



Financial Project ID: 436577-1-22-01

PUBLIC WORKSHOPS

The Florida Department of Transportation (FDOT), District Four, will conduct Public Workshops for the I-95 Multimodal Master Plan, which is a planning study covering Martin, St. Lucie and Indian River counties. The workshops will be an open house format with representatives available to answer questions. Project information will be available for public viewing.

PROJECT OVERVIEW

A Multimodal Master Plan is being prepared for a 71-mile portion of I-95/SR-9 corridor. The study area also includes key intersecting roadways.

The preparation of a Multimodal Master Plan is an integral part of the continuing process for the development of the Strategic Intermodal System (SIS) and in reaching overall regional mobility goals.

The plan will identify short-term and long-term capacity improvements necessary to make the corridor compliant with SIS operational targets. It will also make recommendations for actions to be taken by FDOT and local governments to protect and enhance the corridor through the year 2045.

The development of the plan is a collaborative effort involving FDOT, the local Metropolitan Planning Organizations (MPOs), Transportation Planning Organizations (TPOs) and other local, regional and state agencies along the corridor. The cooperative development of the plan will ensure consistency with all local and regional transportation plans.

FOR MORE INFORMATION, CONTACT

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www.fdot.gov/projects/sefl/future/95/treasurecoast



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ABOUT THE CONCEPTS:

Concepts have been identified to address existing and future transportation needs along I-95 mainline and the interchanges within the study area. These concepts include all modes of travel including walking, biking, freight and driving. During the informational workshops, attendees will be able to discuss the concepts one-on-one with the project team and provide feedback. Below is a brief overview of the concepts.*

- Martin County
- ◆ St. Lucie County
- Indian River County

- **I-95 from Palm Beach/Martin county line to SR 70:** A potential solution includes adding a fourth through lane in each direction.
- **I-95 from Crosstown Parkway to St Lucie West Boulevard:** A potential solution includes braiding the on- and off-ramps for the northbound and southbound directions.
- **Bridge Road Interchange:** Potential solutions identified include signaling the ramp termini intersections and adding turn lanes.
- **SR 76/Kanner Highway Interchange:** Potential solutions identified include modifying the interchange configuration; widening on- and off-ramps; lengthening ramp lanes; and adding intersection turn lanes. A park-and-ride lot is also identified at this location.
- **High Meadow Avenue Interchange:** Potential solutions include signaling the study area intersection.
- **SR 714/Martin Highway Interchange:** Potential solutions identified include signaling the ramp termini and adjacent study area intersections; and adding turn lanes.
- ◆ **Becker Road Interchange:** Potential solutions identified include adding turn lanes at the ramp termini and study area intersections; and adding an eastbound/westbound through lane on Becker Road east of I-95.
- ◆ **Gatlin Boulevard Interchange:** Potential solutions identified include modifying the interchange configuration; widening on- and off-ramps; lengthening ramp lanes; adding intersection turn lanes; and adding an eastbound/westbound through lane on Gatlin Boulevard east of I-95. A park-and-ride lot is also identified at this location.
- ◆ **Crosstown Parkway Interchange:** Potential solutions identified include adding turn lanes at the ramp termini and study area intersections.
- ◆ **St Lucie West Boulevard Interchange:** Potential solutions identified include adding turn lanes at the ramp termini and study area intersections; adding a third westbound lane on St Lucie West Boulevard west of Peacock Boulevard.
- ◆ **Midway Road at Glades Cut-Off Road Intersection:** Potential solutions include adding turn lanes.
- ◆ **SR 70/Okeechobee Road Interchange:** Potential solutions identified include modifying the interchange configuration; and adding turn lanes.
- ◆ **SR 68/Orange Avenue Interchange:** Potential solutions identified include modifying the southbound on-ramp and adding turn lanes.
- **Oslo Road Interchange:** Currently under design, potential future improvements include signaling a study area intersection.
- **Fellsmere Road Interchange:** Potential solutions include adding turn lanes and improving westbound merging on Fellsmere Road.

* Only interchanges with concepts are listed.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Min-Tang Li, P.E. and Project Manager, at least seven (7) days prior to the Project Workshops.