

I-95 Project Development & Environment (PD&E) Hybrid Public Hearings

from I-295 to Atlantic Boulevard

Please visit the project website at www.nfroads.com/I-95 or scan the QR code.
All project materials are available now for your review.



PROJECT SCHEDULE & COST

Phase	Projects			
	I-95 from I-295 to J. Turner Butler Blvd		I-95 from J. Turner Butler Blvd to Atlantic Blvd	
	Year	Cost	Year	Cost
PD&E	On-going	-	Completed	-
Design	On-going	-	On-going	-
Right-of-Way	2023	\$1.7 million	On-going	-
Construction	I-295 to Baymeadows Rd: 2025	\$109 million		
	Baymeadows Rd to J. Turner Butler Blvd: 2023	\$33 million	2023	\$312 million

WE WELCOME YOUR COMMENTS

FDOT encourages you to participate, whether you attend the Hybrid Public Hearings in-person or utilize the virtual option, there are multiple ways to provide comments to FDOT. These include:

- Provide comments in person by talking to the court reporter or filling out the comment form.
- Email or write your comments to Michael Brock, FDOT Project Manager, at the contact information provided below.

All comments, received in person or electronically, will carry the same weight. Please note that all comments postmarked on or before January 24, 2022, will be documented as part of this Public Hearing and will be included in the transcript of these proceedings.

These Public Hearings are advertised consistent with Chapter 120 of the Florida Statutes and are being conducted consistent with the Americans with Disabilities Act of 1990. Persons who require special accommodations under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact Michael Brock at the number provided below at least 7 days prior to the hearing.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016, and executed by Federal Highway Administration (FHWA) and FDOT.

NEXT STEPS

The next step is to incorporate your input from these Public Hearings into our decision-making process. After the comment period closes and your input has been considered, a decision will be made and the final PD&E document will be sent to the FDOT Office of Environmental Management, which based on the Memorandum of Understanding signed with FHWA on December 14, 2016, has approval authority on this project granting location and design concept acceptance.

CONTACT INFORMATION

Michael Brock, PE, Project Manager
Florida Department of Transportation, District 2
1109 S. Marion Avenue, Lake City, FL 32025
Telephone: (386) 961-7707
(800) 749-2967 ext. 7707
Email: Michael.Brock@dot.state.fl.us

Si prefiere recibir esta carta en español, por favor contacte a Esther Murray al (800) 207-8236, extensión 5637 en referencia a FM 435577-1. Para ver esta carta en español, escanee el siguiente código QR.

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INTRODUCTION

The Florida Department of Transportation (FDOT) District 2 invites you to the I-95 Hybrid Public Hearings to discuss the proposed improvements to I-95 from I-295 to Atlantic Boulevard in Duval County, Florida. **The Hybrid Public Hearings will take place on January 13, 2022 at the FDOT Jacksonville Urban Office Training Center at 2198 Edison Avenue, Jacksonville, FL 32204. The Hybrid Public Hearings will begin as an open house format at 4:00 pm followed by a formal presentation at 4:30 pm. The presentation will be replayed at 6:00 pm.** Please see attached flyer for more details. The purpose of the Public Hearings is to give interested persons an opportunity to express their views concerning the location, conceptual design, and social, economic, and environmental effects of the proposed improvements.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. For more information about the project, please contact:



Michael Brock, PE, Project Manager
Florida Department of Transportation
1109 S. Marion Avenue
Lake City, FL 32025
Telephone: (386) 961-7707
Email: Michael.Brock@dot.state.fl.us

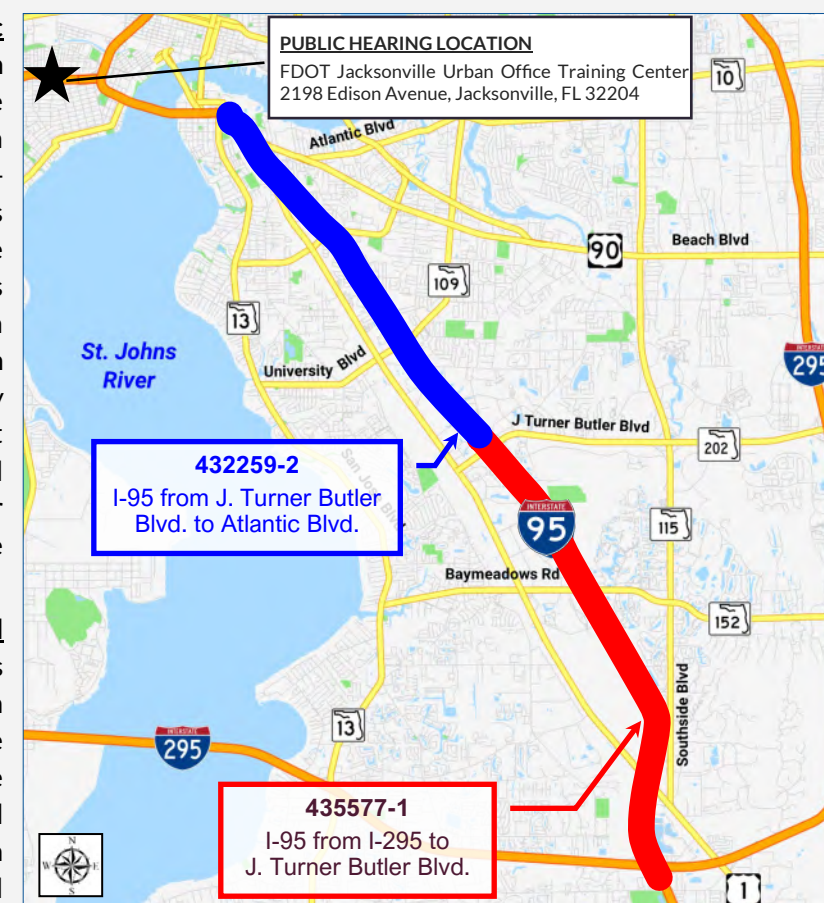
Si prefiere recibir esta carta en español, por favor contacte a Esther Murray al (800) 207-8236, extensión 5637 en referencia a FM 432259-2 o 435577-1. Para ver esta carta en español, escanee el siguiente código QR.



The Public Hearings will cover two projects:

I-95 from J. Turner Butler Boulevard to Atlantic Boulevard (Financial Management # 432259-2) - In April 2018, FDOT presented a preferred alternative that included two express lanes (toll lanes located in the center of I-95) and three general use lanes (non-toll lanes) in each direction. Recently, FDOT has changed the express lanes concept to general use lanes. The revised preferred alternative now includes five general use lanes and one auxiliary lane (an extra lane constructed between on and off-ramps) in each direction. These changes will require less right-of-way to construct, minimize impacts to the environment and provide construction cost savings. Additional changes are proposed on Belfort Road at the J. Turner Butler Boulevard interchange and on Copper Circle West at the Emerson Street intersection.

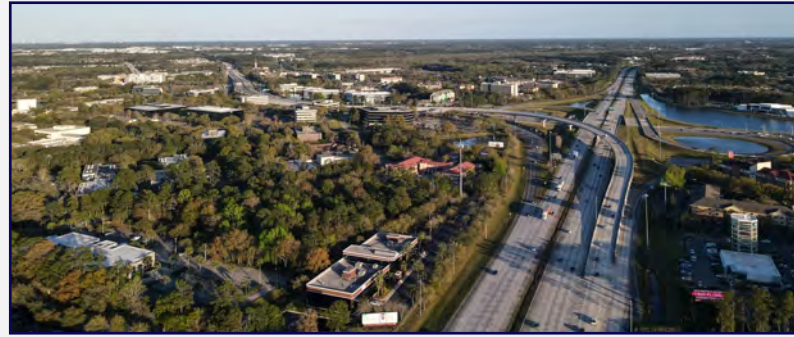
I-95 from I-295 to J. Turner Butler Boulevard (Financial Management # 435577-1) - FDOT is proposing to widen I-95 to four lanes in each direction with auxiliary lanes where needed to meet the projected population growth. Interchange improvements are proposed at Philips Highway and Baymeadows Road. Intersection improvements on Southside Boulevard are proposed at Paradise Island Boulevard and Belle Rive Boulevard.



BACKGROUND

I-95 is a major north-south corridor in Duval County for commuters, tourists and freight traffic. It connects employment centers in Downtown Jacksonville, Southpoint, and Baymeadows Center to residential communities in southern Duval County.

I-95 is also a major freight corridor and carries goods and commodities shipped through seaports and airports. It was last widened in 1999 and no major capacity improvements have taken place in over 20 years.



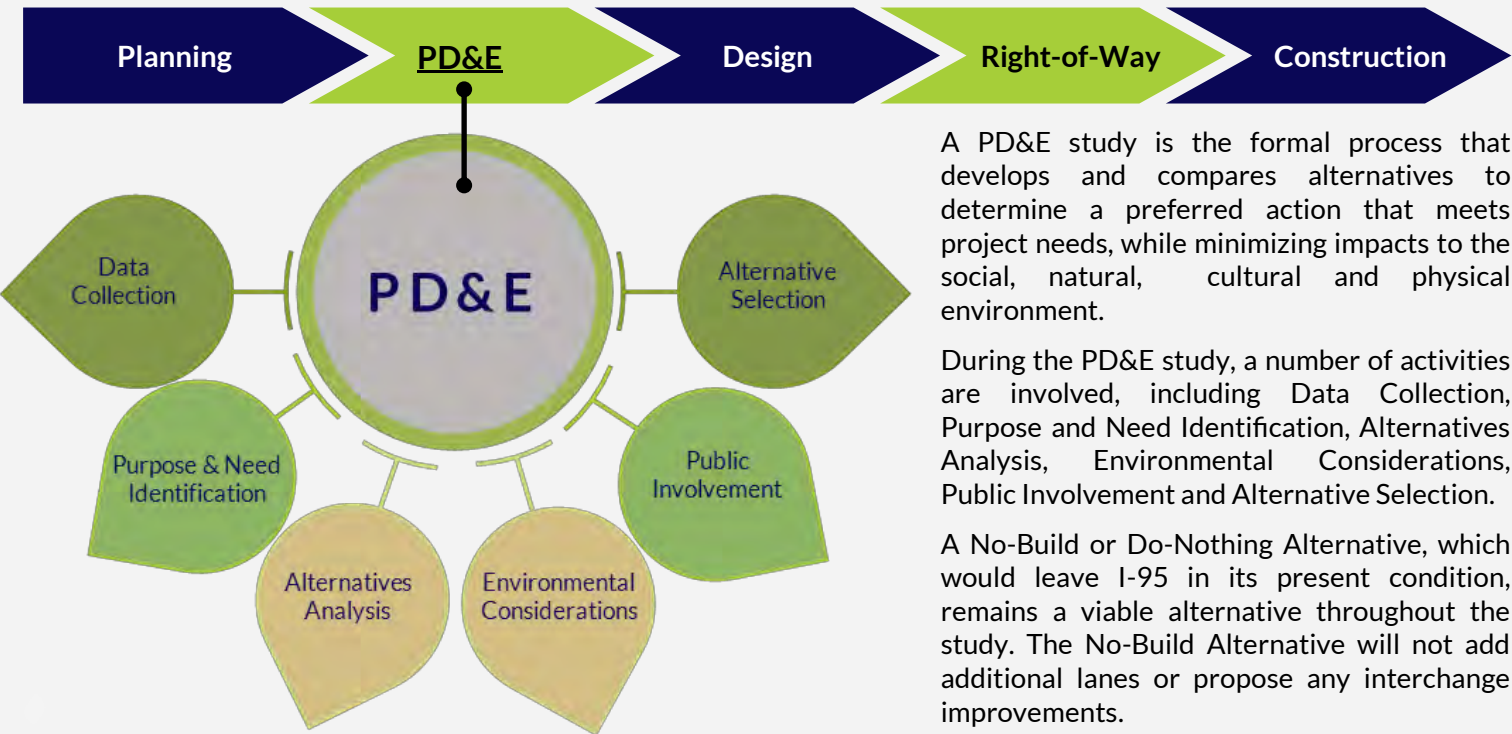
PROJECT HISTORY

On April 4, 2018, a Public Hearing was held for I-95 from J. Turner Butler Boulevard to Atlantic Boulevard at the Marriott Jacksonville Hotel where residents and interested stakeholders were able to review the project and provide comments regarding the improvements. Since that time, changes have been made to the proposed project and these changes are included in this brochure.



WHAT IS A PROJECT DEVELOPMENT & ENVIRONMENT STUDY?

The FDOT's process for delivering a transportation project consists of five steps and the Project Development and Environment (PD&E) Study is the second step in this process.



A PD&E study is the formal process that develops and compares alternatives to determine a preferred action that meets project needs, while minimizing impacts to the social, natural, cultural and physical environment.

During the PD&E study, a number of activities are involved, including Data Collection, Purpose and Need Identification, Alternatives Analysis, Environmental Considerations, Public Involvement and Alternative Selection.

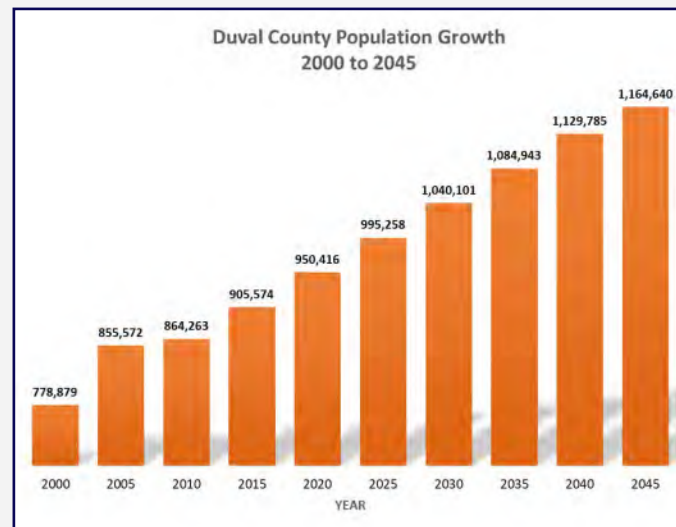
A No-Build or Do-Nothing Alternative, which would leave I-95 in its present condition, remains a viable alternative throughout the study. The No-Build Alternative will not add additional lanes or propose any interchange improvements.



WHY IS THE PROJECT NEEDED?

I-95 within the study limits currently serves about 104,000 to 133,000 vehicles per day. FDOT measures how well a roadway is operating using a six-letter grading system. Similar to a school grading system, Level of Service A is excellent while Level of Service F is failing. Currently, I-95 is operating between Level of Service D and Level of Service F.

During the last two decades, the population of Duval County has increased from 778,879 to 950,416 and is projected to increase to



1,164,640 by year 2045. Without any improvements, the traffic volumes will continue to increase and congestion will get progressively worse. As a result, the entire segment of I-95 within the study limits will operate at Level of Service F during peak hours by 2045.



WHAT IS THE PURPOSE OF A PUBLIC HEARING?

The purpose of these Public Hearings is to share information with the general public about:

- The proposed improvements
- Conceptual design
- All alternatives under study
- The potential beneficial and adverse social, economic and environmental impacts

This hearing also serves as an official forum for the public to express their opinions regarding the project.

WHAT ARE THE PROPOSED IMPROVEMENTS?

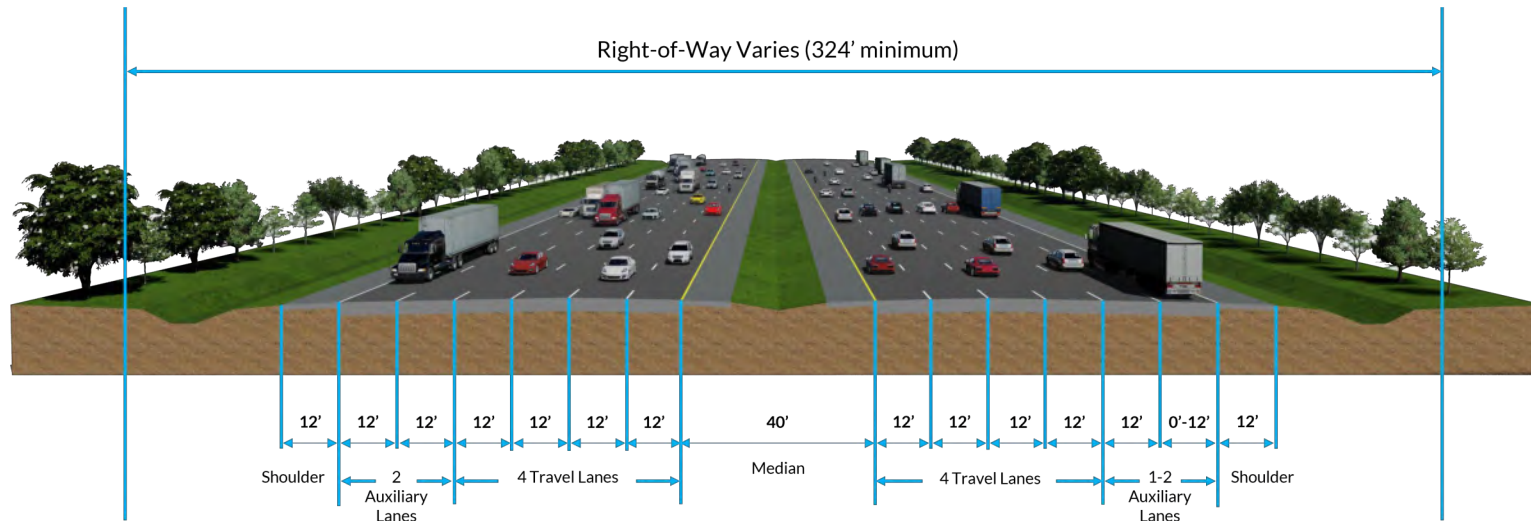
The proposed improvements on I-95 from J. Turner Butler Boulevard to Atlantic Boulevard consist of:

- Widening I-95 to five 12-foot general use lanes and an auxiliary lane where needed
- Converting the Belfort Road at J. Turner Butler Boulevard interchange to a Diverging Diamond interchange
- Copper Circle West and Emerson Street intersection improvements
- Noise walls at qualified locations

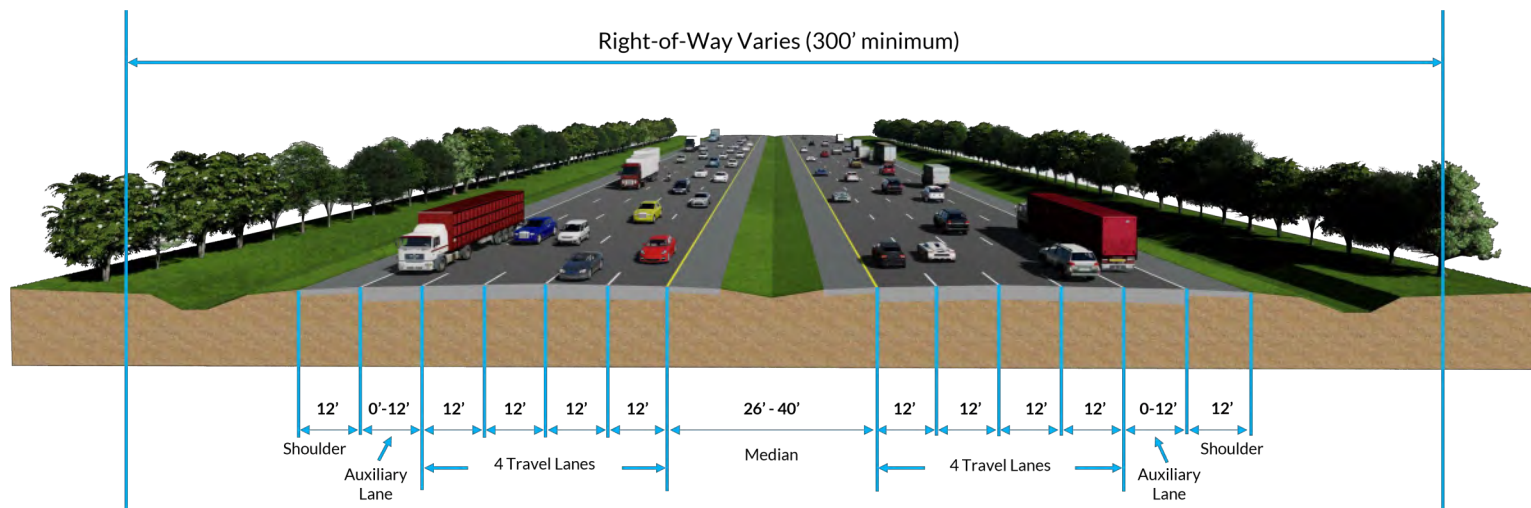
The proposed improvements on I-95 from I-295 to J. Turner Butler Boulevard consist of:

- Widening I-95 from I-295 to Southside Boulevard to four 12-foot travel lanes and one or two auxiliary lanes where needed
- Widening I-95 from Southside Boulevard to J. Turner Butler Boulevard to four 12-foot travel lanes and an auxiliary lane where needed
- Improving traffic operations on Baymeadows Road from Baymeadows Way to Old Baymeadows Road
- Philips Highway (US 1) at I-95 interchange improvements
- Converting Baymeadows Road at I-95 interchange to a Diverging Diamond interchange
- Belle Rive Boulevard at Southside Boulevard intersection improvements
- Paradise Island Boulevard at Southside Boulevard intersection improvements
- Noise walls at qualified locations

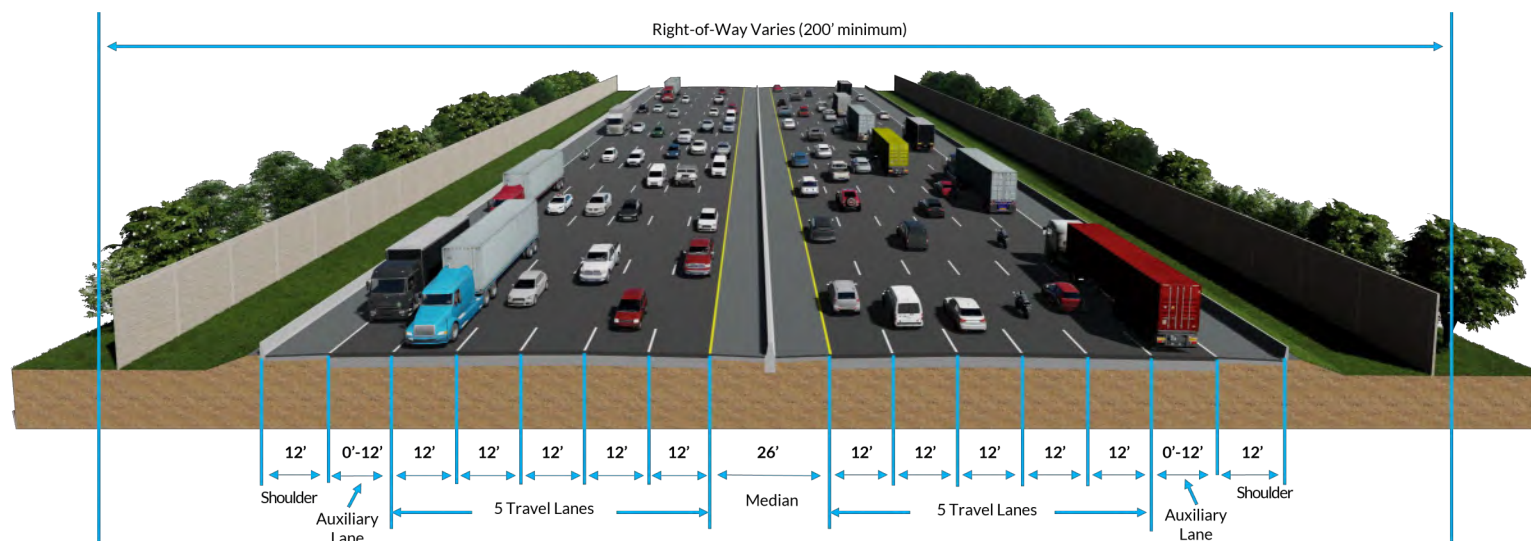
Proposed Typical Section I-95 from I-295 to Southside Boulevard



Proposed Typical Section I-95 from Southside Boulevard to J. Turner Butler Boulevard



Proposed Typical Section I-95 from J. Turner Butler Boulevard to Atlantic Boulevard



SAFETY

FDOT is committed to enhancing the safety of our residents and visitors. As part of the PD&E Study, a detailed safety analysis was completed to determine how the proposed improvements will enhance safety. The proposed improvements are expected to:

- Reduce total crashes on I-95 from I-295 to J. Turner Butler Boulevard (SR 202) by 15%
- Reduce total crashes on I-95 from J. Turner Butler Boulevard (SR 202) by 30%
- Reduce crashes at the I-95/Baymeadows Road and J. Turner Butler Boulevard/Belfort Road interchanges by 37%
- Remove pedestrian and turning vehicle conflicts at several intersections
- Enhance pedestrian safety by adding special emphasis crosswalks
- Enhance pedestrian and bicyclist connectivity by adding sidewalks and bicycle lanes



DIVERGING DIAMOND INTERCHANGE (DDI)

A Diverging Diamond Interchange takes traffic safety and efficiency to a new level. A DDI allows two directions of traffic to temporarily cross to the left side of the road as they go through the interchange. The crossing roads then switch back to the standard right side on the other side of the interchange.

Safety: A potential conflict exists each time a vehicle, pedestrian, or bicycle crosses or turns across the path of another direction of traffic. Compared to a conventional diamond interchange, the DDI reduces vehicle-to-vehicle conflict points by nearly 50 percent and eliminates many of the most severe crash types. Fewer conflict points mean fewer opportunities for vehicles to collide, resulting in a safer, more efficient flow of traffic.

Additional safety benefits include:

- Slower speeds thanks to the curved design of the DDI
- Increased pedestrian safety due to slower speed and by routing pedestrians through the median
- Reduced potential wrong-way movements onto ramps
- Improves sight distance when turning

Efficiency: In addition to the safety benefits, DDIs also improve the efficiency of the interchange. The DDI eliminates left turns against oncoming traffic and reduces the cycle length of traffic signals. As a result, this innovative design reduces congestion and better moves high volumes of traffic without the need to increase the number of lanes at an interchange.

Finally, a DDI often uses the existing bridge structure and existing right-of-way, and therefore is less expensive to build compared to other interchanges.



INTERSECTION IMPROVEMENTS & ACCESS MANAGEMENT

In addition to widening I-95, the PD&E study is proposing several changes to Baymeadows Road, Southside Boulevard and Emerson Street to improve the flow of traffic to/from I-95 and to improve safety. These changes will impact intersections and median openings and how traffic will access businesses along the roadway. Please review the boards for detailed information.

WHAT IS ACCESS MANAGEMENT?

Access management is the careful planning of the location, design and type of access to properties, businesses and homes. This also includes median openings and driveway opening guidelines. Access management serves to promote safe and efficient movement of people and goods by reducing conflict.

HOW DOES ACCESS MANAGEMENT IMPROVE SAFETY?

Access management improves safety by reducing the number of potential conflict points by users of the transportation network.

QUESTIONS ABOUT ACCESS MANAGEMENT?

If you have concerns about the proposed access changes (median modifications) that may affect your property or business, please contact:

ACCESS MANAGEMENT REVIEW COMMITTEE

Attention: Tom Cavin, PE

Florida Department of Transportation

2198 Edison Avenue, MS 2815

Jacksonville, Florida 32204

Telephone: (904) 360-5641 or (800) 207-8236

Email: Tom.Cavin@dot.state.fl.us



The Copper Circle West and Emerson Street intersection will be modified as shown.

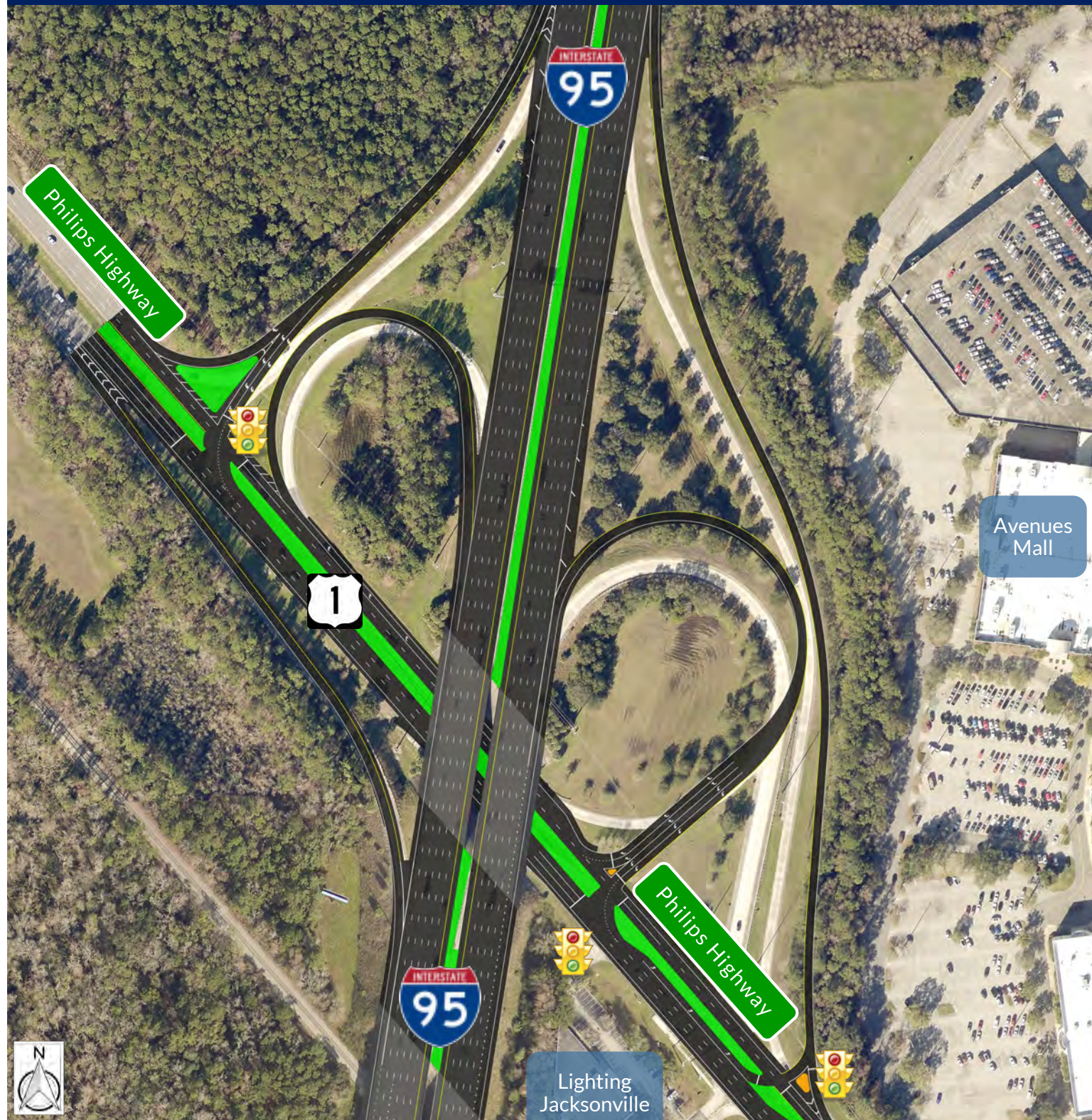


The Paradise Island Boulevard and Southside Boulevard intersection will be modified to accommodate the I-95 northbound off-ramp left turn movement. The Belle Rive Boulevard and Southside Boulevard intersection will be modified as shown.



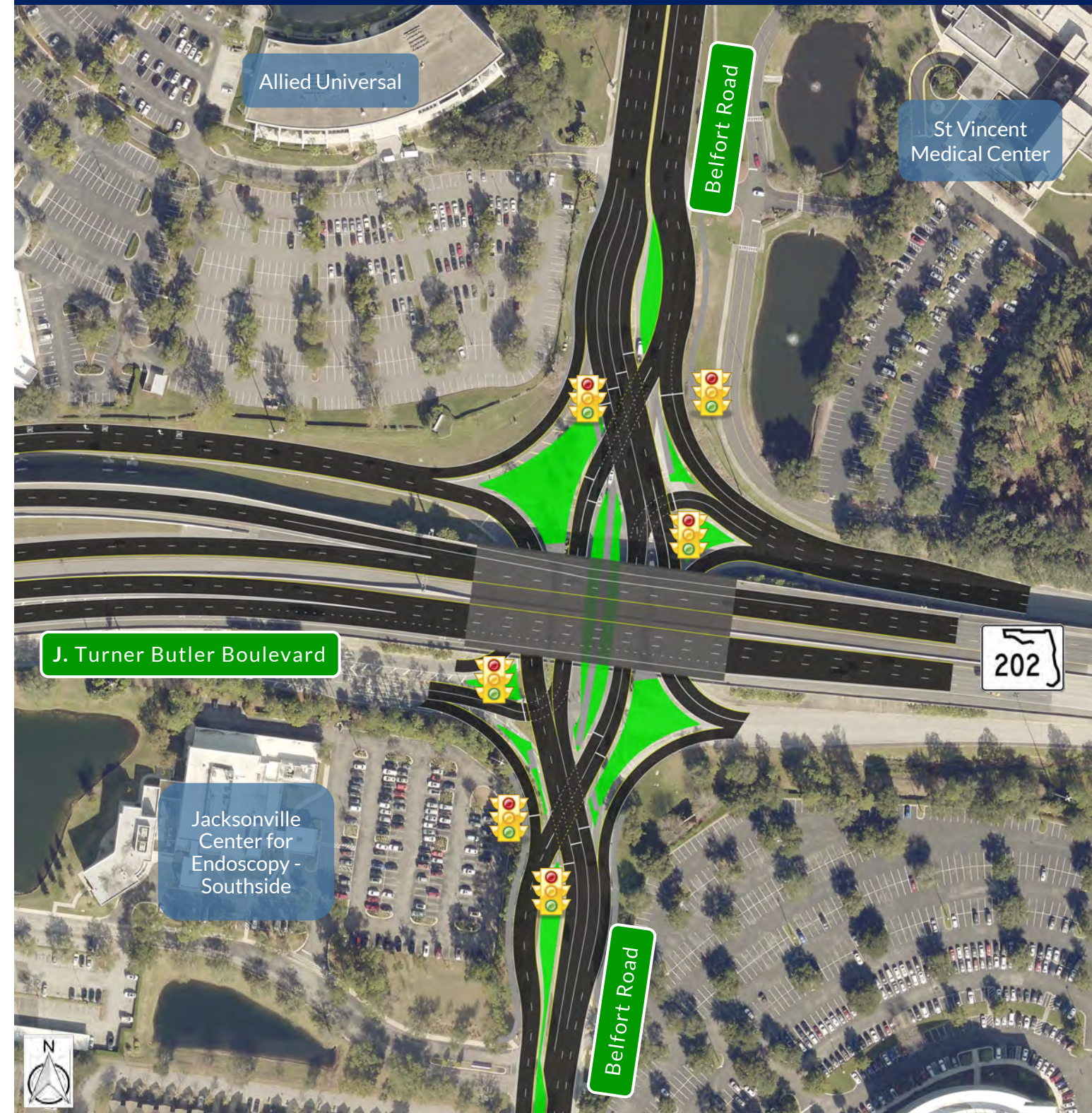
Changes to median openings are being proposed along Baymeadows Road. The changes to median openings are shown with red circles.

I-95 AT PHILIPS HIGHWAY (US 1) INTERCHANGE



The I-95 at Philips Highway interchange will be modified as shown. The existing free-flow I-95 northbound exit ramp to Philips Highway northbound right turn movement will be signalized, and a lane will be added to the I-95 southbound exit ramp.

J TURNER BUTLER BOULEVARD (SR 202) AT BELFORT ROAD INTERCHANGE



The J Turner Butler Boulevard at Belfort Road interchange will be converted to a Diverging Diamond Interchange as shown. Belfort Road will be widened to accommodate two through lanes and two left turn lanes in both directions. The through movement will be eliminated at the exit ramps, and an additional right turn lane will be provided for the westbound exit ramp.

NOISE ABATEMENT (NOISE WALLS)

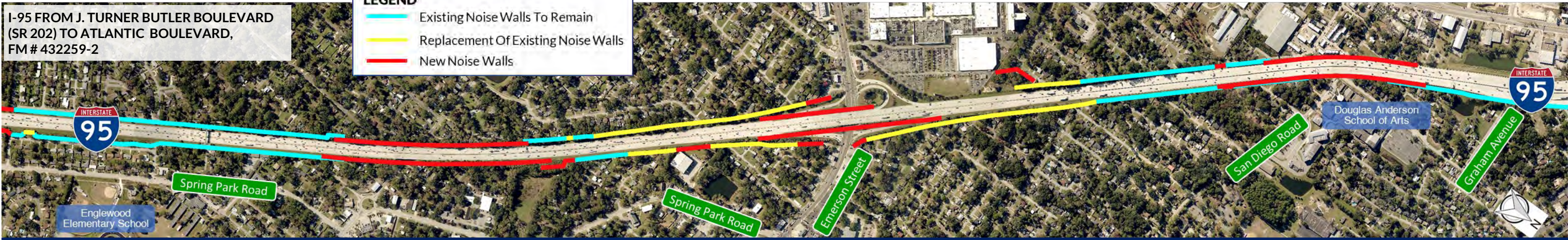
I-95 FROM J. TURNER BUTLER BOULEVARD (SR 202) TO ATLANTIC BOULEVARD, FM # 432259-2



I-95 FROM J. TURNER BUTLER BOULEVARD (SR 202) TO ATLANTIC BOULEVARD, FM # 432259-2

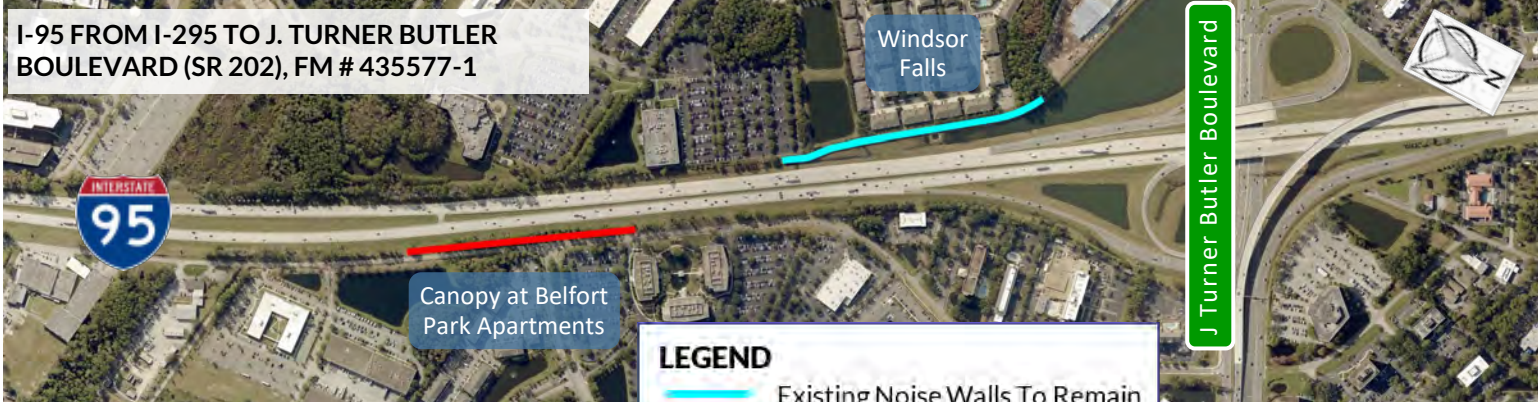
LEGEND

- Existing Noise Walls To Remain
- Replacement Of Existing Noise Walls
- New Noise Walls



A noise study, conducted in accordance with State and Federal Regulations and FDOT requirements, evaluated traffic noise level for the build alternative. Noise walls recommended for further evaluation are shown in red. Please review the large map on display tonight to determine the limits of the proposed noise walls. During tonight's Public Hearing, the Department will solicit input from the residents receiving a benefit from the noise walls.

I-95 FROM I-295 TO J. TURNER BUTLER BOULEVARD (SR 202), FM # 435577-1



LEGEND

- Existing Noise Walls To Remain
- New Noise Walls

I-95 FROM I-295 TO J. TURNER BUTLER BOULEVARD (SR 202), FM # 435577-1



WHAT IS A NOISE WALL?

A noise wall is a specially designed structure built to reduce noise levels created by nearby highway traffic. Noise walls are built only after noise impact studies are conducted and certain conditions are met.

HOW DO NOISE WALLS WORK?

Along the roadway, noise walls block the direct path of sound waves from the roadway to homes and businesses. They do not eliminate noise; they only reduce the noise.

Noise walls recommended for further evaluation are shown in red on this graphic.

Both proposed projects include potential noise-attenuation barriers (noise walls). Please note that:

- A. Erection of the proposed noise-attenuation barriers (noise walls) may block the visibility of existing outdoor advertising signs;
- B. The local government or local jurisdiction may restrict or prohibit increasing the height of the existing outdoor advertising signs; and
- C. Upon construction of the noise-attenuation barriers (noise walls), the local government or local jurisdiction shall:
 1. Allow an increase in the height of the sign through a waiver or variance to a local ordinance or land development regulation;
 2. Allow the sign to be relocated or reconstructed at another location if the sign owner agrees; or
 3. Pay the fair market value of the sign and its associated interest in the real property.