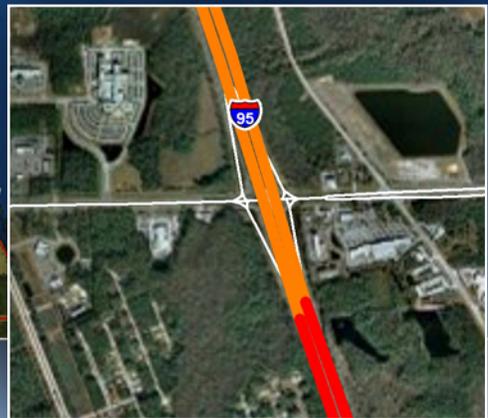
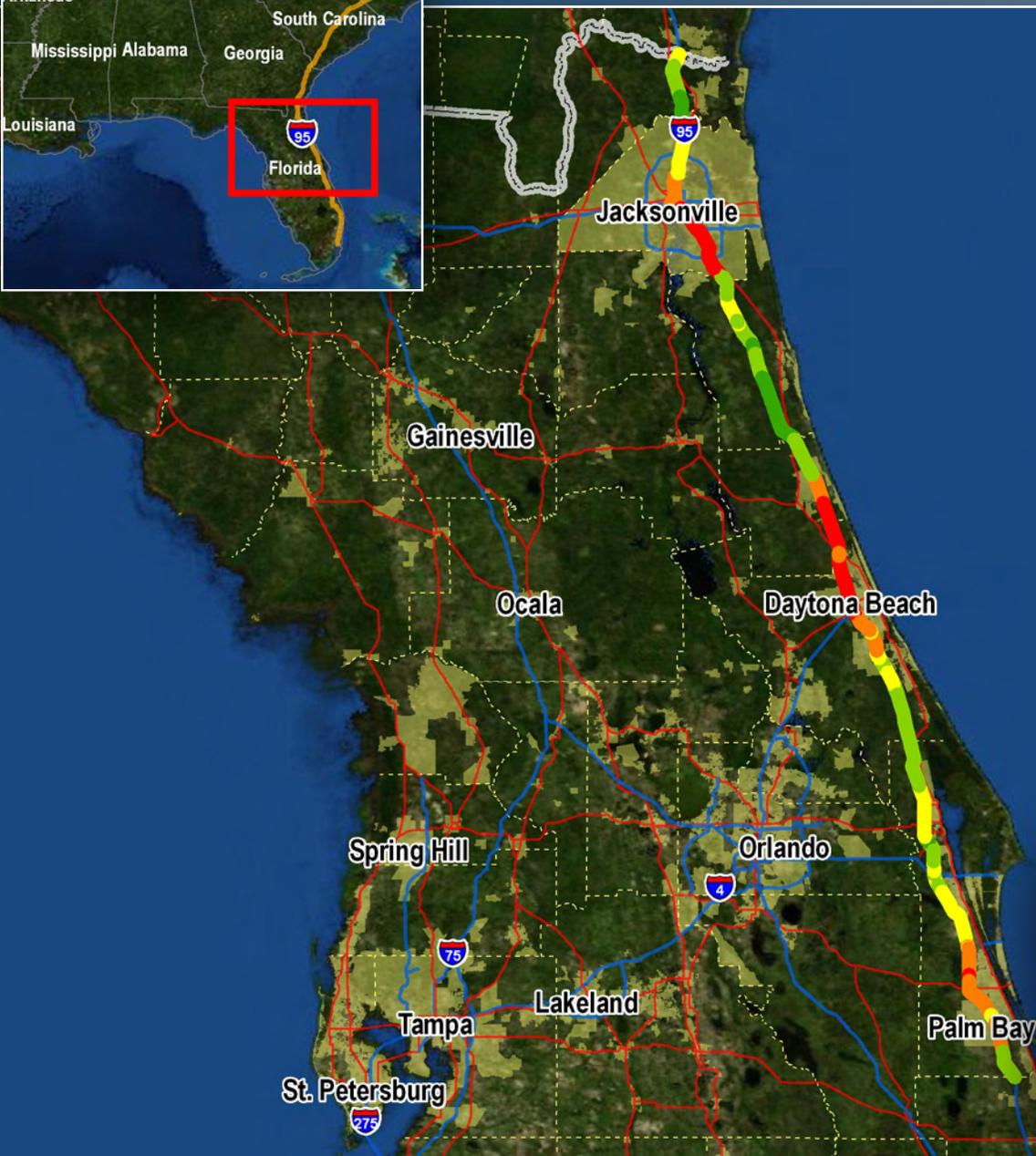




SKETCH INTERSTATE PLAN (SIP) FOR INTERSTATE 95 (I-95)

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

OCTOBER 2010



Prepared for:



FDOT
Systems Planning Office
605 Suwannee Street
Tallahassee, FL 32399



EXECUTIVE SUMMARY

Highlights of the I-95 SIP Study

- The 222-mile I-95 Corridor traverses six (6) counties: Brevard, Volusia, Flagler, St. Johns, Duval, and Nassau
- The I-95 Corridor is within the jurisdiction of three (3) Transportation Planning Organizations (TPOs): the Space Coast TPO, Volusia TPO, and North Florida TPO
- Population of the six (6) county study area is predominantly located to the east of I-95 between the freeway and the Atlantic coastline.
- From 2003-2007 a total of 5,002 crashes occurred on the I-95 corridor resulting in 106 fatalities and 4,693 injuries.
- There are 330 community facilities (public and private schools, places of worship, museums, civic centers, governing facilities, and hospitals) within ½ mile of the I-95 corridor, of which 43 are located adjacent to the existing I-95 right-of-way.
- 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.
- According to Bureau of Economic and Business Research (BEBR) Medium series population projections, from 2009 to 2035 the average population percent increase for all six (6) counties is 61.38%, with Flagler County projecting a 108.6% increase.
- The I-95 corridor currently has a total of four (4) to six (6) lanes. Based on the unconstrained traffic demand required to satisfy the FDOT level of service (LOS) standard, 2035 projected lane calls suggest as many as twelve (12) lanes will be required.
- There are numerous parallel corridors to I-95 that serve as alternatives to travel on I-95. Many of the parallel facilities, however, include lower speeds and numerous signalized intersections, which are not feasible alternatives to travel on I-95.
- Multimodal options, including passenger high-speed rail (HSR) along the Florida East Central (FEC) railroad corridor, may provide the greatest long-term alternatives to traveling on I-95.





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Background

The Interstate Highway System (IHS) began in the 1950's during the Eisenhower administration as a means to transport people and goods over long distances. Later, FDOT designated I-95 as part of the Florida Intrastate Highway System (FIHS), which is a series of interstates, the turnpike system, and major highways within the state. One key role of the interstate/intrastate system is to provide a high-speed network of roadways for long distance travel and the movement of freight. For that reason FDOT developed the Strategic Intermodal System (SIS), a conglomeration of the state's key airports, shipping ports, space port, rail facilities, and highways, of which I-95 is included.



I-95 is the primary interstate route on the east coast of the United States, providing access from Miami, FL to the United States/Canadian border, and passing through, or near, some of the most populated cities in the country, such as Miami and Jacksonville, FL; Richmond, VA; Baltimore, MD; Philadelphia, PA; and New York City, NY. As with much of the country, there are several shipping ports along the Atlantic coast within the State of Florida that generate substantial freight traffic. The location of I-95 makes it a primary north-south artery in the interstate network and a key component of the national freight network.

Study Purpose

The major purpose of the I-95 Sketch Interstate Plan (SIP) is to outline a course of action to improve users/travelers mobility within the I-95 corridor by identifying mainline concepts to provide the mobility that will adequately serve high speed, high volume travel facilitating interstate and regional commerce and long distance trips. A significant focus of the study is on movement of the high volume of trucks and freight through the corridor, which is accomplished through a planned multi-modal systems approach to serve and enhance intermodal connections. The SIP evaluated mainline only concepts within the Right-of-Way (ROW) on I-95 for both existing conditions and the year 2035.



The SIP was developed with the understanding that I-95 is a core element of the regional and statewide transportation system. The results of the SIP will serve as a baseline to future planning studies in the SIS/FIHS Plan, as well as the Long-Range Transportation plans of the Study Area/Corridor Metropolitan Planning Organizations (MPO) that I-95 traverses.



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Study Area

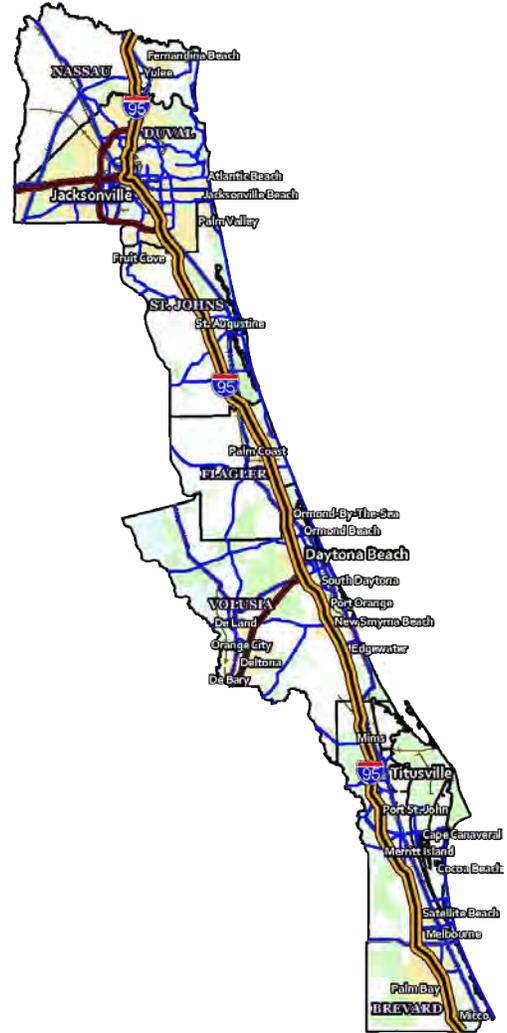
The portion of I-95 under study stretches for 222 miles, from the Indian River County / Brevard County border at the southern limit to the Georgia border at the northern limit, and includes six (6) counties and twelve (12) municipalities. The study area traverses through four (4) Metropolitan Planning Organization (MPO)/Transportation Planning Organizations (TPO) regions: the North Florida TPO, Volusia County MPO, Space Coast TPO, and the Indian River County MPO.

What does the SIP provide?

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

As a part of the I-95 SIP a project team was developed consisting of FDOT Districts 2 and 5, Systems Planning Office, and the Environmental Management Office to provide guidance and review of the project. In addition, a group of stakeholders was formed consisting of advisory committees, local governments (such as County/City, port and transit agencies), representatives of transportation authorities, and other interested groups. Furthermore, the MPO/TPOs within the project region, Space Coast TPO, Volusia County TPO, and the North Florida TPO, have been included to share knowledge / provide guidance and are vitally important to the success of the project. Due to the length of the project area the stakeholder group was divided into separate regions (north, central, and south) and met regularly throughout the development of the project. The stakeholder group's intimate knowledge of the region helped to provide and refine recommendations to enhance the I-95 corridor.



I-95 Transportation Conditions

The following transportation conditions provided a baseline for analysis within the I-95 SIP. Where possible, the most up-to-date data was utilized to obtain a snapshot of I-95's existing and potential problem areas.

Existing Number of Lanes

Mainline I-95 consists of two 12 foot general use lanes (each direction) within Brevard County and the first 27 miles of Volusia County. 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. Currently, there are no special use lanes along the project corridor.

Speed Limits

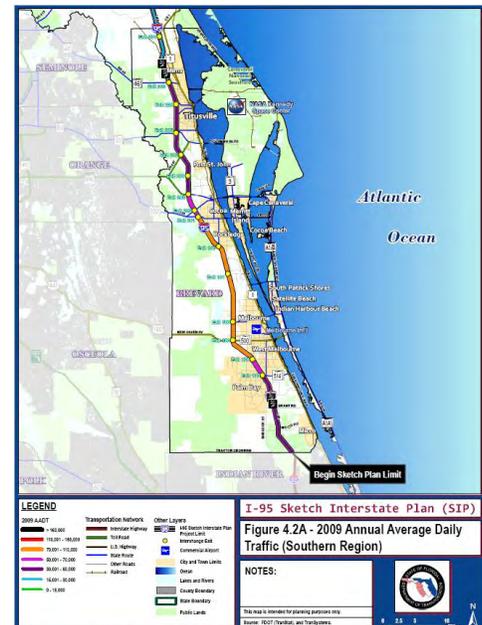
The posted speed along the I-95 project corridor is typically 65-70 mph with the exception of two segments where the speed reduces to 55 mph. The first segment (approximately ten miles from Atlantic Boulevard to Broward Road) is in Duval County. This segment of roadway runs through an urbanized area 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.

Existing Volumes

The average annual daily traffic (AADT) volumes along the I-95 corridor range from a high of 172,000 in Duval County to a low of approximately 25,000 in southern Volusia County and northern Brevard County. The most heavily traveled portions of I-95 are generally within the City of Jacksonville in Duval County. Portions of Nassua County and St. Johns County, that are immediately adjacent to Duval County, also have volumes upwards of 70,000 AADT. Additional locations with volumes above 70,000 AADT can be found near the City of Melbourne in Brevard County and the City of Daytona Beach in Volusia County.

Crash and Safety Analysis

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. 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





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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.



Existing Level of Service (LOS)

The existing LOS for the I-95 SIP corridor was analyzed to determine segments that are operating poorly. The majority of the corridor operates at LOS C or better with exceptions near Daytona Beach and Jacksonville. Two (2) segments of I-95 in Volusia County near Daytona Beach operate at LOS D, which is considered acceptable for urban freeways; however, they were noted because they will continue to deteriorate in the future. One (1) segment of I-95 in northern St. Johns County also operates at LOS D. There are four (4) segments of I-95 in Duval County, with segments continuing into both St. Johns County (to the south) and Nassau County (to the north), operating at a LOS D or worse. Finally, there is one (1) segment of I-95 in Nassau County that operates a LOS E.

Intelligent Transportation Systems (ITS)

The majority of the existing ITS infrastructure is predominantly cameras, detectors, and dynamic message signs along I-95. Each of these devices serves to reduce delays and travel times with informing motorists and emergency providers with real time incident management. The large majority of the ITS infrastructure is located in St. Johns, Duval, and Nassau counties in and around the City of Jacksonville.



Existing Trip Patterns

Regional trip patterns vary greatly along the I-95 corridor, depending upon the selected location. For example, in Brevard and Duval Counties, a large percentage of trips along I-95 are considered local trips, starting and ending within each respective county. In Volusia, Flagler, St. Johns and Nassau Counties, the large majority of trips are inter-regional in nature. This



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emphasizes the difference in trip characteristics in different areas where I-95 is used more for long distance trips in some areas and used more for local trips in other areas.

Current 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%

Adjacent Facilities

The I-95 corridor serves and connects several key facilities including; major airports, intermodal freight-rail terminals, passenger terminals, seaports, and a spaceport. In order to preserve mobility along I-95, FDOT and its partners are pursuing key strategies to improve traffic flow on parallel corridors and provide alternatives for motorists on I-95 to choose other routes or modes.

SIS Intermodal Facilities

I-95 is a 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 including: 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. Maintaining and improving these intermodal connections is critical to enhancing the economic competitiveness of Florida. Any future improvements to I-95 must 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.





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Transit Facilities

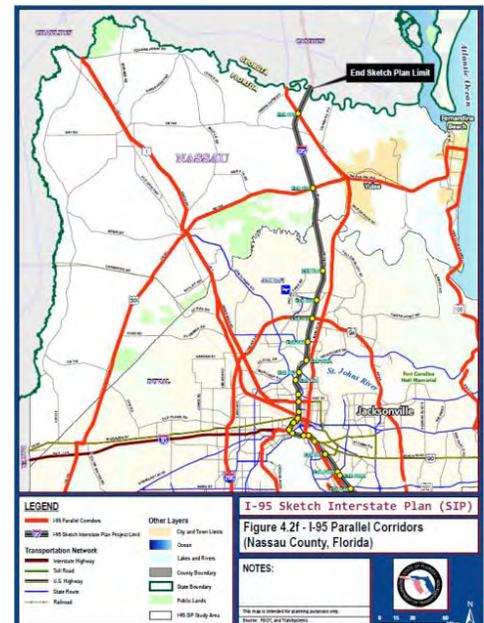
The I-95 SIP corridor includes transit facilities within all six (6) study area counties. The largest transit facilities are located in Duval County and operated by the Jacksonville Transportation Authority (JTA). JTA currently operates fixed route buses, flexible route buses, several trolleys, and a monorail. Additional fixed route buses are operated in Brevard County by the Space Coast Area Transit (SCAT), in Volusia County by VOTRAN, and in St. Johns County by the Sunshine Bus Company. Limited para-transit or other bus service is provided within portions of Flagler and Nassau counties.



Parallel Corridors

Within the 220-mile study area for the I-95 SIP, there are relatively few parallel corridors to I-95. This stretch of Florida has two (2) unique characteristics that limit the number of parallel corridors. First, the population of this six (6) county study area is predominantly located to the east of I-95 between the freeway and the Atlantic coastline. Second, to the immediate west of I-95, there are either environmentally sensitive areas that are wetlands/waterways or large scale farming/conservation areas. Therefore, there is a relatively narrow corridor within the study area in which parallel roadways to I-95 could be located.

A majority of the identified parallel roadway facilities include lower speeds and numerous signalized intersections, which are not feasible alternatives to the high-speed travel along I-95. These parallel facilities, like US 1, however, do remove traffic from I-95 and relieve congestion. While there are several multimodal alternatives, most of the current alternatives are only within portions of Volusia and Duval counties. Several of the future multimodal alternatives, such as commuter rail in Jacksonville and regional rail, are not funded for construction. Therefore, it is difficult to determine the precise impact these improvements will have on I-95 and whether they could be viable parallel corridors.



Population Growth and Planned Improvements

Over the past several decades the state of Florida has been the beneficiary of a general population shift from the Northern and Midwest portions of the country. The growth rates over the past decade in the I-95 SIP corridor ranged from over 90% in Flagler County, to 50% in St. Johns County, and roughly 20% in the remaining counties. While the current economic crisis has hindered this rapid growth, all signs point to a substantial recovery. To provide additional information on projected population to the year 2035 over the six (6) county region, the table below depicts the Bureau of Economic and Business



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Research (BEBR) Medium Series county level population projections.

County Level Population Projections - BEBR Medium Series

County	Estimate April 1, 2009	Estimate April 1, 2035	Raw Change	Percent Change
Brevard	555,700	724,800	169,100	30.40%
Volusia	507,100	645,300	138,200	27.30%
Flagler	94,900	198,000	103,100	108.60%
St. Johns	183,600	363,900	180,300	98.20%
Duval	900,500	1,222,400	321,900	35.80%
Nassau	72,600	122,000	49,400	68.00%

Source: Bureau of Economic and Business Research (BEBR) and FDOT Office of Policy Planning (2009)

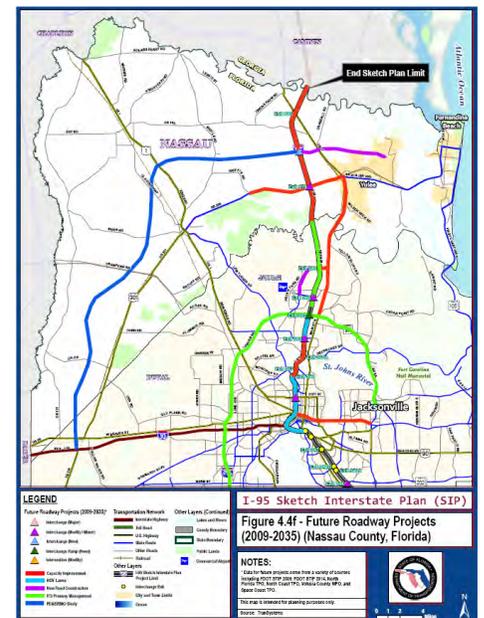
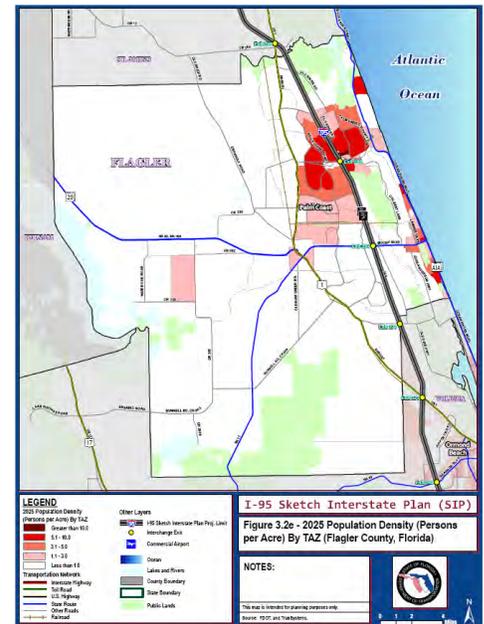
Development Patterns

An overwhelming majority of the existing development is located east of I-95 between the interstate and the Atlantic coast. Future growth is anticipated as infill between existing developments in Nassau County between Yulee and Fernandina Beach, throughout the City of Jacksonville in Duval County, in St. Johns County between the Duval County line and St. Augustine along the I-95 corridor, around Palm Coast and Flagler Beach in Flagler County, north of Ormond Beach in Volusia County, and both north and south of Melbourne in the communities of Viera and Palm Bay within Brevard County.

All of the current population and employment centers are located in existing urban areas or in suburban locations near the confluence of major roadways. Most of the proposed development areas are on the edge of these suburban locations. This mirrors Florida's development pattern over the past several decades - expansion on the fringe of urban areas where land values are cheaper. While that pattern of development is initially cheaper regarding land values, it becomes a financial burden for suburban or rural areas to extend infrastructure and provide standard services such as fire, police, and schools. The current economic downturn may alter the development pattern as several of these proposed developments have been put on hold or scaled down; however, it is still important to plan for their eventual development (perhaps at an even greater density).

Planned Improvements

Northeastern and North Central Florida have spent the better part of the last decade trying to catch up with the explosive population growth. Several major highway and roadway projects have been constructed and several more are planned. Starting in 2009 and spanning the next two decades there are capacity expansions planned for I-95 within all six (6) counties including:





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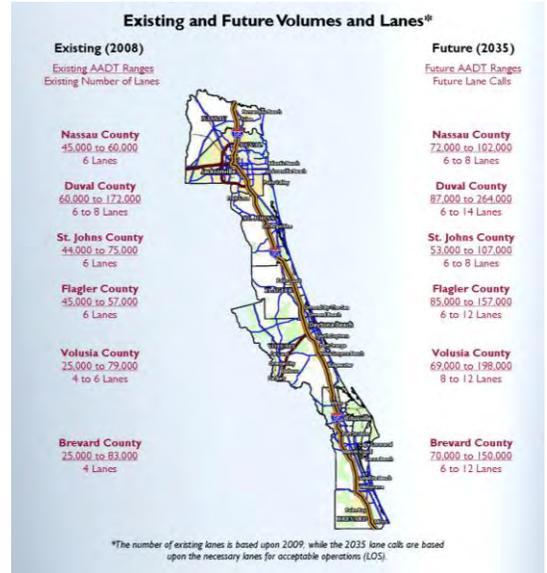
nine (9) new I-95 interchanges, two (2) new major freeways, a massive commuter rail system that will span four counties, and various other improvements within the vicinity of I-95. However, FDOT and its partners cannot continue to expand I-95 to address the anticipated demand. Many multimodal improvements are planned along the I-95 corridor with future projects including expansion of airports, passenger rail, freight rail, and seaports. In many instances, it is difficult to determine the precise impact these improvements will have on I-95. Some multimodal improvements may reduce traffic on I-95, such as future plans for passenger rail. Other improvements, such as those to airports, may increase traffic on I-95. The most concentrated area of multimodal improvements is located within the City of Jacksonville in Duval County.

Future Demand (2035)

In order to determine the future demand for I-95, two (2) FDOT regional travel demand models were utilized to generate anticipated volumes. The analysis presents that, throughout a significant portion of the study area, I-95 needs to be expanded to twice its current capacity to accommodate traffic loads. The graphic that follows shows both the existing and future AADTs along with the existing and future lanes. In order to accommodate the anticipated future volumes I-95 would need to be widened. The determination on the appropriate number of lanes is correlated to the minimum LOS threshold based upon area type (i.e. – Rural=LOS B and Urban=LOS D). Each county has varying needs that are described as follows:

Brevard County – Three (3) small segments of I-95 are projected to require six (6) lanes or less while the large majority of I-95 within Brevard County is anticipated to require between eight (8) and ten (10) lanes. The highest numbers of lanes are projected around Melbourne and the adjacent Cities of Palm Bay and Viera.

Volusia County – The area between the Brevard County line to the future exit 252 (Pioneer Trail), which is adjacent to the cities of New Smyrna Beach and Port Orange is anticipated to require eight (8) lanes, which the future widening would accommodate. However, the remainder of I-95 within Volusia County is anticipated to require between ten (10) and twelve (12) lanes. The area between the I-4 interchange in Daytona Beach to just south of Port Orange is projected to need ten (10) lanes. The area between I-4 and the Flagler County line, which includes the cities of Daytona Beach and Ormond Beach, is projected to need twelve (12) lanes to accommodate the anticipated 2035 traffic.





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Flagler County – Only the northernmost third of I-95 would require six (6) lanes while the large majority of I-95 within Flagler County is anticipated to require between ten (10) and twelve (12) lanes. The segment of I-95 from the Volusia County line and exit 278 (Old Dixie Highway) to exit 284 (SR 100/Moody Boulevard) is projected to require twelve (12) total lanes. This area is within and adjacent to the growing city of Flagler Beach and incorporates the explosive growth in extreme northern Volusia County as well. Between exit 284 and exit 289 (Palm Coast Parkway) adjacent to the cities of Flagler Beach, Bunnell, and Palm Coast, I-95 is projected to require ten (10) lanes.



St. Johns County – The southern half of the County from the Flagler County line to exit 218 (SR 16/Charles Usinas Highway) should not need any mainline expansions. Additionally, the northern half of the county should be effectively serviced by the expanded eight (8) lane facility when it is completed later this decade.

Duval County – Substantial growth of I-95 traffic volumes is expected within Duval County by 2035. Only two areas, the southernmost and northernmost portions of I-95, are expected to see relatively minor growth. At the same time, nearly everywhere else within the I-295/SR 9A beltway is expected to increase to eight (8), ten (10), twelve (12), or fourteen (14) lanes. Of particular note is the segment from exit 346 (University Boulevard) to exit 354 (US 1/20th Street/MLK Parkway), which includes South Jacksonville, the central business district, and just north of downtown, would require between ten (10) and fourteen (14) lanes. Since some of the densest development in all of the I-95 SIP study area is located in that area, numerous private properties would need to be acquired, structures demolished, bridges widened, and likely several additional detrimental impacts to the built environment would occur. FDOT may have obvious operational and safety concerns with the motoring public in utilizing a seven (7) lane directional stretch of freeway.

Nassau County – Only the northernmost portion of I-95 is projected to require eight (8) lanes by 2035, with the remainder of I-95 only requiring six (6) lanes. It is important to point out that even though the AADTs are anticipated to nearly double by 2035, as it is currently configured, I-95 is operating at a LOS A or B, and so the increased future traffic can mostly be absorbed by the existing capacity.

Lane calls of this magnitude should prompt serious consideration of transit and other alternatives to single-occupant vehicles to mainline I-95 capacity expansion. The



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existing I-95 right-of-way can accommodate a two (2) or four (4) lane expansion in most areas, but any increase beyond that will necessitate impacting surrounding developments and environmental resources. In order to accommodate these increases in demand by 2035, there would be substantial impacts to the natural and built environment. In several instances, specifically near the Downtown Jacksonville area, improvements of this size and scope are not feasible mostly because the costs and impacts substantially outweighs the proposed benefits of doing such action.

Concepts

With the I-95 SIP corridor experiencing existing and future traffic demand, several concepts were identified to provide the mobility that will adequately serve high speed, high volume travel facilitating interstate and regional commerce and long distance trips. These concepts not only include improvements to I-95, but also parallel corridors and multi-modal options.

Increase Capacity of I-95

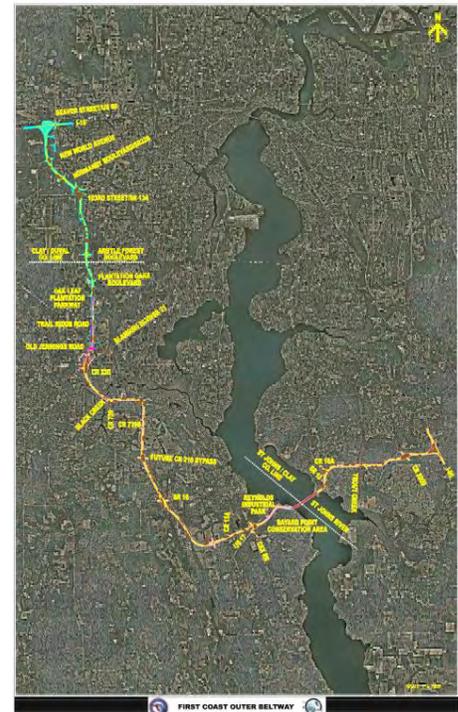
In order to meet the anticipated demand for I-95 into the future one option is to add new through lanes, auxiliary lanes, and new or improved interchanges. Each of these options would reduce congestion, improve travel times, and increase connectivity of I-95; however, the obstacles include substantial costs for right-of-way acquisition, construction, and maintenance along with the potential impacts to the natural and built environment.

Parallel Corridors

Providing parallel corridor alternatives for motorists other than I-95 is a strategy to manage congestion, increase efficiency, while continuing to spur economic development. As stated previously, the majority of the identified parallel roadway facilities (i.e. – US 1, US 17, SR A1A) include lower speeds and numerous signalized intersections, which are not feasible alternatives to the high-speed travel along I-95. Due to those travel conditions, most of the traffic is considered local in nature. Several new parallel corridors are under development in all six (6) study area counties which, combined with the existing roadways, should continue to funnel local traffic away from I-95.

New Corridors

Providing entirely new facilities for motorists other than I-95 is a strategy to help reduce traffic congestion, facilitate emergency and security responses, and foster economic development. The obstacles to new freeways are the substantial capital costs for right-of-way acquisition, construction, and maintenance along with the potential impacts to the natural and built environment. Three facilities are currently in the design and construction phases, the First Coast Outer Beltway (St. Johns County),



Source:

www.fdotfirstcoastouterbeltway.com



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Williamson Boulevard and LPGA Boulevard Extensions (Volusia County), and the St. Johns Heritage Parkway (Brevard County).

Special Use Lanes

Currently, the I-95 SIP corridor has no special use lanes. Providing dedicated lanes along I-95 for motorists aids in alleviating congestion, improving safety, and enhancing mobility. There are several types of dedicated lanes such as; high occupancy vehicle (HOV), toll, express, and truck lanes. Each of these options requires construction of new lanes or where possible, conversion of existing lanes. The obstacles to special use lanes are limited right-of-ways, costs for construction and maintenance, along with impacts to the natural and built environment.

Intelligent Transportation Systems (ITS) Strategies

Providing ITS strategies such as traffic surveillance, incident management, road weather monitoring, emergency management, and traveler information services reduces delays and travel times along I-95 and informs motorists of forthcoming issues. ITS is a lower cost technique which has limited drawbacks. The current ITS infrastructure includes cameras, detectors, and dynamic message signs along I-95.

Inland Ports

Constructing an inland facility that serves as an extension of port activities attempts to alleviate congestion by prioritizing long distance good movement via rail over truck trips and fosters economic development. However, the costs required to construct such a facility are substantial and the existing transportation infrastructure (road and rail) would likely need to be improved.

Freight Rail Corridors

By prioritizing goods movement via rail corridors over trucks aids in alleviating congestion along I-95 and reduces air pollution. Currently, the I-95 SIP corridor is served by the Florida East Coast (FEC) railroad, CSX, and Norfolk Southern (NS). The obstacles to the freight rail corridors include existing congestion, numerous at-grade crossings, high capital costs for improvements, and potential impacts to the natural and built environment.

Passenger Rail

Recently allocated funding within Florida to develop a high speed rail corridor from Tampa to Orlando and then Orlando to Miami has the potential to reduce the number of longer distance business or vacation trips for a large majority of the state. This eventual improvement will likely have a limited impact on the I-95 SIP corridor. However, Amtrak currently operates service between Jacksonville and Orlando and is in the



FEC Rail Corridor over I-95 in Brevard County



Dynamic message sign along I-95





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process of studying an east coast extension down to Miami along the FEC Rail Corridor. This combined with the Jacksonville Transit Authority (JTA) commuter rail proposal has the potential for the greatest impact on I-95 motorists.

Transit Services

Currently all six (6) counties operate some type of transit facilities with the Space Coast Area Transit (SCAT) in Brevard County, VOTRAN in Volusia County, the Sunshine Bus Company in St. Johns County, and the Jacksonville Transportation Authority (JTA) in Duval County operating some form of fixed route buses. Each of these transit systems utilize I-95 or adjacent roadways as a part of their routes. These systems provide a benefit to I-95 by removing local trips and improving air quality.



Source: Jacksonville Transportation Authority

Challenges

Land Use

The regional and local agencies need to continue to update land use and zoning regulations and understand the impact that past developments have had and what future developments will have on I-95. Where possible the agencies should work with larger scale developments to encourage them to provide for transportation improvements that not only meet the desires of the developments, but also address and meet the identified long term needs of the area. These high growth development areas are projected to have substantial increases in both population and employment over the next several decades. These locations are anticipated to mostly fill in gaps between existing developments in Nassau County between Yulee and Fernandina Beach, throughout Duval County, in St. John's County between the Duval County line and St. Augustine along the I-95 corridor, around Palm Coast and Flagler Beach in Flagler County, around Ormond Beach in Volusia County, and both north and south of Melbourne in the communities of Viera and Palm Bay within Brevard County.

Right-of-Way Identification

In order to accommodate the number of lanes identified to handle the increased demand by 2035, FDOT along with the regional and local agencies need to set aside right-of-way where it is not currently developed. It is important that these anticipated future needs do not occur at the expense of the built and natural environment.



Funding

FDOT along with metropolitan/transportation planning organizations, six (6) study area counties, and all of the local



I-95 Sketch Interstate Plan (SIP)

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

partners should identify creative funding solutions to construct some of these major new roadways, interchanges, transit, and proposed capacity expansions. For the large majority of these projects, funding for construction has not been identified and with financial shortfalls across Florida and the United States, some of these projects may never be developed. Florida has changed the mechanism by which to fund transportation improvements, shifting a portion of the financial burden for the existing and future transportation network on developers. The recent economic climate, however, has made a significant number of private developments infeasible. And, as such, their funding for roadway improvement are not in place. There may be marked improvements in the economy and development climate within the life of the I-95 SIP. In the short term, however, without some of these expansions to the local roadways, the network will begin to breakdown which will, in turn, impact the capacity and safety of I-95. Over the longer term, without these improvements (road or transit), quality of life will suffer for affected residents, and the business climate will degrade, leaving the potential for residents and businesses to choose other parts of the state or country to avoid actual or perceived inadequate transportation service and options.



Multi-Modal and Parallel Corridor Options

Multimodal options may provide the greatest long term parallel options to traveling on I-95; however, it is difficult to determine the precise impact these may have on I-95. Passenger rail, which is being considered throughout Florida and the remainder of the country as a viable option to roadway expansion, requires substantial financial investments. Currently, those finances do not exist due to the varied uses of flexible transportation dollars; on the other hand, the next federal transportation bill may have a greater financial vehicle for all multimodal options.

Where possible, all of the identified parallel corridors to I-95 should be promoted and expanded to alleviate the demand. The regional and local transportation agencies should move forward with planned parallel corridors (road and multimodal) and attempt to provide similar time benefits compared with I-95.