



HOW DO WE GET THERE?

The project development process consists of five steps, including long-range planning to identify the project need, PD&E study, project design, right of way acquisition, and construction.

The PD&E study is in the second phase of the project development process where an engineering and environmentally feasible alternative that meets a community transportation need is determined.

THE PROJECT DEVELOPMENT PROCESS



Note: Start date for each individual phase depends on funding availability

SCHEDULE

	2018				2019				2020	
	Spring	Summer	Fall	Winter	Spring	Summer	Fall	Winter	Spring	
Continuous Public Involvement	[Yellow bar spanning all quarters]									
Data Collection	[Yellow bar]									
Public Kickoff Meeting		★								
Alternatives Analysis			[Yellow bar]			[Yellow bar]				
Alternatives Public Meeting					★					
Refined Alternatives Analysis						[Yellow bar]				
Public Hearing									★	
Location and Design Concept Acceptance										✓
Roadway Design									[Yellow arrow pointing right]	

COMMENTS

Thank you for participating in this public meeting. FDOT remains committed to working with all project stakeholders. There are many ways to provide comments. You can call the project manager, provide verbal feedback to any staff member tonight, complete a comment form provided tonight, or email the project manager. Comments postmarked or received by May 10, 2019 will become a part of the project record. You can also submit your comments through the project website (link below) by clicking the "Ask a Question" button under the project manager's contact information.

Please visit the project website at the link below where you can find information that was presented tonight, along with meeting announcements, project documents, and other important project information.

http://www.cflroads.com/project/436292-1/I-95_INTERCHANGE_AT_PIONEER_TRAIL

FOR MORE INFORMATION CONTACT:

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ALTERNATIVES PUBLIC MEETING - OPEN HOUSE

TONIGHT'S AGENDA

Welcome to the alternatives public meeting for the Interstate 95 (I-95) at Pioneer Trail Interchange Project Development & Environment (PD&E) study. The purpose of tonight's meeting is to present preliminary design alternatives for the I-95 at Pioneer Trail interchange. A project video on a continuous loop is available for viewing. FDOT staff and study team representatives are available to explain concepts, answer questions, and receive input. There will be no formal presentation.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator by phone at 386-943-5367, or via email at Jennifer.Smith2@dot.state.fl.us.

NEXT STEPS

The next steps of the I-95 at Pioneer Trail Interchange PD&E study include identifying a preferred study alternative. We will hold a public hearing in early 2020 to discuss the preferred alternative for the study and receive your comments and feedback. The PD&E study is scheduled to be completed in the spring of 2020.

All information presented at the alternatives public meeting is available on the study website: <http://www.cflroads.com> Search for 436292-1.

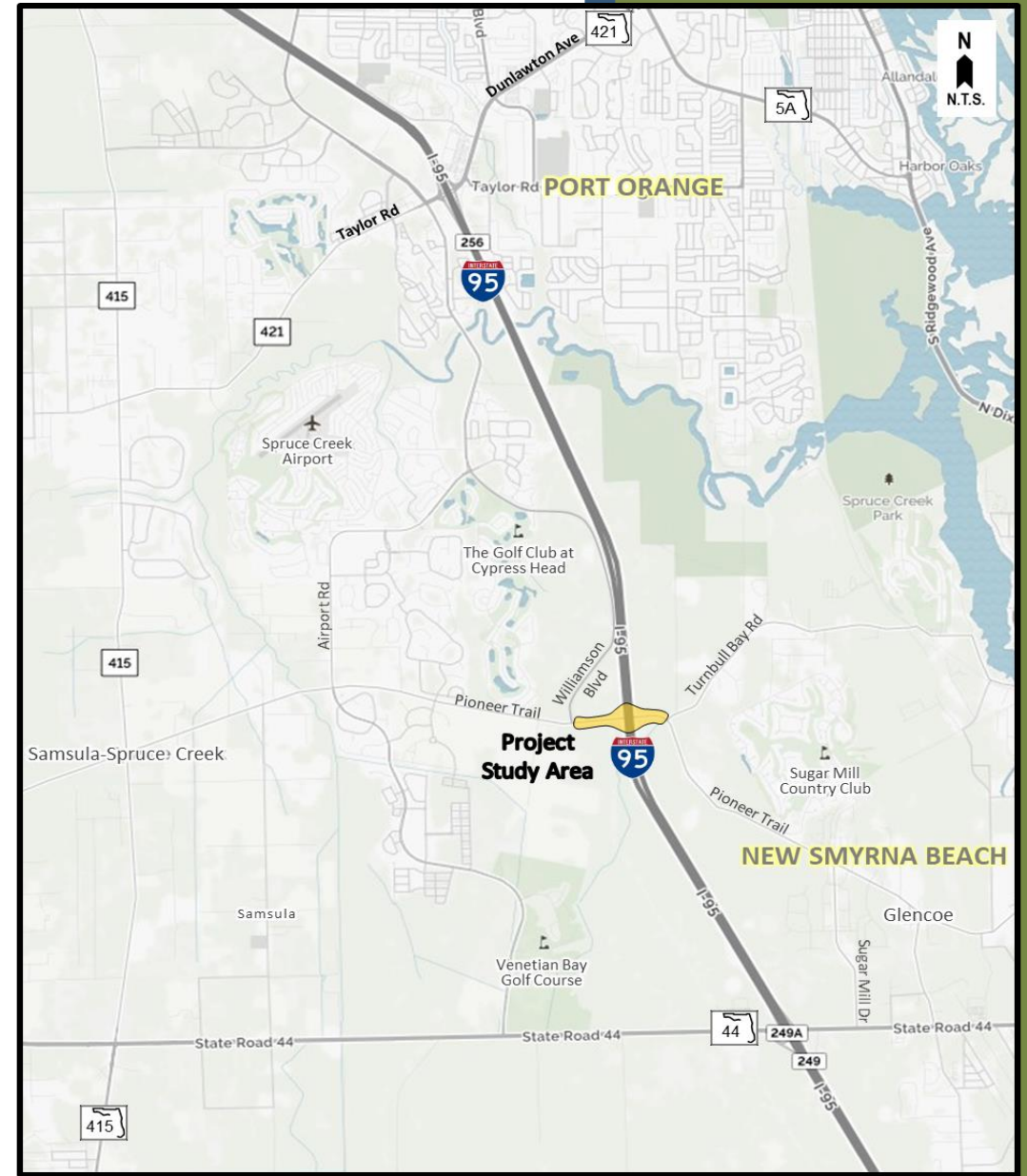
The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016, and executed by the Federal Highway Administration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

DATE AND TIME

Tuesday
April 30, 2019
5:30 to 7:30 p.m.

LOCATION

Brannon Center
105 S. Riverside Drive
New Smyrna Beach, FL



STUDY ALTERNATIVES

Four alternatives are under consideration for the I-95 at Pioneer Trail interchange PD&E Study. The no-build alternative, which would not include any changes to the existing roadways, and three build alternatives. The build alternatives consist of a diamond interchange and two partial cloverleaf interchange alternatives (including a bridge over I-95). The diamond interchange consists of four ramps; northbound I-95 on and off ramps and southbound I-95 on and off ramps.

The first partial cloverleaf alternative is similar to the diamond interchange with regards to the northbound I-95 on and off ramps, however the southbound I-95 off ramps would include two separate ramps; a southbound I-95 off ramp for drivers to continue westbound on Pioneer Trail and a separate southbound I-95 loop ramp for drivers to continue eastbound on Pioneer Trail.

The only difference between the two cloverleaf alternatives is that the second cloverleaf alternative provides a loop ramp for the northbound I-95 traffic heading to eastbound Pioneer Trail. This alternative eliminates the right of way impacts in the southeast quadrant of the interchange.

DIAMOND

PARTIAL CLOVERLEAF #1

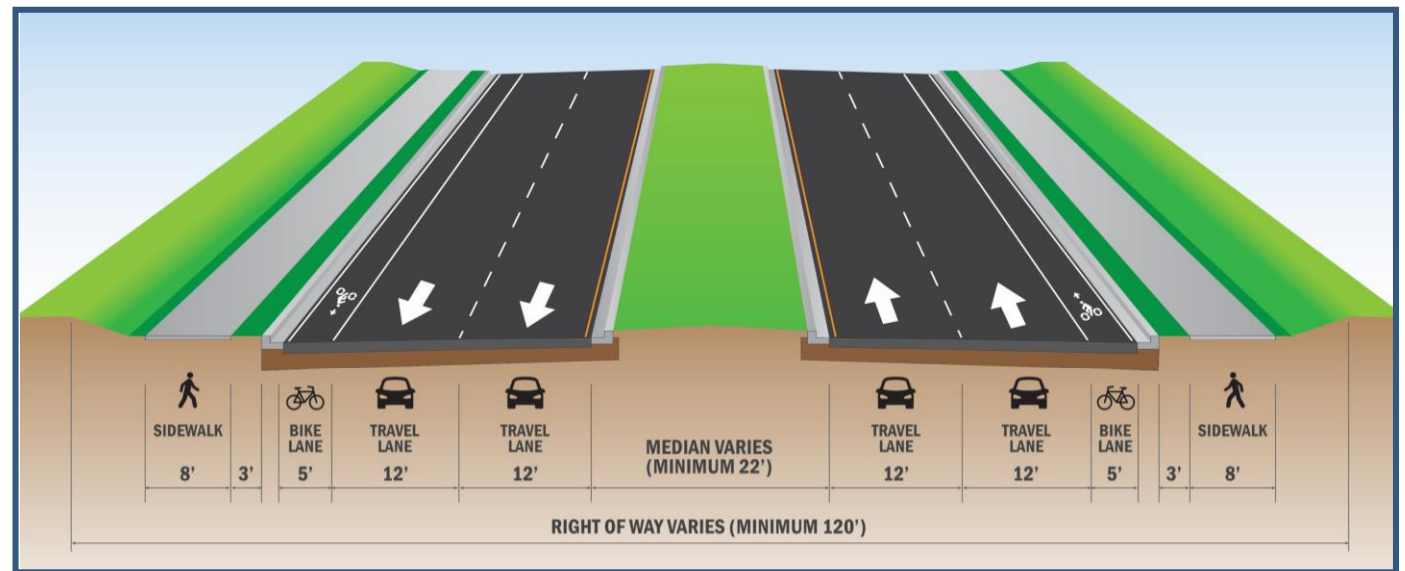
PARTIAL CLOVERLEAF #2



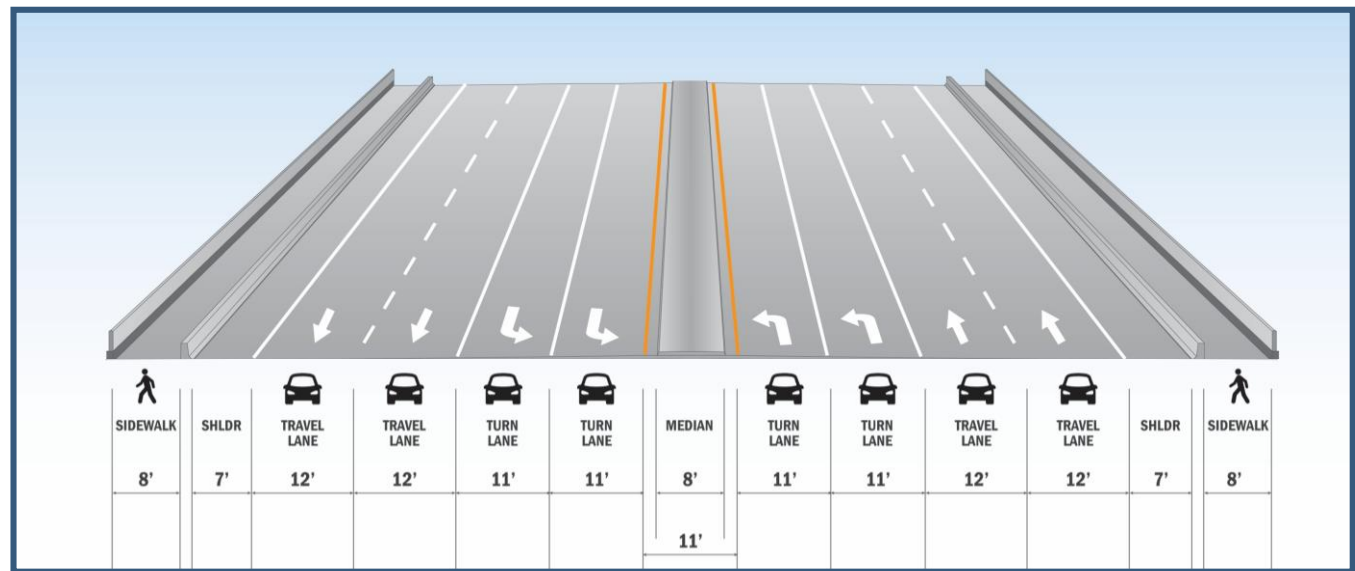
POTENTIAL TYPICAL SECTIONS

A typical section is a drawing that shows the cross section elements of a roadway. These elements generally consist of travel lanes, pedestrian and bicycle facilities, and medians. Considered as a single unit, the cross section elements define the state's right of way. The most appropriate typical section will consider the surrounding land uses and their orientation to the roadway while balancing the mobility needs of the people using the roadway (motorists, pedestrians, or bicyclists). The graphics below and to the right show the proposed typical sections for Pioneer Trail and the I-95 bridge that are being considered on this project.

PROPOSED TYPICAL SECTION – PIONEER TRAIL ROADWAY



PROPOSED TYPICAL SECTION – PIONEER TRAIL BRIDGE



Evaluation Factors	Alternative							
	No Build	Diamond	Partial Cloverleaf #1	Partial Cloverleaf #2				
Planning Consistency								
Consistency with Long Range Transportation Plan	NO	YES	YES	YES				
Social Environment								
# of Parcels Impacted	N/A	15	15	15				
# of Potential Relocations	N/A	1	1	1				
Total Right of Way Required	N/A	34.83	41.48	40.44				
Physical Environment								
Potentially Contaminated Sites	N/A	LOW	LOW	NONE				
Natural Environment								
Wetland Impacts (acres)	N/A	24.44	28.59	32.54				
Cultural Impacts	N/A	0	0	0				
Floodplain Impacts (acres)	N/A	39.42	46.16	45.18				
Wildlife Impacts	N/A	0	0	0				
Engineering Issues								
Delay (seconds per vehicle) ⁽¹⁾	AM	PM	AM	PM	AM	PM	AM	PM
S.R. 421/Dunlawton Avenue	78.9	57.6	19.9	21.9	19.9	21.9	19.9	21.9
Pioneer Trail	N/A	N/A	28.9	21.0	26.9	21.9	16.2	15.0
S.R. 44	97.8	26.1	37.0	11.6	37.0	11.6	37.0	11.6
Bike/Pedestrian/ADA	NO IMPROVEMENTS		BIKES LANES & SIDEWALKS		BIKES LANES & SIDEWALKS		BIKES LANES & SIDEWALKS	
Emergency Evacuation	NO IMPROVEMENTS		BETTER – ADDITIONAL ACCESS		BETTER – ADDITIONAL ACCESS		BETTER – ADDITIONAL ACCESS	
Estimated Construction Costs	\$0		\$47,500,000		\$50,100,000		\$50,900,000	

(1) Amount of delay experienced by drivers while traveling through an intersection.