Existing Conditions Report

SKETCH INTERSTATE PLAN (SIP) FOR INTERSTATE 95 (I-95)

From the Indian River / Brevard County Line to the Florida / Georgia State Line

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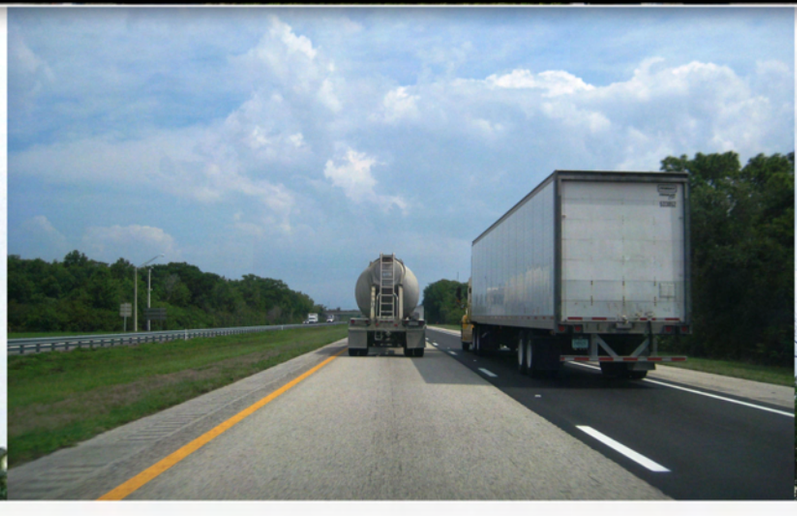

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Executive Summary

The FDOT has initiated a Sketch Interstate Plan (SIP) for I-95 from the Indian River / Brevard County line to the Florida / Georgia State line (a total of 222 miles). This Executive Summary of the Existing Conditions Report summarizes and provides conclusions based on pertinent data that defines the existing physical features of both the project corridor and related supporting transportation facilities and services. The following types of data have been reviewed for this Existing Conditions Report: Master Plans and other studies related to the project corridor, straight line diagrams; and local, regional, and state transportation plans. Some of the characteristics evaluated include roadway, bridges, traffic, environmental conditions, crashes and safety, and transit / multi-use facilities. A summary of these characteristics and recommendations based on the existing conditions is provided in the following sections.

1.0 Purpose and Objectives

The purpose is to review and analyze existing data and roadway characteristics in order to identify an action plan that will improve mobility within the I-95 project limits by identifying mainline concepts within the existing right-of-way to sufficiently accommodate high speed and high volume travel, as well as long distance trips while focusing on constraints. Existing conditions and year 2035 analysis are the basis for recommendations and concepts developed during the SIP phase to be implemented in future phases of the study corridor. The SIP provides analysis on the developed concepts in order to determine any "fatal flaws" which may be related to any concept in order to assist the Department for planning future project phases.

Accommodating high volume truck and freight movement is also an essential part of this project. This includes identification of improvements and development of multi-modal transportation facilities and services that may impact the LOS of the I-95 project corridor. The existing conditions identified in this report serves to accompany the future conditions analysis.

2.0 Phases and Public Involvement

This SIP serves as a preliminary study for the continuing development of the SIS / FIHS and the basis of any future studies that may be needed, such as Operational Analysis Report (IOAR), Project Development and Environmental (PD&E), Interchange Justification Reports (IJR), and Interchange Modification Reports (IMR). In addition to providing the basis for future planning studies along the project corridor, the SIP will also serve for updates on Long Range Transportation Plans (LRTP) for the Metropolitan Planning Organizations which may be involved. The SIP serves as a standalone document and information and conclusions provided in this phase will serve as the basis for the next study phase which may consist of a Multimodal Master / Action Plan that will also address NEPA issues.

Public involvement will be an ongoing process throughout the life of the SIP and future phases. In addition to local MPOs and stakeholders, part of the public involvement process of the SIP involves a volunteer organization consisting of transportation agencies, toll authorities, and related organizations, including law enforcement, from the State of Florida to the State of Maine, with affiliate members in Canada. The purpose of this organization is to provide an opportunity for policy and key decision makers to offer recommendations and comments on common project related interests and concerns regarding transportation management and operations issues. The benefit of involving this group is that it

helps enhance transportation system performance by allowing the involved states, local entities, and regional members of the involved agencies to work together alongside the Department as a cohesive unit. This cohesiveness offers enormous insight to better the quality of the project from an operation and cost savings standpoint.

3.0 Roadway Conditions

Previous Studies

Part of the existing roadway characteristics analysis included reviewing and summarizing previous studies related to the project corridor. Some of the influential projects, studies, and plans for the project corridor included those related to interchanges, ITS, FIHS, bridges, SOAR, LRTP, and TIPs. The purpose of evaluating these studies is to incorporate the recommended improvements of each study as part of the final recommendations of the SIP which may ultimately be incorporated into a Master Plan for the project corridor.

Counties and RCI Segments

The project corridor consists of 93.85 and 128.33 miles of rural and urban segments, respectively. The I-95 project corridor traverses six counties (Brevard, Volusia, Flagler, St. Johns, Duval, and Nassau) consisting of nine Roadway Characteristics Inventory (RCI) IDs (70220000, 70225000, 79002000, 73001000, 78080000, 72280000, 72020000, 72290000, 74160000). There are a total of 92 cross roads that have been identified along the project corridor. Thirty-four (34) of these cross roads pass over I-95 and of the 92 total crossroads, 64 consist of interchanges with I-95.

Right-of-Way

Proposing improvements within the existing right-of-way is an integral part of the study. The majority of the project corridor lies within 300-350 ft of right-of-way. Between University Boulevard and south of Broward Road in Jacksonville / Duval County, the right-of-way reduces to 200-250 ft. Variances for future improvements within this section may be needed, particularly for substandard border widths. There are some short segments of I-95 within the project limits which flare out over 500 ft.

Speed Limits

The posted speed along the I-95 project corridor is typically 65-70 mph with the exception of two segments where the speed reduces to 55 mph. The first segment (approximately ten miles from Atlantic Boulevard to Broward Road) is in Duval County. This segment of roadway runs through an urbanized area of Jacksonville with several interchanges and horizontal curves. The second segment is south of I-295 to approximately two miles north of Pecan Road (approximately seven miles in length) in Jacksonville / Duval County. This segment also consists of horizontal curves with the southern portion of the segment being urban and the northern portion being generally rural and comprised of vacant land. Possible improvements for these two segments should be evaluated for bringing the speeds up to a minimum of 65 mph.

Typical Sections

The existing mainline typical section within Brevard County and the first 27 miles of Volusia County consists of two 12 ft general use lanes (each direction). The median in this section varies from a minimum of 42 ft to a maximum of 160 ft. A double-face guardrail is present in the last mile of this four-lane divided section. North of this section, I-95 typically consists of three 12 ft general use lanes (each direction) with a few sections dropping down to a minimum of two general use lanes in each direction and a maximum of four general use lanes in each direction. The median width varies from 39 ft to a maximum of 215 ft and typically consists of a single or double-face guardrail. Areas with a median width less than 39 ft consist of a barrier wall median separator. Outside shoulders are typically ten feet paved throughout the entire project corridor. Inside shoulders vary from four to ten feet paved. Currently, there are no special use lanes along the project corridor.

Intermodal Connections

I-95 is a Strategic Intermodal System (SIS) highway corridor and is a primary interstate route that provides connections to Florida's eastern intermodal facilities. The project corridor provides connections to 15 intermodal facilities located within the I-95 service boundary. The following lists the intermodal facilities in the project corridor:

- Three seaports
- Three commercial service airports
- One spaceport
- Five intermodal passenger terminals (bus stations, train stations) and
- Three intermodal freight-rail terminals

Maintaining and improving these intermodal connections is critical to enhancing the economic competiveness of Florida. Any improvements to I-95 should consider the SIS connector roads and routes because of the potential impacts to those facilities that may result due to modifying I-95. Other smaller intermodal facilities that do not meet the passenger or freight throughput threshold for inclusion on the SIS primarily include general aviation airports, local bus and train stations, and small freight-rail facilities. There are currently 18 projects identified within the SIS / FIHS Five Year Work Program for I-95 within the SIP project limits.

Intelligent Transportation Systems (ITS)

Along I-95 in FDOT District 5 from mile marker 168 (near Indian River/Brevard County line) to mile marker 298 (near Flagler/St. Johns County line), ITS infrastructure primarily consists of cameras, detectors and dynamic message signs. Along I-95 in FDOT District 2 from mile marker 298 (near Flagler / St. Johns County line) to the Florida / Georgia State line the ITS infrastructure is primarily concentrated within the City of Jacksonville. The ITS infrastructure along this segment also consists of cameras, detectors and dynamic message signs.

Pavement Conditions

A summary of I-95's existing pavement condition along the project segment was conducted using GIS database information and it has been determined that the majority of the project corridor is in Very Good condition. No segments were identified as being very poor, poor, or fair. Two segments have

been identified as being in Good condition. These two segments are from Garden Street to SR 46 and Race Track Road to the Florida / Georgia State line.

Bridges

Just over 200 bridges have been identified along the project corridor consisting of parallel bridges, pedestrian overpasses, flyovers, and canal crossings. Numerous bridges have been identified within the project corridor which do not meet the Department's minimum vertical clearance standard of 16'-6." In these cases, special techniques to increase the vertical clearance could be implemented in order to avoid reconstruction or applying for design variances. Based on existing data, it is evident that in order to provide a four lane bridge (one direction of travel) with ten-foot inside and outside shoulders in each direction of travel, numerous bridges will need to be widened.

4.0 Traffic Conditions

Numerous data sources were reviewed in order to gather information regarding existing traffic along the project corridor. These data sources include the following:

- FDOT TranStat (Statistics)
- Florida Traffic Information 2007 DVD
- Travel Demand Models (Statewide Models, NERPM, and CFRPM IV)
- I-95 Master Plan Update – Travel Demand Forecast Methodology
- Florida Statewide Freight Model
- Florida Commodity Flow Survey 2002

Existing and historical traffic volumes within the I-95 corridor were evaluated by referring to the Florida Traffic Information 2007 DVD for analysis, reporting, and GIS mapping purposes. The Florida Traffic Information 2007 DVD was provided by FDOT to assist with providing base year data for traffic growth, aid in evaluating existing (2007) conditions, and for use in the development of crash rates for the I-95 SIP.

Eleven Locations Indentifying Historical Traffic Trends (1993-2007)

Eleven (11) sample locations were identified within the study area to illustrate existing and historical total and truck annual average daily traffic (AADT). These 11 locations were chosen to illustrate representative locations within the study area. Four (4) of the locations surround a key systems interchange to identify traffic flow to and from I-95 as well as on the interstate facility. The sample locations are as follows:

1. I-95 North of Malabar Road, Brevard County, District Five
2. I-95 South of I-4 / SR 400, Volusia County, District Five
3. I-95 North of LPGA Boulevard, Volusia County, District Five
4. I-95 North of International Golf Parkway, St. Johns County, District Two
5. I-95 North of Emerson Street, Duval County, District Two
6. I-95 South of 20th Street / MLK Parkway / US 1, Duval County, District Two
7. I-95 North of 20th Street / MLK Parkway / US 1, Duval County, District Two
8. I-95 South of I-295, Duval County (North of Jacksonville), District Two
9. I-95 North of I-295, Duval County (North of Jacksonville), District Two
10. I-295 West of I-95, Duval County (North of Jacksonville), District Two

11. I-295 East of I-95, Duval County (North of Jacksonville), District Two

Upon review of existing and historical traffic trends at the 11 sample locations along the corridor, conclusions can be made that the I-95 corridor has seen significant total and truck traffic growth from 1993-2007 as seen in **Table 8.1** and **Table 8.2**. Total AADT for the 11 locations varied from 23,500 to 108,500 in 1993, and from to 59,500 to 124,500 in 2007. Truck AADT in the 11 locations varied from 371 to 9,360 in 1993, and from 8,308 to 13,500 in 2007. The increase in truck traffic throughout the I-95 corridor has created the need to evaluate and begin planning to accommodate future truck traffic and analyze its impact to the overall traffic throughout the project corridor. Based upon the Florida Statewide Freight Model and the *2002 Florida Commodity Flow Survey*, there has been a significant increase in through truck traffic for truckload pickup or delivery to regional big box retailers and intermodal facilities adjacent to or connected to the I-95 corridor.

Table 1.1: Historical Total AADT at Select Locations on I-95 (1993-2007)

	Location	Total Annual Average Daily Traffic (AADT)														
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	I-95 North of Malabar Road, Brevard County, District 5	37,000	34,000	39,500	35,000	39,000	40,000	41,000	44,000	45,500	50,500	58,000	55,000	50,500	57,500	59,500
2	I-95 South of SR 400/I-4, Volusia County, District 5	34,500	34,500	33,500	36,500	41,500	40,500	45,000	43,500	44,000	46,000	47,000	46,500	49,500	49,500	56,000
3	I-95 North of LPGA Boulevard, Volusia County, District 5	No Data Available	No Data Available	No Data Available	57,000	55,000	52,500	54,500	59,000	61,500	66,000	80,500	84,500	70,500	80,500	73,000
4	I-95 North of International Golf Parkway, St. Johns County, District 2	No Data Available	No Data Available	39,000	37,000	46,000	50,000	52,500	55,000	56,500	58,500	61,000	64,500	59,500	66,000	74,000
5	I-95 North of Emerson Street, Duval County, District 2	83,000	90,000	95,500	99,500	108,000	90,500	105,000	102,000	96,000	111,500	119,000	126,500	130,500	134,000	124,500
6	I-95 South of 20th Street/MLK Parkway/US 1, District 2	107,000	117,000	110,000	102,000	103,000	94,000	102,500	104,500	107,000	117,500	124,000	133,000	111,500	120,500	120,000
7	I-95 North of 20th Street/MLK Parkway/US 1, District 2	108,500	103,000	102,000	103,500	117,500	107,000	95,000	102,000	115,000	126,500	132,500	132,500	125,500	123,000	120,500
8	I-95 South of I-295, Duval County (North of Jacksonville), District 2	66,000	41,500	44,500	44,000	46,500	48,000	47,000	49,000	48,000	55,000	46,000	59,000	55,500	59,000	62,000
9	I-95 North of I-295, Duval County (North of Jacksonville), District 2	58,500	57,000	60,000	63,500	64,500	67,500	68,000	67,000	72,500	75,500	62,000	71,000	73,000	84,500	90,000
10	I-295 west of I-95, Duval County (North of Jacksonville), District 2	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	43,500	35,500	50,500	48,500	52,500	52,500	54,500	53,500	62,500
11	SR 9A east of I-95, Duval County (North of Jacksonville), District 2	23,500	26,500	27,500	36,500	32,000	30,000	32,000	36,500	41,500	43,500	47,000	50,500	52,000	56,500	59,500

Source: Florida Traffic Information 2007 DVD

Table 2.1: Historical Truck AADT at Select Locations on I-95 (1993-2007)

	Location	Truck Annual Average Daily Traffic (AADT)														
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	I-95 North of Malabar Road, Brevard County, District 5	No Data Available	4,488	4,187	6,160	8,424	3,680	8,405	8,624	8,691	8,484	9,222	8,855	9,040	10,293	9,520
2	I-95 South of SR 400/I-4, Volusia County, District 5	No Data Available	5,313	4,958	4,709	5,146	4,658	5,715	5,916	6,028	6,164	5,781	7,766	8,217	8,712	9,968
3	I-95 North of LPGA Boulevard, Volusia County, District 5	No Data Available	No Data Available	No Data Available	6,441	4,290	5,093	6,922	6,136	3,752	8,844	9,902	14,112	11,703	14,168	12,994
4	I-95 North of International Golf Parkway, St. Johns County, District	No Data Available	No Data Available	8,463	8,584	7,912	8,250	9,083	8,800	4,972	15,678	10,065	9,611	8,985	9,966	10,878
5	I-95 North of Emerson Street, Duval County, District 2	No Data Available	5,940	6,208	6,269	8,748	5,430	5,040	5,100	5,760	6,467	6,188	9,741	13,050	12,060	11,205
6	I-95 South of 20th Street/MLK Parkway/US 1, District 2	No Data Available	9,360	10,010	8,874	8,343	6,298	7,483	8,674	6,420	6,815	6,448	10,241	11,150	10,845	10,800
7	I-95 North of 20th Street/MLK Parkway/US 1, District 2	No Data Available	8,240	9,282	9,005	9,518	7,169	6,935	8,466	6,900	7,337	6,890	10,203	12,550	11,070	10,845
8	I-95 South of I-295, Duval County (North of Jacksonville), District 2	8,712	5,727	6,364	6,292	5,348	5,904	5,076	7,105	7,344	9,350	8,326	8,319	7,826	7,906	8,308
9	I-95 North of I-295, Duval County (North of Jacksonville), District 2	8,073	7,866	8,580	9,081	10,320	8,303	7,344	9,715	11,093	12,835	11,222	10,011	11,242	11,323	13,500
10	I-295 west of I-95, Duval County (North of Jacksonville), District 2	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	12,920	5,787	6,212	7,130	9,503	7,403	8,393	7,169	9,375
11	SR 9A east of I-95, Duval County (North of Jacksonville), District 2	No Data Available	371	330	1,643	1,984	6,540	9,504	5,950	5,105	6,395	8,507	7,121	2,704	7,571	8,925

Source: Florida Traffic Information 2007 DVD

LOS

Existing LOS for the project corridor was analyzed by region (southern, central, and northern) for existing Base Year 2005. The entire southern region has an LOS 'A' to 'C' for the Base Year 2005. Moving into the central region, some degradation to LOS becomes apparent with two segments having a LOS 'D'. The northern region has the most traffic congestion, with LOS falling to 'E' and 'F' closer to Jacksonville. A detailed LOS summary breakdown by region and segment of the project corridor is presented below for Base Year 2005.

- Southern – From the Indian River / Brevard County line to just north of Exit 231: LOS equals 'A' to 'C'

- Central – From just north of Exit 231 to Exit 256: LOS equals 'A' to 'C'; from Exit 256 to Exit 261: LOS equals 'D'; from Exit 261to Exit 268: LOS equals 'A' to 'C'; from Exit 268 to Exit 289: LOS equals 'D'; from Exit 289 to Exit 311: LOS equals 'A' to 'C'

- Northern – From Exit 311 to Exit 318: LOS equals 'A' to 'C'; From Exit 318 to Exit 329: LOS equals 'D'; from Exit 329 to Exit 337: LOS equals 'E'; from Exit 337 to Exit 340: LOS equals 'A' to 'C'; from Exit 340 to Exit 352C: LOS generally equals 'F'; from Exit 352C to Exit 366: LOS generally equals 'E'; from Exit 366 to Exit 380: LOS equals 'D'; from Exit 380 to the Florida / Georgia State line: LOS equals 'E'

2000 Census Journey to Work Analysis

The 2000 Census contains transportation focused demographic data that has been loaded into datasets for the 2000 Census Transportation Planning Package (CTPP). The CTPP is a powerful set of data that has been used for the I-95 SIP to generate journey to work data at the Census tract level. The journey to work data contains total number of trips per tract for both the origin and the destination. Therefore, using Microsoft Access software and a GIS, it was possible to develop a trip desire line GIS layer that resembling a spider diagram where each polyline generated contains an overall total trip amount that connects the census tract centroids for both the origin and destination trips.
This data analysis technique is very useful to formulate planning assumptions with regard to trips that have origins and destinations within the five Counties traversing the I-95 corridor.

Journey to Work Data Analysis Findings

For regional planning analysis of the 2000 Census Journey to Work data, six geographic regions were identified.
The five regions included:

1) Jacksonville Metropolitan Area / Duval County / Nassau County
2) St. Augustine Area
3) Palm Coast Area
4) Daytona Beach Area
5) Titusville and Melbourne Area

Jacksonville Metropolitan Area / Duval County / Nassau County

The journey to work trip pattern GIS output suggests that the areas with the most concentrated frequency and location of trips occur within the Jacksonville metropolitan area. Furthermore the origin and destination trips tend mostly to be focused within Duval County, with a few bedroom communities

in the growing area of northern St. Johns County having some substantial trips to Downtown Jacksonville and the employment centers near I-95/Route 202 and I-95/I-295. Nearly all of these trips would likely use some portion of I-95 between exits 335 and 353 over more local routes. The data also suggest that there are quite a few trips occurring that begin in Jacksonville and end at the Jacksonville Beaches areas, including Neptune Beach and Atlantic Beach. It is assumed that some of those trips would likely utilize a portion of the I-95 corridor to the south of Downtown Jacksonville. As the majority of the journey to work trips within Nassau County are from the northwestern part of the county to Fernandina Beach and Yulee, they would likely utilize other local routes to since the majority of these trips are east-west.

St. Augustine Area

The journey to work trip pattern GIS output suggests that the St. Augustine areas in St. Johns County surrounding the I-95 corridor generate work trips that tend to be intercity or traveling from the exurbs to the city centers, with the St. Augustine beach areas attracting the highest frequency of work trips. However, since the population of St. Augustine and its surrounding communities is located predominantly to the east of I-95 and because the distance between exits along I-95 within St. John's County is roughly six miles, the majority of work trips are taking place on local roadways. Since St. John's County has experienced substantial growth over the past decade (with several more large scale planned communities expected in the next 10 years) the journey to work patterns and employment centers will likely change within St. John's County and southern Duval County. This change will most likely create a greater impact on I-95 between exits 318 and 344 since most existing or planned roadways funnel traffic towards I-95 and the highest capacity parallel route is US Route 1, which is east of I-95.

Palm Coast Area

The journey to work trip pattern GIS output suggests that the Palm Coast areas in Flagler County surrounding the I-95 corridor generate work trips that tend to be intercity or traveling from the exurbs to the city centers and the beach areas. However, the data also suggests that there is a significant amount of work trips that occurred from Palm Coast to Ormond Beach and Daytona Beach. Those trips are likely utilizing the I-95 corridor between exits 289 and 261 since there are few, parallel routes besides US Route 1 to travel to Daytona Beach.

Daytona Beach Area

The journey to work trip pattern GIS output suggests that the Daytona Beach Area is a fairly large employment center (see Chapter 1 – 2000 Employment Density section). Similar to the St. Augustine area, the Daytona Beach area experienced more local work trip patters by frequency than regional trips that center near and around the I-95 corridor. Specific travel patterns of note include the trips generated to the south of Daytona Beach, including Edgewater, New Smyrna Beach, and Port Orange, which would most likely utilize I-95 between exits 244 and 261 to reach major employment centers near Daytona International Airport, Dayton International Speedway, and Downtown Daytona Beach. The available parallel routes are either local in nature or lower speed and signalized routes which would substantially reduce travel time. To the north of Daytona Beach the communities of Ormond Beach and Ormond-By-The-Sea would most likely use local routes since the majority of the population is located to the east of I-95. The western half of Volusia County, including the communities of DeLand, Orange City, DeBary, and Deltona, have more regional travel to work patterns towards the St. Augustine area. Therefore, these trips would most likely utilize the I-4 and I-95 corridors to reach their destinations.

Titusville and Melbourne Area

Located in Florida's Space Coast region, the journey to work trip pattern GIS output suggests that the Titusville and Melbourne areas in Brevard County are larger employment centers within the I-95 corridor. Both the Titusville and Melbourne areas experienced employment commuting patterns from exurb and other local suburbs to the city centers following an inter Brevard County travel patterns. Additionally, the two areas are connected by I-95 and based upon the analysis of the Journey to Work data, and lack of parallel roads to I-95, it is possible to assume that the I-95 SIP corridor was frequently used as the main traveling route to reach the employment destination. However, it should be pointed out that the journey-to-work trips are mostly concentrated within the two areas and not between them. Specific travel patterns of note include the trips generated to the south of Melbourne, mostly from Palm Bay, which would most likely utilize I-95 between exits 173 and 183 over other more local routes to reach the employment centers adjacent to Melbourne International Airport. Trips generated to the south of Titusville, mostly from Rockledge, Cocoa, and other surrounding communities, would most likely utilize I-95 between exits 195 and 212 to reach employment centers within and just south of Titusville over parallel routes such as US Route 1 which is more local with numerous signalized intersections. Additional trips from northern suburbs of Titusville, specifically Mims, are likely to utilize I-95 from exits 223 to 215 to avoid downtown Titusville and reach employment centers on the south side of the city. Cocoa Beach, Merritt Island, and Port Canaveral also are apparent destinations for both travelers from Titusville and Melbourne to these areas; however, these east-west trips (out to the islands) would most likely utilize US Route 1 or other routes to reach destinations north and south of the causeways to the islands. Since the majority of the population within Brevard County is located to the east of I-95, the journey to work trips to the Cocoa Beach, Merritt Island, and Port Canaveral would likely have a minor impact on I-95.

Existing Freight Trends

Florida consists of four major freight modes; rail, airline, truck, and seaport. Records show that freight movement in Florida by truck steadily increased from 1998 to 2006 by approximately 42% with a decline in 2007 by four percent. In addition, rail and seaport freight modes in Florida also declined in 2007. Air deliveries were the only freight mode which did not have a decline in 2007 and have had an increase in all other years between 1998 and 2006 with the exception of 1999, 2000, and 2005. A summary of growth trends for each freight mode is listed below.

- Rail – Decrease from 1998 to 2006 by approximately 17%
- Airline – Increase from 1998 to 2007 by approximately 41%
- Truck – VMT Increase from 1998 to 2007 by approximately 38%
- Seaport – Increase from 1998 to 2007 by approximately 9%

According to the *2002 Commodity Flow Survey*, 41 groups of commodities have been identified in Florida. The transport of these commodities indicates that in 2002, over $194 million worth of freight products were shipped from Florida, which totaled over 411,000 tons.

The Florida Statewide Passenger and Freight Model identified the I-95 / US 17 Corridor as having 1,500 – 2,000 truck trips in Base Year 2000 from Indian River County to the City of Jacksonville, and 650 – 1,000 from Indian River County to Nassau County. The corresponding freight tonnage for these two truck freight trips are 400,000 – 600,000 tons and 13,000 – 20,000 tons, respectively.

5.0 Environmental Conditions

Environmental conditions were surveyed as a regional basis for aspects such as land use, developments of regional impact, community facilities, activity centers, cultural features, natural features, physical environments, drainage patterns, sinkholes, and hurricane susceptibility.

The southern region shows residential, industrial/mining, and institutional / public as the most prevalent land uses. The industrial/mining land use may indicate truck usage impacts.

The central region shows residential, institutional / public, and agricultural as the most prevalent land uses.

The northern region shows agricultural, residential, and institutional / public as the most prevalent land uses. Since this region passes through downtown Jacksonville, the institutional/public land use will also be a traffic generator.

For all three regions, residential will have the most substantial impacts to I-95 in regards to traffic.

Developments of Regional Impacts were reviewed for all three regions. Currently, there are 14, 26, and 27 DRI's, which could impact traffic on I-95, respectively.

Community facilities within 0.5 miles of I-95 that may have an impact or be impacted by I-95 have been identified. Community facilities examined include, but are not limited to, public and private schools, churches and medical facilities. In the southern region, 14 schools, two medical facilities, and 19 places of worship within 0.5 miles of I-95 have been identified. In the central region, eight schools, one medical facility, and four places of worship within 0.5 miles of I-95 have been identified. Finally, there are nine schools, four medical facilities, and 27 places of worship within 0.5 miles of I-95 in the northern region.

A review of Florida's Master Site file resulted in little to no historic sites that would present a constraint for I-95. The only historic site identified that borders the I-95 project corridor is Jacksonville's Riverside Historical District. North of Jacksonville's Riverside Historical District, I-95 also passes near Jacksonville's Springfield Historic district. No other historical sites have been identified within the rest of the study area.

The I-95 project corridor is adjacent to wetlands throughout different segments of the corridor. For instance, the southern segment passes through, a major strip of wetlands lying to the west of the I-95 study area. The southern portion of the central region consists of two strips of wetlands on each side of I-95. The remainder of the study area passes through areas with minimal or no wetlands within the central region. The northern region has very little constraints with regards to wetlands, passing through areas with minimal wetlands and several minor wetland areas.

Three noise abatement barrier walls have been identified in the Southern region, in which two of the three provide noise abatement for Melbourne neighborhoods. The third provides noise abatement for a Titusville neighborhood. There are no noise abatement barrier walls in the Central region of the I-95 project corridor. The Northern region consists of three stretches of noise abatement barrier walls, all of which provide noise abatement for neighborhoods south of downtown Jacksonville.

With respect to air quality, all of the six counties in which the project corridor traverses have been identified as being in "attainment" and considered as having good air quality according to the Florida Ambient Air Quality Standards.

A total of 130 petroleum contamination sites have been identified within 0.5 miles of the I-95 project corridor. Of these 130, 45 have been identified as being adjacent to I-95 which may pose a concern for contamination risks. In addition, a total of 53 gas stations have been identified as being located within 0.5 miles of the I-95 project corridor.

The project corridor was analyzed in regards to floodplains. Review of GIS information indicates that the southern region of the project passes through, the east edge of a major 100 year flood plain area. Portions of the central region also pass through, some minor 100 year flood plain area with large portions outside of any 100 year flood plain areas. Finally, the area south of Jacksonville for the northern region passes through some minor flood plain areas but is mostly outside of any 100 year flood plain areas. The area north of Jacksonville passes through some major 100 year flood plain areas.

I-95 currently serves as a major hurricane evacuation route for the entire state of Florida. Although the entire state of Florida is vulnerable to hurricanes, some regions are more susceptible than others in Florida. The southern region in which the I-95 project corridor traverses is primarily low risk for hurricane damage. There are some areas in the north of this region that have a medium risk for hurricane damage. Moving north to the central region, I-95 is within an area that is primarily medium risk for hurricane damage. However, the northern region of the I-95 project corridor is primarily low risk for hurricane damage, though the study area passes through several medium to medium-high risk areas.

6.0 Crashes and Safety Review

The majority of the crashes identified along the project corridor during the years 2003-2007 were rear end collisions. This is indicative of abrupt braking, which is commonly related to traffic congestion or tight horizontal roadway curves. There were a total of 10,404 crashes resulting in 300 fatalities and 10,155 injuries over the five-year study period. The calculated crash rate for the entire I-95 study area was found to be 0.312 crashes/million vehicle miles traveled (MVMT), which is less than the average statewide crash rate of 0.361 crashes / MVMT for Rural Interstates and 0.711 crashes / MVMT for Urban Interstates, as provided by FDOT State Safety Office personnel. Approximately 50 Mile Post locations along the project corridor were identified as high crash locations ("hot spots" consisting of 19 or more) some of which include fatalities. Review of the existing crash data indicates that crash locations with lighting on I-95 had far fewer fatalities than those locations without lighting. A Lighting Justification Report (LJR) is recommended to determine compliance with current Department standards as part of future phases of the project. Other than insufficient lighting, other possible contributing factors to the crashes identified are horizontal / vertical curves or ramp merge conditions. Numerous high frequency crash locations had no obvious contributing factor indicating any specific need for roadway improvements. No crash "hot spots" were identified in the northern segment of I-95 in Duval County or Nassau County.

7.0 Transit and Multi-Use Facilities

Along the project corridor, two pedestrian overpasses and three trails have been identified allowing for multi-use accommodations. A review of nearby transit services was conducted for each of the counties I-95 traverses within the project limits. A brief summary for each county is provided below.

Brevard County – Space Coast Area Transit (SCAT) includes fixed route bus service, carpool and vanpooling, and paratransit service. SCAT currently does not offer any transit service on the mainline of I-95. SCAT also provides a Commuter Assistance Program that helps commuters find alternate ways to travel other than single occupancy vehicles. Bus / trolley service provides access to major shopping centers, government centers, social service agencies, colleges and universities, libraries, and hospitals.

Volusia County – VOTRAN includes operation of fixed route bus service, paratransit service, and trolley systems. VOTRAN does not offer any transit service on the mainline of I-95.

Flagler County – Limited to paratransit services for the transportation disadvantaged provided by Flagler County Public Transportation. Currently has no fixed route service in operation.

St. Johns County – The Sunshine Bus, operated by the St. Johns County Council on Aging Inc., is the primary transit provider in St. Johns County. Currently, Sunshine Bus does not operate any buses on the mainline of I-95. Vanpool services are available for commuters in St. Johns County and are a service of the North Florida Transportation Planning Organization (TPO) operated and maintained by VPSI, Inc.

Duval County – Transit in Duval County is operated by the Jacksonville Transportation Authority (JTA). Transit modes currently in operation in Duval County include fixed route bus, flexible route bus, monorail, and trolley. In addition, JTA offers paratransit services for the disabled and elderly, demand oriented shuttle service and commuter assistance programs that focus on providing transportation options for commuters. Duval County has twelve (12) fixed route services using I-95. Vanpool services are available for commuters in Duval County and are a service of the North Florida Transportation Planning Organization (TPO) operated and maintained by VPSI, Inc.

Nassau County – Transit is limited to paratransit services for transportation disadvantaged provided by the Council on Aging of Nassau County. Vanpool services are available for commuters in Nassau County and are a service of the North Florida Transportation Planning Organization (TPO) operated and maintained by VPSI, Inc.

CHAPTER 1 - Introduction

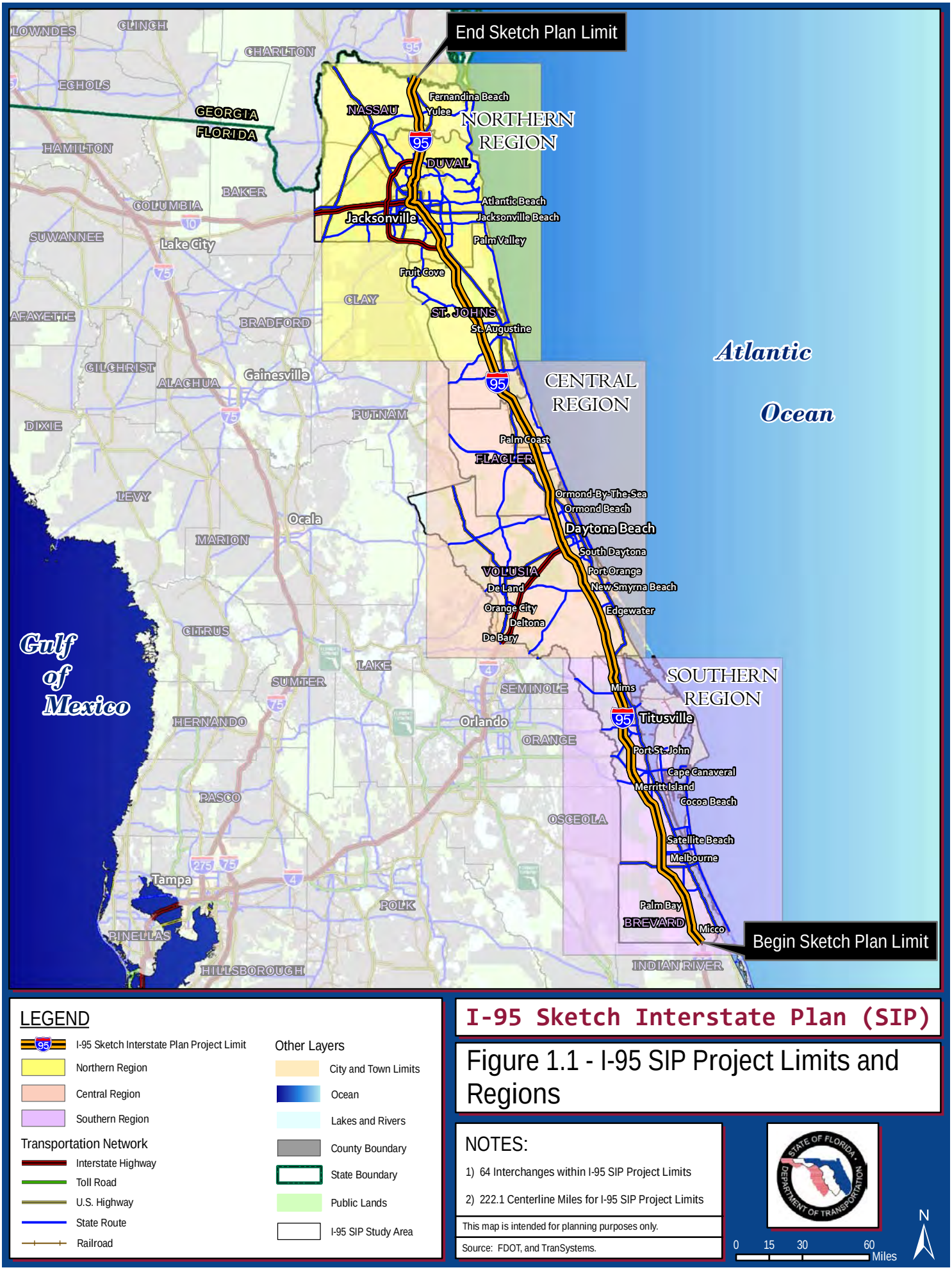
This section of the I-95 Sketch Interstate Plan (SIP) Existing Conditions Report, with limits from the Indian River / Brevard County line to the Florida / Georgia State line (total of 222 miles and traversing 6 Counties and 12 municipalities), provides introductory information - such as the purpose and need for the project, as well as background information. It should be noted that the Florida Department of Transportation (FDOT) chose to break the I-95 corridor into a North and South Sketch Interstate Plan (SIP) area, similar to analysis measures done for the I-75 SIP and other FDOT studies. To depict the corridor to the For mapping purposes, the I-95 SIP study area has been divided into a northern, central, and southern region. Analysis of the corridor is, however, divided into North and South SIP areas as noted above.

In order to facilitate collection of data on existing conditions, a field review was conducted of the entire I-95 project corridor (**Figure 1.1)**. The following six (6) counties comprise the project study area: Brevard, Volusia, Flagler, St. Johns, Duval, and Nassau Counties with the northern terminus at the Nassau County border with the Georgia state line. Within Brevard County, the I-95 corridor passes through the municipalities of Palm Bay, Melbourne, West Melbourne, Rockledge, and Titusville (**Appendix A – Figure 1.1A**). Within Volusia County, the I-95 corridor passes through the municipalities of Edgewater, New Smyrna Beach, Port Orange, Daytona Beach, and Ormond Beach. In Flagler County, the I-95 corridor passes through the City of Palm Coast. In St. Johns County, the I-95 corridor passes near the City of St. Augustine (**Appendix A – Figure 1.1B**). In Duval County, the I-95 corridor passes through the City of Jacksonville. In Nassau County, the I-95 corridor passes just west of the City of Yulee (**Appendix A – Figure 1.1C**). This chapter also outlines the importance of the Stakeholders' role and overall Stakeholder involvement in this study, as well as this study's relationship to other plans and appropriate agencies. Finally, this chapter discusses how this SIP Study will serve future projects.

1.1 Report Purpose and Background

The purpose of this existing conditions portion of the Sketch Interstate Plan (SIP) is to identify an action plan that will improve mobility within the I-95 corridor from the Indian River / Brevard County line to the Florida / Georgia State line. This report will identify mainline concepts within the existing right-of-way to sufficiently accommodate high speed and high volume travel, as well as long distance trips with emphasis on project constraints. Existing conditions and future year 2035 analysis are the basis for recommendations and concepts developed during the SIP phase to be implemented in future phases of the study. This SIP Study analyzes current conditions and concepts in order to determine previously unaccounted for issues. The intent is for this SIP Study to inform and assist the Department in planning for the next phase of study.

An integral part of this project is to plan a multi-modal systems approach to serving and enhancing intermodal connections for high volume truck and freight movement is also an integral part of this project. This includes identification of improvements and development of multi-modal transportation facilities and services that may impact the Level of Service (LOS) of the I-95 project corridor. The existing conditions identified in this report supplements the future conditions analysis.



LEGEND

- I-95 Sketch Interstate Plan Project Limit
- Northern Region
- Central Region
- Southern Region

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 1.1 - I-95 SIP Project Limits and Regions

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 15 30 60 Miles

N

Demographics within the I-95 SIP Corridor

In order to develop base year and future travel demand models, local Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO), including the Space Coast TPO, Volusia County MPO, and North Florida TPO, analyzed existing population data from the United States Census Bureau, land use maps, aerial photography, and local input. Population and employment totals are defined to each individual traffic analysis zone (TAZ). Upon review of the TAZ-specific population and employment density data, several activity centers were identified. Activities within these TAZs impact the I-95 project corridor today and will likely further impact the I-95 corridor in the future.

Employment and Population Density

SOUTHERN REGION: Brevard County

Both high levels of population and high levels of employment density (persons per acre) have been identified to the east of I-95 between Exits 173 and 183. This segment of I-95 is in the Melbourne area, which includes the Melbourne International Airport, which is a significant vehicle trip generator in this area. Another two high population and employment dense areas are located between Cocoa Beach (Exits 201 and 202), and Titusville (Exits 215 and 220) in Brevard County. These areas have been identified as existing activity centers based on population and employment data. Activity centers identified for the project consist of areas with cumulative development at the level of a neighborhood shopping center or having an equivalent concentration of a mix of commercial, offices, institutional, or industrial activities, at a minimum. **(Appendix B – Figure 1.2A and 1.3A)**

CENTRAL REGION: Volusia and Flagler Counties

In the central region of the project corridor, heavy population and employment density has been identified in the Daytona Beach area of Volusia County, from Exits 256 to 268 east of I-95. This area includes major vehicle trip generators such as Daytona Beach and Ormond Beach, as well as the Daytona International Airport and Daytona International Speedway. Another population and employment area has been identified to the east of I-95 near Exit 289 in the Palm Coast Area of Flagler County. **(Appendix B – Figure 1.2B and 1.3B)**

NORTHERN REGION: St. Johns, Duval, and Nassau Counties

In the northern region of the project corridor, the densest areas identified are in Duval County. I-95 runs directly through this dense area, from Exits 335 to 362. St. Augustine in St. Johns County east of I-95 consists of another dense population and employment area. The rest of the areas in this region are very lightly populated. However, the City of Jacksonville is the largest activity center for both existing population and employment density pertaining to I-95 within the study limits. **(Appendix B – Figure 1.2C and 1.3C)**

1.2 Plan Development

This SIP serves as a needs study for the continuing development of the Strategic Intermodal System (SIS)/Florida Intrastate Highway System (FIHS) and the basis for any future studies, such as Master Plans, Action Plans, Interchange Operational Analysis Reports (IOAR), Project Development and Environmental (PD&E), Interchange Justification Reports (IJR), or Interchange Modification Reports (IMR). In addition to providing the basis for future planning studies along the project corridor, the SIP will also serve for updates on Long Range Transportation Plans (LRTP) for the Metropolitan

Organizations involved. The SIP serves as a standalone document and information and conclusions provided in this phase will serve as the basis for the next study phase which may consist of a Multimodal Master / Action Plan that will begin to address National Environmental Policy Act (NEPA) issues.

1.3 Stakeholder Involvement

As part of this SIP Study, a "Project Team" has been formed consisting of Florida Department of Transportation (FDOT) Districts Two and Five, Systems Planning Office, Environmental Management Office, and the Orlando-Orange County Expressway Authority (OOCEA) to provide guidance and review of the project. In addition, a group of Stakeholders has also been formed consisting of advisory committees, local governments (such as County/City, port and transit agencies), representatives of transportation authorities, and other interested groups.

Other important stakeholders for the I-95 SIP include the MPO/TPOs. The MPO/TPOs in the region currently consist of the Brevard County MPO, Volusia County MPO, and the North Florida TPO. Federal Statute's requires every urbanized area with a population of 50,000 or more, including all contiguous urban areas with a population of 1,000 or more per square mile, to have a Metropolitan Planning Organization. By State Statute, MPO/TPO's are responsible for transportation related air, noise and water quality planning and the development of the: As such, the MPO/TPOs stakeholder involvement throughout the region are of particular importance since all MPO/TPOs are currently developing their 2035 Long Range Transportation Plans (LRTP), which is also the planning horizon year for the I-95 SIP. This means that all socioeconomic data factors (population and employment projections will be as accurate as possible following recent land use policies and therefore using this data from the LRTPs for purpose for the I-95 SIP is relevant . In addition to being responsible for LRTP updates, The MPO/TPOs also produce a Unified Planning Work Program (UPWP) and Transportation Improvement Program (TIP) and are deeply involved in their respective region for suggesting and implementing transportation planning and growth management policies making the MPO/TPOs vitally important to the success of the I-95 SIP. All together, the entire Stakeholder group is very important for the Public Involvement aspects of the project since they have intimate knowledge of their region's areas and can provide recommendations to enhance the corridor. This type of feedback creates a synergy between the Department and the respective agencies involved.

1.4 Relationships with Other Plans/Agencies

A volunteer organization has been developed consisting of transportation agencies, toll authorities, and related organizations, including law enforcement, from the State of Florida to the State of Maine, with affiliate members in Canada. This volunteer organization is referred to as the I-95 Corridor Coalition and has served for interagency coordination on transportation related projects for over ten (10) years. The purpose of this organization is to provide an opportunity for key decision makers to offer recommendations and comments on project related interests and concerns regarding transportation management and operations issues. Although the SIP will not directly involve the I-95 Corridor Coalition, it will review policies set forth by the Coalition and ensure that the project is in compliance with these policies and other recommendations.

Another aspect of coordination between the Department and other local and state agencies includes integrating previous related studies and plans for the six (6) counties involved in this project. Some of the influential projects, studies, and plans for the project corridor include those related to interchanges,

ITS, FIHS, bridges, Systems Operational Analysis Reports (SOAR), Long Range Transportation Plans (LRTP), and Transportation Improvement Programs (TIP). These projects, plans, and studies are described in Chapter 2 of this Existing Conditions Report.

CHAPTER 2 - Existing Roadway Conditions

2.1 - Roadway Conditions Overview

The 222-mile Principal Arterial Interstate traverses six counties (Brevard, Volusia, Flagler, St. Johns, Duval, and Nassau) along the east coast of Florida and consists of nearly 100 crossroad overpasses/underpasses. According to FDOT TranStat GIS data, a majority of the project corridor's pavement is in very poor to fair condition, indicating the need for resurfacing. Existing crash data indicates that there was a total of 5,002 crashes (Years 2003-2007) resulting in 106 fatalities and 4,693 injuries. The following sections provide further detail on the existing roadway conditions.

2.2 - Previous Reports, Studies, and Transportation Plans

Several reports, studies, and transportation plans have been prepared for I-95 from the Indian River / Brevard County line to the Florida / Georgia State line. This section provides a comprehensive summary of the most recent and relevant studies that have been produced for the project corridor.

I-95 Interchange Short-Term Improvements Study
Prepared for: Florida Department of Transportation
Prepared by: Parsons Brinckerhoff
Date: July 26, 2008

Summary: The purpose of this study was to evaluate possible improvements to I-95 interchanges (11 evaluated) within a 35-mile section of Duval and St. Johns Counties. The goal was to identify short-term, low-cost, and low-impact improvements with emphasis given to ramps and terminal intersections and to provide acceptable LOS for a ten to 15 year period until funding is available to implement larger scale, high-cost improvements. Interchange capacity improvements and ramp queue storage improvements were identified to eliminate traffic back-ups onto the I-95 mainline.

First Coast Regional Intelligent Transportation Systems Master Plan
Prepared for: First Coast Metropolitan Planning Organization (MPO) and North Florida Transportation Planning Organization (TPO)
Prepared by: First Coast ITS Coalition
Date: November 30, 2007

Summary: The mission, as stated in the ITS Master Plan, is to "*provide residents, visitors, commercial, and military interests with a safe, efficient, and socially responsible travel experience, with the ability to rapidly respond to incidents and special events of all types and of any magnitude to enhance the economic viability of the region.*" The report clearly outlines the goals, objectives, and vision of the future of ITS infrastructure within the First Coast MPO boundaries. This study developed a regional Intelligent Transportation Systems (ITS) Master Plan. The document is a four-part document that includes 1) Regional ITS Operational Concept for the next five years; 2) Regional ITS Architecture Roadmap over the next ten years; 3) Approach to ITS Project Planning and Implementation; and 4) Five and Ten-year Implementation Plan.

Part 4 of the document presents the five (5) and ten (10) year implementation plans. In the near-term (Five-year Plan) the Master Plan identifies the need to continue to build out a regional ITS system to ultimately cover all Interstate Highways, including I-95, and all State Road Freeways (SR 9A). Also included in the near term plan is the need to expand 5-1-1 services, and the deployment of a Regional

Transportation Management Center (RTMC). The mid-term (ten-year plan) identifies the need for integrated traffic and emergency systems; integrated freeway / expressway management; WiFi on corridors and cell phone fare payment. This document has been developed to be a living document, meaning a significant portion of this report will be continually updated as time progresses.

I-95 Corridor ITS Implementation Plan for Florida's Principal FIHS Limited-Access Corridors
Prepared for: Florida Department of Transportation – ITS Office
Prepared by: PBS&J
Date: June 20, 2002

Summary: The purpose of this implementation plan is to outline a series of priorities, conceptual project descriptions and an estimate of project costs to deploy ITS along the I-95 corridor throughout the State of Florida. The plan recommended the deployment of Freeway Management Systems and emergency service patrols throughout the corridor. This plan also recommended a phasing plan that implements ITS infrastructure on I-95 based on system continuity and connectivity, congestion (highly populated areas), crash severity, and local needs and priorities.

I-95 Overland Bridge Replacement – Value Engineering (VE) Study
Prepared for: Florida Department of Transportation – District Two
Prepared by: VE Group, LLC
Date: December 14, 2007

Summary: The purpose of the study was to perform Value Engineering for the Maintenance of Traffic (MOT) scheme prepared by the Department for the replacement of the I-95 Overland Bridge (Bridge No. 720153) located in Jacksonville, just south of the St. Johns River. This 1,407-ft long and 149-ft wide bridge was recommended to be replaced due to its age and high cost of maintenance. The Department developed five MOT alternatives which the Value Engineering Team evaluated. The Value Engineering Team made four recommendations for further analysis consideration during the Project Development process. These recommendations had cost savings ranging from $814,304 to as high as $18,243,060. The Value Engineering Team also made a design suggestion to redirect truck traffic by incorporating ITS message boards. This recommendation was supported by the Design Team.

Nassau County I-95 Parallel Corridor Study
Prepared for: Florida Department of Transportation, First Coast MPO, and Nassau County
Prepared by: Reynolds Smith and Hills (RS&H)
Date: January 2008

Summary: This study evaluated improvements to the existing north-south corridors in Nassau County, as well as the feasibility of new parallel corridors that could relieve traffic on I-95 and provide an alternate route to local and inter-county traffic. The alternatives for this study included 1) widening I-95; 2) improvements east of I-95 (widening US 17); 3) improvements west of I-95 (feasibility of a new corridor); 4) combination alternative (widening US 17 plus a new corridor west of I-95). The recommended 'Build' alternative for this study was Alternative 4. Alternative 4 recommends a new north-south corridor in Nassau County and widening US 17 from I-295 to the Florida / Georgia State line.

Final Interchange Feasibility Studies – FDOT District Five
Prepared for: Florida Department of Transportation District Five
Prepared by: Howard Needles, Tammen and Bergendoff (HNTB)
Date: November 2005 – February 2006

Summary: Several Interchange Feasibility Studies were prepared for to evaluate the feasibility of adding new interchanges to I-95 throughout the project corridor in Brevard, Volusia, and Flagler Counties. The primary objectives of these studies were to determine if adding a new interchange at various locations along I-95 would 1) degrade the mainline operations of I-95 and 2) improve the operations of parallel facilities, cross streets and adjacent interchanges (one to the north and one to the south). The scope of work for these studies included developing design year (2030) traffic projections and performing traffic operational analyses within the study area of the proposed interchange. Two alternatives were identified for each study and consisted of a 'No-Build' alternative, without the proposed interchange, and a 'Build' alternative, with the proposed interchange. The geometry of the proposed interchanges assumed one of two configurations, a diamond interchange or an urban interchange. The traffic operational analysis evaluated performance measures on the freeway segments, ramp junctions, and weaving sections along I-95 within the project limits based on the Highway Capacity Manual (HCM), Transportation Research Board, 2000 (2000 HCM). For the roadway segments within the study area, a link LOS evaluation was performed based on the LOS tables in the 2002 FDOT Quality/LOS Handbook. The locations for the proposed I-95 interchanges are South Palm Bay Parkway, Palm Bay Parkway / Ellis Road, Viera Boulevard, Pioneer Trail, Ormond Beach Crossings, and Matanzas Woods Parkway. **Table 2.1** presents a summary of the findings of each study.

Table 2.1: I-95 New Interchange Feasibility Study Summaries

Study	County	Date	Findings
South Palm Bay Parkway	Brevard	Feb-06	The Study found that this proposed interchange will not have a negative impact on I-95 operations, will reduce delay at cross street intersections and will reduce traffic volumes on several of the roadways within the study area.
Palm Bay Parkway / Ellis Road	Brevard	Feb-06	The Study found that this proposed interchange will not have a negative impact on I-95 operations, will reduce delay at cross street intersections and will reduce traffic volumes on several of the roadways within the study area.
Viera Boulevard	Brevard	Feb-06	The Study found that this proposed interchange will not have a negative impact on I-95 operations, will reduce delay at cross street intersections and will reduce traffic volumes on several of the roadways within the study area.
Pioneer Trail	Volusia	Nov-05	The Study found that this proposed interchange will not have a negative impact on I-95 operations, will reduce delay at cross street intersections and will reduce traffic volumes on several of the roadways within the study area.
Ormond Beach Crossings	Volusia	Nov-05	The Study found that the proposed interchange will create a weave condition between the proposed interchange and the existing US 1 interchange to the north. The weave will cause an increase in delay and may have the potential to increase the number of crashes. Therefore, the proposed interchange would have a significant effect on mainline I-95 operations. However, the proposed interchange will have a positive impact on the adjacent cross streets and intersections.
Matanzas Woods Parkway	Flagler	Feb-06	The Study found that this proposed interchange will not have a negative impact on I-95 operations, will reduce delay at cross street intersections and will reduce traffic volumes on several of the roadways within the study area. The proposed interchange will reduce congestion in the study area.

Brevard, Volusia, and Flagler Counties I-95 Systems Operational Analysis Reports (SOAR)
Prepared for: Florida Department of Transportation - District Five
Prepared by: HNTB
Date: November 2005 – February 2006

Summary: District 5 of the Florida Department of Transportation (FDOT) initiated a Systems Operational Analysis of every interchange along I-95 within the District 5 service area (Brevard, Volusia, and Flagler). The goals of these Systems Operational Analysis Reports were 1) to evaluate the future traffic operations of each I-95 interchange throughout FDOT District 5; 2) to document the planned developments; and 3) to recommend improvements to the existing interchange configurations to handle design year traffic. The analysis years for these projects were 2004 (Existing), 2010 (Opening), 2020 (Interim), and 2030 (Design). Preliminary environmental screenings were also conducted through the use of GIS data (Florida Geographic Data Library) to determine if the 'Build' alternatives resulted in significant environmental impacts. Right-of-way impacts were also determined and included in the associated impacts of the 'Build' alternatives. **Tables 2.2** through **2.5** present the findings and recommendations of each SOAR.

Table 2.2: I-95 SOAR Existing Interchanges Summaries – Brevard County

County	State / County Road #	Interchange	Preferred Alternative Description	Recommendations
Brevard	SR 514	Malabar Road	The Preferred Alternative proposes capacity improvements at each intersection within the study area, including the ramp terminal intersections. The Preferred Alternative also maintains the existing diamond interchange configuration.	Implement the 'Build' (Preferred) Alternative by the Interim Year 2020. The estimated project cost of the 'Build' Alternative is $5.1 million. Minimal environmental impacts are anticipated with the 'Build' Alternative. The 'Build' Alternative can be built within the existing right-of-way.
	CR 516	Palm Bay Road	The 'No-Build' Alternative is recommended as the Preferred Alternative and does not include any additional capacity improvements that are not already programmed (i.e. widening I-95 to six lanes and improvements to CR 516). In addition, the Preferred Alternative also recommends increasing the CR 516 left turn lane storage as work that can be performed during the I-95 widening.	Implementation of the 'No-Build' (Preferred) Alternative should be considered for implementation by Opening Year 2010. Minimal environmental impacts are anticipated with the 'No-Build' Alternative
	SR 500 / US 192	New Haven Avenue / Spacecoast Parkway	The Preferred Alternative increases the number of through lanes in the EB direction to three, and modifies the WB approach at the SB I-95 ramp intersection. At the NB I-95 ramp intersection, the EB and WB approaches are modified to provide more capacity and an additional left turn lane is added to the off ramp.	Implement the 'Build' (Preferred) Alternative by the Interim Year 2020. The estimated project cost of the 'Build' Alternative is $7 million which includes construction, design, CEI, but not right-of-way. This alternative will be able to be constructed within the limited right-of-way and will not require the replacement of the I-95 bridge over SR 500. The 'Build' Alternative maintains the existing diamond configuration.
	SR 518	Sarno Road / Eau Gallie Boulevard	The Preferred Alternative maintains the existing diamond configuration, but adds additional capacity (i.e. more through and turn lanes) at all the intersections within the study area, including the ramp terminal intersections.	Implement the 'Build' (Preferred) Alternative by the Design Year 2030, which will require the replacement of the I-95 Bridge over SR 518. The estimated project cost is around $9.5 million. Minimal impacts are anticipated to local property with the 'Build' Alternative, but it can be constructed within the existing right-of-way. Also minimal environmental impacts are anticipated.
	CR 509	Wickham Road	The Preferred Alternative maintains the existing diamond configuration, but adds additional capacity (i.e. more through and turn lanes) at all the intersections within the study area, including the ramp terminal intersections.	Implementation of the 'Build' (Preferred) Alternative by 2030 will reduce total delay and an improvement in LOS.
	SR 519	Fiske Boulevard / Barnes Boulevard	The Preferred Alternative maintains the existing interchange configuration, but adds additional turn lanes, through lanes and loop lanes to a majority of the intersections in the study area.	Implement the 'Build' (Preferred) Alternative by Design Year 2030, which will require the replacement of the I-95 bridge over SR 519. The estimated project cost is around $5.4 millon. Minimal environmental impacts are associated with the 'Build' Alternative.

Table 2.3: I-95 SOAR Existing Interchanges Summaries – Brevard County (Continued)

County	State / County Road #	Interchange	Preferred Alternative Description	Recommendations
Brevard	SR 520	King Street	The Preferred Alternative maintains the existing diamond configuration, but adds additional capacity (i.e. more through and turn lanes) at the ramp terminal intersections.	Implement the 'Build' (Preferred) Alternative by Interim Year 2020. The I-95 bridge over SR 520 will not need to be replaced with the 'Build' Alternative. The project is estimated to cost $9.3 million, but does not include right-of-way costs. The 'Build' Alternative maintains the existing diamond configuration.
	SR 524	State Road 524	The Preferred Alternative includes adding signals to the existing unsignalized ramp terminal intersections. Additional through and turn lanes are also proposed at Lost Lake Road and Friday Road.	All recommended improvements should be implemented by Opening Year 2010. No impacts to businesses are anticipated. No improvements are recommended for the Design Year of 2030.
	SR 528	Beachline Expressway	The Preferred Alternative only proposes widening I-95 to six lanes through the SR 528 interchange. This improvement is already programmed into future I-95 work plans.	The anticipated widening of I-95 is all that is recommended for this interchange. All movements will operate at an acceptable LOS due to the widening of I-95.
	N/A	Port St. Johns Parkway	The Preferred Alternative does not include any capacity improvements to the existing interchange, allowing the interchange to remain in its current configuration. However, the SB I-95 ramp terminal intersection is proposed to become a signalized intersection.	Implement the 'Build' (Preferred) Alternative by 2030. Minimal right-of-way and business impacts are anticipated with the 'Build' Alternative.
	SR 407	Beeline Expressway	The Preferred Alternative is the 'No-Build' Alternative. The only improvement in the 'No-Build' Alternative is the future widening of I-95 to 6 lanes.	The SOAR recommended maintaining the existing interchange geometry until FDOT determines the need for additional ramps.
	SR 50	Cheney Highway	The Preferred Alternative consists of adding a SB left turn lane at the SB ramp terminal intersection; also improvements to the SR 50 and SR 405 intersection are proposed.	Implement the 'Build' (Preferred) Alternative by 2030. The estimated project cost is $209,000. Minimal environmental impacts are anticipated with the Preferred Alternative. No impacts to property owners or businesses are expected.
	SR 406	Garden Street	The Preferred Alternative does not include any interchange geometric improvements. The only improvements to this interchange include signalizing the ramp terminal intersections.	No geometric improvements are recommended for this interchange. Minimal environmental impacts are anticipated with the Preferred Alternative. No impacts to property owners or businesses are expected.
	SR 46	Main Street	The Preferred Alternative upgrades the SB ramp termini intersection to a signalized intersection, and capacity improvements to the NB and SB ramp terminal intersections (i.e. more through and turn lanes).	Implement the 'Build' (Preferred) Alternative by Interim Year 2020. The I-95 bridge over SR 46 will need to be widened. Preliminary cost estimates place the construction, design and CEI costs at $9.3 million. Minimal environmental impacts are anticipated.
	CR 5A	Stuck Way Road	The Preferred Alternative upgrades the SB I-95 ramp terminal intersection to a signalized intersection.	Implement the 'Build' (Preferred) Alternative by 2030 Design Year. No business impacts are associated with this alternative.

Table 2.4: I-95 SOAR Existing Interchanges Summaries – Volusia County

County	State / County Road #	Interchange	Preferred Alternative Description	Recommendations
Volusia	CR 442	Indian River Boulevard	The Preferred Alternative maintains the existing diamond configuration, increases the number of SB off-ramp lanes, and signalizes the ramp termini intersections	Implement the 'Build' (Preferred) Alternative by 2020 to maintain an acceptable LOS through 2020. Minimal environmental impacts are anticipated with implementation of the 'Build' Alternative. No right-of-way impacts are expected to occur due to the 'Build' Alternative.
	SR 44	State Road 44	The Preferred Alternative maintains the existing interchange configuration, while increasing the SR 44 eastbound through lanes and adding dual left turn lanes at the SR 44 & NB off-ramp intersection.	Implement the 'Build' (Preferred) Alternative by 2030. The estimated project cost is $364,000, but does not include traffic signal installation. Minimal environmental impacts and no property owner or business impacts are anticipated.
	SR 421	Dunlawton Avenue / Taylor Road	The Preferred Alternative increases the number of turn and through lanes at all ramp termini and SR 421 intersections.	Implement the 'Build' (Preferred) Alternative by 2020. The estimated project cost is $12.7 million. Minimal environmental impacts are anticipated with this alternative. No additional right-of-way acquisition is anticipated.
	SR 400	Interstate 4	The Preferred Alternative includes a two lane collector-distributor (CD) roadway, increasing the existing ramp radii, two WB and EB through lanes along SR 400 through I-95, SB I-95 off-ramp split to EB and WB US 92 and the construction of a single-lane CD system for the WB SR 400 loop ramps.	Implement the 'Build' (Preferred) Alternative by 2020. The estimated project cost is $100 million. There are no environmental impacts associated with the 'Build' Alternative. The plan is consistent with local and county comprehensive plans in the area. A PD&E is currently under way, and may change the final configuration of the ultimate interchange.
	US 92	International Speedway Boulevard		
	N/A	LPGA Boulevard	The Preferred Alternative maintains the existing interchange configuration, but adds additional through and turn lanes at intersections along LPGA and the ramp termini intersections.	Implement the 'Build' (Preferred) Alternative by 2030. The estimated project cost is $8.2 million. No environmental impacts are anticipated, but additional environmental analysis will be needed in later phases. No impacts to property owners or businesses are expected.
	SR 40	Granada Boulevard	The Preferred Alternative maintains the existing interchange configuration, but includes free flow right turn lanes on the I-95 SB off-ramp and on the SR 40 EB movement.	Implement the 'Build' (Preferred) Alternative by 2030. The construction cost estimate is $387,000. 24,563 square feet of right-of way may be required along both sides of SR 40 east of I-95. Potential exists for impacts to a business in the SW quadrant of the SR 40/Williamson Blvd intersection.
	SR 5US 1	US 1	The Preferred Alternative includes modification of the SB and NB ramp terminal intersections, an additional through lane on WB US 1, and a dedicated left turn lane at the EB approach of US 1 and Rosemary Street.	Implement the 'Build' (Preferred) Alternative by 2030. Minimal environmental impacts are anticipated with implementation of the 'Build' Alternative. The estimated project cost is $6.9 million. Limited right-of-way acquisition will be required.

Table 2.5: I-95 SOAR Existing Interchanges Summaries – Flagler County

County	State / County Road #	Interchange	Preferred Alternative Description	Recommendations
Flagler	N/A	Old Dixie Highway	The Preferred Alternative maintains the existing interchange configuration, but increases the number of through and turn lanes at the ramp termini intersections.	Implement the 'Build' (Preferred) Alternative prior to Interim Year 2020. Minimal environmental impacts are anticipated with the 'Build' Alternative. The estimated project cost for the 'Build' Alternative is $1.8 million.
	SR 100	Moody Boulevard	The Preferred Alternative includes widening SR 100 to a four lane roadway from Belle Terre Parkway east to the interchange. It also includes reconstructing the interchange as a single point urban interchange.	The existing configuration of this interchange will operate at an acceptable LOS on I-95 in the Design Year 2030, but improvements will be needed to the mainline and intersections of SR 100 in the Design Year 2030.
	N/A	Palm Coast Parkway	The Preferred Alternative provides loop ramps in the northeast and northwest quadrants. Intersection improvements along Palm Coast Parkway are also included.	Implement the 'Build' (Preferred) Alternative prior to 2020. However, widening Palm Coast Parkway to 6 lanes between the ramp termini intersections is recommended as a interim solution which can be implemented before the ultimate interchange modification. The estimated project cost for the ultimate interchange modification is $11.1 million.

Brevard County MPO / Space Coast Transportation Planning Organization (TPO) – 2025 Long Range Transportation Plan (LRTP)
Prepared for: Brevard County MPO *and Space Coast TPO*
Prepared by: Renaissance Planning Group
Date: March 2006

Summary: The purpose of the Brevard County MPO LRTP is to identify the cost feasible transportation projects that can mitigate future traffic congestion throughout Brevard County and improve countywide mobility. The stated objectives of the 2025 LRTP include 1) optimizing the efficiency of the existing transportation system; 2) prioritizing multimodal and operational improvements; 3) encouraging coordination between transportation and land use planners; and 4) encouraging the implementation of the completed multimodal transportation study prior to the release of the 2025 LRTP. This 2025 LRTP produced more projects than current revenues can support; however, the MPO, with public input from across Brevard County, has prioritized the critical transportation projects that can meet the transportation needs of Brevard County. The I-95 projects identified in the Brevard County 2025 LRTP are listed in section 2.12 of this I-95 SIP, and include widening, adding new interchanges, and interchange modifications.

Brevard County MPO / Space Coast TPO – FY 2009 / 2013 Transportation Improvement Program (TIP)
Prepared for: Brevard County MPO and Space Coast TPO
Prepared by: Brevard County MPO and Space Coast TPO
Date: September 2008

Summary: The Brevard County MPO TIP lists the multimodal transportation projects that will be implemented from 2009 to 2013. The TIP project list was developed by the MPO with input from FDOT, transit providers, airports, spaceport and seaport agencies and local governments. Selected projects are identified by MPO staff, accordance with Federal and State statutes, Citizens and Technical Advisory Committees review, and input from various other committees and subcommittees. The I-95 projects identified in the Brevard County MPO are listed in section 2.12 of this I-95 SIP, and include widening, resurfacing, and interchange modifications.

Volusia County MPO – 2025 Long Range Transportation Improvement Plan (LRTP)
Prepared for: Volusia County MPO
Prepared by: Volusia County MPO
Date: August 2005

Summary: The Volusia County LRTP identifies county transportation improvement projects that enhance mobility and reduce traffic congestion over a 20 year time frame for both Volusia and Flagler Counties. The plan is committed to all types of projects, capacity improvements, new road construction, transit, etc., in order to promote a balanced transportation system. This LRTP was developed with input from representatives of the MPO's primary advisory committees, which include the Technical Coordinating Committee, Citizens Advisory Committee, the Bicycle/Pedestrian Advisory Committee and the Transportation Disadvantaged Local Coordinating Board. The public involvement effort for this LRTP duplicated the Charlotte County-Punta Gorda MPO "Strings and Ribbons" public involvement technique. This technique allowed citizen groups to create their own version of the LRTP. This technique promoted interaction between the MPO members and community citizens. The goals of the Volusia County LRTP include 1) effective integration of all modes of transportation; 2) reducing dependence on automobiles by promoting alternative modes of transportation; 3) providing safe, secure

and efficient transportation systems; 4) actively engaging the public; 5) protecting public transportation investment; 6) supporting Land Use and Growth Management regulations; 7) complying with all state and federal statutes and regulations; 8) and ensuring that the LRTP will be financially feasible. The I-95 projects identified in the Volusia County MPO LRTP are listed in section 2.12 of this I-95 SIP, and consist of widening and interchange modifications. The LRTP was amended in February 2007 to include the I-95 / I-4 Systems Interchange Project.

Volusia County MPO – FY 2009 / 2013 Transportation Improvement Program (TIP)
Prepared for: Volusia County MPO
Prepared by: Volusia County MPO
Date: August 2008

Summary: The TIP identifies all federal and state funded transportation projects that have been scheduled for implementation in the Volusia County MPO planning area for 2009 to 2013. Many of the projects indentified in the TIP are the priorities of the Volusia County MPO and have been taken from the adopted 2025 LRTP (described above). The projects are consistent with other transportation plans within the area including FDOT's Five-Year Work Program, Votran's Transit Development Plan (TDP) and all local approved government comprehensive plans. The TIP was developed in accordance with all applicable State and Federal laws governing public involvement. The I-95 projects listed in the Volusia County MPO TIP are listed in section 2.12 of this I-95 SIP, and primarily consist of widening I-95 from four to six lanes from the Brevard County Line to I-4. Right-of-way acquisition for the proposed I-95/I-4 Ultimate Interchange has been deferred from 2008/2009 to 2010/2011; construction is still unfunded.

First Coast MPO and North Florida TPO – 2030 Long Range Transportation Improvement Plan
Prepared for: First Coast MPO / North Florida TPO
Prepared by: Cambridge Systematics
Date: July 2005

Summary: The First Coast MPO serves all of Duval County, and significant portions of St. Johns, Nassau, and Clay Counties. The First Coast MPO 2030 LRTP Needs Plan is based on LOS deficiencies determined by modeling forecasted traffic estimates on the Existing plus Committed (E+C) network. Two (2) alternatives were then tested; a highway emphasis alternative (main concentration was roadway widening and new highways) and a transit emphasis alternative (main concentration was bus service, expanded rapid transit, special use lanes and ITS) to determine the potential projects that were the most efficient at mitigating congestion and serving the transportation needs of the area. The First Coast MPO LRTP contains projects that can be funded up to the year 2030 and includes roadway, transit, bicycle, and pedestrian improvements. Extensive public involvement was conducted to engage the entire First Coast MPO community in the LRTP process. A series of public workshops were held that resulted in the most desirable and effective projects from the two alternatives. The goals of the First Coast MPO LRTP include 1) provide proactive public involvement; support the economic vitality of the region; 2) efficiently meet transportation needs; recognize transportation and land use linkage; 3) increase and enhance transit use; improve safety; 4) protect environmental and historical resources; 5) and expand the transportation system. I-95 projects identified in the 2030 LRTP are listed in section 2.12 of this I-95 SIP, and include widening, addition of special use lanes, interchange modifications, and ITS features.

First Coast MPO / North Florida TPO – FY 2009/2013 Transportation Improvement Program (TIP)
Prepared for: First Coast MPO / North Florida TPO
Prepared by: First Coast MPO / North Florida TPO
Date: May 2008

Summary: The First Coast MPO TIP identifies all regionally significant transportation projects requiring Federal, State or local government funding. Projects identified in this TIP are consistent with the approved First Coast MPO 2030 LRTP and the adopted comprehensive plans of local governments and agencies within the First Coast MPO service boundary. The First Coast MPO TIP was developed and adopted with public input derived from public meetings with citizens in the First Coast MPO area. I-95 projects identified in the TIP are listed in section 2.12 of this I-95 SIP, and include widening, ITS, bridge repair and rehabilitation, and resurfacing. The First Coast MPO defines a major project to be any capacity related project where acquisition, final design or construction will be implemented during the first fiscal year of the previously approved TIP. The major projects for I-95 include I-95/I-295/SR 9A North - Major Interchange Operational Improvements (under construction) and I-95 @ Airport Road - Major Interchange Flyover (in right-of-way acquisition).

2.3 - Functional Classification

Functional classification indicates a roadway facility's relative importance within the overall roadway network, and may assist in prioritizing projects or allocating limited funding. Additionally, the functional classification of roadways is important in a travel demand model because each roadway classification has a set of model design parameters associated with it that dictates ideal facility operations. The functional classification of I-95 within the project limits is a State-Maintained Principal Arterial - Interstate, with some segments of the corridor being designated as both rural and urban **(Appendix C - Figures 2.1A, - C)**. A detailed breakdown of the rural and urban sections of I-95 within the project limits are identified below in **Table 2.6** with the rural and urban sections totaling 93.85 miles and 128.33 miles, respectively.

For FDOT Access Management purposes, I-95 is classified as a freeway. The functional classifications of the crossroads for the I-95 project corridor are depicted in **Table 2.7**.

Table 2.6: SIP Project Area Functional Classification Summary

Roadway Facility	Functional Classification	Roadway ID	County	Begin MP
I-95	Principal Arterial - Interstate Rural	70220000	Brevard	0.000
I-95	Principal Arterial - Interstate Urban	70220000	Brevard	11.065
I-95	Principal Arterial - Interstate Urban	70225000	Brevard	0.000
I-95	Principal Arterial - Interstate Rural	70225000	Brevard	22.215
I-95	Principal Arterial - Interstate Rural	79002000	Volusia	0.000
I-95	Principal Arterial - Interstate Urban	79002000	Volusia	14.377
I-95	Principal Arterial - Interstate Rural	79002000	Volusia	36.899
I-95	Principal Arterial - Interstate Urban	79002000	Volusia	40.632
I-95	Principal Arterial - Interstate Rural	73001000	Flagler	0.000
I-95	Principal Arterial - Interstate Urban	73001000	Flagler	4.600
I-95	Principal Arterial - Interstate Rural	78080000	St. Johns	0.000
I-95	Principal Arterial - Interstate Urban	78080000	St. Johns	34.723
I-95	Principal Arterial - Interstate Urban	72280000	Duval	0.000
I-95	Principal Arterial - Interstate Urban	72020000	Duval	0.000
I-95	Principal Arterial - Interstate Urban	72290000	Duval	0.000
I-95	Principal Arterial - Interstate Rural	72290000	Duval	6.359
I-95	Principal Arterial - Interstate Rural	74160000	Nassau	0.000

Source: FDOT TranStat GIS Database and RCI Database
Note: Begin/End Milepost (MP) based off of RCI Database

Table 2.7: SIP Project Area Crossroad Functional Classifications

Roadway Facility	Overpass/ Underpass	Functional Classification	Roadway ID	County	Begin MP
Micco Road	Overpass	Major Collector Rural	70000116	Brevard	0.000
Grant Road	Overpass	Minor Collector Rural	70000115	Brevard	0.031
Valkaria Road	Overpass	Major Collector Rural	70000114	Brevard	0.000
Babcock Street	Overpass	Minor Arterial Urban	70000067	Brevard	1.993
Malabar Road (Exit 173)	Underpass	Other Principal Arterial Urban	70180001	Brevard	0.000
Palm Bay Road (Exit 176)	Overpass	Other Principal Arterial Urban	70000215	Brevard	0.000
Minton Road	N/A	Other Principal Arterial Urban	70520000	Brevard	0.000
New Haven Ave (Exit 180)	Underpass	Other Principal Arterial Urban	70050000	Brevard	9.617
Sarno Road (Exit 183)	Underpass	Other Principal Arterial Urban	70120000	Brevard	0.000
Lake Washington Road	Underpass	Collector Urban	70000066	Brevard	1.022
Wickham Road (Exit 191)	Underpass	Minor Arterial Urban	70000425	Brevard	0.000
Viera Blvd	Overpass	Collector Urban	70000418	Brevard	0.000
Fiske Blvd (Exit 195)	Overpass	Other Principal Arterial Urban	70014000	Brevard	0.000
SR 520 (Exit 201)	Underpass	Other Principal Arterial Urban	70100000	Brevard	2.918
SR 524 (Exit 202)	Underpass	Minor Arterial Urban	70070000	Brevard	4.749
Beachline Expressway (Exit 205)	Overpass	Principal Arterial – Freeways and Expressways Urban	70007000	Brevard	4.844
Citrus Blvd	Overpass	Collector Urban	70000364	Brevard	0.190
Port St. Johns Pkwy (Exit 208)	Overpass	Minor Collector Rural (W)/Minor Arterial Urban (E)	70000113	Brevard	0.000/0.466
Fay Blvd	Overpass	Collector Urban	70000191	Brevard	0.000
SR 407 (Exit 212)	Overpass	Principal Arterial – Other Rural (E)/Principal Arterial – Freeways and Expressways Urban	70006000	Brevard	4.345
Cheney Highway (Exit 215)	Underpass	Principal Arterial – Other Rural (E)/Other Principal Arterial Urban (W)	70110000	Brevard	
Fox Lake Road	Overpass	Collector Urban	70000014	Brevard	0.000
SR 406/Garden Street (Exit 220)	Underpass	Collector Urban	70540000	Brevard	0.000
Dairy Road	Overpass	Collector Urban	70000004	Brevard	0.000
SR 46 (Exit 223)	Underpass	Minor Arterial Urban (W)/Other Principal Arterial Urban (E)	70150000	Brevard	5.104/5.866
Stuckway Road (Exit 231)	Underpass	Major Collector Rural	70005000	Brevard	0.000
Maytown Road	Underpass	Minor Collector Rural	79000017	Volusia	0.000
Indian River Boulevard (Exit 244)	Underpass	Minor Arterial Urban	79210000	Volusia	2.282
SR 44 (Exit 249)	Underpass	Minor Arterial Urban	79070002	Volusia	0.000
Turnbull Bay Road	Overpass	Collector Urban	79550000	Volusia	3.987
Dunlawton Avenue/Taylor Road (Exit 256)	Underpass	Other Principal Arterial Urban	79230000	Volusia	0.000
Williamson Blvd	Overpass	Other Principal Arterial Urban	79525000	Volusia	2.692
Beville Road (Exit 260)	Overpass	Other Principal Arterial Urban	79001000	Volusia	8.210
Bellevue Ave Extension	Overpass	Collector Urban	79000096	Volusia	0.102
International Speedway Blvd (Exit 261 AB)	Underpass	Other Principal Arterial Urban	79060000	Volusia	0.000
LPGA Blvd (Exit 265)	Overpass	Minor Arterial Urban	79507000	Volusia	0.000
Granada Blvd (Exit 268)	Underpass	Other Principal Arterial Urban	79100000	Volusia	21.347
Airport Road	Overpass	Collector Urban	79000021	Volusia	0.000
US 1 (Exit 273)	Underpass	Other Principal Arterial Urban	79030000	Volusia	0.000
Old Dixie Hwy (Exit 278)	Overpass	Minor Collector Rural	73504000	Volusia	0.000
Moody Blvd (Exit 284)	Underpass	Other Principal Arterial Urban	73020000	Flagler	6.900
Palm Coast Pkwy (Exit 289)	Overpass	Other Principal Arterial Urban	73513000	Flagler	0.000
Matanzas Woods Pkwy	N/A	Other Principal Arterial Urban	73514000	Flagler	0.000
Old Kings Road	Overpass	Minor Arterial Urban	73000003	Flagler	13.440
US 1 (Exit 298)	Underpass	Principal Arterial – Other Rural	73010000	St. Johns	0.000
SR 206 (Exit 305)	Underpass	Principal Arterial – Other Rural (W)/Minor Arterial Rural (E)	78090000	St. Johns	0.000/8.520
SR 207 (Exit 311)	Underpass	Minor Arterial Rural	78051000	St. Johns	2.826
Charles Usinas Hwy (Exit 318)	Underpass	Principal Arterial – Other Rural	78060000	St. Johns	0.000
International Golf Pkwy (Exit 323)	Overpass	Minor Collector Rural	78520000	St. Johns	0.000
CR 210 (Exit 329)	Underpass	Major Collector Rural	78510000	St. Johns	7.620
Racetrack Road	Overpass	Collector Urban	78502000	St. Johns	0.000
Old St Augustine Road (Exit 335)	Overpass	Collector Urban	72000116	Duval	0.000
Greenland Road	Overpass	Collector Urban	72000129	Duval	0.000

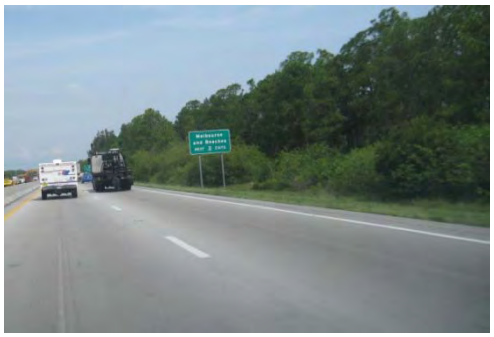
Table 2.7: SIP Project Area Crossroad Functional Classifications (Continued)

Roadway Facility	Overpass/ Underpass	Functional Classification	Roadway ID	County	Begin MP	End MP
I-295 (Exit 337)	Overpass	Principal Arterial – Interstate Urban (W)/Principal Arterial – Freeways and	72001200	Duval	0.000	0.554
Philips Highway (Exit 339)	Underpass	Other Principal Arterial Urban	72070000	Duval	0.000	19.076
SR 115 (Exit 340)	Overpass	Urban Principal Arterial - Freeway & Expressway	72040443	Duval		
Baymeadows Road (Exit 341)	Underpass	Minor Arterial Urban	72028000	Duval	0.000	6.417
J Turner Butler Blvd (Exit 344)	Underpass	Principal Arterial – Freeways and Expressways Urban		Duval		
Bowden Road (Exit 346)	Underpass	Collector Urban	72000014	Duval	0.000	0.311
University Blvd (Exit 346 B)	Underpass	Minor Arterial Urban	72014000	Duval	0.000	6.441
Emerson Street (Exit 347)	Underpass	Minor Arterial Urban	72015000	Duval	0.000	2.116
Philips Hwy (Exit 348)	Underpass	Other Principal Arterial Urban		Duval		
Atlantic Boulevard (Exit 349)	Underpass	Other Principal Arterial Urban	72100100	Duval	0.000	0.379
Kings Avenue (Exit 350 A)	Underpass	Minor Arterial Urban	72070443	Duval	0.105	1.559
Hendricks Ave	Underpass	Minor Arterial Urban	72160000	Duval	0.000	14.278
San Marco Boulevard (Exit 350 B)	Underpass	Collector Urban	72000157	Duval	0.000	0.167
Riverside Ave	Underpass	Minor Arterial Urban	72050000	Duval	3.064	8.294
Park Street (Exit 351 A)	Underpass	Collector Urban	72000033	Duval	0.000	1.273
College Street	Underpass	Collector Urban	72000034	Duval	0.220	0.415
Forest Street	Underpass	Collector Urban	72000036	Duval	0.000	0.890
Myrtle Ave S (Exit 352 A)	Underpass	Collector Urban	72000032	Duval	0.000	3.036
W Bay Street	Underpass	Minor Arterial Collector	72000185	Duval	0.000	0.614
W Forsyth Street (Exit 352 B)	Underpass	Local Urban	72000162	Duval	0.000	1.457
Adams Street	Underpass	Urban Collector		Duval		
W Church Street (Exit 353 A)	Underpass	Collector Urban	72000164	Duval	0.000	1.310
W Beaver Street	Underpass	Minor Arterial Urban		Duval		
Union Street (Exit 353 B)	Underpass	Other Principal Arterial Urban	72080101	Duval	0.000	1.024
Kings Road (Exit 353 C)	Underpass	Other Principal Arterial Urban	72080000	Duval	0.000	15.154
8th Street (Exit 353 D)	Underpass	Minor Arterial Urban	72005000	Duval	0.000	6.329
MLK Parkway (Exit 354 A)	Underpass	Principal Arterial – Freeway and Expressways	72090000	Duval	0.000	11.234
Golfair Boulevard (Exit 355)	Underpass	Minor Arterial Urban	72560000	Duval	0.000	3.609
Norwood Avenue (Exit 356 A)	Underpass	Minor Arterial Urban	72150000	Duval	0.521	10.660
W Edgewood Avenue (Exit 357)	Underpass	Minor Arterial Urban	72291000	Duval	0.000	1.150
Heckscher Drive (Exit 358 A)	Overpass	Minor Arterial Urban	72250001	Duval	0.000	0.553
Broward Road (Exit 358 B)	Overpass	Urban Collector	72020425	Duval		
Dunn Ave/Busch Drive (Exit 360)	Underpass	Minor Arterial Urban	72018000	Duval	0.000	7.567
I-295/SR 9A (Exit 362 A/Exit 362 B)	Overpass	Principal Arterial – Interstate Urban	72001434/ 72290458	Duval		
Airport Road (Exit 363)	Overpass	Minor Arterial Urban	72003000	Duval	0.018	1.477
Owens Road	Overpass	Local Urban	72710002	Duval	0.000	2.452
Pecan Park Road (Exit 366)	Underpass	Major Collector Rural	72000006	Duval	0.000	2.076
SR 200 (Exit 373)	Underpass	Principal Arterial – Other Rural (W)/Minor Arterial Urban (E)	74040000	Nassau	0.000	14.740
US 17 (Exit 380)	Underpass	Minor Arterial Urban	74020000	Nassau		

Source: FDOT TranStat GIS Database and RCI Database

Note: Begin/End Milepost (MP) based off of RCI Database

2.4 - Right-of-Way



The I-95 project corridor is a Limited Access facility and mostly lies within a 300-foot Right-of-Way (ROW) with flares at interchanges. Several short sections have also been identified where the right-of-way flares out along the mainline. These sections are typically where the median width gets wider or at areas with horizontal curves. The minimum right-of-way section identified is approximately 200-feet located between University Boulevard and south of Broward Road in Duval County. The project generally consists of a grassed median which allows for future widening to be done to the inside, therefore accommodating improvements within the existing right-of-way. However, much like other segments of I-95 south of the project limits, variances will likely be needed in various segments of the project corridor for substandard border widths in order to keep improvements within the existing right-of-way, especially in areas which may need widening done to the outside due to an existing median barrier wall or in the section with only 200-ft of existing right-of-way. **Table 2.8** provides a general summary of the existing right-of-way widths for the project corridor.

Table 2.8: SIP Project Area Existing Right-of-Way

I-95 Segment		Right-of-Way Variance		City & County		Exceptions	
From	To	From	To	City	County	Segment	Right-of-Way Width (feet)
Indian River/Brevard County Line	Barton Boulevard	300	350	Rockledge	Brevard	Short flared median section north of Lake Washington Road	390
Barton Boulevard	King Street	370	385	Rockledge	Brevard	This segment includes Tucker Lane within the right-of-way which parallels I-95 on the west side.	
King Street	University Boulevard	300	350	New Smyrna Beach	Volusia	Three short flared median sections north of SR 44 to south of SR 421	430 - 530
				Daytona Beach	Volusia	Short flared median section south of Beville Road	470
				Ormond Beach	Volusia	Short flared median section north of Airport Road	450
				Ormond Beach	Volusia	Short flared median section north of Old Dixie Highway	455
				Ormond Beach	Volusia	Short flared median section north of US 1	400
				N/A	Flagler County	Short flared median section south of Race Track Road	430
				Jacksonville	Duval	Short flared median section south of J Turner Butler Boulevard	370
University Boulevard	South of Broward Road	200	250	Jacksonville	Duval	N/A	
South of Broward Road	US 17	300	350	Jacksonville	Duval	Short flared median section south of US 17	390

2.5 - Speed Limits

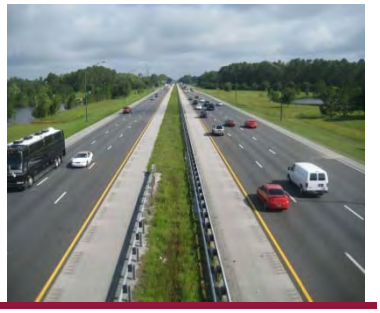
The posted speeds for the I-95 project corridor vary from 55 MPH to 70 MPH **(Appendix D - Figures 2.2A - C)**. Only two segments of the corridor were identified as having posted speeds of 55 MPH. The first, being the segment from Atlantic Boulevard to Broward Road (approximately ten miles in length) in Duval County, which runs through an urbanized area of Jacksonville with several interchanges and horizontal curves. The second segment is from south of I-295 to approximately two miles north of Pecan Road (approximately seven miles in length). This segment also consists of horizontal curves with the southern portion of the segment being urban and the northern portion being generally rural, comprised of vacant land. **Table 2.9** summarizes the posted speed limits along the I-95 project corridor by segments.

Table 2.9: SIP Project Area Maximum Speed Limits

Location Information (Segment Beginning)			Location Information (Segment Ending)			Approx. Segment Length	Speed Limit (MPH)
From Segment	City	County	To Segment	City	County		
Brevard/Indian River County Line	Sebastian	Brevard	South of LPGA Boulevard	Daytona Beach	Volusia	104.5	70
South of LPGA Boulevard	Daytona Beach	Volusia	South of Palm Coast Parkway	Palm Coast	Flagler	23.4	65
South of Palm Coast Parkway	Palm Coast	Flagler	South of St. Augustine Road	Jacksonville	Duval	45.8	70
South of Old St. Augustine Road	Jacksonville	Duval	Atlantic Boulevard Interchange	Jacksonville	Duval	14.6	65
Atlantic Boulevard Interchange	Jacksonville	Duval	Broward Road	Jacksonville	Duval	10	55
Broward Road	Jacksonville	Duval	Dunn Avenue	Jacksonville	Duval	0.75	65
Dunn Avenue	Jacksonville	Duval	South of I-295 (North End)	Jacksonville	Duval	1.6	70
South of I-295 (North End)	Jacksonville	Duval	Approximately 2 miles north of Pecan Park Road	Yulee	Nassau	6.9	55
Approximately 2 miles north of Pecan Park Road	Yulee	Nassau	Approximately 3 miles north of SR 200	Yulee	Nassau	8.2	65
Approximately 3 miles north of SR 200	Yulee (North)	Nassau	Florida/Georgia State Line	Yulee (North)	Nassau	6.2	70

Source: FDOT TranStat GIS Database and RCI Database

2.6 - Typical Sections



The existing mainline typical section within Brevard County and the first 27 miles of Volusia County consists of two 12-ft general use lanes (each direction). The median in this section varies from a minimum of 42-ft to a maximum of 160-ft. A double-face guardrail is present in the last mile of this four-lane divided section. North of this section, I-95 typically consists of three 12-ft general use lanes (each direction) with a few sections dropping down to a minimum of two general use lanes in

each direction and a maximum of four general use lanes in each direction. The median width varies from 39-ft to a maximum of 215-ft and typically consists of a single or double-face guardrail. Areas with a median width less than 39-ft consist of a barrier wall median separator. Outside shoulders are typically ten feet paved throughout the entire project corridor. Inside shoulders vary from four to ten feet paved. **Table 2.10** provides a detailed breakdown of the cross sections of I-95 within the project limits starting at the southern limit:

Table 2.10: SIP Project Area Existing Cross Sections

Roadway Segment				# of Lanes	Median Width (ft)	Median Feature	Lane Widths (ft)
County	Section	From (MP)	To (MP)				
Brevard	70220000	0.00	27.61	4	64	-	12
		27.61	28.71	4	160	-	12
		28.71	41.50	4	64	-	12
	70225000	0.00	31.19	4	64	-	12
Volusia	79002000	0.00	3.73	4	64	-	12
		3.37	26.15	4	150	-	12
		26.15	27.19	4	42	Dbl Guardrail	12
		27.19	29.94	6	42	Dbl Guardrail	12
		29.94	31.61	6	42	Dbl Guardrail	12
		31.61	32.63	6	42	Guardrail	12
		32.63	35.27	6	42	Guardrail	12
		35.27	36.48	6	42	Guardrail	12
		36.48	36.72	6	65	Guardrail	12
		36.72	36.82	6	98	Guardrail	12
		36.82	37.07	6	164	Guardrail	12
		37.24	37.44	6	65	Dbl Guardrail	12
		37.44	37.59	6	65	Dbl Guardrail	12
		37.59	38.28	6	65	Dbl Guardrail	12
		38.28	38.28	6	42	-	12
		38.28	40.64	6	42	Dbl Guardrail	12
		40.64	40.69	6	42	Barrier Wall	12
		40.69	40.75	6	42	Guardrail	12
		40.75	40.83	6	42	Dbl Guardrail	12
		40.83	40.89	6	42	Barrier Wall	12
		40.89	40.90	6	42	Guardrail	12
		40.90	40.95	6	42	Guardrail	12
		40.95	40.95	6	42	Dbl Guardrail	12
		40.95	40.97	6	42	Dbl Guardrail	12
		40.97	41.09	6	42	Dbl Guardrail	12
		41.09	41.15	6	42	Dbl Guardrail	12
		41.25	41.51	6	42	Dbl Guardrail	12
		41.51	41.87	6	42	Guardrail	12
		41.87	43.84	6	42	Dbl Guardrail	12
		43.84	43.84	6	42	-	12
		43.84	45.24	6	42	Dbl Guardrail	12
		45.24	45.52	6	42	Dbl Guardrail	12
		45.52	45.58	6	42	Dbl Guardrail	12
		45.58	45.80	6	42	Dbl Guardrail	12

Source: FDOT Straight Line Diagrams and FDOT TranStat RCI GIS Database

Table 2.10: SIP Project Area Existing Cross Sections (Continued)

Roadway Segment				# of Lanes	Median Width (ft)	Median Feature	Lane Widths (ft)
County	Section	From (MP)	To (MP)				
Flagler	73001000	0.00	0.20	6	39	Dbl Guardrail	12
		0.20	0.40	6	39	Dbl Guardrail	12
		0.40	0.49	6	39	Dbl Guardrail	12
		0.49	0.70	6	39	Dbl Guardrail	12
		0.70	1.46	6	39	Dbl Guardrail	12
		1.46	1.63	6	60	-	12
		1.63	1.88	6	215	Dbl Guardrail	12
		1.88	2.07	6	215	Dbl Guardrail	12
		2.07	2.33	6	215	Dbl Guardrail	12
		2.33	2.48	6	60	-	12
		2.48	4.52	6	39	Dbl Guardrail	12
		4.52	4.63	6	39	Dbl Guardrail	12
		4.63	4.93	6	39	Dbl Guardrail	12
		4.93	4.96	6	39	Dbl Guardrail	12
		4.96	5.59	6	39	Dbl Guardrail	12
		5.59	5.63	6	39	Dbl Guardrail	12
		5.63	5.92	6	39	Dbl Guardrail	12
		5.92	6.02	6	39	Dbl Guardrail	12
		6.11	7.09	6	39	Dbl Guardrail	12
		7.09	7.12	6	39	Dbl Guardrail	12
		7.12	7.29	6	39	Dbl Guardrail	12
		7.29	7.63	6	39	Dbl Guardrail	12
		7.63	8.34	6	39	Dbl Guardrail	12
		8.34	8.54	6	39	Dbl Guardrail	12
		8.54	8.55	6	39	Dbl Guardrail	12
		8.55	10.37	6	39	Dbl Guardrail	12
		10.42	10.68	6	39	Dbl Guardrail	12
		10.68	10.83	6	39	Dbl Guardrail	12
		10.83	18.73	6	39	Dbl Guardrail	12
St Johns	78080000	0.00	2.79	6	40	Dbl Guardrail	12
		2.79	3.58	6	40	Dbl Guardrail	12
		3.59	30.39	6	40	Dbl Guardrail	12
		30.39	30.85	6	90	Dbl Guardrail	12
		30.85	34.86	6	40	Dbl Guardrail	12
Nassau	74160000	0.00	8.33	6	16	Guardrail	12
		8.33	9.10	6	40	-	12
		9.10	10.00	8	16	Guardrail	12
		10.00	12.23	6	16	Guardrail	12

Source: FDOT Straight Line Diagrams and FDOT TranStat RCI GIS Database

Table 2.10: SIP Project Area Existing Cross Sections (Continued)

Roadway Segment				# of Lanes	Median Width (ft)	Median Feature	Lane Widths (ft)
County	Section	From (MP)	To (MP)				
Duval	72280000	0.00	0.12	6	40	Dbl Guardrail	12
		0.12	4.08	6	40	Dbl Guardrail	12
		4.08	4.81	6	40	Dbl Guardrail	12
		4.81	5.08	6	40	Dbl Guardrail	12
		6.00	6.04	4 (lt)/3 (rt)	40	Dbl Guardrail	12
		6.04	6.20	4 (lt)/6 (rt)	40	Dbl Guardrail	12
		6.20	6.77	5 (lt)/4 (rt)	40	Dbl Guardrail	12
		6.77	7.13	8	40	Dbl Guardrail	12
		7.13	10.49	6	40	Dbl Guardrail	12
		10.49	10.88	6	84	Dbl Guardrail	12
		10.88	12.48	6	40	Dbl Guardrail	12
		12.48	12.96	6	40	Barrier Wall	12
		12.96	16.62	6	16	Barrier Wall	12
		16.62	16.79	2 (lt)/3 (rt)	16	Barrier Wall	12

Source: FDOT Straight Line Diagrams and FDOT TranStat RCI GIS Database

Table 2.10: SIP Project Area Existing Cross Sections (Continued)

Roadway Segment				# of Lanes	Median Width (ft)	Median Feature	Lane Widths (ft)
County	Section	From (MP)	To (MP)				
Duval	72020000	0.00	0.02	2 (lt)/3 (rt)	20	Barrier Wall	12
		0.02	0.33	2 (lt)/4 (rt)	20	Barrier Wall	12
		0.33	0.49	2 (lt)/3 (rt)	20	Barrier Wall	12
		0.49	2.33	6	20	Barrier Wall	12
		2.33	2.39	4	NA	Barrier Wall	12
		2.39	2.49	4	40	Dbl Guardrail	13/12
		2.49	2.66	2 (lt)/4 (rt)	40	Dbl Guardrail	12
		2.64	2.82	2 (lt)/3 (rt)	40	Dbl Guardrail	12
		2.82	3.90	2 (lt)/3 (rt)	NA	Barrier Wall	12
		3.90	4.23	2 (lt)/3 (rt)	NA	Barrier Wall	12
		4.23	4.74	2 (lt)/3 (rt)	16	Barrier Wall	12
		4.74	5.15	2 (lt)/4 (rt)	16	Barrier Wall	12
		5.15	7.00	2 (lt)/3 (rt)	16	Barrier Wall	12
		7.00	8.12	2 (lt)/3 (rt)	40	-	12
		8.12	8.67	4	NA	Barrier Wall	12
		8.67	8.72	4	NA	Barrier Wall	12
		8.72	8.94	4	10	Barrier Wall	12
		8.94	9.47	4	10	-	12
		9.47	10.57	4	41	-	12
Duval	72290000	0.00	2.28	6	41	-	12
		2.28	2.46	2 (lt)/3	64	-	12
		2.46	2.63	6	41	-	12
		2.63	2.70	4 (lt)/3 (rt)	41	-	12
		2.70	3.13	4 (lt)/5 (rt)	41	-	12
		3.13	3.60	8	41	-	12
		3.60	3.87	3 (lt)/4 (rt)	41	-	12
		3.87	10.51	6	41	-	12

Source: FDOT Straight Line Diagrams and FDOT TranStat RCI GIS Database

2.7 - Intermodal Connections

Strategic Intermodal System (SIS) Facilities

In 2003, Florida's Strategic Intermodal System (SIS) was developed to manage Florida's high priority transportation facilities. The SIS is responsible for the future planning and management of all of Florida's critical highways, railways, waterways and intermodal facilities. Intermodal facilities are classified as SIS hubs and include commercial service airports, deepwater seaports, spaceports, bus terminals, and rail terminals. Intermodal facilities can also be divided into two main categories: 1) passenger transport; and 2) freight transport.

I-95, an SIS highway corridor, is a primary interstate route that provides connections to Florida's eastern intermodal facilities. This I-95 Sketch Interstate Plan (SIP) spans I-95 from the Brevard/Indian River County line to the Florida/Georgia State line, a distance of approximately 222 miles. This section of I-95 provides connections to several intermodal facilities located within the I-95 service boundary.

Connections to SIS intermodal facilities (or SIS hubs) from SIS highways (I-95 in this case), are made by SIS road, rail or waterway connectors. In order to be classified as a connector the facility must be able to provide high-speed, high-capacity, limited access service between the SIS highway and the intermodal facility. In addition, SIS road connectors try to provide the most direct two-way movement between the SIS highway corridor and the intermodal facility.

The SIS intermodal facilities served by I-95 and their current SIS classification are listed in **Table 2.11**. **Table 2.11** also presents the intermodal connectors from I-95 to the respective intermodal facility. Many minor intermodal facilities have also been identified and are presented in **Table 2.12**. Within the I-95 SIP project corridor there are three (3) seaports, three (3) commercial service airports, one (1) spaceport, five (5) intermodal passenger terminals (bus stations, train stations), and three (3) intermodal freight-rail terminals **(Appendix E - Figures 2.3 A - C)**.

Maintaining and improving these intermodal connections is critical to enhancing the economic competiveness of Florida. Any improvements to I-95 should consider the SIS connector roads and routes listed below because of the potential impacts to those facilities.

Non-SIS Intermodal Facilities

Within the project corridor there are several other smaller intermodal facilities that do not meet the passenger or freight throughput threshold for inclusion on the SIS. These facilities primarily include general aviation airports, local bus and train stations, and small freight-rail facilities.

The minor freight-rail intermodal facilities are primarily concentrated in the industrial areas of major cities. There are several truck-rail industrial facilities that are located within the City of Jacksonville and the City of Daytona Beach; those facilities are listed in **Table 2.12**. In the City of Jacksonville these facilities are all located within the I-295 loop around Jacksonville which provides easy access to the CSX, Norfolk Southern, and FEC rail lines and the I-95 SIS highway corridor. Within the City of Daytona Beach these small intermodal facilities are located within four (4) miles of I-95.

The general aviation airports do not generally serve commercial flights, except for small regional planes, but there is at least one general aviation airport in each county along the project corridor. These small airports are listed in **Table 2.12**.

Table 2.11: SIS Intermodal Facilities and Connector Routes

List of Intermodal Facilities	Type	SIS Classification	Connectors	Distance from I-95
Jacksonville Cruise Terminal	Passenger		SR9A to SR105 (Zoo Parkway) to August Drive to the Terminal	5.5
Melbourne International Airport	Commercial Service Airport	Emerging Hub	I-95 to U.S. 192 to Airport Boulevard to NASA Boulevard to entrance and exit at Air Terminal Parkway	5.5
Melbourne Greyhound Bus Terminal	Intermodal Passenger Terminals	Emerging Hub	I-95 to Eau Gallie Boulevard to Sarno Road to Apollo Boulevard to NASA Boulevard to the entrance	6.0
Port Canaveral	Seaport	Hub	SIS corridor (SR 528) directly to southern port terminals	12.8
			SR 528 to SR 401 to northern port terminals	
			Canaveral Barge Canal waterway connector to Atlantic Intracoastal Waterway	
Cape Canaveral Spaceport	Spaceport	Hub	I-95 to SR 50 to Columbia Boulevard (SR 405) to Kennedy Space Center entrance	8.0
			SR 528 to SR 401 to Cape Canaveral Air Force Station entrance	
			Kennedy Space Center Railroad (owned by FEC) from spaceport property to Jacksonville-Miami FEC rail line	
Daytona Beach International Airport	Commercial Service Airport	Emerging Hub	I-95 to U.S. 92 (International Speedway Boulevard) to Midway Avenue to entrance	2.5
Daytona Beach Greyhound Bus Terminal	Intermodal Passenger Terminals	Emerging Hub	I-95 to U.S. 92 to Ridgewood Avenue to entrance	5.0
Jacksonville FEC Intermodal Terminal	Intermodal Freight - Rail Terminal	Hub	I-95 to J Turner Butler Boulevard to U.S. 1 to entrance	1.8
			On Jacksonville-Miami FEC line	
Jacksonville Greyhound Bus Terminal	Intermodal Passenger Terminals	Planned Drop	I-95 to Forsyth Street to Pearl Street to Bay Street entrance; exit to Forsyth Street to Pearl Street to Bay Street to Broad Street to Adams Street to I-95	0.8
Jacksonville Multimodal Terminal Center	Intermodal Passenger Terminals	Planned Add	I-95 to Forsyth Street to Lee Street to entrance; exit to Lee Street to Adams Street to I 95 (Planned Add)	0.4
			On Jacksonville-Miami FEC line (Planned Add)	
Jacksonville Amtrak Rail Terminal	Intermodal Passenger Terminals	Planned Drop	I-95 to New Kings Road and Martin Luther King Jr. Parkway to Clifford Lane to entrance (Planned Drop)	3.0
Jacksonville Norfolk Southern Intermodal Terminal	Intermodal Freight - Rail Terminal	Hub	I-295 to Pritchard Road to Old Kings Road to SR 111 (Edgewood Avenue) to Edgewood Drive to entrance	4.0
			On Norfolk Southern line from Jacksonville northwest to Georgia	
Jacksonville CSX Intermodal Terminal	Intermodal Freight - Rail Terminal	Hub	I-295 to Pritchard Road to Sportsman Club Road to entrance	5.0
			On CSX Corridor	
Port of Jacksonville	Seaport	Hub	Talleyrand: I-95 to U.S. 1 (via MLK Jr. Parkway) to Phoenix Avenue to 21st Street to North Talleyrand Avenue to 11th Street entrance	3.3
			Blount Island: SR 9A to SR 105 (Heckscher) to Dave Rawls Boulevard/Blount Island Road to entrance	8.2
			Dames Point (bulk cargo terminal): SR 9A to SR 105 (Heckscher Drive) to August Drive to Port of Jacksonville property boundary	5.5
			property boundary	5.5
			Dames Point (container terminal): SR 9A to SR 105 (Heckscher Drive) to New Berlin Road to container terminal	5.5
			Talleyrand: On-dock JAXPORT Talleyrand Terminal Railroad (third-party operator) from seaport property to CSX and Norfolk Southern Lines	3.0
			Blount Island: On-dock CSX connection from seaport property on Blount Island to CSX and Norfolk Southern Lines	8.2
			Dames Point: CSX connection from seaport property on Dames Point to CSX and Norfolk Southern Lines	5.5
			Jacksonville Harbor channel and turning basis, St. Johns River waterway connecting to Atlantic Coast shipping lane	3.3
Jacksonville International Airport	Commercial Service Airport	Hub	I-95 to SR 102 (Airport Road) to passenger entrance	2.0
			I-295 to Duval Road to South International Airport Boulevard to air cargo access road to cargo entrance	
Port of Fernandina	Seaport	Emerging Hub	I-95 to SR A1A to 8th Street to Dade Street to Front Street to entrance	14.5
			On-dock CSX rail from seaport property to CSX and Norfolk Southern lines in Jacksonville	

Source: Bureau of Transportation Statistics (BTS) - (NTAD Database 2008)

Table 2.12: Minor Intermodal Facilities

Freight Rail-Truck Facilities	General Aviation Airports
Volusia County (Daytona Beach)	*Brevard County*
USPS and DC-P	Valkarua Airport
Yellow Terminal	Merritt Island Airport
	Tyco Airport
Duval County (Jacksonville)	
Petroleum Fuel and Terminal Co.	*Volusia County*
Intermodal Cartage Company	Deland Municipal Airport
Transflo	New Smyrna Beach Airport
Grimes Logistics Services	Ormond Beach Municipal Airport
Peninsular Warehouse Co. Inc.	Spruce Creek Airport
Resource Logistics International	
H&M Warehousing	*Flagler County*
Ploof Carriers Corp. Warehouse	Flagler County Airport
NS Independent Bulk Transfer Terminal	
	St. Johns
	St. Augustine Airport
	Duval County
	Craig Municipal Airport
	Herlong Airport
	Cecil Commerce Center
	Nassau County
	Fernandina Beach Municipal Airport

Source: Bureau of Transportation Statistics (BTS) - (NTAD Database 2008)

2.8 - Intelligent Transportation Systems (ITS) Infrastructure

Intelligent Transportation Systems (ITS) are the efforts to add information and communications technology to transportation infrastructure. This section describes the I-95 ITS infrastructure currently in operation on I-95 from the Indian River County/Brevard Line to the Florida/Georgia State line.

The ITS status is designated as being full coverage, complete with Closed Circuit Television, Changeable Message Signs, and Detection Systems. Other areas include partial coverage of ITS design, where fiber optics infrastructure is more sporadic along the corridor. The I-95 SIP corridor benefits from full ITS coverage in all counties except St. Johns, Nassau, and Indian River Counties.

On I-95 in FDOT District 5 from mile marker 168 (near Indian River / Brevard County line) to mile marker 298 (near Flagler / St. Johns County line), ITS infrastructure primarily consists of cameras, detectors and dynamic message signs **(Appendix F - Figures 2.4A - C)**. **Table 2.13** provides more detail on existing ITS infrastructure.

Table 2.13: ITS Infrastructure in FDOT District 5

ITS Infrastructure	
Location	**Infrastructure Type**
Brevard County	Hurricane Evacuation System
Brevard County / Volusia County	Telecom Infrastructure
	Surveillance Motorist Information System / Daytona Area Smart Highways
Volusia County	Surveillance Motorist Information System / Daytona Area Smart Highways
	Telecom Infrastructure
	ITS Freeway Management

In FDOT District 2 from mile marker 298 (near the Flagler/St. Johns County line) to the Florida/Georgia State line, the I-95 ITS infrastructure is primarily concentrated within the City of Jacksonville. The ITS infrastructure consists of cameras, detectors and dynamic message signs. **Table 2.14** provides more detail on the existing ITS infrastructure within this region of the corridor study area.

Table 2.14: ITS Infrastructure in FDOT District 2

ITS Infrastructure	
Location	**Infrastructure Type**
Duval County	Jacksonville Interstate Surveillance and Control System Phase 3, 4, and 6 with Fiber Optics
	Vehicle Detection Units (152)
	Telecom Infrastructure
	Traffic Counting Devices (1)
	Dynamic Message Signs (20)
	Incident Management/Range Rover Coverage (32 miles)
	Closed Circuit TV cameras (48)

2.9 - Special Use Lanes

High Occupancy Vehicle (HOV), reversible lanes, managed lanes, and truck-only lanes are all types of special use lanes that are sometimes proposed for a roadway in order to increase roadway capacity and reduce travel time delay. Currently, there are no special use lanes along I-95 from the Indian River County/Brevard line to the Florida/Georgia State line.

2.10 - Pavement Conditions

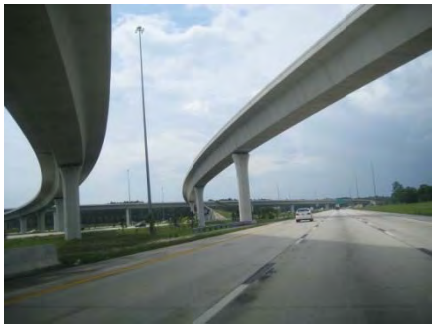
A summary of I-95's existing pavement conditions along the project segment was conducted using FDOT's TranStat GIS database information and is presented in **Table 2.15**. The conditions are based on evaluations of the pavement's cracking, ride and rutting characteristics. The conditions are based on the following grading classifications: Very Poor, Poor, Fair, Good, and Very Good **(Appendix G - Figures 2.5A - C)**. The majority of the project corridor is in Very Good condition. No segments were identified as being very poor, poor, or fair. Two segments have been identified as being in Good condition. These two segments are from Garden Street to SR 46 and Race Track Road to the Florida / Georgia State line.

Table 2.15: Existing Pavement Conditions Summary

EXISTING PAVEMENT CONDITIONS SUMMARY	
I-95 MAINLINE SEGMENT	**PAVEMENT CONDITION**
Brevard / Indian River County Line to Garden	Very Good
Garden Street to SR 46	Good
SR 46 to Race Track Road	Very Good
Race Track Road to Florida / Georgia State line	Good

Note: Segments identified are approximate
Source: FDOT TranStat GIS Database and RCI Database

2.11 - Interchanges



Within the 222 mile project corridor, there are 64 interchanges with I-95. Of the 64 interchanges, 33 have been identified as "diamond" type interchanges, seven are "partial diamond" interchanges, and 16 are "partial cloverleaf" type, in addition to one full "cloverleaf." Four (4) "Y-Intersection" type interchanges were identified with the remaining three interchanges being "other" complex configurations. All interchanges within the project corridor are spaced a minimum of one mile with the exception of the segment of I-95 from Bay Street to Kings Road which consists of multiple ramp connections to several side streets between the two roads. **Table 2.16** provides further details on the interchange types in addition to their county locations and corresponding exit numbers.

Table 2.16: Existing SIP Project Area Interchanges

County	County/State Road #	Interchange	Exit #	Type
Brevard	SR 514	Malabar Road	173	Diamond
	CR 516	Palm Bay Road	176	Diamond
	SR 500 / US 192	New Haven Avenue / Spacecoast Parkway	180	Diamond
	SR 518	Sarno Road / Eau Gallie Boulevard	183	Diamond
	CR 509	Wickham Road	191	Diamond
	SR 519	Fiske Boulevard / Barnes Boulevard	195	ParClo (2 loops)
	SR 520	King Street	201	Partial Diamond
	SR 524	State Road 524	202	Diamond
	SR 528	Beachline Expressway	205	Cloverleaf
	N/A	Port St. Johns Parkway	208	Diamond
	SR 407	Beeline Expressway	212	ParClo (2 loops)
	SR 50	Cheney Highway	215	Diamond
	SR 406	Garden Street	220	Diamond
	SR 46	Main Street	223	Diamond
	CR 5A	Stuck Way Road	231	Diamond
Volusia	SR 442	Indian River Boulevard	244	Diamond
	SR 44	State Road 44	249	Diamond w/loop
	SR 421	Dunlawton Avenue / Taylor Road	256	Diamond
	SR 400	Interstate 4	260	Diamond (w/3 loops)
	US 92	International Speedway Boulevard	261 AB	ParClo (2 loops)
	N/A	LPGA Boulevard	265	ParClo (2 loops)
	SR 40	Granada Boulevard	268	Diamond
	SR 5	US 1	273	ParClo (2 loops)
Flagler	N/A	Old Dixie Highway	278	Diamond
	SR 100	Moody Boulevard	284	Diamond
	N/A	Palm Coast Parkway	289	Diamond
St. Johns	SR 5	US 1	298	Diamond
	SR 206	State Road 206	305	Diamond
	SR 207	State Road 207	311	Diamond
	SR 16	Charles Usinas Hwy	318	Diamond
	N/A	International Golf Parkway	323	Diamond (w/single loop)
	CR 210	County Road 210	329	Diamond

Source: FDOT

Table 2.16: Existing SIP Project Area Interchanges (Continued)

County	County/State Road #	Interchange	Exit #	Type
Duval	N/A	Old St. Augustine Road	335	ParClo (2 loops)
	SR 9A	SR9A/I-295	337	System to System
	US 1	Philips Highway	339	ParClo (2 loops)
	SR 115	Southside Boulevard	340	Y-Intersection
	SR 152	Baymeadows Road	341	Diamond
	SR 202	J Turner Butler Boulevard	344	ParClo (2 loops)
	N/A	Bowden Road	346	Split Interchange
	SR 109	University Boulevard	346 B	Split Interchange
	SR 126	Emerson Street	347	ParClo (single loop)
	US 1	Philips Highway	348	Y-Intersection
	US 90	To Atlantic Boulevard	349	Other
	US 1 / US 90	To Prudential Drive, Kings Avenue	350 A	Y-Intersection
	N/A	San Marco Boulevard	350 B	Partial Diamond
	N/A	Park Street	351 A	Partial Diamond
	N/A	W Forsyth Street	352 B	Y-Intersection
	US Alt. 90	W Church Street	353 A	Partial Diamond
	US 23 South	Union Street	353 B	Partial Diamond
	US 23 North	Kings Road	353 C	Diamond
	SR 114	8th Street	353 D	Diamond
	US 1	20th Street	354A	ParClo (3 loops)
	SR 122	Golfair Boulevard	355	Diamond
	SR 115	Norwood Avenue	356 A	Other
	SR 111	W Edgewood Avenue	357	Diamond
	SR 105	Heckscher Drive	358 A	Y-Intersection
	N/A	Broward Road	358 B	ParClo (3 loops)
	SR 104	Dunn Avenue/Busch Drive	360	Diamond
	SR 9A	I-295	362 B	System to System
	SR 102	Airport Road	363	ParClo (single loop)
	N/A	Pecan Park Road	366	Diamond
Nassau	SR 200	SR 200/SR A1A	373	Diamond
	US 17	US 17	380	ParClo (2 loops)

Source: FDOT

2.12 - FDOT Work Plans, SIS/FIHS Plans, and MPO Plans

I-95 is an SIS facility that traverses six counties within the I-95 Sketch Interstate Plan (SIP) project limits. This section of the SIP presents the I-95 improvements that are currently programmed in the FDOT Five Year Work Program, SIS/FIHS Plan and County MPO Plans.

FDOT Five Year Work Program Construction Projects on I-95 - The Florida Department of Transportation (FDOT) Districts Two and Five currently have 18 construction projects identified for I-95 to be completed or started within the next five (5) years **(Appendix H - Figures 2.6A - C)**. These projects are listed in **Table 2.17**. They range in scope from landscaping to adding additional lanes.

Table 2.17: FDOT Five Year Work Program Construction Projects

FDOT Five Year Work Program - Construction Projects		
Item Number	**Limits**	**Description**
422639-1	I-95 and SR 50 Interchange	Landscaping
242696-1	I-95 from North of SR 600 to North of SR 40	Add additional lanes and rehabilitate pavement
242696-1	I-95 from North of SR 40 to Flagler County Line	Add additional lanes and rehabilitate pavement
242340-1	I-95 from Old Dixie Highway to Palm Coast Parkway	Add additional lanes and rehabilitate pavement
242341-1	I-95 from Palm Coast Parkway to St. Johns County Line	Add additional lanes and rehabilitate pavement
405506-2	I-95 from South of SR 528 to Port St. John	Add additional lanes and rehabilitate pavement
423854-1	I-95 Bridge # 790113	I-95 bridge repair and rehabilitation
419038-1	I-95 Countywide Bridge Repair	Bridge repair and rehabilitation
423567-1	I-95 from North of SR 46 to Volusia County Line	Resurfacing
416938-1	I-95 from Indian River County line to South of SR 514	Resurfacing
213337-2	I-95 at 8th Street Ramp	Add turn lanes
424307-2	I-95 at CR 210 Phase 2	Modification of existing interchange/intersections
213337-3	I-95 at Myrtle Avenue Bridge	Bridge rehabilitation
213217-2	I-95 from J Turner Butler Boulevard to Atlantic Boulevard	Rigid pavement rehabilitation
213217-5	I-95 from South of Greenland to south of JT Butler Boulevard	Rigid pavement rehabilitation
213274-5	I-95 South of St. Johns County Line to I-295	Construction of Advance Traveler Information Systems on I-95

Source: FDOT

Strategic Intermodal System / Florida Intrastate Highway System Plans - The Strategic Intermodal System (SIS) encompasses transportation facilities of interregional significance and is focused on the efficient movement of passengers and freight. I-95 is currently classified as an SIS Highway, and is consistently recognized as one of the most important SIS highways in the State of Florida. This section details the improvement projects identified within the SIS/FIHS Five Year Work Program for I-95 (SR 9) within the SIP project limits. The project types include Project Development & Environment (PD&E), Preliminary Engineering, Right-of-Way, and Construction as shown in **Table 2.18**.

Table 2.18: SIS / FIHS Plans

Strategic Intermodal System / Florida Intrastate Highway Plans		
Item Number	**Limits**	**Description**
405506-4	I-95 from North of SR 518 to South of SR 519, Brevard County	Add additional lanes and reconstruct
405506-6	I-95 Interchange at Pineda Road, Brevard County	Major interchange (New)
405506-8	I-95 from Palm Bay Road to South of SR 519	Add additional lanes and reconstruct
406869-2	I-95 from SR 50 to Volusia County Line	Project Development and Environment Study
406869-3	I-95 from SR 50 to SR 46	Add additional lanes and reconstruct
419772-1	I-95 from North Ormond Business Park to Interchange	Project Development and Environment Study
406869-5	I-95 from North of SR 4 to Volusia County Line	Add additional lanes and rehabilitate pavement
406869-6	I-95 from North of SR 4 to South of I-4	Add additional lanes and rehabilitate pavement
413072-1	I-95 from Brevard County Line to South of SR 514	Project Development and Environment Study
242715-2	I-95 from South of I-4 to North of US 92	Add additional lanes and rehabilitate pavement
405506-2	I-95 from South of SR 528 to Port St. John	Add additional lanes and rehabilitate pavement
405506-3	I-95 from South of SR 514 to Palm Bay Road	Add additional lanes and rehabilitate pavement
406869-4	I-95 from Brevard County Line to North of SR 44	Add additional lanes and rehabilitate pavement
209365-1	I-95 @ Airport Road	Major interchange modification
213323-5	I-95 @ Martin Luther King Jr. Parkway Interchange	Interchange Modifications
213323-1	I-95 @ I-295 North	New Interchange ramp
213337-2	I-95 @ 8th Street Ramp	Add turn lanes
424026-1	I-95 from International Golf Parkway to I-295	Add additional lanes and rehabilitate pavement

Source: FDOT

Metropolitan Planning Organization (MPO) and Transportation Planning Organization (TPO) Plans - The Transportation Improvement Programs (TIP) and the Long Range Transportation Plans (LRTP) for each MPO were reviewed and the I-95 improvement projects identified in their plans are listed below. There are a total of three MPOs / TPOs along the project corridor, Brevard County MPO / Space Coast TPO serving Brevard County, Volusia County MPO serving Volusia and Flagler Counties, and the North Florida TPO serving St. Johns, Duval, and Nassau Counties. Refer to **Tables 2.19 – 2.24** for further details.

Table 2.19: Space Coast TPO – FY 2009/2013 Transportation Improvement Program I-95 Projects

Item Number	Limits	Description
405506-1	I-95 & SR 514 / I-95 Pineda Interchanges	Project Development & Environment Study
405506-2	I-95 from South of SR 528 to Port St. John	Add lanes and rehabilitate pavement
405506-3	I-95 from South of SR 514 to Palm Bay Road	Add lanes and rehabilitate pavement
405506-4	I-95 from North of SR 518 to South of SR 519	Add lanes and rehabilitate pavement
405506-5	I-95 from South of SR 519 to North of SR 528	Add lanes and rehabilitate pavement
405506-6	I-95 Interchange at Pineda	Major interchange modifications
405506-8	I-95 from Palm Bay Road to South of SR 519	Add lanes and rehabilitate pavement
406869-2	I-95 from SR 50 to Volusia County Line	Project Development & Environment Study
406869-3	I-95 from SR 50 to North of SR 46	Add lanes and rehabilitate pavement
406869-5	I-95 from North of SR 46 to Volusia County Line	Add lanes and rehabilitate pavement
413072-1	I-95 from Brevard County Line to South of SR 514	Add lanes and rehabilitate pavement
419038-1	I-95 Countywide Bridge	Bridge repair and rehabilitation
423567-1	I-95 from North of SR 46 to Volusia County Line	Resurfacing

Table 2.20: Space Coast TPO – 2025 Long Range Transportation Improvement Plan I-95 Projects

Item Number	Limits	Description
N/A	I-95 from Indian River County Line to Malabar Road	Widen to 6 Lanes
N/A	I-95 from SR 50 to Volusia County Line	Widen to 6 Lanes

Table 2.21: Volusia County MPO – FY 2009/2013 Transportation Improvement Program I-95 Projects

Item Number	Limits	Description
242715-2	I-95/I-4 Ultimate System Interchange	Preliminary engineering of ultimate systems interchange along I-95 from
406869-4	I-95 Widening Southeast Volusia County	Add lanes and rehabilitate pavement on I-95 from the Brevard County Line to
406869-6	I-95 Widening from SR 44 to I-4	Add lanes and rehabilitate pavement on I-95 from north of SR 44 to south of I-
423256-1	I-95/I-4 Interchange Safety Project	This project is to reduce skid hazard at the I-95/I-4 Interchange

Table 2.22: Volusia County MPO – 2025 Long Range Transportation Improvement Plan I-95 Projects

Item Number	Limits	Description
N/A	I-95 from I-4 to Brevard County Line	Widen I-95 to 6 Lanes
N/A	I-95/I-4 North of US 92 to South of I-4	Systems Interchange of I-95 and I-4
N/A	I-95 @ Ormond Crossings	New Interchange
N/A	I-95 @ Pioneer Trail	New Interchange

Table 2.23: North Florida TPO – FY 2009/2013 Transportation Improvement Program I-95 Projects

Item Number	Limits	Description
213273-2	I-95 from Heckscher Drive to I-295	Landscaping
213217-2	I-95 from J Turner Butler Boulevard to Atlantic	Rigid pavement rehabilitation
213217-5	I-95 from South of Greenland Road to J. Turner Butler Blvd	Rigid pavement rehabilitation
213274-5	I-95 from St. Johns County Line to I-295	Advance Traveler Information System
209365-1	I-95 @ Airport Road	Major interchange improvements
213304-3	I-95 @ South Hampton and Hedrix Avenue	Bridge replacement
213337-2	I-95 @ 8th Street	Add turn lanes
720160-3	I-95 @ Myrtle Avenue Bridge	Bridge rehabilitation
209622-1	I-95 @ Southside Boulevard	Miscellaneous construction
213323-1	I-95 @ I-295 Interchange	Design of Phase 1 of major interchange modification
424307-2	I-95 @ CR 210 Interchange	Interchange modification Phase 1

Table 2.24: North Florida TPO – 2030 Long Range Transportation Improvement Plan I-95 Projects

Item Number	Limits	Description
N/A	I-95 from Airport Road to Georgia State Line	Widen I-95 to 6 lanes
N/A	I-95 from I-10 to Airport Road	ITS features
N/A	I-95 @ I-10 Interchange	Interchange improvements
N/A	I-95 @ I-295 Interchange	Interchange improvements
N/A	I-95 @ Old St. Augustine Road	Add new interchange
N/A	I-95 from Lem Turner Road to Heckscher Drive	Widen I-95 to 6 lanes
N/A	I-95 @ Airport Road	New Flyover
N/A	I-95 @ CR 210	Reconstruct Interchange
N/A	I-95 @ Dunn Avenue	Reconstruct Interchange
N/A	I-95 @ J. Turner Butler Boulevard	Reconstruct Interchange
N/A	I-95 from CR 210 to I-295 South	Add special use lanes (HOV Lanes)
N/A	I-95 from I-295 North to Georgia State Line	Add special use lanes (HOV Lanes)
N/A	I-95 from Kings Road to MLK Parkway	Add special use lanes (HOV Lanes)
N/A	I-95 from Lem Turner Road to I-295	Add special use lanes (HOV Lanes)
N/A	I-95 from Southside Boulevard to Fuller Warren Bridge	Add special use lanes (HOV Lanes)
N/A	I-95 from SR 16 to CR 210	Add special use lanes (HOV Lanes)
N/A	I-95 from MLK Jr. Parkway to Lem Turner Road	Add special use lanes (HOV Lanes)
N/A	I-95 from Philips Highway to Southside Boulevard	Reconstruct interchange to allow access to/from I-95 North

FDOT, SIS, FIHS, MPO Plans Summary

The work programs outlined in this section identify improvements to I-95 from 2009 to 2030. The majority of the projects involve capacity improvements and roadway/bridge rehabilitations. The types of projects also include ITS, landscaping, interchange justifications, and interchange modifications.

In Brevard County the work programs identify the need to widen I-95 to six (6) lanes. In addition, a major interchange modification is identified at the I-95 and Pineda Road Interchange in Brevard County.

In Volusia and Flagler Counties widening I-95 to six (6) lanes is the primary capacity improvement identified by the work programs. The I-95 / I-4 interchange is also identified as a major interchange modification improvement. New interchanges are also proposed at Ormond Crossings and Pioneer Trail.

The First Coast MPO, responsible for St. John County, Duval County, and Nassau County, recommends widening I-95 to six (6) lanes throughout the corridor and adding High Occupancy Vehicle (HOV) lanes by 2030. Interchange modifications or improvements are identified at the following interchanges: I-95 / Airport Road, I-95 / I-295, I-95 / CR 210, I-95 / Dunn Avenue, I-95 / I-10, and I-95 / J Turner Butler Boulevard. In addition, a new interchange with I-95 has been identified in the 2030 First Coast MPO LRTP at I-95 and Old St. Augustine Road.

CHAPTER 3 - Existing Bridge Conditions

3.1 *Bridge Location Inventory*

An inventory of I-95 bridges as well as crossroad bridges going over I-95 within the project limits has been conducted using FDOT Comprehensive Inventory Data (CID) Reports. This inventory also includes bridges in which the I-95 study area corridor traverses over canals. A detailed summary of the bridges within the project limits is shown in the following tables for each county. The structural condition shown is a computer generated rating, which is not coded by an inspector.

Table 3.1: Brevard County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Sufficiency Rating	Condition
700071	Fellsmere Canal (SB)	Over	NA	NA	NA	39.8	97.1	7
700139	Fellsmere Canal (NB)	Over	NA	NA	NA	39.8	97.1	7
700092	C-54 Canal (SB)	Over	NA	NA	NA	40.3	97.1	7
700154	C-54 Canal (NB)	Over	NA	NA	NA	39.6	97.1	7
700157	Micco Road	Under	NA	16.0	85.0	39.9	95.4	7
700096	Sottile Canal (SB)	Over	NA	NA	NA	39.7	96.5	7
700155	Sottile Canal (NB)	Over	NA	NA	NA	39.7	96.5	7
700097	Outfall	Over	NA	NA	NA	39.2	83.0	7
700158	Grant Road	Under	NA	16.0	66.4	28.0	94.9	7
700159	Valkaria Road	Under	NA	16.1	68.2	27.9	81.6	7
700160	Babcock Street	Under	NA	15.8	64.1	29.8	48.4	5
700202	Malabar Road	Over	Diamond	16.7	80.1	46.6	98.0	7
700034	Melb-Tillman Canal (SB)	Over	NA	NA	NA	40.4	95.8	7
700119	Melb-Tillman Canal (NB)	Over	NA	NA	NA	40.0	95.8	7
700188	Palm Bay Road	Under	NA	16.1	67.1	89.9	84.8	7
700039	SR 500 (SB)	Over	Diamond	14.9	72.3	39.7	85.0	5
700121	SR 500 (NB)	Over	Diamond	14.9	73.0	39.7	85.0	5
700122	SR 518 (NB)	Over	Diamond	15.1	72.2	39.7	96.0	7
700941	SR 518 (SB)	Over	Diamond	15.1	72.2	39.7	96.0	7
700043	Lake Washington Road	Over	Diamond	16.2	47.5	40.3	94.8	7
700123	Lake Washington Road	Over	Diamond	16.0	47.6	40.3	94.8	7
700047	Wickham Road (SB)	Over	Diamond	16.5	58.0	39.6	94.0	7
700124	Wickham Road (NB)	Over	Diamond	16.1	58.0	39.6	94.0	7
704098	EB Viera Road	Under	NA	16.5	90.5	36.6	99.4	8
704097	WB Viera Road	Under	NA	16.4	90.3	36.6	97.4	8
700126	EB Fiske Boulevard	Under	ParClo (2 loops)	16.3	65.3	40.0	99.0	6
700176	WB Fiske Boulevard	Under	ParClo (2 loops)	16.1	65.3	40.1	98.1	7
700052	SR 520 (SB)	Over	Partial Diamond	15.8	54.2	39.8	96.0	7

Table 3.1 (Continued): Brevard County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width	Sufficiency Rating	Condition
700127	SR 520 (NB)	Over	Partial Diamond	15.8	54.2	39.8	96.0	7
700054	SR 524 (SB)	Over	Diamond	16.1	51.6	40.0	96.0	6
700128	SR 524 (NB)	Over	Diamond	16.2	51.1	40.0	96.0	7
700198	SR 528 (EB)	Under	Cloverleaf	16.7	45.5	55.5	97.0	8
700197	SR 528 (WB)	Under	Cloverleaf	16.7	45.7	55.5	96.0	7
700129	Citrus Boulevard	Under	Diamond	15.4	65.4	27.9	76.1	6
700199	St. John Road	Under	Diamond	16.7	NA	79.1	79.0	8
704161	Fay Boulevard	Under	NA	16.2	45.6	29.6	72.3	7
709003	Pedestrian Overpass	Under	NA	17.6	44.9	NA	-2	N
700130	Kings Highway	Under	NA	16.1	66.6	27.9	96.0	7
700091	SR 407	Under	ParClo (2 loops)	16.3	57.5	52.1	93.2	7
700057	Addison Creek (SB)	Over	NA	NA	NA	39.7	96.5	7
700131	Addison Creek (NB)	Over	NA	NA	NA	39.7	96.5	7
700058	SR 50 (SB)	Over	Diamond	15.7	50.0	39.9	96.0	7
700132	SR 50 (NB)	Over	Diamond	15.4	50.0	39.9	96.0	7
700133	Fox Lake Road	Under	NA	15.9	44.1	27.8	77.8	7
700059	SR 406 (SB)	Over	Diamond	15.1	70.1	40.0	97.0	7
700134	SR 406 (NB)	Over	Diamond	15.1	70.1	40.0	97.0	7
709002	Pedestrian Overpass	Under	NA	17.0	43.4	NA	76.9	7
700135	Dairy Road	Under	NA	16.0	43.4	28.0	76.9	7
700060	SR 46 (SB)	Over	Diamond	14.7	73.7	39.9	96.0	6
700136	SR 46 (NB)	Over	Diamond	14.7	73.7	39.9	96.0	7
700066	Aurantia Road (SB)	Over	NA	23.5	40.5	40.0	83.0	7
700138	Aurantia Road (NB)	Over	NA	22.7	40.1	40.0	95.9	7
700102	CR 5-A (SB)	Over	Diamond	15.2	53.4	39.8	98.0	7
700156	CR 5-A (NB)	Over	Diamond	15.2	53.4	39.8	98.0	7

Table 3.2: Volusia County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Condition
790058	Maytown Road (SB)	Over	NA	21.9	48.0	40.0	7
790059	Maytown Road (NB)	Over	NA	21.9	48.0	40.0	7
790062	CR 442 (SB)	Over	Diamond	14.4	34.5	39.9	5
790063	CR 442 (NB)	Over	Diamond	14.4	34.6	39.9	6
790064	SR 44 (SB)	Over	Diamond	15.3	76.7	47.9	6
790065	SR 44 (NB)	Over	Diamond	15.3	69.8	39.9	7
790066	Pioneer Trail	Under	NA	16.2	76.7	32.3	7
790067	Spruce Creek (SB)	Over	NA	NA	NA	39.7	5
790068	Spruce Creek (NB)	Over	NA	NA	NA	39.7	5
790069	SR 421 (SB)	Over	Diamond	15.3	99.0	39.7	7
790070	SR 421 (NB)	Over	Diamond	14.8	99.0	39.7	6
794095	Williamson Boulevard	Under	NA	17.1	99.0	41.9	7
790107	SR 400 (EB)	Under	Diamond (w/3 loops)	15.9	66.0	41.0	7
790022	SR 400 (WB)	Under	Diamond (w/3 loops)	15.9	66.0	41.0	7
790023	Leg from SR 400	Under	Diamond (w/3 loops)	16.4	78.8	39.8	6
790024	Bellevue Avenue	Under	NA	15.8	52.1	28.1	7
790221	Unsigned Outfall	Over	NA	NA	NA	87.0	6
790071	US 92 (SB)	Over	ParClo (2	15.4	57.8	55.9	7
790072	US 92 (NB)	Over	ParClo (2	15.1	60.2	69.3	7
790171	LPGA Boulevard	Under	ParClo (2	15.9	104.3	105.6	7
790193	SR 40	Over	Diamond	16.5	147.8	64.6	8
790077	Tomoka River (SB)	Over	NA	NA	NA	66.9	6
790078	Tomoka River (NB)	Over	NA	NA	NA	66.9	6
790079	Hull Road	Under	NA	15.9	58.4	27.9	5
790080	Railroad Crossing (SB)	Over	NA	21.1	28.9	55.2	7
790081	Railroad Crossing (NB)	Over	NA	21.3	43.1	55.2	7
790082	US 1/SR 5 (SB)	Over	ParClo (2	15.5	52.2	70.2	7
790083	US 1/SR 5 (NB)	Over	ParClo (2	17.2	58.5	63.0	7
790084	Old Dixie Highway	Under	Diamond	16.0	66.0	28.0	7

Table 3.3: Flagler County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Condition
730072	SR 100	Over	Diamond	16.8	240.2	66.0	8
730047	Town Center Boulevard	Over	NA	21.0	27.4	65.7	7
730060	Palm Coast Parkway	Under	Diamond	16.2	75.0	66.1	7
734080	Matanzas Woods Parkway	Under	NA	17.3	80.6	29.2	8
730038	Old Kings Road	Under	NA	16.0	61.8	24.0	7
739001	Pedestrian Overpass	Under	NA	17.5	62.8	NA	N
730071	Pellicer Creek	Over	NA	NA	NA	65.3	8

Table 3.4: St. Johns County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Condition
780034	SR 5/US 1 (SB)	Over	Diamond	15.2	46.0	56.0	7
780035	SR 5/US 1 (NB)	Over	Diamond	15.3	46.0	56.0	7
780036	FEC RR (SB)	Over	NA	22.1	NA	56.5	7
780037	FEC RR (NB)	Over	NA	22.1	NA	56.7	7
780043	SR 206 (SB)	Over	Diamond	16.8	40.4	56.1	6
780044	SR 206 (NB)	Over	Diamond	17.6	40.3	56.1	7
780045	SR 207 (SB)	Over	Diamond	15.5	86.6	56.1	7
780046	SR 207 (NB)	Over	Diamond	15.7	86.6	56.0	7
780047	FEC RR SPUR (SB)	Over	NA	22.2	NA	56.0	7
780048	FEC RR SPUR (NB)	Over	NA	22.3	NA	56.0	7
780049	CR 214	Under	NA	16.0	60.0	28.1	7
780057	SR 16 (SB)	Over	Diamond	15.5	84.8	55.8	7
780058	SR 16 (NB)	Over	Diamond	15.5	84.8	55.8	7
780059	Turnbull Swamp (SB)	Over	NA	NA	NA	56.0	6
780060	Turnbull Swamp (NB)	Over	NA	NA	NA	56.0	6
780096	International Golf Parkway	Under	Diamond (w/single loop)	16.8	85.1	98.0	7
780116	CR 210 (SB)	Over	Diamond	17.8	80.5	55.3	8
780117	CR 210 (NB)	Over	Diamond	17.8	80.5	55.3	8
780017	Durbin Creek (SB)	Over	NA	NA	NA	55.8	6
780069	Durbin Creek (NB)	Over	NA	NA	NA	55.8	6
780018	Racetrack Road	Under	NA	16.1	61.2	32.2	7

Table 3.5: Duval County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Condition
720710	Old St. Augustine Road (EB)	Under	ParClo (2 loops)	17.6	99.0	49.8	8
720709	Old St. Augustine Road (WB)	Under	ParClo	18.6	99.0	37.8	8
720642	Greenfield Road	Under	NA	18.2	63.7	70.0	7
720635	I-295	Under	ParClo	23.7	83.7	55.1	6
720636	I-295	Under	ParClo	23.7	83.7	55.1	6
720640	I-295	I-95 SB Under	ParClo	18.6	54.5	39.1	5
720639	I-295	I-95 NB Under	ParClo	47.1	56.0	26.1	7
720641	I-295	Under	ParClo	27.2	55.4	39.0	7
720215	RR (SB)	Over	NA	23.7	NA	88.2	7
720327	RR (NB)	Over	NA	22.6	NA	76.0	7
720216	Phillips Highway (SB)	Over	ParClo (2 loops)	16.9	52.8	76.1	7
720328	Phillips Highway (NB)	Over	ParClo (2 loops)	19.2	52.8	76.1	7
720634	SR 115	Under	Y-Intersection	22.5	84.1	46.1	7
720219	Baymeadows Road	Over	Diamond	16.1	37.1	56.1	7
720329	Baymeadows Road	Over	Diamond	15.4	37.1	55.8	7
720220	J Turner Butler Road (SB)	Over	ParClo (2 loops)	16.5	64.0	64.0	7
720330	J Turner Butler Road (NB)	Over	ParClo (2 loops)	16.8	64.6	63.9	7
720331	Bowden Road	Over	Partial Diamond	15.1	37.1	52.8	7
720332	University Boulevard	Over	ParClo (2 loops)	14.8	42.0	61.0	7
720333	Spring Glen Road	Over	NA	14.2	37.1	53.2	7
720334	Emerson Street	Over	ParClo (single loop)	14.3	37.1	62.2	7
720335	San Diego Road	Over	NA	14.0	52.8	52.8	7
720226	To Atlantic Boulevard	Over	Other	15.8	37.2	50.9	7
720167	Atlantic Boulevard	Over	Other	14.7	67.6	67.6	7
720531	SR 10 (SB)	Over	Y-Intersection	17.1	48.1	39.8	6
720530	SR 10 (NB)	Over	Y-Intersection	17.5	47.0	67.9	6
720153	FEC RR	Over	NA	14.3	91.9	91.9	5
720154	FEC RR	Over	NA	20.0	34.0	52.0	7
729011	Palm Avenue	Over	NA	24.0	55.8	55.8	NA
720629	St. Johns River	Over	NA	75.0	195.0	68.0	7
720630	Riverside Avenue	Over	NA	43.0	58.3	68.0	7
720159	I-10	Under	NA	16.3	44.6	69.2	6
720462	I-10	Under	NA	18.2	135.8	40.0	7
720161	Forest Street (SB)	Over	NA	14.1	79.7	79.7	6
720296	Forest Street (NB)	Over	NA	13.4	68.9	68.9	6
720162	McCoys Creek	Over	NA	NA	NA	53.8	7
720163	Myrtle Avenue	Over	NA	19.5	28.4	39.7	6
720164	To Adams Street	Over	Y-Intersection	16.3	32.0	90.4	6
720165	Church Street (SB)	Over	Partial Diamond	14.1	65.1	69.8	7
720297	Church Street (NB)	Over	Partial Diamond	14.1	67.4	81.6	7
720169	Ashley Street	Over	NA	14.4	26.0	80.7	7
720170	Beaver Street (SB)	Over	NA	15.4	76.3	65.0	7
720299	Beaver Street (NB)	Over	NA	15.5	55.8	55.8	8
720171	Union Street (SB)	Over	Partial Diamond	14.7	63.5	67.9	7
720300	Union Street (NB)	Over	Partial Diamond	14.4	82.1	103.7	7
720301	Old Kings Road (SB)	Over	Diamond	14.7	74.8	74.0	7
720172	Old Kings Road (NB)	Over	Diamond	13.8	68.6	68.6	5
720173	Fifth Street	Over	NA	14.7	61.0	60.9	7
720174	8th Street	Over	Diamond	14.3	52.5	53.0	7
720175	RR Tracks	Over	NA	24.9	60.7	61.0	7
720176	St. Johns River RR	Over	NA	22.4	NA	73.7	7
720177	20th Street	Over	ParClo (3 loops)	15.9	54.0	61.0	6

Table 3.5 (Continued): Duval County Bridges

Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width	Condition
720178	Golfair Boulevard	Over	Diamond	14.4	52.5	52.5	6
720179	SCL RR (SB)	Over	NA	21.8	26.0	53.2	7
720302	SCL RR (NB)	Over	NA	21.9	NA	52.8	7
720180	Crestwood Avenue	Over	NA	13.6	52.2	52.2	7
720303	Crestwood Avenue (NB)	Over	NA	14.6	52.2	52.2	7
729006	Pedestrian Overpass	Under	NA	17.8	58.0	NA	N
720181	Moncrief Creek (SB)	Over	NA	NA	NA	66.6	7
720304	Moncrief Creek (NB)	Over	NA	NA	NA	70.0	7
720182	Norwood Avenue	Over	Other	15.7	39.7	57.5	7
720305	Norwood Avenue	Over	Other	14.5	55.8	69.6	7
720306	Edgewood Avenue	Over	Diamond	15.1	27.9	57.1	7
720684	Trout River	Over	NA	33.6	113.7	60.7	7
720023	SR 105	Under	Y-Intersection	16.3	52.5	28.0	7
720185	Broward Road	Under	ParClo (3 loops)	18.3	64.8	56.0	7
720092	Clark Road	Under	ParClo (single loop)	16.0	63.6	28.0	7
720229	SR 104/Dunn Avenue (SB)	Over	Diamond	15.5	55.8	55.8	8
720337	SR 104/Dunn Avenue (NB)	Over	Diamond	15.1	55.8	55.8	7
720230	Cedar Creek (SB)	Over	NA	NA	NA	55.8	6
720339	Cedar Creek (NB)	Over	NA	NA	NA	55.8	6
720231	Little Cedar Creek	Over	NA	NA	NA	55.8	6
720339	Little Cedar Creek	Over	NA	NA	NA	55.8	6
720342	I-295/SR 9A (EB)	Under	ParClo (2 loops)	18.4	77.9	51.8	7
720232	I-295/SR 9A (WB)	Under	ParClo (2 loops)	18.6	77.9	51.8	6
720233	Cole Road	Under	NA	17.0	71.1	30.1	7
720234	Airport Road (SB)	Over	ParClo (single loop)	15.2	56.1	55.7	7
720340	Airport Road (NB)	Over	ParClo (single loop)	15.2	68.2	68.2	7
720235	Little Cedar Creek	Over	NA	NA	NA	69.2	7
720236	Owens Road	Under	NA	16.7	58.8	28.0	7
720237	Pecan Road (SB)	Over	Diamond	15.2	NA	56.0	7
720341	Pecan Road (NB)	Over	Diamond	15.2	NA	55.9	7
720218	Nassau River (SB)	Over	NA	7.9	44.9	56.0	6
720336	Nassau River (NB)	Over	NA	7.9	44.9	56.1	6

Table 3.6: Nassau County Bridges

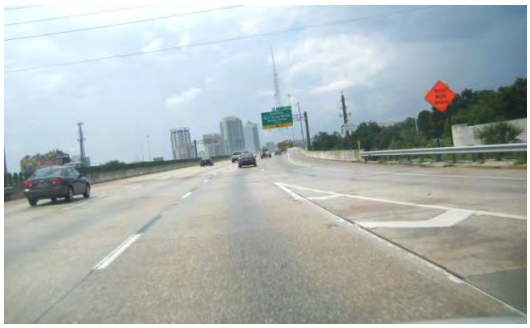
Bridge ID	Crossing	I-95 Over or Under	Interchange Type	Vertical Clearance (ft)	Horizontal Clearance (ft)	Typical Section Roadway Width (ft)	Condition
740033	Tide Creek (SB)	Over	NA	NA	NA	56.1	7
740074	Tide Creek (NB)	Over	NA	NA	NA	56.1	7
740034	SR 200 (SB)	Over	Diamond	16.0	50.7	55.6	7
740075	SR 200 (NB)	Over	Diamond	15.7	50.8	55.5	7
740036	Lofton Creek	Over	NA	NA	NA	64.0	6
740062	CR 108	Under	NA	16.6	59.0	24.0	7
740076	Cat Creek	Over	NA	NA	NA	67.0	6
740940	SR 5 /US 17 (SB)	Over	ParClo (2 loops)	21.5	50.7	64.2	7
740077	SR 5 /US 17 (NB)	Over	ParClo (2 loops)	22.3	50.7	64.3	7
740089	St. Mary's River	Over	NA	34.8	99.7	62.6	7

3.2 Horizontal and Vertical Clearance

Horizontal and vertical clearance data has been collected for all of the I-95 bridges and crossroads going over I-95 within the projects limits. This information is presented in the tables shown in section 3.1. The FDOT's minimum vertical clearance standard is 16'-6" going over a roadway. Numerous bridges have been identified within the project corridor, which do not meet the minimum standard via a windshield survey. In these cases, special techniques to increase the vertical clearance could be implemented such as jacking the bridge and raising the bearings, which would also include work on the approaches or lowering the roadway profile beneath the bridge. Bridges less than 14'-6" will likely need to be replaced in order to meet minimum standards or include an application of both techniques mentioned above. A third option will be to leave the bridges as they are and apply for variances on those bridges, which do not meet minimum standards.

3.3 Typical Sections – Interchange Types

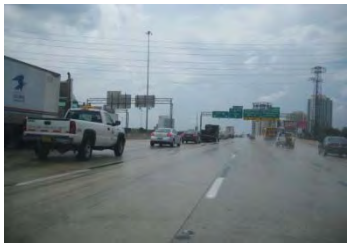
The majority of I-95 is separated by a grassed median. Therefore, most of I-95 consists of parallel bridges (northbound and southbound) carrying two, three, or four lanes in each direction. The tables provided in section 3.1 include the typical section roadway width. This width is defined from the face of inside barrier wall to the face of the outside barrier wall. Based on this information, it is evident that in order to provide a four lane bridge with ten-foot inside and outside shoulders in each direction of travel, numerous bridges will need to be widened. If HOV lanes are to be implemented, a minimum width of 77-feet from face of barrier wall to face of barrier wall will be needed.



As mentioned in *Chapter 2: Existing Roadway Conditions*, 64 interchanges have been identified within the project segment. There are 33 "diamond" type interchanges, seven are "partial diamond" interchanges, and 16 are "partial cloverleaf" type, in addition to one full "cloverleaf". Four (4) "Y-Intersection" type interchanges were identified with the remaining three interchanges being "other" complex configurations. As indicated in the tables in section 3.1, there are numerous bridges, which are not part of the interchange. These bridges may include crossroads, canals, or pedestrian bridges.

Chapter 4 – Existing Traffic Conditions

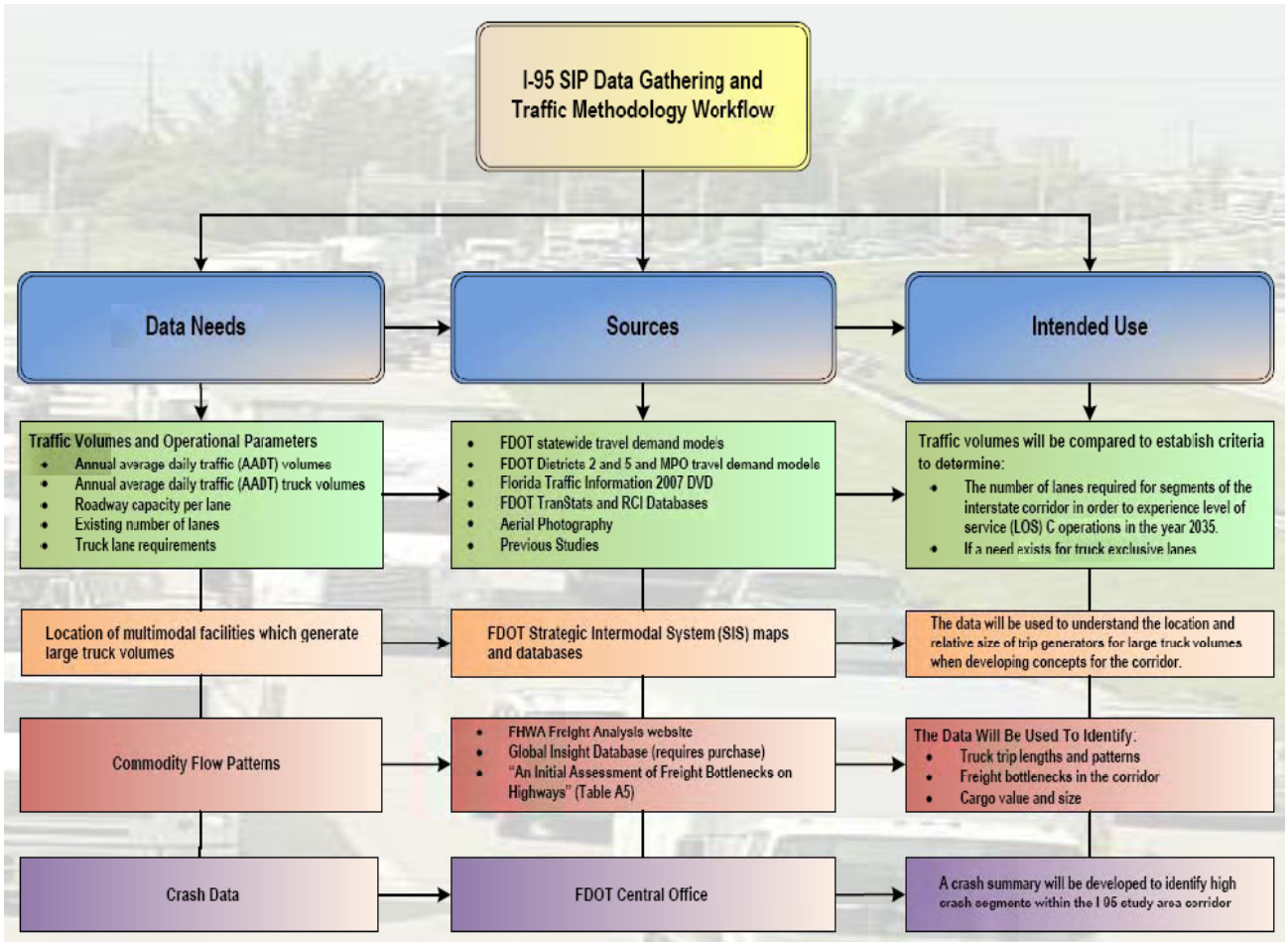
4.1 *Traffic Conditions Overview*



Interstate 95 is a roadway facility currently capable of allowing mass movement of people and goods via automobile and trucks. This chapter focuses on the existing traffic conditions of the I-95 study area corridor and describes the current state of traffic conditions and freight movement within the I-95 corridor between the project limits.

4.2 *Data Sources Consulted*

FDOT relies upon a vast network of statistical and GIS data from TranStat, their district / MPO travel demand models, and other data sources from within the Department in order to understand the transportation infrastructure, facilities, and roadway LOS. During the initial stages of the data collection process for the I-95 Sketch Interstate Plan (SIP), TranSystems utilized all available FDOT and other available databases to capture the identified roadway characteristics, traffic volumes, truck volumes, volume to capacity (v/c) ratios, railroad information, and freight movement trends.



The following data sources were consulted to identify and analyze the existing traffic and freight conditions for the I-95 corridor:

- FDOT TranStat (Statistics)
- Florida Traffic Information 2007 DVD
- Travel Demand Models (Statewide Models, NERPM, and CFRPM IV)
- I-95 Master Plan Update – Travel Demand Forecast Methodology
- Florida Statewide Freight Model
- Florida Commodity Flow Survey 2002

FDOT TranStat (Statistics)

TranStat is the FDOT's central clearinghouse and principal source for highway and traffic data. The office gathers data directly through automated means and indirectly through district field personnel or others. TranStat provides tools and training to record, process, provide access, analyze, evaluate, and report these data. TranStat maintains their databases in GIS format, which follows a linear referencing system (LRS) by unique roadway ID and begin and end mileposts. Traffic data layers available in GIS format for the I-95 corridor and utilized by TranSystems include but are not limited to: Total Annual Average Daily Traffic (AADT), Truck AADT, Telemetered Traffic Monitoring Sites, and Portable Traffic Monitoring Sites. These databases were used for performing GIS analysis and creating advanced thematic maps for the Existing Conditions Report.

Florida Traffic Information 2007 DVD

The Florida Traffic Information 2007 DVD was primarily used to derive historical traffic counts for specific roadway segments pertinent to the I-95 corridor. Results from the analysis of the data from the Florida Traffic Information 2007 DVD were displayed in tabular format for planning and information purposes.

Travel Demand Models

Travel demand models incorporate anticipated capacity projects, transit impact, and other factors by forecasting population and employment control totals at the traffic analysis zone (TAZ) geography level are "loaded" via model centroid connectors onto the transportation model network. By following the four-step travel demand modeling process of 1) Trip Generation, 2) Trip Distribution, 3) Mode Choice and 4) Assignment, the travel demand models are created. The loaded travel demand model networks contain important traffic information on a segment to segment basis, such as volume to capacity (v/c) ratios (used to determine LOS, vehicle miles traveled (VMT), total volume, truck volume, and travel time index (TTI)). These travel demand models are created in software such as TP+, TRANPLAN, TransCAD, Cube, Cube Voyager, and QRS II. These model network calibrations are then exported to a GIS shapefile format for use in a GIS.

There are a total of four (4) travel demand models that are currently available for the I-95 SIP that depict existing traffic conditions in both model calibration format (.NET) and GIS format (.shp). FDOT currently maintains two statewide models that include all roadway facility types of collector and above for both constrained and unconstrained model transportation networks. In District Two, the Northeast Florida Regional Planning Model (NERPM) is the only travel demand model that exists and available for use in the I-95 SIP and was derived by the Northeast Florida Transportation Planning Organization. In District Five the Central Florida Regional Planning Model (CFRPM) IV is the only true district wide travel demand model available for use in the I-95 SIP. All existing travel demand models are described as "Base Year" model networks.

Comparing Travel Demand Models

GIS analysis and mapping all of the travel demand models were analyzed and compared to one another to identify which model was most reflective of existing traffic conditions for the I-95 SIP. TranSystems determined that the District/local TPO models provided the most accurate reflection of the existing traffic conditions for the I-95 corridor.

I-95 Master Plan Update – Travel Demand Forecast Methodology

This report documented the modeling effort associated with the I-95 Master Plan Update. The document first discusses the NERPM model and the results of the 'No-Build' scenarios. Next, it outlined the forecast methodology that was developed with the FDOT District Two Planning Office. The remainder of the report discussed the projections associated with the different alternatives.

The Northeast Regional Planning Model (NERPM) was utilized as a basis to forecast the effect of the different alternatives on the traffic flow on I-95 from the Flagler County line to San Diego Road in Duval County. The NERPM files were obtained from the FDOT District Two on December 24, 2007 and are referred to as the Base Model – May 07. The NERPM was developed as part as the Long Range Transportation Plan and input files exist for the years 2000, 2015, 2025 and 2030. For the I-95 Master Plan, the model was run for the years 2015 and 2030.

In addition to NERPM, the "I-95 Design Traffic Report Update – Exit 298 US 1 to Exit 345 Bowden Road, Florida Department of Transportation, January 2008", and the "I-95 Design Traffic Report, Florida Department of Transportation, July 2005" were used to finalize the forecasts made for I-95.

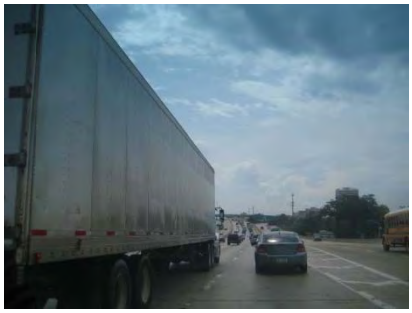
Florida Statewide Freight Model

The Freight Model is a planning tool used to identify and measure truck traffic within Florida in order to support highway connectivity to freight hubs and other freight modes. The Florida Statewide Passenger and Freight Model identified the I-95 / US 17 Corridor as having 1,500 – 2,000 truck trips in Base Year 2000 from Indian River County to the City of Jacksonville, and 650 – 1,000 from Indian River County to Nassau County. The corresponding freight tonnage for these two truck freight trips are 400,000 – 600,000 tons and 13,000 – 20,000 tons, respectively.

Florida Commodity Flow Survey

According to the Commodity Flow Survey, 41 groups of commodities have been identified. The *2002 Commodity Flow Survey* indicates that in 2002, over $194 million worth of freight products were shipped from Florida, which totaled over 411,000 tons.

4.3 *Historical Traffic Growth*



The 222-mile I-95 corridor traverses through six counties and 12 municipalities that vary in terms of their demographic base of population and employment density. Throughout the years, Florida's First Coast and Space Coast alone have fostered significant population and employment growth. With such increases in demographics, the I-95 corridor has become a primary Florida Intrastate Highway System (FIHS) and Strategic Intermodal System (SIS) roadway facility for moving people and goods. In order to gauge existing and historical traffic volumes within the I-95 corridor, TranSystems consulted the Florida Traffic Information 2007 DVD for analysis, reporting, and GIS mapping purposes. The Florida Traffic Information 2007 DVD was provided by FDOT to assist TranSystems with providing Base Year data for traffic growth, aid in evaluating existing (2007) conditions, and for use in the development of crash rates for the I-95 SIP.

Eleven Locations Indentifying Historical Traffic Trends (1993-2007)

TranSystems identified eleven (11) sample locations within the study area to illustrate existing and historical total and truck annual average daily traffic (AADT). These locations were chosen to illustrate representative locations within the study area. Four (4) of the locations surround a key systems interchange to study traffic flow to and from I-95 as well as on the interstate facility. The sample locations are as follows:

1. I-95 North of Malabar Road, Brevard County, District Five
2. I-95 South of I-4 / SR 400, Volusia County, District Five
3. I-95 North of LPGA Boulevard, Volusia County, District Five
4. I-95 North of International Golf Parkway, St. Johns County, District Two
5. I-95 North of Emerson Street, Duval County, District Two
6. I-95 South of 20th Street/MLK Parkway / US 1, Duval County, District Two
7. I-95 North of 20th Street/MLK Parkway / US 1, Duval County, District Two
8. I-95 South of I-295, Duval County (North of Jacksonville), District Two
9. I-95 North of I-295, Duval County (North of Jacksonville), District Two
10. I-295 West of I-95, Duval County (North of Jacksonville), District Two
11. I-295 East of I-95, Duval County (North of Jacksonville), District Two

Upon review of existing and historical traffic trends at the eleven (11) sample locations along the corridor, conclusions can be made that the I-95 corridor has seen significant total and truck traffic growth from 1993-2007 as seen in **Table 4.1** and **Table 4.2**

Table 4.1: Historical Total AADT at Select Locations on I-95 (1993-2007)

	Location	Total Annual Average Daily Traffic (AADT)														
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	I-95 North of Malabar Road, Brevard County, District 5	37,000	34,000	39,500	35,000	39,000	40,000	41,000	44,000	45,500	50,500	58,000	55,000	50,500	57,500	59,500
2	I-95 South of SR 400/I-4, Volusia County, District 5	34,500	34,500	33,500	36,500	41,500	40,500	45,000	43,500	44,000	46,000	47,000	46,500	49,500	49,500	56,000
3	I-95 North of LPGA Boulevard, Volusia County, District 5	No Data Available	No Data Available	No Data Available	57,000	55,000	52,500	54,500	59,000	61,500	66,000	80,500	84,500	70,500	80,500	73,000
4	I-95 North of International Golf Parkway, St. Johns County, District 2	No Data Available	No Data Available	39,000	37,000	46,000	50,000	52,500	55,000	56,500	58,500	61,000	64,500	59,500	66,000	74,000
5	I-95 North of Emerson Street, Duval County, District 2	83,000	90,000	95,500	99,500	108,000	90,500	105,000	102,000	96,000	111,500	119,000	126,500	130,500	134,000	124,500
6	I-95 South of 20th Street/MLK Parkway/US 1, District 2	107,000	117,000	110,000	102,000	103,000	94,000	102,500	104,500	107,000	117,500	124,000	133,000	111,500	120,500	120,000
7	I-95 North of 20th Street/MLK Parkway/US 1, District 2	108,500	103,000	102,000	103,500	117,500	107,000	95,000	102,000	115,000	126,500	132,500	132,500	125,500	123,000	120,500
8	I-95 South of I-295, Duval County (North of Jacksonville), District 2	66,000	41,500	44,500	44,000	46,500	48,000	47,000	49,000	48,000	55,000	46,000	59,000	55,500	59,000	62,000
9	I-95 North of I-295, Duval County (North of Jacksonville), District 2	58,500	57,000	60,000	63,500	64,500	67,500	68,000	67,000	72,500	75,500	62,000	71,000	73,000	84,500	90,000
10	I-295 west of I-95, Duval County (North of Jacksonville), District 2	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	43,500	35,500	50,500	48,500	52,500	52,500	54,500	53,500	62,500
11	SR 9A east of I-95, Duval County (North of Jacksonville), District 2	23,500	26,500	27,500	36,500	32,000	30,000	32,000	36,500	41,500	43,500	47,000	50,500	52,000	56,500	59,500

Source: Florida Traffic Information 2007 DVD

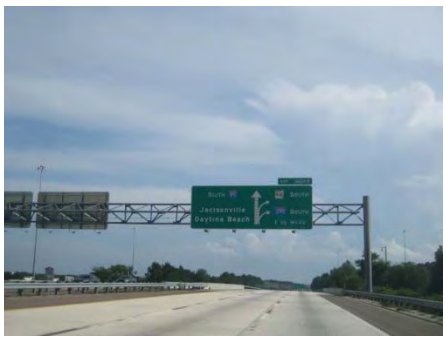
Table 4.2: Historical Truck AADT at Select Locations on I-95 (1993-2007)

	Location	Truck Annual Average Daily Traffic (AADT)														
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
1	I-95 North of Malabar Road, Brevard County, District 5	No Data Available	4,488	4,187	6,160	8,424	3,680	8,405	8,624	8,691	8,484	9,222	8,855	9,040	10,293	9,520
2	I-95 South of SR 400/I-4, Volusia County, District 5	No Data Available	5,313	4,958	4,709	5,146	4,658	5,715	5,916	6,028	6,164	5,781	7,766	8,217	8,712	9,968
3	I-95 North of LPGA Boulevard, Volusia County, District 5	No Data Available	No Data Available	No Data Available	6,441	4,290	5,093	6,922	6,136	3,752	8,844	9,902	14,112	11,703	14,168	12,994
4	I-95 North of International Golf Parkway, St. Johns County, District	No Data Available	No Data Available	8,463	8,584	7,912	8,250	9,083	8,800	4,972	15,678	10,065	9,611	8,985	9,966	10,878
5	I-95 North of Emerson Street, Duval County, District 2	No Data Available	5,940	6,208	6,269	8,748	5,430	5,040	5,100	5,760	6,467	6,188	9,741	13,050	12,060	11,205
6	I-95 South of 20th Street/MLK Parkway/US 1, District 2	No Data Available	9,360	10,010	8,874	8,343	6,298	7,483	8,674	6,420	6,815	6,448	10,241	11,150	10,845	10,800
7	I-95 North of 20th Street/MLK Parkway/US 1, District 2	No Data Available	8,240	9,282	9,005	9,518	7,169	6,935	8,466	6,900	7,337	6,890	10,203	12,550	11,070	10,845
8	I-95 South of I-295, Duval County (North of Jacksonville), District 2	8,712	5,727	6,364	6,292	5,348	5,904	5,076	7,105	7,344	9,350	8,326	8,319	7,826	7,906	8,308
9	I-95 North of I-295, Duval County (North of Jacksonville), District 2	8,073	7,866	8,580	9,081	10,320	8,303	7,344	9,715	11,093	12,835	11,222	10,011	11,242	11,323	13,500
10	I-295 west of I-95, Duval County (North of Jacksonville), District 2	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	No Data Available	12,920	5,787	6,212	7,130	9,503	7,403	8,393	7,169	9,375
11	SR 9A east of I-95, Duval County (North of Jacksonville), District 2	No Data Available	371	330	1,643	1,984	6,540	9,504	5,950	5,105	6,395	8,507	7,121	2,704	7,571	8,925

Source: Florida Traffic Information 2007 DVD

4.4 *Existing Annual Average Daily Traffic (AADT)*

Review of the historical trends at the eleven (11) key sample locations mentioned in Section 4.3 identified that the I-95 corridor continues to be very heavily traveled by both automobiles and trucks. **Figures 4.1A - D** (**Appendix I**) illustrate the 2007 count volumes using schematic diagrams from the Florida Traffic Information 2007 DVD. **Figures 4.2A - C** (**Appendix J**) depict 2009 total AADT based upon recent FDOT 2009 TranStat GIS databases.

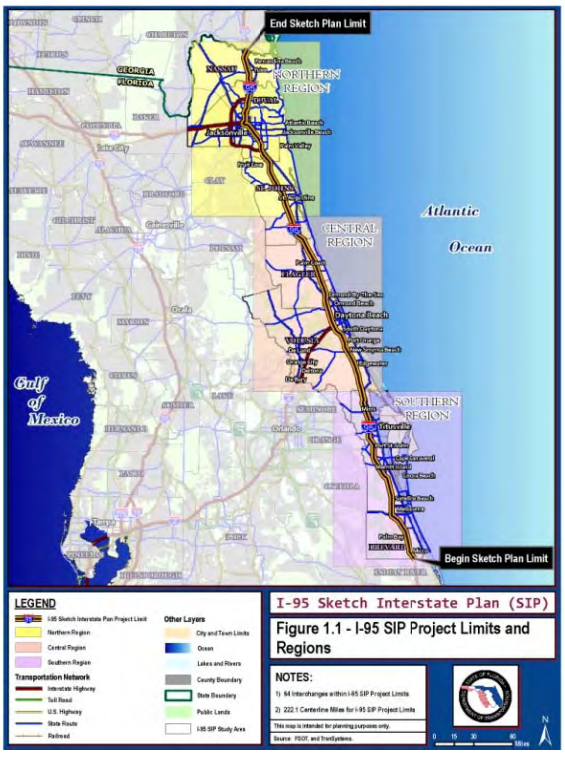


Similar to identifying the historical traffic growth trends from Section 4.3, TranSystems also analyzed the same eleven (11) sample locations to determine when comparing the travel demand models and historical data, how the I-95 corridor currently is performing with respect only to total AADT in relation to the existing number of lanes and a snapshot of plotted existing and future traffic from various data sources that depict existing and future traffic demand lane calls. Curves illustrating the total AADT volume projections based on the methods for each sample location are presented in **Figures 4.3A - K** (**Appendix K**). For each method, the historic total AADT volumes illustrate the projected growth pattern. LOS is a qualitative measure, which identifies the operating conditions of the freeway based on density; these values range from LOS A (free-flow operations) to LOS F (failure). FDOT has identified LOS C (freedom to maneuver is noticeably restricted) as their goal for this project; therefore, also

included in **Figures 4.3A – K** are the thresholds for the total number of lanes required on the freeway segment to reach LOS C operations. The LOS C thresholds illustrated are from *FDOT's Quality / Level of Service Handbook*, which accounts for number of lanes, type of facility, speed, and area classification. The FIHS/SIS minimum LOS standard for rural freeways is LOS B; other freeways is C, expect in large urbanized area where the minimum standard is LOS D. The figures can be interpreted that once the AADT appears above a line representing a set number of lanes, that number of lanes will be insufficient to provide LOS C operations.

4.5 *Existing Truck Annual Average Daily Traffic (AADT)*

Increasing truck volume throughout the I-95 corridor has created a need for FDOT to evaluate and begin planning to identify future truck traffic and its impact to the overall traffic situation. There are several factors that contribute to continued truck demand throughout the I-95 corridor. For example, based upon the Florida Statewide Freight Model and the *2002 Florida Commodity Flow Survey*, there has been a significant increase in through truck traffic for truckload pickup or delivery to regional big box retailers and intermodal facilities adjacent to or connected to the I-95 corridor. As the First Coast and Space Coast areas of Florida continue to grow, the I-95 corridor anticipates an increase in truckloads and overall trips associated with the emerging growth areas. Similar charts to those shown in **Figures 4.3A - K** were created to compare the truck AADTs within the study corridor and to determine the existing truck AADT throughout the I-95 corridor and are identified in **Figures 4.4A-K** (**Appendix L**). **Figure 4.5A - C** (**Appendix M**) also depict 2009 total AADT based upon recent FDOT 2009 TranStat GIS databases.

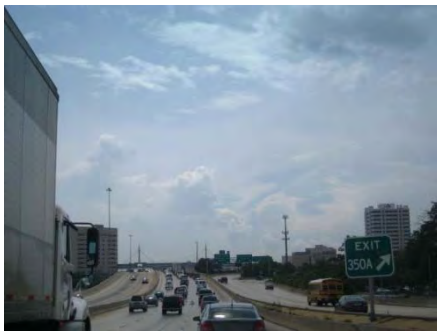


4.6 Existing LOS

Traffic congestion levels are often identified as the most important aspect of a loaded travel demand model network. By applying performance measures to the loaded model network such as AADT and volume-to-capacity (v/c) ratios, one can determine the corresponding LOS. The LOS as an indication of roadway capacity needs can be calculated using measures such as the daily or peak period traffic v/c ratio from a travel demand model network. A standard measure of travel demand, the v/c ratio describes whether a roadway is operating in congested conditions during certain times of the daily or in a daily measure. A v/c ratio of less than 1.0 indicates that a roadway can handle additional volume and remain within its design capacity. However, a v/c ratio of 1.0 indicates that a roadway has reached its capacity, and any additional traffic volume will result in a breakdown in traffic flow. For the I-95 SIP existing (Base Year) LOS thematic GIS map depiction (**Figures 4.6A-C, Appendix N**), the following

LOS criteria were used as performance measures to determine congestion levels on roadway segments from the loaded travel demand models:

- LOS A through C is equivalent to a v/c ratio less than or equal to 0.8, indicating conditions where traffic can move relatively freely. LOS C is the congestion traffic level goal that FDOT attempts to achieve for roadway performance.
- LOS D is equivalent to a v/c ratio of 0.81 to 1.0, signifying that vehicle speed and freedom of movement is beginning to decline slightly due to increasing traffic volume and that the traffic volume is reaching or is at capacity.
- LOS E is equivalent to a v/c ratio of 1.1 to 1.2, indicating conditions where traffic volumes are exceeding the capacity of the roadway, resulting in serious delays.



- LOS F is equivalent to a v/c of greater than 1.2, at which point a significant breakdown in vehicular flow occurs. This condition exists when the demand for space on the roadway exceeds the capacity of the roadway.

4.7 Journey to Work Origin-to-Destination Trip Patterns

The 2000 Census contains transportation focused demographic data that has been loaded into datasets for the 2000 Census Transportation Planning Package (CTPP). The CTPP is a powerful set of data that has been used for the I-95 SIP to generate journey to work data at the Census tract level. The journey to work data contains total number of trips per tract for both the origin and the destination. Therefore, using Microsoft Access software and a GIS, it was possible to develop a trip desire line GIS layer that resembling a spider diagram where each polyline generated contains an overall total trip amount that connects the census tract centroids for both the origin and destination trips.
This data analysis technique is very useful to formulate planning assumptions with regard to trips that have origins and destinations within the five Counties traversing the I-95 corridor.

Journey to Work Data Analysis Findings
For regional planning analysis of the 2000 Census Journey to Work data, six geographic regions were identified.
The five regions included:

1) Nassau County
2) Jacksonville Metropolitan Area / Duval County / Nassau County
3) St. Augustine
4) Palm Coast Area
5) Daytona Beach Area
6) Titusville and Melbourne Area

Nassau County
The journey to work trip pattern GIS output suggests that the majority of the journey to work trips within Nassau County are from the northwestern part of the county to Fernandina Beach and Yulee, they would likely utilize other local routes since the majority of these trips are east-west.

Jacksonville Metropolitan Area / Duval County / Nassau County

The journey to work trip pattern GIS output suggests that the areas with the most concentrated frequency and location of trips occur within the Jacksonville metropolitan area. Furthermore the origin and destination trips tend mostly to be focused within Duval County, with a few bedroom communities in the growing area of northern St. Johns County having some substantial trips to Downtown Jacksonville and the employment centers near I-95/Route 202 and I-95/I-295. Nearly all of these trips would likely use some portion of I-95 between exits 335 and 353 over more local routes. The data also suggest that there are quite a few trips occurring that begin in Jacksonville and end at the Jacksonville Beaches areas, including Neptune Beach and Atlantic Beach. It is assumed that some of those trips would likely utilize a portion of the I-95 corridor to the south of Downtown Jacksonville.

St. Augustine Area

The journey to work trip pattern GIS output suggests that the St. Augustine areas in St. Johns County surrounding the I-95 corridor generate work trips that tend to be intercity or traveling from the exurbs to the city centers, with the St. Augustine beach areas attracting the highest frequency of work trips. However, since the population of St. Augustine and its surrounding communities is located predominantly to the east of I-95 and because the distance between exits along I-95 within St. John's County is roughly six miles, the majority of work trips are taking place on local roadways. Since St. John's County has experienced substantial growth over the past decade (with several more large scale planned communities expected in the next 10 years) the journey to work patterns and employment centers will likely change within St. John's County and southern Duval County. This change will most likely create a greater impact on I-95 between exits 318 and 344 since most existing or planned roadways funnel traffic towards I-95 and the highest capacity parallel route is US Route 1, which is east of I-95.

Palm Coast Area

The journey to work trip pattern GIS output suggests that the Palm Coast areas in Flagler County surrounding the I-95 corridor generate work trips that tend to be intercity or traveling from the exurbs to the city centers and the beach areas. However, the data also suggests that there is a significant amount of work trips that occurred from Palm Coast to Ormond Beach and Daytona Beach. Those trips are likely utilizing the I-95 corridor between exits 289 and 261 since there are few, parallel routes besides US Route 1 to travel to Daytona Beach.

Daytona Beach Area

The journey to work trip pattern GIS output suggests that the Daytona Beach Area is a fairly large employment center (see Chapter 1 – 2000 Employment Density section). Similar to the St. Augustine area, the Daytona Beach area experienced more local work trip patters by frequency than regional trips that center near and around the I-95 corridor. Specific travel patterns of note include the trips generated to the south of Daytona Beach, including Edgewater, New Smyrna Beach, and Port Orange, which would most likely utilize I-95 between exits 244 and 261 to reach major employment centers near Daytona International Airport, Dayton International Speedway, and Downtown Daytona Beach. The available parallel routes are either local in nature or lower speed and signalized routes which would substantially reduce travel time. To the north of Daytona Beach the communities of Ormond Beach and Ormond-By-The-Sea would most likely use local routes since the majority of the population is located to the east of I-95. The western half of Volusia County, including the communities of DeLand, Orange City, DeBary, and Deltona, have more regional travel to work patterns towards the St. Augustine area. Therefore, these trips would most likely utilize the I-4 and I-95 corridors to reach their destinations.

Titusville Area

Located in Florida's Space Coast region, the journey to work trip pattern GIS output suggests that the Titusville and Melbourne areas in Brevard County are larger employment centers within the I-95 corridor. Both the Titusville and Melbourne areas experienced employment commuting patterns from exurb and other local suburbs to the city centers following an inter Brevard County travel patterns. Additionally, the two areas are connected by I-95 and based upon the analysis of the Journey to Work data, and lack of parallel roads to I-95, it is possible to assume that the I-95 SIP corridor was frequently used as the main traveling route to reach the employment destination. However, it should be pointed out that the journey-to-work trips are mostly concentrated within the two areas rather than between them. Specific travel patterns of note include the trips generated to the south of Melbourne, mostly from Palm Bay, which would most likely utilize I-95 between exits 173 and 183 over other more local routes to reach the employment centers adjacent to Melbourne International Airport. Trips generated to the south of Titusville, mostly from Rockledge, Cocoa, and other surrounding communities, would most likely utilize I-95 between exits 195 and 212 to reach employment centers within and just south of Titusville over parallel routes such as US Route 1 which is more local with numerous signalized intersections. Additional trips from northern suburbs of Titusville, specifically Mims, are likely to utilize I-95 from exits 223 to 215 to avoid downtown Titusville and reach employment centers on the south side of the city. Cocoa Beach, Merritt Island, and Port Canaveral also are apparent destinations for both travelers from Titusville and Melbourne to these areas; however, these east-west trips (out to the islands) would most likely utilize US Route 1 or other routes to reach destinations north and south of the causeways to the islands. Since the majority of the population within Brevard County is located to the east of I-95, the journey to work trips to the Cocoa Beach, Merritt Island, and Port Canaveral would likely have a minor impact on I-95.

4.8 *Freight Movement Trends*

Freight mobility is the foundation of America's economy. Having an efficient freight transportation system helps alleviate safety and environmental concerns, roadway congestion, and negative economic impacts. A major role in Florida's efficient transportation of goods is maintaining the major interstates and connectivity of these facilities. By doing so, this allows truck freight to move efficiently throughout the state by avoiding traffic congestion and providing frequent access points. Reviewing truck freight trends in addition to other modes of freight is an integral part of the SIP in order to have a full understanding of freight movement within the study corridor.

The Federal Highway Administration's (FHWA's) *Quick Response Freight Manual II* provides background information on the freight transportation system and factors affecting freight demand. The *Quick Response Freight Manual II* serves as a guide for planners to locate available freight data and forecasts in order to forecast freight trends for specific facilities. It also provides techniques used to develop freight forecasting using a "four-step" process; generation, distribution, mode split, and network assignment.

- Trip Generation - Uses economic variables to forecast freight flows/vehicle flows to and from a geographic area using equations
- Trip Distribution – Used to determine the flow linkages between origin and destination for those commodity tons/truck trips that were developed in trip generation

- Mode Split - Allows the ability to forecast mode splits as they change over time and is used if multimodal trip tables need to be prepared

- Network Assignment - Allocates truck trip tables or freight-related vehicular flows to a predefined roadway network

Freight origin-destination data for the United States is commonly obtained from four public and private resources: Global Insight's TRANSEARCH Data, Freight Analysis Framework (FAF)1 and FAF2, FHWA, and the Bureau of Transportation Statistics Commodity Flow Survey. The sources and findings of each source that was utilized in order to obtain existing freight trends specifically for the SIP Study are identified and described below.

First Coast MPO Freight Mobility Study 2006 Update

The First Coast region is a major hub in terms of freight movement not only for Florida but for the entire Southeast region of the United States. Throughout the First Coast, more than 80 million tons of freight is transported via truck, rail, water, and air. The truck trips alone consist of 5-30% of the total trips along the First Coast's three major interstates (I-95 being one of the three). The freight industry is vital for the economic growth of Florida's Northeast region and consists of approximately 16% of the First Coast region's employment. Northeast Florida's largest freight contributor is JAXPORT, having transported 16 million tons of cargo in 2005 and thus, contributing to tremendous economic benefits within the region. The First Coast MPO has recommended 14 improvement projects for existing and new SIS facilities, which include I-95 in order to enhance freight mobility. Recommended projects directly related to I-95 include:

- Duval County Projects – Complete major interchange reconstruction of SR 23 at US 90 (and I-10) and reconstruction of I-95 at I-295/SR 9A North Interchange. Improvement of an interchange at I-295 with Commonwealth Avenue is also proposed.

- Port of Fernandina Emerging Hub – Improve the intersection of I-95 and SR 200 / SR A1A by incorporating a yield sign along the northbound I-95 off-ramp in addition to possibly including an acceleration lane. In addition, widening 11 miles of SR 200 / SR A1A from I-95 to the Amelia River Bridge from four to 6 lanes in addition to constructing an interchange at SR 200 and US 17.

- St Johns County Projects – Improvement of storage for turn lanes at interchanges of I-95 with CR 210 and SR 16.

Florida Transportation Trends and Conditions prepared by FDOT's Office of Policy Planning

Florida consists of four major freight modes, rail, airline, truck, and seaport. Data for freight growth trends in Florida by these four modes has been collected and analyzed by FDOT for the years 1998-2007. Records show that freight movement by truck steadily increased from 1998 to 2006 by approximately 42% with a decline in 2007 by four percent. Rail and seaport freight modes also declined in 2007 due to a slowing economy coupled with a reduction in hurricane recovery construction. Air deliveries were the only freight mode which did not have a decline in 2007 and have had an increase in all other years between 1998 and 2006 with the exception of 1999, 2000, and 2005. However, security concerns, fuel prices, and other changes in the air travel industry could cause a decline in the near and long-term future. A summary of growth trends for each freight mode is listed below.

- Rail – Decrease from 1998 to 2006 by approximately 17%
- Airline – Increase from 1998 to 2007 by approximately 41%
- Truck - VMT – Increase from 1998 to 2007 by approximately 38%
- Seaport – Increase from 1998 to 2007 by approximately 9%

Having moved more than 108 million tons of freight in 2006, Florida's rail freight generally consists of fertilizer, food/agriculture, paper and fiber, and automotive distribution. There are 2,796 miles of rail line in Florida, in which 2,715 of these miles are owned by 15 freight railroads.

Truck freight, which generally consists of the movement of high value, compact, time-sensitive, or perishable products, had an increase in truck miles traveled on the Florida Highway State System from approximately 23 million miles in 1998 to 32 million miles in 2007.

Florida has 14 deepwater seaports which provide freight movement to numerous trade centers worldwide. A 6% decline in Florida's total water freight tonnage took place in fiscal year 2007.

Florida Statewide Passenger and Freight Model and *2002 Commodity Flow Survey*

The Florida Statewide Passenger and Freight Model in addition to the 2002 Commodity Flow Survey were both reviewed in order to obtain information regarding existing freight trends for the project. The Freight Model is a planning tool used to identify and measure truck traffic within Florida in order to support highway connectivity to freight hubs and other freight modes. According to the Commodity Flow Survey, 41 groups of commodities have been identified which are presented in **Table 4.3**.

Table 4.3 - Commodities

COMMODITIES			
1. Live Animals and Fish	12. Gravel and Crushed	23. Plastics and Rubber	34. Electronic/Other
2. Cereal Grains	13. Nonmetallic Minerals	24. Logs and Other Wood	35. Motorized and Other Vehicles
3. Other Agricultural Products	14. Metallic Ores and Concentrates	25. Wood Products	36. Transportation Equipment
4. Animal Feed and Animal Products	15. Coal	26. Pulp, Newsprint, Paper, Paperboard	37. Precision Instruments and Apparatus
5. Meat, Fish, Seafood	16. Gasoline and Aviation Turbine Fuel	27. Paper or Paperboard Articles	38. Furniture, Mattresses, Lamps, Illuminated Signs
6. Milled Grain Products	17. Fuel Oils	28. Printed Products	39. Miscellaneous Manufactured Products
7. Other Prepared Foodstuffs and Fats and Oils	18. Coal and Petroleum	29. Textiles, Leather, and Articles	40. Waste and Scrap
8. Alcoholic Beverages	19. Basic Chemicals	30. Nonmetallic Mineral Products	41. Mixed Freight
9. Tobacco Products	20. Pharmaceutical	31. Base Metal	
10. Monumental or Building Stone	21. Fertilizers	32. Articles of Base Metal	
11. Natural Sands	22. Chemical Products	33. Machinery	

The *2002 Commodity Flow Survey* indicates that in 2002, over $194 million worth of freight products were shipped from Florida, which totaled over 411,000 tons.

The Florida Statewide Passenger and Freight Model identified the I-95 / US 17 Corridor as having 1,500 – 2,000 truck trips in Base Year 2000 from Indian River County to the City of Jacksonville, and 650 – 1,000 from Indian River County to Nassau County. The corresponding freight tonnage for these two truck freight trips are 40,000 – 60,000 tons and 13,000 – 20,000 tons, respectively.

CHAPTER 5 - Existing Environmental Conditions

This chapter identifies existing environmental conditions based on the environmental impacts that may occur due to possible improvements to I-95. Environmental conditions were surveyed as a regional basis for land use, developments of regional impact, community facilities, activity centers, cultural features, natural features, physical environments, drainage patterns, sinkhole, and hurricane susceptibility. Environmental conditions that may have "High Level" impact or mission critical impacts are examined. "High Level" impacts are conditions that affect the significant portion of the corridor and would need to be considered immediately when planning improvements. "Mission Critical" impacts are impacts that could stop or delay the project once underway.

5.1 *Land Use*

Existing Land Use

The following sections list the relevant proximate existing land uses for the length of the SIP area. Existing land uses are listed by region and then segment. The segments are divided from exit to exit by municipality and/or consistency of land use. Existing Land Use lists have most prevalent uses listed first and least prevalent listed last.

SOUTHERN REGION

As described in **Table 5.1** and depicted in **Figure 5.1A** (**Appendix O**), the southern region of the study corridor shows residential, industrial/mining, and institutional/public land uses as the most prevalent land uses. Residential will have the largest impact on I-95 in terms of generating traffic. The industrial/mining land use may indicate truck usage impacts.

Table 5.1 - Southern Region Existing Land Use

	Commercial	Industrial/Mining	Institutional Public	Residential	Recreational	Conservation	Agricultural	Water*	Vacant	Other
Palm Bay Area - Beginning of Study Area to Exit 173		5	6	3	7	1	2	1	4	
Melbourne\West Melbourne Area - Exit 173 to Exit 183	3	5	4	1	6	8		2	7	
Palm Shores Area - Exit 183 to Exit 191		4	5	1	6	8	2	7	3	
Bonaventure Area - Exit 191 to Exit 195		2	3	1	4	7		6	5	
Rockledge Area - Exit 195 to Exit 201	6	3	7	4		1	2		5	
Cocoa Area - Exit 201 to Exit 205	5	2	3	1				6	4	
Port St Johns Area - Exit 205 to Exit 212	5	4	7	1		3		6	2	
Titusville Area - Exit 212 to Exit 223	5	6	8	1		3	4	2	7	
Mims Area - Exit 223 to Exit 231		6		2		5	1	3	4	
ADJUSTED AVERAGE TOTAL	2.40	0.41	0.48	0.17	3.45	0.90	1.10	0.83	0.46	
REGIONAL LAND USE PREVALENCE	8	2	4	1	9	6	7	5	3	

Note: Numbers indicate order of land use prevalence. 1=Most prevalent. 9= Least prevalent. Blank = Land use not present
**Only major water features (rivers, lakes, and ocean) are shown on maps for clarity purposes.*

CENTRAL REGION

The central region is developed predominately under residential, institutional/public, and agricultural land uses, as noted in **Table 5.2** and depicted in **Figure 5.1B** (**Appendix O**). Residential will have the largest impact on I-95 in terms of generating traffic.

Table 5.2 - Central Region Existing Land Use

	Commercial	Industrial/Mining	Institutional Public	Residential	Recreational	Conservation	Agricultural	Water*	Vacant	Other
Edgewater Area - Exit 231 to Exit 244		6	4	5			1	2	3	
New Smyrna/Port Orange Area - Exit 244 to Exit 256		2	1	3				4		
Daytona Beach\South Daytona Area - Exit 256 to Exit 265	6	4	3	2		5	1	7		
Holy Hill\Ormond Beach\Ormond By The Sea Area - Exit 265 to Exit 278	7	4	3	1		8	2	5	6	
Flagler Beach Area - Exit 278 to Exit 284	6	5	3	2		8	4	7	1	
Beverly Beach Area - Exit 284 to Exit 289	7	4	3	1	5			6	2	
Palm Coast Area - Exit 289 to Exit 305	8	5	7	2	9	4	1	6	3	10
ADJUSTED AVERAGE TOTAL	3.40	1.29	1.03	0.69	5.60	3.75	0.90	1.59	1.50	9.00
REGIONAL LAND USE PREVALENCE	7	4	3	1	9	8	2	6	5	10

Note: Numbers indicate order of land use prevalence. 1=Most prevalent. 9= Least prevalent. Blank = Land use not present
**Only major water features (rivers, lakes, and ocean) are shown on maps for clarity purposes.*

NORTHERN REGION

The northern region, as noted in **Table 5.3** and depicted on **Figure 5.1C** (**Appendix O**), is developed predominately as agricultural, residential, and institutional/public land uses. Residential institutional/public development will have the largest impact on I-95 in terms of generating traffic.

Table 5.3 - Northern Region Existing Land Use

	Commercial	Industrial/Mining	Institutional Public	Residential	Recreational	Conservation	Agricultural	Water*	Vacant	Other
St. Augustine Area - Exit 305 to Exit 318	8	6		4	7	9	1	2	5	3
Guana River State Park Area - Exit 318 to Exit 335	4	7			6	1	3	5		2
South Jacksonville Area - Exit 335 to Exit 350	1	5	3	2				4		
North Jacksonville Area - Exit 350 to Exit 366		1	3	2			6	4	5	
Yulee Area - Exit 366 to End of Study Area			4	8	6	3	1	2	5	7
ADJUSTED AVERAGE TOTAL	3.03	2.85	1.50	2.40	4.43	3.03	1.65	1.70	3.50	2.80
REGIONAL LAND USE PREVALENCE	7	6	1	4	10	7	2	3	9	5

Note: Numbers indicate order of land use prevalence. 1=Most prevalent. 9= Least prevalent. Blank = Land use not present
**Only major water features (rivers, lakes, and ocean) are shown on maps for clarity purposes.*

5.2 *Developments of Regional Impact (DRI)*

A DRI is defined as "any development which, because of its character, magnitude, or location would have a substantial effect upon the health, safety, or welfare of citizens of more than one county." The following overview surveys DRIs whose proximity or nature has an impact on or could be impacted by I-95. Refer to *Chapter 4 - Existing Traffic Conditions* for further details regarding DRIs.

SOUTHERN REGION

The Southern region has 14 DRIs that could impact or be impacted by I-95. The following lists and provides a description of each of these DRIs.

Brevard County

Bombardier
The Bombardier DRI is located on 554 acres just north of Jay Bombardier Boulevard within the City of Palm Bay. The development was approved in 1997 and included 71,000 gross square feet of industrial adjacent to a water treatment facility. The facility was constructed in 1999. The closest I-95 exit is #173 (Malabar Road), which is located approximately 7.5 miles to the northeast. The Bombardier DRI population and employment projections were modeled in the Central Florida Regional Planning Model (CFRPM) IV, which is the active calibrated regional travel demand model for FDOT District 5.

Interchange Property
The Interchange Property DRI is located on 642 acres immediately south of the Malabar Road interchange within the City of Palm Bay. The development was approved in 1982 and was anticipated to include industrial development. The site has been developed over the past 20 plus years with retail along Malabar Road and large industrial sites in the rear. The site appears to be 100% built-out. The closest I-95 exit is #173 (Malabar Road), which is located immediately adjacent to the property. The Interchange Property DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Sandy Pines
The Sandy Pines DRI is located on 354 acres along Port Malabar Boulevard within the City of Palm Bay. The development was approved in 1984 and included the development of 1,330 residential units. The site is nearly built-out. The closest I-95 exits are #173 (Malabar Road), which is located approximately 2.5 miles to the southwest and #176 (Palm Bay Road), which is located approximately 3.5 miles to the northwest. The Sandy Pines DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Oakwood Villages
The Oakwood Villages DRI is located on 690 acres at the southeast corner of the I-95/Palm Bay Road interchange within the City of Palm Bay. The development was approved in 1979 and included the development of 2,525 residential units, 630,000 square feet of commercial, and two million square feet of office/industrial users. The site is nearly built-out. The closest I-95 exit is #176 (Palm Bay Road), which is immediately adjacent to the property. The Oakwood Villages DRI's population and employment projections were modeled in the CFRPM IV travel demand model.

Hammock Landings
The Hammock Landings DRI is located on 78 acres at the northwest corner of the I-95/Palm Bay Road interchange within the City of West Melbourne. The development was approved in 2007 and the

improvements will include 750,000 square feet of retail. Hammock Landings is currently 0% built-out. At full built-out the Hammock

Landings DRI would generate 2,798 trips in the PM peak hour. The closest I-95 exit is #176 (Palm Bay Road), which is immediately adjacent to the property. The Hammock Landings DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Melbourne Square Mall
The Melbourne Square Mall DRI is located on 164 acres adjacent to US 192 (New Haven Avenue) in the City of Melbourne. The development was approved in 1981 and encompassed a one million square foot regional mall, which was constructed in 1982. The closest I-95 exit is #180 (Space Coast Parkway/New Haven Avenue), which is approximately three miles to the west. The Melbourne Square Mall DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Melbourne Regional Airport Runway 9L-27R
The Melbourne Regional Airport Runway 9L-27R DRI is located on 2,644 acres in the City of Melbourne. The development was approved in 1981 and encompassed a 3,000 foot extension of runway 9L-27R. Today, Melbourne International Airport is a modern, full service facility, which offers Delta Air Lines and Delta Connection nonstop jet service to Atlanta. The airport averages approximately 400,000 passengers a year but is designed to handle up to 2,000,000 a year. The closest I-95 exits are #183 (Eau Gallie Boulevard), which is approximately six miles to the northwest and #180 (Space Coast Parkway/New Haven Avenue), which is approximately six miles to the southwest. The Melbourne Regional Airport Runway 9L-27R DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Pine Hills
The Pine Hills DRI is located on 219 acres along North Riverside Drive in the City of Melbourne. The development was approved in 1974 and includes approximately 300 single family units. Pine Hills is currently 100% built-out. The closest I-95 exits are #183 (Eau Gallie Boulevard), which is approximately eight miles to the northwest and #180 (Space Coast Parkway/New Haven Avenue), which is approximately ten miles to the southwest. The Pine Hills DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Sandhill Point
The Sandhill Point DRI is located on 1,300 acres along North Wickham Road just north of the City of Melbourne. The development was approved in 1986 and includes approximately 8,000 multi-family and 800 single-family units. Sandhill Point is currently 100% built-out. The closest I-95 exits are #183 (Eau Gallie Boulevard), which is approximately 6.5 miles to the southwest and #191 (North Wickham Road), which is approximately 4.5 miles to the northwest. The Sandhill Point DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Viera
The Viera DRI is located on approximately 9,000 acres along I-95 between exits 191 and 195. The development was approved in 1989 and includes a 300,000 square foot town center (with a mix of office and retail), 3,000 multi-family units, 2,500 single family units, and three golf courses. Viera appears to be approximately 75% built-out. The Viera DRI is expected to generate an additional 1,358 trips in the PM peak hour when fully built-out. The closest I-95 exits are #191 (North Wickham Road), which is located at the south end of the development, and #195 (Fiske Boulevard), which is located at the north end of the development. The Viera DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Brevard Crossing

The Brevard Crossing DRI is located on 271 acres along State Route 524 just east of the I-95 exit #202. The development was approved in 2000 for 1,710,000 gross square feet of retail and a 300 room hotel within a mixed use development. The site remains undeveloped. At full build-out the Brevard Crossing DRI would generate 6,555 trips in the PM peak hour. The closest I-95 exit is #202 (State Route 524), which is located 0.5 miles to the west. The Brevard Crossing DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Pine Island

The Pine Island DRI is located on 782 acres just south of the NASA Kennedy Space Center on Merritt Island. The development was approved in 1985 but was withdrawn several years later. The site remains undeveloped today. The Pine Island DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Great Outdoors

The Great Outdoors DRI is located on 1,100 acres west of I-95 between exits #212 and #215. The development was approved in 1985 for an RV Park and golf resort consisting of 300 RV spaces and 15,000 square feet of retail. The development is currently 100% built-out. The closest I-95 exit is #215 (State Route 50/Cheney Highway), which is located two miles to the northeast. The Great Outdoors population and employment projections were modeled in the CFRPM IV travel demand model.

Vectorspace

The Vectorspace DRI is located on 158 acres at the southeast corner of the interchange between US 1 (South Washington Avenue) and SR 405 (NASA Parkway) within the City of Titusville. The development was approved in 1986 for 435,000 gross square feet of office space and 221,800 gross square feet of retail. Currently the development is approximately 30-40% built-out and includes the Astronaut Hall of Fame. The Vectorspace DRI is expected to generate an additional 885 trips in the PM peak hour when fully built-out. The closest I-95 exits are #212 (Challenger Memorial Parkway/Bee Line Extension), which is approximately 4.5 miles to the southwest and #215 (State Route 50/Cheney Highway), which is approximately five miles to the northwest. The Vectorspace DRI population and employment projections were modeled in the CFRPM IV travel demand model.

CENTRAL REGION

The central region has 26 DRIs that could impact or be impacted by I-95. The following lists and describes each of these DRI's.

Volusia County

Restoration

The Restoration DRI is located on 6,282 acres just west of I-95 at exit #244 within the Cities of Edgewater and New Smyrna Beach. The development was approved in 2007 and will include 9,866 dwelling units, 1,288,000 square feet of retail, along with 654,000 square feet of office, civic and institutional uses spread throughout the site. The project will include neighborhood centers, a Village Center and a Town Center planned adjacent to CR 442 extension located near the I-95 interchange in the southeastern portion of the site. The site will be developed over three phases, with horizontal development commencing in 2007 and vertical development in 2008. Build-out is anticipated in 2025. At full build-out the Restoration DRI would generate 15,743 trips in the PM peak hour. The closest I-95

exit is #244 (County Route 442), which is approximately one mile to the east. The Restoration DRI population and employment projections were modeled in the CFRPM IV travel demand model.

New Smyrna Beach Marina

The New Smyrna Beach Marina DRI is located on 90 acres along US 1 / A1A just east of the New Smyrna Beach Municipal Airport within the City of New Smyrna Beach. The development was approved in 1983 for 176 boat slots. Currently a salvage business operates on part of the site while the remainder is undeveloped. The closest I-95 exit is #249 (State Route 44), which is approximately 6.5 miles to the southwest. The New Smyrna Beach Marina DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Spruce Creek Village

The Spruce Creek Village DRI is located on 945 acres southwest of I-95 exit #256 within the City of Port Orange. The development was approved in 1975 for 4,200 dwelling units. Currently the development is 100% built-out. The closest I-95 exit is #256 (State Route 421/Taylor Road), which is located approximately two miles to the north. The Spruce Creek Village DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Spruce Creek

The Spruce Creek DRI is located on 290 acres southwest of I-95 exit #256 within the City of Port Orange. The development was approved in 1974 for 1,350 dwelling units. Currently the development is 100% built-out. The closest I-95 exit is #256 (State Route 421/Taylor Road), which is located approximately 0.5 miles to the north. The Spruce Creek DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Ponce Marina

The Ponce Marina DRI is located on 147 acres adjacent to the Intracoastal Waterway in the Town of Ponce Inlet. The development was approved in 1988 for 142 boat slots, 325 multi-family units, and a multi-acre conservation area. The site appears to be 100% built-out. The closest I-95 exit is #256 (State Route 421/Taylor Road), which is located approximately 8.5 miles to the northwest. The Ponce Marina DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Pavilion at Port Orange

The Pavilion at Port Orange DRI is located on 75 acres along Williamson Boulevard at the northwest corner of I-95 exit #256 in the City of Port Orange. The development was approved in 2007 and is also known as the Port Orange Town Center. It is scheduled to open in late fall 2009 and encompass approximately 600,000 square feet of retail. At full build-out the Pavilion at Orange Point DRI would generate 2,238 trips in the PM peak hour. The closest I-95 exit is #256 (State Route 421/Taylor Road), which is adjacent to the site. The Pavilion at Port Orange DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Daytona Beach International Airport

The Daytona Beach International Airport DRI is located on 2,637 acres located just east of the I-95/I-4 junction and adjacent to Daytona International Speedway. The development was approved in 1990 and encompassed the extension of one of the runways by 3,197 feet. The closest I-95 exits are #260 (I-4), which is located approximately three miles to the southwest and #261 (US 92/International Raceway Boulevard), which is located approximately two miles to the west. The Daytona Beach International Airport DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Airport Executive Park

The Airport Executive Park DRI is located on 49 acres just south of US 92/International Speedway Boulevard and adjacent to the Daytona Beach International Airport within Daytona Beach (Volusia County). The development was approved in 1982 and encompassed office development. Today, the Airport Executive Park appears to be approximately 100% built-out and includes the western half of the Embry-Riddle Aeronautical University. The closest I-95 exit is #261 (US 92/International Raceway Boulevard), which is located approximately 2.7 miles to the west. The Airport Executive Park DRI population and employment projections were modeled in the CFRPM IV travel demand model.

LPGA

The LPGA DRI is located on 4,504 acres both east and west of I-95 from US 92, on the south side, to LPGA Boulevard, on the north side, within the City of Daytona Beach. The development was approved in 1992 and encompassed 6,018 dwelling units, a 985 room hotel, two 18-hole golf courses, 1,900,000 square feet of retail, 3,090,000 square feet of office, and 2,500,000 square feet of industrial. As of today, both golf courses are completed along with over 1,500 dwelling units, 400,000 square feet of retail, 600,000 square feet of office, and 400,000 square feet of industrial. The LPGA DRI is expected to generate an additional 16,487 trips in the PM peak hour when fully built-out. The closest I-95 exit is #265 (LPGA Boulevard), which is immediately adjacent to the site. The LPGA DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Adam's Mark Hotel

The Adam's Mark Hotel DRI is located on 6.25 acres located along Highway 1A in Daytona Beach. The development was approved in 1999 and included the Adam's Mark Hotel, which was comprised of 306 rooms in an 11-story tower along the Boardwalk. In 2005, the Adam's Mark Hotel became to the Hilton Ocean Resort and now comprises 744 rooms between the 11-story North Tower and the 16-story South Tower. The closest I-95 exits are #265 (LPGA Boulevard), which is located approximately 6.4 miles to the northwest and #261 (US 92/International Raceway Boulevard), which is located approximately 6.7 miles to the southwest. The Adam's Mark Hotel DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Halifax Harbor Marina

The Halifax Harbor Marina DRI is located on 70 acres along the Intracoastal Waterway and just east of US 1 within the City of Daytona Beach. The development was approved in 1981 and included 468 boat slots. The development is 100% built-out. The closest I-95 exit is #261 (US 92/International Raceway Boulevard), which is located approximately 5.5 miles to the west. The Halifax Harbor Marina DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Breakaway Trails
The Breakaway Trails DRI is located on 711 acres just north of State Route 40 within the City of Ormond Beach. The development was approved in 1985 and included 1,750 single family homes. The development is 100% built-out. The closest I-95 exit is #268 (State Route 40), which is located approximately two miles to the east. The Breakaway Trails DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Hunter's Ridge
The Hunter's Ridge DRI is located on 5,083 acres just north of State Route 40 within the City of Ormond Beach. The development was approved in 1989 and includes 6,500 dwelling units and 500,000 square feet of retail. The development is only 10-20% built-out. The Hunter's Ridge DRI is expected to generate an additional 6,744 trips in the PM peak hour when fully built-out. The closest I-95 exit is #268 (State Route 40), which is located approximately three miles to the east. The Hunter's Ridge DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Ormond Crossings
The Ormond Crossings DRI is located on 6,844 acres at the southwest corner of the I-95 and US 1 interchange within the City of Ormond Beach. The development was approved in 2006 and will encompass 900,000 square feet of retail, 1,000,000 square feet of office, 2,000,000 square feet of industrial use, 1,100,000 square feet of warehouse, and 4,150 residential units. The site will be developed over several phases with build-out anticipated by 2025. At full build-out the Ormond Crossings DRI would generate 11,331 trips in the PM peak hour. The closest I-95 exit is #273 (US 1), which is located adjacent to the site. The Ormond Crossings DRI population and employment projections were modeled in the CFRPM IV travel demand model.

National Gardens
The National Gardens DRI is located on 2,090 acres just north of US 1 and between I-95 and Old Dixie Highway within the City of Ormond Beach. The development was approved in 1986 and includes 3,930 single-family homes. The development is only 30-40% built-out. The National Gardens DRI is expected to generate an additional 2,382 trips in the PM peak hour when fully built-out. The closest I-95 exit is #273 (US Route 1), which is located approximately 1.5 miles to the west. The National Gardens DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Flagler County

Plantation Bay
The Plantation Bay DRI is located on 3,672 acres in an area bound by I-95, Old Dixie Highway, and US 1. The development was approved in 1985 and includes two country clubs, 45 holes of golf, and 3,000 residences. Another 3,000 residential units are anticipated by 2020. The Plantation Bay DRI is expected to generate an additional 3,030 trips in the PM peak hour when fully built-out. The closest I-95 exits are #273 (US Route 1), which is located approximately 2.5 miles to the southeast and #278 (Old Dixie Highway), which is located approximately one mile to the east. The Plantation Bay DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Halifax Plantation
The Halifax Plantation DRI is located on 1,687 acres at the southeast corner of I-95 and Old Dixie Highway. The development was approved in 1974 and includes an 18-hole golf course and approximately 11,000 dwelling units. The development is 100% built-out. The closest I-95 exit is #278 (Old Dixie Highway), which is located approximately one mile to the west. The Halifax Plantation DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Bulow Plantation

The Bulow Plantation DRI is located on 664 acres along Old King Road east of I-95. The development was approved in 2000 and will encompass 1,000 dwelling units and 23,300 square feet of retail. The development appears to be less than 20% built-out. The Bulow Plantation DRI is expected to generate an additional 878 trips in the PM peak hour when fully built-out. The closest I-95 exits are #278 (Old Dixie Highway), which is located approximately 2.5 miles to the south and #284 (State Route 100/Moody Boulevard), which is located approximately three miles to the north. The Bulow Plantation DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Town Center at Palm Coast

The Town Center at Palm Coast DRI is located on 1,550 acres just north of the Flagler County Airport along Moody Boulevard. The development was approved in 2002 and will encompass 2,500 dwelling units, 3.4 million square feet of retail, 1.4 million square feet of office, a 480 bed hotel, 240 bed nursing home, and 625,000 square feet of institutional use. The development is less than 10% built-out. The Town Center at Palm Coast DRI is expected to generate an additional 15,819 trips in the PM peak hour when fully built-out. The closest I-95 exit is #284 (State Route 100/Moody Boulevard), which is located approximately 0.5 miles to the east. The Town Center at Palm Coast DRI population and employment projections were modeled in the CFRPM IV travel demand model.

SR 100 Property

The SR 100 Property DRI is located on 723 acres at the northeast corner of the I-95 and Moody Boulevard interchange. The development was approved in 2005 and will encompass 2,400 dwelling units, 50,000 square feet of retail, 30,000 square feet of office, and a 150 bed hotel. The development is less than 10% built-out. The SR 100 Property DRI is expected to generate an additional 2,469 trips in the PM peak hour when fully built-out. The closest
I-95 exit is #284 (State Route 100/Moody Boulevard), which is located immediately adjacent to the site. The SR 100 Property DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Aliki Gold Coast

The Aliki Gold Coast DRI is located on 1,390 acres, which straddle the Intracoastal Waterway within the City of Flagler Beach. The development was approved in 1974 and includes 535 dwelling units. The site is still undeveloped today. The closest I-95 exit is #284 (State Route 100/Moody Boulevard), which is located approximately five miles to the southwest. The Akili Gold Coast DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Grand Haven

The Grand Haven DRI is located on 279 acres along Colbert Lane east of I-95 in the City of Palm Coast. The development was approved in 1988 and includes 1,812 dwelling units and 100,000 square feet of retail. The development is 100% built-out. The closest I-95 exit is #289 (Palm Coast Parkway), which is located approximately 2.5 miles to the northwest. The Grand Haven DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Hammock Dunes

The Hammock Dunes DRI is located on 2,685 acres along Route A1A in the City of Palm Coast. The development was approved in 1983 and includes 6,670 single family units and 100,000 square feet of retail. The development is 100% built-out. The closest I-95 exit is #289 (Palm Coast Parkway), which is located approximately three miles to the west. The Hammock Dunes DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Palm Coast Park
The Palm Coast Park DRI is located on 4,751 acres along US Route 1 in the City of Palm Coast. The development was approved in 2003 and will encompass 3,600 dwelling units and 1,600,000 square feet of retail. The development is less than 10% built-out. The Palm Coast Park DRI is expected to generate an additional 8,644 trips in the PM peak hour when fully built-out. The closest I-95 exits are #289 (Palm Coast Parkway), which is located approximately four miles to the southeast and #298 (US 1), which is located approximately 1.5 miles to the north. The Palm Coast Park DRI population and employment projections were modeled in the CFRPM IV travel demand model.

Matanzas Shores
The Matanzas Shores DRI is located on 342 acres between the Intracoastal Waterway and the Atlantic Ocean along Oceanshore Boulevard in the City of Marineland. The development was approved in 1985 and includes 1,450 single- family homes, which appear to be 60-70% completed. The Matanzas Shores DRI is expected to generate an additional 440 trips in the PM peak hour when fully built-out. The closest I-95 exit is #289 (Palm Coast Parkway), which is located approximately 7.5 miles to the southwest. The Matanzas DRI population and employment projections were modeled in the CFRPM IV travel demand model.

NORTHERN REGION

The northern region has 27 DRIs that could impact or be impacted by I-95. The following lists and provides a description of each these DRIs.

St. Johns County

Southwood Preserve
The Southwood Preserve DRI is located on 2,811 acres along State Route 207 adjacent to the Town of Elkton. The development was approved in 2007 and will encompass 2,600 single family homes, 1,000 multi-family residences (600 townhomes and 400 apartments), 40,000 square feet of office, 140,000 square feet of retail, and 70,000 square feet of industrial. The development is 0% built-out. At full build-out the Southwood Preserve DRI would generate 3,896 trips in the PM peak hour. The closest I-95 exit is #311 (State Route 207), which is located approximately 2.5 miles to the northeast. The Southwood Preserve DRI population and employment projections were modeled in the NERPM travel demand model.

Ocean Villa West
The Ocean Villa West DRI is located on 20 acres along Route A1A in the City of St. Augustine Beach. The development was approved in 1974 and includes 2,400 dwelling units. The development is 100% built-out. The closest I-95 exit is #311 (State Route 207), which is located approximately ten miles to the west. The Ocean Villa West Preserve DRI population and employment projections were modeled in the NERPM travel demand model.

Anastasia Shores
The Anastasia Shores DRI is located on two acres along Route A1A and Pope Road in the City of St. Augustine Beach. The development was approved in 1982 however, on October 28, 1982, the St. Johns County Commissioners passed resolution 82-161, which vacated the Anastasia Shores DRI due to lack of development. The property is currently a small retail store. The Anastasia Shores DRI population and employment projections were modeled in the NERPM travel demand model.

St. Augustine Centre

The St. Augustine Centre DRI is located on 309 acres at the northeast corner of I-95 and State Route 16. The development was approved in 1997 and will eventually encompass 868,407 square feet of retail (includes 567,007 square feet of outlet retail), a 400 bed hotel, 817 residential units, 300,000 square feet of industrial, and a 2,600 seat movie theater. To date the movie theater and 100,000 square feet of industrial have been constructed. The St. Augustine Centre DRI is expected to generate an additional 4,494 trips in the PM peak hour when fully built-out. The closest I-95 exit is #318 (State Route 16), which is located immediately adjacent to the site. The St. Augustine Centre DRI population and employment projections were modeled in the NERPM travel demand model.

St. Johns

The St. Johns DRI is located on 6,435 acres, which is spread over multiple parcels adjacent to the I-95 and International Golf Parkway interchange and several miles west of I-95 near State Route 16. The development was approved in 1985 and will eventually encompass 7,200 dwelling units, 2,500,000 square feet of office, 583,000 square feet of retail, 2,500,000 square feet of industrial warehousing, 36 holes of golf, a 1,225 room hotel, and a 75,000 square foot PGA Hall of Fame building. Project is currently 75% built-out with expected completion in 2019.

The St. Johns DRI is expected to generate an additional 3,700 trips in the PM peak hour when fully built-out. The closest I-95 exit is #323 (International Golf Parkway), which is located immediately adjacent to the site. The St. Johns DRI population and employment projections were modeled in the NERPM travel demand model.

World Commerce Center

The World Commerce Center DRI is located on 970 acres adjacent to the I-95 and International Golf Parkway interchange. The development was approved in 2002 and will eventually encompass 1,156 dwelling units, 2,171,488 square feet of office, 908,800 square feet of retail, 453,900 square feet of industrial, and a 1,000 room hotel. To date only the industrial development has occurred along with 25% of the housing. The World Commerce Center DRI is expected to generate an additional 8,093 trips in the PM peak hour when fully built-out. The closest I-95 exit is #323 (International Golf Parkway), which is located immediately adjacent to the site. The World Commerce Center DRI population and employment projections were modeled in the NERPM travel demand model.

Marshall Creek

The Marshall Creek DRI is located on 1,375 acres along US 1/Dixie Highway. The development was approved in 1998 and will eventually include 2,700 dwelling units, an 18-hole golf course, and 60,000 square feet office. The site is 100% built-out. The closest I-95 exit is #323 (International Golf Parkway), which is located approximately five miles to the west. The Marshall Creek DRI population and employment projections were modeled in the NERPM travel demand model.

Ashford Mills

The Ashford Mills DRI is located on 1,518 acres just south of County Road 210 within the Town of Black Ford. The development was approved in 2005 and improvements will include up to 250,000 square feet of retail, 30,000 square feet of office, 2,633 residential units (714 townhomes and 1,919 single-family units), 37 acres of parks, 619 acres of open space, and 47 acres for two schools. Ashford Mills is anticipated to be developed in two phases, Phase 1 from 2005-2010 and Phase 2 from 2011-2015. Ashford Mills is currently 0% built-out. At full build-out the Ashford Mills DRI would generate 3,359 trips in the PM peak hour. The closest I-95 exit is #329 (County Road 210), which is located approximately 4.5 miles to the east. The Ashford Mills DRI population and employment projections were modeled in the NERPM travel demand model.

Rivertown
The Rivertown DRI is located on 4,213 acres along State Route 13 and the St. John's River. The development was approved in 2003 and will eventually include 4,500 dwelling units (comprised of 3,700 single family and 800 multi-family units), 100,000 square feet of office, 300,000 square feet of retail, 100,000 square feet of industrial, and an 18-hole golf course. The site is 0% built-out. At full build-out the Rivertown DRI would generate 5,648 trips in the PM peak hour. The closest I-95 exit is #329 (County Road 210), which is located approximately nine miles to the east. The Rivertown DRI population and employment projections were modeled in the NERPM travel demand model.

Nocatee
The Nocatee DRI is located on 13,355 acres just east of US 1 / Dixie Highway. The development was approved in 2000 and will eventually include 12,579 dwelling units (comprised of 8,811 single family, 3,228 multi-family units, and 540 assisted living units), 2,872,000 square feet of office, 986,000 square feet of retail, 250,000 square feet of industrial, 485 hotel rooms, and a 54-hole golf course. The site is 0% built-out. At full build-out the Nocatee DRI would generate 17,183 trips in the PM peak hour. The closest I-95 exit is #329 (County Road 210), which is located approximately 3.5 miles to the west. The Nocatee DRI population and employment projections were modeled in the NERPM travel demand model.

Twin Creeks
The Twin Creeks DRI is located on 3,058 acres between I-95 and US 1 / Dixie Highway. The development was approved in 2005 and buildout includes 5,000 dwelling units, 300,000 square feet of office, 600,000 square feet of retail, 2,000,000 square feet of industrial, and 175 hotel rooms. The site is 0% built-out. At full build-out the Twin Creeks DRI would generate 9,778 trips in the PM peak hour. The closest I-95 exit is #329 (County Road 210), which is located approximately 1.5 miles to the west. The Twin Creeks DRI population and employment projections were modeled in the NERPM travel demand model.

Durbin Crossing
The Durbin Crossing DRI is located on 2,086 acres at the southwest corner of Race Track Road and St. John's Parkway. The development was approved in 1999 and will eventually include 1,551 single-family and 947 multi-family dwelling units, 70,000 square feet of office, and 130,000 square feet of retail. The site is 0% built-out. At full build-out the Durbin Crossing DRI would generate 2,743 trips in the PM peak hour. The closest I-95 exits are #329 (County Road 210), which is located approximately 2.5 miles to the east, and #335 (Old St. Augustine Road), which is located approximately three miles to the north. The Durbin Crossing DRI population and employment projections were modeled in the NERPM travel demand model.

Aberdeen
The Aberdeen DRI is located on 1,316 acres just south of Julington Creek. The development was approved in 1999 and will eventually include 1,623 single-family and 395 multi-family dwelling units and 100,000 square feet of office. The site is 0% built-out. At full build-out the Aberdeen DRI would generate 2,033 trips in the PM peak hour. The closest I-95 exits are #329 (County Road 210), which is located approximately seven miles to the east, and #335 (Old St. Augustine Road), which is located approximately seven miles to the northeast. The Aberdeen DRI population and employment projections were modeled in the NERPM travel demand model.

Julington Creek
The Julington Creek DRI is located on 4,412 acres along Race Track Road. The development was approved in 1982 and includes 9,828 dwelling units. The site is 100% built-out. The closest I-95 exit is

#335 (Old St. Augustine Road), which is located approximately 3.5 miles to the northeast. The Julington Creek DRI population and employment projections were modeled in the NERPM travel demand model.

Bartram Park

The Bartram Park DRI is located on 2,419 acres in multiple parcels along Race Track Road, US 1 / Old Dixie Highway, and Old St. Augustine Road. The development was approved in 2000 and will eventually include 9,500 dwelling units, 3,000,000 square feet of office, 1,800,000 square feet of retail, and a 900 room hotel. The site is approximately 60% built-out. The Bartram Park DRI is expected to generate an additional 8,524 trips in the PM peak hour when fully built-out. The closest I-95 exits are #329 (County Road 210), which is located approximately five miles to the south, and #335 (Old St. Augustine Road), which is located approximately 0.5 miles to the north. The Bartram Park DRI population and employment projections were modeled in the NERPM travel demand model.

Duval County

Flagler Center

The Flagler Center DRI is located on 900 acres along Old St. Augustine Road and US Route 1/Old Dixie Highway. The development was approved in 1985 and includes 500,000 square feet of office, a 500 bed hospital and 1,000,000 square feet of industrial. The site is 40% built-out. The Flagler Center DRI is expected to generate an additional 1,029 trips in the PM peak hour when fully built-out. The closest I-95 exit is #335 (Old St. Augustine Road), which is located immediately adjacent to the site. The Flagler Center DRI population and employment projections were modeled in the NERPM travel demand model.

The Avenues

The Avenues DRI is located on 109 acres along Southside Boulevard and US 1 / Philips Highway at exit #339. The development was approved in 1985 and includes a 1.4 million square foot mall and a 250 room hotel. The site is 100% built-out. The hotel was not constructed nor are there any plans to construct it. The closest I-95 exit is #339 (US Route 1/Philips Highway), which is located immediately adjacent to the site. The Avenues DRI population and employment projections were modeled in the NERPM travel demand model.

Freedom Commerce Centre

The Freedom Commerce Centre DRI is located on 600 acres along US 1 / Philips Highway and Baymeadows Road. The development was approved in 1986 and will eventually include 600,000 square feet of retail and 807,823 square feet of office. To date, only the office component has been constructed. The Freedom Commerce Centre DRI is expected to generate an additional 2,238 trips in the PM peak hour when fully built-out. The closest I-95 exit is #341 (Baymeadows Road), which is located immediately adjacent to the site. The Freedom Commerce Centre DRI population and employment projections were modeled in the NERPM travel demand model.

Bay Meadows Shopping Mall

The Bay Meadows Shopping Mall DRI is located on 41 acres along Baymeadows Road at the Northwest corner of the Southside Boulevard intersection. The development was approved in 1975 and includes 840,000 square feet of retail. The site is 100% built-out. The site is currently being used as the Deerwood Center campus for the Florida State College of Jacksonville. The closest I-95 exit is #341 (Baymeadows Road), which is less than one mile west of the site. The Bay Meadows Shopping Mall DRI population and employment projections were modeled in the NERPM travel demand model.

Jacksonville Galleria
The Jacksonville Galleria DRI is located on 97 acres along US 1/Philips Highway and State Route 202/Butler Boulevard. The development was approved in 1974 and includes one million square feet of retail. The site is 100% built-out. The closest I-95 exit is #344 (State Route 202/Butler Boulevard), which is located immediately adjacent to the site. The Jacksonville Galleria DRI population and employment projections were modeled in the NERPM travel demand model.

Southpoint Office and Light Industrial Park
The Southpoint Office and Light Industrial Park DRI is located on 225 acres at the northeast corner of the I-95 and State Route 202/Butler Boulevard interchange. The development was approved in 1983 and includes 1.9 million square feet of office and light industrial. The site is 100% built-out. The closest I-95 exit is #344 (State Route 202/Butler Boulevard), which is located immediately adjacent to the site. The Southpoint Office and Light Industrial Park DRI population and employment projections were modeled in the NERPM travel demand model.

Interstate Business Center
The Interstate Business Center DRI is located on 123 acres east of I-95 and south of Bowden Road. The development was approved in 1984 and includes 1.7 million square feet of office and light industrial. The site is 100% built-out. The closest I-95 exit is #345 (Bowden Road), which is located less than one mile north of the site. The Interstate Business Center DRI population and employment projections were modeled in the NERPM travel demand model.

Butler Boulevard (SR 202) Corridor DRIs
There are several DRIs located east of I-95 along the Butler Boulevard/State Route 202 Corridor, which may have indirect impacts on I-95. The developments of Deerwood Park, Northeast Quadrant, Windsor Park, and Mayo Clinic are all 100% built-out. The St. Johns Town Center and First Coast Technology Park developments are in their first phases and will eventually include two million square feet of retail and 500,000 square feet of office space. These DRIs are expected to generate 8,205 trips in the PM peak hour when fully built-out. The Butler Boulevard (SR 202) Corridor DRIs population and employment projections were modeled in the NERPM travel demand model.

Downtown Jacksonville DRIs

There are several DRIs along I-95 within and adjacent to the Jacksonville central business district, which directly impact numerous interchanges from #349 (US Route 90) to #354 (US 1 / MLK Boulevard). The developments of Charter-Southern Bell Development, Talleyrand, Regional Service Center Duval County, and Coastal Fuels Marketing appear t o be 100% built-out. The Jacksonville Northside West Downtown, Northside East Downtown and Southside Downtown DRIs have been combined into the Consolidated Downtown Jacksonville DRI of which Phase one is scheduled to be 100% built-out in 2010. The Downtown Jacksonville DRIs population and employment projections were modeled in the NERPM travel demand model.

State Route 9A DRIs
Two DRIs along the State Route 9A corridor northeast of downtown Jacksonville may have indirect impacts on I-95. The Regency Commerce Center and Blount Island-Dames Point DRIs appear to be 100% built-out. The State Route 9A DRIs population and employment projections were modeled in the NERPM travel demand model.

Jacksonville International Airport Area DRIs

The Jacksonville International Airport area has seen considerable growth over the past decade mostly in the form of office and industrial warehousing. Two DRIs, the Jacksonville International Airport and Jacksonville International Tradeport, compose over 6,000 acres, which include the airport and the surrounding office and industrial warehousing. The DRIs appear to be approximately 80% built-out and are expected to include 1.8 million square feet of office/warehousing space and 1.1 million square feet of retail, mostly along Airport Road. These DRIs are expected to generate an additional 936 trips in the PM peak hour when fully built-out.

Residential development is planned on the west side of the airport within the Timucuan DRI. The Timucuan site's nearest access to the interstate highway system would be along I-295; however, at almost 10,000 acres (with 11,000 dwelling units) its size would likely impact the I-95/I-295 interchange at a minimum. At full build-out the Timucuan DRI would generate 11,110 trips in the PM peak hour. The Jacksonville International Airport Area DRIs' population and employment projections were modeled in the NERPM travel demand model.

Nassau County

Yulee Area DRIs

There are four DRIs in close proximity to I-95 exits #373 (A1A) and #380 (US Route 17) in the vicinity of the City of Yulee. The Yulee Wood/Lofton Bluff/Wilson Neck DRI includes over 1,000 dwelling units and is 100% built-out. The Yulee Area (not approved), Three Rivers, and Fernandina International Tradeplex DRIs are in various stages of development and are expected to include a combined 10,000 dwelling units, three million square feet of retail, two million square feet of industrial, and one million square feet of office space in over 30,000 acres. At full build-out the Yulee Area, Three Rivers, and Fernandina International Tradeplex DRIs would generate 24,720 trips in the PM peak hour.

5.3 *Community Facilities*

This section surveys institutional land use to locate community facilities within 0.5 miles of I-95 that may have an impact or could be impacted by improvements to I-95. Community facilities that border I-95's Right-of-Way (within 500 feet of I-95 centerline) are also listed. Community facilities examined include, but are not limited to, public and private schools, places of worship, museums, civic centers, culture centers, governing facilities and hospitals.

SOUTHERN REGION

Brevard Community College, Parket Memorial Baptist Church and Astronaut Community High School all border I-95's Right-of-Way. As noted in **Table 5.4**, there are sixty-four (64) community facilities within a half mile of I-95.

Table 5.4 – Community Facilities Within 0.5 Miles of I-95 - Southern Region

Schools	
Brevard Community College	Florida Learning Academy Private School
UCF Palm Bay Campus	Enterprise Elementary School
Easter Seals Florida, Inc.	Apollo Elementary School
Palm Bay SDA School And Early Childhood	Titusville Learning Center
Lockmar Elementary School	South Lake Elementary School
Riviera Elementary School	Astronaut High School
Explorer Elementary/Middle Charter School	James Madison Middle School
Space Coast Marine Institute	Oak Park Elementary School
Quest Elementary School	Freedom Christian School Of Brevard
Friendship Christian Academy	
Hospitals	
Palm Bay Community Hospital	
Places Of Worship	
Brevard Worship Center	Heritage Baptist Church Of Titusville
St Joseph Catholic Church B	Space Coast Assembly Of God
The Church Of The Holy Bible Apostolic	Church Of Jesus Christ Of Latter Day Saints
First Pentecostal Church-UPC	Palm Bay Seventh Day Adventist Church
Iglesia De Dios Pentecostal	Riviera United Church Of Christ
Pentecostal Apostolic Church	Jehovah's Witnesses-South Melbourne
Christian Life Family Church	Church Of Jesus Christ Of Latter Day Saints
Saint Peter's Church	Vineyard Christian Fellowship
7th Day Adventist Church	Church At Viera
Cme Computers Made Easy	Destiny Life Church
St John The Evangelist Church	Freedom Christian Center
Calvary Grace Assembly Of God	Church Of Jesus Christ Of Latter Day Saints
Viera Christian Church	Church Of Christ-North Brevard
Friendship Primitive Baptist	St Simeon Orthodox Church
Parker Memorial Baptist Church	Abundant Life Fellowship
New Hope Deliverance Temple	Christ Community Church
Central Community Church	Liberty
Central Brevard Community	Church Of Jesus Christ Of Latter Day Saints

Table 5.4 (Continued) – Community Facilities Within 0.5 Miles of I-95 - Southern Region

Bethesda Bible Church	Faith Baptist Church
Friday Road Worship Center	Holy Spirit Catholic Church
Coastal Community Church	
Civic Centers	
Space Coast Convention Center	Sherwood Golf Club
Lakeview Recreabtion Center	Cocoa Expo Stadium
Culture Centers	
Pulp And Paper Division Technical Library	Durkeville Historical Society
The Cummer Museum Of Art And Gardens	Palm Bay Campus Library Resource Center
Cummer Museum Of Art And Gardens	Cinema World 16
San Marco Branch Library	Brevard Zoo
San Marco Branch Library	Rave Motion Pictures Avenue 16
Jacksonville Museum Of Science And History	Brevard County District Media Center
Jacksonville Maritime Museum Society Inc	World Golf Hall Of Fame
Ritz Theatre & La Villa Museum	Regal Ormond Beach Cinema 12
Dallas James Graham Branch Library	Mark Martins Klassix Auto Museum
Government Facilities	
City Of Palm Bay City Hall	

Source: GeoPlan

CENTRAL REGION

There are five (5) community facilities that border I-95's Right-of-Way (see **Table 5.5**). There are thirty-three (33) community facilities within a half mile of I-95 (see **Table 5.5A**).

Table 5.5 – Community Facilities That Border I-95 - Central Region

Community Facilities	
Palm Bay Campus Library Resource Center	Evangelical Temple Assembly Of God
Spirit Life Worship Church	Ucf Palm Bay Campus
First Ame Church-Palm Coast	

Source: GeoPlan

Table 5.5A – Community Facilities Within 0.5 Miles of I-95 - Central Region

Schools	
Flagler Regional Private School	Advanced Technology Center
Old Kings Elementary School	Calvary Christian Academy
Eden Child Care & Preschool	Crown Christian Academy
Sylvan Learning Center	La Petite Academy - Ormond Beach
Horizon Elementary School	Elementary School C (Future)
Hospitals	
Florida Hospital - Flagler	
Places Of Worship	
Iglesia De Dios Casa De Albnz	Kingdom Hall Of Jehovahs Witnesses
New Mt Carmel Baptist Church	Crossroads Calvary Chapel
United Evangelical & Missionary	First United Methodist Church
Flagler County First Christian Church	Calvary Christian Center
Assembly Of God	Lighthouse Worship Center
Spirit Life Worship Church	Sunrise Foursquare Church
First AME Church-Palm Coast	Faith Cathedral Ministries
Evangelical Temple Assembly Of God	Port Orange Christian Church
Jehovah's Witness	Victorious Life Church
Civic Centers	
Veterans Of Foreign Wars	Indigo Lakes Golf Club
Culture Centers	
Regal Ormond Beach Cinema 12	Mark Martins Klassix Auto Museum
Government Facilities	
U S Post Office - Ormond Beach	

Source: GeoPlan

NORTHERN REGION

Thirty-five (35) community facilities border I-95's right-of-Way (within 500 feet of I-95 centerline) (see **Table 5.6**). There are two-hundred-thirty-three (233) community facilities that are within a half mile of I-95 (see **Table 5.7**).

Table 5.6 – Community Facilities That Border I-95 - Northern Region

Community Facilities	
Friday Musicale Auditorium	I Am Sanctuary
Cummer Museum Of Art And Gardens	St Nicholas Bethel Baptist Church
Specialty Hospital - Memorial Health	New Mt Calvary Baptist Church
Iglesia Pent Jerusalen	Florida Baptist Church
Southside Church Of God	Riverside Primitive Baptist
Glorious Bethlehem Temple	Anointed Church Of God
Greater Vision Outreach Fellowship	Sunday Morning Spiritual House
Allen Chapel AME Church	New Covenant House Of Prayer
New Life Fellowship Church	God's House Of Power
Second Missionary Baptist Church	Sanctuary At Mt Calvary
Greater Hope First Born Church	Spiritual Lighthouse Church
St Stephen A M E Church	North Jacksonville Church Of God
Church Of The Lord Jesus Christ	New Dimensions Cathedral-Faith
Morning Star Baptist Church	Douglas Anderson Arts High School
New Hope Ame Church	The Art Institute Of Jacksonville
Discipleship Christian Center	The Arc Jacksonville
Florida Jacksonville Mssn-Ofc	St Stephen Child Care & Learning Center
Faith United Methodist Church	

Source: GeoPlan

Table 5.7 – Community Facilities Within 0.5 Miles of I-95 - Northern Region

Schools	
Englewood Elementary School	John E Ford Elementary School
Englewood High School	The Arc Jacksonville
Hendricks Methodist Day School	Mount Herman Excep Center
Julia E Landon Middle School	St Stephen Child Care & Learning Center
Douglas Anderson Arts High School	Darnell Cookman Middle School
Spring Park Elementary School	University Of Florida
Academie De Montessori	Stanton College Preparatory
Assumption Catholic School	A Phillip Randolph Academies
Bishop Kenny High School	School Of Integrated Academics And Technology
Riverside Presbyterian Day School	Holy Rosary Catholic School
Duval Superintendent's Office	Lake Forest Elementary School
La Villa School Of The Arts	Hornsbee Cultural Preparatory Academy

Table 5.7 (Continued) – Community Facilities Within 0.5 Miles of I-95 - Northern Region

Florida Community College	Love For Learning Academy
Brentwood Elementary School	New Horizon Christian Academy
Norwood Elementary School	Highlands Elementary School
Webster University	St Patricks Catholic School
Bank Of America Learning Academy	Sojourner Truth High School
The Art Institute Of Jacksonville	Drop Back In Academy Of Duval County
A Childs Place Montessori	Daniel Payne Academy Charter
University Christian School	Empowering Young Minds Academy
Dr.Cyclyn R. Smith-Mobley Academy	Otis A Mason Elementary School
Saint Thomas Christian College	Turning Point Christian Academy
Medical Facilities	
Baptist Medical Center South	Baptist Medical Center & Wolfson Children's Hos.
Wekiva Springs Center For Women	Shands Jacksonville Medical Center
Specialty Hospital - Memorial Health	Shands Jacksonville Medical Center - Towers
Civic Centers	
Conference Center At The Avenues	Regus Business Centers
Daytona Beach Conference Center	Jacksonville Barracudas
Friday Musicale Auditorium	Prime F Osborn Convention Center
Museum Of Science & History	Convention Center
Culture Centers	
Pulp And Paper Division Technical Library	Jacksonville Maritime Museum Society Inc
The Cummer Museum Of Art And Gardens	Ritz Theatre & La Villa Museum
Cummer Museum Of Art And Gardens	Dallas James Graham Branch Library
San Marco Branch Library	Durkeville Historical Society
San Marco Branch Library	Palm Bay Campus Library Resource Center
Jacksonville Museum Of Science And History	World Golf Hall Of Fame
Government Facilities	
St. Johns County Emergency Management	U S Post Office - Jacksonville
U S Post Office - Jacksonville	
Places Of Worship	
Church Of Jesus Christ Of Latter Day Saints	Unity Church
Campus Crusade For Christ	Florida Baptist Church
Church Of The Redeemer Anglican	Swaim Memorial United Methodist Church
Hosanna Christian Center	United Methodist Church District
Faith Fellowship Ministries Incorporated	Riverside Primitive Baptist

Table 5.7 (Continued) – Community Facilities Within 0.5 Miles of I-95 – Northern Region

Riverside Group	Macedonia Primitive Baptist
Believers House	Riverside United Church Of Christ
Jacksonville Community Church	Church Of God In Christ Temple
Iglesia Pent Jerusalem	Faith N Action Ministries
Reconciliation Christian Center	Mount Calvary Baptist Church
Southside Church Of God	Bethany Lutheran Church
Korean Assembly Of God	Chapel At Jacksonville
Southside Refuge Apostolic Church	Anointed Church Of God
Trinity Church Ministries	United House Of Prayer For All People
Jacksonville Church Of Religious Science	Trinity Rescue Ministries
Glorious Bethlehem Temple	Florida Progressive Baptist
Gideons International	Mt Olive Primitive Baptist Church
Jehovah's Witnesses Riverside Congregation	Evergreen Baptist Church
Mt Moriah A M E Church	Miracle Deliverance Temple
Power House Faith Church	Greater New Mt Zion
King Solomon United Baptist Church	Simpson Memorial United Mthdst
Greater Vision Outreach Fellowship	St Joseph Missionary Baptist
Mission Harvest Ministries Incorporated	El-Beth-El Devine Holiness Church
New St James Ame Church	Alexander Temple Community Church
Allen Chapel Ame Church	Pentecostal Church Of God
Greater Hill Temple First Born	Johnson Memorial Baptist
New Life Fellowship Church	Prisoners Of Christ
Union Community Ame Church	Holy Spirit Ministries
Second Missionary Baptist Church	Faust Temple Church Of God
Day Spring Baptist Church	Mt Ararat Baptist Church
Christ Tabernacle Baptist Church	Royal Tabernacle Baptist Church
Living Stone Community Church	New Revelation Baptist Church
Mission Uplift For Life Ministry	Sunday Morning Spiritual House
Church Of Jesus Christ Of Latter Day Saints	Church Of God & Saints-Christ
Church Of Jesus Christ Of Latter Day Saints	Summerville Baptist Church
Church Of God In Christ Temple	St Matthew Baptist Church
Greater Hope First Born Church	Colossians Baptist Church
St Stephen A M E Church	New Covenant House Of Prayer
Church Of The Lord Jesus Christ	God's House Of Power
Mt Salem Baptist Church	Sanctuary At Mt Calvary
Shiloh Apostolic Church	Holy Rosary Catholic Church
Morning Star Baptist Church	Norwood Baptist Church

Table 5.7 (Continued) – Community Facilities Within 0.5 Miles of I-95 – Northern Region

Church Of Jesus Christ Of LDS	Spiritual Lighthouse Church
Church Of God & Saints Of Christ	New Life In Christ Christian
Greater Payne Chapel Ame Church	Solid Foundation Church
Graham James Evangelist Outreach Ministry	Mt Bethel Baptist Church
New Hope Ame Church	United Praise Church Of God
Word Of Faith Church	Lem Turner Circle Church Of Christ
Gods Ark Of Safety Ministries	Living Faith Christian Center Church
Life Line Outreach Ministries	Church Of Christ-Lake Forest
Deliverance House Of Prayer	North Jacksonville Church Of God
Grace & Truth Temple Of The Living God Church	Household Of Faith
Deeper Waters Christian Center	New Dimensions Cathedral-Faith
Discipleship Christian Center	Church Of Jesus
Jp Expression Ministries	Good Samaritan Church
Jesus Rock Of Ages Baptist Church	Hollyford Baptist Church
New Mt Zion Holiness Church	St Patricks Catholic Church
Church Of Religious Science	Truth For Living Ministries
True Light Ministries	Metropolitan Community Church
Florida Jacksonville Mssn-Ofc	Grace Baptist Church
Southpoint Community Church	Christ's Church
Light-The World Christian Church	Intertrade Import
Plum Crk Christian	Hunterdale Pentecostal Church
Nocatee Community Church	South Jacksonville Presby
Christian Fellowship Center	Southside Baptist Church
University Baptist Church	Faith Temple Fellowship
Jacksonville Church Of Christ	Riverside Presbyterian Church
St George's Antiochian Church	Assumption Catholic Church
Englewood Christian Church	Korean Presbyterian Church
Crossfire Ministries	Shiloh Metropolitan Baptist Church
Faith United Methodist Church	Central Baptist Church Multi
Southgate Baptist Church	Greater Mt. Salem
Hunter Park Baptist Church	Holy Rosary Parish
Jehovah's Witnesses Southside	Abyssinia Missionary Baptist
I Am Sanctuary	Hineni Fellowship & Ministries
Jerusalem Baptist Church	Holy Trinity Greek Orthodox
Mt Zion Baptist Church	North St Augustine Congregation Of Jehovahs
St Nicholas Bethel Baptist Church	Calvary Baptist Church
New Mt Calvary Baptist Church	Radiant Family Church
Grace Church Of Rootstown	

Source: GeoPlan

5.4 *Activity Centers*

Future and existing land use information was examined to determine activity centers for each region (southern, central, and northern). An activity center is an area with high population and concentrated activities which generate a large number of trips (e.g., shopping centers, business or industrial parks, recreational facilities. Since activity centers are sometimes indicated with a land use of "mixed use", land uses of "mixed use" and "activity center" are included in the following lists. Mixed land use is some combination of residential, commercial, industrial, office, institutional, or other land uses. The following mixed-use locations along the I-95 corridor include:

SOUTHERN REGION

1. Palm Bay Downtown Mixed Use
2. Melbourne Downtown Mixed Use
3. Rockledge Downtown Mixed Use
4. Cocoa Regional Activity Center (located next to Right-of-Way on I-95)
5. Titusville Downtown Mixed Use

CENTRAL REGION

1. New Smyrna Beach Activity Center (located next to Right-of-Way on I-95)
2. New Smyrna Beach Mixed Use area
3. Port Orange planned community
4. Daytona Beach Airport (located next to Right-of-Way on I-95)
5. Daytona Beach Commercial Amusement (Daytona Speedway area)
6. Daytona Beach Hospital
7. Daytona Beach Mixed Use (most located next to Right-of-Way on I-95)
8. Ormond Beach Downtown Mixed Use
9. Flagler Beach Mixed Use (located next to Right-of-Way on I-95)
10. Palm Coast Mixed Use (located next to Right-of-Way on I-95)

NORTHERN REGION

1. St Augustine Mixed Use
2. South Jacksonville Mixed Use (most located next to Right-of-Way on I-95)
3. North Jacksonville Mixed Use (minimal and located next to Right-of-Way on I-95)

5.5 *Cultural Features*

Historic

Florida's Master Site file was examined for any state designated historic resources groups, structures, bridges and cemeteries that are within three-hundred-fifty (350) feet I-95 and would represent a constraint to I-95 improvements. These historic constraints are represented by region in the following sections.

SOUTHERN REGION

The southern region's state designated historic constraints include no structures, one (1) bridge, one (1) cemetery and ten (10) resource groups (See Table 5.8).

The bridge is the Washington Rd. Bridge (Site ID BR01818). The cemetery is the Historic Negro Cemetery (Site ID BR00552) located near Mims.

Table 5.8 – Southern Region Designated Historic Resource Groups

Site ID	Name	Description
BR01766	Hernandez Trail	Linear Resource
BR01778	Addison Canal	Linear Resource
BR01817	Melbourne-Tillman Canal	Linear Resource
BR01870	Florida East Coast Railroad	Linear Resource
BR01957	Main Sottile Canal	Designed Historic Landscape
BR01960	Fellsmere Main Canal	Designed Historic Landscape
BR02081	Melbourne-Tillman Water Control Dist C62	Linear Resource
BR02090	Melbourne-Tillman Water Control Dist C63	Linear Resource
BR02092	Melbourne Tillman Water Ctrl Distc62,63	Archaeological District
BR02172	Union Cypress Saw Mill	Designed Historic Landscape

CENTRAL REGION

The central region's state designated historic constraints include no structures, no bridges, no cemeteries and seven (7) resource groups (See Table 5.9).

Table 5.9 – Central Region Designated Historic Resource Groups

Site ID	Name	Description
VO07236	Atlantic & Western Rr	Linear Resource
VO00255	Old King's Road	Linear Resource
VO07655	Lake Helen To Daytona Rd.	Linear Resource
VO07656	Ft. Kingsbury To Smyrna Rd.	Linear Resource
VO07660	Pioneer Trail	Linear Resource
VO08606	Florida East Coast Railroad	Designed Historic Landscape
FL00186	Old King's Road	Linear Resource

NORTHERN REGION

The northern region's state designated historic constraints include two (2) cemeteries, five (5) bridges (See Table 5.10), fourteen (14) resources groups (See Table 5.11) and 141 structures (See Table 5.12).

The cemeteries, Mt. Herman Cemetery (Site ID DU13271) and Jerusalem Baptist Cemetery (Site ID DU14278), are both located in Jacksonville.

Table 5.10 – Northern Region Designated Historic Bridges

Site ID	Name
DU17724	I-95/ Myrtle Ave.
DU11901	Fuller P. Warren Bridge
DU13284	Myrtle Avenue Subway Bridge
DU17725	I-95 Adams St.
DU17726	I-95 Adams St.

Table 5.11 – Northern Region Designated Historic Resource Groups

Site ID	Name	Description
DU01547	Riverside Historic District	Historical District
DU03798	Fletcher Park Historic District	Historical District
DU15970	Flat Ford Road	Linear Resource
DU17719	Railroad Segment - 8sx	Linear Resource
DU18995	Us1, Philips Highway	Linear Resource
DU19056	Jacksonville Tampa Key West RR	Linear Resource
DU19589	Marjenoff Park	Designed Historic Landscape
NA00991	Florida Railroad	Designed Historic Landscape
NA01046	Old Yulee Road (Callahan/Fern Road)	Linear Resource
NA01048	Us 17 (WPA 1928)	Linear Resource
SJ03482	Old King's Road	Linear Resource
SJ05036	FEC: St. Augustine And Palatka	Designed Historic Landscape
SJ05270	County Road 210	Linear Resource

Table 5.12 – Northern Region Designated Historic Structures

Site ID	Name	Description	Site ID	Name	Description
DU00165	Armour Company Building	1290 West Forsyth St	DU12901	980 12th St West	980 12th St
DU00219	Nw Cor Johnston & Duval	Nw Cor Johnston & Duval	DU12902	976 12th St West	976 12th St
DU00340	Ne Cor Dellwood & Roselle	Cor Dellwood & Roselle	DU12903	971 12th St West	971 12th St
DU00388	1132 Roselle St	1132 Roselle St	DU12904	985 12th St West	985 12th St
DU00418	Englert Office Suites	929 Gilmore St	DU12905	987-989 12th St West	987-989 12th St
DU00590	Annie Lytle School	1011 Peninsular Place	DU12906	2045 Moncrief Rd	2045 Moncrief Rd
DU00596	1921 Brewster Hospital	Lee And Union Sts	DU12907	2109 Moncrief Rd	2109 Moncrief Rd
DU01375	Primitive Baptist Church	702 Dellwood Ave	DU12908	2119 Moncrief Rd	2119 Moncrief Rd
DU01376	Cozy Corner Tavern	726 Dellwood Ave	DU12909	2203 Moncrief Rd	2203 Moncrief Rd
DU06510	Armstrong Insurance	1201 San Marco Blvd	DU12911	1018 Frazier St	1018 Frazier St
DU06511	RC Cola Bottling Co	1235 San Marco Blvd	DU12912	1022 Frazier St	1022 Frazier St
DU06512	930 Gary St	930 Gary St	DU12913	1023 Frazier St	1023 Frazier St
DU06513	924 Gary St	924 Gary St	DU12914	1027 Frazier St	1027 Frazier St
DU06514	916 Gary St	916 Gary St	DU12915	1032 Frazier St	1032 Frazier St
DU06515	911 Dante Place	911 Dante Place	DU12916	1872 Johnson St	1872 Johnson St
DU06516	Riverwalk Cruiseline, Inc	917 Dante Place	DU12917	1874 Johnson St	1874 Johnson St
DU06517	931 Dante Place	931 Dante Place	DU12918	1021 Reiman St	1021 Reiman St
DU06518	933 Dante Place	933 Dante Place	DU12919	1027 Reiman St	1027 Reiman St
DU06519	937 Dante Place	937 Dante Place	DU12958	1032 Scriven St	1032 Scriven St
DU06520	945 Dante Place	945 Dante Place	DU12959	1026 Scriven St	1026 Scriven St
DU06561	Turner Construction	1312 Lebaron Ave	DU12961	1022 Scriven St	1022 Scriven St
DU06562	Nemours Children's Clinic	1304 Lebaron Ave	DU12962	1017 Scriven St	1017 Scriven St
DU06692	1218-1220 Belmonte Ave	1218-1220 Belmonte Ave	DU12963	2020 Moncrief Rd	2020 Moncrief Rd
DU06693	1125-27 Lisbon St	1125-27 Lisbon St	DU12964	2036 Moncrief Rd	2036 Moncrief Rd
DU06694	1121 Lisbon St	1121 Lisbon St	DU12965	2040-2042 Moncrief Rd	2040-2042 Moncrief Rd
DU06695	1115-1117 Lisbon St	1115-1117 Lisbon St	DU12966	2048 Moncrief Rd	2048 Moncrief Rd
DU06696	1107 Lisbon St	1107 Lisbon St	DU12967	2052 Moncrief Rd	2052 Moncrief Rd
DU06697	1103 Lisbon St	1103 Lisbon St	DU12974	1054 13th St West	1054 13th St
DU07848	Spearing, Anna R House	998 W Ashley St	DU13175	New Life Evangelistic Cntr	1700 Davis St
DU07849	992 W Ashley St	992 W Ashley St	DU13176	1440 Davis St	1440 Davis St
DU07850	988 W Ashley St	988 W Ashley St	DU13177	1438 Davis St	1438 Davis St
DU07851	986 W Ashley St	986 W Ashley St	DU13178	1328 Davis St	1328 Davis St
DU07852	982-984 W Ashley St	982-984 W Ashley St	DU13180	1309 Lee St	1309 Lee St
DU07853	987 W Ashley St	987 W Ashley St	DU16176	Hoffman Agency	1056 Hendricks Ave
DU07854	Dallas, S D Row House A	981-983 W Ashley St	DU16177	Tidbits	1070 Hendricks Ave
DU07855	Dallas, S D Row House B	977-979 W Ashley St	DU16178	Raintree Graphics	1451 Louisa St
DU07856	973 W Ashley St	973 W Ashley St	DU16180	Webb Building	1075 Hendricks Ave
DU07873	957 W Beaver St	957 W Beaver St	DU16186	1057 Kings Ave	1057 Kings Ave
DU07885	1076 W Duval St	1076 W Duval St	DU17461	1501 Dennis St	1501 S Dennis St
DU07886	1091-93 W Duval St	1091-1093 W Duval St	DU17723	100 Myrtle St.	100 Myrtle Ave W
DU11924	Acm Surveyor's Inc	923 Gilmore St	DU17754	Mcdaniel's Building	1104 W Adams St S
DU11928	616-618 College St	616-618 College St	DU19077	1106 Bee St	1106 Bee St
DU11931	624 College St	624 College St	DU19078	1950 Southampton Rd	1950 Southampton Rd
DU11932	Sunex Electric Supply	1125 Rosselle St	DU19079	1936 Southampton Rd	1936 Southampton Rd
DU11933	563-565 Dellwood Ave	563-565 Dellwood Ave	DU19080	1916 Southampton Rd	1916 Southampton Rd
DU11934	Neon Arts And Signs	555 Dellwood Ave	DU19081	1910 Southampton Rd	1910 Southampton Rd
DU11935	551 Dellwood Ave	551 Dellwood Ave	DU19082	1884 Southampton Rd	1884 Southampton Rd
DU11936	Busby Co Gen Contractors	543 Dellwood Ave	DU19083	1883 Southampton Rd	1883 Southampton Rd
DU11942	718 Park St	718 Park St	DU19084	1909 Southampton Rd	1909 Southampton Rd
DU11967	1277 Houston St	1277 Houston St	DU19085	1917 Southampton Rd	1917 Southampton Rd
DU12007	M&M Grocery	122 Myrtle Ave S	DU19086	1923 Southampton Rd	1923 Southampton Rd
DU12008	New Allen Chapel Ame Ch	1529 Swan St	DU19087	1018 Alamo St	1018 Alamo St
DU12022	Jesus Only Apostolic Faith Ch	351 Dellwood Ave	DU19118	1985 Southampton Rd	1985 Southampton Rd
DU12023	350 Dellwood Ave	350 Dellwood Ave	DU19119	1984 Southampton Rd	1984 Southampton Rd
DU12024	339 Dellwood Ave	339 Dellwood Ave	DU19120	2005 Southampton Rd	2005 Southampton Rd
DU12025	332 Dellwood Ave	332 Dellwood Ave	DU19121	1990 Southampton Rd	1990 Southampton Rd
DU12026	331 Dellwood Ave	331 Dellwood Ave	DU19122	2009 Southampton Rd	2009 Southampton Rd
DU12027	325 Dellwood Ave	325 Dellwood Ave	DU19123	2010 Southampton Rd	2010 Southampton Rd
DU12028	306 Dellwood Ave	306 Dellwood Ave	DU19124	2016 Southampton Rd	2016 Southampton Rd
DU12029	304 Dellwood Ave	304 Dellwood Ave	DU19125	2025 Southampton Rd	2025 Southampton Rd
DU12030	302 Dellwood Ave	302 Dellwood Ave	DU19126	2031 Southampton Rd	2031 Southampton Rd
DU12031	1113-1139 Forest St	1113-1139 Forest St	DU19127	2030 Southampton Rd	2030 Southampton Rd
DU12243	Steppin Out Beauty Shop	144-1446 Myrtle Ave	DU19128	1112 Cameron St	1112 Cameron St
DU12343	1538 Johnson St	1538 Johnson St	DU19129	2044 Southampton Rd	2044 Southampton Rd
DU12344	1544 Johnson St	1544 Johnson St	DU19132	2052 Southampton Rd	2052 Southampton Rd
DU12358	w Mt. Tabor Mission Bptst	1449 Mt. Herman St	DU19134	2058 Southampton Rd	2058 Southampton Rd
DU12363	1021-1025 3rd St West	1021-1025 3rd St	DU19135	2064 Southampton Rd	2064 Southampton Rd
DU12884	1023 7th St West	1023 7th St	DU19137	2070 Southampton Rd	2070 Southampton Rd
DU12885	1011-1013 7th St West	1011-1013 7th St	DU19138	2076 Southampton Rd	2076 Southampton Rd
DU12886	1644 Johnson St	1644 Johnson St	DU19140	2078 Southampton Rd	2078 Southampton Rd

Archaeological

An examination of Florida's Master Site file resulted in ninety-four (94) state and one (1) nationally designated archeological sites within a half mile of I-95. Eighteen (18) of these sites were located within 350 feet of I-95. The nationally registered sites have been designated by the National Register of Historic Places (NRHP). The state designations were assigned by the Florida Division of Historical Resources..

SOUTHERN REGION

The southern region features (See **Table 5.13**) eighteen (18) state and one NRHP designated (Windover) archaeological sites. Two (2) sites are within three hundred and fifty (350) feet of I-95.

Table 5.13 – Southern Region Designated Archaeological Sites

Site ID	Name	Description	Within 350' of I-95
BR00009	Indian Mound Station	Prehistoric burial(s)	
BR00208	Rest Area	Campsite (prehistoric)	Yes
BR01644	Elementary School	Lithic scatter/quarry	
BR00547	Whippet	Prehistoric midden(s)	
BR00548	Zeezeebu	Prehistoric midden(s)	
BR00246	Windover	Prehistoric burial(s)	
BR00565	UWF 1	Campsite (prehistoric)	Yes
BR00568	UWF 5	Homestead	
BR00570	UWF 8	Campsite (prehistoric)	
BR00777	Holder Park	Campsite (prehistoric)	
BR01780	Herndon Homestead	Homestead	
BR01782	Graves Brothers Lumber/Turpentine Camp	Naval stores-related	
BR01851	Scattered Kitchen	Artifact scatter-low density	
BR01852	Pineda	Campsite (prehistoric)	
BR01893	Timmy Site	Land-terrestrial	
BR01941	Viera Broken Glass Site	House	
BR02192	Fox Lake Mound Site	No Description Given	
BR02319	Fountain Shell Feature	Prehistoric shell midden	

**Site ID reference for Florida Master Site file.*

CENTRAL REGION

The central region features twenty nine (29) State and no NRHP designated archaeological sites. Seven (7) sites are within three hundred and fifty (350) feet of I-95. **Table 5.14** provides more information.

Table 5.14 – Central Region Designated Archaeological Sites

Site ID	Name	Description	Within 350' of I-95
VO00630	Harpers Mound(Hawks Ridge Mound)	Prehistoric burial mound(s)	
VO00632	Booze Point	Historic refuse / Dump	Yes
VO00161	Creighton Crossing	Artifact scatter-low density	Yes
VO00203	Cow Creek	Artifact scatter-low density	
VO00253	Historic Dump 2	Historic refuse / Dump	
VO03452	Tomoka-LPGA 1	Campsite (prehistoric)	
VO03455	Steinbach	Artifact scatter-low density	
VO04301	Tomoka-LPGA 2	No Description Given	
VO04302	Tomoka-LPGA 3	No Description Given	
VO04358	Dump	Campsite (prehistoric)	
VO05281	Harley	Land-terrestrial	Yes
VO05282	Christien	Land-terrestrial	Yes
VO07261	The Fowler Site	Homestead	
VO07314	Plantation Blvd. Foundation	House	
VO07495	Alissa's	Artifact scatter-low density	
VO07588	National Gardens Hunt Camp	Campsite (prehistoric)	
VO07667	Doris Leeper Preserve Midden	Land-terrestrial	
VO07668	Pottery Pond	Land-terrestrial	Yes
FL00288	Graham Swamp West	Artifact scatter-low density	
FL00292	Kings Centre Site	Specialized site for procurement of raw materials	
FL00134	St Joseph Still	Historic refuse / Dump	
FL00137	Bulow Still	Historic refuse / Dump	
FL00147	Little Mulberry Dike	Water control structure or dam	
FL00177	Hog	Land-terrestrial	Yes
FL00178	Graham Swamp Mound	Prehistoric burial mound(s)	
FL00210	Stolen Machete	Homestead	Yes
FL00211	Bottle Dump	Homestead	
FL00212	Dropped Pot	Campsite (prehistoric)	
FL00254	Hidden Lakes	Ceramic scatter	

**Site ID reference for Florida Master Site file.*

NORTHERN REGION

The northern region features forty seven (47) state-designated archaeological sites and none designated by the NRHP. Nine (9) sites are within 350 feet of I-95. **Table 5.15** provides more information.

Table 5.15 – Northern Region Designated Archaeological Sites

Site ID	Name	Description	Within 350' of I-95
SJ05339	St. Johns Ridge Hog Trap	Subsurface features are present	
SJ04815	Twin Creek Historic #2	Historic refuse / Dump	
SJ04817	Twin Creek Historic #4	Historic refuse / Dump	
SJ03203	Rhotan Midden	Prehistoric shell midden	
SJ03204	Rhotan Midden	Prehistoric burial mound(s)	
SJ04765	Historic Scatter #1	Homestead	
SJ05030	The Scarlet Letter	Land-terrestrial	
SJ05237	Road To Picolata (SR16)	Historic road segment	Yes
SJ05253	Saoud	Land-terrestrial	
DU00035	Low Mound A	Destroyed	Yes
DU00036	Low Mound B	Destroyed	Yes
DU00161	Revolution's Southernmost Battlefield	Land-terrestrial	
DU19047	Brooklyn Miles	Historic refuse / Dump	
DU19061	Elkins	Campsite (prehistoric)	
DU00646	Broward's Mill	Historic refuse / Dump	
DU00647	Cedar Creek Borrow Pit	Artifact scatter-low density	Yes
DU06810	Riverside	Prehistoric midden(s)	
DU11279	Lost Mill Bend	Land-terrestrial	Yes
DU11280	Concord East	Land-terrestrial	Yes
DU11281	Patrolmen Blue Light Special	Land-terrestrial	Yes
DU11282	Cops On Parade	Land-terrestrial	
DU11517	Mussells Acres	Land-terrestrial	
DU13967	Bartram Park 18	Campsite (prehistoric)	
DU13968	Bartram Park 19	Campsite (prehistoric)	
DU13974	Bartram Park 27	Campsite (prehistoric)	
DU13975	Bartram Park 28	Campsite (prehistoric)	
DU13976	Bartram Park 29	Campsite (prehistoric)	
DU13977	Bartram Park 30	Campsite (prehistoric)	
DU13978	Bartram Park 31	Campsite (prehistoric)	
DU13986	The Bee Mitt	Campsite (prehistoric)	
DU14077	Historic Scatter 1	Homestead	
DU14249	Stonewall	Building remains	
DU14350	Memorial Park	Land-terrestrial	
DU14429	Brooklyn	Building remains	
DU14638	Fas#1	Subsurface features are present	
DU15976	Wounded Knee	Artifact scatter-low density	
DU15982	743 Houston Street, Historic Site	Building remains	
DU15987	Goodyear Site	Land-terrestrial	
DU16003	Esi Site 1	Habitation (prehistoric)	
DU16004	Esi Site 2	Homestead	
DU17727	Jacksonville Mmtc Historic #1	Historic refuse / Dump	Yes

Table 5.16 (Continued) – Northern Region Designated Archaeological Sites

Site ID	Name	Description	Within 350' of I-95
DU17728	Jacksonville Mmtc Historic #2	Historic refuse / Dump	
DU17751	Shands Parking Garage	Land-terrestrial	
DU17794	Cell Tower Site	Homestead	
DU17810	Jax Raceways Site	Land-terrestrial	Yes
NA00725	Trail Crossing	Campsite (prehistoric)	
NA01088	I-95 Underwater	Underwater disposal midden	

**Site ID reference for Florida Master Site file.*

5.6 *Natural Features*

Wetlands

According to the National Wetlands Inventory (NWI), Florida has an abundance of wetlands. The following section details major wetland areas that have the potential to be impacted by proposed improvements to I-95 within the corridor study area.

SOUTHERN REGION

This region passes through and skirts a major strip of wetlands lying to the west of the I-95 study area (**Figure 5.2A - Appendix P**).

CENTRAL REGION

The southern portion of this region has two strips of wetlands on each side of I-95. The remainder of the study area passes through areas with minimal or no wetlands (**Figure 5.2B – Appendix P**).

NORTHERN REGION

This region's study area passes through areas with minimal wetlands and passes through several minor wetland areas (**Figure 5.2C – Appendix P**).

Conservation Lands and Wildlife Corridors

The I-95 SIP study corridor passes through conservation lands and identified wildlife corridors. In an effort to analyze wildlife corridor linkages within the project study area, conservation lands and integrated habitat areas located to the west and east of I-95 are inventoried in the following sections. **Figures 5.3 A**, **B**, and **C** (**Appendix Q**) provide a depiction of these areas.

SOUTHERN REGION

1. St. Sebastian River Preserve. I-95 passes through St. Sebastian River Preserve indicating significant wildlife linkages.
2. Valkaria Expansion/Ten Mile Ridge/South Babcock. I-95 passes through and between these lands indicating significant wildlife linkages.
3. Micco Scrub Sanctuary/Grant Flatwoods Sanctuary. I-95 passes in between these lands indicating significant wildlife linkages.

4. Canaveral Marshes Conservation Area / Bird Lake Marsh. I-95 passes through and between these lands indicating significant wildlife linkages.
5. South Lake Conservation Area / Indian Mound Station sanctuary. I-95 passes between these lands indicating minimal wildlife linkages.
6. North Buck Lake Scrub Sanctuary. I-95 passes along the eastern edge lands. Forested lands on the east side of I-95 indicate minimal wildlife linkages.
7. St. Johns National Wildlife Refuge/Grissom Parkway. I-95 passes through and between these lands indicating minimal wildlife linkages.
8. Merrit Island Wildlife Refuge. I-95 runs between Merrit Island and numerous forested/conservation lands to the west indicating significant wildlife linkages.

CENTRAL REGION

1. Spruce Creek Preserve. I-95 crosses through the west edge of Spruce Creek Preserve. Spruce Creek provides a connection from Spruce Creek Preserve to conservation lands to the west of I-95.
2. Greenbaum East Conservation Easement / River Lakes Conservation Area. I-95 passes between these lands indicating significant wildlife linkages.
3. Bulow State Park. I-95 runs between Bulow State Park and conservation/forested areas to the west of I-95 indicate significant wildlife linkages
4. Turnbull Hammock conservation area to the east of I-95 and abundant forested areas and conservation lands to the west indicate wildlife linkages.
5. Graham Swamp Conservation Area to the east of I-95 with forested lands to the west indicates minimal wildlife linkages.

NORTHERN REGION

1. Pellicer Creek Corridor Conservation Area. I-95 crosses the Pellicer Creek Conservation Area indicating significant wildlife linkages that cross I-95.
2. 12 Mile Swamp. I-95 Passes through western edge of 12 mile swamp. There are assorted conservation areas to the west of I-95 that indicate significant wildlife linkages. This is a known Florida Black Bear Crossing Area.
3. Julington-Durbin Preserve and forested/conservation lands to the east of I-95 indicate significant wildlife linkages that cross I-95.
4. Timucuan Ecological Preserve and forested/conservation lands to the west of I-95 indicate significant wildlife linkages that cross I-95.
5. Four Creeks State Forest\Half Moon Island Preserve. I-95 crosses in between these lands and crosses the Nassau River indicating significant wildlife linkages that cross I-95.

Endangered Species and Habitats

Adjacent habitats were studied to assess the impact I-95 improvements could have on habitats and wildlife. The Integrated Wildlife Habitat Ranking System was used to survey the quality of terrestrial and

aquatic habitat areas. These areas support a wide variety of species. This system ranks quality of habitats on a range of 1-10 (worst to best). These rankings are based on a variety of criteria relevant to habitat and wildlife. Each region is discussed below. Refer to **Figures 5.3A - C** (**Appendix Q**) for further details.

SOUTHERN REGION

Most of the habitats adjacent to the study area range from "below average" to "above average" (3-8) with the majority of the habitat lands with a "below average" value of 2. Much of the lands to the northwest are above average with a habitat value of 8. Much of the lands to the east of I-95 are "below average" with habitat values in the 2-3 range.

CENTRAL REGION

The majority of the central region is bordered by habitats with values from 2-3. There are sporadic habitat areas with "above average" values (6-7).

NORTHERN REGION

Due to the heavy development on both sides of I-95 the majority of the northern region is bordered by habitats with a values from 2-3. Some of the surrounding lands also have "above average" habitat values (7-8).

5.7 *Physical Environment*

Noise Conditions

Potential noise sensitive sites/areas and noise abatement barrier walls are surveyed in this section. Noise sensitive areas surveyed include residential areas and sites located immediately next to I-95. Community facilities such as schools, churches, and hospitals are considered noise sensitive sites. Noise abatement barrier walls are surveyed to identify existing noise sensitive areas.

Potential Noise Sensitive Areas

SOUTHERN REGION

The southern region of I-95 traverses approximately six significant neighborhood areas. Brevard Community College and Astronaut High School are the only community facilities that are on the immediate edge of I-95. See the community facilities section for more information.

CENTRAL REGION

The central region of I-95 traverses two significant neighborhood areas. The Calvary Christian Academy and Daytona Beach Jehovah's Witness are the only community facilities that are on the immediate edge of I-95. See Section 5.3 for more information.

NORTHERN REGION

The northern region of I-95 traverses five significant neighborhood areas. There are many community facilities that border I-95. See Section 5.3 for more information.

Existing Noise Sensitive Areas – Noise Abatement Barrier Walls

There are three (3) noise abatement barrier walls in the southern region: two (2) provide noise abatement for neighborhoods in the City of Melbourne and the third provides noise abatement for a neighborhood in the City of Titusville. There are no noise abatement barrier walls in the central region. The northern region has three (3) stretches of noise abatement barrier walls, all of which provide noise abatement for neighborhoods that are south of the Jacksonville downtown area.

Air Quality

Air quality standards are established by the United States Environmental Protection Agency (EPA). These standards are established according to risks to public health and the air is monitored for lead, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and ozone. The EPA designates areas as "attainment" (meeting or exceeding) or "non-attainment" (not meeting) relative to ground-level ozone standards established. Currently all of the six counties included in the I-95 project corridor have been designated as in "attainment" and are considered to have good air quality according to the Florida Ambient Air Quality Standards. Florida has reported to the EPA (March 2009) that the study area counties were in "attainment" and expect the counties will remain in "attainment" for the 2010 designations.

Contamination

This section inventories existing and potential contamination sites. Existing contamination sites are surveyed by examining GIS data for known brownfields and petroleum contamination sites. Potential contamination sites were examined as well as nearby gas stations and National Pollutant Discharge Elimination System (NDPES) permitted sites.

Brownfields

Brownfields are abandoned or underused industrial and commercial facilities that are available to be re-used. A brownfield location typically has been contaminated by low concentrations of hazardous waste or pollution, and has the potential to be re-used once the land has been cleaned up. The following is a list of brownfields that have been identified along I-95's Right-of-Way.

1. Melbourne Economic Enhancement District is located northwest of downtown Melbourne to the northwest.
2. Daytona Beach Area (Daytona Beach Regional Airport)
3. Cecil Field, I.I. Park and Philips Highway Corridor. There are two locations for this brownfield in the southern and northern part of Downtown Jacksonville.
4. The Pilot Project Area and Southside Community Redevelopment Areas are located north of the river in Downtown Jacksonville.

5. The Kings Avenue Area and part of the Southside Community Areas border I-95 south of the river in Downtown Jacksonville.
6. Jax Raceways Area is located about 10 miles north of Downtown Jacksonville.

Petroleum Contamination Sites

For planning-level screening analysis for the I-95 SIP, petroleum contamination facilities identified via a Geographic Information Systems (GIS) from the Florida Geographic Data Library (FGDL) was consulted and analyzed to determine all facilities within a half mile of the 222-mile I-95 corridor. The following regional synopsis includes the following:

SOUTHERN REGION

There are thirty-two (32) sites with petroleum contamination within 0.5 miles of I-95. Sixteen (16) are immediately next to I-95.

CENTRAL REGION

There are twenty-nine (29) sites with petroleum contamination within 0.5 miles of I-95. Seven (7) are immediately next to I-95.

NORTHERN REGION

There are 69 sites with petroleum contamination within 0.5 miles of I-95. Of those sites, 22 are immediately adjacent to I-95.

Potential Petroleum Contamination Sites

For I-95 SIP planning level analysis purposes, a 0.5 mile buffer along the 222-mile project corridor was considered to identify all known gas stations within the criteria area in order to identify potential source locations for possible contamination sites.

SOUTHERN REGION

The southern region has 11 gas stations within 0.5 miles of I-95.

CENTRAL REGION

The central region has 15 gas stations within 0.5 miles of I-95.

NORTHERN REGION

The northern region has 27 gas stations within 0.5 miles of I-95.

5.8 *Drainage Patterns and Floodzones*

This section examines floodzones and drainage basins traversed by the I-95 SIP corridor. It should be noted that the entire stretch of the I-95 SIP corridor is within the St. Johns River Water Management District (SJRWMD). Additionally, six (6) drainage basins with established Total Maximum Daily Load (TMDL) levels are located within the study corridor. The topography of the I-95 SIP corridor is typically very few feet above the actual sea level. Just like much of Florida, the I-95 corridor is affected by flooding according to the Federal Emergency Management Agency (FEMA).

FEMA designates areas where flooding may cause more of a hazard than other areas, and depicts these areas on Flood Insurance Rate Maps (FIRM). Areas within the 100-Year floodplain where flooding would pose an eminent hazard to development are also depicted on these maps. Designated hazard areas are identified as a Special Flood Hazard Area (SFHA) which are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood, or 100-year flood. For the purpose of the I-95 SIP, floodplain analysis for this section is limited to the 100-year floodzone within the southern, central, and northern regions.

SOUTHERN REGION

The I-95 corridor is affected by many flood hazard areas in the southern corridor. More specifically, areas near Micco and the Brevard/Indian River County border, the City of Melbourne between exit 180 and exit 183, in Rockledge between exits 195 and 201, and areas north of Titusville around Mims from exits 223 to 231 as well. Sporadic flood hazard areas 100-year floodzones also occur throughout the entire southern region (**Figure 5.4A – Appendix R**)

CENTRAL REGION

The central region skirts the edge of or passes through some minor flood hazard areas with many segments outside any flood hazard areas. Areas of concern that are within the 100-year floodzones include areas near the Brevard/Volusia County border around exit 231 to around exit 244. Areas near New Smyrna Beach from exit 249 to 256 in Port Orange are also within 100-year floodzones. Sporadic areas of 100-year floodzones also occur throughout the Daytona Beach area and continue a similar pattern into Flagler County (**Figure 5.4B – Appendix R**).

NORTHERN REGION

The northern region of the I-95 corridor contains flood hazard areas. Minor 100-year floodzones are noticeable from exit 311 in South St. Augustine to exit 323. From exit 323 to 329, several large portions of I-95 are identified within the I-95 floodzones. From north of exit 329, however, the I-95 corridor does not contain any areas located within a floodzone until it reaches the St. Johns, Trout, and Nassau rivers (**Figure 5.4C – Appendix R**).

South of the City of Jacksonville, there are some minor floodzone areas. But the corridor is mostly outside of any 100-year floodzone areas. Downtown and areas north of Jacksonville contain some 100-year floodzone areas, especially when the corridor crosses the St. Johns River near both the east and west river banks. Other 100-year floodzone areas crossing I-95 include the areas between exit 357 and exit 358 crossing the Trout River, and at the Duval County/Nassau County line crossing the Nassau River.

5.9 Sinkhole Susceptibility and Supporting Soil Data

Sinkholes are a natural and common geological feature in areas underlain by limestone and other rock types that are soluble in natural water. The term "sinkhole" is used for closed depressions in the land surface that are formed by surficial solution, or by subsidence or collapse of surficial materials owing to the solution of near-surface limestone or other soluble rocks. The Florida Department of Environmental

Protection (FDEP) has determined that a 30'-200' thick cover of incohesive sand typically yields lower occurrences of sinkholes. Per Florida Geologic Survey (FGS) data, there is one sinkhole that has occurred within the corridor study area of I-95. This sinkhole occurred to west of the northbound lanes near Exit #273. The remainder of the study area shows only one other sinkhole within two miles of I-95. The southern portion of the study area indicates a low occurrence of sinkholes, with a cover of incohesive sand between 30'-200' thick. Aside from the area within two (2) miles of I-95, the area between Daytona Beach and St Augustine contains numerous sinkholes with cohesive clay sediments between 30'-200' thick.

5.10 *Hurricane Damage Susceptibility*

Florida is a hurricane prone state. I-95 currently serves as a major hurricane evacuation route for the entire state of Florida. Some regions are more susceptible to hurricanes than others in Florida. The following section provides an inventory of hurricane damage susceptibility by region. The regions have been mapped with areas scaled from "low risk" to "high risk" (**Figures 5.5A - C – Appendix R**). The total risk for coastal areas is comprised of a combination of effects of inland flooding, storm surge, and wind damage associated with hurricanes provided by the National Oceanic and Atmospheric Administration's (NOAA) Coastal Risk Atlas Database. The Coastal Risk Atlas Database is a comprehensive database which takes into account the impact from previous hurricanes and has been compiled for GIS and planning purposes.

SOUTHERN REGION

This region of the I-95 project corridor is primarily "low risk" for hurricane damage. There are some areas in the north (Titusville and Mims to the Brevard County line) that have a "medium risk" or higher for hurricane damage.

CENTRAL REGION

This region in which the I-95 project corridor traverses is primarily "medium risk" for hurricane damage. The vast majority of the Volusia County segment passes through "medium risk" areas. The Flagler county areas are all "medium low" risk. Ormond by the Sea and New Smyrna beaches have pose some high risk areas that are within a few miles of I-95.

NORTHERN REGION

This region in which the I-95 project corridor traverses is primarily "low risk" for hurricane damage. The study area passes through several "medium" to "medium-high" areas. The northern regions "high risk" areas center on water crossings such as the St Johns, Trout, and Nassau rivers. It should be noted that the bridge crossing the St Johns River closes when sustained winds exceed 40 miles per hour. Since I-95 is a major evacuation route this could cause major delays and possibly prevent evacuees from vacating the area.

CHAPTER 6 - Existing Safety Conditions

This Chapter of the I-95 Sketch Interstate Plan (SIP) Existing Conditions Report provides a safety review of the project corridor in order to provide summaries of total number of crashes by FDOT TranStat Roadway Characteristic Inventory (RCI) Roadway ID and to identify the high crash roadway segments within the study area. This safety review consists of analysis of crash data utilizing FDOT generated crash data reports from the Crash Analysis Reporting System (CARS) Database. The data provided includes information for all available crashes along I-95 for the years 2003-2007. Based on the history of crashes, planning-level decisions pertaining to the need for additional capacity, improvements to geometrics, or modification to access points can potentially be identified and prioritized.

6.1 Crash Locations

From 2003-2007, the I-95 study area corridor experienced 10,346 crashes. **Table 6.1** describes the breakdown of total crashes by County by FDOT RCI Roadway ID per year.

Table 6.1: Total Crashes by Roadway (2003-2007)

Roadway Segment				Total Crashes By Year					
County	Section	From (MP)	To (MP)	2003	2004	2005	2006	2007	TOTAL CRASHES
Brevard	70220000	0.000	41.503	214	243	278	229	359	1,323
	70225000	0.000	31.190	135	160	130	127	208	760
Volusia	79002000	0.000	45.804	241	269	341	282	308	1,441
Flagler	73001000	0.000	18.729	115	127	197	251	165	855
St. Johns	78080000	0.000	34.855	382	276	277	281	264	1,480
Duval	72280000	0.000	16.793	190	264	344	258	253	1,309
	72020000	0.000	10.593	397	506	628	599	443	2,573
	72290000	0.000	10.513	76	78	67	88	89	398
Nassau	74160000	0.000	12.226	33	33	43	54	44	207

Source: CARS (2003-2007) Database

6.2 High Crash Rate Frequency Locations

Analysis of high crash frequency locations and fatalities for each of the six counties the project traverses was conducted by reviewing existing crash data from the years 2003-2007 and referencing aerials for assistance. Mileposts in which more than 20 crashes occurred within the five year period have been evaluated. There were some instances where there were 19 crashes at a particular Milepost and since

these were on the cusp, they have also been evaluated. In addition to the high frequency crash locations, Mileposts with more than one crash resulting in a fatality has also been analyzed. The majority of the crashes along the project corridor were rear end collisions. This is indicative of abrupt braking which is commonly related to traffic congestion or tight horizontal roadway curves. Review of the existing crash data indicates that crash locations in which there was existing lighting had far fewer fatalities than the southern section of the project corridor which does not have any lighting. The majority of the corridor does not have lighting with the exception of the Jacksonville area, near interchanges, and at rest areas. A Lighting Justification Report (LJR) is recommended to determine compliance with current Department standards as part of a future phase of the project. Numerous high frequency crash locations had no obvious contributing factor indicating any particular need for roadway improvements. Below is a summary of the findings for each of the six counties in the project corridor.

BREVARD COUNTY - ROADWAY ID 70220000

This section of roadway in Brevard County has three crash "hot spots" as shown in **Table 6.2**. Two of these locations are at segments approaching a horizontal curve, which may be a contributing factor to the high frequency of crashes. Insufficient lighting may also be a contributing cause for night time accidents. Analysis also showed that in a few instances, crashes involved vehicles hitting a tree/shrub. Clear zones should particularly be evaluated in these locations. One location involved two accidents which resulted in two fatalities. This was at a rest station ramp. This ramp may need a safety evaluation.

Table 6.2: Roadway 70220000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Light Conditon: Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
2	8.42	2	0	2	Ramp to rest station / Safety Evaluation
31	19.68	0	10	31	Approach to horizontal curve/Lighting
19	26.58	1	6	19	Lighting
2	27.34	3	0	2	None
37	34.82	1	12	36	Approach to horizontal curve / Lighting/Clear Zones

BREVARD COUNTY – ROADWAY ID 70225000

This segment of I-95 in the northern half of Brevard County has two crash "hot spots" as shown in **Table 6.3**. A possible contributing factor for the first location is an approach to a horizontal curve. For both of the "hot spots", lack of lighting may have been a contributing factor to the night time accidents. Two locations were identified consisting of two accidents each resulting in a total of five fatalities. One location is at a ramp gore and the other is at horizontal curve approach. Both locations should be analyzed for possible roadway safety improvements.

Table 6.3: Roadway 70225000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
21	2.17	0	6	20	Approach to curve/Lighting
24	2.92	1	8	23	Lighting
2	22.02	2	0	2	At Ramp Gore
2	26.25	3	0	2	Approaching Horizontal Curve

VOLUSIA COUNTY – ROADWAY ID 79002000

In Volusia County, nine "hot spots" have been identified as shown in **Table 6.4**. Two of these locations were at approaches to curves which may be contributing factors to some of the crashes. The other seven locations had no obvious contributing factors. Insufficient lighting may have been a factor for some of the night time crashes. Two crashes resulting in two fatalities occurred at Mile Post 5.452. This location is at a horizontal curve approach which may have been a contributing factor.

Table 6.4: Roadway 79002000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
2	5.452	2	0	2	Approach to horizontal curve
19	6.452	0	10	19	Lighting
20	18.34	0	8	20	Approach to horizontal curve/Lighting
34	30.2	1	11	33	Lighting
3	31.63	3	3	3	Lighting
27	36.28	0	8	25	Lighting
24	37.28	3	10	23	Lighting
27	39.84	0	7	27	Lighting
19	41.89	1	7	19	Approach to horizontal curve/Lighting
20	42.89	0	5	19	Lighting
37	44.8	4	8	35	Lighting

FLAGLER COUNTY – ROADWAY ID 73001000

Although Flagler County did not have any crash locations resulting in two or more accidents with fatalities, 11 "hot spots" were identified as shown in **Table 6.5**. One location was at a ramp gore which could be a contributing cause. Another location had several accidents in which vehicles hit a tree/shrub. The clear zone at this location may need to be increased. Insufficient lighting is a possible contributing factor at all the "hot spots" for the night time accidents.

Table 6.5: Roadway 73001000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
26	1	0	10	25	Lighting
21	2.24	1	11	20	Lighting/Clear Zone
19	3.24	1	8	19	Lighting
32	4.24	1	13	31	Lighting
32	6.286	0	8	29	Lighting
23	7.286	0	6	23	At Ramp Gore/Lighting
26	9.058	2	7	26	Lighting
30	10.06	2	9	30	Lighting
23	13.07	0	13	23	Lighting
19	14.07	1	8	18	Lighting
20	15.07	1	8	19	Lighting

ST. JOHNS COUNTY – ROADWAY ID 78080000

Two (2) locations (MP 2.971 and 20.789) along I-95 have been identified in St. Johns as having two or more accidents resulting in fatalities as shown in **Table 6.6**. These crashes are at a horizontal curve and at the ramp of an interchange and should be evaluated for possible safety improvements. Horizontal curves at three "hot spots" and a ramp merge at another location may be contributing factors to crashes. Similar to the segments of I-95 south of St. Johns, lack of roadway lighting may be a contributing factor of the night time crashes.

Table 6.6: Roadway 78080000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
19	2.971	2	4	19	Horizontal Curve/Lighting
20	5.115	0	3	20	Ramp Merge/Lighting
30	6.115	0	6	27	Lighting
30	9.137	0	10	30	Lighting
24	11.8	0	4	24	Lighting
25	12.8	0	11	24	Horizontal Curve/Lighting
25	14.83	0	6	23	Lighting
32	19.45	1	11	32	Lighting
2	20.79	2	1	2	At Ramp
19	21.49	0	10	19	Lighting
28	22.49	1	8	27	Lighting
24	25.15	0	6	24	Lighting
29	27.17	1	14	29	Lighting
19	28.17	1	5	18	Lighting
30	30.04	0	11	30	Lighting
36	33.07	0	5	35	Lighting
19	34.07	0	3	19	Horizontal Curve/Lighting

DUVAL COUNTY – ROADWAY ID 72280000

I-95 in Duval County has lighting along the corridor in the Jacksonville area which may be one of the reasons for a decrease in accidents when compared to the counties to the south, which do not have lighting along the corridor. Eight (8) "hot spots" have been identified with possible contributing factors for the three of the locations being ramps, ramp merges, and horizontal curve geometry. The other five locations have no obvious contributing factors to the crashes. **Table 6.7** provides crash summary information.

Table 6.7: Roadway 72280000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
19	8.815	0	0	19	None
2	9.065	2	0	2	At Ramp
20	9.862	0	0	19	None
24	11.16	0	0	24	None
23	11.94	0	0	22	Ramp Merge
35	12.19	0	0	35	None
24	14.02	0	0	24	None
19	14.52	0	0	19	Horizontal Curve
31	16.33	0	0	31	None

DUVAL COUNTY – ROADWAY ID 72020000

A significant decrease of crashes in this northern segment of I-95 in Duval County has been identified. Two (2) "hot spots" identified may have contributing causes related to horizontal and vertical curves. These two locations should be analyzed for possible roadway safety improvements. One fatality "hot spot" may be due to horizontal curve geometry which should also be analyzed. **Table 6.8** below provides a summary of the crashes.

Table 6.8: Roadway 72020000 High Crash Rate Summary (2003-2007)

Crash Total	MP	Fatalities	Dark (No Street Light)	End Collisions	Possible Contributing Factor / Improvement Need
2	4.404	2	0	2	None
21	6.342	0	0	21	Horizontal & Vertical Curve
23	6.611	0	0	23	Approach to Vertical Curve
2	9.169	4	0	2	Horizontal Curve

DUVAL COUNTY – ROADWAY ID 72290000

No high frequency crash locations or fatality "hot spots" have been identified along this segment of I-95 in Duval County.

NASSAU – ROADWAY ID 74160000

No high frequency crash locations or fatality "hot spots" have been identified along I-95 in Duval County.

6.3 Crash Rates and Historical Trends

Summary tables from the US Department of Transportation's Bureau of Transportation Statistics note that in 2006 (the most recent data available) there were an estimated 5,973,000 vehicle collisions in the United States; of those approximately 2,575,000 (43% of total US crashes) resulted in one or more injuries and 42,642 (0.7% of total US crashes) included at least one fatality. The Florida Department of Highway Safety and Motor Vehicles (DHSMV) have also posted data pertaining to 2006 crash frequencies. According to DHSMV's data set, 4.3% or 1-in-23 (256,200 crashes) of the nation's crashes occurred in the state of Florida. The severity of the crashes occurring in the state of Florida appears to be higher than the national average with 137,282 crashes (54% of total Florida crashes) involving at least one injury, and 3,084 crashes (1.2% of total Florida crashes) experiencing a fatality. This record indicates that safety improvements to the state's infrastructure are required to reduce the number of crashes and to reduce the severity of injuries.

FDOT provided the High Crash Roadway Segment listing and crash report summaries for the six counties in the study area for the five-year period beginning in 2003 and ending in 2007. To be classified as a high crash segment based on FDOT methodology; a roadway segment must include a minimum of eight crashes during the analysis period. High crash segment lengths and locations were also identified by FDOT using standard practices. The data was filtered and sorted by route, county, section and Mile Post

to locate the high crash segments and determine the existence of any trends that would indicate the potential for specific system improvements or regulation changes as part of the alternatives development.

The High Crash Roadway Segment information included total number of crashes, injured persons, and fatalities on the segment. This data was used to analyze crash and injury frequencies along the corridor. FDOT calculated a crash rate for each segment based on the exposure of the section, in million vehicle miles traveled (MVMT). These crash rates were reviewed using the standard equation for calculating segment crash rates (detailed below). The corridor crash rates were compared to FDOT's statewide average and the calculated district average rate for rural or urban interstates, depending on the functional classification of the particular segment. This comparison was used to determine the level of magnitude that the segment's crash rate exceeded the average rate for its functional classification. In addition, the crash rates for the study corridor were analyzed to identify freeway segments where crash rates were exceptionally high. Straight line diagrams and aerial photography of the identified peak crash rate locations were reviewed to determine if there are geometric features that may be related to these high crash rates. In locations without obvious geometric concerns, individual crash records were reviewed for the specific segment to define a common contributing factor in the crash history.

$$\text{Crash Rate} = \frac{\text{Number of Crashes} \times 1{,}000{,}000}{\text{AADT} \times 365 \text{ days/year} \times \text{Number Years} \times \text{Segment Length}}$$

FDOT reports AADT volumes for each crash which occurs on a roadway segment based on the historical count data. These count volumes are then averaged for use in computing high crash segment crash rates. For purposes of this study, all reported AADT volumes will represent the average for that segment over the five year period.

Table 6.9 contains corridor level, high crash segment, and statewide statistics for the overall corridor that extends from the Brevard County/Indian River County border north to the Florida/Georgia state line. The crash rates presented for the project area are based on crash data for the years 2003-2007, while the statewide statistics are based on 2007 crash data.

Table 6.9: 2003 – 2007 I-95 SIP Study Area Crash Statistics

A. OVERALL I-95 STATISTICS

CATEGORY	CORRIDOR	RURAL INTERSTATE	URBAN INTERSTATE
LENGTH (MILES)	222.18	93.85	128.33
CORRIDOR CRASH RATE	0.312	-	-
CRASHES	10,346	-	-
FATALITIES	300	-	-
INJURIES	10,155	-	-
VEHICLES	19,754	-	-

B. I-95 HIGH CRASH SEGMENT STATISTICS

CATEGORY	CORRIDOR	RURAL INTERSTATE	URBAN INTERSTATE
LENGTH (MILES)	37.88	19.94	17.94
CRASHES	5,002	1,436	3,566
AADT[1,3]	59,043	47,816	72,860
AVERAGE CRASH RATE[1]	0.995	0.879	1.149
FATALITIES	106	39	67
INJURIES	4,693	1,220	3,473

C. STATEWIDE and DISTRICT STATISTICS

CATEGORY	CORRIDOR	RURAL INTERSTATE	URBAN INTERSTATE
DISTRICT CRASH RATE[2]	0.417	0.359	0.488
STATEWIDE CRASH RATE	-	0.361	0.711

[1]average of high crash segments,
[2]average of Average District Crash rates for Interstate classifications
[3]Year 2005

The State of Florida interstate system is divided into Rural and Urban classifications. The average statewide crash rate per million vehicle miles traveled is 0.361 crashes/MVMT for Rural Interstates and 0.711 crashes/MVMT for Urban Interstates, as provided by FDOT State Safety Office personnel. FDOT also provides district crash rates that are based on the functional classification of the facility and are specific for each FDOT District; corridor-wide averages of these rates are provided in comparison to the statewide average. The calculated crash rate for the entire I-95 study area was found to be 0.312 crashes/MVMT, less than even the rural statewide and district crash rates; this implies that while the high crash segments are problematic, the study area as a whole is experiencing a better than average crash rate.

Crash frequency and crash rate are two related factors to consider when evaluating safety issues on a corridor. **Figures 6.1A - C** (**Appendix T**) show the frequency of total crashes from 2003-2007. **Figures 6.2A - C** (**Appendix U**) depict the high crash segments along the corridor and **Figures 6.3A - C** (**Appendix V**) depict the total injuries for the high crash segments along the corridor. With the exception of Duval County, the number of crashes on any segment in the corridor is less than 100. In fact, outside of Duval County and an area comprising northern Volusia County and Flagler County, the crash frequencies are less than 50 for any high crash segment. However, there are 969 crashes in Duval County on a two-mile segment of I-95 in the heart of downtown Jacksonville.

The length of the roadway segment has an impact on the crash rate, in that shorter segments will have a higher crash rate than longer segments with the same number of crashes. **Figures 6.4 A - C**

(**Appendix W**) demonstrate the crash rates for the high crash segments along the corridor, as well as the District "average" crash rates along the I-95 corridor. The highest crash rate (2.364 crashes/MVMT), does not occur in the location with the highest crash frequency; instead, it is located on a 0.1-mile segment of Flagler County that has an ADT of 62,580 vehicles per day. This segment had 27 crashes during the study period, and is the only segment with a crash rate greater than 2.0. The highest crash frequency segment, located in downtown Jacksonville, has the second highest crash rate of 1.842 crashes/MVMT over two miles. Traffic volume on this segment averages 144,080 vehicles per day.

The information presented in both **Figures 6.1** and **6.3** indicate the following areas of safety concern:

- Duval County, downtown Jacksonville
- Flagler County between Flagler Beach and Palm Coast , state Mile Post 287.5 to 287.6
- Brevard County, state Mile Post 228.7 to 228.8
- St. Johns County, state Mile Post 314.5 to 314.6

Duval County

The section of I-95 going through downtown Jacksonville is 10.567 miles long; of this, 5.8 miles are considered high crash segments. The longest high crash segment within this section (2.0 miles), has the largest frequency of crashes and the second highest crash rate in the study corridor; additionally, it is the highest crash rate in the county. The segment begins at state Mile Post 351.9. This segment has the second highest high crash segment ADT (144,080 vehicles per day) of the entire study corridor, which is double the average urban high crash segment ADT for the study corridor. It is located just north of the St. Johns River and includes 14 local street ramps in addition to the I-10/I-95 systems interchange. At least four of the local street ramps are left side entrance or exit ramps which can be problematic for driver expectancy. The sheer volume of traffic combined with the number of access points creates a safety issue, which is then made worse by creating merge/diverge areas on both sides of the freeway.

Construction is currently ongoing in this area which will add capacity to I-95 and develop collector-distributor systems to reduce the number of conflict points on the mainline. These improvements will presumably reduce the crash rates within the improvement area. Future evaluations should be completed once these improvements have been in place and traffic adjusts to determine if any further improvements should be recommended to address safety.

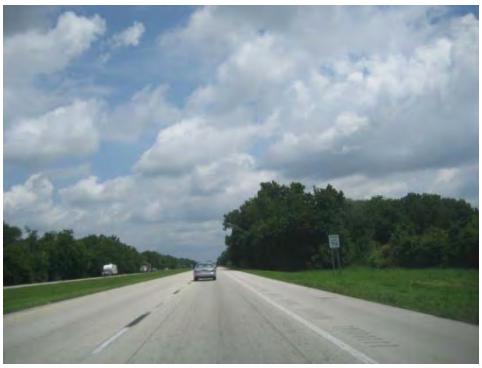
Flagler County

The highest crash rate in the study corridor is in the area of I-95 between Flagler Beach and Palm Coast in Flagler County beginning at state Mile Post 287.5. One evident reason for the high rate is that the segment is only 0.1 mile long; however, 27 crashes occurring in such a small area is noteworthy, especially considering that the ADT is only 62,580 vehicles per day. This segment of I-95 is a flat, tangent section with no ramps in the vicinity. There is a 6'x4'x174' concrete box culvert in the segment, but otherwise there are no significant structures. A closer review of the crash reports for this section shows seven sideswipe crashes and six crashes that were either a vehicle overturning, running off the road into water, or running into a ditch crash type. The high crash rate for this segment and the percentage of crashes that appear to involve a loss of vehicular control indicate a need to further analyze the area to determine if there is a common factor among these crashes. Besides having the segment with the highest crash rate, Flagler County is the only county other than Duval County that has crash frequencies greater than 50, even though it has the lowest county-wide Urban ADT in the study

corridor. The resources used for this study do not provide an explanation for this increase. Further review of the police crash reports is recommended to resolve this concern.

Brevard County

The third highest crash rate in the study area is located in Brevard County at state mile post 228.7 between the Main Street and SR 46 interchanges, north of rest area #105. The high crash segment is in the vicinity of a railroad overpass, but the crash types do not seem to be related to the overpass. The segment falls on a 1°50' curve with a deflection of 29°50'. The crash trends appear to support that the curve is relevant as half of the 40 crashes on this segment were overturned vehicles and another five hit guardrails or went into a ditch. A further review of this area should be performed to determine what aspects of this curve are causing the high number of crashes on this freeway segment.



St. Johns County

The fourth highest crash rate segment occurred in St. Johns County just south of the CR 210 interchange beginning at state Mile Post 328.15. This segment of I-95 is a tangent portion of freeway between reverse curves. Crash history in the vicinity indicates that of the twenty crashes reported on this segment of I-95, six were sideswipe crashes and five involved the at-fault driver leaving the travel way. The combination of these crash types imply the drivers are losing control of their vehicles, and the likely causes would be the reverse curves and nearby interchange. A further review of the detailed crash reports could provide more insight into what could be done to address these crashes.

6.4 Crash Costs

Within the study area, 300 fatalities (**Figure 6.5**) and 10,155 injuries (**Figure 6.6**) were recorded on I-95 between 2003 and 2007. The Federal Highway Administration issued crash costs in a 2005 document titled "Crash Cost Estimates by Maximum Police-Reported Severity within Selected Crash Geometries." The report listed human capital costs and comprehensive societal costs of crashes by severity using 2001 dollars. Human capital costs are defined as medical care, emergency services, property damage, and lost productivity. Comprehensive societal costs include not only the human capital costs but also the nonmonetary costs associated with the reduction in quality of life. The 2001 costs were updated using 2008 consumer price indices (human capital cost) and employment cost indices (remainder of the comprehensive societal costs). Based on these figures, the crash history has cost society approximately $1.8 billion, or $363 million per year (**Table 6.10**).

Table 6.10: I-95 Sip Study Area Crash Costs (5 Years, 2008 Dollars)

Category	Frequency	Human Capital Cost Per Crash	Comprehensive Societal Cost Per Crash	Human Capital Total Cost	Comprehensive Societal Total Cost
Fatality Crashes	259	$1,514,300	$4,828,300	$392,203,700	$1,250,529,700
Injury Crashes	5,487	$50,900	$95,400	$279,288,300	$523,459,800
Property Damage Only Crashes	4,657	$7,800	$9,000	$36,324,600	$41,913,000
Total				$707,816,600	$1,815,902,500

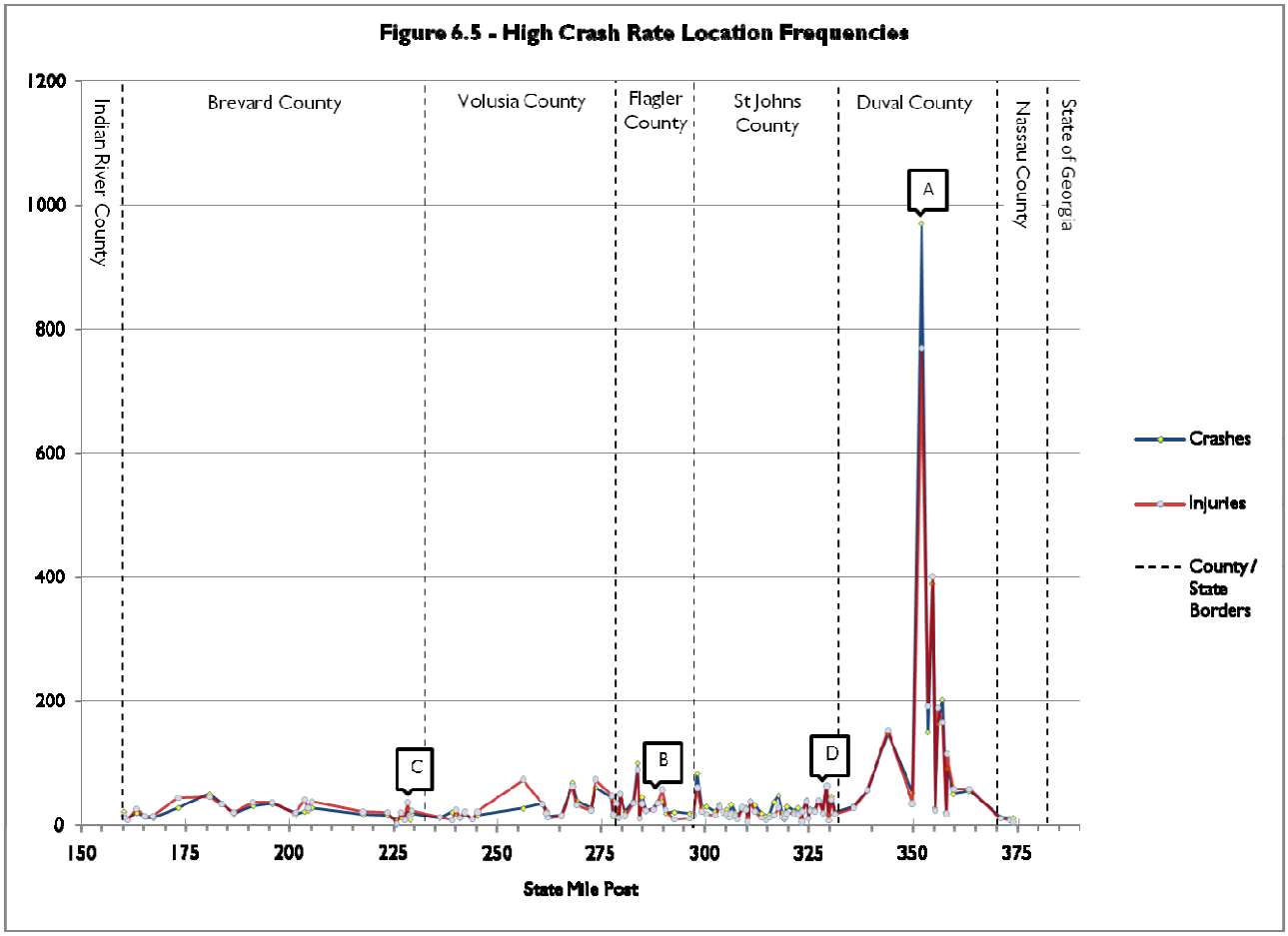
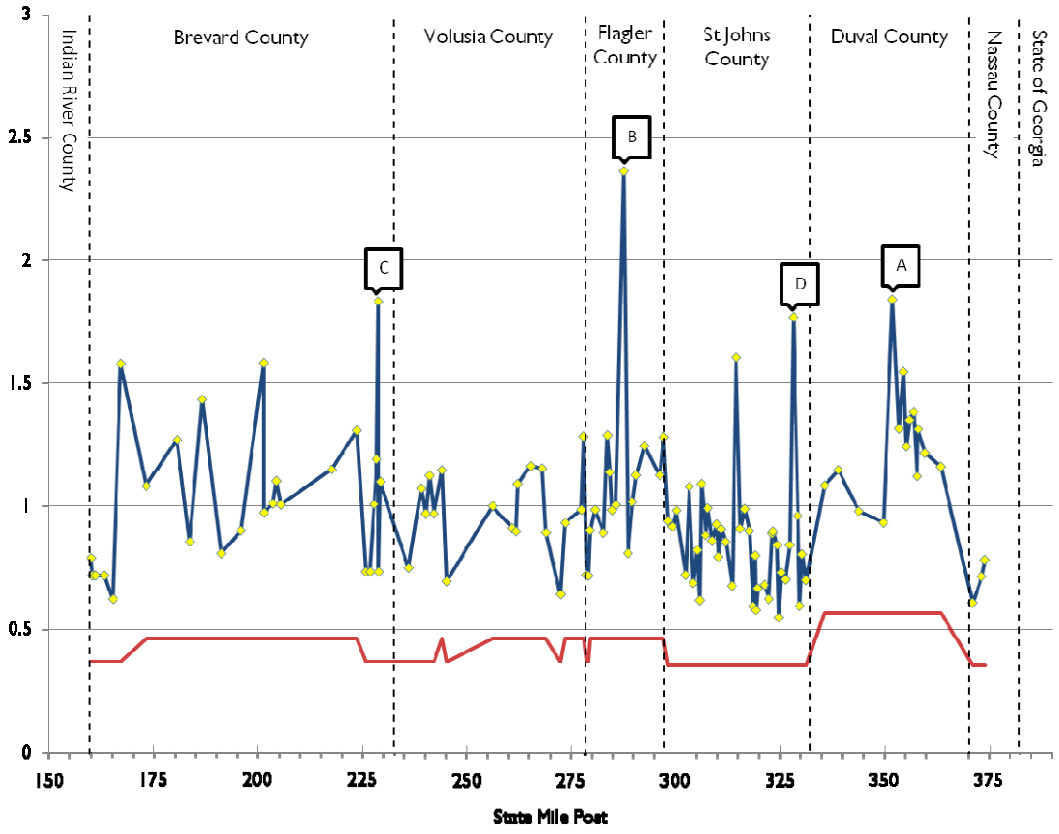


Figure 6.6 - High Crash Rate Location Rates



CHAPTER 7 - Existing Transit and Multi-Use Facilities

This section of the I-95 Sketch Plan Existing Conditions Report describes the existing transit and multi-use facilities located within the project corridor. State, regional, county and local agencies' transit plans, transit routes and transit facilities were inventoried and reviewed to produce a comprehensive listing of current transit and multi-use accommodations on and around I-95 from the Indian River / Brevard County line to the Florida / Georgia State line (**Figures 7.1A - C – Appendix X**).

7.1 Transit Facilities

Brevard County

The majority of the existing transit service in Brevard County is provided by the Space Coast Area Transit (SCAT) agency. Space Coast Area Transit assists in operating fixed route service and provides paratransit service. SCAT also provides a Commuter Assistance Program that helps commuters find alternate ways to travel other than single occupancy vehicles. Local buses and trolleys are the predominant mode of transit provided by SCAT.

Currently, SCAT does not provide transit service on the mainline of I-95. Transit service around and near the project corridor are served by the following bus and/or trolley routes:

- Route 1: Melbourne to Titusville – A long south-north route that originates on Malabar Road in Melbourne, located in southern Brevard County, and heads north to South Street in Titusville, located in northern Brevard County. This route crosses I-95 at Malabar Road, Wickham Road, and Barnes Boulevard. This route is the primary south-north route in Brevard County.

- Route 22: Palm Bay South – A bus route located on the western side of I-95 that starts and ends at the intersection of Palm Bay Road and Culver Drive, an intersection that is within 2,000 feet of the Palm Bay Road and I-95 Interchange.

- Route 23: West Palm Bay – A bus route that is west of Route 22, but follows along Palm Bay Road east of Minton Road and terminates/originates within 4,000 feet of the Palm Bay Road and I-95 Interchange.

- Route 25: Palm Bay Connector – A bus route located north of Routes 22 and 23 that crosses I-95 at Minton Road and Palm Bay Road.

- Route 24: Melbourne – A bus route that is east of I-95 with the westernmost leg along John Roads Boulevard located within 2,000 feet of I-95.

- Route 2: Titusville – A bus route located east of I-95 with the routes westernmost leg located along SR 405, 1,500 feet from I-95.

Bus / trolley service provides access to major shopping centers, government centers, social service agencies, colleges and universities, libraries, and hospitals. The fares on these routes range from $0.60

for a discount fare (seniors, veterans, students, etc) to $1.25 for a regular fare. Bikes and surfboards are permitted on all buses and trolleys provided there is room.

SCAT provides two different vanpool programs; a Vanpool leasing program for commuter groups where commuters share the ride and cost of going to / from work each day, and a Vanpool program for not-for-profit Social Service Agencies in which they pay a monthly fee for a van, driver, and fuel, and have the van on a seven-day-a-week / 24 hour basis. Vanpool routes are determined by the individual vanpools and not-for-profit agencies using the vans. This Vanpool program consists of the following:

- Active Fleet – 86
- Agency Vans – 50
- Commuter – Kennedy Space Center (KSC) / Cape Canaveral Air Force Station (CCAFS) – 31
- Commuter – Misc. – 5

The Vanpool program was approved by Brevard County over twenty years ago and has been very successful. Over 30,000 passengers travel 175,000 miles per month in the SCAT vanpool program. The Vanpool program is operated and maintained by VPSI, Inc.

SCAT also incorporates Park-&-Ride lots. There are two existing Park-&-Ride lots; one is located within an eighth of a mile of I-95 at Eau Gallie Boulevard in Melbourne, and the second is located at Emerson Road west of I-95 in Palm Bay. Both existing Park-&-Ride lots provide shelters, bicycle and pedestrian accommodations, and parking spaces for car/vanpools. In 2009, a new Park-&-Ride lot is scheduled for completion west of I-95 on Porado Road near Stadium Parkway and Viera Boulevard.

The SCAT Commuter Assistance Program assists commuters in finding alternate means of travel other than single occupancy vehicles. The Commuter Assistance Program provides the following services at no charge to the commuter: rideshare matching, guaranteed ride home, fixed route bus service trip planning, employer parking incentive programs, telecommuting options, vanpool leasing programs, bicycle commuting programs, and pedestrian commuting programs. In addition, the SCAT Commuter Assistance Program also assists companies develop Transportation Demand Management (TDM) Programs.

Volusia County

Transit in Volusia County is provided primarily by Volusia County's Public Transportation System, known as VOTRAN. VOTRAN operates fixed route bus services, paratransit service, and trolley systems. VOTRAN also operates a Commuter Assistance Program, which offers rideshare matching, guaranteed ride home, and Park-&-Ride lots for commuters in Volusia County.

Currently, VOTRAN does not offer any transit service on the mainline of I-95. Transit service around and near the project corridor are served by the following fixed bus routes:

- Route 12: Clyde Morris – A bus route that primarily circulates South Daytona and Port Orange east of I-95, this route crosses under I-95 at Taylor Road (SR 421). The route then reverses course at the Westport Square Shopping Plaza, located within 1,000 feet of I-95.

- Route 60: East-West Connector – A cross-county bus route that begins east of I-95 at the VOTRAN Transfer Plaza located next to the Volusia County Justice Center and heads west along US 92 (International Speedway Boulevard) where the route crosses under I-95 and heads west to Deland and Deltona.

- Route 11: Mason Avenue – This bus route heads south on Thames Road then west on Bellevue Road where it crosses I-95, passes a local flea market and then heads north on US 92 where the route crosses the US 92 / I-95 Interchange. The route continues along US 92 until it heads north on Bill France Boulevard.

- Route 1B: Granada – A bus route that begins at the VOTRAN Transfer Plaza located next to the Volusia County Justice Center and heads north on SR A1A, until heading west along Granada Boulevard where the route reverses course 1,500 feet from I-95 at the Wal-Mart Supercenter located on Granada Boulevard.

- Route 3C: North Ridgewood – This route is an extension of route 3 that heads northwest on SR 5 and provides limited service to National Gardens terminating within 2,000 feet of I-95.

The fixed route bus service in Volusia County provides service to recreation centers, government centers, hospitals, schools and universities, and shopping centers. The fares range from $0.60 for seniors, children and students to $1.25 for adults day; 3-day, weekly, and monthly passes are also available. VOTRAN currently offers bike racks for bicyclists with VOTRAN's "bikes on buses" program. No transit transfer centers are located with one mile east or west of I-95 in Volusia County.

Paratransit service is provided to Volusia County through VOTRAN. These trips are primarily demand response and are funded by the State of Florida's Transportation Disadvantaged Fund. A portion of the trips are provided by VOTRAN, while the remainder are provided by private vendors under contract to VOTRAN. These private vendors include but are not limited to: Yellow Cab, Medi Quick, Little Wagon, and Trans Med.

Flagler County

Transit in Flagler County is limited to paratransit services for the transportation disadvantaged. Service is provided by Flagler County Public Transportation. Patrons can schedule a ride with three days of advance notice for shopping, medical appointments, group outings and more. No fixed route bus service is currently in operation in Flagler County.

St. Johns County

Sunshine Bus, operated by the St. Johns County Council on Aging, Inc., is the primary transit provider in St. Johns County. Currently, Sunshine Bus does not operate any buses on the mainline of I-95. Transit service around I-95 in St. Johns County includes the following Sunshine Bus routes:

- Teal Line – A bus route that begins at the St. Johns County Government Courthouse and heads south along US 1 to SR 207 where it turns west and crosses I-95 at the I-95/SR 207 interchange. The line continues on SR 207 through Elkton and then to Hastings, two rural communities in southwest St. Johns County.

- Purple Line – A bus route that begins in Jacksonville at the Avenues Mall and heads south along US 1 until heading west along SR 16 (Charles Usinas Memorial Highway) until reversing course

just west of the I-95 and SR 16 interchange. This bus line takes commuters to/from the more densely populated areas of Northeast St. Johns County to a collection of outlet malls located at the I-95 and SR 16 interchange. This line also travels to the Avenues Mall in Jacksonville.

The fixed route service provided by Sunshine Bus takes commuters to hospitals, government centers, malls, shopping centers, community centers and libraries. The fares for Sunshine Bus service range from $0.50 for seniors, children and the disabled to $1.00 for adults. Monthly passes are available for $12.50. The St. Johns County Council on Aging also provides over 400 paratransit trips each day for disabled students.

With the recent passage of the American Recovery and Reinvestment Act of 2009, Sunshine Bus appropriated $1.47 million in federal funds to construct a much needed public transit headquarters at Old Moultrie Road just south of Lewis Point Road.

Duval County

Transit in Duval County is predominantly operated by the Jacksonville Transportation Authority (JTA). Transit modes currently in operation in Duval County include fixed route bus, flexible route bus, monorail, and trolley. In addition, JTA offers paratransit services for the disabled and elderly, demand- oriented shuttle service and commuter assistance programs that focus on providing transportation options for commuters.

Below is a listing of the fixed route service on or in the vicinity of I-95 in Duval County.

- BH 50 Beaches Commuter Express – A fixed route bus that begins at the JTA Gateway Transit Hub and heads south along I-95, stops at the Rosa L. Parks / FCCJ Transit Station, continues south on I-95 to J. Turner Butler where it heads east to the SR A1A and the Jacksonville area beaches.

- B7 Baymeadows / Commonwealth – A fixed route bus service that crosses I-95 at Baymeadows Road.

- NS 33 Air JTA Express – A fixed route bus service that takes commuters from the Rosa L. Parks/FCCJ Transit Station to Jacksonville International Airport. The route travels on I-95 from State Street to Airport Road.

- WS 91 Westside-Flagler Center Express – Fixed and flexible route shuttle service that operates along I-295 and I-95 and takes commuters from Argyle Forest Shopping Center by 103rd Street and I-295, to the Flagler Center at the intersection I-95 and Old St. Augustine Road.

- P7 Dunn-FCCJ North Normandy – A fixed route bus that begins at Florida Community College at Jacksonville (FCCJ) North Campus on Dunn Avenue, heads east on Dunn Avenue until entering I-95 and heading south until exiting I-95 at Nowood Avenue. The route connects FCCJ North Campus to the Gateway Transit Hub, Shands Jacksonville Hospital, Rosa L. Parks/FCCJ Transit Station, and three individual Skyway stations.

- L7 Soutel-Avenues Mall – Fixed route bus service along Soutel Drive, Lem Turner Boulevard, I-95 and Southside Boulevard. This route provides connections to Gateway Transit Hub, Shands

Medical Center, Rosa L. Park / FCCJ Transit Station, three Skyway stations, and the Avenues Mall at its terminus.

- L9 Lake Forest / Philips Highway – Primarily a south-north fixed route bus service that crosses I-95 at Bowden Road and Tallaulah Avenue. This route provides connections to Skyway stations, St. Luke's Hospital, and St. Johns Town Center.

- SS5 Southside / Southpoint Map – Fixed route bus service that begins on J.T. Butler Boulevard near St. Luke's Hospital and heads northwest and terminates at the Rosa L. Parks / FCCJ Transit Station. This route travels on I-95 from Beach Boulevard to the Acosta Bridge.

- NS 16 Dinsmore / FCCJ / Imeson – Fixed route bus service that begins at the Rosa L. Parks / FCCJ Transit Station, travels west on State Street to I-95, heads north on I-95 to Heckscher Drive and terminates at Imeson Park.

- Beaver Street Trolley – Fixed route trolley service in downtown Jacksonville. This route crosses I-95 at Bay Street and Church Street. This route circulates through the north and west sides of downtown Jacksonville.

- Riverside Trolley Service – Midday fixed route trolley service that crosses I-95 at Riverside Avenue, just west of the Fuller Warren Bridge. This route goes from The Jacksonville Landing downtown to the Five Points shopping areas of Riverside.

- Jacksonville Skyway – The Jacksonville Skyway is a fixed route monorail transit service for downtown Jacksonville. The Convention Center Skyway Station is located with 1,000 feet of I-95 and is the only section of the Skyway that is in the vicinity of I-95.

Fixed and flexible route bus, monorail, shuttle, and trolley service in Jacksonville provides commuters access to hospitals, government center, transit centers, intermodal facilities, schools, universities, and other amenities at fares ranging in price from $0.25 for disabled and elderly to $1.50 for express service. Bikes are allowed on JTA bus bike racks on a "first come, first serve" basis.

JTA operates several transit facilities throughout Jacksonville. Transit hubs along the SIP project corridor include:

- The Avenues Transit Hub located within 0.5 miles of I-95 at the intersection of Philips Highway and Southside Boulevard. The hub provides transfers to fixed route bus service and ChoiceRide service transfers, which provides connections to Sunshine Bus and the City of St. Augustine located in St. Johns County.

- Rosa L. Parks / FCCJ Hub located within one mile of I-95. The station is bordered by State Street on the North, Julia Street on the west, Union Street on the South, and Laura Street on the east. The hub is a transfer center for fixed route transit service.

- Gateway Mall Transit Hub is located within a half-mile of I-95. This transit hub provides connections for fixed route bus service only.

In addition to the transit hubs listed above, JTA also operates and maintains Park-&-Ride lots in Duval County. Park-&-Ride lots along the SIP project corridor are located at:

- J. Turner Butler Boulevard/Philips Highway Station Park-&-Ride lot, approximately 0.5 miles off of I-95. A total of 350 parking spots are available at this location.

- Kings Avenue Station Park-&-Ride lot, located less than 1,000 feet from I-95. This Park-&-Ride lot is a five story parking garage with close to 1,700 spaces. Monthly parking is available for commuters only. Three-hundred (300) spots are reserved for daily, handicap and limited monthly parking. Provides access to fixed route bus service, and Skyway service.

- San Marco Station Park-&-Ride lot, located north of I-95 just before the Fuller Warren Bridge over the St. Johns River. This lot has 200 spaces. Special event parking is available. Provides access to fixed route bus service and Skyway service.

- Convention Center Station Park-&-Ride lot contains 900 spaces and is located within 1,000 feet of I-95. Provides access to fixed route bus service and Skyway service.

JTA provides paratransit service for the transportation disadvantaged through their Connexion service. This service provides off-route service for patrons unable to use fixed route service.

Nassau County
Transit in Nassau County is limited to paratransit services for transportation disadvantaged. Service is provided by the Council on Aging of Nassau County. Service in Nassau County is demand response and any transportation disadvantaged commuter may utilize the service for medical trips, shopping and group outings. No fixed route bus service is currently in operation in Nassau County.

Vanpool services are available for commuters in St. Johns County, Duval County and Nassau County and are a service of the North Florida Transportation Planning Organization (TPO). The Vanpool program is operated and maintained by VPSI, Inc.

7.2 Multi-Use Facilities

Other modes of transportation besides automobile, bus and train include walking, bicycling, and equestrian. While none of these modes are permitted on I-95, there are some non-motorized facilities that cross either under or over I-95. The facilities include sidewalks, bicycle lanes, equestrian paths, paddling trails, and multi-use trails (greenways). **Table 7.1** lists the trails and pedestrian facilities that traverse I-95.

Table 7.1: I-95 SIP Study Area Trails and Pedestrian Facilities

Multi-Use Facility	County	I-95 MP	Location Description
S-Line Multi-Use Trail	Duval	4.90	Crosses under I-95 adjacent to 13th St north of 8th St Intersection
Pedestrian Overpass	Brevard	7.60	North of Fay Boulevard
Pedestrian Overpass	Brevard	20.10	North of SR 406 Interchange
Spruce Creek State Recreational Canoe Trail	Volusia	22.15	South of SR 421 (Taylor Road) Interchange
Tomoka River State Recreational Canoe Trail	Volusia	35.70	North of SR 40 (Ganada Blvd) Interchange

APPENDIX A

I-95 SIP STUDY PROJECT LIMITS AND REGIONS

LEGEND

I-95 Sketch Interstate Plan Project Limit

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- Interchange Exit
- Commercial Airport
- Seaport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.1A - I-95 SIP Project Limits (Southern Region)

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

- I-95 Sketch Interstate Plan Project Limit

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- Interchange Exit
- Commercial Airport
- Seaport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.1B - I-95 SIP Project Limits (Central Region)

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

I-95 Sketch Interstate Plan Project Limit

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- Interchange Exit
- Commercial Airport
- Seaport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.1C - I-95 SIP Project Limits (Northern Region)

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

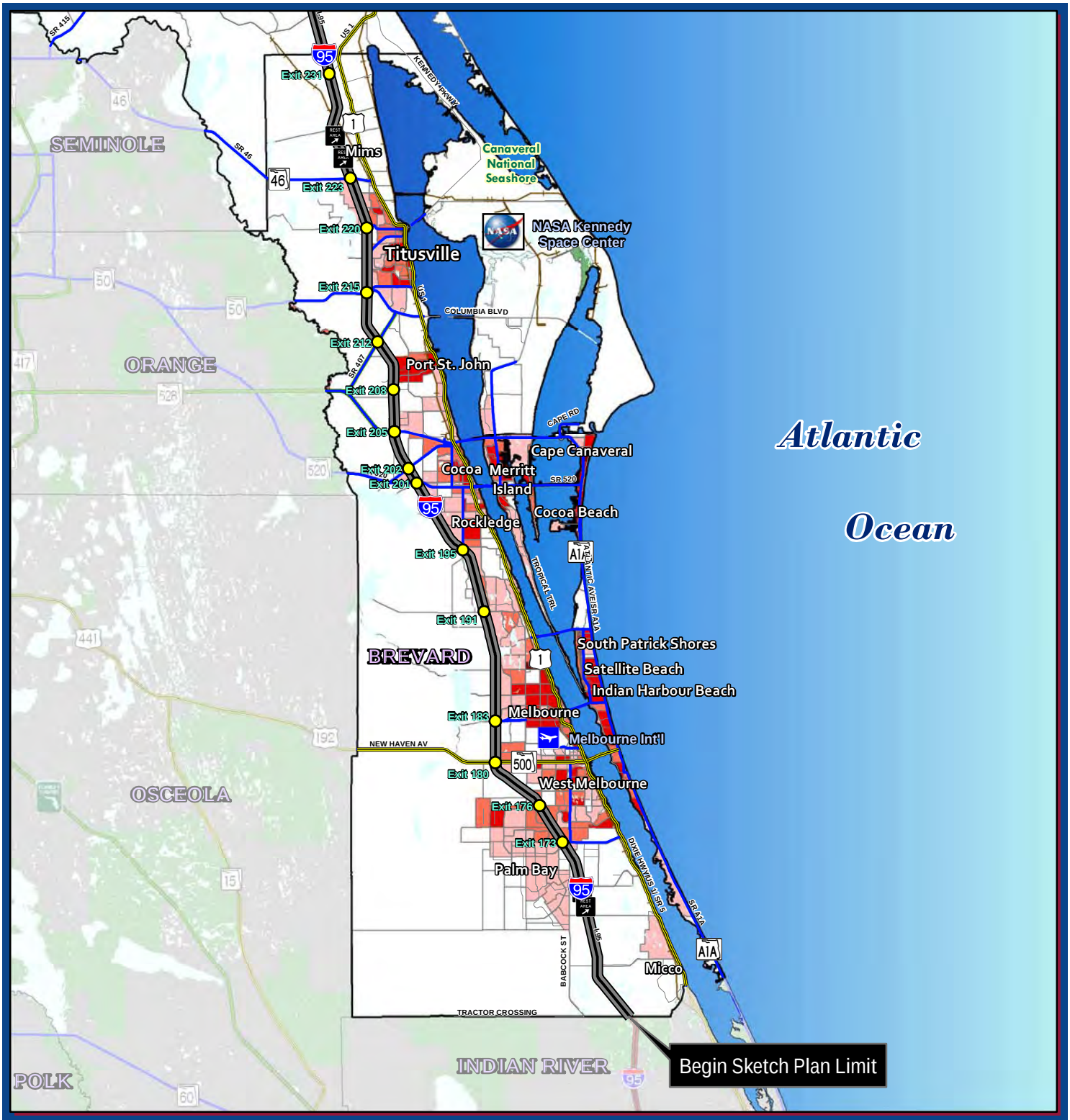
2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX B

2000 POPULATION AND EMPLOYMENT DENSITY BY TAZ



LEGEND

2000 Population Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.2A - 2000 Population Density (Persons per Acre) By TAZ (Southern Region)

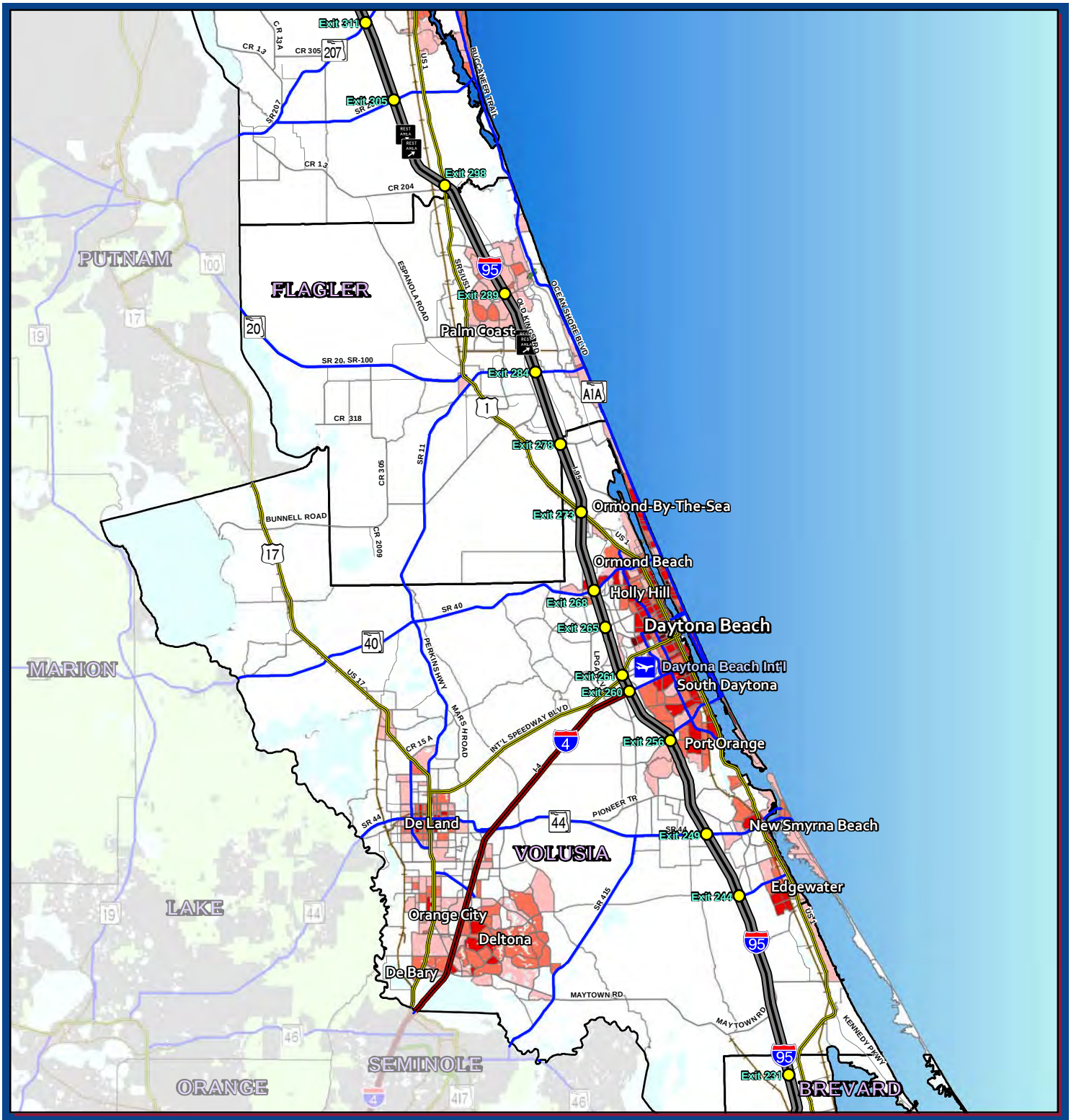
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2000 Population Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.2B - 2000 Population Density (Persons per Acre) By TAZ (Central Region)

NOTES:

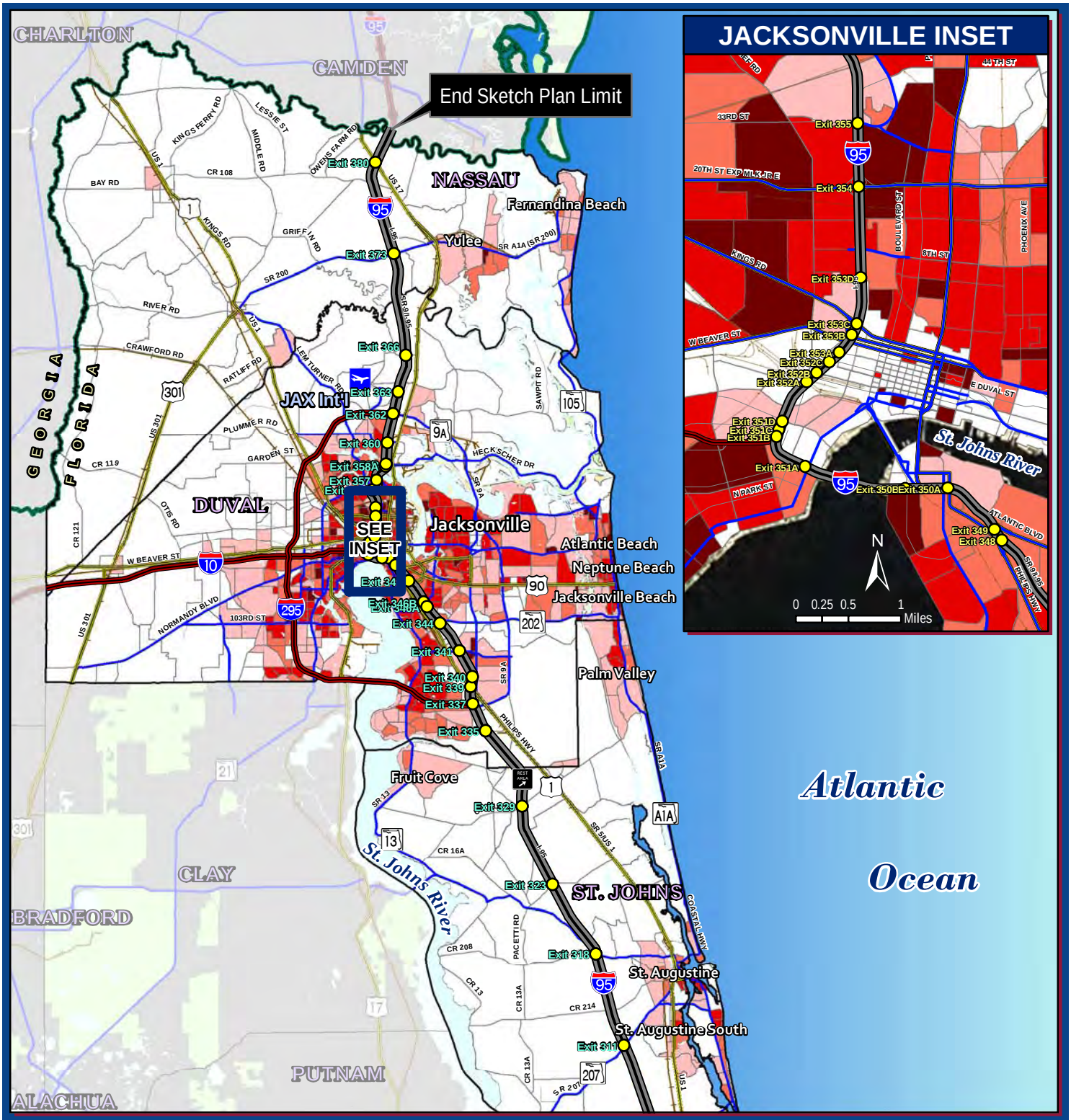
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

2000 Population Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

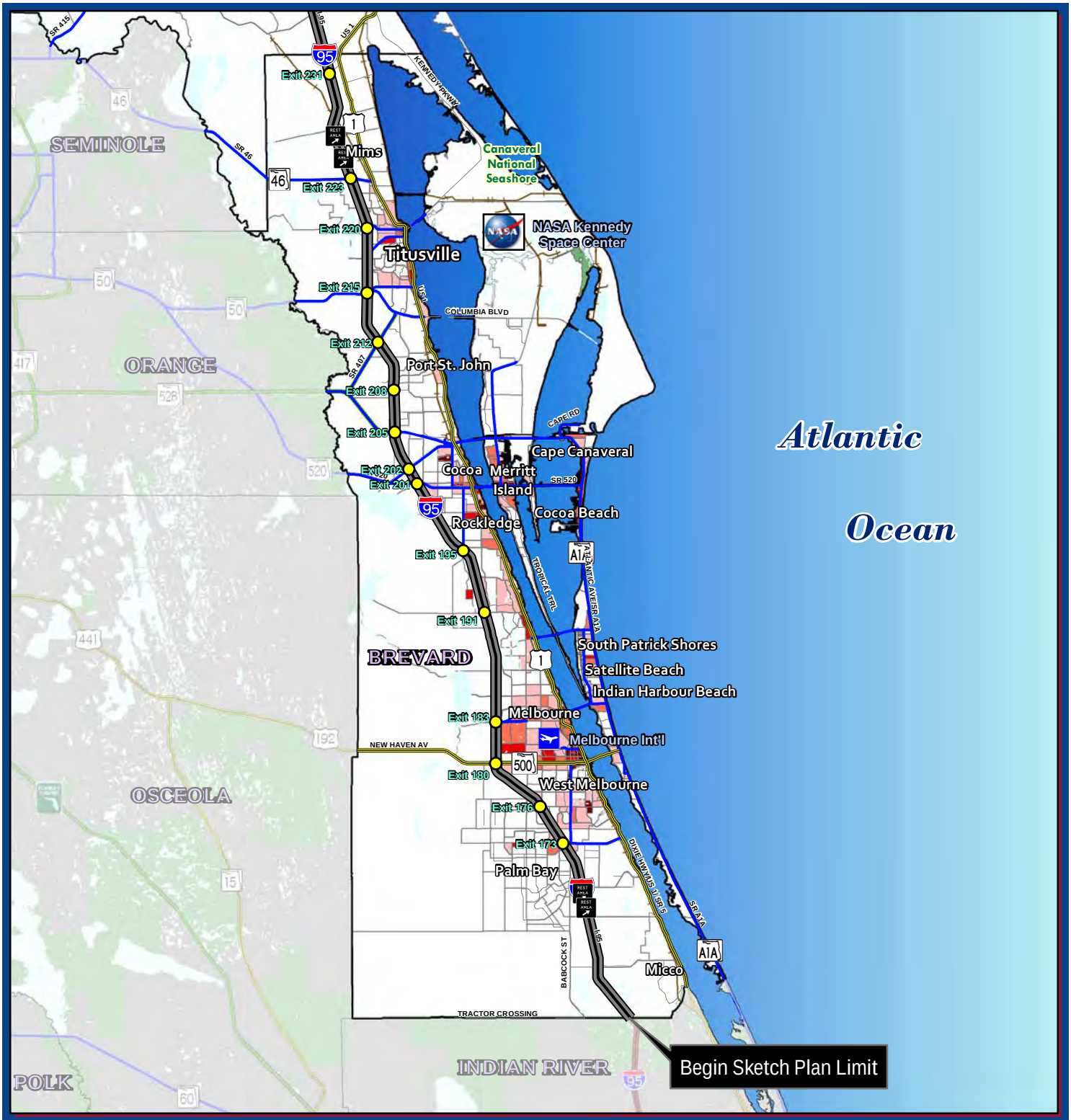
I-95 Sketch Interstate Plan (SIP)

Figure 1.2C - 2000 Population Density (Persons per Acre) By TAZ (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.



LEGEND

2000 Employment Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.3A - 2000 Employment Density (Persons per Acre) By TAZ (Southern Region)

NOTES:

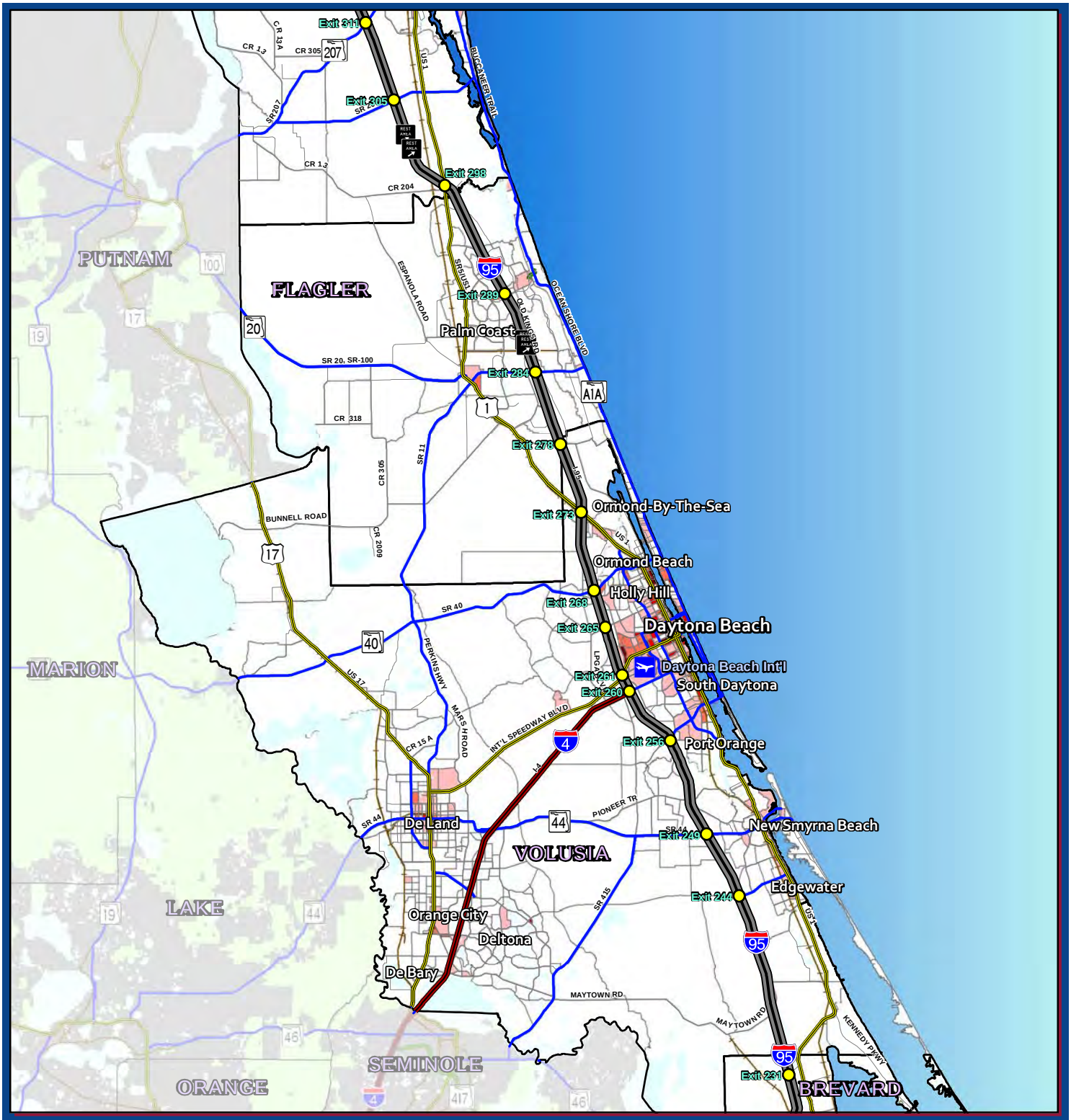
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2 4 8 Miles

N



LEGEND

2000 Employment Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.3B - 2000 Employment Density (Persons per Acre) By TAZ (Central Region)

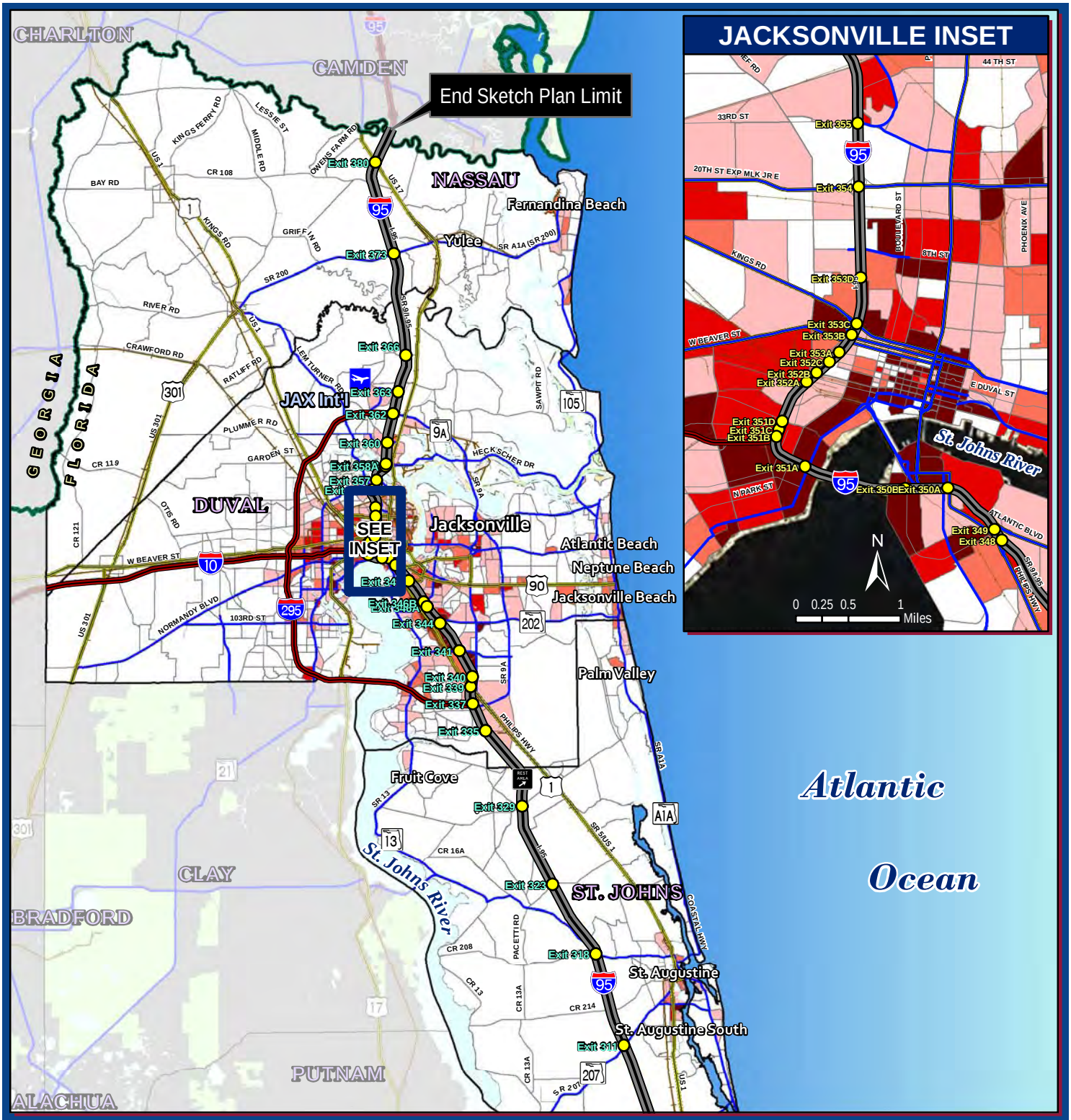
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2000 Employment Density (Persons per Acre) By TAZ

- Greater than 10.0
- 5.1 - 10.0
- 3.1 - 5.0
- 1.1 - 3.0
- Less than 1.0

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 1.3C - 2000 Employment Density (Persons per Acre) By TAZ (Northern Region)

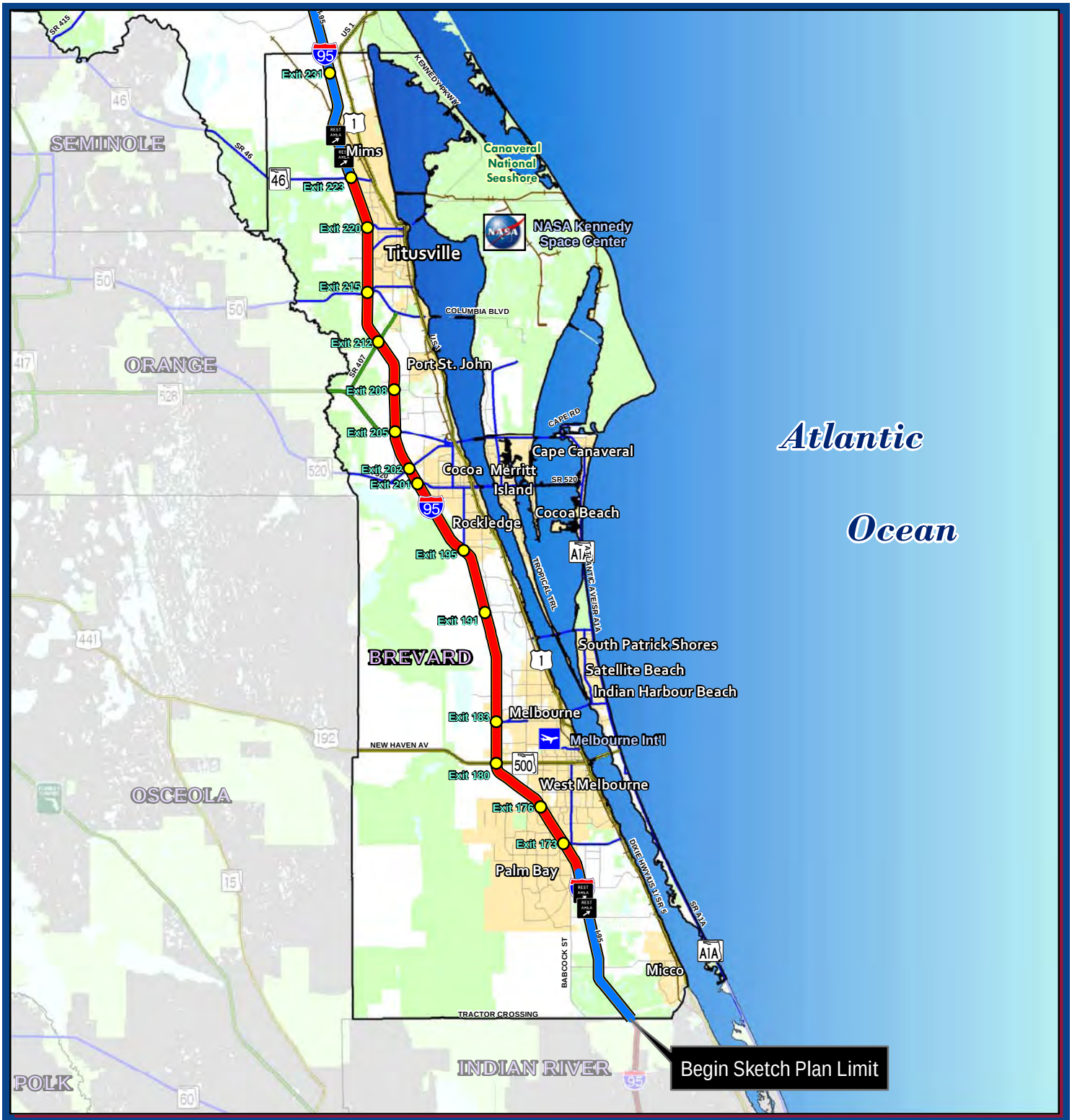
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX C

FDOT ROADWAY FUNCTIONAL CLASSIFICATION



LEGEND

2009 FDOT Functional Classification

- 01 - Principal Arterial - Interstate (RURAL)
- 11 - Principal Arterial - Interstate (URBAN)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.1A - FDOT Roadway Functional Classification (Southern Region)

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

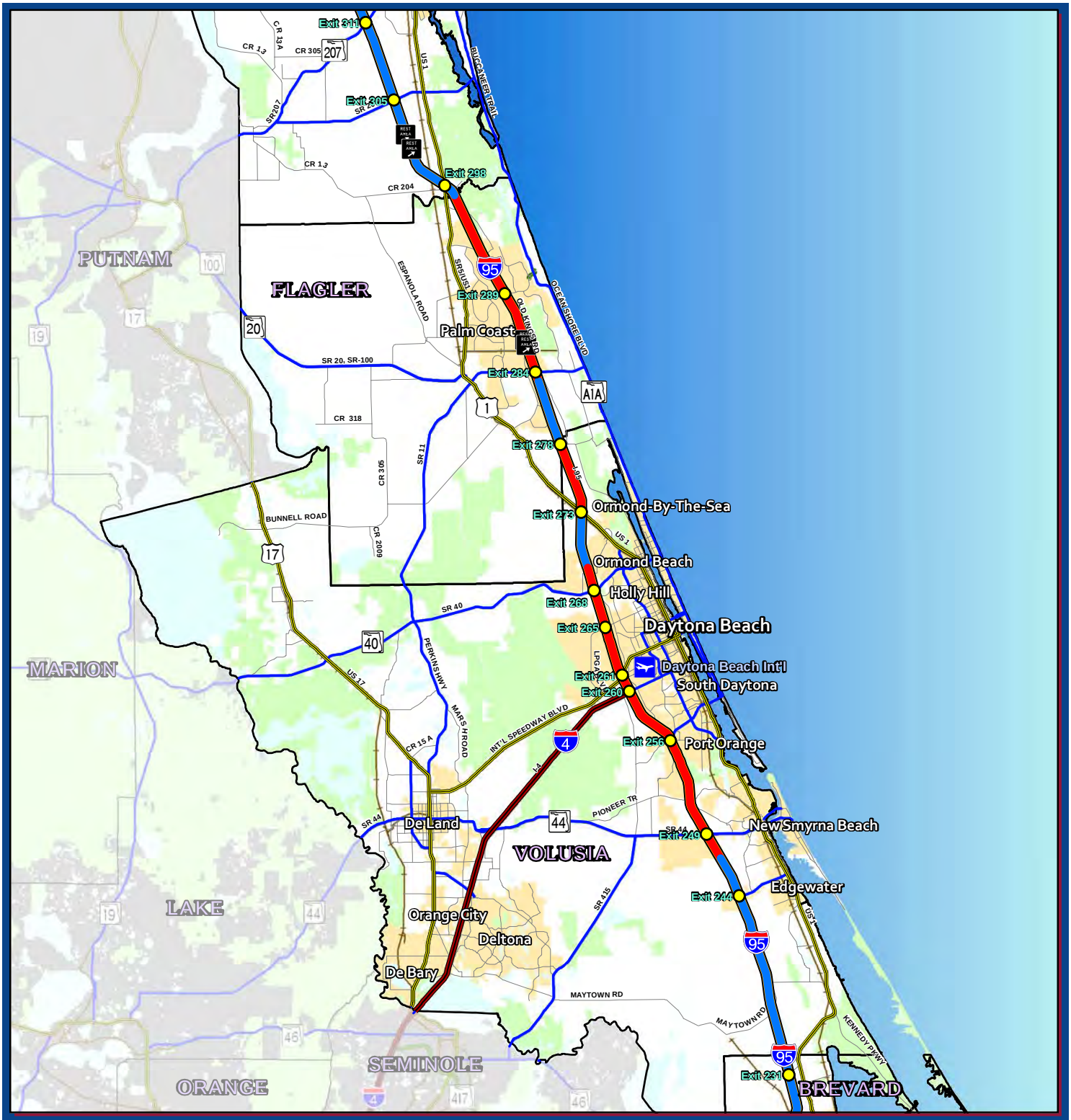
2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2009 FDOT Functional Classification

- 01 - Principal Arterial - Interstate (RURAL)
- 11 - Principal Arterial - Interstate (URBAN)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.1B - FDOT Roadway Functional Classification (Central Region)

NOTES:

1) 64 Interchanges within I-95 SIP Project Limits

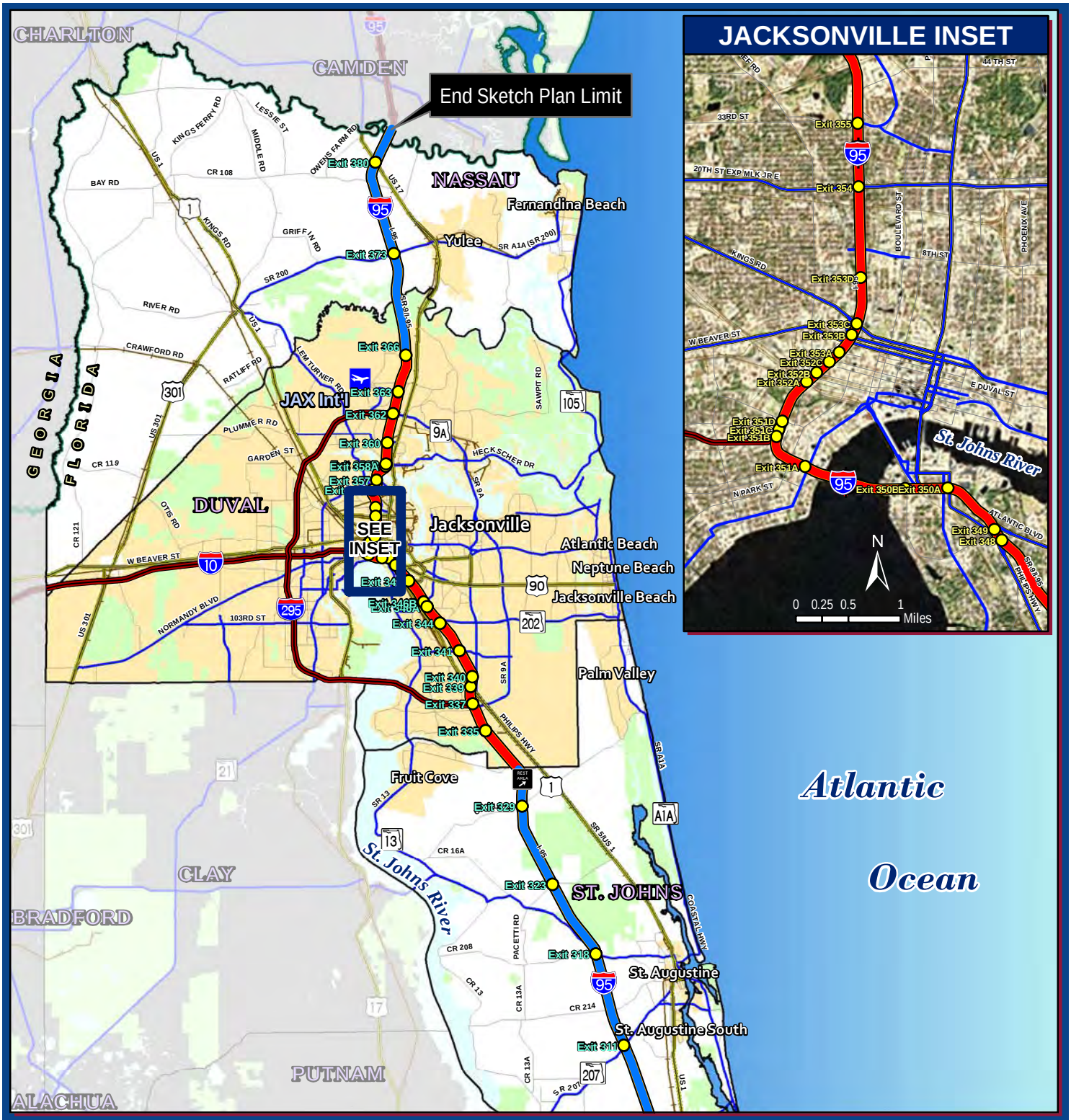
2) 222.1 Centerline Miles for I-95 SIP Project Limits

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2009 FDOT Functional Classification

- 01 - Principal Arterial - Interstate (RURAL)
- 11 - Principal Arterial - Interstate (URBAN)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.1C - FDOT Roadway Functional Classification (Northern Region)

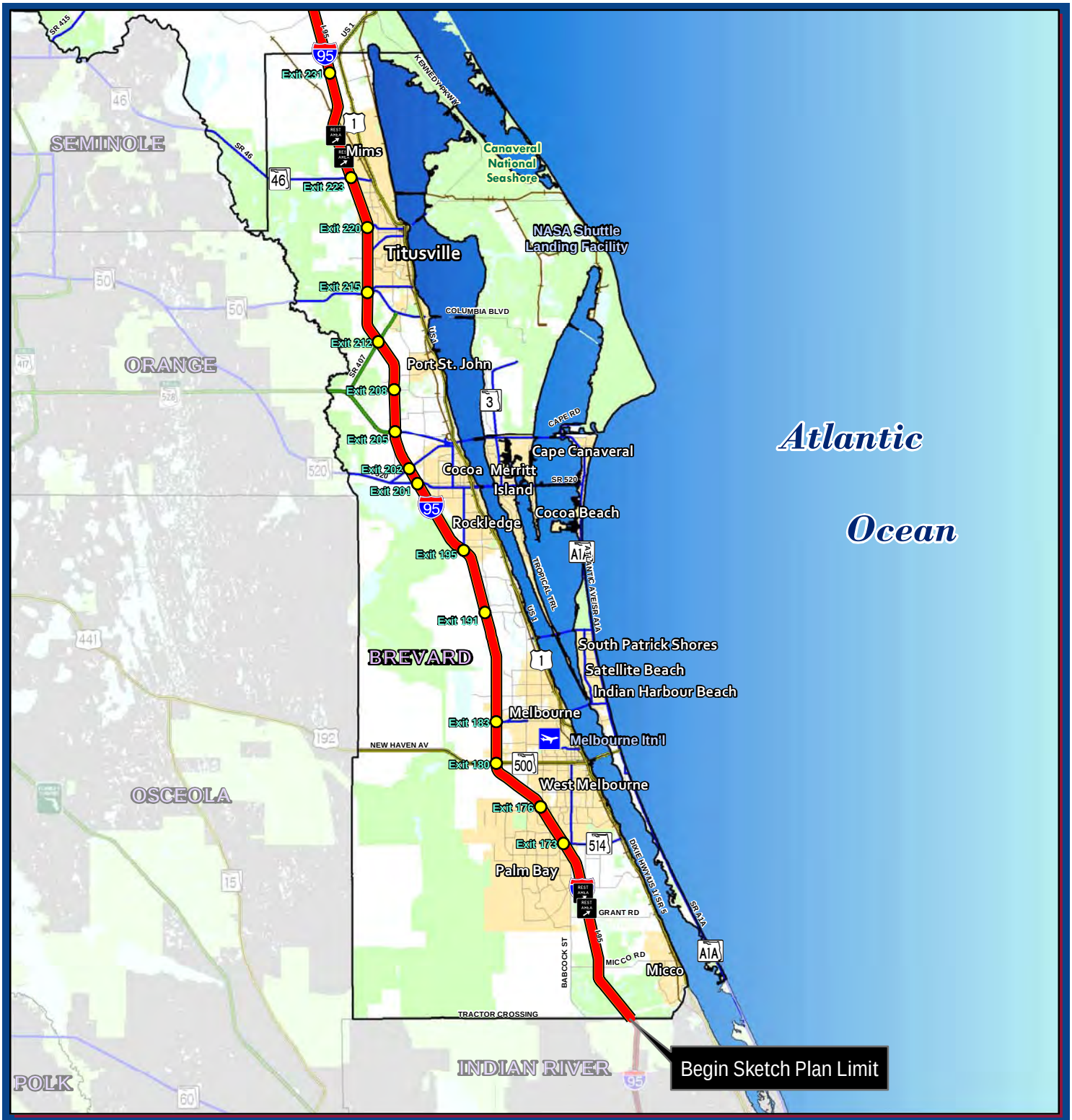
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX D

MAXIMUM SPEED LIMITS



LEGEND

2009 Maximum Speed Limit (MPH)

- 66 - 70 MPH
- 56 - 65 MPH
- 55 MPH

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.2A - Maximum Speed Limits (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

2009 Maximum Speed Limit (MPH)

- 66 - 70 MPH
- 56 - 65 MPH
- 55 MPH

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.2B - Maximum Speed Limits (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N

LEGEND

2009 Maximum Speed Limit (MPH)

- 66 - 70 MPH
- 56 - 65 MPH
- 55 MPH

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

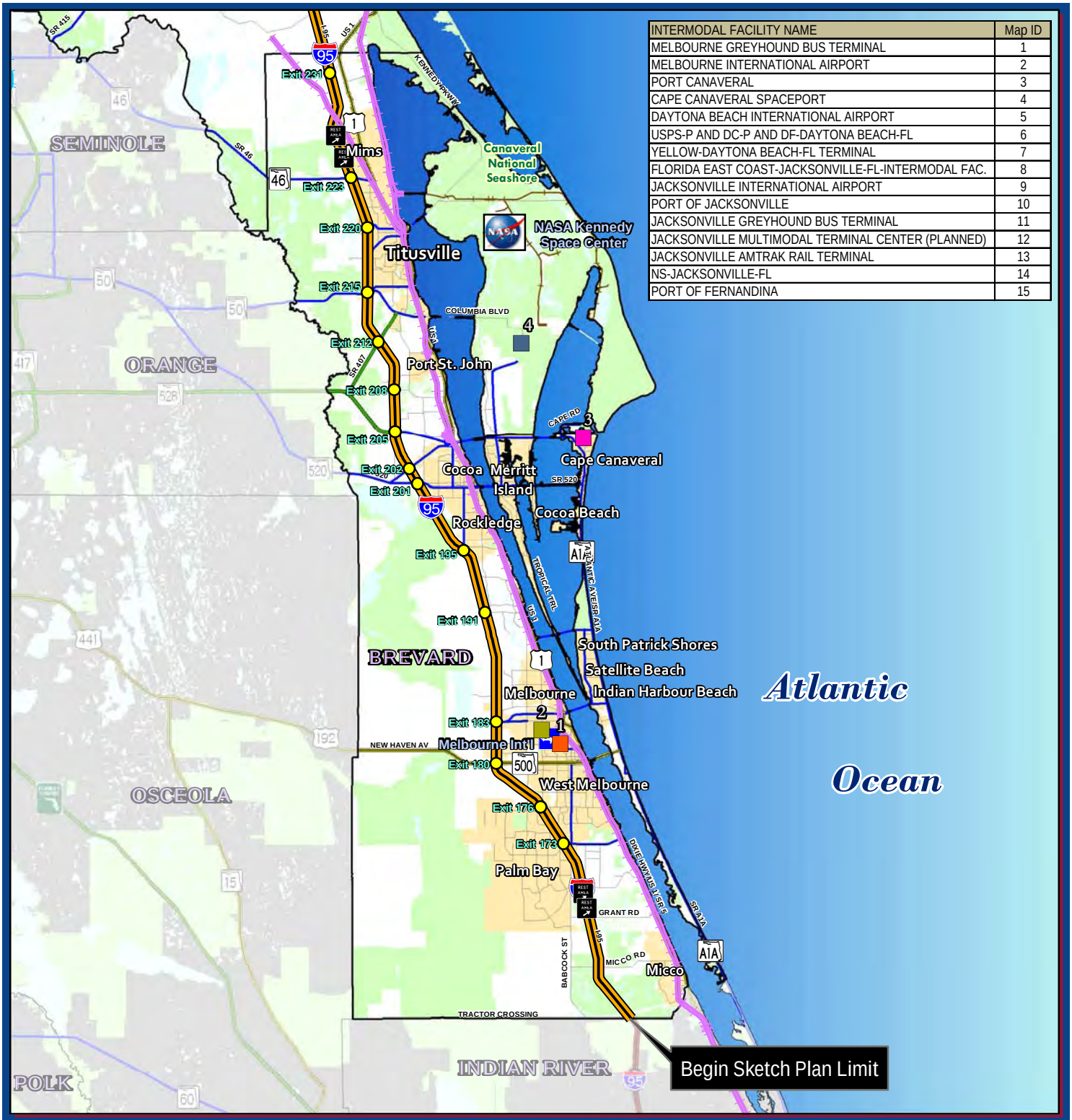
I-95 Sketch Interstate Plan (SIP)

Figure 2.2C - Maximum Speed Limits (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3A - Intermodal Connections and Facilities (Southern Region)

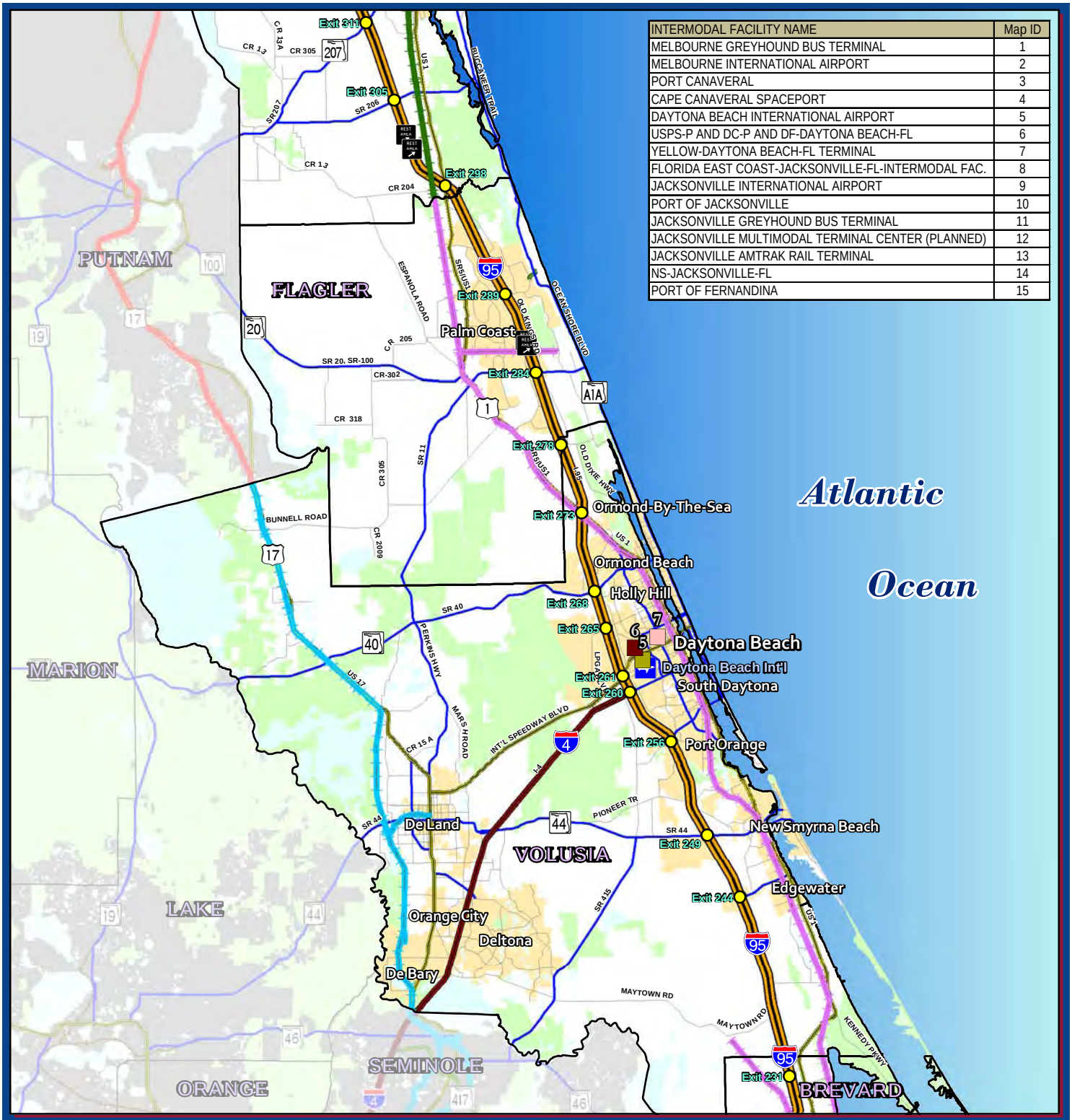
NOTES:

This map is intended for planning purposes only.

Source: FDOT, BTS, and TranSystems.

0 2.5 5 10 Miles

N



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3B - Intermodal Connections and Facilities (Central Region)

NOTES:

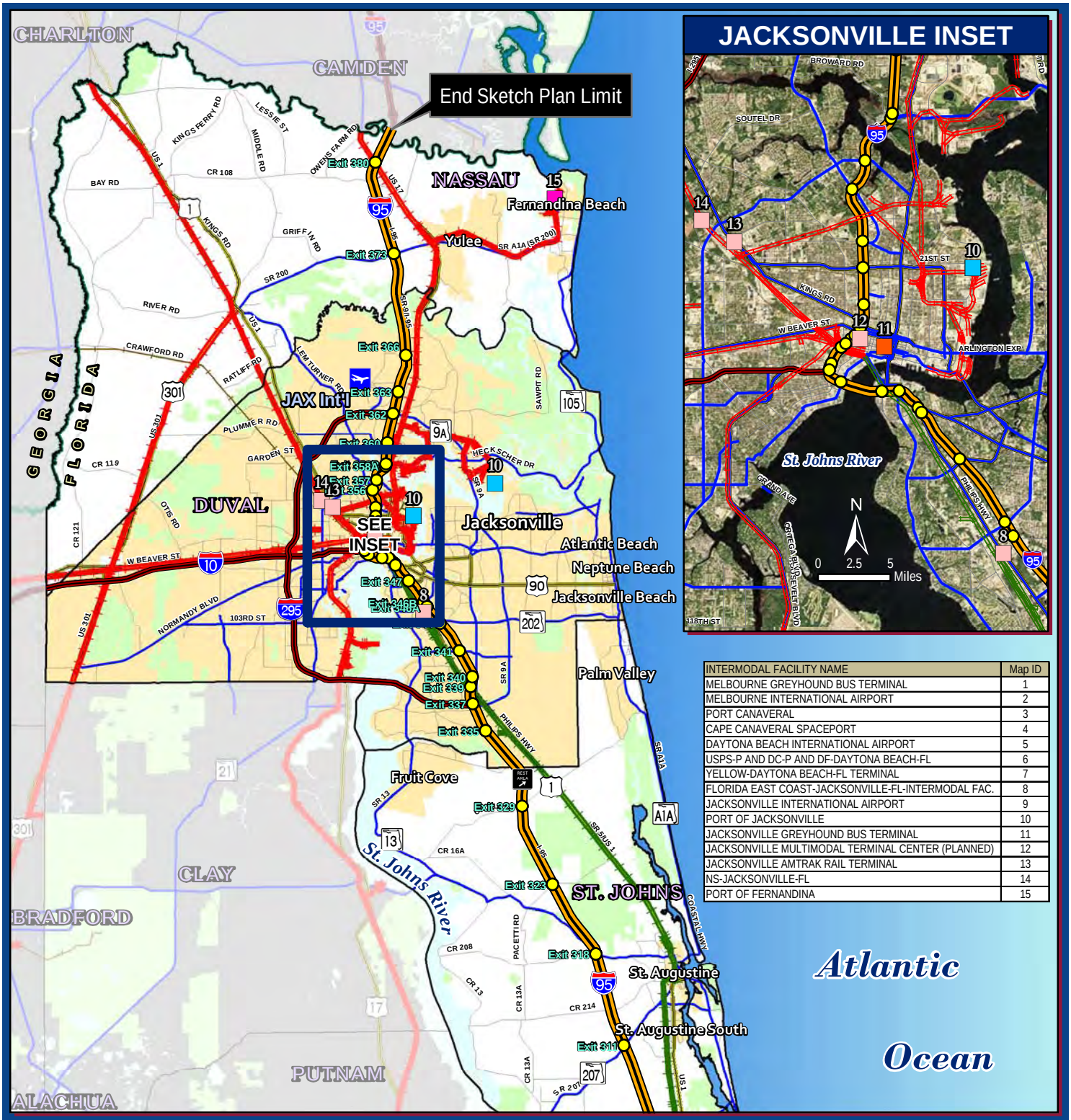
This map is intended for planning purposes only.

Source: FDOT, BTS, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3C - Intermodal Connections and Facilities (Northern Region)

NOTES:

This map is intended for planning purposes only.

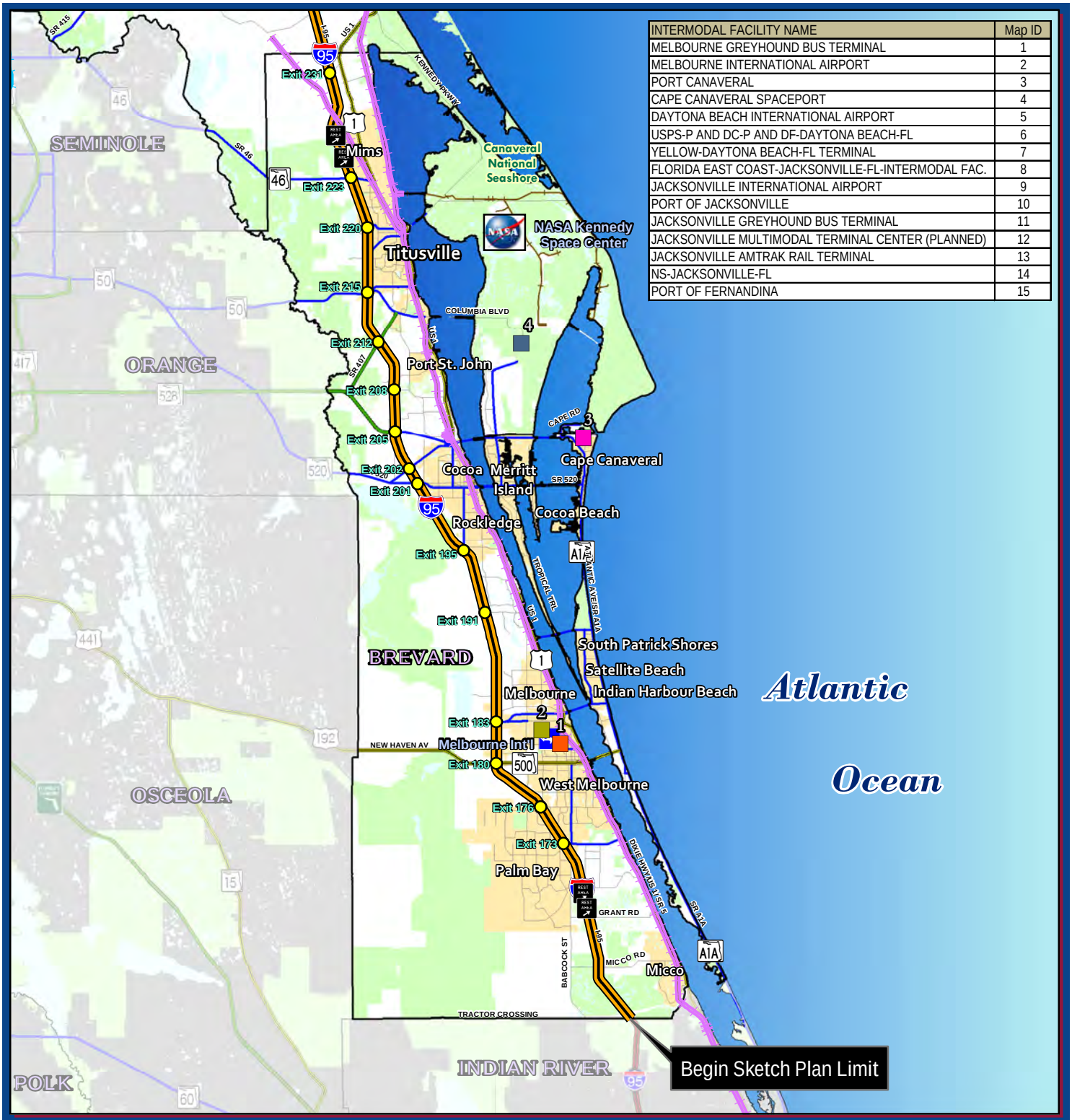
Source: FDOT, BTS, and TranSystems.

0 2.5 5 10 Miles

N

APPENDIX E

INTERMODAL CONNECTIONS AND FACILITIES



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3A - Intermodal Connections and Facilities (Southern Region)

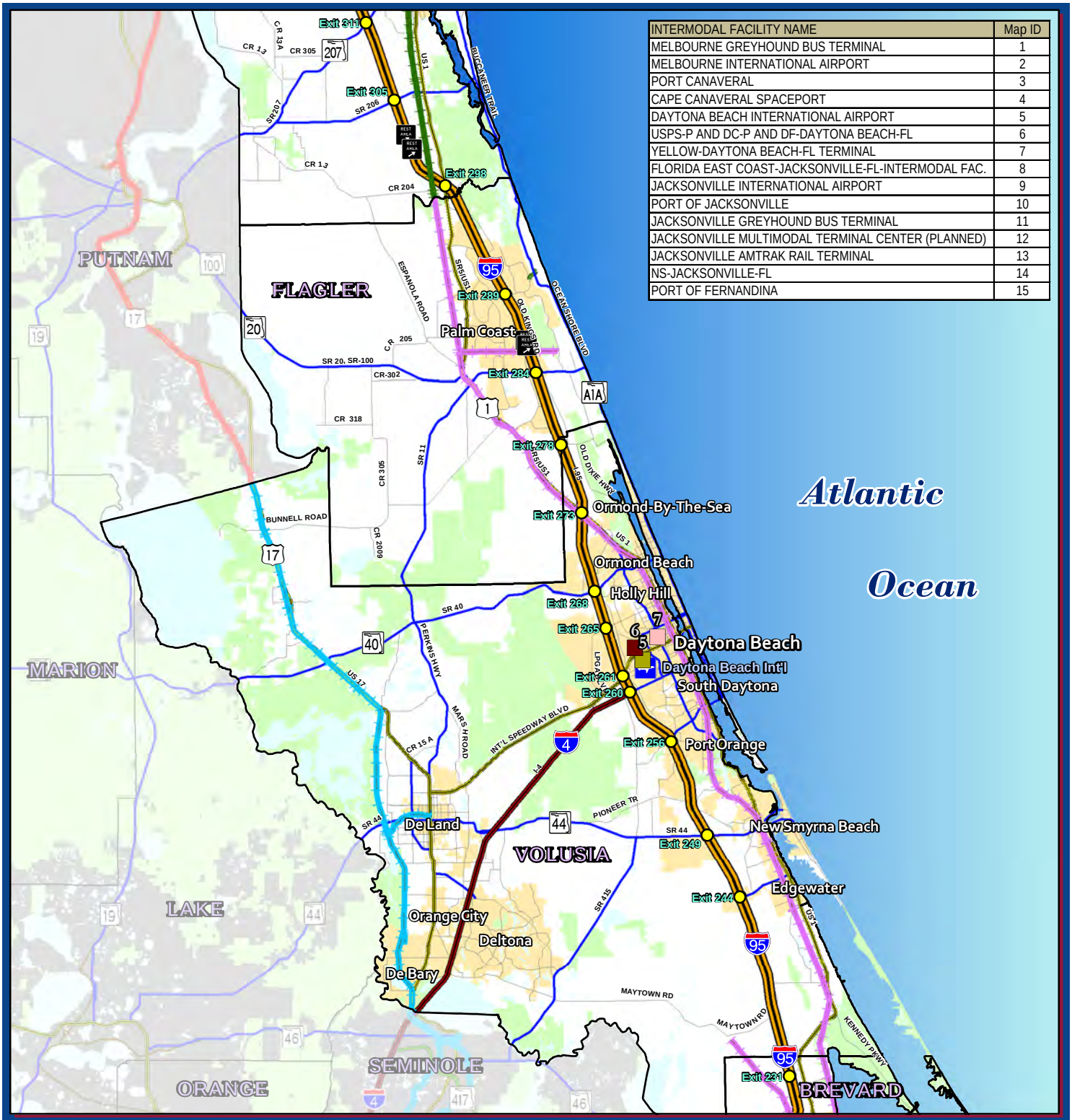
NOTES:

This map is intended for planning purposes only.

Source: FDOT, BTS, and TranSystems.

0 2.5 5 10 Miles

N



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3B - Intermodal Connections and Facilities (Central Region)

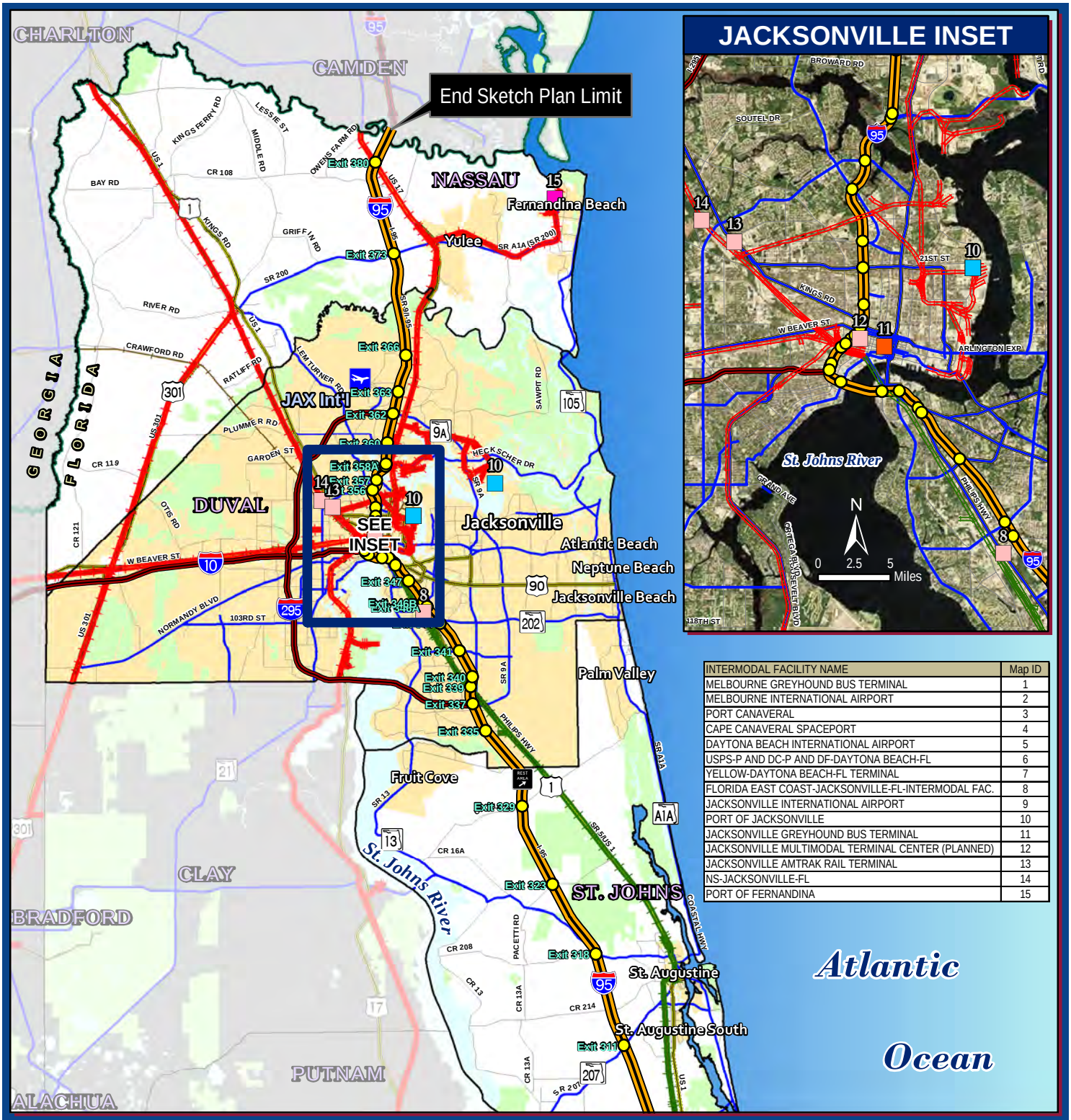
NOTES:

This map is intended for planning purposes only.

Source: FDOT, BTS, and TranSystems.

0 2.5 5 10 Miles

N



INTERMODAL FACILITY NAME	Map ID
MELBOURNE GREYHOUND BUS TERMINAL	1
MELBOURNE INTERNATIONAL AIRPORT	2
PORT CANAVERAL	3
CAPE CANAVERAL SPACEPORT	4
DAYTONA BEACH INTERNATIONAL AIRPORT	5
USPS-P AND DC-P AND DF-DAYTONA BEACH-FL	6
YELLOW-DAYTONA BEACH-FL TERMINAL	7
FLORIDA EAST COAST-JACKSONVILLE-FL-INTERMODAL FAC.	8
JACKSONVILLE INTERNATIONAL AIRPORT	9
PORT OF JACKSONVILLE	10
JACKSONVILLE GREYHOUND BUS TERMINAL	11
JACKSONVILLE MULTIMODAL TERMINAL CENTER (PLANNED)	12
JACKSONVILLE AMTRAK RAIL TERMINAL	13
NS-JACKSONVILLE-FL	14
PORT OF FERNANDINA	15

LEGEND

Intermodal Facilities - By Mode Type
- Air & Truck
- Port & Truck
- Railroad & Truck
- Truck
- Truck / Railroad / Port
- Bus Terminal
- Spaceport
- Commercial Airport

Average Daily Railroad Trips By CSX Railroad
- 6 Daily Trips
- 15 Daily Trips

Average Daily Railroad Trips By CSX Railroad
- 20 Daily Trips
- 22 Daily Trips

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.3C - Intermodal Connections and Facilities (Northern Region)

NOTES:

This map is intended for planning purposes only.

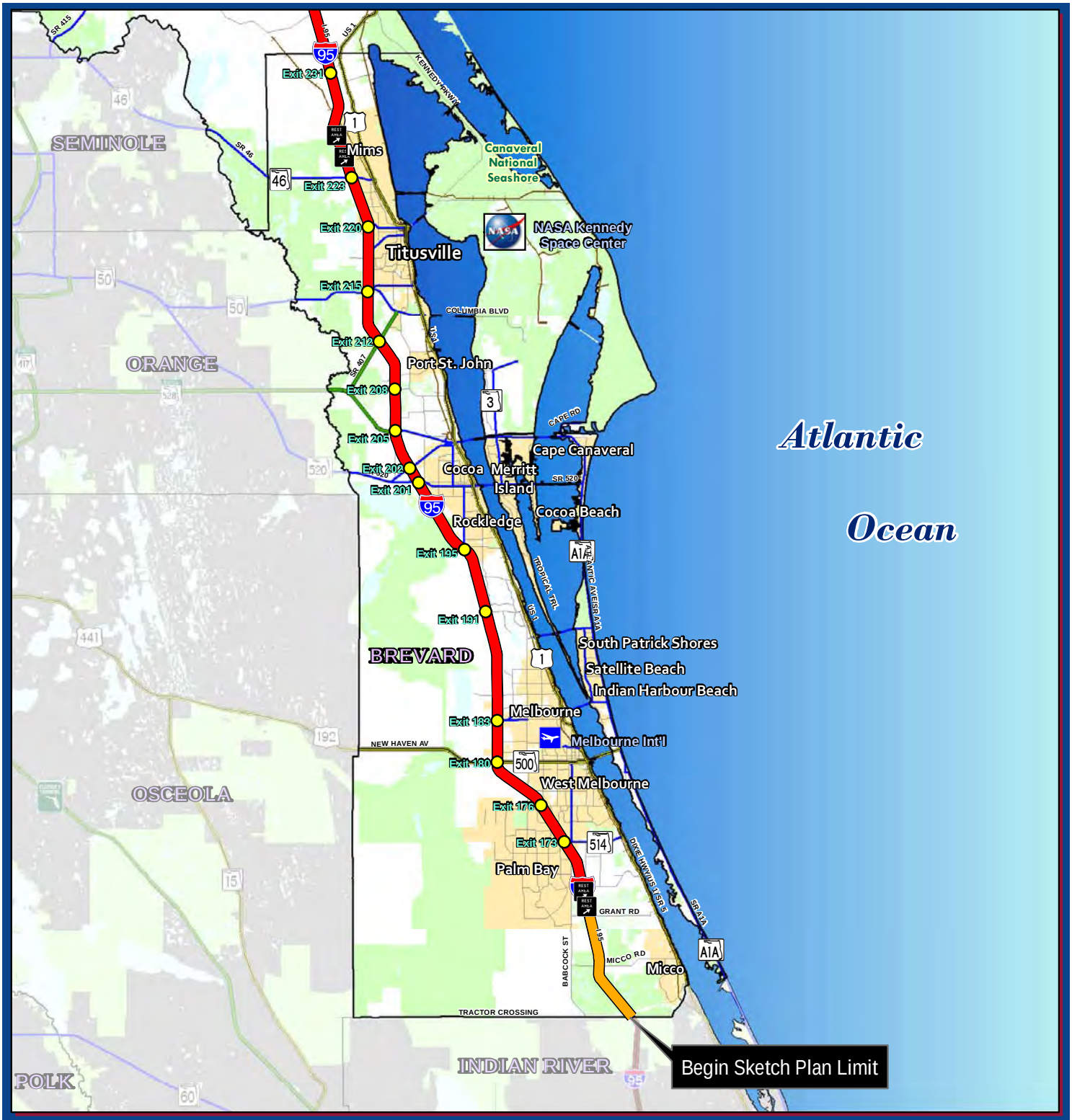
Source: FDOT, BTS, and TranSystems.

0 2.5 5 10 Miles

N

APPENDIX F

ITS INFRASTRUCTURE



LEGEND

Existing ITS Coverage Areas
- Full Coverage
- Partial Coverage

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.4A - Intelligent Transportation Systems (ITS) Existing Coverage Areas (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

Existing ITS Coverage Areas

- Full Coverage
- Partial Coverage

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.4B - Intelligent Transportation Systems (ITS) Existing Coverage Areas (Central Region)

NOTES:

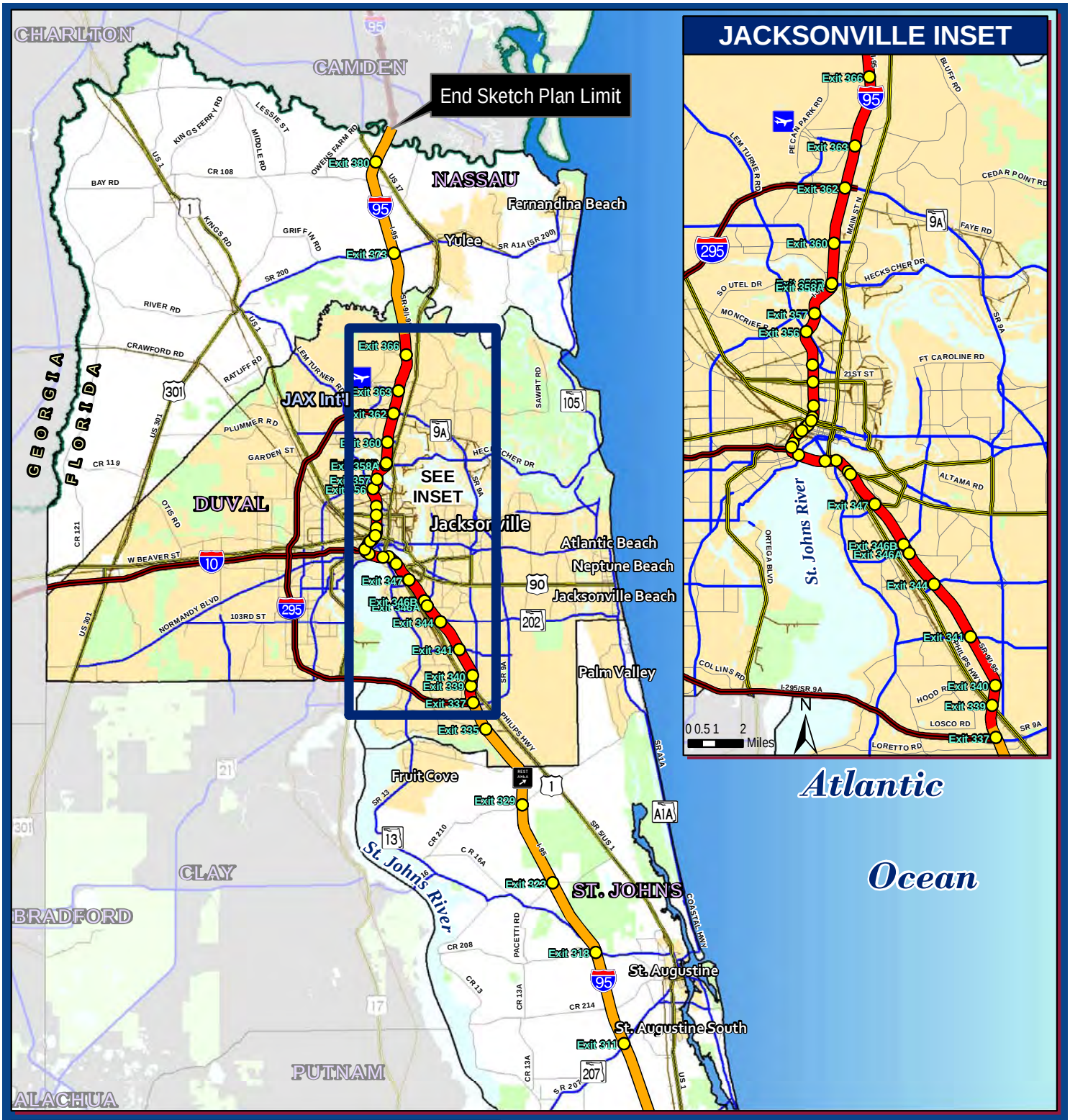
This map is intended for planning purposes only.

Source: FDOT and TranSystems.

STATE OF FLORIDA · DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Existing ITS Coverage Areas
- Full Coverage
- Partial Coverage

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.4C - Intelligent Transportation Systems (ITS) Existing Coverage Areas (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT and TranSystems.

APPENDIX G

FDOT ROADWAY PAVEMENT POOR/FAIR CONDITIONS

LEGEND

2009 Pavement Condition Rating

- Very Good
- Good
- Fair
- Poor
- Very Poor

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.5A - FDOT Roadway Pavement Conditions (Southern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

2009 Pavement Condition Rating

- Very Good
- Good
- Fair
- Poor
- Very Poor

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.5B - FDOT Roadway Pavement Conditions (Central Region)

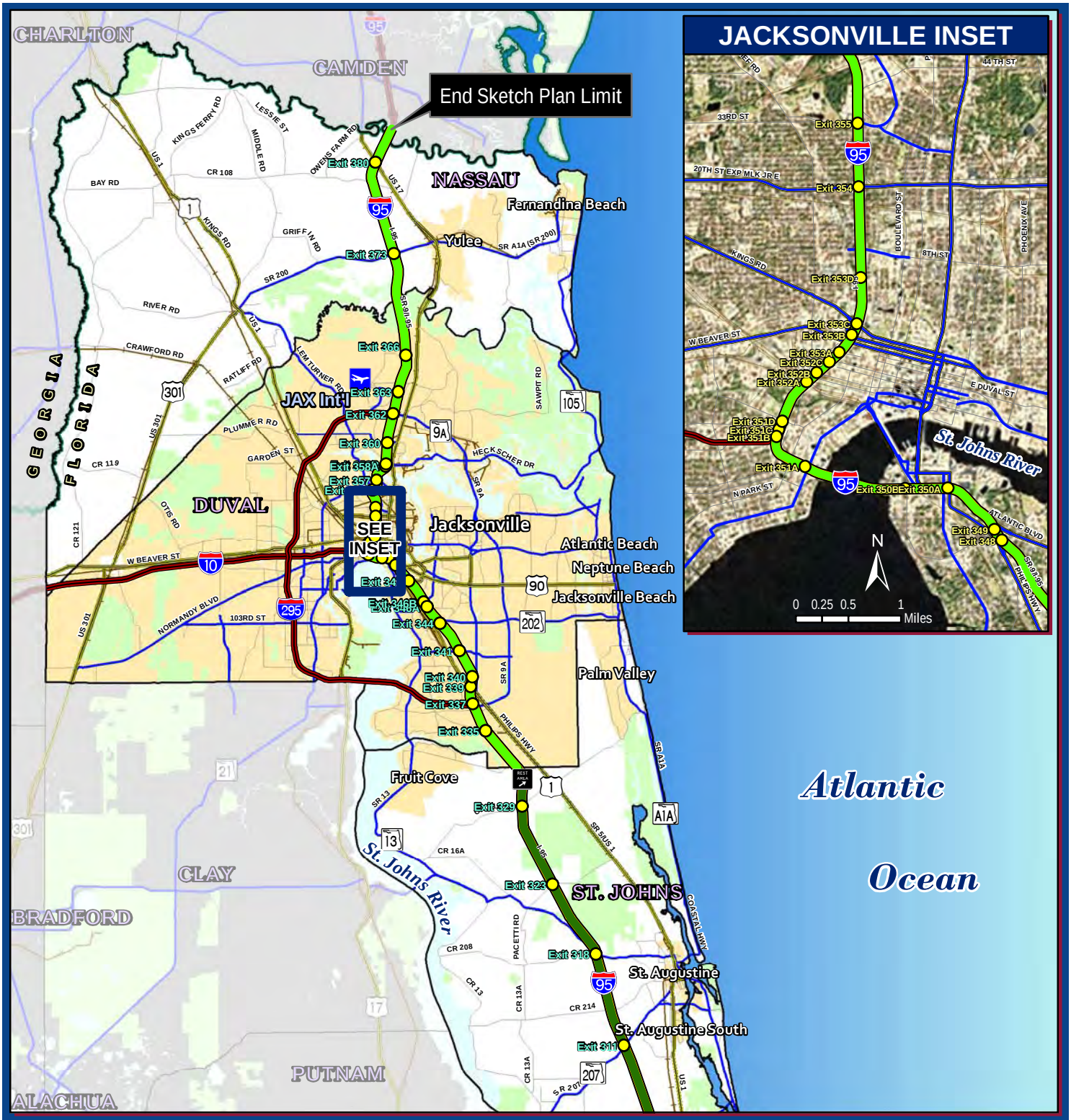
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2009 Pavement Condition Rating
- Very Good
- Good
- Fair
- Poor
- Very Poor

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 2.5C - FDOT Roadway Pavement Conditions (Northern Region)

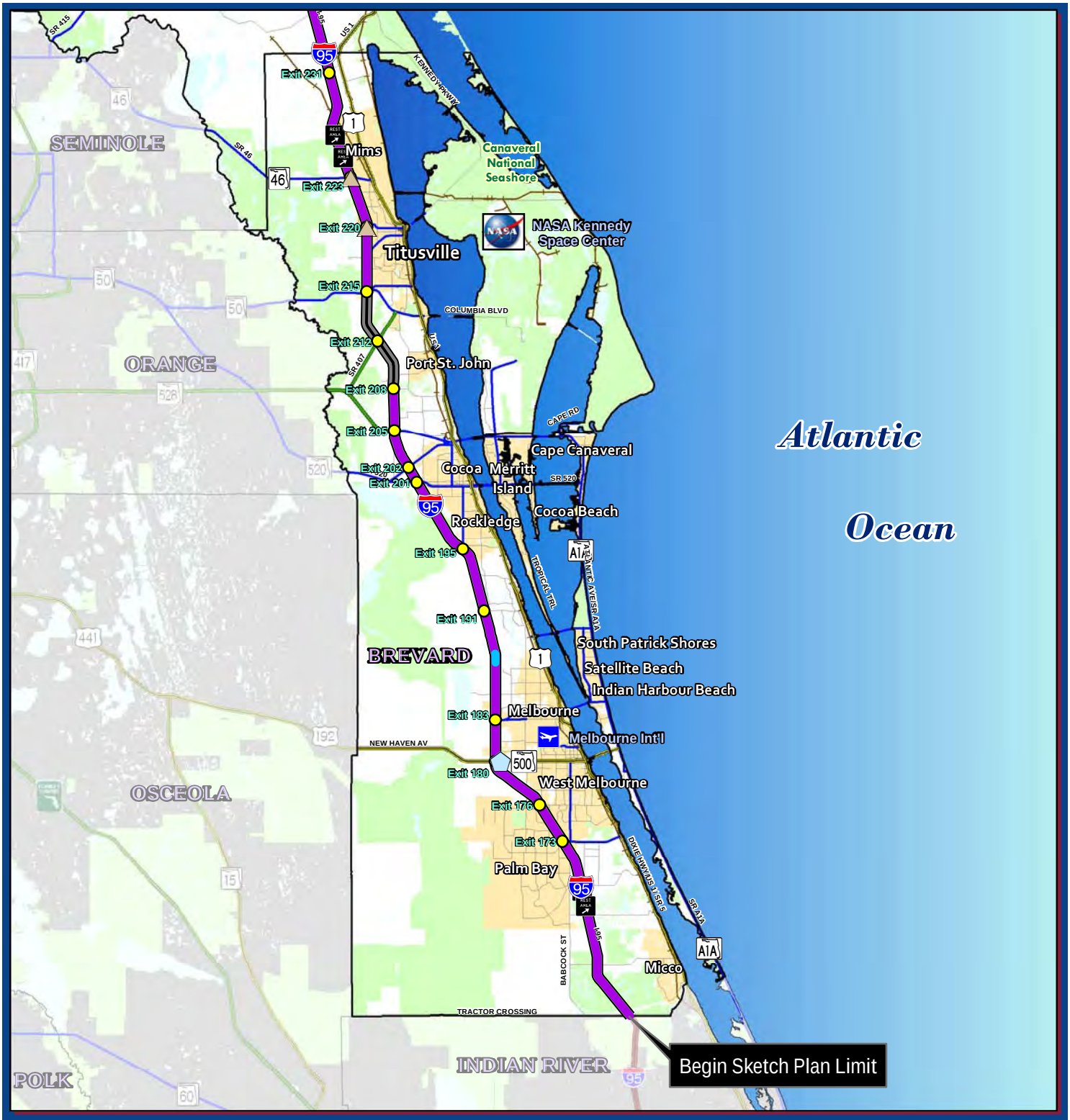
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX H

FDOT STIP PROJECTS (2009-2012)



LEGEND

FDOT STIP Projects (2009-2012)
- Add Turn Lanes
- Bridge Rehabilitation / Replacement
- Interchange (Major)
- Interchange (Modify / Minor)
- Interchange Ramp (New))
- Intersection (Modify)
- Traffic Signals
- Capacity Improvement
- Pavement Rehabilitation
- Interchange (Major) - Segment
- Interchange (Modify) - Segment
- ITS Freeway Management

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean

Other Layers (Continued)
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- Commercial Airport

I-95 Sketch Interstate Plan (SIP)

Figure 2.6A - FDOT STIP Projects (2009-2012) (Southern Region)

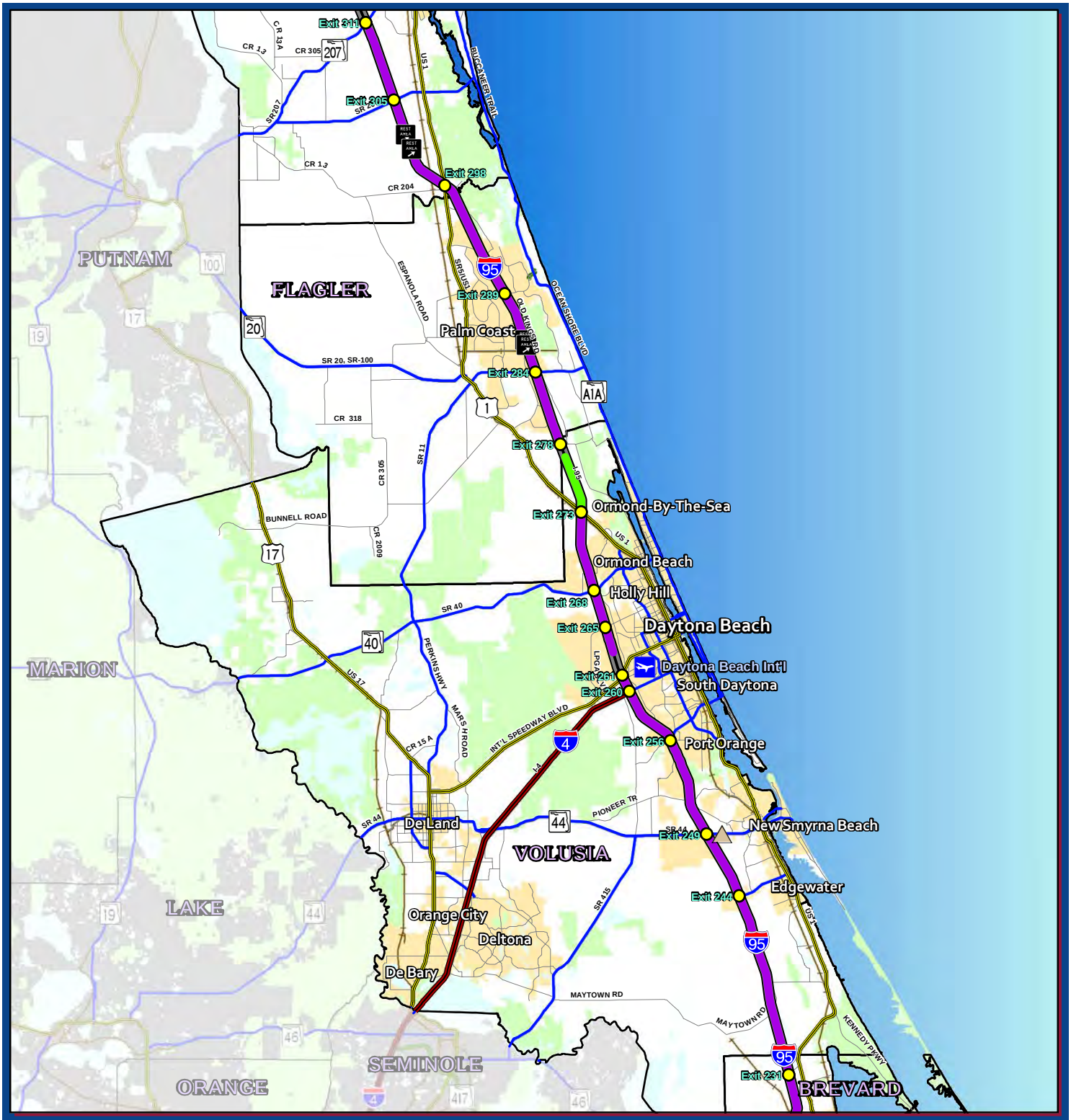
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

FDOT STIP Projects (2009-2012)

- Add Turn Lanes
- Bridge Rehabilitation / Replacement
- Interchange (Major)
- Interchange (Modify / Minor)
- Interchange Ramp (New))
- Intersection (Modify)
- Traffic Signals
- Capacity Improvement
- Pavement Rehabilitation
- Interchange (Major) - Segment
- Interchange (Modify) - Segment
- ITS Freeway Management

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean

Other Layers (Continued)

- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- Commercial Airport

I-95 Sketch Interstate Plan (SIP)

Figure 2.6B - FDOT STIP Projects (2009-2012) (Central Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

FDOT STIP Projects (2009-2012)
- Add Turn Lanes
- Bridge Rehabilitation / Replacement
- Interchange (Major)
- Interchange (Modify / Minor)
- Interchange Ramp (New))
- Intersection (Modify)
- Traffic Signals
- Capacity Improvement
- Pavement Rehabilitation
- Interchange (Major) - Segment
- Interchange (Modify) - Segment
- ITS Freeway Management

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- City and Town Limits
- Ocean

Other Layers (Continued)
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- Commercial Airport

I-95 Sketch Interstate Plan (SIP)

Figure 2.6C - FDOT STIP Projects (2009-2012) (Northern Region)

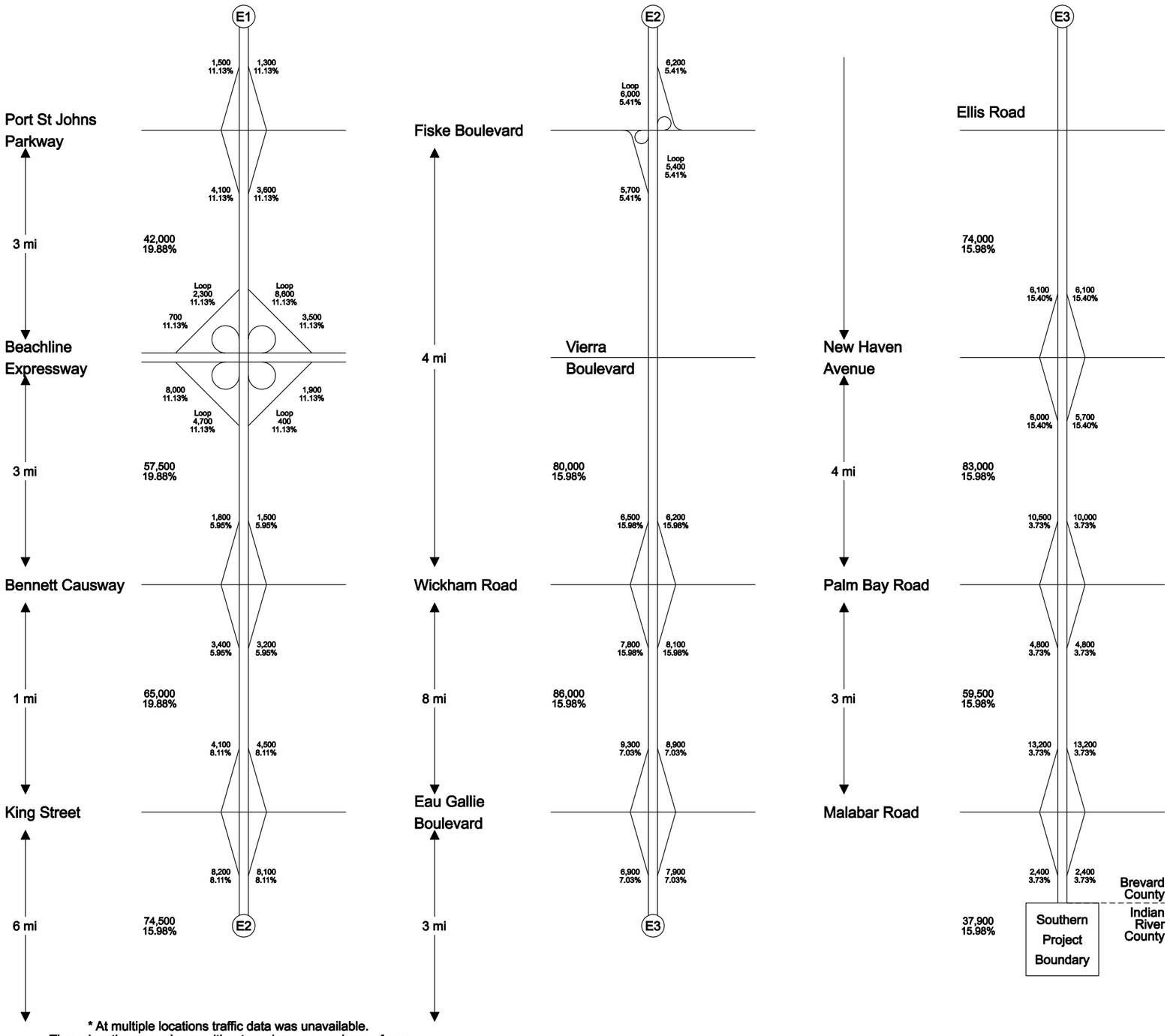
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX I

EXISTING 2007 TRAFFIC VOLUMES



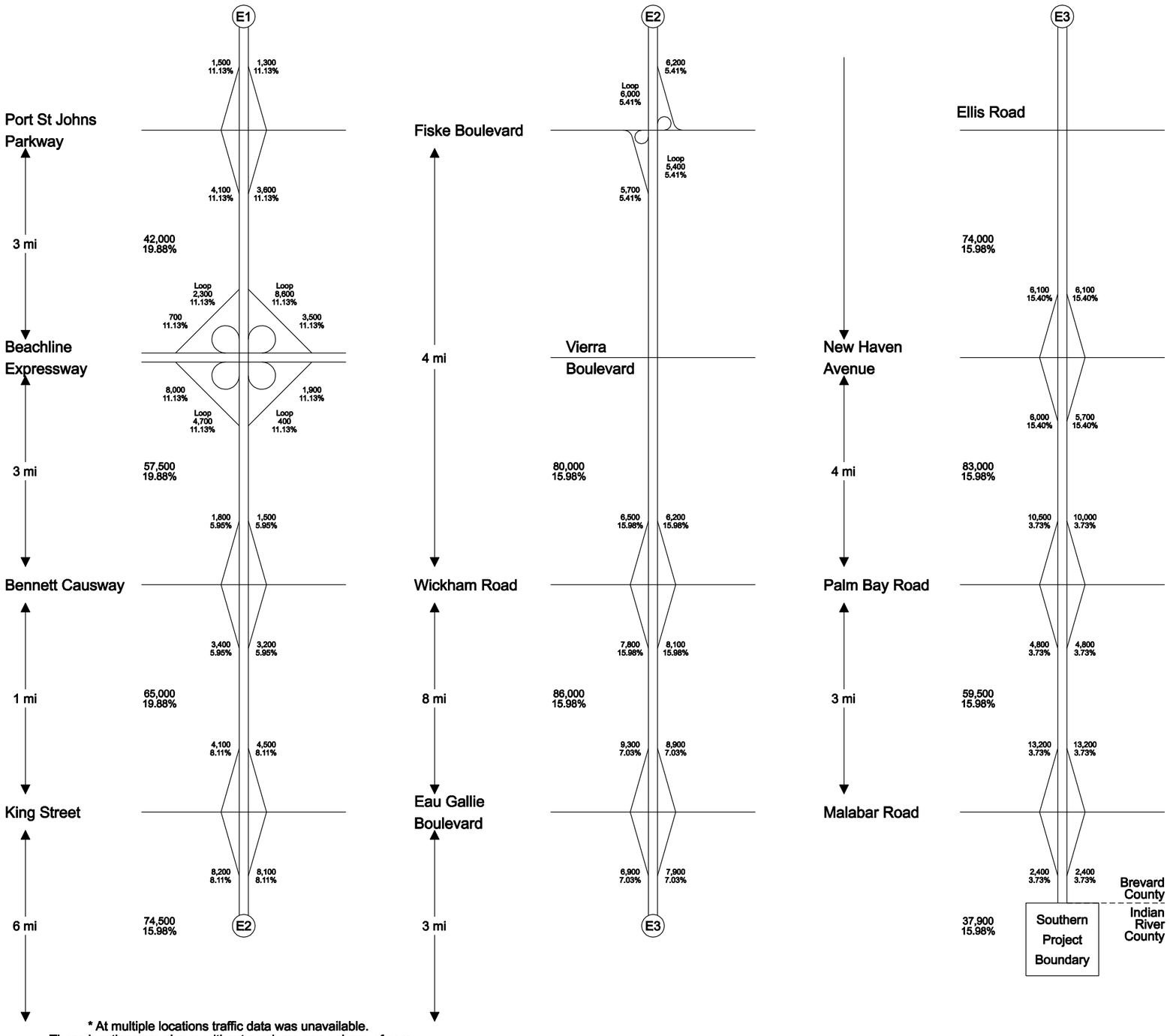
* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

XXX,XXX = AADT
X.XX% = Daily Truck Percentage

Not to Scale

Prepared By: TranSystems

Figure 4.1-A.
Existing (2007) Traffic Volumes



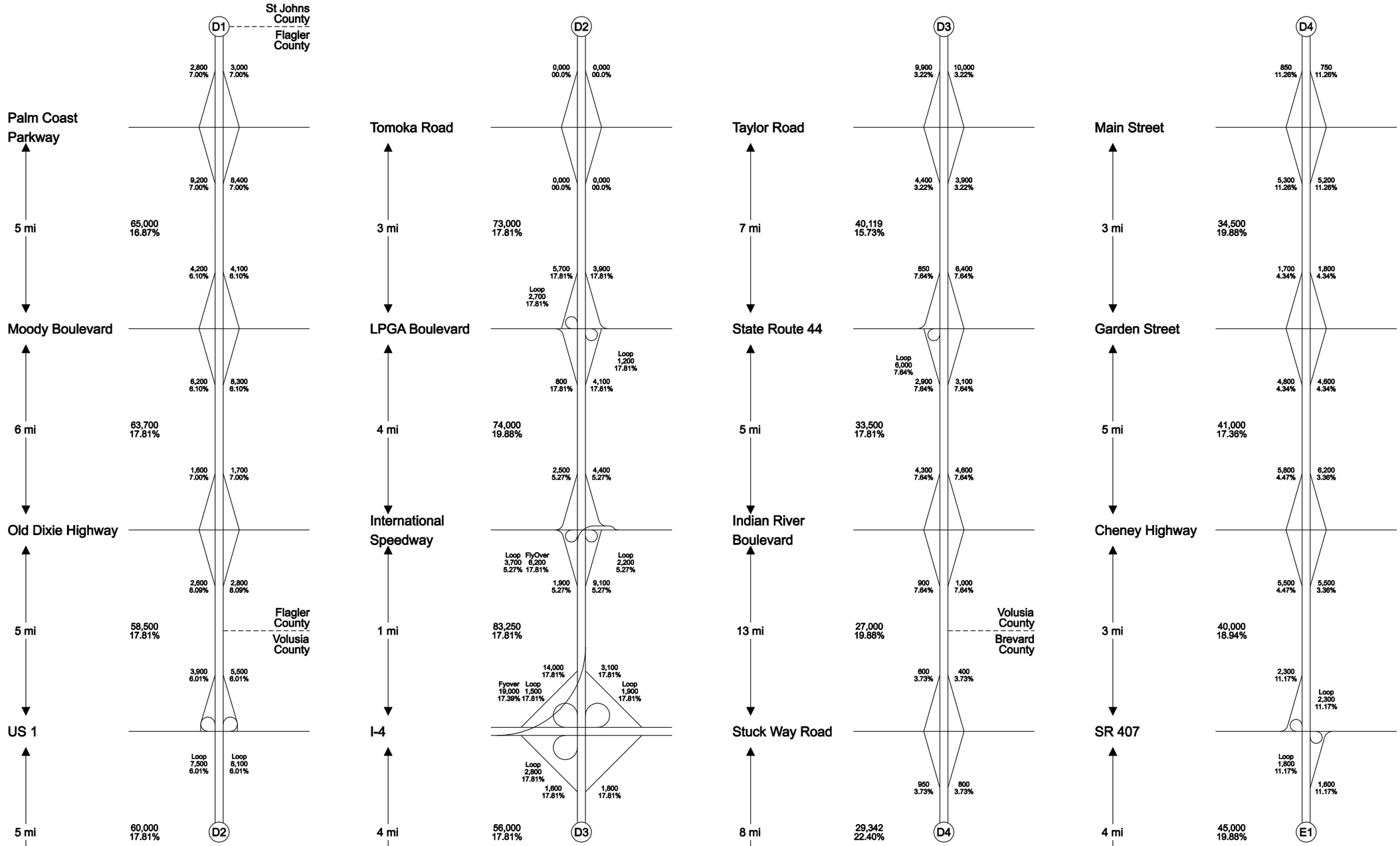
* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

XXX,XXX = AADT
X.XX% = Daily Truck Percentage

Not to Scale

Prepared By: TranSystems

Figure 4.1-A.
Existing (2007) Traffic Volumes

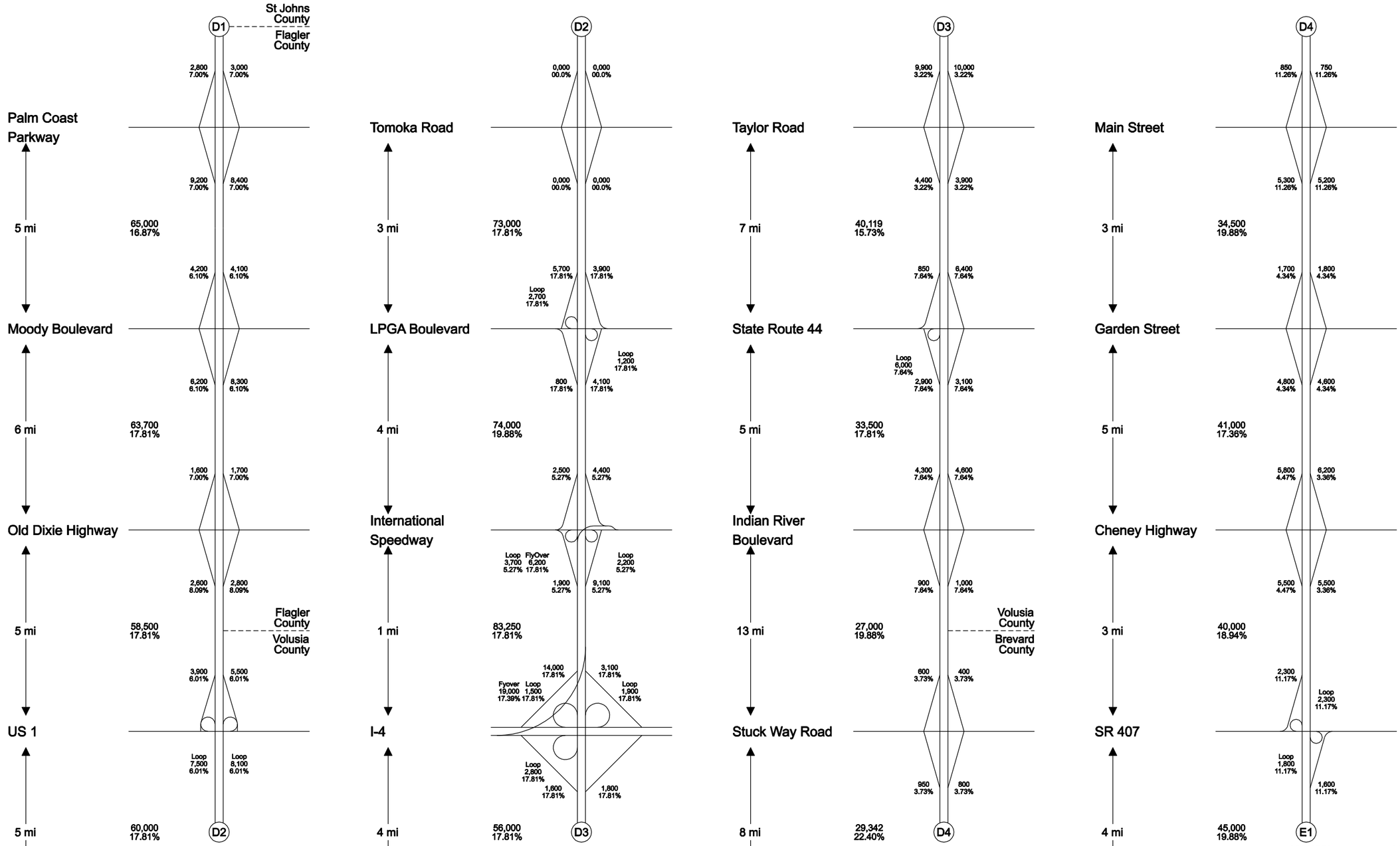


* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

Not to Scale

Prepared By:
TranSystems

Figure 4.1-B.
Existing (2007) Traffic Volumes



* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

Not to Scale

Prepared By:
TranSystems

Figure 4.1-B.
Existing (2007) Traffic Volumes

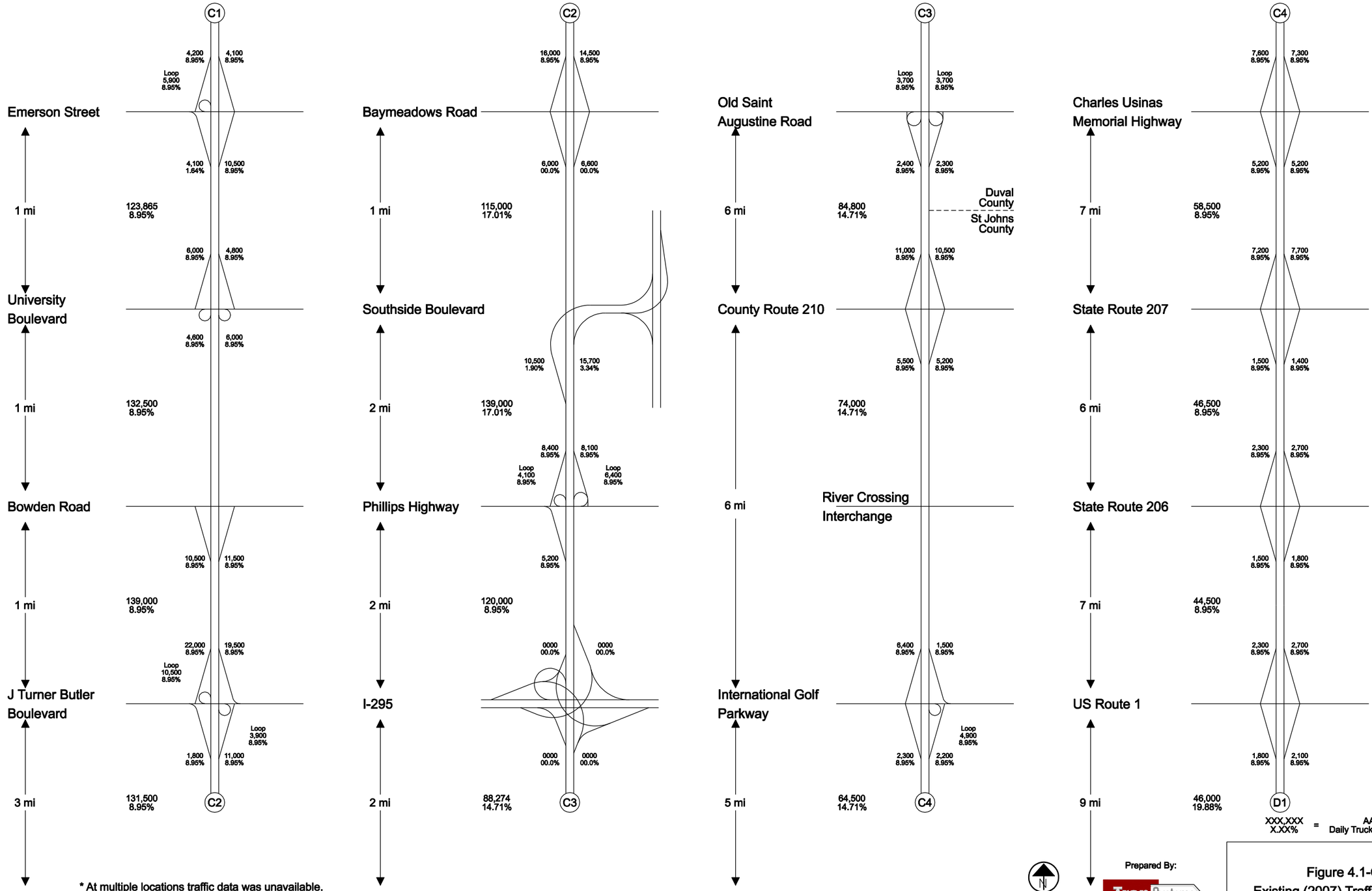
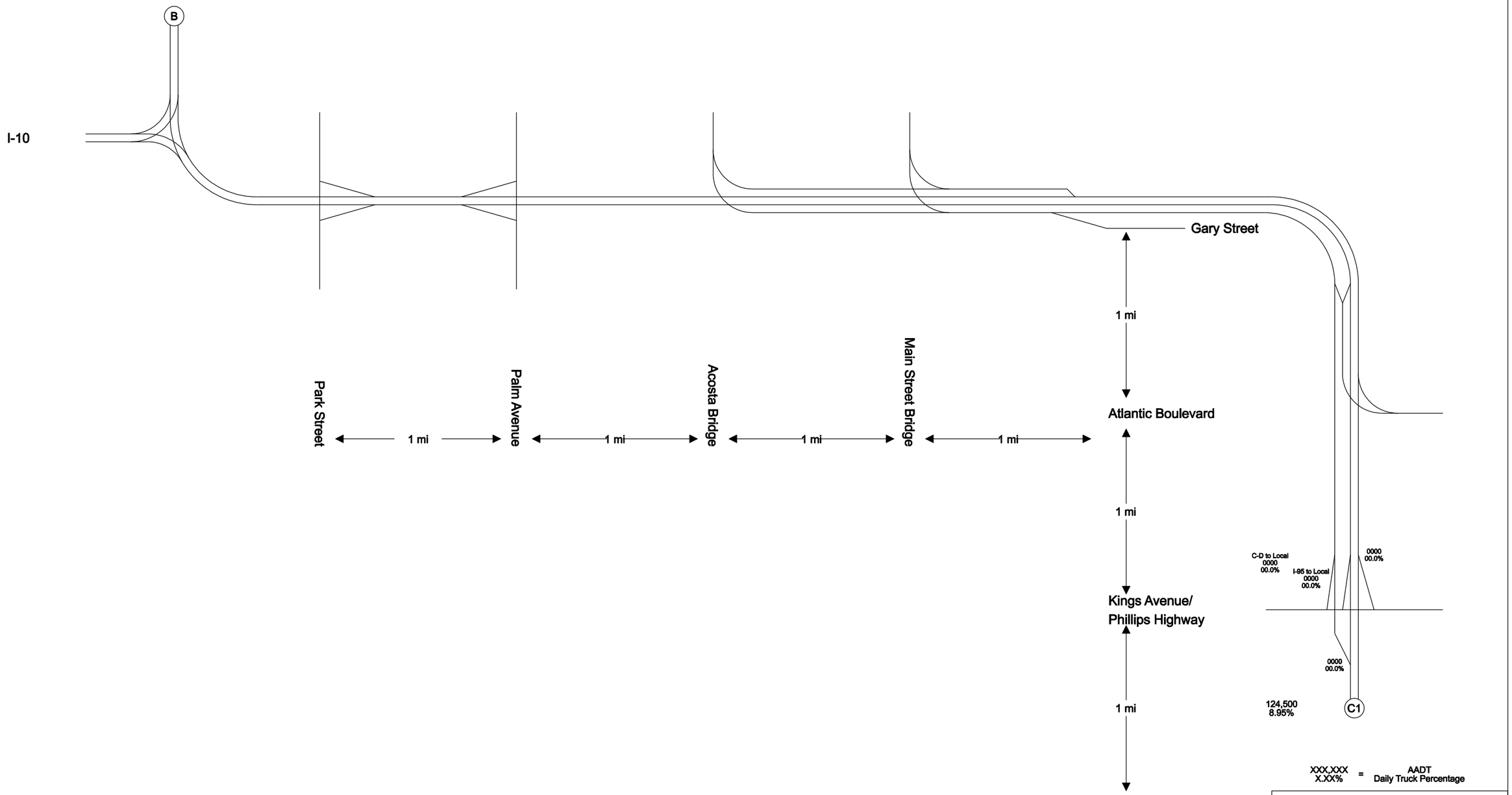
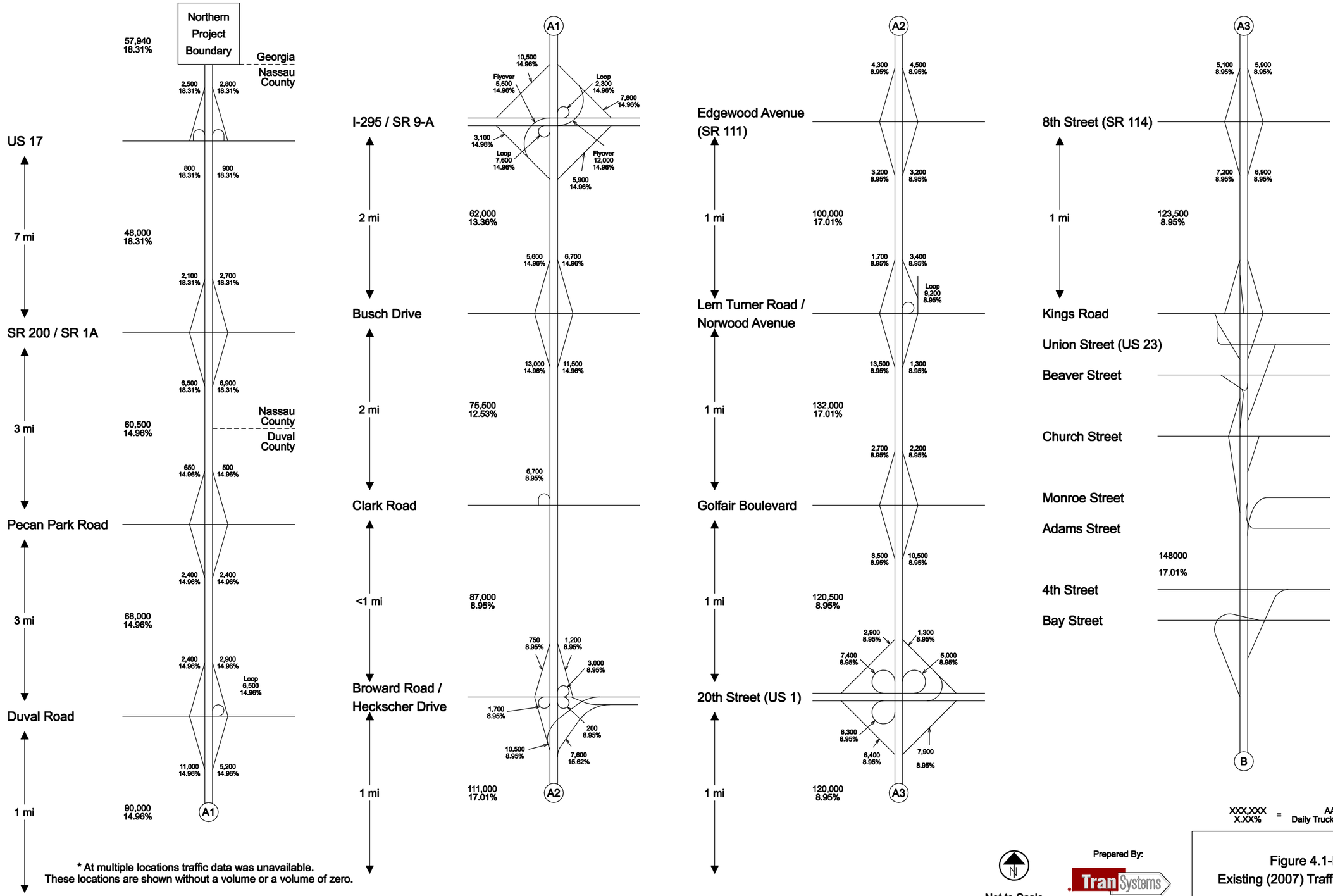


Figure 4.1-C.
Existing (2007) Traffic Volumes



* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

Figure 4.1-D.
Existing (2007) Traffic Volumes



* At multiple locations traffic data was unavailable.
These locations are shown without a volume or a volume of zero.

XXX,XXX = AADT
X.XX% = Daily Truck Percentage

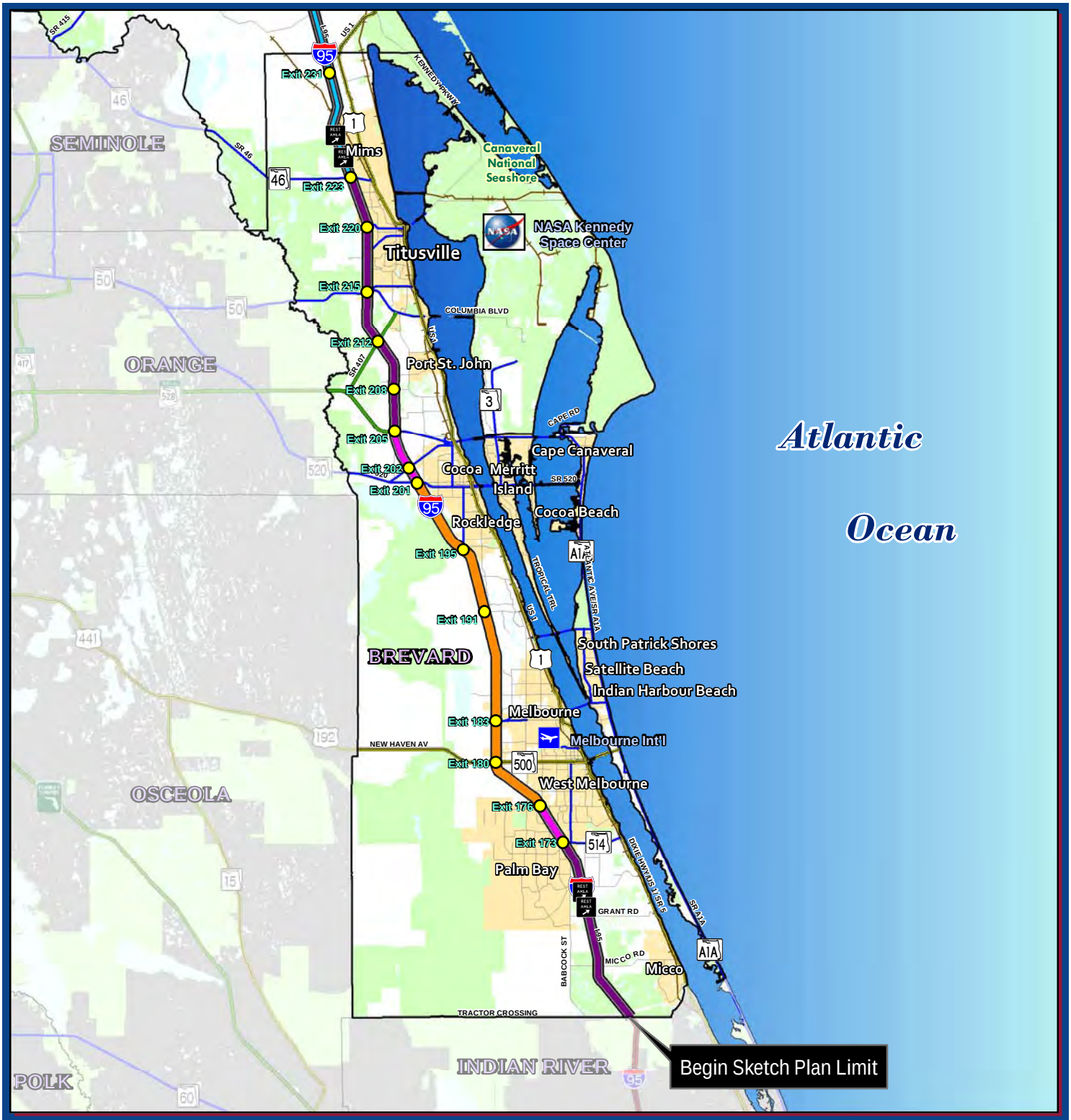
Not to Scale

Prepared By:
TranSystems

Figure 4.1-E.
Existing (2007) Traffic Volumes

APPENDIX J

2009 ANNUAL AVERAGE DAILY TRAFFIC



LEGEND

2009 AADT

- > 160,000
- 110,001 - 160,000
- 70,001 - 110,000
- 50,001 - 70,000
- 30,001 - 50,000
- 15,001 - 30,000
- 0 - 15,000

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.2A - 2009 Annual Average Daily Traffic (Southern Region)

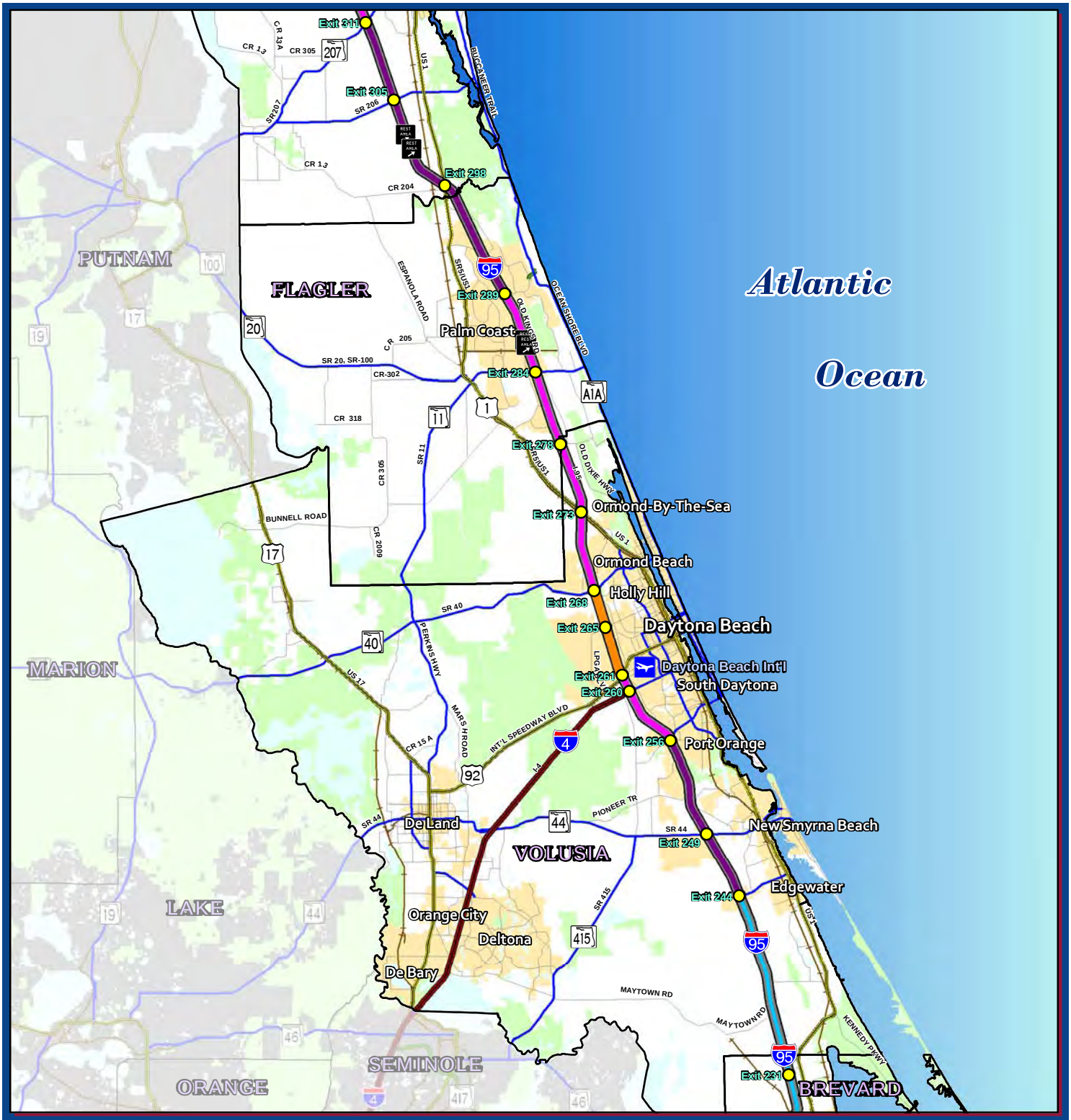
NOTES:

This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2009 AADT

- > 160,000
- 110,001 - 160,000
- 70,001 - 110,000
- 50,001 - 70,000
- 30,001 - 50,000
- 15,001 - 30,000
- 0 - 15,000

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.2B - 2009 Annual Average Daily Traffic (Central Region)

NOTES:

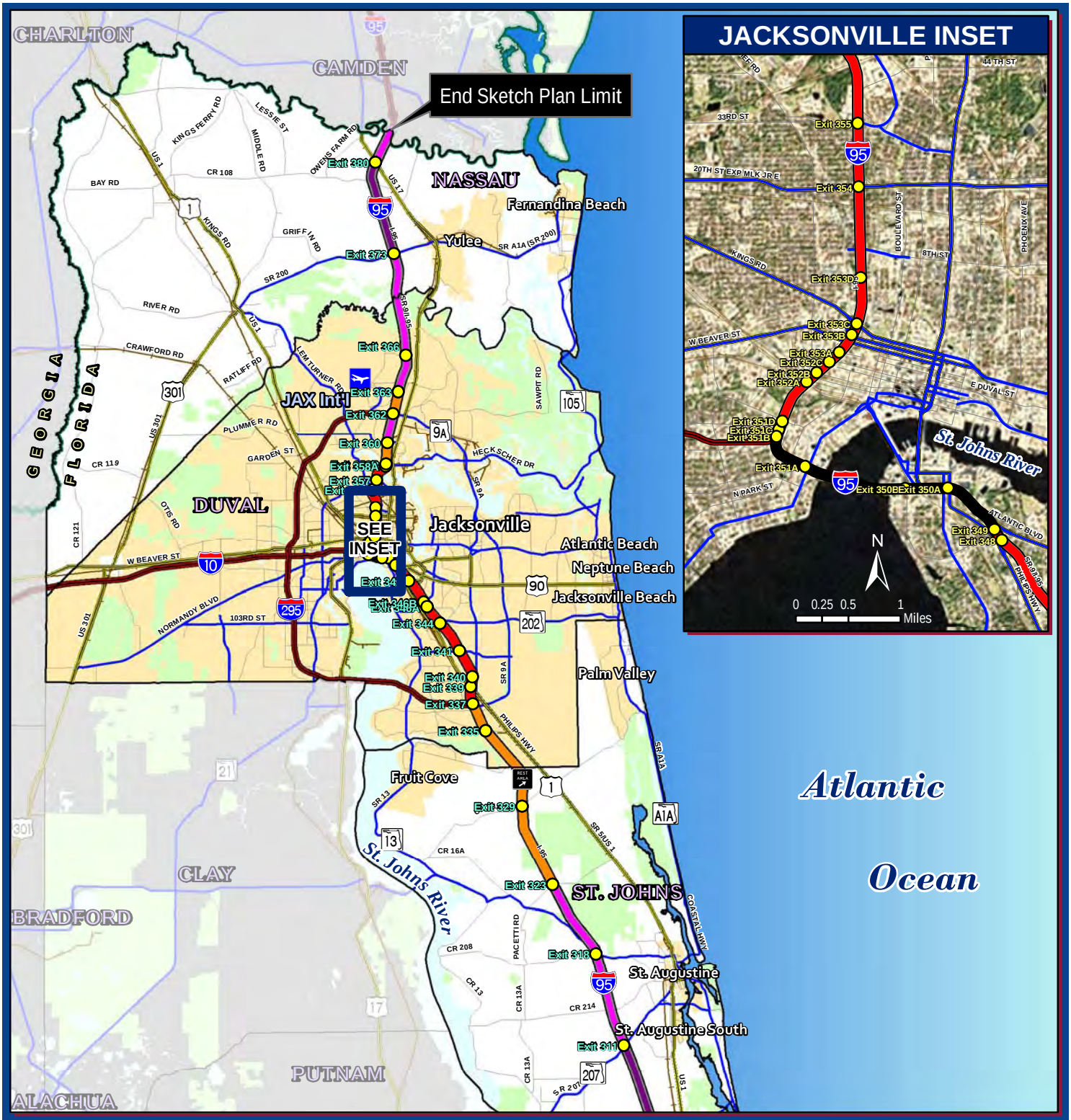
This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

2009 AADT

- > 160,000
- 110,001 - 160,000
- 70,001 - 110,000
- 50,001 - 70,000
- 30,001 - 50,000
- 15,001 - 30,000
- 0 - 15,000

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.2C - 2009 Annual Average Daily Traffic (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

APPENDIX K

TOTAL ANNUAL AVERAGE DAILY TRAFFIC PROJECTIONS

Figure 4.3A I-95 North of Malabar Road, Brevard County
Existing: 4 Lanes

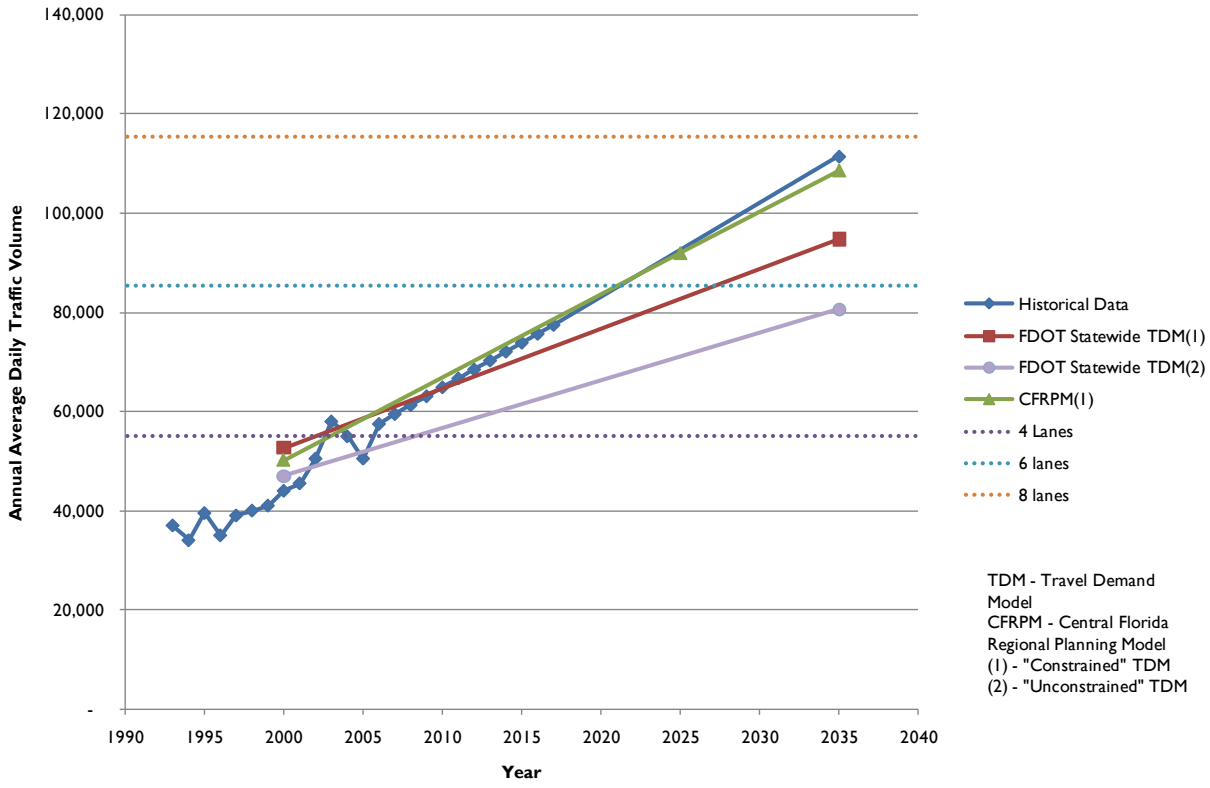


Figure 4.3B I-95 South of SR 400, Volusia County
Existing: 4 Lanes

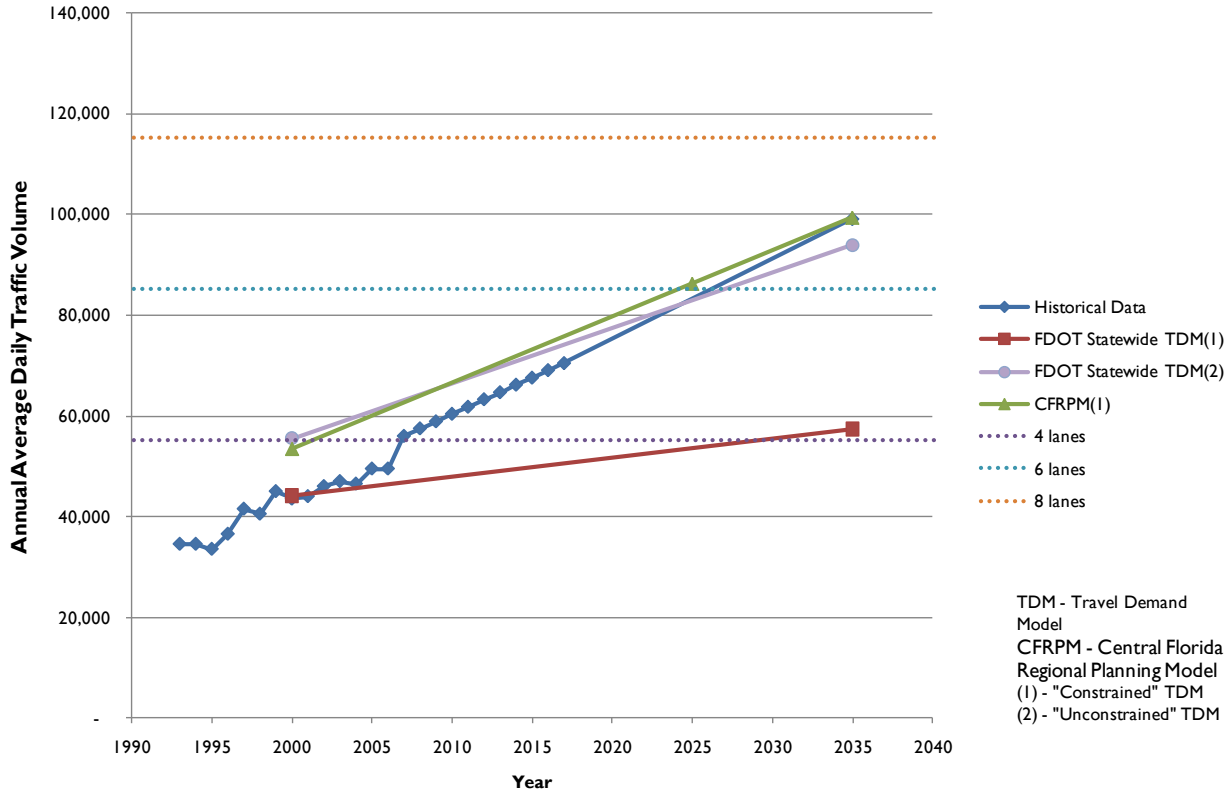


Figure 4.3C I-95 North of LPGA Boulevard, Volusia County
Existing 6 Lanes

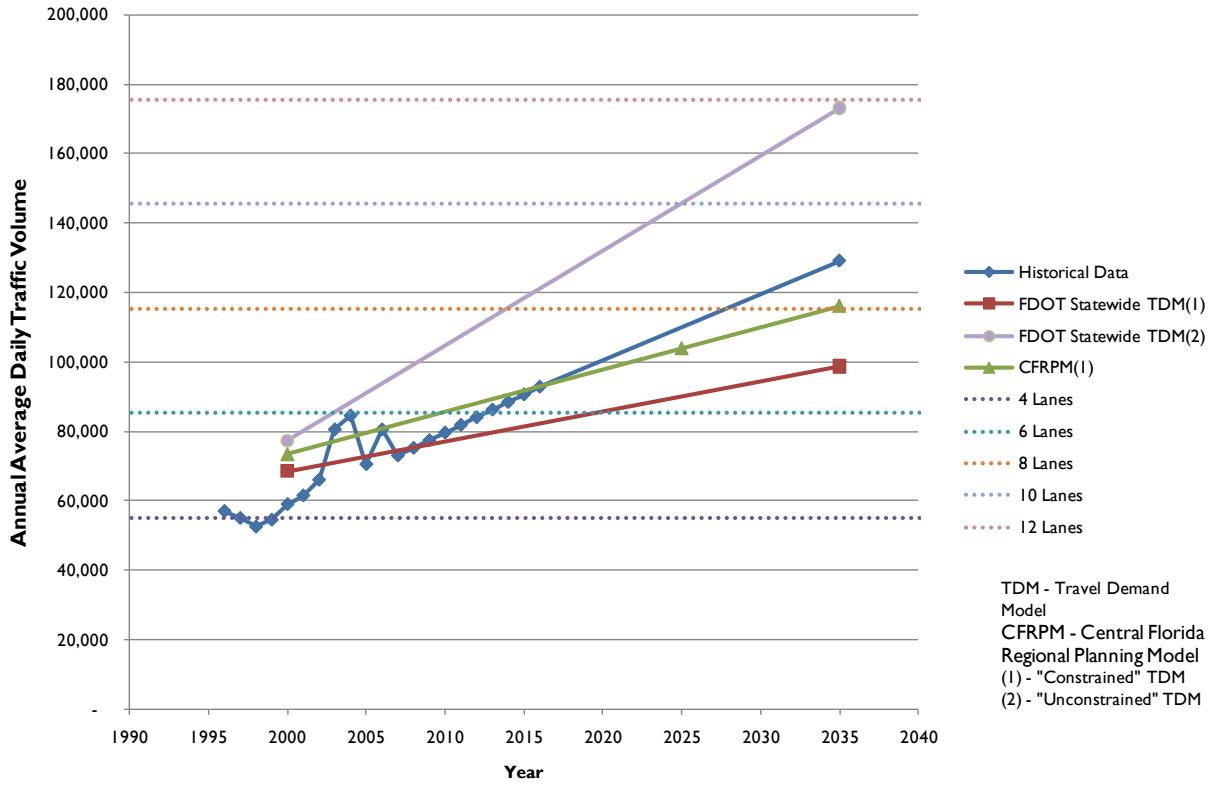


Figure 4.3D I-95 North of International Golf Parkway, St. Johns County
Existing: 6 Lanes

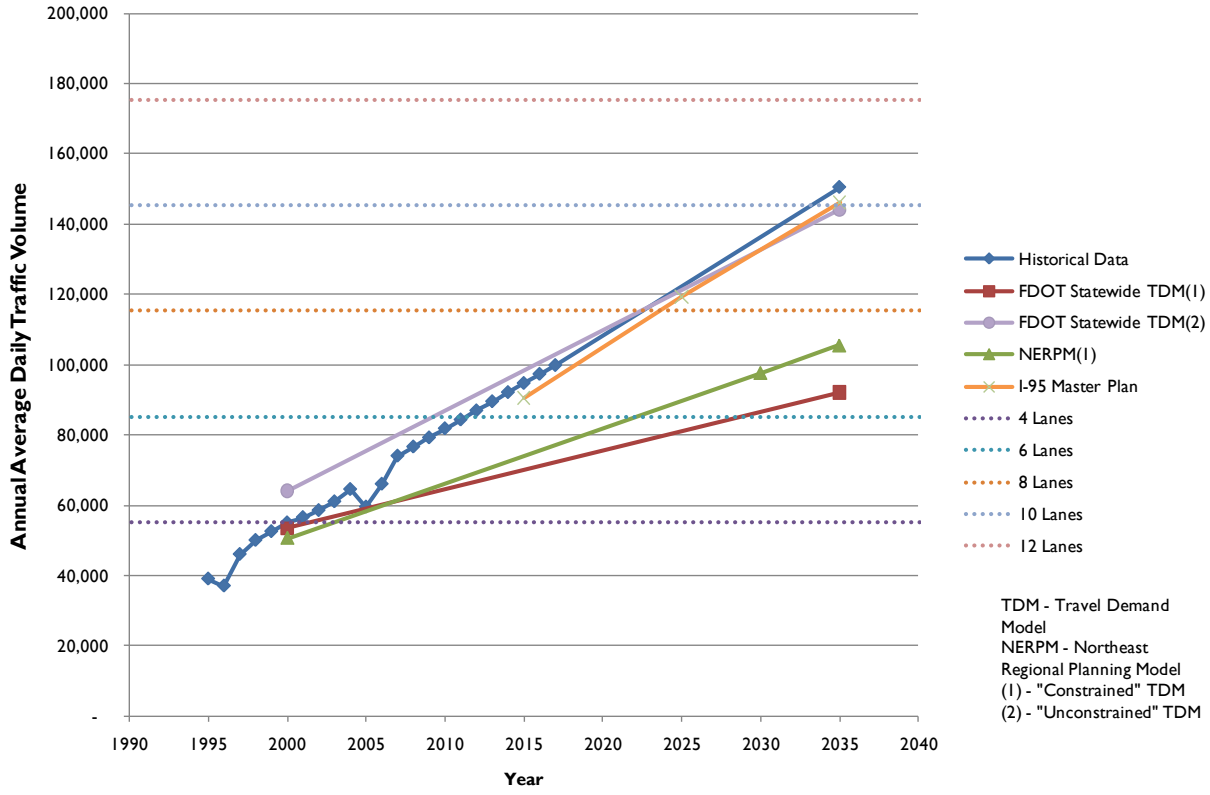


Figure 4.3E I-95 North of Emerson Street, Duval County
Existing: 6 Lanes

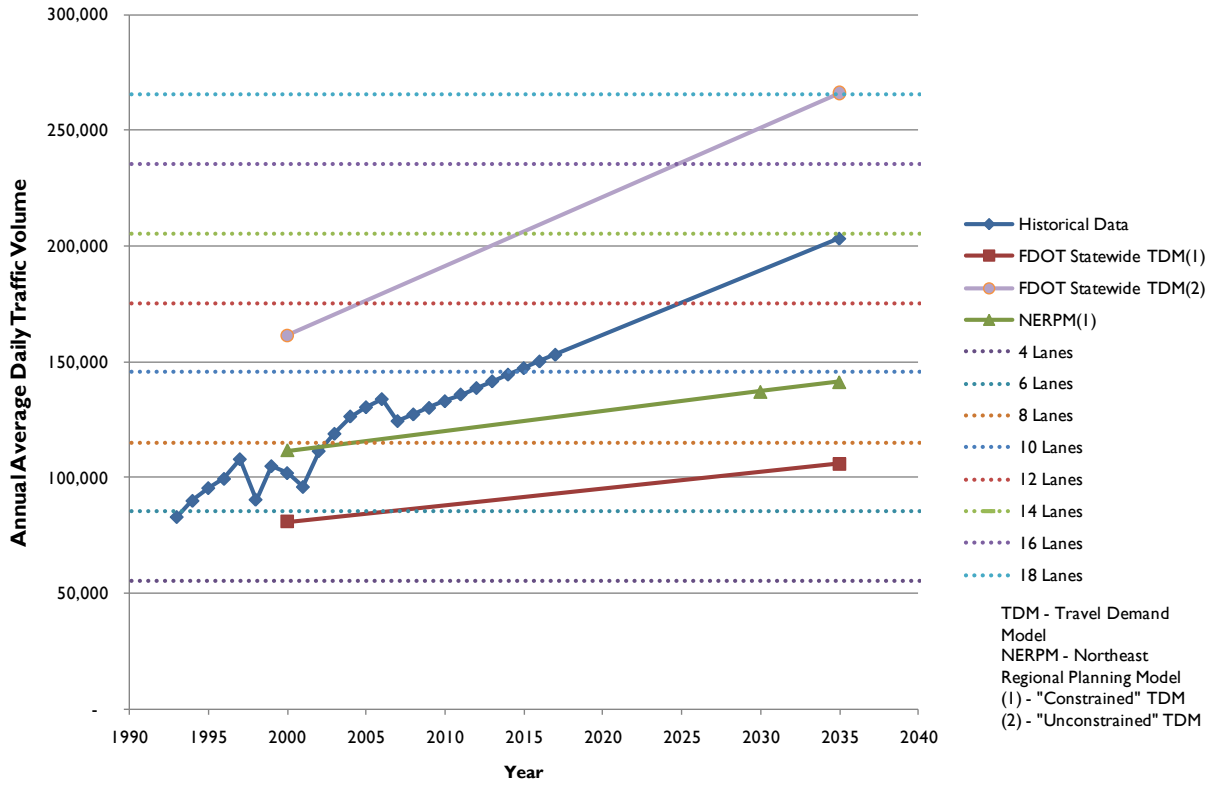


Figure 4.3F I-95 South of 20th Street, Duval County
Existing: 6 Lanes

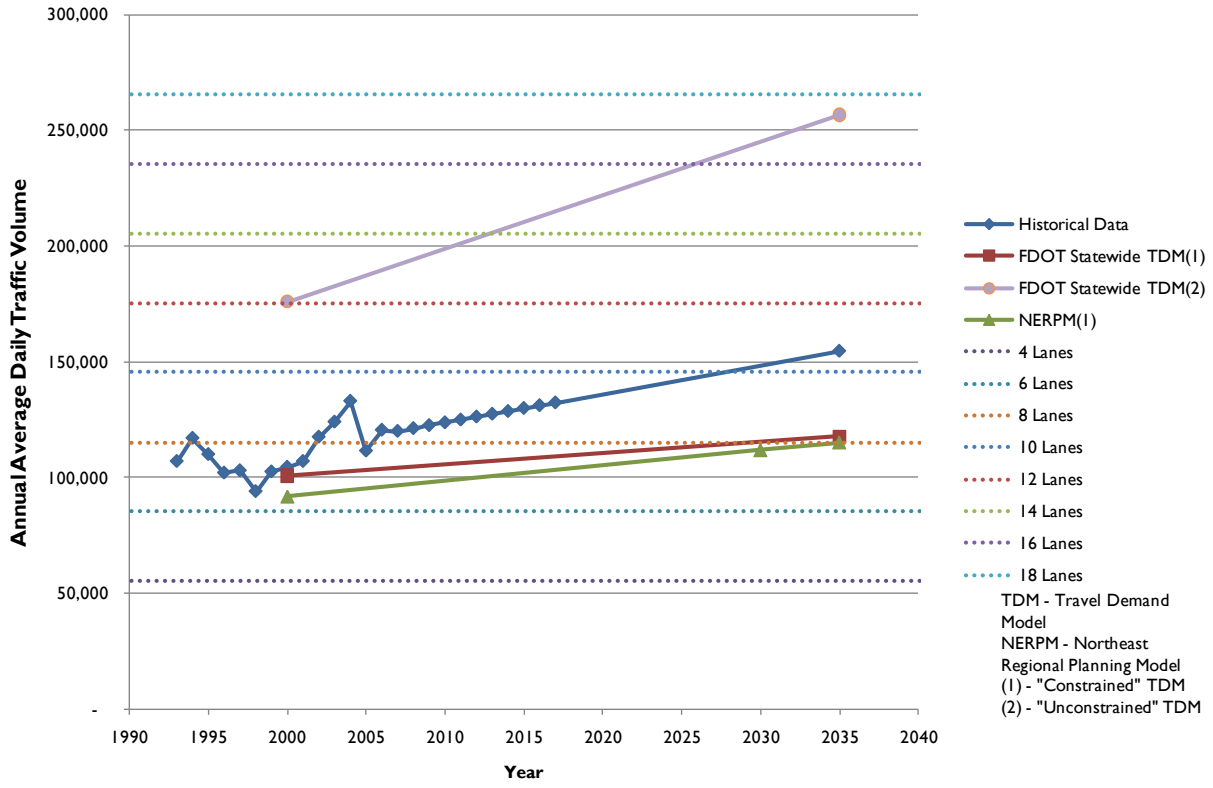


Figure 4.3G I-95 North of 20th Street, Duval County
Existing: 6 Lanes

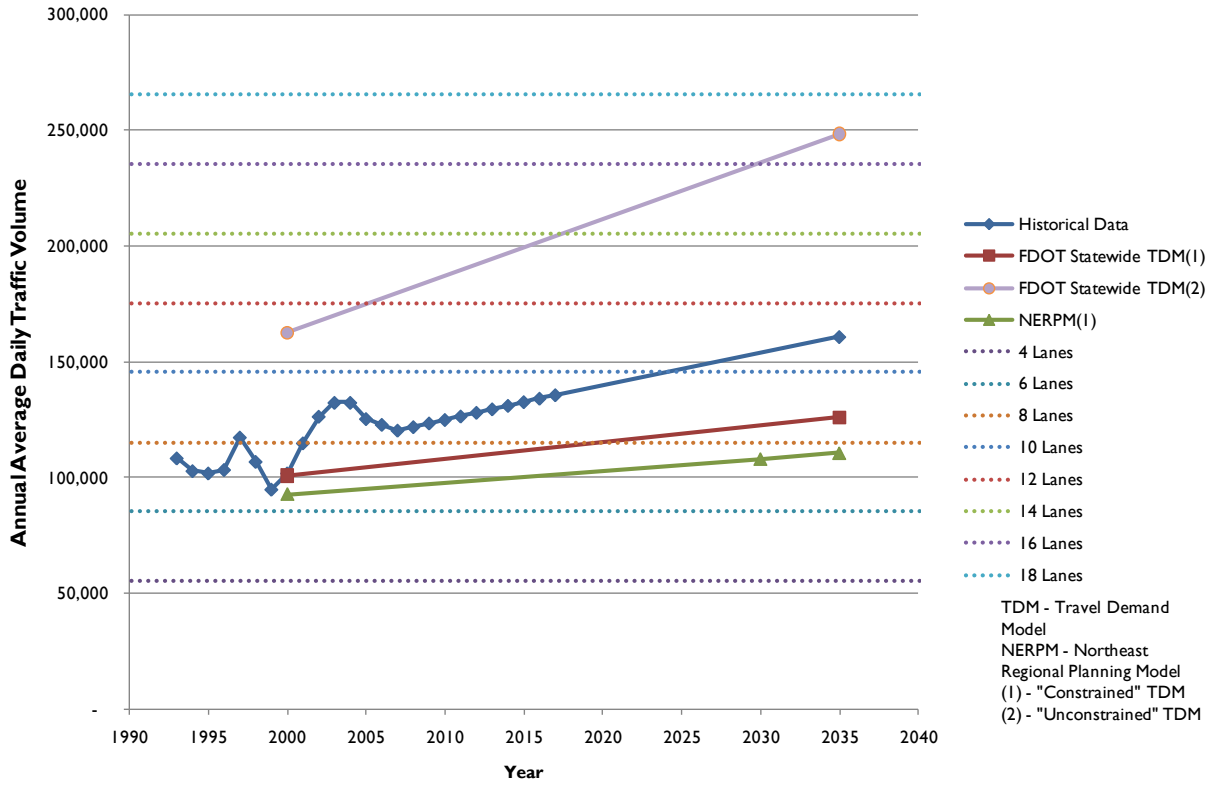


Figure 4.3H I-95 South of I-295, Duval County (North of Jacksonville) Existing: 6 Lanes

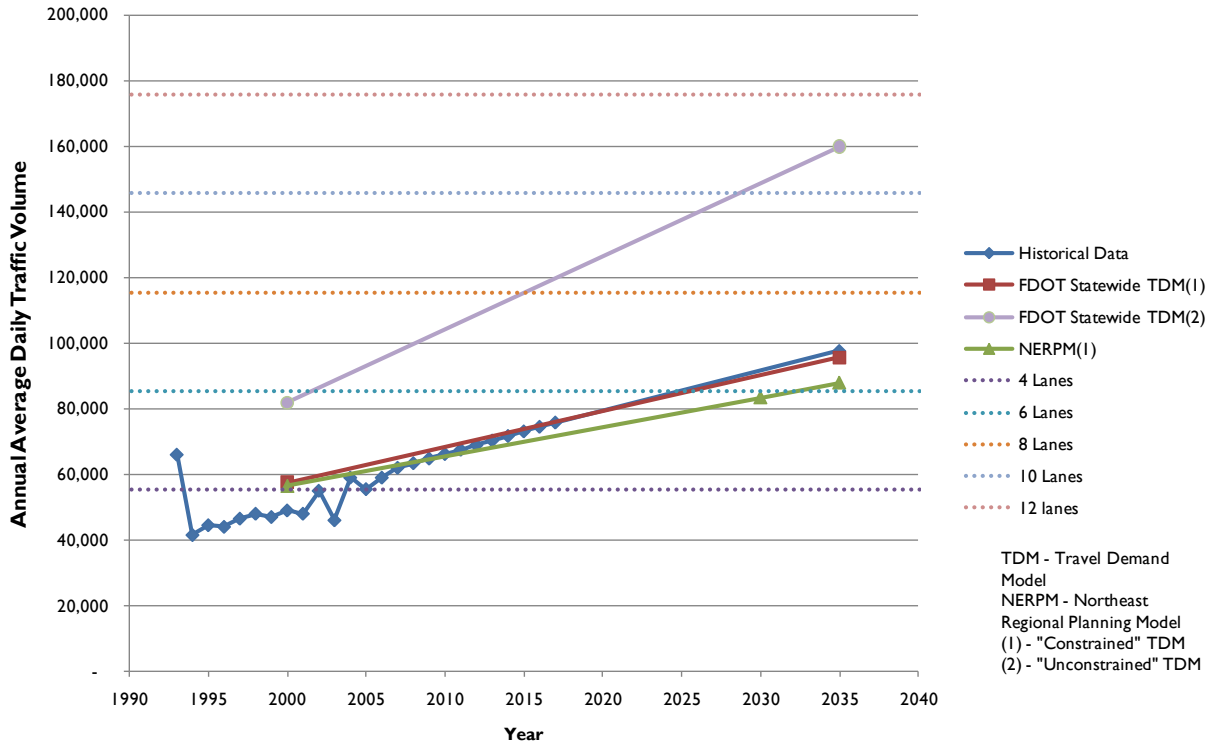


Figure 4.31 I-95 North of I-295, Duval County (North of Jacksonville) Existing: 6 Lanes

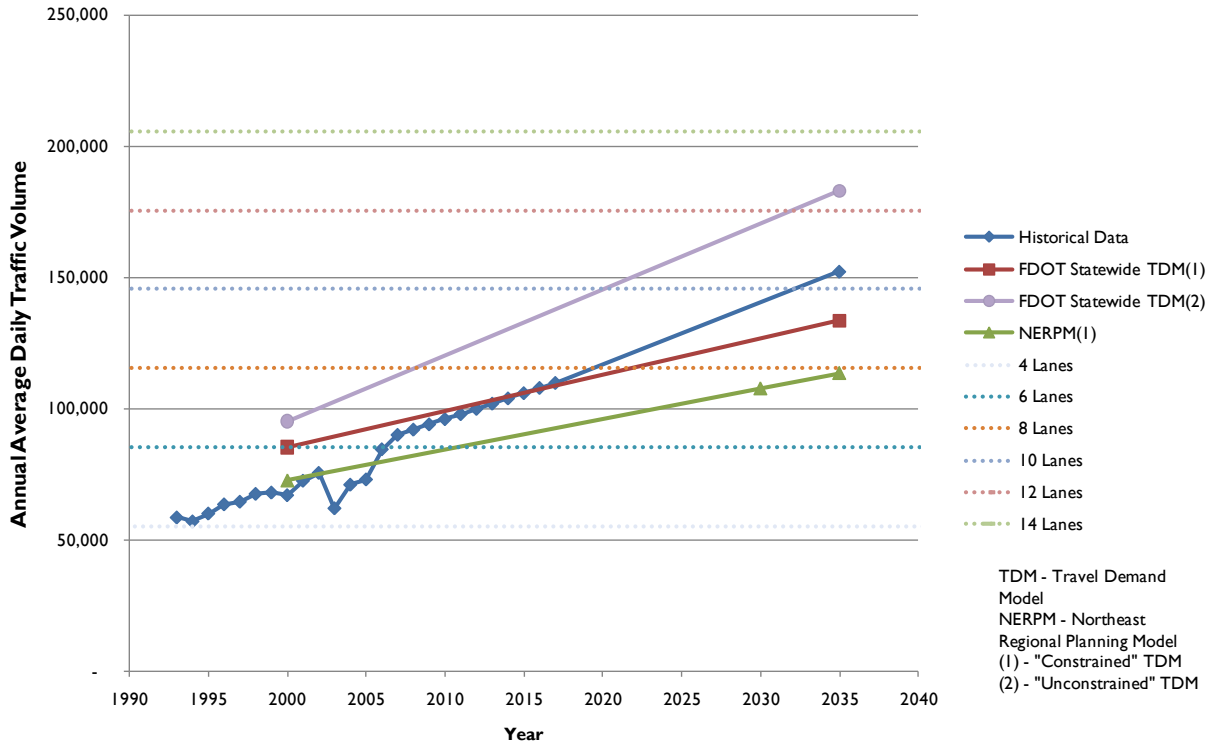


Figure 4.3J I-295 West of I-95, Duval County (North of Jacksonville) Existing: 4 Lanes

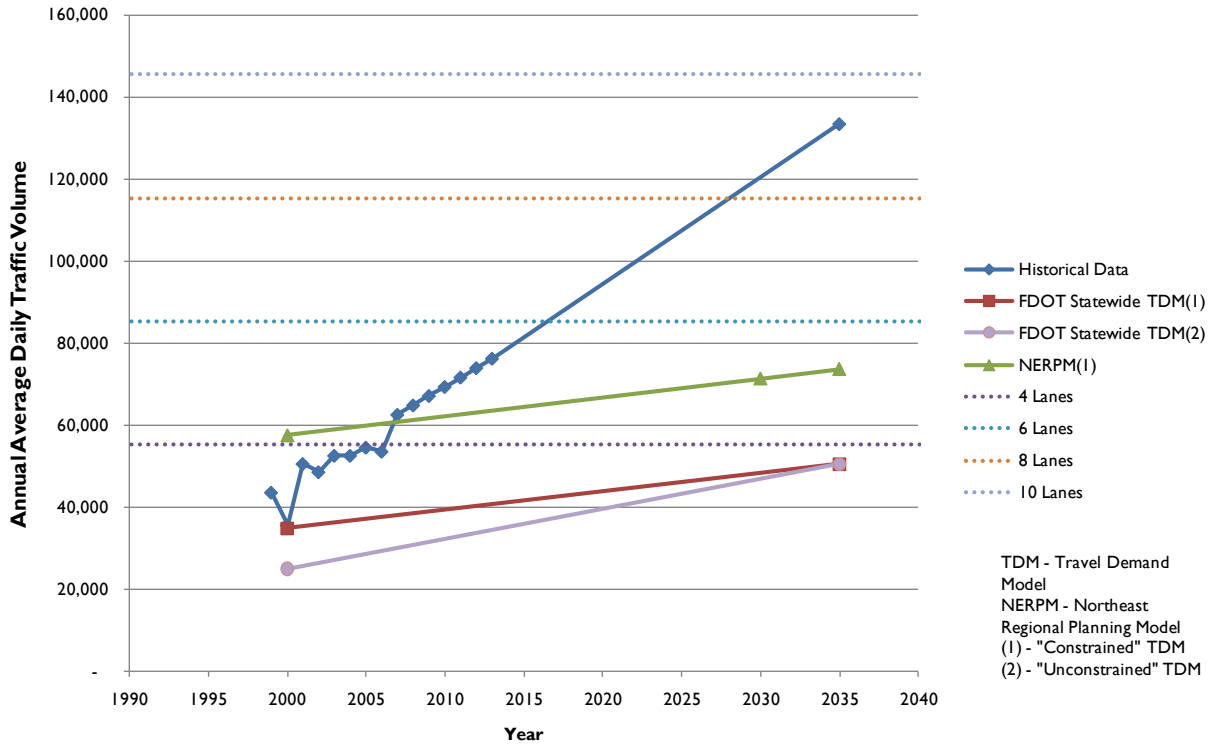
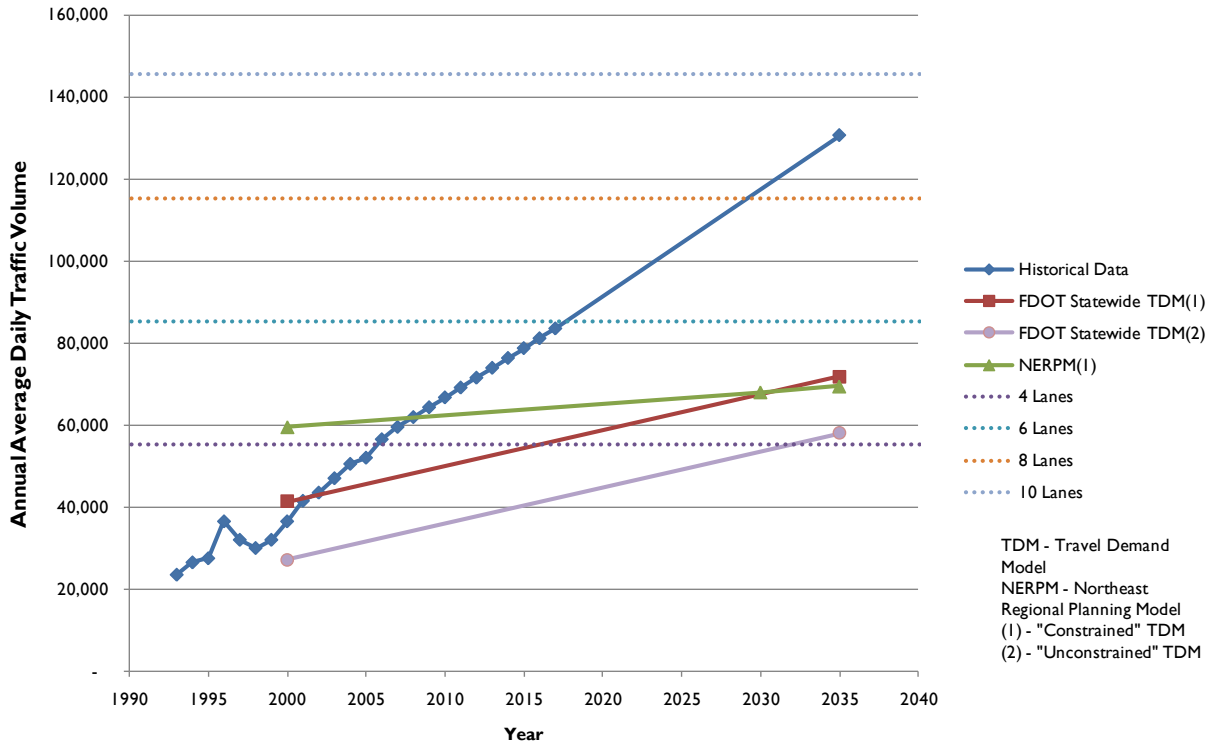


Figure 4.3K. I-295 East of I-95, Duval County (North of Jacksonville) Existing: 4 Lanes



APPENDIX L

TRUCK ANNUAL AVERAGE DAILY TRAFFIC VOLUME

Figure 4.4A I-95 North of Malabar Road, Brevard County

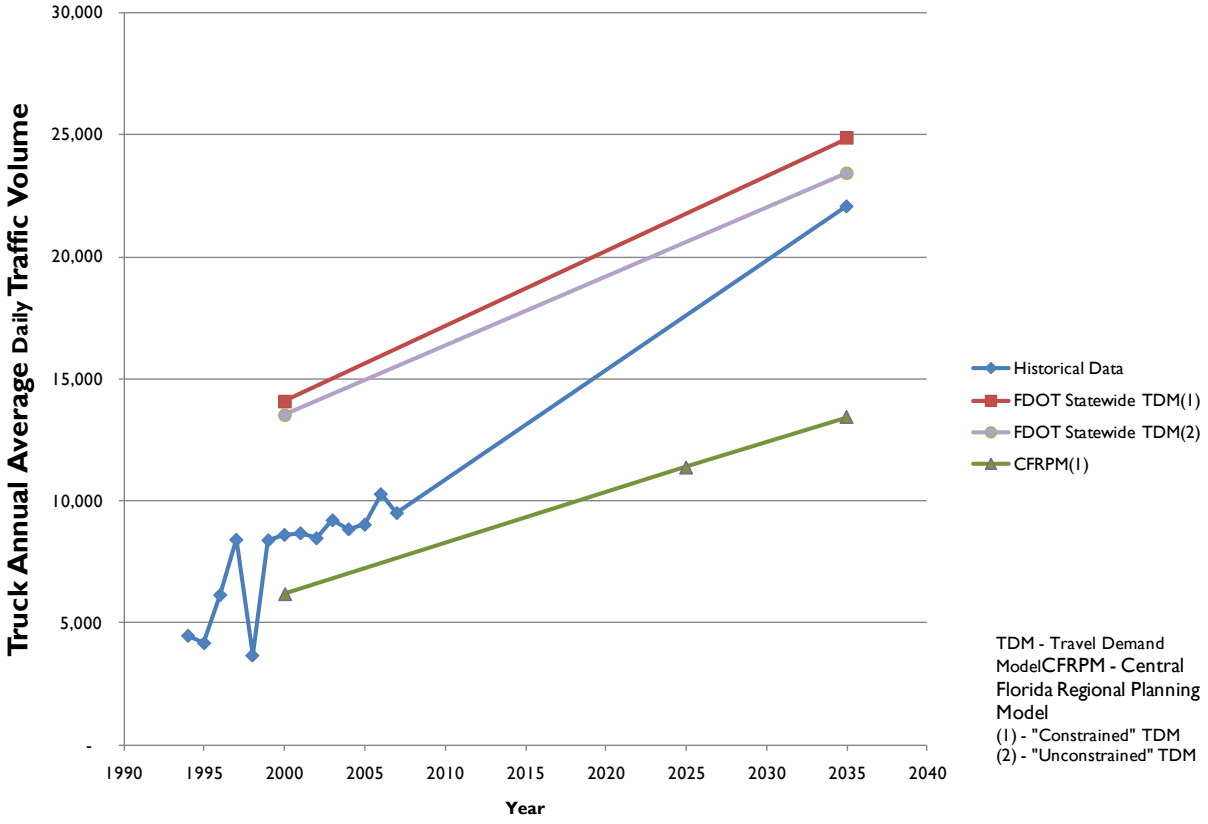


Figure 4.4B I-95 South of SR 400, Volusia County

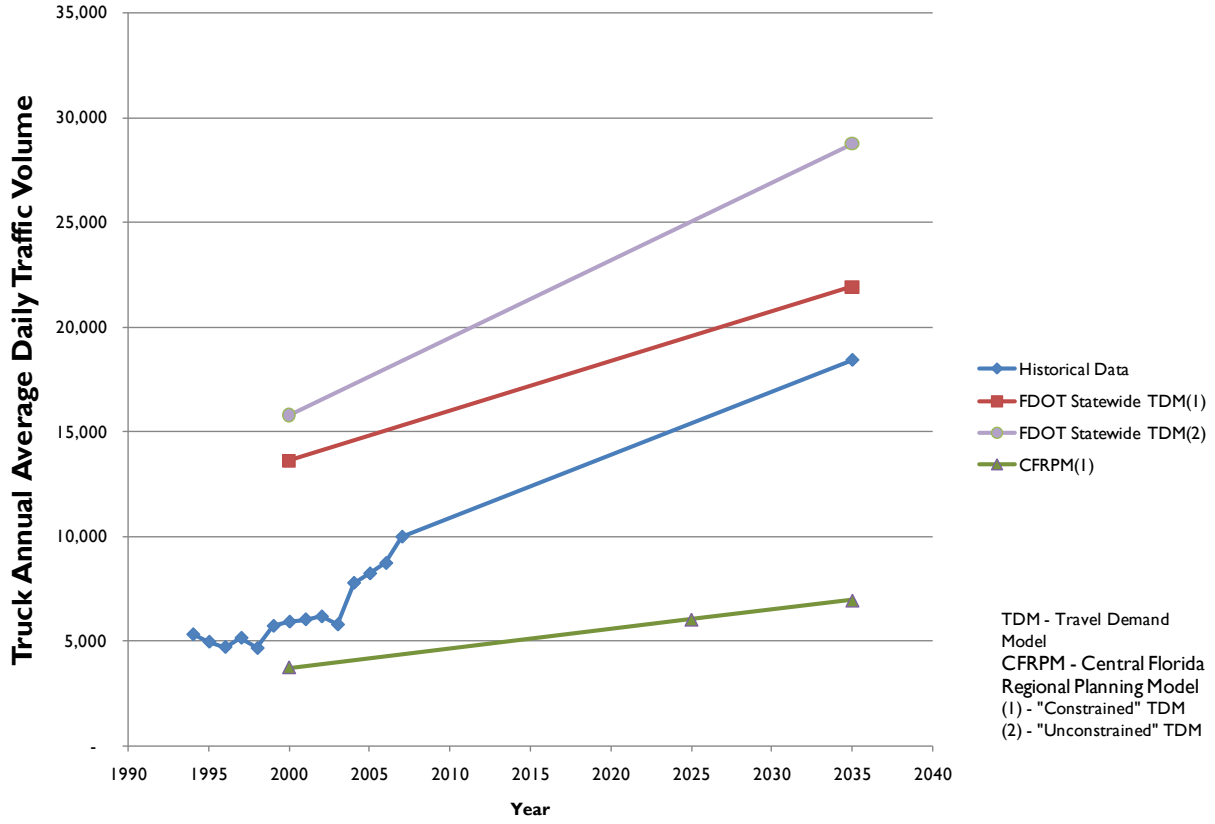


Figure 4.4C I-95 North of LPGA Boulevard, Volusia County

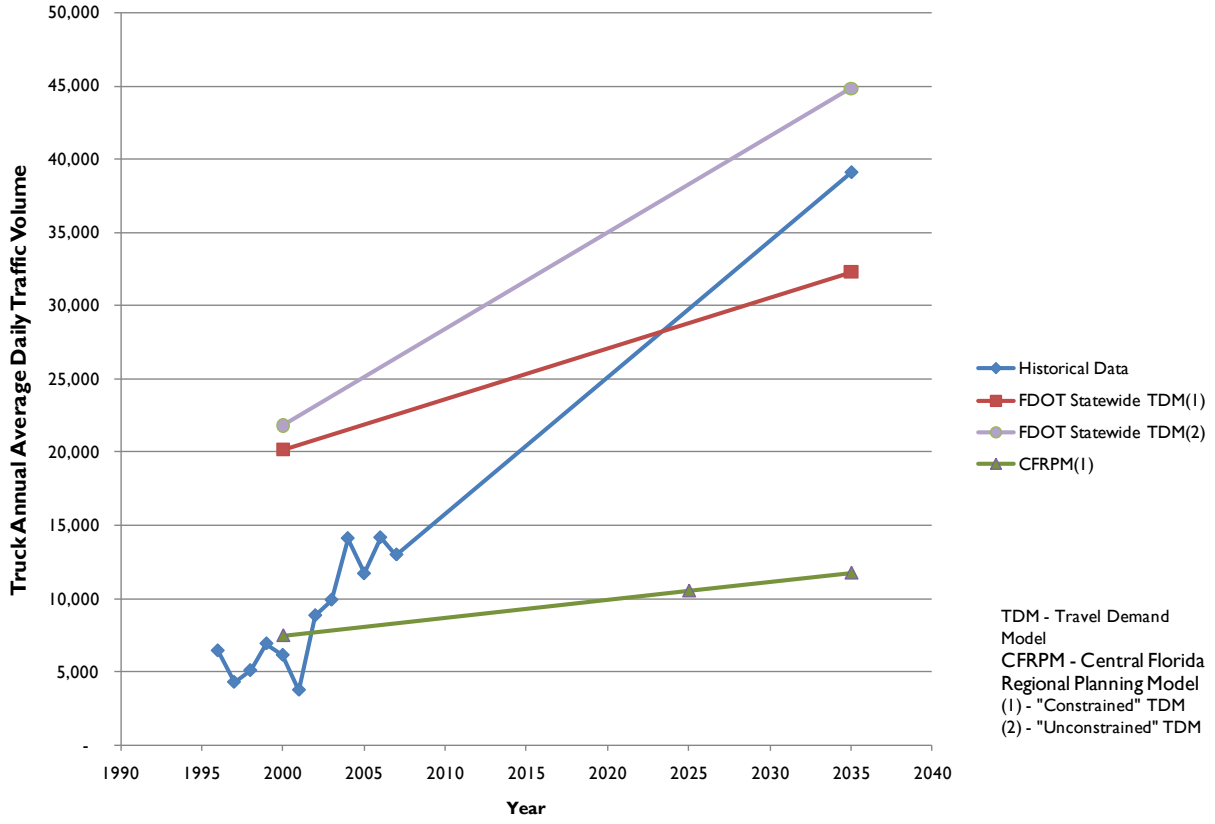


Figure 4.4D I-95 North of International Golf Parkway, St. Johns County

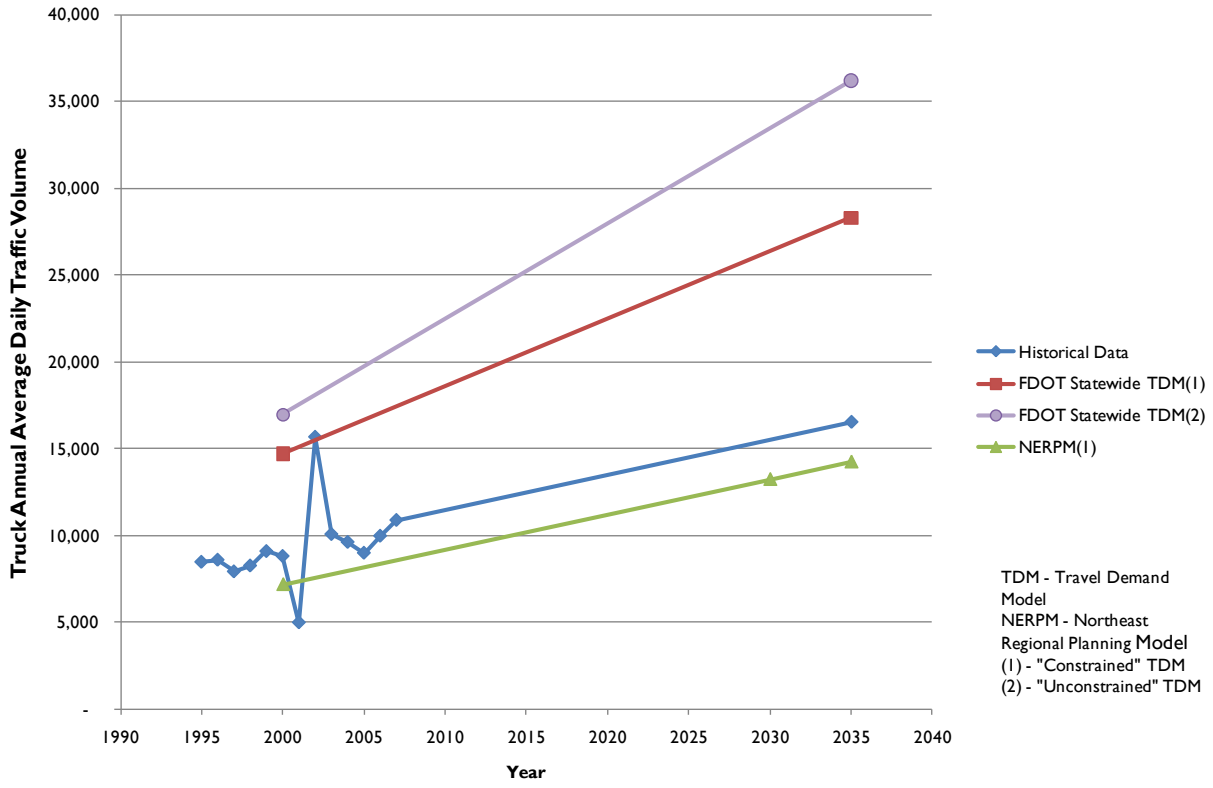


Figure 4.4E I-95 North of Emerson Street, Duval County

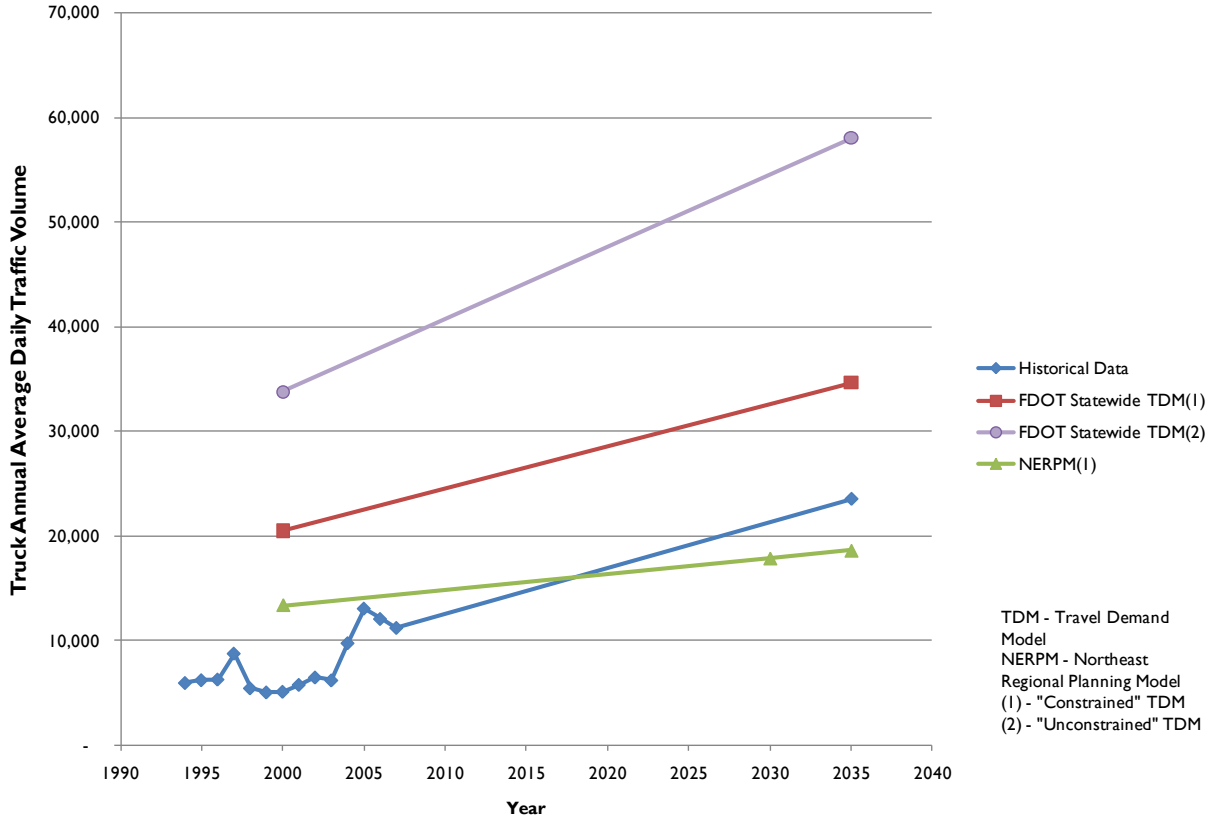


Figure 4.4F I-95 South of 20th Street, Duval County

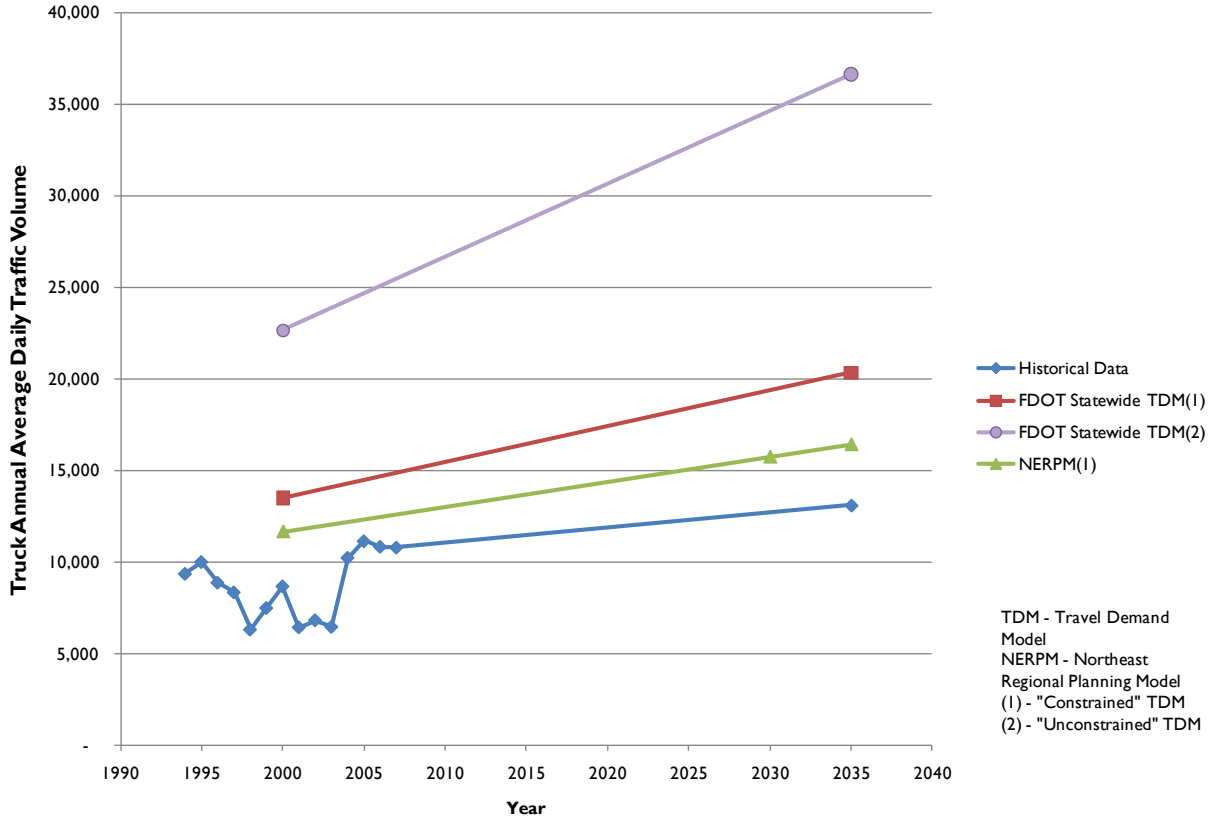


Figure 4.4G I-95 North of 20th Street, Duval County

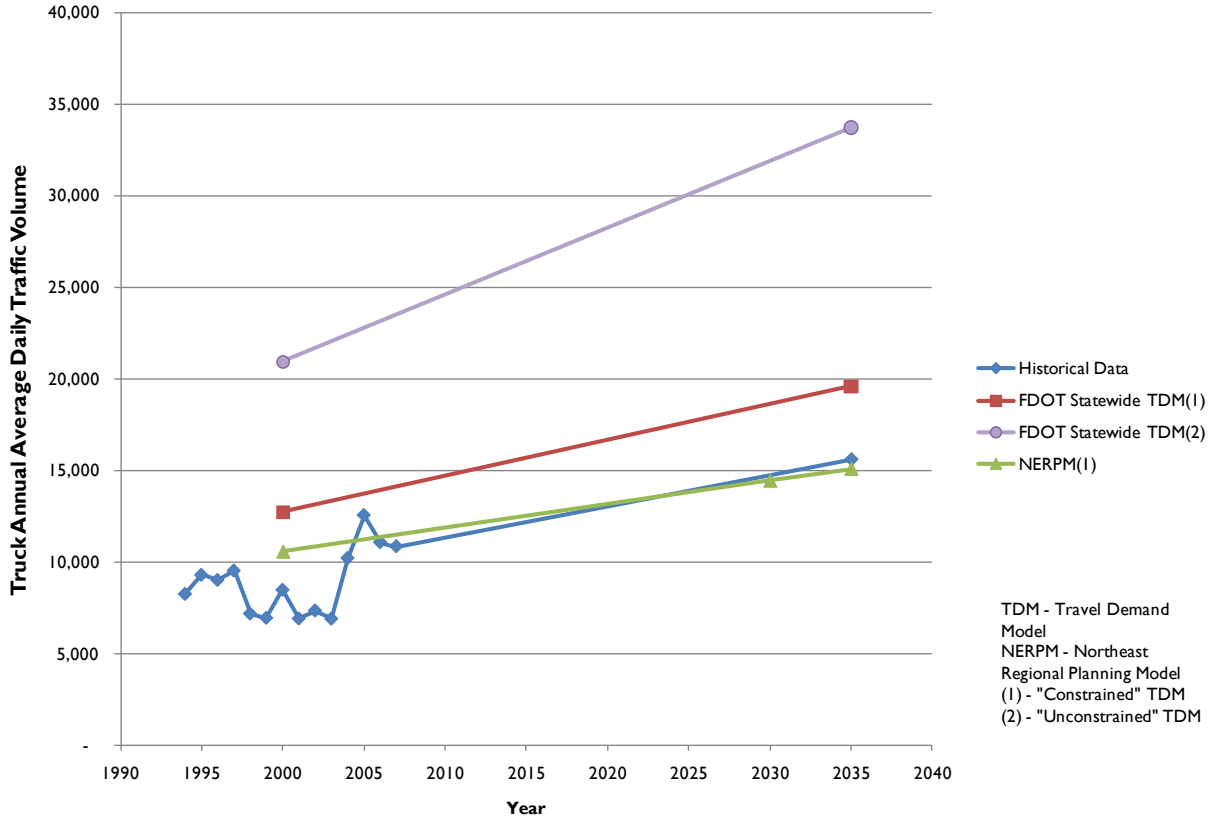


Figure 4.4H I-95 South of I-295, Duval County (North of Jacksonville)

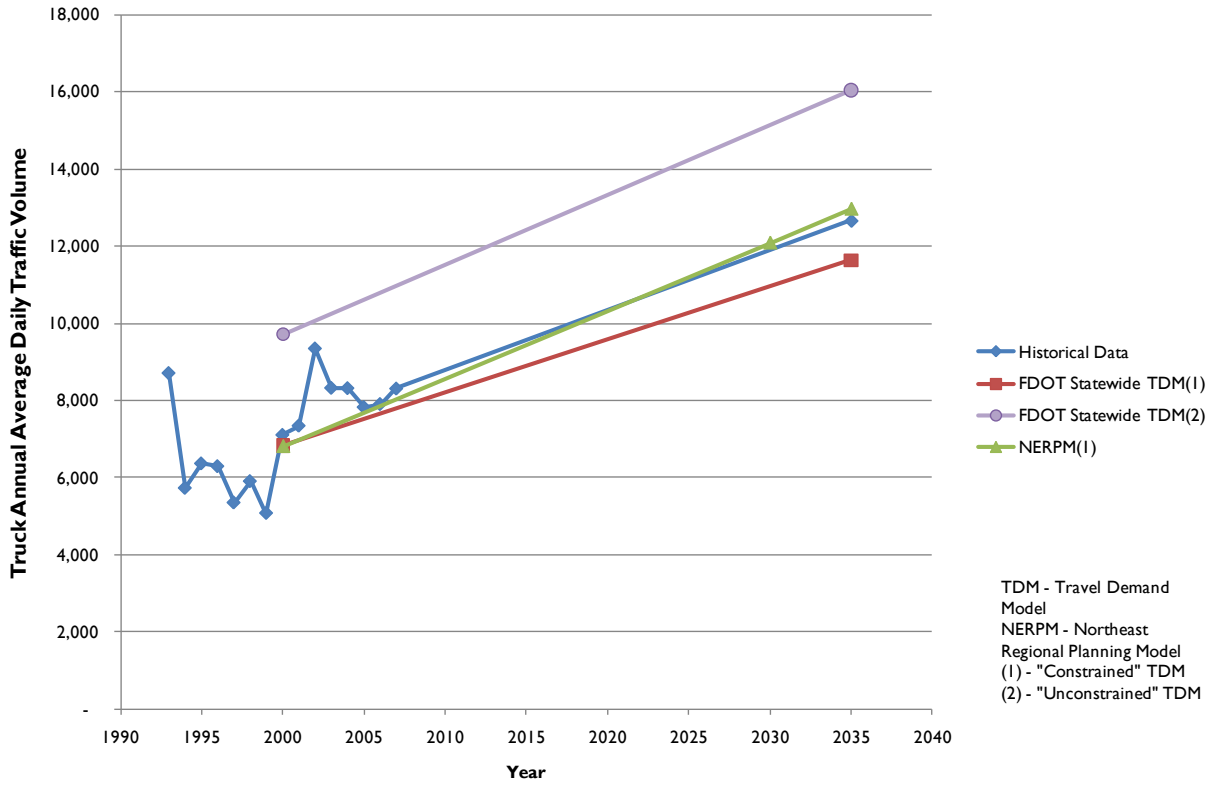


Figure 4.41 I-95 North of I-295, Duval County (North of Jacksonville)

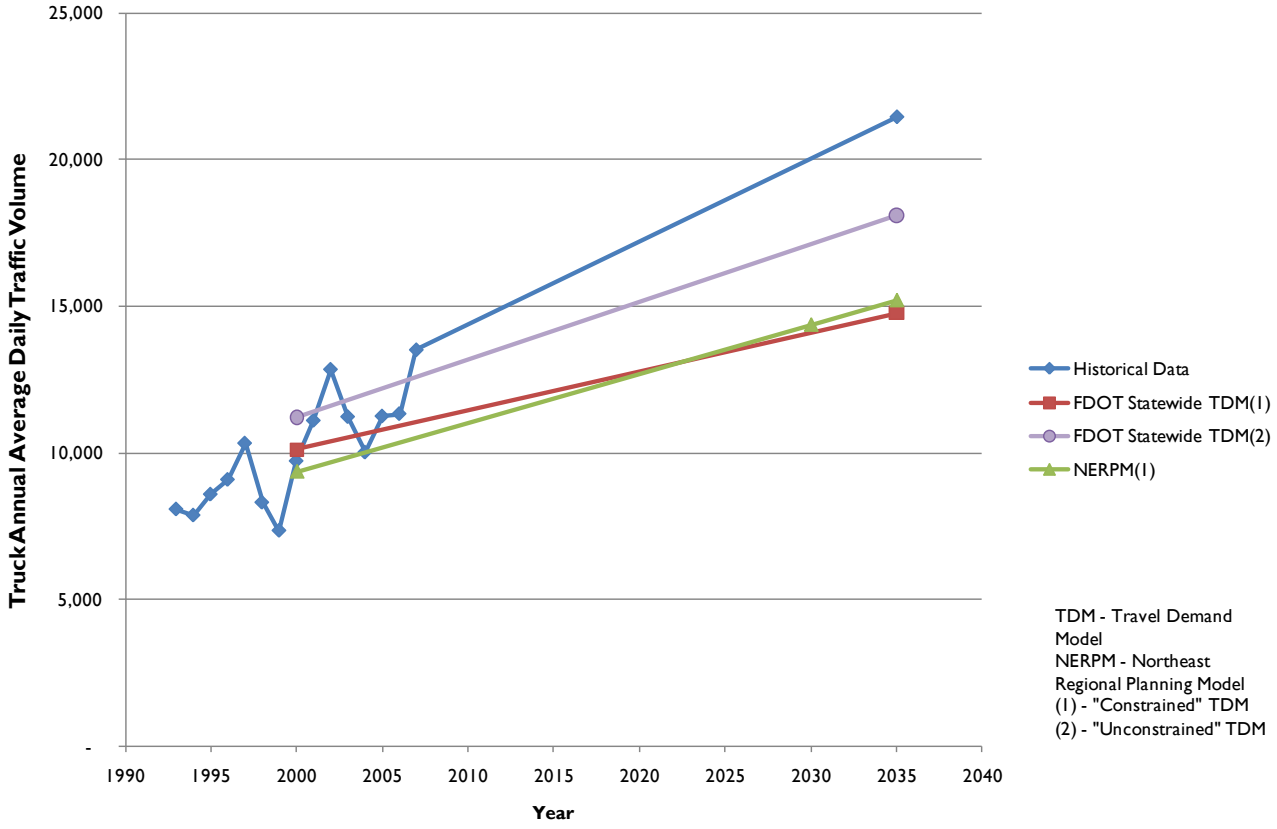


Figure 4.4J. I-295 West of I-95, Duval County (North of Jacksonville)

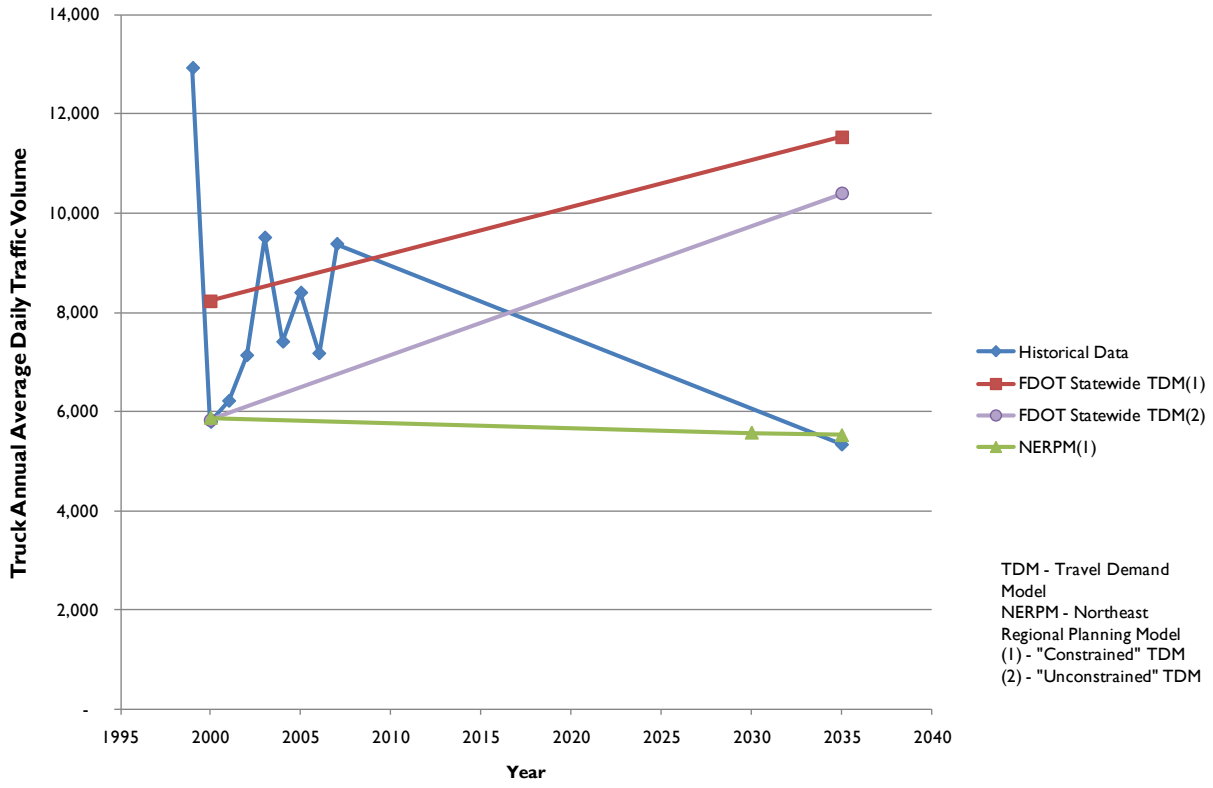
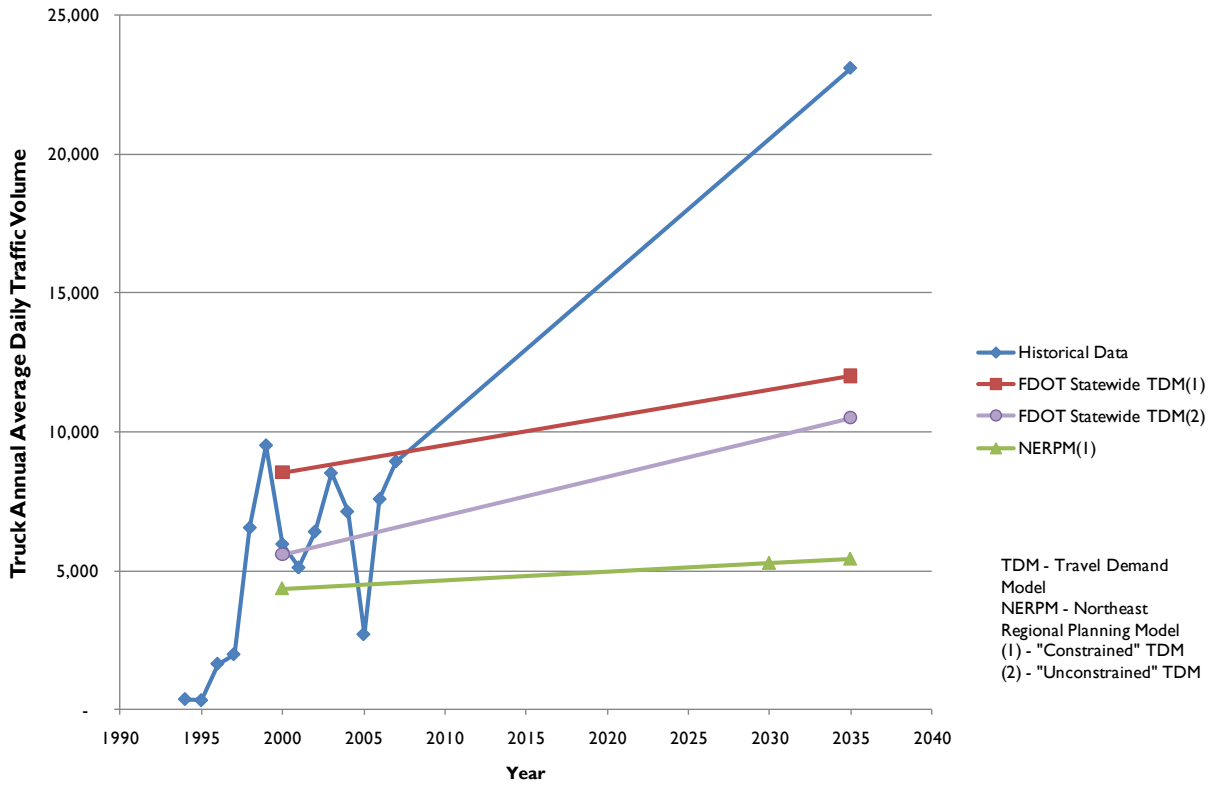
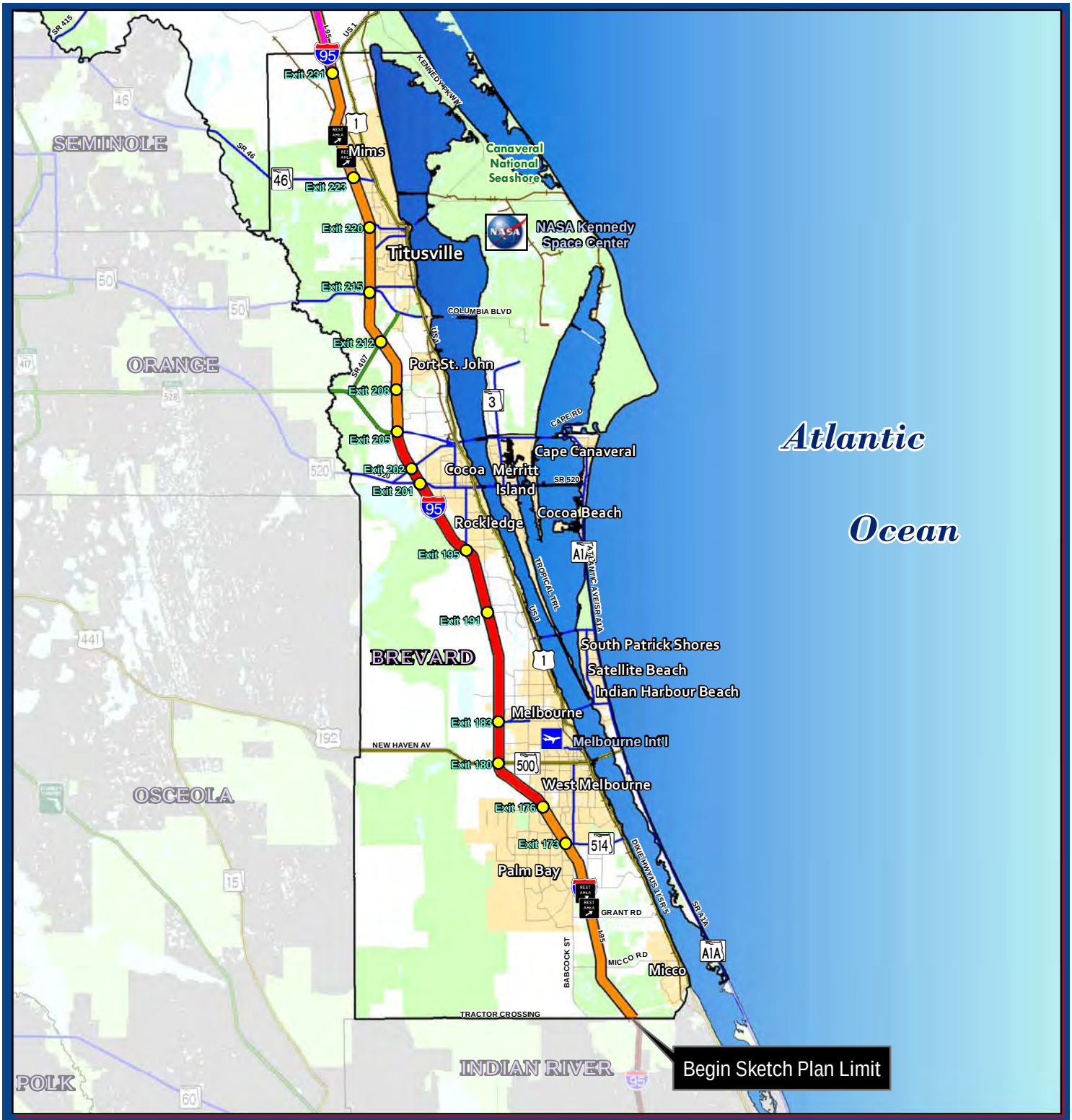


Figure 4.4K I-295 East of I-95, Duval County (North of Jacksonville)



APPENDIX M

2009 TRUCK ANNUAL AVERAGE DAILY TRAFFIC



LEGEND

2009 Truck AADT
- > 15,000
- 10,000 - 15,000
- 6,001 - 10,000
- 3,501 - 6,000
- 1,501 - 3,500
- 501 - 1,500
- 0 - 500

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.5A - 2009 Truck Annual Average Daily Traffic (Southern Region)

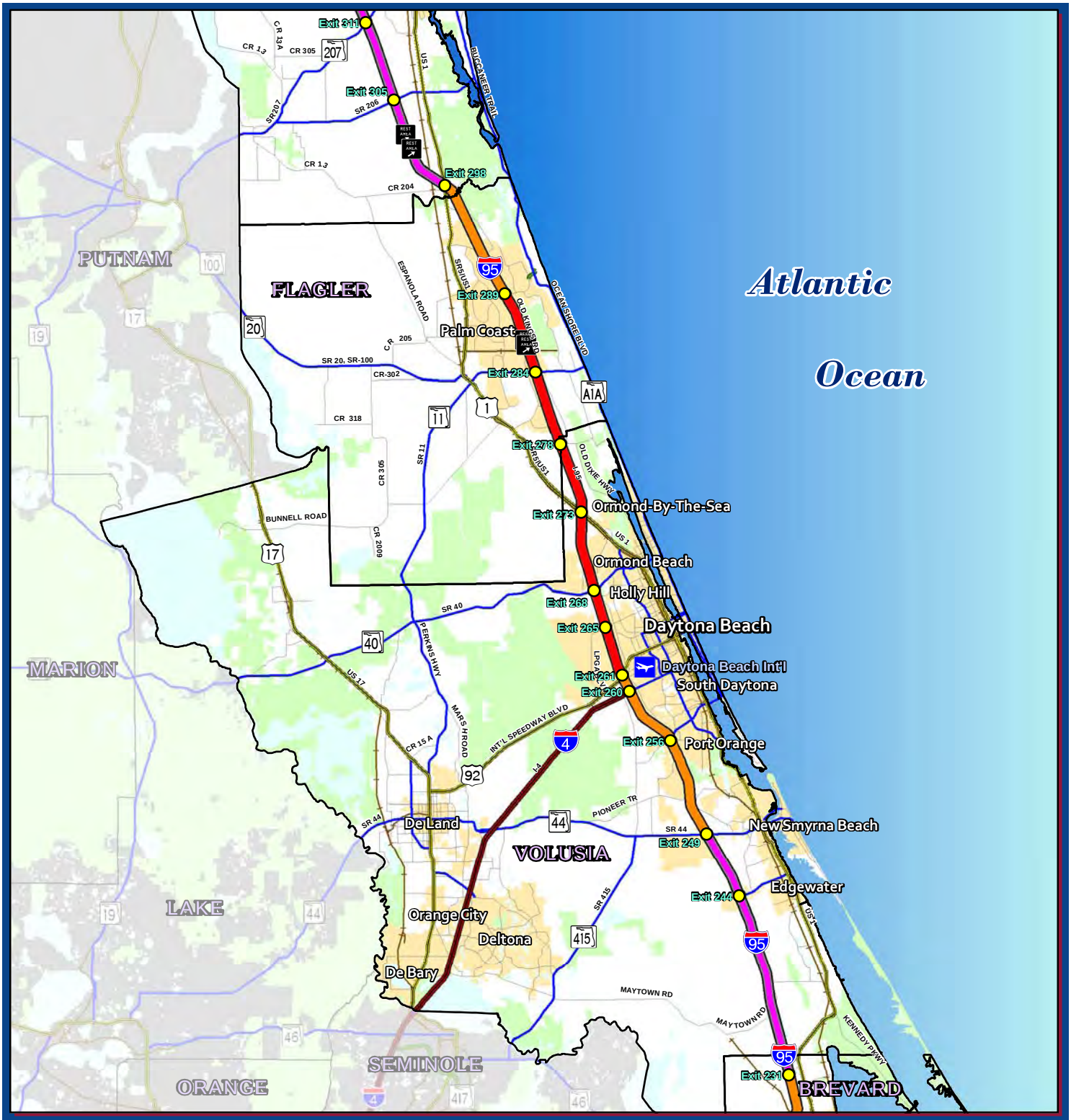
NOTES:

This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

2009 Truck AADT

- > 15,000
- 10,000 - 15,000
- 6,001 - 10,000
- 3,501 - 6,000
- 1,501 - 3,500
- 501 - 1,500
- 0 - 500

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.5B - 2009 Truck Annual Average Daily Traffic (Central Region)

NOTES:

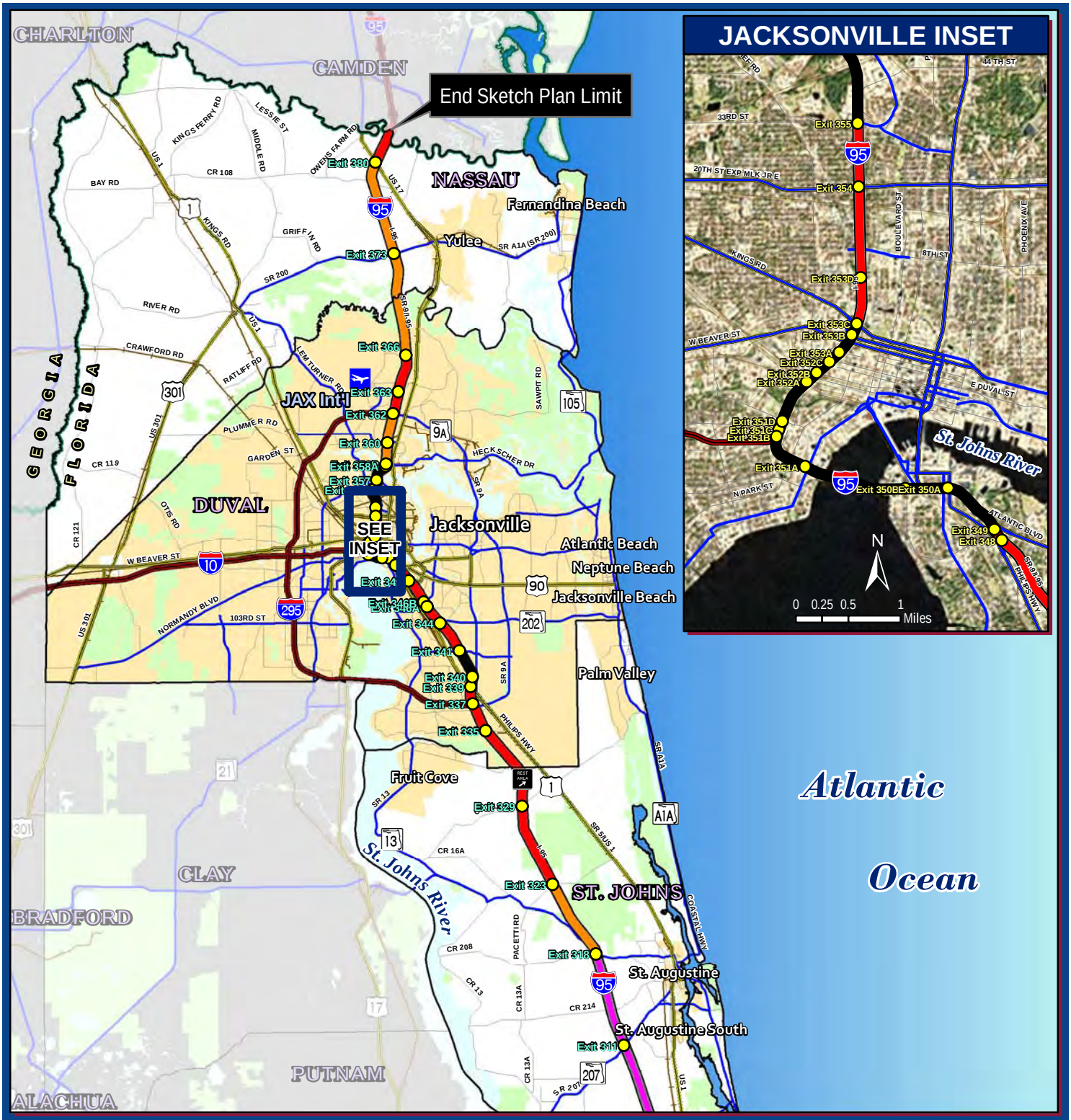
This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

2009 Truck AADT
- > 15,000
- 10,000 - 15,000
- 6,001 - 10,000
- 3,501 - 6,000
- 1,501 - 3,500
- 501 - 1,500
- 0 - 500

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.5C - 2009 Truck Annual Average Daily Traffic (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT (TranStat), and TranSystems.

APPENDIX N

FDOT DISTRICTWIDE TRAVEL DEMAND MODELS BASE YEAR LEVEL OF SERVICE

LEGEND

Base Year FDOT Districtwide Models Level of Service (LOS)

- LOS F (V.C Ratio: > 1.2)
- LOS E (V/C Ratio: 1.1 - 1.2)
- LOS D (V.C Ratio: 0.81 - 1.0)
- LOS A to C (V/C Ratio: <= 0.80)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.6A - FDOT Districtwide Travel Demand Models Base Year Level of Service (Southern Region)

NOTES:

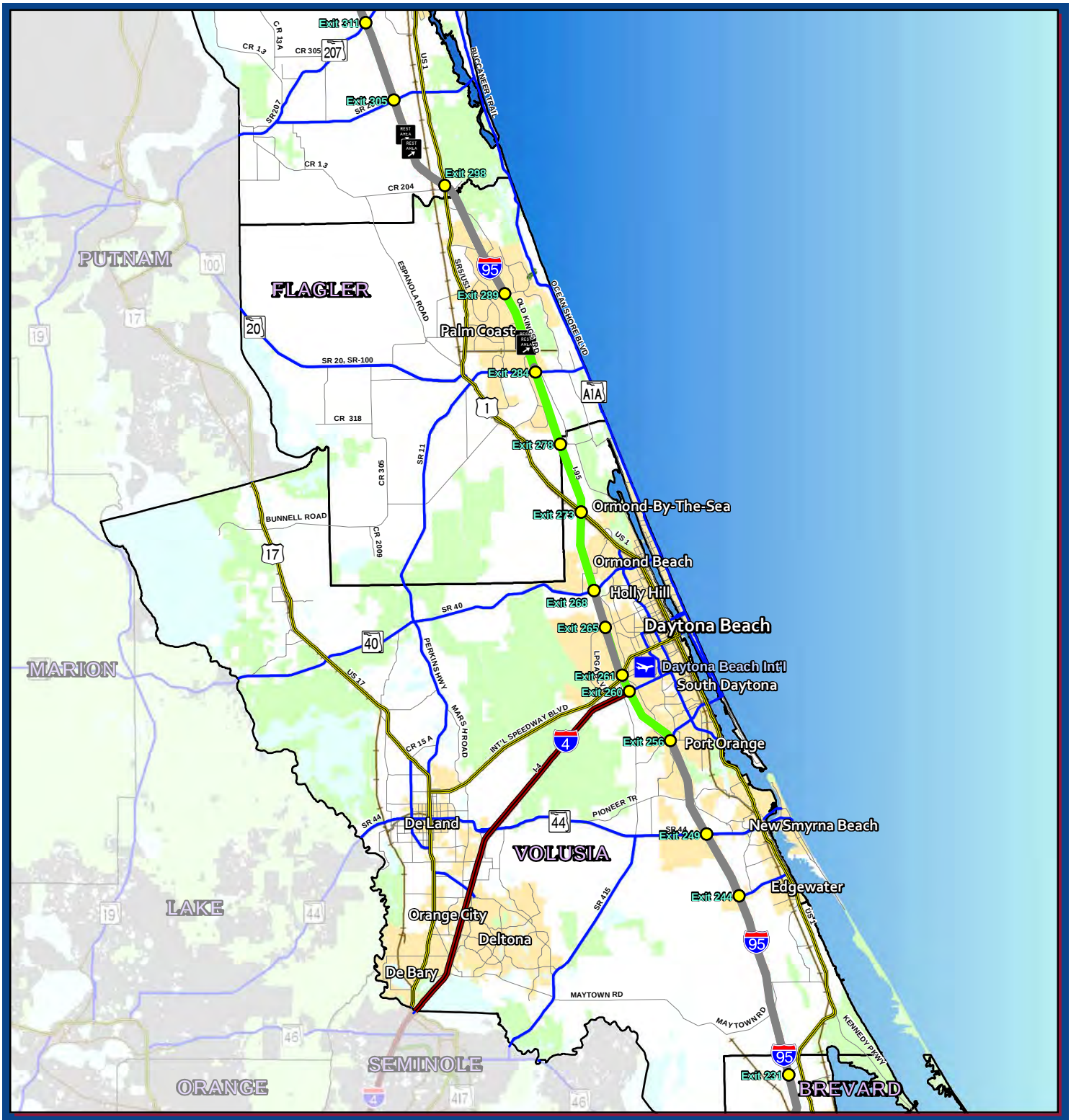
1) 2005 is the Base Year for FDOT District 5 Travel Demand Model (CFRPM IV) and 2000 is the Base Year for the NERPM FDOT District 2 Travel Demand Model.

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Base Year FDOT Districtwide Models Level of Service (LOS)

- LOS F (V.C Ratio: > 1.2)
- LOS E (V/C Ratio: 1.1 - 1.2)
- LOS D (V.C Ratio: 0.81 - 1.0)
- LOS A to C (V/C Ratio: <= 0.80)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.6B - FDOT Districtwide Travel Demand Models Base Year Level of Service (Central Region)

NOTES:

1) 2005 is the Base Year for FDOT District 5 Travel Demand Model (CFRPM IV) and 2000 is the Base Year for the NERPM FDOT District 2 Travel Demand Model.

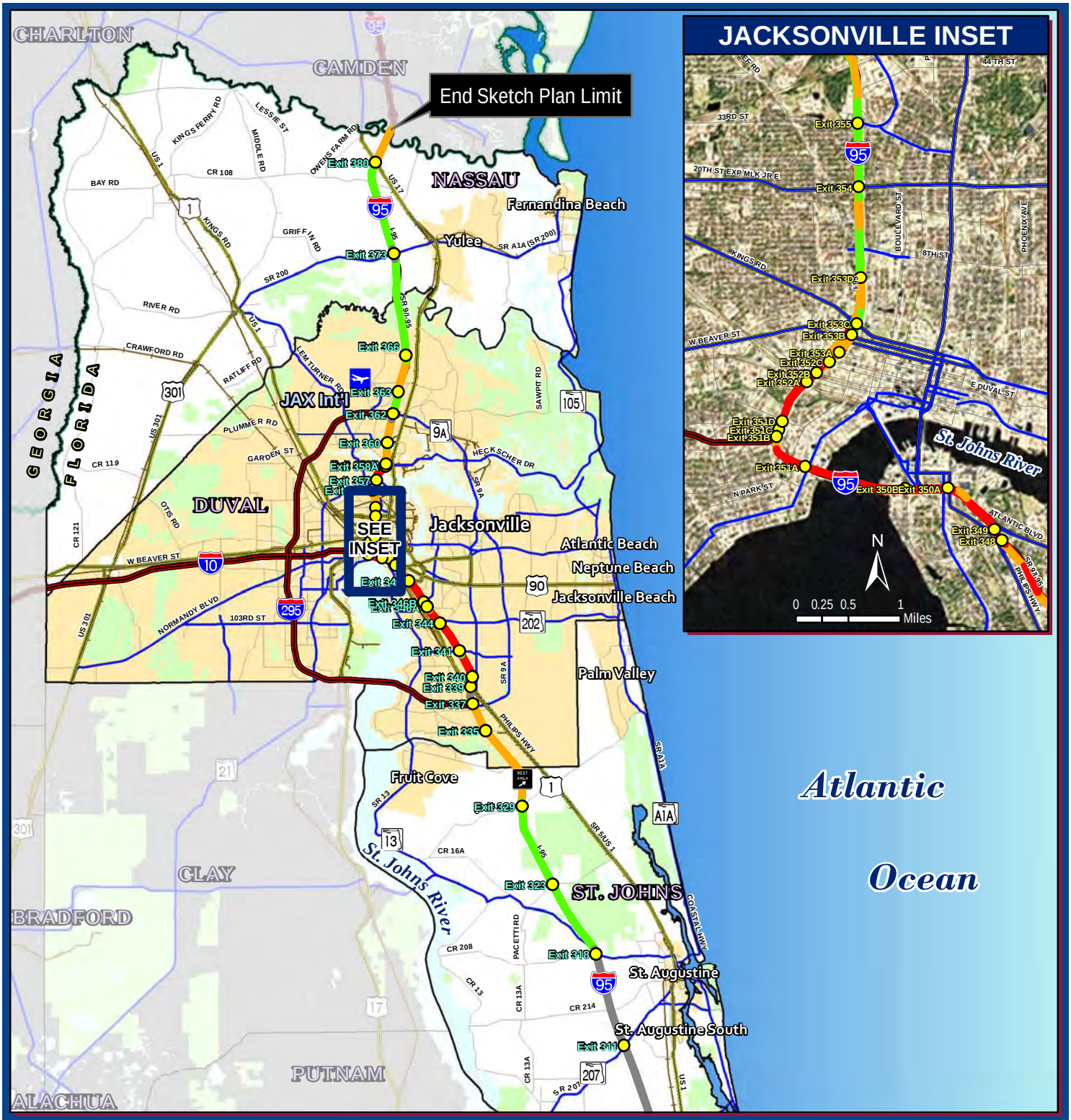
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Base Year FDOT Districtwide Models Level of Service (LOS)

- LOS F (V.C Ratio: > 1.2)
- LOS E (V/C Ratio: 1.1 - 1.2)
- LOS D (V.C Ratio: 0.81 - 1.0)
- LOS A to C (V/C Ratio: <= 0.80)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 4.6C - FDOT Districtwide Travel Demand Models Base Year Level of Service (Northern Region)

NOTES:

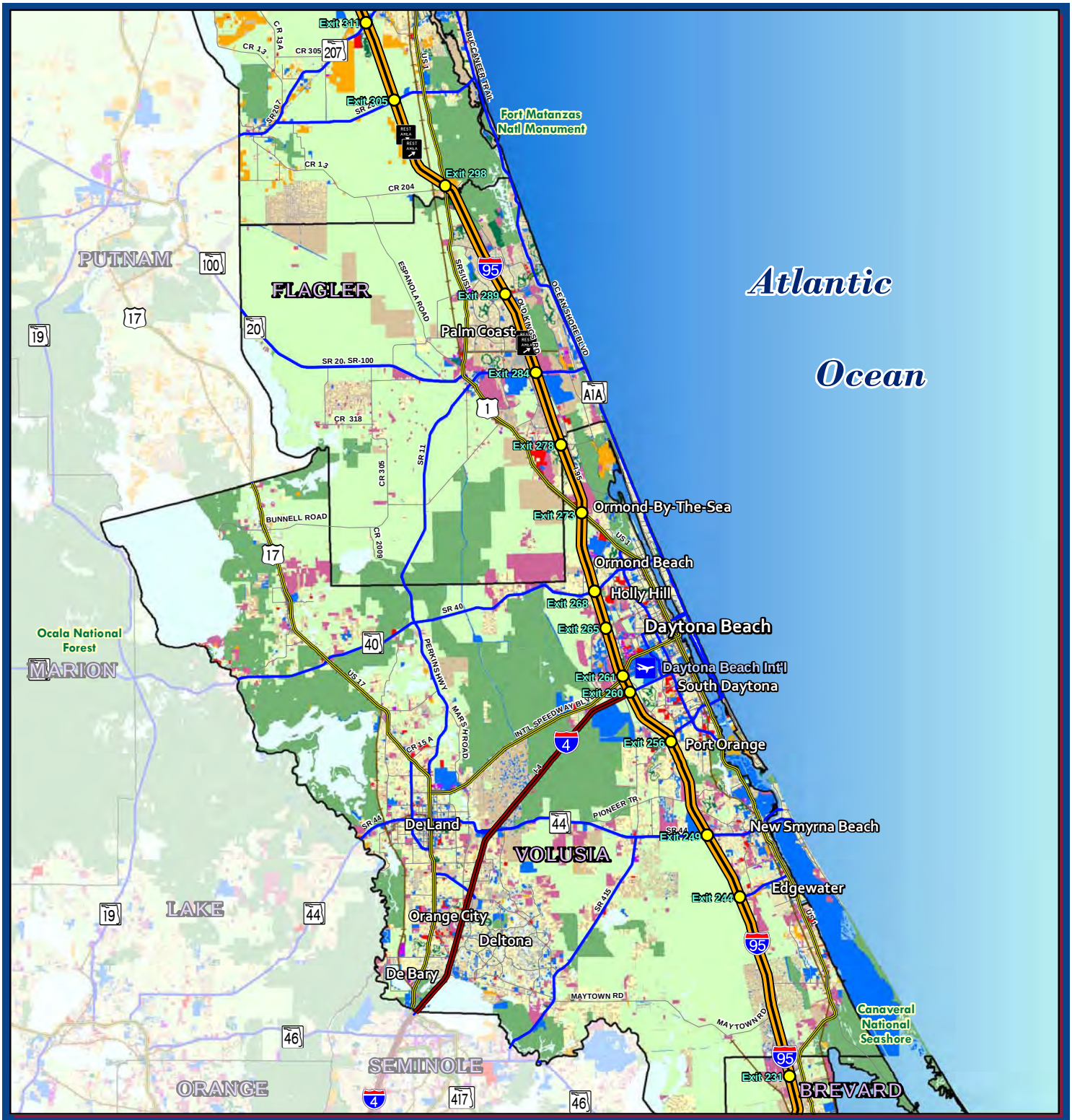
1) 2005 is the Base Year for FDOT District 5 Travel Demand Model (CFRPM IV) and 2000 is the Base Year for the NERPM FDOT District 2 Travel Demand Model.

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX O

EXISTING LAND USES



LEGEND

Existing Land Use Classifications

- Agricultural
- Conservation Areas
- Recreation
- Mining / Industrial
- Institutional / Public
- Commercial
- Residential
- Right of Way (ROW)
- Other
- Vacant
- Water

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

I-95 Sketch Interstate Plan (SIP)

Figure 5.1B - Existing Land Use (Central Region)

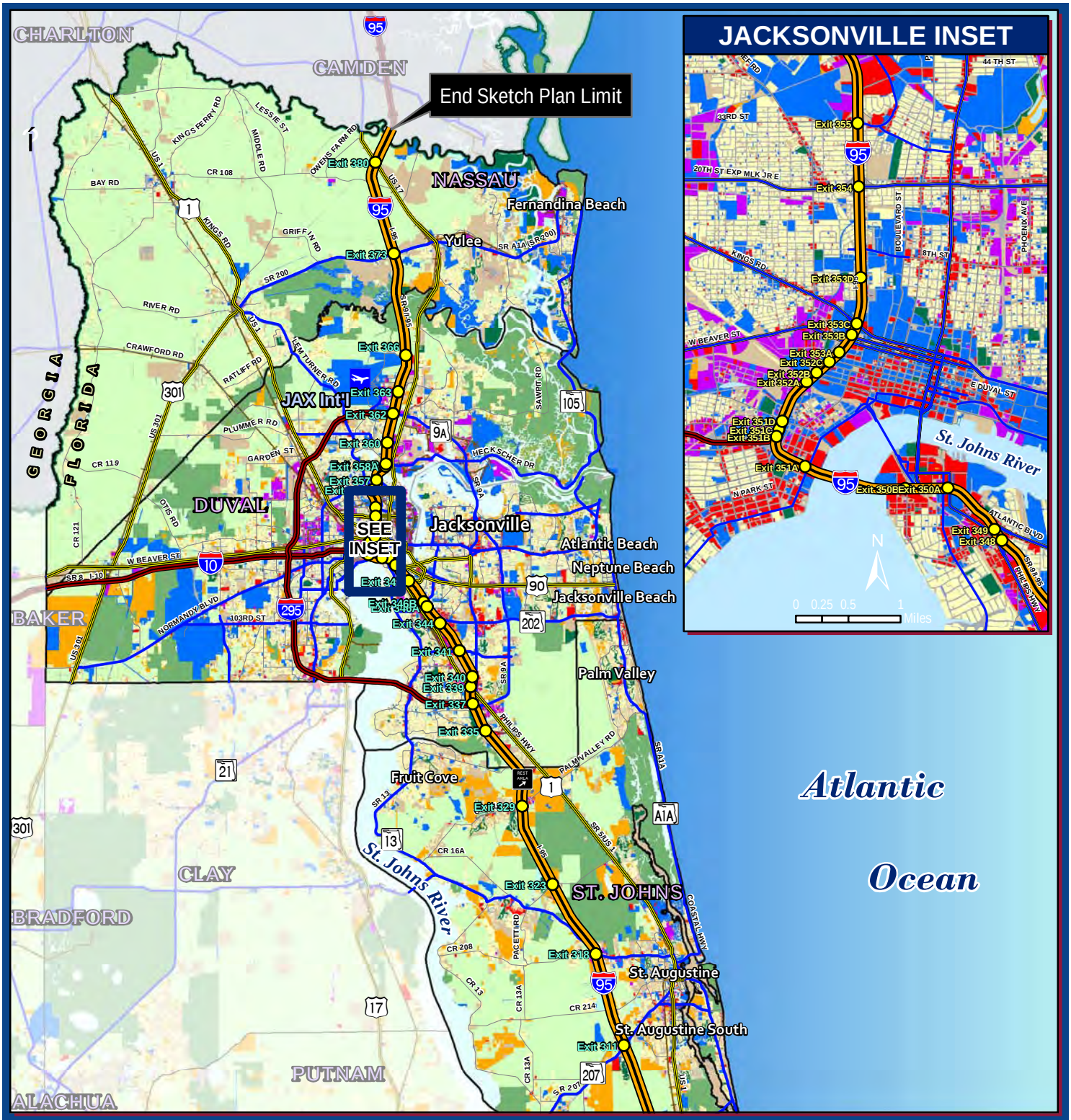
NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2 4 8 Miles

N



LEGEND

Existing Land Use Classifications

- Agricultural
- Conservation Areas
- Recreation
- Mining / Industrial
- Institutional / Public
- Commercial
- Residential
- Right of Way (ROW)
- Other
- Vacant
- Water

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

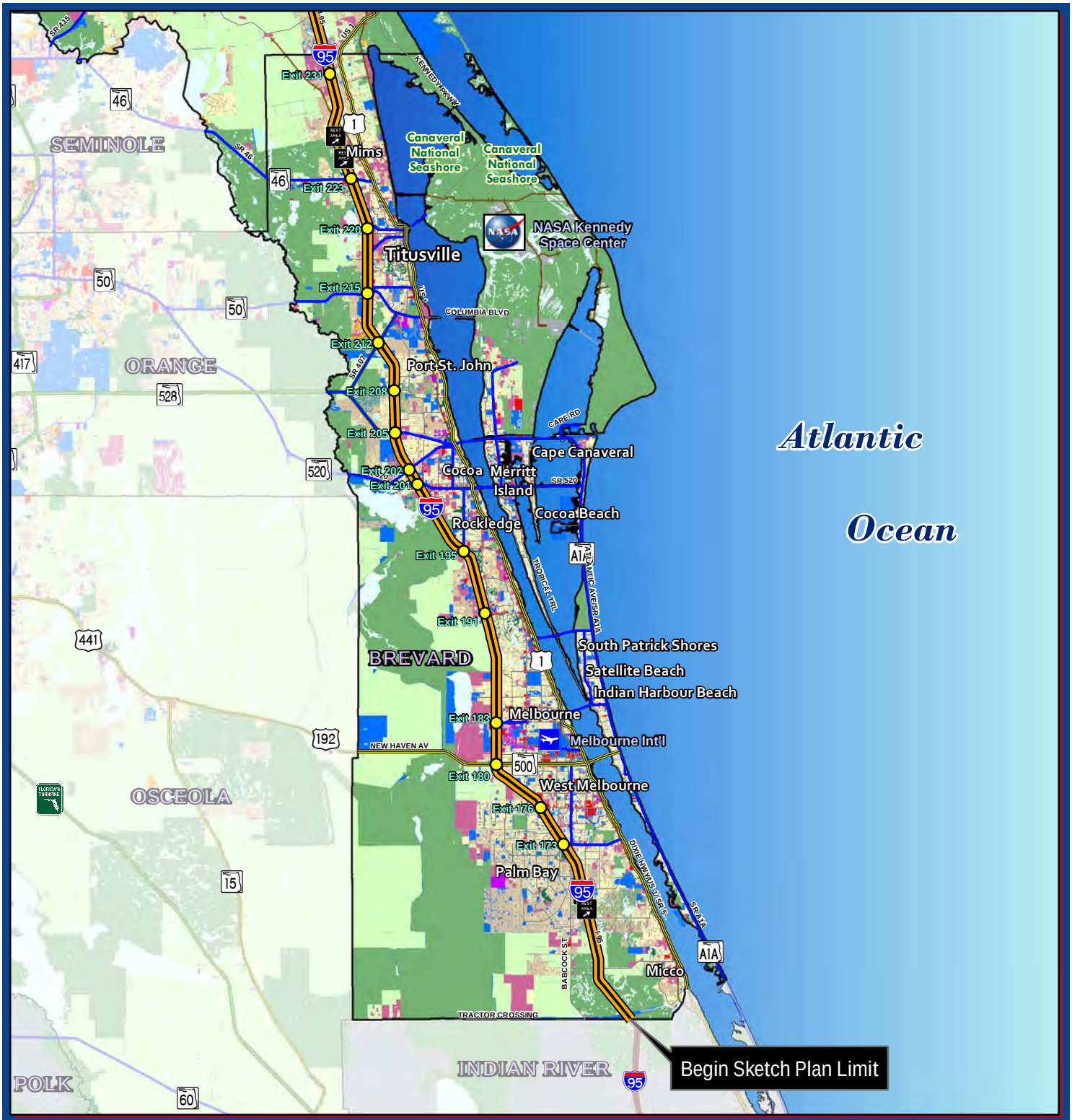
I-95 Sketch Interstate Plan (SIP)

Figure 5.1C - Existing Land Use (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.



LEGEND

Existing Land Use Classifications

- Agricultural
- Conservation Areas
- Recreation
- Mining / Industrial
- Institutional / Public
- Commercial
- Residential
- Right of Way (ROW)
- Other
- Vacant
- Water

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

I-95 Sketch Interstate Plan (SIP)

Figure 5.1A - Existing Land Use (Southern Region)

NOTES:

This map is intended for planning purposes only.

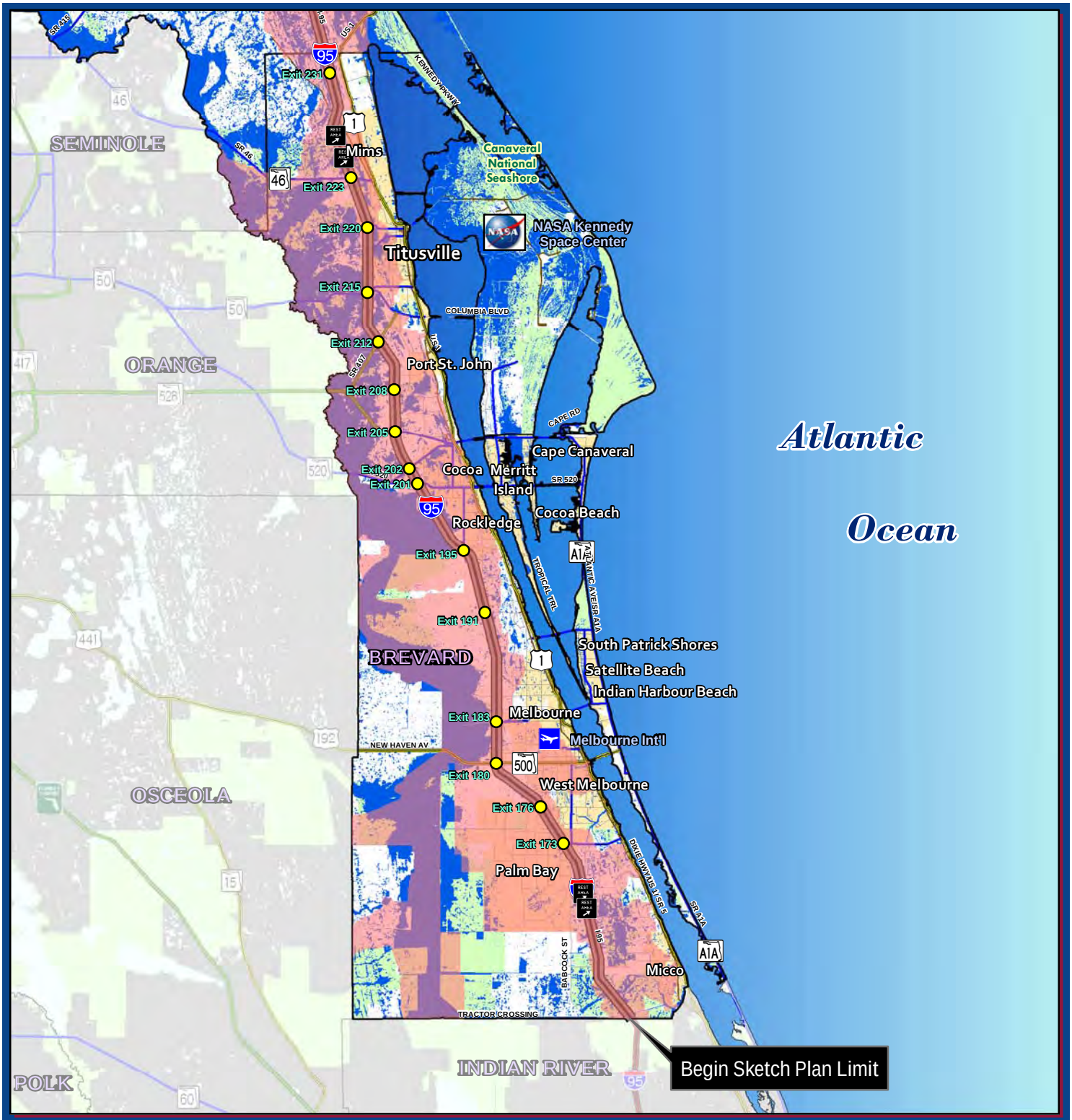
Source: FDOT, and TranSystems.

0 2 4 8 Miles

N

APPENDIX P

WETLANDS AND WATER DRAINAGE BASINS



LEGEND

Watersheds and Wetlands

- Water Drainage Basin
- Wetland (NWI)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.2A - Wetlands and Water Drainage Basins (Southern Region)

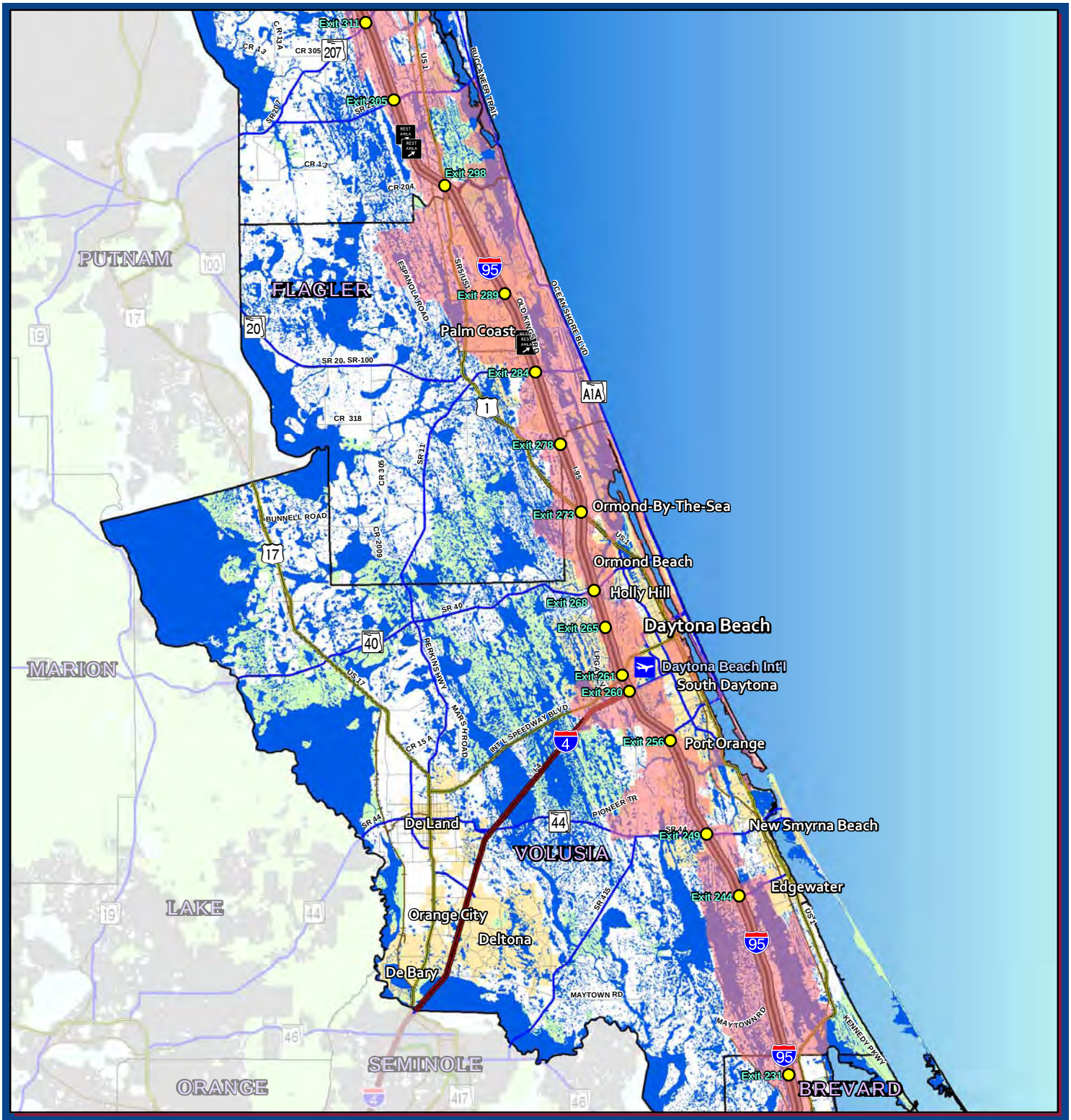
NOTES:

This map is intended for planning purposes only.

Source: National Wetlands Inventory, FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Watersheds and Wetlands

- Water Drainage Basin
- Wetland (NWI)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.2B - Wetlands and Water Drainage Basins (Central Region)

NOTES:

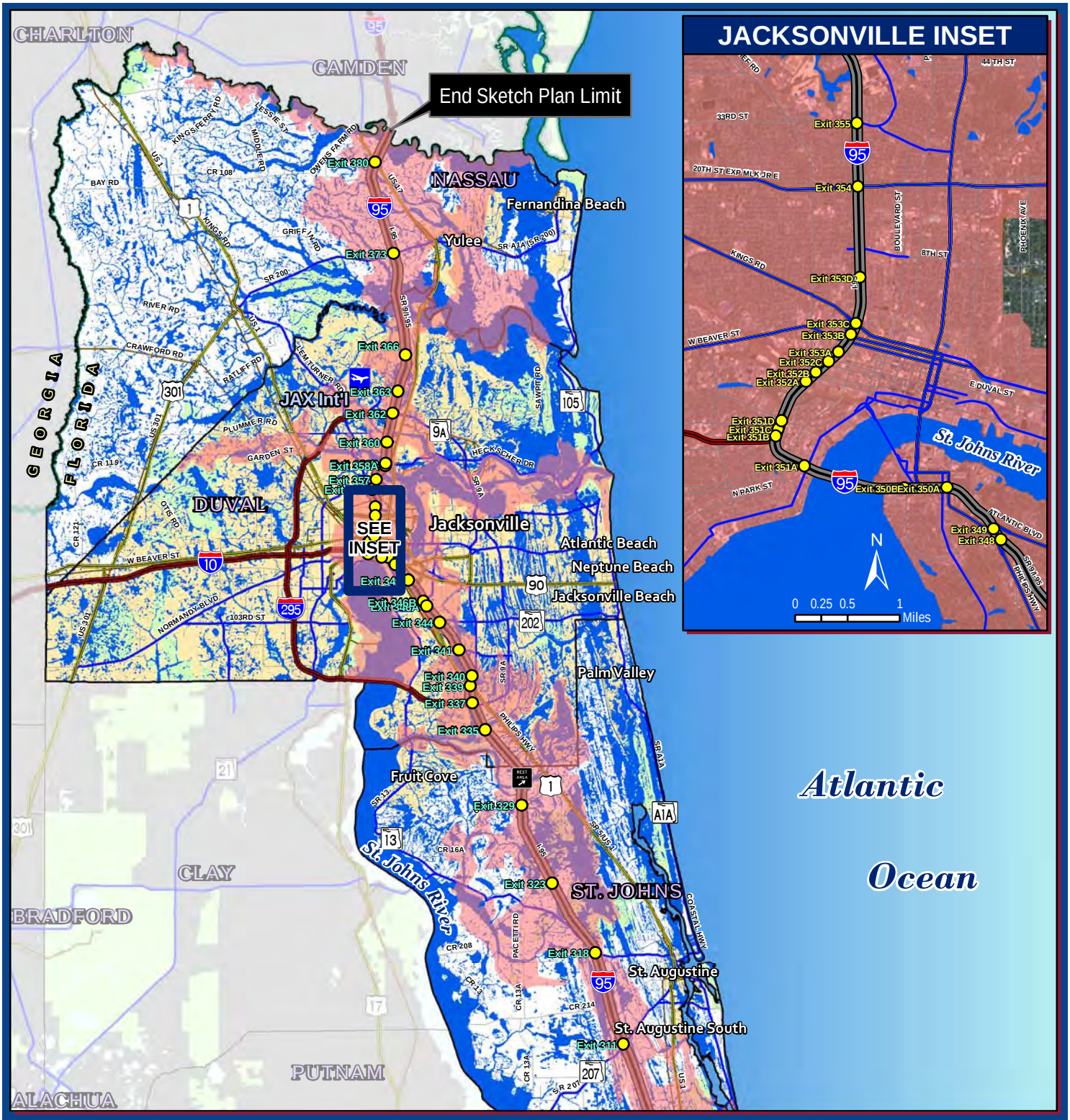
This map is intended for planning purposes only.

Source: National Wetlands Inventory, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Watersheds and Wetlands
- Water Drainage Basin
- Wetland (NWI)

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.2C - Wetlands and Water Drainage Basins (Northern Region)

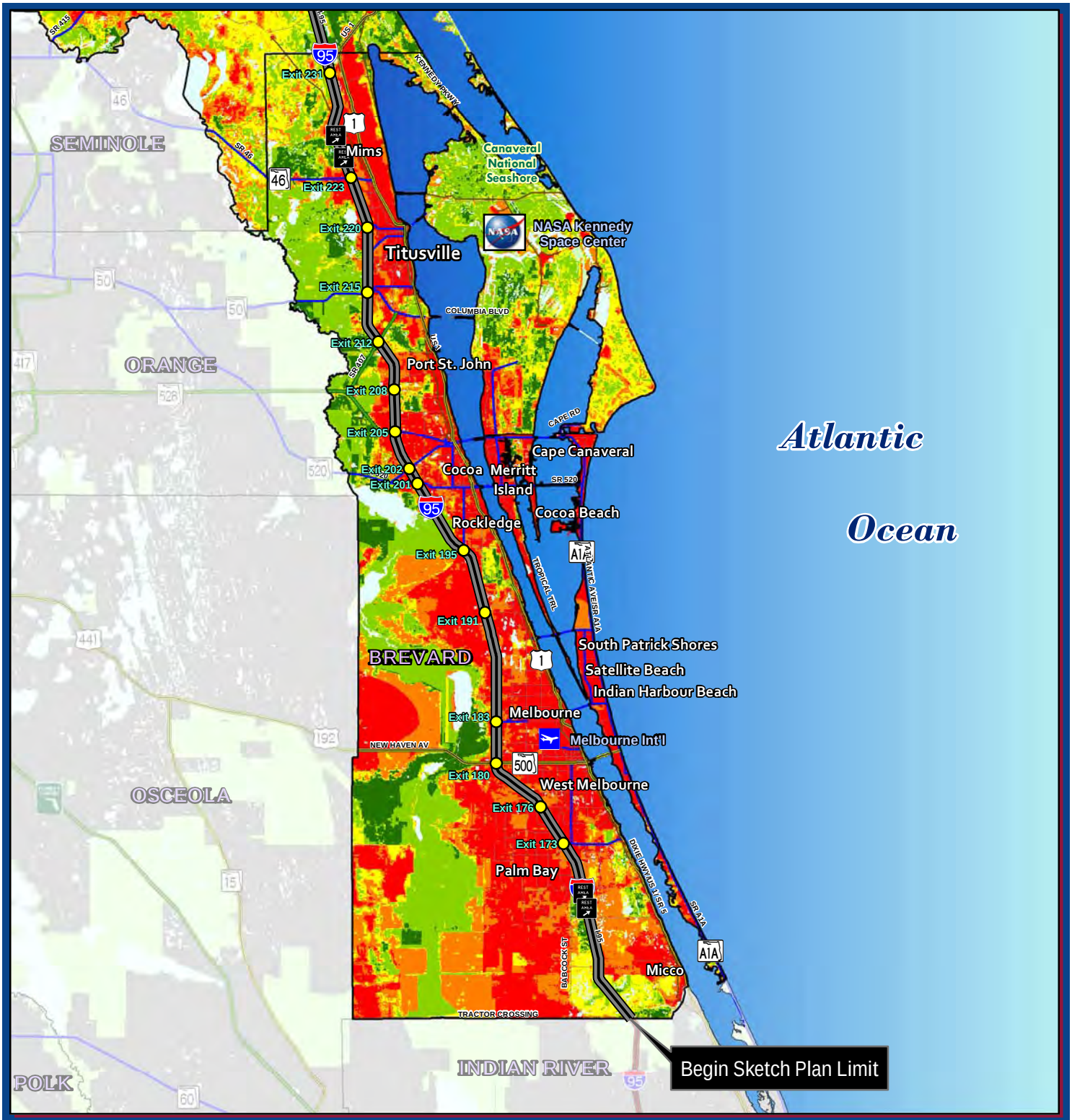
NOTES:

This map is intended for planning purposes only.

Source: National Wetlands Inventory, FDOT, and TranSystems.

APPENDIX Q

INTEGRATED WILDLIFE HABITAT RANKING SYSTEM



LEGEND

Integrated Wildlife Habitat Ranking System

- High Habitat Quality
- Low Habitat Quality

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.3A - Integrated Wildlife Habitat Ranking System (Southern Region)

NOTES:

This data contains the final model results from the Integrated Wildlife Habitat Ranking System, a process for identification and ranking of landscape level habitat areas which are important to a broad array of wildlife species. The ranking system provides a scored map which depicts habitat values ranging from 1 to 10 based on a composite score of many important variables which collectively represent quality habitat. The higher the habitat score the higher the quality of habitat.

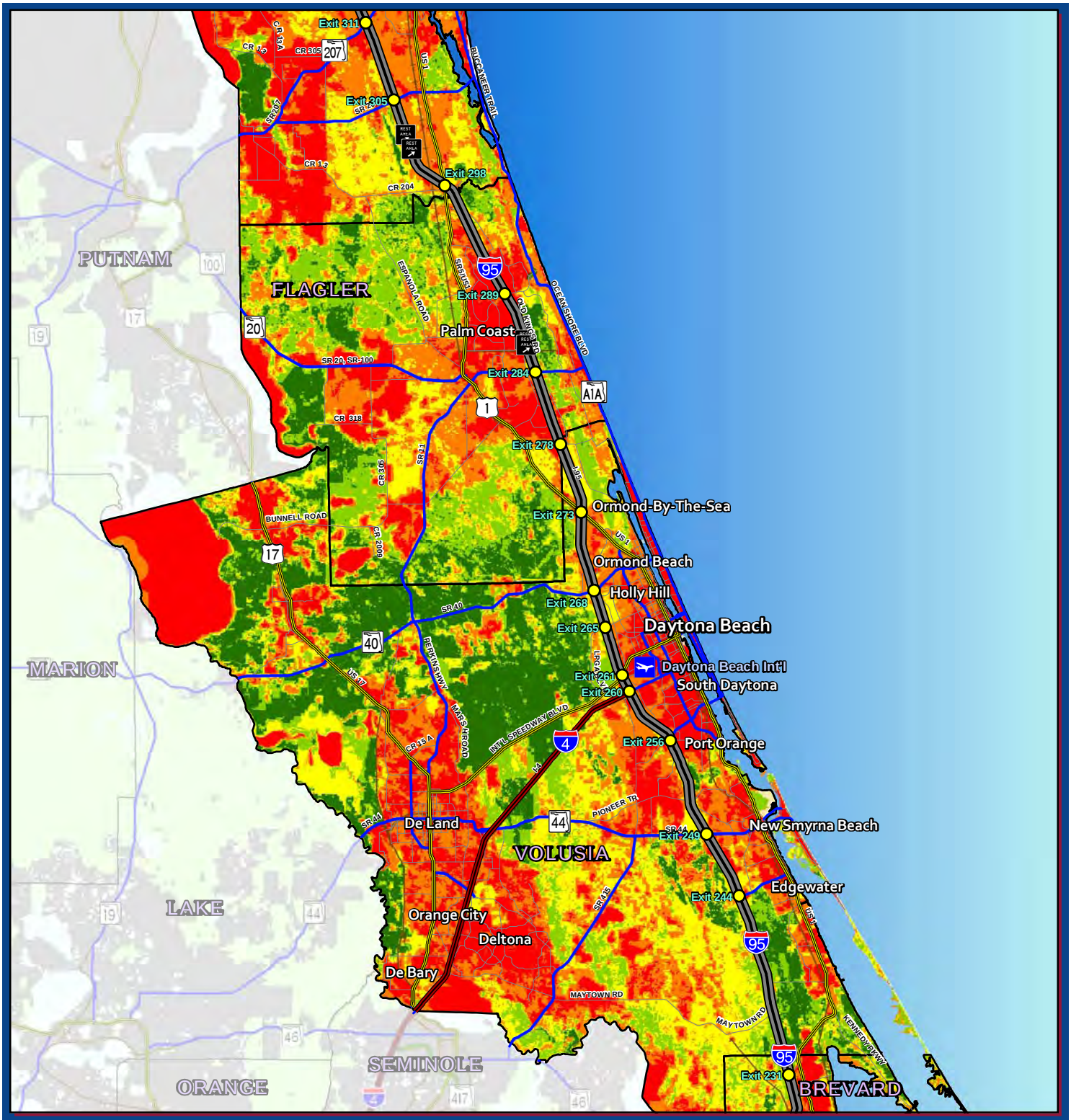
This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Integrated Wildlife Habitat Ranking System

- High Habitat Quality
- Low Habitat Quality

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.3B - Integrated Wildlife Habitat Ranking System (Central Region)

NOTES:

This data contains the final model results from the Integrated Wildlife Habitat Ranking System, a process for identification and ranking of landscape level habitat areas which are important to a broad array of wildlife species. The ranking system provides a scored map which depicts habitat values ranging from 1 to 10 based on a composite score of many important variables which collectively represent quality habitat. The higher the habitat score the higher the quality of habitat.

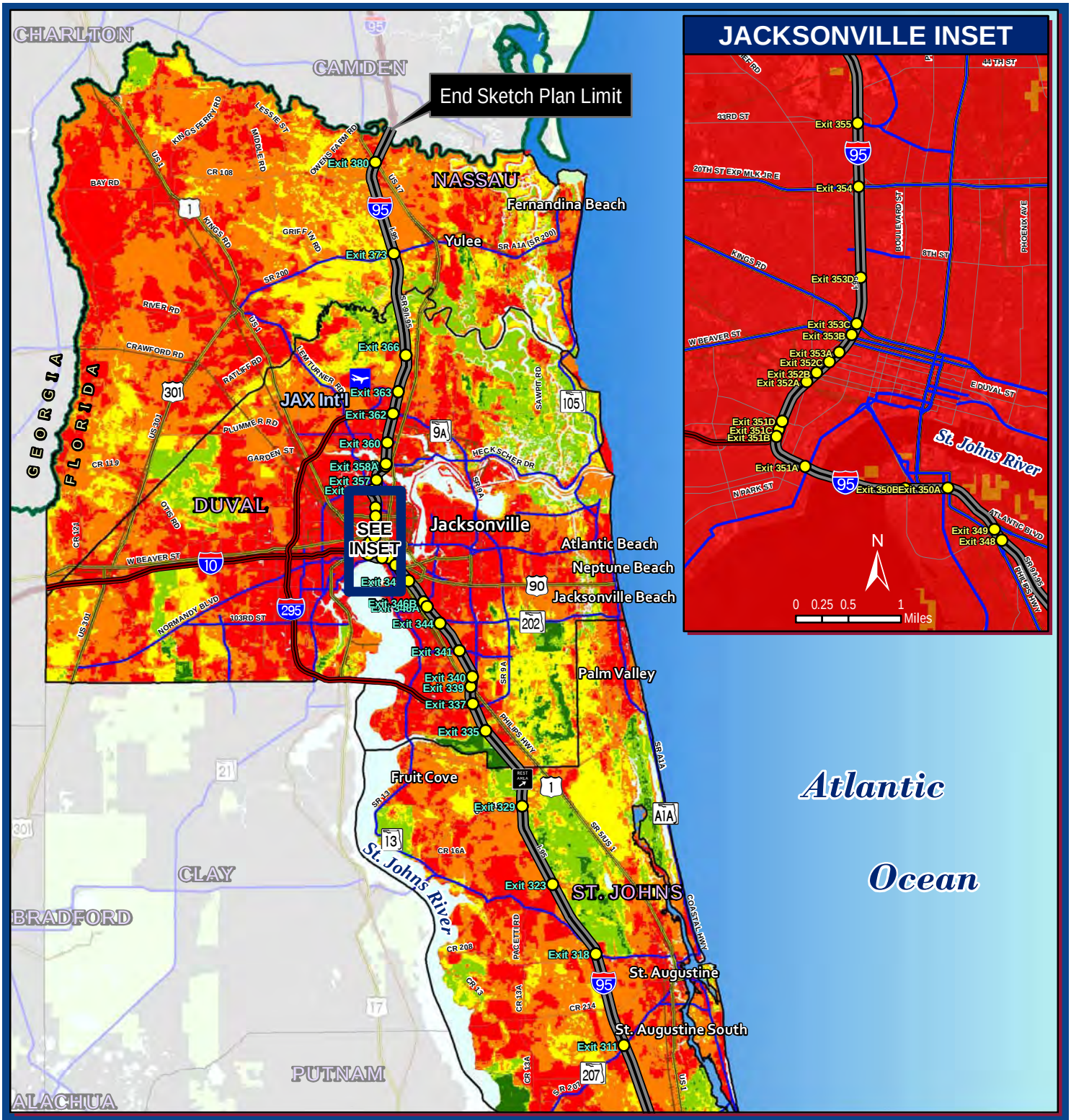
This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Integrated Wildlife Habitat Ranking System

- High Habitat Quality
- Low Habitat Quality

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.3C - Integrated Wildlife Habitat Ranking System (Northern Region)

NOTES:

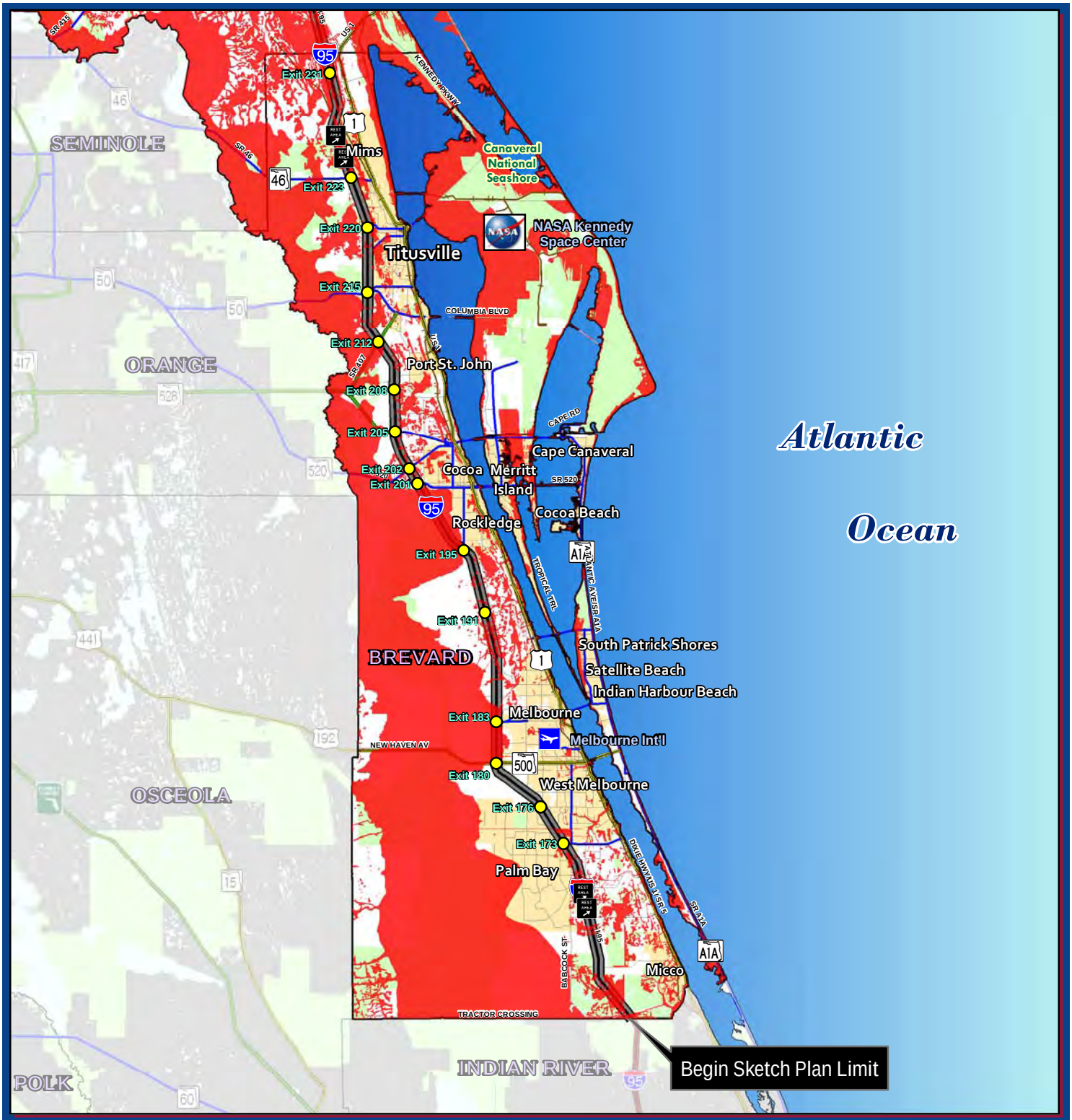
This data contains the final model results from the Integrated Wildlife Habitat Ranking System, a process for identification and ranking of landscape level habitat areas which are important to a broad array of wildlife species. The ranking system provides a scored map which depicts habitat values ranging from 1 to 10 based on a composite score of many important variables which collectively represent quality habitat. The higher the habitat score the higher the quality of habitat.

This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.

APPENDIX R

FEMA DESIGNATED 100-YEAR FLOOD ZONES



LEGEND

FEMA 100-Year Flood Zones
- 100-Year Flood Zones

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit

Other Layers (Con't)
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.4A - FEMA 100-Year Flood Zones (Southern Region)

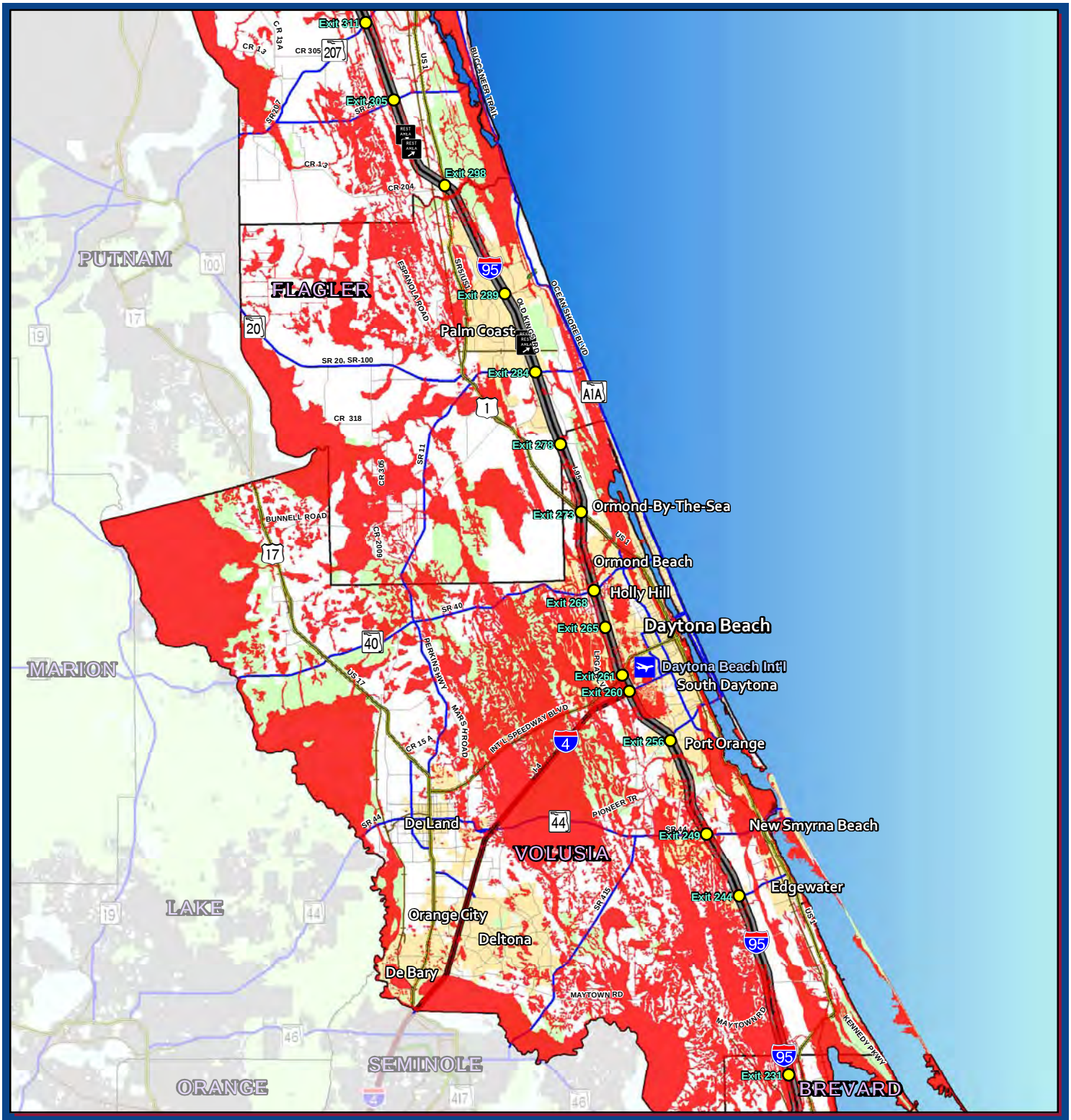
NOTES:

This map is intended for planning purposes only.

Source: FEMA FIRM, FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

FEMA 100-Year Flood Zones

- 100-Year Flood Zones

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit

Other Layers (Con't)

- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.4B - FEMA 100-Year Flood Zones (Central Region)

NOTES:

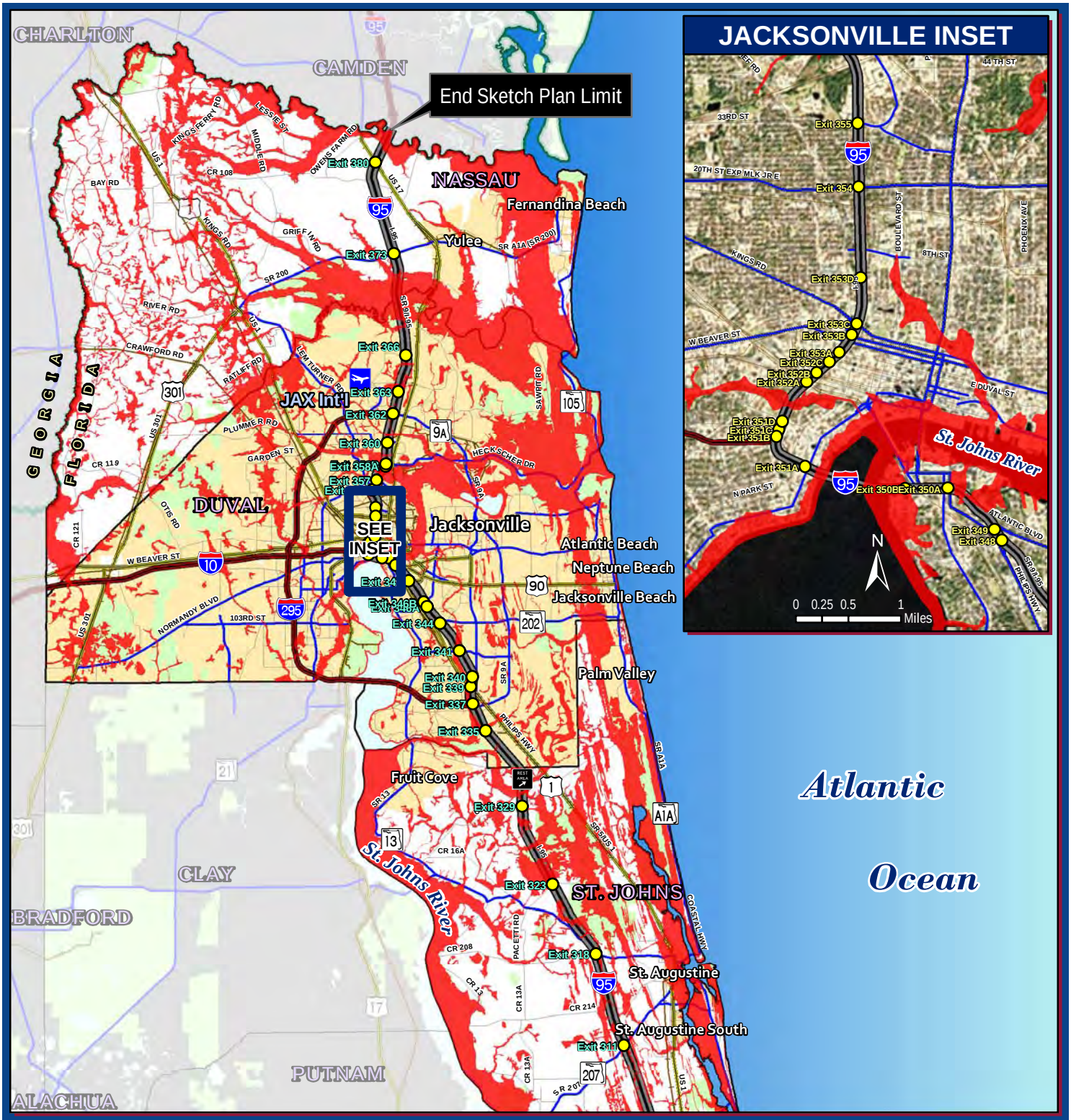
This map is intended for planning purposes only.

Source: FEMA FIRM, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

FEMA 100-Year Flood Zones
- 100-Year Flood Zones

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit

Other Layers (Con't)
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.4C - FEMA 100-Year Flood Zones (Northern Region)

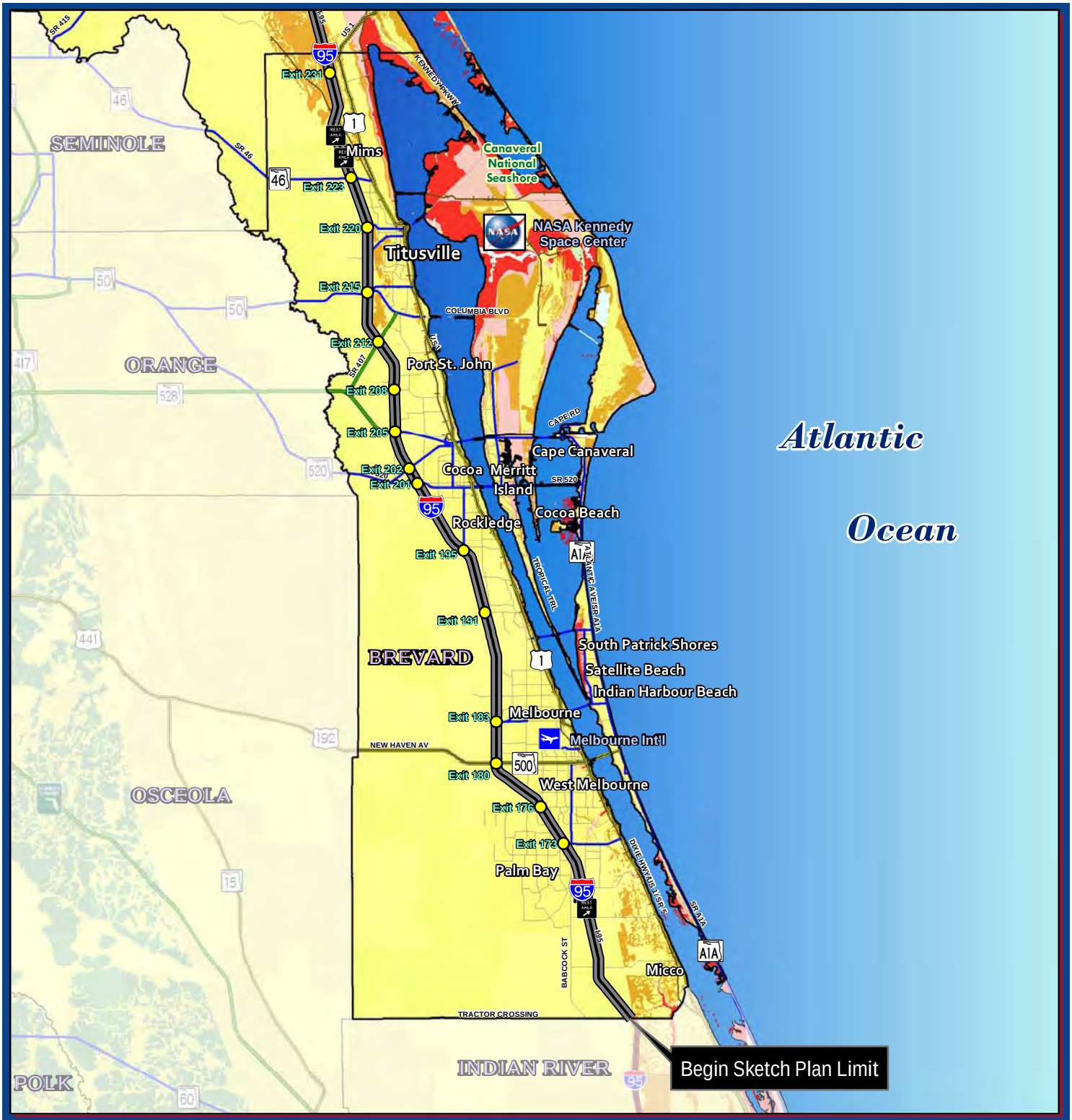
NOTES:

This map is intended for planning purposes only.

Source: FEMA FIRM, FDOT, and TranSystems.

APPENDIX S

HURRICANE DAMAGE SUSCEPTIBILITY INDEX



LEGEND

NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index

- High Risk
- Medium-High Risk
- Medium Risk
- Medium-Low Risk
- Low Risk

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.5A - NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index (Southern Region)

NOTES:

The total risk layer depicts coastal areas at risk to the combined effects of inland flooding, storm surge and wind damage associated with hurricanes. It was created by summing the scores from individual layers depicting flood, storm surge and wind damage risk. For more information, please see http://www.ncddc.noaa.gov/cra.

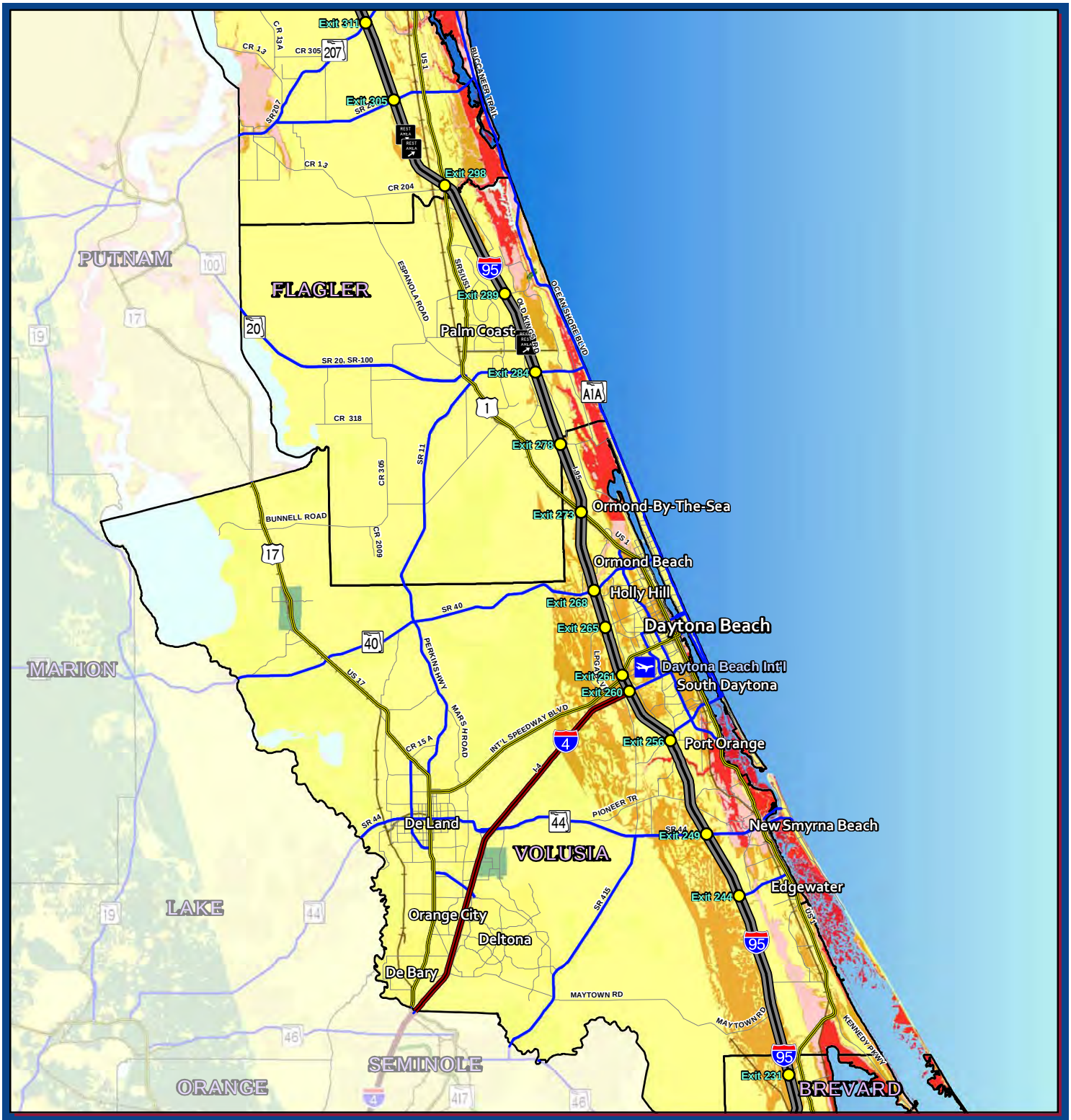
This map is intended for planning purposes only.

Source: NOAA Coastal Risk Atlas, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index

- High Risk
- Medium-High Risk
- Medium Risk
- Medium-Low Risk
- Low Risk

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.5B - NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index (Central Region)

NOTES:

The total risk layer depicts coastal areas at risk to the combined effects of inland flooding, storm surge and wind damage associated with hurricanes. It was created by summing the scores from individual layers depicting flood, storm surge and wind damage risk. For more information, please see http://www.ncddc.noaa.gov/cra.

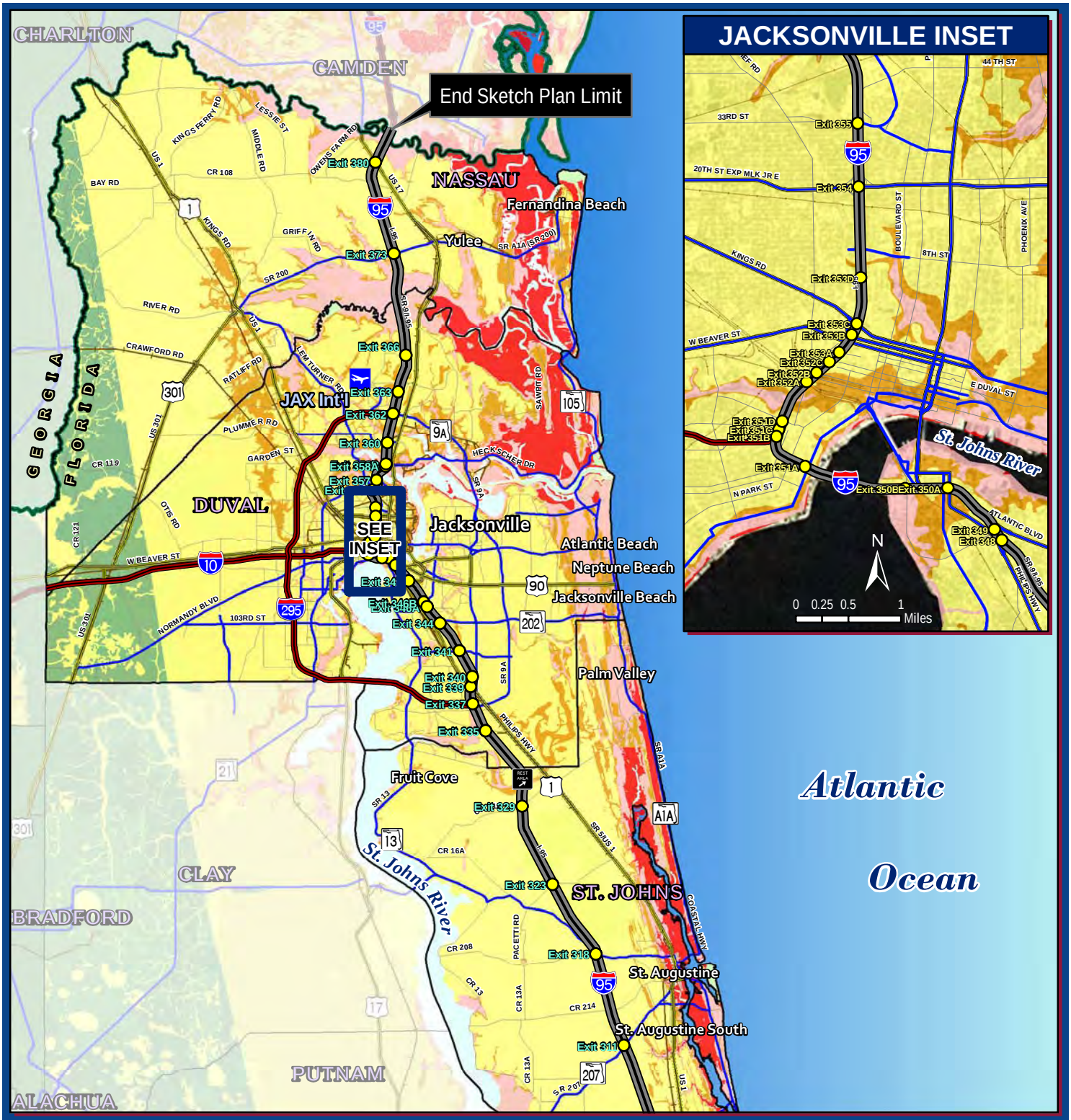
This map is intended for planning purposes only.

Source: NOAA Coastal Risk Atlas, FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index

- High Risk
- Medium-High Risk
- Medium Risk
- Medium-Low Risk
- Low Risk

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Proj. Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 5.5C - NOAA Coastal Risk Atlas: Hurricane Damage Susceptibility Index (Northern Region)

NOTES:

The total risk layer depicts coastal areas at risk to the combined effects of inland flooding, storm surge and wind damage associated with hurricanes. It was created by summing the scores from individual layers depicting flood, storm surge and wind damage risk. For more information, please see http://www.ncddc.noaa.gov/cra.

This map is intended for planning purposes only.

Source: NOAA Coastal Risk Atlas, FDOT, and TranSystems.

APPENDIX T

TOTAL CRASHES 2003-2007

LEGEND

Total Crashes (2003-2007)
- 2,001 - 2,564
- 1,001 - 2,000
- 501 - 1,000
- 212 - 500

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.1A - Total Crashes 2003-2007 (Southern Region)

NOTES:

1) 10,404 Crashes occurred within I-95 SIP Study Area

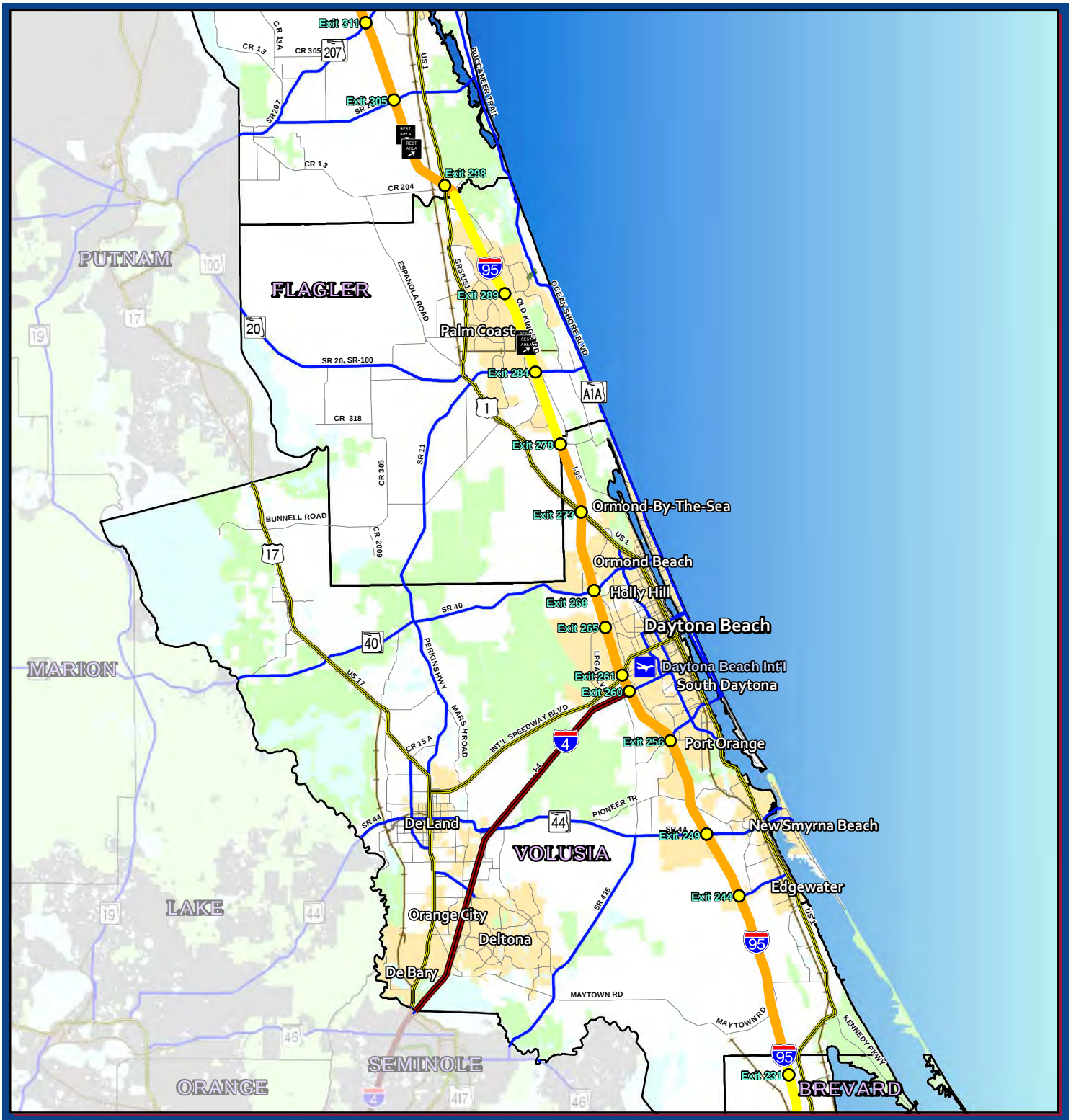
2) 10,155 Injuries and 300 Fatalities occurred witin I-95 SIP Study Area.

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Total Crashes (2003-2007)

- 2,001 - 2,564
- 1,001 - 2,000
- 501 - 1,000
- 212 - 500

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.1B - Total Crashes 2003-2007 (Central Region)

NOTES:

1) 10,404 Crashes occurred within I-95 SIP Study Area

2) 10,155 Injuries and 300 Fatalities occurred witin I-95 SIP Study Area.

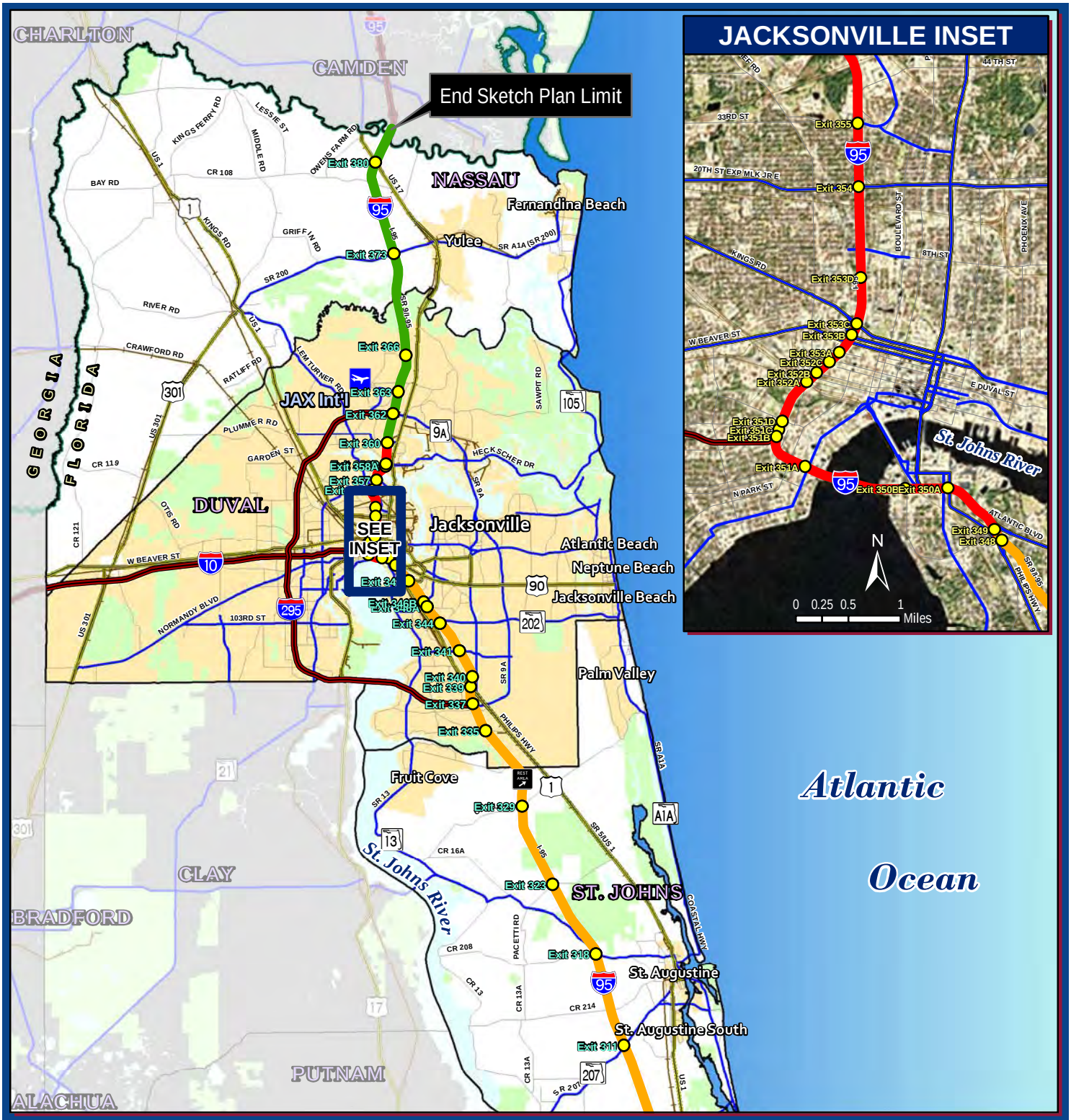
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Total Crashes (2003-2007)

- 2,001 - 2,564
- 1,001 - 2,000
- 501 - 1,000
- 212 - 500

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.1C - Total Crashes 2003-2007 (Northern Region)

NOTES:

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX U

HIGH CRASH ROADWAY SEGMENTS 2003-2007

LEGEND

- High Crash Segments (2003-2007)
- I-95 SIP Study Area

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.2A - High Crash Roadway Segments 2003-2007 (Southern Region)

NOTES:

1) 5,002 Crashes occured within I-95 SIP Study Area High Crash Segments

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N

LEGEND

- High Crash Segments (2003-2007)
- I-95 SIP Study Area

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.2B - High Crash Roadway Segments 2003-2007 (Central Region)

NOTES:

1) 5,002 Crashes occured within I-95 SIP Study Area High Crash Segments

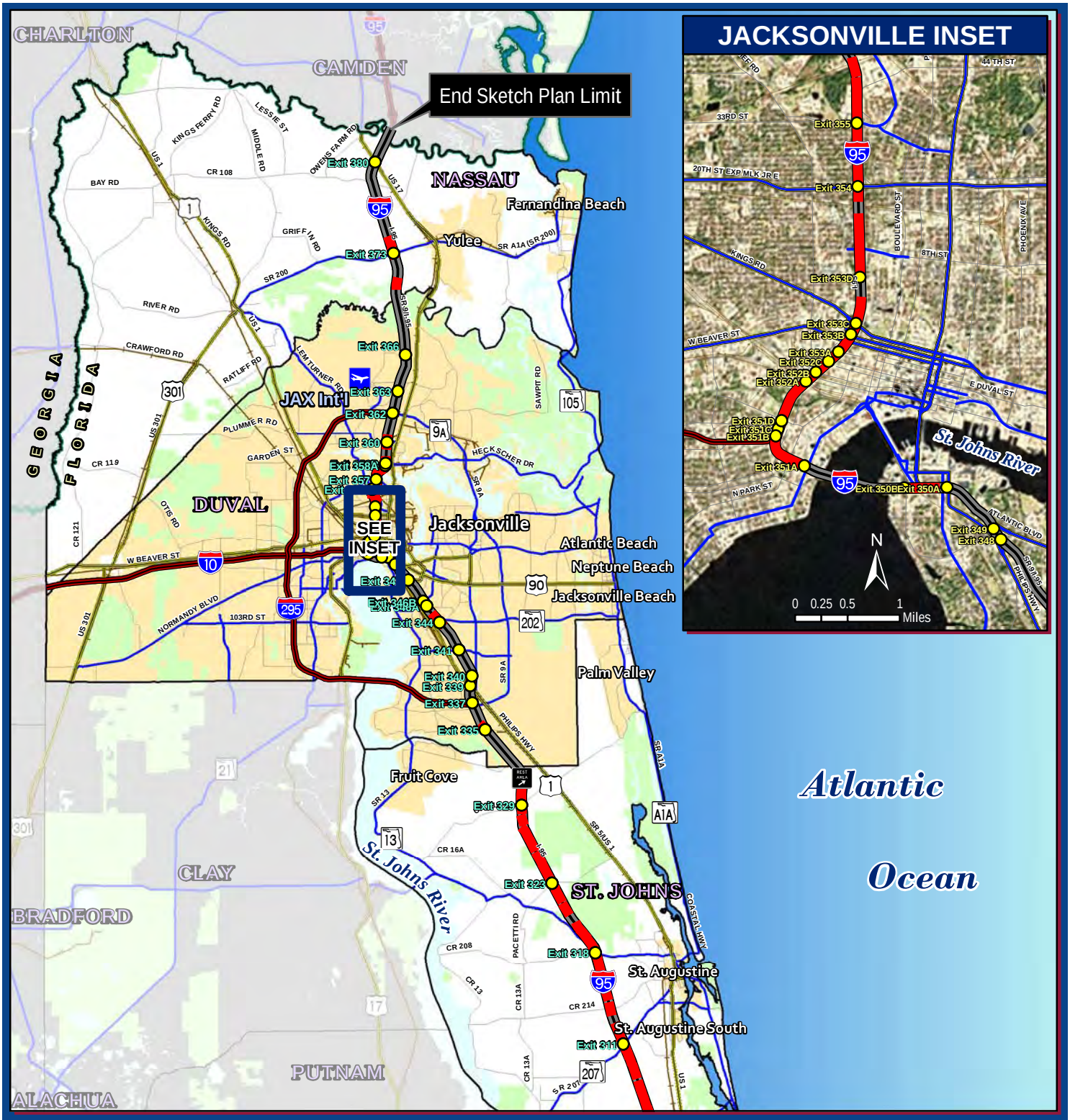
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

- High Crash Segments (2003-2007)
- I-95 SIP Study Area

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.2C - High Crash Roadway Segments 2003-2007 (Northern Region)

NOTES:

1) 5,002 Crashes occured within I-95 SIP Study Area High Crash Segments

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX V

TOTAL CRASHES WITH INJURIES 2003-2007 BY REGION

LEGEND

Total Injuries (2003-2007) Along High Crash Segments

- 92 - 504
- 34 - 92
- 0 - 33

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.3A - Total Crashes With Injuries 2003-2007 (Southern Region)

NOTES:

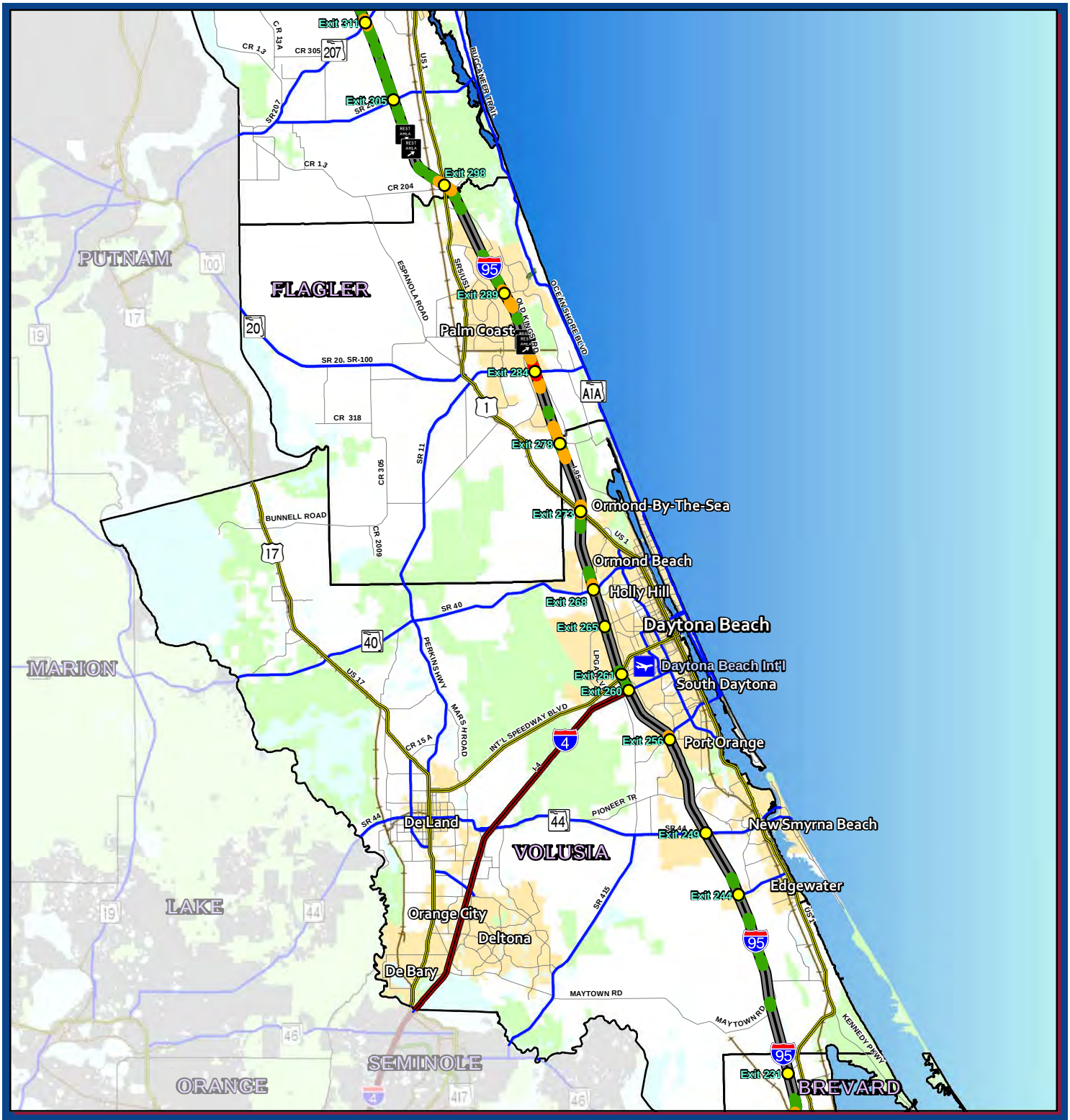
1) 4,693 Injuries occurred within High Crash Segments

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Total Injuries (2003-2007) Along High Crash Segments

- 92 - 504
- 34 - 92
- 0 - 33

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.3B - Total Crashes With Injuries 2003-2007 (Central Region)

NOTES:

1) 4,693 Injuries occurred within High Crash Segments

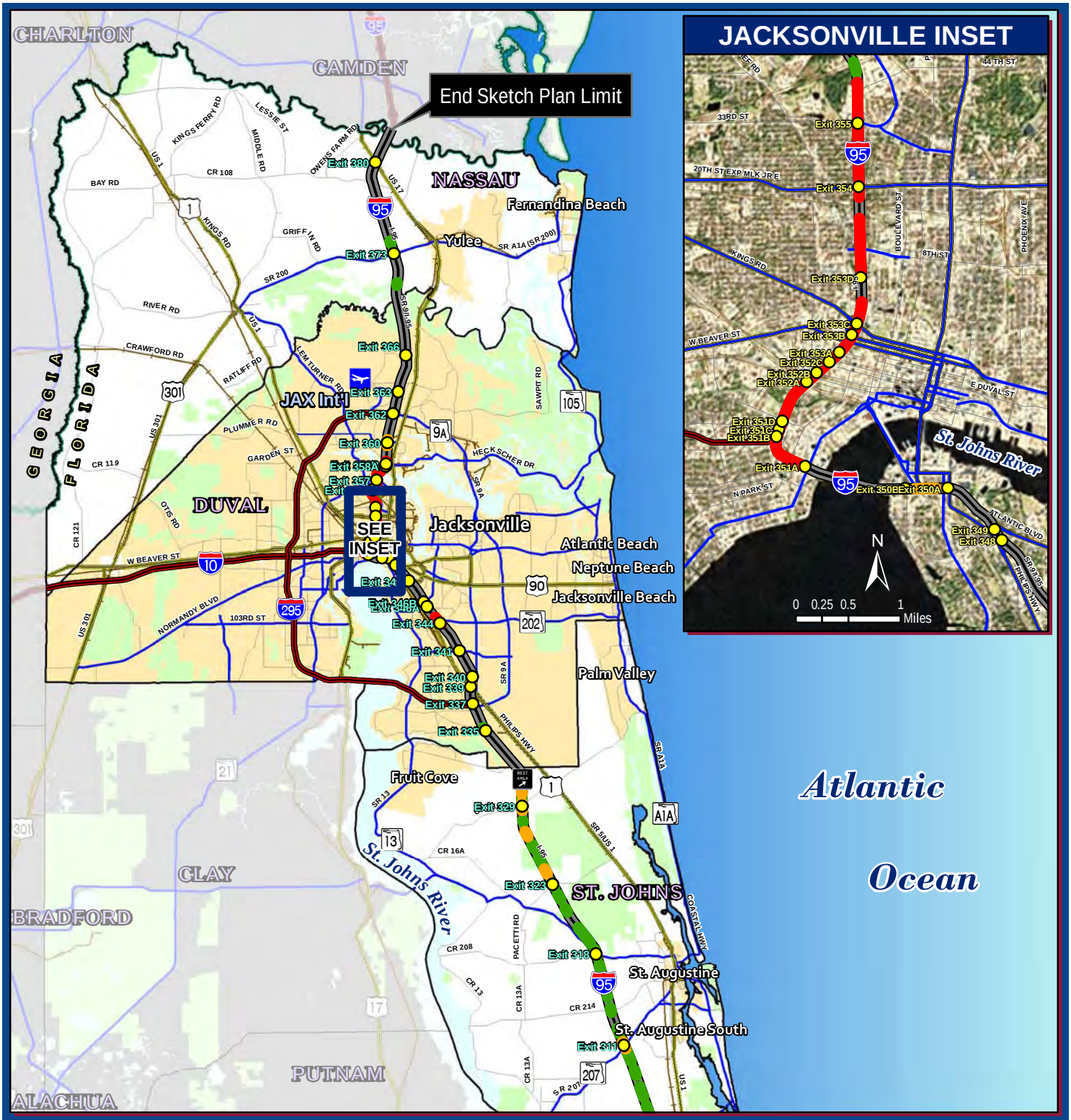
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Total Injuries (2003-2007) Along High Crash Segments

- 92 - 504
- 34 - 92
- 0 - 33

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.3C - Total Crashes With Injuries 2003-2007 (Northern Region)

NOTES:

1) 4,693 Injuries occurred within High Crash Segments

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX W

CRASH RATES 2003-2007 BY REGION

LEGEND

Crash Rates (2003-2007) Along High Crash Segments

- 1.53 - 2.36
- 0.96 - 1.52
- 0.54 - 0.95

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.4A - Crash Rates 2003-2007 (Southern Region)

NOTES:

1) FDOT District Average Crash Rate for the I-95 SIP Study Area = 0.417. Therefore all high crash segments within the I-95 SIP Study Area are exceeding the FDOT District average

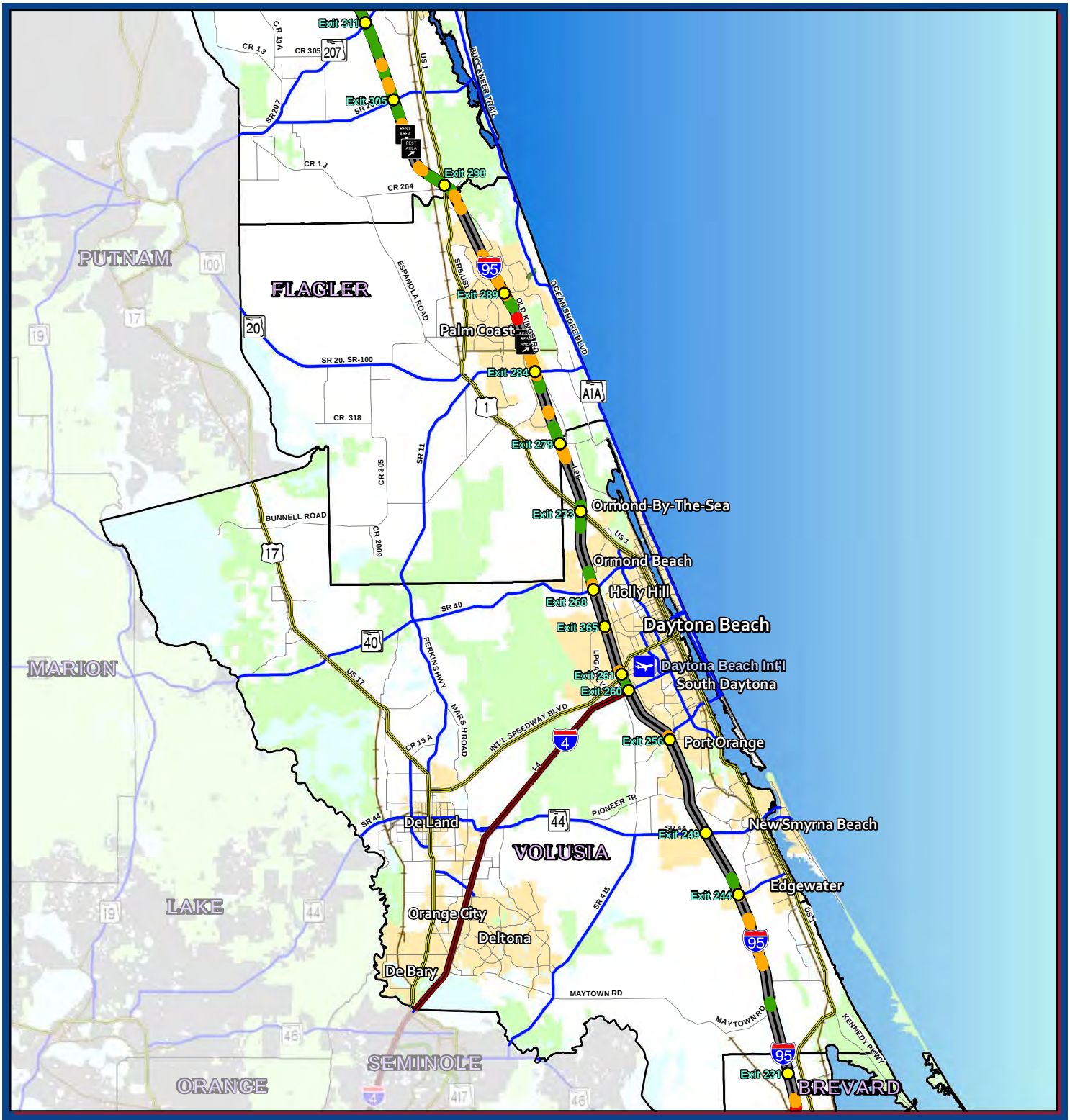
2) Average Crash Rate within the High Crash Roadway Segments = 0.995

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Crash Rates (2003-2007) Along High Crash Segments

- 1.53 - 2.36
- 0.96 - 1.52
- 0.54 - 0.95

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.4B - Crash Rates 2003-2007 (Central Region)

NOTES:

1) FDOT District Average Crash Rate for the I-95 SIP Study Area = 0.417. Therefore all high crash segments within the I-95 SIP Study Area are exceeding the FDOT District average

2) Average Crash Rate within the High Crash Roadway Segments = 0.995

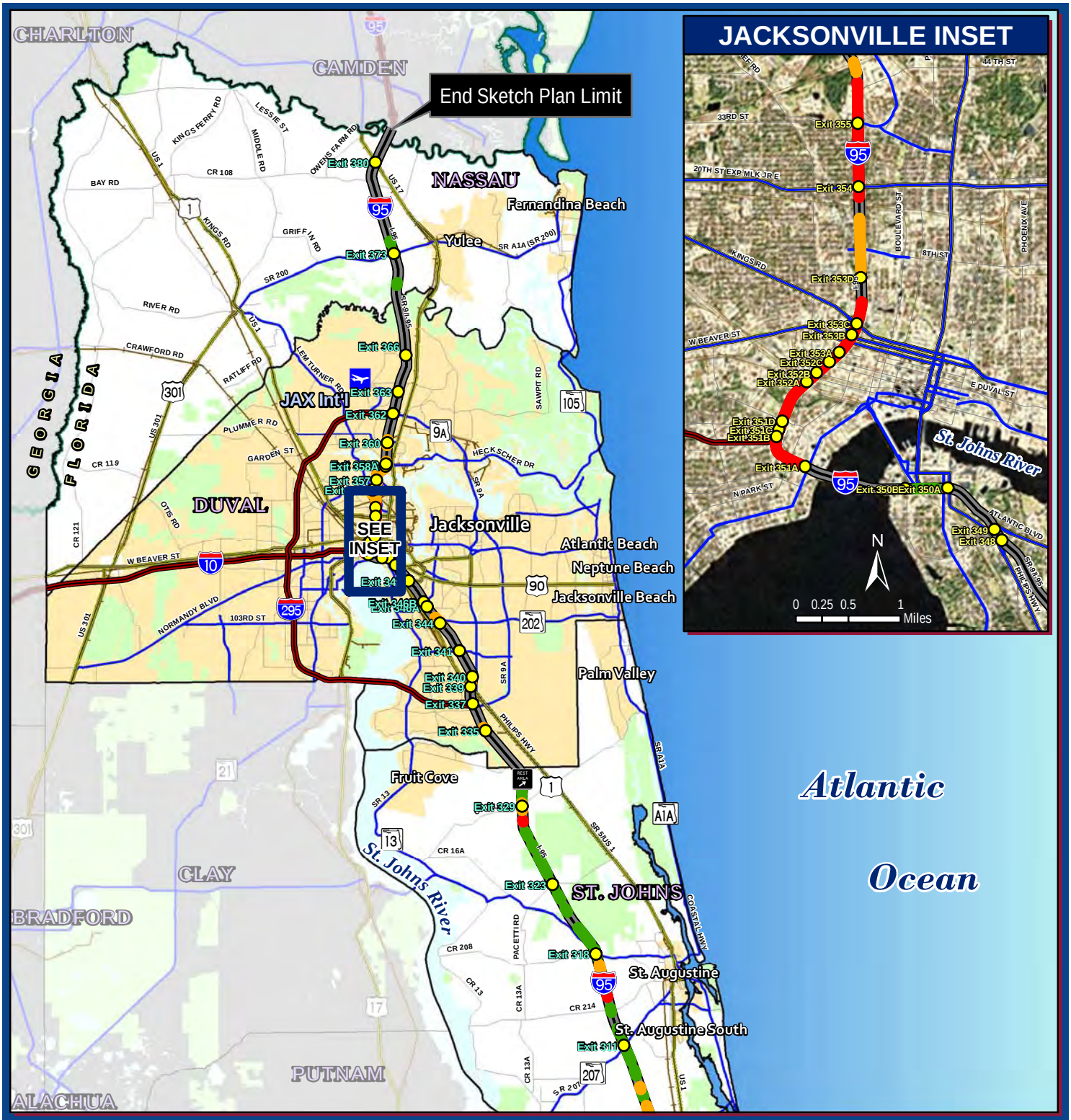
This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

0 2.5 5 10 Miles

N



LEGEND

Crash Rates (2003-2007) Along High Crash Segments

- 1.53 - 2.36
- 0.96 - 1.52
- 0.54 - 0.95

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Railroad

- I-95 SIP Study Area

Other Layers

- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands
- I-95 SIP Study Area

I-95 Sketch Interstate Plan (SIP)

Figure 6.4C - Crash Rates 2003-2007 (Northern Region)

NOTES:

1) FDOT District Average Crash Rate for the I-95 SIP Study Area = 0.417. Therefore all high crash segments within the I-95 SIP Study Area are exceeding the FDOT District average

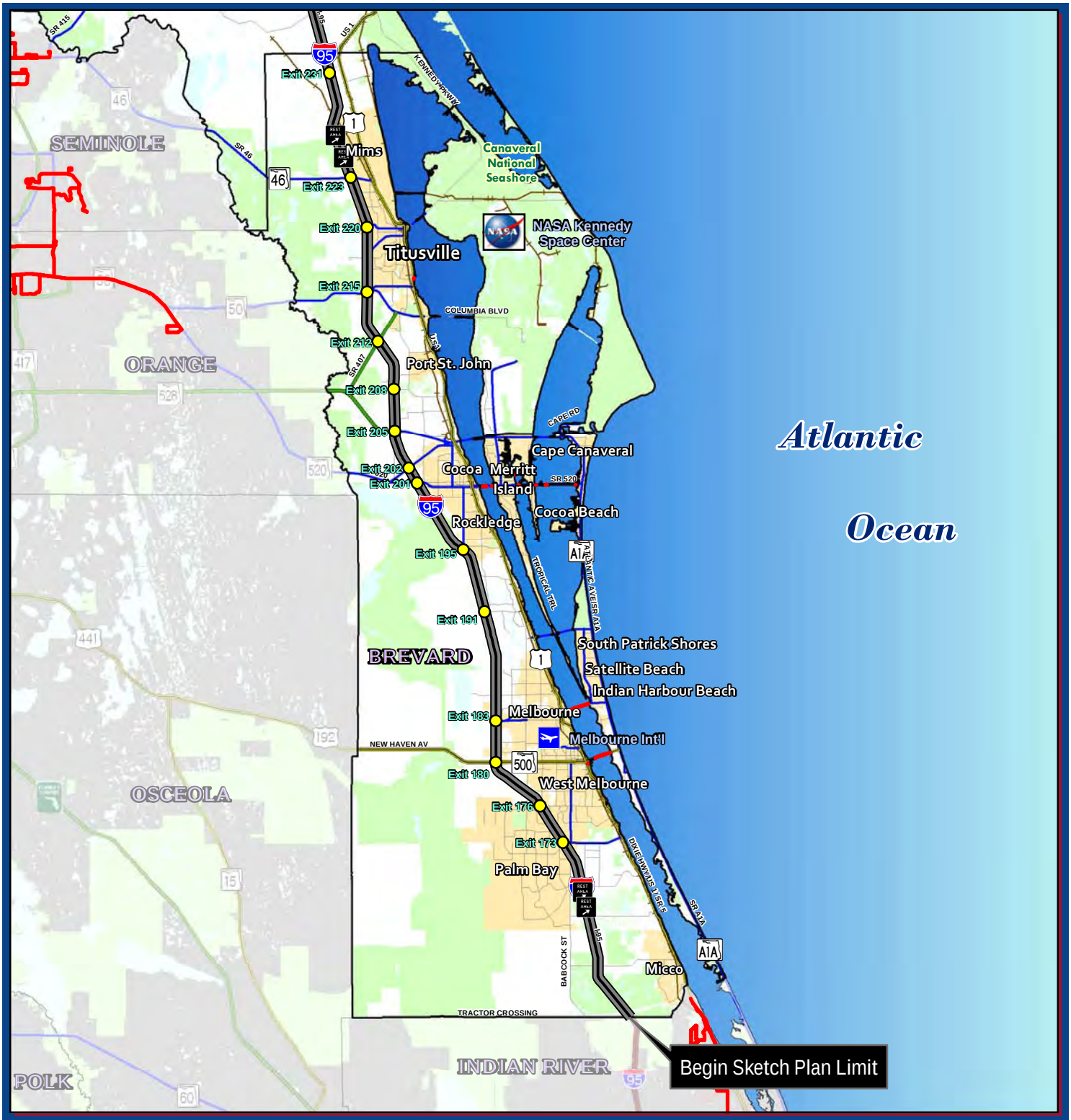
2) Average Crash Rate within the High Crash Roadway Segments = 0.995

This map is intended for planning purposes only.

Source: FDOT, and TranSystems.

APPENDIX X

EXISTING TRANSIT FACILITIES BY REGION



LEGEND

Existing Transit Facilities
- Existing Transit Facility (Bus Route)

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 7.1A - Existing Transit Facilities (Southern Region)

NOTES:

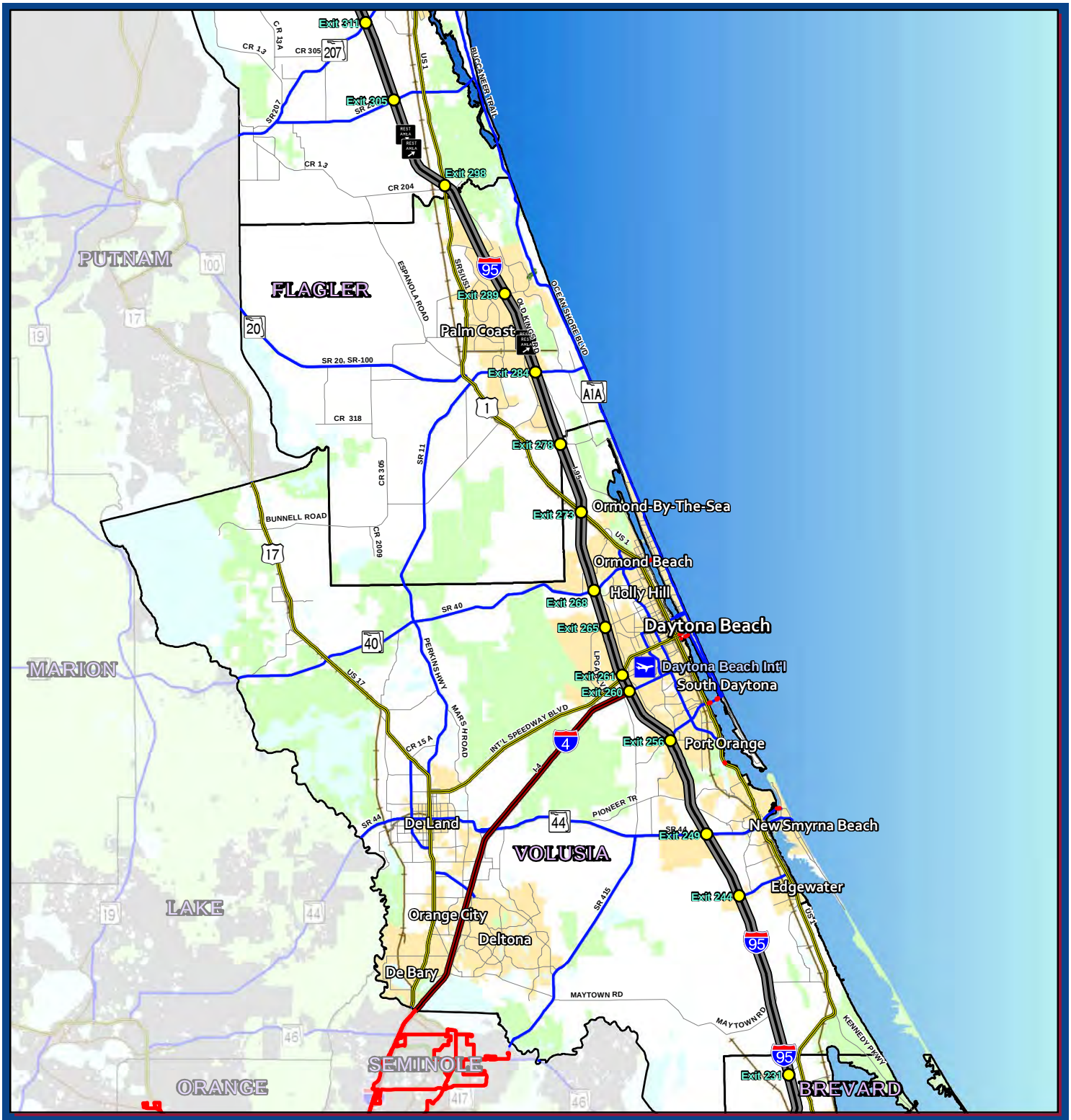
1) Existing Transit Facilities depicted on this map include all public transportation bus routes from transit providers throughout the state of Florida.

This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Existing Transit Facilities

- Existing Transit Facility (Bus Route)

Transportation Network

- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers

- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 7.1B - Existing Transit Facilities (Central Region)

NOTES:

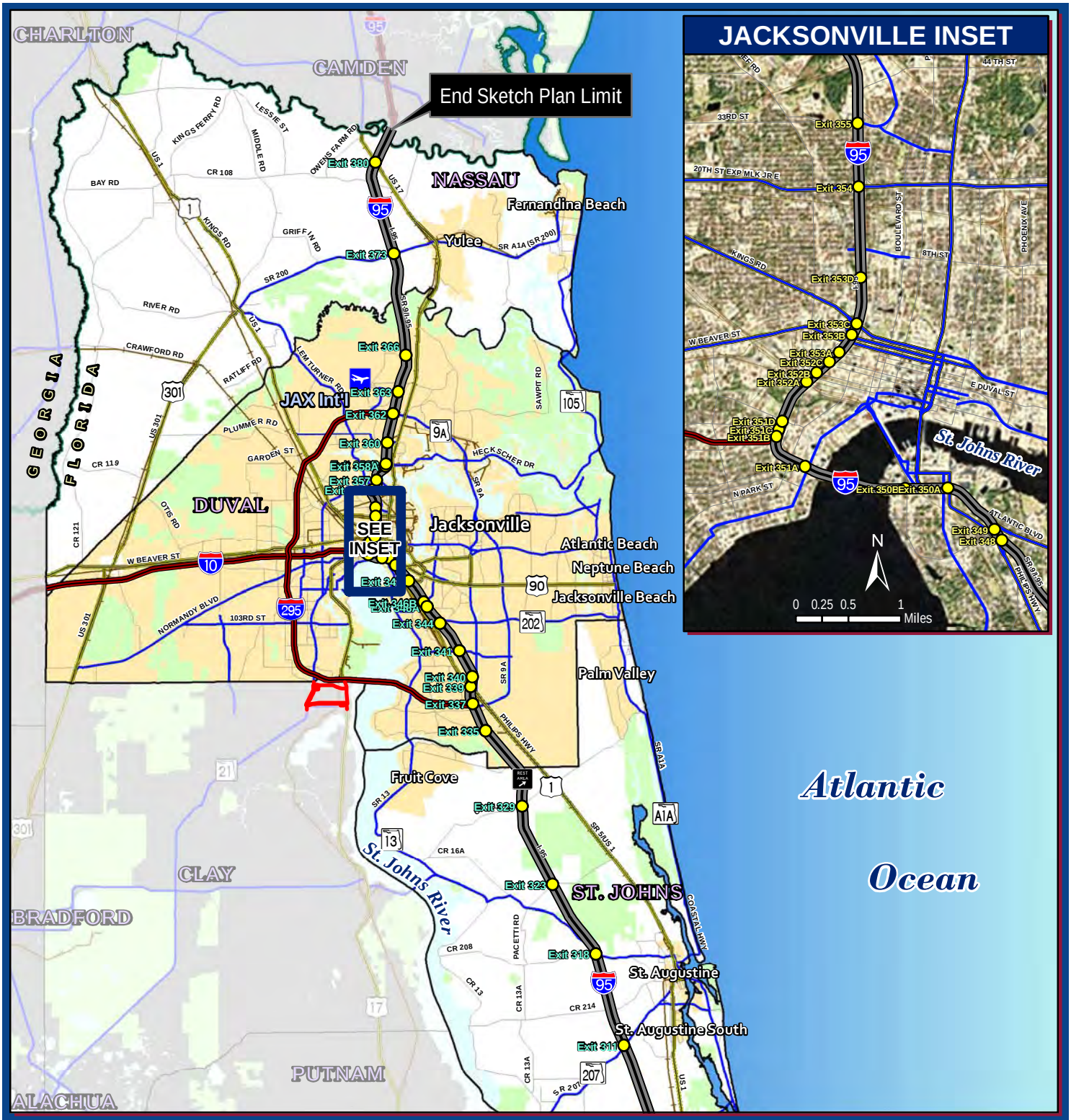
1) Existing Transit Facilities depicted on this map include all public transportation bus routes from transit providers throughout the state of Florida.

This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.

0 2.5 5 10 Miles

N



LEGEND

Existing Transit Facilities
- Existing Transit Facility (Bus Route)

Transportation Network
- Interstate Highway
- Toll Road
- U.S. Highway
- State Route
- Other Roads
- Railroad

Other Layers
- I-95 Sketch Interstate Plan Project Limit
- Interchange Exit
- Commercial Airport
- City and Town Limits
- Ocean
- Lakes and Rivers
- County Boundary
- State Boundary
- Public Lands

I-95 Sketch Interstate Plan (SIP)

Figure 7.1C - Existing Transit Facilities (Northern Region)

NOTES:

1) Existing Transit Facilities depicted on this map include all public transportation bus routes from transit providers throughout the state of Florida.

This map is intended for planning purposes only.

Source: GeoPlan, FDOT, and TranSystems.