



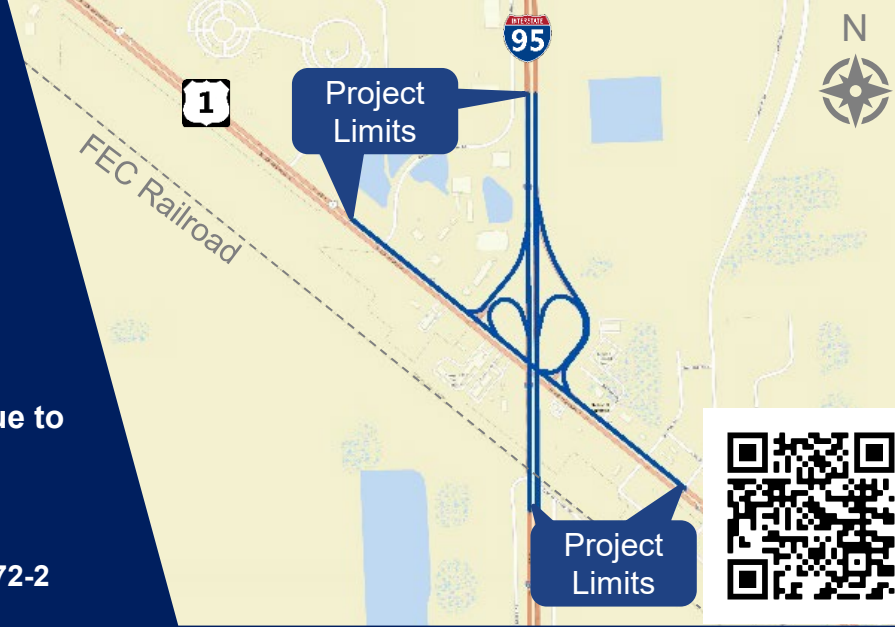
I-95 at U.S. 1 Interchange

PD&E Study

Plantation Oaks Boulevard/Broadway Avenue to Destination Daytona Lane

Volusia County

Financial Project Identification (FPID) No.: 419772-2



Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for the Interstate 95 (I-95) at U.S. 1 interchange (exit 273) in Ormond Beach. This study will evaluate improvements to the I-95 interchange as well as the approximately one-mile segment of U.S. 1 between Plantation Oaks Boulevard/Broadway Avenue and Destination Daytona Lane. The purpose of this PD&E Study is to accommodate the existing and future travel demand, improve safety, and enhance pedestrian connectivity by developing solutions, known as alternatives, that improve operations at the I-95 interchange and along U.S. 1.

The PD&E Study will evaluate a range of alternatives, and their potential impacts and enhancements to the natural, social, cultural, and physical environments. Public engagement activities are planned throughout the study, including individual stakeholder coordination meetings, a public alternatives open house, and a public hearing.

PD&E Study Alternatives

No-Build Alternative

The No-Build Alternative assumes that no improvements would be made to the existing interchange or the approximately one-mile segment of U.S. 1. This alternative is carried through to the public hearing.

I-95 at U.S. 1 Interchange & U.S. 1 Build Alternatives

The Build Alternatives, as seen on the reverse side of the handout, first show a conceptual rendering of the approximately one-mile segment of U.S. 1 between Plantation Oaks Boulevard/Broadway Avenue and Destination Daytona Lane that would be widened from two lanes in each direction to three. This widening includes the addition of shared use paths to serve bicyclists, pedestrians, and other users. The width of the roadway features will vary between two alternatives. Next, you'll see the conceptual renderings of the two interchange alternatives: a Diverging Diamond Interchange Alternative and an Offset Intersection Alternative. Both options would enhance the interchange operations and improve safety. U.S. 1 will be widened with either Build Alternative.

Project Status and Estimated Costs*

PD&E Study	Funded: 2021-2022	\$2.9 million
Design	Funded: 2022	\$7.5 million
Right-of-Way	Partially Funded: 2027	\$3.3 million
Construction	Unfunded	-

*subject to change

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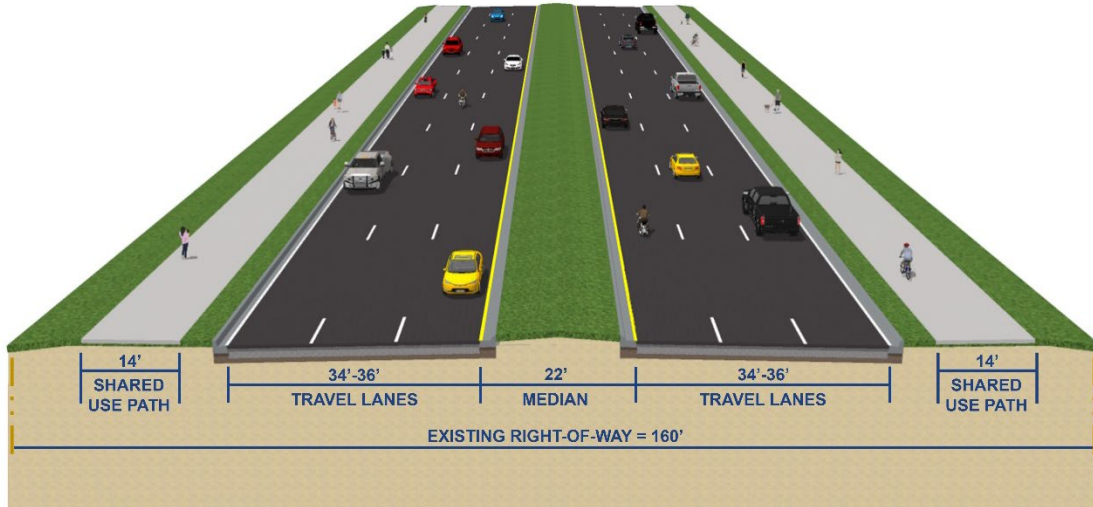
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<https://www.cflroads.com/project/419772-2>

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Proposed U.S. 1 Typical Section:



Diverging Diamond Interchange (DDI) Alternative

- Reduces conflict points for left-turning vehicles
- Improves left turn capacity
- Minimizes traffic queues
- Eliminates existing substandard loop ramps

Offset Intersection (Offset) Alternative

- Minimizes conflicts between bicycles / pedestrians and motorized vehicles
- Eliminates existing substandard loop ramps
- Consolidates movements to a single traffic signal

