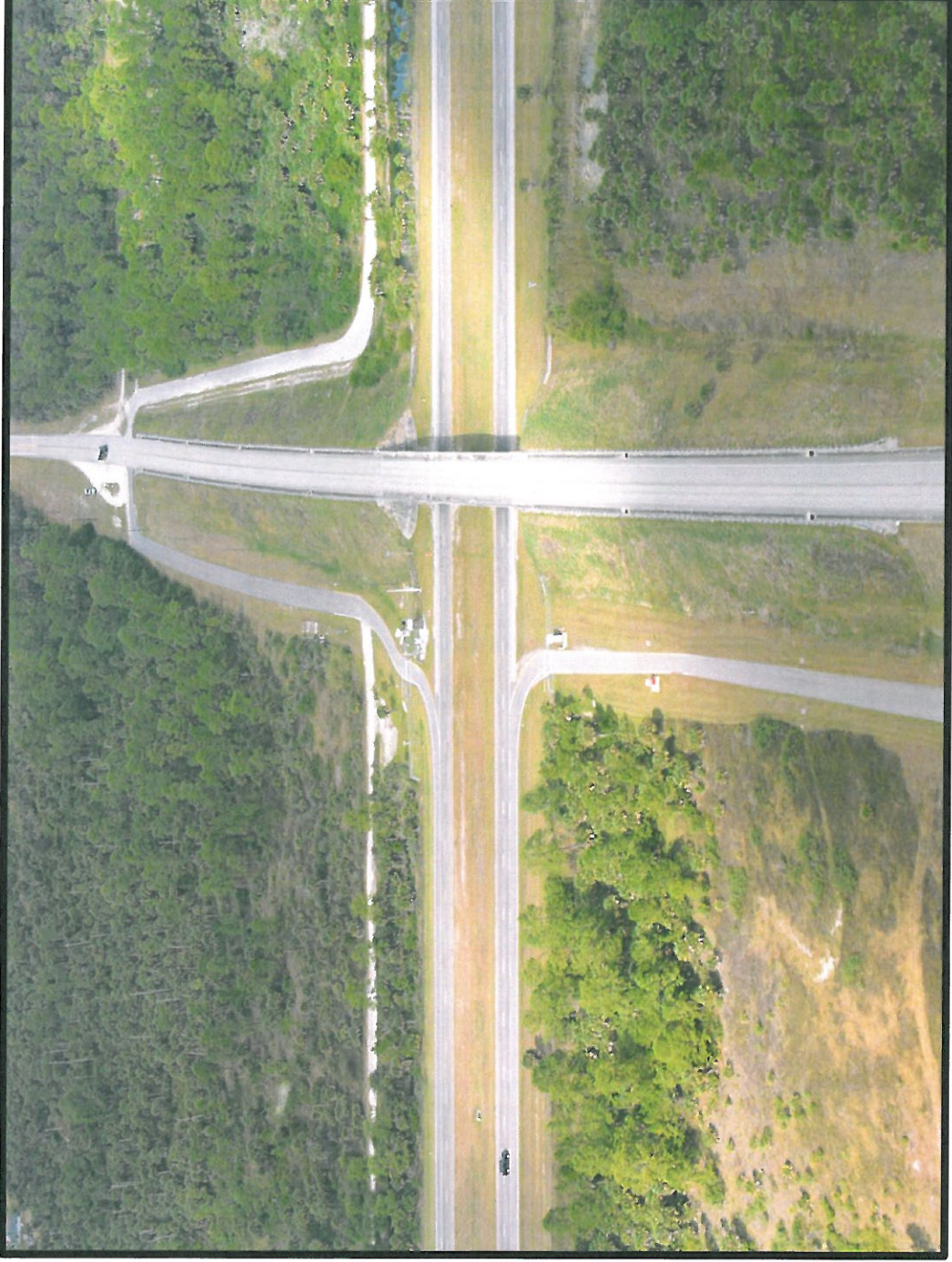
High Population Growth

I-75 Interchange Justification Time Line

Temporary access
permit at I-75 and
Everglades Boulevard
approved.



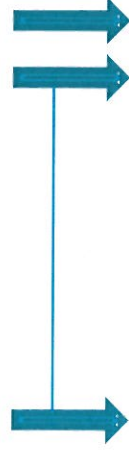
Existing Temporary Access at I-75 and Everglades Boulevard



I-75 Interchange Justification

Time Line

Project entered into the ETDM Programming Screen. Comments received through 6-11-09.



IJR Dispute Resolution Kick-off meeting.

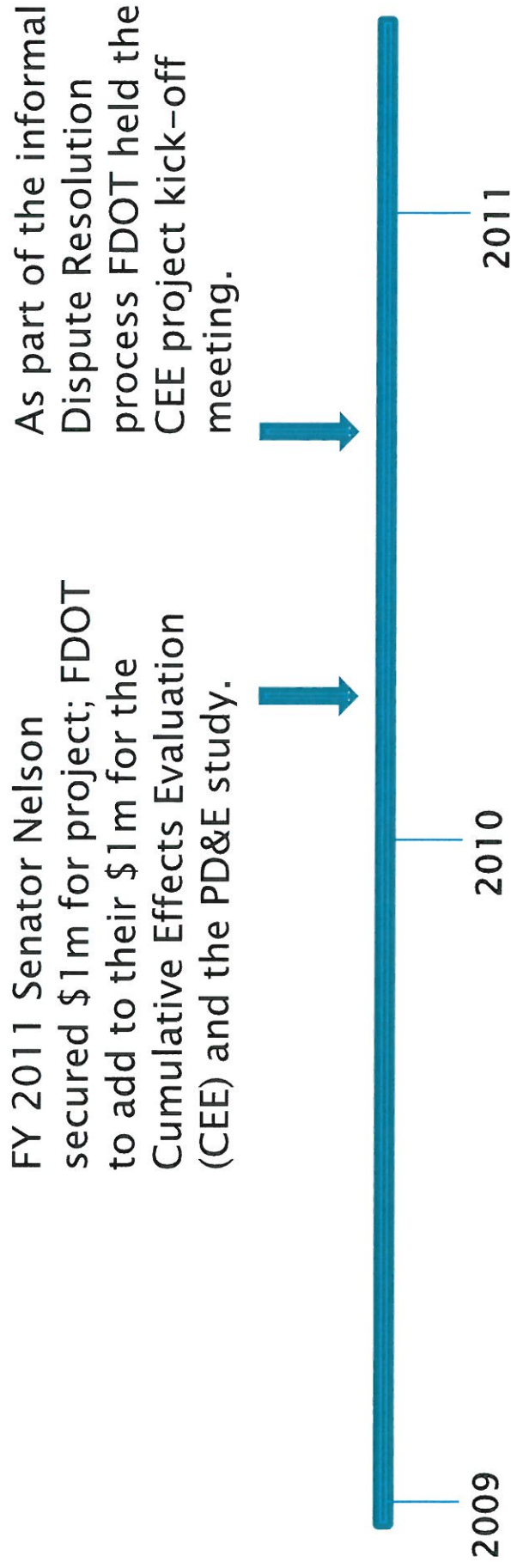
During discussion at the IJR Dispute Resolution meeting, FHWA decided that the originally agreed to dates for modeling traffic were no longer appropriate due to environmental disputes. New dates were determined and the request for a revised MLOU was issued.

2009

2010

2011

I-75 Interchange Justification Time Line



I-75 Interchange Justification Environmental Concerns

- ▶ ETDM Comments lead to the 1st Cumulative Effects Evaluation (CEE) Study



www.I-75Everglades.com

I-75 Interchange Justification Environmental Concerns

