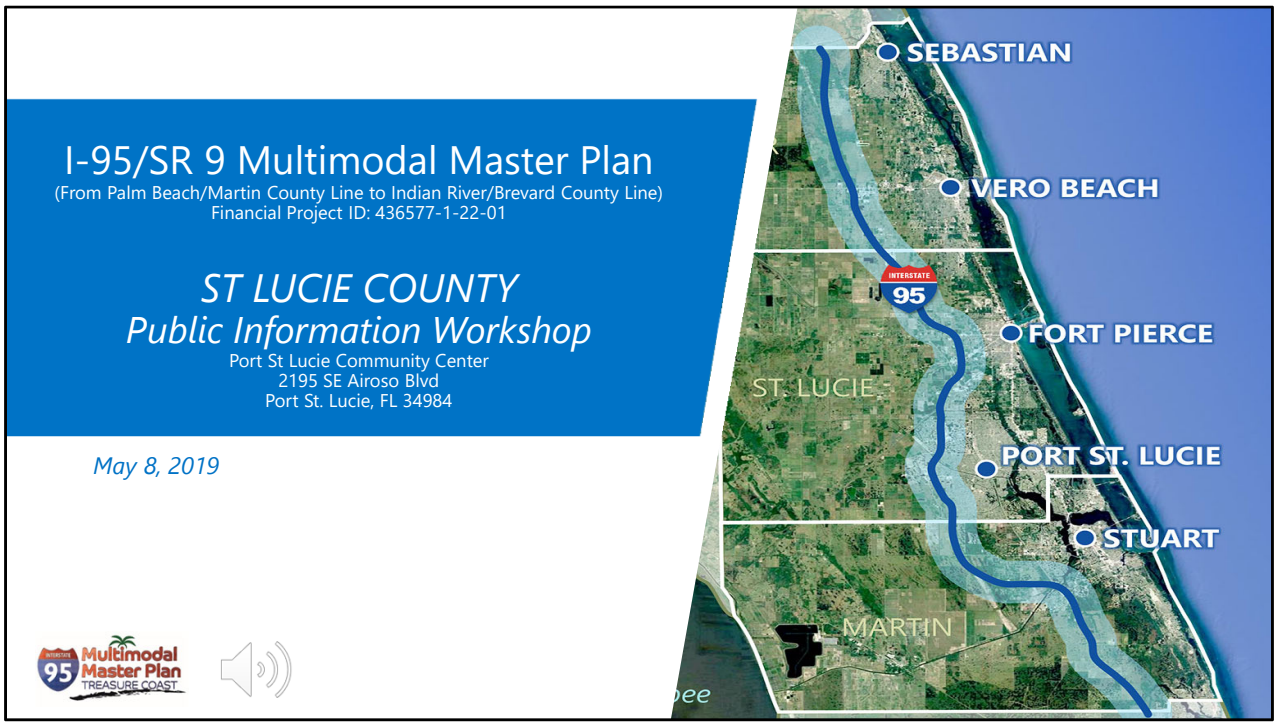
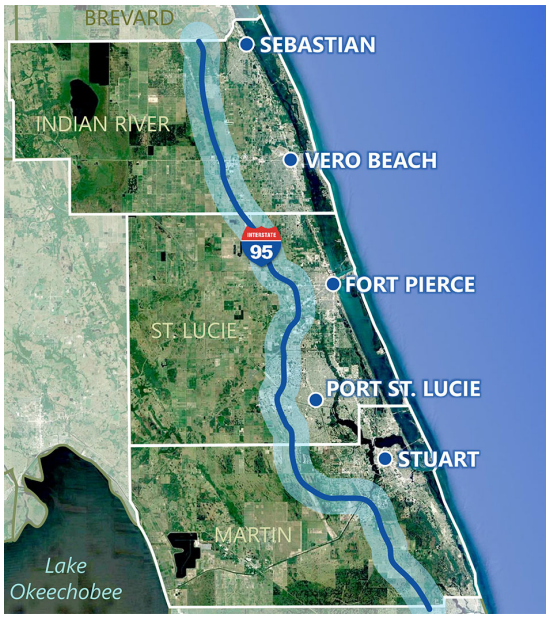


Welcome! And thank you for attending tonight's Public Information Workshop regarding a Multimodal Master Plan for a portion of the I-95/SR 9 corridor. This presentation is an overview of the proposed plan for St. Lucie County.

The Workshop also has an open house format where project representatives associated with the Florida Department of Transportation can answer questions and provide assistance at any time during the workshop until 7 p.m.

Project Overview

» Project Limits & Study Area
- 71-mile I-95 Corridor
  - *6 Lanes; 8 Lanes from SR 70 to Indrio Rd*
- 15 Interchanges including Oslo Road Interchange
- Explore Multimodal Alternatives
- Identify Needs and Their Timing
  - *Short-term (2030)*
  - *Long-term (2045)*



Multimodal Master Plan TREASURE COAST

2

The Multimodal Master Plan is integral to achieving overall regional mobility goals for I-95/ State Road Nine from the Palm Beach / Martin County, Florida, line to the Indian River / Brevard County, Florida, line --- a stretch of about 71 miles.

The study also includes key intersecting roadways and 15 interchanges --- seven of which are in St. Lucie County.

The plan will identify short-term and long-term roadway improvements necessary to make the corridor and interchanges compliant with Strategic Intermodal System (SIS) operational targets.

It will also make recommendations for actions to be taken by the Florida Department of Transportation, FDOT, and local governments as appropriate to protect and enhance the corridor through the year 2045.

Master Plan Objectives

- Develop Multimodal Master Plan
  - Collaborative and Cooperative Approach
  - Regional Support
- Define and Analyze Conceptual Design Alternatives
  - Short-term and Long-term Needs
- Scheduling
  - Timing and Sequence of Improvements
  - Funding
- Present Recommendations

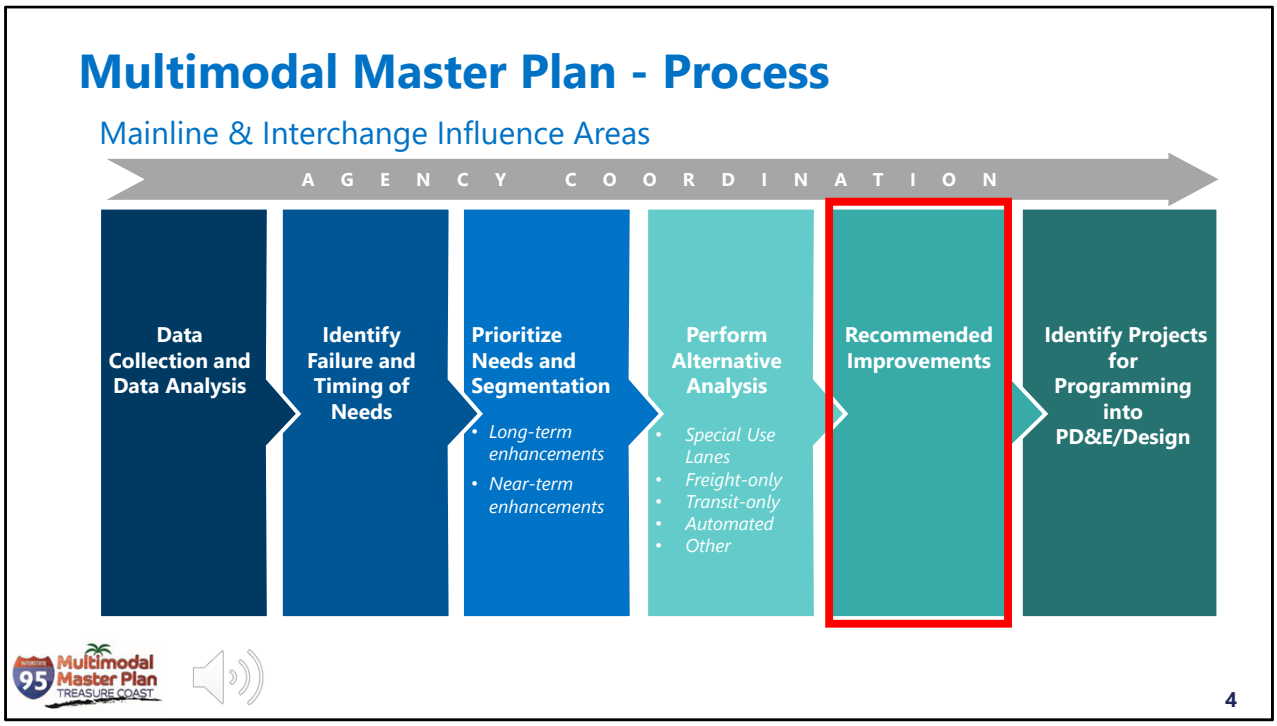
I-95 Multimodal Master Plan TREASURE COAST

3

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

Conceptual design alternatives have been prepared that reflect solutions to 2030 (or short-term) and 2045 (long-term) mobility challenges.

The Master Plan also recommends a schedule of future short-term and long-term improvements, and the necessary steps those projects must follow to be realized.
The completion of the Master Plan will result in a list of recommended Project Needs, and the time and estimated resources required to carry out the phases associated with each project.

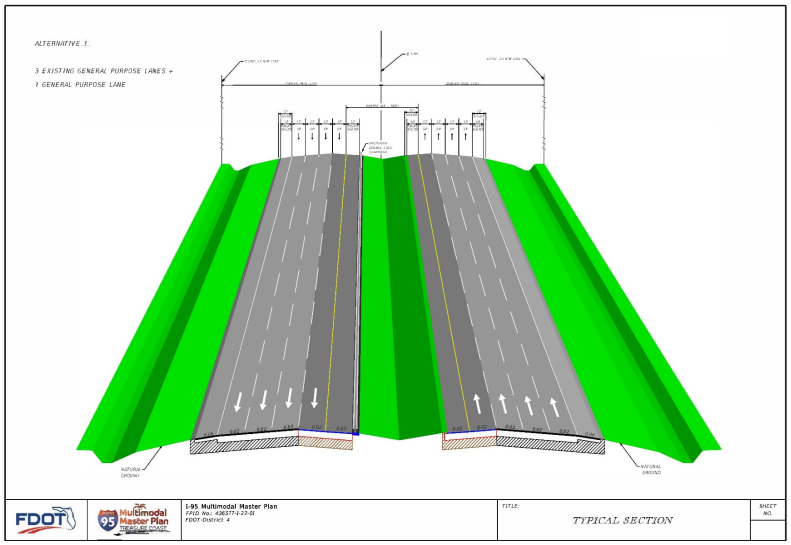


The Master Plan followed a multi-step process that began in May 2017. In the fall of 2017, data was collected, and subsequent steps have identified failures, prioritized needs, performed analysis, and recommended improvements.

The remaining step is to identify projects for programming, which will be completed this summer.

I-95 Mainline Capacity Needs

- From Palm Beach County Line to SR 70/Okeechobee Rd
- Add 4th General Purpose Lane in Each Direction
- Widen to the Inside
- Timing of Need
  - By 2030

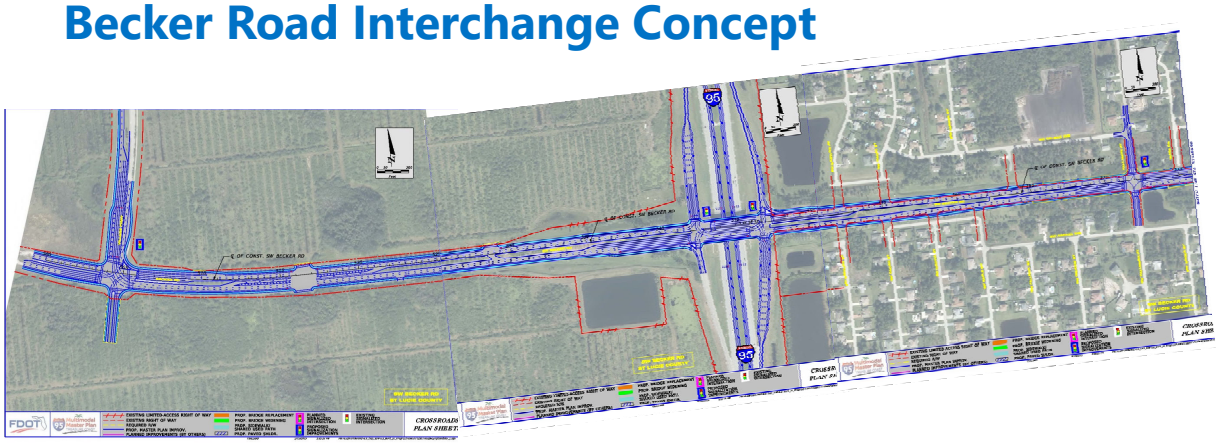


5

The analysis of the I-95 mainline revealed that future volumes will exceed the capacity of the current six-lane freeway by the 2030s. Therefore, a fourth general purpose lane is needed on I-95 from the Palm Beach/Martin county line to State Road 70 in St. Lucie County.

I-95 can be widened towards the inside which minimizes impacts to on- and off-ramps along the corridor.

Becker Road Interchange Concept



- Turn Lane Improvements at Ramp Terminals
  - Need by 2045
- EB/WB Through Lane Improvements at Hallmark St East of I-95
  - Need by 2045
- SB Turn Lane at Village Parkway Intersection West of I-95
  - Need by 2030
- No Ramp Modifications Needed

Multimodal Master Plan TREASURE COAST

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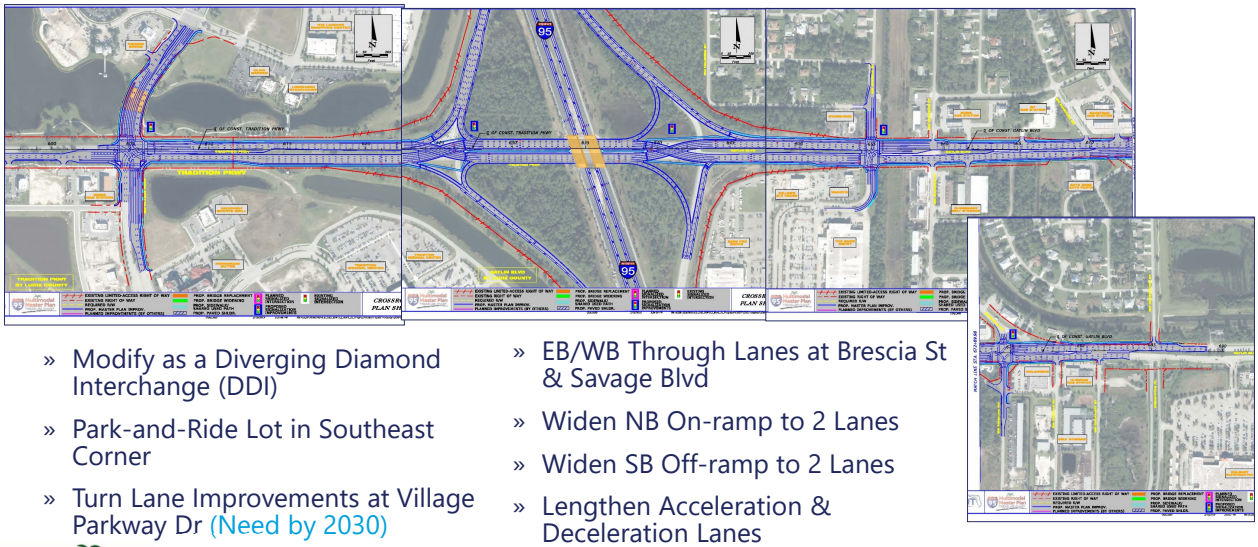
The Becker Road interchange is the southernmost I-95 interchange in St Lucie County. Analysis indicates that by 2030, an additional turn lane is needed at the Village Parkway intersection west of I-95. No other short-term improvements have been identified within the interchange.

However, by 2045, long-term needs include additional turn lanes at the ramp terminal intersections. An additional eastbound-westbound through lane has also been identified as a need along Becker Road at Hallmark Street east of I-95 by 2045.

Gatlin Boulevard Interchange Concept



- Modify as a Diverging Diamond Interchange (DDI)
- Park-and-Ride Lot in Southeast Corner
- Turn Lane Improvements at Village Parkway Dr (Need by 2030)
- EB/WB Through Lanes at Brescia St & Savage Blvd
- Widen NB On-ramp to 2 Lanes
- Widen SB Off-ramp to 2 Lanes
- Lengthen Acceleration & Deceleration Lanes
  - Need by 2045

95 Multimodal Master Plan TREASURE COAST

7

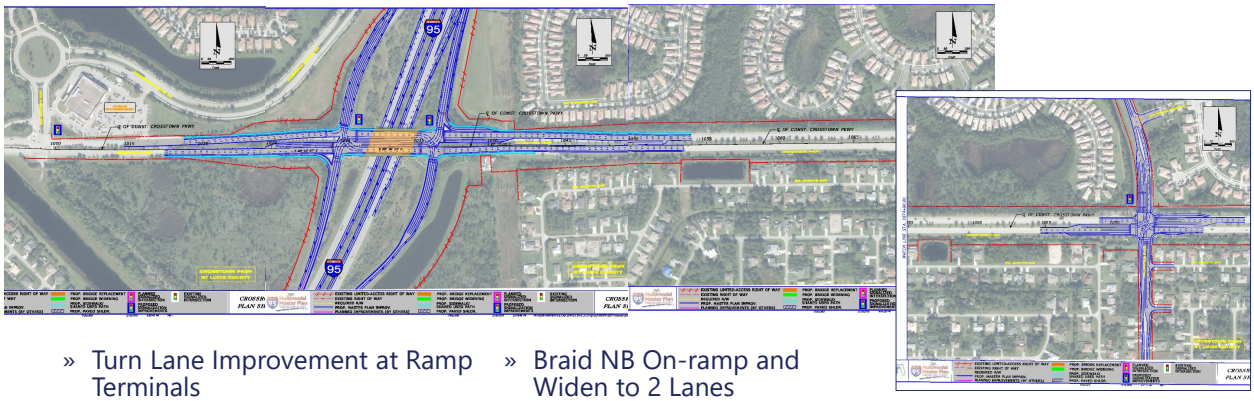
Analysis indicates that 2030 short-term improvements are needed at the Village Parkway intersection west of I-95. These short-term improvements include additional turn lanes. No other interchange or ramp improvements are needed by 2030.

However, by 2045, future volumes are expected to exceed the interchange's capacity, necessitating improvements.

A conceptual interchange alternative that alleviates the expected congestion is a Diverging Diamond Interchange configuration, or DDI. A DDI is a high-capacity interchange that accommodates heavy left turn movements from the cross street.

Additional improvements needed by 2045 include adding a second lane to on- and off-ramps; an additional east-west through lane on Gatlin Boulevard at the Brescia Street and Savage Boulevard intersections, and a park-and-ride lot east of I-95.

Crosstown Parkway Interchange Concept



- » Turn Lane Improvement at Ramp Terminals
- » Improvements at California Blvd Intersection East of I-95
  - – Need by 2045
- » Braid NB On-ramp and Widen to 2 Lanes
- » Braid SB Off-ramp and Widen to 2 Lanes
  - – Need by 2030

95 Multimodal Master Plan TREASURE COAST

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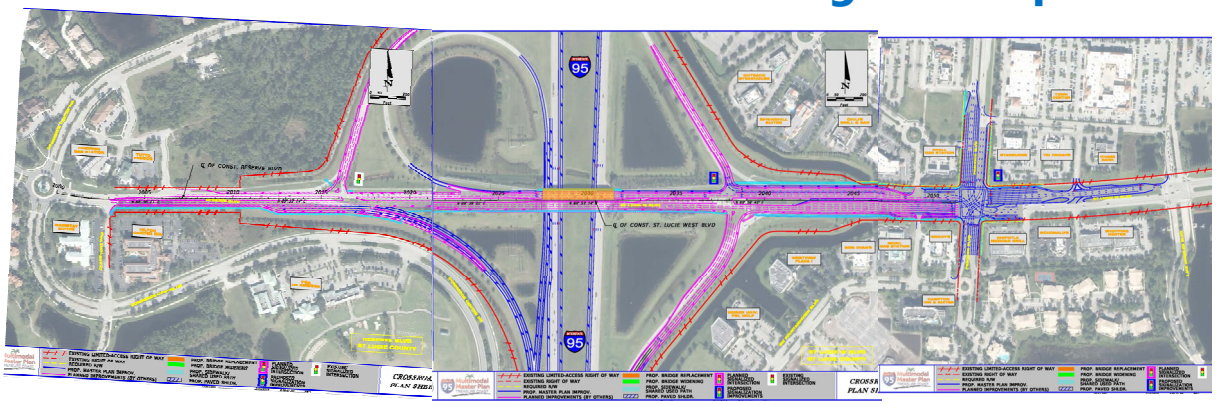
The overall interchange at Crosstown Parkway is expected to operate well up to 2045. No interchange or ramp improvements are needed in the short term.
However, by 2045, long-term improvements are needed. These include additional turn lanes at the ramp terminals, as well as intersection improvements at California Boulevard.

St Lucie West Boulevard Interchange Concept



- Already Planned Bridge Widening (*FM 435337-1, expected by 2022*)
- Channelizing NB Off-ramp Movements to Peacock Blvd
- Turn Lane Improvement at NB Ramp Terminal
  - Need by 2045
- Turn Lane Improvement at Peacock Blvd
- Braid NB Off-ramp and Widen to 2 Lanes
- Braid SB On-ramp and Widen to 2 Lanes
- Combine SB Loop On-ramp with SB Slip On-ramp
  - Need by 2045

95 Multimodal Master Plan TREASURE COAST

9

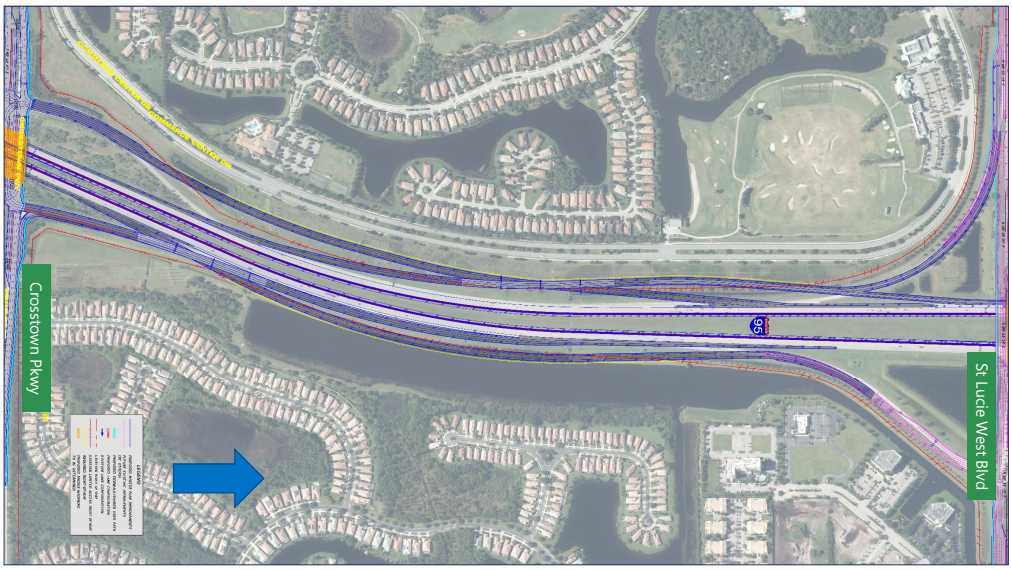
Currently, a planned widening of the eastbound St Lucie West Boulevard bridge over I-95 is underway and is expected to be constructed by 2022. This under-design project also includes improvements to the northbound off-ramp terminal intersection.

Analysis conducted by this Master Plan revealed that only minor improvements will be needed for it to operate acceptably in the long term. These improvements include channelizing the northbound off-ramp movements to Peacock Boulevard; additional turn lanes at the Peacock Boulevard intersection; and combining the southbound loop ramp with the southbound on-ramp to reduce merging on I-95.

Overall, these improvements are needed by 2045.

Braided Ramps between Crosstown Pkwy and St Lucie West Blvd

- Braid NB & SB On- and Off-ramps
  - Need by 2030
- Heavy Weaving Noted by County & City Officials
- Local Interchange-to-interchange Trips
- Parallel Access via Local Road Network



Multimodal Master Plan TREASURE COAST

10

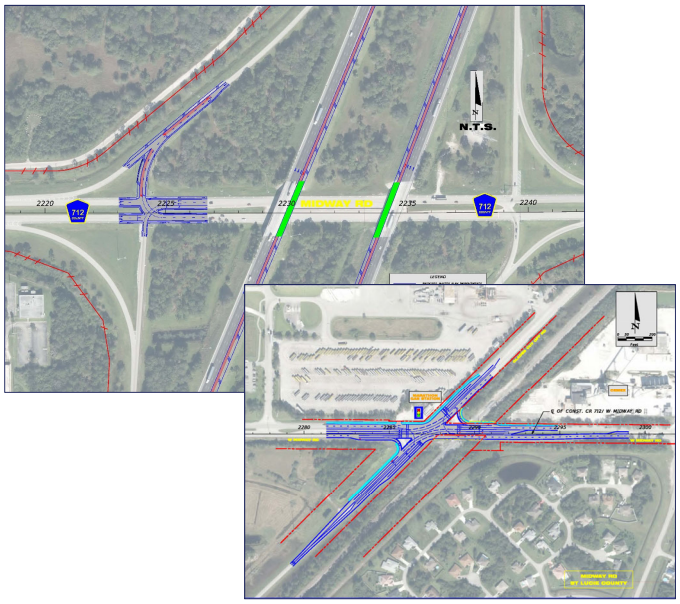
Currently, a weaving section exists on I-95 between Crosstown Parkway and St Lucie Boulevard. Analysis indicates that this portion of I-95 does not have enough capacity to accommodate the future merge and diverge movements.

Analysis indicated braided ramps that physically separate the on-ramps from the off-ramps will provide sufficient capacity to the I-95 movements by eliminating the weaving maneuvers. Braided ramps are needed for the northbound direction of I-95 by the 2030s, and for the southbound directions by 2045.

Local inter-to-interchange trips would be satisfied by the local roadway network.

Midway Road Interchange Concept

- Turn Lane Improvement at SB Off-ramp Intersection
- Turn Lane Improvements at Glades Cut-Off Rd
  - Need by 2045



11

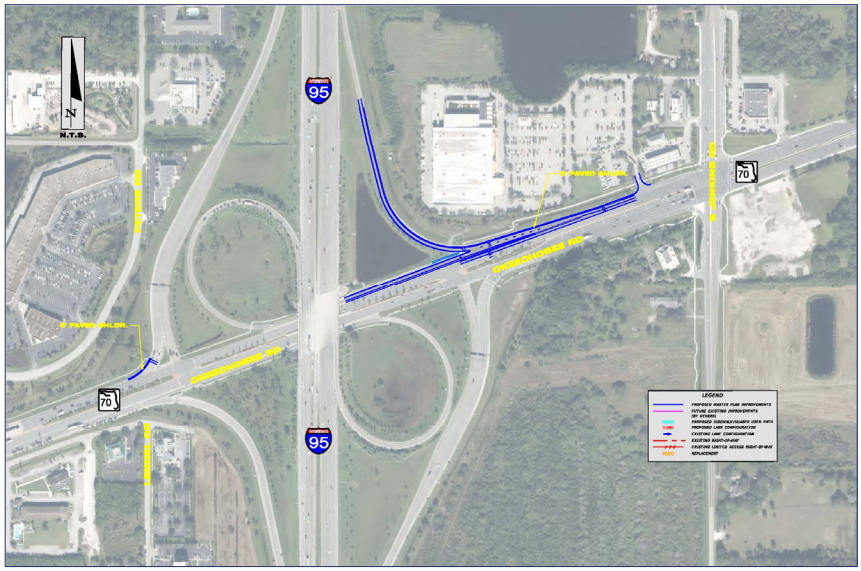
The overall interchange at Midway Road is expected to operate well up to 2045.

Only minor improvements will be needed for it to operate acceptably in the long term. These improvements include an additional turn lane at the I-95 southbound off-ramp intersection and turn lane improvements at the Glades Cut-Off Road intersection. The additional intersection turn lanes are not needed until 2045.

SR 70/Okeechobee Road Interchange Concept #1

Short-term Concept

- » Repurpose Current Lanes
  - – 2 WB Lanes to Enter I-95 Ramps
- » Improves Lane Utilization
  - – Need by 2030

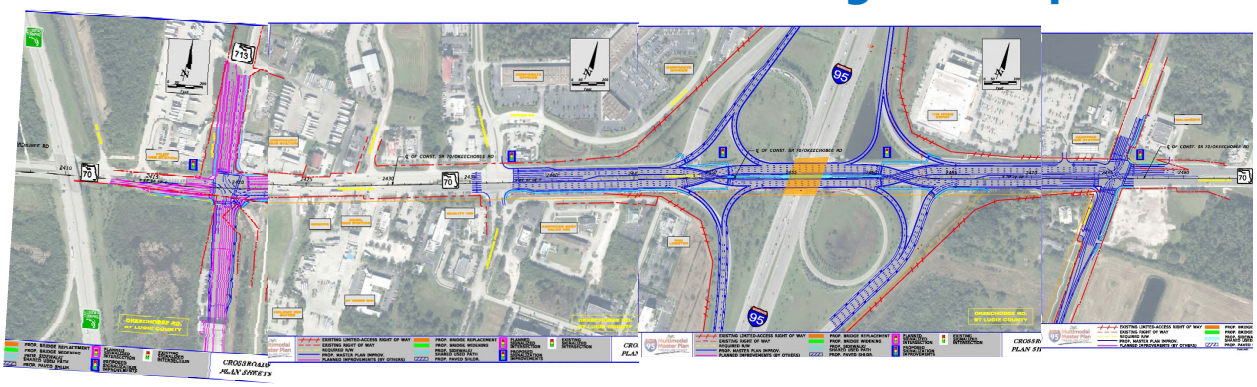


12

At the Okeechobee Road interchange, adequate overall roadway capacity exists in the short term to accommodate the expected volumes. However, the westbound traffic oriented towards northbound I-95 and southbound I-95 is forced to use a single westbound lane to gain entry into those on-ramps. This results in substantial queues that backs up through Jenkins Road.

To resolve this lane utilization problem, a short-term conceptual alternative was developed. This short-term concept allows two westbound lanes to enter into the I-95 northbound and I-95 southbound on-ramps and will reduce westbound congestion at Jenkins Road.

SR 70/Okeechobee Road Interchange Concept #2



Long-term Concept

- Diverging Diamond Interchange
- Turn Lane Improvements at Jenkins Rd
- Balanced Lane Utilization
  - Need by 2045

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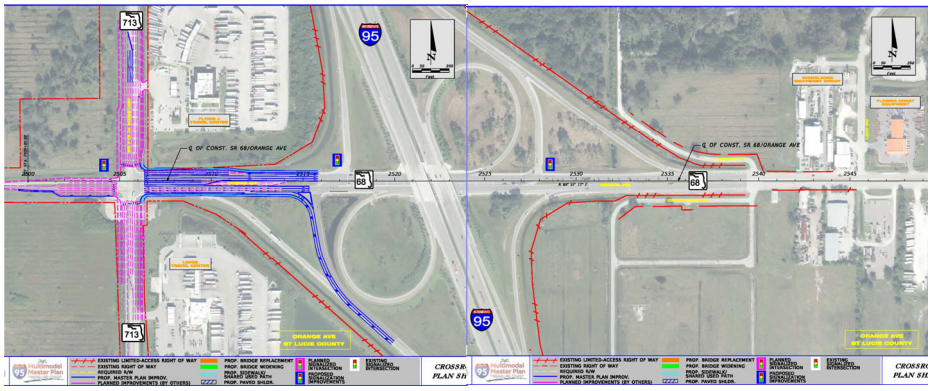
By 2045, analysis indicates that long-term improvements are needed at the Okeechobee Road interchange to accommodate the future traffic volumes.

A conceptual interchange alternative that alleviates the expected congestion is a Diverging Diamond Interchange configuration, or DDI. A DDI is a high-capacity interchange that accommodates the heavy left turn movements from Okeechobee Road that enter onto I-95.

Additional turn lane improvements are also needed by 2045 at Jenkins Road.

SR 68/Orange Avenue Interchange Concept

- No Interchange Improvements Needed
- EB Right-turn Lane Improvement at SB On-ramp to I-95
  - Need by 2030



Multimodal Master Plan TREASURE COAST

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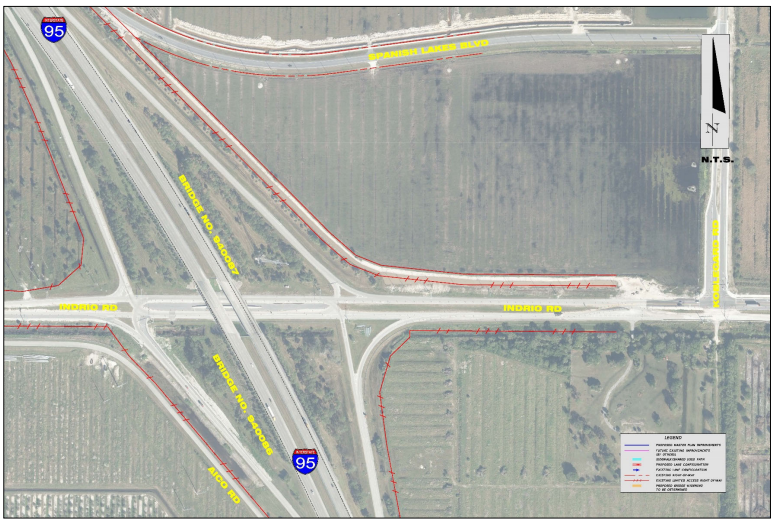
Analysis of the Orange Avenue interchange indicates that it will operate well through 2045. No improvements to the interchange or ramps are needed.
However, at the Kings Highway intersection west of I-95, the entrance to the southbound I-95 on-ramp is physically connected to the intersection. To assist with the truck and traffic flow on Orange Avenue between Kings Highway and I-95, this entrance will be relocated closer to the ramp terminal intersection. This improvement has been identified as a short-term need.

SR 614/Indrio Road Interchange Concept

- No Interchange Improvements Needed
- Use SB On-ramp to Add I-95 Lane without Merging



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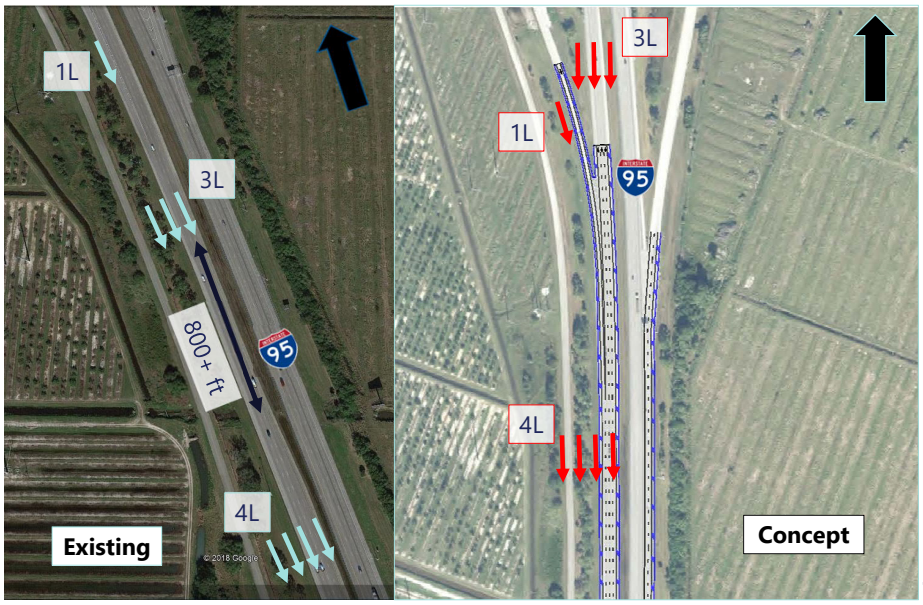
The overall interchange at Indrio Road is expected to operate well through 2045. This includes the re-alignment of the Koblegard Road intersection east of I-95.
No interchange or ramp improvements are needed at this location.

SR 614/Indrio Road Interchange Concept, cont

- Modify SB On-ramp to Eliminate Merging
- Maintains Lane Continuity

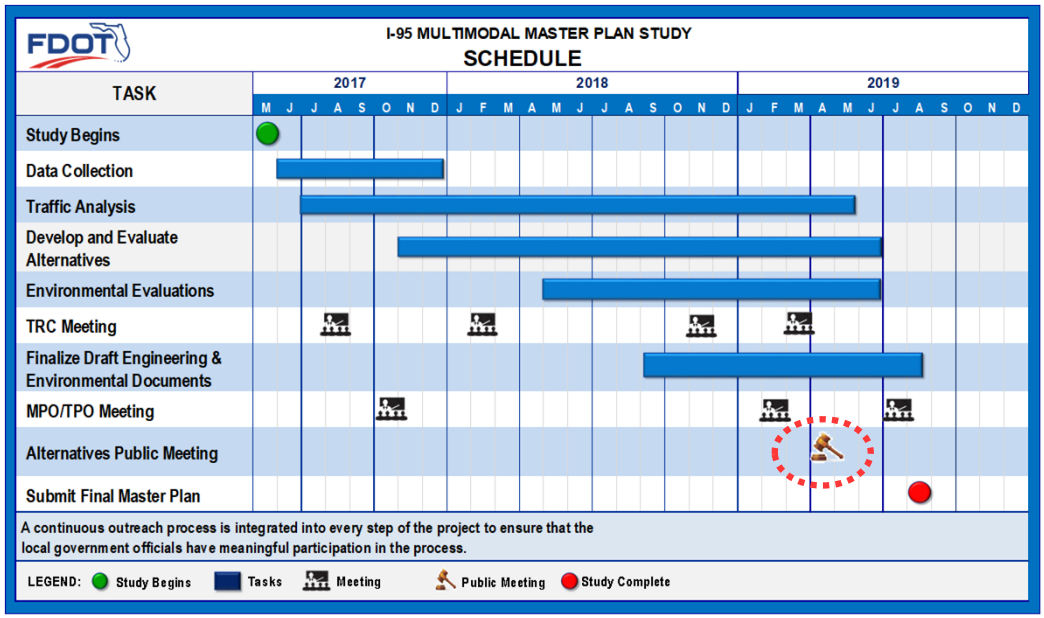


16

Immediately south of the Indrio Road interchange, I-95 consists of three southbound lanes. A merge must occur for traffic from Indrio Road prior to the eventual widening of I-95 to include a fourth southbound lane.

To eliminate this unnecessary merge and promote lane continuity along I-95, it is recommended that the Indrio Road southbound on-ramp be modified to transition directly into a fourth southbound I-95 lane. This improvement has been identified as a long-term need.

Project Schedule



The I-95 Multimodal Master Plan began in May 2017. During the past two years, local and state officials have worked together to develop the conceptual alternatives shown today. This Public Information Workshop --- depicted on the schedule within the red circle --- reflects the current place that the project is at this time. Overall, the Master Plan is anticipated to be completed by the fall of this year.

Next Steps

» Finalize Conceptual Alternatives

» Report Preparation
- Traffic Element
- Facility Enhancement Element
- Facility Operations and Preservation Element
- Environmental Element
- Master Plan

» Summer/Fall 2019 – Presentations to TPO
- Board of Elected Officials
- Technical Advisory Committee
- Citizens Advisory Committee

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Following this workshop, the next steps for the I-95 Multimodal Master Plan include finalizing the conceptual alternatives and preparing the study documentation. This documentation culminates with the Master Plan report, which will include the Needs tables.

Then, the Master Plan team will present the study's findings to the Metropolitan Planning Organization's board, Technical Advisory Committee, and Citizens Advisory Committee sometime later this summer or fall.

Other Public Information Workshop

Thursday, May 16
5 p.m. – 7 p.m.
Indian River County
Indian River State College, Mueller Campus
Richardson Center
6155 College Lane
Vero Beach, FL 32966

We will be holding a public meeting for Indian River County on May 16.
Please feel free to walk around to view the project boards. Project representatives are here until 7 p.m. to answer any questions that you may have.

Comment cards are also available for your convenience.

Contact Information

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Email: min-tang.li@dot.state.fl.us

» Project Website
www.fdot.gov/projects/sefl/future/95/treasurecoast

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For more information regarding the I-95 Multimodal Master Plan, you may contact: Dr. Min-Tang Li, PE, District Four Project Manager at (954) 777-4652 or toll free at (866) 336-8435, ext. 4652. You may also email him at Min-Tang.Li@dot.state.fl.us or visit the project website at www.fdot.gov/projects/sefl/future/95/treasurecoast.

THANK YOU!

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Thank you.